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HORNBY magazine

December 2024

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ISSUE 210

ISSN 1753-2469

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THE EDITOR'S PAGE

Welcome

HELLO and welcome to the latest issue of *Hornby Magazine*. With the exhibition season under way, it was great to meet so many of you at the Great Electric Train Show on October 12/13 at the Marshall Arena in Milton Keynes. Much of my time was spent on or around the *Hornby Magazine*/Key Model World stand, especially with the exhibition debut of our £500 challenge 'OO' gauge layout. The layout was well received and there were plenty of willing operators lining up to have a go at shunting wagons around the timber yard or shuttling the Class 156 Super Sprinter DMU in and out of the station. It was great to see so many younger visitors operating it, too.

The Great Electric Train Show was a great opportunity to see some of the stunning layouts featured in the pages of *Hornby Magazine*, as well as development on several manufacturers' upcoming model railway projects. Amongst these, we were delighted to be able to showcase some of the newly-decorated samples of upcoming Key Publishing exclusive 'OO' gauge locomotives, including our limited edition Heljan Class 47 47817 in its eye-catching Porterbrook purple and white colour scheme and Accurascale Class 37/7 37702 *Taff Merthyr* in 'bulled-up' BR Railfreight Coal Sector livery with white-painted rectangular buffers and even the tiny white tyre marks seen on the prototype. See pages 16-17 for more on these exclusive models.

Once again, Pete Waterman and the Railnuts put on an outstanding display with Making Tracks 4, modelling Watford Junction station and Roade Cutting. The flats and offices at Watford Junction looked awesome – and taking inspiration from those, we also launched a low-relief 'OO' gauge version of the flats at the show, which look really smart. You can build them as high as you wish – and you can find out more on pages 16-17 in this issue.

On the subject of buildings, we hope you enjoy the free Sankey Scenics backscene kit in this issue of *Hornby Magazine*. It has been produced for 'OO' and 'N' gauge use and simply requires careful cutting out and applying to a layout backscene board. Please do send us images of your layout with the backscene in place - we'd love to see them. That also ties-in nicely with the return of Readers' Projects in this issue, where we'd love to showcase your completed layout. This month, Paul Page shares a few images of his diminutive 1980s Network South East inspired London suburban station in 'OO'. You can find that on pages 122-123.

Train formations also makes a welcome return from this issue, and this time round it has a 1980s feel, with a selection of short BR Western Region trains featured that you can model. We also have three stunning feature layouts, four step-by-step modelling guides, 22 pages of the latest reviews, prototype articles and much more in this absolutely packed issue.

Mark Chivers
Acting Editor

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'BLACK FIVE' GAINS UPGRADES

HORNBY has incorporated several improvements to its recently-released all-new 'OO' gauge Stanier 'Black Five' 4-6-0 including more realistically sized lamps and a redesigned tender-to-locomotive connector to improve reliability.

The amendments have already been completed and a decorated sample of a Stanier 'Black Five' sporting these improvements was on display at the recent Great Electric Train Show in Milton Keynes.

The first model to incorporate these changes will be Hornby's new steam generator-fitted Stanier 'Black Five' 44726 in BR lined black with late crests (Cat No. R30225SS), which will also incorporate one of the manufacturer's HM7000 Bluetooth Digital Command Control decoders with Triplex Sound (TXS).

Priced at £319.99 each, release is currently slated for late 2024/early 2025.

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

Hornby's recently retooled Stanier 'Black Five' 4-6-0 has received several refinements to the tooling suite including improved working lamps and tender-to-locomotive connector.

WIN! £1,000

HORNBY MAGAZINE is offering readers a chance to win one of five 'OO' gauge locomotives in our latest model giveaway, worth a huge £1,300!

Our latest locomotive giveaway consists of five individual prizes:

- **First prize:** Rapido Trains UK *Titfield Thunderbolt* Deluxe Train Pack with digital sound, worth £399.95
- **Second prize:** Hornby Class 56 56060 *The Cardiff Rod Mill* with HM7000 Triplex Sound, worth £289.99
- **Third prize:** Hornby LNER 'W1' 10000 in LNER black, worth £279.99
- **Fourth prize:** EFE Rail SR Booster 20002 in BR black, worth £184.95
- **Fifth prize:** Hornby RailRoad Class 47 D1683 in BR green with HM7000 Triplex Sound, worth £144.99

To be in with a chance of winning one of the five prizes, all you have to do is answer the accompanying question by December 20, 2024. Good luck!

Decorated 'TT:120' LNER 'J50s'

HORNBY has received decorated samples of its forthcoming newly-tooled 'TT:120' scale London and North Eastern Railway (LNER) 'J50' 0-6-0Ts for evaluation by the company's development team.

The latest samples were on display at the recent Great Electric Train Show, with three models on view finished as 2793 in LNER black (Cat No. TT3025M), 68983 in BR black with early crests (TT3024M) and a previously unannounced 68958 in BR black with early crests. A BR black example with late crests (not shown) finished as 68965 (TT3026M) is also planned.

Hornby's specification for the all-new 'TT:120' scale 'J50' 0-6-0Ts includes a three-pole motor, all-wheel pick-ups, six-pin Digital Command Control (DCC) decoder socket, separately fitted handrails and metal buffers.

Priced at £149.99 each, release is currently expected in late 2024/ early 2025.

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

Hornby's all-new 'TT:120' scale LNER 'J50' 0-6-0Ts are progressing well, with decorated samples on display at the Great Electric Train Show in October.

Locomotion No. 1 Club exclusive

Hornby is producing an exclusive version of its forthcoming 'OO' gauge newly-tooled model of Stockton & Darlington Railway (S&DR) *Locomotion No. 1* (Cat No. R30345) for Hornby Collector Club members.

Unveiling the plans at the recent Great Electric Train Show in October, this exclusive example will model the locomotive in its 1857 preserved condition, having been resurrected from use as a stationary pumping engine in South Durham.

The newly-preserved locomotive was displayed at Darlington North Road station that year, and it is this appearance that the model will reflect, with a different finish and no nameplates.

Limited to 730 units, this model of the distinctive 0-4-0 will be available exclusively to members of Hornby's Collector Club, priced at £184.99. Release is expected in late 2024.

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

Hornby is to produce an exclusive version of its forthcoming 'OO' gauge Stockton & Darlington Railway *Locomotion No. 1* for members of the Hornby Collector Club.

MODEL GIVEAWAY

QUESTION

2025 marks a special anniversary of the modern railway - but how many years does it celebrate?

A. 200
B. 300
C. 400

HOW TO ENTER

● For your chance to win, simply visit *www.keymodelworld.com/hornby-magazine/competitions*, click the competition tab on the menu and fill in the online form to complete your entry.

Online entries open at 9am on November 7, 2024 and the closing date for entries is December 20, 2024 at 5pm GMT. The winner will be notified no later than January 4, 2025.

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

No purchase necessary.

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'WARSHIPS' NEXT FOR HELJAN IN 'OO'

SWINDON'S Class 42 'Warship' B-B diesel-hydraulic locomotives will be the next 'OO' gauge project from Heljan.

Heljan claims that for the first time in ready-to-run form, detail differences carried by the first 13 members of the class are being modelled. These were delivered with front mounted frames to carry Great Western Railway (GWR) steam-era train reporting numbers. Models will include magnetic plates allowing for modellers to apply the numbers: this feature is exclusive to models purchased from Rails of Sheffield.

All models are set to include a comprehensive lighting suite with controllable engine room, cab, headcode and directional lighting. Models will also feature a five-pole motor with twin flywheels, all-wheel pick-up, 21-pin Digital Command Control (DCC) socket, etched grilles, engine room detail, sprung buffers, full or partial interchangeable buffer beam skirts, varying nose end handrail styles, early or late multiple working equipment configurations and more.

Heljan has confirmed that it is to produce all-new Class 42 'Warship' B-B diesel hydraulics for 'OO', with tooling well-advanced and Engineering Prototype samples currently being evaluated.

Five models form the first wave of standard releases with D808 *Centaur* in BR green with full yellow ends (Cat No: 4240), D821 *Greyhound* in maroon with small yellow ends (4241), D831 *Monarch* in BR blue with small yellow ends (4242), D868 *Zephyr* in BR blue with full yellow ends (4243) and D826 *Jupiter* in BR green with small yellow ends (4245).

Four models are exclusively available from Rails of Sheffield, all modelling locomotives from the first batch of 13. They are D800 *Sir Brian Robertson* in BR green (4230), D802 *Formidable* in BR green (4231), D812 *Royal Naval Reserve 1859-1959* in BR green with small yellow ends (4232) and D804 *Avenger* in BR green with small yellow ends (4233).

Each is priced at £219 DCC Ready and £319 DCC sound-fitted, with delivery anticipated towards the end of 2025.

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

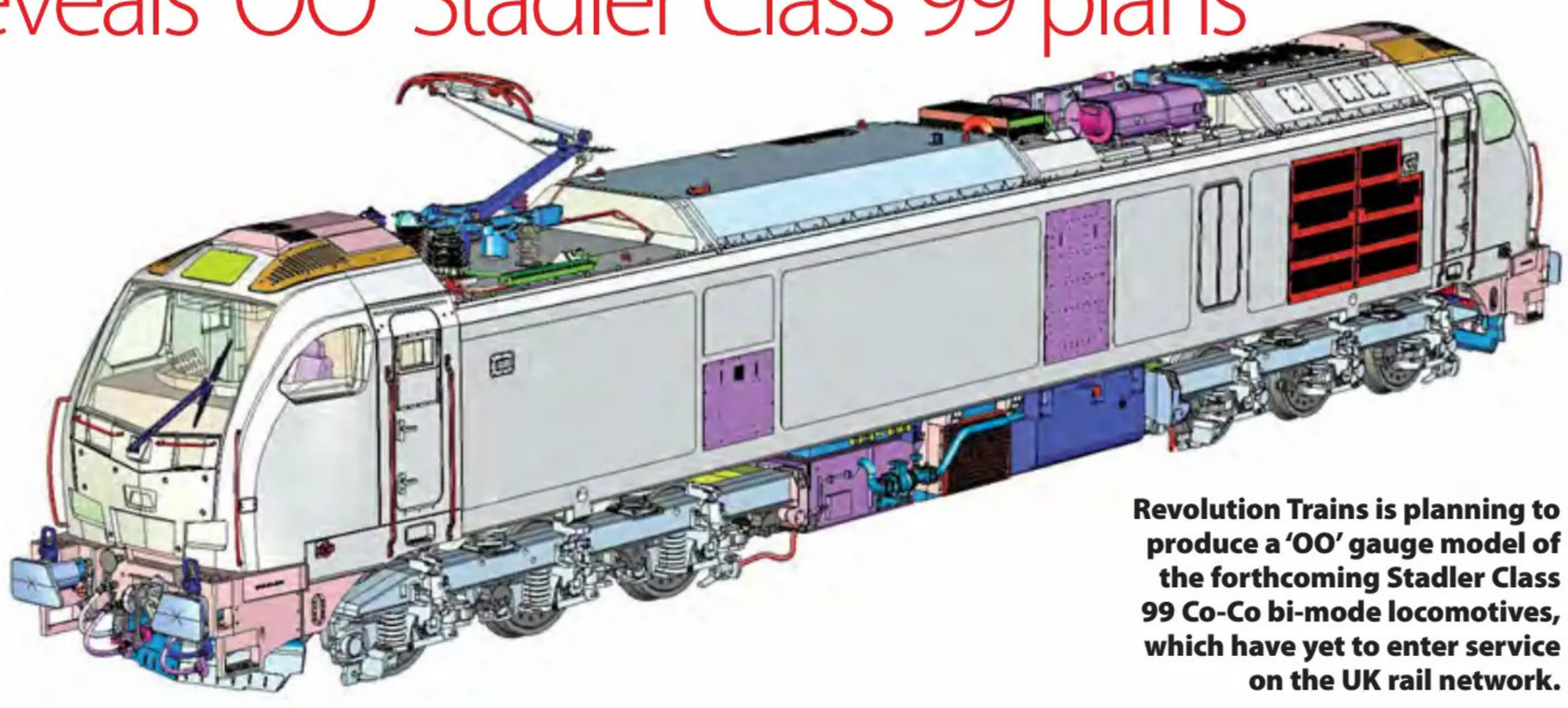
Revolution reveals 'OO' Stadler Class 99 plans

REVOLUTION TRAINS has confirmed it is to produce 'OO' models of the brand-new Stadler Class 99 bi-mode Co-Co locomotives.

GB Railfreight has ordered 30 Class 99s, which are able to operate via an on-board diesel engine or 25kV overhead electrified wires. They are due to enter service in 2025.

Revealing the news at the recent Innotrans exhibition in Berlin, Revolution Trains has obtained licences from all three companies involved in the Class 99, including leasing company Beacon Rail.

CAD is almost complete for the new model with Revolution aiming to ship the locomotives when the fleet enters service.



Revolution Trains is planning to produce a 'OO' gauge model of the forthcoming Stadler Class 99 Co-Co bi-mode locomotives, which have yet to enter service on the UK rail network.

Models are set to feature switchable lighting functions, working roof fan, operable pantograph and more and will be offered in Digital Command Control (DCC) Ready and DCC Sound forms.

Further design work is needed with tooling not due to begin until the prototypes have been fully certified for use in the UK. Prices and delivery date are yet to be confirmed.

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

All-new 'OO' Midland '483' 4-4-0 for Rapido

Rapido Trains' next 'OO' gauge locomotive project is the Midland Railway '483' 4-4-0.

THE NEXT 'OO' gauge locomotive from Rapido Trains UK is the Midland Railway (MR) '483' 4-4-0.

The first '483s' were rebuilds of the preceding '2' 4-4-0s of the 19th century, emerging in 1912. They received new frames, larger driving wheels, new cylinders and a Belpaire 'G7' superheated boiler, leaving little of the original design intact. Further rebuilds would appear in 1913, 1914, 1922 and finally in 1924.

An impressive specification is promised with die-cast and injection moulded construction, separately fitted detailing items, firebox glow with 'dynamic fire draw effect', factory-fitted speaker, 21-pin Digital Command Control (DCC) decoder socket and more.

12 models form the initial range available from Rapido Trains UK with models reflecting the long and varied careers of these locomotives. Pre-grouping examples appear as 502 in Midland Railway Royal Train livery (Cat No: 974001), 483 (974002) and 518 (974003) appear in Midland Railway crimson and 70 is rendered in Somerset & Dorset Joint Railway blue (974004).

LMS models appear as 482 in LMS crimson with small letters (974005), and 549 also in crimson but featuring a cabside roundel (974006). Additionally, 462 appears in LMS lined black (974007) and 417 in unlined wartime black (974008).

Finally, British Railways locomotives are represented as 40419 in lined black with British Railways text on the tender (974009), 40527 in BR black with early crests (974010), 40404 in lined black with early crests (974011), and 40557 in BR black with late crests.

Currently at the tooling stage, DCC Ready models are priced at £209.95 and DCC sound-fitted models priced at £319.95 each. No delivery date has yet been confirmed.

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

'OO' FCA/FYA Intermodals for Accurascale

Accurascale is to produce a series of all-new 'OO' gauge FCA/FYA 60ft intermodal wagons in MOD and household waste 'binliner' form.

ACCURASCALE has announced an all-new 'OO' gauge model of the FCA/FYA 60ft intermodal wagon, with the project at an advanced stage and engineering prototypes already being evaluated.

400 FCAs were built for English Welsh and Scottish Railway (EWS) between 2000 and 2001 by Thrall Europa at York, semi-permanently coupled in pairs.

Initial releases will carry 20ft 'binliner' household waste boxes and Ministry of Defence (MoD) ammunition containers with both styles claimed firsts in ready-to-run form.

Detailing includes die-cast metal chassis, in-line brake shoes, moulded NACCO bogies with rotating axleboxes, separately fitted air pipes, brake hand wheel, handrails and more along with kinematic NEM couplings at both ends, provision for conversion to 'EM' or 'P4' standards and more.

15 twin packs form the first round of releases with five covering EWS MoD duties and the remainder split evenly between EWS West Waste and DB/Suez Sita/Suez 'binliner' wagons in FCA or FYA condition, according to era. Each contains two container flats and six containers, with MoD boxes painted maroon, while the 'binliners' will be finished in West Waste yellow and DB/Suez Sita/Suez blue and yellow.

All packs are exclusively available direct from Accurascale priced at £129.99 per pack, with delivery anticipated towards the end of 2025.

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

SCAN HERE

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

Ellis Clark 'WD' First EP

Ellis Clark Trains' newly-tooled 'OO' gauge WD 2-10-0 is advancing well with a first Engineering Prototype sample arriving for inspection by the project's development team.

ELLIS CLARK TRAINS (ECT) has taken delivery of its First Engineering Prototype (EP) sample of the forthcoming War Department (WD) 2-10-0 for 'OO' gauge, finished as Longmoor Military Railway 'WD' 600 *Gordon*.

ECT promises an extensive range of features including a die-cast boiler, smokebox and chassis along with a brass and plastic tender. Fine etched metal valve gear, metal chimney, working screw-link couplings, provision for left and right-hand drive and locomotive-specific details are also promised. Each will have a coreless motor, firebox glow, pre-fitted speaker and Next18 Digital Command Control decoder socket.

Minor amendments to the location of some pipework, material choice for some elements of the valve gear and the removal of a set of holes on the tender body are due to take place before full production starts.

Delivery is currently anticipated for the second quarter of 2025, with prices starting at £295 for DCC Ready examples and between £395 and £425 for DCC Sound-fitted models.

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

'OO' WIA car carrier EP arrives

FIRST ENGINEERING Prototype (EP) samples of Revolution Trains' all-new 'OO' gauge WIA five-car articulated covered car carriers have arrived for scrutiny, with the samples debuting at the recent Great Electric Train Show.

Ordered by Railfreight Distribution (RfD) in 1994, 60 five-car double-deck sets were built by French manufacturer Arbel Fauvet. Still in regular use, they can be seen on car flows to Southampton Docks including Minis from the BMW plant at Cowley.

Revolution Trains' newly-tooled models have been designed to negotiate second radius curves and will be offered in five different identities, each with several different running numbers. Liveries planned include original RfD blue, fully debranded blue, ACE blue, DB Schenker and DB branded blue.

Pre-order prices are set at £124.95 per five-car set, rising to £149.95 by the time models arrive with retailers. A release date is yet to be confirmed.

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

Revolution Trains debuted the first Engineering Prototype samples of its forthcoming 'OO' gauge WIA five-car articulated car carriers at the Great Electric Train Show.

Decorated 'Adelantes' and 'Coradias' land

Decorated samples of Revolution Trains' all-new 'N' gauge Class 175 and Class 180 Diesel Multiple Units have arrived with the company's project team.

REVOLUTION TRAINS has received decorated samples of its forthcoming all-new 'N' gauge Class 175 'Coradia' and Class 180 'Adelante' Diesel Multiple Units (DMUs) for inspection.

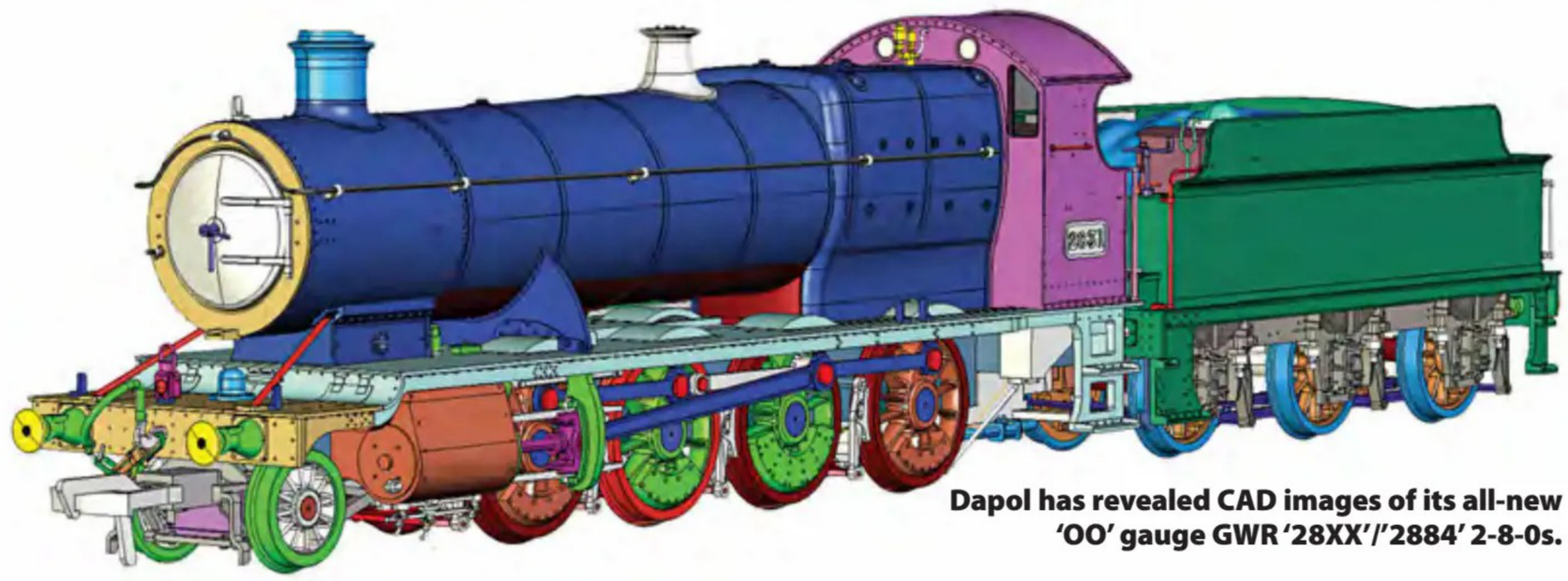
The first two models to arrive are finished in Arriva Trains Wales (ATW) turquoise and cream (Class 175) and Grand Central (GC) black and orange (Class 180).

Revolution Trains' all-new 'N' gauge models will feature working headlights, tail lights and, in the '175s', destination blinds with full interior lighting. A single Next18 Digital Command Control (DCC) decoder socket is fitted beneath the floor in the power car of each unit, while six-pin inter-vehicle electrical couplers will enable this to control the complete trains.

Pre-order prices for DCC Ready units are set at £225 for two-car Class 175 units, £270 for three-car Class 175 packs and £350 for five-car Class 180s. DCC sound-fitted examples will be available priced at £320, £365 and £445 respectively. A release date has yet to be confirmed.

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

Dapol shows GWR '28XX'/'2884' CAD



Dapol has revealed CAD images of its all-new 'OO' gauge GWR '28XX'/'2884' 2-8-0s.

COMPUTER AIDED DESIGN (CAD) images of Dapol's forthcoming all-new 'OO' gauge Great Western Railway (GWR) '28XX'/'2884' 2-8-0 have been revealed.

Dapol's new tooling suite will reflect both classes, along with minor detail variations in prototypes. Churchward top feed boilers, original and later boiler support bracket, stepped and curved footplates, tapered or straight buffers, inside or outside steam pipes, Churchward or Collett cabs and differences to the smokebox arrangement for BR and GWR era locomotives are all catered for.

Other features include a die-cast compensated chassis, push-fit tender drawbar, tool-free Next18 Digital Command Control (DCC) decoder socket, provision for a speaker in the tender, synchronised firebox flicker, driving and tender wheel pick-ups, detailed cab interior, separate detail items and more.

No delivery date has been confirmed, but models are expected to arrive in 2025, with prices set at £189.99 DCC Ready, £224.99 DCC fitted and £299.99 DCC sound-fitted.

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

Bachmann adds unique 'OO9' Ffestiniog vehicles

Bachmann has developed a selection of all-new 'OO9' Ffestiniog Railway 'tin car' coaches and 'curly roof' vans.

BACHMANN is producing the Ffestiniog Railway's (FR) 'tin car' coaches and 'curly roof' Brake Third bogie vans in 'OO9' scale.

The six 1970s 'tin car' coaches were built to provide additional rolling stock and were based on redundant underframes from the Isle of Man Steam Railway. No longer in use on the FR, four have been sold, one converted for departmental use and the remaining body scrapped.

Bachmann's model features an injection moulded bodyshell with integral roof, flush glazing, decorated interior, NEM coupling pockets and more.

The 'curly roof' vans entered service on the Ffestiniog Railway in 1873, initially with space for a guard's compartment, luggage storage and space for dogs. Two were scrapped with one rebuilt with passenger accommodation.

The models will feature a die-cast metal chassis, metal handrails in multiple styles, flush glazing, interior detailing and moulded bogies.

Four 'tin car' models are now available from the FR shops at Porthmadog Harbour and Caernarfon stations, and the online shop. Models depict cars 119 and 120 in original maroon or later crimson and cream. Bespoke tooling exists for 120 in crimson and cream, sporting extra seats in place of the toilet. Coaches are priced at £64.95 each.

Further details on the 'curly roof vans' were due to be revealed in the Bachmann Winter 2024 announcements in early November.

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

Colour for Heljan Class 153

DECORATED samples of Heljan's newly-tooled 'O' gauge Class 153 Diesel Multiple Units have arrived for inspection.

Colour schemes on display at the recent Great Electric Train Show included Regional Railways, Transport for Wales, London Midland and Northern 'Swoosh', with East Midlands Trains and Great Western Railway green (a Gaugemaster exclusive) also planned.

Heljan's all-new models will feature a discreet power bogie, detailed interior, 21-pin Digital Command Control decoder socket, factory-fitted speaker and a wealth of detailing.

Priced at £399 DCC Ready and £519 DCC sound-fitted, release is anticipated during the first quarter of 2025.

● **Visit *www.heljan.co.uk***

Heljan showcased decorated samples of its forthcoming 'O' gauge Class 153 DMUs at the Great Electric Train Show. Amongst those on view was 153301 in Regional Railways livery, seen here on Minima Forma's baseboard display at the event.

New Heljan 'U1' running sample

Heljan's latest running sample of its all-new LNER 'U1' 2-8-0 + 0-8-2 was on display at the Great Electric Train Show in Milton Keynes.

HELJAN SHOWCASED the latest running sample of its forthcoming 'OO' gauge London and North Eastern Railway (LNER) Beyer Garratt 'U1' 2-8-0+0-8-2 at the Great Electric Train Show.

Heljan's newly-tooled 'OO' gauge model caters for coal and oil firing versions and incorporates twin motors with flywheels, LED lamps, factory-fitted speakers, sprung buffers, removable cab roof, headlamps, firebox glow, 21-pin Digital Command Control (DCC) decoder socket and compatibility with smoke generators. It will also cater for two types of smokebox, original or short water tank breather pipes and two types of coal bunkers.

Prices are set at £399 DCC Ready and £520 DCC sound-fitted, with delivery anticipated for early 2025.

● **Visit *www.heljan.co.uk***

Revolution's 'OO' Cartic-4s progress

First decorated samples of Revolution Trains' new 'OO' gauge Cartic-4 articulated car carriers have arrived.

DEVELOPMENT OF REVOLUTION Trains' newly-tooled 'OO' gauge Cartic-4 wagons is progressing rapidly with first decorated samples of the new articulated car carriers arriving for scrutiny.

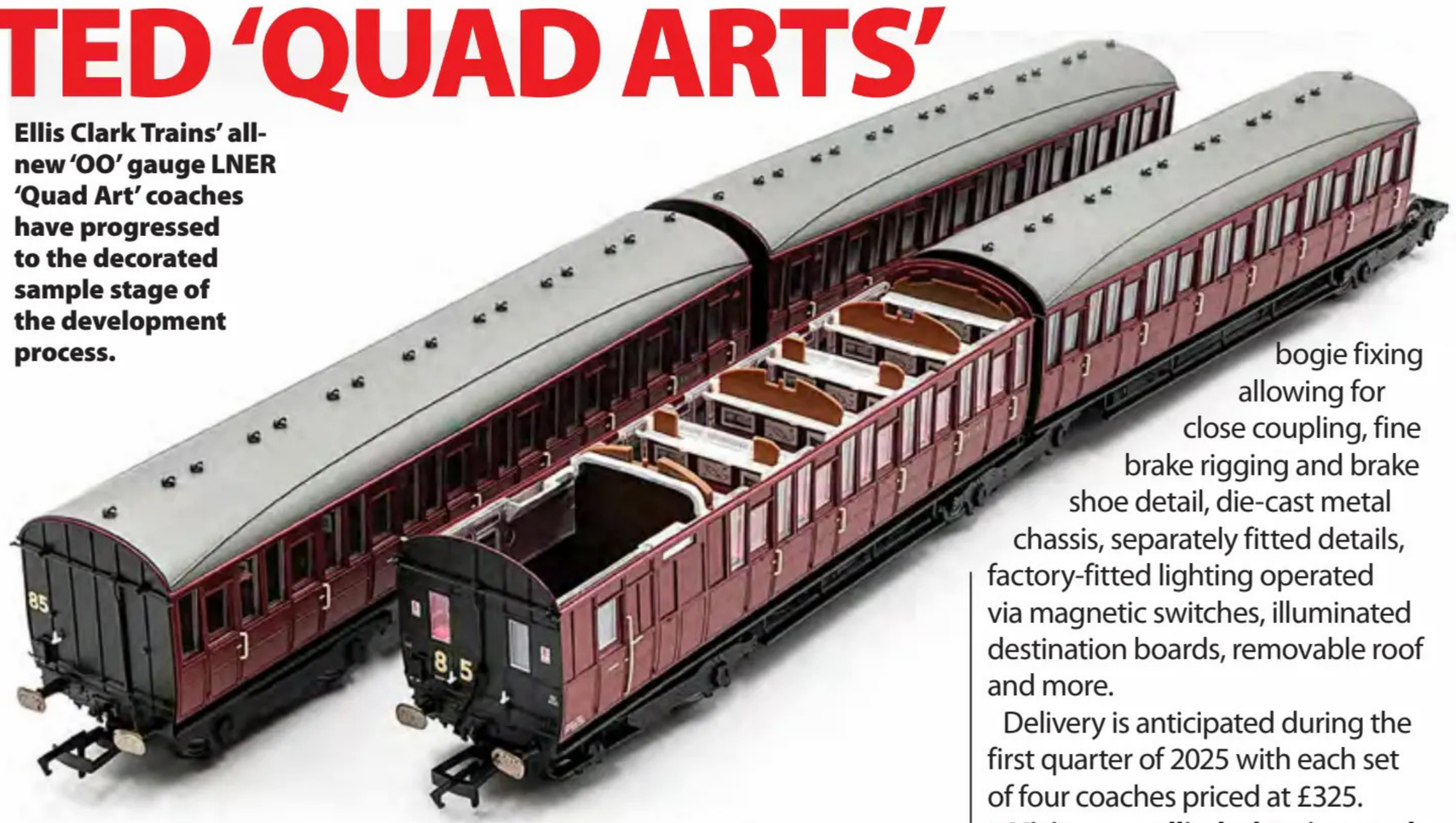
First announced at the Great Electric Train Show in 2021 (HM174), the Cartic-4s are set to appear in original BR blue Motorail livery and MAT blue with mesh screens, as well as in later condition with and without covers in Silcock Express livery as well as with 'Expamet' side screens in Silcock and STVA colours.

Seven different wagon options will be available, each with a choice of two differently numbered four-car sets (A and B).

Pre-orders are currently being accepted, priced at £124.95 each, with prices due to increase to £149.95 each on arrival with retailers. Release is slated for the first half of 2025.

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

DECORATED 'QUAD ARTS'



Ellis Clark Trains' all-new 'OO' gauge LNER 'Quad Art' coaches have progressed to the decorated sample stage of the development process.

FINAL DECORATED samples of the London and North Eastern Railway (LNER) 'Quad-Art' coaches from Ellis Clark Trains have been revealed, with full production of the model due to start soon.

Ellis Clark Trains is producing sets of coaches with A and B portions in order for prototypical formations to be recreated. Two LNER teak sets are set to appear as 90A/B (Cat No: C2000A/B) and 74A (as preserved) and 74B (C2001A/B). Two BR maroon sets model 72A/B (C2003A/B) and 85A/B (C2004A/B). BR crimson rake 84A/B (C2002A/B) completes the line-up.

The specification for the new models includes brass bearings, turned metal wheels, sprung centre bogie fixing allowing for close coupling, fine brake rigging and brake shoe detail, die-cast metal chassis, separately fitted details, factory-fitted lighting operated via magnetic switches, illuminated destination boards, removable roof and more.

Delivery is anticipated during the first quarter of 2025 with each set of four coaches priced at £325.

● **Visit *www.ellisclarktrains.co.uk***

BEDFORD 'OB' EXCLUSIVES

Two exclusive Rapido Trains UK 1:76 scale Bedford OBs are now available from TTC Diecast in East Yorkshire and Southdown colour schemes.

TTC DIECAST has commissioned two exclusive 1:76 scale Bedford OB models from Rapido Trains UK, finished in East Yorkshire Motor Services and Southdown colour schemes.

Both models use Rapido's all-new tooling for the 1:76 scale Bedford OB Duple Vista and have been finished as SS 7376 (fleet no. 100) in East Yorkshire's cream and light blue scheme and JCD371 (fleet no. 71) in Southdown's distinctive green livery. The former features a Hull destination, while the latter sports Hayling Island on its board.

As well as a sliding roof, detailed interior, steerable wheels and separately fitted parts, each also incorporates detail differences. Priced at £44.95, 200 of each have been produced and are in stock now.

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

'LEADER' UPDATE

● FURTHER to our recent review in HM209, we have been advised that the sound profile produced for KR Models' all-new 'OO' gauge model of Bulleid 'Leader' 0-6-0+0-6-0T 36001 (Reviews, pages 66-69) has been developed by Wheeltappers DCC Sounds.

SCAN HERE

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

CAVALEX DECORATED 60 SAMPLES

Decorated samples of Cavalex Models' all-new 'OO' gauge Class 60 have been received for scrutiny, including Rails of Sheffield exclusive 60062 *Sonia* in DB Cargo 'Steel on Steel' livery.

FURTHER DECORATED samples of Cavalex Models' all-new 'OO' gauge Class 60 Co-Co diesel have arrived for inspection.

The latest to arrive is 60062 *Sonia* in its distinctive DB Cargo 'Steel on Steel' red scheme – a Rails of Sheffield exclusive - which was available to view on the manufacturer's stand at the Great Electric Train Show in October. Also on display were models or bodyshells finished in a selection of the planned schemes including Cappagh blue and Loadhaul orange and black – the latter also sporting the project's latest ESU digital sound profile.

Ten standard releases and several retailer exclusive models are planned, including Key Publishing's 60029 *Ben Nevis* in DC Rail Freight grey.

Prices are set at £194.95 DCC Ready and £294.95 DCC sound-fitted, with release slated for early 2025.

● **Visit *www.cavalexmodels.com* and *www.keymodelworld.com***

MODULAR FLAT KITS

EXCLUSIVE

THE LATEST ADDITION to the exclusive PJM Models laser-cut kit collection offered by Key Publishing is this stunning set of modular kits to create the multi-storey flats at Watford Junction in 'OO' gauge.

The basis of this kit was developed for Pete Waterman's Making Tracks 4 by PJM Models to replicate the new high-rise flats being built immediately to the east of Watford Junction station. The modern design makes these structures suitable as a backdrop for any privatisation era layout.

The 'OO' gauge flats are supplied in three forms - the base kit which contains a bottom floor, middle floor and top floor (Cat No. MOD160) plus optional single middle floors (MOD161) to extend the height of the building which are also available as triple packs (MOD162). Any number of additional floors can be inserted into the base kit to create a tower block to suit any layout.

All components are laser cut with the structure consisting of an MDF inner shell which is overlaid with finely laser-engraved plywood brick layers. Adding to the details are laser-cut plywood inner and outer window frames which sandwich laser-cut clear glazing. Superfine laser-cut plywood balcony railings provide the finishing touch.

These stunning flats will make a striking backdrop to a modern railway scene and come with full instructions. All three kits are in stock with prices set at £54.99 for the base three-storey kit (MOD160), £17.99 for a single add-on floor kit (MOD161) and £49.99 for a triple pack of additional floors (MOD162).

● **Find out more about these brand-new laser-cut kits at *www.keymodelworld.com/shop***

One of the latest additions to the Key Model World Shop from PJM Models are low-relief flat kits modelling the structures at Watford Junction in 'OO' gauge. The base size is 332mm x 94mm.

Porterbrook Class 47 decorated sample revealed

FIRST LOOK!

The first decorated sample of Key Publishing's exclusive Heljan 'OO' gauge Class 47 modelling 47817 in Porterbrook purple and white has arrived.

47817 was the first of the former InterCity Class 47/8s to be repainted in 1996 and took on the colours of Rolling Stock Leasing Company Porterbrook in place of its previous InterCity colour scheme. It was seen across the network hauling trains for the newly formed Virgin CrossCountry which took in all corners of the British railway network.

The decorated sample has been assessed for revisions to the paint scheme with corrections passed to the factory to ensure the Porterbrook livery is replicated to the highest standard.

The Heljan 'OO' gauge model is being produced exclusively for Key Publishing and is limited to 300 units. DCC Ready and DCC sound fitted versions are available to pre-order now with a £10 non-refundable deposit. Standard specification items between both versions include correct Class 47/8 long-range fuel tanks, correct cab front details for 47817, factory fitted buffer beam pipes at both ends, a five-pole motor with twin flywheels, four-axle drive and all-wheel pick-up. A 21-pin DCC decoder socket is positioned inside each locomotive and a full suite of lighting functions are built in.

The Key Publishing limited edition model of 47817 by Heljan has reached the decorated sample stage and is due in stock before the end of 2024.

DCC sound fitted versions are equipped with a twin speaker underneath the roof fans which plays a Legomanbiffo Class 47/8 sound profile from a LokSound V5 21-pin sound decoder. This allows control of all lighting functions including separate control of the marker, tail, high-intensity and cab lights.

47817 will be delivered in a unique Porterbrook purple theme Heljan box to enhance this collectors edition with prices set at £249.95 DCC Ready and £349.95 DCC sound fitted.

● **Pre-order Class 47 47817 in Porterbrook livery at *www.keymodelworld.com/shop***

EXCLUSIVE LIMITED EDITION

Class 37/7 sample arrives

37702 will be only the second Accurascale heavyweight Class 37/7 to be produced and models the locomotive with its unique rectangular buffers in 'OO' gauge.

THE FIRST DECORATED sample of heavyweight Class 37/7 37702 *Taff Merthyr* produced exclusively for Key Publishing by Accurascale for 'OO' gauge has arrived. The liveried sample is the first opportunity to inspect how the finished model will look when it arrives in the second quarter of 2025.

The Accurascale produced model of 37702 captures the locomotive in a full presented condition with white tyre marks, red buffer beams, white buffers with black grease marks and white frosted marker lights. Other features include accurate nose ends for the Class 37/7, correct bogies and body features, detailed cab interiors and more.

37702 is available DCC Ready and DCC sound fitted, although the sound fitted version has sold out on pre-order. The internal specification includes a powerful five-pole motor, twin flywheels, directional and switchable lighting, cab interior and control desk lights plus a powered roof fan. DCC sound fitted versions feature an ESU 21-pin LokSound V5 decoder, twin speakers and a capacitor pack built in.

Pre-orders are still open for the DCC Ready version which is priced at £169.99. Pre-order today with a non-refundable £10 deposit to secure your model.

● **Pre-order our limited edition model of 37702 today at *www.keymodelworld.com/shop***

PJM Models launches FV432 APC kit

The FV432 makes an ideal load for military trains and would be carried on either Warflat or Warwell wagons. It is produced to 1:76 scale and 3D printed as a multi-part kit.

THE RANGE OF MILITARY 3D printed models by PJM Models has grown with the addition of a FV432 Armoured Personnel Carrier (APC), which is still in service with the British Army today. It is a perfect load for the Accurascale 'Warwell' wagons in 'OO' gauge or to add detail to a military scene.

The FV432 was introduced in 1960 and is the Armoured Personnel Carrier variant of the FV430 series tracked vehicle family. At its peak around 2,500 were in service with a fleet of 1,500 still in use today in support roles.

The PJM Models 3D printed kit for the FV432 APC builds on the popular FV101 Scorpion and FV107 Scimitar kits launched in 2023. The kit features a full set of high quality 3D printed parts consisting of a main hull with wing mirrors, two separate tracks, a turret top and a gun to mount on top of the turret.

The model is supplied on 3D printing supports which require removal to allow assembly and painting. These new kits are priced at £12.99 each and are available now exclusively through the Key Model World Shop.

● **Visit the *www.keymodelworld.com/shop* to buy the new PJM Models FV432 kit**

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CLOSING DATE: 31st December, 2024

Shirebrook

As coal traffic by rail dwindles to nothing, **DUNCAN HUNNISETT'S** 'N' gauge layout reminds us of how important depots such as Shirebrook once were to keep the lights on at home and industry.

PHOTOGRAPHY, JONATHAN NEWTON

EVERY MODEL RAILWAY tells a story. It might be recreating a long lost location, evoking the atmosphere of long ago, replicating the present day railway or rekindling old memories. Shirebrook is no exception, and it was my desire to undertake the spotting day of my dreams that sparked it. What would that fictional day look like? Well, it starts in February 1986 where a kindly neighbour who works at the depot arranged a special birthday tour of the site.

SETTING THE SCENE

The neighbour, Gordon, is a shunter at Shirebrook whose duties mostly involve moving locomotives around the depot, although occasionally he might have to deliver or collect wagons from W.H. Davis, take a light engine to Mansfield Concentration Sidings or propel a rake of HAAs along the short branch to Warsop Main Colliery.

As some readers will remember, the miners' strike had finished less than a year before this, and in 1986/87, Shirebrook colliery would achieve its greatest ever output of 1.7 million tonnes of coal. Production was high across the entire coalfield and this had the knock-on effect of more trains, making the depot a busy place.

The weather was cold and overcast with worse forecast. There was a good number of locomotives on shed of the usual Classes 20, 37, 56 and 58. A rather rarer visitor was a Class 40, infrequently stabled but in for repair. On this occasion it turned out to be minor damage due to a collision with a sheep on the line. Before my friend and I arrived, Gordon had shunted locomotives for refuelling and arranged them in the right order on the running line for their next duties. Throughout this time there were a succession of coal trains passing and, in our version of reality, a Nottingham-Worksop 'Robin Hood Line' passenger service operated by the then new Class 150 Sprinter Diesel Multiple Units.

As I arrived at the station footbridge, I saw the Tuxford-Toton tanks, which were often hauled by a pair of Class 25s in their last years. The class B tanks were loaded at Tuxford from an inland oilfield.

The tank train and returning empties are regular workings. Other regular trains »

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GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'N', 9mm	2mm: 1ft	21ft x 7ft 6in	MIDLAND	1980s	ANALOGUE

1 Classes 47 and 44 captured just South of the depot at Shirebrook. The 47 is heading a vacuum braked mixed freight. Sheepwash viaduct is locally known as 'three arches'.

2 A wealth of motive power is stabled at Shirebrook depot, with locomotives awaiting their next turn of duty. All have been detailed and weathered, with many repainted and modified from their out-of-the box appearance.

are the dolofines traffic from Whitwell Limestone Quarry to Cockshute Sidings at Stoke-on-Trent. There are also two daily Speedlink services. Other frequent, although not guaranteed, passing services include engineering trains. The most irregular trains are hazardous chemicals bound for the North East and wagons destined for repair at W.H. Davis, or new wagons it has built. The passenger service runs at two-hourly intervals with an extra service on weekday mornings and early evenings.

CORNUCOPIA OF COAL

The vast bulk of the passing traffic is coal. The most common are the Merry-go-Round (MGR) trains between pit and power station. There are 14 pits locally and MGR services supply West Burton, Cottam, High Marnham, Didcot and Ratcliffe power stations. Other MGR services included Immingham (for export), Oakleigh (for the chemical industries around Northwich), Northfleet and Foxton (cement works).

Household coal services running between Mansfield Concentration Sidings and Toton are often traditional unfitted or vacuum braked formations using a mixture of MCOs, MCVs, MDVs, HTOs and HTVs. The traffic is gradually being converted to air braked operation using HEA hoppers. The coal trains have huge variety – some with less than a dozen wagons for a factory, others long rakes of open mineral wagons and much more.

As we arrived at the depot, Gordon was waiting for us. The depot foreman Stephen greeted us saying we must follow all instructions and strictly obey the rules – but to enjoy ourselves and be back in an hour. We were invited into the cab of a Class 56 at the northern end of the running line. This is the siding which runs between the depot building and the main Up and Down lines. Gordon explained what he was doing and soon the engine fired up ready for the driver to take out.

DEPOT MOVEMENTS

We continued our tour, seeing a solitary Class 56 inside the shed undergoing an A Exam. We were then taken to the back siding where BR blue 20101 was ticking over. We climbed into the cab, followed by Gordon who closed the cab door. He released the straight air brake and opened the power controller, the old English Electric machine inching forward to join the line from Warsop Colliery and into the depot headshunt. Gordon's colleague Mick changed the points and waved to Gordon for us to proceed back to the depot building on Road 1.

It was then on to 56070 which was ready to go. As Gordon made the normal checks before starting the Type 5 diesel up, we got the impression the '56s' were his favourites. This time our short journey took us back to the headshunt and back onto the running line, joining the line of locomotives awaiting their next duties.

