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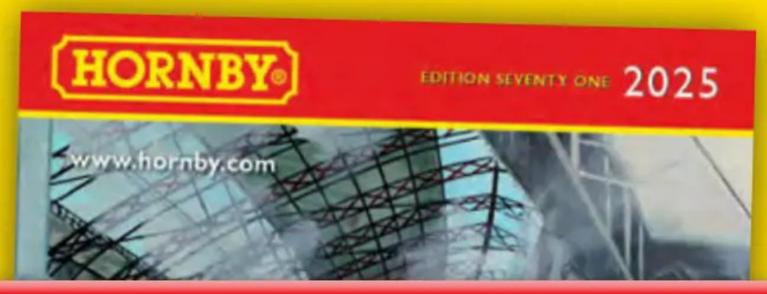

HORNBY magazine

Issue 212 **February 2025** **£5.99**

FIRST REVIEWS

8 ALL-NEW MODELS!

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Hornby *Locomotion* No. 1 for 'OO'

Rapido 'OO' Highland 'Jones Goods' 4-6-0

Lionheart Trains 'O' BR '3MT' 2-6-2T

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...AND MORE!

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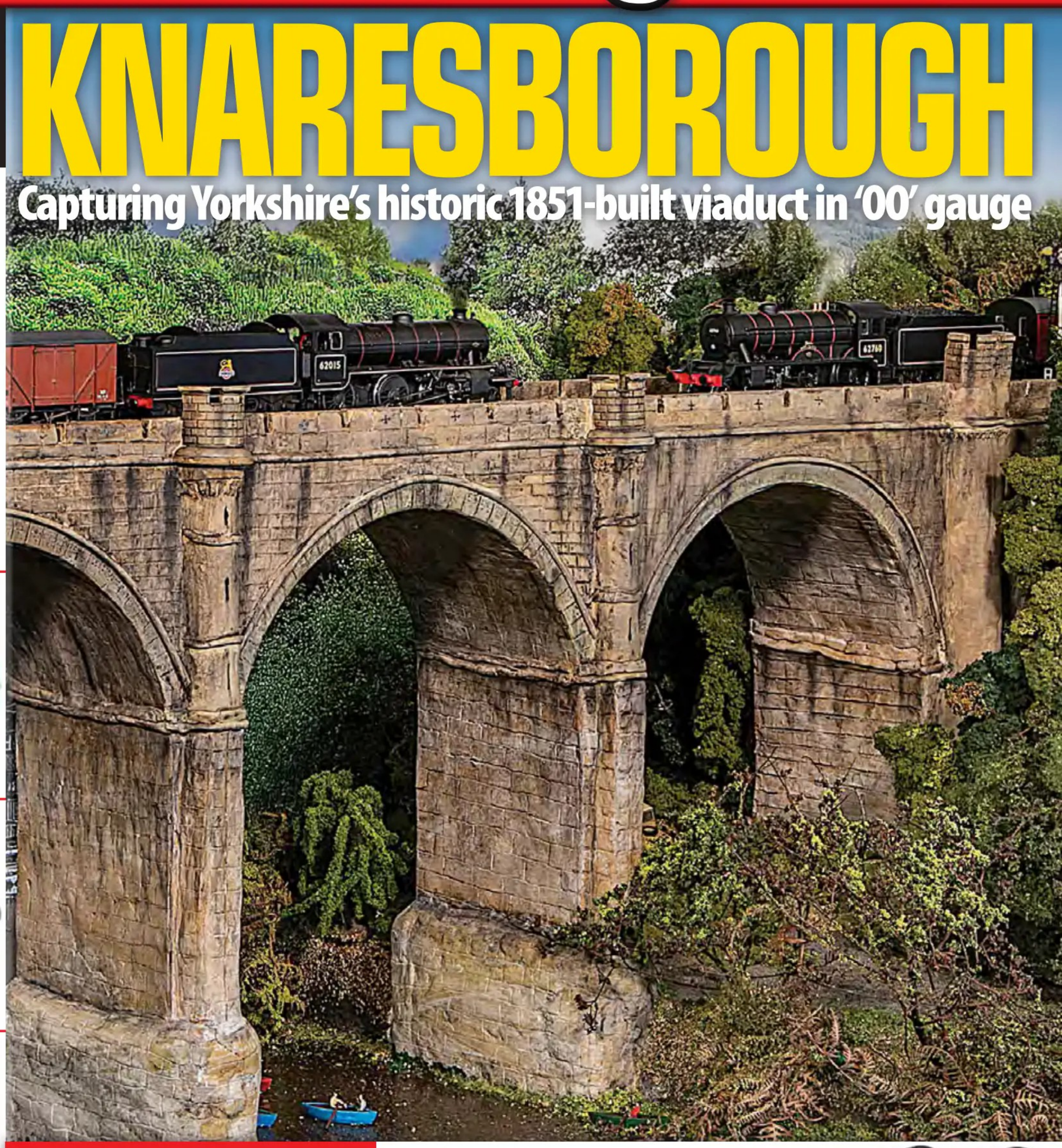

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HORNBY magazine

February 2025

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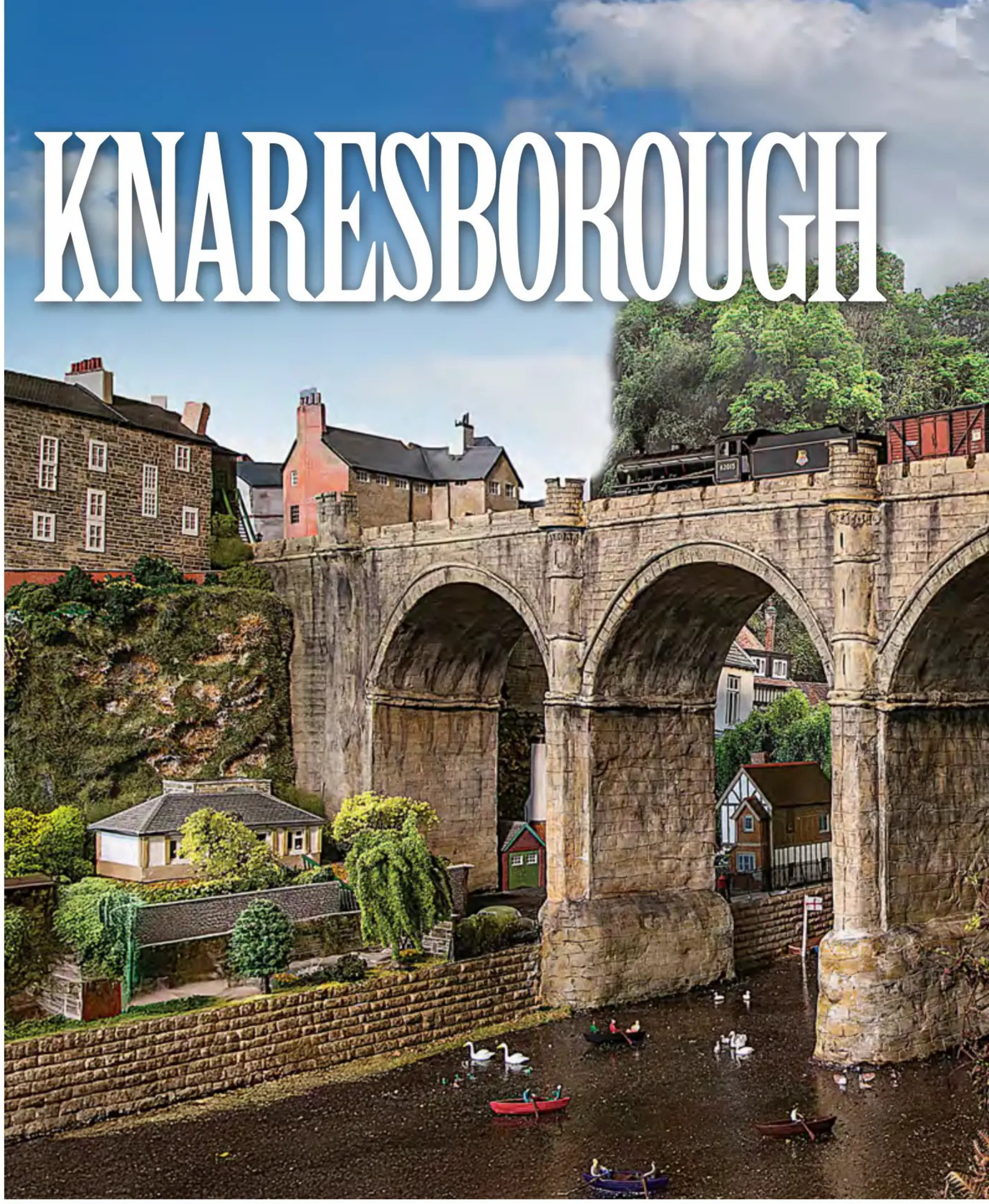
LATEST OFFERS
See pages 20-21 for full details.

KNARESBOROUGH



WE SHOW YOU HOW!

32 **SKILLS GUIDE**
Paul Lunn explains how your choice of track can affect placement of buildings and features on a layout.

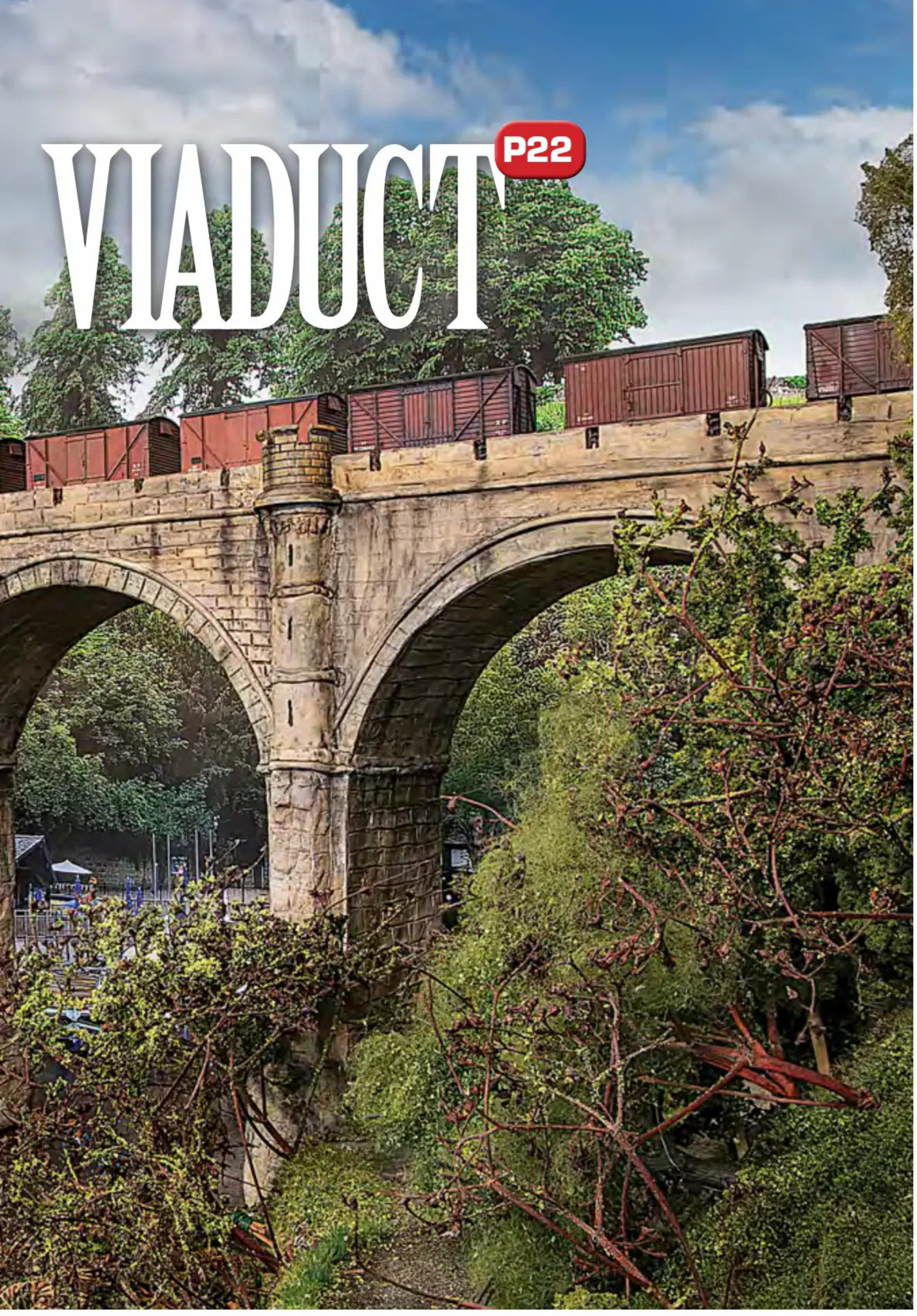
36 **WORKBENCH**
Tim Shackleton rejuvenates some damaged second-hand models, showing how they can be repaired and upgraded to as good as new.

42 **MAKING A SCENE**
A trip to London inspired Dan Evason to conjure a grimy 20th century city scene where the railway weaves around a classic pub.

102 **DIGITAL CONTROL**
Accessory decoders can make a huge difference to a digitally controlled layout. Mike Wild reveals how to get the most out of them.

P32

P36



KEY STORE FINDER
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What's inside

7 **WELCOME**
Mark Chivers introduces the latest issue.

8 **UPDATE**
The latest model railway news, including full details of Hornby's 2025 range, together with new model announcements and project updates. Plus, you could win one of two Hornby 'OO' gauge LNER 'L1' 2-6-4Ts in our exclusive competition, collectively worth £400.

22 **KNARESBOROUGH VIADUCT**
Harrogate Model Railway Club's superb 'OO' gauge model of Knaresborough in North Yorkshire affords stunning scenic views and a wonderful snapshot of BR steam era motive power in the 1960s.

48 **EQUIPMENT GUIDE**
Track is a vital aspect of any model railway. Ben Church outlines the ranges of track available to help plan future projects.

56 **HORTON GREEN**
Matt Haynes' classic 'OO' gauge Great Western Railway branch line terminus layout captures the unhurried atmosphere of rural Devon where steam locomotives work in lush green countryside.

76 **REALITY CHECK**
Rapido Trains' 'OO' gauge 'Jones Goods' 4-6-0 encouraged Evan Green-Hughes to investigate the origins of these highly successful and pioneering locomotives.

106 **WELBY LANE RTC**
Mark Pearson pays homage to BR's Railway Technical Centre with his delightful 'OO' gauge layout, sporting a varied collection of experimental rolling stock.

116 **RAILWAY REALISM**
British Railways developed a world-class railway testing and research facility in Derby. Evan Green-Hughes reveals how the Railway Technical Centre came to be and its tragic demise.

120 **STAFF PROJECTS**
Ben Church explains how he sought guidance to help weather a handful of down-at-heel models in his collection.

122 **SHOW GUIDE**
Hornby Magazine's guide to forthcoming model railway exhibitions and club open days.

FIRST REVIEWS

68 Hornby *Locomotion* No. 1 for 'OO' gauge
72 Rapido's 'OO' Highland Railway 'Jones Goods'
80 EFE Rail D600 'Warship' diesel-hydraulic in 'N'
82 Lionheart Trains' BR Standard '3MT' 2-6-2T for 'O'
84 Hornby Coronation 'Beavertail' observation car
86 Bachmann's new BR Mk1 carriages for 'OO'
88 Bachmann 'OO9' Ffestiniog Brake Third
88 Bachmann 'OO' gauge BR 12ton 'Palvan'

ALSO REVIEWED

Plus, all the latest models from Bachmann, Hornby, Modelu, Peco, Ratio and more.

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MS540 'Micro'
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MS560 'Micro'
KATO EM13
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MS591 'Micro'
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MS990 'Flagship'
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15,000µF direct 'stay-alive' connection

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4 Function Outputs

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4 Function Outputs

THE EDITOR'S PAGE

Welcome

HAPPY NEW YEAR and welcome to the latest issue of *Hornby Magazine*! A visit to see one of the model railway manufacturers is always exciting, especially when you have no idea what is in prospect. That's usually the case when we head to Margate for Hornby's annual catalogue unveiling. As ever, my guesses of what's on the cards are invariably way off the mark! It was certainly the case this year – and one particular new 'OO' gauge BR Southern Region pairing has me particularly excited. I suspect GWR modellers will have similar emotions too about another release…. You can read all of Hornby's exciting 2025 catalogue release plans on pages 8-13 – but make sure you keep an eye on our news pages and website through the year as Hornby will reveal more 'OO' gauge and 'TT:120' scale announcements during 2025.

