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HORNBY magazine

November 2024

Acting Editor: Mark Chivers
Associate Editor: Jonathan Newton
Staff Writer: Ben Church
Senior Designer: Steve Diggle
Sub-editor: Andrew Bowes-Roden
Contributors: Evan Green-Hughes, Brian Stephenson, Tim Shackleton, Graham Gaches, Julia Scarlett, Trevor Jones, Dan Evason, Andrew McDonald, John Wiffen, Graham Clarke, Paul Lunn, Chris Parsons and Mike Bisset

EDITORIAL ADDRESS

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

ADVERTISING

Phone: 01780 755131
Head of Consumer Sales: Brodie Baxter
E-mail: *brodie.baxter@keypublishing.com*
Advertising Manager: Matt Sinclair
E-mail: *matt.sinclair@keypublishing.com*
Senior Ad Production Controller/Designer Becky Antoniades
E-mail: *rebecca.antoniades@keypublishing.com*
Having difficulty obtaining your copy of *Hornby Magazine?*
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ADVERTISING ADDRESS

Hornby Magazine, Key Publishing Ltd,
PO Box 100, Stamford, Lincolnshire PE9 1XQ

SUBSCRIPTIONS/MAIL ORDER

PO Box 300, Stamford, Lincolnshire PE9 1NA, UK
Telephone: 01780 480404
E-mail: Subscriptions - *subs@keypublishing.com*
E-mail: Mail Order - *orders@keypublishing.com*

PUBLISHING

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

PRINTING

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

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

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

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

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

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Audit Bureau of Circulation 20,051 newsstand and digital sales.

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

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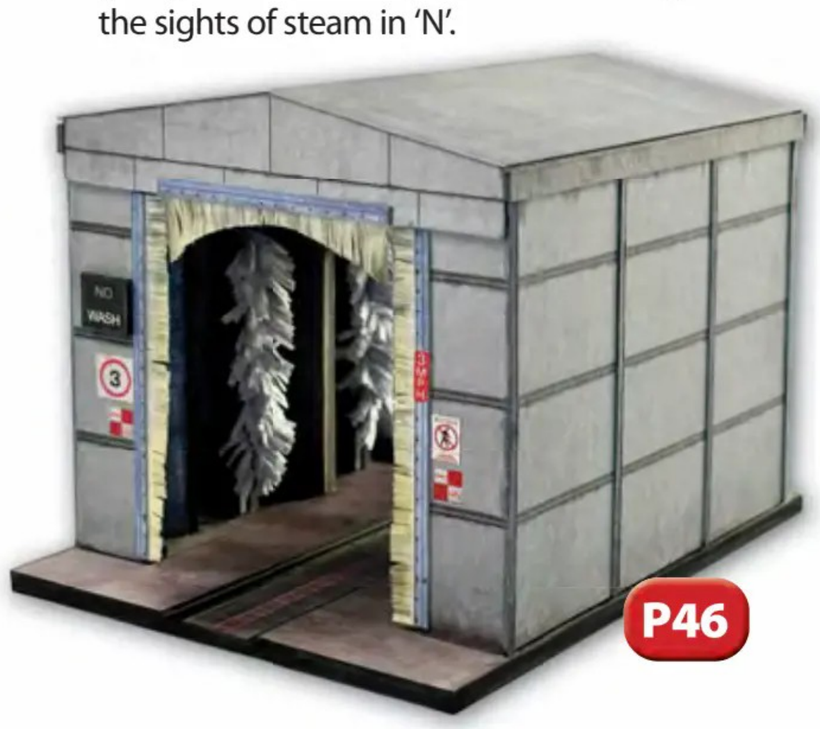

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THE EDITOR'S PAGE

Welcome

HELLO AND WELCOME to the latest issue of *Hornby Magazine*. If you visited the Nene Valley Railway in early September for the GB Railfreight (GBRf) Gala Weekend it was great to see you! It was a busy weekend with a good selection of GBRf motive power in use both days, ranging from a veteran Railway Support Services Class 08 diesel shunter (which is on-hire to GBRf) to one of the latest Class 66s to join the fleet, together with newly-converted Class 69s.

The *Hornby Magazine* team were there in force with our 'OO' gauge East Coast Cement and Natford TMD layouts populated with an impressive collection of GBRf motive power. Mike and myself hadn't realised quite how extensive our GBRf fleets had become!

As you may be aware, the weekend saw us launch our next 'OO' gauge exclusive limited edition locomotive: Class 66 66794 *Steve Hannam* in GB Railfreight's BR-inspired Railfreight Petroleum sector triple grey colour scheme. Just 150 DCC ready and 150 DCC sound-fitted models are being produced and it makes the perfect partner to Accurascale's own model of 66793 in Construction sector colours. 66794 has proved incredibly popular – you can find out more at *shop.keymodelworld.com*

That's not quite the end of the GB Railfreight theme, as we also offered a sneaky peek of something else GBRf-related that weekend – our next depot kit modelling the Peterborough maintenance shed. We'll have more information online and at the 2024 Great Electric Train Show.

Talking of which, the Great Electric Train Show is now just a few days away and takes place at the Marshall Arena in Milton Keynes on October 12/13 - and we can't wait to open the doors to the feature packed event. We'll have our new £500 challenge 'OO' gauge layout on display at the *Hornby Magazine* stand by the main entrance to the hall, as well as our popular 'TT:120' Twelvemill Bridge layout on show in the arena.

The weekend promises to be packed full of stunning model railways including Pete Waterman's expanded Making Tracks 4 modelling Watford Junction and even Dan Evason's brand-new 'NG7' layout, as featured in HM208 and HM209. If you haven't already done so, you can book advance tickets through the Key Model World shop, with savings to be had over on-the-day ticket prices ahead of the show weekend. For further details see pages 14-15 or visit *keymodelworld.com/greatelectrictrainshow*.

In this month's issue, we launch a new Skills Guide series of modelling basics, starting with where to locate a new layout. Paul Lunn shares his hints and tips on the subject on page 98. In addition, we have three stunning feature layouts, step-by-step modelling guides, historical articles and a raft of new releases to tempt you.

I hope you enjoy the new issue and look forward to seeing as many of you as possible at the Great Electric Train Show in Milton Keynes!





Mark Chivers
Acting Editor

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Local Lines FGW 153 DMU

Hornby's development team have been experimenting with printing techniques for its forthcoming 'OO' gauge Class 153 DMU release as 153361 in First Great Western branded 'Local Lines' livery.





A mix of UV and tampo printing techniques have been applied to achieve a refined appearance to the complicated 'Local Lines' livery which features the names of locations and attractions throughout the south west.

HORNBY has received a decorated sample of its forthcoming 'OO' gauge Class 153 single-car Diesel Multiple Unit (DMU) in First Great Western (FGW) 'Local Lines' blue livery for evaluation by the company's development team.

Finished as Class 153 153361 in the FGW branded scheme (Cat No. R30357), the model features the dynamic wording displayed along the bodyside for the first time. The development team have experimented using a mix of UV and tampo printing techniques to achieve the desired effect, with the UV printing forming the base colour of the unit and tampo printing for the small place names. As a result, registration of the tiny lettering that makes up the bodyside design appears crisper and more legible.

The eyecatching colour scheme is a map of locations throughout the south west, with three different colours in a graduated wavy line on both sides of the vehicle.

Priced at £169.99, Hornby's forthcoming Class 153 is also set to receive an upgrade with a 21-pin Digital Command Control (DCC) decoder socket, with release planned for later this autumn.

● **Visit *www.hornby.com***

WIN! A HORNBY



HORNBY MAGAZINE is offering readers a chance to win two of Hornby's latest 'OO' gauge releases, comprising a BR '9F' 2-10-0 92203 *Black Prince* (Cat No. R30351) and Gresley 'A3' 4-6-2 60016 *Silver King* (R30349) from the company's Hornby Dublo range. The combined prize is worth £620.

Hornby's new '9F' 2-10-0 utilises the latest tooling and features a 21-pin Digital Command Control (DCC) decoder socket, five-pole skew-wound motor and sprung metal buffers, while the Gresley 'A3' 4-6-2 features a die-cast metal streamlined body, five-pole skew-wound motor, 8-pin DCC decoder socket and a footplate crew.

To be in with a chance of winning these latest 'OO' gauge steam locomotives from the Hornby range, all you have to do is answer the question below by November 25, 2024.

Even if you don't win, these 'OO' gauge steam locomotives are available from Hornby stockists now – find out more at *www.hornby.com*. Good luck!

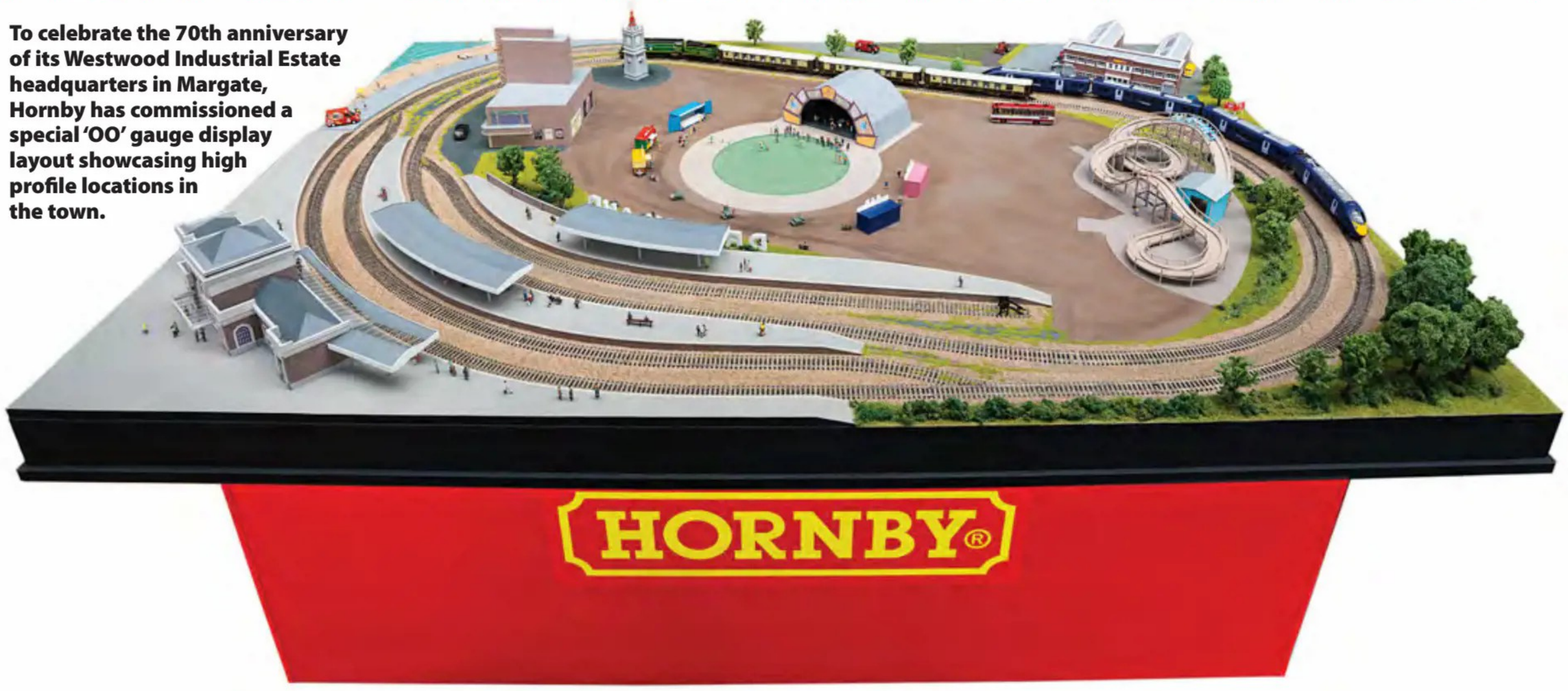
QUESTION

In which coastal Kent town is Hornby's headquarters located?

A.Ramsgate **B.**Dover **C.**Margate

HORNBY CREATES MARGATE LAYOUT

To celebrate the 70th anniversary of its Westwood Industrial Estate headquarters in Margate, Hornby has commissioned a special 'OO' gauge display layout showcasing high profile locations in the town.



AS PART OF THE 70th anniversary celebrations marking the building of Hornby's headquarters in Margate, the company has built a special 'OO' gauge display showcasing local landmarks, which is currently on show at the town's railway station.

The oval-shaped layout has been designed by the Hornby team and Sussex Modelmakers to replicate Margate in miniature, with several significant structures including the railway station, the Art Deco Dreamland cinema and Dreamland's Scenic stage and railway rollercoaster, which are at the heart of the complex.



Margate's Dreamland complex features significantly on the specially-designed layout, which has been on display at Margate railway station.

Hornby's present-day site is also represented, with models of the office and factory buildings from the Skaledale range also on display.

In an added twist, the manufacturer has teamed up with Modelu to enable potential 4mm scale revellers to be 3D-scanned at upcoming events for a small additional fee, to cover the cost of sending an extra figure to Hornby for it to be displayed in the crowd on the layout.

Hornby's 70th anniversary layout is presently on display in the booking hall at Southeastern's Margate station in Kent.

● **Visit *www.hornby.com***

GRESLEY 'A3' & BR '9F'



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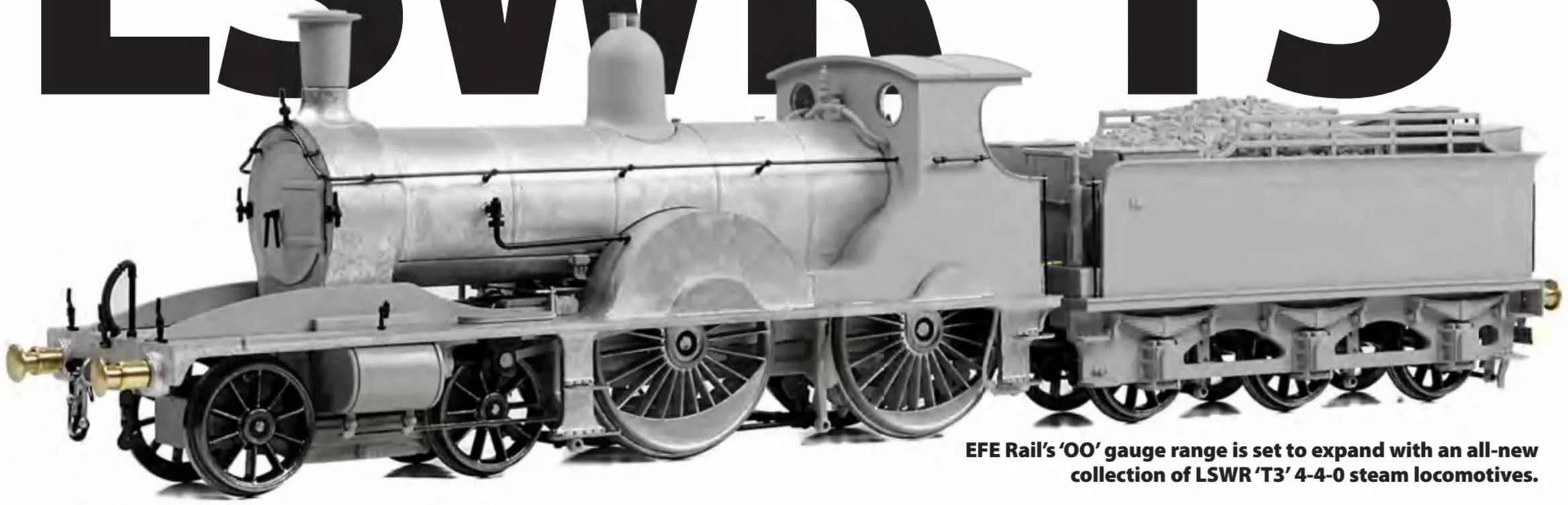
Online entries open at 9am on October 3, 2024 and the closing date for entries is November 25, 2024 at 5pm GMT. The winner will be notified no later than December 1, 2024.

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. No purchase necessary.

LSWR 'T3'



EFE Rail's 'OO' gauge range is set to expand with an all-new collection of LSWR 'T3' 4-4-0 steam locomotives.

BACHMANN has revealed an all-new 'OO' gauge London & South Western Railway (LSWR) 'T3' 4-4-0 for the EFE Rail range.

Designed by William Adams, 20 locomotives were built by the LSWR in the early 1890s for routes West of Salisbury and remained in service following Grouping, with the final three working until 1936, 1942 and 1945 respectively.

EFE Rail's all-new 'OO' gauge 'T3' 4-4-0 model has been developed in conjunction with Kernow Model Rail Centre and will feature a die-cast metal chassis, five-pole motor, flywheel, all-wheel pick-ups, close locomotive-to-tender connection, metal valve gear, sprung front bogie, sprung metal buffers and separately-applied handrails and detailing.

EFE Rail's tooling suite will enable original Adams and later Drummond boiler examples to be produced together with chimney options and/or smokebox doors. Further tooling options include single or double whistles, optional side chains on front and rear buffer beams, plain or fluted coupling rods and more.

Currently at the First Engineering Prototype (EP) stage, decorated samples are due for review by the project's development team shortly. Identities, colour schemes and prices are set to be revealed during Bachmann's Winter British Railway Announcements on Wednesday November 6.

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

New 'O' gauge MHA for Dapol



Dapol has received first engineering prototypes of its newly-announced 'O' gauge MHA 'Coalfish' wagons.

DAPOL has announced an all-new model of the MHA 'Coalfish' wagon for 'O' gauge.

In the late 1990s, redundant HAA coal hoppers donated their underframes to a new fleet of ballast wagons. Between 1997 and 2007, more than 1,000 wagons were converted with minor alterations across the builds.

Dapol's all new model focuses on the original batch of 400 wagons built at RFS Doncaster in 1997/98. It is set to feature a die-cast compensated chassis and underframe, profiled metal wheels, sprung metal buffers, working Instanter couplings and more.

Four models are planned, all in English, Welsh and Scottish Railway (EWS) maroon finished as 394102 (Cat No: 7F-082-001MHA), 394133 (7F-082-002MHA), 394200 (7F-082-003MHA) and 394207 (7F-082-004MHA).

Engineering prototypes are currently being evaluated by Dapol's project team with livery artwork in development. Individual wagons are priced at £60 with delivery anticipated for the second quarter of 2024.

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

Rapido Trains showcases USA 'S160' EP

RAPIDO TRAINS UK has unveiled First Engineering Prototype (EP) samples of the forthcoming 'OO' gauge USA 'S160' 2-8-0.

The manufacturer's all-new tooling suite will reflect the numerous modifications the prototypes received in service, with locomotives featuring different designs of lamp iron, right or left-hand drive, straight or stepped running boards, piston valve covers, tender fronts, and smokebox doors. Additionally models will feature factory-fitted twin speakers, firebox glow, dual flywheel motor and a 21-pin Digital Command Control (DCC) decoder socket.

Numerous models are planned with various forms of USA branding on the tenders including Great Western Railway 1604 in black (Cat No. 926001), London Midland & Scottish Railway 2415 in dark grey (926002) and London and North Eastern Railway 1712 in light grey (926003). Southern Railway (SR) 2356 appears in light grey (926004), while 700 *Major General Carl R Grey Jr* wll appear in Longmoor Military Railway blue (926005).



Rapido Trains UK's new 'S160' 2-8-0 is progressing well with First Engineering Prototype samples currently being evaluated by the company's development team.

Preservation era models will appear as 5820 *Big Jim* in light grey (926006), 6046 in black (926007) and 2253 *Omaha* in maroon (926008). These models are joined by 95820 *Big Jim* in fictional British Railways black with early crests (926009) and 5197 in black (926010).

Three exclusive models have also been announced, 2044 in WD green (926011) for Clark Rail Works and WD701 *Franklin D. Roosevelt* in 1990s preserved condition in Longmoor Military Railway blue (926012) and 2582 *Pvt. H.J. O'Brien* in black (926013) for Rails of Sheffield.

Prices are set at £269.95 for DCC Ready and £379.95 for DCC sound-fitted models. A release date is yet to be confirmed.

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

ALL-NEW BACHMANN 'N' PROJECTS



Bachmann has announced plans for newly-tooled 'N' gauge D600 'Warship' diesels for the EFE Rail range.

BACHMANN has revealed details of two all-new 'N' gauge models with plans for newly-tooled D600 'Warship' A1A-A1A diesels and BR Mk 1 Travelling Post Office Tender stowage vans.

Set to appear within Bachmann's EFE Rail range, tooling for the all-new 'N' gauge D600 'Warships' is set to be comprehensive, with early and later styles of body incorporating disc headcodes or headcode boxes and modified side grilles. Each will also feature separately-fitted metal handrails, buffer beam pipework and headcode discs.

Models will feature a coreless motor powering the outer axles on both bogies with pick-ups to all driven wheels, directional lights, cab illumination, Next18 Digital Command Control (DCC) decoder socket and provision for a speaker in the battery box.

Bachmann has also revealed details for its all-new 'N' gauge BR Mk 1 Post Office Tender (POT) stowage vans, modelling the Diagram 732 POTs built at York in 1968. Bachmann's new Graham Farish models are set to feature a wealth of moulded detail, reflecting the corridor, roof, ventilator and door handles along with separately-fitted grab handrails, battery boxes and brake equipment.

Currently in production, full details of liveries and identities are set to be released as part of Bachmann's Winter 2024 British Railway Announcements in early November.

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

Bachmann's Graham Farish range is set to gain all-new 'N' gauge BR Mk 1 Travelling Post Office stowage vans.



'J72' 0-6-0T FROM DAPOL



Dapol has revealed plans for an all-new 'N' gauge Worsdell 'J72' 0-6-0T.

DAPOL is developing an all-new 'N' gauge Worsdell 'J72' 0-6-0T.

Designed by Wilson Worsdell, 113 locomotives were built between 1899 and 1951 for use with North Eastern Railway, London & North Eastern Railway (LNER) and British Railways.

Dapol's all-new 'N' gauge 'J72' 0-6-0T will feature a die-cast chassis, die-cast footplate, sprung centre driving wheels, coreless motor, flywheel, all-wheel pick-ups and provision for a Next18 Digital Command Control (DCC) decoder in the cab. The new model's tooling suite will cater for a raft of detail variations, including alternative buffers, smokebox door locks and safety valve options.

Eight models will form the initial releases finished as 2173 in NER green (Cat No. 2S-072-001J72), 2183 in LNER plain black (2S-072-002J72), 8680 in LNER lined green (2S-072-003J72), 68723 in BR black with early crests (2S-072-004J72), 68745 in BR black with early crests (2S-072-005J72), 69007 in BR black with late crests (2S-072-006J72), 68736 (station pilot) in BR lined apple green with late crests (2S-072-007J72) and 69023 in as-preserved NER lined apple green with late crests (2S-072-008J72).

Models will be available DCC Ready and DCC Fitted, priced at £140 and £175 respectively, with release slated for late 2025.

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

Dapol 'Manor' next in 'N'



An all-new 'N' gauge GWR 'Manor' 4-6-0 is in development from Dapol, with the model already at the first EP sample stage.

DAPOL has revealed plans for an all-new 'N' gauge Great Western Railway (GWR) 'Manor' 4-6-0, following receipt of the first Engineering Prototype (EP) sample for inspection.

Built at Swindon Works, 20 'Manors' were completed in the late 1930s, with ten further locomotives appearing in 1950.

Dapol's newly-tooled 'N' gauge GWR 'Manor' 4-6-0 will feature a die-cast chassis, boiler and footplate, a coreless motor, all-wheel pick-up, a Next18 Digital Command Control (DCC) decoder socket, firebox glow and space for a cube speaker in the tender.

Six models will form the initial batch of 'Manors', finished as 7818 *Granville Manor* in GWR (shirtbutton) green (2S-001-0054), 7814 *Fringford Manor* in GWR (shirtbutton) green (2S-001-0064), 7807 *Compton Manor* in GW green (2S-001-0074), 7800 *Torquay Manor* in BR black with large early crests (2S-001-0084), 7810 *Draycott Manor* in BR lined green with small early crests (2S-001-0094) and 7803 *Barcote Manor* in BR lined green with late crests (2S-001-0104).

Prices are set at £190 DCC Ready, £227.80 DCC Fitted and £308.80 DCC Sound-fitted, with release currently slated for the third quarter of 2025.

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

Rapido Trains confirms 'N' gauge 'Peaks'

Rapido Trains UK is adding Class 45 and 46 1Co-Co1 diesels to its 'N' gauge range.



RAPIDO TRAINS UK has confirmed that it is to produce all-new 'N' gauge models of the Class 45/46 1Co-Co1 diesel-electrics.

These new announcements represent a continuation of the development work for Rapido Trains' previously-announced 'N' gauge Class 44 project, with much of the research for these models undertaken alongside that for the Class 44. Each will feature a Next18 Digital Command Control (DCC) socket, factory-fitted speaker, directional lighting, separately-fitted detailing items, etched radiator fan grille and more.

Currently at the Engineering Prototype (EP) sample stage of development, 12 Class 45s and seven Class 46s are planned for the initial batch of releases, covering BR green and BR blue examples, along with a couple of heritage and departmental schemes.

Prices are set at £144.95 DCC Ready and £249.95 DCC Sound-fitted.

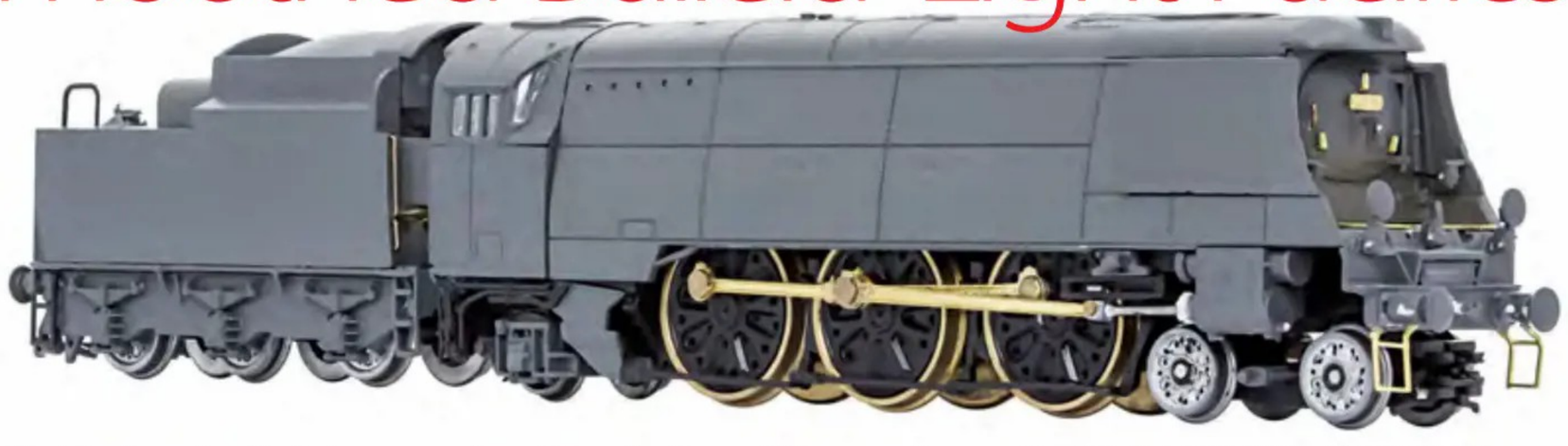
A release date has yet to be confirmed.

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

Dapol air-smoothed Bulleid 'Light Pacifics'

DAPOL has received the first Engineering Prototype (EP) sample of its forthcoming next generation 'N' gauge air-smoothed Bulleid 'West Country' and 'Battle of Britain' 4-6-2s for evaluation.

In a change to the original specification, the boiler is now injection-moulded plastic for added finesse to the small rivet detail and cab backhead structures. The new 'Light Pacific' specification includes a heavy die-cast chassis, locomotive mounted coreless motor, all-wheel pick-up, Next18 Digital Command Control (DCC) decoder socket, firebox glow and more.



First Engineering Prototype samples of Dapol's all-new 'N' gauge air-smoothed Bulleid 'Light Pacific' 4-6-2s have arrived for scrutiny.

Eight different identities and colour schemes are planned, with each available DCC Ready, DCC Fitted and DCC Sound-fitted.

Prices are set at £215, £250 and £330 respectively, with release currently slated for the third quarter of 2025.

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

Rapido's LMS iron ore hopper

RAPIDO TRAINS UK is to model the London, Midland & Scottish Railway 20ton hopper wagon in 'OO' with 17 different versions available in the initial batch of releases.

Currently at the Engineering Prototype sample stage, the new iron ore hopper wagons are set to model four LMS diagrams, together with survivors in BR service, lime-carrying variants and industrial conversions.

Priced at £34.95 each, pre-orders are being accepted now. A release date has yet to be revealed.



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

'N' gauge 1938 'tube' stock



DECORATED SAMPLES of Revolution Trains' all-new 'N' gauge 1938 London Underground 'tube' stock have arrived.

Four- and three-car 1938 stock 'tube' trains are set to appear in original rail red, 1970s-era bus red and in 'as-preserved' rail red with Bakerloo line copper brown roofs. In addition, two-car Isle of Wight sets are also being produced in Network SouthEast and South West Trains' Island Lines guises. A release date has yet to be confirmed.

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

GNR 8TON BOX VAN



Rapido Trains has revealed that it is to produce the Great Northern Railway (GNR) 8ton box van for 'OO' gauge.

The manufacturer plans to replicate the numerous differences the prototypes carried – specifically the ventilation arrangements and wagons with stepped and non-stepped ends. Wagons will also feature metal bearings and label clips for modellers to fit.

Engineering Prototype samples have been received and 15 vans are set to form the initial batch of releases.

Priced at £34.95 each, a release date has yet to be confirmed.

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

FINAL CALL FOR THE GREAT ELECTRIC TRAIN SHOW

THE 2024 GREAT ELECTRIC TRAIN SHOW takes place at the Marshall Arena in Milton Keynes on October 12/13, featuring an all-star cast of model railways, traders and demonstrations.

The annual event is headlined by Pete Waterman's Making Tracks 4, which will feature brand new buildings in front and behind Watford Junction station to replicate this city location in miniature.

This stunning 64ft x 12ft display will be joined by outstanding model railway layouts from as far away as Scotland, Yorkshire, Kent, Hampshire, Devon and Cornwall. Highlights include the CBM Diesel Group's popular 1980s portrayal of Charwelton, Winchester Railway Modellers' Southern Region 'OO' layout of Redbridge Wharf (HM201), Huddersfield Railway Modellers' Millsbridge in 'N' gauge (HM205), Andy Hopper's Manston Airport in 'OO' (HM85), *Hornby Magazine*'s new £500 Challenge display (HM208) and Dan Evason's first 'NG7' exhibition layout: Dewstone (HM208/HM209).

The event is sponsored by Accurascale, Heljan, TMC and West Hill Wagon Works, which lead a list of more than 50 quality traders, including stands from manufacturers Cavalex Models, Ellis Clark Trains, Hornby, KR Models and Revolution Trains.

Discount advance sales for printed tickets close on Friday, October 4 2024, but eticket sales will be extended until Thursday October 10 2024. Book your advance tickets and save over on the door prices, as well as gaining early entry from 9.30am on the day of your booking.

Due to a football match taking place at the MK Dons Stadium, there will be no parking available for the Great Electric Train Show in the venue car park on Saturday, October 12. Alternative parking will be available around the venue at other retailer premises (charges and time limits apply).

In addition, there will be shuttle buses running every 15 minutes from Milton Keynes Central railway station, where there is a large volume of parking for use on Saturday October 12 (charged at local rates). The shuttles take around 15 minutes to reach the venue and will be running from 8am on Saturday.

You can also source local parking through parking websites, including those listed on the Great Electric Train Show Visitor Information section online.

Parking for Sunday, October 13 will be available at the venue – Marshall Arena, Milton Keynes MK1 1ST– where standard parking fees apply. A 30-minute interval shuttle bus will be running from Milton Keynes Central Station on Sunday, October 13 for visitors arriving by rail.

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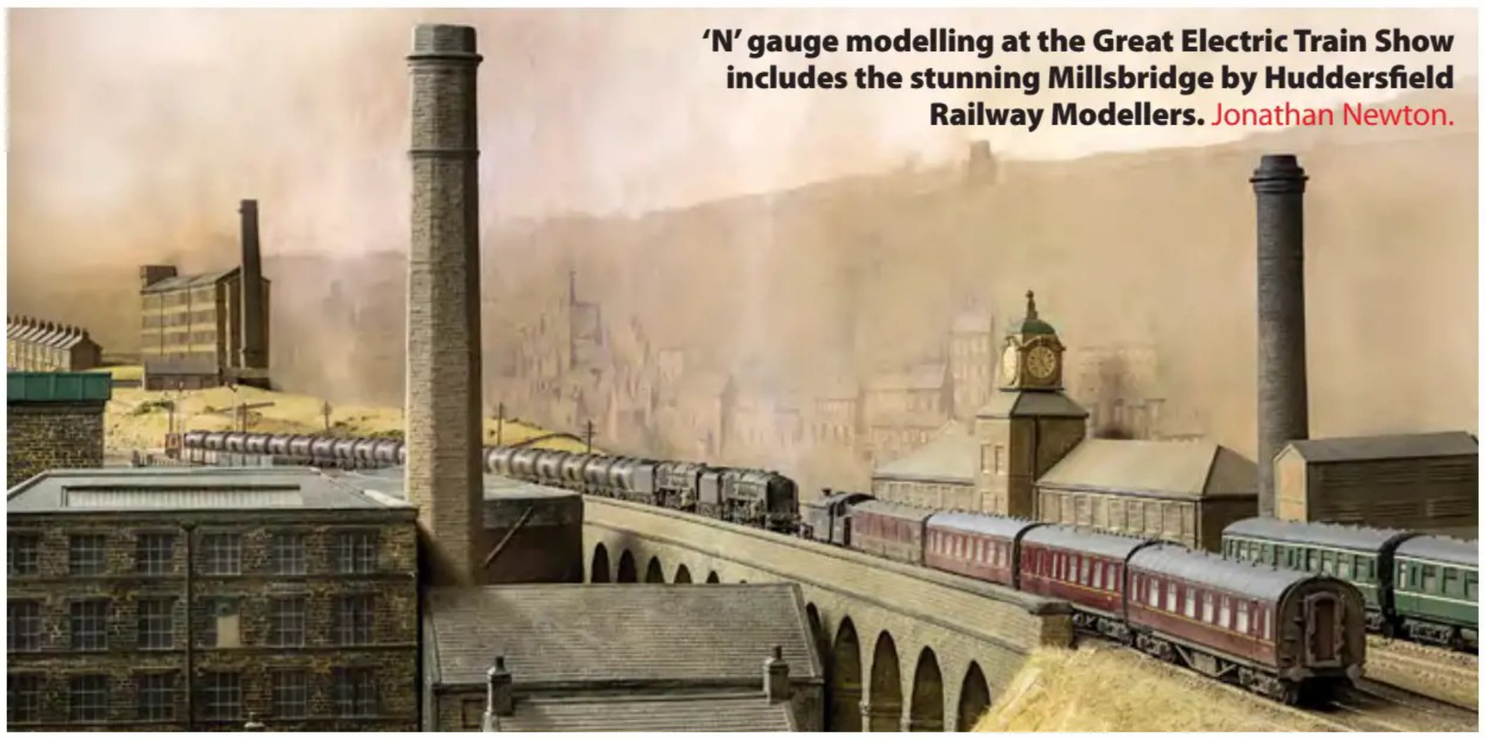
The 2024 Great Electric Train Show takes place on October 12/13 2024 at the Marshall Arena in Milton Keynes and features Making Tracks 4 with extended scenery at Watford Junction station. Mike Wild.

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 tickets include access to the VIP lounge from 9am, entry to the show via the VIP lounge from 9.30am, complimentary drinks, special lanyard, two day entry to the show, £25 worth of Key Publishing modelling publications and exclusive VIP only offers for Key Model World Shop products.



'N' gauge modelling at the Great Electric Train Show includes the stunning Millsbridge by Huddersfield Railway Modellers. Jonathan Newton.



Manston Airport by Andy Hopper models a Southern Region 'might have been' station in 'OO' gauge. Trevor Jones.

Save the date for Model World LIVE 2025



THE DATES for Model World LIVE 2025 are set as April 26/27 with the second year of the new National Modelling Exhibition taking place in Hall 2 of the National Exhibition Centre (NEC) in Birmingham.

Building on the successes of the first event in April 2024, Model World LIVE brings together modellers from the railway, scale and radio controlled sectors – and more – to create a feast of activities at the NEC.

Highlights of the 2025 event include stunning working model railways hand picked by our team, outstanding scale modelling displays from clubs and special interest groups, radio controlled model demos, hands on activities for visitors, top quality trade stands, manufacturer support and more.

Discount advance ticket sales for Model World LIVE 2025 launch on October 12 2024 through the Key Model World Shop and we will also be revealing the first exhibits for the show. Look out for full details on KeyModelWorld.com.

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

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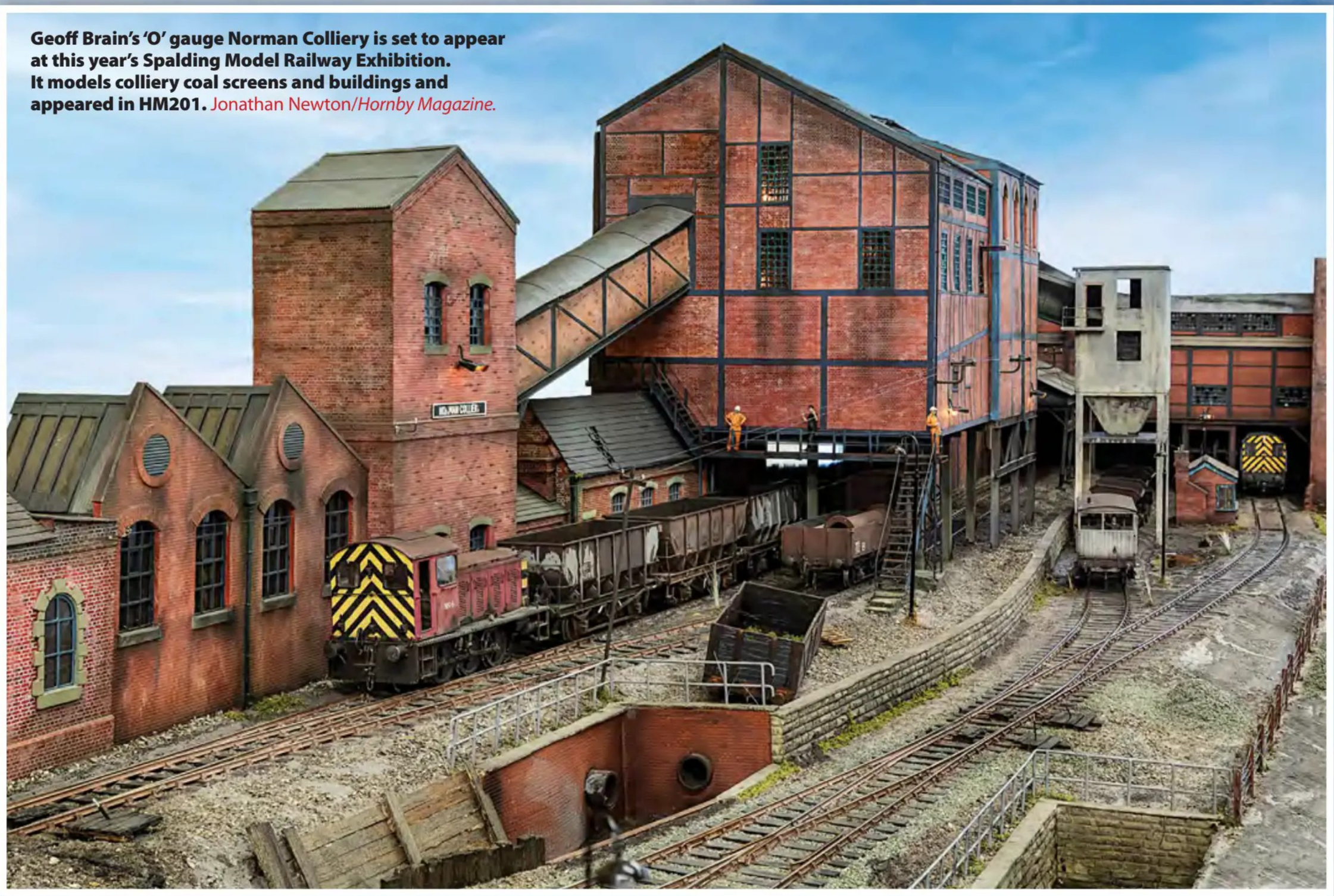
UPDATE

Spalding PREVIEW

MODEL RAILWAY EXHIBITION 2024



Geoff Brain's 'O' gauge Norman Colliery is set to appear at this year's Spalding Model Railway Exhibition. It models colliery coal screens and buildings and appeared in HM201. Jonathan Newton/*Hornby Magazine.*



The *Hornby Magazine* team will be exhibiting its popular 'OO9' exhibition layout Fairlie Syniad Da, populated with a host of sound-fitted locomotives. *Hornby Magazine.*



Twelvemill Bridge is *Hornby Magazine's* recent 'TT:120' layout project which showcases the latest model releases in this new scale. *Hornby Magazine.*

FINAL PREPARATIONS ARE underway for Spalding Model Railway Exhibition at Springfields Events Centre, Camel Gate, Spalding on the weekend of November 2/3.

Hosted by Spalding Model Railway Club, the exhibition is set to feature 30 layouts with several that have appeared in *Hornby Magazine* including Barry Platt's 'OO' gauge Ashdan Junction (HM121), Ian Macdonald and Martin Wright's 'OO' Kirkby Stephen West (HM5) and Geoff Brain's 'O' gauge Norman Colliery (HM201). Further highlights include Blowers Green Wagon Repair Yard ('O'), Buxton ('N'), Loch Dour ('OO'), Measham ('OO'), Nibley Knoll ('OO9'), Southgate Park ('OO'), Sutton Bank TMD ('OO'), Wickham Market ('OO') and many more.

Continental outline layouts include Kamiack Falls ('HO'), Los Tanimals ('N'), Moos ('HO'), Zeedijk NS ('HO') and Zlata Vychod ('HO').

The *Hornby Magazine* team will be in attendance with our 'OO9' Fairlie Syniad Da and 'TT:120' Twelvemill Bridge exhibition layouts on display across the weekend, together with special show-only offers on subscriptions and books, plus our expanding range of laser-cut kits, 3D-printed accessories and latest limited edition models.

Bachmann Europe will be returning with a display of their latest releases and in-development prototype samples of models yet-to-appear, while an impressive line-up of trade support has also been assembled including Aspire Gifts and Models, Brickyard Models, DC Kits, Digitrains, H&A Models, Mark's Trains, Mount Tabor Models, Petite Properties, Railway Artist James Green, Trains4U, Squires Models and Craft Tools and more.

Demonstrations include architectural modelling, etched brass and whitemetal construction, model weathering and painting and a locomotive clinic, while refreshments will be available throughout the weekend.

Doors open from 10am each day – 9.30am for advance ticket holders and disabled visitors – with tickets priced at £12 for adults on-the-door while accompanied children under 16 will be admitted free. Advance adult tickets are also available, priced £11 each, which can be booked through Spalding Model Railway Club's website. **HM**

- **For more information visit *www.spaldingmodelrailwayclub.org.uk***

THE DETAILS	
Event:	Spalding Model Railway Exhibition
Date:	November 2/3 2024
Where:	Springfields Events Centre, Camel Gate, Spalding, Lincolnshire PE12 6ET
Times:	Sat 10am-5pm, Sun 10am-4.30pm
Prices:	Adults £12 (£11 advance), accompanied children free

Ian Macdonald and Martin Wright's 'OO' gauge Kirkby Stephen West will be attending the Spalding Model Railway Exhibition. It featured in HM5. *Hornby Magazine.*



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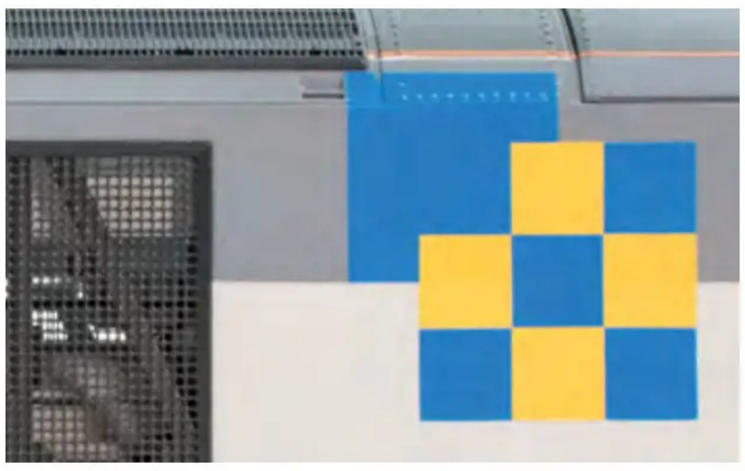







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HORTON

The Settle & Carlisle inspired **ANDREW McDONALD** and friends to recreate a steam days slice of it in 'N' gauge, to spectacular effect.

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE 'N', 9mm | SCALE 2mm: 1ft | SIZE 12ft 4in x 6ft 5in | REGION MIDLAND | PERIOD 1960s | CONTROL ANALOGUE



1 Right: **The afternoon Long Meg to Widnes Anhydrite rattles through Horton with Carlisle based '9F' 92133 as motive power.**

2 Below: **A BR Standard '9F' on the Widnes-bound Anhydrite passes a northbound '4F' on the 'Lodger' pick-up goods, complete with yellow stripe to denote that it cannot be used south of Crewe under the new overhead wires. The 'Lodger' was so named as it was a long slow shift and the crew lodged in Carlisle overnight.**

MY DAY JOB IS AS A senior contract manager/director in the construction industry but I have always had a soft spot for trains - probably due to my grandfather being a driver in the Leeds area.

Many years ago I happened to be working one weekend on a project where work was cancelled due to a storm. At a loose end for something to do, I visited a model railway exhibition in the area and it was there I saw Chiltern Green and Luton Hoo. I was immediately struck as to how it appeared as more of a model of a railway in a landscape and was profoundly impressed.

Rather more recently, I finally had a room available to house a layout and my rekindled interest in railway modelling – which as a child never really developed beyond the train set stage. I realised I had neither the skills nor time to create what I had seen all those years ago but I knew what I wanted to achieve. After investigating whether a professional model maker could build a layout for me, Richard Stott moved into our area and we got talking over a beer while he was walking his dog Custard. We shared a love of locomotives and model railways and he also remembered Chiltern Green and Luton Hoo along with Manchester Model Railway Society's famous 'N' gauge layout Chee Tor. I explained what I had in mind and Richard rashly said he would build it, being interested in what I wanted to achieve.

We then had to work out how to achieve it, as Richard is an excellent modeller but like me he knows what he is good at and what he cannot do. I went into project manager role and started taking certain bits of the work out of his hands which he could not do or would struggle with. As I have learnt from professional experience of full-size buildings, you can't push sub-contractors to do work they are not skilled in doing as it always ends badly. We had the core of a team but what would we model – and where and when would it be set?

I have always liked the Settle & Carlisle line for its scenery and engineering and the determination of the Midland Railway »



3 Left: **Showing the emptiness of the scene, the thrice-daily DMU from Carlisle to Skipton calls at Horton to pick up passengers heading to Skipton market.**

4 Right: **The Carlisle to Bradford stoppers often featured cascaded main line power with 'Britannia', 'Royal Scot', 'Patriot' and 'Clan' classes appearing regularly. Here, a weather-beaten 'Royal Scot', 46140 *The King's Royal Rifle Corps*, calls at Horton as an '8F' approaches at the head of a heavy steel train.**

5 Below: **The shepherd and his trusty sheepdog appear oblivious to Clayton Class 17 D8511 rolling south through the station on the line's pick-up freight bound for Skipton.**

which built it. I had been fishing and on walking trips around Ribblesdale and thought Horton-in-Ribblesdale would make a nice model. A track plan was found and slightly abridged, with the many quarry sidings represented by a spur. This was then sent to White Rose Modelworks as a brief and I went to meet them to try and explain my vision of a stage with the scenery as the backdrop and the trains the actors. Viewers would look onto the scene through a slit in the fascia which restricts their perspective but allows you to play with depth of field. The team at White Rose were a little sceptical at first but agreed to try it.

It took a year before my build slot arrived and further trips to Bedale ensued before the layout was ready to come home. White Rose Modelworks had done an excellent job on the boards and wiring, which is itself exceptional. I believe the electrician used to be at RAF Leeming on Tornado jets and it shows in his work. By this stage, Richard was in the process of moving house and so there was a further pause after which we got down to looking at the practicality of working on the scenery with the whole layout in place. Richard suggested we move it to his new house where there was going to be a spare room in which it could be erected, and this was where scenic work began.

CHANGES OF PLAN

I had decided I wanted to model the transition from steam to diesel on the Settle & Carlisle, and to set it in autumn to reflect the passing of what for many was a golden age. Then things started to go awry. We discovered that even in 'N' gauge, Horton-in-Ribblesdale would be too big for our 12ft 4in x 6ft 5in boards so we had to change the layout of the backscene housing. The result is a scene reminiscent of Garsdale in some respects and that heralded a name change to Horton to avoid people correctly pointing out that our depiction wasn't strictly Horton-in-Ribblesdale any more. Illness then forced me to take a break – thankfully I fully recovered – and then scenic work »



6 A Class 40-hauled mixed goods, including several Presflo cement wagons, heads north for Kingmoor yard, as a Clayton Class 17 rumbles past on a southbound freight.

resumed in earnest.

Richard began forming the hillsides and we had hit on the idea of enhancing the feeling of depth by using different scales – forced perspective - which we knew might not succeed convincingly. We opted to try it out, echoing the spirit of the navvies who built the railway. The lengthy acquisition of scenic materials started, and was rather more difficult than expected.

The Yorkshire Dales are criss-crossed with drystone walls and we needed many metres of them. Osborn's Models offered laser-cut walls – although I don't think they were used to the quantity we required as delivery was spasmodic – but deliver they did! For grass, Richard prefers Mininatur products, but post-Brexit, securing enough quantities was a challenge. Thankfully a model shop in Peterborough ordered a batch for us direct from Germany. Tree material came from Treemendus Scenics, while signals were from Steve Freeman in Cheshire



7 An engineers' inspection saloon rolls into view with Carnforth allocated Ivatt '2MT' 2-6-0 46433 in charge.



8 BR 'Britannia' 70051 *Firth of Forth* forges through Horton with the Up 'Thames-Clyde Express' as an '8F' powered steel train appears beneath the southern occupation bridge, bound for Carlisle.

"I had decided I wanted to model the transition from steam to diesel on the Settle & Carlisle, and to set it in autumn to reflect the passing of what for many was a golden age."

ANDREW MCDONALD

(twice as we lost the first batch, which was an expensive mistake).

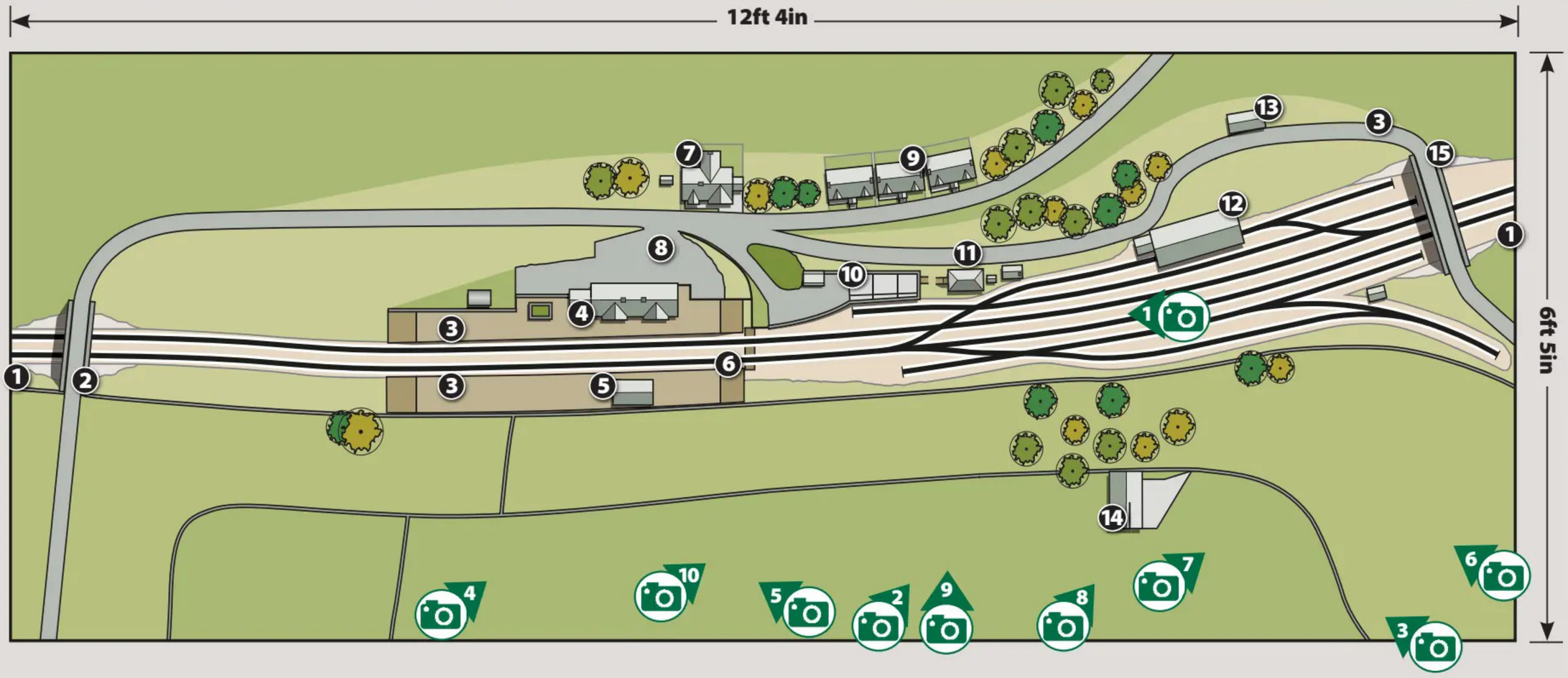
Buildings are a mixture of scratchbuilt, Metcalfe kits and Graham Farish ready-to-plant structures. All of them have been suitably weathered and detailed. For the scenic breaks, we were dead against trains entering the scene on unrealistically (but necessary) tight curves, and decided on a pair of bridges – a brick one at one end and a stone-built one at the other. They were tricky to build as they were on curves with a falling gradient. I'm not sure Richard was impressed when I asked if herringbone brickwork under one structure was possible, but the results look very good.