A late running train of HAA empties for Warsop Main colliery was due to arrive soon, and we were invited into the cab of 08418 stabled on the pit line. The train was already drawing to a stop on the Up main as we settled in for our grandstand view. We noticed the points from the main line change. The rake of 34 HAA wagons slowly eased back down the branch snaking through the pointwork, with an occasional squeal from a wheel flange on»

This late evening sneak peak inside the shed at Shirebrook finds a single Class 56 receiving an A exam from the depot maintenance staff.

4 Left: **Class 25s 25230 and 25231 rattle South through Shirebrook station at the head of a Tuxford-Toton petroleum train.**

5 Right: **It's nearly ten past three on Wednesday afternoon, the weak winter light is fading and there is a damp chill in the air. The faint smell of diesel fumes is carried on the light easterly breeze. The rumble of passing Speedlink and MGR coal trains clunking over the points mixes with the idling diesels on shed. Just another day at the busy diesel depot.**

6 Below: **A two-car Class 150 Diesel Multiple Unit pauses at Shirebook station with a Nottingham-Worksop train.**

7 Left: **This bridge and conveyor give access to the Shirebrook Colliery spoil tip that now towers over both sides of the railway line south towards Mansfield. The locals report it as being 'mountainous'.**

8 Right: **Warsop Farm cottage. One of the farmhands is arriving back at the main farm buildings after a day ploughing.**

9 Below: **BR Class 20s 20137 and 20132 head a rake of 'Dogfish' South through Shirebrook Junction, while Class 25s 25230/231 are held on the Clipstone branch with a rake of Class B tankers.**

the rails. Once the locomotive had cleared the pointwork, the driver brought the train to a stand, Mick climbed aboard and the train restarted its short journey to the pit.

It had been a wonderful visit, and one which would live long in the memory.

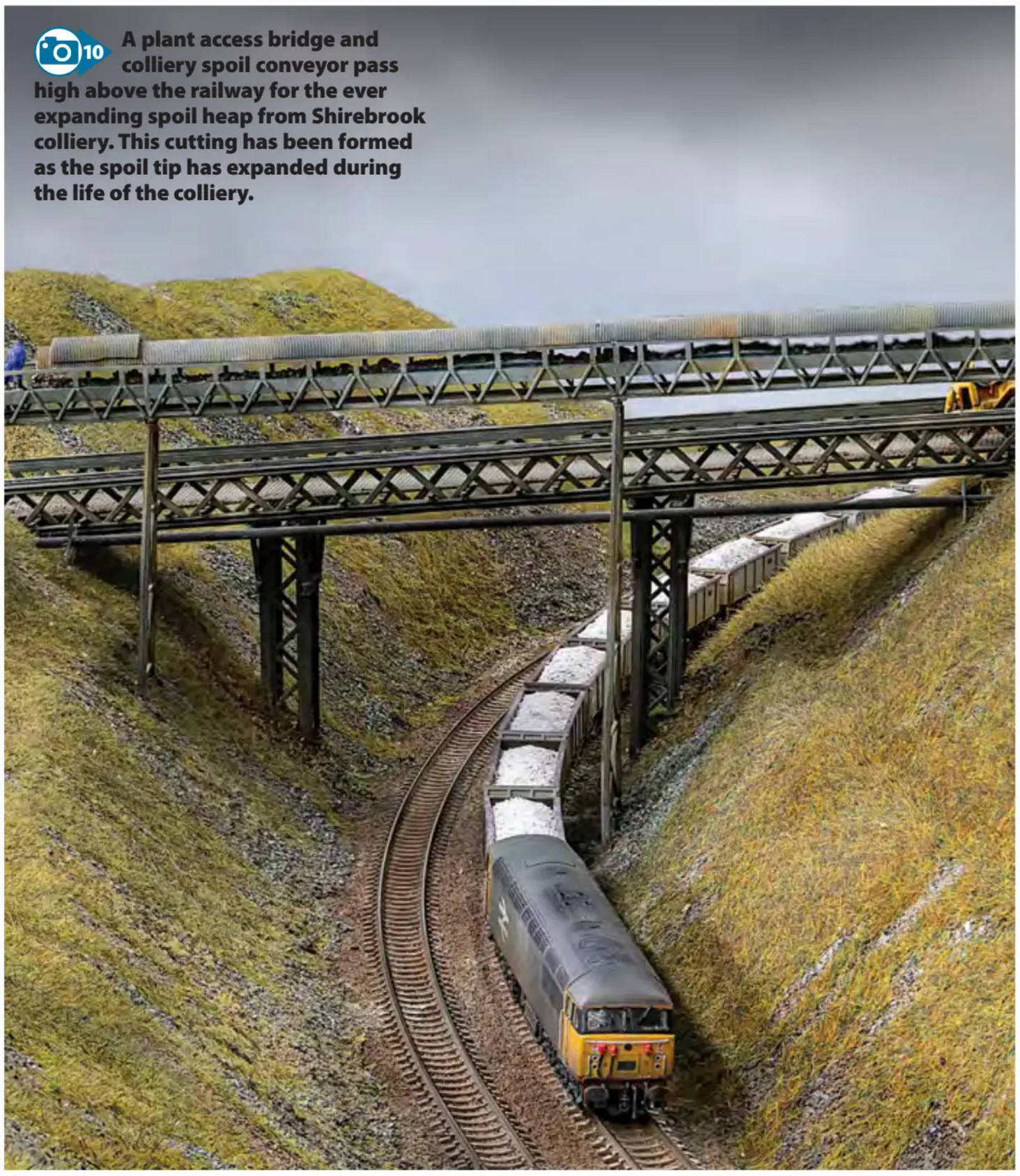
It isn't just me who creates or relives these stories. At one exhibition, a woman pointing to the lineside by the Station Road bridge said she and her friends used to sit there in the summer holidays and guess the number of wagons there would be in the next train. At another, a Shirebrook lampman identified himself to us, telling us how he maintained the lights in the signals, and another former railwayman pointed to a figure at the fuel offloading siding saying "That's me." He related the way the process worked and the time taken to complete. Rather wonderfully, we have created a three-dimensional picture where these people are able to relive and tell their stories.

THE LAYOUT

We built the layout to replicate the reality as best as we could within the limitations of 'N' gauge modelling with the aim of creating a scene you can really place yourself in. I was originally inspired to model in 2mm scale by a copy of the 1970/71 Arnold catalogue which I still keep. It showed me the possibilities of modelling a railway within the landscape, not just to the railway boundary, in a reasonable space.

Initial planning and the first scenic baseboards were begun in around 1998, pre-dating the Digital Command Control revolution, and Shirebrook remains resolutely analogue. The layout was 12ft long in the beginning without the junction or colliery spoil heaps modelled. The hidden sidings were built about 14 years later, which was when the trains could first make a full circuit.

House moves enabled the model to be extended into its current form and the hidden sidings completed. All track is Peco code 55 with points operated by SEEP solenoids. The Up and Down lines »



10 A plant access bridge and colliery spoil conveyor pass high above the railway for the ever expanding spoil heap from Shirebrook colliery. This cutting has been formed as the spoil tip has expanded during the life of the colliery.

and depot are operated independently, although there are switching arrangements to allow shunting moves to be completed. The layout is controlled from five panels – Depot, Up Main, Up Hidden Sidings, Down Main and Down Hidden Sidings.

Most of the buildings and bridges are scratchbuilt to replicate the prototypes. Kits, mostly modified/detailed, have been employed where acceptable and some buildings have moved in order to fit on the 4ft x 2ft baseboards. The layout has been set in winter with appropriate scenic treatments to reflect the season. Ground cover is varied and dependent upon the various areas of the model.

The grassy areas to the front of the model are based on expanded polystyrene covered with One Strike lightweight filler. This is then painted with earth colours using a mix of acrylics and washes available from Woodland Scenics. Next, the area is partially covered with foam grasses. Similarly, static grass is applied in patches to represent areas of denser vegetation. Finally, the grass has been lightly airbrushed to fade the scene together.

Figures have been placed in prototypical groups to illustrate conversations, or family and friends groupings as appropriate. There are many cameo scenes but they are in keeping with the area and time. There isn't a scout camp, picnic tables, fun fair, cricket match, road accident or house fire! Away from the station and depot, the countryside is quite empty, as is the real rural landscape. We have added details to further bring the scenes to life including point rodding, signal cabling and troughing, working signals, oil spills, signs and notices, fencing and walling, washing hung out to dry and so on. Eagle-eyed viewers will spot a cat in a window and a Border Collie on the tractor.

ROLLING STOCK

Locomotives and rolling stock are mostly ready-to-run with kits included as required to enable us to assemble the trains required. All of the rolling stock has been weathered, using photographs of the prototypes as inspiration and a guide.

The locomotives are modified as required. For example, all of the Dapol Class 56s have had the cantrail grilles modified to reflect the original design. Some of the Class 20s have been fitted with deeper cabside windows which were installed on former Scottish Region examples with token catching equipment. Additionally, 20101 also retains the recessed cab sides that housed this.

Many coal wagons are loaded. The loads are all homemade and cast in One Strike filler. It is so light that each HAA load only weighs 1gram. Additional details are added such as guards in brake vans, buffer beam details on locomotives and rear wagons and tail lamps on the latter. Some wagons are fitted with magnetic coupling lifters for automatic uncoupling and electromagnets are installed at various points, but the operation is not as reliable as I would like. In fact, one of the main operational problems is the uncoupling of wagons not so fitted!

Sourcing road vehicles has been a problem in trying to get enough variety correct to the time period and there are some that are outside the 1986 period. However, as new models are released, the road fleet will be updated.

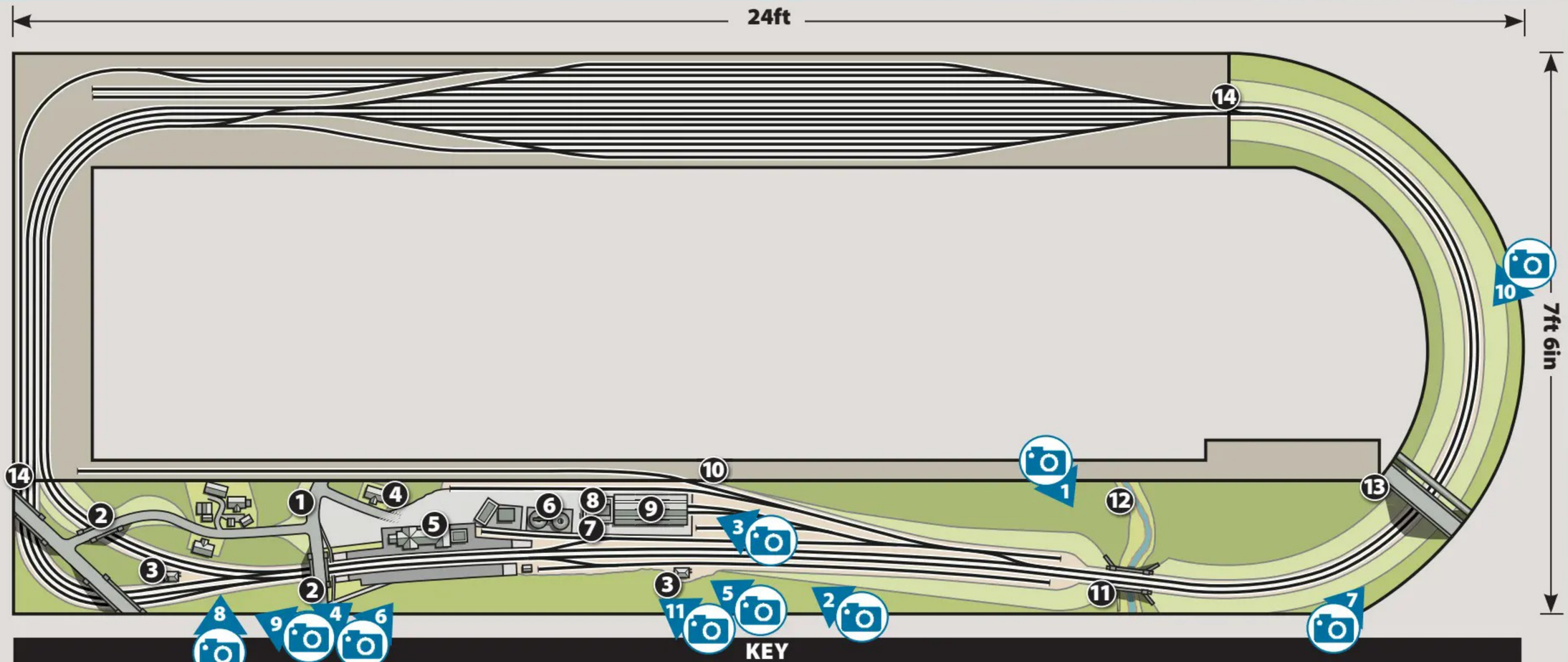
FINALE

And that, in essence, is Shirebrook – a layout which has really evoked the atmosphere of almost four decades ago, and which stands tribute to a once immensely important traffic that powered the nation. That the layout appears in the pages of *Hornby Magazine* shortly after the last coal-fired power station was switched off seems rather appropriate. **HM**

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

11 A pair of Class 20s are in charge of a coal train to Spondon. The wagons are TOPS coded HTV. Although fully vacuum braked, a guard's van is also conveyed as a propelling move is required at the final destination.

SHIREBROOK TRACK DIAGRAM (NOT TO SCALE)



KEY

1 Road	4 House	7 Fuelling point	10 To/from branch line storage yard	12 River
2 Bridge	5 Station	8 Depot offices		13 Conveyor
3 Signalbox	6 Fuel storage tanks	9 Maintenance shed	11 Viaduct	14 To/from storage yard

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The Results

Thousands of votes were cast for the *Hornby Magazine* Model Railway Awards 2024. Here, we reveal the winners of each category.

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Best 'N' gauge Wagon Winner!
REVOLUTION TRAINS FNA-D

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EARLY DAYS, EARLY WAYS

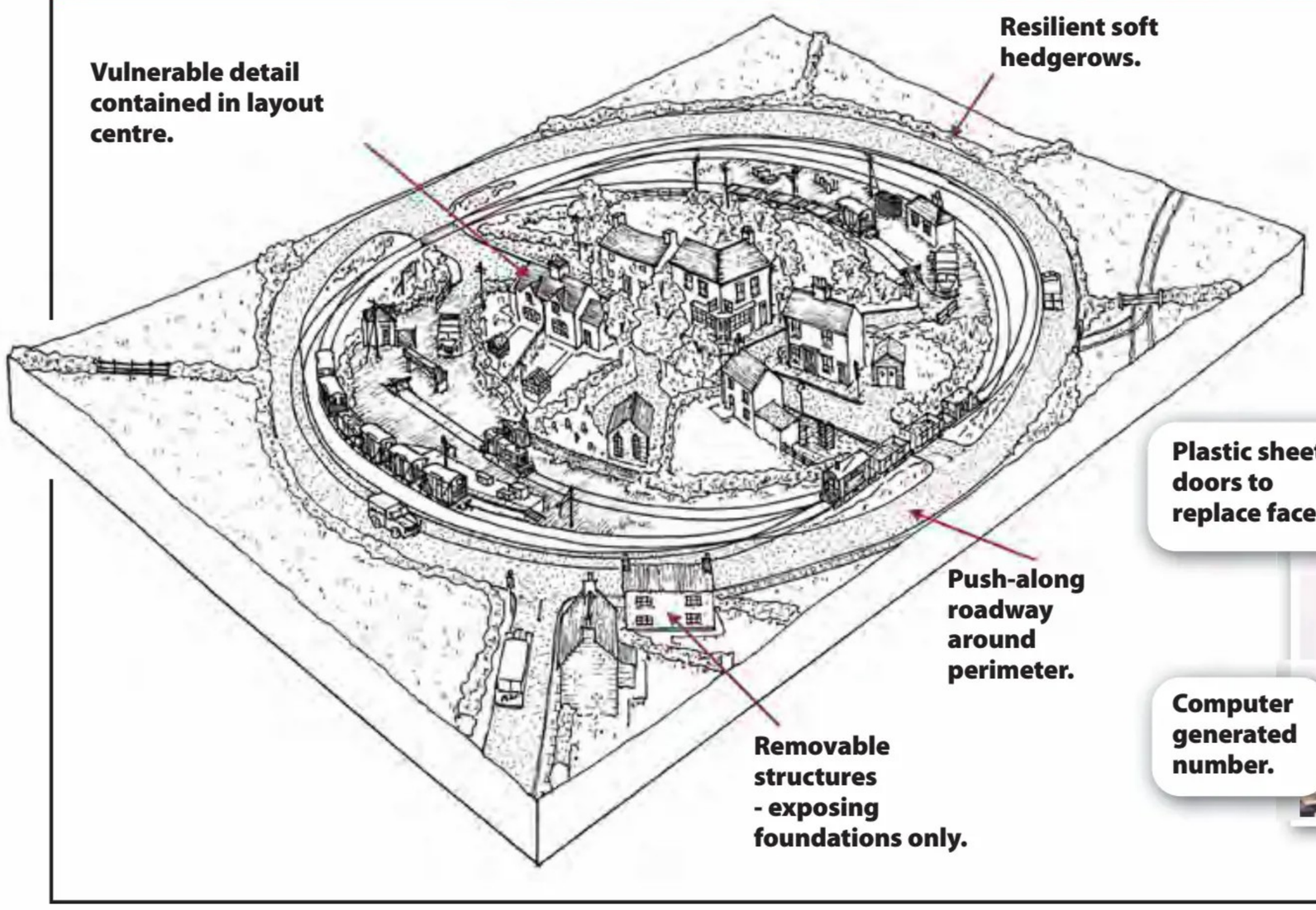
PART 2

If you're looking to go beyond simple train sets – or update something aimed at younger modellers, **PAUL LUNN** shows how easy it can be to develop a layout at the same time as the skills needed to build one.

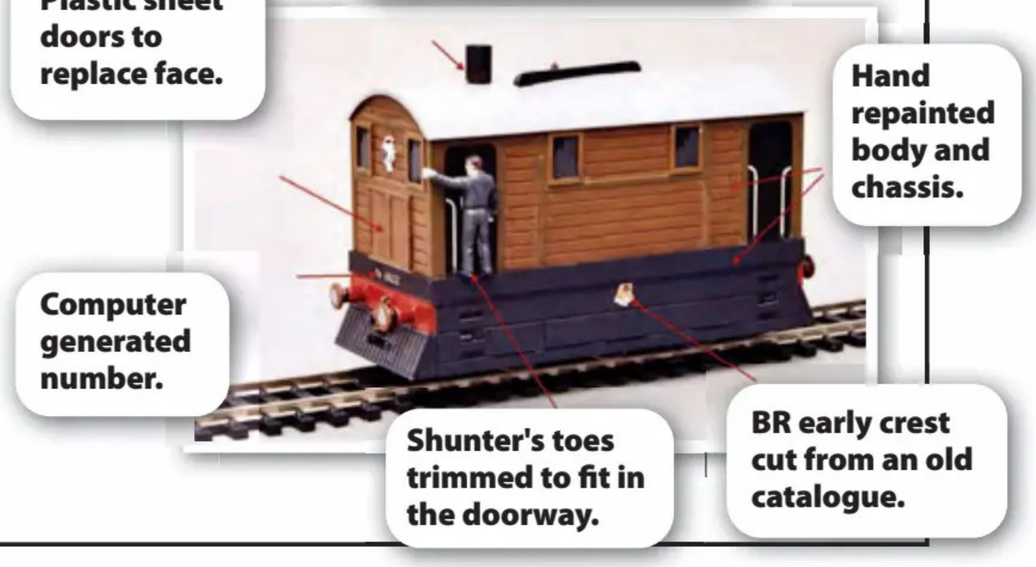
MANY YOUNG MODELLERS HAVE a clear idea of where they want to go and are soon moving on from *Thomas the Tank Engine*, *Harry Potter* and the like, but it's not easy to sell up and start again. At these early ages I often encourage folks to rethink their layout and convert entry-level equipment to suit, sometimes as a basic introduction to scratchbuilding.

The opening layout design builds on the train set oval with sidings concept, but repurposes it with an industrial interpretation. It is then fairly straightforward to adapt basic locomotives supplied with a train set to suit your future scenario.

WISBECH AND UPWELL TRAMWAY



● This design is based on the Wisbech and Upwell Tramway, original inspiration for *Thomas the Tank Engine*, and is arranged as a joint venture for adult and child with an easily adapted entry-level makeover of a Hornby *Toby*, as a further introduction to scratchbuilding. Although a design for joint use, I can see more advanced stock being used after bedtime!



TIP

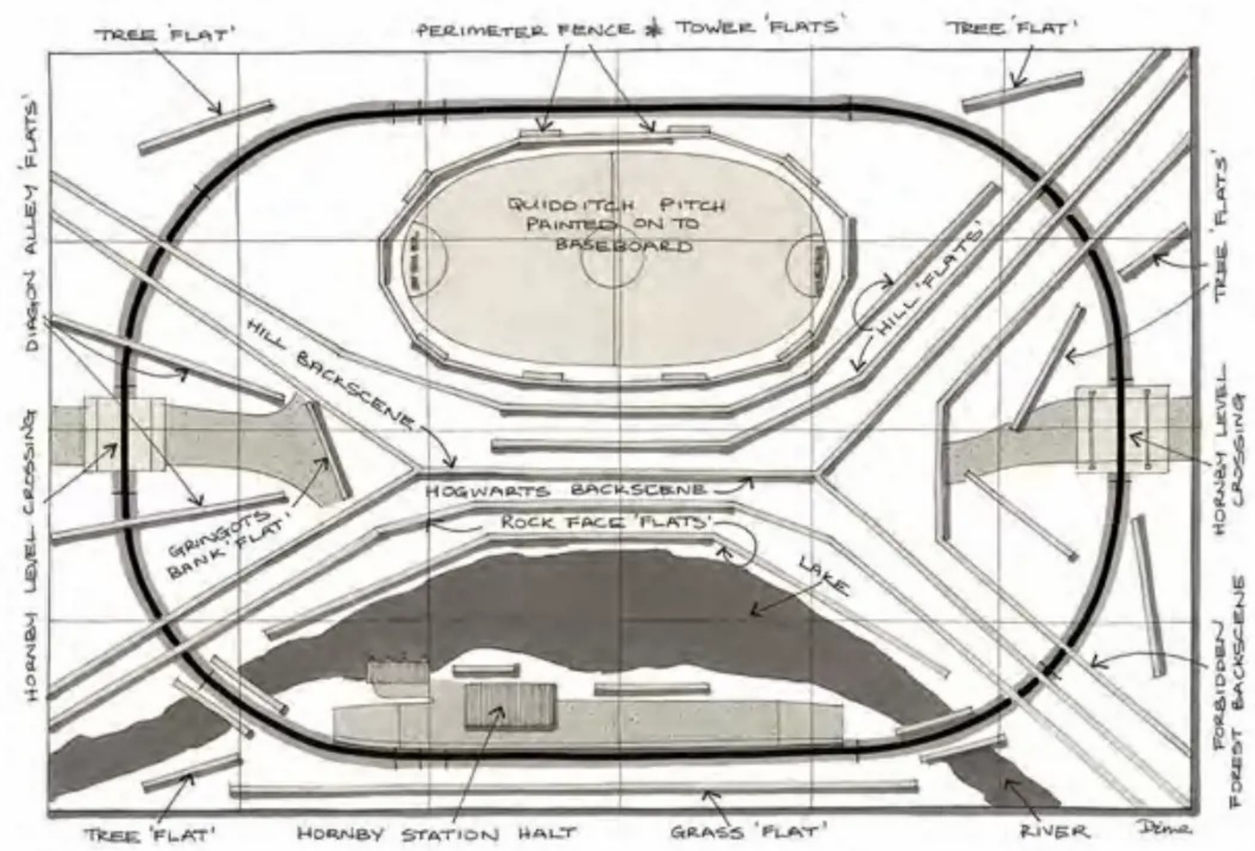
Wherever possible, try to choose motive power and rolling stock wisely that might easily be transferred from your first layout to those you go on to build later.

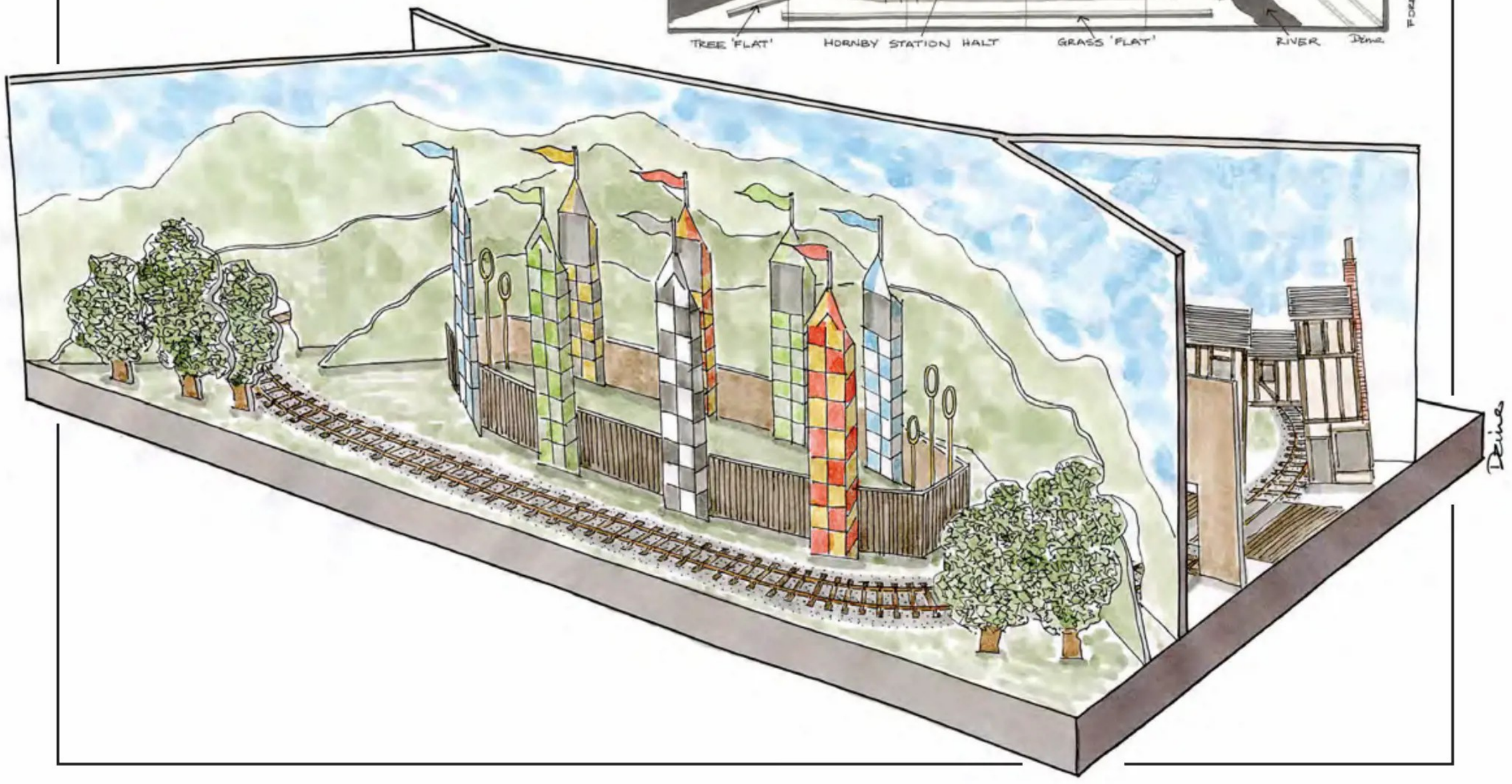
VARIATION ON A THEME

● Here's a variation on the Wisbech layout which works largely on the same principle but with an oval for constant activity and mainly 'protected' sidings, centrally situated, at low level. These low-level sidings are primarily for display purposes and you could use a Peco Loco Lift to move stock from this area to the non-scenic sidings at the rear of the design. It is a good way of displaying rolling stock when not required on the main operational circuit.

FAN FAVOURITE

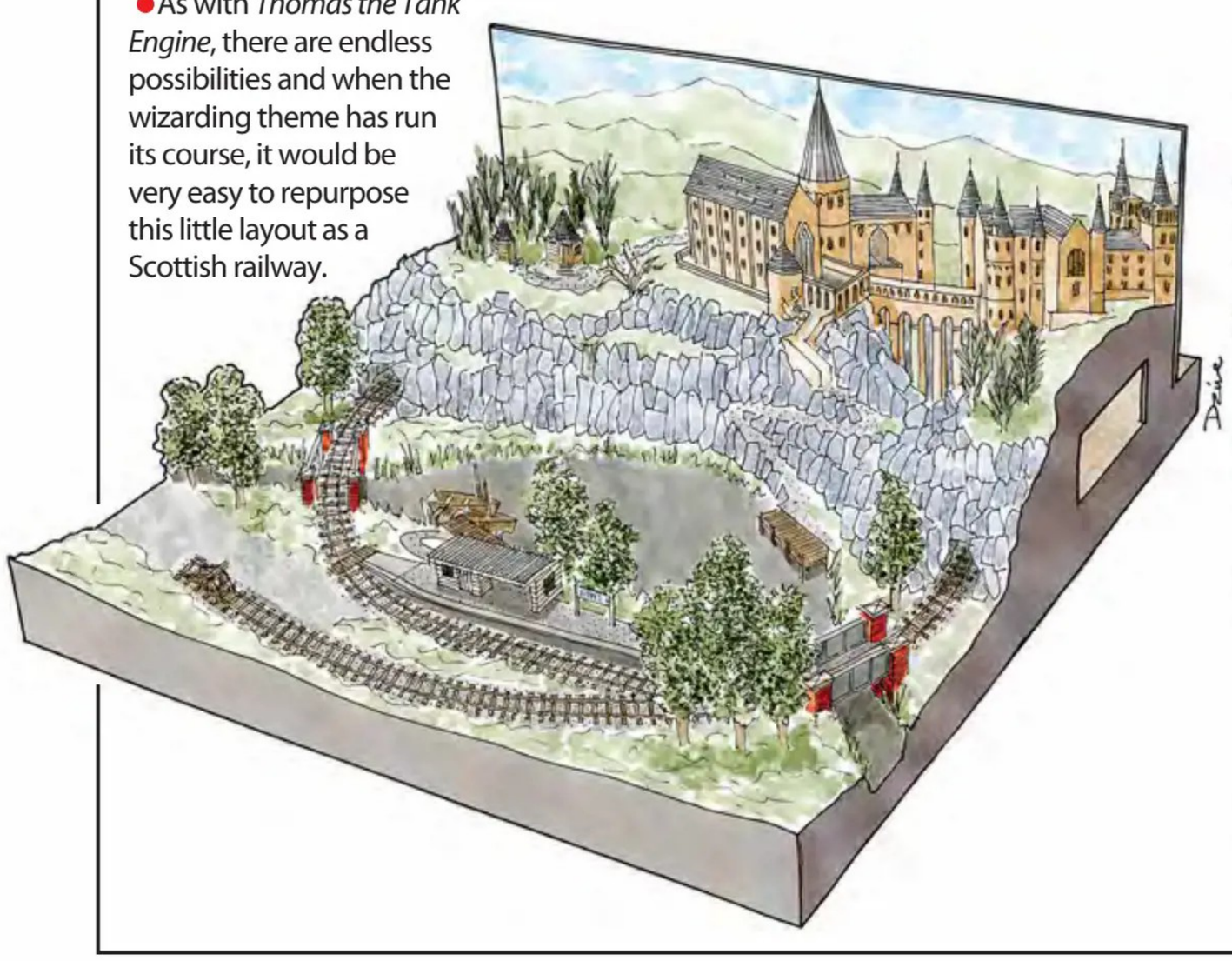
● With *Harry Potter* movies frequently repeated on television or downloaded from streaming services, the railway theme has maintained an element of interest. It's a great introduction to the hobby and can be arranged as a very basic design, using two-dimensional theatrical type 'flats' which are much easier to make than three-dimensional hills. Although it's primarily about watching trains go around, it would be straightforward to add a few sidings for additional interest.

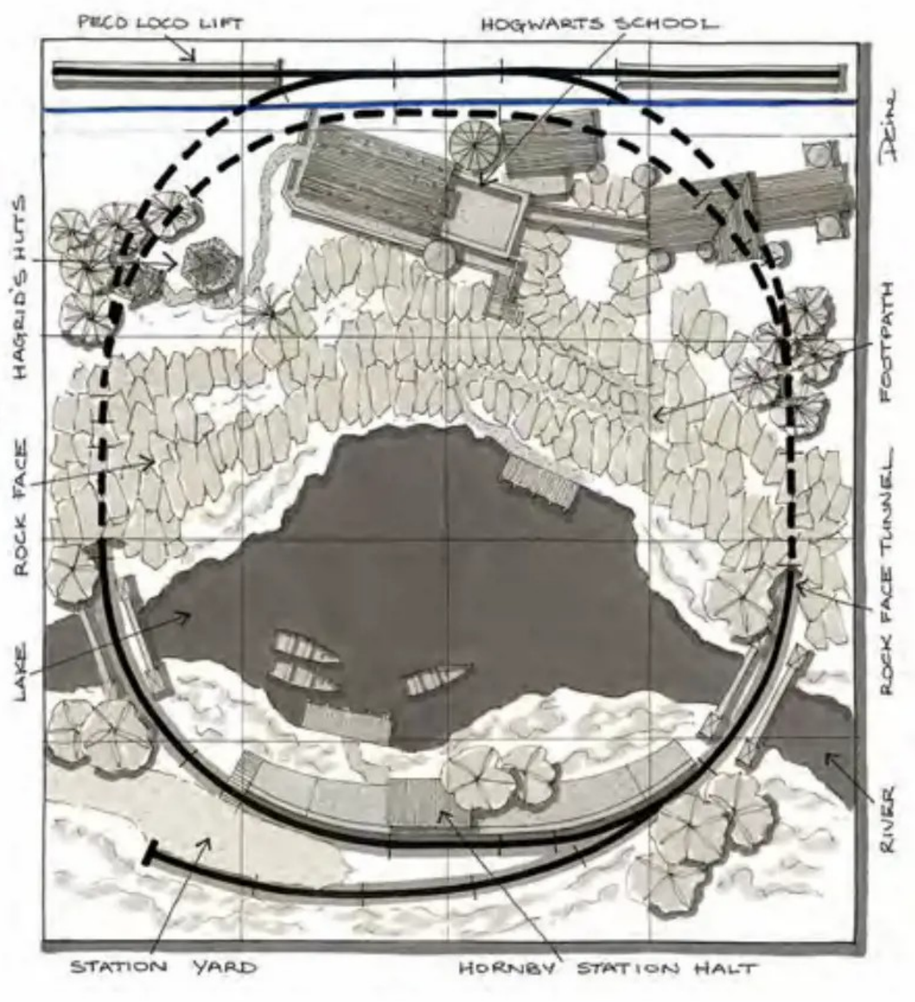




ALTERNATIVE SCENARIO

● As with *Thomas the Tank Engine*, there are endless possibilities and when the wizarding theme has run its course, it would be very easy to repurpose this little layout as a Scottish railway.





Add an adhesive label roof vent.

Computer generated nameplate on plastic strip.

Retain the locomotive's original number.

Remove train set face and add smokebox door.

Remove tension lock coupling.

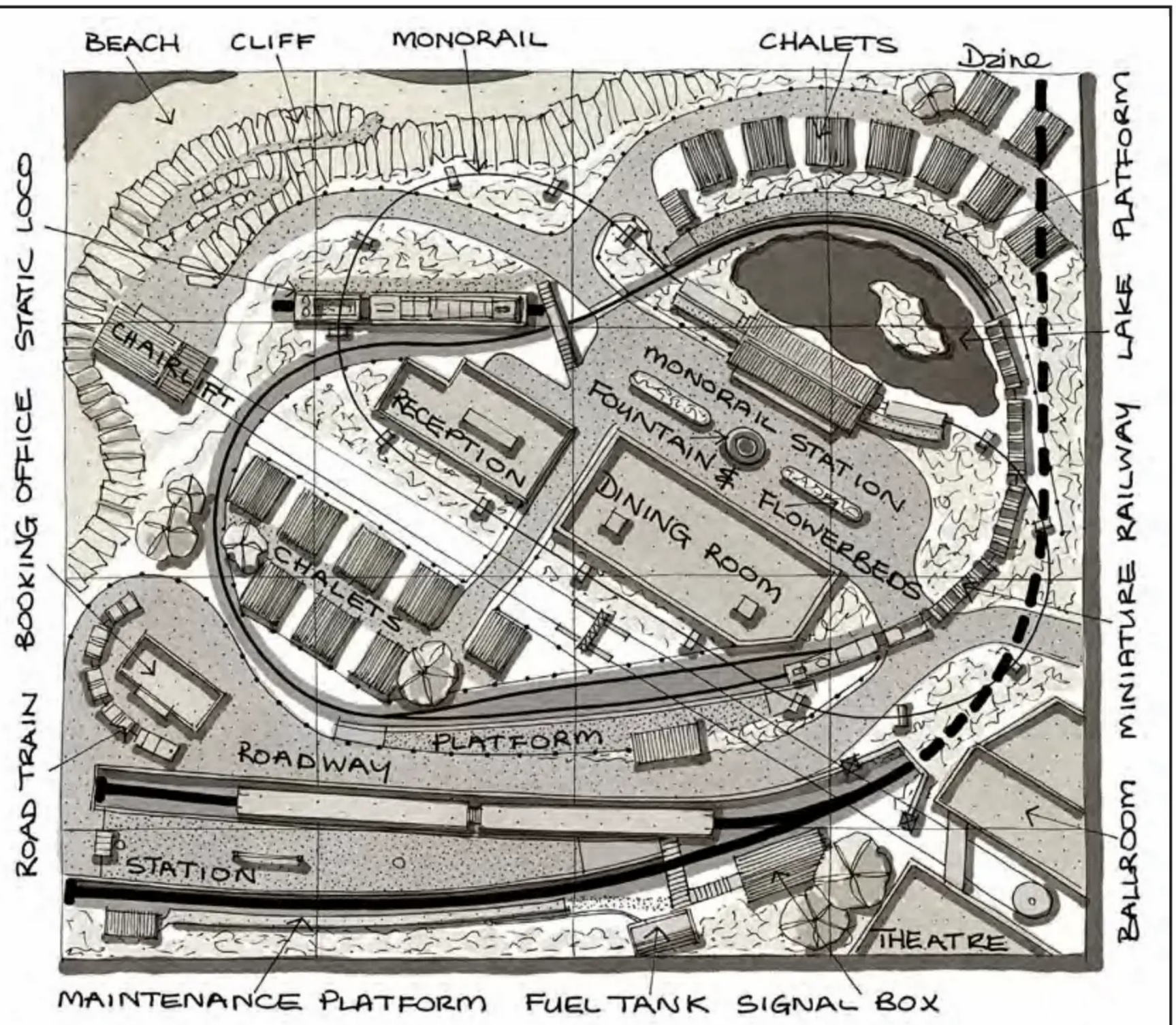
Pick out toolbox in different colour.

Tone down locomotive livery.

Repurposing a train set locomotive.

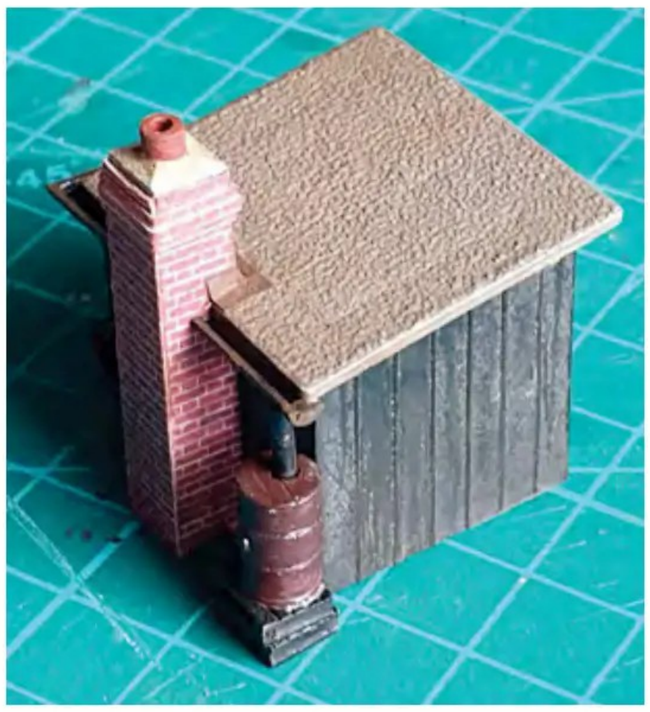
HAVE FUN

● Sometimes layouts should be just about having fun. I once wrote an article on railways at or near holiday camps and whilst most of the content was aimed at advanced modellers, I couldn't resist this somewhat tongue in cheek version, small yet packed with play value, colourful, varied content and potentially multiple operating features. These would essentially include a main line terminus, similar to Pwllheli, in 'OO' gauge, a miniature railway in 'N' and possibly a working monorail and chairlift for those capable of building or adapting such features. Additionally, if you enlarge the baseboard to around 6ft x 4ft to ease roadway curves, it might be possible to introduce a working road train using the Faller system.



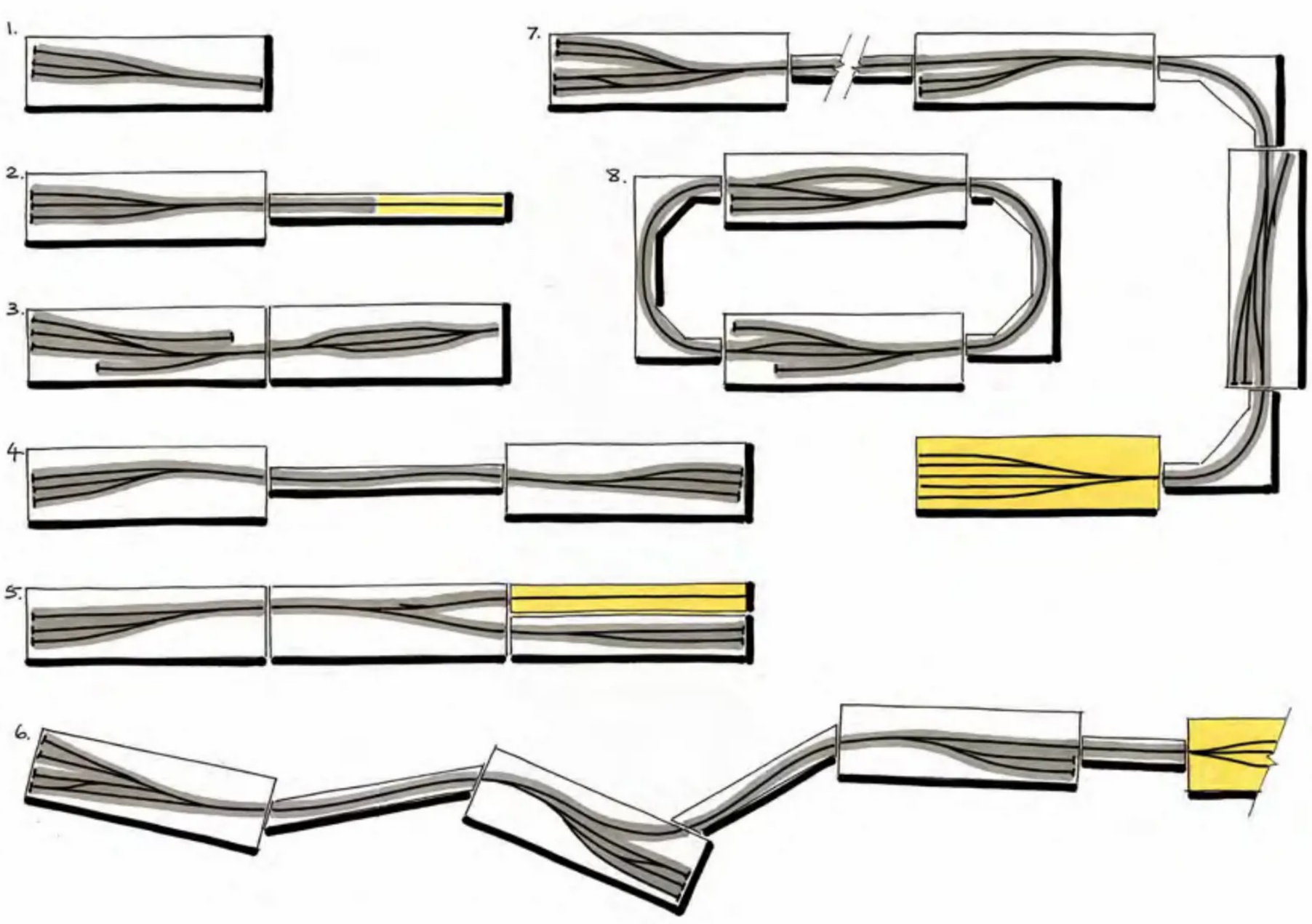
CUSTOMISING

● Remember, as you get older and gain more experience, some basic equipment, especially buildings, can be adapted and improved. The Hornby waiting shelter has had nothing more than a basic paint job, while the hut, which dates back to Tri-ang times, had its chimney drilled out, stack covered with Metcalfe brick paper and Ratio guttering, barrels and part pallets added, together with some basic weathering. Finally, the goods platform is really a bit of entry-level scratchbuilding using sleepers from old steel track for platform uprights and a stack of sleepers and platform retaining walls with edging timber from Hornby's R660 elevated sidewall pack. These materials have been glued around a core of scrap MDF with a tarmac top from fine wet and dry paper and a spare wagon body for the hut.