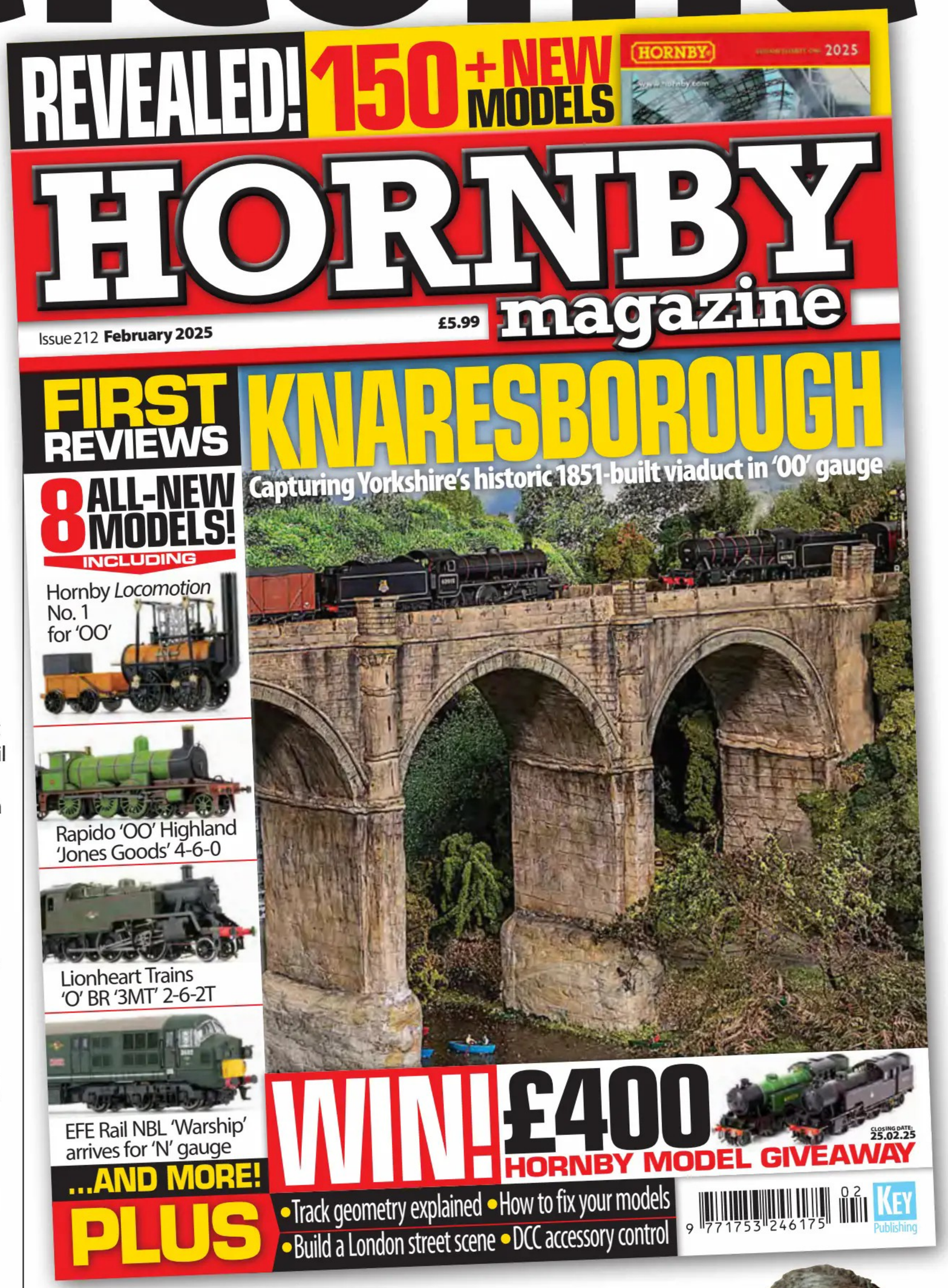
Also connected to Hornby, just as this issue closed for press, our exclusive limited edition 'OO' gauge CrossCountry HST Farewell train packs arrived in our warehouse for distribution. These have proved immensely popular since they were announced and our team has been busily working through the pre-orders for customers. If you placed a pre-order and haven't received your model yet, please check your email inbox and junk email folders. For those who didn't get round to ordering a pack in advance, a limited number of models may still be available at *shop.keymodelworld.com*.

With the New Year here, attention is focusing on Key Publishing's Model World LIVE event at the NEC in Birmingham on April 26/27 2025. For its second year, more than 150 modelling stands across model railways, scale modelling, radio-controlled vehicles and more will be there: we reveal some of the outstanding model railway layouts we've added to the roster on pages 18-19.

In this month's jam-packed issue we have three stunning layouts, kicking off with Harrogate Model Railway Group's stunning 'OO' gauge Knaresborough Viaduct. It's joined by Matt Haynes' atmospheric GWR branch line terminus Horton Green and Mark Pearson's 'OO' gauge take on BR's Railway Technical Centre – Welby Lane RTC - with its eclectic mix of experimental and departmental motive power and rolling stock. We have three superb modelling step-by-step guides, together with part four of *Hornby Magazine's* Skills Guide looking at 'OO' gauge sectional track and the options available. For digital modellers, Mike Wild delves into the realms of accessory decoders and offers his top tips to getting the most out of them with DCC.

If that wasn't enough, we have a raft of new releases across the scales including Hornby's spectacular new Stockton & Darlington Railway (SDR) *Locomotion* No. 1 to celebrate the SDR's bicentenary and the Rail 200 events, Rapido Trains UK's all-new Highland Railway 'Jones Goods', EFE Rail's 'N' gauge D600 'Warship' A1A-A1A, Lionheart Trains' new 'O' gauge BR Standard '3MT' 2-6-2T and much more.

I hope you enjoy the new issue.



Mark Chivers
Acting Editor

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GWR 'SAINT' LEADS HORNBY

HORNBY'S 2025 RELEASE plans include more than 150 new additions to its 'OO' and 'TT:120' ranges, including several newly-tooled items headlined by a new version of the Great Western Railway (GWR) 'Saint' 4-6-0. Hornby continues to celebrate its roots with a couple of themed sets and a raft of new liveries on existing models. The budget RailRoad range also receives a boost with new liveries – and all-new models. Further product announcements are expected throughout 2025, going beyond those in the catalogue.

3D stereo sample of Hornby's all-new 'OO' gauge Bulleid Tavern Cars which will be produced in original form and with later rebuilt restaurant car.

NEW TOOLING

Leading the charge this year is a new model of one of the most influential designs of the early 20th century in 'OO' - the GWR 'Saint' 4-6-0. Designed by George Jackson Churchward, 77 were built at Swindon Works between 1902 and 1913. 13 were built as 4-4-2s for comparison with the 4-6-0s and later converted to the latter wheel arrangement in 1912.

Development of Hornby's all-new 'OO' gauge model is under way with a 3D-printed proving sample displayed at the launch event at the company's headquarters in mid-December. The specification will include a five-pole skew-wound motor, firebox flicker, 21-pin Digital Command Control (DCC) decoder socket, provision for a steam generator and hall sensor and more. Two versions have been announced initially, modelling the Great Western Society's new build 2999 *Lady of Legend* in Great Western green with garter coat of arms and 2975 *Lord Palmer* in Great Western green with 'twin city' shields.

Hornby's recently revealed all-new 'OO' LNER 'J52' 0-6-0STs are also formally confirmed in the 2025 range, with three releases finished as 1257 in Great Northern Railway lined green, 4225 in LNER black and 68873 in BR black with early crests. Detail differences between these long-lived locomotives will be modelled, together with separately applied metal handrails, pipework, steps, lamp irons, whistle, smokebox door dart and more. Each will also feature a 21-pin DCC decoder socket. The first is expected to land on layouts in the summer, with the remainder following through the rest of 2025.

Modellers of the Southern Railway and Region scene will be excited by the prospect of newly-tooled 'OO' gauge Bulleid Tavern cars. These distinctive vehicles were designed by Oliver Bulleid and were decorated as a traditional oak beamed pub with bar and brick-effect finish to the lower half of the exterior of the carmine and cream colour scheme at one end. A composite dining car made up the two-vehicle sets, which also featured the mock Tudor style, little daylight and inward facing seats – later rebuilt with traditional seating and full-size windows. Introduced in 1949, in addition to operations in Southern England, the sets also appeared on named trains operated by other regions on occasion.

Hornby's all-new 'OO' gauge models will appear with Kitchen and Buttery car S7892 *White Horse* in original carmine and cream and brick-effect exterior and Composite Restaurant S7833, as well as in later BR Southern Region green as Kitchen and Buttery car S7893S *Jolly Tar* and rebuilt Composite Restaurant S7836S. They are set for a late 2025 release.

For contemporary modellers, the Hornby 'OO' gauge RailRoad range gains a newly-tooled version of its popular Class 800 InterCity Express Train (IET) with directional lighting and a reduced level of detailing compared with the main range model. It is set to appear in London

Development work is underway on Hornby's new GWR 'Saint' project, with a 3D sample currently being assessed by the company's engineers.

2025 PLANS

Hornby has revealed an all-new 'OO' gauge Great Western Railway 'Saint' 4-6-0 for 2025.

The recently announced LNER 'J52' 0-6-0STs are progressing well, with release due during the second half of the year.

Above: **New to Hornby's RailRoad range is this LSWR 'B4' 0-4-0T which will appear in train sets as well as singly.**

Below: **2025 marks the 200th anniversary of the Stockton & Darlington Railway. To celebrate, Hornby's new S&DR *Locomotion* No. 1 will appear in a triple locomotive pack to celebrate the birth of the railway, as well as singly in 1925 condition.**

North Eastern Railway colours as 800201 in a train set (R1288M) containing three vehicles and as a train pack (R30449) with just the power and dummy driving cars. In both cases, additional coaches will be available separately to complete a five-car formation. It will also be available in GWR green as 800001(R30450), with a two-car train pack and three separate add-on vehicles. This is currently slated for a late 2025 release.

RAIL 200

2025 also marks the 200th anniversary of the Stockton & Darlington Railway (SDR) and a series of Rail 200 special events is planned throughout the year. Hornby is celebrating this with a collection of specially-themed releases including a Birth of the Railways 200th anniversary train pack containing SDR *Locomotion* No. 1, *Rocket* and *Lion*. *Locomotion* No. 1 will also be available as a separate commemorative item and in Rail 200 branded packaging. Bringing the story up-to-date, a model of Southeastern's Class 395 Javelin Electric Multiple Unit (EMU) in the company's blue livery with Rail 200 livery embellishments as 395015 is also planned. This will be available as a four-car pack, together with an additional twin-coach pack to complete the six-car set. This is due to arrive during April, with *Locomotion* No. 1 planned for May and the 200th »

TABLE 1 – HORNBY 2025 'OO' MOTIVE POWER

DESCRIPTION	ERA	CAT NO.	NOTE
Birth of the Railways train pack – *Locomotion* No. 1/*Rocket*/*Lion*	1	R30445	200
Stockton & Darlington Railway *Locomotion* No. 1	3	R30388	200
GWR 'Castle' 4-6-0 5081 *Lockheed Hudson*, GW lined green	3	R30402	
GWR 'Saint' 4-6-0 2999 *Lady of Legend*, Great Western green	3	R30404	NT
GWR 'Saint' 4-6-0 2975 *Lord Palmer*, Great Western green	3	R30405	NT
LSWR 'B4' 0-4-0T 90 *Normandy*, Southern Railway black	3	R30379	RR
LSWR 'B4' 0-4-0T, Shepway steel works green	2/3	R30380	RR
SECR 'H' 0-4-4T 1552, Southern Railway black	3	R3763	
LBSCR 'A1' 0-6-0T 32659, BR lined black with early crests	4	R30391	WEB
LBSCR 'A1' 734, LSWR lined green	2	R30392	WEB
SR 'T9' 4-4-0 302, Southern Railway olive green	3	R30410	
SR 'T9' 4-4-0 30338, BR lined black with early crests	4	R30411	
SR 'S15' 4-6-0 836, Southern Railway black	3	R30412	
SR air-smoothed 'Merchant Navy' 4-6-2 35013 *Blue Funnel*, BR lined blue with early crests	4	R30401	
LMS 'Black Five' 4-6-0 5047, LMS black	3	R30274	
LMS 'Black Five' 4-6-0 44748, BR lined black with late crests (Caprotti)	5	R30389	
LMS 'Black Five' 4-6-0 44907, BR lined black with late crests	5	R30393	WEB
LMS 'Patriot' 4-6-0 5540 *Sir Robert Turnbull*, LMS crimson lake	3	R30434	RR
LMS 'Princess Coronation' 4-6-2 46230 *Duchess of Buccleuch*, BR lined green with late crests	5	R30400	
LNER 'J52' 0-60ST 1257, Great Northern Railway (GNR) lined green	2	R30365	NT
LNER 'J52' 0-6-0ST 4225, LNER black	3	R30366	NT
LNER 'J52' 68873, BR black with early crests	4	R30367	NT
LNER 'J15' 0-6-0 564, GER lined blue	11	R30407	
LNER 'J15' 0-6-0 65465, British Railways black	4	R30408	
LNER 'A2/2' 4-6-2 60501 *Cock O' the North*, BR lined green with early crests	4	R30395SS	SG
LNER 'A2/3' 4-6-2 60521 *Watling Street*, BR lined green with late crests	5	R30394	
LNER 'A4' 4-6-2 4492 *Dominion of New Zealand*, LNER garter blue	3	R30422	HD
LNER 'B17' 4-6-0 61652 *Darlington*, BR lined green with late crests	5	R30433	RR
LNER streamlined 'B17/5' 4-6-0 2870 *City of London*, LNER lined green	3	R30406	
BR Standard '2MT' 2-6-0 78019, BR lined black with early crests	4	R30390	
BR '9F' 2-10-0 92018, BR black with early crests	4	R30396	
Peckett 'W4' 0-4-0ST *Jaffa*, Manchester Ship Canal lined green	2	R30409	
Ruston and Hornsby 88DS WMJEA No.1, lined green	4-7	R30015	
Class 08 08512, EWS maroon and gold	9	R30430	RR
Class 08 08512, EWS maroon and gold	9	R30430TXS	RR/TXS
Class 37 D6830, BR green	5	R1290M	TS
Class 43 'Warship' D834 *Pathfinder*, BR maroon	6	R30183	RR
Class 43 HST power car pack, Midland Pullman blue and white, with small yellow warning panels	11	R30421	
Class 43 HST train set, BR blue and grey	7	R1289M	TS
Class 55 55002 *King's Own Yorkshire Light Infantry*, BR green	7	R30438	RR
Class 55 55002 *King's Own Yorkshire Light Infantry*, BR green	7	R30438TXS	RR/TXS
Class 58 58020 *Doncaster Works*, BR Railfreight	7	R30329	RRP
Class 58 58046 *Asfordby Mine*, Mainline blue	8	R30383	RRP
Class 73 73128 *Kent & East Sussex Railway 50 Years*, NSE	11	R30423TXS	RRP/TXS
Class 73 73132, BR large logo blue	7	R30431	RR
Class 66 66711 *Sence*, Aggregate Industries	11	R30428	RRP
Class 66 66711 *Sence*, Aggregate Industries	11	R30428TXS	RRP/TXS
Class 66 66723 *Chinook*, GBRf orange and blue	11	R30429	RRP
Class 66 66723 *Chinook*, GBRf orange and blue	11	R30429TXS	RRP/TXS
Class 91 91031 *Sir Henry Royce*, InterCity 'Swallow'	7/8	R30423	
Class 91 91124 *Reverend W. Awdry*, GNER blue with gold lettering	9	R30424	
Class 91 91130 *Lord Mayor of Newcastle*, LNER livery	11	R30451	
Class 390 EMU 390121, Avanti West Coast COP26 livery (four-car pack)	11	R30444	
Class 395 EMU 395015, Southeastern Rail 200 scheme (four-car pack)	11	R30442	
Class 423 4-VEP EMU 7712, BR blue (four-car pack)	6/7	R30447	
Class 423 4-VEP EMU 3193, BR Network SouthEast (four-car pack)	8	R30448	
Class 755/4 FLIRT BiMU 755421, Greater Anglia Pride livery (four-car pack)	11	R30446	
Class 800 IET 800001 (811001/815001), GWR livery (two-car train pack)	11	R30450	RR/NT
Class 800 IET 800201, (811201815201), LNER Azuma livery (power/dummy train pack)	11	R30449	RR/NT
Class 800 IET 800201, LNER Azuma livery (three-car train set)	11	R1288M	RR/TS
Class 805 805005, Avanti West Coast livery (five-car train pack)	11	R30443	

NOTES

200 = 200 Years of train travel collection HD = Hornby Dublo edition IET = InterCity Express Train NT = New Tooling
RR = RailRoad RRP = RailRoad Plus SG = Steam Generator fitted TS = Train Set TXS = Triplex Sound WEB = Web exclusive

All-new 'OO' gauge BR Southern Region Bulleid Tavern Cars are set to appear in late 2025 in BR carmine and cream and BR green.

Anniversary triple pack later in the summer.