I also wanted the distinctive white squares on some bridges behind a semaphore signal to improve sighting. Richard had to cut down one of our dainty and expensive signals which was a somewhat trying exercise. Populating the layout gave us the chance to add some character so we have ladies cleaning steps on the Stationmaster's house, and lots of sheep in the foreground complete with farmer and sheepdog. The backscene is by Richard with Pen-y-ghent featuring. It really demonstrates his huge skill in this area.

REALISTIC TRAINS

Now to the actors in the scene which are a mixture of Graham Farish and Dapol products representing classes observed on »

HORTON TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 To/from storage yard	4 Station building	7 Stationmaster's house	10 Cattle dock	13 Farmhouse
2 Road bridge	5 Waiting room	8 Station car park	11 Signalbox	14 Barn
3 Platform	6 Foot crossing	9 Terraced houses	12 Goods shed	15 Occupation bridge

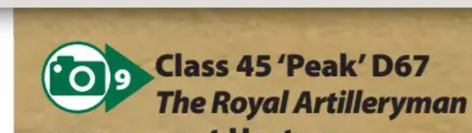
the 'S&C' in the 1960s. We have been very strict in making the trains as representative as possible, so there are no specials using off-patch locomotives such as 'A4s', 'Castles' and the like – although I do have a Peppercorn 'A1' 4-6-2. Locomotives have all been renamed or numbered where appropriate and yellow cabside stripes added where needed. All are weathered and have realistic couplings at the front ends and other fine details added. The main suppliers were TMS and Millfield Models. The rolling stock they haul is also weathered and prototypical for the period, although I draw the line at coach and wagon number renumbering in this scale at this viewing distance!

One of our regrets is that Horton isn't easily portable – I would have loved to exhibit it so all those whose skills went in to it could see it and their efforts in the completed work. However, you should never say never.

The model is now complete and back at home and I have to say it looks spectacular. I love seeing the trains in the landscape and if we had known how effective it would look I would have reduced the track further to just a loop as Richard and I believe less can often be more on model railways. The best compliments have come from people who live in the area who have seen it develop and Richard's parents who live in Grassington. One visitor said they could almost hear the curlews.

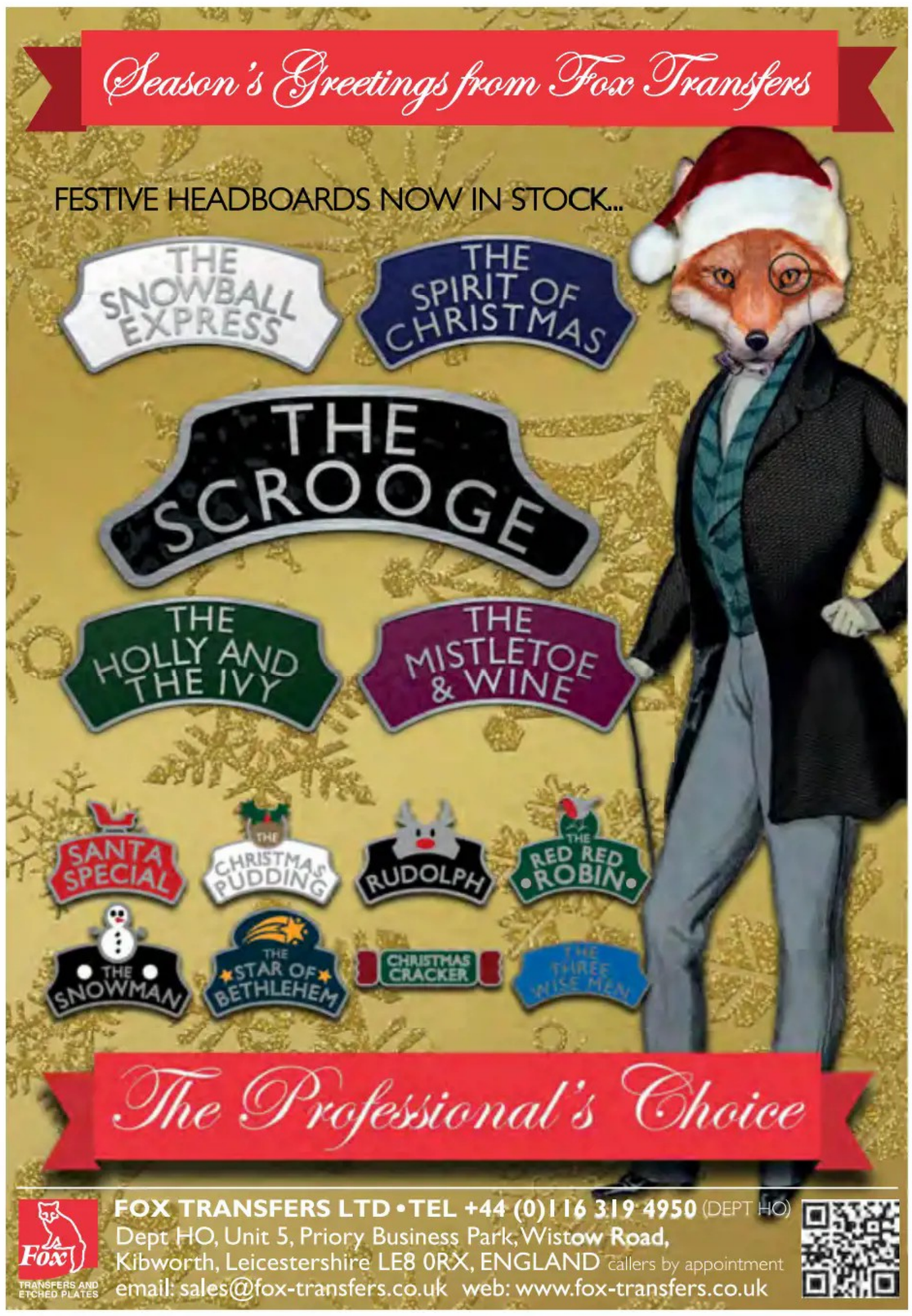
The model is testament to the skills of those specialist suppliers and ultimately Richard's skills in harnessing them and completing my vision. To all who helped, I am very grateful. **HM**

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



9 Class 45 'Peak' D67 *The Royal Artilleryman* sweeps past Horton signalbox with the Down 'Thames-Clyde Express'.

10 **LMS 'Jubilee' 45562 *Hardy* heads quickly north with a Bradford Forster Square to Glasgow parcels.**





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Mk 1s FOR THE 1960s

TIM SHACKLETON gives his coaching stock a quick-fix upgrade via some unique period-specific features.

Prototype inspiration – Western Region 'Large Prairie' 6156 has one of its lamps changed in preparation for working empty coaching stock from Paddington to Old Oak Carriage Sidings on July 30 1964. The leading vehicle is a Mk 1 Corridor Brake Composite (BCK).
Chris Davies/Railphotoprints.uk.

These days we expect our motive power to be accurate in every conceivable detail – and shouldn't it be the same for rolling stock? It wasn't until Bachmann's 2024 announcement of a whole new range of Mk 1s that the issue of bodyshell detail and livery compatibility has been seriously addressed. This set me thinking, since I have a lot of Mk 1 coaches and I can't afford to replace them all – hence this programme of modifications.



ONE OF THE MOST enjoyable aspects of my hobby is modelling complete trains that are prototypically accurate – all the way from locomotive to tail lamp. I do a lot of this, and over the years we've often seen the results in *Hornby Magazine*, from block oil trains to nuclear flask workings by way of several generations of coal wagons, parcels services, excursion traffic, intermodals, cement and ballast formations and most recently the Tyne Dock-Consett iron ore flows.

A train I often travelled on in my teens was the 9.14am Huddersfield-King's Cross, originating from Halifax and invariably hauled by a Low Moor Fairburn '4MT' 2-6-4T or, from late 1967, one of Holbeck's Derby/Sulzer Type 2s. Its three-coach Mk 1 formation, including First Class accommodation, was added to the main Leeds portion at Wakefield and the late-evening return working followed a similar process in reverse. A year or two earlier there'd also been a steam-hauled Bradford-Stockport train, again of three coaches, that had the added bonus of a Palethorpe's van (see HM151) attached to the rear. It was while researching these services that uncomfortable truths began to emerge about the ready-to-run Mk 1 stock that would make up many of the trains I wanted to model.

Now for the reality check. Mk 1 coaches of all sorts and periods have generally been represented in 4mm scale by models with bodyshells that, strictly speaking, are only correct for the 1950s and early 1960s. Crimson and cream stock is or should be truly 100%, but the accuracy of BR maroon, Southern green and Great Western chocolate and cream depends very much on the period modelled and the features of individual vehicles.

Until Bachmann's 2024 announcement of a new selection of detail-specific Mk 1s, anything later than this – corporate blue and grey, Inter-City, Regional Railways and so on, especially if dual-braked – has a big question mark against it. The window frames on the real thing quickly corroded and had to be replaced, which made for some very visible modifications. Running gear, too, began to change – from the early 1960s onwards the once-universal BR1 bogie was steadily replaced by Commonwealth and BR4 patterns. A small but telling detail is that all Mk 1s built in the 1950s – which included everything carrying crimson and cream livery – had end steps giving access to the roof but for safety reasons, BR began removing them around 1960 and by 1966 the process was largely complete.

New-build stock from the 1960s didn't have these steps in the first place and Mk 1s repainted into blue/grey from 1965 onwards were outshopped without them, as were vehicles previously spray-painted maroon with ends in body colour (I don't think this once-common livery variant has ever been produced off-the-shelf). This feature is the result – a quick-fix guide to giving your fleet a more prototypically accurate appearance without breaking the bank – or waiting for a manufacturer to deliver. **HM**

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



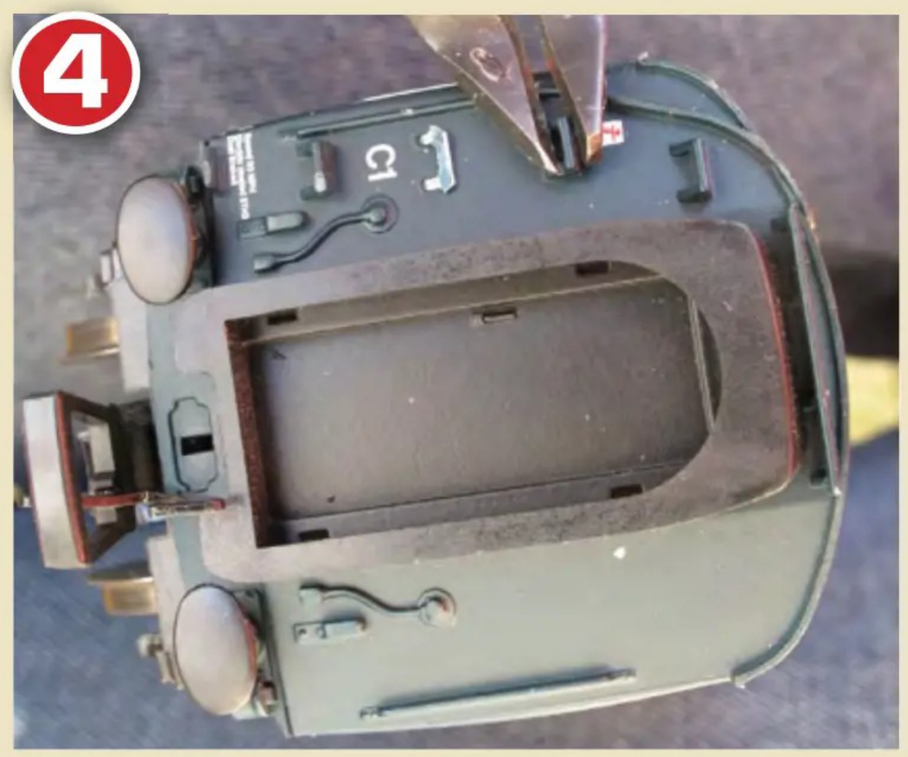
1 Where it all began – the superb Kitmaster Mk 1s of 1960. I have lots of them and they still look good today. Since then I've been through various phases in my search for a convincing Mk 1 – Lima, Lima with PC printed sides, Lima with etched sides, Mainline, Replica, Bachmann and most recently Hornby.



2 From the mid-1960s, large numbers of Mk 1s acquired Commonwealth bogies and later the B4 type. Manufacturers have consistently got it right – more than 40 years ago, Mainline Railways offered this excellent RBR buffet car without end steps and running on Commonwealth bogies. Severe corrosion issues meant that the windows on many Mk 1s had to be reinforced but, unlike this Mainline coach, many vehicles invariably show the unmodified form without additional external frames.



3 BR soon realised that, with high-voltage overhead equipment in close proximity, end access steps were a risk. It began stripping them from Mk 1s while the build programme was still in progress and by 1966 the process was substantially complete.



4 No blue/grey Mk 1 ever had end steps and by the mid-1960s, nor did most maroon examples. They can easily be removed with cutters.



5 Residual marks can be removed with care using a sharp craft knife. BR's workmanship was often untidy and the scars frequently showed.



6 A polishing tool in a minidrill gets rid of the last remnants, intentionally leaving just the faintest trace. Work a little at a time – and with a steady hand.



7 Sometimes the bottom steps or even the bottom two were left in place, and sometimes the whole lot went – basing alterations on photographs of specific vehicles is the key to accuracy.



8 Having done the necessary research, you might also need to get rid of superfluous roof handles and other details. Some off-the-shelf Mk 1s come with fictitious pipework and grab handles on brake-end stock where water fillers were not fitted – models of 57ft Full Brakes seem particularly susceptible to flights of fancy.

Intermediate
Beginner SKILL LEVEL Advanced



Evidence of the original BR Mk 1 end footsteps is clear to see, with plated panels covering the original step locations on Regional Railways FK 13225 at Crewe on October 15 1994. Mike Jefferies/Railphotoprints.uk.



A fresh coat of paint is essential, on the ends at least. Tamiya masking tape helps screen the bodysides from overspray.



I wasn't at all happy with the shade of blue that Hornby used – it reminded me of the blue-black Quink ink we used at school – so I masked off the grey section and the underframe and sprayed the lower bodysides using Railmatch Rail Blue acrylic, which produced a much more acceptable shade.



If you spray from close in – no more than an inch or so away – you can obtain a pleasing and appropriate gloss finish. Spraying from distance generally yields a matt finish. I used a working pressure of 25psi and applied several thin coats, wet on wet.



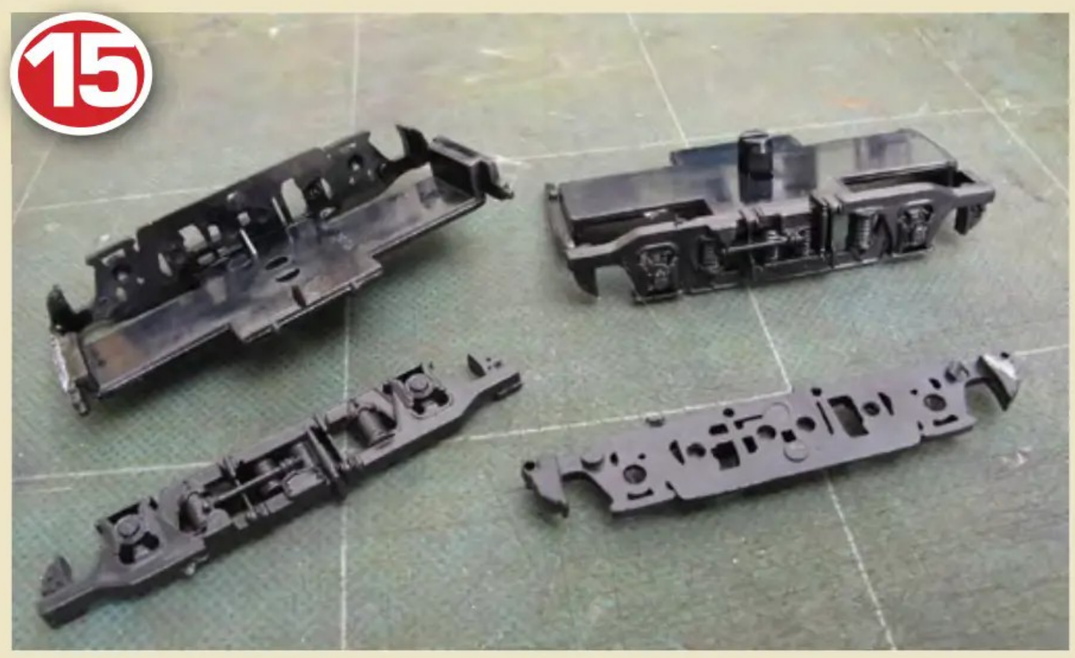
A bit of paint creep under the tape is inevitable but if you're quick you can get rid of it with isopropyl alcohol-based acrylic paint thinners. Use airbrush cleaner as a last resort – it can be destructive if used in anything other than the smallest quantities.



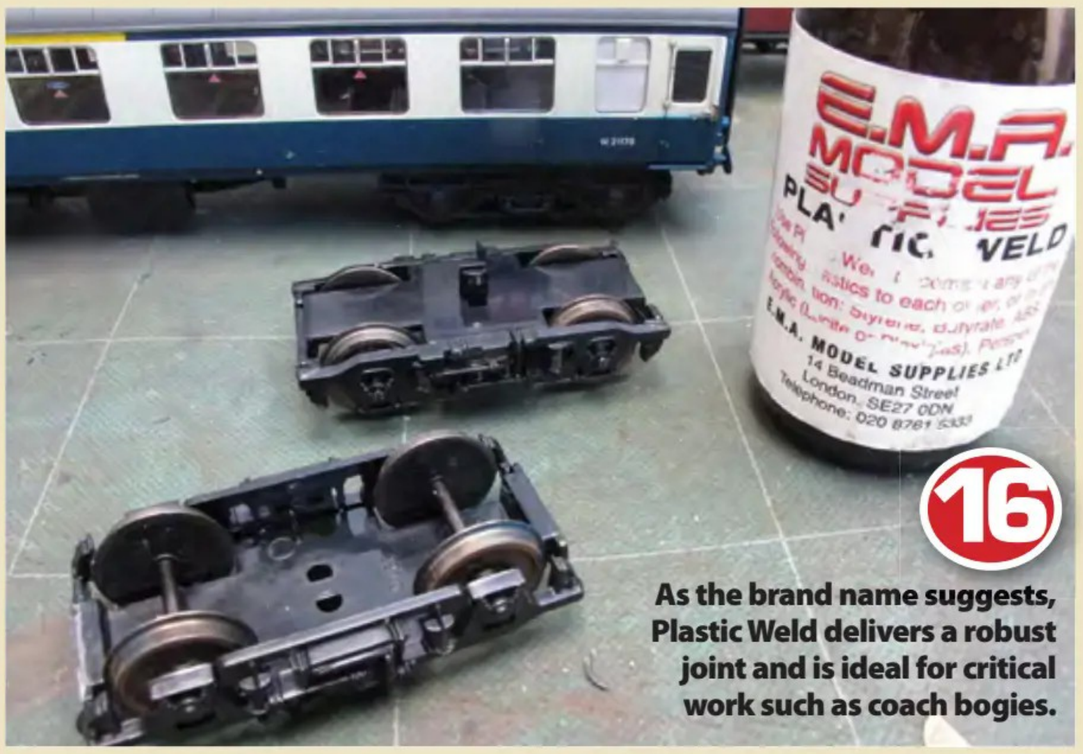
In the 1960s, many Mk 1s exchanged their BR1 bogies for something more up-to-date. Hornby's bogies can easily be levered out from their seating using a small screwdriver and minimal force.



Replica Railways' Commonwealth bogie kits are a straightforward like-for-like replacement for the Hornby BR1s – you can even retain the wheels.



Glue one bogie sideframe first – a straightforward push-fit – and allow to dry thoroughly before assembling the other.



As the brand name suggests, Plastic Weld delivers a robust joint and is ideal for critical work such as coach bogies.



Coach wheels are always a rusty colour, the product of road dirt, a little bit of corrosion and a lot of iron-oxide brake dust.



Thanks to automated washing plants, coach sides then (as now) were usually pretty clean but dirt would still accumulate around hinges, handrails and other door furniture. Using two brushes at once, I dab on tiny quantities of a grey-brown mix with the smaller brush and then diffuse it with thinners. My preference is to use enamel paints and white spirit for this as it's much slower drying than acrylics.



It's always worth giving the interiors a lick of paint – for the minimal amount of time and effort involved, the resulting improvement in appearance is remarkable. I was pleased to note that Hornby's interiors reflect the differing seating arrangements of Open Seconds – most are 2+2, while others have the 2+1 pattern found with coaches used as catering vehicles.

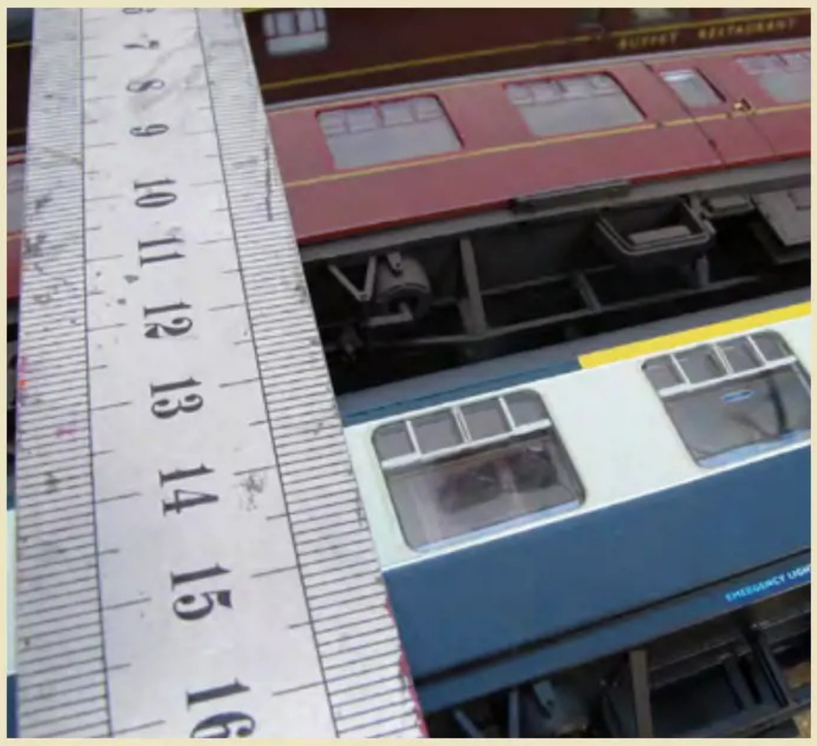


Hornby's Mk 1 Corridor Composites lack the inward-opening 'stretcher window' installed to allow ambulance stretchers to be passed through. I thought about this for a while and decided to use one of my lining pens (this one with a 0.75mm head) to draw on the wooden framing.

Intermediate
Beginner SKILL LEVEL Advanced

21

I used the same lining pen to rule on a suggestion of the reinforced window frames many Mk 1s acquired from the 1960s on. All you need is to imply there's something there – a few lines in a slightly different colour will suffice.



22



A bit of work on the ends makes a difference, such as painting the gangway doors in BR Coach Cream. Note the canvas end sheet (masking tape) not stowed away correctly on the BCK. It was while admiring this detail that I realised I hadn't removed the large flat steps over the gangways. They're visible on Works photographs of new coaches but rarely if ever with in-service shots. Usually only a couple of brackets remain.

23



Of course, once you realise they shouldn't be on view, there was only one option. Emergency surgery with a razor saw was needed…

24



…which meant I had to temporarily remove the gangways and smooth the scars off with a big cutting burr in a minidrill. A waft of Roof Dirt and my blushes were spared.



25

We see the real thing mostly from ground level but tend to view layouts from the equivalent of several hundred feet up in the air. That's why it's important we get the roof detail correct and it's good that, for the most part, manufacturers such as Hornby consistently oblige – but beware the exception that proves the rule.

MAKING THE MOST OF ‘NG7’

PART 2



With track and scenery largely complete, **DAN EVASON** adds buildings and details to bring this atmospheric 7mm narrow gauge layout to life.

AT the end of last issue’s instalment (HM208), we had created a convincing slate quarry landscape and laid the track – but this layout still needed structures, a backscene and fine detail to complete it, as well as a name.

I decided to call it Dewstone, as this is the name of the old quarry from where I sourced the stone to build this layout – and was looking foward to getting stuck in to what for me is the really fun part of bringing it to life.

MS Models produces some wonderful 3D-printed buildings that really look the part – helping speed up the construction process no end – and with added figures and details from Modelu plus LED lighting, the result is a 7mm:1ft scale layout that just oozes atmosphere in a space almost everyone can accommodate. **HM**

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

Dan Evason's new 'NG7' layout models an atmospheric Welsh slate quarry scene.

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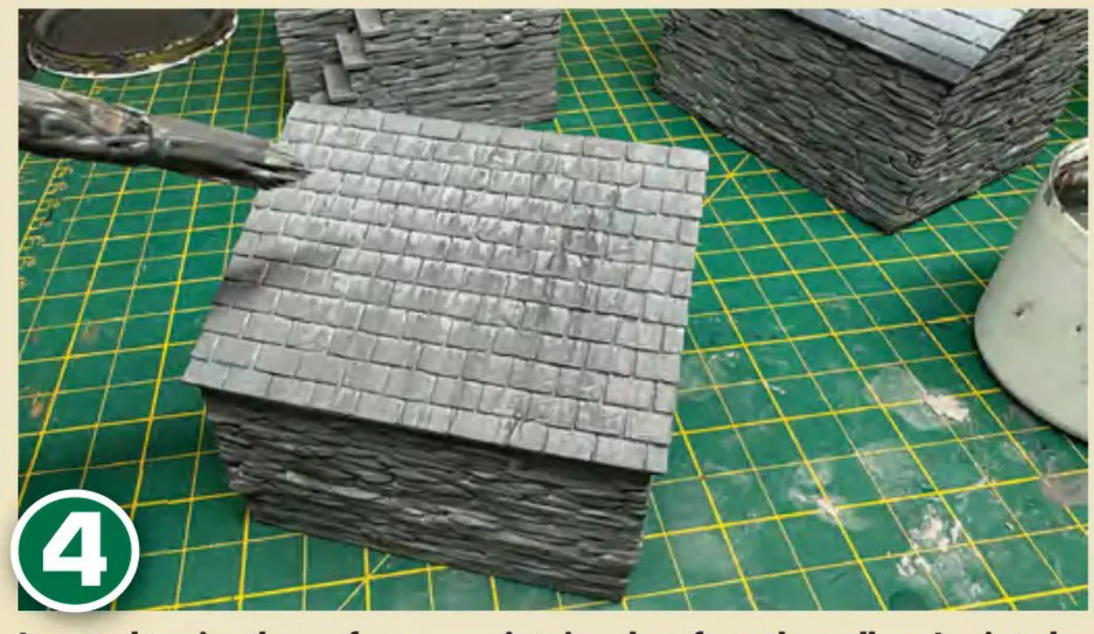
Part two of this build starts with securing the ballast to the layout using Ballast Bond. It looks messy and it can be tempting to touch it, but leave well alone until it is fully dry.



The focal points of the layout are these superb 3D-printed models of Penrhydd Bach slate quarry engine shed, coal stores, water tank and platelayer's hut from MS Models. Painting such large buildings can be a little daunting so I started by adding some pre-shading from a matt black aerosol followed by a quick spray of white in the centres. This was applied to all of the buildings.



To get a slate look, watered down Anthracite and Graphite Grey chalk paint was applied in random patches. It is important to keep the paint thin so the pre-shading you did before can take effect.



I wanted to give the roofs some variety in colour from the walls so I painted them Graphite Grey first, and then drybrushed Anthracite downwards and left them to dry.



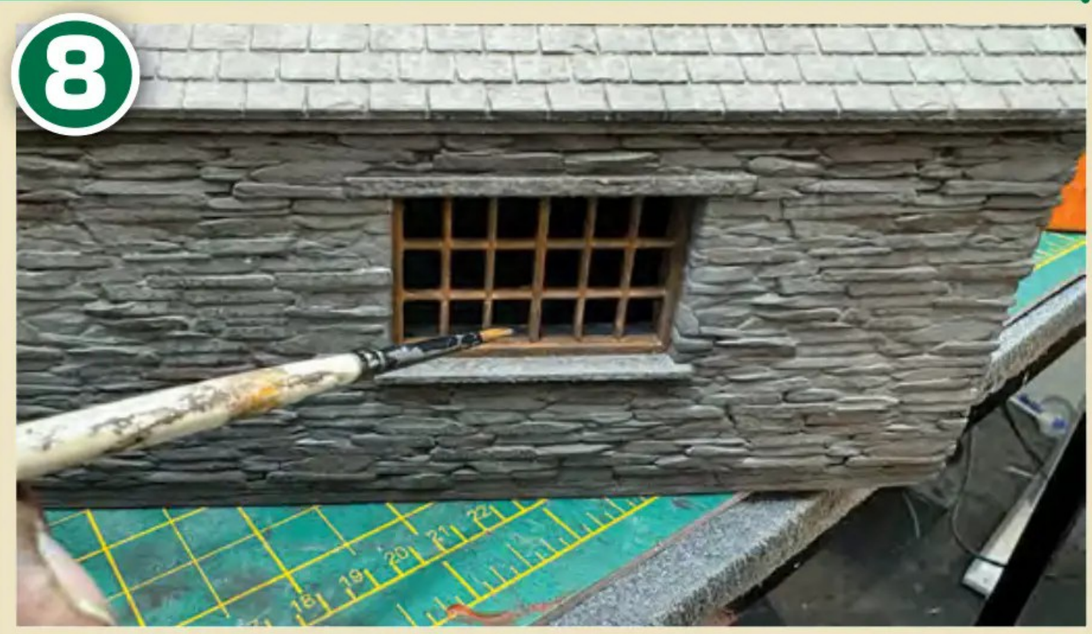
The water tank lends itself to a rusty appearance. I used Town and Country Scenics Rust-it, simply painted on and left to dry. The texture of rust is a real bonus.



MS Models supplies a super-detailing pack for the water tank. I painted this in rust and used Tamiya Rubber Black for the hose. This was then attached using superglue and tweezers.



With the paint dry, I felt the slate looked a little flat so I picked out some slabs with a brown Flory wash.

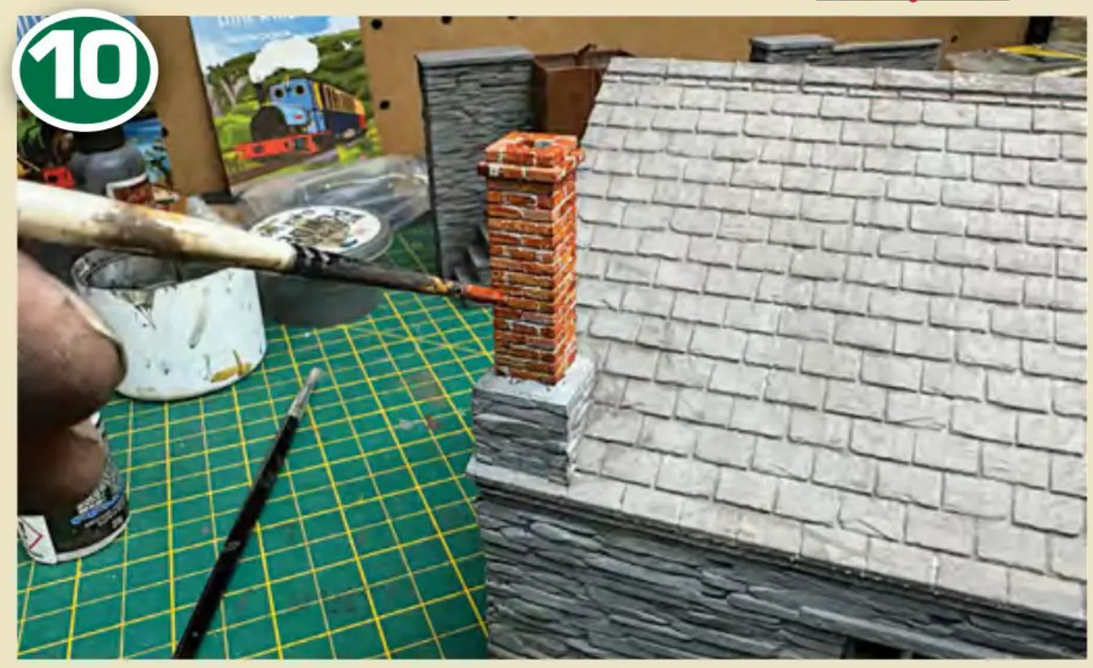


Vallejo Flat Brown was used for the wooden window frames. It was tricky accessing the inside of the frames: feeding the brush through the opposite window was the best method I found.

Intermediate
Beginner SKILL LEVEL Advanced



9 The engine shed comes without glazing, so some clear plastic packaging was cut and fixed in place with Deluxe Materials Glue 'n' Glaze.



10 To paint the chimney, I picked out each brick with Daler Rowney Burnt Sienna, and using more on some bricks than others created a varied effect.



11 The main doors of the engine shed were treated with Vallejo Flat Brown applied in patches to create a worn look. The steel rail lintel was picked out in rust colour along with door hinges and rivets.



12 Ash piles were constants at most sheds, and I created this with pieces of high-density foam.



13 Once glued in place, to give it a truly authentic appearance, crushed charcoal ash was then applied over a layer of neat PVA glue.



14 A small retaining wall in the slate tip meant I could inset the engine shed into it, giving more room at the front of the layout. Although the Wills slate sheet here is a 4mm:1ft scale product, it works well in the much larger 'NG7' scale too. I painted it in the same way as the buildings.



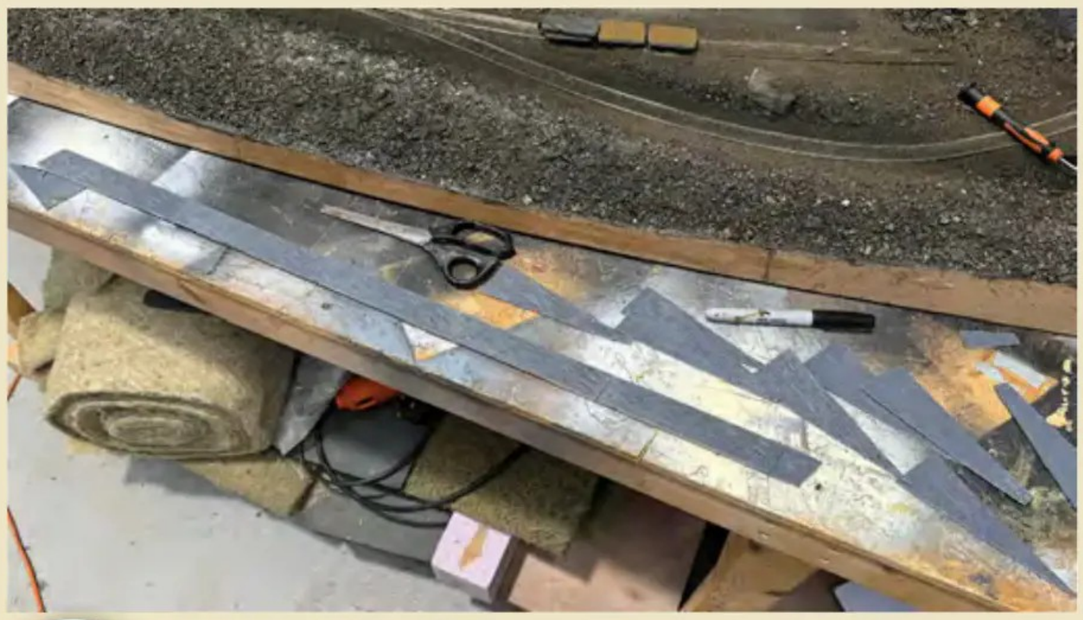
15 Buildings were secured with a spot of PVA, with ballast and coal dust and a touch of moss added around them and the ash pile. All was fixed in place with Ballast Bond.



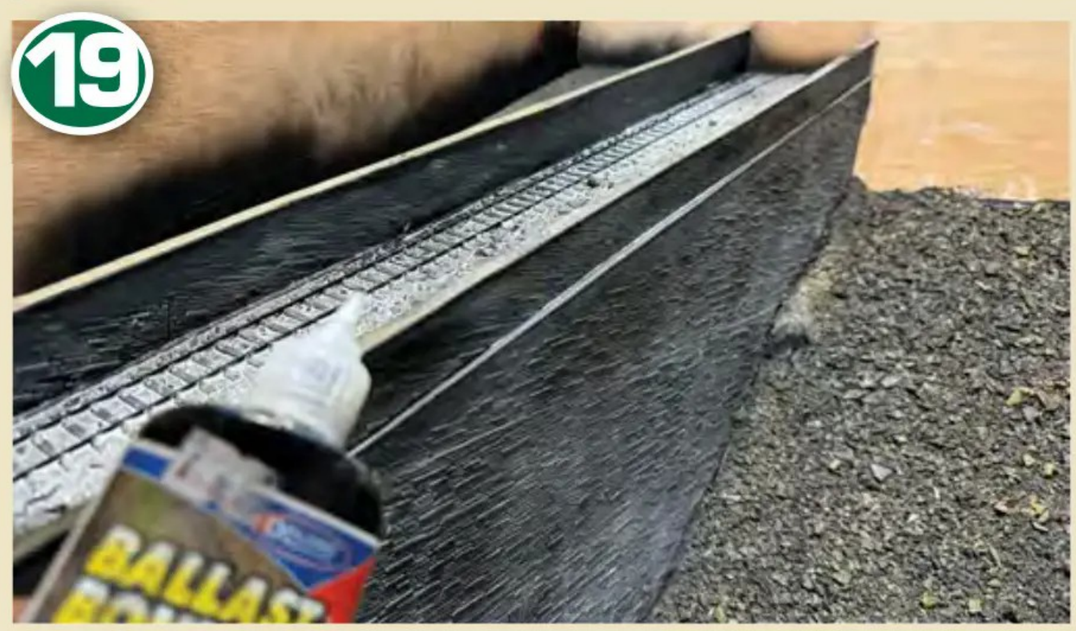
16 For some colour where excavations hadn't started, I used a strip of hanging basket liner and applied WW Scenics North European and 4mm Dead grass across it. A sprinkle of stone and some Olive Green coarse flock was also added.



17 As a nod to the inclines at Dinorwic quarry, I cut and fixed two lengths of Peco bullhead rail in place. To make the two walls that ran along the tops of the inclines, mounting card was used as the base.



18 Wills slate sheeting was then cut diagonally until there was enough to cover the walls of the top of the incline. This was attached using a hot glue gun for ease and speed.



19 I ballasted the incline as per the rest of the layout, but tilted the layout back so the incline was level to prevent the ballast sliding down the slope. Ballast Bond fixed it in place.



20 The last building to place was the platelayer's hut. This was sat on a small bed of PVA glue, while Olive Green fine flock from WW Scenics was added to create a moss effect.



21 The backscene should possibly have been added earlier in the build but it would have been difficult not to damage it while adding everything else. Some Sky Blue paint was carefully applied, a steady hand needed.



22 Airbrushed Tamiya Flat Grey created the clouds. I then oversprayed Tamiya Flat White to add some whiteness and atmosphere to the sky.



23 At this point the layout is coming together. With a few adjustments to the clouds and applying a bit more stone to the top of the slate tip, it is really taking shape.

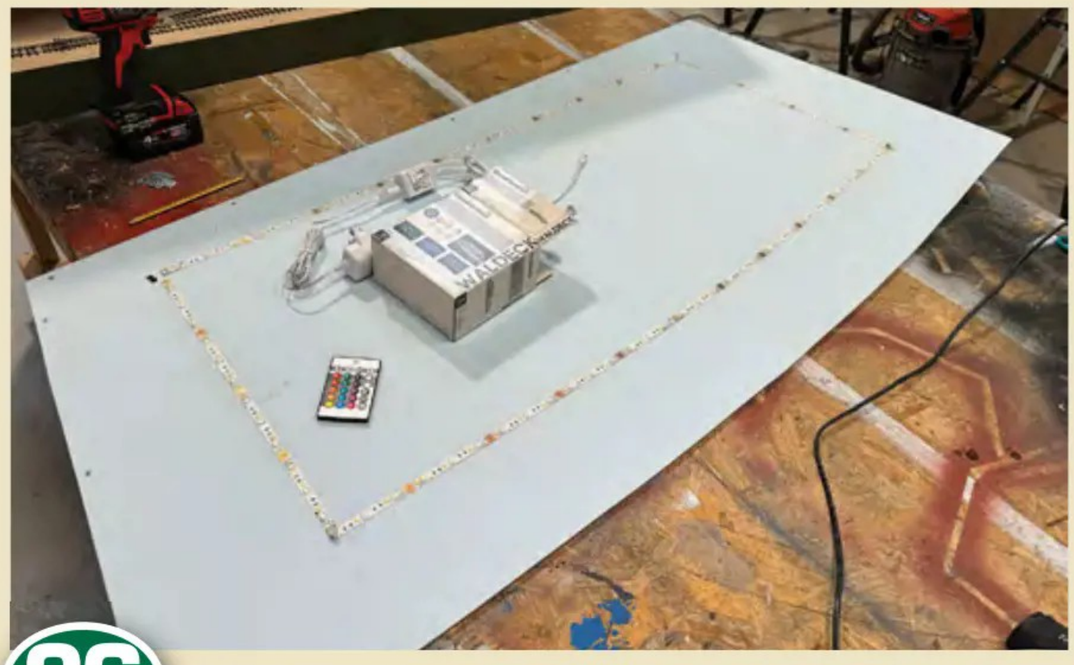


24 The outer casing was painted green with a roller to aid presentation and left to dry. Take your time over this stage so you end up with a neat finish.

Beginner — Intermediate — Advanced — SKILL LEVEL



25 **With the layout set at the right height, viewers are faced with a forced perspective and scenic elements disappearing out of view. I also wanted to add LED lighting and ideally be able to change its colours to reflect different times of day. The first task was to create a roof for the layout using 6mm MDF, painted Sky Blue.**



26 **The lights came from a major DIY store and offer colour selection with remote control. They were simply stuck in place.**

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Ballast Bond	*www.deluxematerials.co.uk*	AD75
Black aerosol paint	*www.halfords.com*	473140
Brown wash	*www.florymodels.org*	FMW004
Burnt coarse green flock	*www.wwscenics.com*	WSFL-001
Burnt Sienna acrylic paint	*www.daler-rowney.com*	201
Dead Grass static grass (4mm)	*www.wwscenics.com*	WSG4-049
Flat Brown acrylic paint	*www.acrylicosvallejo.com*	70.984
Flat grey acrylic paint	*www.tamiya.com*	XF-54
Flat White acrylic paint	*www.tamiya.com*	XF-2
Glue 'N' Glaze	*www.deluxematerials.co.uk*	AD55
Grey aerosol paint	*www.halfords.com*	253139
LED lights (mains powered)	*www.diy.com*	IP20
Military Green acrylic paint	*www.acrylicosvallejo.com*	70.975
North European static grass (4mm)	*www.wwscenics.com*	WWS305
Oil drums	*www.modelu3d.co.uk*	2722
Olive coarse flock	*www.wwscenics.com*	WSLF-017
Penrhydd Bach coal store	*www.msmodels.co.uk*	MS146-43
Penrhydd Bach engine shed	*www.msmodels.co.uk*	MS131-43
Penrhydd Bach small store room	*www.msmodels.co.uk*	MS142-43
Penrhydd Bach water tower	*www.msmodels.co.uk*	MS120-43
Red primer aerosol	*www.halfords.com*	258659
Rust-oleum Anthracite chalk paint	*www.diy.com*	5013296031325
Rust-oleum Graphite chalk paint	*www.diy.com*	5013296031301
Series 1 Land Rover	*www.oxforddiecast.co.uk*	LAN188009
Town and Country Rust-It textured paint	*www.squirestools.com*	240-418
Valspar Bottle Green paint (one litre)	*www.diy.com*	N/A
Valspar Sky Blue paint (one litre)	*www.diy.com*	N/A
Wills Slate walling	*www.peco-uk.com*	SSMP232
White aerosol paint	*www.halfords.com*	258883
Workmen at rest	*www.modelu3d.co.uk*	1443



27 **For more detail, these barrels from Modelu were primed white (with a touch of red) and painted Vallejo Military Green.**



28 **Some Town and Country Rust-It was added, and then the side of a pencil was used to add some metallic chipping.**



29 **A selection of Modelu figures was painted ready to add to the layout to make it come alive.**



30 **Once dry, I added them with superglue and tweezers. My now traditional Oxford Diecast Land Rover found a place here too.**

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TOOLS

- Steel ruler
- Modelling knife
- Tweezers
- Glue stick
- 'All purpose' clear or PVA adhesive
- CA or 'super glue'
- Artist's matt spray varnish
- Felt tip pens
- Cutting mat or sheet of thick card
- Damp cloth
- Fine sandpaper
- Small right angled square or block

Hornby Magazine and Scalescenes present an all-new 4mm scale kit for 'OO' gauge layouts modelling a modern train washing plant. **JOHN WIFFEN** explains how to build this distinctive structure using the parts included with this issue.

TRAIN PRESENTATION is important to railway operators. After all, the industry creates attractive liveries to encourage customers to use its trains. A dirty train does exactly the opposite, so each train operator employs various methods to keep vehicles clean inside and out, which includes train washing plants at sites all over the country.

Various forms of washer units have been employed through the years, most of which follow the same basic principles. Trains are driven through the washing plant at slow speed, while the cleaning materials, water and brushes interact with the locomotive, multiple unit or carriage body to remove oil, brake dust and dirt. *Hornby Magazine's* exclusive 'OO' kit is based on an example at Plymouth Laira in the 2000s.

Scalescene's kit designer John Wiffen has developed this superb new 4mm scale kit of a train washing plant, which is perfect for adding to a modern-era depot or carriage siding scene to enable your 'OO' gauge coaches to maintain a 'clean' exterior. With a little weathering or customisation it could be backdated further. The kit contains all the parts required to create a realistic washing plant with washer flails, drainage channels and signage, while the structure features a realistic in-service appearance.

As with other kits in the extensive Scalescenes range, the model features printed layers, some of which will require mounting onto various thicknesses of card as outlined on the sheet and reflected in the accompanying step-by-step modelling guide. Where indicated, simply glue the texture sheet parts onto the appropriate thickness of card and cut to shape. Glue sticks are ideal for this as they don't wrinkle or bubble and also provide a few minutes 'wriggle-room' if you wish to adjust the sheets on the card. Prototypical speed limit and warning signage is also included to complete your washing plant.

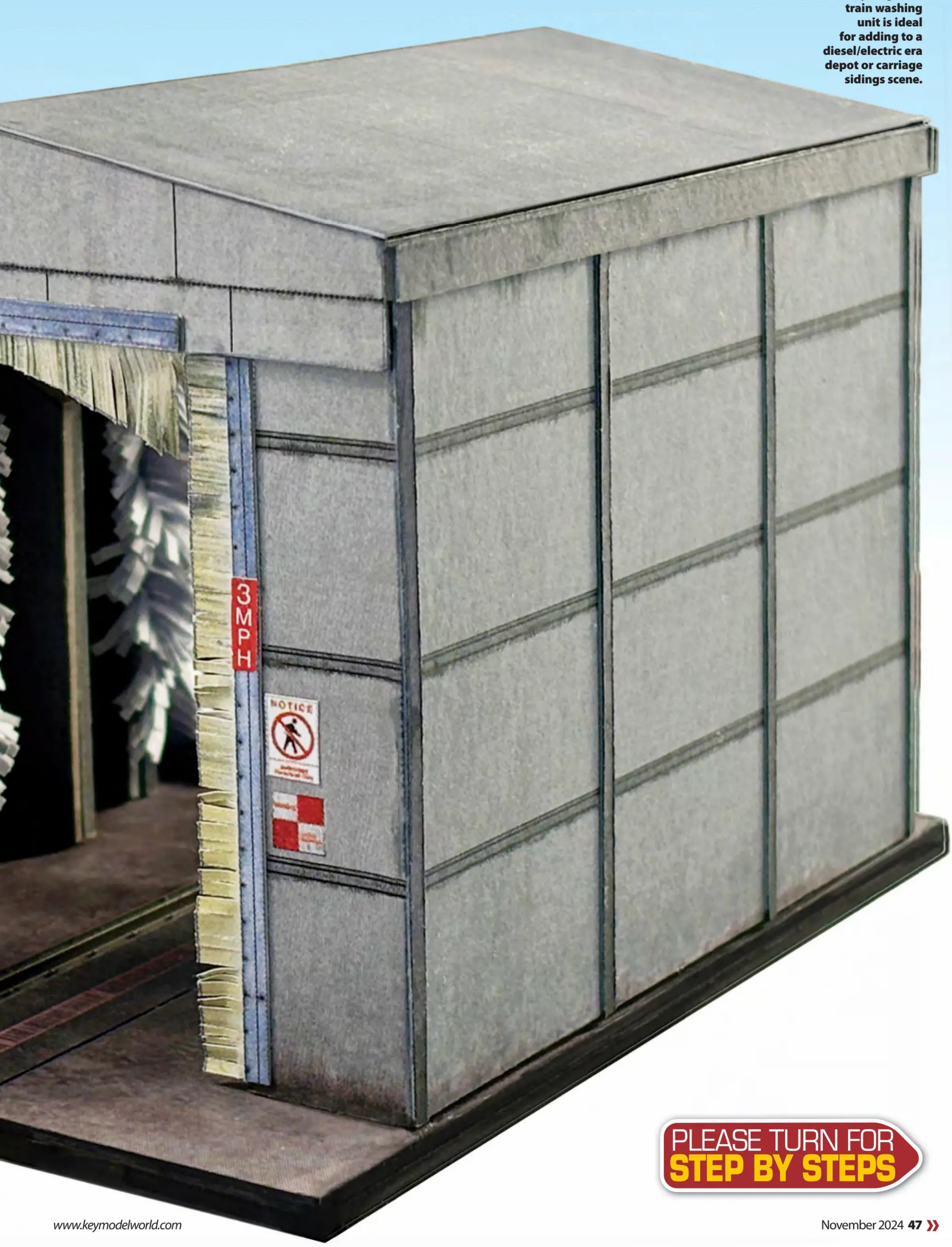
If you enjoy building this Scalescenes kit, the full range of structures is available to view at *www.scalescenes.com* and please do share your builds with us by posting a photograph on the *Hornby Magazine* social media pages or email *hornbymagazine@keypublishing.com*. Enjoy your build! **HM**



KIT INSTRUCTIONS

- To request a kit, digital readers can email hornbymagazine@keypublishing.com
Available while stocks last

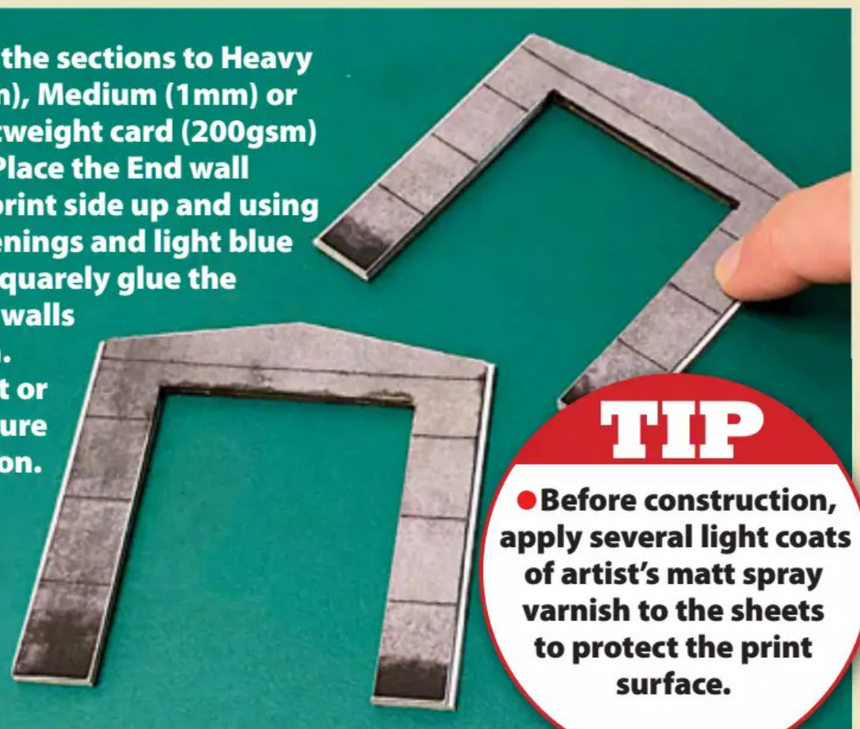
The exclusive *Hornby Magazine* train washing unit is ideal for adding to a diesel/electric era depot or carriage sidings scene.