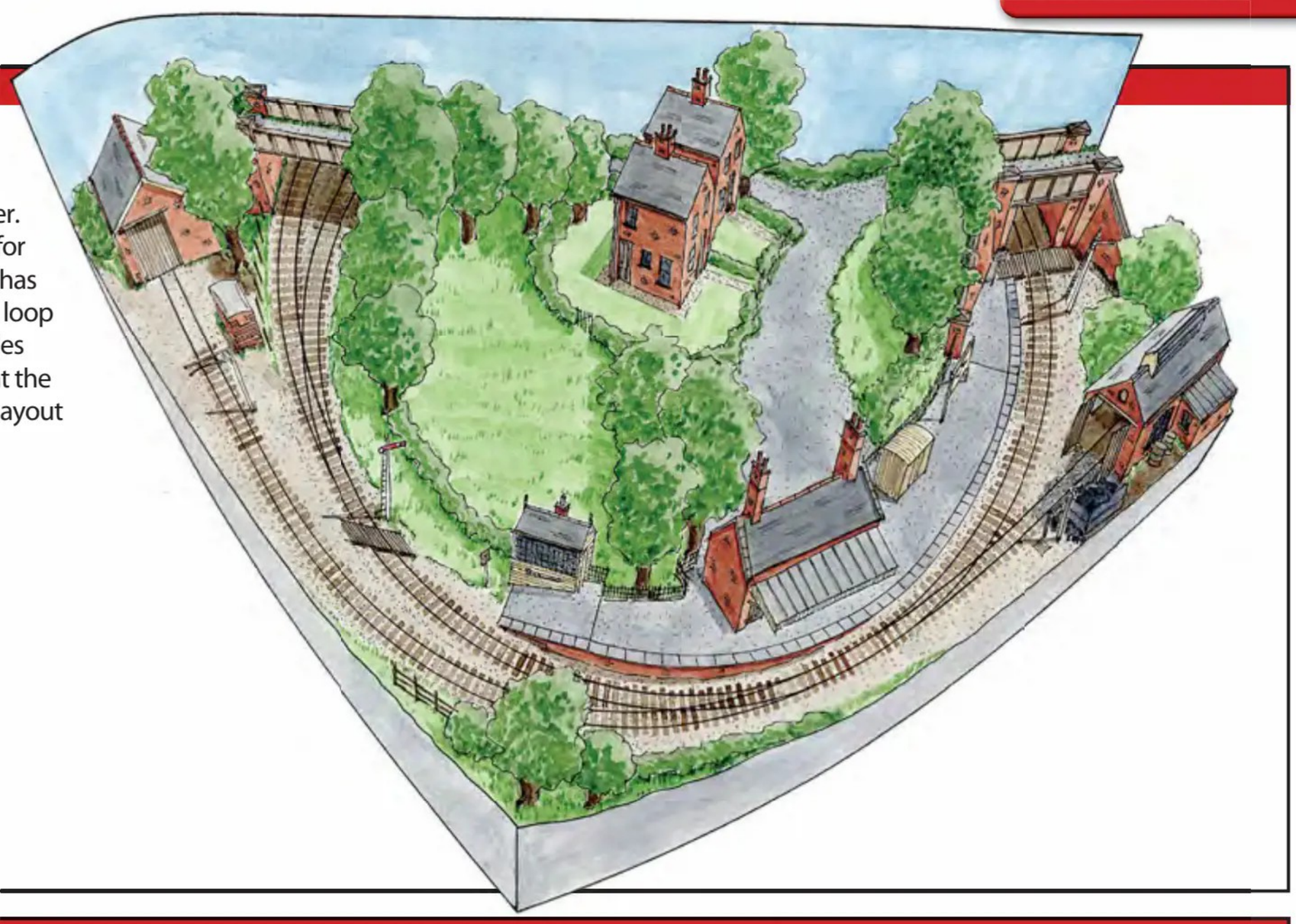


BY DESIGN

● I only have one rule in railway modelling - design your track plan first to fit any space confines you might have and then build your baseboard, never the other way around. If you're starting railway modelling without a train set, I always recommend starting small, perhaps with an 'Inglenook' style shunting layout, a set of sidings shown in figure 1, with each baseboard 4ft long. This could easily be extended to the arrangement in figures 2, 3, 4 or 5 – or possibly beyond. During this time you can build skills, buy equipment and develop your layout.



COMPACT CIRCLE



● Shunting layouts are not to everyone's liking and the well-tried oval or circle is still as popular as ever. This design includes opportunities for shunting with a solitary siding, and has a non-scenic section with a passing loop behind the backscene, which enables two-train operation, although not at the same time if you are operating the layout with analogue control.

TIP

Track planning guides and a raft of software options are available to you when designing a layout. Hornby also produces a useful set of quarter-size plastic track planning parts (Cat No. R619).

END-TO-END

● By comparison with the oval/circle there is more operational interest with an end-to-end arrangement like this small station on a truncated line, still serving a small twin-track goods yard. An original Peco Loco Lift has been used as a cassette to move stock onto and off a non-scenic siding, top right, in the aerial view.

MOCK-UP

● One of my favourite methods for initial planning is in making a mock-up. These can be to scale and quite sophisticated if you want to check out how your layout will look before spending lots of money, but my favourite way is to place whatever you might have to get an overall feel. This is my version of Dunster station using Gaugemaster (ex-Hornby) buildings, a few bits of track and small scenic items. **HM**

NEXT ISSUE

● **Paul shows you how to plan your new layout for real, in part three of *Hornby Magazine's* new Skills Guide.**

15 STEPS TO A WORKSTAINED GLASS 70

The General Electric Powerhaul Class 70 is the most powerful diesel locomotive on the modern railway, and it makes for an interesting weathering project. **MIKE WILD** explains how he brought his Bachmann 'OO' gauge model to life with a realistic finish.

STEP BY STEP

WEATHERING A BACHMANN CLASS 70 IN 'OO' GAUGE

1 **The starting point is a very clean model of 70015 from Bachmann. These locomotives soon weather in service while the panel lines on the bodyside allow dirt to collect.**

MODERN DIESEL locomotive design had become consistent in the early 2000s, with the EMD Class 66s dominating traffic. However, in 2007, Freightliner announced a joint plan with General Electric to develop a new and more efficient heavy freight locomotive – the result of which was the Class 70, which would develop a whopping 3,690hp.

Freightliner has a fleet of 20 locomotives with the first entering traffic in 2009 for use on intermodal, coal and cement traffic. Colas Rail has 17 Class 70s, numbered in the Class 70/8 series which are used for a wider range of duties including engineering movements and fuel oil trains.

The Freightliner fleet has had a chequered career with periods of storage at the company's Leeds Midland Road depot, but more recently some of the stored locomotives have been returned to service for long-distance container traffic.

Our project locomotive is Bachmann's 'OO' gauge model of the Class 70 in Freightliner Powerhaul green and yellow as 70015. It carries off the chunky looks of the design while the body style, with full-width cabs and a narrower engine and equipment section, makes for plenty of panel lines to acquire dirt and grime – perfect for a weathering project.

The model is Digital Command Control (DCC) Ready as standard with a 21-pin decoder socket, but we have already upgraded this model to feature ZIMO digital sound with a Rail Exclusive 40mm x 20mm twin speaker and stay alive. Weathering is the final process to complete the locomotive.

The approach to this project is a simple colour palette of three Lifecolor acrylic paints - Frame Dirt (UA719), Burned Black (UA736) and Smoke (LPW21). Using a combination of airbrush application and airbrush cleaner applied by brush to create streaking and staining, we are going to lift this factory-fresh model to look just like the real thing.

The following step-by-step explains the full process from start to finish. **HM**

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

WHAT WE USED

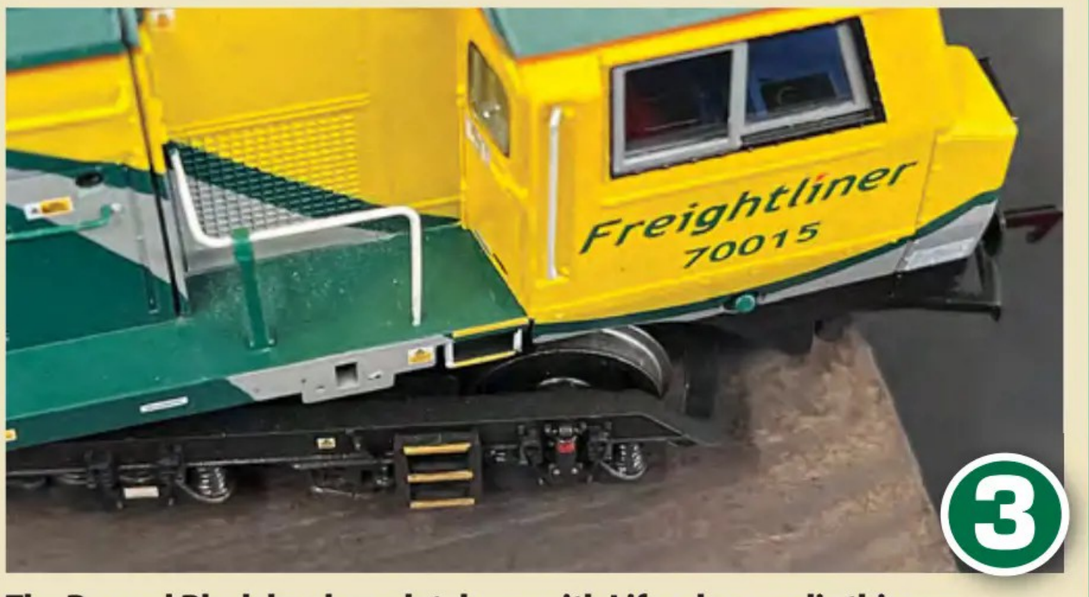
- Lifecolor Frame Dirt acrylic (UA719)
- Lifecolor Burned Black acrylic (UA736)
- Lifecolor Smoke (LPW21)

Note: Lifecolor paints are available from *www.airbrushes.com*

The finished Class 70 powers along the Making Tracks II layout at the head of a rake of Freightliner MJA bogie box wagons. The weathered finish enhances this freight locomotive.

PLEASE TURN FOR MORE STEP BY STEPS

The first colour to be applied is Lifecolor Burned Black (UA736). This is part of the Black and Rubber shades set and we find it to be a very useful base colour for locomotive weathering.



The Burned Black has been let down with Lifecolor acrylic thinner for application through an airbrush. To start the weathering, we are focusing on the underframe. Don't forget to turn the bogies to each side so the upper faces can be weathered.

With the same Burned Black in the colour cup, the roof receives a first pass from the airbrush. We will build up the depth of colour around the roof fans later in the project.

Burned Black has been misted over the body and cabsides as well now. This is the first in a two-part weathering process which involves applying the paint from an airbrush and then manipulating it with airbrush cleaner on a paintbrush to create the final effects.

6 **A brush has now been loaded with airbrush cleaner which we are using to turn the previously applied paint into a wash so it collects in the grilles and panel lines while revealing clean flat surfaces. It takes a little time, but patience is rewarded here.**

The effects of the paint manipulation can now be seen. The cabside below the windows appears clean, but there are streaks on the lower panels and dirt has collected in the grilles. The patches on the locomotive solebar will be blended in with further airbrush applications.

To start the blending process and ensure we only add paint where we want it, a business card is used as a mask. The Iwata Eclipse dual action airbrush we are using allows us to work within 30-40mm of the model comfortably.

Intermediate
Beginner SKILL LEVEL Advanced

9

The overall effect is coming together now and the Class 70 already looks more realistic, but there is more that we can do to finish off the weathering. It is always worth pausing during weathering to review progress.

10

Next, we are using Lifecolor Frame Dirt (UA719) to add further depth of colour to the underframe over the top of the initial Burned Black base applied earlier. This variation in colour, although subtle, helps create a more realistic finish suggesting multiple layers of dirt building up on the locomotive.

11

With Frame Dirt applied to the underframe, our next port of call is the exhaust area on the roof. To enhance this area we used Lifecolor Smoke acrylic wash.This can be applied through an airbrush without the need for dilution.

12

It takes a couple of passes to get the depth of colour we want around the exhaust and, using prototype images as a guide, we've allowed the Smoke colour to pass over the roof edge onto the bodyside around the exhaust area.

13

All of the layers of weathering are blending together and you can see the effect of further manipulation of the paint on the solebar. A streak of Smoke colour has been added from the fuel filling point to suggest a small leak of fuel during refuelling.

14

After cleaning out the airbrush again, it has been reloaded with Burned Black to add further colour around the roof grilles. A business card is used as a mask so we can focus paint application at this final stage of the process.

15

The Class 70 weathering is now complete, making this locomotive ready for wheel cleaning and a return to service. All we need to do now is weather the rake of MJA bogie box wagons seen in the opening image for the full effect, but that is another project.

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BANDSTAND DISPLAY

A band playing in a park is a quintessentially British scene that can find a home on most layouts. **DAN EVASON** shows how to build one.

MODELLING INSPIRATION can strike when you least expect it, and it is always worth keeping your eyes open for a small detail that can add colour and character – or, indeed, something rather bigger.

On a recent trip to Tenby (a beautiful town), I happened across a bandstand on a hill overlooking the sea, surrounded by well-kept gardens. There was a small brass band playing and a crowd of people watching and taking videos and photographs. I was really enchanted by the setting and thought it would be a great scene to recreate.

Following a bit of research, I discovered that Scale Model Scenery not only produces a bandstand, but that it is modelled on the same structure in Tenby I had stumbled upon.

To populate it, Modelu offers a very handy brass band figure set. The stars had aligned for this project and I couldn't wait to get started on this diorama. It's a scene that can find a home on many layouts in almost any era – and offers a real splash of colour and character, as we shall see. **HM**

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

Scale Model Scenery's delightful 'OO' gauge laser-cut kit formed the basis for Dan's latest diorama.

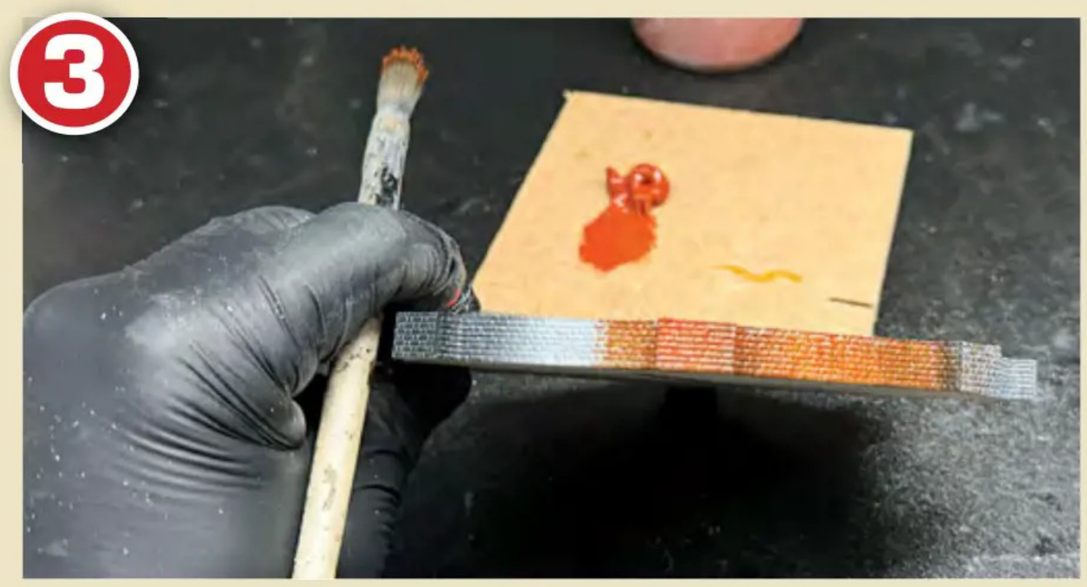
A recent family outing prompted Dan Evason to build his very own 4mm scale bandstand scene.

PLEASE TURN FOR
STEP BY STEP GUIDE

BUILDING A 4MM SCALE BANDSTAND

1 As with any kit, it is worth reading through the instructions first before thinking about starting. There are quite a few steps to the build process in this bandstand, but once I was confident with how it would go together, I could start releasing parts from their frets.

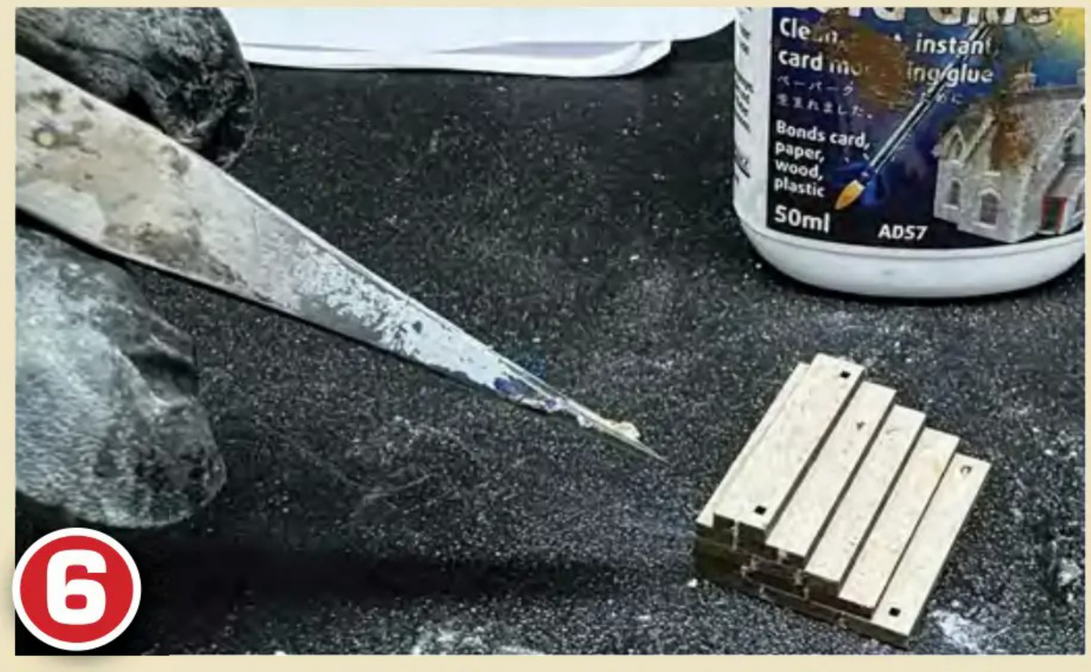
2 I also had to create a base for the bandstand, formed of two sheets of MDF glued together and secured with an MDF key. I used Deluxe Materials Roket card glue. Although the kit includes brick-patterned paper, I opted to use some embossed plastic brick sheeting I had to hand, which I cut and glued around the bandstand floor.



3 With the brick base in place and the edging sanded, I painted it, starting with Matt Black sprayed around the corners and white aerosol in the centre to pre-shade it. Acrylic Burnt Sienna was then stippled over it to create an effective looking colour and texture.

4 It was sealed with Matt Varnish and then Titanium Buff paint was applied all over and wiped off instantly with a downwards motion to create the mortar effect.

5 The floor section of the bandstand is thick grey card which didn't need any painting and had a lovely texture. I aligned it correctly and glued it into place.



6 The steps were equally straightforward, being stacked in order of size, ensuring the holes on the top step for the handrails were in the correct place.

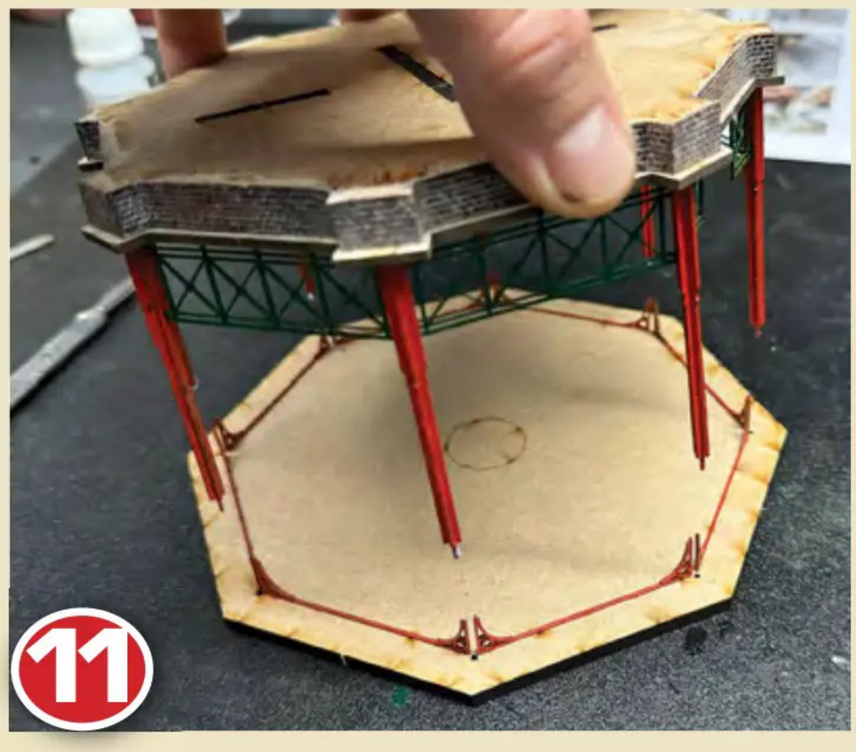
7 Cutting the handrails from the frets required care given how fine they are. Once released, I sprayed them gloss green, using a pair of old tweezers to mask the locating pegs.

8 There were eight pillars to support the roof, each consisting of four parts glued together. Once complete, they were left to dry.

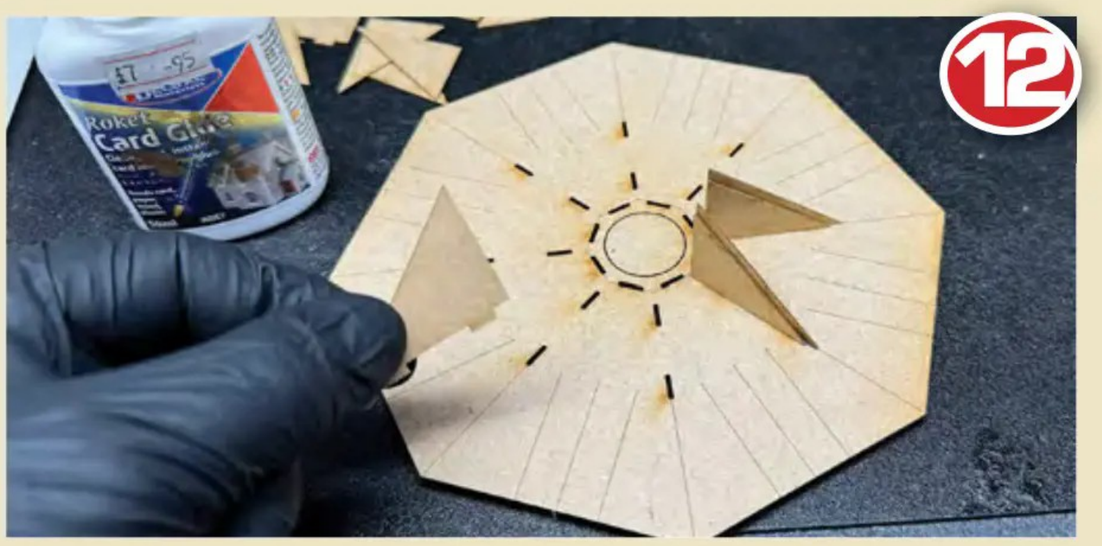
Beginner — SKILL LEVEL — Intermediate — Advanced

I used Gloss Red to paint the pillars, taking care to protect the locating pegs as even a coat of paint could have made them too big to fit the locating holes. Once the paint was dry, I glued them into the base.

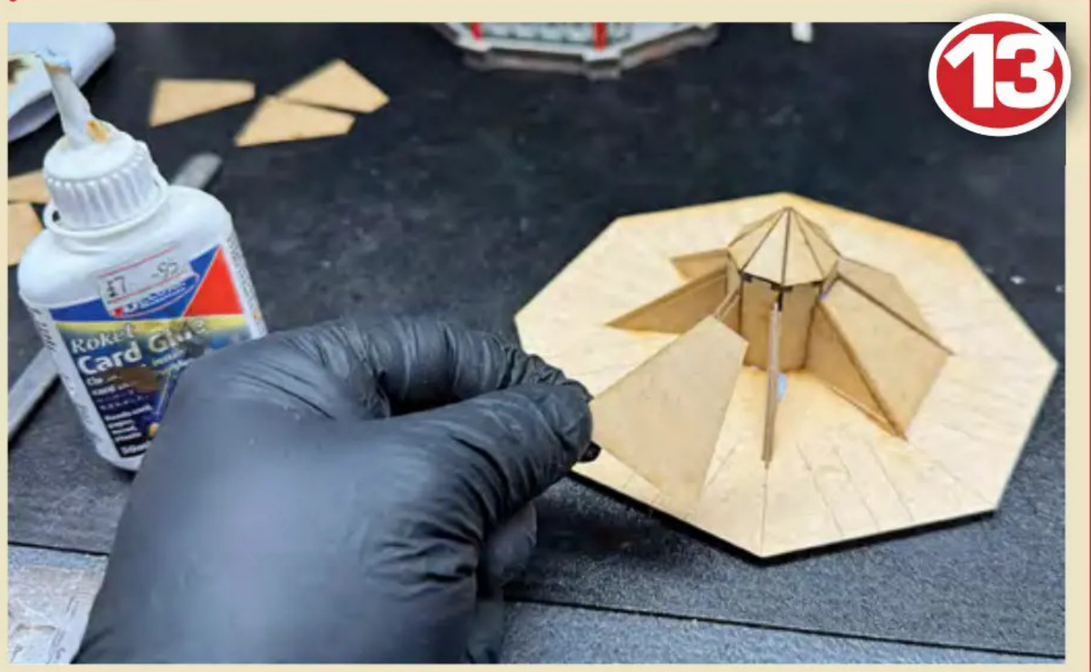
The decorative upper parts were also clamped in a set of tweezers to mask the locating pegs and sprayed Gloss Red. Take your time to ensure good coverage on all of the parts.



With the lower section of the roof now ready to fit, I glued the decorative upper details in first and then slowly teased each of the eight pillars into place. Don't try and force them as they are easily damaged.

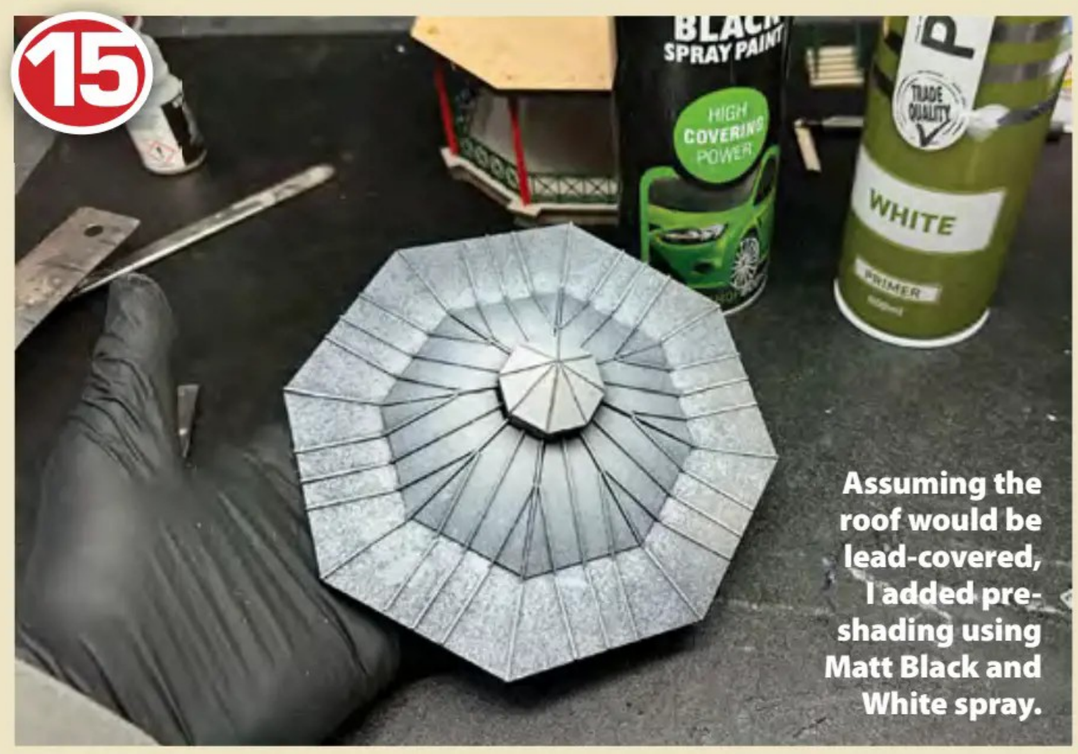


Although the instructions suggest gluing the upper and lower roof sections together, I wasn't confident about applying more than the bare minimum of weight on the pillars. I built the upper roof section on the workbench, and although it seems like there are a lot of parts, they fit together really well.



With the basic framework in place, I glued the roof panels on, checking regularly to ensure correct fitment.

There is quite a lot of ribbing to the roof, and it is important to note how the parts are attached. Once you get going though, it comes together surprisingly quickly.



Assuming the roof would be lead-covered, I added pre-shading using Matt Black and White spray.

Once this was dry, using my airbrush, I lightly sprayed Tamiya XF-84 Dark Iron over the roof for the desired effect.

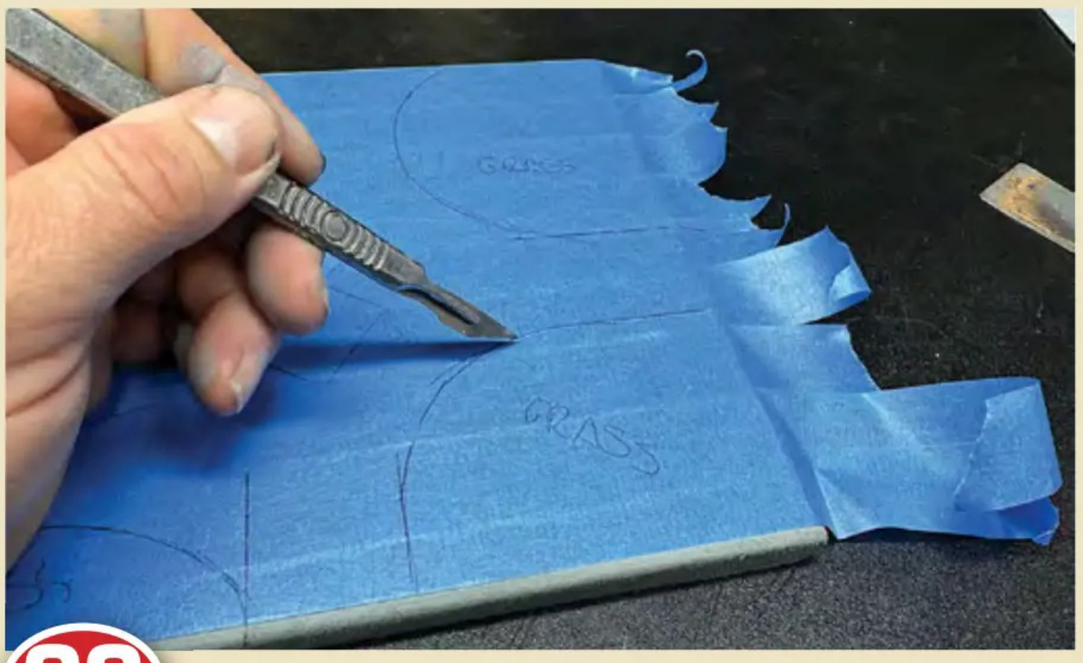
17 I sprayed the upper cladding gloss red and carefully glued it onto the lower section of roof.

18 The final elements were to add the railings to the steps and attach the steps to the bandstand itself. I had to trim the recess on the steps back a little as I had to allow for the thickness of the brick cladding I added at the start.

19 Gold Leaf paint was brushed onto the handrails and ornate details to complete the structure.

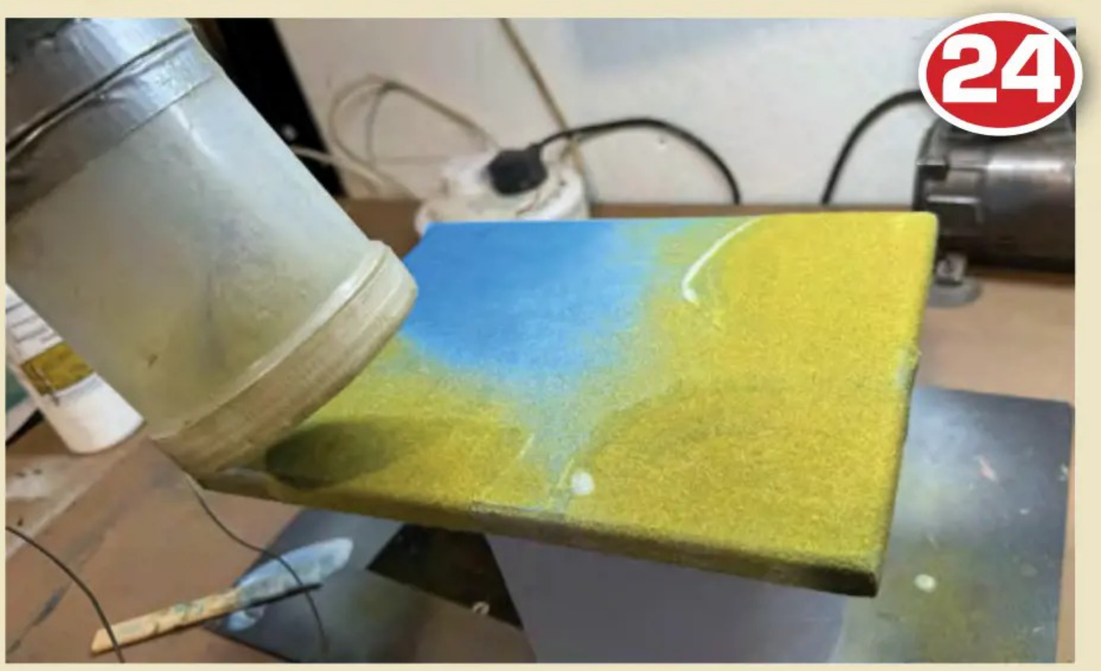
20 To provide space around the bandstand for a diorama, I sprayed some 9mm MDF light grey to represent hardstanding.

21 Once dry, I marked out the area for the bandstand and surrounding gardens and paths using masking tape overlaid with pen marks to show where things would be.



22 I then cut along the lines with a sharp scalpel, peeling away the masking tape where I anticipated applying glue and grass.

23 On those now clear areas, I applied WW Scenics basing glue in a thin layer with a wide brush.

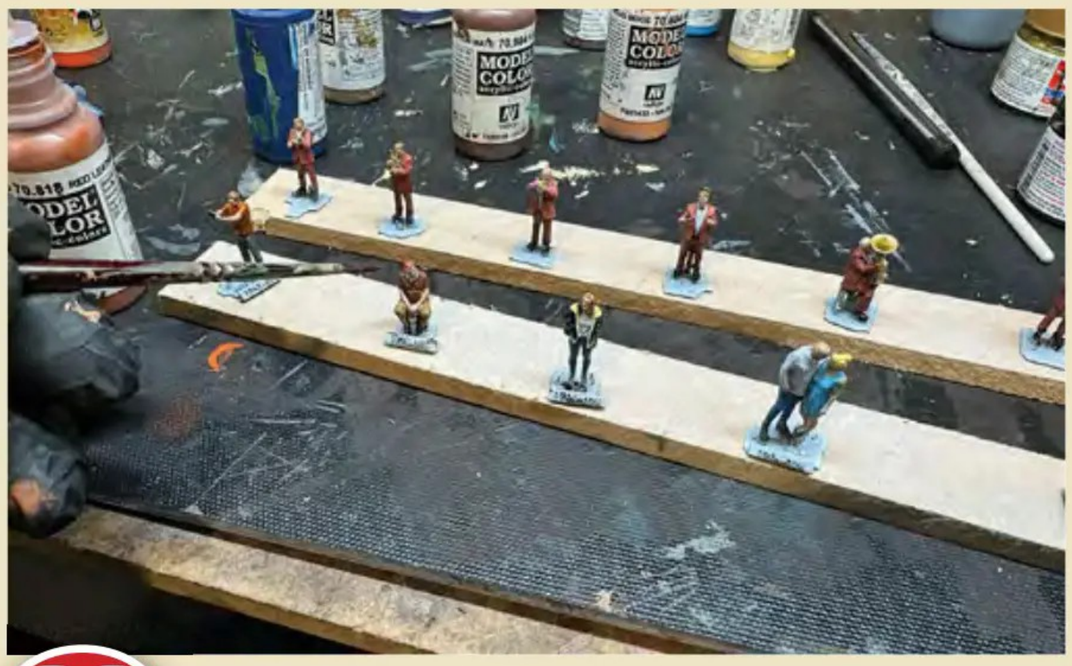


24 I then layered WWS 1mm Summer static grass over the glue using my handheld static grass applicator.

Keen to add details to the park, the benches were laser-cut wooden kits from Scale Model Scenery. There were four parts to each bench, secured using Roket card glue.

Once the static grass was dry, I peeled the masking tape for the flower beds. I wanted to add some pretty mixed flower tufts, which were peeled off their backing sheets and stuck down.

With the Bandstand scene now coming together nicely, the wooden park benches were then glued into place.



Modelu's brass band figures were painted – along with a few others to populate the park – and left to dry.

Intermediate
Beginner SKILL LEVEL Advanced

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
4mm scale bandstand	*www.scalemodelscenery.co.uk*	KX045-OO
4mm scale brass band figure pack	*www.modelu3d.co.uk*	1629
4mm scale couple	*www.modelu3d.co.uk*	1704
4mm scale man taking a picture	*www.modelu3d.co.uk*	1742
4mm scale park benches	*www.scalemodelscenery.co.uk*	LX013-OO
4mm scale seated man	*www.modelu3d.co.uk*	1774
4mm scale seated woman	*www.modelu3d.co.uk*	1773
4mm scale summer meadow flower patches	*www.scalemodelscenery.co.uk*	FB016-OO
4mm scale woman	*www.modelu3d.co.uk*	1708
Basing glue	*www.wwscenics.com*	WWS002
Buff Titanium acrylic	*www.daler-rowney.com*	024
Burnt Sienna acrylic	*www.daler-rowney.com*	201
Dark Iron acrylic paint	*www.tamiya.com*	XF-84
Gloss Green aerosol paint	*www.halfords.com*	252763
Gloss Red aerosol paint	*www.halfords.com*	286355
Gold Leaf acrylic paint	*www.tamiya.com*	X-12
Matt Black aerosol paint	*www.halfords.com*	473140
Matt White aerosol paint	*www.halfords.com*	258883
Montana Gold Gravel aerosol	*www.hobbycraft.co.uk*	G7060
Montana Gold Iron Curtain aerosol	*www.hobbycraft.co.uk*	G7030
Roket card glue	*www.deluxematerials.co.uk*	AD57
Summer static grass fibres (1mm)	*www.wwscenics.com*	WSG1-011
White Primer aerosol	*www.halfords.com*	258635

I had some spare 3D printed bins, which I sprayed gloss green and picked out the lettering in gold. Once dry they were also glued into place.

Using superglue and tweezers, I fixed the figures into the scene, completing the build.

Western Region short 1980s

FORMATIONS

Locomotive-hauled trains could be quite short, and **MARK CHIVERS** reveals a selection of easily modellable formations used on the Western Region in the 1980s.

50034 winds its way through Lostwithiel with a Plymouth-Penzance train on February 28 1984.
John Chalcraft/Railphotoprints.uk.

A rarity on the Western Region's Berks and Hants route as 33027 *Earl Mountbatten of Burma* heads east past Great Cheverell at the head of the late running 9.33am Paignton-Paddington on April 21 1987. John Chalcraft/Railphotoprints.uk.

LOCOMOTIVE-HAULED passenger trains in 2024 are few and far between, with most operations today in the hands of multiple units. However, 40 years ago, although the introduction of InterCity 125 High Speed Trains and new generations of multiple units were making inroads, there were still plenty of locomotive-hauled trains running across the British Rail (BR) network.

This issue, we look to BR's Western Region in the first of a series of train formations articles looking at modellable short train formations. On BR's Western Region in the 1980s, locomotive-hauled trains to the West were still operating on InterCity and cross-country routes where the new HSTs had yet to be fully deployed, with London Paddington still witnessing traditional locomotive-hauled trains alongside the sleek new HSTs. Thames Valley expresses and commuter trains to/from Newbury and Oxford were also still very much in the hands of locomotives and first generation DMUs.

Further afield, pockets of locomotive-hauled train formations could be found in the West Country and Wales. Some of these formations were often quite short and were some of the last to operate before the transition to modern multiple units was complete. Of note were Bristol to Portsmouth Harbour/Weymouth trains which were often formed of five or six coaches, while some West of England turns could typically be formed of three or four locomotive-hauled vehicles

From a modelling perspective, 'OO' gauge motive power is plentiful for the 1980s period including Classes 25 (Bachmann/Heljan/Sutton's Locomotive Works), 31 (Bachmann/Hornby/Accurascale), 33 (Heljan), 37 (ViTrains/Bachmann/Accurascale), 45 (Bachmann/Heljan), 46 (Bachmann), 47 (Bachmann/Heljan/ViTrains) and 50 (Hornby).

Most recently, two all-new 'OO' gauge models of the Class 25 Bo-Bo have arrived from Bachmann and Sutton's Locomotive Works, while two newly-tooled Class 31 A1A-A1As for 'OO' are also now here from Bachmann and Accurascale. Accurascale is also working on an all-new 'OO' Class 50 Co-Co diesel.

BR Class 31 31312 approaches Dawlish Warren with an Exeter-Paignton local passenger working on August 11 1981. Note the bogie parcels van conveyed at the rear of the four-coach formation. Railphotoprints.uk Collection.

In terms of 'OO' gauge rolling stock, Bachmann's extensive collection of BR carriages includes an outstanding selection of BR Mk 1 and Mk 2/2a vehicles, which is set to be bolstered by all-new Mk 1 Brake Second Open, Restaurant Buffet and First Open coaches for 'OO'. The company also offers air-conditioned BR Mk 2f vehicles in Brake Second Open, Tourist Second Open, First Open and Restaurant First Open options. Hornby's range also includes a growing collection of BR Mk 1s, as well as BR Mk 2d, Mk 2e and Mk 2f air-conditioned coaches.

Accurascale has also entered the passenger carrying market with a range of BR Mk 2b and (for the first time in 'OO') Mk 2c vehicles. The first batch of BR Mk 2bs arrived earlier in the year with examples in suitable BR blue and grey and Network SouthEast colour schemes, which are ideal for the 1980s-era formations included here. Shortly, these will be joined by a collection of Mk 2c vehicles to bolster the BR coaching stock roster yet further.