STEAM HIGHLIGHTS

Hornby's main range is bolstered with new versions of existing models planned for release, including GWR 'Castle' 4-6-0 5081 *Lockheed Hudson* in GW green, two Southern Railway (SR) 'T9' 4-4-0s as 302 in SR olive green and 30338 in BR lined black with early crests, and South Eastern & Chatham Railway (SECR) 'H' 0-4-4T 1552 in SR black with sunshine lettering.

Further 'OO' gauge steam releases include Thompson 'A2/2' 60501 *Cock O' the North* in BR lined green with early crests. For this latest release, the 'A2/2' has received modifications to enable a steam generator to be fitted. This will be joined by Thompson 'A2/3' 60521 *Watling Street* in BR lined green with late crests in standard form, along with three Stanier 'Black Fives' appearing as 5047 in LMS black, Caprotti 44748 in BR lined black with late crests and 44907 in BR lined black with late crests – this latter exclusively through the Hornby website.

Hornby's popular air-smoothed 'Merchant Navy' 4-6-2 receives a new outing as 35013 *Blue Funnel* in BR express passenger blue, while Stanier 'Princess Coronation' 4-6-2 46230 *Duchess of Buccleuch* joins the Hornby Dublo range in BR lined green with late crests. The Hornby Dublo 'A4' 4-6-2 also gains a new colour scheme as 4492 *Dominion of New Zealand* in LNER garter blue. Further LNER steam traction includes streamlined 'B17/5' 2870 *City of London* in LNER lined green and two 'J15' 0-6-0s in British Railways black and as-preserved Great Eastern Railway lined blue. See Table 1 for further details of Hornby's 2025 'OO' gauge steam locomotive plans.

MODERN TRACTION

Hornby's 'OO' collection of diesel, electric and bi-mode releases includes Avanti West Coast's new Hitachi Class 805 five-car bi-mode trains. This will appear as 805005 and is expected to be released in late 2025, while the company's Class 390 Pendolino EMU is set to gain the eyecatching COP26 colour scheme as a full 11-car formation finished as 390121. This will be available as a four-car train pack and three additional coach packs – two twin coach packs and a triple coach pack - to complete the train, with release planned for the summer.

Keeping with the modern railway theme, Hornby's imminent Stadler Class 755/4 FLIRT Bi-mode unit is set to gain an additional colour scheme finished as four-car set (plus power pack) 755421 in Greater Anglia Pride livery. An August release date has been set. Following the appearance of Hornby's improved Class 423 4-VEP EMUs in 2024, two more are planned this year as 7712 in BR blue and 3193 in original Network SouthEast livery with angled upsweeps at each end.

Hornby's added a further selection of its high-fidelity Class 91 East Coast electric locomotives with three models expected in March, finished in InterCity 'Swallow', GNER blue with gold lettering and LNER livery, while three complementary BR Mk 4 Driving Van Trailers in matching schemes are also scheduled into the 2025 plans. A new variation to the colour scheme on the Midland Pullman blue Class 43 High Speed Train power cars will see a pair appear with small yellow warning panels in a new train pack during May.

Finally, the Hornby Dublo prototype DP1 *Deltic* is now expected to appear in late 2025. While a decorated sample has been received, the model is still in development with adjustments and improvements being made to the motor. For more details on Hornby's modern traction releases, see Table 1.

Further improvements are being made to the forthcoming Hornby Dublo Prototype 'Deltic' DP1 with modifications to the motor to enhance its haulage capability.

NOSTALGIC TRAIN SETS

Hornby has a couple of nostalgic themed train sets planned which recall earlier eras in its history. The popular InterCity 125 High Speed Train has been selected to appear as a train set in retro 1970s

TABLE 2 – HORNBY 2025 'OO' CARRIAGES

DESCRIPTION	ERA	CAT NO.	NOTE
GWR Collett Corridor Brake Third (L/H) 5040, GWR chocolate and cream	3	R40465	
GWR Collett Corridor Brake Third (R/H) 5041, GWR chocolate and cream	3	R40466	
GWR Collett Corridor Composite (L/H) 6521, GWR chocolate and cream	3	R40467	
GWR Collett Corridor Composite (R/H) 6522, GWR chocolate and cream	3	R40468	
GWR Collett Corridor Third 5017, GWR chocolate and cream	3	R40469	
GWR Collett Corridor Brake Third (L/H) 4936, BR carmine and cream	4	R40472	
GWR Collett Corridor Brake Third (R/H) 4937, BR carmine and cream	4	R40473	
GWR Collett Corridor Composite (L/H) 6149, BR carmine and cream	4	R40474	
GWR Collett Corridor Composite (R/H) 6150, BR carmine and cream	4	R40475	
GWR Collett Corridor Third 4551, BR carmine and cream	4	R40476	
SR Bulleid Tavern Kitchen *White Horse* and Composite Restaurant car S7833 BR carmine and cream	4	R40470	NT TP
SR Bulleid Tavern Kitchen *Jolly Tar* and Composite Restaurant car S7834S, BR green	5	R40471	NT TP
SR Maunsell Composite S5665, BR carmine and cream (Set 222)	4	R40462	
SR Maunsell Brake Third S3752, BR carmine and cream (Set 222)	4	R40463	
SR Maunsell Brake Third S3753, BR carmine and cream (Set 222)	4	R40463A	
SR Maunsell Brake Third S3732, BR carmine and cream (Set 179)	4	R40463B	
SR Maunsell Composite S6673, BR carmine and cream (Set 179)	4	R40464	
LMS Corridor Composite 4183, LMS lined maroon	3	R4388	RR
LNER Gresley Corridor First 51668, LNER teak	3	R40452	
LNER Gresley Corridor Third 31839, LNER teak	3	R40453	
LNER Gresley Corridor Brake Third 21437, LNER teak	3	R40454	
LNER Gresley Buffet Car 21609, LNER teak	3	R40455	
LNER Gresley Passenger Brake 4239, LNER teak	3	R40456	
LNER Gresley Corridor First E10126E, BR carmine and cream	4	R40457	
LNER Gresley Corridor Third E11010E, BR carmine and cream	4	R40458	
LNER Gresley Buffet Car E12505E, BR carmine and cream	4	R40459	
LNER Gresley Corridor Brake Third E9126E, BR carmine and cream	4	R40460	
LNER Gresley Passenger Brake E70448E, BR carmine and cream	4	R40461	
BR Mk 3 Trailer First 41031, BR blue and grey	7	R40485	RR
BR Mk 3 Trailer Restaurant Buffet (TRUB) 40001, BR blue and grey	7	R40486	RR
BR Mk 3 Trailer Guard Standard W44008, BR blue and grey	7	R40487	RR
BR Mk 4 Driving Van Trailer (DVT) 82218, BR InterCity 'Swallow'	8	R40448	
BR Mk 4 DVT 82202, GNER blue with gold lettering	9	R40449	
BR Mk 4 DVT 82223, LNER livery	11	R40450	
Class 390 Pendolino coach pack 1 69421/65321, Avanti West Coast COP26 (two-coach pack)	11	R40451	
Class 390 Pendolino coach pack 2 68921/68821, Avanti West Coast COP26 (two-coach pack)	11	R40482	
Class 390 Pendolino coach pack 3 69721/69821/69921, Avanti West Coast COP26 (three-coach pack)	11	R40483	
Class 395 coach pack, Southeastern Rail 200 livery	11	R40447	
Class 800 Motor Second coach 812201, LNER Azuma livery	11	R40488	
Class 800 Motor Composite coach 814201, LNER Azuma livery	11	R40489	
Class 800 Motor Composite coach 813201, LNER Azuma livery	11	R40492	
Class 800 Motor Standard coach 812001, GWR livery	11	R40490	
Class 800 Motor Composite coach 814001, GWR livery	11	R40484	
Class 800 Motor Composite coach 813001, GWR livery	11	R40491	

NOTES

NT = New Tooling RR = RailRoad tooling TP = Twin-coach pack

TABLE 3 – HORNBY 2025 'OO' WAGONS

DESCRIPTION	ERA	CAT NO.	NOTE
GWR Horse box 604, GWR brown	3	R60277	
GWR Horse box 707, Bertram Mills Circus	4	R60278	
SR 12ton vent van, Express Dairy Company blue	3	R60279	
SR Cattle wagon 53698, SR brown	3	R60287	
SR Cattle wagon 52297, BR bauxite	4/5	R60288	
LMS brake van 730071, LMS grey	3	R60285	
LMS brake van 732350, BR bauxite	4/5	R60286	
14ton tank wagon 5066, Shell BP silver/red	5	R60292	
20ton tank wagon 44, United Oil Importers silver/red	5	R60293	
Four-plank open wagon 214, Charles Abell grey	3	R60294	
Four-plank open wagon 244, BQC red/black	3	R60295	
Seven-plank open wagon 111, Guest Keen & Nettlefolds brown/black	3	R60296	
BR 12ton vent van B755320, BR bauxite (Cadbury)	4/5	R60280	
BR 20ton brake van B650792, BR bauxite	4/5	R60289	
BR 20ton brake van CAR B955167, BR Railfreight green	8	R60290	
HFA merry-go-round coal hopper 356928, Coal Sector yellow/silver	8	R60309	RR
JNA bogie open box wagon 8170 5500 465-6, GBRf blue	11	R60310	RR
JNA bogie open box wagon, 81 70 5932 170-0, Wascosa yellow	11	R60311	RR
PGA hopper wagon, ARC livery	7/8	R60214	
PGA hopper wagon, Tarmac livery	7/8	R60215	
PVA curtain side van, CAIB	7/8	R60268	RR
TTA tank wagons 67766, 67767, 67768, BP green (triple wagon pack)	8/9	R60291	
RailRoad seven-plank open wagon, Edwards Coal green	N/A	R60269	RR
RailRoad seven-plank open wagon, Harris & Co. grey	N/A	R60270	RR
RailRoad seven-plank open wagon, Williamson maroon	N/A	R60271	RR
RailRoad closed van, Campbell Industrial	N/A	R60272	RR
RailRoad closed van, Joseph M Watkins Co.	N/A	R60273	RR
RailRoad closed van, James Brothers	N/A	R60274	RR
Hornby 2025 wagon (Curtain sided van), Hornby/Rail 200	N/A	R60281	
Hornby Father's Day 2025 wagon	N/A	R60284	
Hornby Christmas 2025 open wagon	N/A	R60316	
Six-wheel milk tank wagon, Northdown Brewery Tidal Pool	N/A	R60282	
Six-wheel milk tank wagon, Northdown Brewery Pale Ale Mary	N/A	R60283	
Six-wheel milk tank wagon, Wensleydale Brewery Falconer	N/A	R60307	
Six-wheel milk tank wagon, Wensleydale Brewery Gamekeeper	N/A	R60308	
100ton bogie tank wagon, The Beatles Yellow Submarine	N/A	R60314	
Meet the Beatles/Please Please Me US and UK album covers box van	N/A	R60300	
The Beatles' Second Album/With the Beatles US and UK album covers box van	N/A	R60301	
The Beatles A Hard Day's Night US and UK album covers box van	N/A	R60302	
The Beatles Anthology 1 box van	N/A	R60312	
The Beatles Anthology 2 box van	N/A	R60313	
The Beatles Anthology 3 box van	N/A	R60315	
The Beatles Anthology box van	N/A	R60317	

NOTES:

RR = RailRoad

style Hornby Railways packaging. Inspired by the original R685 train set, it will feature a three-vehicle HST set in BR blue and grey with two power cars (one dummy) and a Mk 3 Trailer Standard coach, plus an oval of track.

Harking back to earlier times, a new Tri-ang branded train set is also set to be released, inspired by the RS9 Intercity Express train set, which contains a RailRoad Class 37 Co-Co diesel in BR green and three RailRoad Pullman cars in umber and cream. Two of the Pullman cars carry the names *Jane* and *Ruth*.

RAILROAD

Hornby's 'OO' gauge RailRoad range benefits from an influx of new models this year, and has proved popular with modellers seeking affordable new models.

As already highlighted, a newly-tooled RailRoad Class 800 IET is planned, which is set to continue in the role previously championed by the RailRoad InterCity 125, offering a sleek and colourful offering in train sets and train packs at a lower price point than main range versions.

Left: **Hornby's popular 'OO' gauge InterCity 125 High Speed Train in BR blue and grey gains retro Hornby Railways packaging for release in 2025.**

Also joining the RailRoad ranks is a new simplified 'OO' model of the LSWR 'B4' 0-4-0T which will be available in the Freight Runner train set (Cat No. R1286M) in Shakesmere Iron Works light blue, together with two wagons, as well as individually in Southern Railway black as *Normandy* and in Shepway Steelworks green.

Further steam locomotives due to appear are LNER 'B17' 4-6-0 61652 *Darlington* in BR lined green with late crests and LMS 'Patriot' 5540 *Sir Robert Turnbull* in LMS crimson lake.

Amongst the 'OO' diesel highlights are several Class 73 electro-diesels, including recently named 73128 *Kent and East Sussex Railway 50 Years* in GB Railfreight (GBRf) branded Network SouthEast colours (fitted with HM7000 Triplex Sound) and a pair of Class 58 Co-Co diesels, which will appear in the »

A new run of Hornby's 'OO' gauge Class 91 Bo-Bo electrics is due soon in InterCity 'Swallow', GNER and LNER colour schemes

RailRoad Plus range with enhanced decoration. Several other RailRoad/RailRoad Plus models are set to gain Hornby's HM7000 Triplex Sound system, with 08512 in EWS colours, Class 55 55002 *King's Own Yorkshire Light Infantry* in BR two-tone green, 66711 *Sence* in GBRf Aggregate Industries colours and 66723 *Chinook* in GBRf orange and blue. Each of these will also be available DCC ready. See Table 1 for more on Hornby's RailRoad motive power releases.

ROLLING STOCK

In addition to the announcement of the all-new 'OO' gauge Bulleid Tavern cars, Hornby is adding further examples of its Southern Railway Maunsell corridor coaches in BR carmine and cream, with three Brake Thirds and two Composite vehicles set to appear, reflecting examples operating in BR Southern Region coach sets 222 and 179 in this colour scheme. Gresley corridor stock is being released in LNER Teak and BR carmine and cream schemes, together with Collett 'Bow-Ended' carriages in GWR chocolate and cream and BR carmine and cream. These vehicles will appear in the second half of 2025.

Hornby's earlier iterations of the BR Mk 3 coach now sit in the RailRoad range and three new vehicles will be available in BR blue and grey to match with the Hornby Railways 1970s themed train set. A Trailer First, Trailer Restaurant Unclassified Buffet and Trailer Guard Standard are planned. See Table 2 for more information on Hornby's 2025 carriage plans.

By comparison, the wagon range is mainly set to feature a handful of steam era vehicles this year with SR cattle wagons, SR and BR ventilated vans, GWR horse boxes and LMS and BR 20ton brake vans in several guises. A pair of ARC and Tarmac liveried PGA hopper wagons may prove useful for BR blue diesel era modellers and beyond.

These will be bolstered by a collection of fictional liveries applied to existing models including six-wheel milk tank wagons with brewery brands and another series of box vans inspired by The Beatles. These include a selection of wagons featuring UK artwork on one side and US artwork on the other related to each specific record release. Hornby's 100ton bogie tank wagon also gains Beatles branding, with a colourful Yellow Submarine finish. See Table 3 for more details of Hornby's 2025 wagon plans.

TT:120 PLANS

Hornby's 'TT:120' scale range is set for more expansion this year, with confirmation of the identities for the first batch of its all-new 'TT:120' scale Class 37 Co-Co diesels. Three models form the initial releases modelling Class 37/4 37408 *Loch Rannoch* in BR large logo blue in DCC Ready (TT3035M) and DCC sound-fitted (TT3035TXSM) form, together with D6700 in BR green (TT3036M) and 37704 in EWS maroon and gold in DCC Ready (TT3037M) and DCC sound-fitted (TT3037TXSM) configurations. Release is expected in November 2025.

Also set to appear this year is Class 50 50049 *Defiance* in GB Railfreight orange and blue. It will be available DCC Ready (TT3015M) and DCC sound-fitted (TT3015TXSM).

Rounding off the 'TT:120' scale announcements for now, three newly-tooled KFA bogie intermodal container flats, two carrying three 30ft containers (TT6030/TT6032) and one with a 20ft and 40ft container (TT6031).

As with the main range announcements, Hornby will be announcing further new additions to the 'TT:120' range throughout the year. Keep an eye on *Hornby Magazine* and *www.keymodelworld.com* for full details in due course. **HM**

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

Hornby's 'OO' gauge Class 390 Pendolino gains the striking COP26 colour scheme carried by 390121, with a full set of 11 coaches being produced.

WIN! ONE OF TWO HORNBY 'L1's

WORTH £400

HORNBY Magazine is offering readers a chance to win one of two 'OO' gauge Hornby LNER 'L1' 2-6-4Ts, collectively worth £400.

This superb prize comprises Hornby's latest 'OO' gauge LNER 'L1' 2-6-4Ts E9011 in British Railways lined green (Cat No. R30360) and 67735 in BR lined black with early crests (R30361), each worth £199.99. The first two correct entries drawn will each win one of the Hornby 'L1' 2-6-4Ts.