PLEASE TURN FOR
STEP BY STEPS

BUILDING THE TRAIN WASHING PLANT KIT – R027

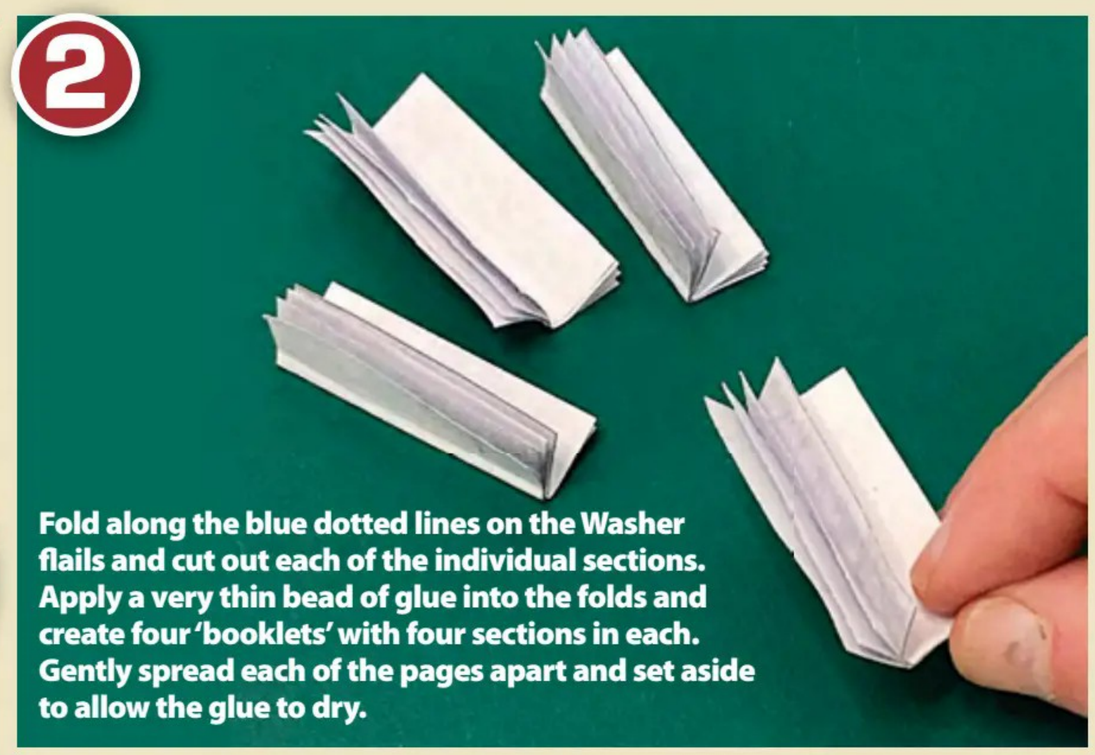
1 Glue the sections to Heavy (2mm), Medium (1mm) or Lightweight card (200gsm) as labelled. Place the End wall base layers print side up and using the door openings and light blue guidelines, squarely glue the Internal end walls into position. Apply weight or clamp to ensure good adhesion.



TIP

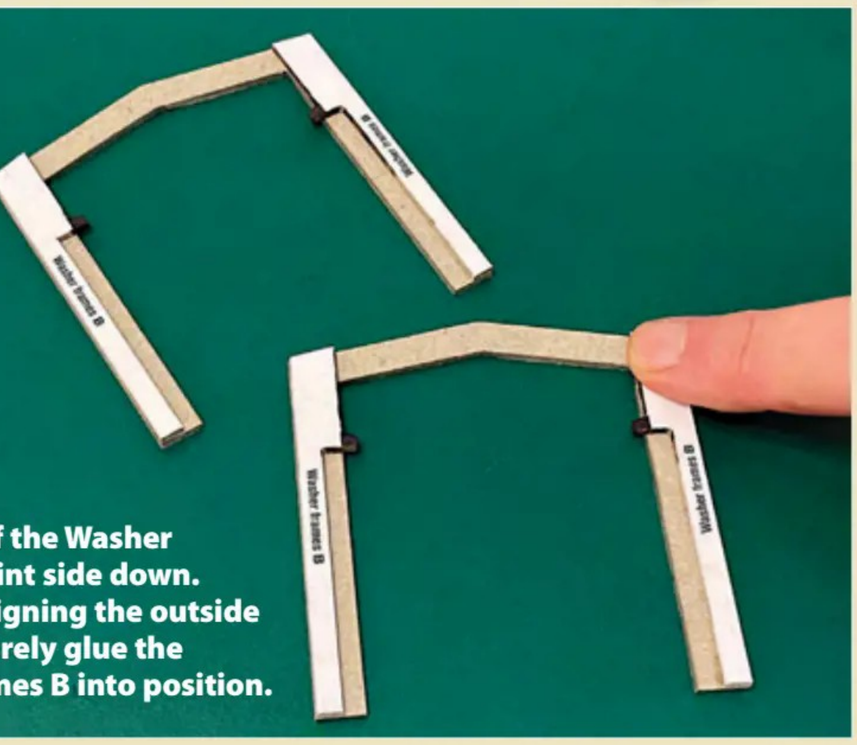
- Before construction, apply several light coats of artist's matt spray varnish to the sheets to protect the print surface.

2



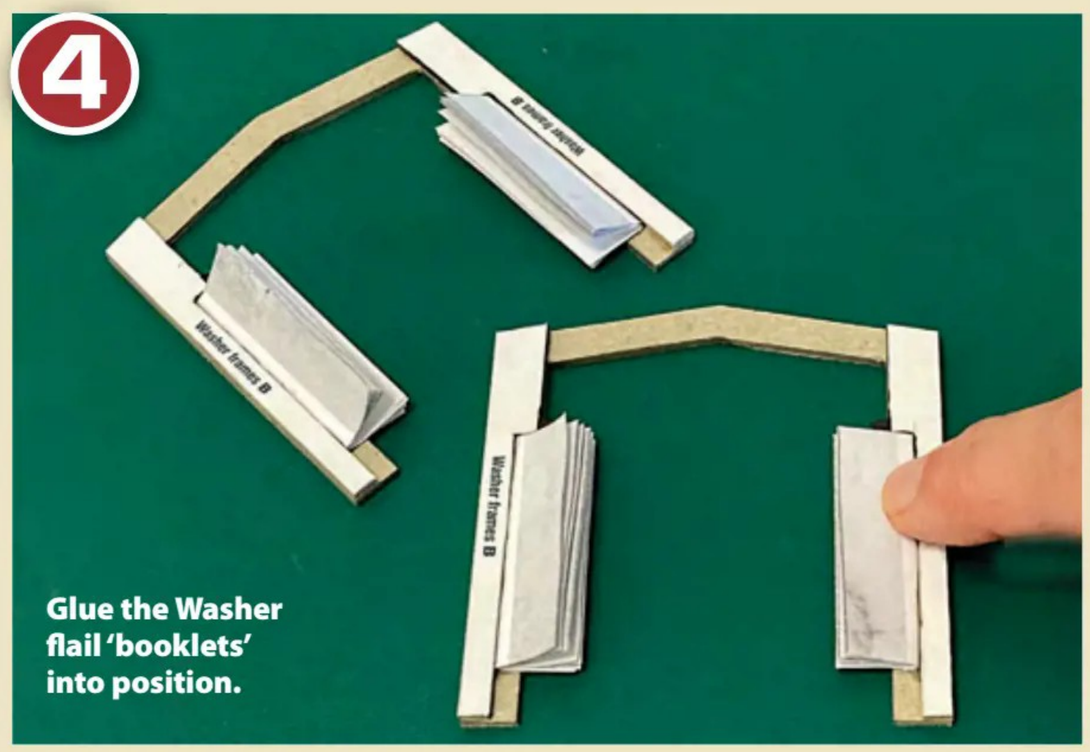
Fold along the blue dotted lines on the Washer flails and cut out each of the individual sections. Apply a very thin bead of glue into the folds and create four 'booklets' with four sections in each. Gently spread each of the pages apart and set aside to allow the glue to dry.

3



Place two of the Washer frames A print side down. Carefully aligning the outside edges, squarely glue the Washer frames B into position.

4



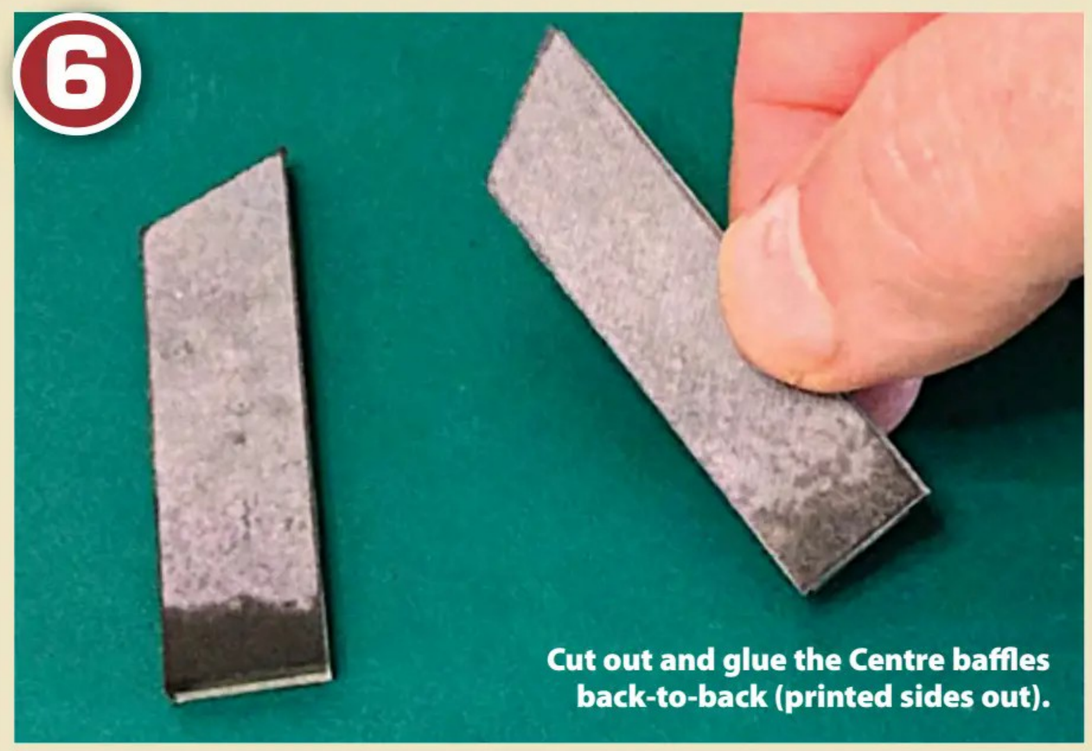
Glue the Washer flail 'booklets' into position.

5



Using the outer edges as a guide, squarely glue the remaining Washer frames A into position. Apply weight or clamp to ensure good adhesion. Set aside to allow the glue to dry.

6



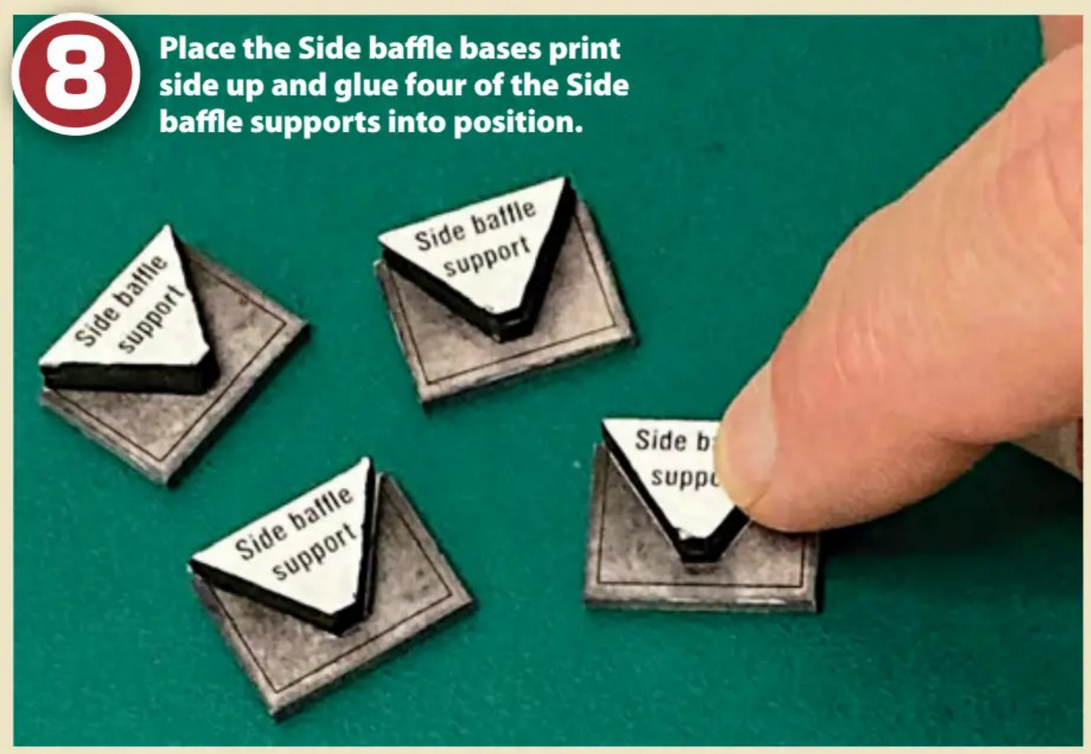
Cut out and glue the Centre baffles back-to-back (printed sides out).

7



Squarely glue the Side baffle supports into eight sections, two thick.

8 Place the Side baffle bases print side up and glue four of the Side baffle supports into position.

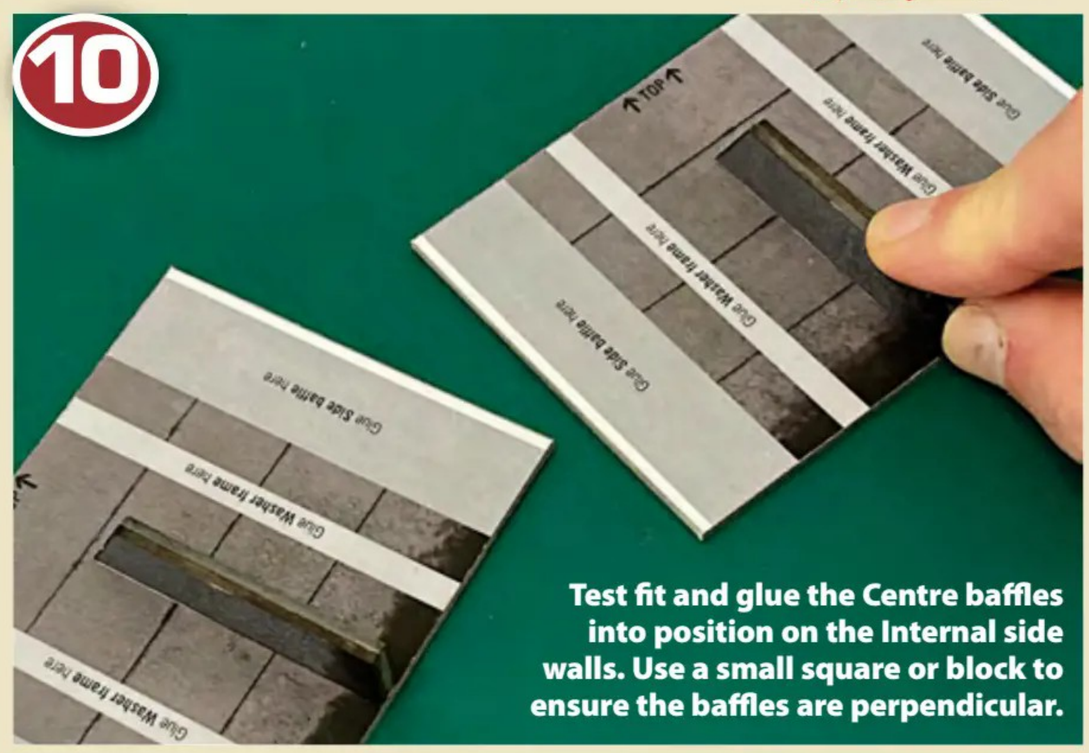


Intermediate
Beginner SKILL LEVEL Advanced

9 Sitting the Side baffle bases upright, squarely glue the Side baffles and remaining Side baffle supports into position leaving a narrow consistent gap down the centre. Set aside to allow the glue to dry.



10



Test fit and glue the Centre baffles into position on the Internal side walls. Use a small square or block to ensure the baffles are perpendicular.

11



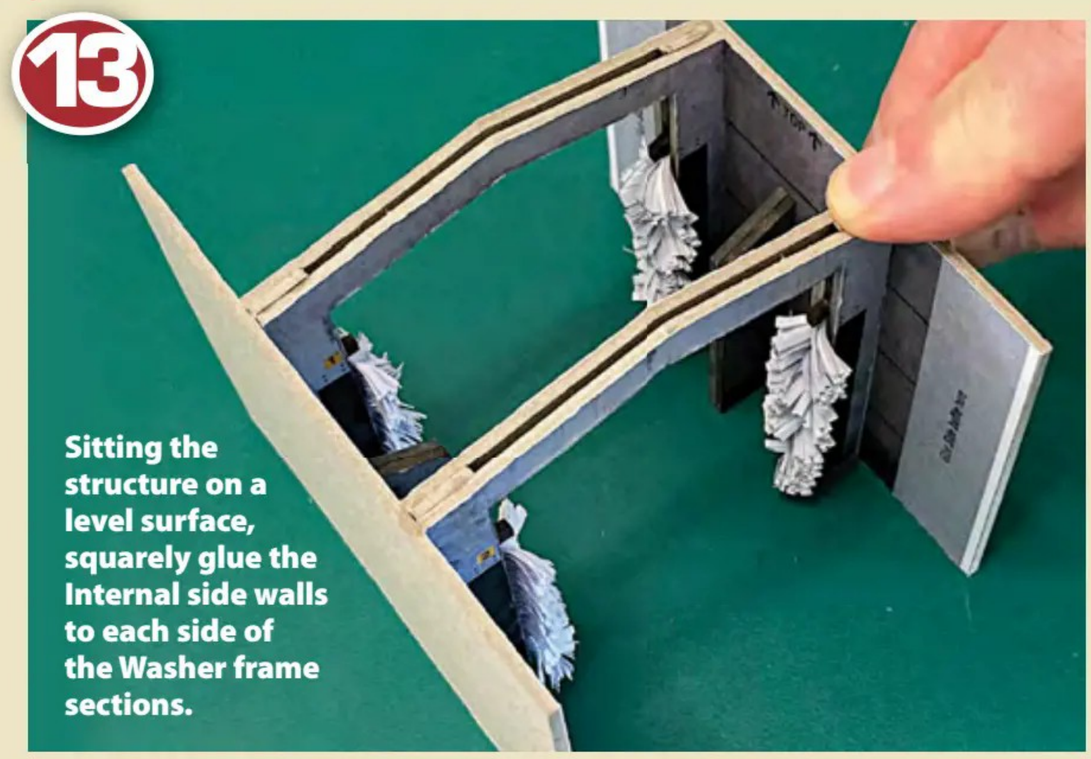
Firmly position the Washer flail cutting jig beneath the Washer frames. Using a fresh blade and a small steel ruler, carefully slice through the Washer flails using the trim lines as a guide.

12



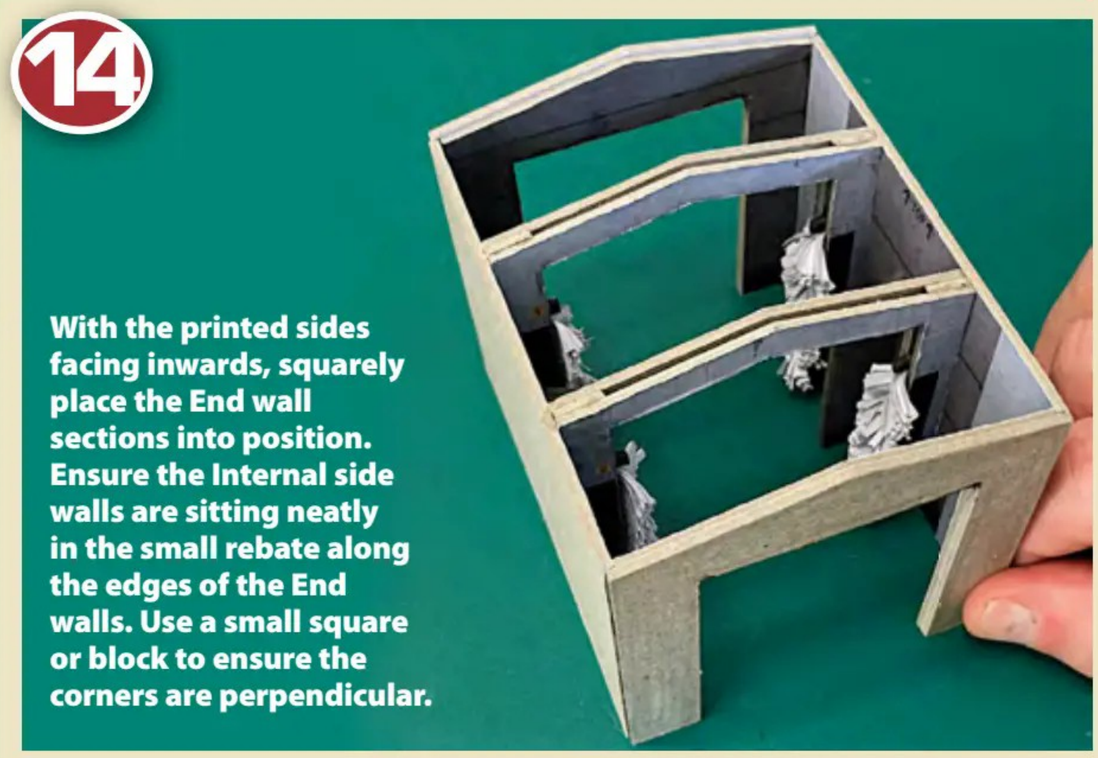
Carefully tease out and separate the Washer flails and then gently brush them downwards.

13



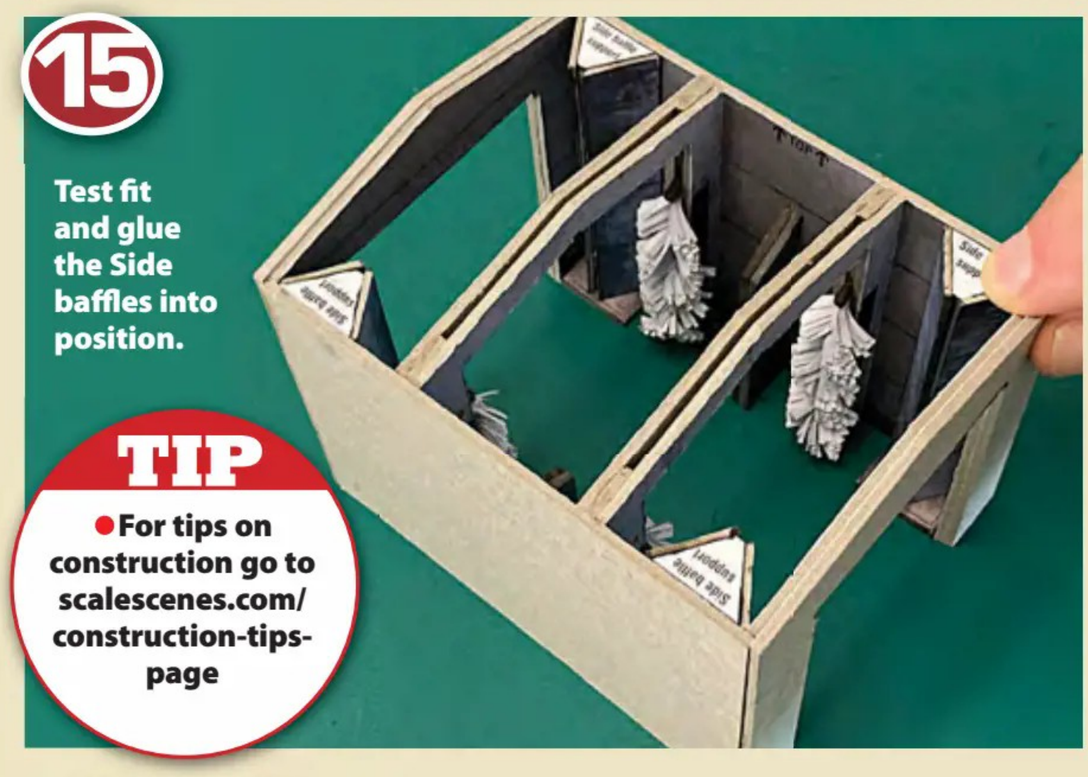
Sitting the structure on a level surface, squarely glue the Internal side walls to each side of the Washer frame sections.

14



With the printed sides facing inwards, squarely place the End wall sections into position. Ensure the Internal side walls are sitting neatly in the small rebate along the edges of the End walls. Use a small square or block to ensure the corners are perpendicular.

15



Test fit and glue the Side baffles into position.

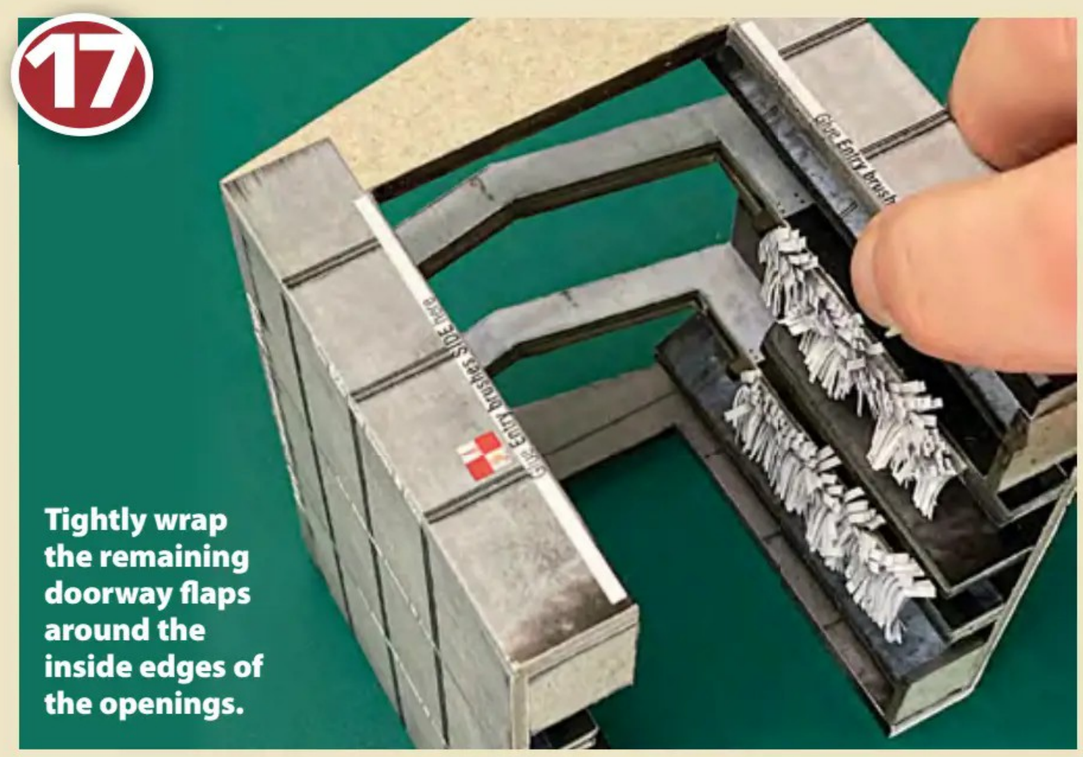
TIP

- For tips on construction go to scalescenes.com/construction-tips-page

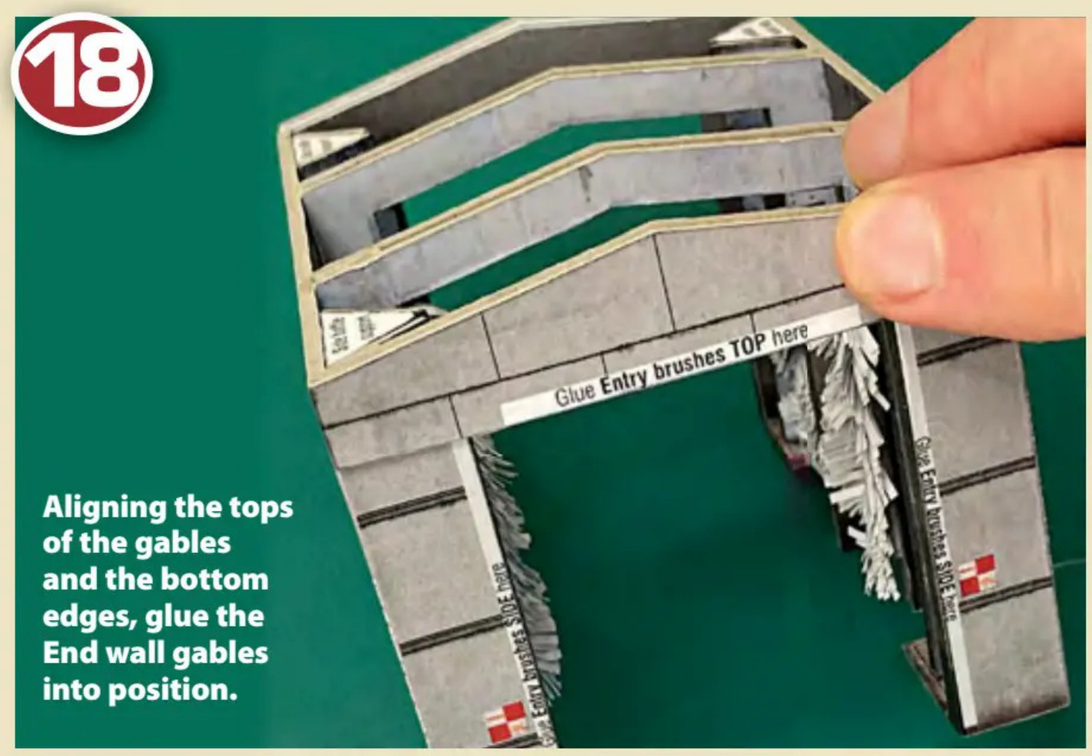
16



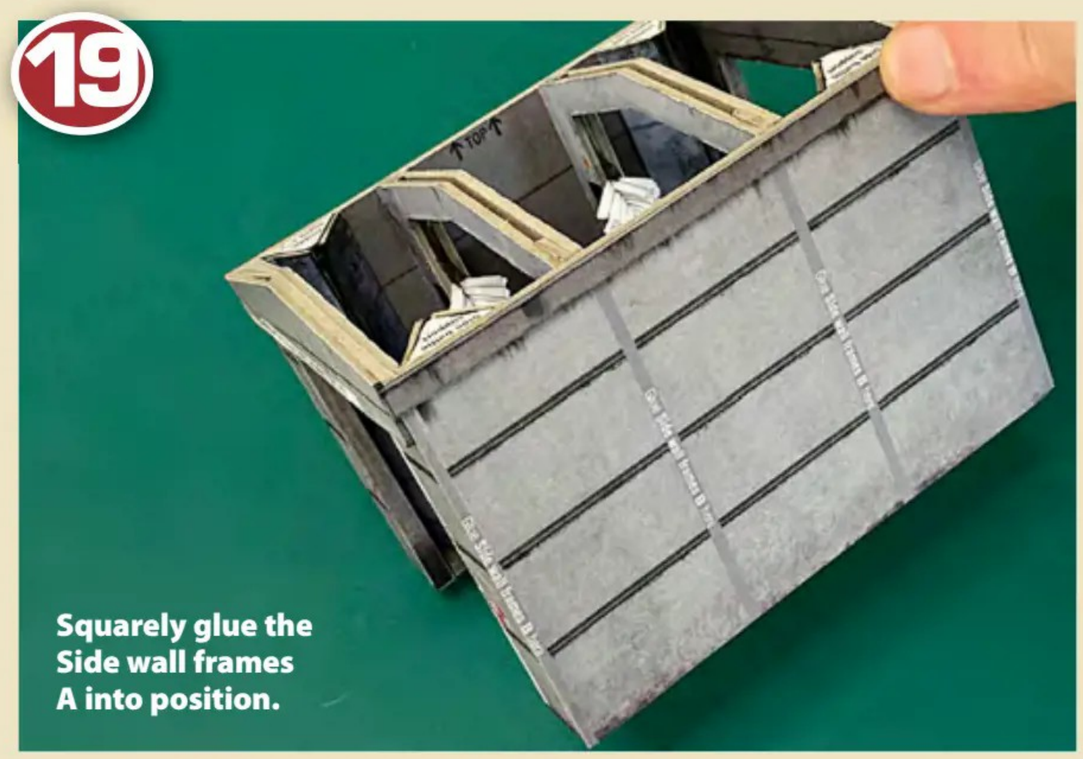
Fold along the blue dotted lines on the Side wall cover layers and cut out the two sections. Apply a thin even coat of glue (or glue stick) to the backs. Squarely wrap and glue the Side wall cover layers around the structure. Check for bubbles and creases.



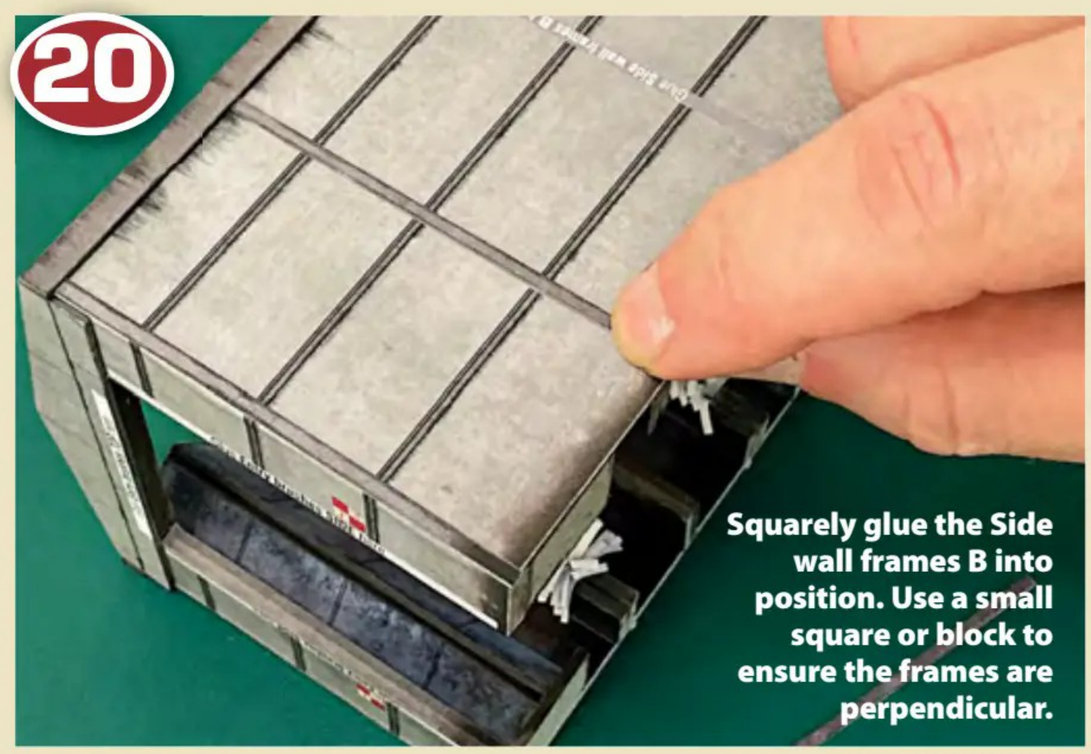
Tightly wrap the remaining doorway flaps around the inside edges of the openings.



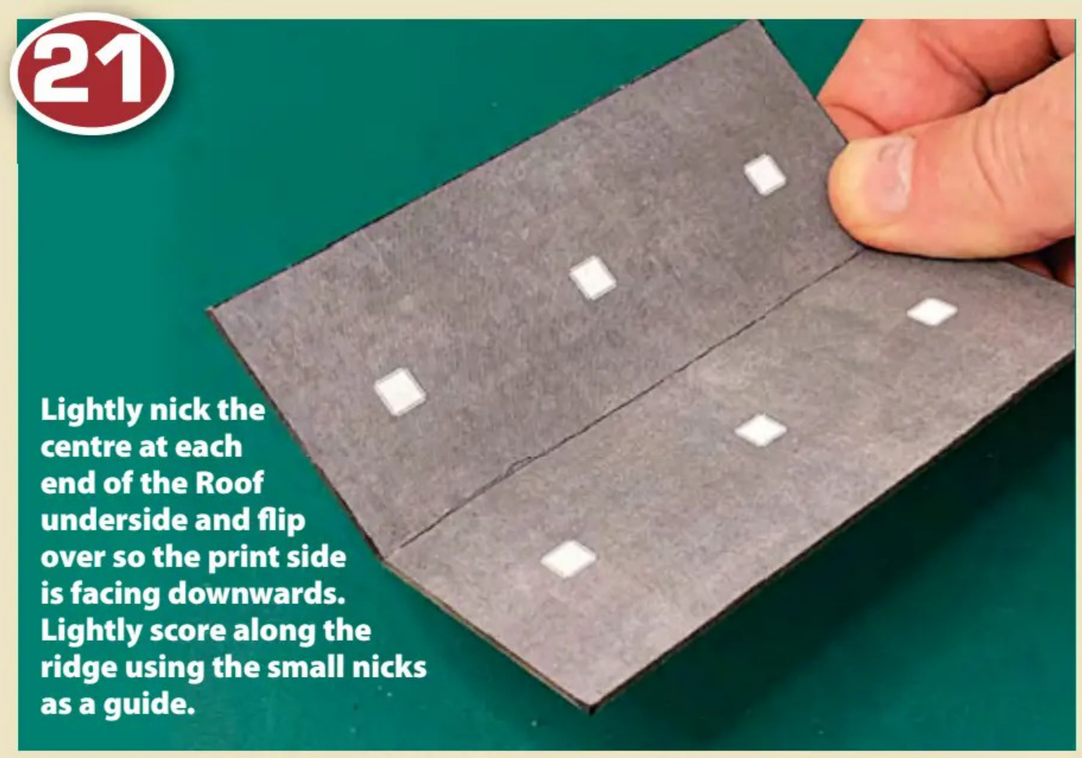
Aligning the tops of the gables and the bottom edges, glue the End wall gables into position.



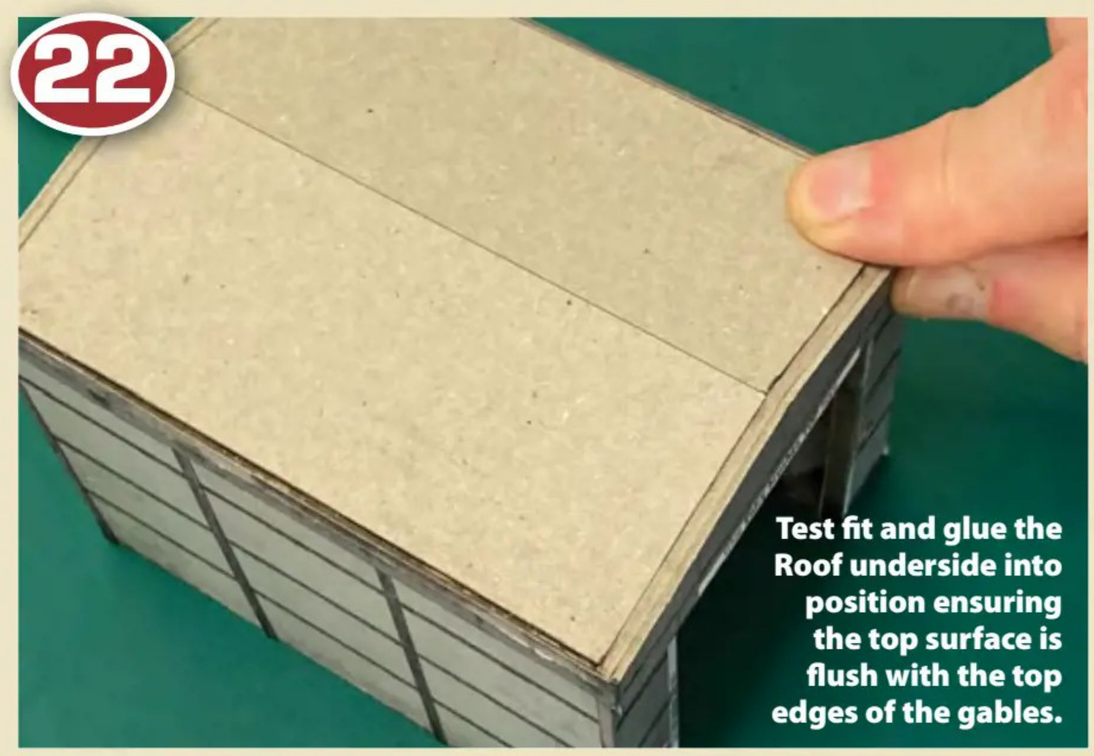
Squarely glue the Side wall frames A into position.



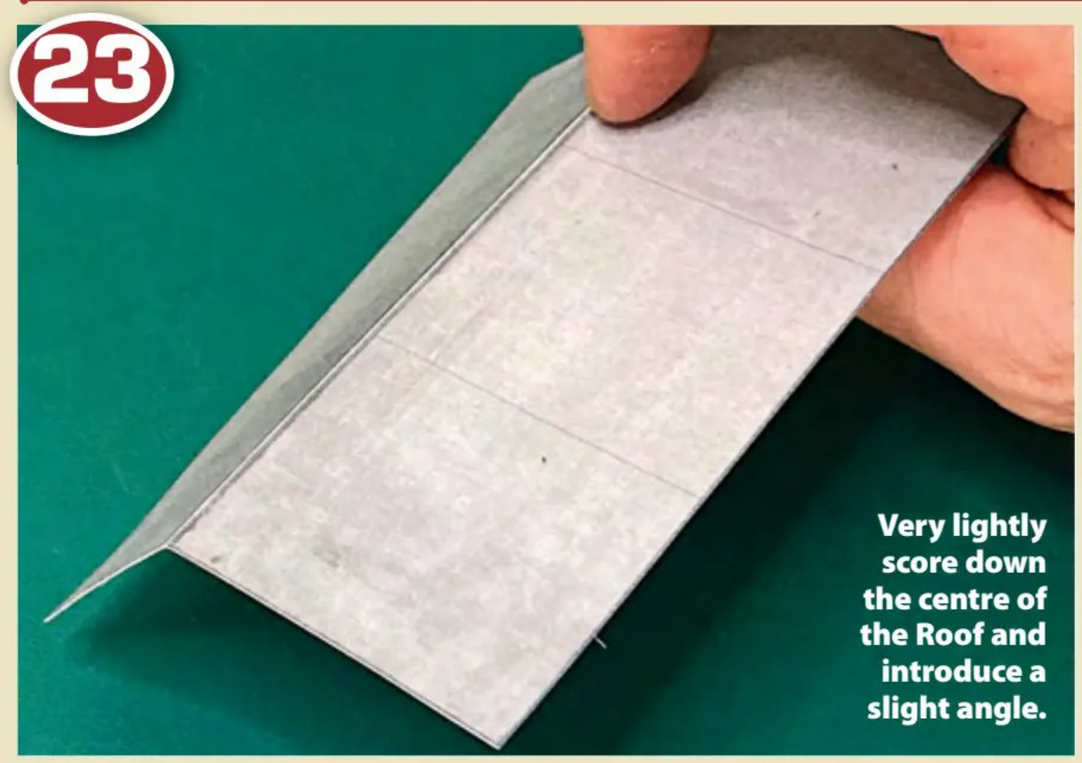
Squarely glue the Side wall frames B into position. Use a small square or block to ensure the frames are perpendicular.



Lightly nick the centre at each end of the Roof underside and flip over so the print side is facing downwards. Lightly score along the ridge using the small nicks as a guide.



Test fit and glue the Roof underside into position ensuring the top surface is flush with the top edges of the gables.

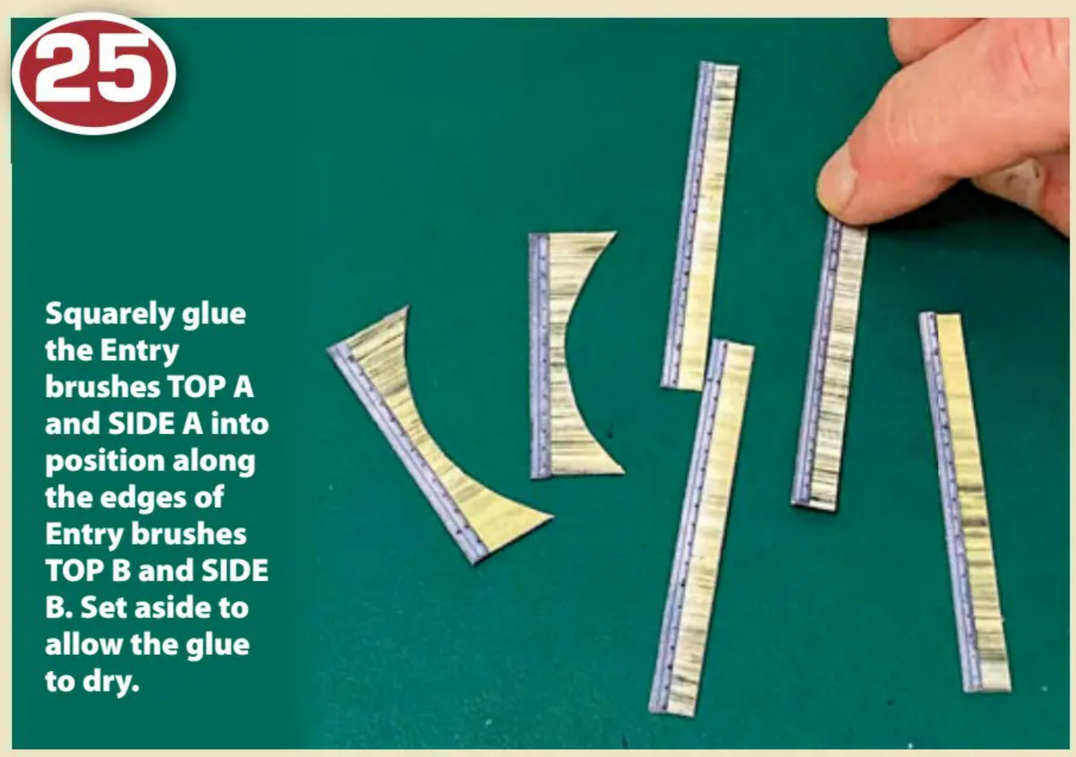


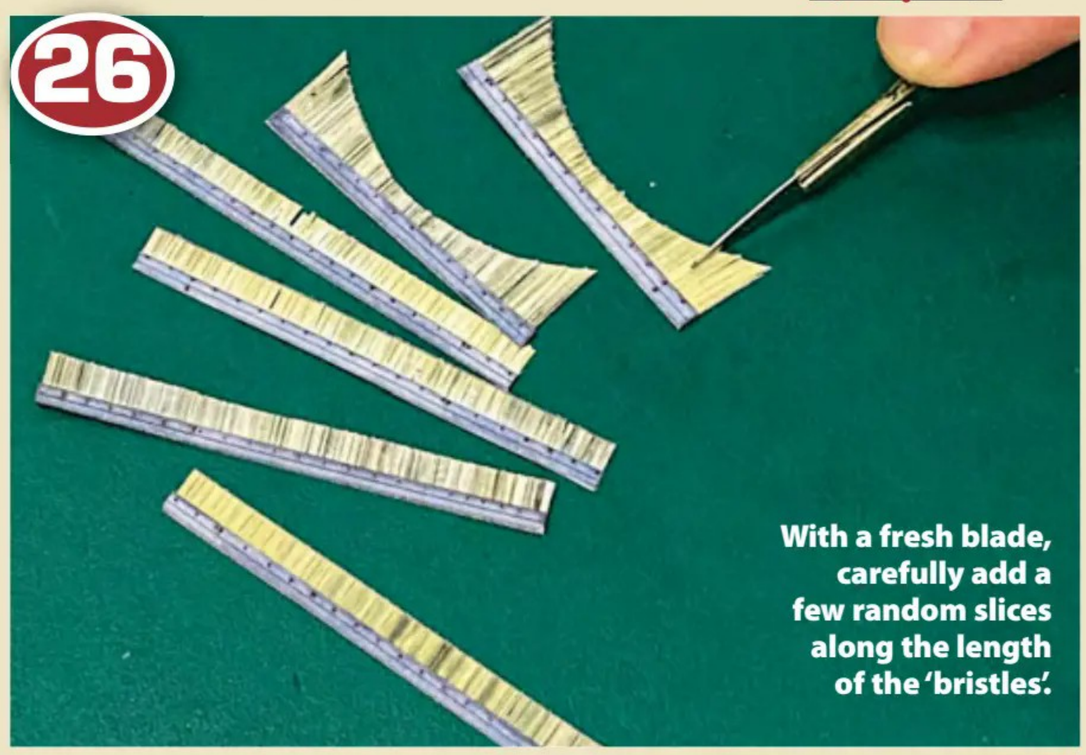
Very lightly score down the centre of the Roof and introduce a slight angle.