The following train formations provide a brief snapshot of BR Western Region 'short' train formations in the 1980s. These offer easily-modelled trains formed of a diesel locomotive and up to six coaches – our upper limit for this particular feature – enabling realistic train formations to be recreated. Each has been researched from actual formations operating on BR's Western Region during the 1980s, although in a couple of instances where a particular vehicle type was unavailable, a similar carriage type has been substituted. **HM**

● **Visit *www.keymodelworld.com* for more train formations articles.**

SUITABLE 'OO' GAUGE PASSENGER AND PARCELS STOCK

TYPE	MANUFACTURER
BR Mk 1 BG/BSK/BSO^/BSO(T)^/CK/FK/FO^/RB^/RBR/RFO/RMB/RU0	Bachmann
BR Mk 1 SK/TSO/GUV/POS/POT/SLF/SLSTP/ CCT	Bachmann
BR Mk 1 BG/BSK/BSO/CK/FO/RB/SK/SO/TSO/BCK	Hornby
BR Mk 2/2a TSO/BSO/FK/BSK	Bachmann
BR Mk 2b BFK/FK/SK (ex-FK)/TSO	Accurascale
BR Mk 2c BFK/BSO/CK (ex-FK)/FK/FO/SK (ex-FK)/SO (ex-FO)/TSO/TSO(T)	Accurascale^
BR Mk 2d	BSO/FO/TSO Hornby
BR Mk 2e	BSO/FO/TSO Hornby
BR Mk 2f	BSO/FO/RFO/TSO Bachmann
BR Mk 2f	BSO/FO/TSO Hornby
Note: ^ forthcoming release	

THE FORMATIONS

BR Class 25/0 BR blue, BR Mk 1 SK, Mk 2a TSO, Mk 1 BSK, GUV* – BR blue and grey, except *BR blue. DATE: 1980 SERVICE: Barnstaple-Exeter St Davids

Class 33/0 BR blue, BR Mk 1 SK, SK, SK, BG, CK, SK – BR blue and grey. DATE: 1980 SERVICE: Bristol Temple Meads-Portsmouth Harbour LOCATION: Salisbury

Class 31/4 BR blue, BR Mk 1 TSO, TSO, SK, BSK, BSK, CK – BR blue and grey. DATE: 1981 SERVICE: Paignton-Exeter St Davids LOCATION: Dawlish

Class 37 (centre headcode) BR blue, BR Mk 1 BG, BSK, CK, SK – BR blue and grey. DATE: 1981 SERVICE: Fishguard Harbour-Swansea LOCATION: Fishguard Harbour

Class 37 (centre headcode) BR blue, BR Mk 1 TSO, TSO, SK, BSK – BR blue and grey. DATE: 1981 SERVICE: Milford Haven-Swansea LOCATION: Johnston

Class 31/4 BR blue, BR Mk 1 CK, SK, BG, SK, SK – BR blue and grey. DATE: 1982 SERVICE: Cardiff Central-Portsmouth Harbour LOCATION: Newport

Class 50 BR large logo blue, BR Mk 2b FK, BR Mk 1 BSK, SK, BSK – BR blue and grey. DATE: 1983 SERVICE: Plymouth-Penzance LOCATION: Hayle

Class 45/0 BR blue, BR Mk 1 SK, SK, CK, BSK – BR blue and grey. DATE: 1983 SERVICE: Penzance-Plymouth (relief) LOCATION: Penzance

Class 45/1 BR blue, BR Mk 2b BFK, Mk 2d-f TSO, TSO, TSO – BR blue and grey. DATE: 1984 SERVICE: Penzance-Plymouth LOCATION: Chacewater

Class 50 BR large logo blue, BR Mk 2a BFK, Mk 1 TSO, TSO, TSO – BR blue and grey. DATE: 1985 SERVICE: Paignton-Plymouth LOCATION: Newton Abbott

Class 47/4 GWR 150 green, BR Mk 1 SK, TSO, Mk 2b BFK, Mk 1 TSO, TSO – BR blue and grey. DATE: 1985 SERVICE: Plymouth to Paignton LOCATION: Newton Abbott

Class 31/1 BR blue, BR Mk 1 TSO, BSK, CK, TSO, TSO – BR blue and grey. DATE: 1986 SERVICE: Barnstaple-Exeter St Davids LOCATION: Barnstaple

BR Class 31/4 BR blue, BR Mk 2d-f TSO, BSO, BR Mk 1 RBR, BR Mk 2d-f TSO, BR Mk 2c TSO*, BR Mk 2d-f FO – BR InterCity 'Executive', except *BR blue and grey.

BR Class 37/4 BR large logo blue, BR Mk 2a TSO, TSO, BSO, TSO, Mk 2b TSO – BR blue and grey. DATE: 1989 SERVICE: Bristol Temple Meads-Weymouth

BR Class 50 BR large logo blue, BR Mk 1 BSK, SK, BSK – BR blue and grey. DATE: 1989 SERVICE: Barnstaple-Exeter St Davids LOCATION: Barnstaple

LOCATION: Cowley Bridge Junction

DATE: 1989 **SERVICE:** Paignton-Liverpool Lime Street **LOCATION:** Dawlish

LOCATION: Castle Cary

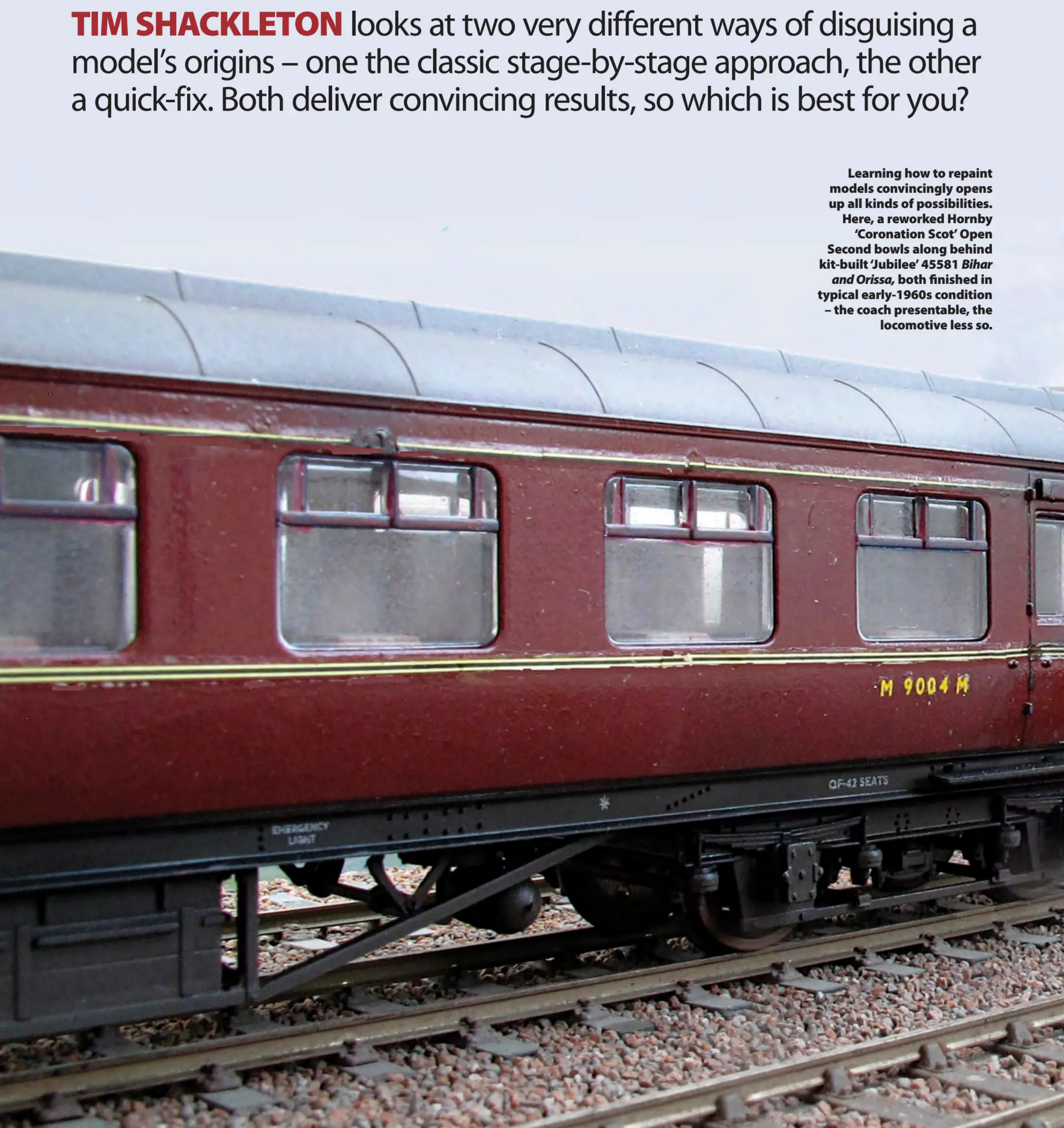
Above: **BR large logo blue Class 50 50016 *Barham* climbs past Stoney Bridge as it leaves Par with a Penzance-Plymouth local train on March 2 1984.** John Chalcraft/Railphotoprints.uk.

Class 47 47470 awaits departure from Carmarthen station with the 8.30am Milford Haven-Swansea train, formed of four BR Mk 1 carriages on September 1 1982. Railphotoprints.uk Collection.

STOCK DESIGNATIONS	
BCK	Corridor Brake Composite
BG	Gangwayed Brake
BSK	Corridor Brake Second
BSO	Brake Open Second
CCT	Covered Carriage Truck
CK	Corridor Composite
FK	Corridor First
FO	Open First
GUV	General Utility Van
RB	Restaurant Buffet
RBR	Restaurant Buffet Refurbished
RFO	Restaurant First Open
RKB	Restaurant Buffet Kitchen Car
RMB	Restaurant Miniature Buffet
RU	Restaurant Unclassified
SK	Corridor Second
SO	Open Second
TSO	Tourist Open Second

A CHANGE OF IDENTITY

TIM SHACKLETON looks at two very different ways of disguising a model's origins – one the classic stage-by-stage approach, the other a quick-fix. Both deliver convincing results, so which is best for you?

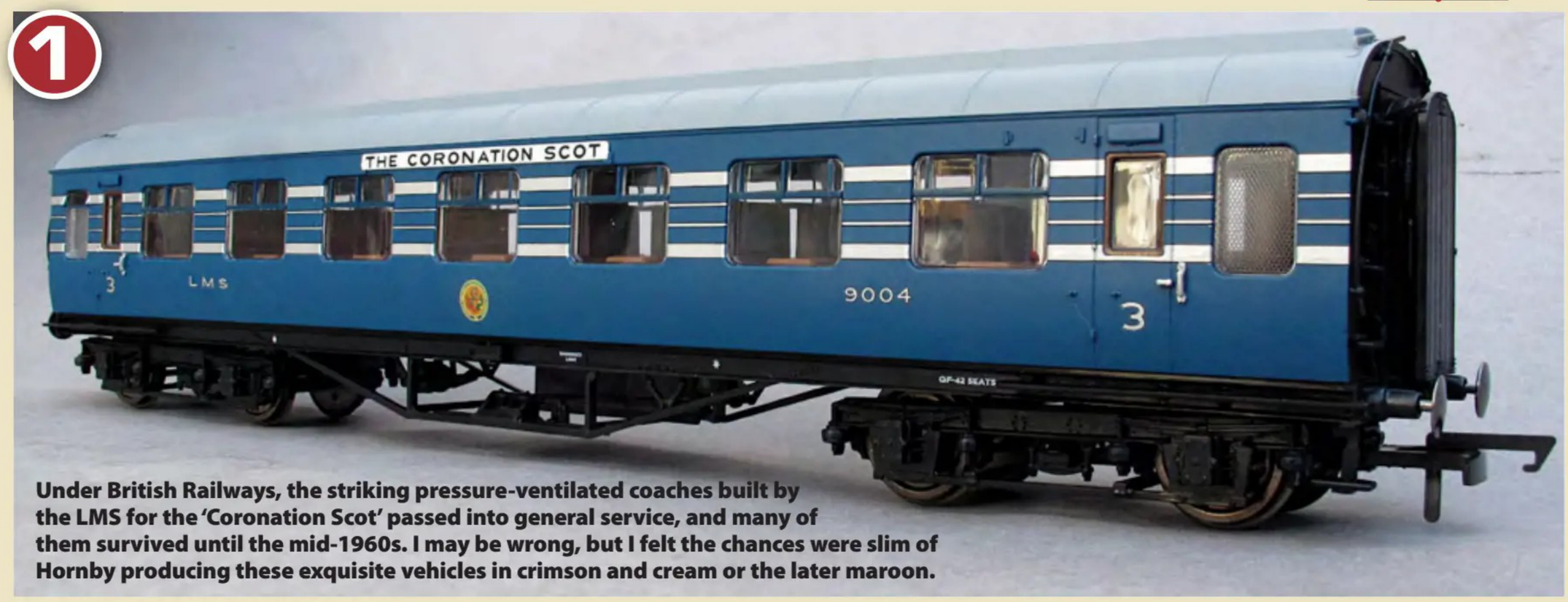


Learning how to repaint models convincingly opens up all kinds of possibilities. Here, a reworked Hornby 'Coronation Scot' Open Second bowls along behind kit-built 'Jubilee' 45581 *Bihar and Orissa,* both finished in typical early-1960s condition – the coach presentable, the locomotive less so.

STEP BY STEP

CHANGING A MODEL'S IDENTITY AND APPEARANCE

Beginner — Intermediate — Advanced — SKILL LEVEL



Under British Railways, the striking pressure-ventilated coaches built by the LMS for the 'Coronation Scot' passed into general service, and many of them survived until the mid-1960s. I may be wrong, but I felt the chances were slim of Hornby producing these exquisite vehicles in crimson and cream or the later maroon.

THE EVER-SHIFTING marketing strategies of recent years mean production runs are more restricted than previously, and models stay in the catalogue for a far shorter period of time – a few months or even weeks in some cases. Whatever the economic gains for the manufacturer, for the modeller it's often a case of 'blink and you've missed it'. This makes life difficult for collectors and for those who wake up late to the possibilities.

There's also the chance that the specific livery option you desperately hanker after may never happen in ready-to-run form. That's why the ability to change the outward appearance of a model and disguise its origins is key to the modeller's skillset.

Repainting models isn't difficult – it's a process that, for best results, should be followed methodically, and is best learned through practice and experience. Not everyone takes to it at once, and a few failures are inevitable during the learning stage. Patience and thoroughness are the essentials, while mixing the exact shade of British Steel blue or LNER Darlington green is very much a secondary consideration.

My two case studies are two very different vehicles – a glamorous vestibule coach once part of the prestige 'Coronation Scot' express, the other a humble bogie van used initially for milk traffic and later as parcels stock.

I'm going to change their identities by equally diverse means – the former by following the classic process of dismantling the model, stripping the paint finish, undercoating the bodyshell and then repainting it in an entirely different livery, the latter by a 'cheat' that doesn't even involve taking the model apart. **HM**

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

PLEASE TURN FOR MORE STEP BY STEPS

CHANGING A MODEL'S IDENTITY AND APPEARANCE

The first step was to separate the bodyshell from the chassis. Sliding a fingernail along the bottom edge will help you identify the position of the securing clips – four in all. Slip a piece of card between the clips and their locating points and the body will come free.

Now unclip the interiors from the glazing – I used a small screwdriver as a lever. Although there's no standardisation, most ready-to-run coaches fit together – and come apart – in a broadly similar way.

If you're lucky, the glazing units will just pop out but sometimes the workers on the assembly line might have been a little over-enthusiastic with the adhesive. In this case, you'll have to break the bond with a craft knife and gingerly prise the glazing free. Be very cautious!

With models that are just a straight respray over a plain livery you might get away with simply masking the window areas, but that wasn't possible here. Once removed from the bodyshell, keep the glazing in a safe place.

I used the same blade to gently persuade the roofboards to part company with the carriage sides. We're doing all this work because you can't always paint over the top of an existing livery. Unlike household gloss, the paints used in modelling don't have the greatest covering power and existing livery elements will show through unless you take steps to remove them.

Now we can get down to business. For best results, you'll need to use a paint stripper specifically intended for use on plastic models. Having tried most of the alternatives, my preferred choice is SuperStrip from Phoenix Precision. Part fill a foil container or similar, let the bodyshell soak for a few minutes and then start removing the paint with a toothbrush.

Scrub away at the white lining until it starts to lift – this may not be immediate – and remove any stubborn residues carefully. Be careful not to scar the plastic in any way and remember that the more of the original finish you can remove, the better the final result will be.

These two brushes are from my 'general service' fleet, also used to create weathering effects such as streaking and blotching. They have tough bristles so they come in useful for paint stripping.

Intermediate
Beginner SKILL LEVEL Advanced

You don't need to strip the bodywork back to bare plastic but it's no problem if you do. The important thing is that you have a smooth, even surface on which to work. Smooth off any rough spots with fine abrasive paper (1,200 or 1,500 grit), give the workpiece a good wash and allow it to dry thoroughly in a warm place.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
4mm BR coach lining	*www.hmrs.org.uk*	23
Crimson enamel paint	*uk.humbrol.com*	20
Decalfix	*uk.humbrol.com*	AC6134
Fine abrasive paper	Various	Various
Grey primer	*www.acrylicosvallejo.com*	74.641
Iwata Eclipse HP-CS	*www.airbrushes.com*	IW-ECL-BCS
Mahogany Mr Hobby Aqueous semi-gloss paint	*www.albionhobbies.com*	84
Superstrip paint remover	*www.phoenix-paints.co.uk*	PQ18A
White spirit	Various	Various

I'm not sure everyone understands the difference between a primer – which prepares a surface, usually metal or wood, so it will accept paint – and an undercoat, which assists the build-up of colour density. Here I'm using a grey primer as an undercoat.

Livery colours can be very subjective. For my money, Humbrol No. 20 gives as good a rendition of BR maroon as any. I have cans of paint going back to the 1980s but for important jobs like this I prefer to use a fresh tin.

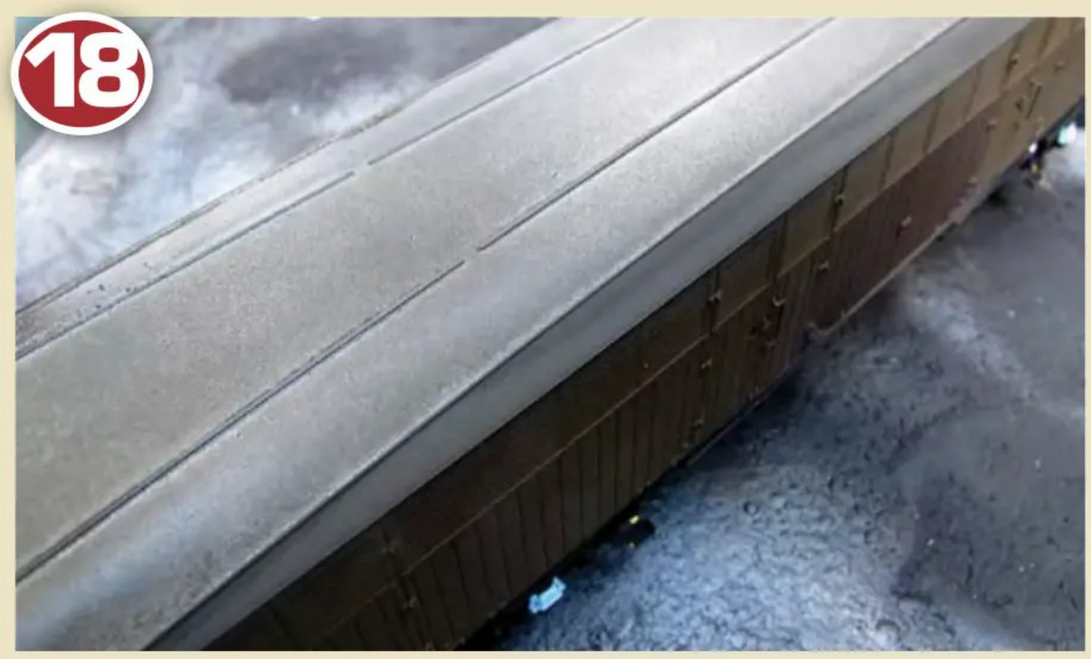
I dilute enamels with 40% white spirit and spray through a quality airbrush at about 26psi from two or three inches away. Along with Iwata's Revolution CR, this Eclipse HP-CS is my usual choice for repaints. Reds don't have the best covering power but thanks to the grey undercoat, you should be done in three passes.

Once the bodyshell has been airbrushed and the paint left to dry really hard, you can apply lining. This is another skill that really only comes with practice. Here I've used transfers from the HMRS range, cut into short lengths – again, no more than three inches – and carefully brushed to eliminate air bubbles.

A decal softener will help the lining transfers bed down neatly – and enable you to correct any misalignments. Brush it on sparingly and then press down with a clean cotton bud. I use Humbrol's DecalFix.

After the bodyshell, interior, glazing and underframe have been reassembled, the former 'Coronation Scot' Open Second can be weathered and renumbered.

Taking the classic route to repainting and lining the LMS coach might seem complicated but when I came to change the livery of an Accurascale 'Siphon G' from Great Western Railway brown to BR maroon I cheated a little. The first step was to airbrush out the insignia using the nearest colour match I could find – No. 84 Mahogany from the Mr Hobby Aqueous range.



What remained in the colour cup went on the roof as the initial stage in the discoloration process.

I then started building up the roof colour, using a base mix of dark grey and brown and then progressively lighter and darker mixes of the same.

I treated the end in the same way, with the same colours. Parcels vehicles such as 'Siphons' were rarely if ever cleaned.

The underframe gets a similar coat, matching the already dull-looking colour of the sides.

Now I'm starting to vary the colour of the bodyshell slightly – a little darker, a little lighter here and there. In everyday use the real vehicles were emphatically not one solid colour from end to end, unlike the out-of-the-box model.

Like the Southern utility vans which were another familiar part of the rail scene right through into the 1980s, 'Siphons' invariably looked drab and unkempt. It was all part of their character.

Faint traces of the original livery colour could and did show through. I'm replicating this with the very faintest hint of BR coaching stock maroon, sprayed around the doors where the movement of station staff might rub away some of the grime.

Intermediate
Beginner SKILL LEVEL Advanced

25 You need to keep the colour application to a minimum. Here, the Great Western Railway brown has become part of the background rather than the predominant colour.

26 Although the amount of repainting is minimal, there's now little sign that this model was ever in Great Western Railway livery. It looks for all the world like the usual BR-era 'Siphon G'.

TIP

● When repainting a model, make sure all paint has been throughly stirred to the correct consistency before attempting to apply it, so the colour is as it should be. A battery operated paint stirrer is handy for this.

27

To bring the model to life, I'm painting in paper destination labels with a fine brush. Other than the label currently in use, these were generally torn and distressed so that's the effect I'm going for. In 4mm:1ft scale, I don't think you need to be able to read them.

28 The same thinking applies to the vehicle number and other insignia, which would be semi-invisible under all the filth. All you need is a hint that they're there – aim for the right muted colour and the right general shape.

29

A similar deception applies with this kit-built 'Jubilee' – I didn't fancy lining the whole locomotive and tender so I just applied transfers here and there, the assumption being that what isn't directly visible (and then barely) is hidden under layers of grime. In fact, there's nothing there!

30

A final thought – Hornby is yet to introduce the Hawksworth K45 Full Brake in BR blue.

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FIVE MILE

Lincoln and District Model Railway Club's latest exhibition project is based on a long-forgotten rural station on the Lincolnshire Loop line in the 1930s. **SEAN TYLER** explains how this 'OO' gauge layout came about.

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	18ft x 11ft	EASTERN	1930s	DCC, NCE POWERCAB

HOUSE

Ivatt 'C1' 4-4-2 4421 eases out of Five Mile House yard with a short milk train.

THE LINCOLNSHIRE LOOP line was built by the Great Northern Railway, connecting Peterborough to Gainsborough via Spalding, Boston and Lincoln. It opened in 1848 and was initially part of the main north-south route on the east coast until the Peterborough to Retford section opened in 1852.

Five Mile House was one of several stations between Lincoln and Boston, following the course of the River Witham. It served the village of Fiskerton which had a very small population and took its name from a pub popular with operators of horse-drawn packets up and down the river. Two timber-built staggered platforms were provided either side of a crossing which linked the village to a small ferry across the river. Passengers from Fiskerton wishing to use the train would have to cross the River Witham by the ferry to reach the station, which deterred many.

This history of the station is interesting as it opened on September 15 1858 and was closed two years later due to the lack of footfall. It was then reopened at the request of a local farmer so that he could get his livestock to the cattle markets or slaughterhouses. In 1919, the original wooden station burnt down and only the signalbox was rebuilt.

Regular passenger services were withdrawn on 15 September 1958, but the station remained open until 6 September 1964 for anglers' specials on summer weekends to and from Rotherham Central, Sheffield Victoria and Wadsley Bridge. By September 1964, only one train each way called at the station. In 1957, the ferry was replaced by a footbridge over the river.

Officially, the last person to use this station before the line was taken up in the 1980s was Her Majesty Queen Elizabeth II

Gresley 'A4' 4-6-2 4493 *Woodcock* powers through Five Mile House station on a diverted express passenger train.

3 **LNER 'D16/3' 4-4-0 8825 rolls into Five Mile House station with a local stopping train.**

on November 14 1980. The Sustrans cycle/footpath runs along the former trackbed and through the station site, of which no trace remains.

In its day though, the Loop Line was very busy with traffic ranging from non-stop passenger trains to East Coast Main Line diversions, fish trains and those aforementioned angling specials.

PLANNING

It has been a few years since Lincoln and District Model Railway Club had built an exhibition layout and we looked for a subject with a local theme. Fiskerton is only five miles outside of Lincoln and would provide a good stage for the members' London and North Eastern Railway (LNER) stock. There was plenty of history to replicate and a good balance of operation, allowing for through and stopping passenger services, heavy goods trains and an intricate shunting sequence in the goods yard – accurately modelled trains suitable for the period are always popular.

Once we had agreed to consider building a replica of the station, we looked at what size the layout would need to be to give a credible representation and allow trains to be fully visible. The final dimensions of 18ft x 11ft were agreed, with 'OO' gauge chosen for its visual fidelity and availability of members' rolling stock. Early on, we decided we wanted working signals which would also include all the point rodding and signal wires: an extra detail and complication, but something which makes a noticeable difference visually. It all took about two years to build, with much of the work being done away from the clubroom by a talented group of modellers.

4 **A 'J50' 0-6-0T and brake van await their next turn of duty in the headshunt in Five Mile House goods yard.**

5 **LNER 'A4' 4498 *Sir Nigel Gresley* approaches Five Mile House signalbox as a double-headed Pullman working speeds through in the opposite direction with Ivatt 'C1' 4-4-2s 4421 and 251 in charge.**

Baseboards – three scenic and four for the storage yard – are of 12mm plywood on a timber frame. Each baseboard is aligned using metal bullet plugs held tight with clamps and supported on metal trestles. The track and platforms are raised above the baseboard on layers of sculptured polystyrene leaving the River Witham and the South Delph at baseboard level. The storage yard can hold up to 18 trains.

When building the layout, we had just three photographs and old maps to work from as reference points to enable us to place the buildings and signals accurately. The platforms are staggered and there is also a loading dock, cattle dock and signalbox. All of the buildings bar the Ratio cattle dock were scratchbuilt by the team. The cattle dock was built by my grandfather who was a member of the club when he was alive and modelling. The use of WW Scenics static grass really helps to bring this rural layout to life. Figures are from a range of companies, including ModelU and Langley.

DETAILS, DETAILS...

While the basic scene was established, making it feel like a small village station took a lot of thought and creativity. We have a local sat waiting at the crossing gates after disembarking from the chain ferry which was the normal way back then to cross the river. At the back of the layout is a farmer heading up to the loading dock to drop off straw from his farm. We also have a coalman loading up his horse and cart ready to deliver to the village of Fiskerton.

For the point rodding, we used Ratio products and weathered them at the same time as doing the track – we have even put the signal wires on the signal pulley posts! The Great Northern Railway 'somersault' signals were built by the very talented Mark Seward from MSE and work by flicking a switch on the control panel. The distinctive ground signals are the original Saxby and Farmer equipment where the head pivots around instead of the signal rotating vertically.

To create the river, we used a mixture of colours to make the riverbed and then poured clear resin over the top. Once that »

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6 Under a clear signal, Gresley 'K3' 2-6-0 2934 restarts its train of non-corridor stock from Five Mile House station.

had dried, I wiped it down with a cloth to make it appear as if it was flowing towards Boston.

OPERATION

Because we have the ability to run so many different rakes, it is important that we have a running schedule – albeit one that is constantly evolving. It takes more than half an hour to complete and allows some entertaining shunting when a pick-up goods drops wagons off, with cattle trucks moved to the loading dock. A later pick-up goods will collect them once more.

We use the NCE Powercab Digital Command Control (DCC) system to operate the locomotives and analogue mimic panels for the points and signals. This is what most members are familiar with and it has proved straightforward to train new users on. The scenic points are powered by DCC Concepts Cobalt motors which have a realistically slow action and the points and signals are analogue controlled. The latter are activated via micro servos. We make sure anyone operating the layout is trained to understand how to operate the points and working signals, so operation can be as accurate as possible.

We have a huge range of rolling stock which is a mixture of ready-to-run and kit-built products owned by club members. My favourite train is what we call the 'farm set', hauled by a Robinson 'J11' 0-6-0 with two ploughing engines, a balance plough, another engine and a threshing machine as its load. It is very different – but a once important traffic – and was great fun building. A typical running session is likely to include:

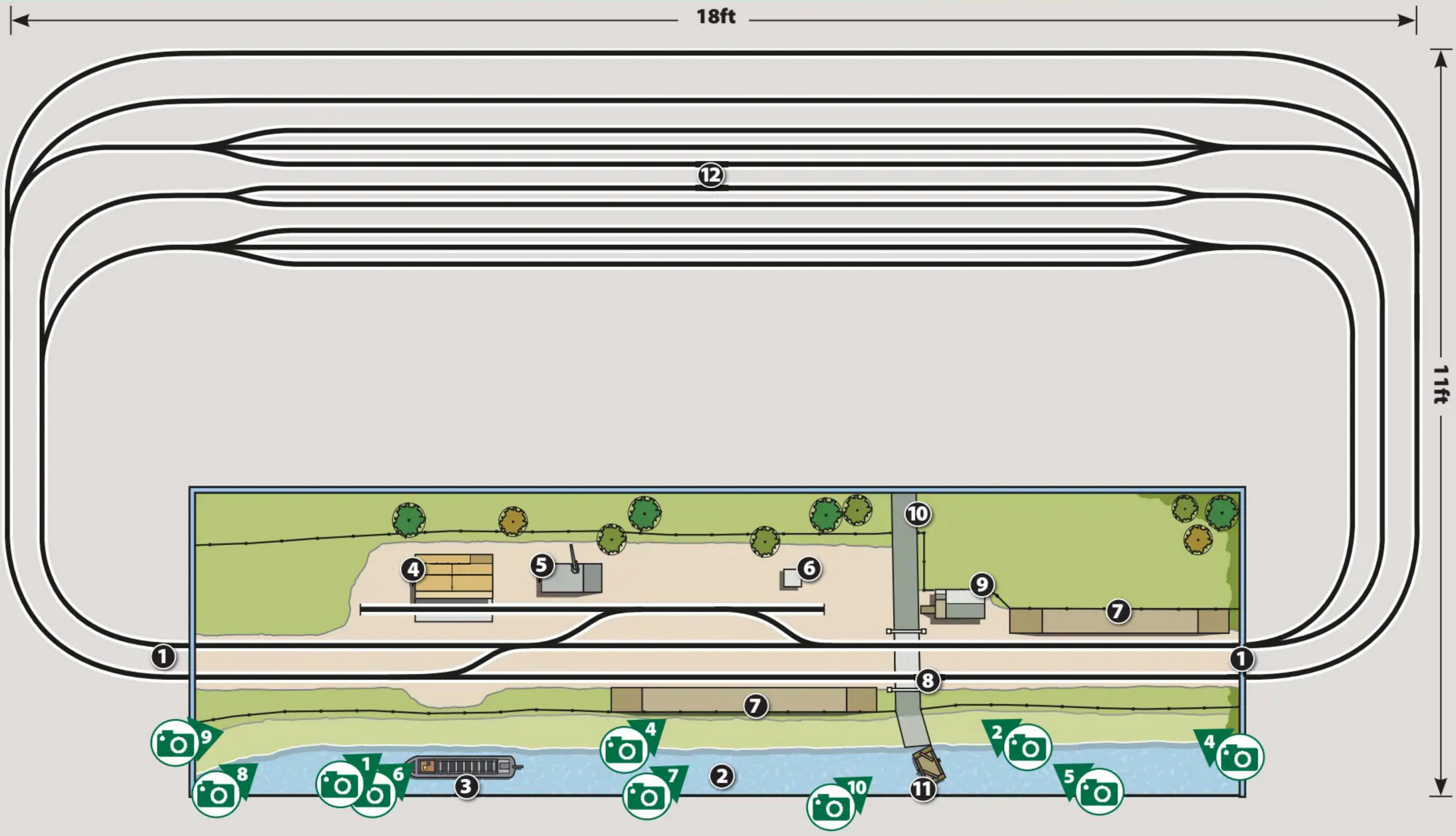
- 'C1' 4-4-2 on a milk train;
- 'K3' 2-6-0 with a six-coach York-Skegness excursion; »

7 A local resident awaits the passage of Robinson 'O4' 2-8-0 6190 on a loaded coal train before crossing the line with his horse and cart, having just made the short ferry crossing on the river.

8 LNER 'D16/3' 4-4-0 8825 slows for its station stop at Five Mile House with a rake of teak four-wheel coaches, while Gresley 'V2' 2-6-2 4771 *Green Arrow* rumbles through with a fish train.

9 **Robinson 'O4' 2-8-0 6190 passes Five Mile House station with a loaded coal train, while an empty milk train regains the main line in the distance.**

FIVE MILE HOUSE TRACK DIAGRAM (NOT TO SCALE)



KEY			
1 To/from storage yard	4 Cattle dock	7 Station platform	10 Road
2 River	5 Coaling stage	8 Level crossing	11 Ferry
3 Boat	6 Platelayer's hut	9 Signalbox	12 Storage yard

- 'O4' 2-8-0 hauling a loaded coal train;
- 'V2' 2-6-2 on a fish train;
- 'A4' 4-6-2 on a diverted 'Flying Scotsman';
- 'J50' 0-6-0T with a pick-up goods;
- 'K2' 2-6-0 powering a local stopping train;
- 'A1' 4-6-2 on a Pullman
- 'A5' 4-6-2T hauling a 'Parliamentary' train;
- 'Q6' 0-8-0 with a Parson's train from Newcastle; and
- 'J11' 0-6-0 hauling the 'farm set'.

CONCLUSION

During this build, we have learnt a lot of skills and developed more. We are really pleased with the layout and how it has turned out: it was a huge success when the layout was exhibited in Fiskerton with lots of recollections from locals of their memories when they were children. The enjoyment we gained from this prompted us to attend more exhibitions, including one in London in April 2025.

Future developments are focused on rolling stock: I am gradually weathering as much as I can for added realism, but while Five Mile House is set in the 1930s, it could be operated in the British Railways era as little changed with the track layout until it was lifted. There is also a plan to automate the storage yard to simplify operation, and to reduce its footprint to allow the layout to be used in the clubroom.

Special mention must be made of the club's former chairman the late Fred Hempsill, without whose knowledge and skills this layout may not have happened at all. **HM**

10 Robinson 'J11' 0-6-0 5954 eases into view at the head of the 'farm set' comprising a ploughing engine, a threshing machine, two further ploughing engines and a balance plough as its load.

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

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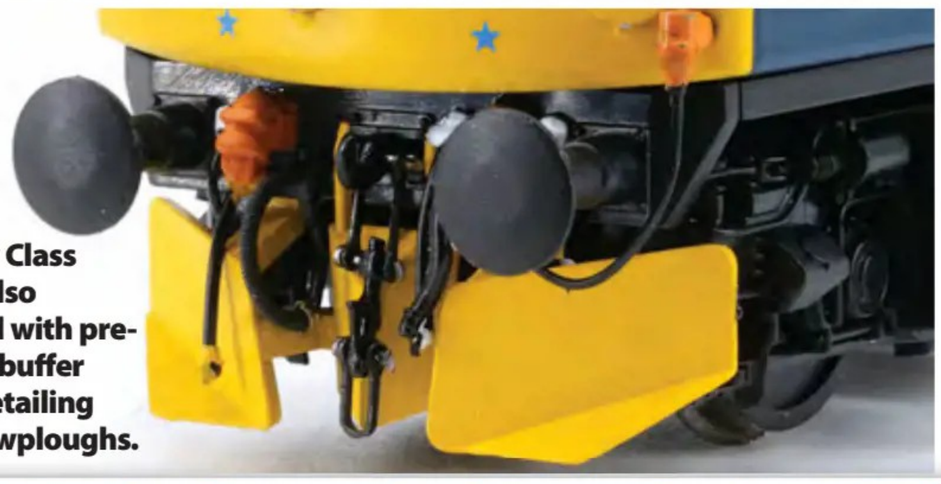
FIRST REVIEW

Heljan's RETOOLED CLASS 26/1

Scottish Region modellers have waited a while for this new version of the Class 26 to arrive – but does it match high expectations? **BEN CHURCH** finds out.

Heljan's retooled 'OO' gauge Class 26/1 features an improved front end appearance with deeper centre cab window and further enhancements.

Heljan has retooled its 'OO' gauge BR Class 26/1 Bo-Bo diesel.



The new Class 26/1 is also supplied with pre-painted buffer beam detailing and snowploughs.

Bogie and underframe detailing is superb with crisply moulded fuel tank, water tank and pipework.

TECHNICAL DETAILS

Manufacturer:	*www.heljan.co.uk*
Cat No:	2643 (reviewed)
Description:	BR Class 26/1 Bo-Bo diesel-electric
Builder:	Birmingham Railway Carriage & Wagon Company
Region:	Scottish
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	220mm (over buffers)
Price:	£209 DCC Ready (pristine), £219 DCC Ready (weathered)
Couplings:	Small tension locks in NEM pockets
DCC:	21-pin decoder socket
Speaker:	Factory-fitted dual speakers
Exterior lights:	Directional
Interior lights:	Cab and engine room interior
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Bo-Bo
Purpose:	Mixed Traffic
Haulage capacity (expected):	Six coaches
Haulage capacity (actual):	Eight coaches (maximum tested)

"Looking at the cab, a substantial enhancement over the previous model is evident as the centre window is now a much more faithful representation."

BEN CHURCH

HELJAN first announced plans to produce a retooled 'OO' gauge Class 26/1 Bo-Bo diesel in 2022. Now, the first models have arrived in the *Hornby Magazine* office for assessment: should Scottish Region modellers rejoice?

The Birmingham Railway Carriage & Wagon Company (BRCW) Type 2s – later Class 26 under TOPs – were reliable from the first test runs on the Eastern Region and a revised batch of 27 later designated Class 26/1 had alterations to the cantrail grille arrangement, coil springs rather than leaf and changes to the bogie footsteps and side cab windows.

All were eventually allocated to Scotland, with the Class 26/0s allocated to Edinburgh Haymarket. The lighter Class 26/1s settled in the Highlands of Scotland and for this many were fitted with tablet catchers and recesses, while some also received additional headlights and radios. As Class 37/4s arrived in Scotland in the 1980s, the '26/1s' transferred to freight and departmental duties with the final members withdrawn in late 1993. See Reality Check on pages 80-83 for more details on the Class 26 Bo-Bo diesels.

THE MODEL

Nine 'OO' gauge locomotives form the initial tranche of releases, with models appearing in BR green, BR blue, Railfreight 'red stripe' and Civil Engineers' grey and yellow. Detail differences have been incorporated, with some locomotives having dual vacuum and air brakes, along with flourishes to some liveries, such as the Highland stag on some examples.

Our sample was finished as 26023 in BR blue (Cat No. 2643). Built in 1959, it spent its working life at Haymarket and Inverness depots before being withdrawn in 1990. Looking at the cab, a substantial enhancement over the previous model is evident as the centre window is now a much more faithful representation of the prototype.

Externally, lights, lamp irons and a full complement of factory-fitted front end pipework helps to 'sell' the look of the Class 26 from the front - even more so when the included snowplough is fitted. Through the flush glazed windows, the cab bulkhead can be seen, which has been neatly painted in grey and small details picked out individually. Overall, the front end appears crisper than previous releases.

Beneath the driver's side cab windows, the recess for the tablet catcher can be found – the equipment is not fitted on our model, which is correct for the period modelled: it comes supplied with plates that fit into the recess to cover it, which can be secured with a dab of glue. However, photographs of the real locomotive suggest the recess for the tablet catcher may be a touch shallow.

On the bodysides, separately-fitted metal handrails frame the cab doors, and there is an accurately replicated grille at the fan end of the locomotive. The bodyside windows look through to the chassis with one featuring moulded detail in the die-cast block. Along the roof, detail is mostly moulded including the exposed air horns on the cab roofs (covers are provided separately), while the recessed red roof fan is covered with a fine see-through grille. »

A removable clip-fit roof section now provides access to the DCC decoder socket, PCB sockets and lighting dip switches.

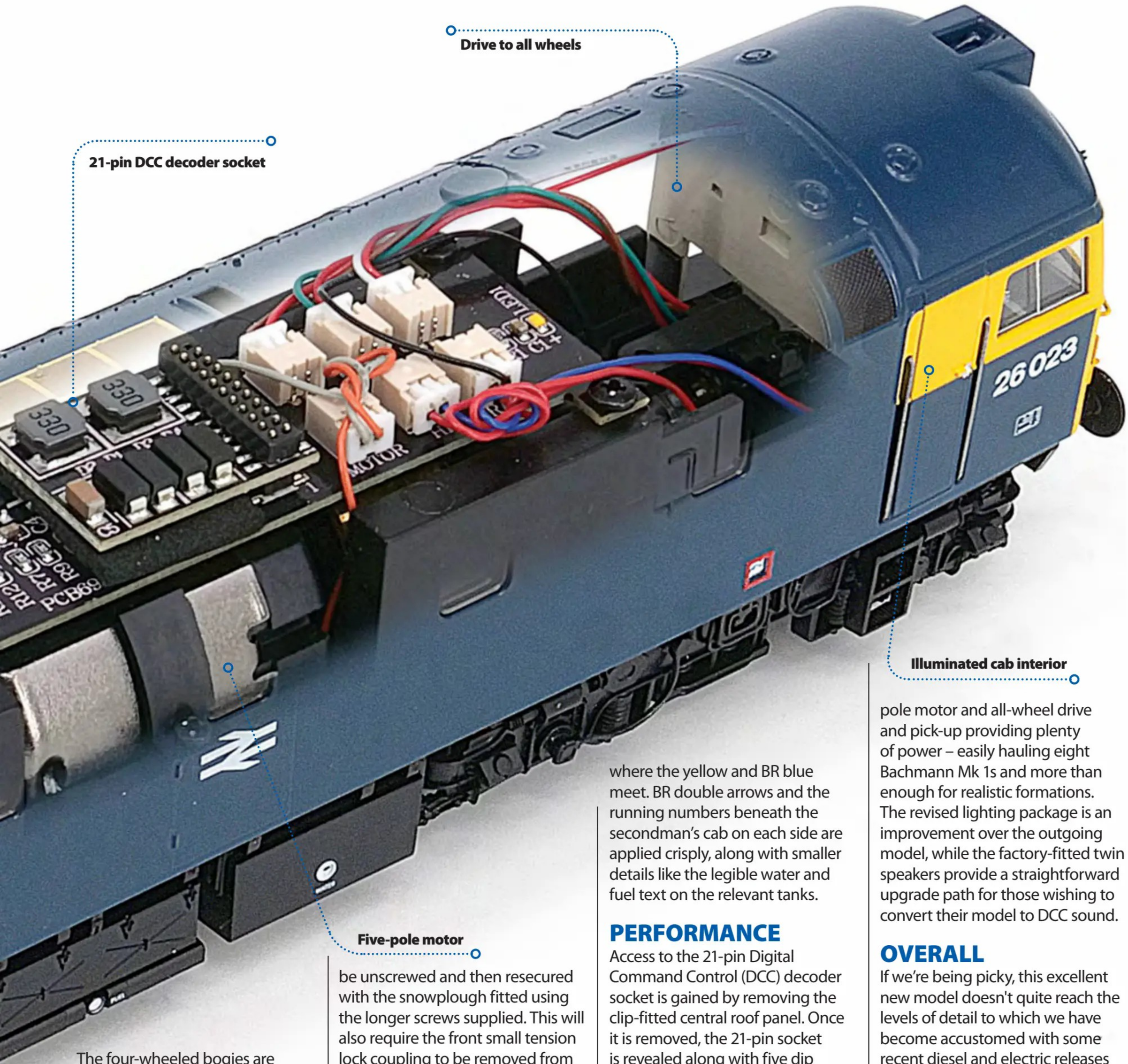
Heljan's new 'OO' gauge Class 26/1 features a five-pole motor, 21-pin DCC decoder socket, factory-fitted dual speakers, improved cab detailing and additional lighting options.

DIP switches for lighting

Cab interior detail

Etched metal radiator grilles

Separately fitted steps



The four-wheeled bogies are neatly represented, with correct coil springing and blackened wheels. Each of the cab steps is well defined and the sanding gear is also very well done, while fuel and boiler water tanks are located beneath the centre of the underframe, with fine mounting arms connecting them to the body.

A detailing pack includes snowploughs, plates to cover the ends of the horns and tablet catcher recesses, and yellow closed and white open headcode discs. Other Class 26/1 variants include suitable radio antennae and twin 'car style' working headlights, as fitted to Inverness based locomotives working the Kyle of Lochalsh and Far North lines. Fitting the snowplough is straightforward and requires the buffer beam to be unscrewed and then resecured with the snowplough fitted using the longer screws supplied. This will also require the front small tension lock coupling to be removed from the NEM coupler pocket.

Decoration to our review sample was very good, with correct Blue Star multiple working symbols, overhead line electrification warning flashes and crisp lines where the yellow and BR blue meet. BR double arrows and the running numbers beneath the secondman's cab on each side are applied crisply, along with smaller details like the legible water and fuel text on the relevant tanks.

PERFORMANCE

Access to the 21-pin Digital Command Control (DCC) decoder socket is gained by removing the clip-fitted central roof panel. Once it is removed, the 21-pin socket is revealed along with five dip switches providing control of the directional lights, cab and engine room illumination on analogue control.

Our sample of 26023 proved smooth and quiet, the central five-pole motor and all-wheel drive and pick-up providing plenty of power – easily hauling eight Bachmann Mk 1s and more than enough for realistic formations. The revised lighting package is an improvement over the outgoing model, while the factory-fitted twin speakers provide a straightforward upgrade path for those wishing to convert their model to DCC sound.