To be in with a chance of winning one of these superb new releases from Hornby, all you have to do is answer the accompanying question by February 25, 2025.

Even if you don't win, Hornby's 'OO' gauge Thompson 'L1' 2-6-4Ts are available from Hornby stockists and at *www.hornby.com now*. Good luck!

HORNBY®

QUESTION

Who designed the London and North Eastern Railway's 'L1' 2-6-4Ts?

A. Nigel Thompson
B. Oliver Thompson
C. Edward Thompson

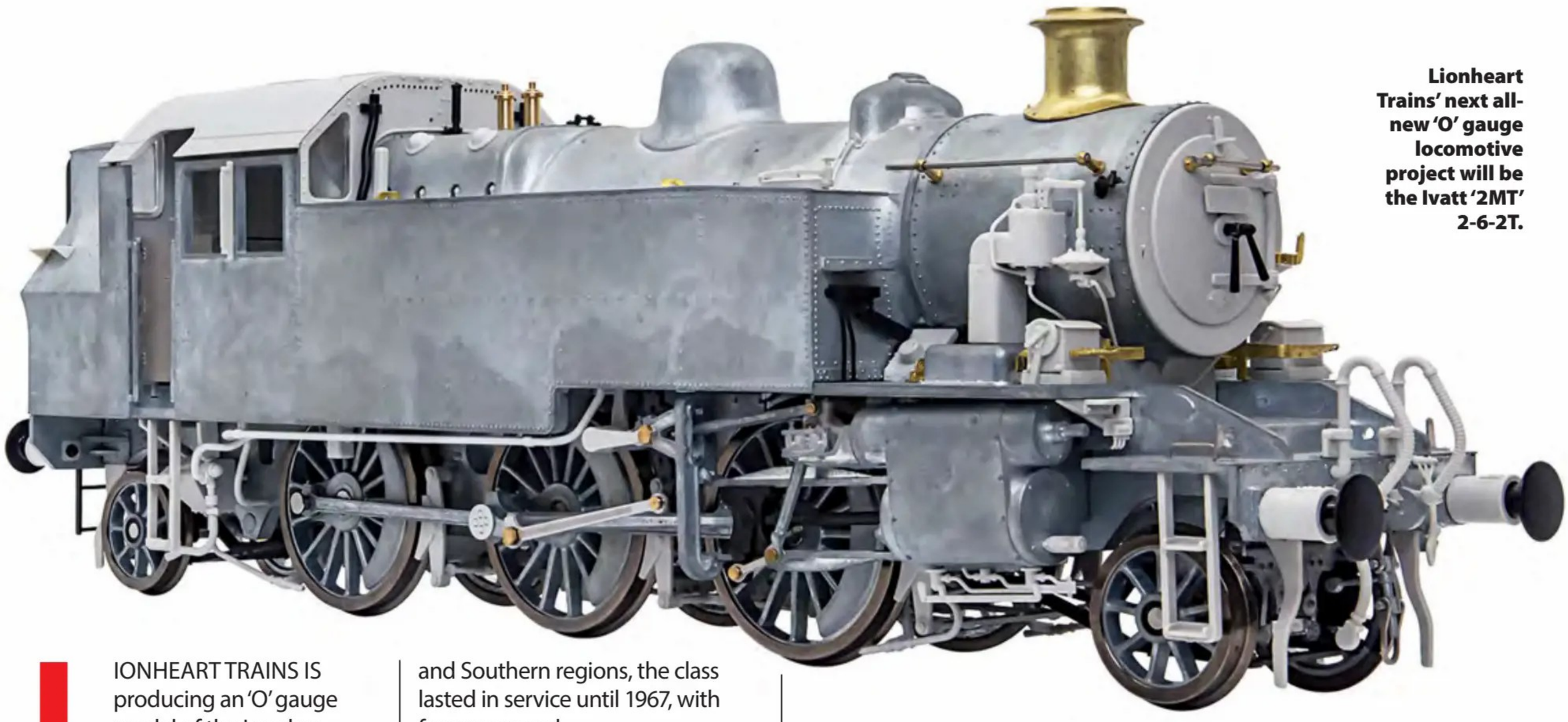
HOW TO ENTER

- 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 January 16, 2025 and the closing date for entries is February 25, 2025 at 5pm GMT. The winner will be notified no later than March 1, 2025.

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

Lionheart plans 'O' gauge IVATT '2MT'



Lionheart Trains' next all-new 'O' gauge locomotive project will be the Ivatt '2MT' 2-6-2T.

LIONHEART TRAINS IS producing an 'O' gauge model of the London Midland & Scottish Railway (LMS) Ivatt '2MT' 2-6-2T.

Designed in 1946, 130 were built by 1952, with 50 fitted with push-pull equipment. Intended to replace elderly designs, the new locomotives incorporated features such as self-emptying ashpans and rocking grates to help make maintenance easier. Seeing service on the London Midland, Western and Southern regions, the class lasted in service until 1967, with four preserved.

Lionheart Trains promises a feature-packed specification, including metal construction with die-cast wheels and tyres, five-pole motor, sprung driving wheels and pony trucks, sprung buffers, firebox glow and screw link couplings. Other details include a removable cab roof, two different types of smokebox door and options for standard or push-pull fitted condition. All wheels are fitted with pick-ups, while the models will be able to negotiate second radius curves via a cam system fitted to both pony trucks.

Eight numbered models are planned, finished in LMS black, British Railways lined black, British Railways lined black with early crests, British Railways lined black with late crests and Keighley & Worth Valley Railway crimson. Unnumbered examples will also be available in British Railways lined black with early or late crests.

Prices are set at £621 Digital Command Control (DCC) Ready, £656 DCC fitted and £739.80 DCC sound-fitted, with delivery anticipated in late 2025.

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

Accurascale confirms 'OO' Class '37/9s'

ACCURASCALE has confirmed the second half of its third run of 'OO' gauge Class 37 diesels, formed of the re-engined Class 37/9s.

Introduced in the mid-1980s, the six Class 37/9s were rebuilt with new engines, four receiving Mirrlees engines and two Ruston prime movers. All received external modifications with dramatically altered roof arrangements to suit the new power units and were allocated to Cardiff Canton depot. Most remained in service with English, Welsh and Scottish Railways (EWS) until displaced by new Class 66s.

Accurascale's new 'OO' gauge Class 37/9s will incorporate improvements made to the Class 37 tooling such as operating roof fans, separate bonnet roof doors and revised cab glazing and grilles. They also feature accurate detail differences specific to the Class 37/9 with distinctive roof arrangements and an all-new sound profile.

Accurascale's third run of 'OO' gauge Class 37 diesels is set to include the Class 37/9 sub class.

As with previous releases, these new additions will also feature a die-cast chassis, five-pole motor, twin flywheel, factory-fitted stay-alive and speaker, all-wheel drive and pick-up, 21-pin Digital Command Control (DCC) decoder socket, controllable directional, interior, engine room and cab console lighting.

New releases planned include 37902 *British Steel Llanwern* in Railfreight Metals sector triple grey, 37903 in Railfreight large logo grey and - as an Accurascale Exclusive - 37901 *Mirrlees Pioneer* in present day Europhoenix livery. This latter locomotive will only be available direct from the Accurascale website, with the limited production run presented in special packaging with a numbered certificate.

Class 37/9s are priced at £189.99 DCC Ready and £289.99 DCC sound-fitted, with delivery anticipated towards the end of 2025.

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

Accurascale reveals all-new 'OO' BR china clay wagons

Accurascale is developing a collection of all-new 'OO' gauge BR china clay open wagons, with the models already at the decorated sample stage.

ACCURASCALE is developing a collection of all-new 'OO' gauge BR Diagram 1/051 china clay wagons.

More than 875 9ft open wagons were built from 1954 to 1960, replacing earlier Great Western Railway designs. As china clay must be kept dry in transport, they initially operated with tarpaulin sheets to protect the payload, while in later life they were fitted with 'pent' hood sheets, gaining them the nickname 'clay hoods' in the process. They were prevalent on West Country china clay and ball clay workings in Cornwall and Devon, as well as longer distance trips beyond the West Country.

Under BR's Total Operation Processing System (TOPs), they were classified as UCVs initially and later designated OOVs. The arrival of air-braked CDA wagons in the 1980s allowed them to be withdrawn with many preserved.

Accurascale's all-new 'OO' gauge wagons will reflect detail differences across their BR careers. The tooling suite will include alternative axleboxes and buffer types, together with original tarpaulin sheet and later revised hood configurations. The moulded tarpaulin sheets and hoods are removable, the latter revealing a tarpaulin bar underneath, as per the real things. The specification includes a die-cast metal chassis, brass bearings, turned metal wheels and small tension lock couplings in NEM pockets.

The manufacturer is producing models of the BR china clay wagons from across their careers, including examples with flat hood tarpaulin sheets.

Later period models will feature the distinctive blue 'pent' hoods which provided the wagons with their 'clay hood' moniker.

Accurascale's all-new 'OO' BR china clay wagons will also incorporate decoration differences, such as a faded blue shade for some of the hoods.

12 triple-wagon packs are planned (Cat No. ACC3079-3090), with six each in flat hood and 'pent' hood forms. Subtle decoration differences to the wagons will also be incorporated for added variety in pre- and post-TOPS condition.

Priced at £89.95 per pack, release is set for the second half of 2025.

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

All-new 'OO' LBSCR BOX VANS

All-new 'OO' gauge London, Brighton & South Coast Railway 8ton box vans have been announced by Rapido Trains UK.

RAPIDO TRAINS UK is working on an all-new 'OO' gauge London, Brighton & South Coast Railway (LBSCR) Diagram 8 8ton box van.

More than 600 of the vehicles were built by the LBSCR between 1878 and 1915 for general purpose goods transport. Under the Southern Railway, some were allocated to the Isle of Wight and by the start of British Railways in 1948, examples still remained in service. Three survive in preservation at the Bluebell Railway, Isle of Wight Steam Railway and Chatham Dockyard.

Rapido's all-new 'OO' gauge models will feature full underframe detail with through-fitted and unfitted underframes, together with variations to brake blocks, axle boxes and wheels, with eight- and nine-spoked or three-hole disc turned metal wheels running in metal bearing cups.

Currently at the tooling stage, 19 different wagons form the first wave of releases, with vehicles appearing in LB&SCR, LBSC, and SR pre- and post-1936 lettering. They will also be available in

Southern Railway departmental, BR bauxite, BR grey, BR departmental and Ministry of Defence colour schemes.

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

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

Rapido unveils 'OO' GER open wagons

RAPIDO TRAINS UK is producing all-new 'OO' gauge Great Eastern Railway (GER) five and seven plank open wagons, with first Engineering Prototype (EP) samples being evaluated by the project's development team.

Constructed to supplement the GER's fleet of mineral wagons, the Diagram 17 five-plank open wagons replaced aging wagons from the 1870s with more than 12,000 built between 1893 and 1903; some wagons to this diagram were also built for the Lancashire, Derbyshire and East Coast Railway (LDECR).

These new additions to the Rapido Trains 'OO' gauge range will feature three different body types for five-plank, seven-plank and converted seven-plank wagons, along with differences to the brakes, door types, builder's plates, buffers, axle boxes, safety loops and brake lever guards. They will also sport GER eight-spoked wheels

Rapido Trains UK has revealed plans for all-new Great Eastern Railway five plank and seven plank open wagons with the project already at the first Engineering Prototype sample stage.

running in brass bearing cups.

27 different wagons in five- and seven-plank varieties are set to be produced. Seven-plank wagons will appear in GER, North Eastern Railway, London and North Eastern Railway (pre- and post-1936) and British Railways colour schemes. Five-plank opens will appear in the same colour schemes as the seven-plank wagons with the addition of Great Central Railway and LDECR colour schemes, together with a couple of preserved examples.

Priced at £32.95 each, a release date has yet to be confirmed.

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

Sonic Models shows 'A5' EPs

SONIC MODELS has received an Engineering Prototype (EP) sample of its newly-tooled 'N' gauge Great Central Railway (GCR) 'A5' 4-6-2T.

Built by the Great Central Railway (GCR) from 1911 and designed by John Robinson for suburban passenger work, 34 were constructed by the GCR, with a final batch of 11 built by the London and North Eastern Railway (LNER), which classified them 'A5'. Wholesale withdrawals started in the late 1950s with the final members gone by 1960. None survive.

The EP samples showcase the overall appearance of the model along with some of the detail incorporated, such as moulded rivets and boiler bands as well as separately-fitted safety valves and handrails.

Sonic Models' all-new 'N' gauge Great Central Railway 'A5' 4-6-2T is progressing well with an Engineering Prototype sample being evaluated by the development team.

Models are set to sport a six-pin Digital Command Control (DCC) socket, firebox glow, NEM coupling pockets, separately fitted detail, pick-ups on all six driving wheels and rear pony truck, and detail differences including smokeboxes, boiler dome and top feed.

Eight models form the first tranche of releases in GCR lined green, LNER GCR green, LNER lined green, LNER lined black, BR lined black with early crests and BR lined black with late crests.

Models are exclusively available from Rails of Sheffield with DCC Ready models priced at £139.95. Delivery is anticipated in December 2025.

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

New shops from Scalescenes

Scalescenes has added a new downloadable kit modelling a parade of shops with residential accommodation above.

SCALESCENES has developed a new downloadable kit modelling a row of four independent high street shops for 4mm ('OO') and 2mm ('N') scales.

The downloadable kit includes full interiors for each of the four shops with curtains, signs, billboards and variations for alternate eras. A choice of roof tiles is included, covering three different styles. As well as fully modelled frontages, the kit also includes full relief rear extensions.

Each shop is a three-storey building, with two brick levels providing residential accommodation. Optional chimneys are also included, along with plywood coloured sheets to represent boarded-up shops and an alternative white painted finish.

This latest addition to the range is available to download from the Scalescenes website now, priced at £7.99.

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

NEW SPONSORS AND LAYOUTS REVEALED

The layout list is growing for **Model World LIVE 2025** as new sponsors join the show which takes place on April 26/27 2025 at the NEC in Birmingham.

Bachmann Europe is sponsoring Model World LIVE and will have a big presence for rail and scale modellers as well as its Model Collect Create interactive stand.

THE DETAILS	
WHEN:	April 26/27 2025
WHERE:	NEC Birmingham, Pendigo Way, Marston Green, Birmingham B40 1NT
TIMES:	Saturday 10am-5pm, Sunday 10am-4pm (advance ticket holders enter from 9.30am)
WEBSITE:	*www.keymodelworld.com/modelworldlive*
CONTACT:	01780 480404
TICKETS:	Adult advance £18, child advance £9 (Saturday only), adult subscriber £16, VIP £60*. Adult on the day £25, child on the day £12 (Saturday only). Up to two children admitted free with each paying adult on Sunday only.

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

MODEL WORLD LIVE IS SPONSPORED BY

THE FIRST THREE SPONSORS for Model World LIVE 2025 have been confirmed as Bachmann Europe with its Pocketbond scale modelling brands and Model Collect Create store together with brick model specialist COBI and model retailer Malcs Models.

The sponsors are supporting the event with features including hands-on interactive modelling tables from Bachmann's Model Collect Create brands while Malcs Models is bringing a full-size replica Spitfire Mk IXc aeroplane to the event for the weekend.

The event will feature more than 150 modelling stands covering model railways, scale modelling, radio control and slot cars. Quality trade stands are lining up for all genres including a large number of manufacturer stands: there will also be demonstrations, make and take stands and much more.

The model railway layout list continues to grow. Following last month's announcement of Mick Worrall's huge 70ft x 40ft 'O' gauge layout recreating Glasgow Eastfield Depot, the latest additions are Wimborne Railway Society's 'OO' gauge model of Wimborne station in the 1960s (HM153), Chris Fordham's superb 'OO' model of Cardiff Canton Depot, Andy Hopper's genre-spanning Manston Airport in 'OO' scale (HM89), Torreycombe by Dan Chandler in 'OO' gauge modelling a Western Region branch line terminus and Basingstoke and North Hants Model Railway Society's new 'OO' finescale 1970s Southern Region layout Beggarwood Lane.

These new additions join Five Mile House by Lincoln and District Model Railway Society (HM210), the £500 Challenge Layout by Key Model World (HM208) and *Hornby Magazine's* Twelve Trees Junction (HM159). More layouts will be announced every month in the run-up to the show.

Other event highlights include

Wimborne Railway Society is bringing its impressive 'OO' gauge model of Wimborne station to Model World LIVE in April 2025. Trevor Jones.

This year's centrepiece is a full-size replica Spitfire Mk.IXc aeroplane built by Simply Spitfire.

Chris Fordham is exhibiting his model of Cardiff Canton depot in the early EWS era at Model World LIVE. Chris Fordham.

the full-size replica Spitfire built by Simply Spitfire, stunning scale modelling displays, a huge line-up of trade stands (view the full list so far online) and more.