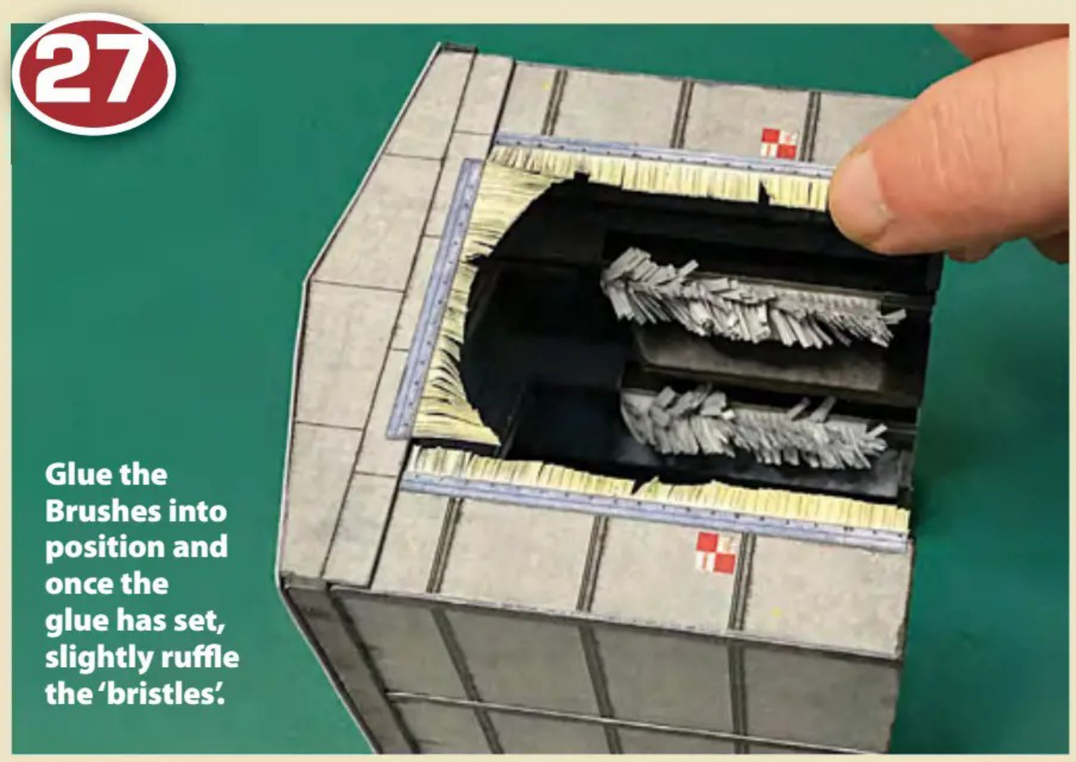


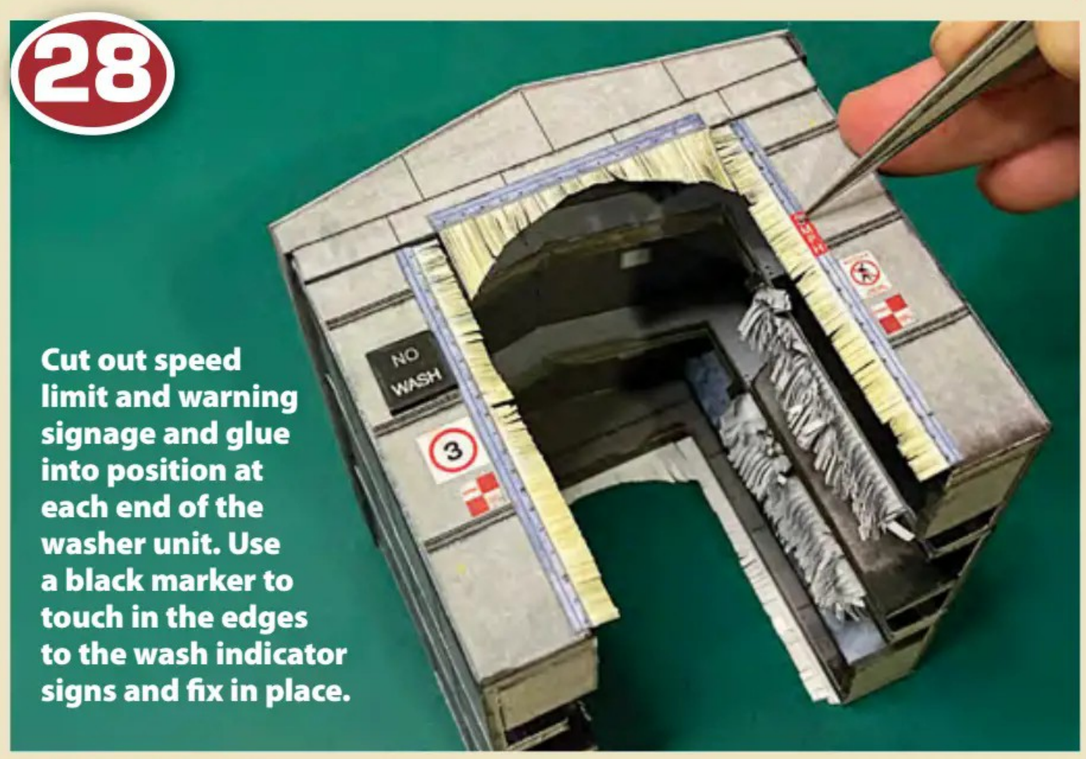
Test fit and glue the Roof into position.

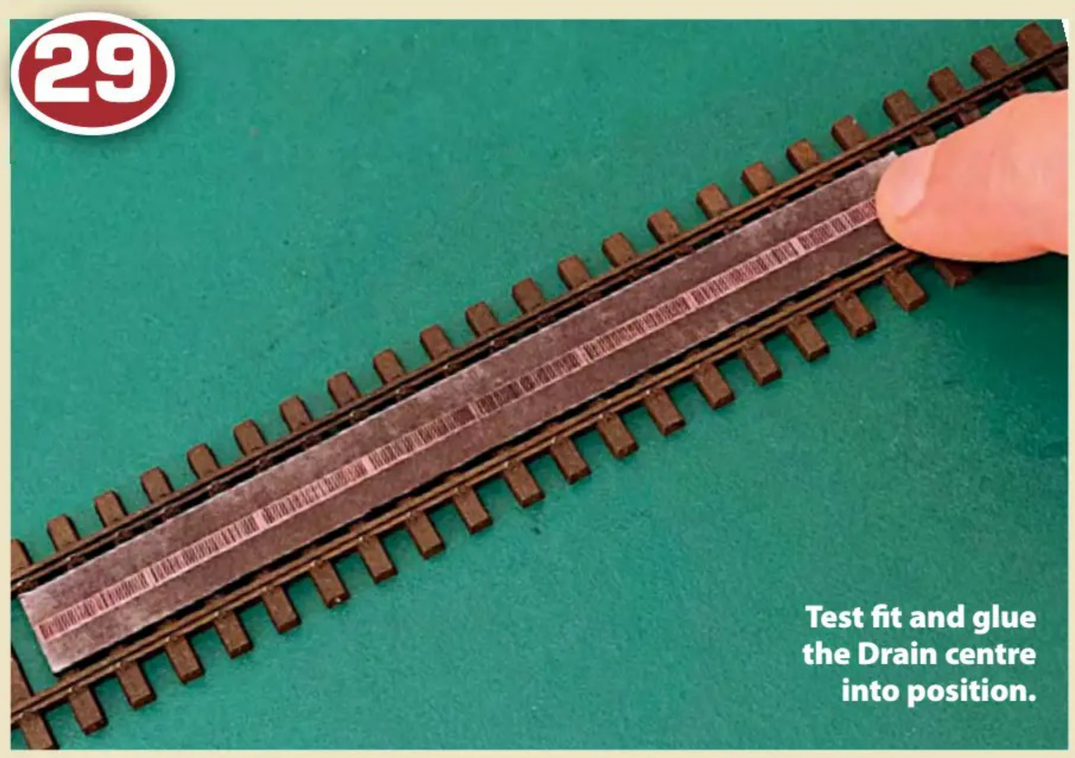
Intermediate
Beginner SKILL LEVEL Advanced

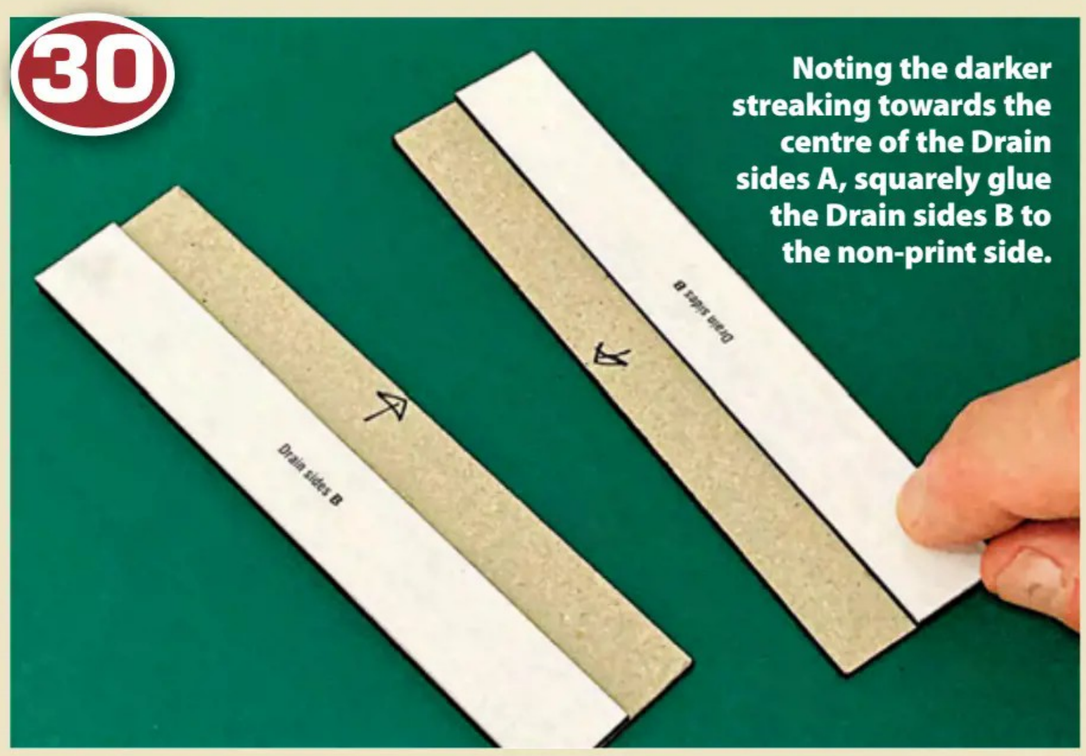


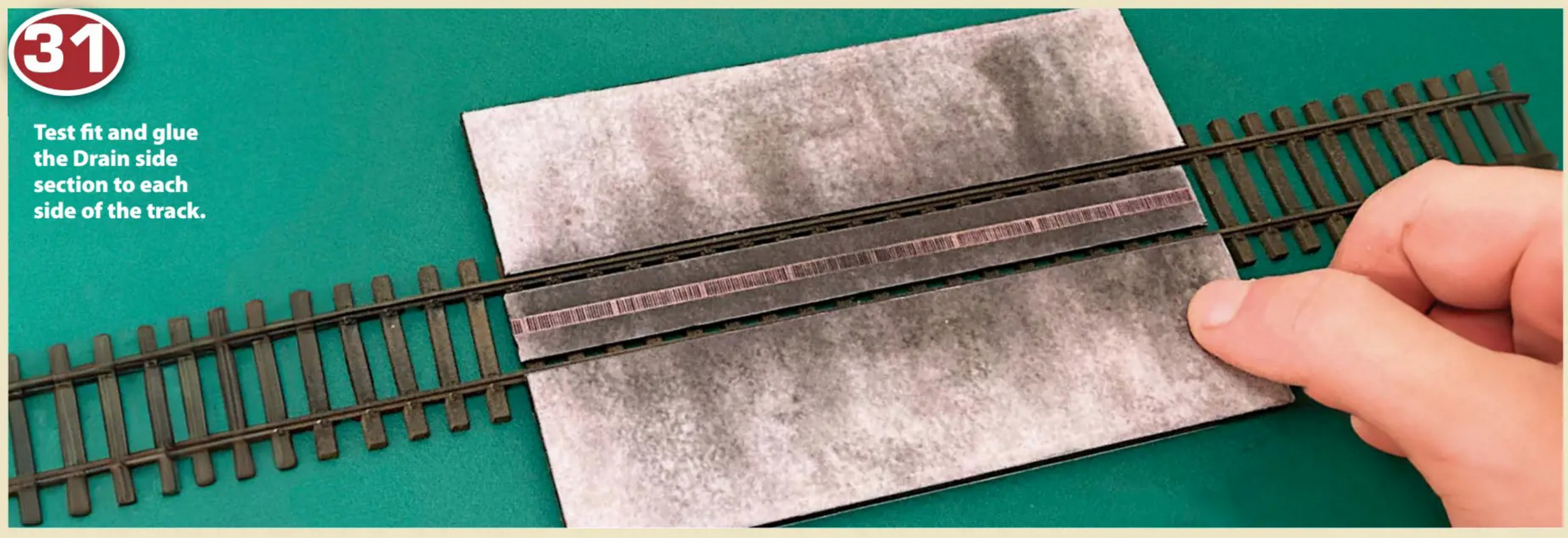












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NETHERWOOD SIDINGS

The much-missed Woodhead route is the subject of **GRAHAM CLARKE'S** loving tribute to the famous 1,500V DC Class 76s in 'O' gauge – realised to superb effect.

PHOTOGRAPHY, JONATHAN NEWTON

I HAVE ALWAYS BEEN INTERESTED in the former Great Central Railway Manchester-Sheffield 'Woodhead' route with its 1,500V DC electric locomotives. I helped to build Nottingham Model Railway Society's (NMRS) Deepcar layout which modelled part of the railway in 'OO' gauge.

However, my main interest was in the much larger 'O' gauge, and so I developed an idea for a Woodhead layout in 7mm:1ft scale. I had a space of 26ft x 11ft available in the loft and if I pushed the track right to the edge of the baseboards I could just about achieve curves of 5ft radius. And so planning began.

I looked for a suitable location to base the layout on and liked the idea of a traction change point where diesel and electric locomotives were swapped. Rotherwood, Wath and Tinsley were places I had visited in the 1970s but were huge, so I took elements of Wath and Rotherwood and came up with a simple track plan that would fit on a 700mm wide board, the largest that would fit into the loft.

The backstory is that Netherwood Sidings is a small yard East of Sheffield dealing with traffic from local collieries. Diesel locomotives bring loaded trains into the yard where they are shunted to make up electric-hauled trains which depart for Manchester, the empties going the other way. Rotherwood is assumed to be further down the line so some electric trains pass to swap traction there. Only half of the length of the yard is modelled, the rest being off-stage. A road bridge provides the scenic break.

The layout was always intended to be an exhibition layout and so the boards were made modular with a common interface between several of them. In this way, the layout could be erected in the loft in a minimum configuration that was 26ft long, but additional boards can be included to lengthen the layout to 33ft at exhibitions. I found that handling the scenic boards in and out of the loft was damaging the overhead catenary though, so I now restrict the scenic boards to shows only and store them in the garage in between shows.

The non-scenic boards are reconfigured in the loft, along with two 'loft only' baseboards to make a simpler non-scenic layout for home use. The boards are mostly made from 6mm birch ply with some »



GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'O', 32mm	7mm: 1ft	33ft x 11ft	EASTERN	1970s-1980s	DCC, MERG CBUS



1 Right: **The driver of Class 08 08022 is about to re-enter the sidings to marshall wagons, having just been given a clear route by the Netherwood signalman.**

2 Below: **Class 76 Bo-Bo electric 76053 eases out of Netherwood Sidings onto the main line with a rake of loaded 21ton coal hoppers.**



3 Left: **The signalman is kept busy as coal and sand trains pass through Netherwood, while a pair of Class 20s await a clear route from the sidings onto the main line.**

4 Right: **Staff engage in conversation in the yard below as the signalman looks on from the signalbox. A pair of Class 76s are stabled in the holding sidings behind.**

5 Below: **BR Blue 76001 approaches Netherwood signalbox with a load of sand hoppers as a pair of Class 76s rush through with a Merry-Go-Round coal train.**

sections made of 9mm ply.

Track is mainly Peco Streamline bullhead and flat bottom rail products laid on a cork base. There are a couple of lengths of concrete sleepers which are Peco Individulay. These were tedious to thread onto the rails but now you don't have to do that as Peco has introduced concrete sleepered track to the Streamline range. Points were made using Peco Individulay sleepers and chairs/baseplates and were built on top of scale sized prints of real switches and crossings taken from Network Rail standard drawings. Some points and plain track in the yard were made with thin plywood sleepers.

Points are all operated with Tortoise motors mounted under the baseboard. I had some trouble with the switch contacts on these after the layout had been in the loft for a few years. Damp air blowing through the loft caused corrosion on the switch contacts and made the switch unreliable. I rectified this by adding a sealed relay in parallel with the tortoise motor contacts and used the relay contacts to switch the crossings. Subsequently I have lined the loft with foil insulation and it has made it much more pleasant in windy weather.

SCENIC CONSTRUCTION

The scenery is fairly conventional in its construction, using expanded polystyrene covered with plaster with various scatters. Buildings are mainly foamboard with a scribed DAS modelling clay surface. The signalbox is plastic card and the permanent way hut is a resin casting by Ten Commandments.

The most distinctive feature is the overhead catenary. This was made using brass sections for the masts soldered together on top of a scale drawing of the prototype. The masts survive at the Manchester end of the line and some measurements were taken from these. I had some etches made for some of the small components that make up the structures.

The wiring was originally nickel silver and copper but I found that this got damaged very easily. I replaced some runs of the catenary wire with EZ Line flexible rope which worked quite well, but I still »





6 Local residents tend their neatly kept allotments oblivious to the passenger and freight trains passing on the main line.

seemed to spend hours when setting up for a show repairing the wires. Inspired by the continental wiring runs made by Somerfeldt and Viessmann, I have now replaced all the wire runs with 0.5mm piano wire silver soldered together.

The signals are colour light searchlights and London and North Eastern Railway (LNER) ground discs, all operational. The colour lights are 5mm red/green LEDs and the current is reversed to change the aspect. They are fed with AC to get the yellow. The disc signals, meanwhile, are operated by servos mounted underneath the baseboard. The main line signals are operated by relays and set according to occupancy of track circuits, with a switch on the control panel to set them to danger if required. The track circuits are Model Electronic Railway Group (MERG) DTC8 kits which detect the Digital Command Control (DCC) current flowing to the

7 A pair of Class 20 Bo-Bo diesels and a Class 08 shunter busy themselves in the sidings, while a loaded coal train is awaiting collection. In the distance, a pair of Class 76s occupy the holding sidings.



8 A BR Class 123 Diesel Multiple Unit sweeps through Netherwood with a cross-country passenger working.

track. The layout was originally wired for analogue control but is now DCC with two boosters each fed into the panel where the two DC cab controllers were. The section switches now switch between the boosters and are usually left switched on. A section can be switched off if needed when there is a short circuit, for example.

I use the MERG DCC system which uses a CBUS communication bus. This is also connected to input and output modules to detect the track occupancy and set points. I have configured CBUS to have routes into each end of the storage yard so that route 103 sets the points at the west end of the storage yard to track 3, and so on. Operators can type the route numbers into their handsets to set the route. In this way the main line operators can sit anywhere in the centre of the layout and control their trains with no need to use the control panel. The yard is controlled from a separate panel with switches to operate the points and ground signals. I use Kadee couplers on the rolling stock to avoid having to manipulate couplings under the wires (an issue that can catch you out!). The uncoupling magnets are mounted between the rails and disguised as foot crossings.

WOODHEAD ELECTRICS

The locomotives naturally include a fair number of Class 76 Bo-Bos. I needed quite a few of these so it was worthwhile making a kit. The kits included etched brass for the main frame, bogies, cabs and pantographs. The sides and roof were made in cast resin from a plastic master I made. Details such as roof ventilators, insulators, axleboxes and sand boxes were also cast in resin. Motors are my standard motor, a Canon seven-pole can motor which I obtain very cheaply from a local electrical components shop. The motor drives through nylon spur gears to a longitudinal shaft which drives the axles via nylon bevel gears. Wheels are Slaters spoked coach wheels. Each bogie is powered and has its own decoder set to the locomotive address. I have fitted several of the Class 76s with sound using a home made unit based on an Arduino processor and an MP3 sound player.

Diesel locomotives include kit-built models from MMP, RJH, PRMP and Post War Prototypes kits. Recently there has been an influx of ready-to-run locomotives from Dapol (a Class 08) and Heljan (Classes 20, 25, 45 and 56). I have converted the Heljan Class 56 into a Romanian example using the Protoneo kit. All diesels are fitted with sound using Loksound and latterly ZIMO decoders.

Rolling stock is mainly kit-built from Parkside and Slater's kits but there are some scratchbuilt wagons and several rakes of ready-to-run models. The HAAs are a mixture of Skytrex and Dapol, the HEAs are Bachmann Brassworks and there are a sprinkling of vacuum braked vehicles from Dapol and Lima. Mk 1 coaches are from Easy Build kits and Dapol ready-to-run, with the Mk 2s converted from Triang Big Train items. I have Diesel Multiple Units of classes 114 (a Westdale kit), 123/124 (converted Lima) and present day CAF Class 195 scratchbuilt as a lockdown project and run as an example of what would be found on the line today. »

9 47120 *RAF Kinloss* in its eye-catching BR large logo blue colour scheme is about to pass beneath the road bridge with a rake of BR Mk 2 carriages.



10 **A passer-by peers over the bridge to watch Class 47 47120 *RAF Kinloss* pass beneath at the head of a locomotive-hauled passenger train.**

OPERATION

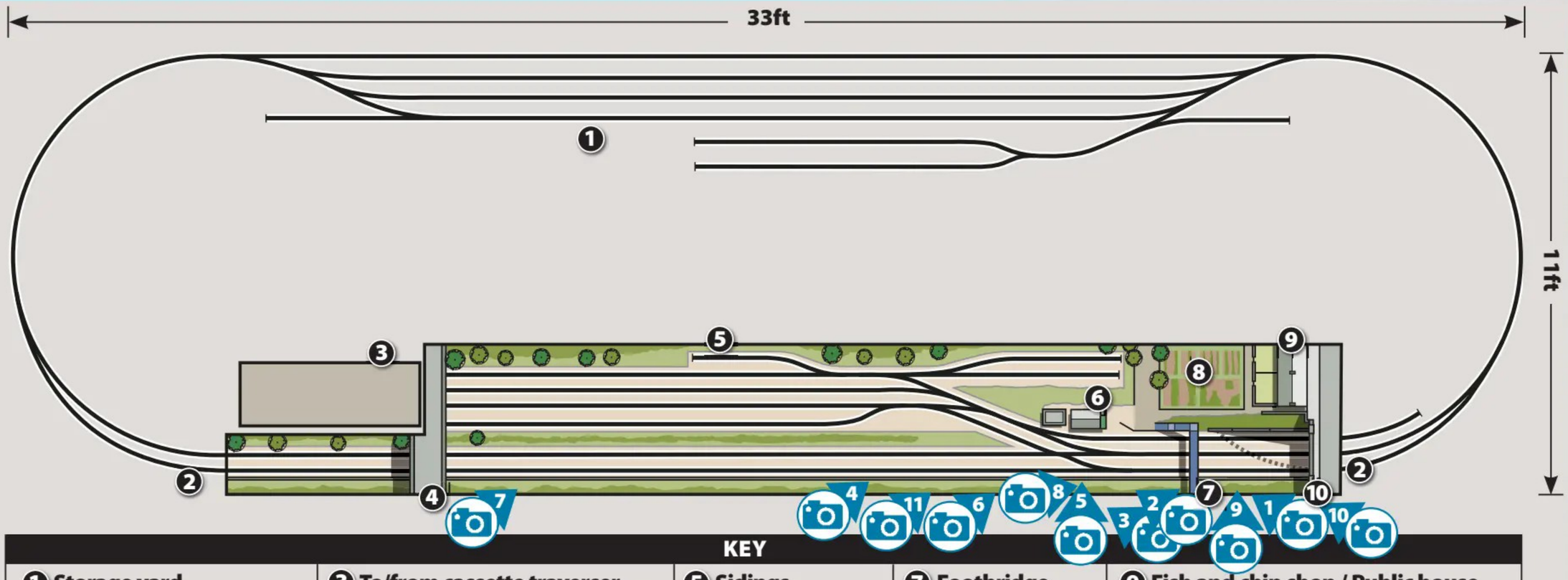
We operate the layout at shows to a sequence where we cycle through all of the trains in the storage yard. Each road can fit two trains. Superimposed on this is a series of local freight trains which run between the yard and a small two-road storage yard extension representing the local coal workings.

I like to encourage younger people into modelling and have a few features on one of the boards viewers can operate. These are a smoke unit on the chip shop chimney, the sound of an ice cream van (generated by an MP3 player and speakers under the board) and a Peco police telephone box finished as Dr Who's TARDIS. The viewers operate these by pressing buttons on the front of the layout. An LED lights up to show their action and an Arduino Nano controls the relevant feature. I have yet to devise a way of making the TARDIS dematerialise so for now it just flashes its blue light and a sound. I also have a track worker who has been modified to allow his arm to be raised by moving a lever on the operator's side of the baseboard. When a train approaches, the operator can sound the horn and raise the track worker's arm in acknowledgement.

The layout has taken more than 20 years from concept to fruition, but I built it on my own. Its next exhibitions include Rail-Ex Taunton on October 26/27 and our own Nottingham Model Railway Society autumn exhibition on November 16/17. I would like to thank fellow NMRS members who help out at exhibitions - Geoff Brain who drives the van, Gordon Hopkins and Dave Mulligan, who has stepped in to replace our dear friend Neill Fisher who died just after helping out at the Spalding show in 2022. **HM**

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

NETHERWOOD SIDINGS TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 Storage yard	3 To/from cassette traverser	5 Sidings	7 Footbridge	9 Fish and chip shop / Public house
2 To/from storage yard	4 Bridge	6 Signalbox	8 Allotments	10 Road bridge

11 The new and old – a Class 56 Co-Co diesel rumbles through with a MGR coal train in tow, as a Class 76 Bo-Bo electric restarts its loaded train of traditional coal hoppers.

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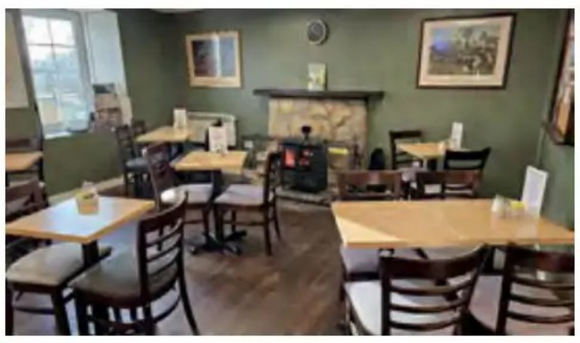
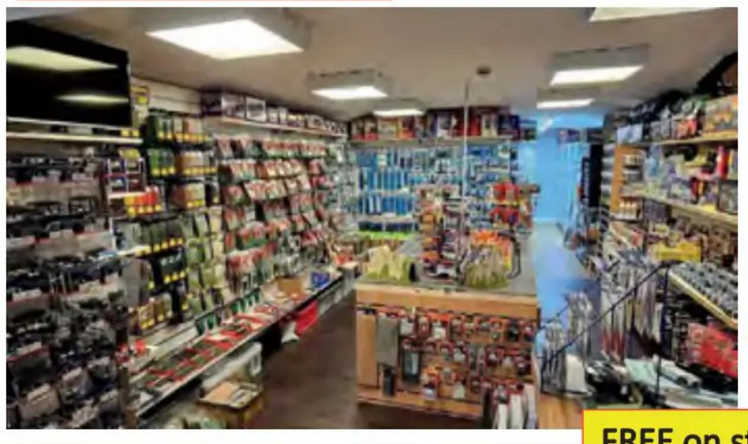


Dogs Welcome



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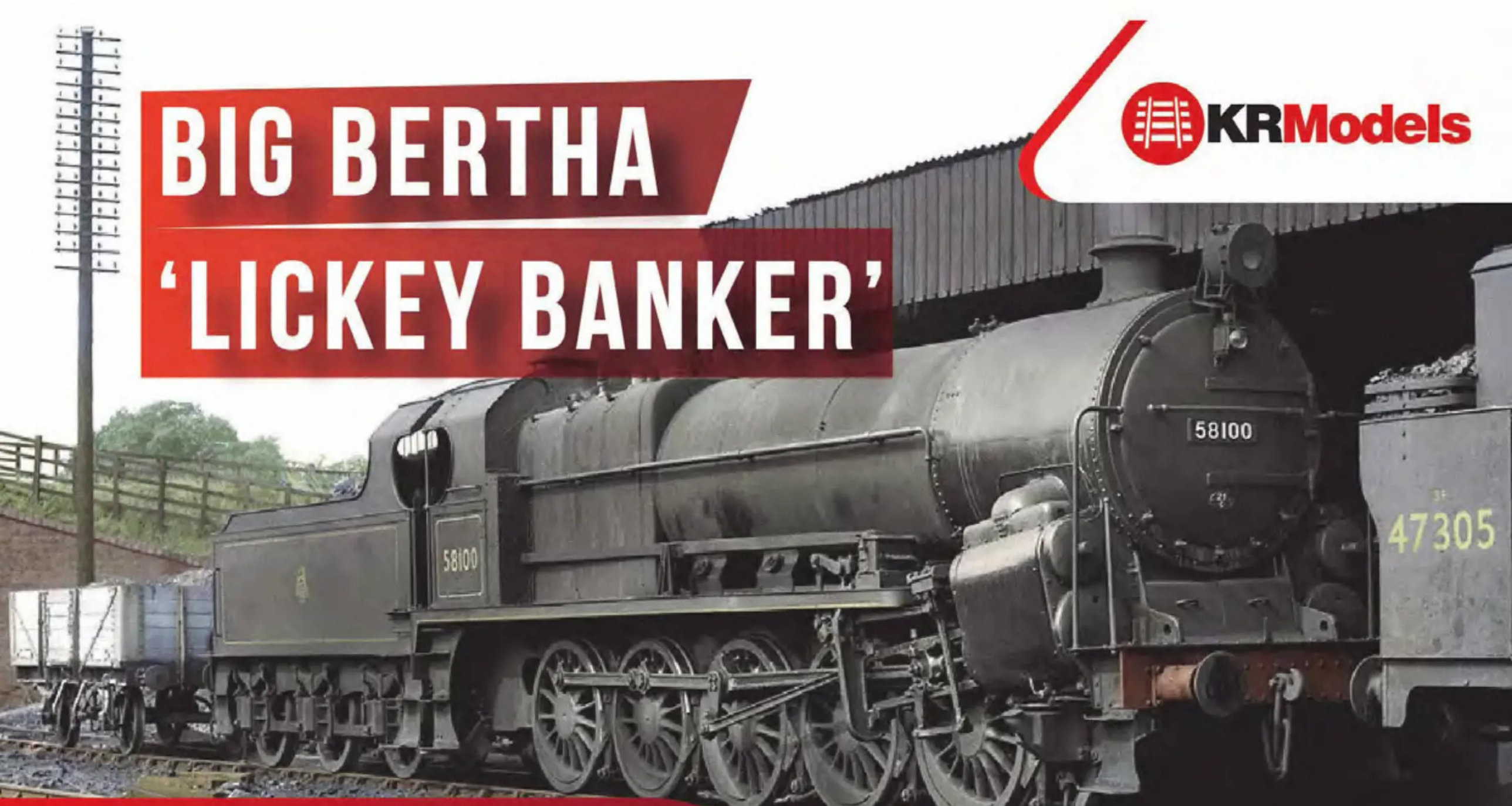

In 1919, the Midland Railway built a single 0-10-0 steam locomotive, No 2290 (later LMS (1947) 2290 and BR 58100). It was designed by James Anderson for banking duties on the Lickey Incline in Worcestershire (south of Birmingham), England. It became known as "Big Bertha" or "Big Emma" by railwaymen and 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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KR Models' 'Bulleid 'Leader'

FIRST REVIEW

Few steam locomotives can challenge Bulleid's 'Leader' 36001 for their outstanding design. This unique locomotive is now available for 'OO' gauge through KR Models. **MIKE WILD** takes a closer look.



WHETHER IT WAS A success or not will be hotly contested, but what I'm sure we can all agree on when it comes to Bulleid's radical 'Leader' design is that it was unlike anything else. Designed to be able to haul 500ton trains at an average of 60mph – in Bulleid's ever unique and outlandish way – it sought to drive forward the technology of steam locomotives at a time when diesel-electric traction was beginning to step forward across the world.

Only one was ever completed, with a further two being partly assembled between 1946 and 1949 at the Southern Railway's Brighton Works. They featured an 0-6-0+0-6-0T wheel arrangement, but were about as far removed from conventional steam locomotive design as was possible.

Even the American Southern Pacific Railroad 'Cab Forward'



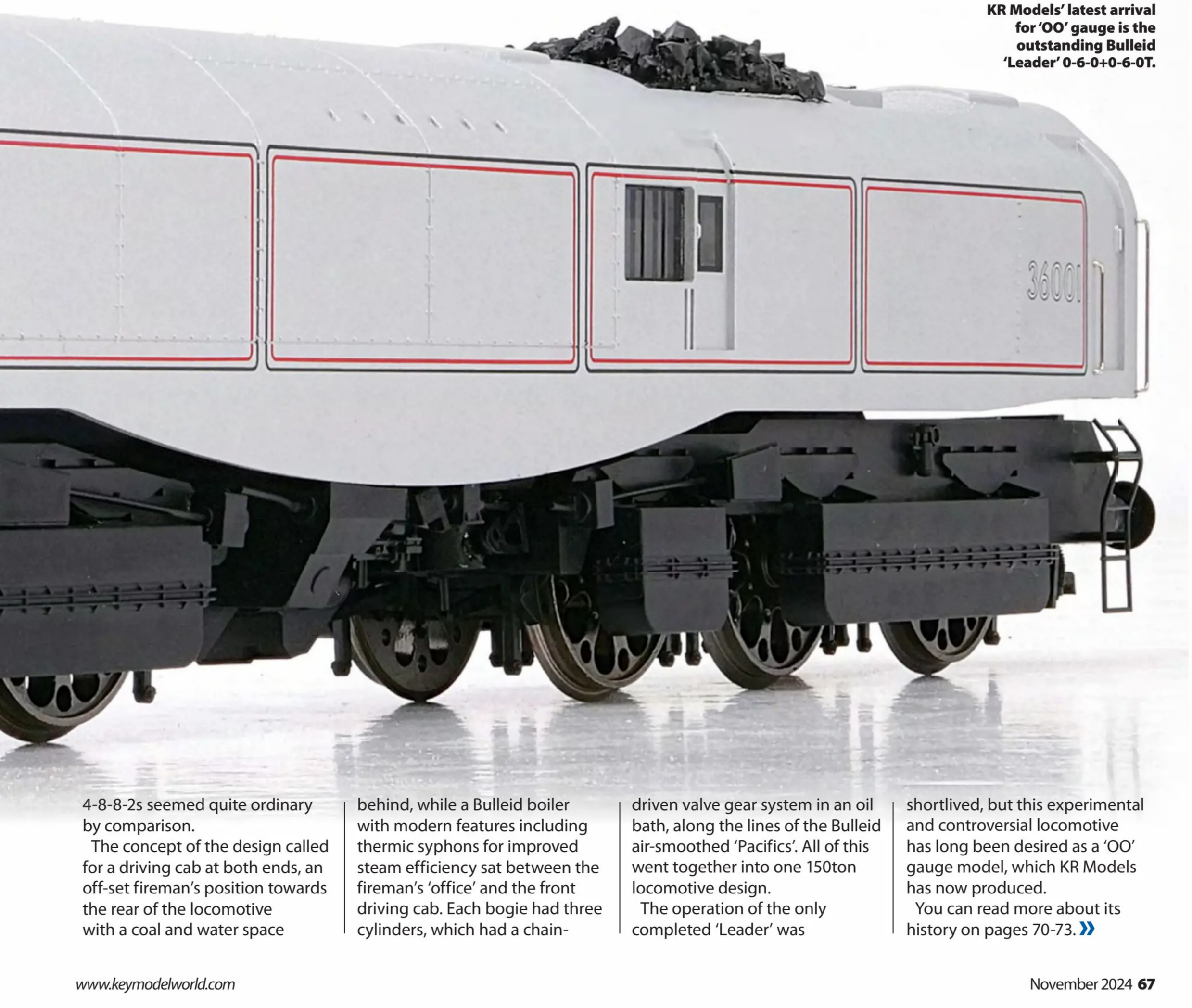
The casing of the 'Leader' means there is plenty of space for a heavy and powerful diesel locomotive-style chassis. This makes this model very competent on the track with heavy trains.



The coal load is held in place with double-sided tape and could be replaced with representation of the tarpaulin that appears in photographs of the actual locomotive.

TECHNICAL DETAILS

Manufacturer:	*www.krmodels.net*
Cat No:	KRM-Lead-OO-R-P-G
Description:	Bulleid 'Leader' 0-6-0+0-6-0T 36001, BR lined silver grey
Builder:	Brighton Works
Region:	Southern Region
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	269mm (over buffers)
Price:	£185.00 DCC Ready, £215.00 DCC Fitted, £285.00 DCC Sound-fitted
Couplings:	Small tension locks in NEM pockets
DCC:	Plux22 decoder socket
Speaker:	Two, 28mm round
Exterior lights:	Directional lights
Interior lights:	Cab lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	0-6-0+0-6-0T
Purpose:	Mixed traffic
Haulage capacity (expected):	Eight carriages
Haulage capacity (actual):	12 carriages (maximum tested)



KR Models' latest arrival for 'OO' gauge is the outstanding Bulleid 'Leader' 0-6-0+0-6-0T.

4-8-8-2s seemed quite ordinary by comparison.

The concept of the design called for a driving cab at both ends, an off-set fireman's position towards the rear of the locomotive with a coal and water space behind, while a Bulleid boiler with modern features including thermic syphons for improved steam efficiency sat between the fireman's 'office' and the front driving cab. Each bogie had three cylinders, which had a chain-driven valve gear system in an oil bath, along the lines of the Bulleid air-smoothed 'Pacifics'. All of this went together into one 150ton locomotive design.

The operation of the only completed 'Leader' was shortlived, but this experimental and controversial locomotive has long been desired as a 'OO' gauge model, which KR Models has now produced.

You can read more about its history on pages 70-73. »

Removable coal load

Printed Circuit Board

Separately fitted steps

Factory-fitted speaker

Five-pole motor

"A clever feature of the lighting is that toggling function '0' will switch different lamp combinations on and off."

MIKE WILD



The bulky face of 'Leader' is modelled by the KR Models product, while the three cylinders are clear in each bogie. The unique cab steps are an interesting detail.

THE MODEL

Plans for the 'OO' gauge model were announced in July 2020 and we have been eager to see the finished result. Our sample model captures 36001 in unbranded but lined silver grey with black buffer beams and makes for a striking model on the track. It is big and bulky and carries off the looks of the 'Leader' overall.

However, there are a few details that aren't fully accurate, including the black buffer beams – contemporary images highlight the use of red buffer beams on the locomotive – while the wheels are unpainted and the 'tear drops' on the Bulleid Firth Brown design are see-through where they shouldn't be. There are also missing wash out plugs on the roof, overstated rivets on the cab front panels and the safety valves sit in separate openings rather than a single one.

Even so, there is plenty to enjoy on this model. The casing on the bogies mirrors the locomotive correctly, while the unusually shaped cab steps are a fantastic detail that this model couldn't be without. The valve covers are modelled at the front of each bogie and the ashpan is clear to see between the bogies. There are also sprung buffers at all four corners, as well as NEM coupling pockets mounted on each bogie – tension lock couplings are included in the accessory pack.

Livery application was neatly done on our sample of 36001, including lining of the silver grey body and the addition of printed numbers on the bodysides and cab fronts – though the numbers should be straw coloured on this locomotive.

PERFORMANCE

The diesel-like appearance of the 'Leader' design transposes to its drive system. The model features bogies with a full geared drive system that is connected back to the centrally mounted motor

Inside the 'Leader', the chassis is diesel locomotive in its style. It features a centrally mounted five-pole motor, twin flywheels, twin speakers, a Plux22 decoder socket and directional lighting.



through cardan shafts. The motor has twin flywheels.

Our sample of 36001 was factory sound fitted with a combination of an ESU LokSound V5 Plux22 decoder coupled to a pair of 28mm round speakers that are built into the chassis with custom enclosures to clear the driveshafts. For those looking to add their own choice of decoder to a DCC Ready version, once the clip-fitted body is removed you will need to release the main printed circuit board (PCB) from the chassis in order to invert it to fit a decoder.

There are directional lights at each end of the locomotive, as well as cab interior lights, giving additional functionality for DCC users. Southern Region headcode discs are also included in the accessory pack and can be added to the lamp irons as required. A clever feature of the lighting is that toggling function '0' will switch different lamp combinations on and off – a neat feature that adds value to the locomotive.

On the track, 36001 was nothing short of excellent. Its running qualities meant that it operated smoothly throughout the speed range and its heavy chassis gave it a haulage capacity equivalent to the largest of diesels. The heaviest load we tested was 12 coaches, which it handled with ease.

Sound is another interesting aspect of this model. No recordings of the original locomotive exist, but ESU has developed a sound profile that fades the exhaust from the two bogies in and out of sync, much like a Garratt or Mallet locomotive, creating a characterful engine sound. Additional functions include coal shovelling, braking, a guard's whistle, an automatic uncoupling sequence, safety valves and more.

OVERALL

While this isn't an absolutely perfect replica of Bulleid's radical 'Leader' design, KR Models has stepped forward to offer a unique model for 'OO' gauge – and one that had a very limited period in use. It has been high on collectors' lists and we are certain that many readers will be delighted with its running qualities and the DCC functionality. This model delivers a special memento of steam's last chance to challenge diesel traction and it is due to arrive with KR Models stockists in October. (MW)

BULLEID'S 'Leader'

Of all the attempts to improve and update the conventional steam locomotive Bulleid's 'Leader' was amongst the boldest - yet it was never fully developed. **EVAN GREEN-HUGHES** looks back at one of the most innovative designs ever to take to the rails.

Checks are made to Bulleid 'Leader' 0-6-0+0-6-0T 36001 as it undergoes inspection in the sidings at Guildford Motive Power Depot during its short period on trial.
J G Click/Science & Society Picture Library/ SSPL/Getty Images.



Already losing its sheen, Bulleid 36001 awaits its next trial at Eastleigh in August 1950. Note the cast numberplate above the buffer beam. Rail Online.

FACTS AND FIGURES	
Designer:	Oliver Bulleid
Built:	1947-49
Builder:	SR Brighton Works
Purpose:	Mixed-traffic
Numbers:	36001-005
Power classification:	'5MT'
Wheel arrangement:	0-6-0 + 0-6-0T
Weight:	150t 0cwt (design weight 120 tons)
Driving wheel diameter:	5ft 1in
Length:	67ft 0in
Width:	9ft 0in
Height:	12ft 11in
Boiler diameter:	6ft 0in to 6ft 4in
Boiler pressure:	280psi
Cylinders:	Six, three per bogie, 12¼in x 15in
Valve gear:	Chain-driven
Tractive effort:	26,300lbs
Coal capacity:	4tons
Water capacity:	4,000gallons
Number in class:	5
Withdrawn:	1951
In service:	None accepted into traffic

THROUGHOUT THE HISTORY of the railways, there have always been efforts made to improve the efficiency of steam locomotives, with the Southern Railway's Oliver Bulleid one of the most progressive designers. He introduced a series of innovations, including his famous 'Light Pacific' and 'Merchant Navy' 4-6-2s with chain-driven valve gear and his no-frills 'Q1' 0-6-0 goods locomotives. He drove developments in boiler design and with wheels, opting for Bulleid Firth Brown wheels which abandoned spokes and were claimed to be lighter and stronger than conventional equivalents.

In 1944, Bulleid was presented with a problem by his operating department. It wanted a mixed traffic tank locomotive that could do the work of the ageing 'M7' 0-4-4Ts. One solution would have been to build a tank engine version of the 'Q1' with a slightly different wheel arrangement – but the running department was already expressing concern about visibility from the footplate when such engines were run in reverse, which often happened when they were used on branch and secondary duties. This led to inconclusive experiments being conducted on dual control which would allow for driving from either side of the cab.

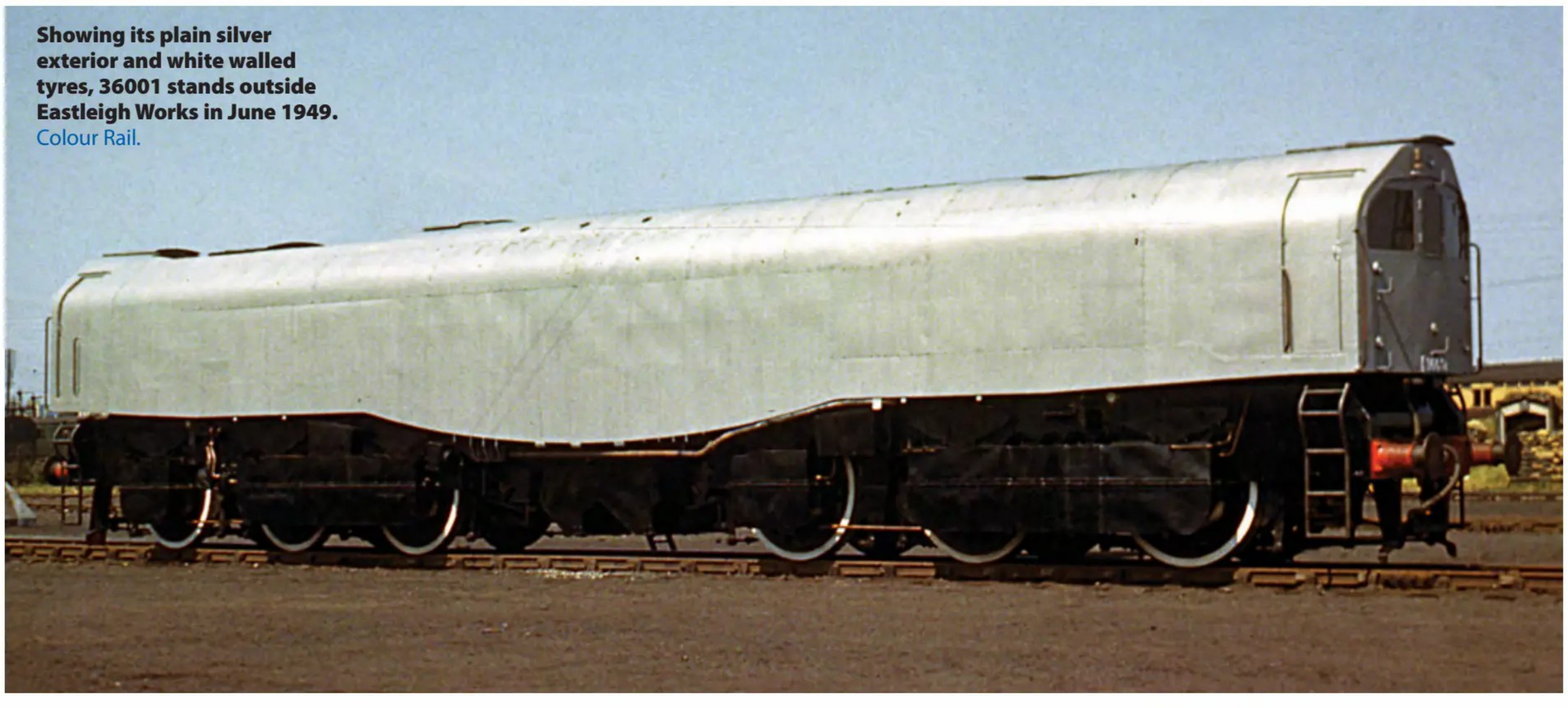
REVOLUTIONARY DESIGN

With pressure mounting from the operating department and with no new design in sight, Bulleid came up with a revolutionary idea for steam locomotives which would see one fitted with a driving position at either end. Boiler, coal and water space would be provided on a common rigid frame mounted on two power bogies. This form of articulation was widely used on locomotives such as the Beyer-Garratt designs in the UK and much more so abroad, but unlike those it would dispense with conventional valve gear and instead would use a chain-driven system.

An initial proposal for a version mounted on two four-wheel bogies was superseded by one with two six-wheel bogies to reduce the axle load, and it was this design that was authorised for construction in 1946.

The 'Leading Class Shunting Engine CC Type', which was later to become universally known as the 'Leader', was revolutionary in almost every aspect. The boiler was of all-welded construction, but at the rear it dispensed with conventional stays and instead used the rear of the boiler barrel to form the crown of the firebox. This meant a loss of heating surface which was compensated for by the use of four thermic syphons.

At the front, the smokebox had a multiple-jet exhaust system with superheaters and a 'heat door' mounted on the front intended to keep the temperature of the front cab down. The coal bunker and water tanks were within the main »



Showing its plain silver exterior and white walled tyres, 36001 stands outside Eastleigh Works in June 1949. Colour Rail.



Brighton Works' 0-6-0T 'Terrier' 377S manoeuvres Bulleid 'Leader' 36001 around the complex in c1951.
Rail Online.

frame to the rear of the boiler while underneath there were two bogies without conventional valve gear and which appeared to have giant axle boxes due to the drive arrangements. Electric lighting and other novel features were also fitted.

The most striking difference between the 'Leader' and a conventional steam locomotive was in the way that the locomotive was fitted with an allover casing which, when coupled with the driver's cab fitted at both ends gave it the appearance of a diesel or electric locomotive. There was a third working space in the middle between the boiler and bunker from where the fireman would work. The three spaces were connected by a small passageway within the casing, which in turn meant that the boiler was mounted slightly off centre.

While the idea of producing a locomotive that could run equally well in each direction with exceptional visibility for the driver and good route ability was a good one, the design had flaws. During construction, reworking of individual components was needed and modifications took place even before it steamed. This led to attention being concentrated on the first of the batch, with progress on the other four being made only slowly as time permitted.

During this period Britain's railways were nationalised and this led to Bulleid accepting a position with the Irish Railways as his own was being abolished. However, he was persuaded to stay on for a few months with the specific intention of seeing 'Leader' completed. The first example duly came out of Brighton Works in mid-1949 but it was found to be dramatically heavier than the 120 tons planned, which would preclude it from many of its planned routes.

OPERATING CONCERNS

Testing revealed that many of the components covered in and in some cases encased in oil baths were unreliable and difficult to access for repair. There were also serious concerns about the fireman's cab which became intolerably hot and which would have been highly dangerous during a blowback. Another issue proved to be uneven weight distribution due to the off-centre nature of the boiler, which was cured by adding even more weight, this time to the floor of the access passage of the locomotive.

As the trials got under way, other modifications were found to be necessary. A brick arch had to be added to the firebox, which increased incidents of the fire blowing back. Changes to the chimney design were also made but these made the locomotive liable to throwing sparks, while broken retaining clips caused a number of motion pins to fall out. As if this wasn't enough, there were issues with the exhauster which meant that the locomotive took longer than usual to release a train's brakes, a serious handicap on frequent-stop passenger services.

Main line trials took place using a dynamometer car and a rake of empty coaches but the results were inconsistent. One issue seemed to be loss of steam through the bogies and so the cylinder assemblies were changed with the result that satisfactory performance was obtained, albeit at the expense of high water and coal consumption. Further trials compared 'Leader' against a 'U' 2-6-0 but these were halted after the new design broke a crank axle. Another was fitted, which was borrowed from the second locomotive on the production line, but further failures followed, indicating a weakness in this component.

Throughout the trials, a major issue was the discomfort of the crew. The driver's cab ahead of the smokebox became intolerably hot, so much so that most of the trials had to be carried out with the locomotive driven from the other end, while the fireman's central position suffered from abnormally high working temperatures. It was also very cramped and was fitted with a door and window on one side only. This feature gave footplatemen's union ASLEF grave concern as the fireman would have had no means of escape should a 'Leader' derail and roll over onto its left-hand side.



While five 'Leader' locomotives were ordered, just one was finished before the project was cancelled. In the autumn of 1949, partially-completed 36002 is stabled outside Brighton Works.
W. Beckerlegge/Rail Archive Stephenson.

ABANDONED EARLY

Eventually, and after many more modifications and repairs, a negative report was prepared about the 'Leader' and delivered to British Railways Chief Mechanical Engineer Robert Riddles. Despite his earlier support for the project, this led to the whole scheme being abandoned three months later. Ironically, just after this decision 36001, as the locomotive was numbered, turned in a creditable performance while hauling a 480 ton test train at speeds of up to 50mph.

The sole completed locomotive had its last run on November 3 1950, reaching 90mph while running light, but was then taken out of the test programme. The second example, 36002, which was said to be only days away from being completed, never steamed while 36003 was substantially complete but never gained its casing. The other two were little more than frames. All five were stored at various locations including Brighton and New Cross Gate but were soon broken up. The demise of the 'Leaders' came to the attention of the national press as the project had cost £178,000 (about £5m at today's prices), and there were questions as to whether this had been good use of taxpayers' money.

Bulleid, meanwhile, had left for Ireland where he further developed his ideas, placing into service an improved version of the 'Leader', which was somewhat more successful than the original. British Railways, under Riddles, continued to build conventional steam locomotives which didn't solve the problems Bulleid had tried to tackle in the first place.

Although 'Leader' was undoubtedly under-developed and never worked a revenue-earning train, it is possible that with further refinement, it might have led to the country being able to continue with steam traction – relying on domestically-mined coal – for longer than it actually did. Ultimately, it seems Bulleid attempted to incorporate too many novel and untried features in a single design, with the inevitable teething problems all such prototypes endure. It was a bold experiment that is worthy of a significant place in the annals of locomotive development and a tantalising taste of what the final evolution of the steam locomotive could, just, have looked like. **HM**



Bulleid's 36001 was a short-lived prototype. In October 1950, the locomotive is seen stabled at Eastleigh Works with its cab doors secured with chains. Rail Photoprints Collection.

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



Accurascale Class 31

FIRST REVIEW

British Rail's long-lived Class 31 A1A-A1A diesel is the latest all-new 'OO' gauge project from Accurascale. **MARK CHIVERS** inspects this eagerly-awaited new arrival.