OVERALL

If we're being picky, this excellent new model doesn't quite reach the levels of detail to which we have become accustomed with some recent diesel and electric releases – but this refined Class 26 is an improvement on what has gone before, is faithful to the prototype and is sure to gain plenty of favour with modellers of the Scottish scene. (BC)

Our review sample represents a Class 26/1 in 1970s condition with tablet catcher recesses and running numbers beneath the driver's cab windows.

Class 26

Amongst the most successful of British Railways' early diesels were the mixed traffic Class 26s, a type once synonymous with Scotland's railways, and which had long careers in front-line service, as **EVAN GREEN-HUGHES** remembers.

IN 1955, BRITAIN'S RAILWAYS were in a financial mess. Nationalisation had failed to stem increasing losses, traffic was being lost to road and British Railways' (BR) pro-steam traction policy was proving increasingly troublesome, particularly as coal costs were rising and there was a shortage of people willing to take up work on the footplate.

The answer was a £1bn plan to replace steam with diesel and electric trains, and upgrade rolling stock, track and stations. Adjusted for inflation, it would cost around £22 billion at today's values.

Initially only two power bands of diesels were planned – one delivering between 800 and 1,000hp (Type A) and the other up to 1,500hp (Type B). Initial batches of Type Bs would be ordered from several manufacturers including BR's own workshops and also from the Birmingham Railway Carriage and Wagon Company (BRCW), which already had some experience of diesel production for the overseas market.

Both the BR and the BRCW designs followed the same basic mechanical layout, having Sulzer engines, two four-wheel bogies and cabs at both ends. However, the BRCW version, which was to become the Class 26, used Crompton Parkinson electrical equipment rather than the AEI type favoured by BR. There was also another significant difference in that the engine room ventilation grilles on the BRCW version were at cantrail height, rather than on the bodyside, which later proved to be a significant advantage as it reduced the amount of dirt entering the

BR green D5342 crosses the River Brora on the approaches to Brora station with a northbound freight for Wick and Thurso on August 3 1960. Brian Stephenson.

interior. Glass fibre cabs were used, which also improved the appearance of the Class 26 over its competitor.

INTO SERVICE

Completed in July 1958, the first of the batch, D5300, was sent to Doncaster for acceptance trials but was found to be two tons over its design weight, a fact that did not prevent it being accepted into service shortly afterwards. Initially sent to Hornsey, along with the 19 others of the prototype batch, it found work on cross-capital freights, suburban passenger workings and empty stock moves. Unfortunately, due to the weight issue, the class was prohibited from working over Southern Region metals, which reduced its usefulness and eventually resulted in a batch of BR-built Class 24s being drafted in to replace them.

A second batch of 18 almost identical locomotives was then built, the order being sanctioned even before the prototype had left the works. In view of the issues with the first batch, these had a number of detail differences designed to reduce their weight to within the original BR specification. These included the use of slightly revised traction motors, lightweight Oleo buffers instead of oval ones and a reduction in the capacity of the boiler water tank. The resulting engines were just over four tons lighter than their predecessors, and well within BR's 75ton limit. Nine more were ordered to this pattern shortly afterwards and all 47 of the class were in service by October 1959.

All of the second and third batch »

Birmingham Railway Carriage and Wagon Company Type 2 Bo-Bos D5343 and D5334 head away from Kyle of Lochalsh with the 5.30pm to Inverness on September 7 1961. Brian Stephenson.

locomotives were allocated to the Scottish Region from new and allocated to Haymarket shed, although the first two D5320-21 were briefly sent to Leith Central. Once the ex-Eastern Region batch arrived, some were transferred to Inverness and these two depots then looked after them until 1987, with only a few exceptions when individual locomotives spent short periods at other locations.

Duties over this prolonged period included working passenger and freight trains over the Far North and the Kyle of Lochalsh lines as well as operating Perth-Inverness traffic. Haymarket-allocated engines were mainly employed on freight duties but the class worked over the Edinburgh-Carlisle 'Waverley Route' where they could be seen on passenger, postal and freight trains.

The class was also sometimes employed on the Hawick newspaper working. D5339 also worked the Royal Train on June 27th 1966 double-heading with a Class 27 while in the same year there was also a regular diagram which saw a Stranraer-Ayr freight worked double-headed with a '5MT' steam locomotive.

In the same year, a small batch of Class 26s fitted with slow-speed control for use on the Cockenzie power station Merry-go-Round workings, with these selected from the first batch. D5300-5306 were converted at St Rollox with the work also involving the removal of the train heating boiler and boiler water tank, the addition of sheeting over of the front gangway doors and the fitting of train air brakes. These locomotives also took charge of coal traffic from Bilston Colliery destined for Longannet power station during 1968 for a period when Cockenzie was taken offline for maintenance.

Class 26 26005 receives attention inside Glasgow's St Rollox Works on April 26 1982. This was one of eight (early) locomotives fitted with slow speed control and dedicated to Edinburgh area Merry-go-Round coal duties. John Chalcraft/Railphotoprints.uk.

Work for the class began to decline in 1969 when the Waverley Route was closed completely but this allowed their use on a wider variety of duties, which included freight and parcels workings between Edinburgh and Newcastle. By this time steam had been eliminated from the network and as a result most locomotives lost their D prefix, with the system changing again in 1974 when the TOPS computer system was introduced, at which

With the Isle of Skye providing the backdrop, BRCW Type 2 D5343 shunts the quayside at Kyle of Lochalsh on September 7 1961. Brian Stephenson.

FACTS AND FIGURES	
CLASS 26	
Builder:	Birmingham Railway Carriage and Wagon Company
Introduced:	1958
Last withdrawn:	1993
Number in class:	47
Number series (as built):	D5300-D5346
Number series (TOPS):	26001-26046
Wheel arrangement:	Bo-Bo
Wheel diameter:	3ft 7in
Maximum speed:	75mph
Engine:	Sulzer 6LDA28-A
Generator:	Crompton Parkinson CG301A1
Traction motors:	Crompton Parkinson (four) C171A1 or C171D3 (later)
Horsepower:	1,160hp at 750rpm
Maximum tractive effort:	40,000lbs
Continuous tractive effort:	30,000lbs
Brakes (locomotive):	Air
Brakes (train) as built:	Vacuum
Length:	50ft 9in
Width:	9ft 3in
Height:	12ft 8in
Weight:	77tons 17cwt (D5300-5319), 73tons 6cwt (D5320-5346)
Train heating:	Stone Vapor boiler
Fuel capacity:	500gallons
Boiler capacity:	550gallons of water, 150 of fuel
Control system:	Blue Star
Number preserved:	13

In later life, some class members gained BR's Departmental 'Dutch' yellow and grey colour scheme. On August 16 1992, 26004 rests in the bay platform at Perth. John Chalcraft/Railphotoprints.uk.

point the 26s were renumbered 26001-046, though not in strict order as 6300 became 26007 while 6307 was given the number 26020. From the production batches, 5320 became out of sequence 26028 due to the original 5238 having been scrapped after an accident.

CHANGING ROLES

The mid-1970s saw 26010 taken out of service while 13 others were sent to Inverness, leaving only 26001-007 at Haymarket. Despite being freight-dedicated locomotives these often turned up on local passenger workings at this time. 26009 was withdrawn in 1977 while 26020 was placed into store. At this time locomotives were being set aside due to there being a surplus of small to medium-sized engines as a result of route closures in previous years. Nine Class 26s were withdrawn between 1977 and 1984, some with minor accident damage, while another four were set aside during 1985. All of these were examples that had not been upgraded or rebuilt and thus were slated to be the first to be withdrawn.

In the early 1980s, Class 37s began to replace the '26s' and their more powerful Class 27 sisters on passenger duties on the Far North and West Highland lines and this process was continued with the introduction of electrically heated stock over the following years, which the Class 26s could not work with.

BR planned to keep the remaining 33 Class 26s for a further decade or more but three were lost due to minor accidents in 1988-89 and the future of the rest was brought into question with a further reduction on freight in Scotland, with the railway particularly affected by the closure of the Ravenscraig steelworks in 1991. Again, this resulted in a surplus of locomotives and as a result withdrawals began again in 1990 and continued until 1993 by which time all the survivors were shedded at Eastfield. Twelve examples lasted until the end, with all withdrawn in October that year.

Showcasing its recently-applied new BR green colour scheme and oval buffers, 26007 undertakes exhibition duties at Thornaby depot on September 25 1992. Railphotoprints.uk Collection.

PRESERVATION BECKONS

By this time, enthusiast interest in the Class 26s had been heightened by the 1992 repainting of 26001 and 26007 into green livery as D5301 and D5300. As part of this process the locomotives regained their headcode discs and worked a number of special and enthusiast trains, as well as appearing at depot open days. The pair also worked a Wednesdays-only Inverness to Kyle of Lochalsh service on a number of occasions. D5301 also became the only member of the class to carry a name, in this case Eastfield to mark the closure of that depot.

Thirteen of these popular machines then passed into preservation with several active today. First-built 26007 in grey Railfreight coal livery is normally based at Barrow Hill Roundhouse but visits other heritage railways regularly while 26010 is a frequent performer at the Llangollen Railway in green and numbered 5310. The Caledonian Railway has 26014 in green as D5314 while the Gloucestershire and Warwickshire Railway returned 26043 to service in 2013 in BR blue. Most of the others are currently in store or being rebuilt. The type has proved to be very suitable for heritage line service, being economical to run and of an ideal power for lightweight and low-speed trains.

The Class 26 was an outstanding product that did everything that BR hoped that it would. In service it proved slightly superior in performance to its BR-built cousins and this made the class a firm favourite in Scotland where pairs of locomotives working in multiple replaced pairs of steam locomotives, with considerable savings in costs. The class was a maid of all work and for many years typical motive power for Scotland's railway, where they are so readily associated. **HM**

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

'PEAK' PRACTICE

The bulky lines of the Class 45 'Peak' diesels are back in vogue for 'O' gauge the arrival of Heljan's sealed beam locomotives. **MIKE WILD** checks out the latest 7mm scale Goliath.

The front end of 45144 captures the looks of the sealed beam locomotives and includes ETH sockets on the buffer beams.

BRITISH diesel locomotives don't get much bigger or heavier than the Sulzer Type 4s built by Derby and Crewe Works between 1960 and 1962. This 16-wheel form weighed in at 133tons requiring a greater number of wheels than later designs to spread its weight evenly.

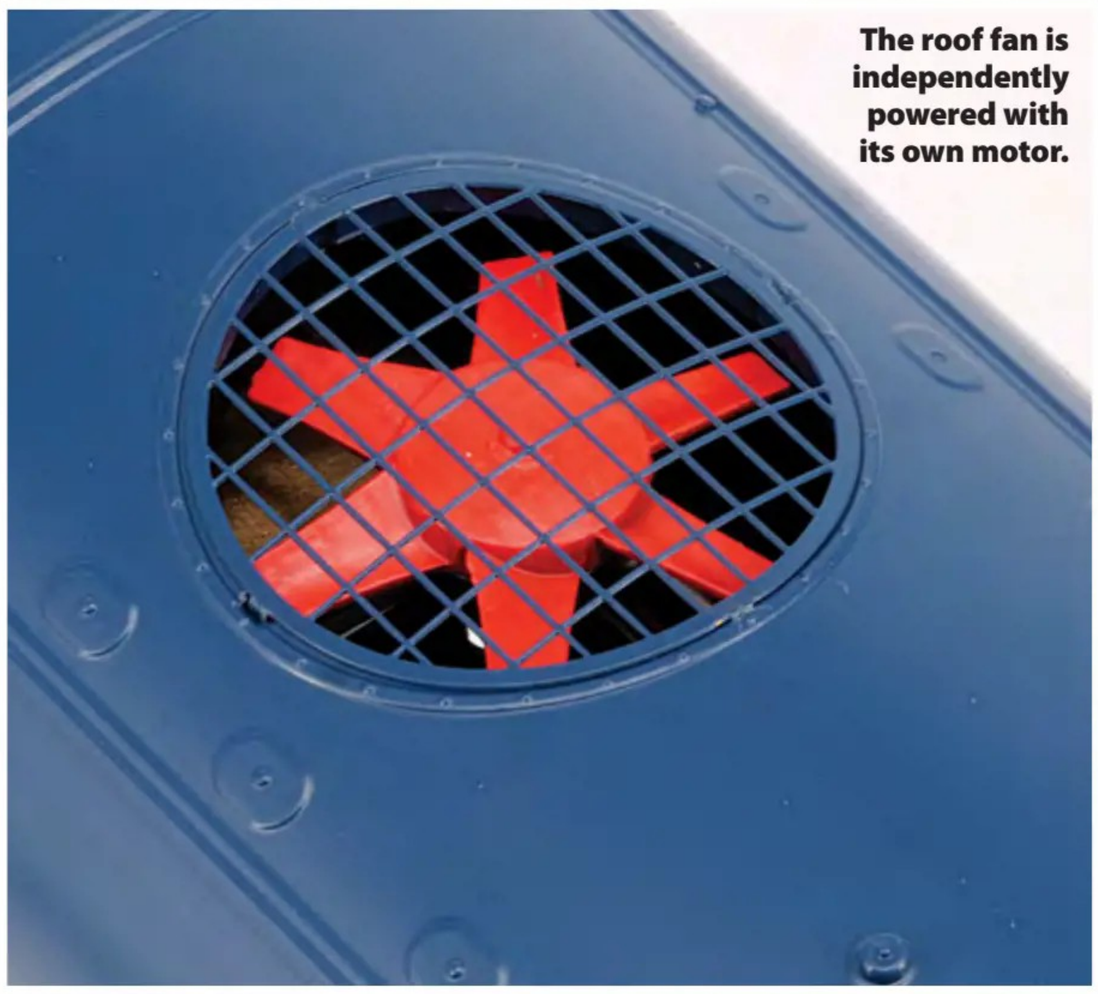
In total 127 were built and they were seen across the Midland Region as well as working into the Eastern and Western regions of the BR system. The 2,500hp engines provided traction for passenger, parcels and freight traffic while their external design included locomotives with split and central headcode box designs.

Between 1973 and 1975, Class 45 overhauls included modification to the nose ends which included removal of the original headcode boxes and replacement by sealed beam lights. This cleaned up the front end of the locomotives and presented a new face to the class. The same period saw a number converted to supply Electric Train Heating (ETH), creating the Class 45/1 sub-class, to allow them to work with air-conditioned coaching stock increasing their operational flexibility.

The final modifications came in the early 1980s when high-intensity headlights started to be fitted to the remaining in service locomotives to see out their last few years in traffic. The last of the class was withdrawn from main line service in 1989 having become closely associated with Trans-Pennine passenger trains.

THE MODEL

Heljan has good form when it comes to the 'Peaks'. It has already produced a ready-to-run 'O' gauge model of the class in original form with split central headcode boxes while it has also developed a new range of 'OO' gauge models of the design. However, this is the first time the sealed beam locomotives have been offered as a ready-to-»



The roof fan is independently powered with its own motor.

TECHNICAL DETAILS

Manufacturer:	*www.heljan.co.uk*
Cat No:	4526 (reviewed)
Description:	BR Class 45/1 1Co-Co1 diesel-electric
Builder:	BR Crewe Works
Region:	Midland
Gauge:	'O', 32mm
Scale:	7mm:1ft
Length:	472mm (over buffers)
Price:	£669 DCC Ready (pristine)
Couplings:	Working screw link couplings
DCC:	LokSound XL decoder socket
Speaker:	66mm x 29mm space and mounts
Exterior lights:	Directional head and tail lights
Interior lights:	Cab lights
Minimum curve radius:	Second
Motor type:	Five-pole, two
Flywheel:	Two (one per bogie)
Wheel arrangement:	1Co-Co1
Purpose:	Mixed Traffic
Haulage capacity (expected):	Eight coaches
Haulage capacity (actual):	Eight coaches (maximum tested)

FIRST REVIEW

"Heljan's 'O' gauge model of 45144 models it between 1974 and the mid-1980s."

MIKE WILD

New for 'O' gauge from Heljan are the sealed beam Class 45/0 and 45/1 diesels. This is 45144 *Royal Signals*.

run model for 7mm scale.

Our sample models 45144 *Royal Signals* in classic BR blue with yellow ends. It is one of eight versions being released which cover the Class 45/0 and 45/1 sub-classes with and without high-intensity headlights. The other locomotives due for release include an unnumbered 45/0 and 45/1, 45004 *Royal Irish Fusilier*, 45033 *Sirus* in weathered BR blue, 45110 *Medusa* in weathered BR blue with an orange cantrail line and 45106 in BR railtour green livery as it was at the very end of its career.

45144 started life as D55 in 1962 when it was completed at Crewe Works. It was named *Royal Signals* in 1965 and retained the name until it was withdrawn in 1987. It spent its entire career allocated to Midland Region depots including Derby, Toton, Cricklewood and Nottingham. It became 45144 in 1974 with its steam heating boiler replaced by ETH equipment.

The bulky shape of the Class 45 is superbly captured in 'O' gauge by Heljan.

Heljan's 'O' gauge model of 45144 models it between 1974 and the mid-1980s when it gained a high-intensity headlight. The chassis and bogies reflect the Class 45 well with separate parts for the steps as well as a full complement of buffer beam details. The ETH connections are also present on the buffer beams for 45144 together with sprung buffers and sprung working screw link couplings.

Above the solebar, the body reflects the final years of these locomotives well with the sealed beam lights modelled correctly at each end of the locomotive on the flush front ends. However, the cantrail level curve should start a little lower than it does with shaping to the top of the cab doors and windows. Separate parts are applied for the grab handles while along the body you will find more separately fitted handrails, moulded grilles, separately fitted cover plates and correct roof panels.

Decoration of 45144 matches the high standards we expect from a Heljan 'O' gauge models with crisp application of the BR blue base livery overlaid with printed numbers, data panels, electrification warning flashes and small double arrows.

PERFORMANCE

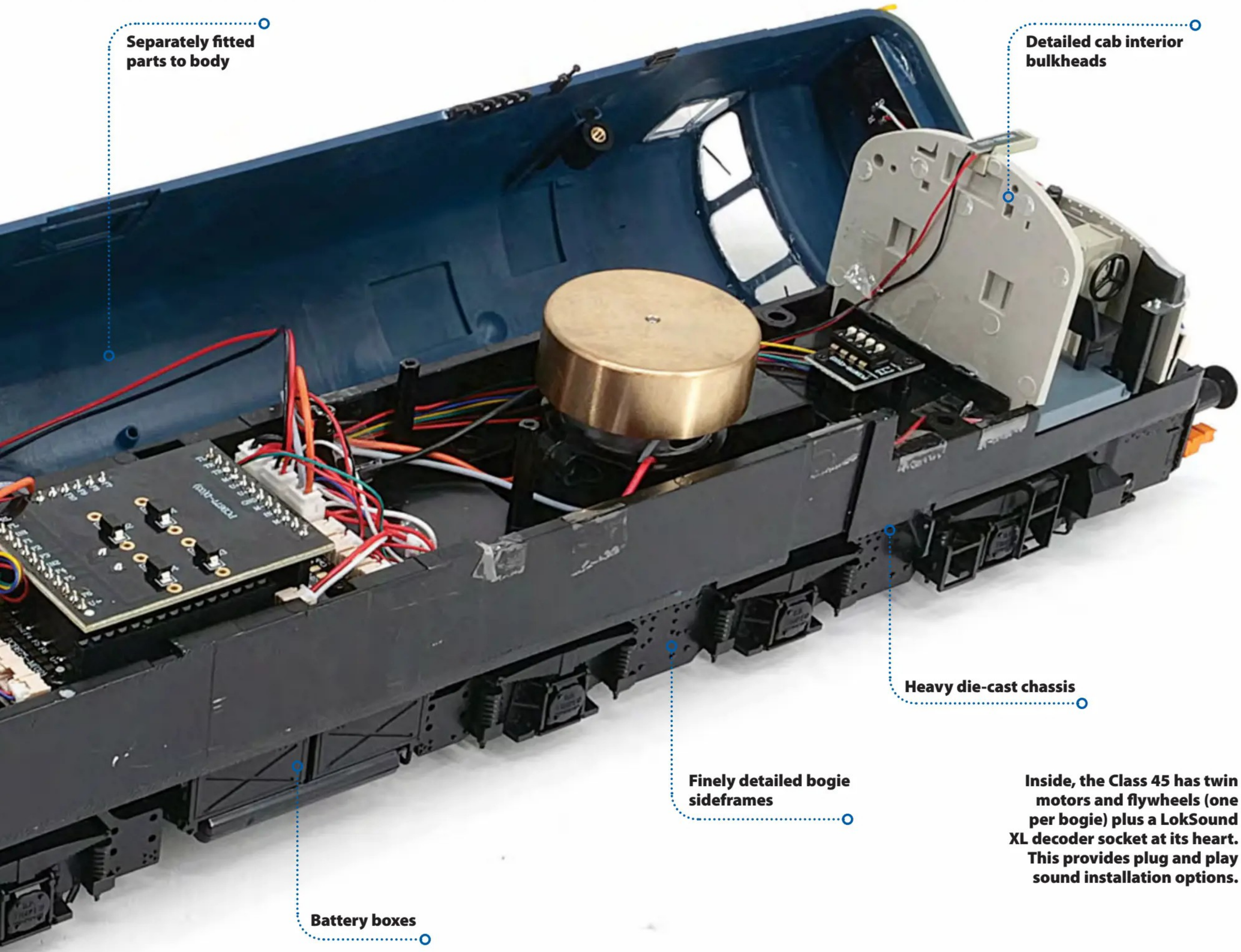
Inside, the Class 45 follows Heljan's tried and tested twin-motor setup with a centrally mounted PCB to control the motors, lights and independently powered roof fan. The PCB, as per recent Heljan 'O' gauge locomotives, has a LokSound XL decoder socket built in making it much simpler than before to upgrade the locomotive to digital sound when using a LokSound decoder. Space and mounting points are also provided for a 66mm x 29mm speaker to be installed.

Directional lighting is fitted as standard together with cab interior lighting, and all lights illuminated promptly once track power was applied when testing the model on DC analogue control.

Our testing of the locomotive saw it paired with a seven-coach train of Heljan Mk 1s which was an easy load for this heavy model making it suitable for all layouts from compact depots to large main line scenes in 'O' gauge.

OVERALL

Heljan continues to deliver an exciting range of ready-to-run 'O' gauge locomotives and the new Class 45/0 and 45/1 with sealed beam lights will be a perfect partner to its BR blue and Railfreight era locomotives. With its choice of numbered and unnumbered locomotives, we can see this being a popular addition for layout builders and collectors alike. (MW)



Inside, the Class 45 has twin motors and flywheels (one per bogie) plus a LokSound XL decoder socket at its heart. This provides plug and play sound installation options.

"Inside the Class 45 follows Heljan's tried and tested twin-motor set up with a centrally mounted PCB to control the motors, lights and independently powered roof fan."

MIKE WILD

Propelling Control Vehicle DELIVERS THE MAIL

- **Gauge:** 'OO'
- **Price:** £74.95 (pristine), £79.95 (weathered)
- **Cat No:** E86017 (reviewed)
- **Site:** *www.bachmann.co.uk*
- **DCC:** Next18 Digital Command Control (DCC) socket
- **Era:** 8-9

JOINING THE RANKS OF EFE's range of distinctive models is the Propelling Control Vehicle (PCV) NAA for 'OO'.

42 PCVs were converted from Class 307 driving trailers for Rail Express Systems at Hunslet-Barclay in Kilmarnock from 1994 to 1996. They were created to allow drivers of Class 47-hauled mail trains to propel the train at low speeds and avoid run-round movements. Two have been preserved, while the remainder are stored or have been scrapped (see Railway Realism on page 118-121 for more details).

Four vehicles have been produced by EFE Rail, all in Rail Express Systems (RES) red and grey. 94344 has RES and Royal Mail branding (Cat no: E86016), 94308 (E86017) Royal Mail lettering and 94320 (E86018) is unbranded. 94340 (E86020) is presented with Royal Mail and RES branding and a weathered finish.

The PCV's Electric Multiple Unit origins are clear, with the cab end setting it apart. The cab is well defined with the slab front housing two rectangular flush glazed windows along with headlights and sprung buffers. Separately fitted details include lamp irons, handrails, cables and windscreen wipers. Interior detailing is also good, the cab featuring dials, seats and a full relief floor. Along the side, neatly glazed cab doors and windows are modelled, along with a pair of moulded shutter doors on each side. The non-driving end has a simple corridor connection and two small lamp irons.

Underneath, the high standard of detail is maintained. Bogies are crisply moulded with representation of the axleboxes and springs and a speedometer cable on the right-hand side of the leading bogie. Access steps and in-line brake shoes complete

Above: **Detailing includes separately-fitted handrails, pipework, windscreen wipers, flush glazing, working lights, neatly moulded roller shutter doors and bogies.**

EFE Rail's all-new 'OO' gauge NAA Propelling Control Vehicles are now available.

Four differently numbered models form the initial batch of releases with livery differences incoporated.

the picture, although the lighting pick-ups were visible on closer inspection of our sample. Other impressive underfloor detailing is present in the form of fine representation of the brake gear, with a finely moulded cylinder and cables to both bogies along with boxes and underframe supports.

Application of the striking red and grey livery is very good, with no colour bleed and details such as cantrail stripe finely applied. Ancillary details such as Royal Mail branding, number, overhead electric warning flashes are consistently well applied. A small detail bag is included containing a buckeye coupling and pipework for each end.

The models are compatible with analogue and Digital Command Control (DCC) layouts with a Next18 DCC decoder socket housed inside: all are supplied DCC Ready. Two switches control day and night light modes and completely isolate all forward lighting. DCC users can enjoy full control of the lighting arrangements via the use of functions and the addition of a cab light operated via function 1.

An important addition to the growing EFE range of models which is sure to draw attention and allow realistic operation of 1990s-era mail trains. (BC)

FIRST REVIEW

Accurascale's BR Mk 1 SUBURBANS

Suburban coaching stock was utilitarian by design, but these all-new 'OO' gauge models of the BR Mk 1 57ft non-corridor vehicles are anything but that. **MIKE WILD** takes a look at these attractive new carriages.

New to the Accurascale passenger rolling stock range are these exquisite BR Mk 1 57ft suburban carriages for 'OO' gauge.

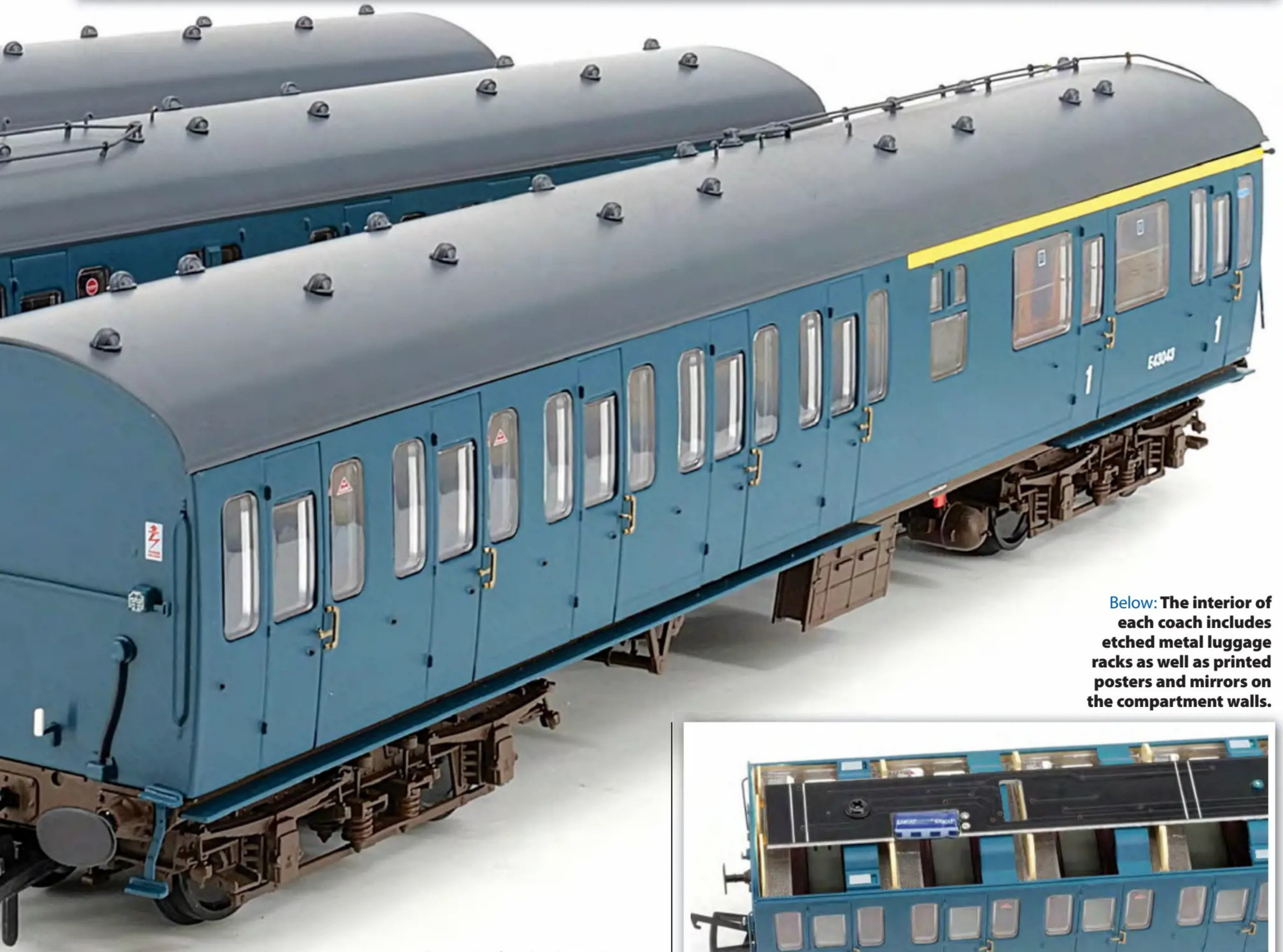
- **Gauge:** 'OO
- **Price:** £74.95 per coach
- **Cat No:** ACC2345-E43043, ACC2360-E48009, ACC2366- E46147 (reviewed)
- **Site:** *www.accurascale.com*
- **DCC:** DCC compatible lighting
- **Era:** 7

Underneath, the brake rigging has been modelled in full detail. Even the pull rods to the bogies are modelled in full.

SUBURBAN CARRIAGES were not glamorous. They were designed for efficient mass transportation with doors all the way along each side to allow rapid entry and exits and had spartan interiors to fit the maximum number of passengers into each coach.

Accurascale selected the BR 57ft non-corridor carriages to model for 'OO' gauge representing the 1954-introduced coaching stock which totalled 596 vehicles by the time construction finished two years later. The fleet consisted of Brake Third and Third class compartment vehicles as well as Composite coaches with a side corridor leading to the

The first arrivals are the BR blue liveried Mk 1 stock. The range includes a first ready-to-run model of the Composite 57ft non-corridor coach.



Below: **The interior of each coach includes etched metal luggage racks as well as printed posters and mirrors on the compartment walls.**

compartments. They saw service on BR's Western, Eastern and Scottish regions on commuter traffic with their most notable work being on the Eastern Region where they found favour on Great Northern Main Line commuter trains emanating from London King's Cross.

While their service use was mundane, the Accurascale model is quite the opposite. These new coaches are produced to a stunning level of detail for a ready-to-run carriage extending to full brake rigging running the length of each coach, finely moulded bodies with correct details for each type, separately fitted metal roof conduits and, inside, a full complement of etched metal luggage racks, compartment partitions, period posters, representation of the mirrors and correct coloured seating for each class.

This incredible level of detail only continues when you look closer and find etched metal step boards on each vehicle, separately fitted parts across each end including handrails and emergency brake handles plus separately fitted door handles and grabs, flush glazing and, of course, sprung buffers at all four corners.

Moreover, they also have internal lighting which takes its power from the track. This is switched on and off by a magnetic switch in the roof bringing a warm steam-era glow to the interior of these carriages.

However, we found that our coaches had a significant amount of rolling resistance which was caused by the superbly fine brake shoes just – and we mean just – catching the wheels on some bogies. Careful adjustment of the brake shoes, which only have a central mount, resolved the brake problem for us.

Decoration of the new Mk 1 suburbans is equally impressive. Our trio of samples were all BR blue covering the non-gangway Composite Lavatory, Second Lavatory Open and a Second suitable for pairing with the new Accurascale Class 31 models from the early 1970s period.

The real coaches were austere workaday vehicles, but these models represent every single detail of them superbly and will make a perfect partner to the Class 31 and other locomotives. The initial BR blue releases will soon be joined by BR crimson and maroon stock perfect for steam-era modellers.

Superb models packed full of detail and features. (MW)

Wartime black for GRESLEY W1

- **Gauge:** 'OO'
- **Price:** £279.99
- **Cat No:** R30124
- **Site:** *www.hornby.com*
- **DCC:** 21-pin decoder socket
- **Era:** 3

NIGEL GRESLEY'S experimental 'W1' 4-6-4, for an experimental locomotive, was painted in a surprising number of liveries after its rebuild in 1937, with wartime black being the newest addition to the 'W1' line-up from Hornby.

When the 'W1' emerged from the London and North Eastern Railway's (LNER) Darlington Works in 1937 it was a markedly different machine from the locomotive initially built in 1929. The water tube boiler was replaced by a conventional design unique to the 'W1' along with a streamlined casing similar to that found on the 'A4s'. Features like the Bissel truck were retained giving the rebuilt locomotive a noticeably longer cab. While the locomotive was scrapped in 1959 as 60700, its corridor tender survives paired with 'A4' 4-6-2 60009 *Union of South Africa*.

Hornby's latest 'W1' features the new plug-in tender drawbar arrangement, as opposed to the previous offerings which featured a wire and screw tender-to-locomotive connection, making it easier to disconnect the two parts if needed.

Detail mirrors the high standards of previous releases. The

GNER HST

- **Gauge:** 'OO'
- **Price:** £394.99
- **Cat No:** R30343
- **Site:** *www.hornby.com*
- **DCC:** 21-pin decoder sockets x2
- **Era:** 7/9

Hornby's revised Class 43 HST power cars are now available in GNER's striking blue colour scheme with gold lettering.

GNER'S striking blue and orange livery holds a firm place in the collective consciousness of enthusiasts and Hornby's refreshed Class 43 HST has now gained the distinctive colour scheme of this much-missed franchise. This colour scheme was previously sought-after on the preceeding 2008-introduced Class 43 HST model and is great to see back in the range with a full set of matching Mk 3 carriages available too.

Sea Containers was the owner of the Train Operating Company which ran long-distance East Coast Main Line expresses with a fleet of Class 43 HSTs and Class 91s. The TOC was later taken over by National Express East Coast in 2007 – 11 years after it was founded.

The power cars use the revised tooling introduced in 2023 and reviewed first in HM188. Supplied in the pack is 43096 *Stirling Castle* as the powered car and 43119 *Harrogate Spa* as the non-powered car. The gold lettered version of the GNER livery has been replicated superbly by Hornby and includes the simple printed names applied to power-cars in this period on the East Coast Main Line.

Detail of our sample reflects the high standards we have come to expect from the new generation of Hornby power cars, replicating these famous vehicles extremely well in miniature. Roof configuration is correct for a Valenta-engined HST, while fine bodyside grilles and moulded bogie detailing all add to the distinct outline of the HST. GNER's deep blue suits the HST well, just as it did on the real trains.

Inside there are 21-pin decoders in each power car as well as a pair of factory fitted 15mm x 11mm cube speakers and independently powered roof fans.

While the days of HSTs in front-line service on the East Coast Main Line are now over, this pair of power cars offer modellers a way to recreate the days when GNER ruled the rails out of King's Cross. (BC)

Hornby's 'OO' gauge streamlined Gresley 'W1' 4-6-4 gains wartime black for its latest outing.

streamlined casing is modelled superbly, housing a wealth of moulded detail, including rivets, hatches and separately-fitted items like lamp irons, whistle and handrails. While the corridor tender has a fairing around the water filler cap, reports suggest this was removed in 1938 – the locomotive was painted black in 1942.

The wartime livery suits the large streamlined locomotive well, whilst the relatively few printed details are as crisply printed as we'd expect from Hornby. Available now. (BC)

TTA tanker triple pack

- **Gauge:** 'OO'
- **Price:** £119.99
- **Cat No:** See text
- **Site:** *www.hornby.com*
- **Era:** 7/8

HORNBY'S recent all-new 'OO' gauge TTA tank wagons are now available in a series of triple-wagon packs.

Three triple-wagon packs have been produced, finished in Total branding and containing consecutively numbered wagons 58236-38 (Cat No: R60258), Shell branding with wagons 65712-14 (R60259) and Shell-MEX branding with wagons 501-3 (R60260).

Detail matches the high standards seen with the initial launch, with wagons featuring extremely fine detail throughout. Metal etched ladders adorn one end of the wagon connecting with metal walkways across the top of the tank. The brake system underneath is represented well, as are the brake shoes which are in line with the turned metal wheels.

Decoration is excellent with all of our samples exhibiting superb application of their respective liveries. Printed elements are crisp, with legible company branding, data panels, overhead electric warning flashes and more. A detail pack containing end pipes and a non-working tail lamp is also included. (BC)

Hornby's recently retooled 'OO' gauge TTA tank wagons are now available in triple-wagon packs in Total, Shell and Shell-MEX colour schemes.

Triplex sound for 'TT:120' scale 'DUCHESSES'

HORNBY'S TRIO of 'TT:120' London Midland & Scottish Railway (LMS) 'Princess Coronation' 4-6-2s return, now factory-fitted with HM7000 Bluetooth DCC Triplex Sound (TXS) decoders.

All three locomotives initially offered by Hornby – 6231 *Duchess of Atholl* (Cat No: TT3010TSXM), 46232 *Duchess of Montrose* (TT3011TSXM) and 46234 *Duchess of Abercorn* (TT1012TXSM) – are available in these latest releases.

The models are identical to those previously reviewed (HM206/208), offering high levels of detail and superb livery application in LMS crimson lake and British Railways green.

Use of Hornby's HM7000 range of Triplex Sound (TXS) decoders is straightforward, requiring a smartphone/tablet app for initial setup as the appropriate sound profile is already pre-installed from the factory.

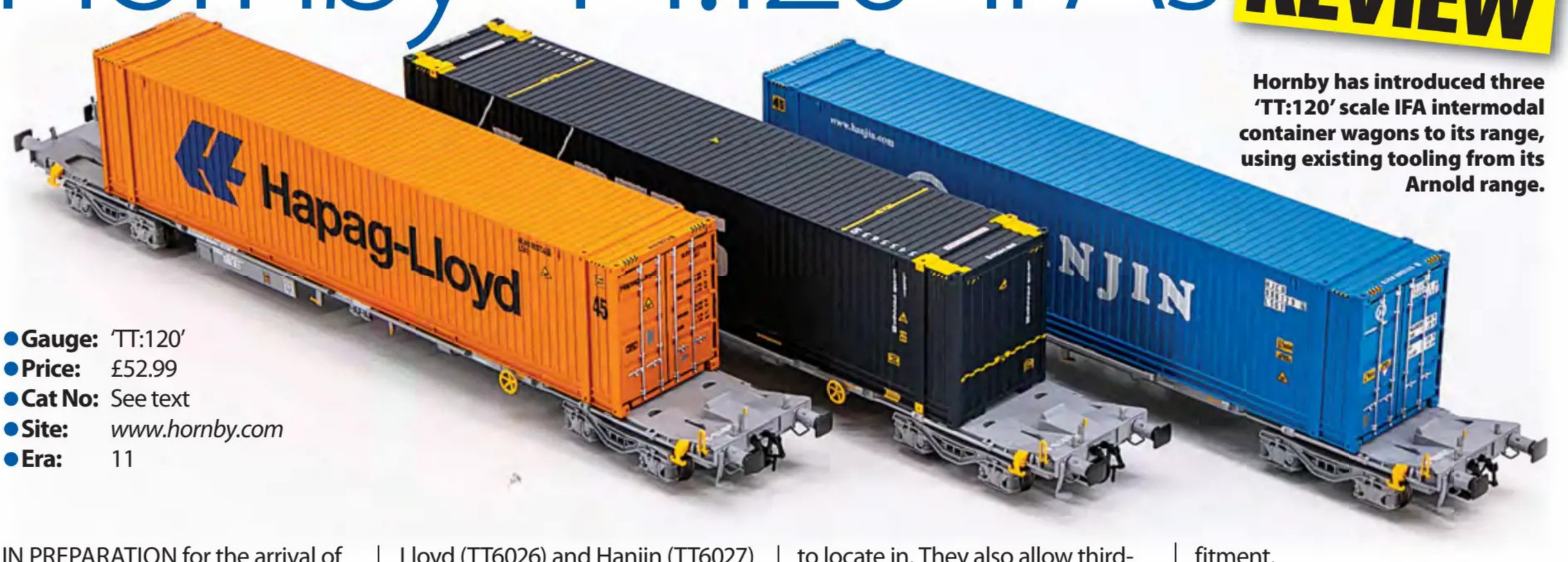
Sound replication on our review samples was generally good, although the exhaust sounds do not appear to be bespoke to these large four-cylinder 'Pacifics'. Other sounds such as the Stanier hooter sound are good – and while not perfect, the exhaust and wheel rotation can be synchronised by altering CV settings, made simpler via the HMDCC app.

Hornby's 'TT:120' 'Princess Coronation' sees another excellent outing, offering modellers a perfect way to jump into sound-fitted models in 'TT:120'. All three locomotives are now in stock on the Key Model World model shop: visit *shop.keymodelworld.com* to order yours today. (BC)

Hornby's recently-introduced 'TT:120' scale Stanier 'Duchess' 4-6-2s are now available with factory-fitted digital sound.

Hornby 'TT:120' IFAs

FIRST REVIEW



Hornby has introduced three 'TT:120' scale IFA intermodal container wagons to its range, using existing tooling from its Arnold range.

- **Gauge:** 'TT:120'
- **Price:** £52.99
- **Cat No:** See text
- **Site:** *www.hornby.com*
- **Era:** 11

IN PREPARATION for the arrival of its forthcoming 'TT:120' scale Class 66's, Hornby has released three IFA intermodal wagons, which are already part of its European Arnold range.

The IFAs were built in France by Arbel Fauvet Rail in the 1980s and due to their low frame could carry full-height containers within the UK's restricted loading gauge. Three versions have been produced, carrying UK outline DFDS (Cat No:TT6025), Hapag-Lloyd (TT6026) and Hanjin (TT6027) containers.

Each wagon is, naturally, rather low with a long, thin outline and largely made from die-cast metal, weighing in at 36grams without container. Detailing is good, with the top side of the wagon featuring riveted detail, separately-fitted lamp irons and other small details at both ends along with non-sprung buffers. Mounting holes appear along the wagons' length which allow lugs on the containers to locate in. They also allow third-party containers of different lengths to be fitted.

Underneath, piping runs and cylinders are fitted with the bogies featuring in-line brake shoes and moulded representations of the axle boxes and springs. Wagons are finished in matt grey with small printed details, together with yellow highlights on elements such as levers and lamp irons. Brake pipes and coupling detail for both ends are supplied for customer fitment.

Each container uses the same injection moulded body, featuring crisp moulding of the container ribbing and locking system with excellent finishes to the paint and crisp printing of logos and ancillary details.

Intermodal traffic is prevalent across the railway network and these wagons should be deservedly popular running behind one of the forthcoming all-new Class 66 diesels. (BC)

- **Gauge:** ‘TT:120’
- **Price:** £234.99
- **Site:** *www.hornby.com*
- **Cat No:** See text
- **DCC:** Next18 Digital Command Control (DCC) socket
- **Era:** 3-5

Hornby’s TXS decoder and speaker setup are located within the ‘Princess Coronation’ 4-6-2’s tender.

New ‘TT:120’ 12ton tanks

Hornby’s ‘TT:120’ scale 12ton tank wagons return to the range in Benzol and BP/Shell colour schemes.

- **Gauge:** ‘TT:120’
- **Price:** £28.99
- **Cat No:** TT6028/TT6029
- **Site:** *www.hornby.com*
- **Era:** 4

HORNBY’S ‘TT:120’ range continues to grow apace with the arrival of new identities for the popular 12ton tank wagon.

Two new wagons form the second round of releases in Benzol orange (Cat No: TT6029) and BP/Shell silver (TT6028).

Decoration to these latest releases is to a high standard, with both our samples exhibiting a high quality paint scheme and finish. Text is crisp in its application with the attractive combination of oxblood frames, red lashings, black underframe and orange tank of the Benzol wagon catching our eye, in particular.

Another competent outing for a staple steam era wagon, with these new TT:120 scale offerings from Hornby boasting attractive and bright colour schemes. (BC)

Collectors Club
PULLMAN MK 1 BCK

- **Gauge:** 'N'
- **Price:** £47.95 (£42.95) – BCC member price in brackets
- **Cat No:** 374-081K
- **Site:** *www.bachmann.co.uk*
- **Era:** 7-8

Detailing includes crisply moulded Commonwealth bogies, separately fitted pipework and neatly printed curtains to compartment windows.