Discount advance tickets are on sale now and offer a saving over on-the-door prices as well as offering early entry from 9.30am on the day selected. They are priced at £18 for adults (£16 for subscribers) and £9 for children. In addition, children under 16 can enter free when accompanied by a paying adult on Sunday April 27.

On the door tickets will be available (entry from 10am) with prices set at £25 for adults and £12 for children on Saturday.

Limited VIP tickets are also available priced at £60 which includes two-day entry to the show, a dedicated express lane for VIP ticket holders, access to the VIP lounge from 9am on each day of the show, £25 of Key Publishing special publications, a Model World LIVE pin badge and exclusive discounts on products from the Key Model World Shop stand during Model World LIVE.

To complement the full-size Spitfire replica at the event, Model World LIVE and Malc's Models have partnered with Airfix to create a unique Spitfire kit in 1/72 scale. The kit is available to pre-order as part of a bundle ticket for Model World LIVE and replicates Mk IXc MA621. The kit is an Airfix starter set which contains all paints required as well as a paintbrush and glue, and this is the first ever Mk IXc Spitfire starter kit offered by Airfix.

The Spitfire kit ticket bundle is a pre-order for the kit together with an advance ticket for Model World LIVE. The kit will be available to collect from the Key Model World stand at Model World LIVE on April 26/27 2025. The bundle can only be bought in advance and is priced at £28.00.

Parking is charged at standard rates by the NEC with discounts available for advance parking bookings placed online before the event. Full details of the parking costs will be available in early 2025.

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

LYNDON DAVIES AWARDED BTHA SPECIAL RECOGNITION AWARD

FORMER HORNBY Chief Executive Officer (CEO) and founder of Oxford Diecast Lyndon Davies was presented with a British Toy and Hobby Association Special Recognition award at the National Festival of Railway Modelling at the NEC in late November.

Lyndon's model-making career started in 1977, when he joined Mettoy at its factory in Swansea. When this closed, he founded Oxford Diecast, producing a wide range of die-cast metal vehicles and through its sub-brand Oxford Rail, model railway locomotives and items of rolling stock. In 2017, Lyndon was appointed CEO of Hornby Hobbies and has most recently served as a non-executive director of the company.

The British Toy and Hobby Association Award - presented to Lyndon Davies on November 23 – recognises long service and dedication within the UK toy industry and was presented by BTHA Director General Roland Earl.

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

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CLOSING DATE: 28th February, 2025

KNARESBOROUGH VIADUCT

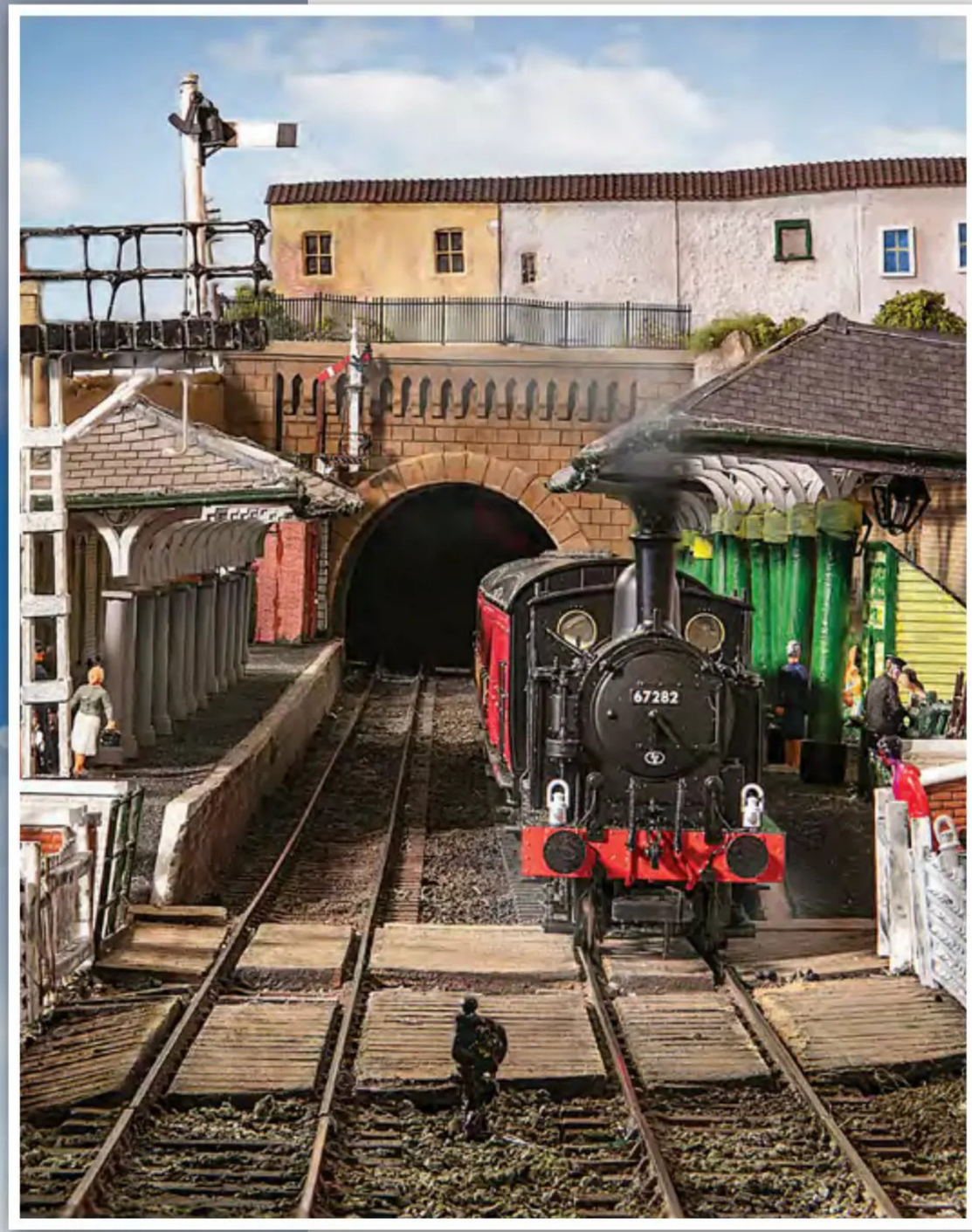
One of Britain's most loved viaducts is the centrepiece of Harrogate Model Railway Group's 'OO' gauge exhibition layout – but there is far more to this stunningly modelled scene than that, as **DAVID GRIFFITHS** explains.

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	18ft x 2ft	NORTH EASTERN	1950s-1960s	ANALOGUE

1 Right: **Having just emerged from the ornate tunnel in the distance, Worsdell 'G5' 0-4-4T 67282 eases away from Knaresborough station with a local stopping train.**

2 Below: **Worsdell 'G5' 0-4-4T 67282 restarts its local stopping train and heads across Knaresborough viaduct as a 'J27' 0-6-0 rumbles into view in the opposite direction with an engineers' train.**



KNARESBOROUGH Viaduct on the York-Leeds via Harrogate line is one of the most distinctive structures on the railway. Its castellated walls and piers make it look far older than it is and complement the walls of Knaresborough Castle. It looks more like a fortified river crossing from the Middle Ages rather than a railway bridge. More importantly for members of Harrogate Model Railway Group, it presents a rare modelling opportunity with six railway related features in less than half a mile – tantalisingly possible in 'OO' gauge.

The Leeds and Thirsk Railway applied to build a railway from Starbeck to Knaresborough in 1845 and a year later the East and West Yorkshire Railway was given powers to build from York to Knaresborough with the responsibility of building the viaduct, station, tunnel and goods yard shared by both companies. The station was given Grade 2 listed build status in March 1986.

In March 1848, just as the viaduct was nearing completion, it collapsed into the river causing flooding, killing fish and resulting in litigation between the two railway companies and the contractor. The line from York opened in October 1848 and had to terminate a mile short of the eventual Knaresborough station site. Completion of the viaduct allowed the line from Starbeck to open in July 1851. In that year, the viaduct was considered an eyesore. Now it's a tourist attraction. How opinions change in 170 years.

Trains from York emerge from Knaresborough Tunnel under the High Street directly into Knaresborough»

3 Left: **The magnificent weather-beaten Knaresborough viaduct towers high above the River Nidd below, as a Worsdell 'G5' 0-4-4T and 'J27' 0-6-0 pass at the midway point.**

4 Below: **Peppercorn 'K1' 2-6-0 62015 eases across Knaresborough viaduct at the head of a lengthy van train.**

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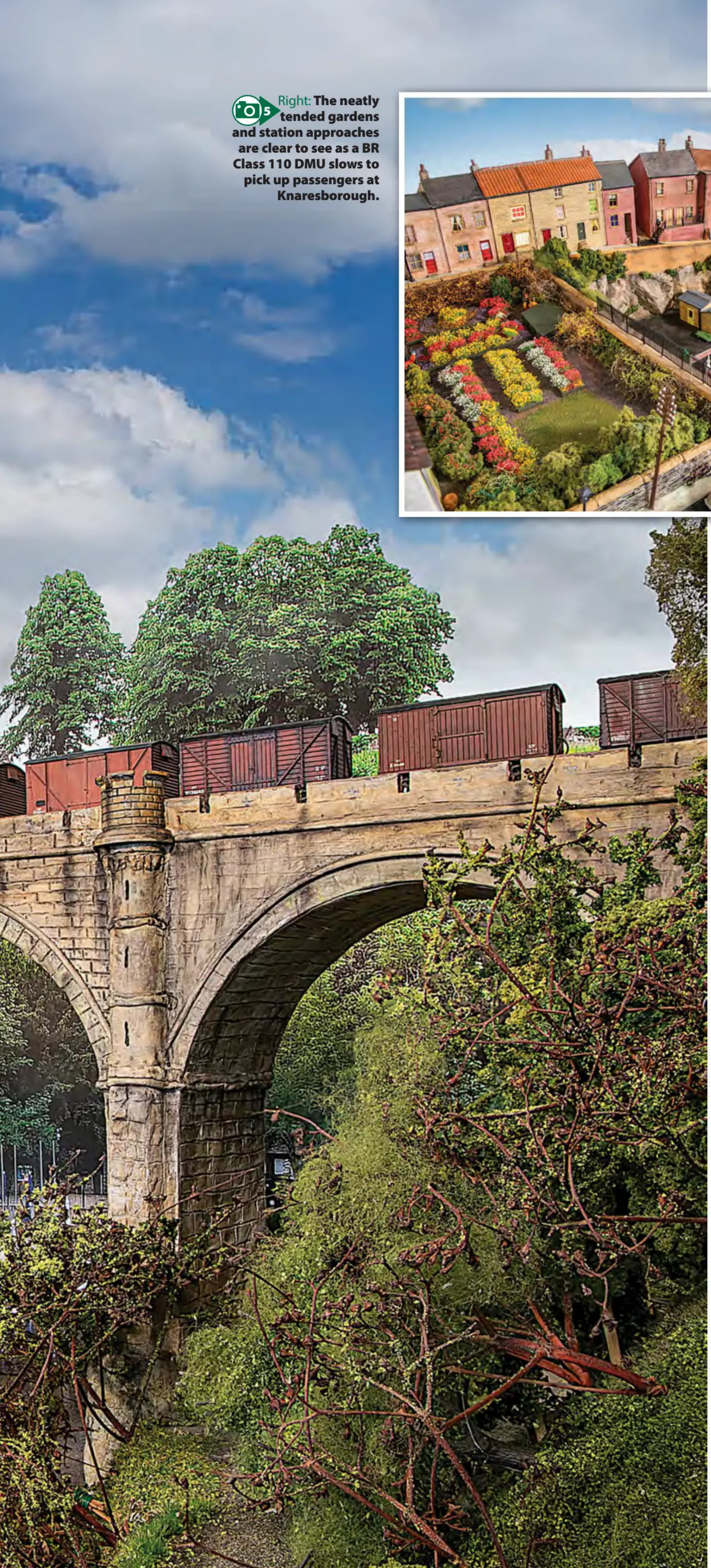


Right: **The neatly tended gardens and station approaches are clear to see as a BR Class 110 DMU slows to pick up passengers at Knaresborough.**

station, then pass over a pedestrian subway and the level crossing of Kirkgate before passing the signalbox and immediately crossing the viaduct over the Nidd Gorge before continuing their journey to Harrogate. The Nidd Gorge is a famous tourist attraction with people enjoying boating on the river and other local attractions.

Knaresborough Viaduct is often featured on Yorkshire calendars and is invariably part of the graphics on local TV news programmes, always photographed from the castle ramparts. To enable the station to be featured in the model, the viaduct is viewed from the west with the castle in the background.

CREATING A SCENE

The layout is the viaduct and station and set in the 1950s and 1960s. This enables the group to run rolling stock then assigned to nearby Starbeck shed. Harrogate Model Railway Group received a donation of the baseboards and basic viaduct structure in 2019 to start us off, with initial work being started prior to Covid when work stopped due to the pandemic. However, as restrictions were eased, members took the opportunity to photograph and measure the station and surrounding buildings, particularly the house in Hilton Lane which overlooks the station.

There was a slight problem with dimensions, however. The donated baseboards were 5ft x 2ft, and this exceeded the group's policy of a maximum length of 4ft to fit into a typical family hatchback to transport to exhibitions. Fortunately, a group member has acquired a van which has been fitted to carry»

"All of the buildings including the station have been scratchbuilt."

DAVID GRIFFITHS

6 **High above the river, Gresley 'D49/2' 4-4-0 62760 *The Cotswold* slows for the Knaresborough stop with a local passenger train.**

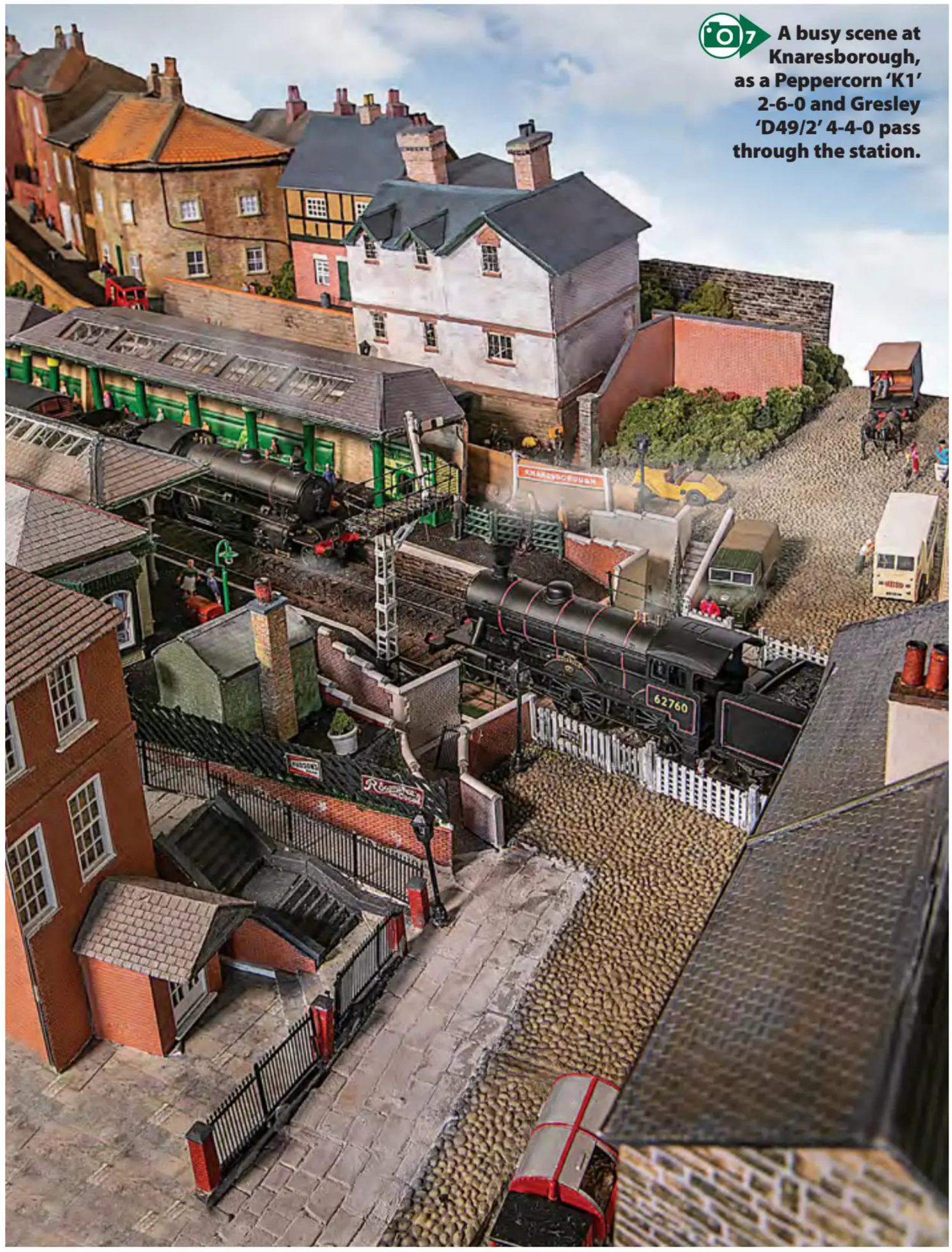
the layout. Another – unavoidable – challenge was the difference in height of the baseboards. There was a 500mm difference to accommodate the Nidd Gorge and viaduct. This was dealt with by replicating a rock face on the viaduct board, a feature that exists in real life.