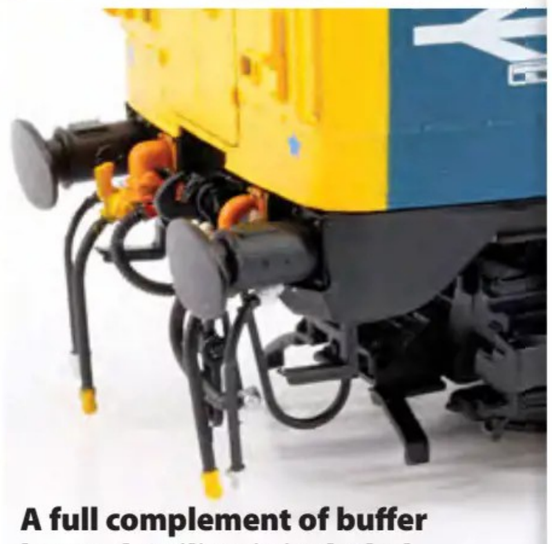


Accurascale's all-new 'OO' gauge Class 31s have arrived, with BR blue examples forming the first tranche of releases.

DUPLICATION is a word we have been using more frequently lately when it comes to new release models, especially motive power from the diesel era.

Several all-new 'OO' gauge releases in particular have been the subject of multiple manufacturer projects, including classes 25, 37, 47 and 60 diesel locomotives. The latest model to arrive that also sports a recently-tooled rival is Accurascale's all-new 'OO' gauge Class 31 (Brush Type 2).

The Brush Type 2 can trace its history back to the 1955 Modernisation Plan, with 20 Pilot Scheme locomotives ordered in August that year. Over time, more than 260 locomotives were built by Brush for British Railways. While they were competent locomotives, they weren't without their trials and tribulations and you can read more about the history of the Class 30 and 31 A1A-A1As in 'Reality Check' in *HM207* or online at *keymodelworld.com/class-31*.



A full complement of buffer beam detailing is included for customer fitment.

The detailed cab interior features an illuminated driver's console.





Roof detailing to 5544 includes fine grab handles, train heating boiler exhaust and working roof fan.

TECHNICAL DETAILS	
Manufacturer:	*www.accurascale.com*
Cat No:	ACC2742-5544DCC
Description:	Class 31 A1A-A1A 5544, BR blue
Builder:	Brush Traction, Loughborough
Region:	Eastern, Midland, Western Regions
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	227mm (over buffers)
Price:	£169.99 DCC Ready, £269.99 DCC Sound-fitted
Couplings:	Small tension locks in NEM pockets
DCC:	DCC Sound-fitted, 21-pin decoder socket
Speaker:	Two - 54mm x 23mm + cube
Exterior lights:	Headcode boxes and taillights
Interior lights:	Cab lights, driver's desk illumination
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	A1A-A1A
Purpose:	Mixed traffic
Haulage capacity (expected):	Eight carriages
Haulage capacity (actual):	Eight carriages (maximum tested)



THE MODEL

First announced in February 2022, Accurascale's high fidelity 'OO' gauge model rolled into the *Hornby Magazine* office in early September and it certainly appears to have been worth waiting for.

Twenty or so all-new 'OO' gauge Class 31s are set to appear over the coming months including standard releases, Accurascale exclusives and some retailer exclusive models, such as Key Publishing's 31276 *Calder Hall Power Station* in BR Railfreight triple grey with Coal sector branding. Other colour schemes range from BR green through to Network Rail yellow, reflecting the long lasting nature of the prototype.

Due to the sheer number of releases announced to date, the initial batch has been split into a series of smaller collections, the first of which are all BR blue. For review, we received a Digital Command Control (DCC) Sound-fitted example of 5544 in BR blue »



Left: **Our review sample was finished as pre-TOPS Class 31 5544 in BR blue, fitted with Digital Command Control (DCC) sound.**

Factory-fitted cube speaker

Working roof fan

Separately fitted handrails and lamp irons

Detailed and decorated cab interior

Our sound-fitted sample of 5544 featured a LokSound 5 21-pin digital sound decoder, two on-board speakers, stay-alive capacitors and working roof fan.

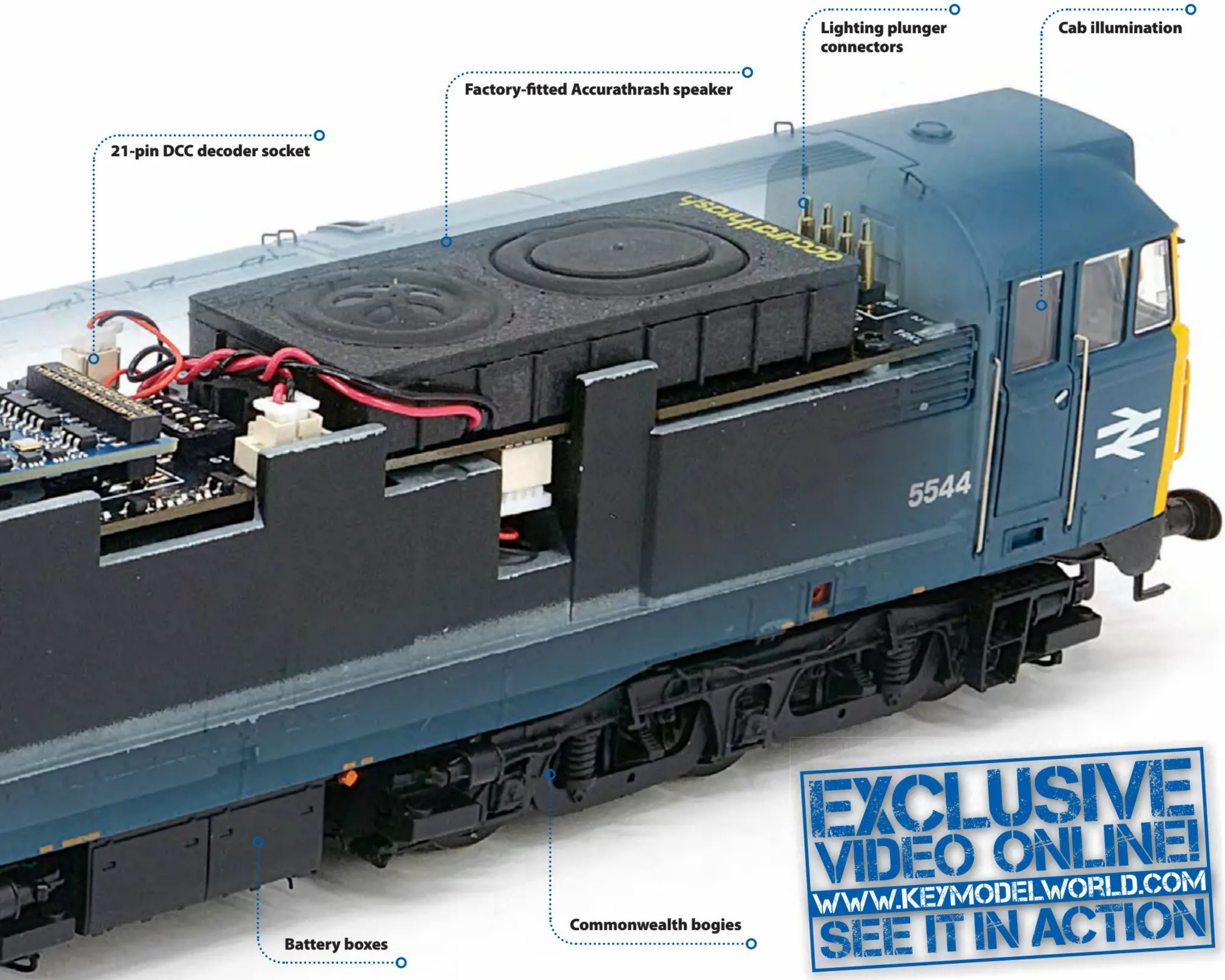
(Cat No. ACC2742-5544DCC), which emerged from Brush Traction at Loughborough as a Class 30 in August 1959. It was allocated to Ipswich depot from new, where it remained until January 1967 when it was transferred to Immingham. However, it was reallocated to Norwich Thorpe just three months later and was reclassified Class 31 in July that year. In subsequent years the locomotive cycled through Tinsley, March, Thornaby and Finsbury Park depots. Under TOPS it was redesignated 31126 in 1974 and soldiered on in service into privatisation with English, Welsh and Scottish Railways (EWS) until the late 1990s.

Weighing in at 464g, Accurascale's all-new 'OO' Class 31 certainly has presence, while the level of detailing is superb throughout. Starting with the roof of our sample, tiny separately-fitted grab handles abound on the neatly moulded panels, along with the fine etched roof fan grille, boiler exhaust, boiler water tank filler, cab air intakes and engraved walkways.

Cab fronts feature separate lamp irons and handrails, together with windscreen washer jet cases, windscreen wipers and clear flush glazed windows – even the rubber surrounds are neatly painted black. The distinctive cab front footholds also look the part, as do the panel lines, rivet detail and hinges to the flush nose end communicating doors. Inside the cab, the bulkhead features neatly printed notices and labels; there's even a frosted window to the door that leads into the engine compartment. The driver's desk is also neatly decorated and can be illuminated, too – function F19 on our DCC controller confirmed that.

Metal handrails adorn each cab access door, while ventilation grilles and radiator panels are neatly fitted and look the part. The bodyside steps that were prevalent on early examples feature on 5544, while these will appear plated on later examples. Indeed, Accurascale's extensive tooling suite will cater for numerous detailing variations such as high-intensity headlights (and their location), reinforced driver's windscreens and much more.

Decoration to our sample was equally impressive, with a high-quality evenly-applied BR blue paint finish, with yellow cab fronts. The overall paint finish also highlights the level of crisp



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SEE IT IN ACTION

detailing to the model – especially the cab front ends. The bodyside and cab front band, which runs just below the cab windows and round, is also subtle yet looks the part behind the BR blue scheme.

BR double arrow logos, numbers, data panels, blue star markings and live electrification warning flashes are crisp and legible, while door handles are neatly picked out in silver. Small silver bars (not printed) provide welcome relief behind the bodyside engine compartment glazing to represent handrails. At each end, the four digit roof-mounted headcode boxes come pre-fitted with 9P66 train reporting number at one end and 3N23 at the other. Each lights up in the direction of travel too, while a separate sheet of printed train reporting code number stickers is also supplied, should you wish to change them to something more appropriate to the train you want the locomotive to haul. An accompanying explanatory sheet is also included, such is the level of detail with this model.

Bufferbeam details include orange painted electro pneumatic multiple control jumper receptacles, while a small details pack contains decorated pipeworks for customer fitment. This also includes the small fairing and metal grid (both separate parts which fit together snugly with a dab of glue), which sits behind the screw-link couplings. Sprung buffers complete the appearance.

PERFORMANCE

Underneath, Accurascale's Class 31 sits on neatly moulded Commonwealth bogies that feature outstanding detailing including brake cylinders, main suspension and secondary suspension components – you can even see through the latter. Lifting lugs are modelled to the underside of the chassis, while the fuel tank filler ports are also included and picked out in orange. Removable plug-in kinematic NEM coupler pockets with small tension lock couplings are fitted at each end.

On test, our review sample operated smoothly and quietly on *Hornby Magazine's* office test track, hauling a rake of eight BR Mk 1 carriages without issue, thanks to the heavy die-cast chassis, five pole motor, twin flywheels and on-board stay-alive capacitors. All models also come with a working roof fan, although the example on our review sample appeared a little lower down than expected.

Our Class 31 was also DCC Sound-fitted, which includes a bespoke Brush Type 2 sound profile on a 21-pin ESU LokSound 5 decoder with 24 selectable functions through a suitable DCC controller. Among the options are a cold engine start, heavy train or light locomotive functions, marker lights (on/off) and the ability to turn the red tail light on or off.

Pleasingly, the model comes with a single red tail light by default, which can be altered through the function button options – when viewing this left-hand red tail light it took me back to standing on Reading station in the BR blue era watching the prototypes pass through just like that! For added realism, a hall sensor also interacts with function 11 (F11) so that when the locomotive rounds a corner a flange squeal sounds.

Sound reproduction was good throughout, without the need to amend the volume settings on our review sample, with the model featuring a large Accura-thrash speaker, together with a smaller cube version fitted to the technology-rich PCB. During our tests the sound profile replicated the Class 31 well, but higher speeds were necessary to replicate the characteristic engine sounds. The decoder is fully configurable and with a few CV tweaks could no doubt be honed to your own personal preferences. Manual select switches are located on the PCB for analogue operation.

OVERALL

Accurascale's all-new 'OO' gauge Class 31 diesel has certainly been worth waiting for and, given the vast array of colour schemes set to appear, there is bound to be an option for most palettes. With the level of finesse and on-board tech, this is another superb release for Accurascale. (MC)

Heljan's refined LNER '02'

- **Gauge:** 'OO'
- **Price:** £219
- **Cat No:** 3900 (reviewed)
- **Site:** *www.heljan.co.uk*
- **DCC:** DCC ready, 21-pin socket
- **Era:** 3

HELJAN'S LONG-AWAITED new batch of 'OO' gauge Gresley 'O2' 2-8-0s (HM105) are here – with 13 different models forming this latest collection of releases.

The three-cylinder 'O2s' were designed by Nigel Gresley for the Great Northern Railway (GNR), with 67 built at Darlington Works and the North British Locomotive Company in Glasgow. Four sub-classes evolved with variations to tender, cab, fittings and most notably some being rebuilt with a



Heljan has delivered its improved 'OO' gauge LNER 'O2' 2-8-0s with a raft of variants and colour schemes offered, including LNER lined black.

'9F' replicates *Black Prince*

New for 'OO' gauge from Hornby is preserved BR Standard '9F' 2-10-0 92203 *Black Prince* in BR black with late crests.



- **Gauge:** 'OO'
- **Price:** £269.99
- **Cat No:** R30351
- **Site:** *www.hornby.com*
- **DCC:** DCC ready, 21-pin decoder socket
- **Era:** 11

HORNBY'S HIGH fidelity 'OO' gauge BR Standard '9F' 2-10-0 is now available as preserved 92203 *Black Prince*.

Built at Swindon in 1959, the locomotive was bought from British Railways by artist David Shepherd and named *Black Prince*. In 1982 it famously hauled a 2,198tonne stone train at Foster Yeoman's Tor Works, a record for a UK steam locomotive. It is currently at Bressingham Steam Museum having recently come to the end of its boiler certificate.

Hornby's big freight locomotive is as impressive as ever. Detailing of our sample was exemplary, mirroring our experience with other '9Fs' from the manufacturer. It correctly features a double chimney and BR1G tender, while the extensive pipework is finely recreated along the top of the firebox. Inside, the model features a five-pole skew-wound motor, 21-pin Digital Command Control (DCC) decoder socket, flickering firebox and space for a small cube speaker in the tender for digital sound installations.

Decoration to our sample was superb, with a nice sheen to the black due to the die-cast boiler and an exquisite cab interior finish. Printed elements are also applied well, such as BR late crests, locomotive numbers, builder's plate, numberplate and shedcode. The smoke deflectors feature printed nameplates, which can be replaced with metal printed examples supplied in the detail pack, along with front steps, brake rigging, front coupling hook and chain, drain cocks, vacuum pipes and a fully decorated crew. (BC)



100A 'B1' type boiler.

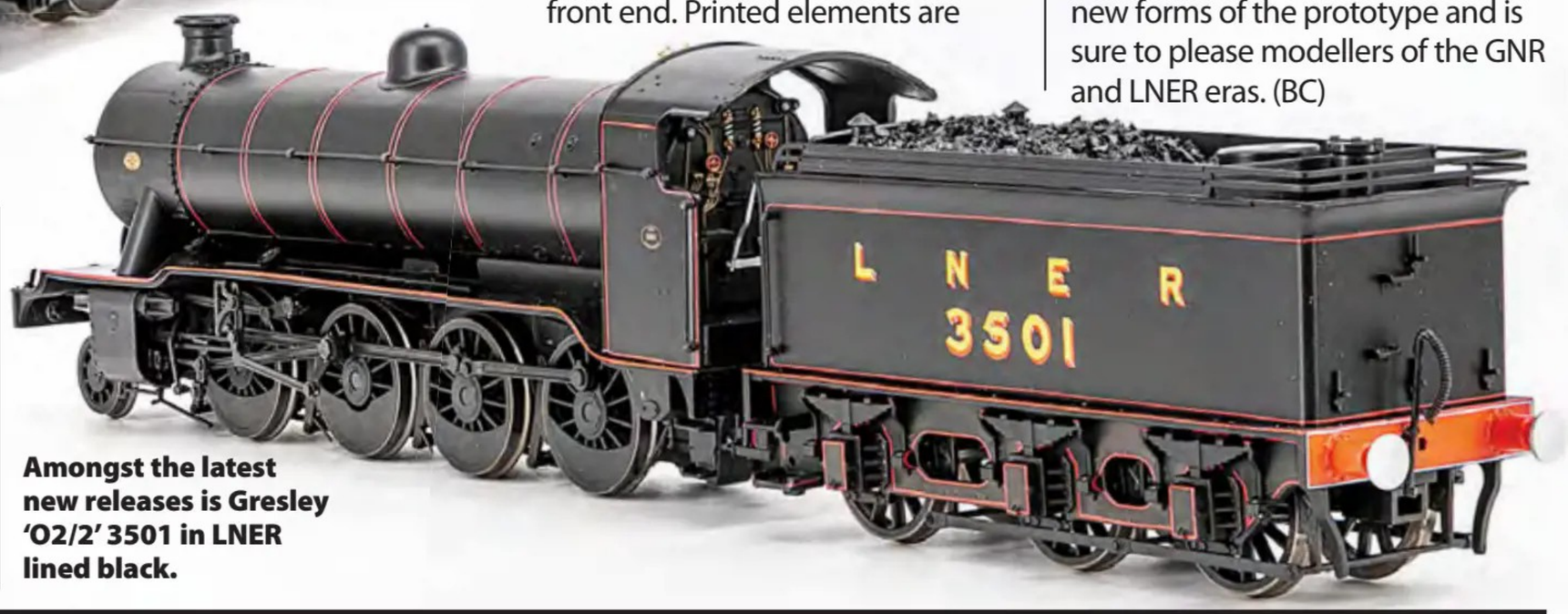
Heljan's new batch of 'O2s' covers 'O2/1', 'O2/2' and 'O2/4' variations with liveries from GNR grey through to BR black, with the upgraded tooling also now catering for GNR cabs and tenders.

For review, we received 'O2/2' 3501 in LNER lined black (Cat No: 3900) which retains its high quality detailing and haulage capability from the initial releases. Amongst the noticeable improvements are blackened valve gear and handrails, as well as more obvious aspects such as the GNR cab and tender. The cab has been recreated well, although there still appears to be no regulator handle displayed. The tender is superb with fine coal rails and amongst the best pre-fitted coal loads we have seen on a ready-to-run steam locomotive. Other details include fine lamp irons and safety valves, correct right-hand drive and sprung buffers.

The LNER lined black applied to our sample is a new addition to the line-up, with dark red lining applied. Burnished silver smokebox furniture gives the locomotive its distinctive Gresley front end. Printed elements are also applied well, such as crisply printed builder's plate, locomotive numbers and LNER lettering.

Haulage capability is exemplary with the locomotive hauling eight BR Mk 1 coaches with ease on our test track. A five-pole motor paired with twin brass flywheels provides power, while a metal drawbar with three distance settings connects the locomotive and tender with a hardwired connection. The tender houses a 21-pin Digital Command Control (DCC) decoder socket and factory-fitted speaker. As expected with a long fixed wheelbase on the coupled wheels, the model operates best on large radius curves – and smooth and near silent operation was achieved throughout the speed range.

A refined 'O2' which represents new forms of the prototype and is sure to please modellers of the GNR and LNER eras. (BC)



Amongst the latest new releases is Gresley 'O2/2' 3501 in LNER lined black.

Southern 'Lord Nelson' returns





- **Gauge:** 'OO'
- **Price:** £224.99
- **Cat No:** R3732
- **Site:** *www.hornby.com*
- **DCC:** DCC ready, 8-pin decoder socket
- **Era:** 4

Hornby's 'OO' gauge Maunsell 'Lord Nelson' 4-6-0 is back as 30852 *Sir Walter Raleigh* in BR lined green with early crests.

HORNBY'S POPULAR 'OO' gauge Maunsell 'Lord Nelson' 4-6-0 returns to the range with three new models offered.

This latest batch of releases includes 864 *Sir Martin Frobisher* in Southern Railway green, 30852 *Sir Walter Raleigh* in BR lined green with early crests and 30855 in late BR condition. For review, we received an example of 30852 *Sir Walter Raleigh* which bears the hallmarks of previous releases, displaying plenty of fine detail, together with fine gold painted pipework around the top of the firebox and from the boiler to the footplate on both sides. Fine handrails are fitted throughout, while the cab is well detailed, with painted gauges and an adjustable tender fallplate.

Hornby's new 'Lord Nelson' 4-6-0s also feature a five-pole skew-wound motor, 8-pin Digital Command Control (DCC) decoder socket, space for a 28mm diameter speaker and superbly fine valve gear. A large and equally well-detailed eight-wheeled tender completes the package.

Application of the BR green livery is good, with crisp lining and a satin finish although the orange boiler band lining appeared a tad too red on our sample. Printing of the locomotive's numbers, name and the BR early crests is crisp, while the supplied small details pack contains front steps, brake rigging, drain cocks, buffer beam detailing and a front tension lock coupling for customer fitment, if desired.

A welcome return to the range for Southern Region modellers. (BC)

'Flying Tomato'

FOR THOSE LOOKING to relive the final months of High Speed Train (HST) operations with London North Eastern Railway (LNER), Hornby has released this 'OO' gauge Class 43 pack containing 43305 in standard LNER livery and 43238 in its LNER branded 'Flying Tomato' plain red (Cat No. R30095).

43238 once carried a vinyl wrap promoting the National Railway Musuem (NRM), which was removed during its final few months of service with LNER. From this point it carried the distinctive plain red colour scheme and was dubbed the 'Flying Tomato' by enthusiasts. It remained in this form until the final day of operations on December 15 2019 and was then transferred to East Midlands Railway for use on the Midland Main Line. By comparison, 43305 was a standard machine, carrying LNER's sweeping red and white colour scheme to the end, also transferring to EMR.

The Class 43s' colour schemes have been applied superbly. The LNER bodyside branding stickers to 43238 are particularly well done as they have been printed to look as if they have simply been stuck on the bodyside. 43305 carries the standard LNER scheme which is particularly striking and even bears a *Modern Railways* Golden Spanner award sticker beneath the cabside windows, as per the prototype.

43238 is powered, with 43305 the unpowered vehicle. Both vehicles feature working roof fans, etched roof grilles, detailed and illuminated cab interior, 21-pin Digital Command Control (DCC) decoder sockets and factory-fitted speakers. The dummy power car has see-through bodyside grilles. Detailing underneath is superb, with plenty of bogie and underframe components on view.

Decoration has a rich application of LNER red and black to both



power cars, together with yellow front end warning panels and the respective branding differences, all neatly printed – including small 'crew use only' lettering to the doors. Even the distinctive cab door droplights have been neatly printed on the glazing.

On test, our review sample performed faultlessly on *Hornby Magazine*'s test track, hauling a full nine-car formation without issue, thanks in part to the heavy die-cast chassis and five-pole skew-wound motor.

A stunning addition to the Hornby range which is unlikely to hang around for long! (MC)

RailRoad Plus Class 47s



Hornby's 'OO' gauge RailRoad Plus range is bolstered with the arrival of these new Class 47 Co-Co diesels with enhanced decoration.

- **Gauge:** 'OO'
- **Price:** £96.99 (DCC Ready), £144.99 DCC Sound Fitted
- **Cat No:** R30182/TXS (D1683), R30182 (47522)
- **Site:** *www.hornby.com*
- **DCC:** DCC Ready/DCC TXS fitted, 8-pin decoder socket.
- **Era:** 6-8

HORNBY'S RAILROAD Class 47 Co-Co diesels return as D1685 in BR two-tone green (Cat No: R30182) and 47522 *Doncaster Enterprise* in BR apple green (R30382), the former also available with Hornby's HM7000 Triplex Sound (TXS) Bluetooth and Digital Command Control (DCC) decoder.

Based on the former Lima tooling, both models feature enhanced livery application compared to normal RailRoad range models. Due to the older tooling, detail is more basic than on some other manufacturers' versions of the '47s', with mostly moulded detail. As a RailRoad Plus model, *Doncaster Enterprise* includes metal nameplates in its box for buyers to apply separately.

Livery application on both of our samples was good with printed elements such as BR logos, locomotive numbers, builder's plate, overhead electric warning flashes and more matching the quality seen in Hornby's main range releases.

While appearing quite light, on test, the locomotives performed to expectations, traction tyres fitted to two of the powered wheels helping adhesion. The Hornby HM7000 TXS Bluetooth and DCC decoder (where fitted) features authentic Class 47 sounds and includes a two-tone horn, engine notch up and down and automated function control, which will play sounds automatically.

Detailing might not be up to the standards of the latest high fidelity models, but with the enhanced colour schemes applied these Class 47s scrub up well and are a more affordable way to acquire large diesel locomotives and enter the world of DCC sound. (BC)

- **Gauge:** 'OO'
- **Price:** £394.99
- **Cat No:** R30095
- **DCC:** 21-pin decoder socket (x2)
- **Site:** *www.hornby.com*
- **Era:** 11



Above: **Hornby has released a new selection of 'OO' gauge Class 43 HST power cars including this colourful LNER pairing.**



This latest pack of HST power cars includes Class 43 43238 in plain LNER red, dubbed the *'Flying Tomato'*.

Colourful ballast hoppers

- **Gauge:** 'OO'
- **Price:** £41.99 each
- **Cat No:** (see text)
- **Site:** *www.hornby.com*
- **Era:** 8-11



Hornby has added a colourful collection of 'OO' gauge 'Sealion' and 'Seacow' engineers' ballast hoppers to its rolling stock range.



Amongst the latest releases is a striking patch-painted YGH 'Sealion' in BR departmental 'Dutch' yellow and grey.

HORNBY'S VENERABLE 'OO' gauge 'Sealion' and 'Seacow' bogie ballast hoppers return to the range for 2024.

Six different colour schemes have been produced, with three YGH 'Sealion' and three YGB 'Seacow' ballast hoppers added. The former have been finished as DB982725 in patch-painted BR departmental 'Dutch' yellow and grey (Cat No: R60246), DB982792 in BR civil engineers' olive green (R60245) and DB982587 in Loadhaul black and orange (R60247).

Meanwhile, the 'Seacows' represent DB980033 in 'Dutch' yellow and grey (R60242), DB980115 in Mainline blue (R60243) and DB980220 in EWS maroon (R60244).

For those familiar with previous runs of these hopper wagons, nothing has changed. The wagons retain etched walkways at both ends, along with fine pipework, handles and railings. Livery application to each of our samples was excellent, with crisp clear printing of colours – the patch painting of the 'Dutch' yellow and grey 'Sealion', in particular, is guaranteed to add variety to a rake of wagons.

These colourful new additions to the range make a welcome return for many modellers, and are sure to make attractive inclusions when creating prototypical engineering train formations. (BC)

MORE IRISH RAILWAY

A NEW BATCH OF IRISH Railway Models' new 'OO' gauge Mk 2 carriages have arrived, this time including the manufacturer's all-new Mk 2c variant amongst the available train packs.

These latest arrivals model the Córas Iompair Éireann (CIÉ) and Northern Ireland Railways examples which operated in Ireland, some of which were rebuilt from withdrawn vehicles acquired from scrap merchant Vic Berry of Leicester.

Four CIÉ orange and black four-coach packs are joined by three Northern Ireland Railways (NIR) triple-coach packs in InterCity livery and four triple-coach packs in NIR grey and blue. Finally, a triple pack in Railway Preservation Society of Ireland (RPSI) green is available.



A new selection of Irish Railway Models' 'OO' gauge Mk 2 carriage packs have arrived, which include the company's newly-tooled Mk 2c vehicles for the first time.

For review we received a four-coach CIÉ orange and black pack (Cat No: IRM1250C). This contains a converted Mk 2b Buffet Open Second, together with three of the newly-tooled Mk 2c Open Seconds – noticeable by the distinctly different square roof ventilators. Externally, the outline of the Mk 2 bodyshell is superb, complemented by fine separately-fitted detail such as the door handles and myriad boxes and pipework on the underside. Inside, detailing of the Open Second vehicles is equally outstanding with neatly moulded seating and tables.

Of note is the converted Buffet Open Second which has the small buffet counter and shelves at one end – all neatly modelled as part of the interior mouldings. The windows on the side of the buffet have also been plated over, apart from a small porthole window. The interior is viewable through the flush glazed windows, enhanced by the factory-fitted lighting operated by an included magnetic wand.

Application of the CIÉ InterCity colour scheme is excellent throughout, the bright orange contrasting superbly with the black stripe along the windows, while the roof colour for the Open Seconds is



New tooling also extends to the Mk 2b Buffet Open Second interior with counter, passageway and shelving areas represented.

BEDFORD OB

● **Gauge:** 'OO' ● **Price:** £44.95 ● **Cat No:** 920001, 920007
● **Site:** *www.rapidotrains.co.uk* ● **Era:** 4-5

FOR FANS OF *The Titfield Thunderbolt*, Rapido Trains UK's 'OO' gauge train pack (HM199) was a fun way to remember the film. Now, the arrival of the ever popular Bedford OB completes the collection of 4mm scale models for the tie-in.

Rapido has produced three different styles of the OB across ten different models. Variations include original body style, revised 1949 design and the 1949 design without roof windows. Our review samples included a Pearce & Crump example (from the film) and a British Railways crimson and cream model.

First impressions are everything and when removed from the robust packaging, the sheer amount of detail that has been included on the model is evident. The manufacturer has chosen to model the bus with injection moulded plastic, to allow greater representation of detail – and it shows.



Rapido Trains UK's all-new 4mm scale Bedford OBs are here, including the instantly recognisable Pearce & Crump example from *The Titfield Thunderbolt* film.

Detail on our samples was excellent and extensive. Riveting is matched by small indentations on the body and around body panels. Wheels have been intricately moulded and have rubber tyres with fine treads. The front pair can be pivoted left or right. The distinctive front of the bus has been faithfully captured, with a well executed trio of fine lights while the interior is visible through flush glazed windows and the large sliding roof. There is also a representation of the driver's cab and a detailed chassis underneath with moulded and separately-fitted parts with an exhaust pipe emerging on one side.

Livery application to our samples was very good, with crisp application of colours and clear lines where they meet, and quality printed elements. Silver accents are present on a number of parts such as the window surrounds, front grille and bumpers. A small detail pack with wing mirrors and extra rear lights is also included.

This new release from Rapido is a charming and intricate model that's sure to find a home on many steam era layouts (BC).

MODELS MK 2s

FIRST REVIEWS

- **Gauge:** 'OO'
- **Price:** £269.99
- **Cat No:** IRM1251D (reviewed)
- **Site:** *www.irishrailwaymodels.com*
- **Era:** 9





Irish Railway Models' Mk 2b tooling suite includes this Buffet Open Second, with plated over windows for the buffet area.

black and the Buffet Open Second's is orange. A detailing pack is also included which features extended buffers, replacement magnetic couplings, end pipework and drop-down buckeye couplings.

These colourful Mk 2s carry over the fine detailing and quality with the earlier releases and fill a significant gap for modellers of Ireland's railways. The Mk 2c vehicles also provide a useful glimpse of what's to come from Accurascale's British Rail examples which are due to arrive soon. (BC)

LNWR 10TON VAN

- **Gauge:** 'OO'
- **Price:** £32.95 each
- **Cat No:** 945003, 945009 (reviewed
- **Site:** *www.rapidotrains.co.uk*
- **Era:** 2/3



New from Rapido Trains UK are these 'OO' gauge LNWR Diagram 88 10ton covered vans.

RAPIDO TRAINS' latest 'OO' gauge arrival is this London & North Western (LNWR) Diagram 88 10ton van. More than 6,000 were built from 1908, and many lasted in British Railways service until the 1960s. Several have been preserved.

For review we received 31132 in LNWR grey (Cat No:945003) and 252325 in LMS post-1936 bauxite (945009), with 17 wagons produced by the manufacturer initially, covering nine liveries from LNWR to departmental and military vehicles.

Detailing is impressive, with a raft of crisply moulded detailing to the body – both of our samples having horizontally planked doors - while later vertically-planked versions are also catered for. Metal bracing with riveted detailing is well done, while roofs come with a choice of smooth or ribbed finish. The ends feature non-sprung buffers, with one-rib and two-rib versions available.

Underneath, the chassis has been well executed, including brake hangers, handle and brake shoes in line with the metal split spoked wheels. Springs and axleboxes are also well done, with the latter fitted with metal bearings.

Livery application is up to the high standard we've come to expect from the manufacturer, with the LNWR grey and LMS bauxite colours highlighting the moulded detail. Printed elements are just as good, with neatly printed and legible text.

Excellent representations of a pre-Grouping wagon, that due to its long career – and the many options available – will see service in many different layout eras. (BC)

CLARK RAILWORKS 'OO' GAUGE 'Lowmac'

- **Gauge:** 'OO'
- **Price:** £40
- **Cat No:** C3001-C3011
- **Site:** *www.clarkrailworks.com*
- **Era:** 3-8

EXCLUSIVE FIRST REVIEW

Above: **New from Clark Railworks is this fine selection of 'OO' gauge 'Lowmac' wagons modelling the LNER designed 25ton wagons operated by the LMS, LNER and BR.**

Below: **Midland Region numbered BR era 'Lowmac' M700728 is neatly finished in BR bauxite.**

Below: **Colourful engineering sector liveries help these wagons to stand out and span the eras.**

Above: **As well as LMS, LNER and BR era wagons the Clark Railworks collection includes engineering stock. This is a ZVW coded BR grey wagon.**

The classic 'Lowmac' wagon is the next all-new tooling from Clark Railworks for 'OO' gauge – and it is launching at the 2024 Great Electric Train Show. **MIKE WILD** takes an exclusive first look at this new wagon.



THE 'LOWMAC' WAGON has been selected as the next release by Clark Railworks for 'OO' gauge modelling the ex-LMS/LNER wagons, which then became part of the BR fleet at nationalisation.

The 'Lowmac' wagon name was a telegraphic code created by the Great Western Railway for wagons with a lowered floor design for transporting machinery, with the first of the breed being built in the 1890s. Their use continued through the steam era and into British Railways stock with the last of the kind being found in engineering service. Several have found further use in preservation.

While there are a number of different designs, Clark Railworks has chosen the LNER 25ton example as the basis for its model, which was also used by the LMS and later British Railways. Its origins were with the Great Central Railway with the later wagon design featuring upgraded main beams for increased load capacity.

In total, Clark Railworks is producing 13 different wagon identities covering LMS, LNER and BR vehicles as well as departmental and preservation era versions. All come neatly packaged in a foam lined box with a pack of optional parts covering small tension lock couplings, brake rigging, brake pipes and dummy screw link couplings that fit onto the factory fitted coupling hook.

Decoration of each of our samples was excellent with crisp application of the main body colours overlaid with finely printed numbers, lettering, data panels and builder plates to create a richly detailed picture of these wagons. There is also plenty of choice, with examples in LMS grey, LNER oxide, BR bauxite, BR olive green plus engineering colour schemes covering SatLink and 'Dutch' and BR yellow.

The physical tooling makes extensive use of die-casting to provide plenty of weight in each wagon. An injection moulded plastic deck sits between the main frames and includes separately fitted lashing eyes along each edge.

There are sprung buffers at all four corners while the underframe features turned metal wheels rolling on pin point axles with brass bearings. Full brake detail is included with a spare set of rigging to go between the wheels.

The presentation, modelling and production of these new 'Lowmac' wagons is excellent in every respect, and as a sign of things to come with the impending release of the 'OO' gauge 'Quad-art' carriages and 'WD' 2-10-0, we are now even more eager to see the next projects from Clark Railworks. (MW)

"The presentation, modelling and production of these new 'Lowmac' wagons is excellent in every respect."

MIKE WILD





West Coast Class 31 for Collectors Club

- **Gauge:** 'OO'
- **Price:** £179.95 DCC Ready, £278.95 DCC Sound Fitted, £323.95 DCC Sound Fitted Deluxe
- **Cat No:** 35-820K
- **Site:** *www.bachmann.co.uk*
- **DCC:** DCC ready, Plux22 socket
- **Era:** 9/10

NEW to the Bachmann Collectors Club is this exclusive 'OO' gauge Class 31/1 31190 *Gryphon* in West Coast Railways' (WCR) attractive all-over maroon livery – which the prototype received in 2005.

31190 entered traffic in 1960 as D5613, allocated from new to Finsbury Park. In 2015, the locomotive was withdrawn from main line use and is now preserved at the Plym Valley Railway.

This latest offering follows Bachmann's new cadence for Collectors Club models to be available to all customers at full price, while club members are eligible for a discount.

Gryphon utilises the latest Class 31 tooling from the manufacturer (HM207) and for those familiar with the newly-tooled models, this new offering maintains the same quality, finish and specification across the DCC ready, DCC sound-fitted and DCC sound-fitted deluxe options.

Our review sample sported good detailing throughout, with numerous fine grab handles protruding from the roof of the 31 which also features the plated boiler port correct for this locomotive. A large red fan is recessed behind a finely etched grille: on sound-fitted deluxe (SFX) models this fan can independently spin. SFX models also feature the new magnetic auto-uncoupler.



***Gryphon* nameplates are crisply printed on each side, with etched examples included for customer fitment, if desired.**

Along the side, numerous grilles are located together with a number of small windows revealing representation of the engine room. Each cab end boasts full interior detailing combined with an exterior lighting configuration correct for the prototype, including the high intensity headlight which even has vertical lines on the lens, just like the real thing. Bogie detail rounds off the impressive specification, with separately painted axlebox covers and white cables accurately detailed.

Decoration is good too, with the West Coast Railways maroon suiting the 31 well, while ancillary details such as the blue star multiple working decals, nameplates, numbers, overhead electric warning flashes and more are all well reproduced: of note are the small white lines present on all wheels to indicate any movement of the tyres. An accessory pack helps complete the appearance with the usual complement of front end detailing along with etched *Gryphon* plates and crests for customer fitment over the printed examples.

A stellar addition to the Bachmann Collectors Club line-up, which will work nicely alongside the manufacturer's matching WCR coaching stock. (BC)



Bachmann has added an exclusive 'OO' gauge Class 31 to the Collectors Club range, finished as 31190 *Gryphon* in West Coast Railways maroon.

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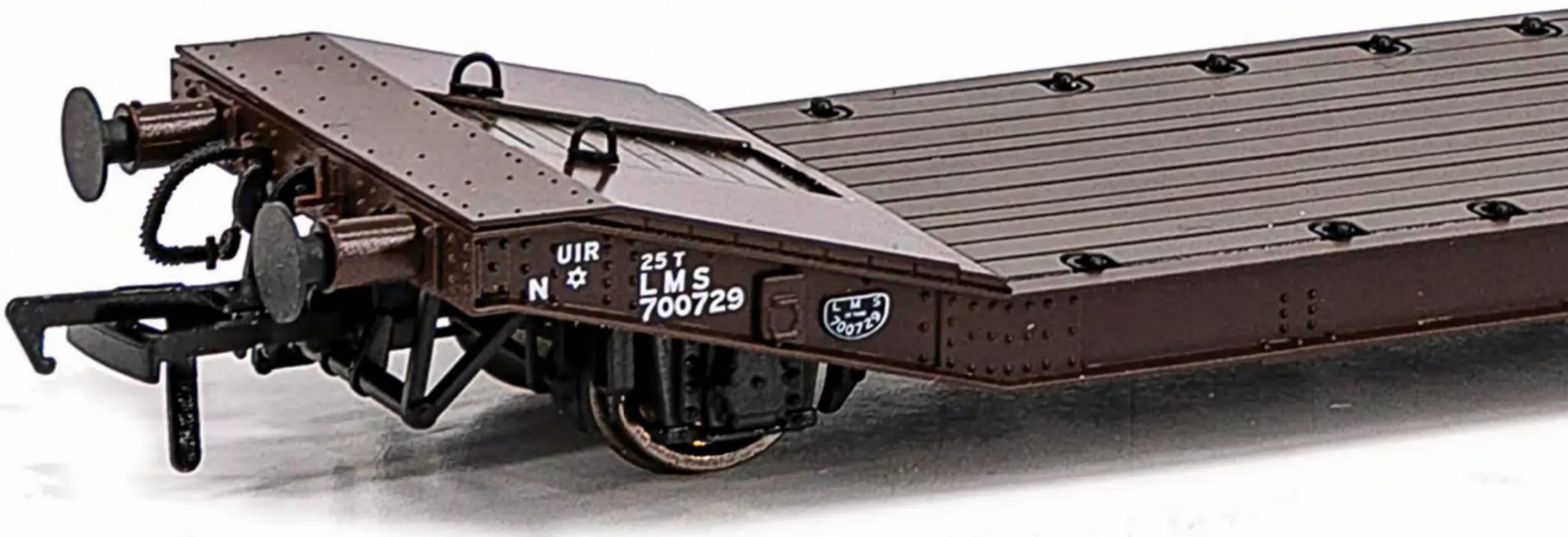
RAPIDO TRAINS 'Lowmac'

FIRST REVIEW

RAPIDO TRAINS has delivered its eagerly-awaited newly-tooled 'OO' gauge 'Lowmac' low machinery well wagon.

Built by the London and North Eastern Railway (LNER), the design also saw use with the London Midland & Scottish Railway (LMS) and British Railways (BR). Rapido has produced 11 models, ranging from early LNER and LMS owned wagons to their final role in departmental use – which lasted into the 2000s.

For review we received 700729 in LMS bauxite (Cat No:929002). The model is constructed of plastic and die-cast metal, giving it a hefty weight of 46grammes. Detailing is impressive with plenty of fine elements crammed into the small proportions. The top side features die-cast metal wooden planks with moulded fastening loops straddling the wood on each side. Rapido has also provided four metal wheels and eight carriers in



Dapol 14ton Class A tank wagon

- **Gauge:** 'OO' gauge
- **Price:** £37.80
- **Site:** *www.dapol.co.uk*
- **Cat No:** 4F-058-002 (reviewed)
- **Era:** 4-5

Dapol has released its eagerly-awaited 'OO' gauge Air Ministry 14ton Class A and Class B tanks.



THE AIR MINISTRY TANK wagons built between 1939 and 1944 for the transportation of aviation and viscous fuels are the subject of Dapol's latest all-new 'OO' gauge model.

Dapol is producing both Class A and Class B tank wagon variants, with ten different identities – five of each. Our review sample modelled a 14ton Class A tank with Shell/BP branding. From the off, the wagon has excellent application of paintwork and decals. The tank itself has been finished in a light silver grey, while the solebars are picked out in bright red and the underframe in black.

Printed elements consist of Shell and BP decals on the tank, along with running numbers and text panels, all applied extremely well with crisp registration. The high quality printing extends down to the chassis, where small lettering is also neatly applied, so much so that all is legible – some only under magnification.

Detailing is equally impressive with a very finely moulded filler cap along the roof line, together with two photo-etched walkways on ether side. This is complemented with a pair of fine ladders and thin supporting cables from the chassis, along with supports at each end.

The chassis features moulded rivets, non-sprung buffers, in-line brake shoes, plus representation of the hand brake system, together with a sprung chassis for improved running characteristics – billed as a first for 'OO' ready-to-run wagons. Small tension locks in NEM pockets complete the package.

The Air Ministry tank is a super new 'OO' gauge release from Dapol, boasting a high quality finish and impressive complement of fine detail. (BC)



Our review sample of 700729 in LMS bauxite also featured an authentic load of rusty wheels, adding to the appearance.



- **Gauge:** 'OO'
- **Price:** £39.95
- **Cat No:** 929002 (reviewed)
- **Site:** *www.rapidotrains.co.uk*
- **Era:** 3

Rapido Trains UK's newly-tooled 'OO' gauge 'Lowmac' wagons are available now.

the pack as an authentic load, with each wheel finished with a rust effect which looks very effective.

Spring buffers occupy all four corners of the wagon, along with a large hook and lamp irons at both ends. The plastic sides feature plentiful riveted detail, along with a long thin brake handle.

Underneath, there are four small axleboxes protruding from the underside: these also house the metal bearings the wheels run in. Other impressive aspects are the in-line brake shoes, and associated mechanism. With tight tolerances underneath, a small swivelling tension lock coupling and fishtail mount is screwed in place at each end, which could be tricky to remove around the detailing.

The LMS bauxite colour scheme was applied well to our sample and the die-cast wood's light brown colour appeared effective. Wagon numbers are crisply printed, while painted details such as the brake handle enhance the overall appearance of the 'Lowmac'.

Rapido Trains UK's latest release sports an impressive level of detailing, offering a pleasing representation of these characterful and long-lived wagons. (BC).

Hornby 70th anniversary buildings



- **Gauge:** 'OO'
- **Price:** £43.99 (office), £32.99 (warehouse)
- **Cat No:** R7395 (office), R7396 (warehouse)
- **Site:** *www.hornby.com*
- **Era:** 6-11

Hornby has released a pair of 'OO' gauge brick-built buildings showcasing the famous structures at its Margate headquarters.

CELEBRATING HORNBY'S 70th anniversary at its Margate site in Kent, the manufacturer has released a collection of special models including these 'OO' gauge buildings inspired by the Westwood Industrial Estate factory building and offices.

This pair of brick buildings is a limited production run and presented in special Tri-ang Railways branded packaging, and are produced in the standard Skaledale resin form.

Paying homage to the famous brick-built structures at the Westwood site in Margate, each features white accents around the windows and entrances, while Hornby and 70th anniversary logos are proudly displayed on the office building. While not to full scale, the office building is still substantial, measuring 282mm x 69mm x 82mm. The factory building is a little more basic – a simple warehouse with neatly painted doors and large skylights on the roof measuring 234mm x 68mm x 78mm. You could, of course, add several more together to create your own Hornby complex.

Both buildings are fun ways to round off the 70th anniversary collection, which has also included several limited edition models this year and the reintroduction of some memorable 0-4-0T locomotives in bright colourful schemes. A fitting reminder of the site's historical importance. (BC)

Peco 'TT:120' GWR SIGNAL KITS



- **Gauge:** 'TT:120' scale
- **Price:** £9.95 – £11.95
- **Cat No:** (see text)
- **Site:** *www.peco.com*
- **Era:** 3-9

PECO has released a trio of Great Western Railway (GWR) signal kits for TT:120.

The kits model a GWR bracket signal (Cat No: LK-12142), a joint home and distant signal (LK-12141) and a home or distant single arm signal (LK-12140).

The main bodies comprise two-piece injection moulded white plastic masts which need to be glued together. Moulded lugs make lining up the two halves easier during construction. Remaining detail parts are glued onto this main structure, including etched brass ladders, counterweights, walkways (on larger signals) and signal arms with colour aspects. These latter items are glued in place, while a fine pin is used to place the arm into position on the post (which can also be glued). The pin then needs snipping to size.

Construction is aided by concise instructions with clear diagrams of the kit throughout the process. Due to the number of small parts, an element of precision is required, but the end result is a well-detailed representation of the prototype. (BC)

Peco 'TT:120' SETRACK



- **Gauge:** 'TT:120'
- **Price:** £7.95-£16.95
- **Cat No:** Various (see text)
- **Site:** *www.peco-uk.com*

PECO HAS ADDED TO ITS growing range of 'TT:120' Setrack components with a selection of new multi-track packs.

Each 'TT:120' pack contains multiples of the same track type including four second radius half curves (Cat No: ST1250), eight second radius standard curves (ST1251) and four second radius double curves (ST1252). Completing the line-up, three packs each containing four track sections of short straights (ST1270), standard straights (ST1271) and double straights (ST1272) have also been released.

Presented in Peco's new recycled packaging, the 'TT:120' plastic sleeper track sections feature code 55 nickel silver rails and are pre-fitted with rail joiners.

Available now. (BC)



Precision scissors

- **Price:** £12.99
- **Cat No:** MPS
- **SIte:** *www.tyrellmodels.co.uk*



A RECENT ARRIVAL FROM TYRRELL MODELS is this pair of fine modellers' precision scissors.

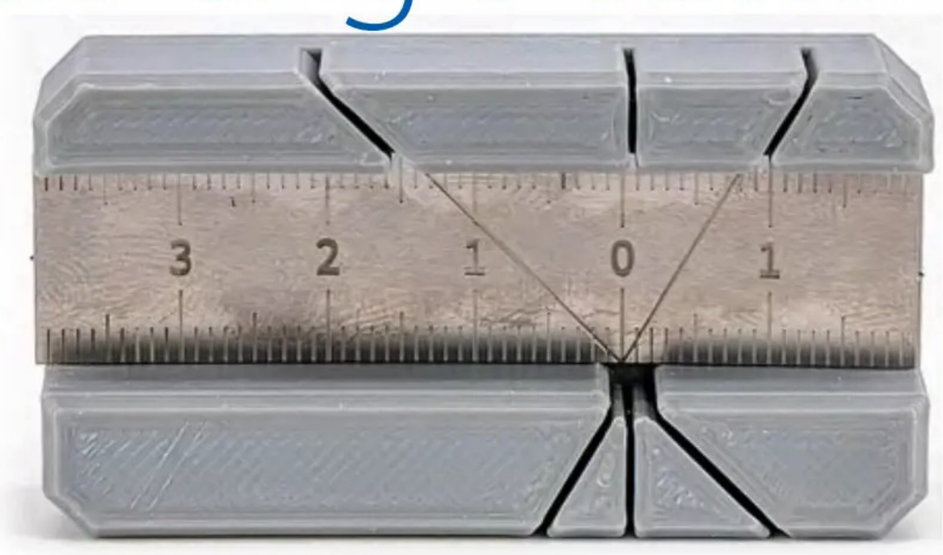
Presented in a silver leatherette case, the sharp – and very fine – scissor blades also feature a rubber guard to protect fingers when rummaging in the toolbox.

The fine blades are painted black with grey plastic handles and during our trial proved smooth, light, comfortable and easy-to-use through a series of cutting tasks including fine wire, 3D-printed moulding supports and thin card.

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

Modellers' angle cutter

- **Price:** £5.99
- **Cat No:** LIANG-0220
- **Site:** *www.tyrellmodels.co.uk*



CERTAIN MODELLING TASKS require precision tools such as this useful angle cutter which offers a compact and straightforward way to get the correct shape of components.

The angle cutter comprises a 3D-printed rectangle with a 15mm slot in the centre. Within this is a steel rule with a zero offset from the centre counting up beyond three on one side and beyond one on the other.

Three angled slots enable 30°, 45°, 60° and 90° degree cuts to be made, capable of accommodating a 0.4mm thick blade, while a small magnet is fitted to the underside enabling the tool to be mounted to a metal surface for handy storage.

A great aid for repetitive precision cutting tasks. (BC)

Micro pipette

- **Price:** £24.99
- **Cat No:** MPMP
- **Site:** *www.tyrellmodels.co.uk*



TYRELL MODELS' EXTENSIVE range of modelling tools and materials is bostered with this new precision micro pipette.

While it may appear quite large, this pipette is capable of delivering incredibly precise quantities of liquid, ranging from 20ul (microlitres) to 200ul. A useful gauge is provided along the side of the pipette, which displays the volume of liquid the pipette will dispense accurately when activated, using the rotating plunger. This could prove particularly handy for repetitive tasks requiring specific amounts of liquid to be dispensed, such as diluted PVA glue when ballasting.

For more minute applications, the device is also supplied with a pack of 96 fine tips which can be fitted to the end of the pipette – ideal for accessing finer apertures such as when replenishing a locomotive smoke generator or lubricating mechanisms.