A RECENT ADDITION to the exclusive Bachmann Collectors Club line-up is this uniquely liveried 'N' gauge BR Mk 1 Brake Corridor Composite (BCK), modelling 356 in Pullman umber and cream.

The Steam Locomotive Operators Association (SLOA) used a set of Mk 1 Pullmans on railtours in the 1980s, and repainted a pair of BCKs in matching colours, numbering them 355/356.

Moulding is crisp with the familiar outline of the BR Mk 1 captured well. Other features include flush glazing, separate roof pipework and moulded underframe detail. The turned metal blackened wheels ride in Commonwealth bogies, while the NEM Rapido style couplings are mounted on kinematic arms for realistic gaps between vehicles.

Application of the bespoke Pullman umber and cream colour scheme on our review sample was flawless with crisp lines where colours meet. The roof is finished in black, while lettering and numbers are neatly applied, with crisp lining around the main body of the coach along with small items such as overhead line electrification warning flashes and other details.

Curtains are neatly printed in orange to the inside of the flush glazed compartment windows, while the toilet windows have an effective opaque finish. A detailing pack is included, with buffer beam pipework for both ends and end doors to cover the corridor connections.

Ideal for modellers looking to recreate a Pullman railtour from the 1980s and a great addition to the roster. (BC)

Bachmann's Collectors Club range includes this 'N' gauge Pullman liveried BR Mk 1 Brake Corridor Composite carriage.

BACHMANN COLLECTORS CLUB

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N SCALE

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Hornby Skaledale GWR BUILDINGS

- **Gauge:** 'OO'
- **Price:** £54.99 (station and engine shed), £49.99 (goods shed)
- **Cat No:** R7391 (station), R7392 (goods shed), R7394 (engine shed)
- **Site:** *www.hornby.com*
- **Era:** 3-11

A TRIO of Great Western Railway (GWR) buildings join Hornby's 'OO' gauge Skaledale range - modelling Dunster station, goods shed and engine shed – the former two surviving today at Dunster on the West Somerset Railway (WSR).

As with previous Hornby Skaledale buildings, each resin structure is neatly hand-painted. For those familiar with the prototype location, the basic shape of the station has been mimicked well with the characteristic tall chimneys, entrance porch and main canopy accurate in their appearance. Painting is excellent, with bricks and accents on the drain pipes and canopy wood complementing the red brick walls and tiles.

The goods and engine shed are equally impressive in their appearance, with the former depicted in brick and the latter corrugated iron.

For modellers of the GWR or WSR this trio of buildings is a great way to recreate a realistic station scene. (BC)

Hornby has released a set of 'OO' gauge Skaledale buildings based on prototypes at Dunster in Somerset.

Fine modeller's TWEEZERS

- **Price:** £19.99
- **Cat No:** MMPT
- **Site:** *www.tyrellmodels.co.uk*

TWEEZERS are essential for any modeller doing delicate and fine tasks and a new option is available from Tyrell Models in these tweezers from Luxianzi.

Packaged in a long plastic tube – which is an effective way to store the tweezers in a toolbox - the 150mm long tweezers have a quality feel in the hand and don't require too much force to compress.

Entirely comprised of metal, the tweezers taper down to an extremely fine sharp point allowing small components to be picked up: it is claimed that components as small as 0.01mm can be picked up with relative ease. A rubber tube is supplied, further protecting the sharp point which could be bent easily.

Perfect for placing those small details in kits or on layouts. (BC).

Liquid mask pens

- **Price:** £9.99
- **Cat No:** T08C01
- **Site:** *www.tyrellmodels.co.uk*

MASKING OFF AREAS that don't need to be painted is vital in order to achieve complex liveries or weathering effects. Galaxy Tools has provided two liquid masking pens, available in a set of two from Tyrell Models.

One pen has a 0.7mm tip and the other 4mm, and both come with a spare tip secured into the cap. The 0.7mm pen is ideal for precision tasks, while the 4mm version dispenses a larger amount of masking fluid – ideal for the likes of glazing and smokeboxes.

A useful addition for modellers who need to preserve areas of their models when repainting or weathering them. (BC).

Electric grinder

- **Price:** £29.99 (electric grinder), £9.99 (replacement bits)
- **Cat No:** ESP1, (electric grinder), TGH (replacement bits)
- **Site:** *www.tyrellmodels.co.uk*

ADDING TO THE RANGE of bespoke modelling tools available from Tyrell Models is this electric grinder from Dspiae.

The grinder is supplied with a braided USB Type-C cable for charging, one Tungsten grinding head (a pack of ten replacement heads can be purchased separately) and the grinder itself.

In the hand, the grinder is comfortable with your thumb naturally resting on the power button. It has three speed settings, cycled through by pressing the power button, while LED lights indicate the speed setting and charge level of the battery. At the opposite end is a small allen key to secure the bit into the chuck and a USB Type-C socket for charging.

A high quality item which will prove useful when sanding surfaces (BC).

Glue applicator

- **Price:** £9.99
- **Cat No:** GPT
- **Site:** *www.tyrellmodels.co.uk*

THIS NEW APPLICATOR from UStar will make delicate tasks that little bit more straightforward.

Designed to work with a wide range of adhesives and glues, construction is mainly of metal. The dispenser is small and comfortable in the hand, while the spring-loaded applicator and very fine tip ensures a minimal amount of liquid is applied precisely into all but the narrowest recesses of a model. You can also screw the head of the applicator back into the casing, preserving the fine tip and protecting it from damage.

Ideal for precision jobs that require a high level of accuracy such as applying etched nameplates or locomotive detail. (BC)

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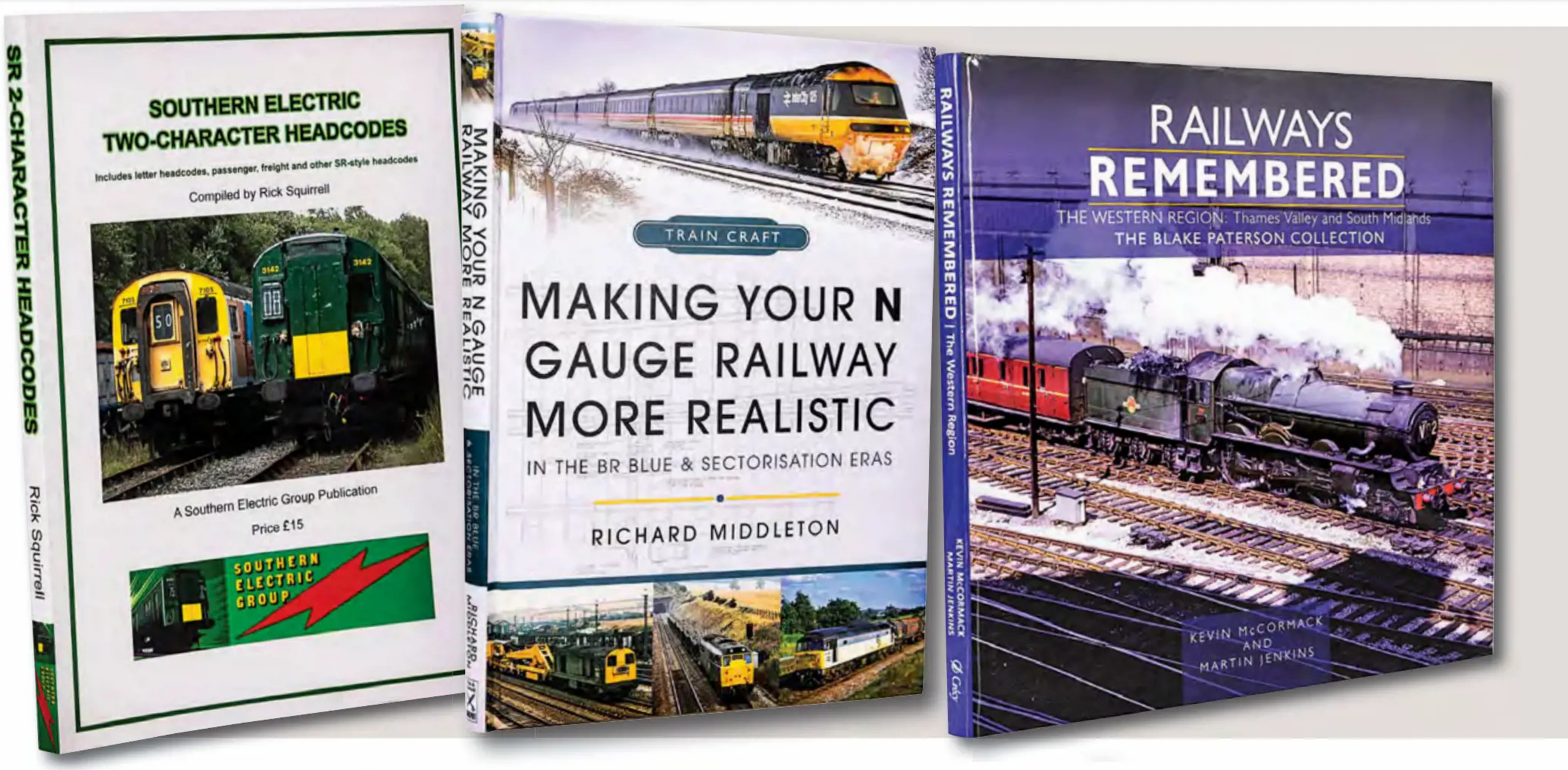


Southern Headcodes

Author:	Rick Squirrell
Publisher:	*www.southernelectric.org.uk*
Title:	Southern Electric two-character headcodes
ISBN:	978-0-906988-28-4
Price:	£15
Spec:	142 pages, softback

THIS RECENT RELEASE from the Southern Electric Group provides a comprehensive guide to the Southern Railway – and later BR Southern Region – two-character headcodes carried by Electric Multiple Units (EMUs) and locomotives.

The author has gathered together an impressive collection of material – some previously published – looking at the bewildering array of headcodes carried on Southern Railway and Southern Region metals over the past 100 years or so.

The volume opens with an explanation and history of the use of headcodes for the Southern's intensive rail network south of the Thames, covering the South Eastern, Central and South Western sections (Divisions), up to the present day (although they are rarely carried on the electronic display systems used on contemporary multiple units).

Headcode use and equipment is outlined – ranging from early black plates with white-painted numbers to roller blinds – and if you've ever wondered what the dots and bars that appeared above some of the headcode numbers mean, this is also explained concisely.

The majority of the book, though, covers the various single- and two-character headcodes carried, outlining the routes they applied to and when, which is particularly useful for modellers looking to alter the headcodes on Southern passenger and freight trains to something more applicable to their layouts. Some journeys had multiple route options and these each had a separate headcode for clarity. A superb reference work – available now. (MC)

BR-era modelling

Author:	Richard Middleton
Publisher:	*www.pen-and-sword.co.uk*
Title:	Making your 'N' gauge railway more realistic
ISBN:	978-1-39906-724-9
Price:	£29.99
Spec:	204 pages, hardback

MODELLERS LOOKING to operate their model railway more realistically will find this new book by Richard Middleton very useful.

Focused on the BR blue and sectorisation eras, chapters cover specific types of traffic and formations – InterCity, local passenger, freight, Speedlink, coal, petroleum and more – plus, wagon loads, departmental trains and their duties, signalling, and how to incorporate these elements into layout design and operation.

Each topic is approached comprehensively and accessibly, with well reproduced colour photographs of prototype trains and locomotives. Captions explain the locomotive, train type, and other relevant information for modellers. The train formations section is particularly useful to ensure trains running on a layout are as accurate as possible. The section on signalling is also enlightening, covering the history of signalling from 1830 to the 1990s, junction signal operation and block working. This level of detail is maintained throughout the book with each chapter broken down into easy to understand sections, allowing any modeller regardless of prior experience or knowledge to access and understand the information presented.

At the end of the book, an appendix provides information on items such as TOPs codes, freight stock markings, bell codes for block signalling and more in tables.

While the book is billed as having an 'N' gauge focus, much of the content is readily applicable for all scales. A useful addition for modellers of the period covered. (BC)

Western memories

Author:	Kevin McCormack Martin Jenkins
Publisher:	*www.crecy.co.uk*
Title:	Railways Remembered: The Western Region
ISBN:	978-1-80035-282-7
Price:	£22.50
Spec:	160 pages, hardback

THIS LATEST BOOK from Crecy is a love letter to all who enjoy Great Western Railway steam locomotives.

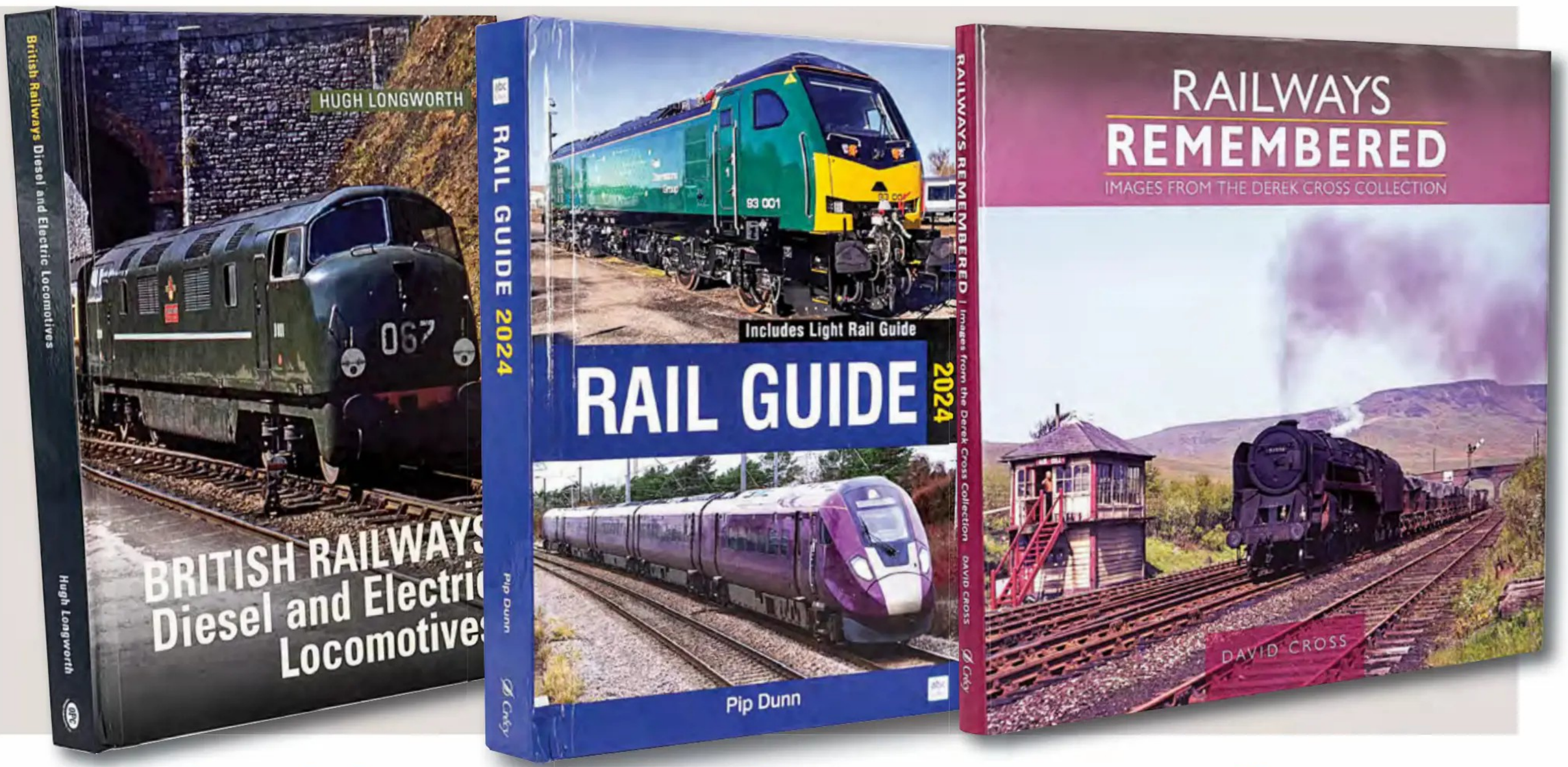
Comprising photographs taken by Blake Paterson from 1962 to 1972, this volume covers the Thames Valley and South Midlands sections of the Western Region.

Numerous unusual visitors to the Western Region are chronicled in this picture album, including an '8F' 2-8-0 captured at London Paddington having brought in a passenger train and 'B1' 4-6-0 61394 ready to depart from Bristol Temple Meads, with the curved roof of the station visible in the background.

Images are full colour, taken from a wide range of locations such as Brunel's Paddington station to humble branch lines that stretched to the extremities of the Great Western's empire. Reproduction is excellent, with all photographs accompanied by expertly written captions. These add a great deal of contextual information beyond the locomotive name, number and location. Due to the excellent reproduction of the photographs, details such as the locomotives' condition, state of the permanent way and infrastructure can all be easily gleaned – useful for modellers.

Personal highlights include a view of 'Castle' 4-6-0 7029 *Clun Castle* preparing to depart with the last revenue-earning steam train from Paddington to Banbury in 1965 and an imposing shot of 'King' 4-6-0 6000 *King George V* breaking British Rail's short-lived steam ban in 1971.

A fantastic insight into the last days of Western Region steam. (BC)



Diesels and electrics

Author:	Hugh Longworth
Publisher:	*www.crecy.co.uk*
Title:	British Railways diesel and electric locomotives
ISBN:	978-1-80035-298-8
Price:	£35
Spec:	384 pages, hardback

THE 1955 Modernisation Plan pushed diesel and electric traction to the forefront of Britain's railways – and British Rail continued building and ordering locomotives until the late 1980s, with some genuine legends built.

Hugh Longworth's new book provides enthusiasts with a comprehensive guide to all diesel and electric locomotives produced under BR from nationalisation in 1948 to privatisation in the 1990s.

On each class of locomotive's page, is a photograph of the prototype, along with representative line drawings of the locomotive and a brief but well-detailed history. There is also information on weight, multiple working capability, transmission type and more in a data panel.

Along with this information is a list of every locomotive built in a class, together with construction date, builder, and when the locomotive was withdrawn and scrapped, where relevant.

Early classes from the dawn of the diesel era (including the pioneering LMS twins 10000/01) are covered, as are one-off prototypes such as Brush D1200 *Falcon* and the unique Fell locomotive. The class histories end with the Class 60 diesel-electric and Class 90/91 electrics.

An introduction is provided, detailing how to use the book and a history of BR's modern traction politics, while at the back are three appendices with a complete renumbering list, shed code list and alphabetical list of names. A comprehensive tome, full of information for modellers and enthusiasts alike. (BC)

Rail Guide 2024

Author:	Pip Dunn
Publisher:	*www.crecy.co.uk*
Title:	Rail Guide 2024
ISBN:	978-1-80035-306-0
Price:	£25
Spec:	400 pages, hardback

TO KEEP up to speed with the modern railway, the Rail Guide 2024 is a fully updated book detailing information on UK and Ireland main line operations. The book is exhaustive in its scope, covering train operating companies' fleets and heritage steam and diesel locomotives passed for main line use.

Light rail and trams are also detailed, as well as an equally comprehensive guide to the railways of Northern Ireland and the Republic of Ireland.

The book is very easy to navigate thanks to clear layout and an in-depth contents page. Each section is colour coded with a small coloured rectangle occupying the top corner of each page. In the largest section covering franchised operators, the route each company runs along is mapped out, showing all lines and stations served, listed alphabetically and covering all UK operators.

Rolling stock pages have a brief history of the type and its use. A full class list is provided, with sub-classes and variations explained. Each vehicle type includes a colour photograph. Information on heritage steam and diesel locomotives is also included, with TOPs numbers, braking type and restrictions outlined such as some North Yorkshire Moors locomotives being only permitted to operate on the section between Battersby and Whitby.

The volume of information provided in the book is comprehensive and detailed. A vital source of information for modellers wanting to ensure their layout fleets are as accurate as possible – and of course, indispensable for trips to the lineside. (BC).

BR Recollections

Author:	David Cross
Publisher:	*www.crecy.co.uk*
Title:	Railways Remembered: Images from the Derek Cross Collection
ISBN:	978-1-80035-296-4
Price:	£22.50
Spec:	184 pages, hardback

NEW TO CRECY'S ongoing Railways Remembered series is this volume showcasing the Derek Cross photographic collection.

The book is presented in the same style as others in the series with 22 separate chapters, each concentrating on a region in the UK. Locations range from Southampton to the Scottish Highlands, while each photograph in the book is superbly reproduced in full colour.

An introduction written by the photographer's son, David, provides information on his father, the types of camera equipment and some personal memories as well.

At the rear of the book an index is included, with a geographic index of all the locations featured with accompanied page numbers along with a full list of locomotives separated into diesel, electric and steam – the latter split into 'Big Four', BR and industrial locomotives.

Accompanying all photographs are in-depth captions that offer information on the particular locomotive, place, region and type of train. The sheer variety of image location and subject is a marvel with photographs such as Class 47 D1569 heading South over the Forth Bridge in 1973, 'Black Five' 4-6-0 45198 standing at Southampton Central in 1966, a wonderful profile shot of Class 52 D1041 *Western Prince* in a rather dilapidated condition at St Austell in 1976 and prototype gas turbine locomotive GT3 ascending Shap Wells with a test train in 1961.

This latest volume in the Railways Remembered series is a wonderful way to reminisce about the railways of yesteryear with images from a legendary photographer. (BC)

AE Model STAY-ALIVES

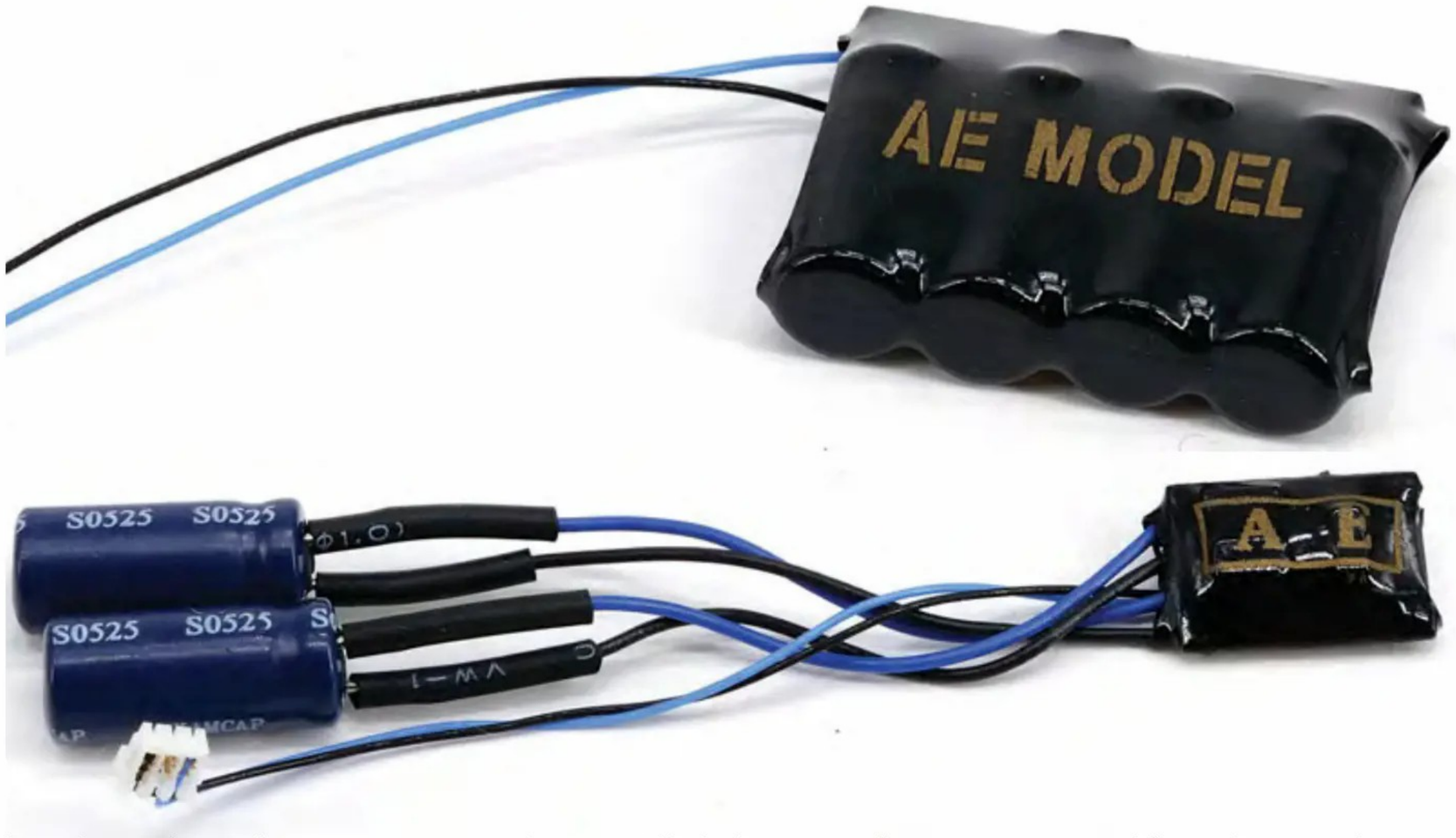
- **Gauge:** Any
- **Price:** £15.95 (AED-SSC.1)/£17.95 (AED-SAC.1) singly £44.95/£49.95 triple packs
- **Cat No:** See text
- **Site:** *www.dccconcepts.com*

NEW to the DCC Concepts range of model railway electronics are these useful stay alive capacitors from AE Model.

Two versions are now available, comprising a two-wire high-power stay alive (Cat No. AED-SAC.1/ AED-SAC.3) and two-wire micro stay alive (Cat No. AED-SSC.1/AED-SSC.3). They are offered singly or in triple item packs.

Both components are designed for use with the AE Model range of Digital Command Control (DCC) decoders and are also compatible with Hornby's recently introduced HM7000 Bluetooth and DCC motor and sound decoders, the latter featuring Triplex Sound (TXS) profiles. Each features a small white plastic plug which can simply be plugged into a corresponding compatible socket on the decoder – and are identical to the Hornby fitments.

The two-wire high power items feature a 23mm x 17mm x 6mm control board with four shrink-wrapped capacitors and a 120mm wire harness with plug, while the micro version includes a 12mm x 8mm x 3.5mm control board, together with two 12mm x 5mm supercapacitors, which are connected to the control board via two pairs of 30mm wires. A further 55mm dual wire harness with plug links direct to the control board.



While the high power versions are intended for most applications, the micro version is intended for use in models with limited space.

Once installed, these stay alives are designed to retain enough power to reduce stalling on dirty track or over insulated frog points. Having trialled one of the high-power examples in a Bachmann Class 47 fitted with a Hornby TXS decoder, the model remained ticking over for 22 seconds away from the rails, while in running mode our sample continued for eight seconds before stopping. Similarly, the micro 'stay-alive' continued for two to three seconds in running mode before stopping during a separate test.

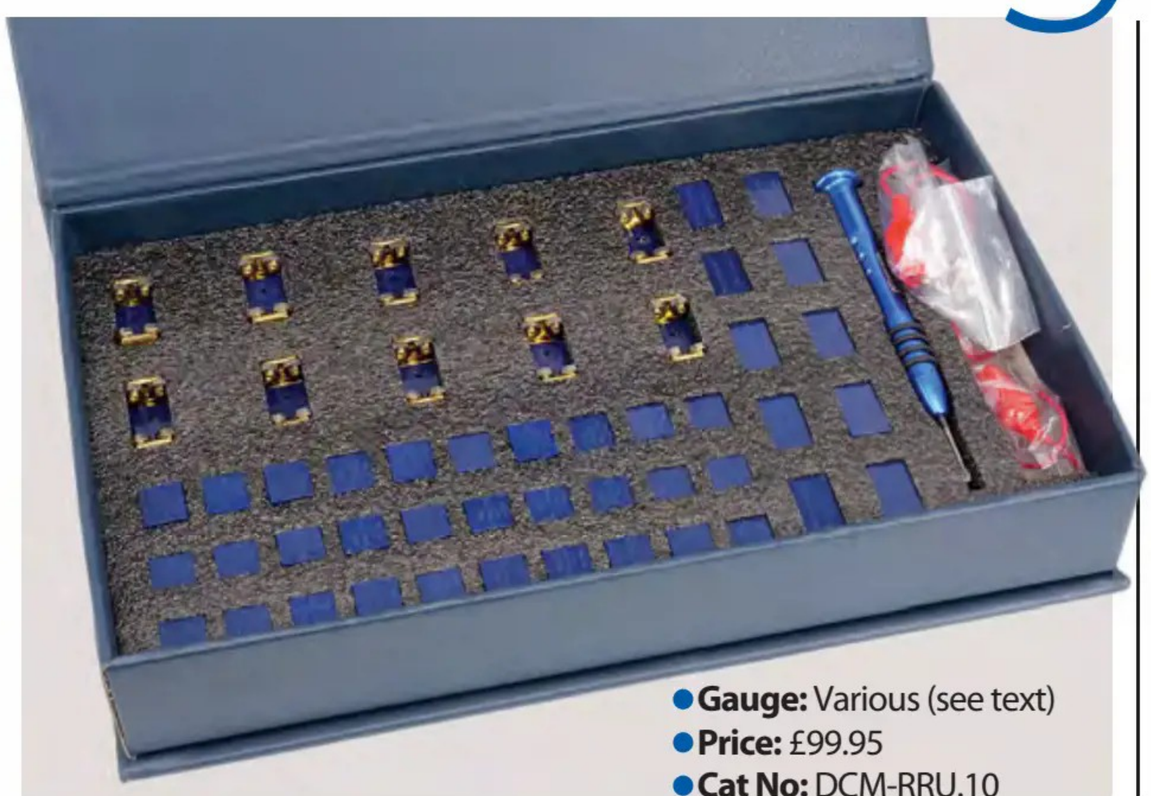
Stay alives add an extra layer of reliability to digital sound installations and these latest plug-and-play additions are sure to prove popular. (MC)

Premium rolling road

DCC CONCEPTS has added a new premium rolling road to its collection of model railway accessories.

This latest limited edition set is offered in a leather-look presentation box and comprises ten gold-plated stainless steel roller wheelsets set to 'OO' gauge standards, as supplied. However, such is the universal nature of this package, additional spacers are included to cover 'N', 'TT', 'OO9', 'EM'/'P4', 'On30', 'HOe', 'HOn2.5', 'HOn3', 'HOn3.5' and metre gauge applications.

To change the wheel gauge, all that is required is for the user to unscrew the gold plated roller wheelset caps from the plastic spacer and replace with an alternative gauge. A screwdriver is also supplied.



- **Gauge:** Various (see text)
- **Price:** £99.95
- **Cat No:** DCM-RRU.10
- **Site:** *www.dccconcepts.com*

Using the roller sets is also straightforward, with each designed to be placed on a length of suitable track ready to receive the locomotive wheelsets. Each can be adjusted as necessary before power is applied to the track and the wheels will begin to turn. Consideration has also been given to three-rail use with two three-rail adaptors included which can be attached to the relevant spacers, along with alligator power clips.

Full instructions are supplied and the rolling road roller sets can be used with DC (analogue) or DCC (digital) systems. (MC)

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

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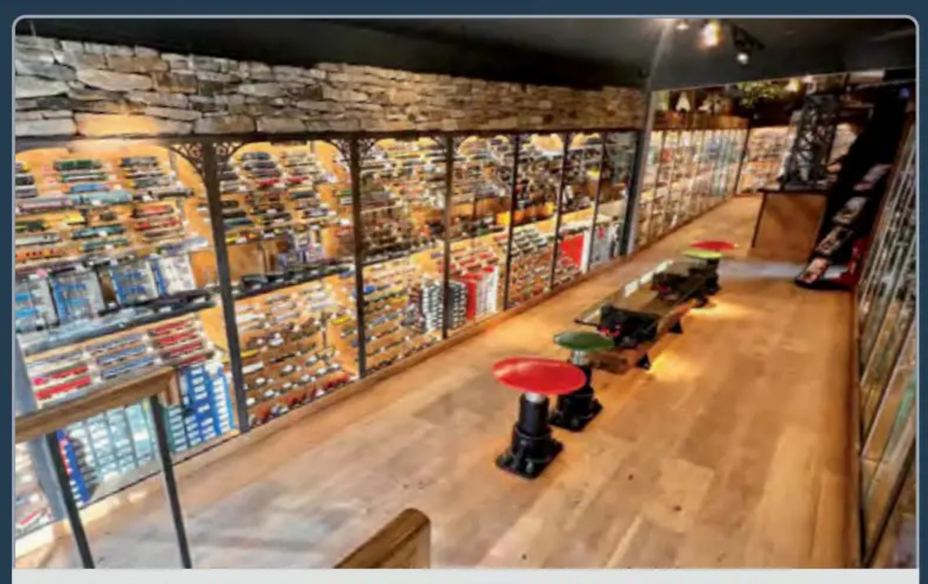

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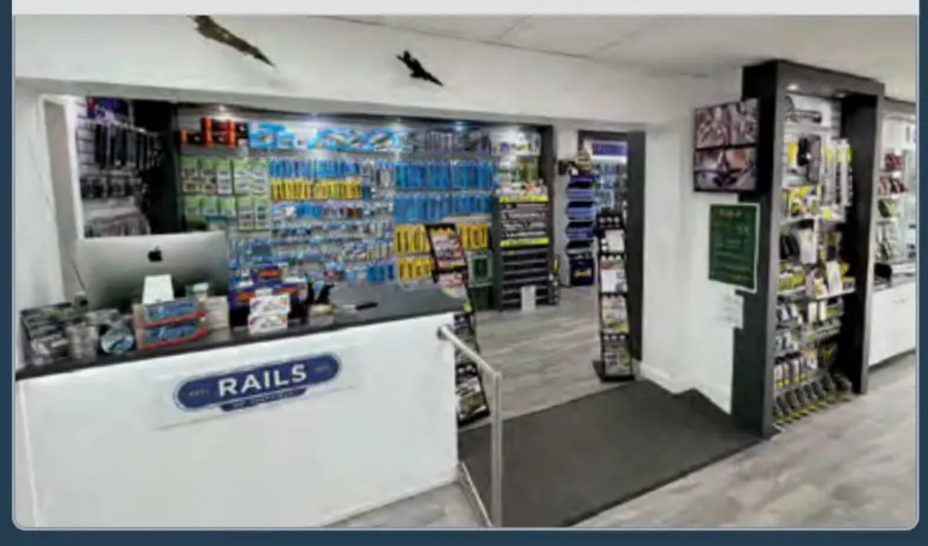

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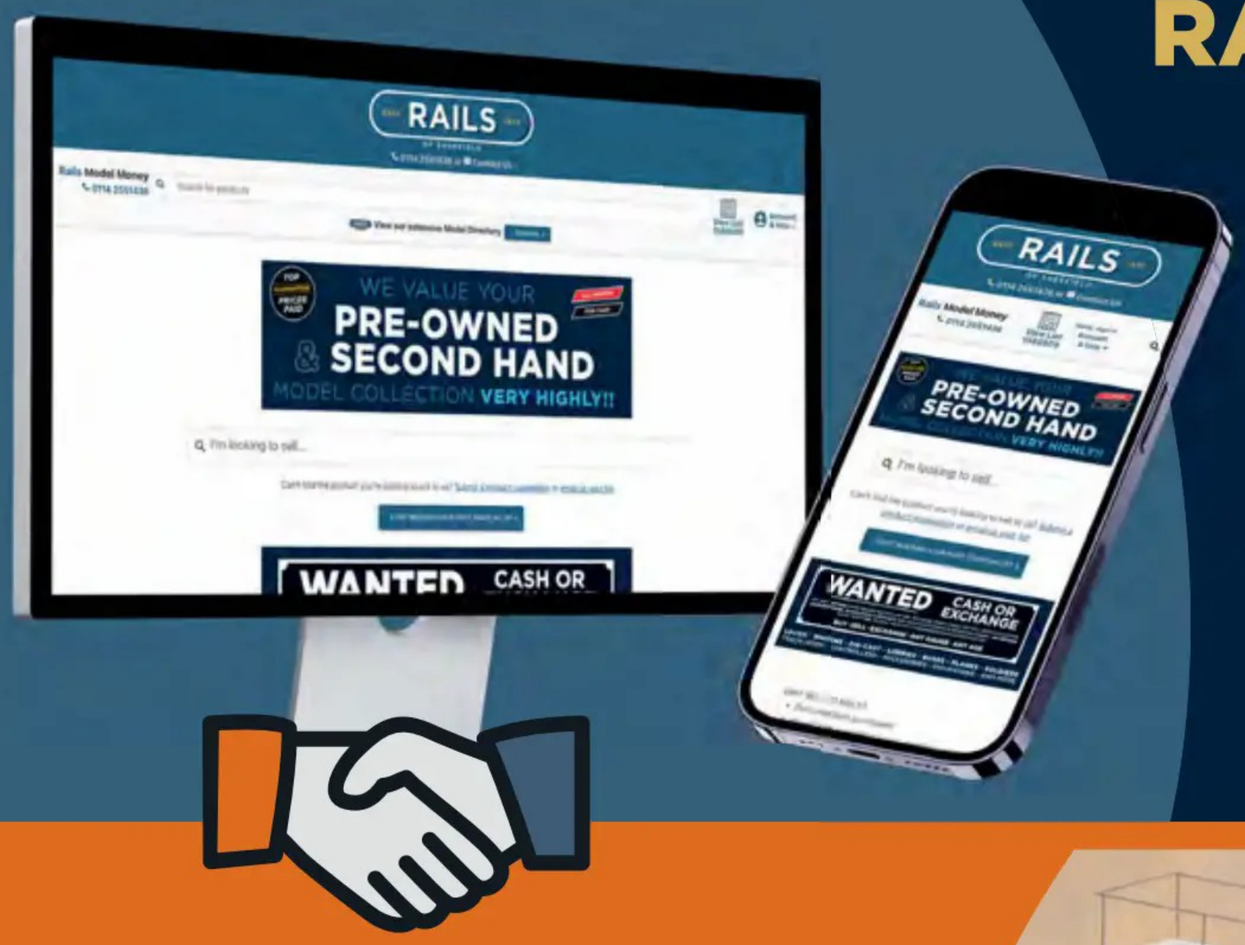

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S. Robertson ★★★★★

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T. Rogers ★★★★★

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P. Woodcock ★★★★★

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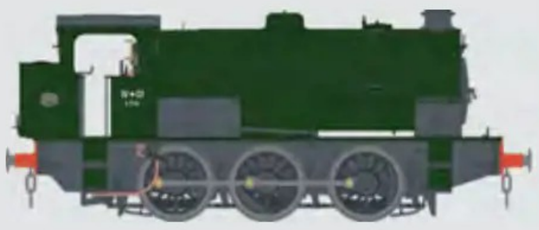

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The Yard

Set in a busy factory complex, this stunningly detailed layout has two gauges and a working gantry crane and road vehicles, as **MARTIN COOMBS** explains.

PHOTOGRAPHY, TREVOR JONES

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'O'/'O-16.5'	7mm: 1ft	9ft x 2ft 2in	SOUTHERN/INDUSTRIAL	1960s	DCC, GAUGEMASTER PRODIGY

THE YARD started when, in September 2017, the model railway club we were members of asked if anyone had a small layout available for the January 2018 exhibition. The idea was based around a scratchbuilt hand-operated gantry crane recovered in late 2014 from a dismantled layout. It quickly evolved into an integrated transport operation involving standard and narrow-gauge railways plus road vehicles loading and unloading under the crane. The crane and lorries would be motorised and operated by radio control.

The layout represents the corner of a large factory complex in South East England featuring the transhipment area. Raw materials and parts are brought by road or main line railway and transferred by crane to narrow gauge wagons which are then taken into the factories.

The initial build started early October 2017 and took myself, Neale Brodie, Ken Jackson and Martin Castleton three months to complete – ready for its first exhibition in early January 2018 – but that was just the starting point for further development. After the inevitable pause during the Covid pandemic, we have been gradually refining and improving the layout.

From the outset, The Yard was designed as an exhibition layout and has so far appeared at 15 shows. We limit ourselves to no more than four shows per year due to other commitments including all four of us volunteering at the Bredgar and Wormshill Light Railway.

CONSTRUCTION

The baseboards are made from plywood and four inch thick insulation foam. There is a main channel down the centre of the layout which holds all of the electrical components including the point motors. This channel forms a strong beam from which the rest of the construction is attached. As the layout has an industrial setting, the theme was continued in the presentation with a replica rolled steel joist, made of MDF and hung above to support »

1 The Class 08's train is loaded with a transformer while the Morris awaits a clear route across the tracks with a crate load on board. The Bedford TK in the background has just arrived with a load of RSJs.

2 31 awaits a final load before departing for the factory. This uses a Bachmann 'HO' mechanism with parts from two other models adapted into a centre cab variant. Wagons are from the Chivers range of 'O-16.5' kits. In the foreground is the only piece of ballasted track on the layout.

the LED lighting and layout name and details. The steel supporting frame is a large format printer base with extra bracing added. To buck convention, the usual black lower curtain is hung behind the frame, exposing the metalwork of the supports, conveying the industrial look. The front edge of the layout is shaped and contoured to avoid a straight flat look.

There are four baseboards - two 3ft x 2ft 2in scenic boards and a pair of 1ft 6in x 2ft 2in storage yard boards. The two main scenic boards for transport are paired together with end boards – ensuring the buildings and crane would clear each other when boxed up. These boards have a leatherette cover that fits over to keep the layout clean and dry. The two storage yard boards are bolted together with end boards, around 18in apart. This leaves a space about 18in square x 2ft which holds a box with the Digital Command Control (DCC) units, end shelves, controller holders and other paraphernalia.

Track is hand-built, mostly rail soldered to copper-clad sleepers, along with brass strip to form the inner rail. We made jigs to hold this in place while it was soldered and then covered the track in DAS air dry clay. Once dry, cobbles were drawn in pencil and scribed. The points were made with the aid of a Fast Track jig imported from the USA. There is a small section of track in the siding at the front which is not cobbled: this is made from our own laser-cut sleepers to which the rail was hand spiked in position and ballasted.

INDUSTRIAL SCENE

The first train ran on Christmas Eve 2017, 11 weeks after construction started, although scenery consisted of just the basic foam land form. Laser cutting of the buildings had only started the week before as we had been waiting since July for a recently developed desktop diode laser cutter made in Australia to be delivered. As it arrived in early November, we did not have long to learn about it and the software.

All of the buildings are scratchbuilt, laser cut from 2mm MDF, 0.6mm and 0.9mm resin impregnated board. The corner joints of the buildings are finger jointed using the brick courses as the 'fingers'. Each of the factories is named after the four builders of the layout.

Creating a landscape which would accommodate everything that should move and does move was a real challenge. A road along the front across the left-hand side and along the back achieves this for the lorries. We spent a lot of time developing the drive and control systems of the crane and lorries, wanting to operate them at a scale sensible speed for maximum realism. Being radio-controlled, the lorries can drive anywhere on the layout - even across the track as they are not governed by a wire guidance system.

Our storage yards are fully on view: we use the theatre technique of off-stage in black which the eye accepts is off-scene. We carry this through to our clothing and seating to reduce distraction from the scene.

OPERATION

At exhibitions we try to portray a busy goods yard with up to six rail, crane and road movements at once. To achieve this, we have up to six operators even though the scenic section is only 6ft long.

The layout control uses the Model Electronics Railway Group (MERG) CBUS for commanding the points and feedback position indicators together with the Gaugemaster Prodigy Advance Digital Command Control (DCC) system for all train operation. Two identical control panels are positioned at either end and use single push-buttons to change the points with the two main narrow gauge crossovers operated as pairs, thus requiring just four pushes to change points to configure the layout. Indicators on the control panels show the current state of the turnouts and the two panels always remain synchronised. Four fault indicators, one for each board, show if a track fault occurs such as derailment or running against a set of points causing a short circuit.

A later addition was an operator dual signalling system which indicates status changes between crane and train operators at each end to attract

"At exhibitions we try to portray a busy goods yard with up to six rail, crane and road movements at once."

MARTIN COOMBS

3 There appears to be a problem with the Bedford TK as the 50ton Whitcombe shunts its train past the factory. The crane has just loaded a crate onto the standard gauge train.

attention to signal that a train is ready and can be moved from underneath the crane. Although the layout is relatively simple and could have been wired using individual wires for each control function and indicator, this would have required using large multi-pole connectors between boards instead of just four wires for the CBUS system.

All of the locomotives are fitted with DCC, sound and stay-alive capacitors to ensure reliable and entertaining operation.

Amongst the layout's motive power fleet are 'O' gauge steam and diesel shunting locomotives, including an example of the 'new order' – a Class 08 diesel shunter, together with several narrow gauge locomotives for shunting wagons around the yard. The narrow gauge locomotives have been developed from Bachmann 'On30' or 'HO' model mechanisms. As for rolling stock, a small collection of 'O' gauge Conflats, open wagons and box vans are used for the main line trains, while a representative selection of narrow gauge open wagons and box vans are also used in the factory complex.