All of the buildings including the station have been scratchbuilt and are constructed of card and plastic sheet either painted or wrapped in brick or stone paper. The viaduct was built with a plywood core covered with modelling clay with each stone individually scribed. Castellations were 3D printed to maintain the detail as it was found impossible to replicate them in in any other way. The surface finish was obtained by airbrushing various stone colours over it.

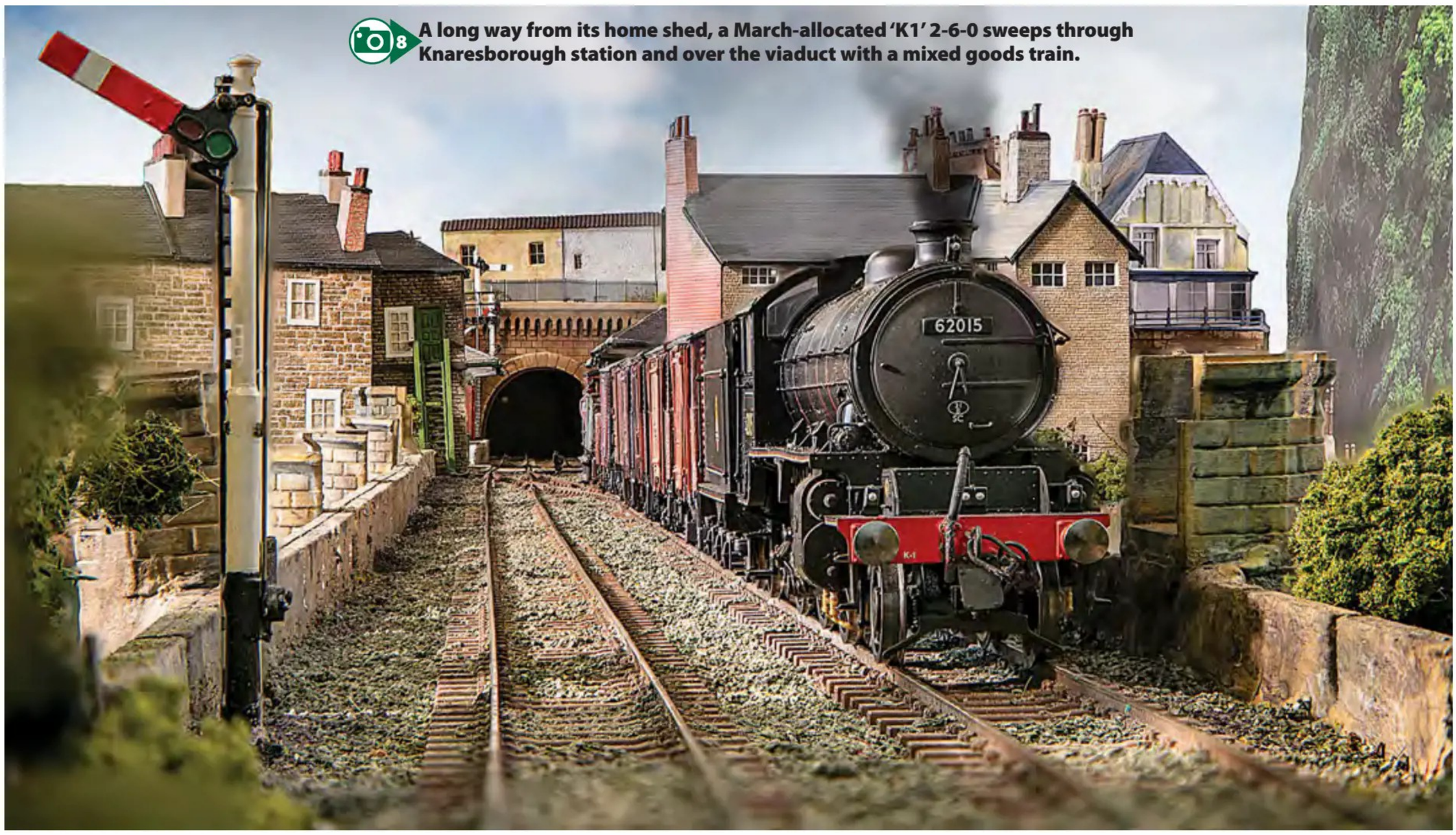
Trees and vegetation were scratchbuilt by two members, who practised their techniques before applying them to the model as this was their first attempt at building model flora. A variety of materials were used including some natural items gathered from their gardens. Track was laid using traditional methods of gluing it into place and ballasting with diluted PVA. The layout is operated from the rear with storage yards at each end. Station and street lighting are powered from the transformer or battery packs and the backscene is a photograph taken by a group member from below the viaduct.

REALISTIC TRAINS

In addition to local passenger trains, long-distance examples were regularly diverted from the East Coast Main Line via the Harrogate Loop. Befitting the route's secondary main line nature, 'J25' and 'J39' 0-6-0s handle much of the traffic, with 'D49' 4-4-0s on passenger work. Derby Lightweight and Class 110 »



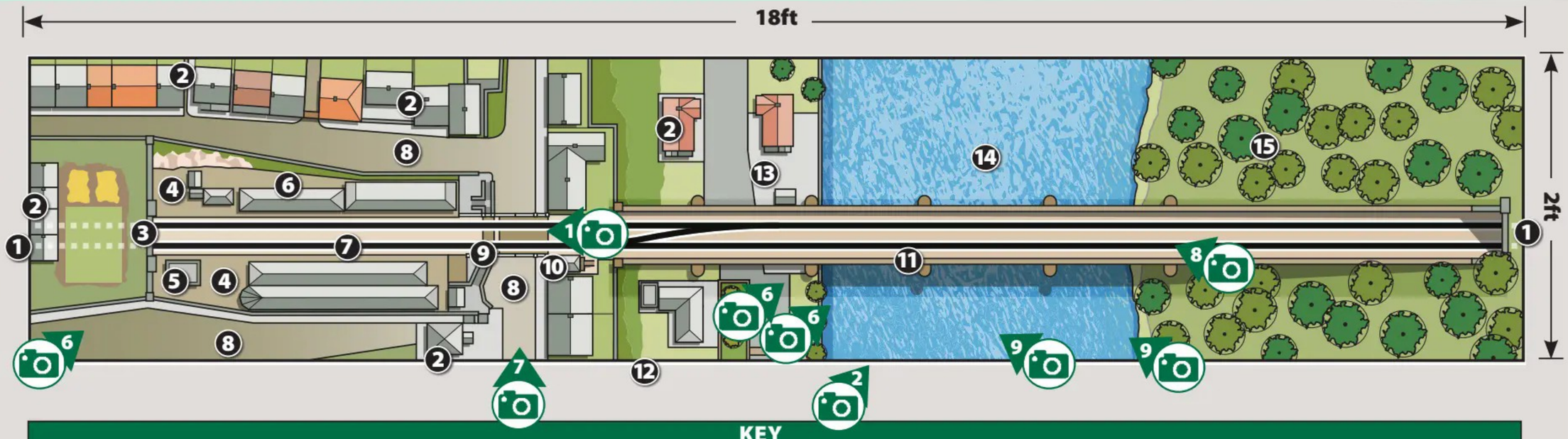
7 A busy scene at Knaresborough, as a Peppercorn 'K1' 2-6-0 and Gresley 'D49/2' 4-4-0 pass through the station.



8 A long way from its home shed, a March-allocated 'K1' 2-6-0 sweeps through Knaresborough station and over the viaduct with a mixed goods train.

9 The shape of things to come, as a Birmingham Carriage & Wagon Company Calder Valley Diesel Multiple Unit (later BR Class 110) departs from Knaresborough station, while a Peppercorn 'K1' approaches with a van train.

KNARESBOROUGH VIADUCT TRACK DIAGRAM (NOT TO SCALE)



KEY

① To/from storage yard	④ Platform	⑦ Platform shelters	⑩ Signalbox	⑬ Paved viewing area
② Houses	⑤ Water tower	⑧ Road	⑪ Viaduct	⑭ River Nidd
③ Tunnel	⑥ Station waiting room	⑨ Station crossing	⑫ Bungalow	⑮ Nidd Gorge

Diesel Multiple Units complete the day-to-day rolling stock picture. East Coast Main Line diversions were hauled by rather more powerful machines – 'K1' 2-6-0s, 'A1-A4' 4-6-2s and Class 40 diesels in the latter period modelled.

Every attempt is made to match locomotives and rolling stock to trains which would have operated in the era modelled. In addition to the locomotives and multiple units mentioned, a fleet of Gresley and Thompson coaches and essential goods vehicles are now in club ownership.

ON SHOW

Recent experience in building layouts that require transportation has proven that the use of commercially available trestles gives the most consistent and secure support. For exhibition purposes, the trestles are dressed in the club's burgundy coloured fabric drapes made by a member's wife.

All track and scenery, along with electrical wiring, was carried out by the Harrogate Model Railway Group and completed in early 2023 ready for its first public showing at the group's own exhibition in February that year. 2023 culminated with the layout being awarded Best in Show at the Paisley Model Railway Club exhibition. A further honour followed at the Falkirk MRC show in November 2024 when we received The President's Award.

Public reaction to the model at exhibitions has been very positive and pleasing with viewers instantly recognising the viaduct after seeing it in person or photographs. Now Knaresborough Viaduct is complete, we intend to refresh our Knaresborough Goods Yard layout and maybe even connect the two via the Knaresborough tunnel, though this would create a model around 15 metres long. Those tantalising possibilities from this beautiful location may just be realised before long. **HM**

● Visit *www.keymodelworld.com/trains/layout-features* and discover our extensive archive of layout features.

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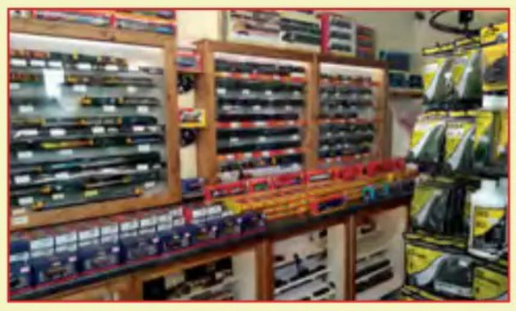

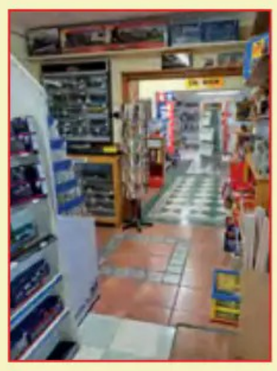

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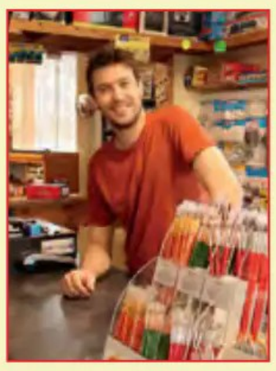

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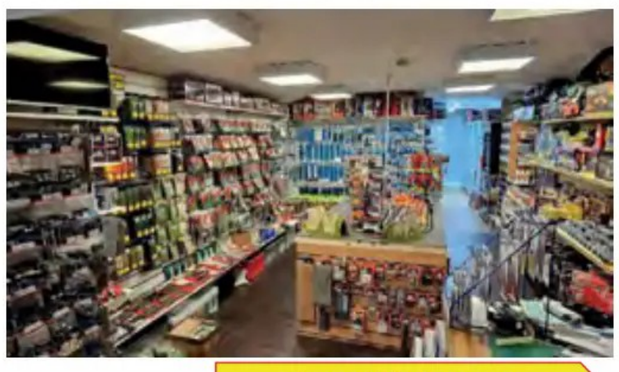
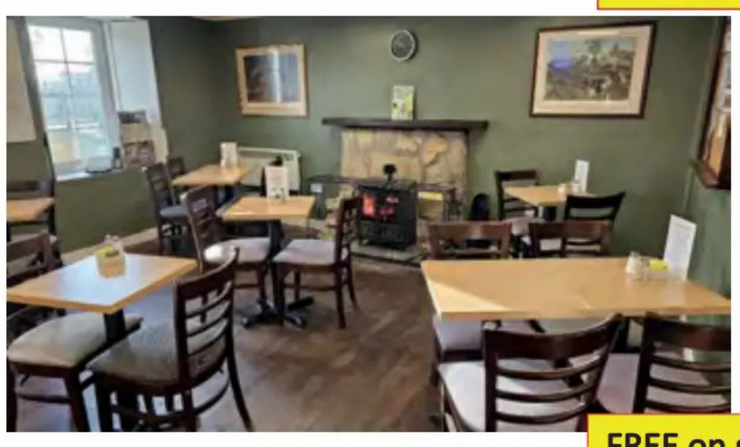


Dogs Welcome



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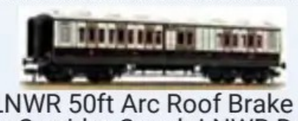

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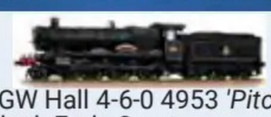

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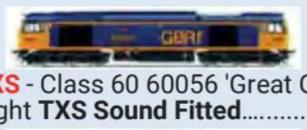

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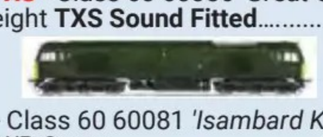

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TRACK TECH & BUILDING OUT

PART 4

When it comes to detailed planning, preparation is key. **PAUL LUNN** points out some key issues to look for – and how to resolve them.

As with the full size railway at Matlock, neat and tidy track is essential for smooth running. Paul Lunn.

ON THE FACE OF IT, describing track and structures in the same chapter may seem odd - but it's important to factor in key buildings such as stations and platforms, goods and locomotive sheds, bridges and tunnels and so on. Essentially, any structure that interacts with the track or train must be considered to avoid running into tricky problems such as trains hitting structures.

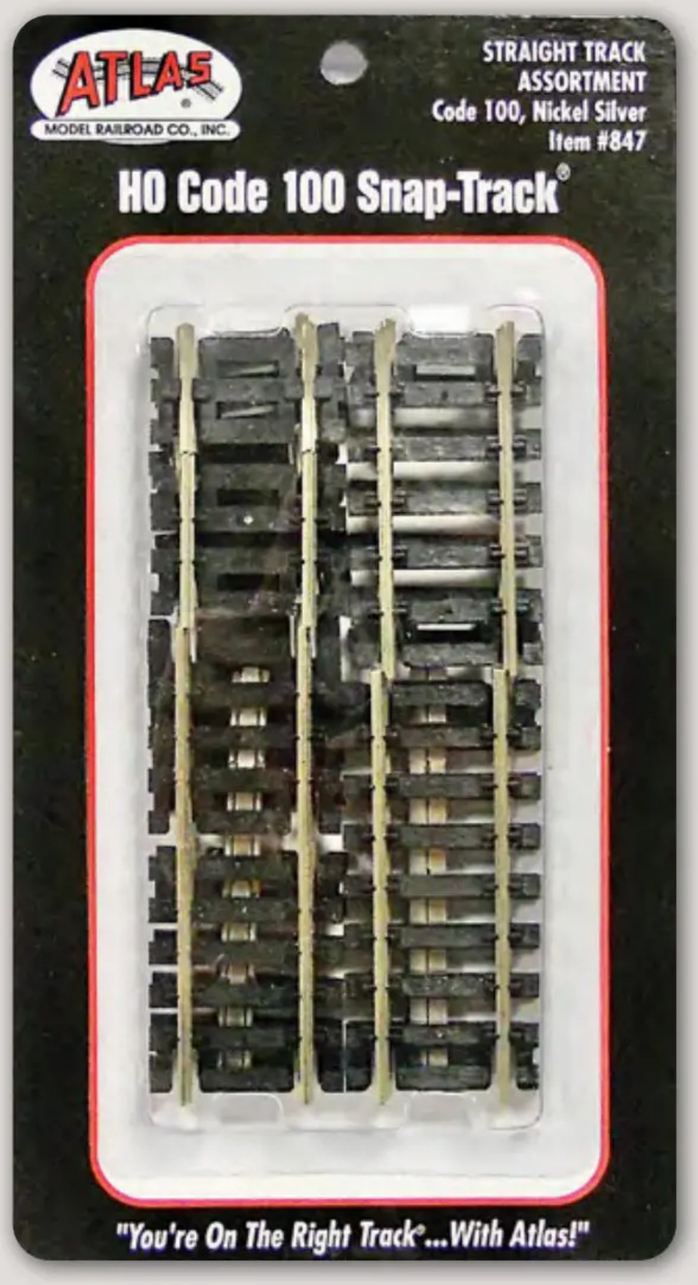
Unless you are building a disused and overgrown railway, try to keep your track neat and tidy and ensure there are no kinks at track joints with electrical continuity maintained at all times.