Another useful tool to add to the modelling toolbox. (BC)

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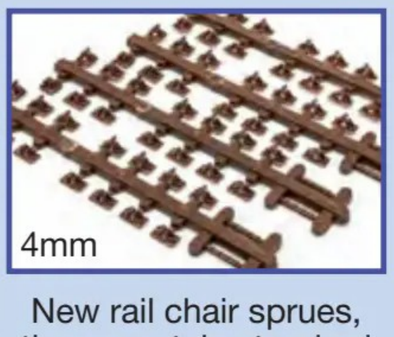

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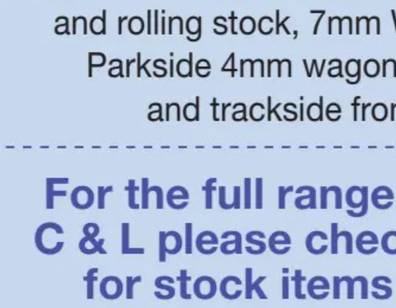

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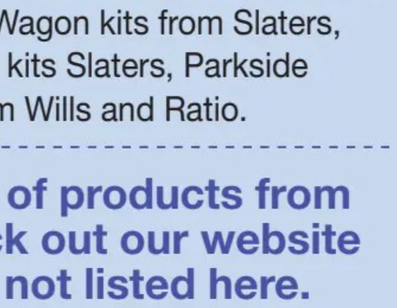

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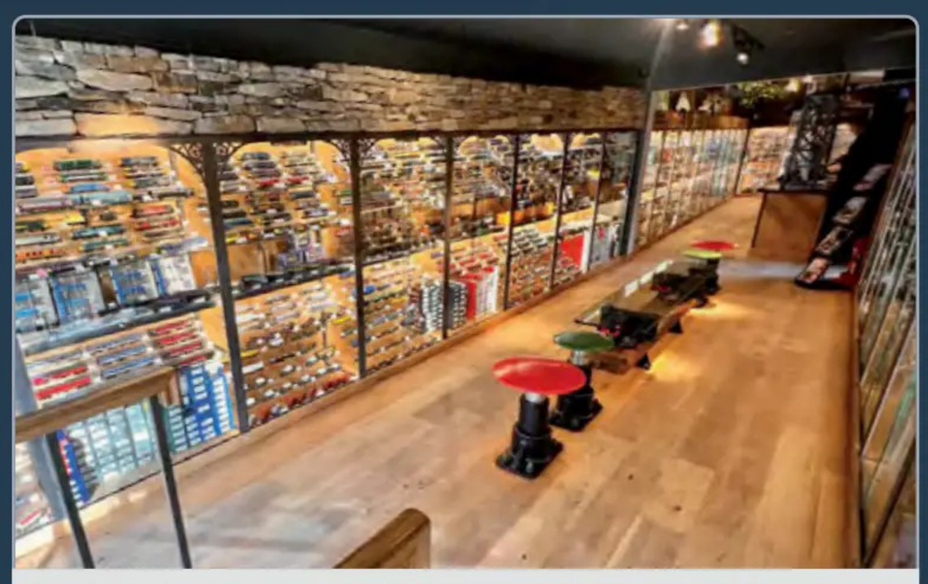

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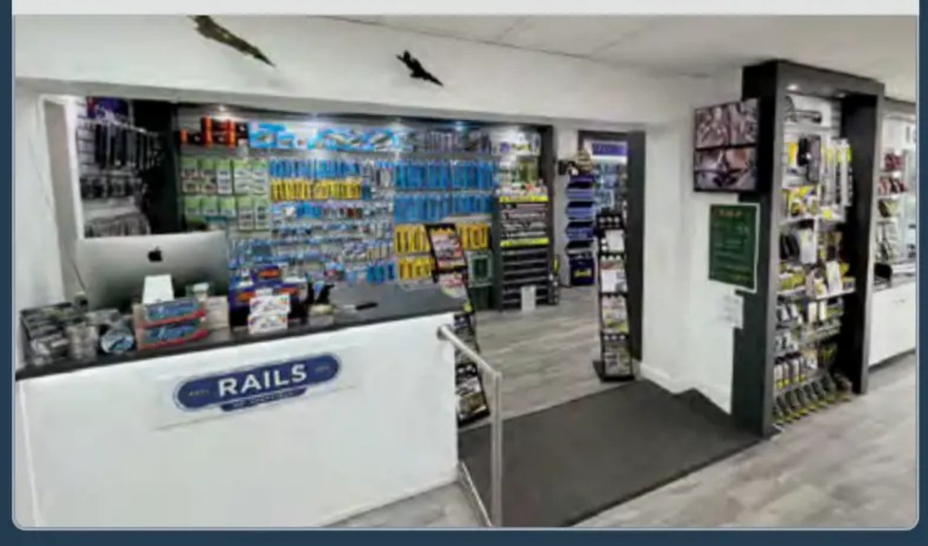





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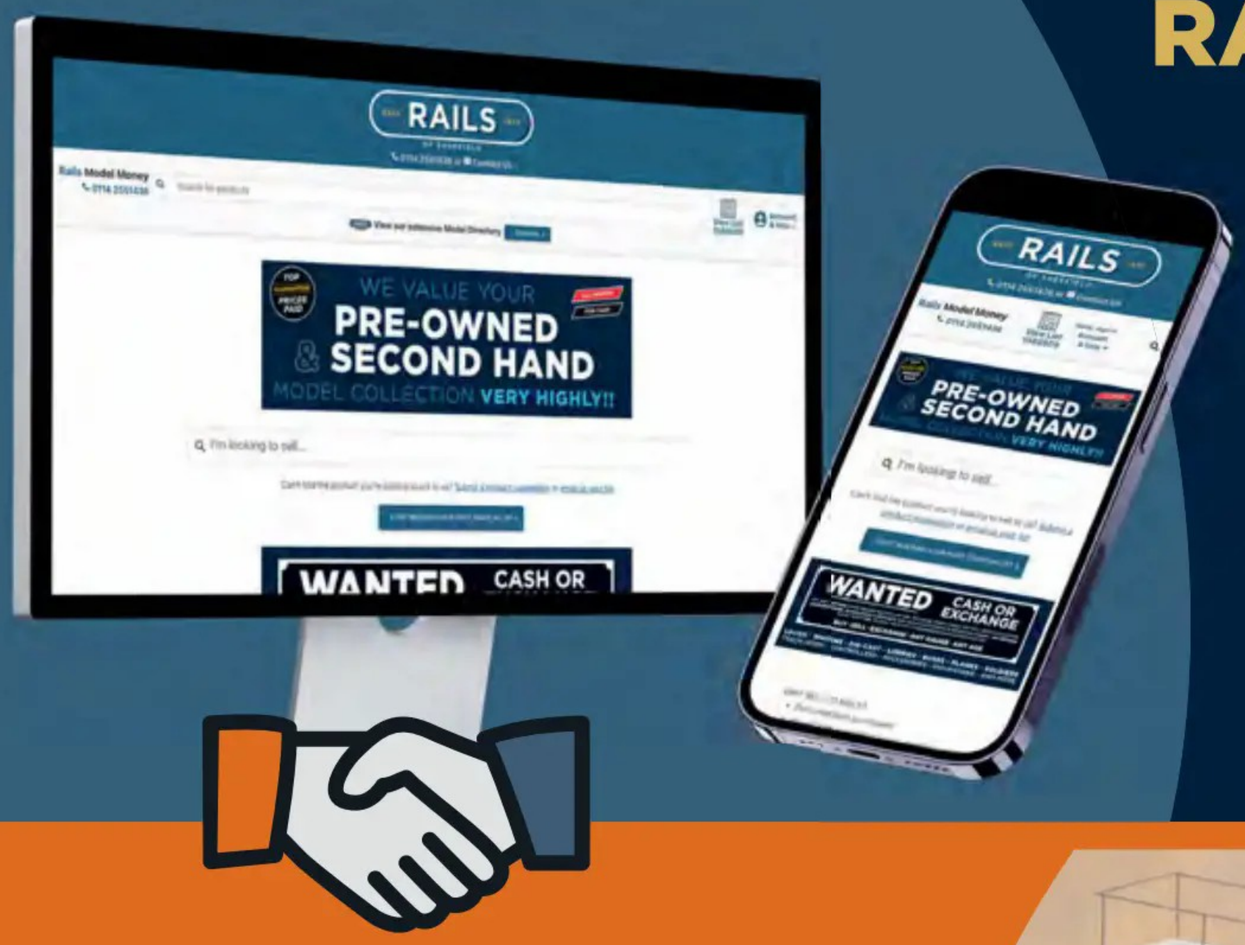

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Excellent service and very competitive prices on my recent online purchases. Deliveries were very swiftly expedited and arrived well packaged.

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

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The models are brilliant, keenly priced and have arrived in a timely manner with a well protected parcel, thus no damage. One word... fantastic!

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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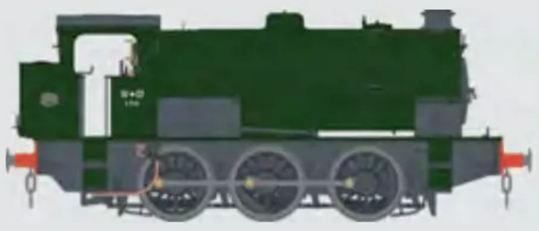

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Getting started

In the first of a new series of *Hornby Magazine* Skills Guides, **PAUL LUNN** reveals his top hints and tips for starting out in the hobby.

PART 1



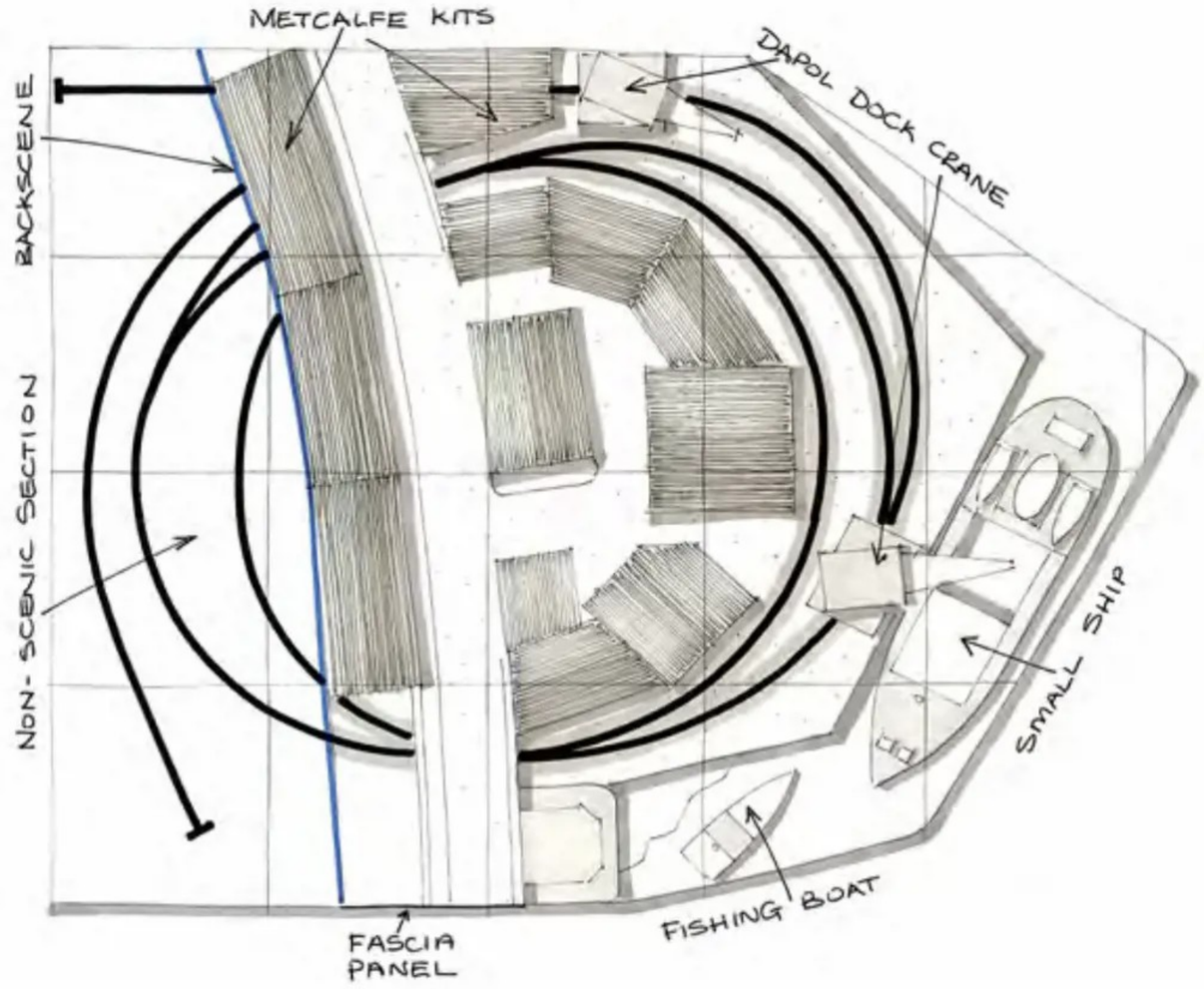
AS A DESIGNER, working in model railways, I've spent much of my life encouraging people to be successful in their endeavours, as an investment for the hobby's future. The broad basic rules of that success applies equally to advanced modellers as it does to beginners and indeed those of all ages too, though I think we should make every effort with the very young, for obvious reasons. Please note, whilst I've occasionally touched on other gauges the core focus relates to 'OO' gauge, but is largely transferrable to any.

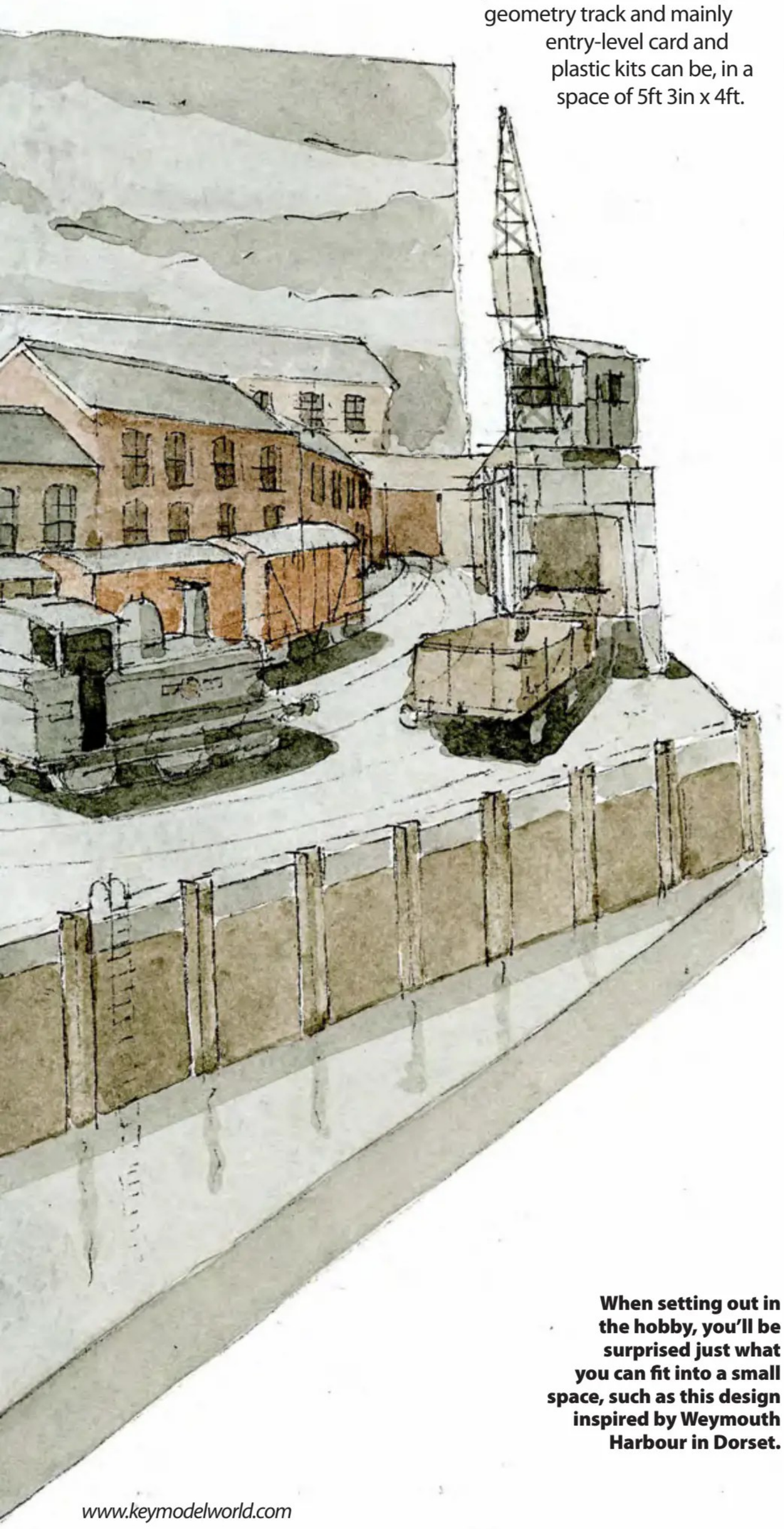
LAYOUT CHECKLIST

TOPIC	SUGGESTIONS	CONSIDERATIONS
Site:	Shared living/dining room, bedroom loft, shed, garage, garden	Access, convenience, effects of damp and extreme temperatures, availability of safe electrical equipment
Layout space available:	Depends on type, and gauge	Must have access to all parts of the completed layout
Layout type:	End-to-end or Oval	Minimum and maximum radii and straight sections for storage yards, groups of points
Scale and gauge:	'T', 'Z', 'N', 'TT:120', 'HO', 'OO', 'EM', 'P4', 'O', 'G', narrow or standard	Preference, space and layout type
Operational theme:	Main line, branch line, preserved railway, narrow gauge	Preference and available space
Scenic theme:	Rural, urban, suburban, city, industrial, seasonal	Preference
Period/timeline:	Pre-grouping, pre-nationalisation, nationalisation, BR sectorisation, privatisation	Availability of stock, especially for earlier periods
Rolling stock:	Passenger, freight	Length of trains in relation to trackwork and platforms

STARTING OUT

The journey between beginner and accomplished modeller depends on many things; the ability to learn new skills, a passion to succeed and a willingness to be influenced, not by one individual, but by those who will help reach your goal. Funnily enough, it's been my experience that those with middle-of-the road skills often create the most enticing overall schemes, as opposed to those sometimes clinical examples of a real place. That's not to say don't strive for some sense of excellence, like this favourite oval design of mine, based on part of Weymouth Harbour, which shows just how effective basic rigid geometry track and mainly entry-level card and plastic kits can be, in a space of 5ft 3in x 4ft.

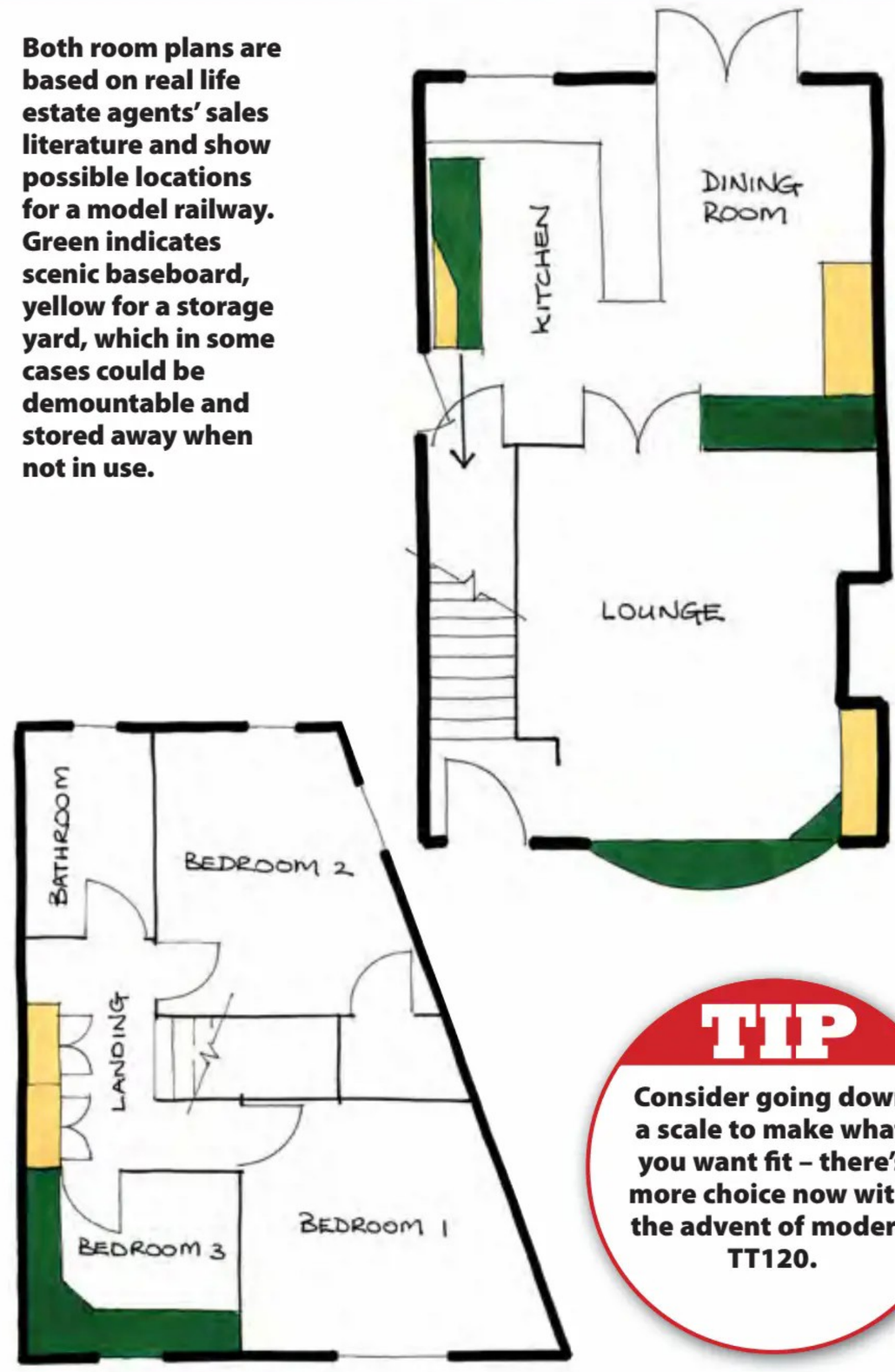




When setting out in the hobby, you'll be surprised just what you can fit into a small space, such as this design inspired by Weymouth Harbour in Dorset.

ROOM PLANS

Both room plans are based on real life estate agents' sales literature and show possible locations for a model railway. Green indicates scenic baseboard, yellow for a storage yard, which in some cases could be demountable and stored away when not in use.



TIP

Consider going down a scale to make what you want fit – there's more choice now with the advent of modern TT120.

DECISIONS DECISIONS

The first step to effective railway modelling should consist of three things, undertaken simultaneously, by deciding your preferred choice of scale/gauge, space and type of layout. To help with this process I have included a checklist and a comparative illustration on oblong baseboards which shows an equivalent volume going up and down the principal scales. I have indicated the larger 8ft x 4ft size as my ideal for 'OO' and the 6ft x 4ft baseboard, in my opinion, would best suit modern 'TT:120'. When all this has been done, set off on a journey around your house and its exterior to find a workable location.

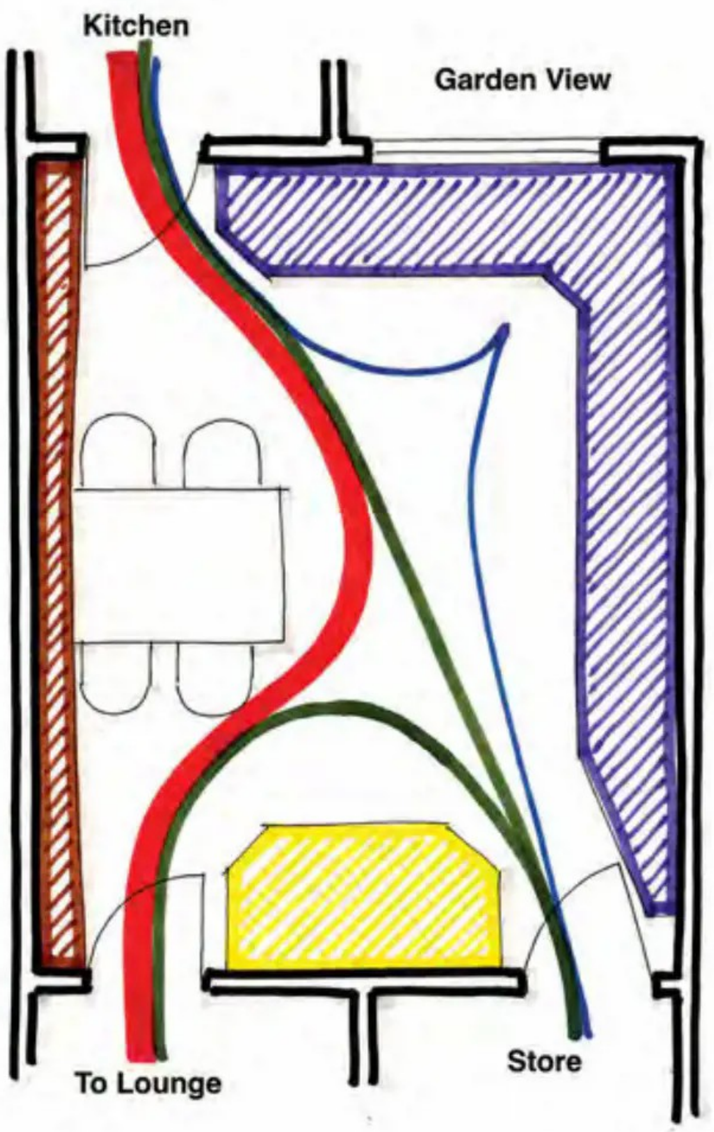
TIP

Wherever possible choose a location that's secure, dry and can be warm, when needs be. Ideally it'll have an electrical supply, with at least a couple of power sockets and lighting.

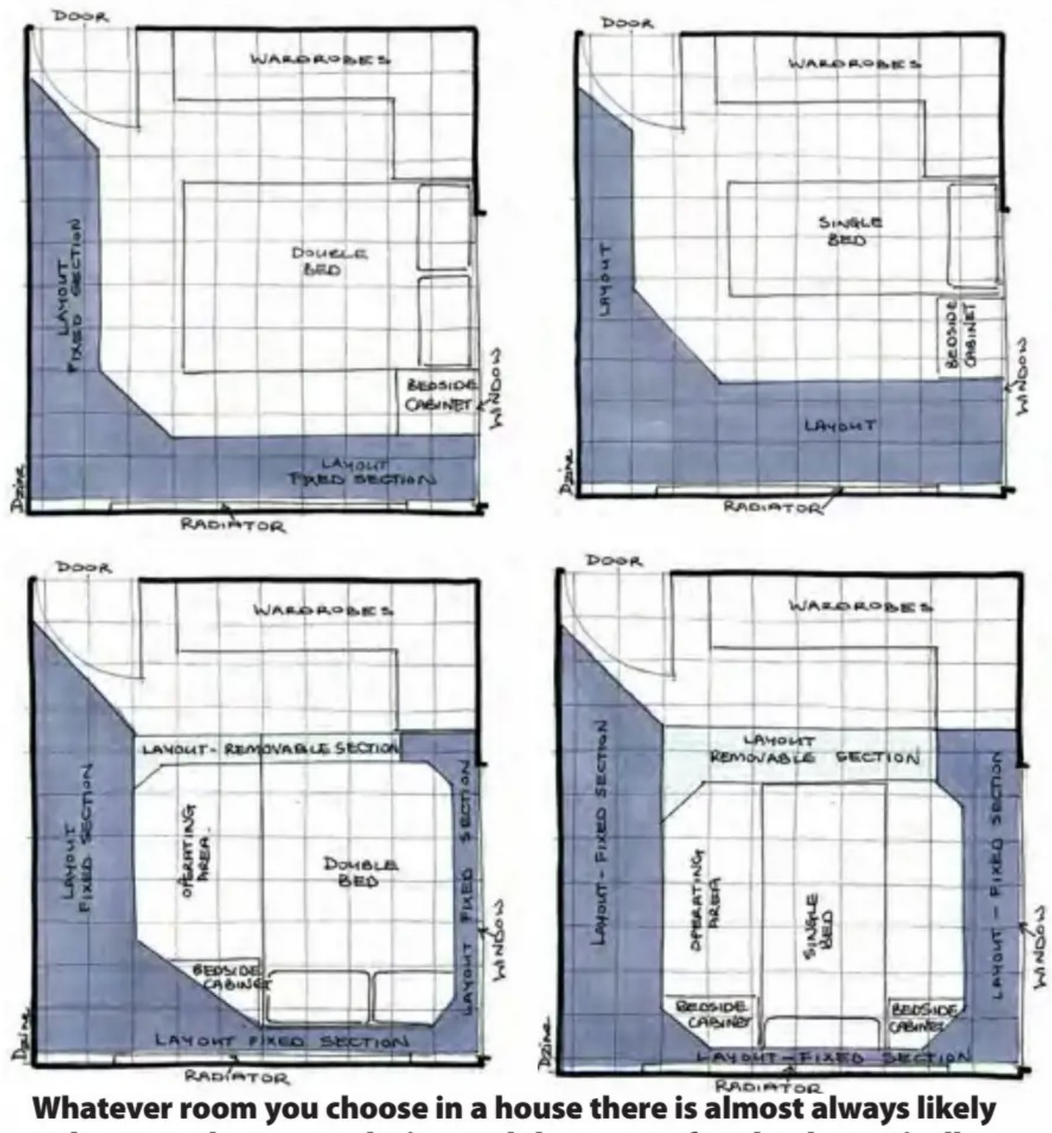


INNER FLOW

When you use a habitable space, like this dining room, be mindful of how a layout will affect other users and pedestrian traffic flow. As a result your design might have to fit a particular space; long and narrow (brown), 'L' shaped (purple) or oval (yellow). So, the principal human traffic flow is from lounge to kitchen (red), secondary flow, lounge to store and kitchen (green) and finally the least busy route, kitchen to dining room window and store (blue).



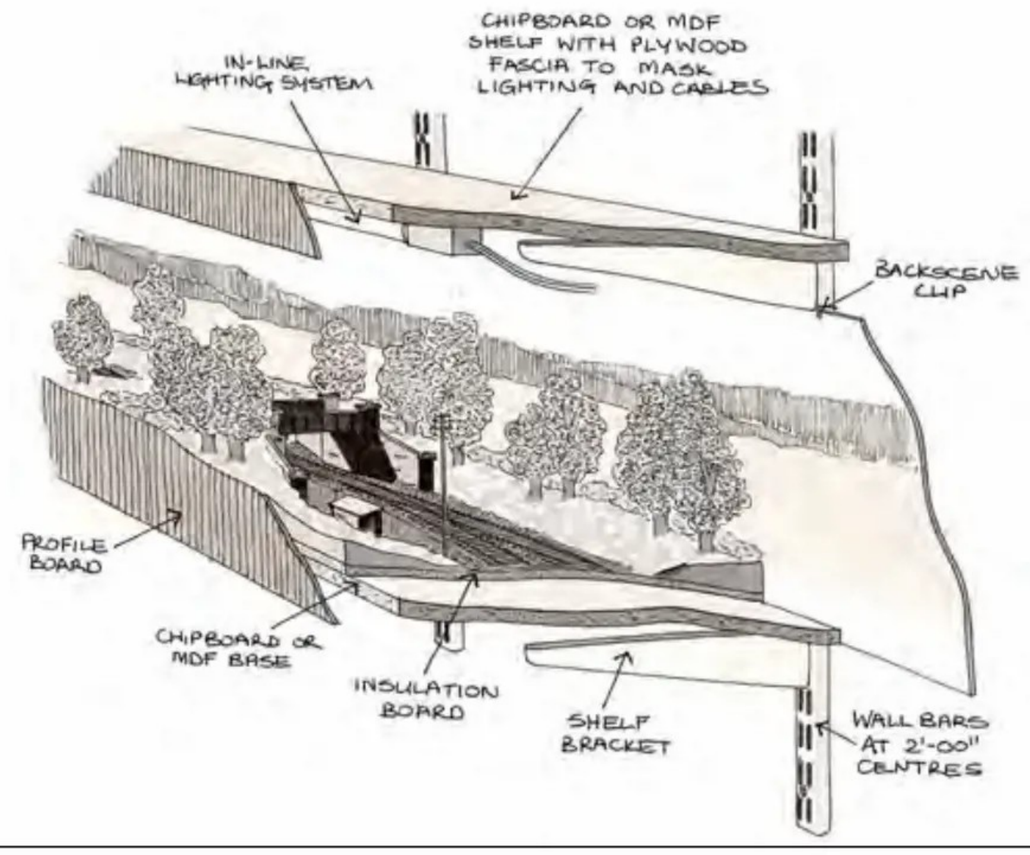
POTENTIAL SOLUTIONS

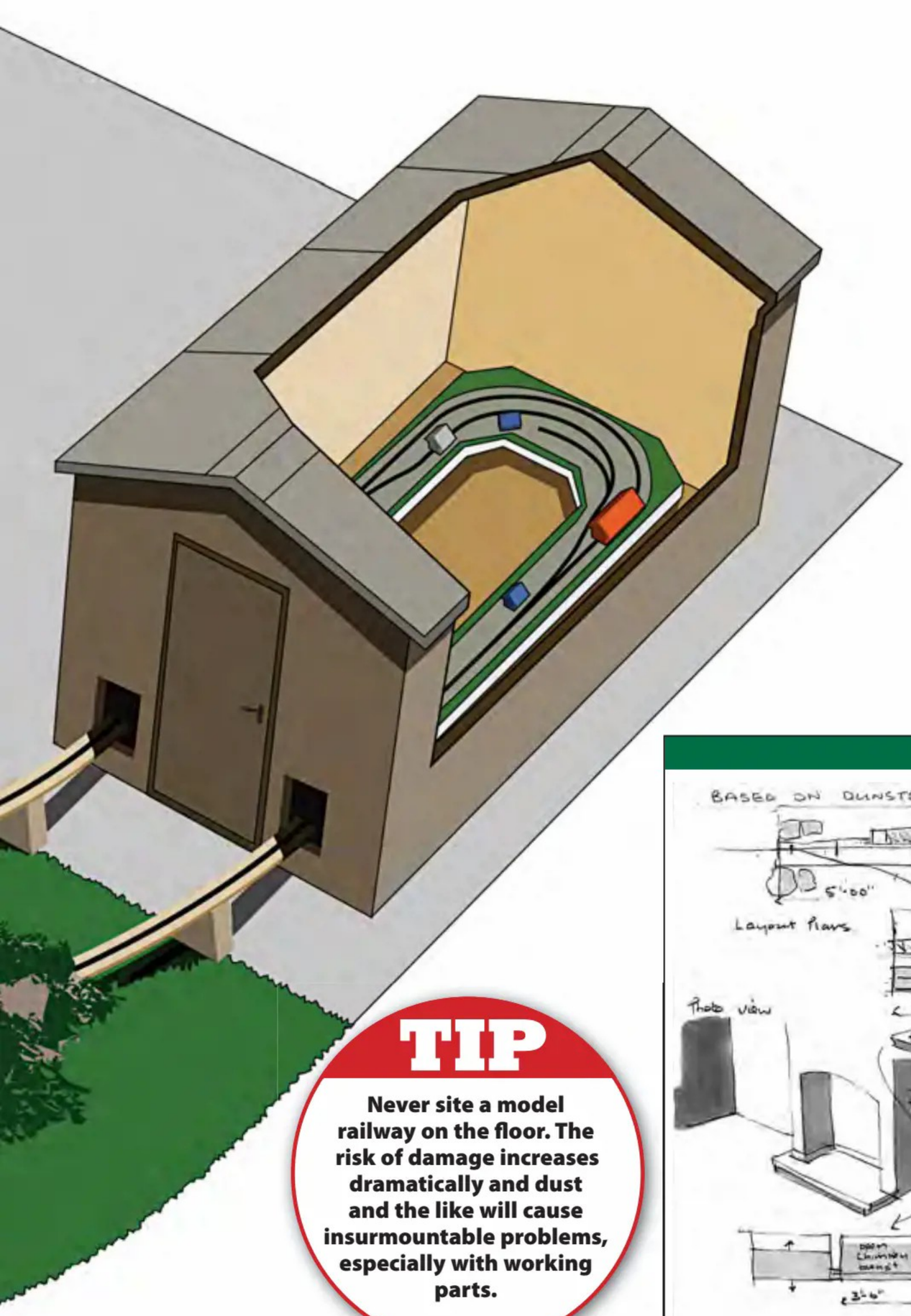


Whatever room you choose in a house there is almost always likely to be more than one solution and these can often be dramatically affected by certain items of furniture, in these examples, the main difference is in bed size.

QUICK FIX

Looking for a quick fix? Heavy duty brackets and wall bars are pretty ideal for what is literally a layout on a shelf. Just make sure you get the shelf level and that brackets are spaced no more than 2ft apart.

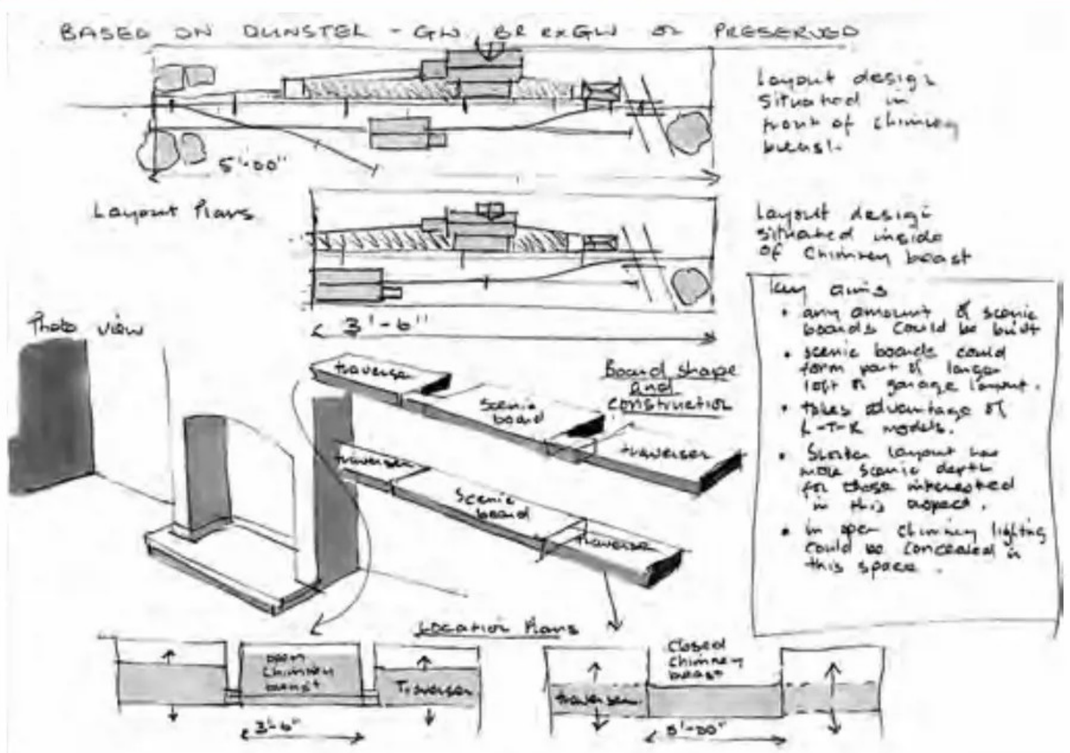




TIP

Never site a model railway on the floor. The risk of damage increases dramatically and dust and the like will cause insurmountable problems, especially with working parts.

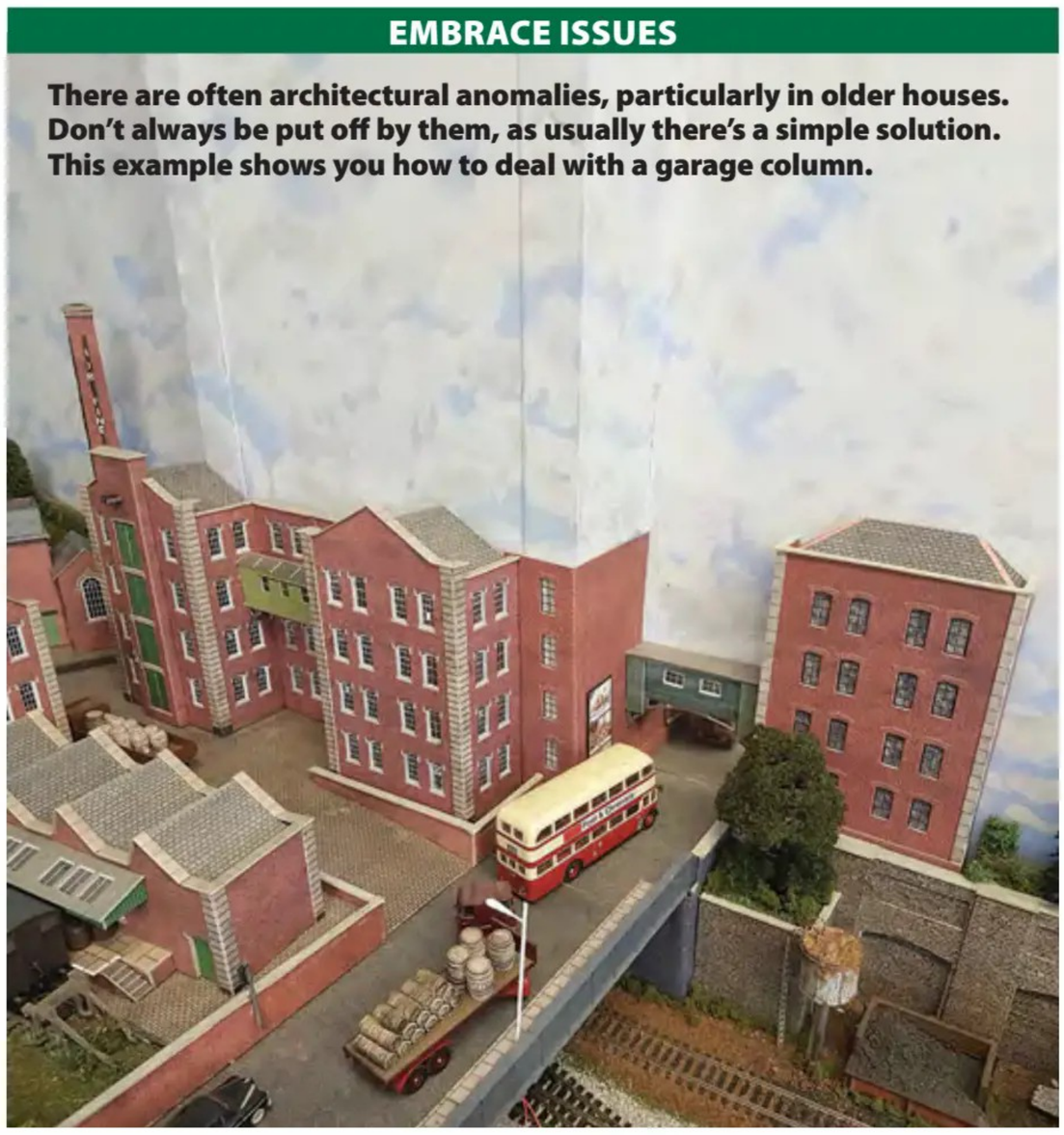
SKETCHBOOK DESIGNS



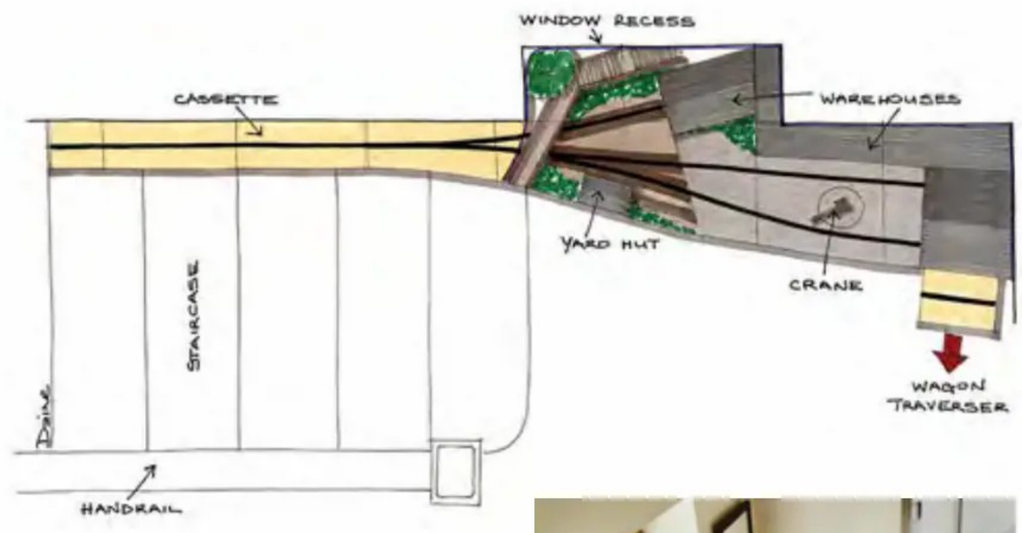
Sometimes it's possible to make a dramatic feature out of a location. This sketchbook design, based on Dunster station, has its main scenic section either within an old fireplace recess, or in front of a sealed-up chimney breast, both with removable non-scenic sections either side. The former, would have subtle lighting in the chimney arch, casting on to the layout, as a feature.

EMBRACE ISSUES

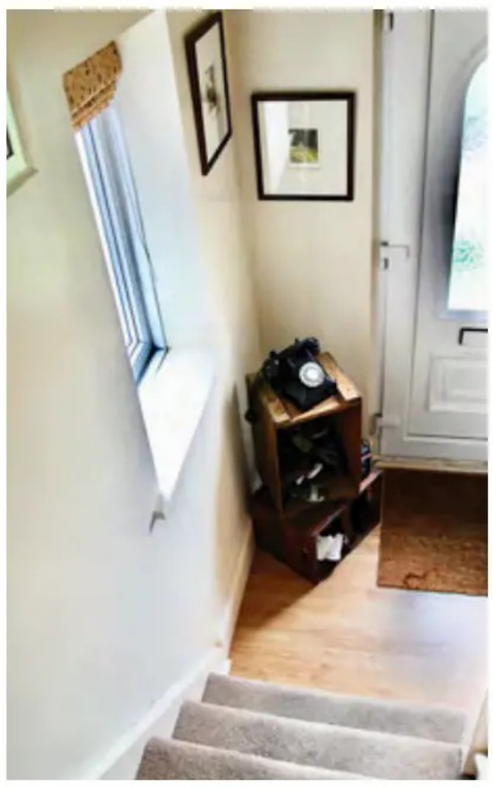
There are often architectural anomalies, particularly in older houses. Don't always be put off by them, as usually there's a simple solution. This example shows you how to deal with a garage column.



CREATIVE THINKING

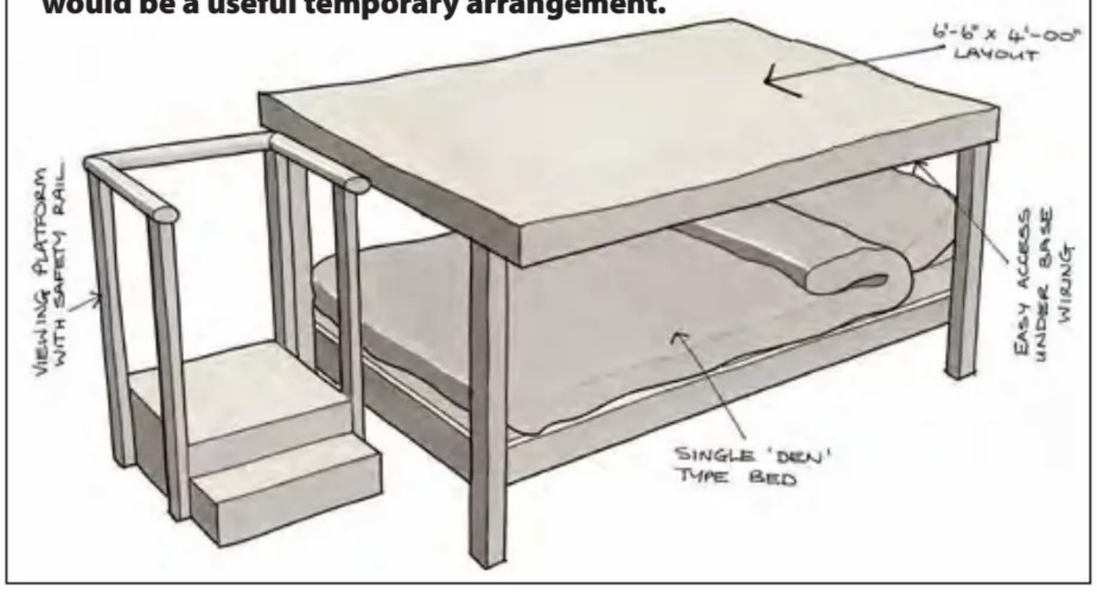


If you're really tight for space, try to think creatively about possible opportunities. Whilst this design is for 'O' gauge it could easily be reduced in scale, therefore benefitting from more track the smaller you go. The scenic section would be semi-permanent, with telephone table beneath and most of the non-scenic section, on the side of the steps, is removable when not in use. You could sit on a step to operate or use an office type chair in front of the layout, which could also be removed when not in use.



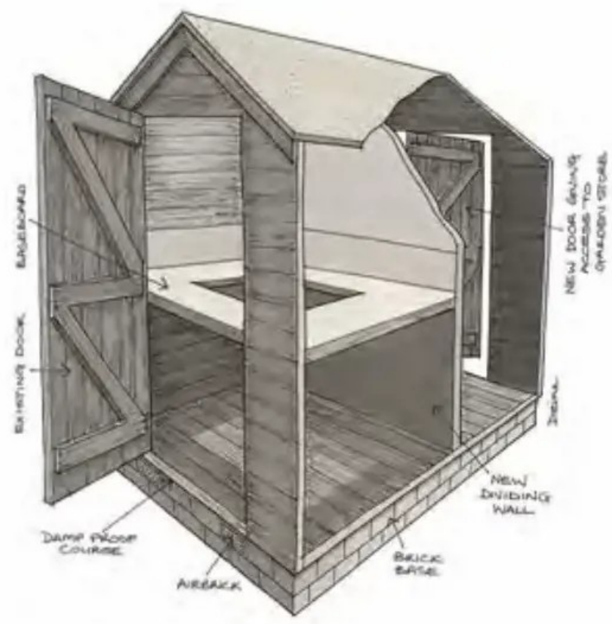
ABOVE BOARD

Maybe you can come up with something that has additional benefit like this den bed with a layout on top. Note the 6ft 6in x 4ft baseboard overhangs at both long edges and that if the child is not tall enough, a step-up device or some form of viewing platform would be a useful temporary arrangement.

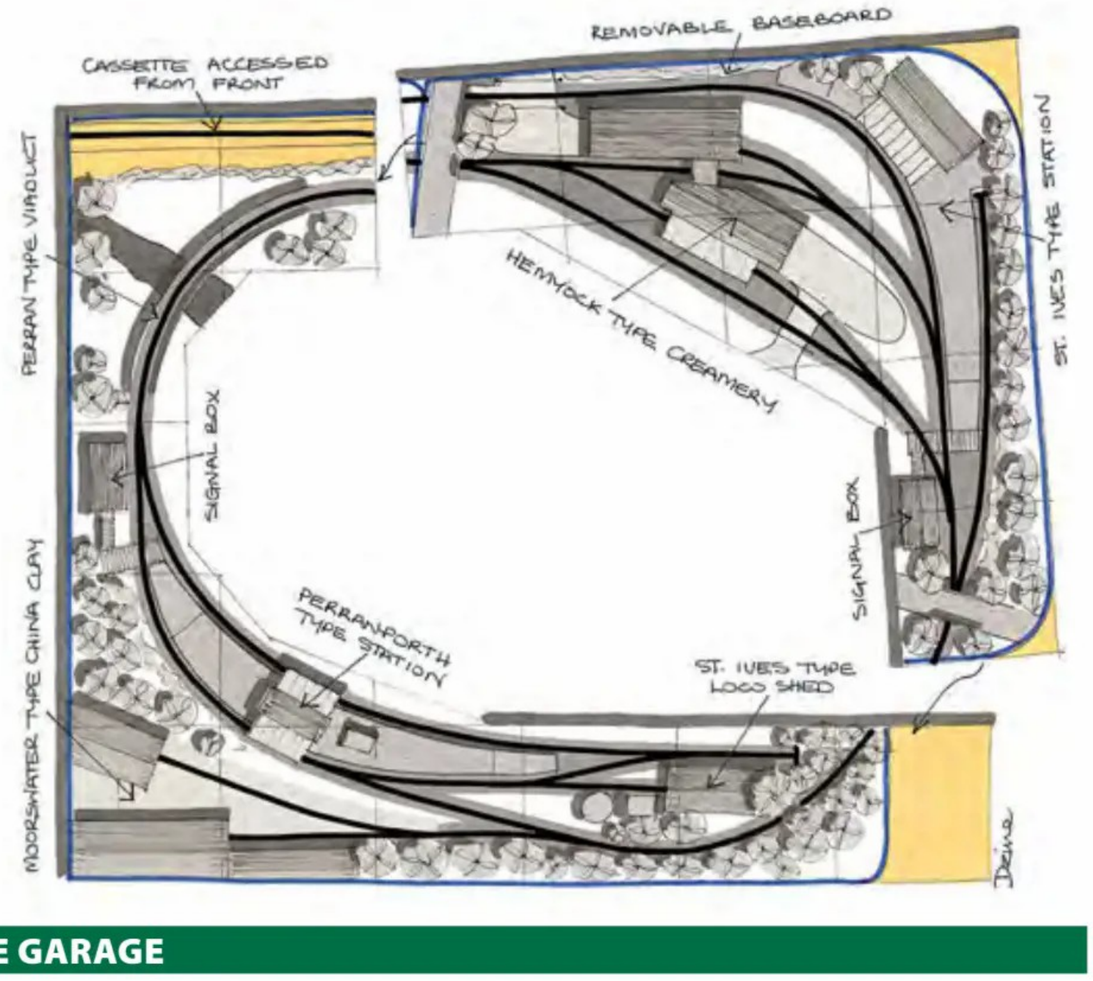


OUTDOOR OPTIONS

Modifying an existing shed is another creative way of finding space. A 7ft x 5ft building could be split in two, adding a new dividing wall, creating 5ft x 5ft for a layout, with 5ft x 2ft for essential garden storage. At 8ft x 6ft the division would create two larger sizes of 5ft x 6ft and 3ft x 6ft respectively. Note that the additional dividing wall is an essential feature, for structural stability, when there are doors in both ends. Unless sheds are insulated they can become quite cold in winter - as a result the accompanying Cornish inspired layout plan has a small removable section that can be taken into the



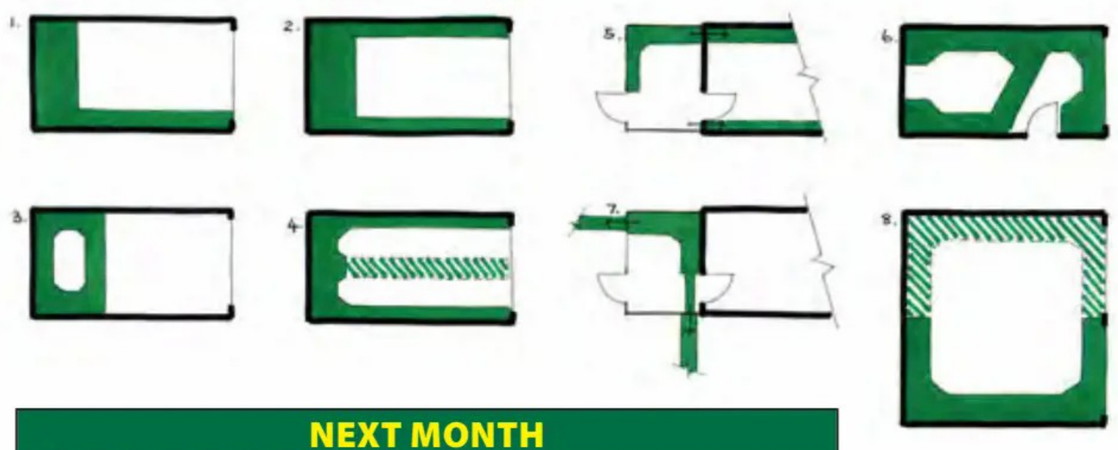
house. To be operationally effective it will need suitable non-scenic cassettes at both ends.