The travelling crane provides three-axis operation with the gantry moving forwards and backwards, left and right and raising and lowering the hook. Electronics are based on Micron and Deltang radio modules and N20 DC geared motors for the three drives. The battery is a single 2Ah Lithium Polymer which gives more than 12 hours of operation. All electronics »

are housed in the control cabin with the motor drive power to the gantry transferred via the cab wheels and rails. The transmitter is custom built with the case laser-cut from 2mm MDF. Two dual axis self-centring joysticks control all movement. Operation is deliberately slowed to replicate typical action.

The lorries are modified die-cast commercial models, again using Micron

Left: **With the backscene removed to show this view, the Bedford TK has left the far storage yard and passed through the factories making its way to the crane end storage yard. The crane is loading the train headed by 59.**

Below: **An overall view of the layout showing the industrial look of the whole outfit. The controller handset at the left end is one of our own laser-cut units.**

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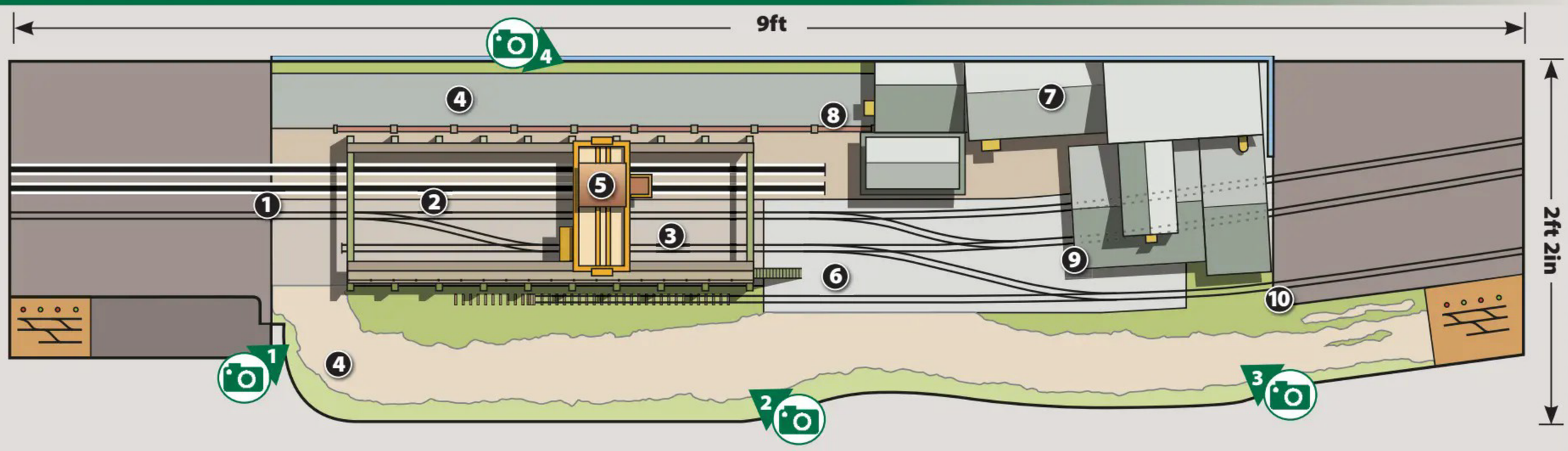
THE YARD TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 To/from storage yard one	3 Narrow gauge lines	5 Working overhead crane	7 Factory complex	9 Hidden access to/from storage yard
2 Main line track connection	4 Roadway	6 Hardstanding	8 Retaining wall	10 To/from storage yard two

and Deltang radio components with geared DC motors for rear axle drive and sub-miniature servos for steering. The steering mechanism is 3D-printed and the front axle pivots to maintain wheel contact on undulating surfaces. Control algorithms have been applied to slow the steering response and they result in more effective slow speed running.

Care was taken in programming the controllers to give optimum slow speed running. If you don't get this right, it can look very toy-like. It takes practice to operate the lorries and the crane in a realistic manner, especially when you consider we can only view them from each end of the layout. Reversing the articulated Bedford TK away from you takes a very special skill, as many who we have given the handset to will testify!

We still need to make replacement windscreen wipers, door mirrors and a side light for the Bedford TK: the original plastic ones were an early casualty, and the new ones will be metal.

Operating The Yard exposed the need for some changes. We removed some of the under-track uncoupling magnets below the crane as we found we did not need them and they caused unwanted uncoupling. We added a kickback siding in front of the crane to give somewhere to operate when the crane was occupied.

The whole layout from initial concept to final product has been a joy. It has proved very popular at exhibitions and given immense pleasure to operate. In 6ft of space we create a lot of movement, a comment we often receive at shows. The layout takes skill to operate and never gets boring as we all seek to perfect the arts of running the crane and lorries in particular.

For our next project, we are working on a fully scratchbuilt 16mm scale narrow gauge layout, featuring a storage yard system we have not seen on the exhibition circuit before, of which we hope to share details in a future issue. **HM**

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

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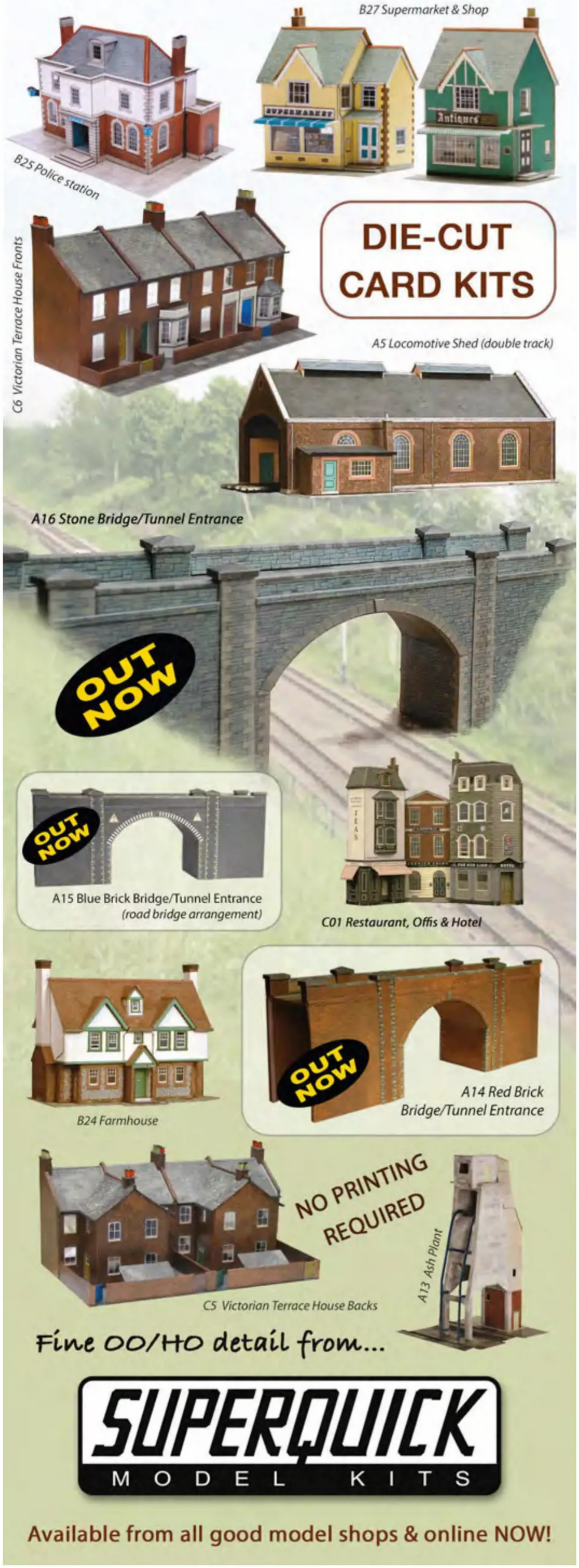

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PROPELLING CONTROL VEHICLES

Mail coaches have come in all sorts of shapes and sizes - but few were as unusual and innovative as the Royal Mail's Propelling Control Vehicles, a design which appeared 30 years ago but did not last long in service. **EVAN GREEN-HUGHES** has the story.

On a clear day in the Highlands, 67030 runs off Slochd Viaduct with the 11.37am Inverness-Mossend parcels vans on September 27 2005. John Chalcraft/ Railphotoprints.uk.

FOR MORE THAN A CENTURY, mail was one of the most important sources of traffic on Britain's railways. The first letters were conveyed by train as early as November 1830, on the Liverpool & Manchester Railway, and traffic grew until there was a network of trains running all over the country every night, ensuring that letters and later parcels reached their destinations within 24 hours.

Much of this traffic was carried in dedicated trains but much also travelled in the brake compartments of normal passenger trains, with facilities for its sorting and onwards movement being provided at large stations. However, by the early 1990s, mail traffic was bleeding away from the railways, while the cost of running station facilities was reaching an all-time high.

Royal Mail decided to launch a full-scale reorganisation of its postal distribution network, concentrating sorting in larger centres, doing away with most station facilities and conveying mail on trains in mobile stillages, containing many sacks each, rather than by loading individual sacks. This would mean mail and parcels would no longer be carried on normal passenger trains.

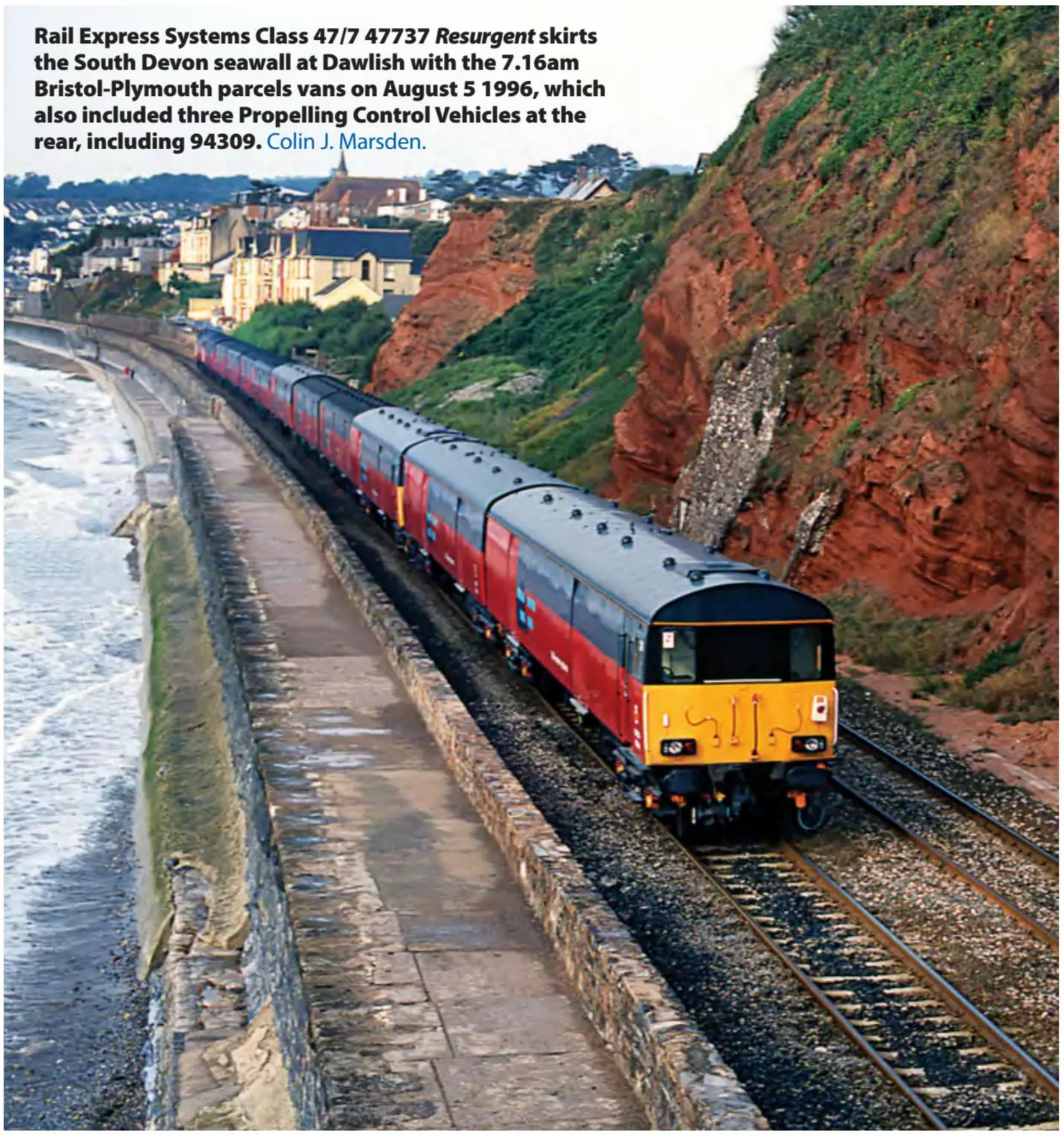
The cost of this scheme was to be £150m, and its centrepiece was to be a massive new mail terminal at Willesden, a few miles from Euston on the West Coast Main Line. This was to be served by a fleet of new Class 325 electric parcel units and would see bulk mail brought into purpose-built platforms and handled by up-to-date automated facilities, which would, it was hoped, make the operation much more efficient. The scheme would also see some satellite facilities built in Scotland, the North East and other areas. This new terminal was expected to handle one in five of all mail items posted in the UK.

While the new electric units would handle much of the traffic there would also be mail and parcels flowing in from parts of the country not served by the new trains. This would be conveyed on dedicated locomotive-hauled services – but they would be unable to use the new terminal as there were no run-round loops or locomotive release facilities provided.

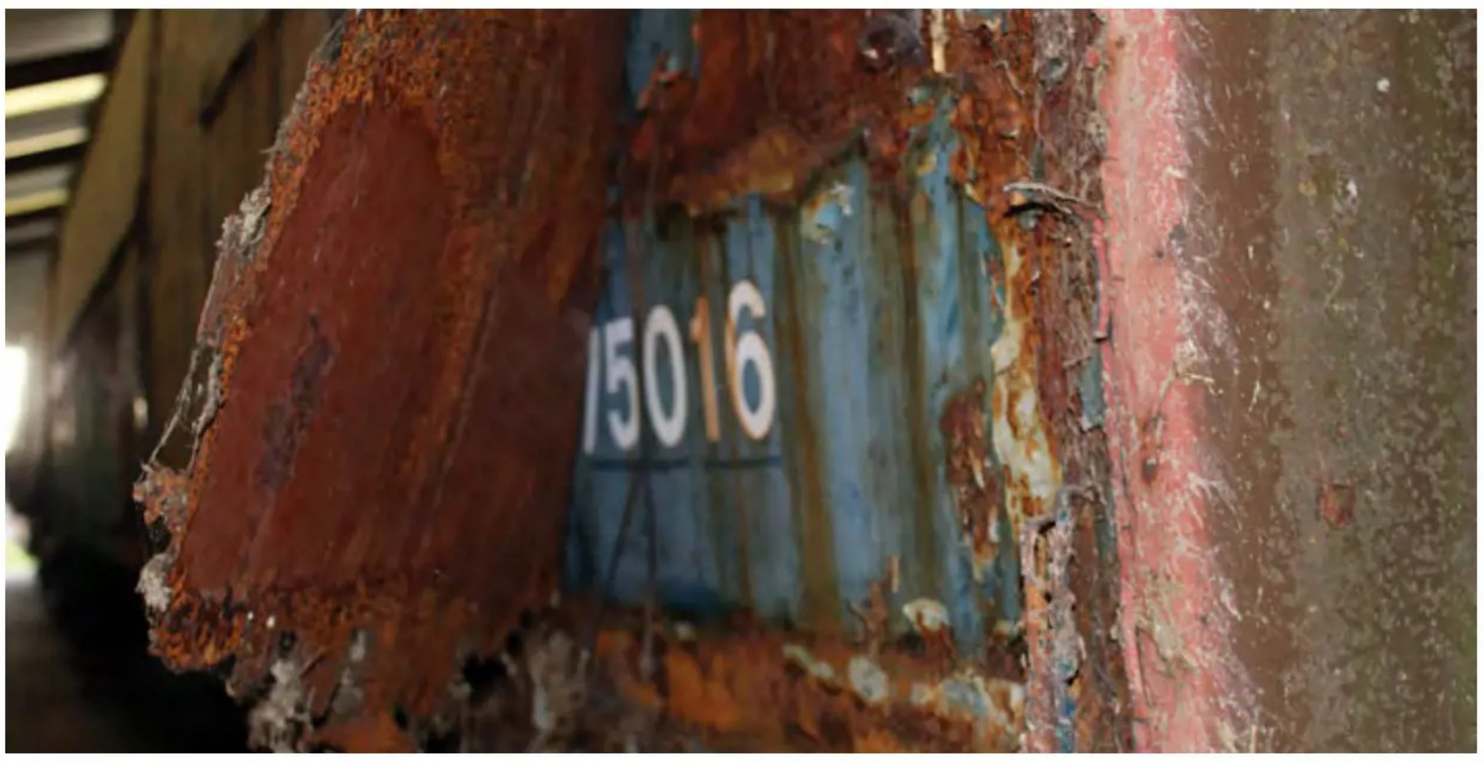
PUSH-PULL

To combat this, it was planned to devise ways of propelling trains into the terminal via a driving cab at the rear of the train. The plan was further expanded so sets of four coaches would be formed with cabs at the outer ends of each set to allow maximum flexibility.

To test out the practicality of this, a pair of redundant Class 307 Driving Trailers were sent to the BR Technical Centre in Derby where they underwent a heavy rebuild which saw seats and internal partitions removed, windows plated over, conventional buffers fitted and a set of roller shutter doors fitted in each side. The cabs were also comprehensively rebuilt so the existing brake controller was replaced with the type used in the Class 47 and the »



Rail Express Systems Class 47/7 47737 *Resurgent* skirts the South Devon seawall at Dawlish with the 7.16am Bristol-Plymouth parcels vans on August 5 1996, which also included three Propelling Control Vehicles at the rear, including 94309. Colin J. Marsden.



The conversion from passenger stock to PCV was extremely crude, and in many cases new sheet panels were merely added over the original body, as can be seen here where 94333 is exhibiting its previous identity in store at Hellifield station. Evan Green-Hughes.

FACTS AND FIGURES

NAA PROPELLING CONTROL VEHICLES (PCV)

Number converted from Class 307 EMU vehicles: 43

Number	Original EMU Number	Former Type	Notes
94300-301	75114/102	DTCOL	Prototypes (Equipment later removed)
94302-327	75124/131/107/104/112/	DTCOL	
	127/125/130/119/105/126/		
	129/109/132/108/117/115/		
	128/120/122/111/110/103/		
	113/123/116		
94331-345	75022/011/016/017/032/	DTBSO	
	031/029/008/024/012/007/		
	005/027/014/004		

Rail Expess Systems (RES) Class 47/7 47789 *Lindisfarne* leaves Box Tunnel and approaches Middle Hill Tunnel with the 3.58pm London-Swansea/Plymouth vans on July 6 1999. The train would split at Bristol. John Chalcraft/ Railphotoprints.uk.

Driver's Safety Device (DSD) was altered to the more conventional pedal operated type. A diesel-style power controller and jumper cables were also fitted, as used on some push-pull setups. In addition, the cab ends also received some alteration with plating over of redundant parts and the addition of 'Sprinter' DMU-style WIPAC headlight clusters. The resulting coaches were known as Propelling Control Vehicles (PCVs).

To work with these converted coaches, a Class 47 was modified with a display actuated by the power controller in the PCV, information being sent down the jumper cables along the trains. Extensive testing then took place, which was very successful, and this led to an order being placed for a production batch of PCVs.

LIMITED DRIVING

A particularly unusual feature of the PCV was that, unlike a conventional push-pull vehicle, it could not be fully driven from the cab. The driver could control the brake as normal but any demand for power had to be answered by a second driver in a locomotive at the other end of the train who would react to a series of yellow lights in the form of a bar display. A red light would show when there was a driver at the other end of the train and power was not required while the yellow ones showed the amount of power that was required so the train could be pushed into a mail terminal by the locomotive but positioned accurately by the driver in the PCV who had complete control of the brake.

The contract for the production series of PCVs was awarded to Hunslet-Barclay in Kilmarnock, work being carried out in 1994-1996. The bulk of these were converted from Driving Trailer Composite coaches, with this batch being numbered 94302-94327, while the remainder were converted using Driving Trailer Brakes as a base, with these being numbered 94331-345.

The two original conversions, numbered 94300-301, were deemed non-standard once the production batch was complete and had their control equipment removed and became locomotive-hauled carriages, although retained their cabs. Once complete, allocation of the fleet was shared between Bristol Barton Hill, Norwich and Euston with the biggest portion of them based, on paper at least, at Bristol, although the type was seen all over the country.

Class 47/7 47733 *Eastern Star* waits at Blue Anchor station on the West Somerset Railway with PCV 94315 in tow during a driver training run on August 15 1996. Colin J. Marsden.

Around 54 Class 47s were converted to work with the new PCVs, which received the TOPS classification of NAA, with Royal Mail part-funding the upgrades. The conversions were used on trains from London to Bristol, Norwich, Plymouth, Swansea, Newcastle, Carlisle and Glasgow from 1996 onwards and the conversions were successful. They would normally work in rakes of up to 12 coaches, in groups of four but in many cases would be marshalled in trains of ordinary parcels vehicles or even Travelling Post Office (TPO) stock. The standard livery was the attractive Rail Express Systems (RES) red and dark grey, although the prototypes received a version with a wide yellow centre section following conversion. The whole fleet passed to English Welsh & Scottish Railways (EWS) in 1996 when it acquired RES.

SHORT LIVES

Despite the success of the PCV conversions, their service lives were short as EWS lost the mail contract. The company continued to use the PCVs on general parcels traffic after that but in 2005 it concluded the PCV sets could be disbanded and taken out of service with their duties covered by other types. There was a proposal to convert them into dedicated sets for high-speed long-distance services but this came to nothing. An attempt to move them onto secure goods work also did not yield any results.

For some time the PCVs were stored pending further use, but eventually the decision was taken to dispose of them. The second of the prototypes, 94301, was bought as a source of components and was taken to the Andrew Briddon premises at Darley Dale on Peak Rail where it gave up its bogies but acquired a replacement set of B4s. The original intention had been to restore this as a push-pull vehicle but this plan was abandoned and the coach moved on to storage at a site at Stoke-on-Trent around 2022.

94320 was bought by the Mid Norfolk Railway in 2009 and has since then had a long career as a stores vehicle. Although some of the other vehicles were scrapped, many were bought by Carnforth-based West Coast Railways for their bogies and wheelsets. Most were taken to Hellifield where they were housed in an unfinished depot next to the station, during which time they suffered at the hands of vandals and became increasingly derelict. That situation changed in 2023 when the fleet was made railworthy and moved to Carnforth.

The PCV was a clever way of solving a unique problem that arose due to a significant change in operating procedures. By using redundant assets, the cost of providing the rolling stock was minimised and the planned services ran economically. The failure of the mail operation could in no way be laid at the door of the PCV concept, which was regarded as a complete success, albeit one that will probably never be repeated. **HM**

EWS Class 67 67010 *Unicorn* heads east past Acton Turville on the Badminton route with 1M28, the 7.20am Plymouth-Willesden vans on December 18 2002. John Chalcraft/ Railphotoprints.uk.

● Visit our Railway Realism archive at *www.keymodelworld.com* for more historical railway articles.

SOUTHERN SCENE

Wanting to recapture the Southern Region of the 1980s, **PAUL PAGE** explains how his 'OO' gauge layout took shape.

PHOTOGRAPHY, PAUL PAGE

CHARWALL NSE is part of a split-scene layout I have built at home featuring two sections, one as an imaginary preserved railway on the Kent coast in the current era and the other a fictional small South London terminus in the mid-1980s. The scene you see here is the latter, which has taken two or three years to complete.

My models are set in Southern England as much of my family is from Kent and my father, grandfather and great-grandfather were drivers on the Southern Railway/Region, my father becoming a driver supervisor and manager in the 1980s and 1990s.

This part of my layout is the Southern Region as I remember it as a child, with family trips from Peterborough (where we later moved to) down to Folkestone to visit family and my Dad often speaking to one of his driver mates at Charing Cross and arranging for me to have a ride 'up front'. I doubt that would be allowed these days.

The 5ft 6in x 2ft layout is largely scratchbuilt. As a member of the Peterborough Viscount Model Railway Club, I have a reasonable grasp of most modelling skills such as wiring and track laying but scratchbuilding and scenery are definitely my strongest suits and what I enjoy doing the most. I don't tend to put much emphasis on planning a building: I have an idea in my mind and start to build it. More often than not, it turns out well.

I wanted this particular layout to feature a couple of things that are not commonly modelled to make it a bit different and more interesting. I opted for a football ground and a prison. The football stadium, home of fictional club Charwall FC, is entirely scratchbuilt, the name being half Charlton Athletic (who I support) and Millwall (one of the club's main rivals). I probably went against the grain by giving it the blue colour of Millwall!

The football ground and prison are low-relief but have good perspective and feature certain real life images such as the rooftop protesters on the prison. This was based on the riots that were common in this period. Other scratchbuilt features include the station platform, small maintenance depot and the bridges at either end of the layout.

The layout is analogue and runs via a Hornby HM6000 controller which offers a level of realism with effective sound which is considerably cheaper than changing everything to full Digital Command Control and having to upgrade all of my rolling stock. I have also installed electric points and lighting on the layout.

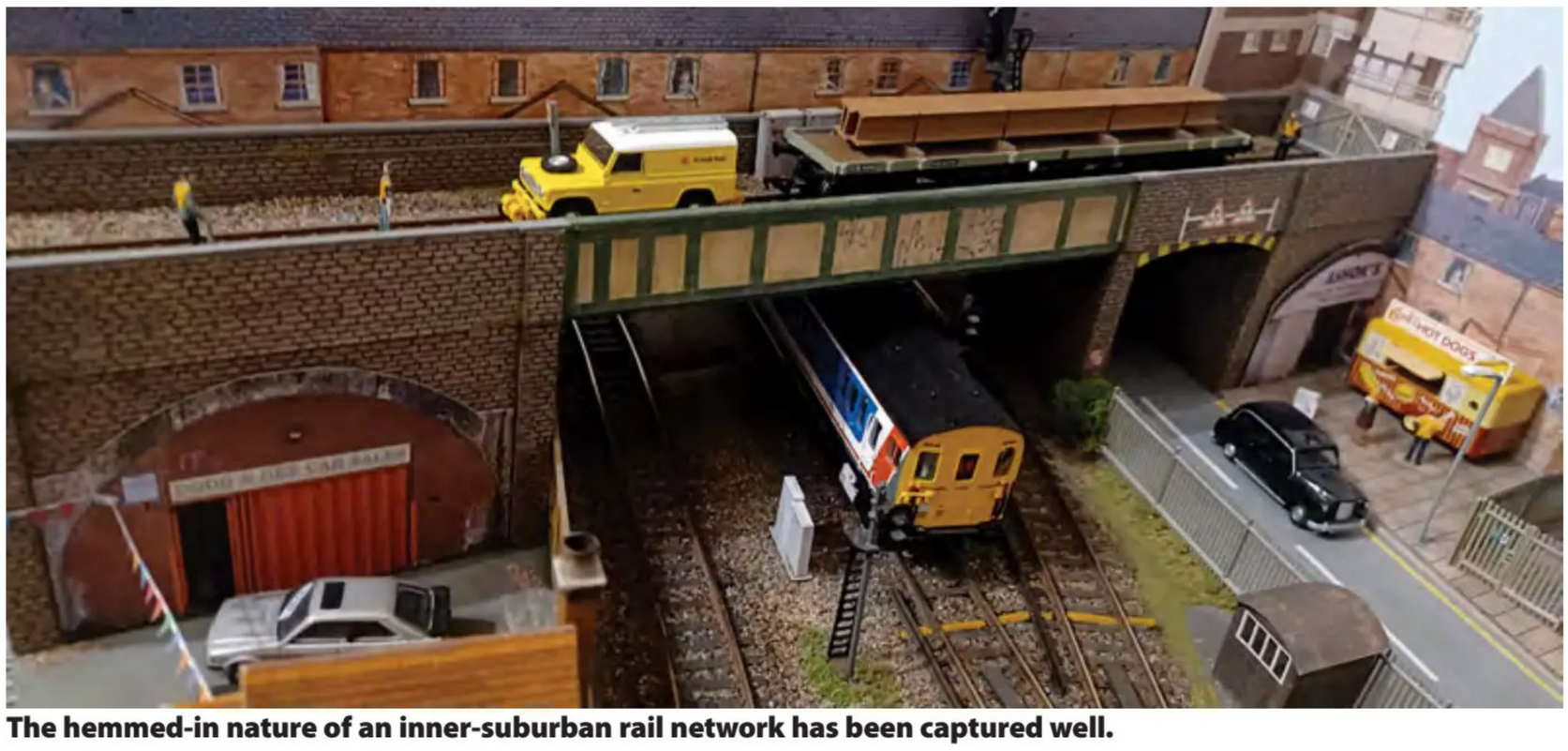
With regards to rolling stock, everything is prototypical of the era modelled. Most of it is Bachmann including 4-CEP and 2-EPB Electric Multiple Units, Class 419 Motor Luggage Vans and also Heljan Class 33 diesels, to name a few.

I have no immediate plans going forward to change anything. It is now at a level I am satisfied with and offers good play value. My attention will now move to the preserved section to modify that and we'll see where it goes from there. **HM**

● If you would like your layout featured in *Hornby Magazine's* Readers' Projects, email details and some example photographs to *hornbymagazine@keypublishing.com*. We look forward to hearing from you!

"I wanted this particular layout to feature a couple of things that are not commonly modelled to make it a bit different and more interesting. I opted for a football ground and a prison!"

PAUL PAGE



The hemmed-in nature of an inner-suburban rail network has been captured well.

Paul's 'OO' gauge layout packs a lot of detail into its diminutive 5ft 6in x 2ft footprint.

A Class 419 Motor Luggage Van heads a Kent Coast boat train through Charwall station.

Much of the layout has been scratchbuilt by its owner Paul Page, including the low-relief football stadium.

Below: **Charwall NSE represents a small inner London suburban station and locomotive stabling point set in the mid-1980s.**

CUSTOMISING THE FLEET

With an exhibition for Newton Grove looming, Jonathan Newton took on the challenge of weathering and finishing a pair of 'O' gauge locomotives to look the part.

MANY WHO MODEL IN 'O' gauge are a little cautious about adding weathering to their locomotives - after all, they can cost more than £3,000. However, weathering really brings out the detail and adds light, shade and more dimensionality to a model. With my layout Newton Grove booked to attend the Rapido Trains UK RailEx at the end of September, it was time for me to detail my San Chen LMS 'Jubilee' 45562 *Alberta*.

The locomotive received an overall coat of grime, which is a 60:40 mix of Matt Black and Matt Leather. I use acrylics so I can manipulate the paint before it dries hard. Once it had dried enough, I went over the whole locomotive with thinners in a downward motion to really bring out the streaks and leave the paint in the nooks and crannies where dirt so readily accumulated. Once that was completed, attention turned to the finer details.

I added and painted the tank in front of the cab on the fireman's side and weathered it down using the dry brushing method until it blended with the rest of the locomotive. The trimming boxes have been picked out using an AK Interactive Old Bronze paint pen and the snifter valves on the cylinders, drain cocks, whistle and safety valves were picked out in Copper. The cab backhead detail was picked out in the same way.

While I had given the locomotive its identity as 45562 *Alberta,* I had never fitted smokebox number and shedplates. Although there are some great etched plates on the market, painting them can be a challenge even in 'O' gauge. Happily, Railtec supplies 3D number and shed plates which are applied as easily as any other transfer. You can see from the photographs how good they look and I have already ordered several

Above: **Jonathan's 'O' gauge 'Jubilee' was weathered with an overall coating of grime, while small details were picked out in bronze and copper.**

Below: **The locomotive's tender looks equally impressive with its weathered appearance. A real coal load will be added next.**

MIKE WILD

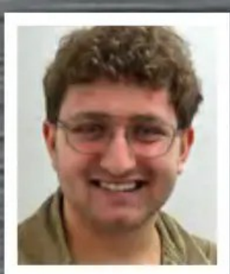
Mike has been flat out building a new high-rise backdrop for his evolving conversion of Topley Dale.

MARK CHIVERS

Mark has been sound-fitting and detailing his fleet of 'OO' 1980s-era Class 47s.

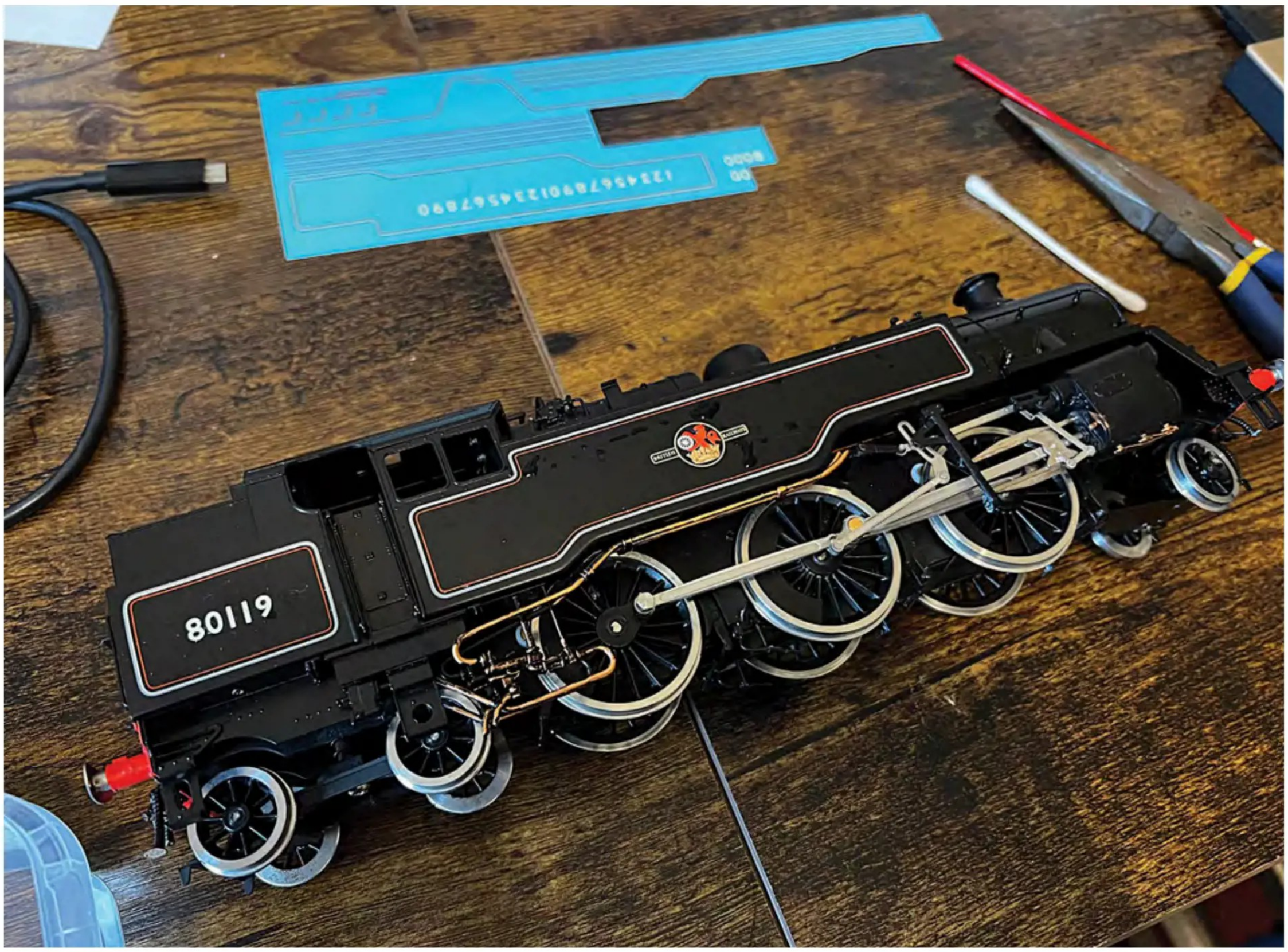
JONATHAN NEWTON

Jonathan is working on ideas for his next 'O' gauge exhibition layout, 'Holbeck'.



BEN CHURCH

Ben and his grandad have been building a low-level storage board for his new layout.



more for my other locomotives, such as the BR Standard '4MT' 2-6-4T.

Alberta looks creditable already, but it is far from finished. I want to weather the inside of the tender and add a coal load, and make the motion look oilier and grubbier.

With the 'Jubilee' aside, I turned to my Bachmann Brassworks '4MT' 2-6-4T. I use Fox Transfers decal packs to line all my locomotives. The mixed traffic lining on the bunker has been transferred in one piece, but the tanks were done in four stages. I've always done it this way on locomotive tenders too, as the large one-piece transfer is too big and fiddly to apply at once. By cutting it into four pieces it's much easier to apply, position and line up. Once the lining was dry I added the cabside numbers and finally the Railtec smokebox plates.

I ran into some issues with the BR crest on this locomotive. The pack supplied for the '4MT' from Fox Transfers includes large BR late crests, but it wasn't until after I had added them and shared the images with a few people that I was quickly told they were too big. I ordered a separate BR late crest pack from Fox with large and small ones and after a couple of errors (including orienting one crest in the wrong direction) I finally have a locomotive that looks the part. The last jobs to do on the '4MT' lining are the boiler bands. I have also picked out the copper and brass detail, while weathering will be applied for the finishing touch.

Weathering and adding details is a fun process, but it is always best to take your time and never rush through this, whatever the scale. Take your time, look at reference photographs and enjoy the process. Never be afraid to have a go and practice on some older or cheap items before tackling the big jobs to gain your confidence. **HM**

Above: **Crisp lining and British Railways late crests were carefully added to the '4MT' using Fox Transfers' waterslide products.**

Below: **Railtec 3D smokebox number plates and shed codes were added to the 'Jubilee's' smokebox door.**

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.

November 2024

9 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

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

9 HUTTON CRANSWICK MODEL RAILWAY SHOW

Hosts: Foreman's Garage showroom
Location: Foreman's Garage showroom, Main Street, Hutton Cranswick, Driffield YO25 9QY
Times: 10am-5pm
Prices: Adults £3, children £2
Contact: *yorkshire.wellies@btinternet.com*
Features: Layouts, trade support, refreshments, parking and disabled access. Proceeds from exhibition will go to village fete fund.

9 SOLIHULL MODEL RAILWAY EXHIBITION

Hosts: Solihull Model Railway Circle
Location: St Mary's Church Hall, Hobs Meadow, Solihull B92 8PN
Times: 10am-4.30pm
Prices: Adults £5, children £3, family £15
Website: *www.solihullmrc.org*
Features: Ten layouts, trade support, refreshments, parking and disabled access.

9 WHITSTABLE MODEL RAILWAY EXHIBITION

Hosts: East Kent Model Railway Society
Location: Swalecliffe & Chestfield Community Centre, St John's Road, Swalecliffe, Whitstable CT5 1QU
Times: 10am-4pm
Prices: Adults £5, concessions £5, accompanied under 16s free
Website: *www.facebook.com/EKMRSWhitstable/*
Features: Layouts, trade support, refreshments, parking and disabled access.

9 WYCOMBE MRX24

Hosts: High Wycombe and District MRS
Location: Cressex Community Centre, Cressex Road, High Wycombe HP12 4PZ
Times: 10am-4.30pm
Prices: Adults £5, children £1
Website: *www.hwdmrs.org.uk*
Features: 11 layouts, trade support, refreshments, parking and disabled access.

9/10 ASHFORD MODEL RAILWAY CLUB OPEN WEEKEND

Hosts: Ashford Model Railway Club
Location: Willesborough Windmill Barn, Mill Lane, Ashford TN24 0QG
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Free admission
Website: *www.ashfordmrc.co.uk*
Features: Layouts, club stand, demonstrations, refreshments and parking.

9/10 BARNSLEY MODEL RAILWAY CLUB EXHIBITION

Hosts: Barnsley Model Railway Club
Location: Hoyland Leisure Centre, West Street, Hoyland, Barnsley S74 9HX
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, accompanied under 16s free
Contact: *secretary@barnsleymrc.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

9/10 CREWE MODEL RAILWAY CLUB EXHIBITION

Hosts: Alsager Railway Association
Location: Legends Conference Centre, Bentley Motors Ltd, Sunnybank Road, Crewe CW2 8WD
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £9, accompanied children free
Website: *www.alsagerrailwayassociation.co.uk*
Features: 17 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

9/10 PLYMOUTH MODEL RAILWAY EXHIBITION

Hosts: Plym Valley Railway Association
Location: St Boniface's Catholic College, St Boniface Lane, Manadon, Plymouth PL3AG
Times: Sat 9.30am-5pm, Sun 9.30am-5pm
Prices: Adults £6
Website: *www.plymrail.co.uk*
Features: 20 layouts, trade support, refreshments, parking and disabled access.

9/10 TOLWORTH SHOWTRAIN

Hosts: Hampton Court Model Railway Society
Location: Tolworth Recreation Centre, Fullers Way North, Tolworth KT6 7LQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £9, children £3 (Sunday only one child per paying adult free), family £19
Website: *www.hamptoncourtmrs.co.uk*
Features: 23 layouts, trade support, refreshments, parking and disabled access.

9/10 TYNESIDE 2024 MODEL RAILWAY EXHIBITION

Hosts: Newcastle & District Model Railway Society
Location: Jesmond Park Academy, Newton Road, Newcastle Upon Tyne NE7 7DP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10, family £18
Website: *www.newcastlemodelrailway.org.uk*
Features: 19 layouts, trade support, refreshments, parking and disabled access.

9/10 WINCANTON MODEL RAILWAY EXHIBITION

Hosts: Cale Rail Society
Location: King Arthur's School, West Hill, Wincanton BA9 9BX
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £7, concessions £6, children free
Website: *www.facebook.com/Calerail*
Features: 20 layouts, trade support, displays, refreshments, parking and disabled access.

16 BASSETLAW RAILWAY SOCIETY EXHIBITION

Hosts: Bassetlaw Railway Society
Location: Elms Hotel, London Road, Retford DN22 7DX
Times: 10am-4pm
Prices: Adults £5, accompanied children free
Website: *www.bassetlawrailwaysociety.org*
Features: Layouts, trade support, refreshments, parking and disabled access.

16 NEWPORT MODEL RAILWAY EXHIBITION

Hosts: N Gauge Society – Newport, South Wales Group
Location: Christchurch Centre, BT Compound, Old Malpas Road, Newport, Gwent NP20 5PP
Times: 10am-4pm
Prices: Adults £5, children free, 'N' Gauge Society members free
Website: *www.facebook.com/NGaugeNewportSouthWales*
Features: Ten layouts, trade support, refreshments, parking and disabled access.

16 PORTSMOUTH MODEL RAILWAY EXHIBITION

Hosts: South Hants Model Railway Club
Location: Admiral Lord Nelson School, Dundas Lane, Portsmouth PO3 5XT
Times: 10.30am-4.30pm
Prices: Adults £7, accompanied children free
Website: *www.shmrc.org.uk*
Features: 12 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

16/17 BRIGHTON MODEL RAILWAY EXHIBITION

Hosts: Brighton Model Railway Club
Location: Patcham Community Centre, Ladies Mile Road, Patcham, Brighton BN1 8TA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children £3, family £12
Website: *www.brightonmrc.wordpress.com*
Features: Six layouts, trade support, refreshments, parking and disabled access.

16/17 FALKIRK MODEL RAILWAY EXHIBITION

Hosts: Falkirk Model Railway Club
Location: Grangemouth Athletic Stadium, Kersiebank Avenue, Grangemouth FK3 0EE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £8, children £4, family £18
Website: *www.falkirkmrc.com*
Features: 30 layouts, trade support, refreshments, parking and disabled access.

16/17 HAYLE MODEL RAILWAY EXHIBITION

Hosts: Hayle Railway Modellers
Location: Hayle Daycare Centre, Commercial Road, Hayle TR27 4DE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied under 14s free
Website: *www.haylerail.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

16/17 NOTTINGHAM MODEL RAILWAY EXHIBITION

Hosts: Nottingham Model Railway Society
Location: Richard Herrod Centre, Foxhill Road, Carlton NG4 1RL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, accompanied under 16s free
Website: *www.nottingham-modelrailway.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

16/17 PENDLE FOREST MODEL RAILWAY EXHIBITION

Hosts: Pendle Forest Model Railway Society
Location: Park High School, Venables Avenue, Colne BB8 7DP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £3, family £14
Website: *www.pfmrs.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

16/17 THORNBURY MODEL RAILWAY EXHIBITION

Hosts: Thornbury and South Gloucestershire Model Railway Club
Location: Turnberries Community Centre, Bath Road, Thornbury BS35 2BB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, children £3, family £18
Website: *www.tsgmrc.co.uk*
Features: 20 layouts, trade support, refreshments, parking and disabled access.

16/17 WORKINGTON MODEL RAILWAY EXHIBITION

Hosts: Solrail
Location: Energus Building, Blackwood Road, Lillyhall, Workington CA14 4JW
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, children £1, family £14
Website: *www.sites.google.com/view/solrail/home*
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

17 BARRY AND PENARTH MRC EXHIBITION

Hosts: Barry and Penarth Model Railway Club
Location: Highlight Park Community Centre, Stirling Road, Highlight Park, Barry CF62 8NX
Times: 10.30am-4.30pm
Prices: Adults £4, children £2
Website: *www.bpmrc.club*
Features: Layouts, trade support, refreshments, parking and disabled access.