TRACK TYPES

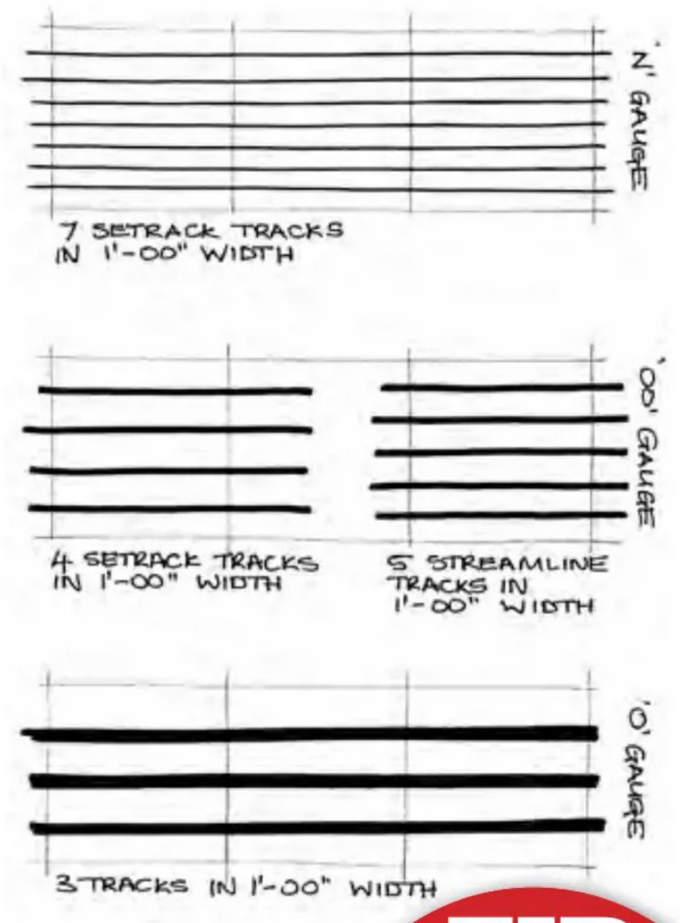
Focussing on the more popular 'OO' gauge track, let's consider the rigid geometry sectional systems produced by the likes of Hornby and Peco (Setrack). While both ranges are similar, they are not identical. These types of track are usually code 100, which defines the height of the running rail. Curve radii, one to four, are identical with both brands, as are standard, double and long straights, left- and right-hand straight and curved points.

Where things come unstuck is with 'Y' points. the radii on Hornby's version is 852mm, whereas Peco's is 859.6mm. Similarly with diamond crossings, Hornby manufactures a left- and right-hand version, while Peco's range features just the one.

The most noticeable issues are with shorter straights; Peco's ST-203 and Hornby's R610 - supposedly equivalents - are 41mm and 38mm long and four of each become 164mm and 152mm respectively, neither the same as their standard straights, both at 168mm. Also, two of Peco's ST202s (there's no Hornby equivalent) add up to 158mm, 10mm short of the standard straight! Fortunately, if you have any odd gaps, Atlas Track produces a set of Code 100 short sections in pack 847, comprising two each of 19mm, 25mm, 32mm, 38mm, 51mm and 63.5mm lengths.



WHAT'S IN A FOOT



Working out how many tracks you can fit in a width of one foot for your chosen scale is a really useful consideration when drawing up rough layout designs.

TIP

When reducing down a scale/gauge, remember that whilst track space reduces, an operating well needs to remain the same as humans can't be reduced in scale!

TABLE 1 COMPARATIVE CURVE AND STRAIGHT TRACK DIMENSIONS

PRODUCT	FIRST RADIUS	SECOND RADIUS	THIRD RADIUS	FOURTH RADIUS	POINT/STRAIGHT
Peco 'N'	228mm	263.5mm	298mm	333.4mm	87mm (A)
Hornby 'TT'	267mm	310mm	353mm	396mm	166mm (B)
Peco 'TT'	N/A	N/A	N/A	N/A	135mm (C)
Peco 'OO'	371mm	438mm	505mm	571mm	168mm (D)
Hornby 'OO'	371mm	438mm	505mm	571mm	168mm (D)
Peco 'O'	N/A	N/A	N/A	1028mm	394mm (E)

NOTES

A Point curve based on first radius.

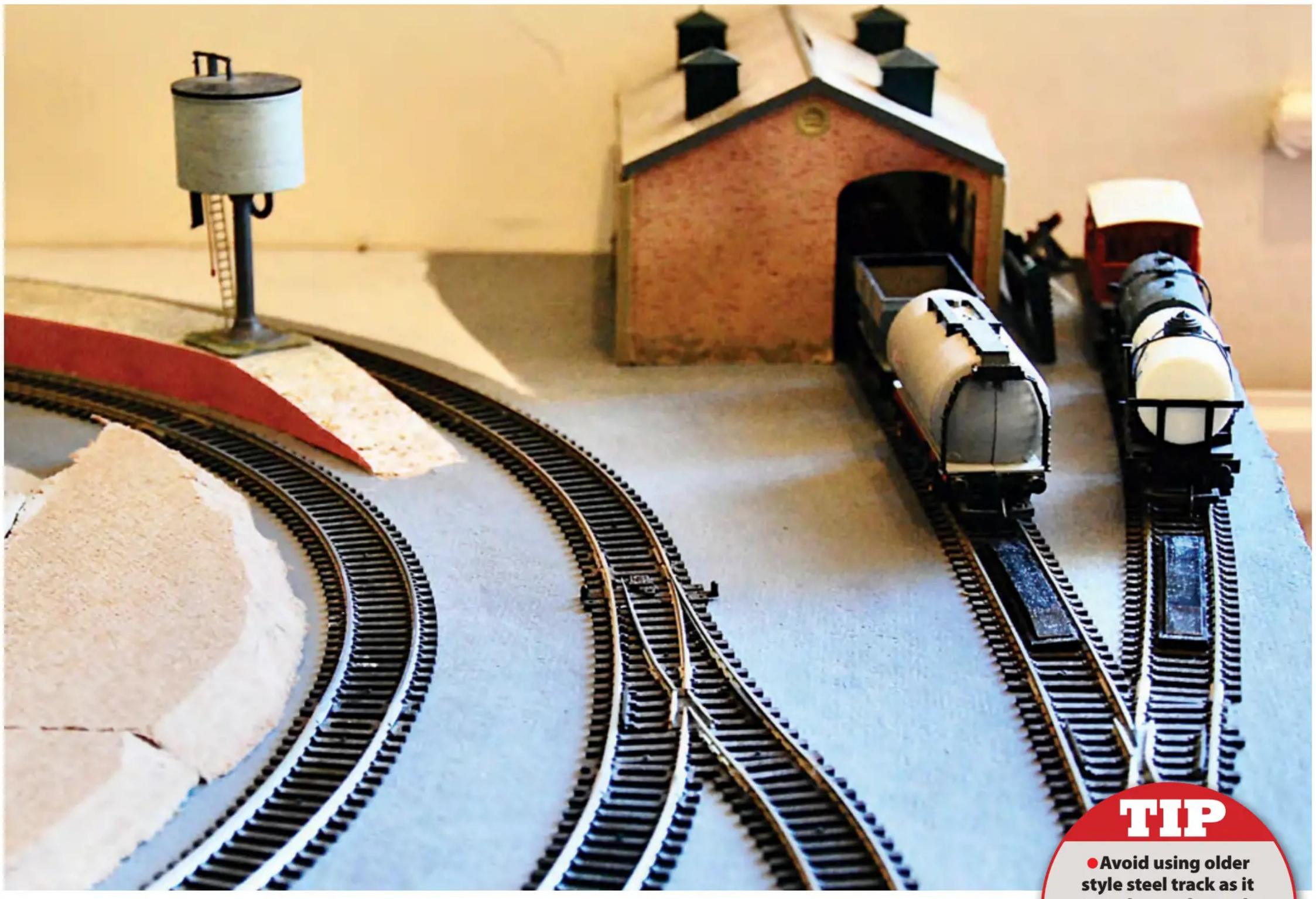
B Point curve 631mm and based approximately on sixth radius curve, TT 8007, at 640mm radii.

C Point radii 466mm, no ridged curves available.

D Point curve based on second radius.

E Point based on 1028mm radii. Please note, 1028mm is nearest to fourth radii but not exact.

From Table 1 it is clear that 'N', 'OO' and 'O' turnouts are based on different radii - first, second and fourth respectively. Similarly, 'OO' curves are not double that of 'N' and therefore it would be wrong to think 'N' is half the size of 'OO'. Neither Peco nor Hornby 'TT:120' points can be easily added to first to fourth radii curves, inclusive, without some fudging or cutting of track. Please note, these comments are correct at the time of writing, although product ranges may expand in the future.

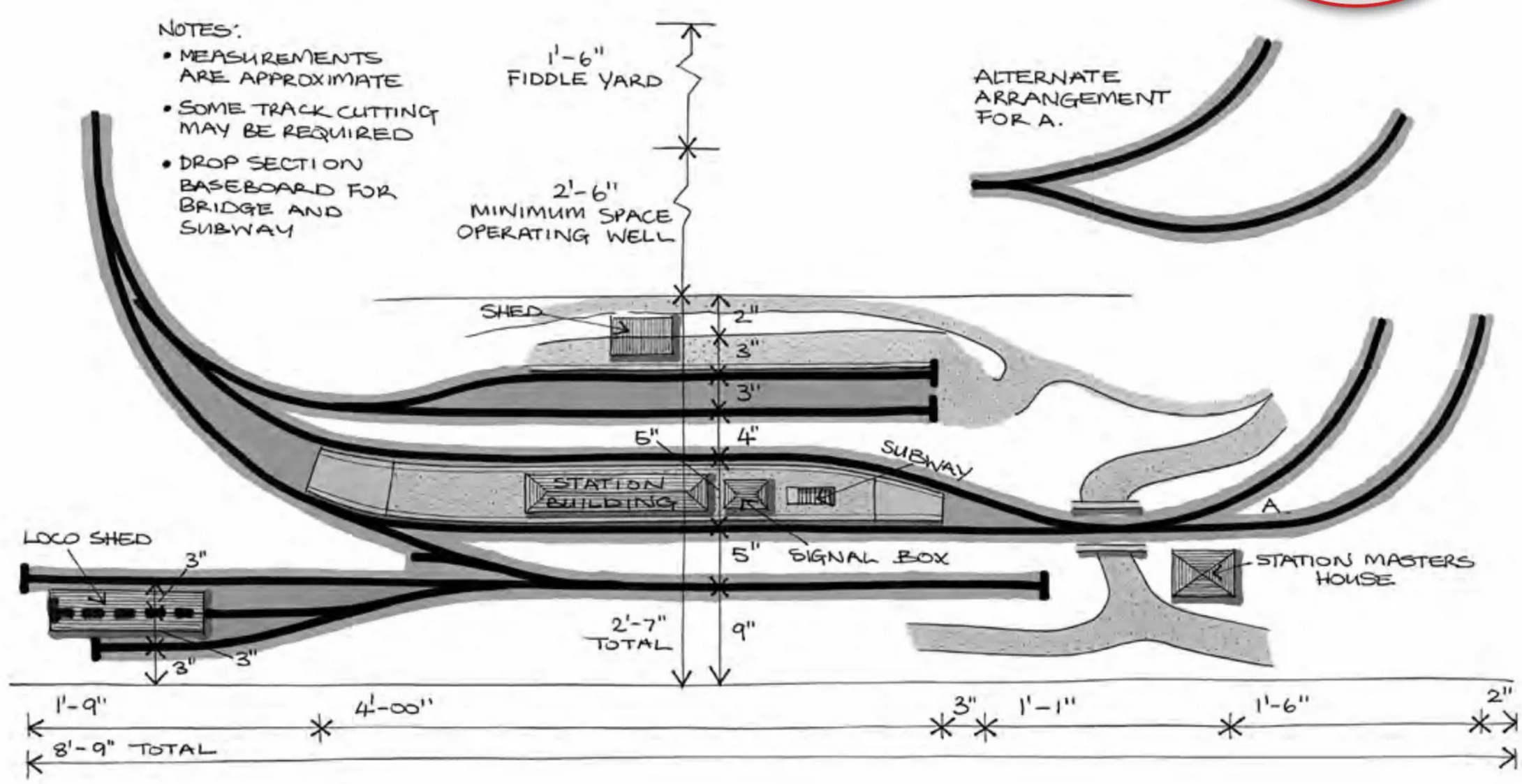


Even long after you've started there might be need for a change, perhaps for visual reasons or an operational problem. The point you see here, centre, was originally curved, but large locomotives, such as my Gresley 'A4' Class 'Pacific', continued to derail. Once changed for a larger radius 'Y' turnout, there were no further problems.

TIP

● Avoid using older style steel track as it rusts and corrodes and can cause electrical problems. Use the simple magnet test: modern nickel silver track is non-magnetic.

MAKING IT FIT



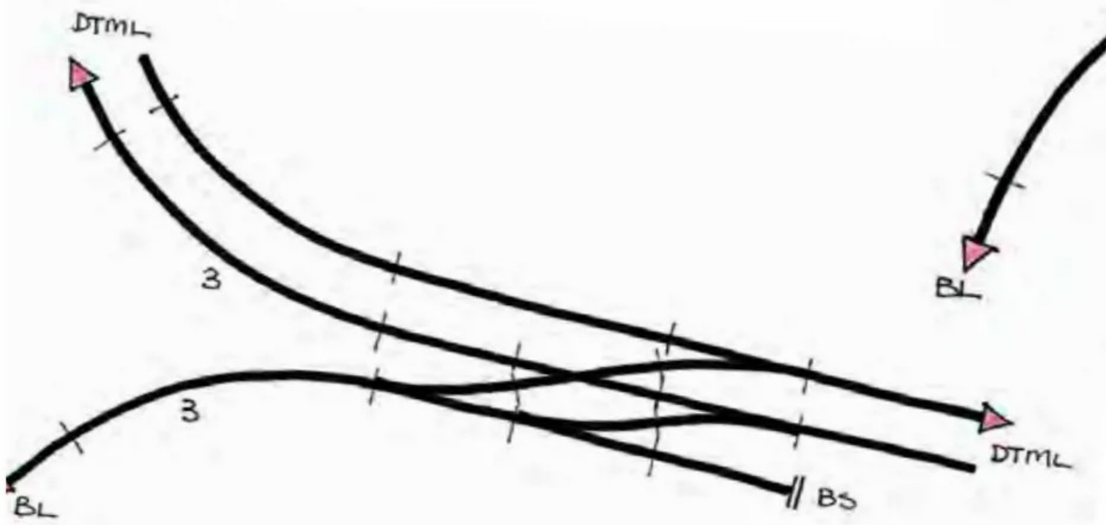
We've covered track components and here I move on to formations. It's helpful to work out baseboard size by identifying what track you're going to put on it, in this case for 'OO' gauge. By working out the overall requirements from the individual components, you will have a clearer picture of how big your baseboard needs to be.

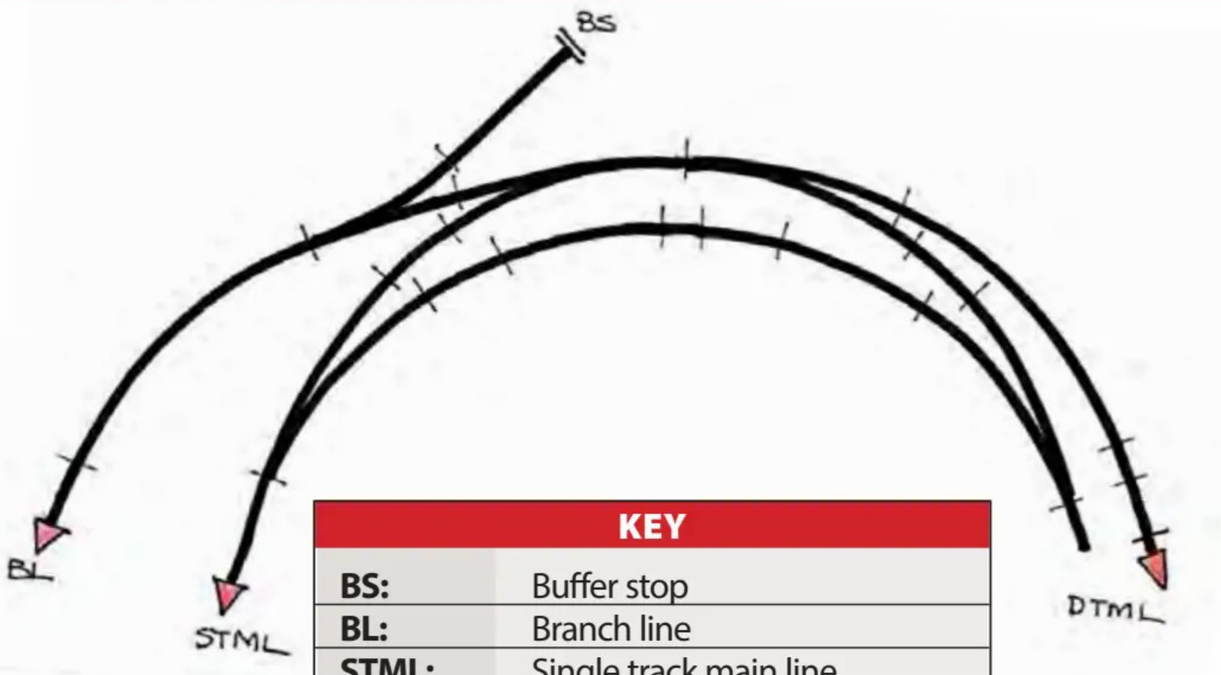
In the accompanying plan, the overall length required for the track is just under 9ft, while the width of the scenic station section measures 2ft 7in once the individual track, station and scenic components are added together.