MANAGE THE GARAGE

Garages can provide considerable opportunity in terms of space, providing you can maintain a reasonable temperature, and there are numerous possibilities; Examples 1 and 2 are fully fixed layout suggestions for a 10ft wide garage with a remaining space still available for a small car. Design 3 has an over bonnet baseboard and is possibly the most suitable for a beginner layout, while 4 has a removable centre section at non-operational times.

Plans 5 and 7 show potential rear end additional structures, with the latter offering extension into the garden, 6 is a complete takeover and the car would need to be left outside, while 8 shows the sheer potential of a double garage where half the arrangement, ideally containing a storage yard and simple scenic sections, would only be in place when the layout was in use. **HM**



NEXT MONTH

● **Part two of *Hornby Magazine's* new Skills Guide will continue in the December 2024 issue (HM210).**

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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ADDING SOUND to the Cavalex Class 56

A simple sound installation is a great way to learn the basics to upgrade your fleet. **MIKE WILD** explains how simple it is to add sound to the Cavalex Models Class 56 using a Legomanbiffo ESU sound chip and speaker.

THERE'S NO QUESTION that the Cavalex Models Class 56 sounds fantastic with its factory fitted ESU chip and custom sound file, but what if you have a non-sound version or perhaps you want to introduce variety to your fleet.

There are plenty of choices on the market, but we turned to the extensive sound catalogue of Legomanbiffo supplied by DC Kits for this project. A new sound file has been made to suit the Cavalex product, but it has differences from the factory sound in both its performance and set up.

Most importantly, particularly if you have more than one Class 56, the recording offers a different sound representing the differences between the real locomotives. For example, listening to some of the remaining locomotives in service today, DCR's 56091 has a much heavier bass thump akin to the Cavalex sound project whereas GBRf's 56098 has a smooth sound profile similar to the Legomanbiffo profile.

Fitting sound to the Cavalex Models Class 56 in 'OO' gauge is

STEP BY STEP

INSTALLING LEGOMANBIFFO SOUND IN THE CAVALEX CLASS 56

Intermediate
Beginner — SKILL LEVEL — Advanced



1 **The subject for this installation guide is Cavalex Models Class 56 56049 in Colas Rail Freight colours.**



2 **For a straightforward decoder installation the removable roof panel provides access to the decoder socket and switches. To fit sound we will need to remove the body.**

among the simplest of projects we have featured. The body is clip fitted, making access to the interior straightforward, while there is plenty of space inside for a large speaker for the best sound reproduction.

After completing the installation we made a couple of amendments to the Configuration Variable (CV) settings on the decoder to suit our personal taste for locomotive driving. This included setting CV5 to 80 to curtail the maximum speed and reducing CV6 for the medium speed to 35 which gives a slightly slower response at low speeds. We also reduced the overall volume using CV63 by setting it to 150.

With the model set up and its address set to 5649, this Colas rail liveried version is ready to return to service with a full set of authentic sounds within less than 20 minutes of taking the body off. The following step by step guide explains how we carried out the installation.

● Read more about Class 56s at *www.keymodelworld.com/class-56*

WHAT WE USED	
PRODUCT	**SUPPLIER**
Legomanbiffo Class 56 sound profile	*www.dckits-devideos.co.uk*
ESU 21-pin LokSound V5 decoder	*www.dckits-devideos.co.uk*
ESU 55mm x 22mm passive radiator speaker	*www.roads-and-rails.co.uk*

SOUND FUNCTIONS	
F0	Light on/off
F1	Sound on/off
F2	Playable horn
F3	Playable horn
F4	Buffering up (when moving), coupling hook (stationary)
F5	Manual brake (when moving), brake dump (when stationary)
F6	Driver's door
F7	Compressor
F8	Drive lock
F9	Automatic variable speed flange squeal
F10	Guard's/despatch whistle
F11	Driver's safety device
F12	Cooler group fans
F13	Sanders
F14	Cab light on/off
F15	Spirax valves
F16	Disposal air dump
F17	Windscreen wash/wipe
F18	Speed dependent detonators
F19	Tail lights off
F20	Parking mode (tail lights on)
F21	Variable speed flange squeal
F22	Yard mode (headlight off)
F23-F28	Not used
F29	AWS bell
F30	AWS horn



The Legomanbiffo Class 56 sound profile for the Cavalex Class 56 brings the model to life and is simple to install.

PLEASE TURN FOR STEP BY STEPS



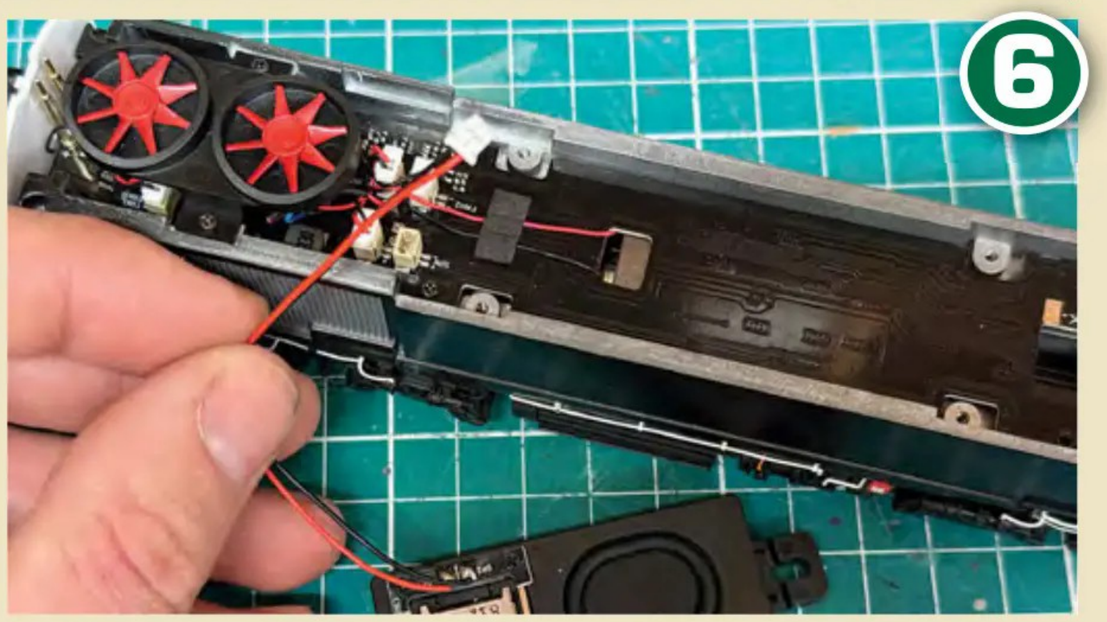
The body is clip fitted to the chassis with one clip at each corner. Carefully ease the body away from the chassis at each corner to release the clips then slide the body upwards.



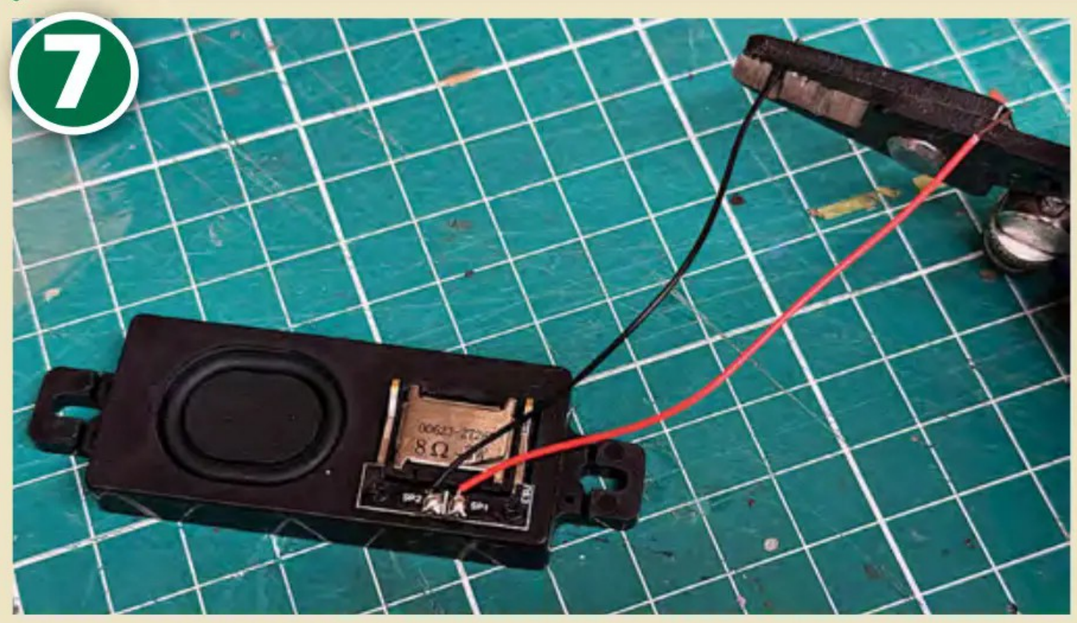
Inside there is ample space to install a speaker on top of the main Printed Circuit Board (PCB) on the Class 56 without the need to remove any components.



The new components to install are an ESU 55mm x 22mm passive radiator speaker and an ESU LokSound V5 sound decoder loaded with the Legomanbiffo sound profile for the Cavalex Class 56.



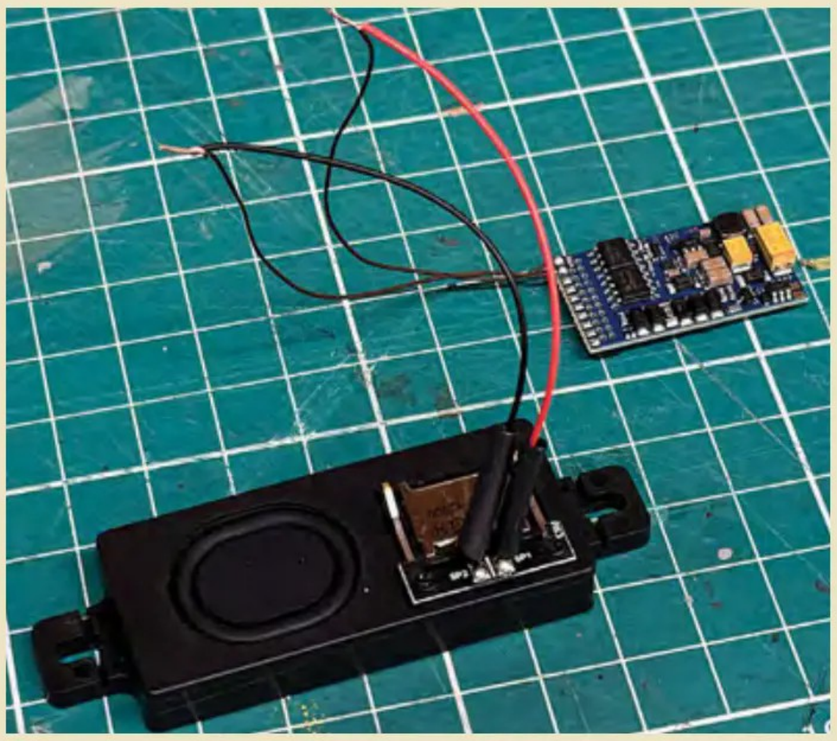
The ESU speaker comes with a plug on its wires, but a different size is required to fit the socket on the Cavalex model. Alternative speakers with the correct plug are available from Roads and Rails to fit this model.



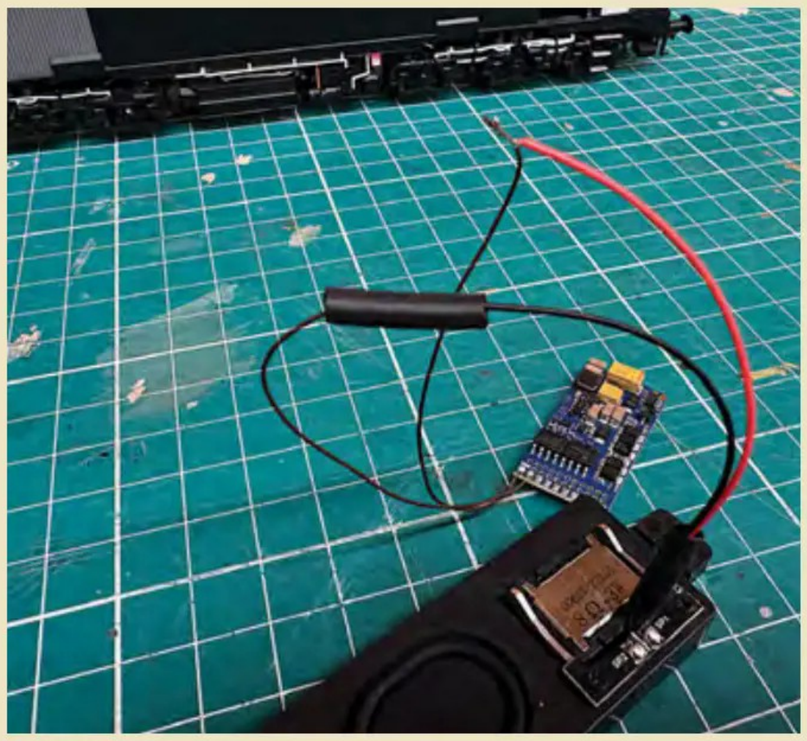
Connecting our choice of speaker meant soldering it to the brown speaker wires on the ESU decoder. Start by removing the plug from the speaker and baring the ends of the wires with wire strippers.



15mm lengths of heatshrink insulation were then added loosely over each of the speaker wires to prepare them for use.

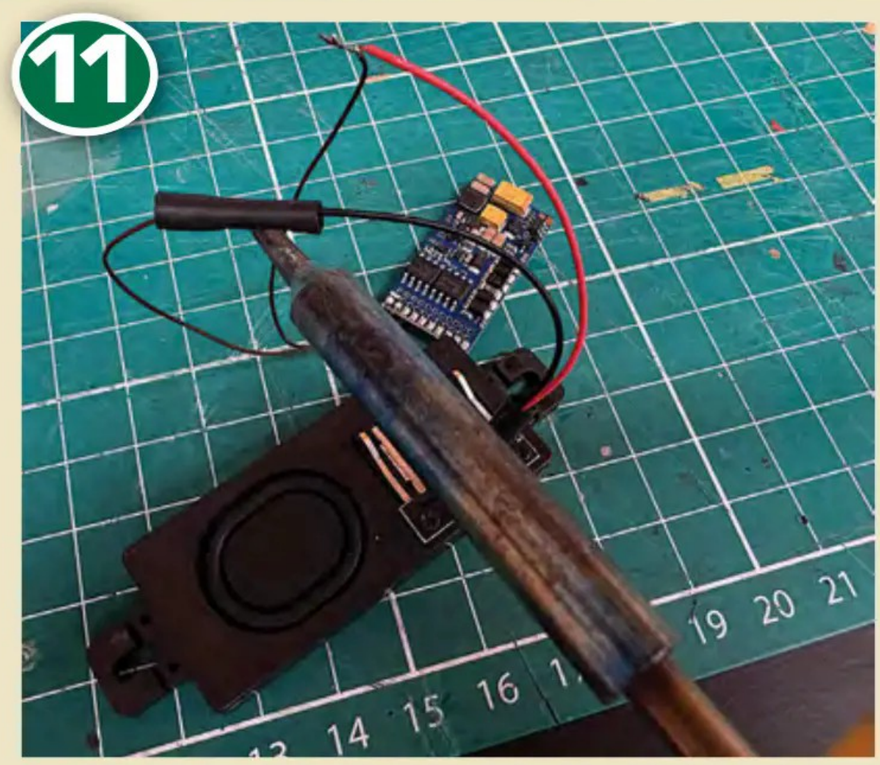


The brown wires from the ESU decoder were twisted onto the black and red speaker wires to make the connection to the decoder.

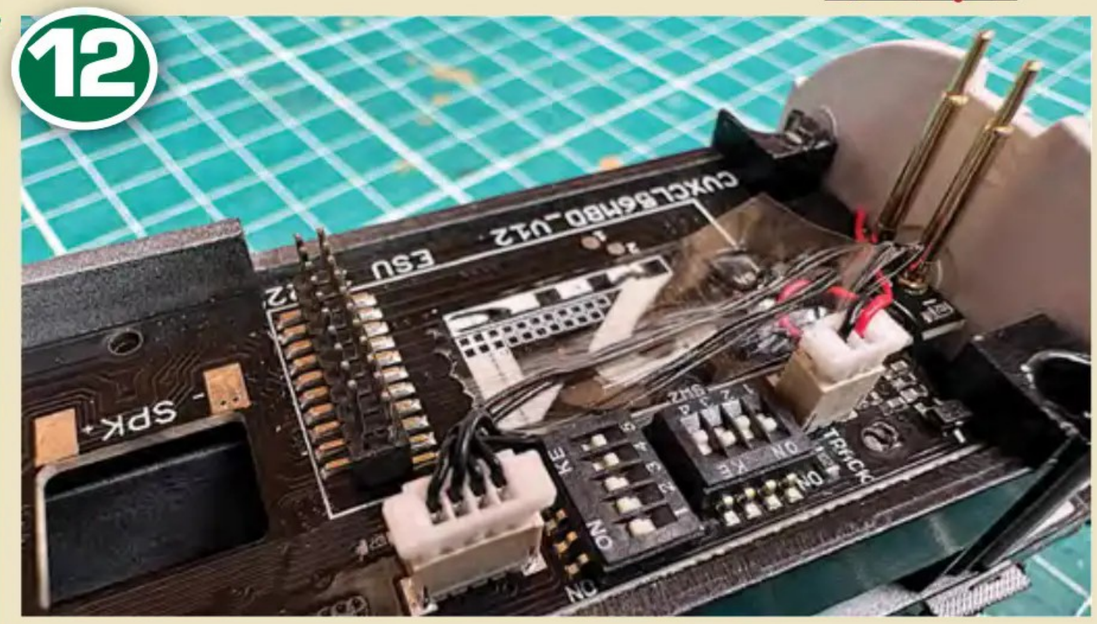


Each of the joints was then soldered to provide a permanent connection. To ensure there is no possibility of a short circuit the soldered connections were then covered with the heatshrink insulation added in step 8.

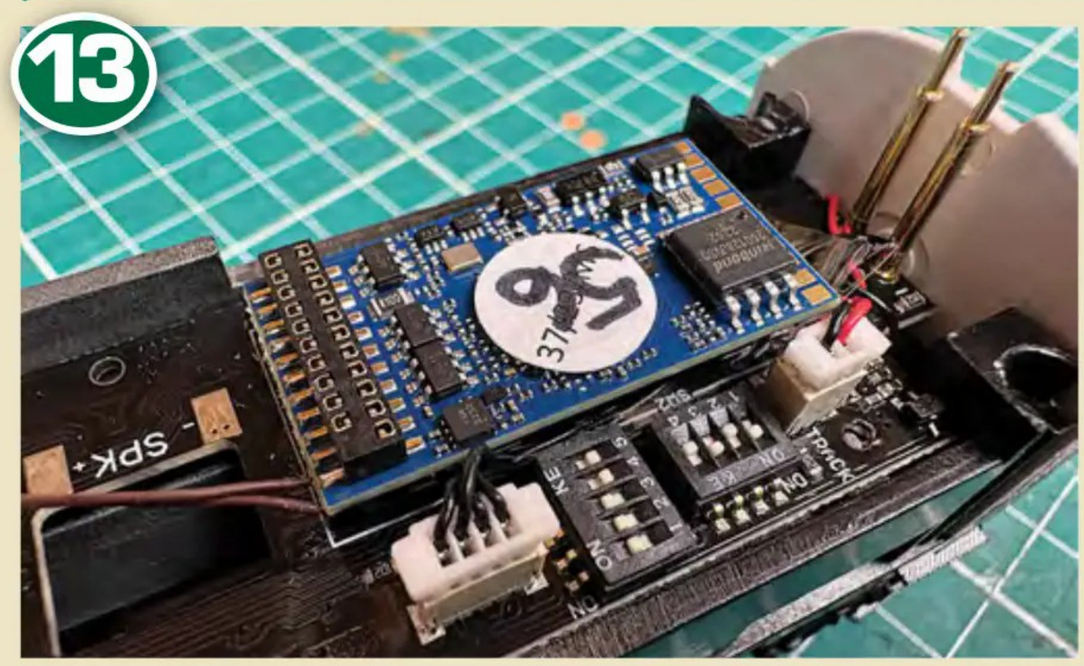
Intermediate
Beginner SKILL LEVEL Advanced



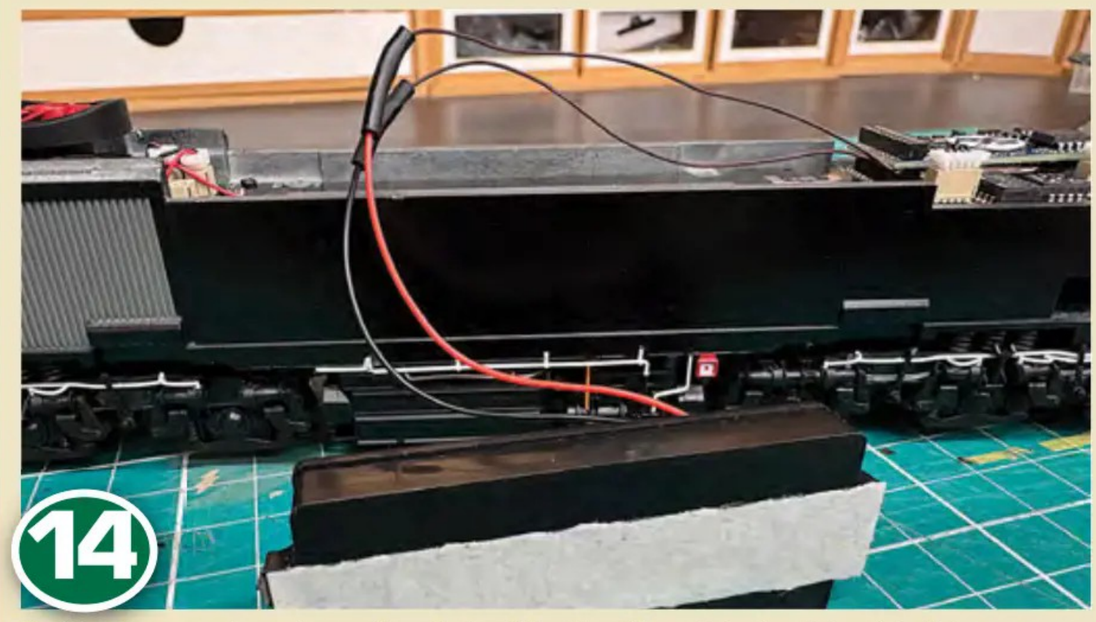
11 Using the side of a soldering iron, the heatshrink insulation was reduced in size to provide a tight fit around the soldered connection.



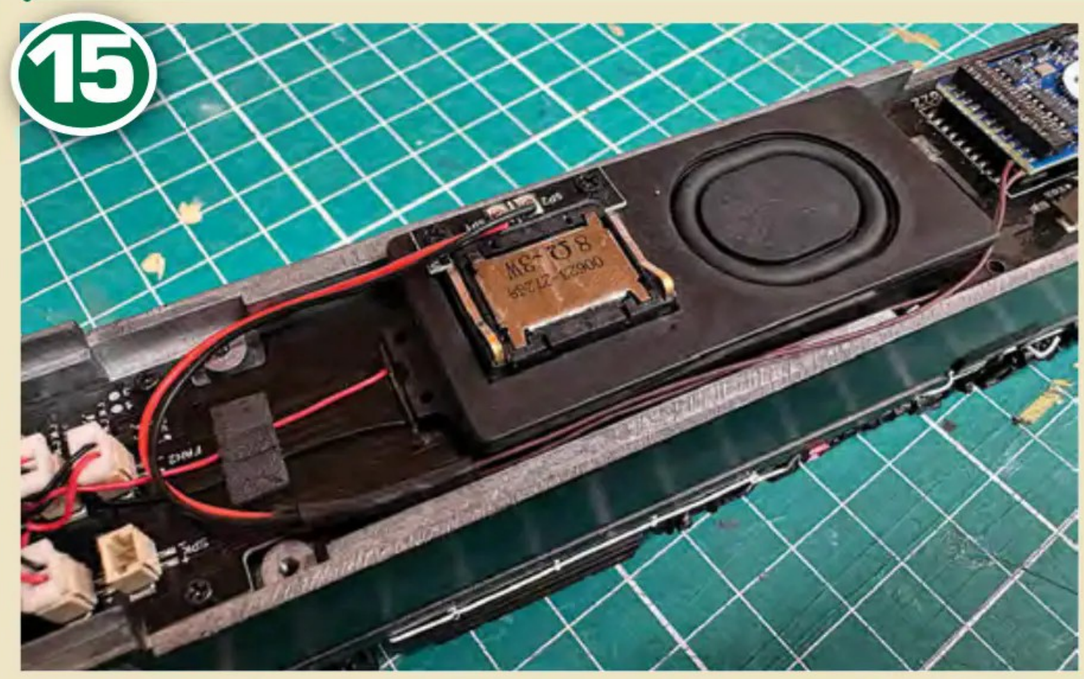
12 Next the decoder socket blank was carefully lifted off the socket in preparation for adding the ESU sound chip. Take care when lifting 21-pin blanks or decoders – apply even pressure on each side so as not to distort the pins.



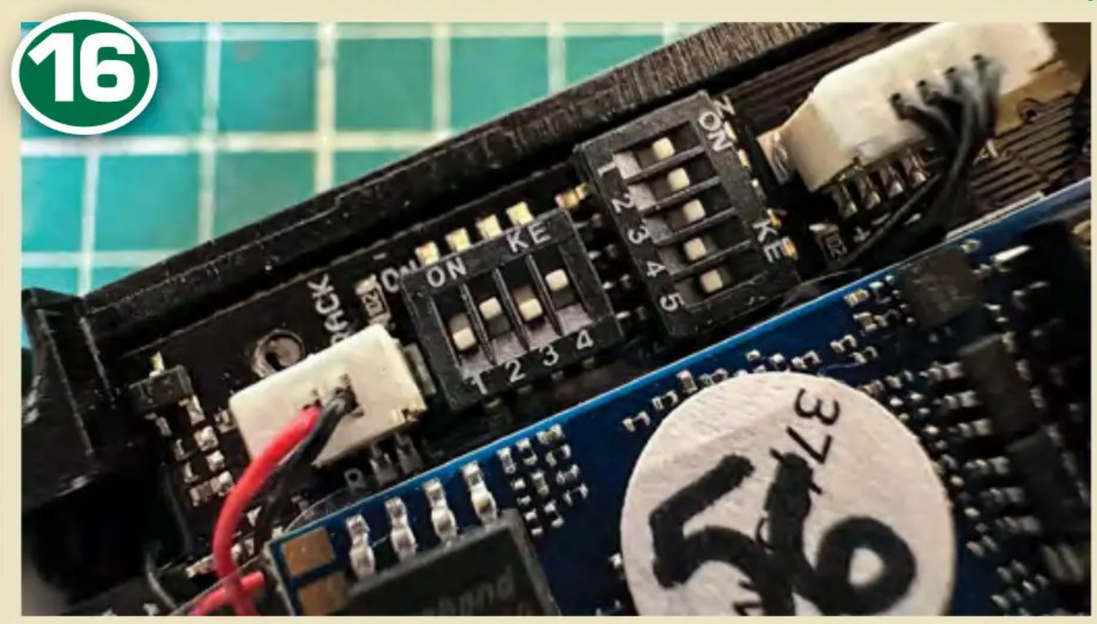
13 The ESU LokSound chip fits on the 21-pin socket. The arrangement of the 21-pin socket means it will only fit one way round.



14 To fix the speaker down firmly inside the Class 56, double sided tape was applied to the bottom of the plastic moulding. This provides a neat way of fitting the speaker.



15 The wires from the speaker were routed neatly along the side of the chassis, completing the physical installation inside the locomotive.



16 Before refitting the body, the switches next to the decoder were set as per the instructions supplied by Legomanbiffo to suit the sound profile operation.



17 The body can now be refitted to the chassis making 56049 ready to take for testing and addressing for DCC operation. Carefully locate it over the chassis and then clip-fit the body back in place.



18 Once on the track we set the address to 5649 and then adjusted the maximum speed through CV5 to 80, the medium speed in CV6 to 35 and the overall volume in CV63 to 150.

Glen Tay

Set in the Scottish lowlands, **CHRIS PARSONS** engaged the help of his local model railway club when developing this multi-era 'OO' gauge exhibition layout.

PHOTOGRAPHY, MIKE BISSET

GAUGE **'OO', 16.5mm** | SCALE **4mm: 1ft** | SIZE **13ft x 2ft** | REGION **SCOTTISH** | PERIOD **1920s-1960s** | CONTROL **ANALOGUE**



1 Below: **Glen Tay's operation spans several different eras. Reflecting BR operation, a Class 08 diesel shunts wagons in the yard. An engineers' Wickham inspection trolley is also stabled alongside.**

2 Right: **A group of cub scouts take an interest in the duck pond, as LNER 'J69' 0-6-0T 8625 eases past with a tar wagon.**

GLEN TAY IS A 'OO' GAUGE layout designed to run trains from the 1920s to the 1960s. Built with help from members of Cupar and District Model Railway Club (MRC), the layout is 13ft x 2ft and operated by a Gaugemaster analogue controller and push-to-contact buttons for the points.

Having collected 'OO' gauge locomotives, rolling stock and kits for many years, I had always wanted to build a layout but with my military career I had never had the space nor time to fully commit.

2015 proved to be a turning point, as once I had completed a six-month tour of Iraq and also got married, my wife Joanne gave me the push I needed to seek out and join a local model railway club. I had the choice of three in the area and Cupar and District MRC was the one I selected first. After a few visits, I decided there was no need to look elsewhere.

After helping to build and work on a few club and members' layouts, I decided to take the leap and start building my own. I didn't really have a design in mind but knew I only had space for a maximum of 9ft x 2ft to fit in the spare room in the married quarter.

Club member Hastie was kind enough to build me three 3ft x 2ft frames using 2in x 1in battens glued and screwed together. After fitting the 12mm ply baseboards and laying cork, planning began. I started this by setting the buildings and track down to see what looked right and gave me the operation I wanted. Towards the end of 2016, I started to lay track. Over the next few years, work on the layout continued in between deployments, work and becoming a father.

OPERATION

The layout reflects a fictional location set somewhere in the Scottish lowlands close to the English border and runs a mixture of ready-to-run, kit and scratchbuilt locomotives and rolling stock. I have interest in several different operating periods, so the layout can boast an eclectic »



"Building Glen Tay has certainly been a fun, albeit quite lengthy process and I have learned the hard way about the need to record what I've done."

CHRIS PARSONS

mix of motive power and rolling stock from the London and North Eastern Railway (LNER) era, through to the later British Railways (BR) operations – into the 1960s.

LNER motive power includes the diminutive 'Y7' and Sentinel 'Y1' 0-4-0Ts, 'J68' and 'J69' 0-6-0Ts, 'N7' 0-6-2Ts and more. I also have celebrity 'J36' 0-6-0 636 *Maude* in lined North British black, which can span multi eras, while BR motive power includes an Ivatt '2MT' 2-6-0, Class 08 diesel shunter and Class 25 Bo-Bo diesel amongst the roster. There are also several steam railmotor/diesel railbus vehicles in the fleet too, including a Waggon Und Maschinenbau example of the latter.

Taking a sweep of the layout from left to right, we start with the town of Glen Tay where the parish church sits atop a small mound in front of the railway hotel. The road curves around behind the church and into the town leading to the station area. This is where the goods yard and coal merchant are based. A blacksmith's shop sits beside the village pond where the local Scouts are out watching the wildlife. A small locomotive shed and servicing area hosts the shunting engine, as well as visiting locomotives. To the right of this is an industrial area with two factories and a warehouse, while the final baseboard hosts a small farm dwelling with a few outbuildings and sheds.

EXTENSIONS

In 2018, I had another long deployment – this time to the Falkland Islands. This didn't stop me and with a small modelling box packed and a book of wagon designs, I continued to build rolling stock which would eventually feature on the layout. On my return, the layout soon reached the stage that allowed me to see what it would look like. It was at this point my good friend and fellow club member Ryan suggested that it needed something to finish it off at the terminus end of the layout. I agreed and very soon Hastie had built me a small 1ft x 2ft extension which »

3 Left: **The driver of LNER 'J69' 8625 eases his locomotive into the shed for servicing as a 'Y1' Sentinel shunter moves coal wagons around the depot.**

4 Right: **An LNER 'Y8' shunts wagons around the yard at Glen Tay. In the foreground a Fowler B6 crane is about to engage in some lifting in the yard.**

5 Below: **Hill 'N7' 0-6-2T 8011 awaits departure from Glen Tay station with a short rake of LNER suburban stock, while a Sentinel steam railcar simmers in the adjacent bay platform.**

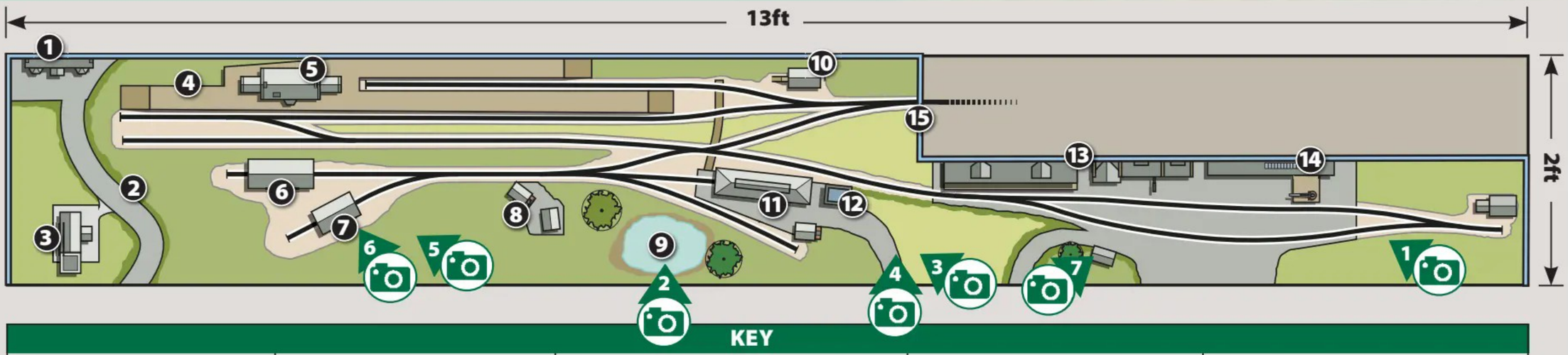




Left: **Journey's end for North British 'C' (LNER 'J36') 636 *Maude* at Glen Tay with the branch passenger train. Shortly, the locomotive will set back its stock and run round.**

Below: **It appears the Home Guard have arrived for training, as LNER 'Y8' 0-4-0T 559 stands at the head of a mixed rake of wagons loaded with whiskey barrels outside the bonded warehouse.**

GLEN TAY TRACK DIAGRAM (NOT TO SCALE)



KEY

1 Glen Tay hotel	4 Platform	7 Wooden unloading shed	10 Signalbox	13 Warehouses/factories
2 Road	5 Station building	8 Blacksmiths	11 Locomotive depot	14 Workshops
3 Church	6 Goods shed	9 Pond	12 Water tower	15 To/from storage yard



now houses a small churchyard, lane and railway hotel.

Shortly after this, I decided I wanted a longer storage yard so added a fourth board, this time 3ft long. By 2020 the end was in sight and I hoped to start exhibiting – but the pandemic put paid to those ideas. I was able to continue to build items to place on the layout at home and upon our return to normality I managed to complete the layout.

Structures are a mixture of ready-to-plant, kits and scratchbuilt buildings, many of which have been modified to make them more individual to the layout. One of my favourite buildings is the small factory built by fellow club member and very good friend Ernie and combined with the low-relief bonded warehouse and stores buildings, really looks the part providing the backdrop to the cobbled yard. All of the buildings have also been subtly weathered to blend them into the overall scene.

LEARNING CURVE

Building Glen Tay has certainly been a fun, albeit quite lengthy process and I have learned the hard way about the need to record what I've done – especially when it came to wiring the layout – and with the benefit of hindsight, I would have installed Digital Command Control from the outset.

The best things I have come away with from building the layout are the friendships I have made and the positive impact it has had on my mental health. Being a soldier serving in the British Army, railway modelling has given me an escape from the real world at times – an opportunity to decompress, if you like. I have two layouts planned – one set in the 1950s and based on the White Swan coal yard in my home town of Great Yarmouth and incorporating a working road system, while the other is based in London during the 1970/80s.

When I was redeployed overseas, I knew I didn't want to put the layout in storage and Cupar and District Model Railway Club kindly offered to purchase the layout from me, meaning Glen Tay will continue to be seen and enjoyed at future exhibitions. **HM**

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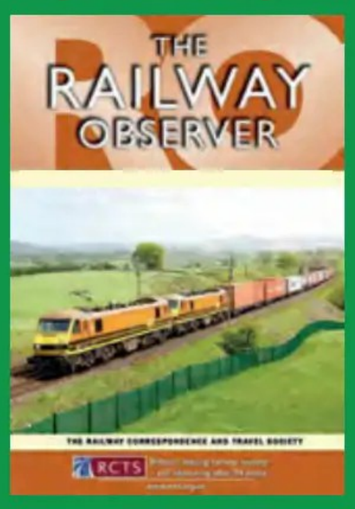

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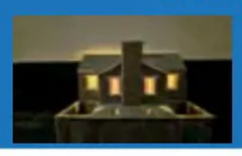
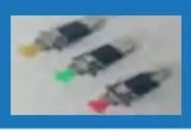


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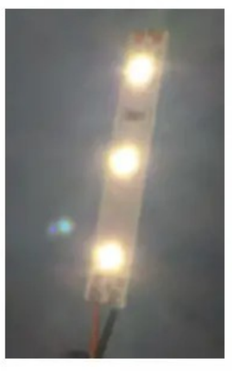



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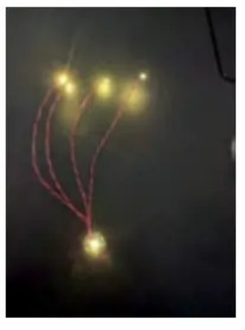

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The Woodhead Route

The Manchester-Sheffield via Woodhead railway was a major closure in the 1980s. **EVAN GREEN-HUGHES** looks at the history of the line and finds out how such a modernised route came to be subject to closure.

An EM1 Bo-Bo approaches Woodhead Tunnel with a train of coal empties for Yorkshire in April 1968. Brian Stephenson.

IN THE EARLY YEARS OF THE 19th century, trade between the two sides of the Pennines was being severely restricted by an inadequate transport system. Three canals crossed the watershed but none of them served Sheffield, a growing steel production centre, while only two ran through to Manchester. Goods between these two cities had to be sent via a completely inadequate road system running over the hilltops which was regularly affected by bad weather.

Given these difficulties and, following the success of the Liverpool & Manchester Railway, schemes were soon promoted for a rail link between Manchester and Sheffield. In May 1837, authority was given for the construction of the Sheffield, Ashton-under-Lyne and Manchester Railway which would run via the Etherow Valley on the West side of the hills and use the Don Valley on the East. However, to connect the two a three-mile tunnel would be needed at Woodhead, something that would test civil engineering technology to the limit.

Construction of this line was entrusted to prominent engineer Charles Vignoles but due to disagreements with the company's board he was quickly replaced by Joseph Locke. Conditions were hard but by August 1844 the viaducts at Mottram and Dinting had been completed and the line was opened from Manchester as far as Woodhead. By July the following year the line was complete from Sheffield to Dunford Bridge, the eastern portal of the tunnel.

The Woodhead Tunnel was, at that time, the longest in the country and its construction involved the deployment of 1,500 men and cost more than £24m at today's prices. Because there was no accommodation locally, shanty villages were built to house the workers which became notorious due to the conditions there and led to many workers and members of their families becoming ill. A total of 30 people died in the construction of the single-bore tunnel, which was finally opened in December 1845.



Great Central Railway 'O4' 2-8-0 63683 restarts its train after a long wait in the loop with a Down freight at Dunford Bridge station in the early 1950s. Kenneth Field/Rail Archive Stephenson.

THE NEW ROUTE

Traffic on the new line was everything the promoters had hoped for but Woodhead Tunnel quickly began to be an obstacle to increasing volume due to all trains passing through it having to be attached to the same pilot locomotive. The decision was therefore taken to construct a second single-bore tunnel alongside the first, with this being completed in 1852. During construction of the second tunnel, 28 workers died from an outbreak of cholera. The two tunnels were from then on known as the North and South tunnels, with the original being the South.

Shortly after the line was completed, Manchester Corporation established a number of reservoirs in the Longdendale Valley, and this resulted in the new railway passing along the shores of a number of these on the descent from Woodhead. This scenic section was later to become one of the most popular portions of the line.

The Woodhead route was the scene of a number of accidents over the years. In 1884, a broken axle on a locomotive caused the derailment of an express at Bullhouse Bridge, near Penistone, resulting in the deaths of 19 people due to the carriages derailing. The following year, four passengers died near Barnsley Junction when wagons from a derailed goods train hit a passenger coach. There were several more, with the extreme weather often being a factor.

Traffic over the route grew to such an extent that the line was running almost to capacity by the early years of the 20th century. As well as a regular passenger service, the line accommodated a string of goods trains that brought coal from the collieries around South Yorkshire to Manchester and Liverpool and a heavy volume of other goods traffic, much of which traversed the whole length of the route. Slow-moving coal trains, particularly on the climb towards the tunnels, were a constant source of delay and could often be brought to a crawl by bad conditions.



EM2 27001 enters Guide Bridge with a Sheffield to Manchester express at Whitsun 1957. Ex-works 'O4/8' 63841 waits with a freight in front of Ashton Junction signalbox on the right.
Kenneth Field/Rail Archive Stephenson.

CREATING A BUZZ

In 1923, due to amalgamations, ownership had passed via the Great Central Railway to the London and North Eastern (LNER) which was a strong proponent of electrification. One of that company's proposals was to provide overhead wires at 1,500V DC to the Woodhead route, where electric locomotives would be able to haul heavier loads at higher speeds and increase capacity.

Authorisation for this scheme was given in 1936 and the LNER's famous Chief Mechanical Engineer, Sir Nigel Gresley, »

set about designing a suitable electric locomotive for the route, the prototype of which was completed in 1941, by which time the country was at war with Germany, causing work on the Woodhead scheme to be paused.

Construction restarted immediately after the war but by then it had been discovered that the old Woodhead Tunnels were in a bad shape and too short to allow overhead power lines to be installed. It was decided to construct a new double-track tunnel alongside the other two, completed to modern standards in 1953. Another new tunnel was also built at Thurgoland but this time the existing one was used for the other track. By this time Gresley's prototype locomotive had undertaken extensive mileage, having been loaned to Dutch Railways for five years from 1947 to 1952, and it was soon joined by 56 basically similar machines, as well as seven larger ones that were intended for express duties.

The complete electrification scheme, which also involved the steeply-graded Wath lines feeding into the main route near Penistone, was completed in 1955. From this date most of the traffic was worked with electric locomotives, with the smaller EM1 Bo-Bos, proving capable of hauling 850 tons at increased speeds while the larger EM2 Co-Cos enabled passenger services to be accelerated throughout. On completion of electrification, the original pair of tunnels became disused and from then on all trains, including steam, used the new tunnel.

Unfortunately, the Manchester-Sheffield line was the first and the last inter-city route to be electrified at 1,500V DC, as within a few years the 25kV AC system was to be adopted as technically superior. This meant the Woodhead route became an isolated section whose differing standards meant long-distance trains had to have a locomotive change at each end. Despite this the line continued to be busy, particularly with coal trains destined for Lancashire's power stations, many



EM1 Bo-Bo electric 26046 approaches Woodhead Tunnel at Dunford Bridge with a westbound coal train during the first week of electric working in June 1954. Kenneth Field/Rail Archive Stephenson.

of which were double-headed and also double-banked on the steep section from Wath to Penistone.

The Beeching Report of 1963 naturally proposed the retention of this modernised route, but it also suggested the closure of the duplicate Hope Valley line, which served many more centres of population. A subsequent review saw a reprieve for the Hope Valley and instead, in 1970, passenger services over Woodhead were withdrawn and the EM2 passenger engines sold to the Netherlands where they continued to work successfully for many more years.

DECLINE AND CLOSURE

Goods services carried on as before but by this time demand for coal was declining, causing a rapid reduction in traffic. This led to the suggestion that the remaining traffic could be accommodated on other routes, which was gradually implemented, leaving Woodhead with fewer trains than ever. The final nail in the coffin came when it was realised that the electric infrastructure would soon be due for renewal, a cost that could not be justified. It was decided to close the whole route with the exception of the Manchester to Hadfield section, which was converted to the 25kV system and a stub to serve Stocksbridge steelworks at Sheffield. The last train, the 20.53 Harwich–Liverpool Speedlink freight passed Woodhead on July 18 1981 and after that the line was briefly mothballed before being lifted altogether.

This was not the end of the tunnels' useful lives as the two disused Woodhead bores had been purchased by the Central Electricity Generating Board (CEGB) in the 1960s and had been used to accommodate cables for the Trans-Pennine 400kV electricity link to avoid building unsightly pylons over the hilltops of the Peak District National Park. The CEGB laid a narrow gauge railway through the old Up tunnel for servicing purposes and its locomotive is on show at the Apedale Valley Light Railway.

The CEGB bought the newer, third tunnel in the early 1990s after that, too, had closed but it remained unused until 2008 when new 400kV cables were installed in it to replace those in the old tunnels.

The old tunnels are said to be in a poor state and are sealed at both ends. The new tunnel's future has been a constant source of debate as there have been many proposals to reopen the Woodhead route for rail traffic as well as others to use the tunnel for road traffic, replacing one carriageway of the main road that runs above it. However, the presence of the electricity cables is likely to be a problem that could not easily be solved and that, along with the loss of some of the land on which the railway was built, as well as some of its key structures, makes it



BR Type 3 diesel-electric Co-Co D6796 passes Penistone with the Liverpool to Harwich 'North Country Continental' in 1963. Kenneth Field/Rail Archive Stephenson.

unlikely the railway will ever be reopened.

The Manchester-Sheffield Woodhead route was a pioneer which proved electric trains were a viable and economic alternative to steam or even diesel for a hilly inter-city route. It is a shame that the line did not survive for a few years longer: if it had, it is most likely that, given the resurgence in rail traffic, it would still be with us today, and be proposed for upgrading as part of Northern Powerhouse Rail. **HM**

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Right: **An LNER Class 506 electric multiple unit crosses Dinting viaduct with a Manchester Piccadilly to Glossop train in April 1968.** Brian Stephenson.

Below: **EM1 E26050 *Stentor* leaves Woodhead Tunnel with a Manchester-Sheffield express in April 1968. Note the earlier north and south tunnel bores to the left.** Brian Stephenson.

REJUVENATING

JOINING the *Hornby Magazine* team has got me close-up with modelling techniques I could previously only see from a distance. One of these is weathering. It is something I have always been interested in experimenting with but, having never done it before I was afraid to potentially ruin expensive models. Acquisition of a damaged Hornby 'OO' gauge 'A3' spurred me to jump into this side of the hobby.

After moving to London and North Eastern Railway (LNER) heartland I have been collecting models to allow me to run a prototypical cross-section of locomotives. To this end I have been acquiring multiple examples of a true LNER thoroughbred - the 'A3' 4-6-2. 60039 *Sandwich* for me is an interesting model, being fitted with a double chimney but lacking smoke deflectors, with a streamlined non-corridor tender and an 'A4' boiler - an interesting combination and one I don't think is replicated on any other Hornby 'A3'. *Sandwich* was one of the last members of the class built in 1934 at Doncaster as an 'A3' rather than the earlier 'A1s'. It unusually went straight from apple green to BR green missing out on the blue that much of the class received in the early '50s. Its final allocation was King's Cross where it was withdrawn in 1963.

The model was bought from a bargain bin as spares. Unfortunately, German style smoke deflectors had crudely been added to the model, and upon removal of these, huge glue stains were left. After a quick service and cleaning of the pick-ups the locomotive spluttered into life, and after running-in became a very good runner. Rather than try to hunt around for a new body I thought I would use this opportunity to experiment and see if I could hide the damage with some weathering. A set of Humbrol weathering powders was purchased from the Key Model World shop, plus a cheap set of brushes, costing no more than £20 in total.



Above: **Having acquired a bargain – albeit cosmetically damaged – Hornby 'A3' 4-6-2 *Hornby Magazine's* Ben Church enhanced the model's appearance with sympathetic weathering to the body and tender.**

Below: **Humbrol weathering powders and a selection of paintbrushes helped transform the 'A3' 4-6-2's appearance.**

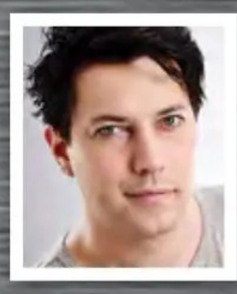




MIKE WILD
Mike has been working on dive-unders and gradients on his refreshed 'OO' Topley Dale layout.



MARK CHIVERS
Mark has been at the workbench detailing his exhibition locomotive fleet.



JONATHAN NEWTON
Jonathan has been weathering a 7mm 'Jubilee' and lining his '4MT' tank.



BEN CHURCH
Ben has been expanding his coaching stock rakes with BR Mk 1 carriages and Pullman cars.

MODELS

BEN CHURCH takes his first tentative steps into weathering, working on a careworn Hornby 'A3' in 'OO' gauge.



Right: **Using weathering powders and a little determination, Ben has rejuvenated his model of 'A3' 60039 *Sandwich*, ready to add to his new layout's motive power roster.**



"A distinct advantage of powders is that if you make a mistake they can simply be removed with-out permanent damage using a damp cloth."

BEN CHURCH

THE PROCESS

A mantra uttered many times – and one I stuck to – was to use reference photographs. Scouring my own collection of books, I soon found a suitable photograph of a dilapidated 'A3' from the 1960s which inspired me. I noted areas where soot and grime collected and that areas such as the locomotive's number, crest and name were all cleaner than expected.