23 KING'S LYNN MODEL RAILWAY CLUB OPEN DAY

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

23 NORTH WALES MODEL RAILWAY EXHIBITION

Hosts: Deganwy Railway Modellers
Location: Craig Y Don Community Centre, Queens Road, Llandudno, Conwy LL30 1TE
Times: 10am-4pm
Prices: Adults £5, children £2.50, under 5s free
Contact: 01492 870058
Features: Layouts, trade support, refreshments, parking and disabled access.

23/24 SCUNTHORPE MODEL RAILWAY EXHIBITION

Hosts: Scunthorpe and District MRC
Location: Sunshine Hall, Ashby High Street, Scunthorpe DN16 2JU
Times: Sat 10am-4pm, Sun 9.30am-4pm
Prices: Adults £2.50, children £2, family £7
Website: *www.sdmrc.uk*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

24 GUILDFORD 'O' GAUGE GROUP TRADE DAY

Hosts: Guildford 'O' Gauge Group
Location: Spectrum Leisure Complex, Parkway, Guildford GU1 1UP
Times: 10am-4pm
Prices: Adults £8
Website: *www.gogg.co.uk*
Features: 35 trade stands, test tracks, refreshments, parking and disabled access.

24 NEW FOREST MRS OPEN DAY

Hosts: New Forest Model Railway Society
Location: Brockenhurst Village Hall, Highwood Road, Brockenhurst SO42 7RY
Times: 10am-4.30pm
Prices: Adults £7, accompanied under 18s free
Website: *www.nfmrs.org*
Features: Club layouts, refreshments, parking and disabled access.

30 RAINHILL MODEL RAILWAY EXHIBITION

Hosts: Rainhill Model Railway Club
Location: Rainhill High School, Warrington Road, Rainhill L35 6NY
Times: 10am-5pm
Prices: Adults £5, children £6
Website: *www.rainhillmrc.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

30/1 OSWALDTWISTLE MODEL RAILWAY EXHIBITION

Hosts: Blackburn and East Lancashire MRS
Location: Oswaldtwistle Mills Business Centre, Pickup Street, Oswaldtwistle BB5 0EY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: *www.belmrs.com*
Features: Layouts, trade support, refreshments, parking and disabled access.

December 2024

1 GAINSBOROUGH MODEL RAILWAY SOCIETY 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: Extensive 'O' gauge East Coast Main Line themed layout and refreshments.

7 HILLINGDON RAILWAY MODELLERS OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church, 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-3pm
Prices: £6 entry
Website: *www.hillingdonrailwaymodellers.co.uk*
Features: Club test track in 'N', 'OO' and 'O' plus refreshments.

7/8 PAISLEY MODEL RAILWAY SHOW

Hosts: Renfrewshire Model Railway Club
Location: The Paisley Centre, Causeyside Street, Paisley PA1 1UQ
Times: Sat 10am-5pm, Sun 11am-5pm
Prices: TBA
Website: *www.renfrewshiremrc.co.uk*
Features: Layouts, trade support, demonstations, refreshments, parking and disabled access.

14 CUPAR'S CHRISTMAS MODEL RAIL SHOW

Hosts: Cupar and District Model Railway Club
Location: The Corn Exchange, St Catherine Street, Cupar KY15 4BT
Times: 10am-4pm
Prices: Adults £3, accompanied under 16s free
Website: *www.cuparmrc.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

14 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

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

14/15 MANCHESTER MODEL RAILWAY EXHIBITION

Hosts: Manchester Model Railway Society
Location: The Sugden Centre, Sidney Street, Manchester M1 7HB
Times: Sat 9.45am-5.30pm, Sun 9.45am-4.30pm
Prices: Adults Sat £14 (£11.50), Adults Sun £12 (£10), accompanied children free (advance ticket price in brackets)
Website: *www.mmrs.co.uk*
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

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.

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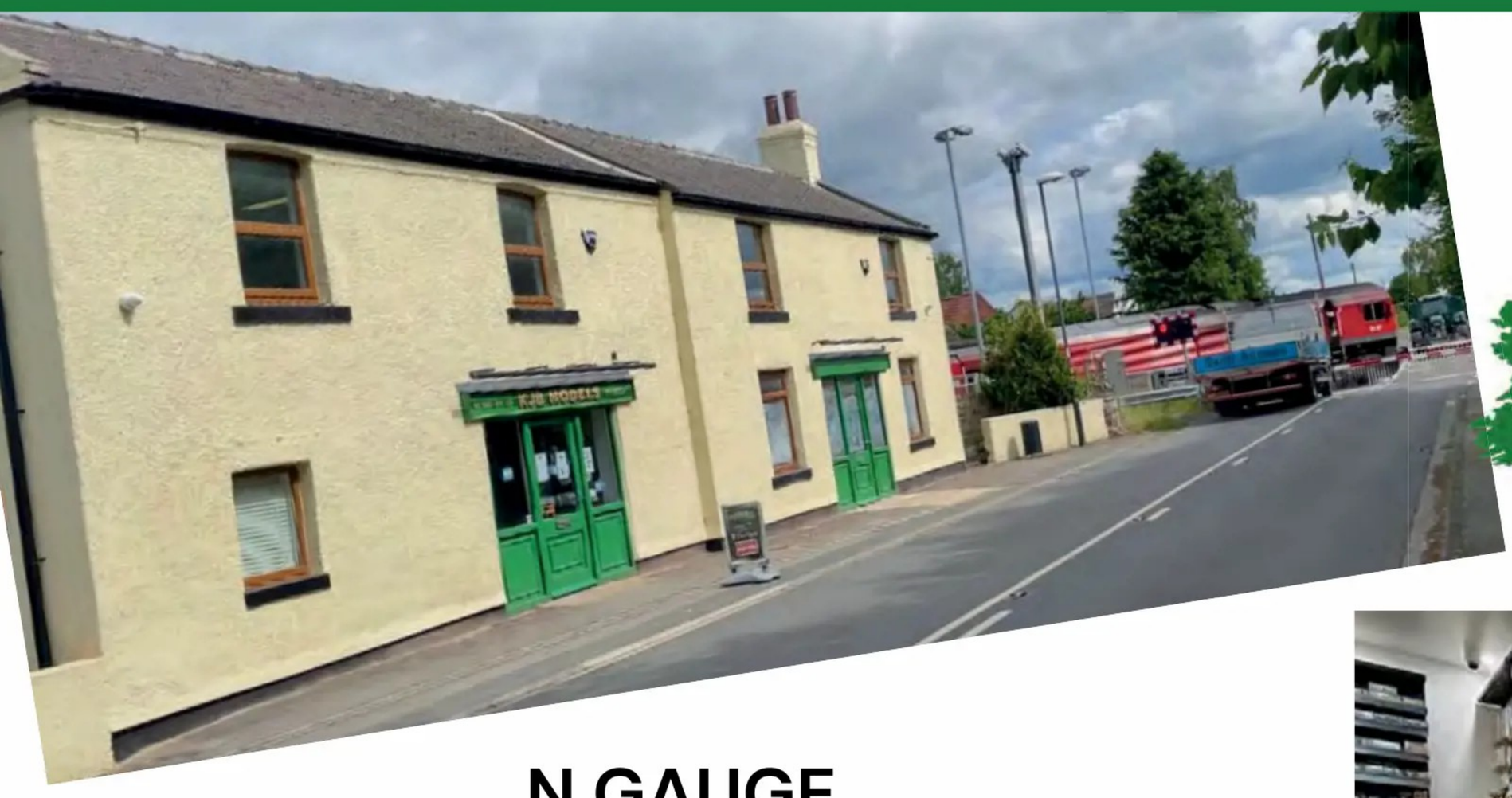

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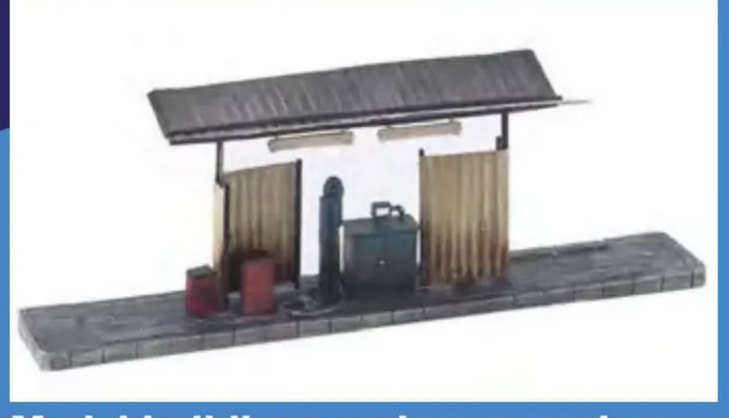

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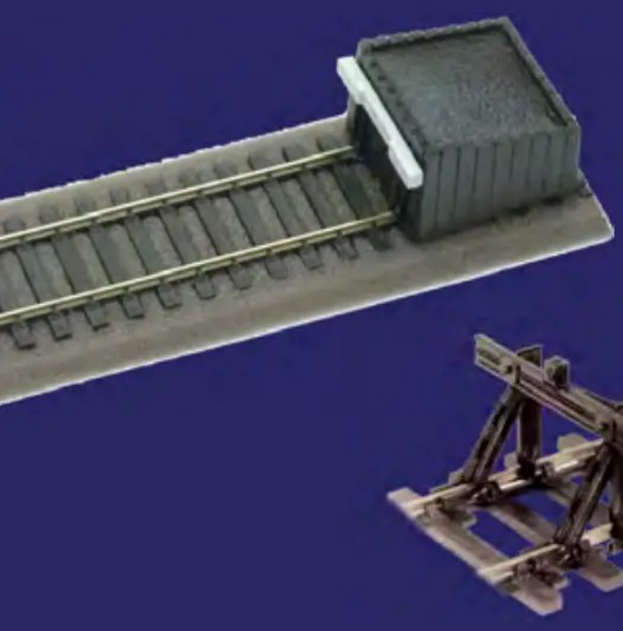

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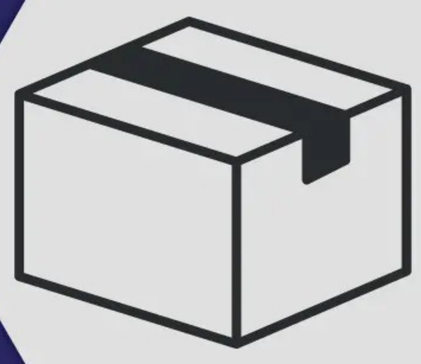

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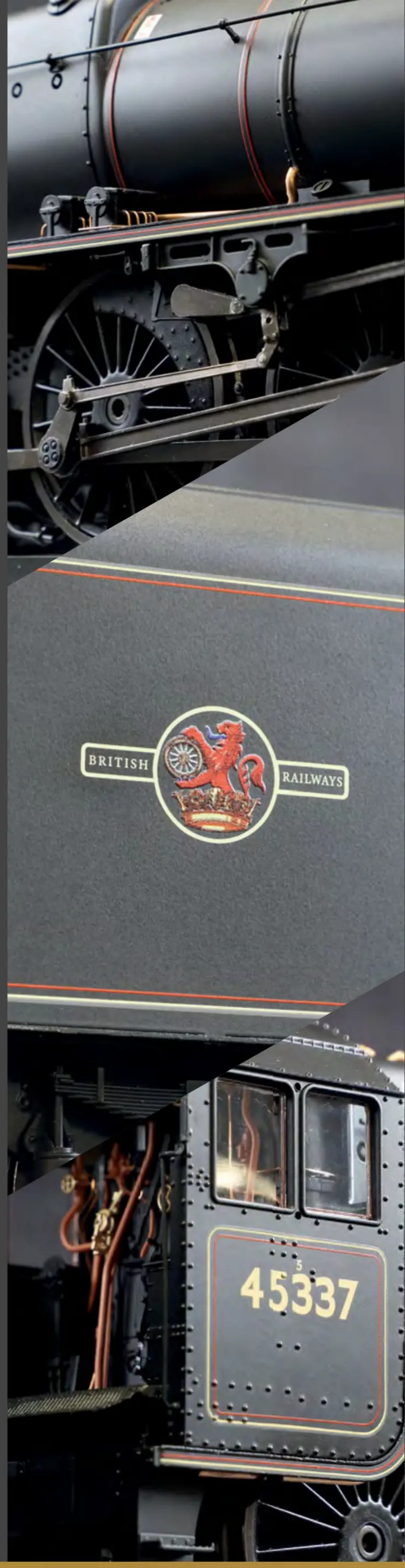

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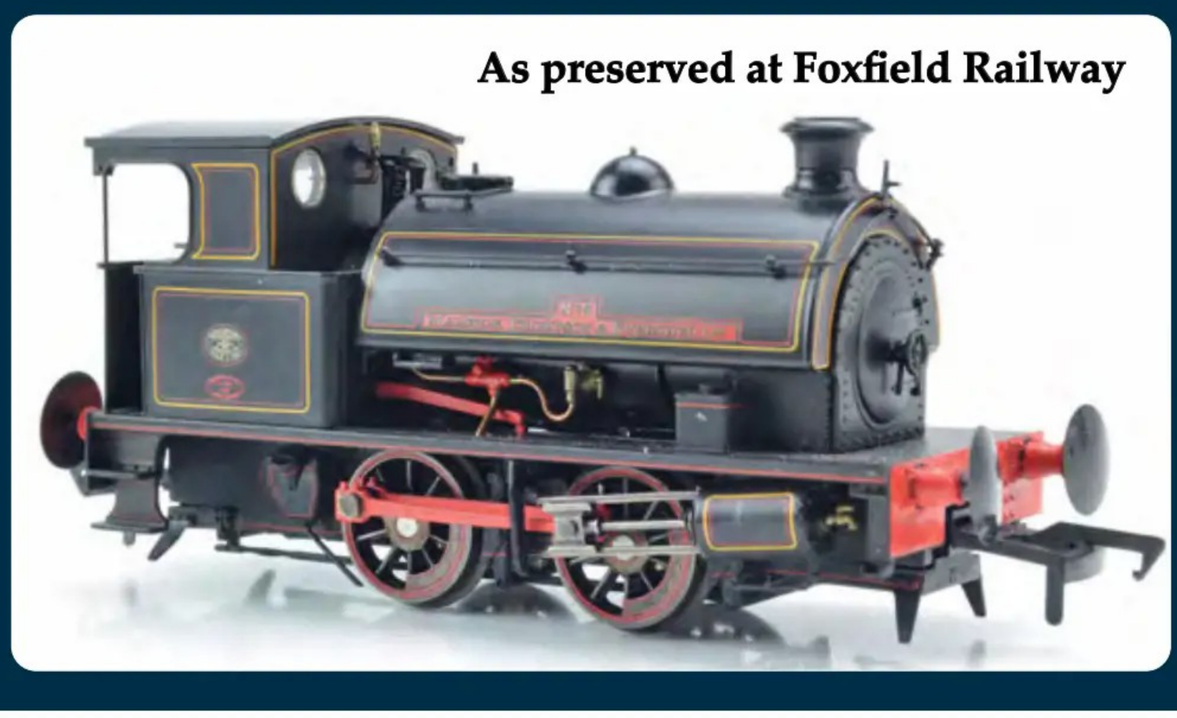

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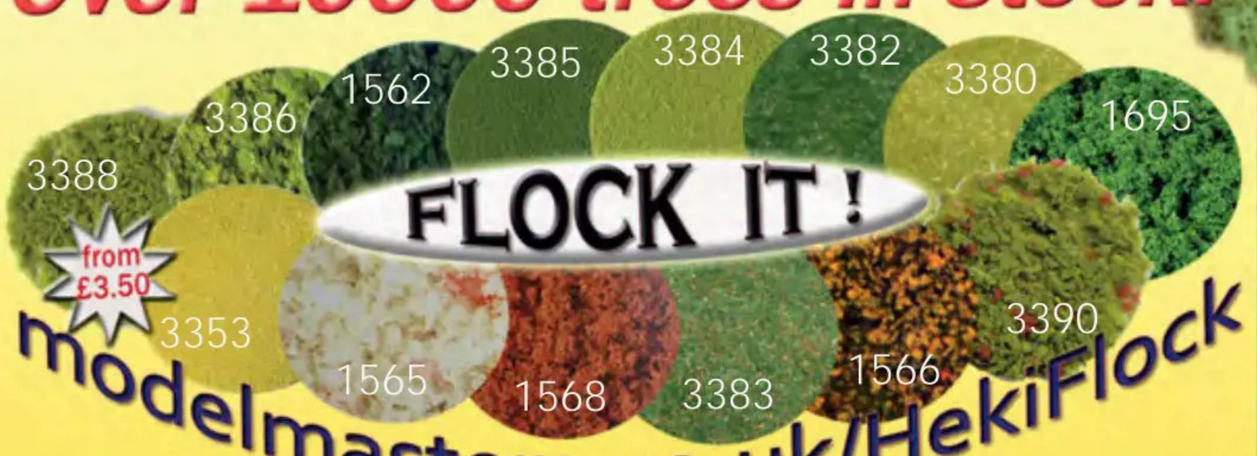

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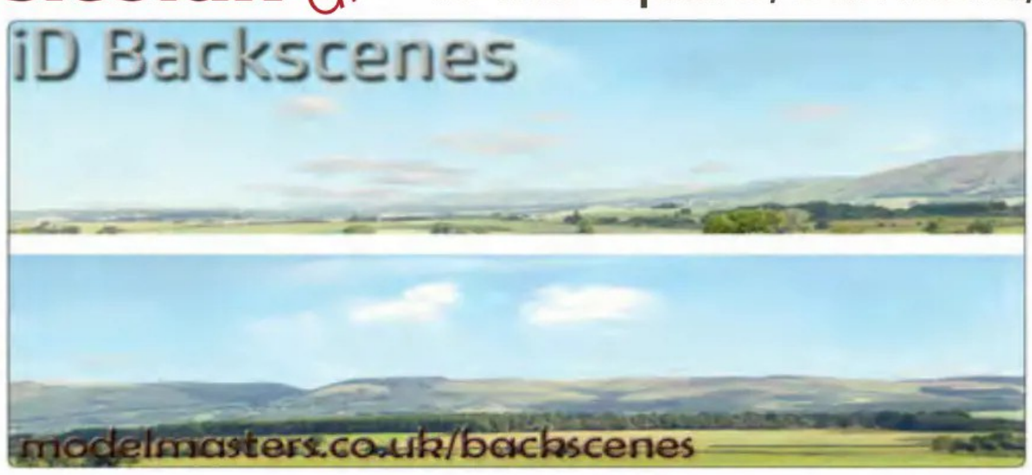

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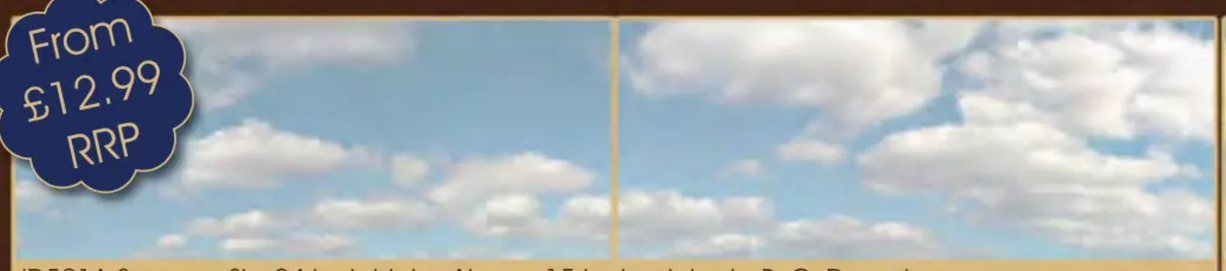
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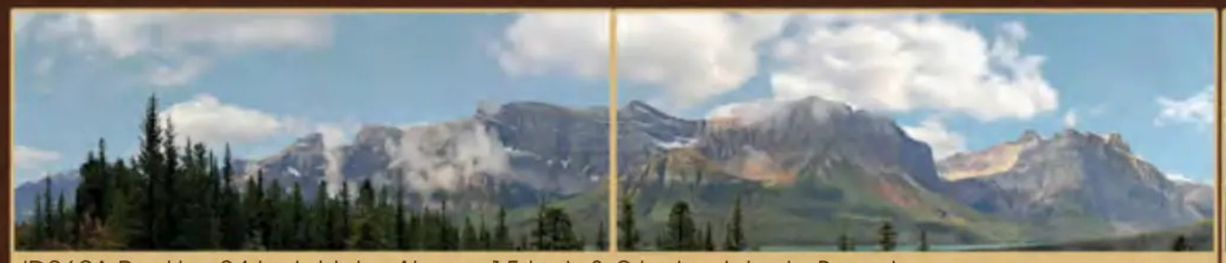
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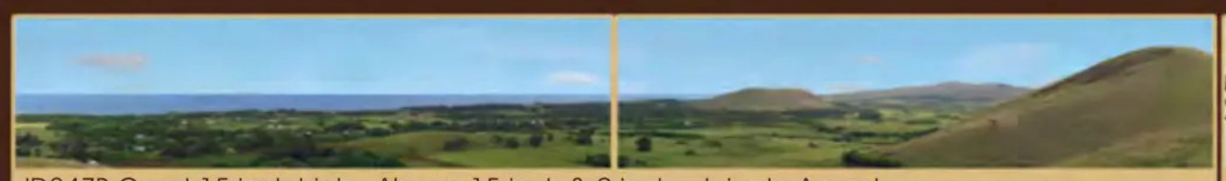
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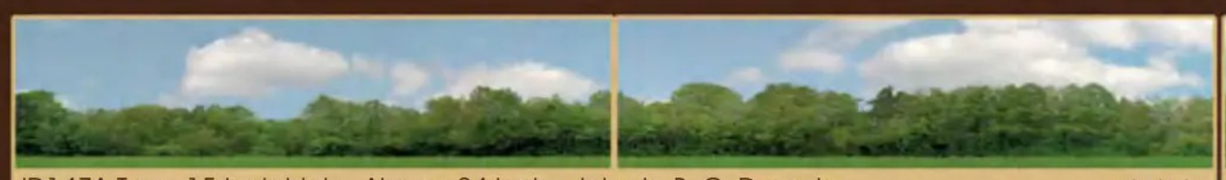
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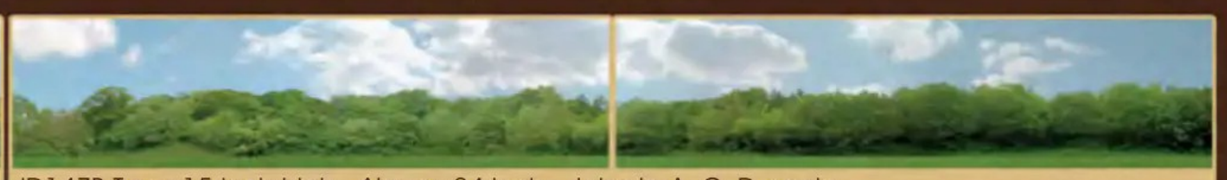
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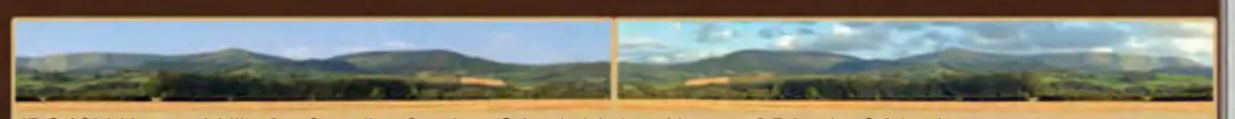
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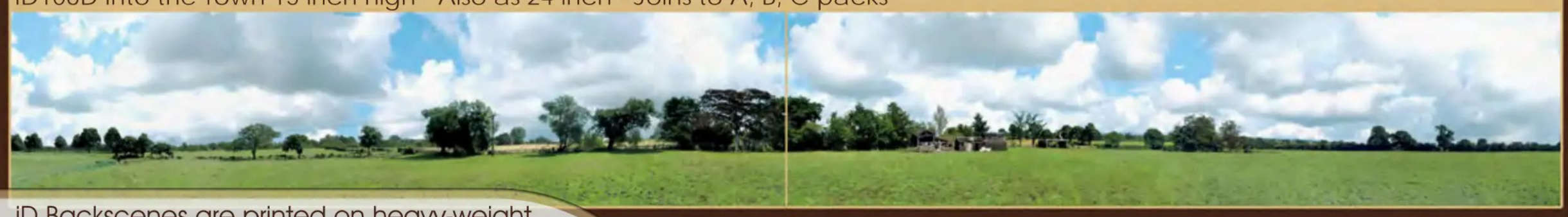
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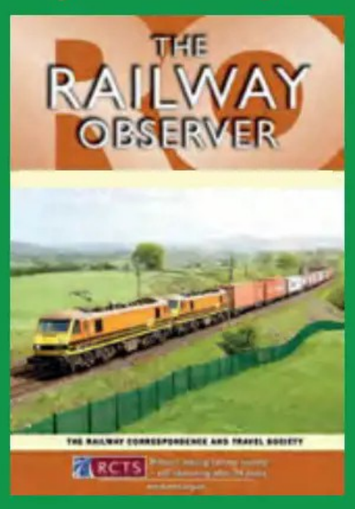

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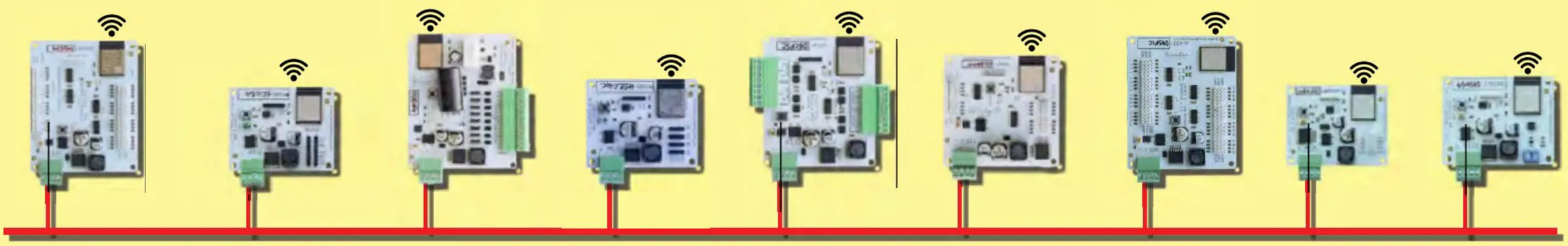

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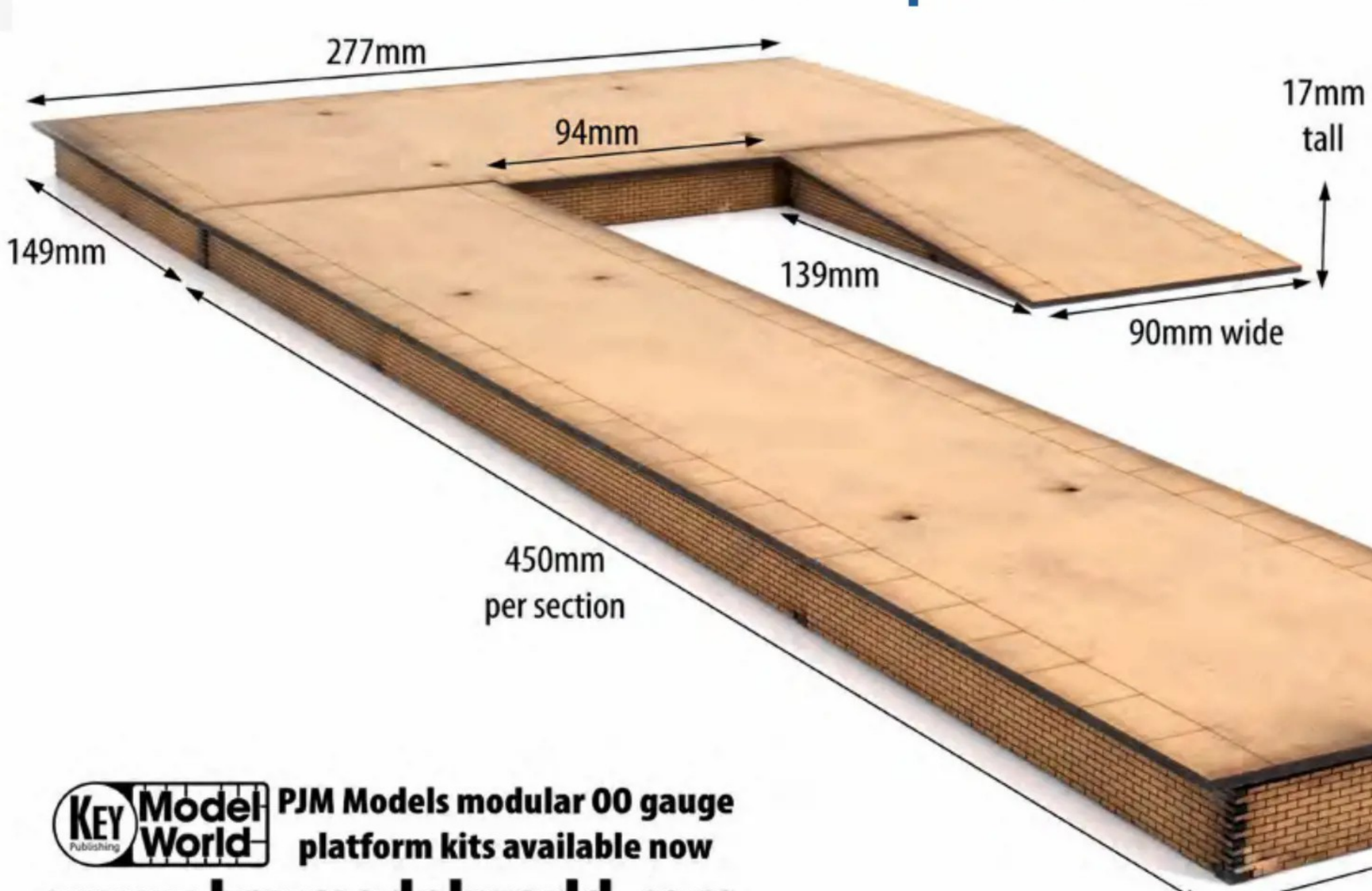

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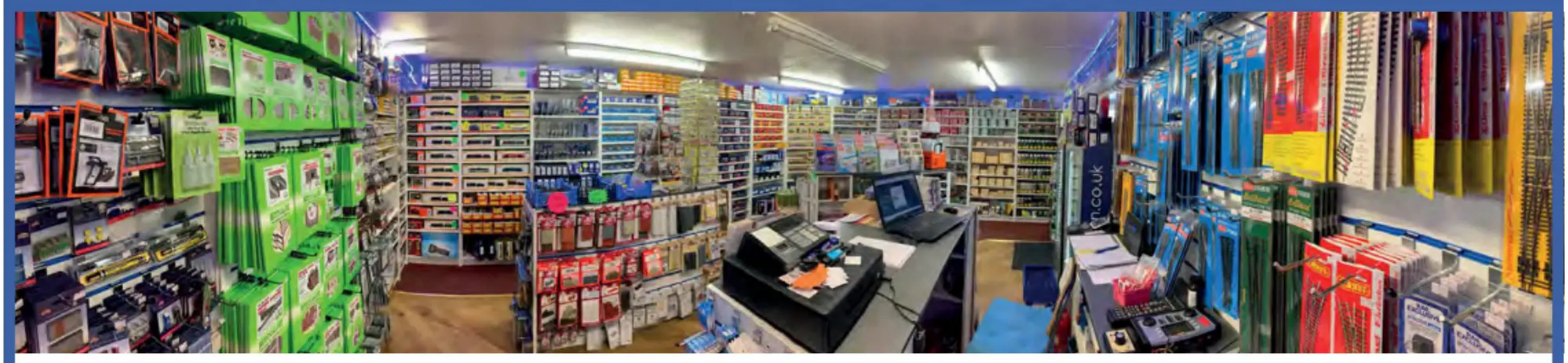

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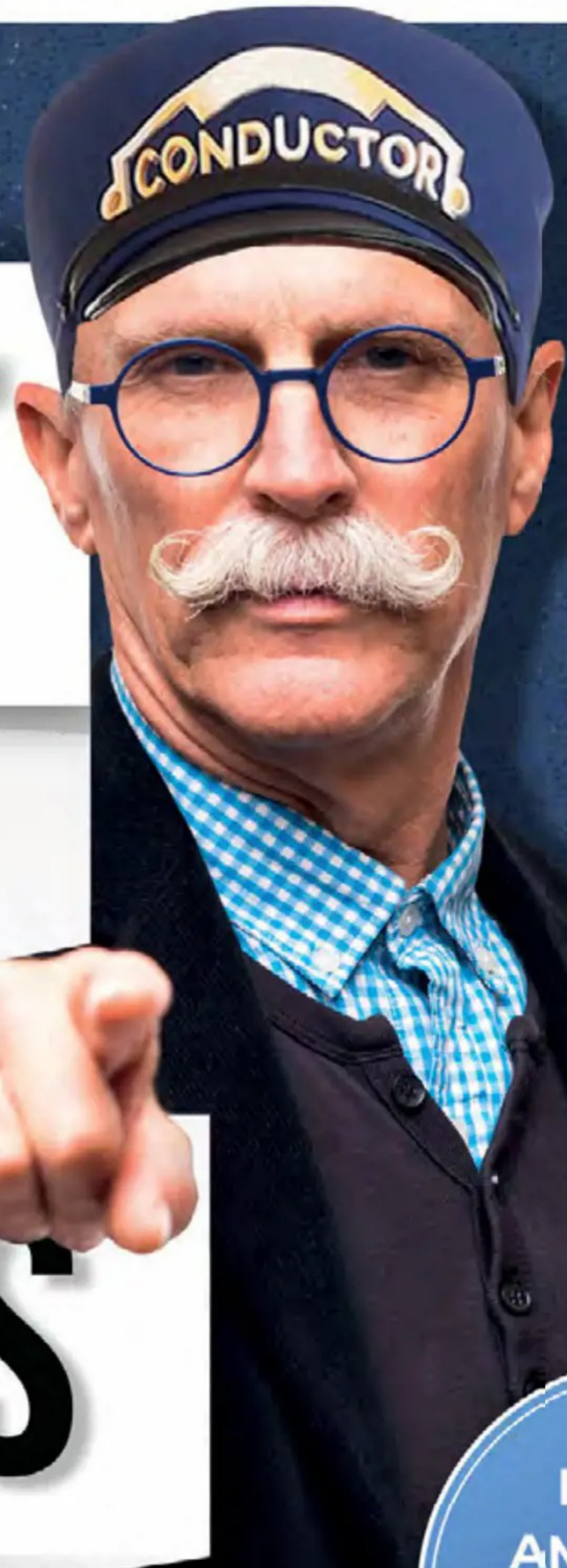

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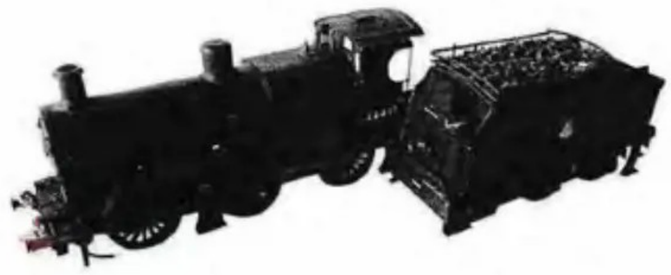

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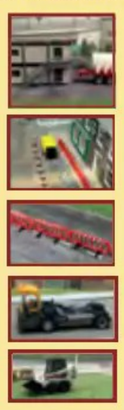

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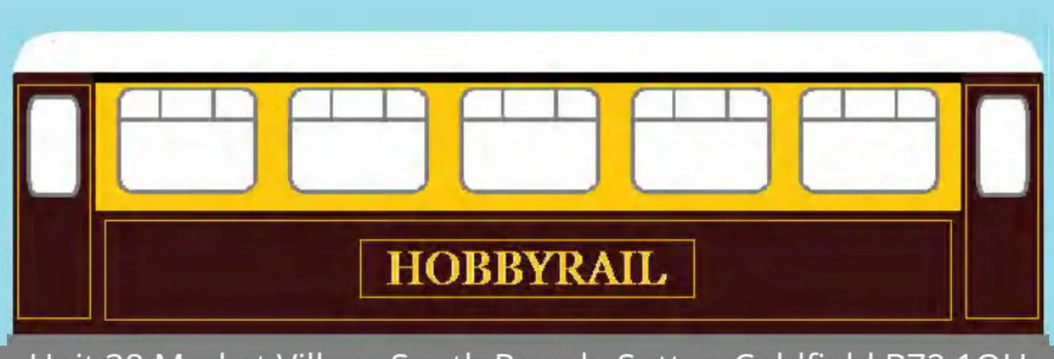

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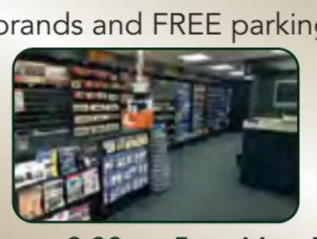

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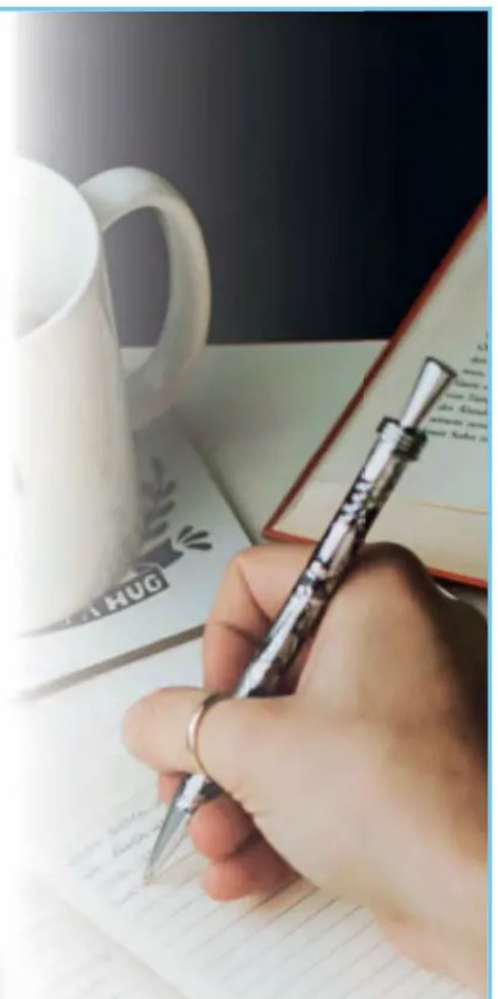

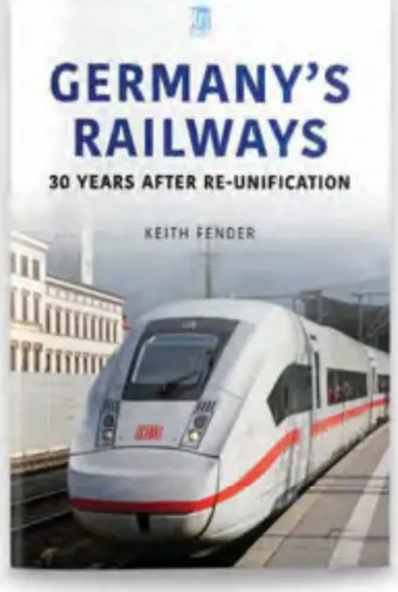

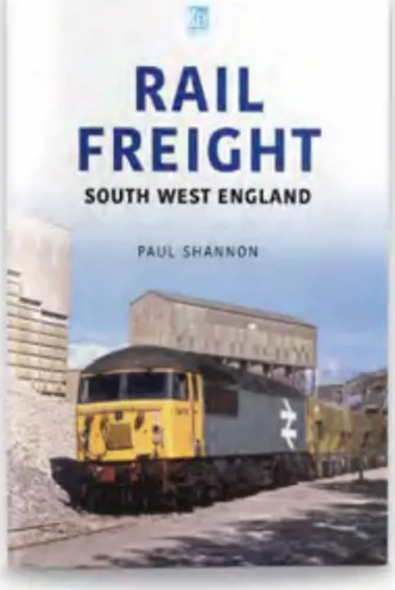

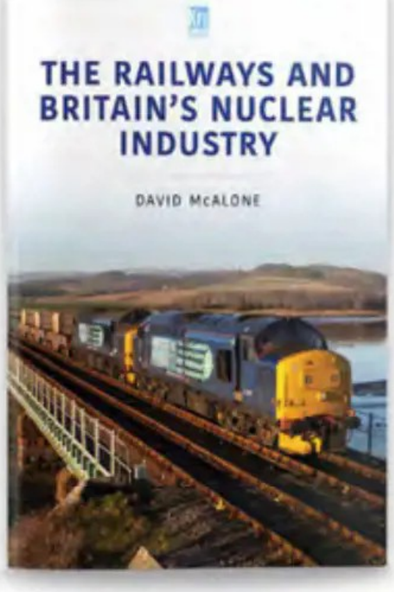

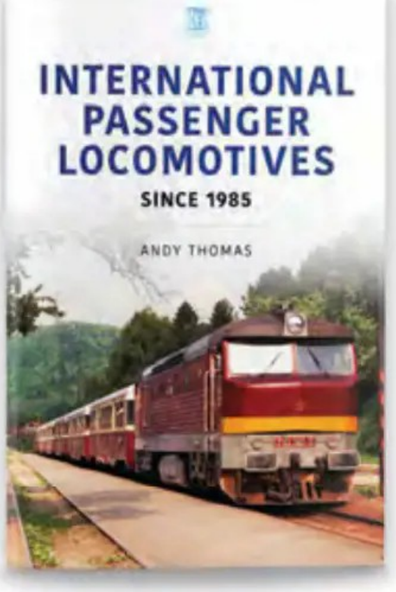

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The North Wales Coast line beckons next month as we pay a visit to John Aspinall's delightful 'OO' gauge layout modelling this well-known location in the BR steam era.

DRS BARRIER COACHES

Tim Shackleton creates an authentic pair of Direct Rail Services nuclear flask escort coaches from a pair of Bachmann 'OO' gauge Mk 2 donors.

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Derek Scott and Jonathan Webb's take on a fictitious BR Scottish Region diesel depot in the Edinburgh area reflects a run-down stabling and fuelling point in the late 1970s/early 1980s. We take a full tour next issue.

THE NEXT ISSUE OF HORNBY magazine

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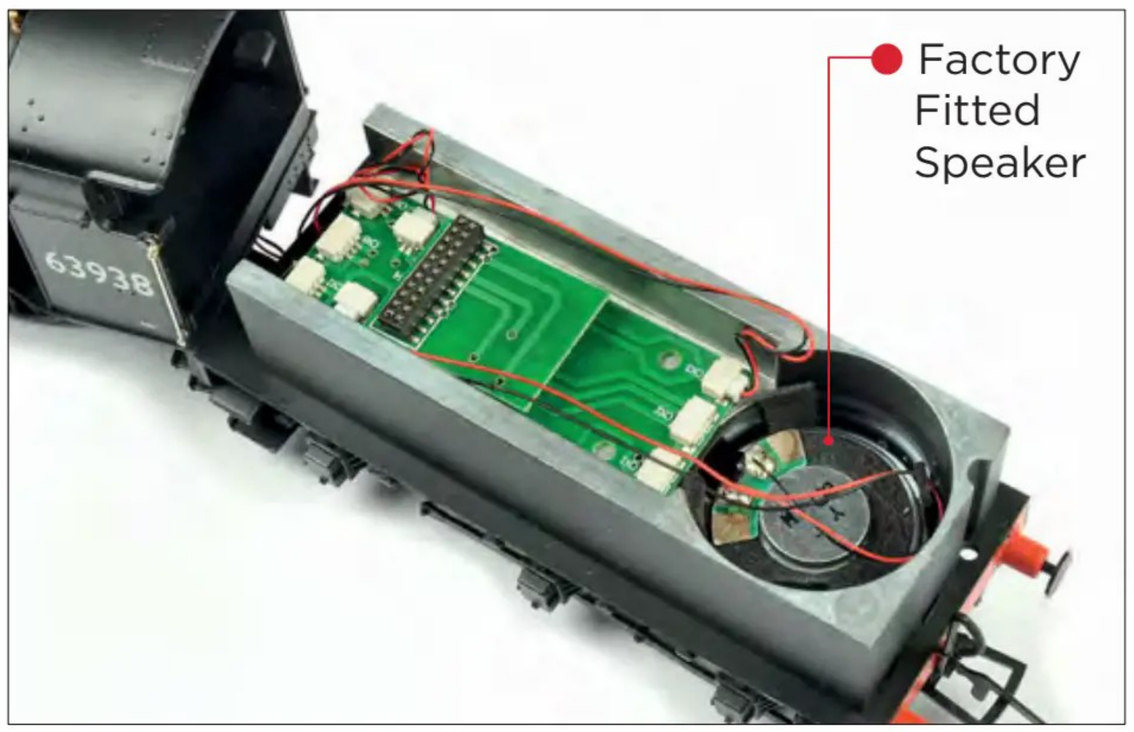

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