I started with the smokebox, then weathered the rest of the model to match. It was where most of the glue was and I wanted to see if I could recreate a matt effect on the smokebox in vogue with recent Hornby Dublo *Flying Scotsman* models. For areas where I wanted soot and grime to become embedded into the recesses of the model, I applied liberal amounts of powder to those areas, then used cotton wool pads to remove most of it so it would collect in pockets and ridges on the model. Rust deposits on the cylinders, frames and tender enhance the look, but I was careful not to overdo it.

A distinct advantage of powders is that if you make a mistake they can simply be removed without permanent damage using a damp cloth. I tried many colours and techniques that didn't work, but *Sandwich* proved a fantastic 'canvas', allowing all sorts of risk-free experimentation. I used the chalk to mimic the white ash streaks you often see underneath the smokebox door – a nice effect mimicking one I have seen on Jonathan Newton's superb 'O' gauge models. Large lumps of real coal were added to the tender, overscale in terms of size, but more realistic than plastic loads.

There is definitely room for improvement and development - adding etched nameplates, replacing the front bogie wheels and adding a crew are straightforward enough. Darkening the wheels and motion is needed, as these now look far too clean and out of place when compared to the rest of the locomotive: learning how to use an airbrush is next on my list.

If like me you were worried or nervous about jumping head first into weathering I can't recommend an approach like this enough. I was surprised at the effects possible with a very limited selection of powders (as Tim Shackleton regularly shows in these pages). In spite of being a novice, I found the process very rewarding, and can't wait to find additional models at shows or in my own collection that I can use to further experiment on and develop my skills. **HM**

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.

October 2024

5 SOUTH WEST HERTS MRS EXHIBITION

Hosts: South West Herts Model Railway Society
Location: All Saints Church Hall, Leavesden, Watford WD25 0LU
Times: 10am-4.30pm
Prices: Adults £4, children free
Website: *www.southwesthertsmrs.org.uk*
Features: Layouts, trade support, club stand, refreshments, parking and disabled access.

5 WELLINGTON MODEL RAILWAY EXHIBITION

Hosts: Telford Railway Modellers Group
Location: Charlton School Sports Hall, Apley Avenue, Wellington TF1 3FA
Times: 10am-4pm
Prices: Adults £6, children £2, family £14
Website: *www.telfordrailwaymodellersgroup.com*
Features: 20 layouts, trade support, refreshments, parking and disabled access.

5/6 CORBY MODEL RAILWAY EXHIBITION

Hosts: Corby and District Model Railway Society
Location: St. Peter and St. Andrew Church Hall, Beanfield Avenue, Corby NN18 0EH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, Concessions £4, children free
Website: *www.cdmrs.co.uk*
Features: Layouts and trade support.

5/6 FAREHAM RAILEX 2024

Hosts: Fareham and District Model Railway Club
Location: Fareham Leisure Centre, Park Lane, Fareham PO16 7JU
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £12 (£10), accompanied children free (advance ticket price in brackets)
Website: *www.fareham-mrc.org.uk*
Features: Layouts, trade support, demonstrations, refreshments and parking.

5/6 FOLKESTONE MODEL RAILWAY EXHIBITION

Hosts: Folkestone Hythe and District Model Railway Club
Location: Leas Cliff Hall, Folkestone CT20 2DZ
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £8, children £3, family £23
Website: *www.folkestone-mrc.com*
Features: Layouts, trade support, refreshments, parking and disabled access.

5/6 MICKLEOVER MODEL RAILWAY EXHIBITION

Hosts: Mickleover Model Railway Group
Location: Mickleover Community Centre, Uttoxeter Road, Mickleover, Derby DE3 0DA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, under 16s free
Website: *www.mmrg.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

5/6 SHILDON MODEL RAILWAY CLUB EXHIBITION

Hosts: Shildon Model Railway Group
Location: Locomotion, Dale Road, Shildon DL4 2RE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Free admission
Website: *www.shildonmodelrailwayclub.co.uk*
Features: Layouts, trade support, displays, societies, refreshments, parking and disabled access.

5/6 WAKEFIELD MODEL RAILWAY EXHIBITION

Hosts: Wakefield Railway Modellers Society
Location: Queen Elizabeth Grammar School, Sports Hall, Northgate, Wakefield WF1 3QX
Times: *Sat 10am-5pm, Sun 10am-4.30pm*
Prices: Adults £9, children £2
Website: *www.wakefieldrms.org*
Features: Layouts, trade support, refreshments, parking and disabled access.

6 GAINSBOROUGH MRS OPEN DAY

Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough DN21 1BE
Times: 1.30pm-5.30pm
Prices: Adults £5, children £4, family £15
Website: *www.gainsboroughmodelrailway.co.uk*
Features: Club layout and refreshments.

6 SIDMOUTH MINI MODEL RAILWAY EXHIBITION

Hosts: Sidmouth Model Railway Group
Location: Sidford Social Hall, Byes Lane, Sidmouth EX10 9QX
Times: 10am-4pm
Prices: Adults £4, accompanied children free
Website: *www.sidmouthmrg.com*
Features: Nine layouts, dioramas, parking and disabled access.

12 CRADLEY HEATH MODEL RAILWAY EXHIBITION

Hosts: Cradley Heath Model Railway Club
Location: Rowley Learning Campus, Curral Road, Rowley Regis B65 9AN
Times: 10am-4.30pm
Prices: Adults £8, children £5, family £18
Website: *www.cradleyheathmrc.co.uk*
Features: 30 layouts, trade support, demonstrations, refreshments, parking and disabled access.

12 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

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

12/13 ELIZABETHAN RAILWAY SOCIETY EXHIBITION

Hosts: Elizabethan Railway Society
Location: The Summit Centre, Lowmoor Road, Kirkby in Ashfield NG17 7LL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied under 16s free
Website: *www.elizabethanrailwaysociety.com*
Features: Ten layouts, trade support, refreshments, parking and disabled access.

12/13 BOURNEMOUTH MODEL RAILWAY EXHIBITION

Hosts: Christchurch Model Railway Club
Location: Bournemouth School for Girls, Castle Gate Close, Castle Lane West, Bournemouth BH8 9UJ
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £7, accompanied children free
Contact: 07340 332857
Features: 20 layouts, trade support, refreshments, parking and disabled access.

12/13 FARNHAM AND DISTRICT MRC EXHIBITION

Hosts: Farnham and District Model Railway Club
Location: Alderwood Leisure Centre, Tongham Road, Aldershot GU12 4AS
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £10, children £2, family £22
Website: *www.farnhammrc.org.uk*
Features: 20 layouts, trade support, refreshments, parking and disabled access.

12/13 GREAT ELECTRIC TRAIN SHOW 2024

Hosts: Key Publishing/*Hornby Magazine*
Location: Marshall Arena, Stadium Way West, Bletchley, Milton Keynes MK1 1ST
Times: Sat 10am-5pm, Sun 10am-4pm (9.30am for advance ticket holders)
Prices: Adults £16 (£20), Adult subscriber £14, children £9/free on Sunday (£10 Sat), VIP £50 (on the day prices in brackets)
Website: *www.keymodelworld.com*
Features: 30 layouts, trade support, demos, manufacturers, refreshments, parking and disabled access.

12/13 WARLEY AT STATFOLD

Hosts: Warley Model Railway Club and Statfold Barn Railway
Location: Statfold Barn, Statfold Country Park, Ashby Road, Tamworth B79 0BU
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £18, children £8, family £43.50, concessions £13.50, carers £13.50
Website: *www.warley-mrc.org.uk*
Features: 30 layouts, trade support, demonstrations, manufacturers refreshments, parking and disabled access.

17-20 MIDLANDS MODEL ENGINEERING EXHIBITION

Hosts: Meridienne Exhibitions
Location: Warwickshire Events Centre, The Fosse, Ratford Semele, Leamington Spa CV31 1FE
Times: Thurs – Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £13, concessions £12, children £5
Website: *www.midlandsmodelengineering.co.uk*
Features: Displays, trade support, societies, refreshments, parking and disabled access.

19 SOUTH DEVON MRS OPEN DAY

Hosts: South Devon Model Railway Society
Location: The Church House, Abbotskerswell TQ12 5NZ
Times: 10.30am-4.30pm
Prices: Adults £1.50, concessions £1.50, children 50p, family £3
Website: *www.sdmrs.org.uk*
Features: Club layouts plus visiting layouts on display.

19 SEABOARD SOUTHERN MRG OPEN DAY

Hosts: Seaboard Southern Model Railroad Group
Location: Hut 13, Tilgate Park Recreation Centre, Tilgate Drive, Crawley RH10 5PQ
Times: 10am-4pm
Prices: Free admission
Website: *www.seaboard-southern.org.uk*
Features: Club layouts, refreshments, parking and disabled access.

October in brief

19 WEST SUSSEX 'N' GAUGE SHOW

Location: Shoreham Baptist Church, Western Road Shoreham-by-Sea BN43 5WD
Website: *www.wsng.co.uk*

19 WOMBOURNE RAILEX

Location: Wombourne Civic Centre, Gravel Hill, Wombourne WV5 9HA
Contact: *midarc@hotmail.co.uk*

19/20 CAISTOR MODEL RAILWAY CLUB SHOW

Location: Caistor Town Hall, High Street, Caistor, Market Rasen LN7 6TJ
Contact: 07733 414866

19/20 GREENOCK MODEL RAILWAY EXHIBITION

Location: Lyle Kirk, Union Street, Greenock PA16 0TG
Website: *www.greenockmrc.co.uk*

19/20 LYDCC MODEL RAILWAY EXHIBITION 2024

Location: Burnley Masonic Hall, Nelson House, Nelson Square, Burnley BB11 1LA
Website: *www.lydcc.org.uk*

19/20 SEVERN VALLEY RAILWAY O GAUGE GET TOGETHER

Location: The Engine House, Station Road, Highley, Bridgnorth WV16 6NZ
Website: *www.svr.co.uk*

19/20 UCKFIELD MODEL RAILWAY EXHIBITION

Location: Uckfield Civic Centre, Civic Approach, Uckfield TN22 1AE
Website: *www.uckfieldmrc.co.uk*

20 POOLE MODEL RAILWAY EXHIBITION

Location: Poole Grammar School, Gravel Hill, Poole BH17 9JU
Contact: 07579 822464

20 SODBURY VALE MRC OPEN DAY

Location: Lyde Green Community Centre, Thistle Close, Emmersons Green, Bristol BS16 7GN
Website: *www.sodburyvalemrc.co.uk*

20 WIMBORNE MINSTER GAUGE 0 SHOW

Location: Allendale Centre, Hanham Road, Wimborne Minster BH21 1AS
Website: *www.csg0g.org*

26 EXETER GARDEN RAILWAY SHOW

Location: Matford Centre, Matford Park Road, Marsh Barton Industrial Estate, Exeter EX2 8FD
Website: *www.exetergardenrailwayshow.com*

26 HIGHBRIDGE VINTAGE HORNBY MODEL SHOW

Location: The King Alfred School, Burnham Road, Highbridge TA9 3EE
Website: *www.somersethrca.org.uk*

26 MARCH AND DISTRICT MRC OPEN DAY

Location: St Mary's Church, Wisbech Road, Westry, March PE15 0BA
Website: *www.mdmrc.net*

26 NARROW GAUGE NOW

Location: Portland College, Nottingham Road, Harlow Wood, Mansfield NG18 4TJ
Website: *www.narrowgaugenow.uk*

26/27 BURNHAM MODEL RAILWAY EXHIBITION

Location: Burnham Park Hall, Windsor Lane, Burnham SL1 7HR
Website: *www.swrs.co.uk*

26/27 CHELTENHAM MODEL RAILWAY EXHIBITION

Hosts: Cheltenham Great Western Modellers Group
Location: St Margaret's Hall, Coniston Road, Hatherley Cheltenham GL51 3NU
Website: *www.cheltmodrail.org.uk*

26/27 CATHCART MODEL RAILWAY EXHIBITION

Hosts: Clydeside Model Railway Club
Location: Pollokshaws Burgh Halls, 2025 Pollokshaws Road, Glasgow G43 1NE
Website: *www.clydesidemrc.com*

26/27 CRAMPTON TOWER MUSEUM MODEL RAIL SHOW

Location: Crampton Tower Museum, The Broadway, Broadstairs CT10 2AB
Website: *www.cramptontower.co.uk*

26/27 HAZEL GROVE & DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Location: Woodford War Memorial Community Centre, Chester Road, Woodford, Stockport SK7 1PS
Website: *www.hgdmrs.org.uk*

26/27 LEEDS MODEL RAILWAY EXHIBITION

Location: The Grammar School at Leeds, Harrogate Rd, Leeds LS17 8GS
Website: *www.leedsmrs.org*

26/27 RAIL-EX TAUNTON

Location: Taunton School, Staplegrove Rd, Taunton TA2 6AD
Website: *www.railextaunton.uk*

27 GUILDFORD 0 GAUGE GROUP OPEN DAY

Location: Normandy Village Hall, Glaziers Lane, Normandy GU3 2DT
Website: *www.gogg.co.uk*

27 WHITWELL RAILWAY MODEL RAILWAY EXHIBITION

Location: The Sidings Function Room, Whitwell & Reepham Station, Reepham, Norwich NR10 4GA
Website: *www.whitwellstation.com*

November in brief

2 NEWBURY MODEL RAILWAY EXHIBITION

Location: St Bartholomew's School, Buckingham Road, Newbury RG14 6JP
Website: *www.newburymrc.co.uk*

2 ROWLEY REGIS MODEL RAILWAY EXHIBITION

Location: St. Paul's Church Hall, Vicarage Street, Rowley Regis B62 8HX
Contact: 07854 376561

2 SEAFORD MODEL RAILWAY EXHIBITION

Location: Seaford Baptist Church, Belgrave Road, Seaford BN25 2EE
Website: *www.newhavendmrc.com*

2/3 ELGIN MODELFAIR

Location: Elgin Town Hall, Elgin, Moray IV30 1UL
Contact: *enquiries@elginmodelrailwayclub.co.uk*

2/3 SPALDING MODEL RAILWAY EXHIBITION

Hosts: Spalding Model Railway Club
Location: Springfields Events Centre, Camel Gate, Spalding PE12 6ET
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £12 (£11), accompanied children free (advance ticket price in brackets)
Website: *www.spaldingmodelrailwayclub.org.uk*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access. See *Hornby Magazine's* Fairlie Syniad Da and Twelvemill Bridge layouts on display.

2/3 GRES MODEL RAILWAY EXHIBITION

Location: Northfleet School for Girls, Hall Road, Northfleet DA11 8AQ
Website: *www.gres.org.uk*

2/3 ROCHDALE MODEL RAILWAY EXHIBITION

Location: Masonic Hall Ballroom, Richard Street, Rochdale OL11 1DU
Website: *www.hmrg.net*

2/3 WEYMOUTH MODEL RAILWAY EXHIBITION

Location: Weymouth College, Cranford Avenue, Weymouth DT4 7LQ
Website: *www.weymouthmra.org.uk*

3 BRACKNELL RAILWAY SOCIETY EXHIBITION

Location: Pinewood Hall, Pinewood Leisure Centre, Old Wokingham Road, Wokingham RG40 3AQ
Website: *www.bracknellrailwaysociety.co.uk*

PLANNING AN EXHIBITION?

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

FULL LISTING ONLINE!

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



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370-221B - BR PGA Hopper Redland Green.....£20.00



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370-062A - Class 24 D5033 BR Green.....£115.00



370-062B - Set Of 2 BR Mk1 Suburban Coaches BR Maroon.....£55.00

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dapol

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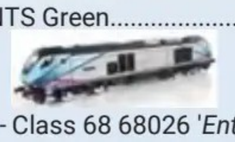
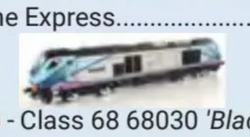


4D-022-024 - Class 68 68026 *'Enterprise'* TransPennine Express.....£152.99



4D-022-025 - Class 68 68030 *'Black Douglas'* TransPennine Express.....£152.99



4D-022-026 - Class 68 68033 *'The Poppy'* DRS Compass.....£152.99



4D-022-027 - Class 68 68002 *'Intrepid'* DRS Compass New DRS Logo.....£152.99



4D-022-028 - Class 68 68014 Chiltern Railways Bio Fuel Livery.....£152.99

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OO Gauge PCVs - In Stock



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E86018 - NAA Propelling Control Vehicle (PCV) 94320 Rail Express Systems.....£63.71

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OO Gauge Class 45 - In Stock



45102 - Class 45 D63 *'Inniskilling Fusilier'* BR Green Small Yellow Panels.....£177.65



45103 - Class 45 D50 'The *Kings Shropshire Light Infantry'* BR Blue Small Yellow Panels.....£177.65



45105 - Class 45 45032 BR Blue.....£177.65



45301 - Class 45 45055 *'Royal Corps Of Transport'* BR Blue Red Bufferbeams..£177.65



45303 - Class 45 97409 *'Lytham St. Annes'* Tinsley BR Blue Weathered.....£186.15



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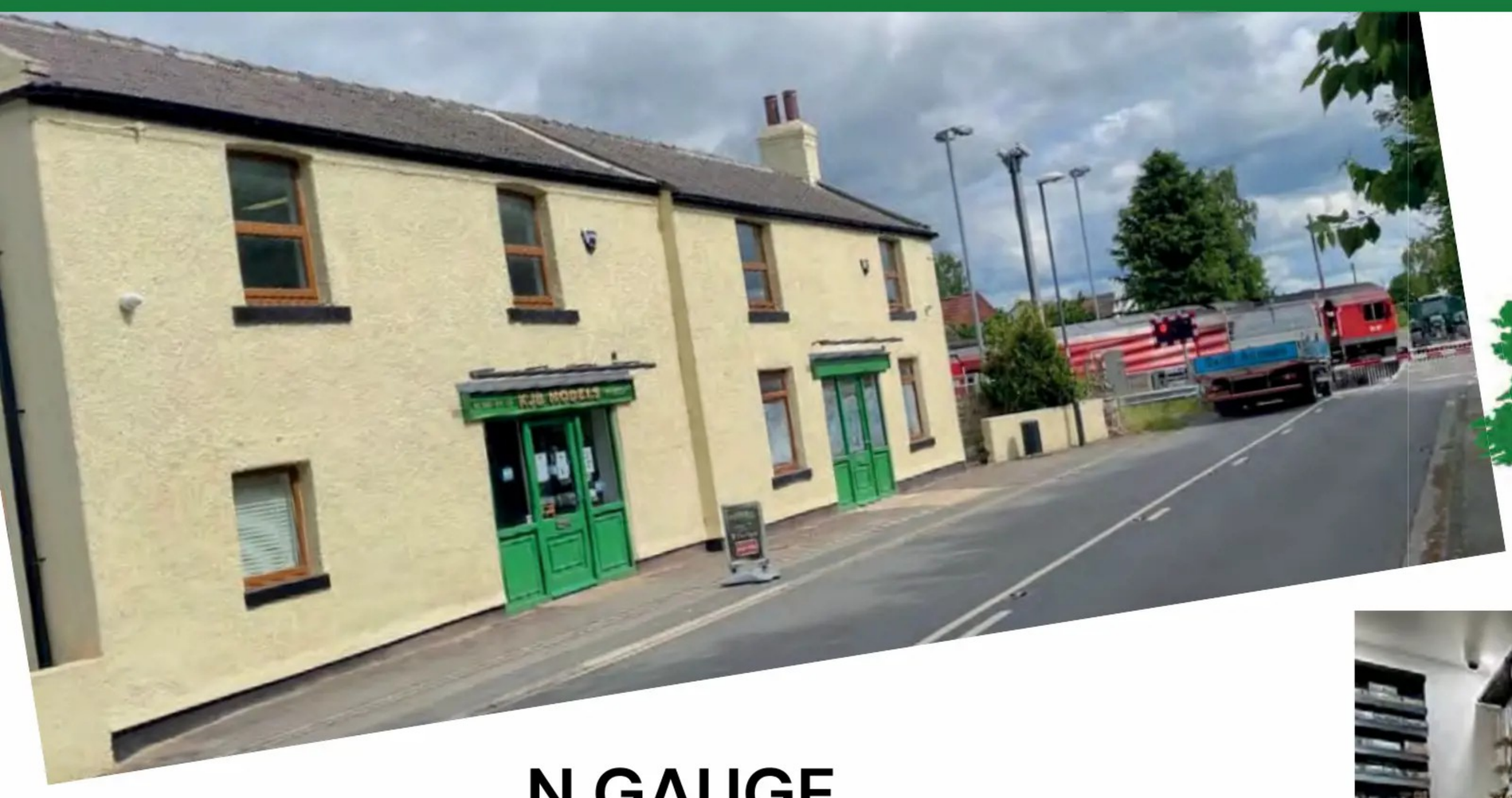



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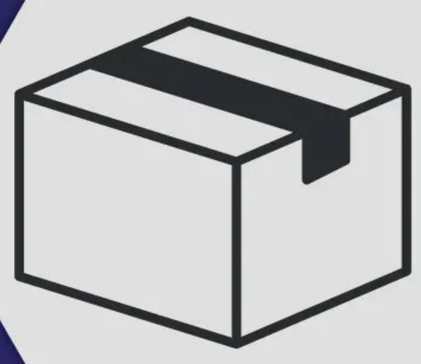

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Model or photograph?

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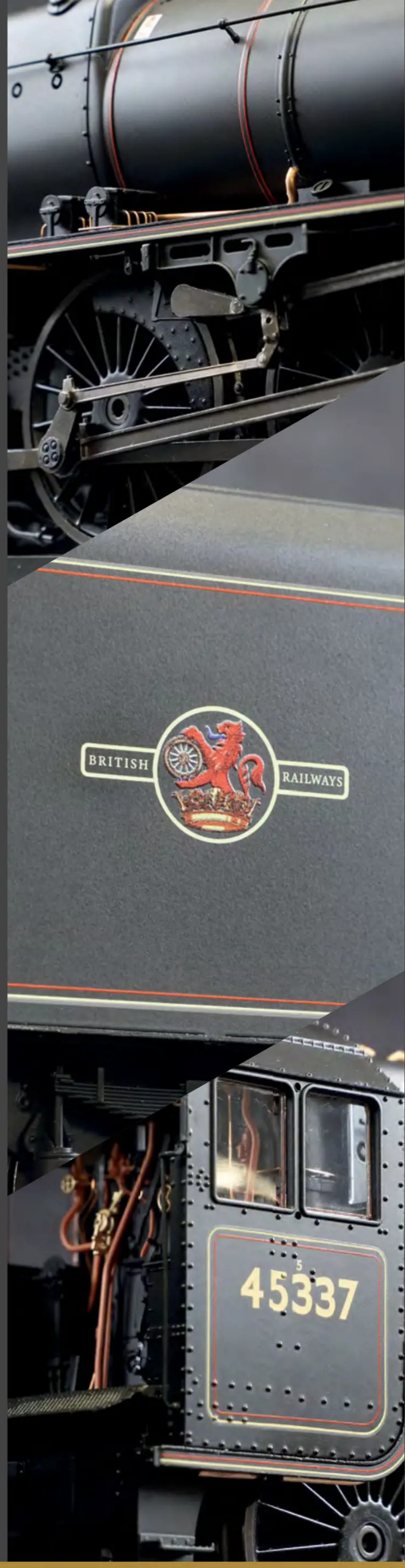

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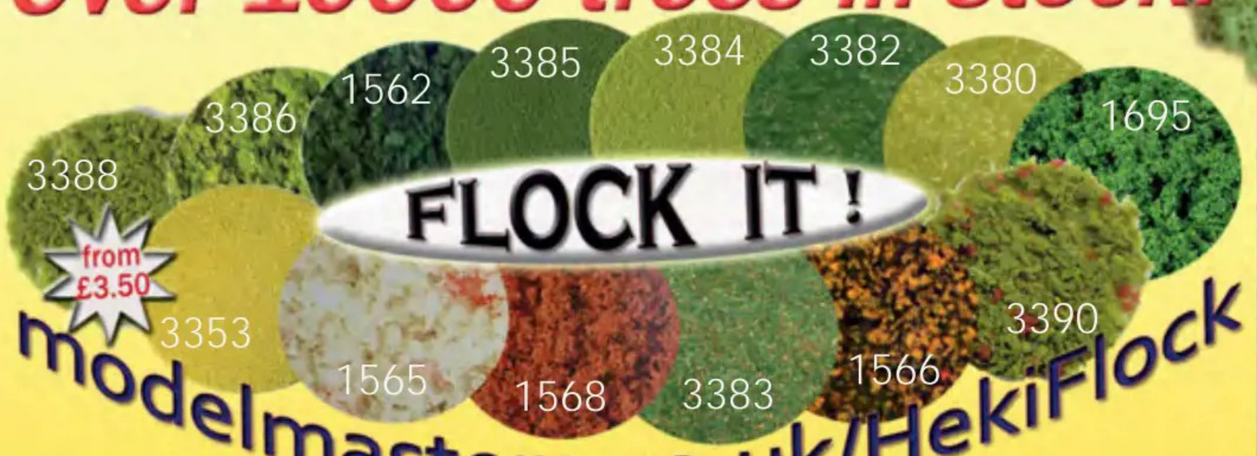



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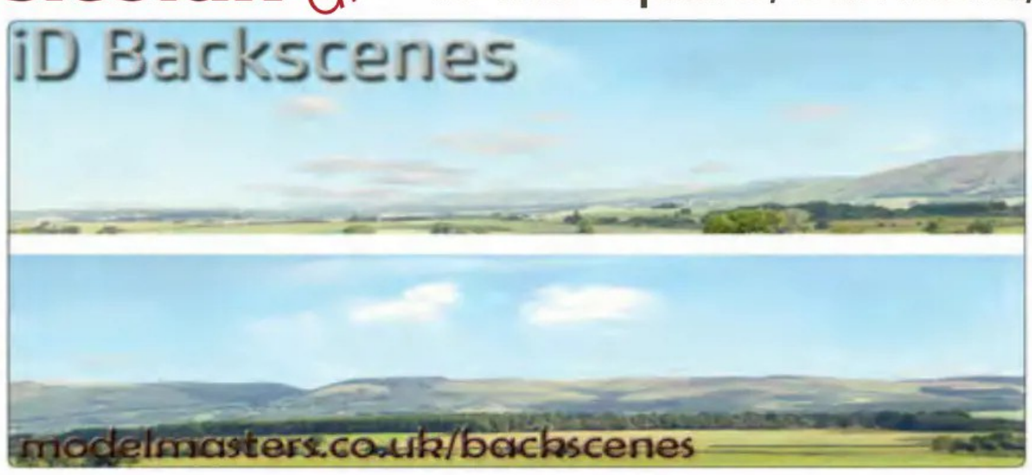



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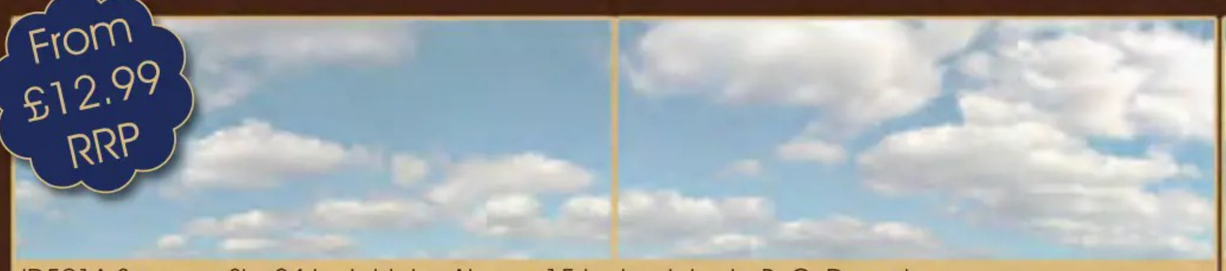
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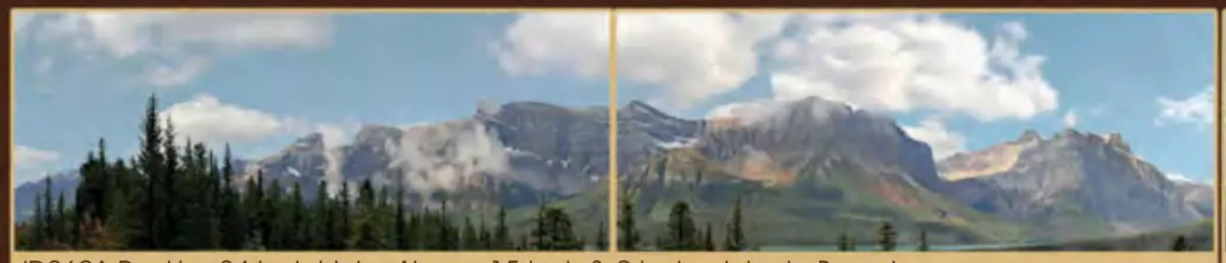
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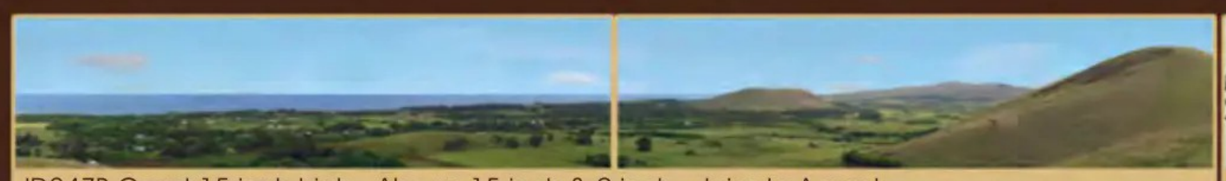
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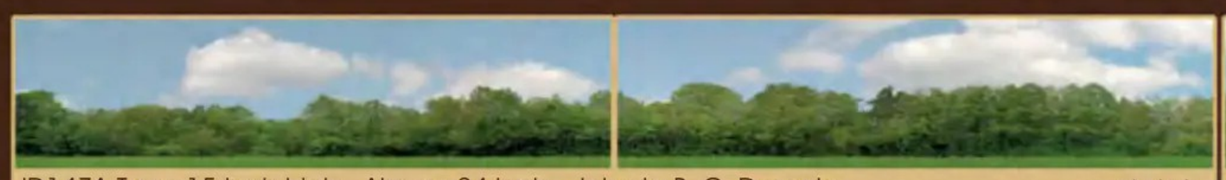
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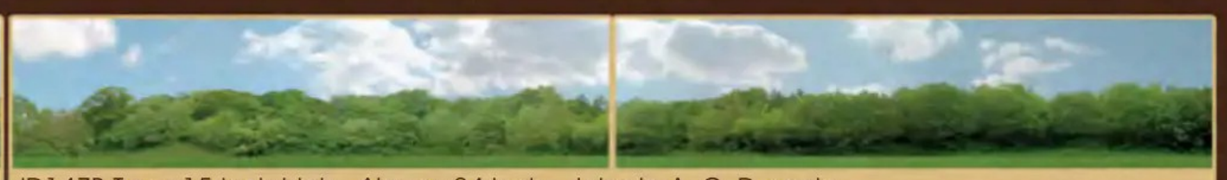
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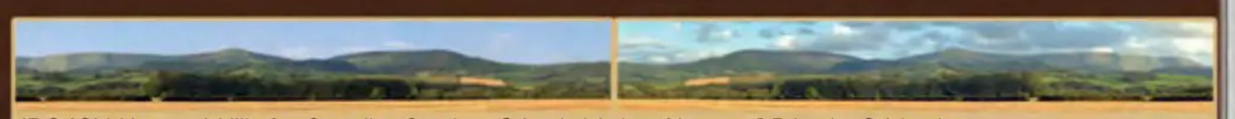
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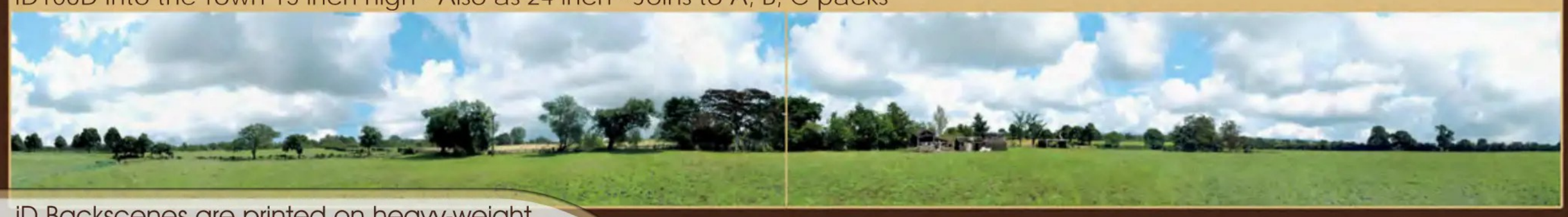
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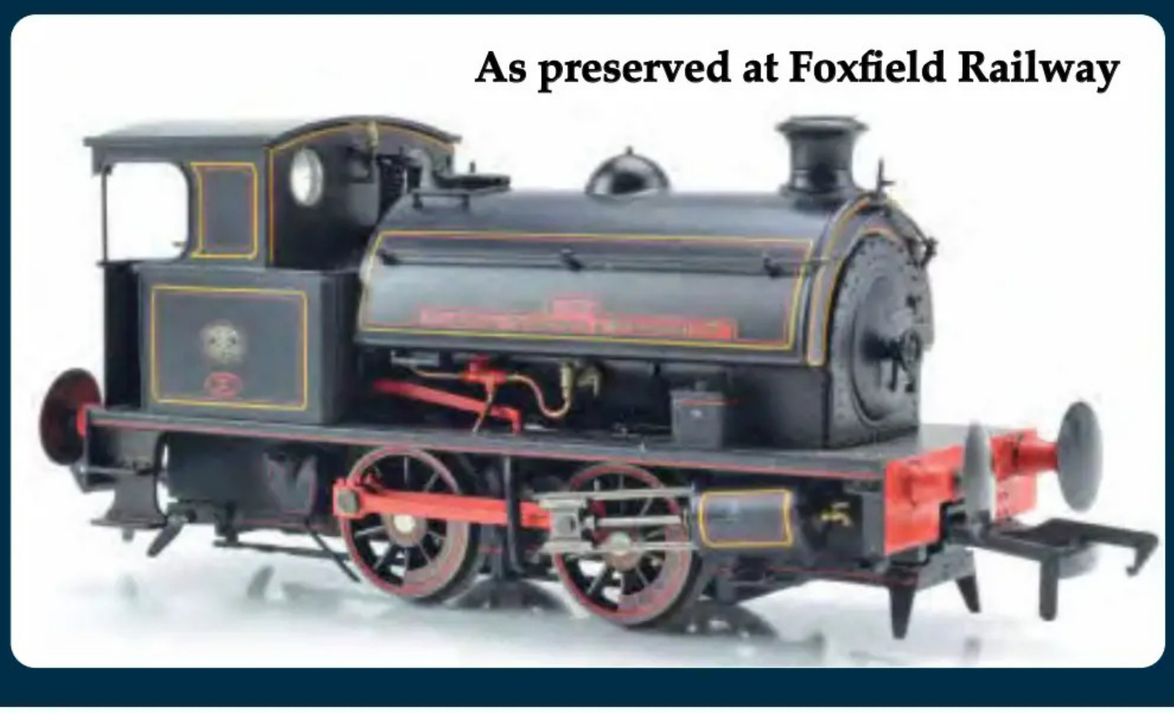

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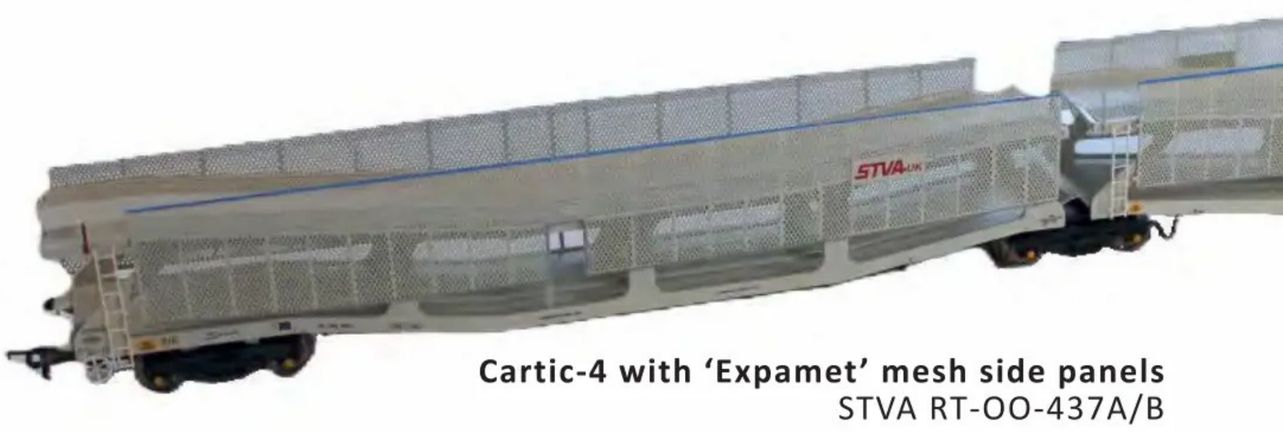

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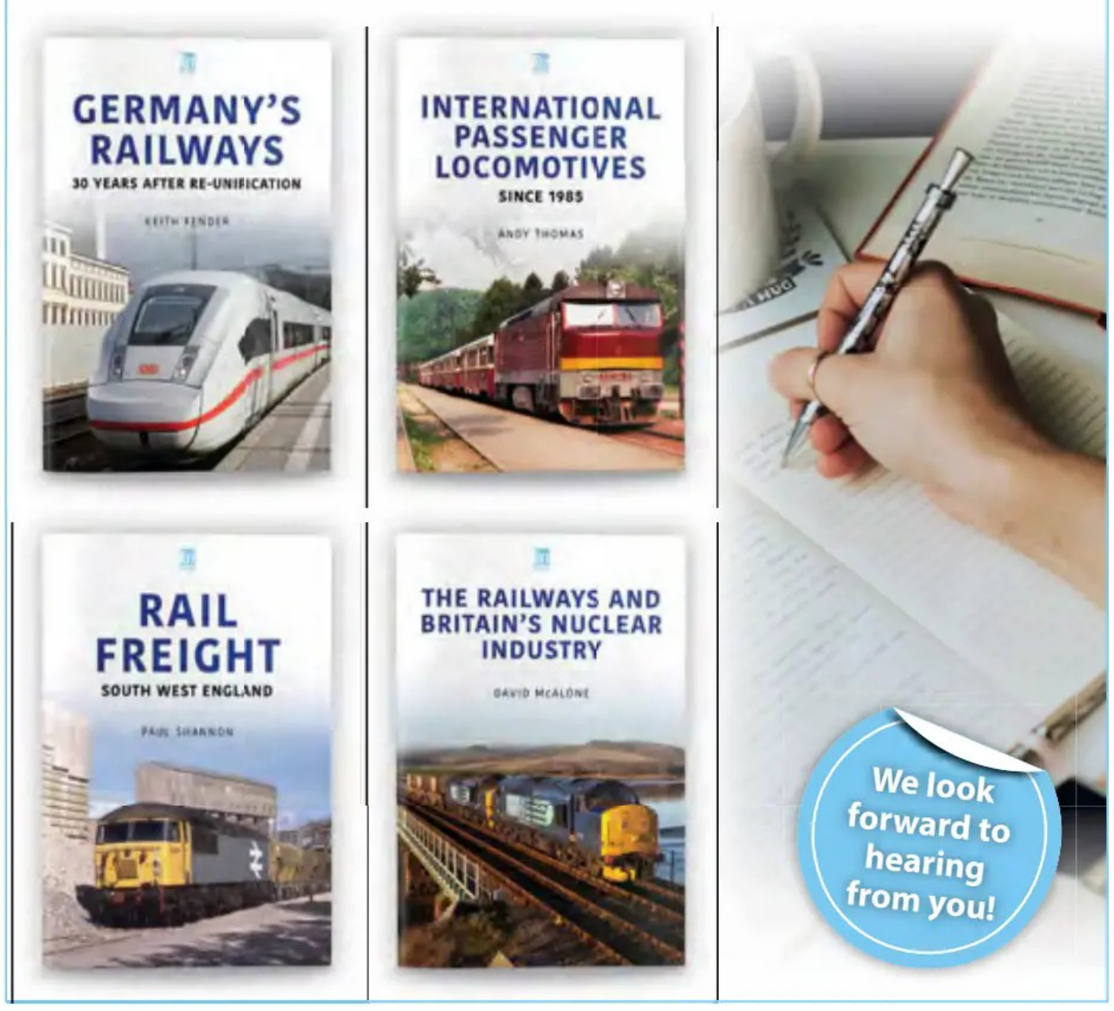

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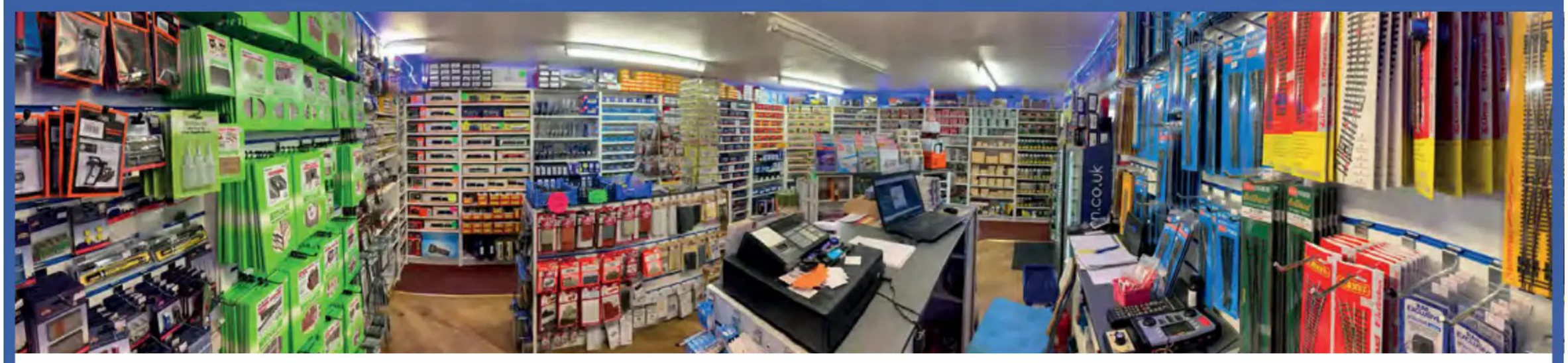

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NEW LIMITED EDITION!

GBRf Class 66 66794 *Steve Hannam*

Key Publishing's latest limited edition model for 'OO' gauge is Class 66 66794 *Steve Hannam* which is being produced by Accurascale.

This new addition to the Class 66 range produced by Accurascale is available to pre-order today and models the GB Railfreight operated locomotive in its current Railfreight triple grey colour scheme with Petroleum sector branding. It is available exclusively through Key Publishing's online stores and is available to pre-order now.

Key Publishing's limited edition is the second 'Euro' specification Class 66 to be offered by Accurascale for 'OO' gauge provides a perfect partner to the Accurascale Exclusive model of 66793 announced in late August.

66794 will be available DCC ready and DCC sound fitted - the latter with the full Accura-thrash sound package containing an ESU LokSound 21-pin decoder, twin speaker set up and stay alive power pack. The prices are set at £179.99 DCC ready and £279.99 DCC sound fitted and both versions are available to pre-order today from the *Key Model World Shop* with a £30 deposit. Delivery is expected in the second quarter of 2025.

Pre-order our new limited edition of 66794 today

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▲ **Above:** New to the *Key Model Word Shop* is an exclusive limited edition Accurascale model of GBRf's 66794 in its current Railfreight Petroleum sector triple grey.



▸ **Right:** The model features 'Euro' specification features including square buffers, extended horn box and twin brake pipes on the buffer beam.

▾ **Below:** Optional etched nameplates for the locomotive are included in the box together with spare buffer beams.



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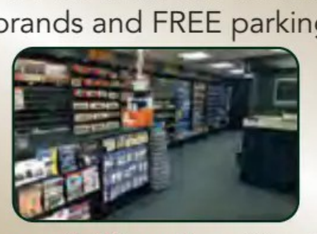

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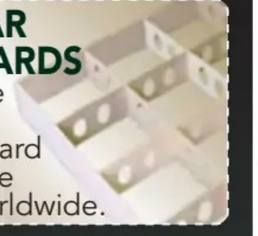

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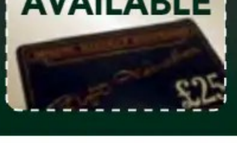

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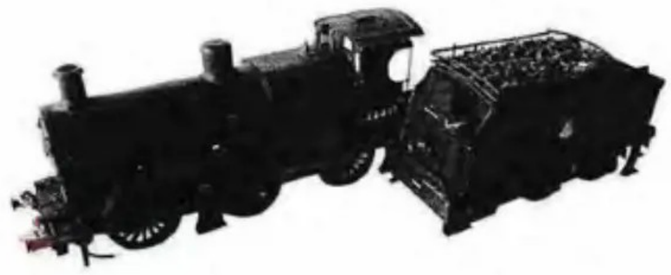



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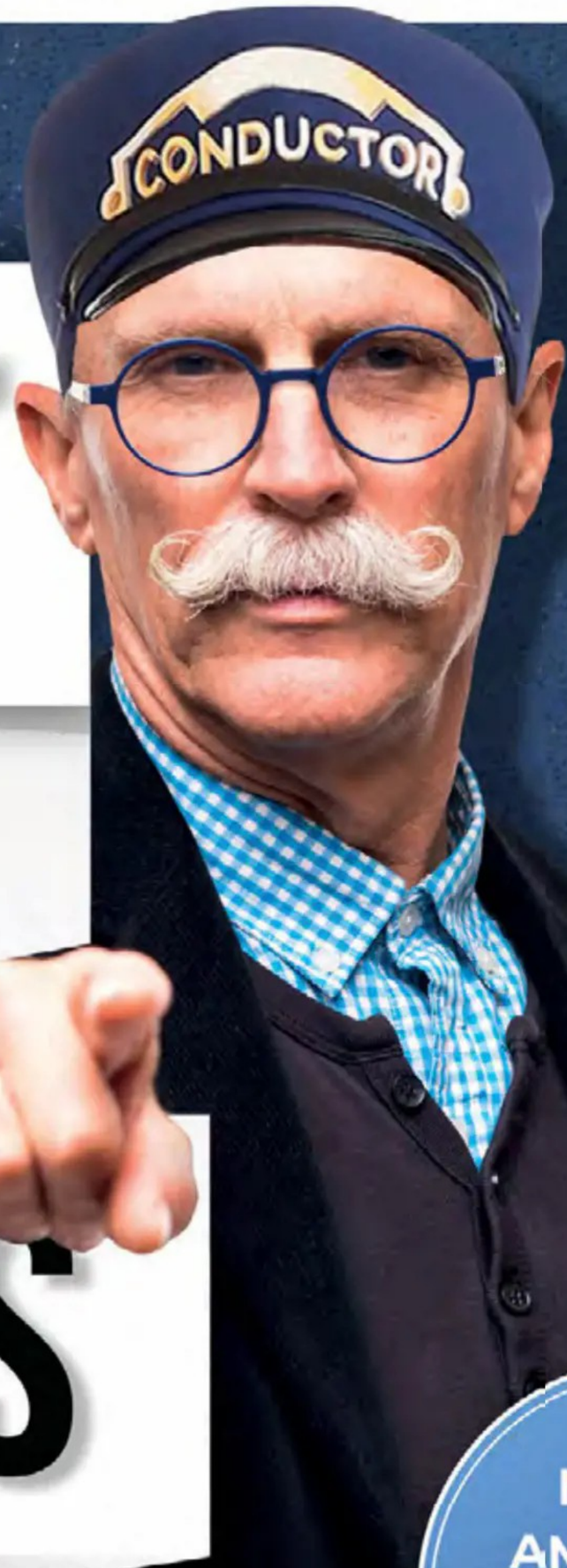

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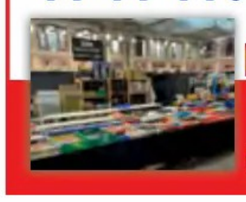

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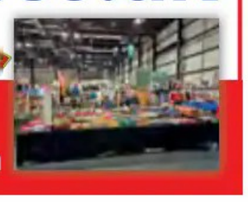

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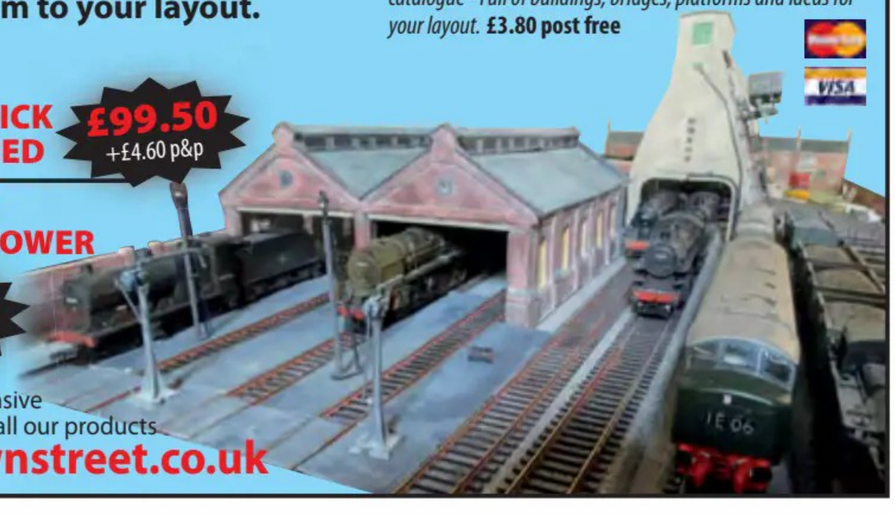

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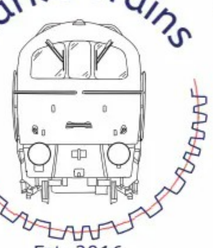

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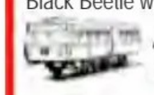

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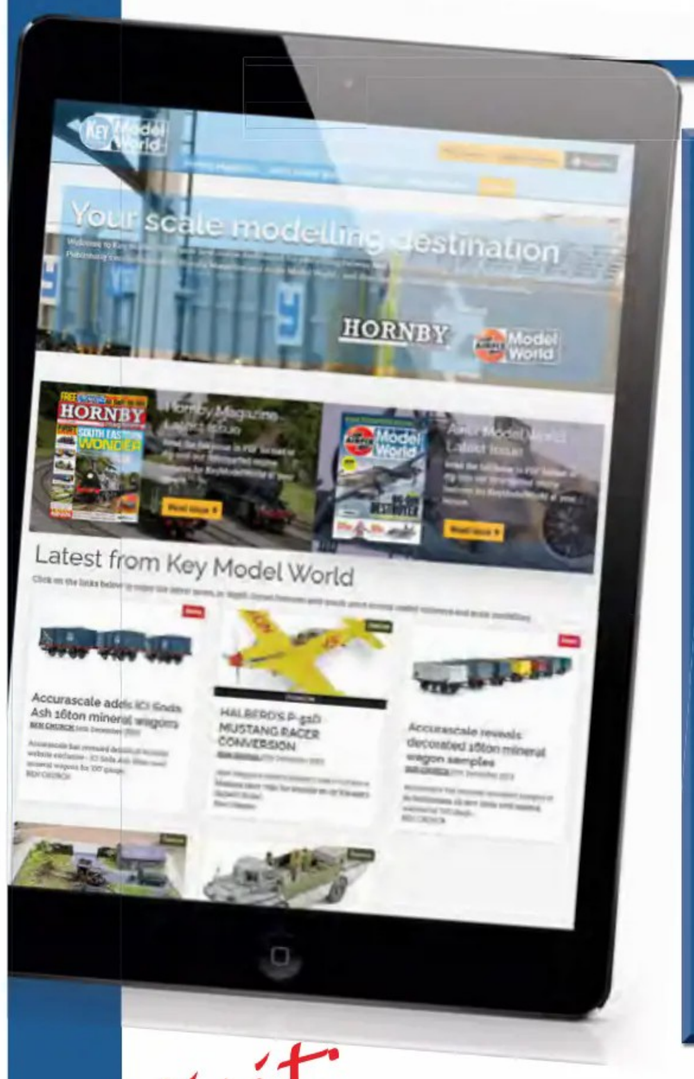

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GMC-UF	Single Track Controller with Feedback (GMC-T1/M1/WM1)	£55.00
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GMC-UD	Twin Track Controller (GMC-T1/M1/WM1)	£70.00
GMC-UDS	Twin Track Controller with Simulation (GMC-T1/M1/WM1)	£100.00
GMC-UQ	Four Track Controller (GMC-T1/M1/WM1)	£110.00

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
GAUGEMASTER Controls Ltd, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom
E&OE tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com

www.gaugemaster.com