Once you have determined the scenic section, the central operating well needs to be large enough for you to be able to operate the layout comfortably and the width of the storage yard also needs considering. Once you have these three main dimensions, you can plan the size of your baseboards. It is also worth allowing extra space in your calculations for any amendments needed as you start populating the boards.

TRACK FORMATIONS

It is important to consider track formations which, in the main, arise out of groups of points. In the accompanying illustrations, two junctions can be seen where one route connects with another. Both provide the same purpose but are different in appearance.





KEY	
BS:	Buffer stop
BL:	Branch line
STML:	Single track main line
DTML:	Double track mainline

Curves are all second radius except when indicated otherwise (3 for third radius).

While I've focussed primarily on the Hornby and Peco Setrack ranges of track components for this Skills Guide article there are several code 100 Peco Streamline points which are particularly helpful for saving space. The Peco Setrack 'Y' turnout is on the left and the shorter Peco Streamline example on the right. In addition to the difference in size, you'll also need to add track joiners to Peco Streamline points.

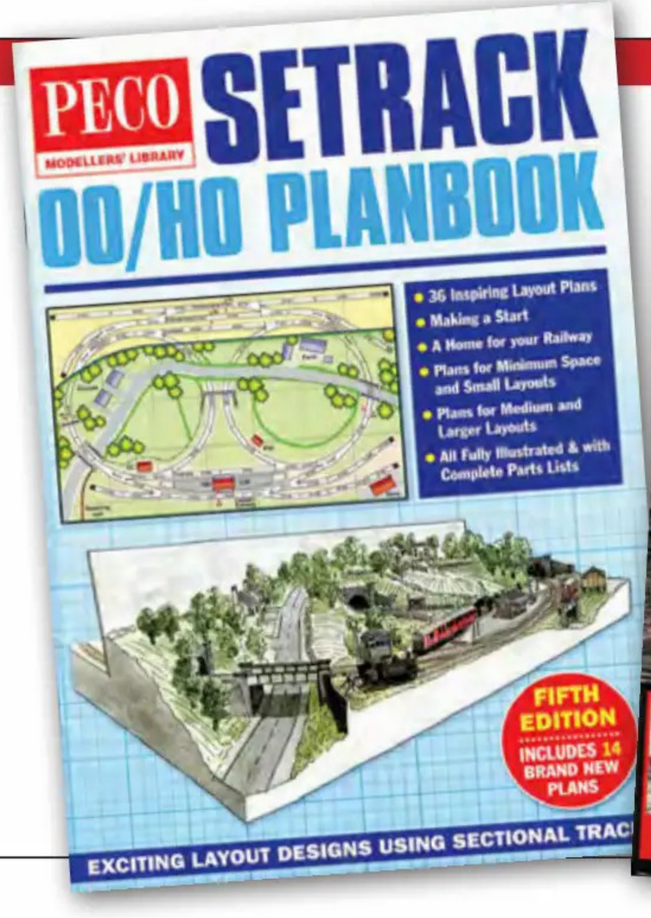
CLEARANCE CONSIDERATIONS

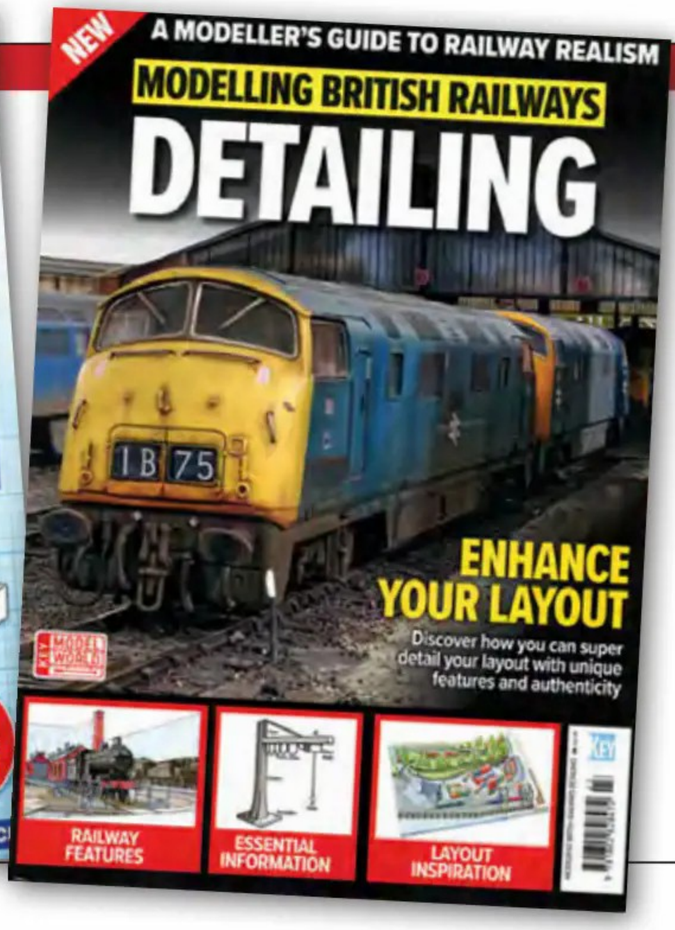
As I progressed with railway modelling, one of the first issues that concerned me was overwide track spacing and while I couldn't resolve the issue on curves for clearances sake, I did resolve it on straights.

Here are just a couple of methods I use. Note the visual impact on the passing Diesel Multiple Units where a more realistic distance between vehicles has been achieved while also maintaining the necessary clearance between the two tracks.

WANT TO KNOW MORE?

Although working across all ages and skill levels, I enjoy helping entry-level modellers whenever I can. More detail on track and basic modelling can be found in several publications I've authored through the years, including 'N' and 'OO' gauge Peco Setrack Planbooks and an expanding series of Modelling British Railways bookazines on detailing layouts and modelling real locations, available now from Key Publishing at *shop.keypublishing.com*.





NEXT ISSUE

• We show you how to build a baseboard in 15 simple steps.

Repair SHOP

TIM SHACKLETON breathes new life into a motley collection of accident victims and chuck-outs recycled from the bin. Substitutions, repairs and upgrades help repurpose one-time rejects and blend them into an ambitious modelling project.

As ready-to-run products become increasingly expensive, sorting out damaged and imperfect models is a great way of learning new skills and keeping costs down. It's annoying when things take a knock but it's also an opportunity to build back better. All of these models – even the Suttons Locomotive Works Class 24 and the kit-built Travelling Post Office (TPO) van – weren't in the best of health when they reached my workbench.

EVEN THE BEST MODELS are prone to accidental damage. Buffers get snapped off, underframe details are broken, roof ventilators vanish into thin air, bogies go missing. We supposedly live in an age when people don't bother repairing things – they just buy a new one, which may boost retailers' profits but hardly helps to save the planet. To my mind it's a wasteful process - but it does mean there are plenty of pre-owned items kicking around cheaply at swapmeets and on auction websites, maybe lacking only a few small parts in order to make them presentable once more.

I'll start by showing you some cosmetic repairs I've made on ready-to-run locomotives, but this make do and mend approach becomes even more relevant when you move on to building up complete trains out of waifs and strays. Here's the thing – whether we're by the lineside or at a show, we always look closely at the front of a passing train, especially if it's locomotive-hauled, and again at the rear as it recedes from us, but we barely glance at the middle of the formation. In modelling terms, this suggests we should put the detail where we can see it most clearly, rather than where it will pass unremarked. There's no point putting your best custom-finished models in the centre of a

train if nobody notices them.

I decided to put the idea to the test with a recreation of the Heaton-Red Bank newspaper empties that I often saw as a youth, and which regularly loaded to 20 bogies and more. The first and last sections of the train are high-quality, highly detailed models but the filling in the sandwich is a mixture of recycled scrappers and throwaways from long-vanished brands such as Hornby Dublo, Mainline and Lima.

Bearing labels such as 'spares or repair' or even 'free to a good home', they were more than a bit rough when they came into my hands but with a measure of patching-up and refinement – more accurate bogies, better wheels, flush glazing and repainting – they really start to look the part. I could have gone further with new wire handrails and more detailed brake rigging, but that wasn't the point.

In this feature, I'll show you how broken-down models of various kinds can be corrected and generally improved and their obvious faults and shortcomings eradicated. I try to cover my tracks as best I can but rely on a good weathering job to mask any deficiencies! **HM**

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

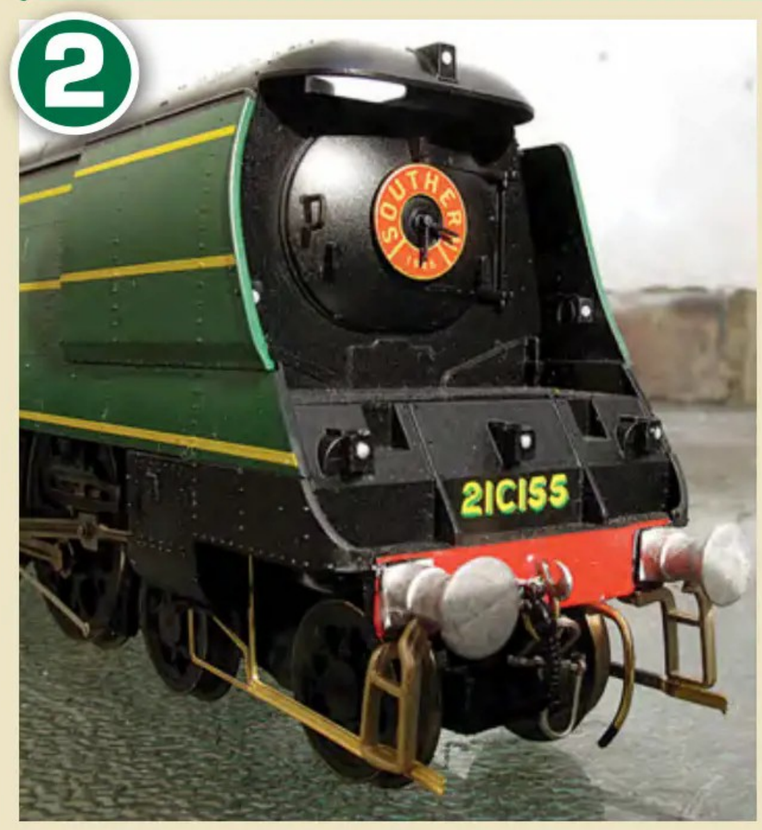
STEP BY STEP

MAKING GOOD AND MENDING IMPERFECT MODELS

1

This Hornby 'Battle of Britain' Class 'Pacific' had a hard life before it came into my hands, with damaged valve gear, bent and missing pipework the least of its troubles.

2



To replace missing parts and enhance the overall appearance of the model I used a selection of bought-in components from the former Albert Goodall range, now marketed by Robert Thompson of RT Models – front steps, cylinder drain cocks, Bulleid-pattern buffers and nickel-silver brake pull rods.

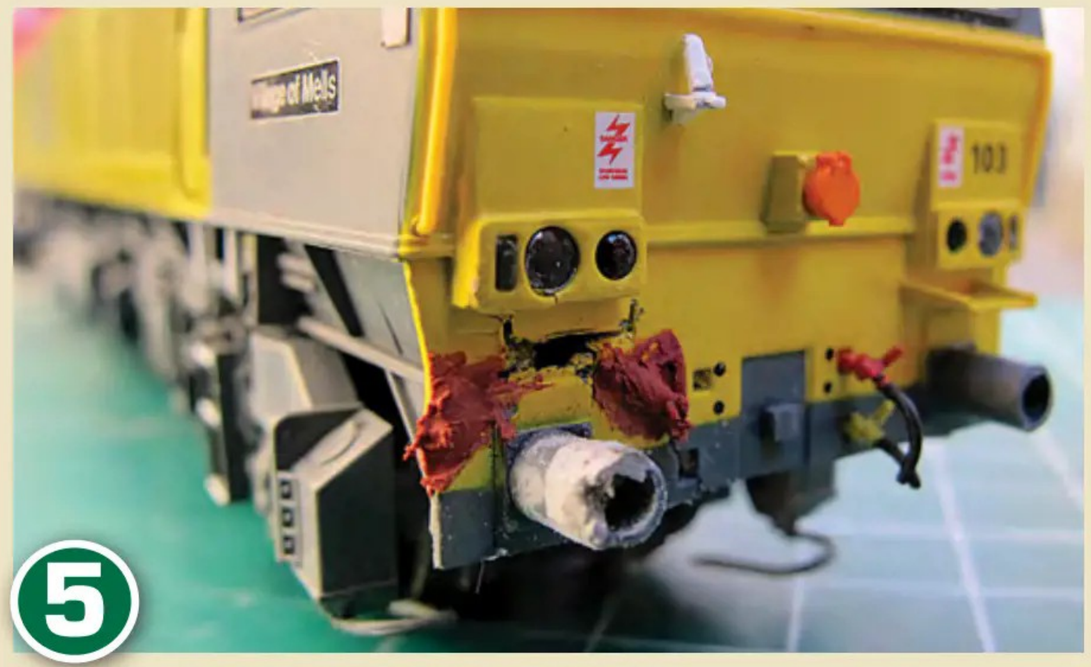
3

By the time surgery was complete, the Bulleid had pulled off a miraculous recovery. The extra work helps create the impression of low-slung hulking power that was unique to these extraordinary machines.

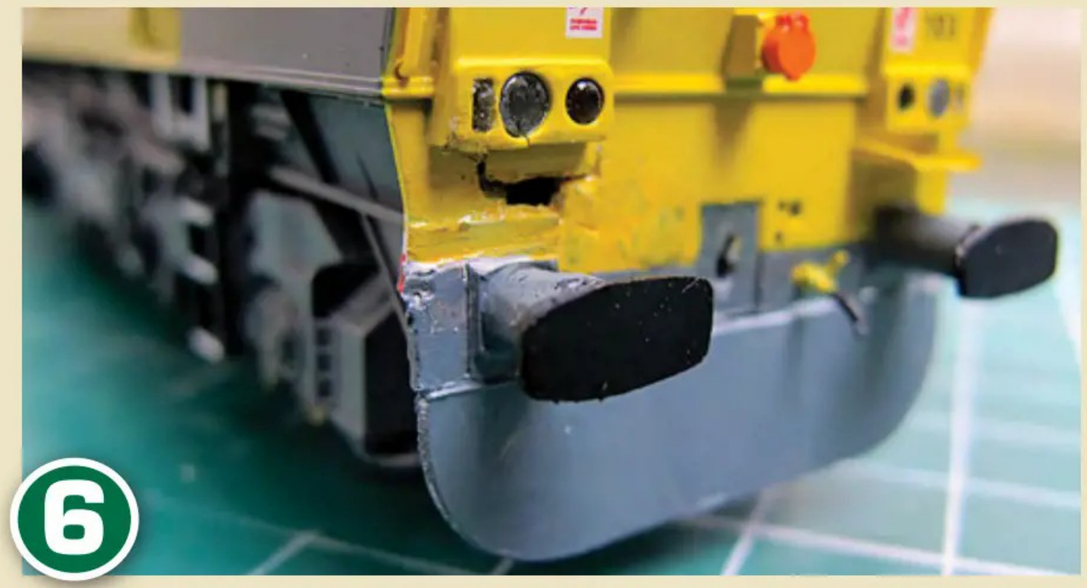
USEFUL LINKS

RT Models	*www.rtmodels.co.uk*
Lanarkshire Models and Supplies	*www.lanarkshiremodels.com*
MJT Scale Components	*www.dartcastings.co.uk*
Wizard Models	*www.wizardmodels.ltd*

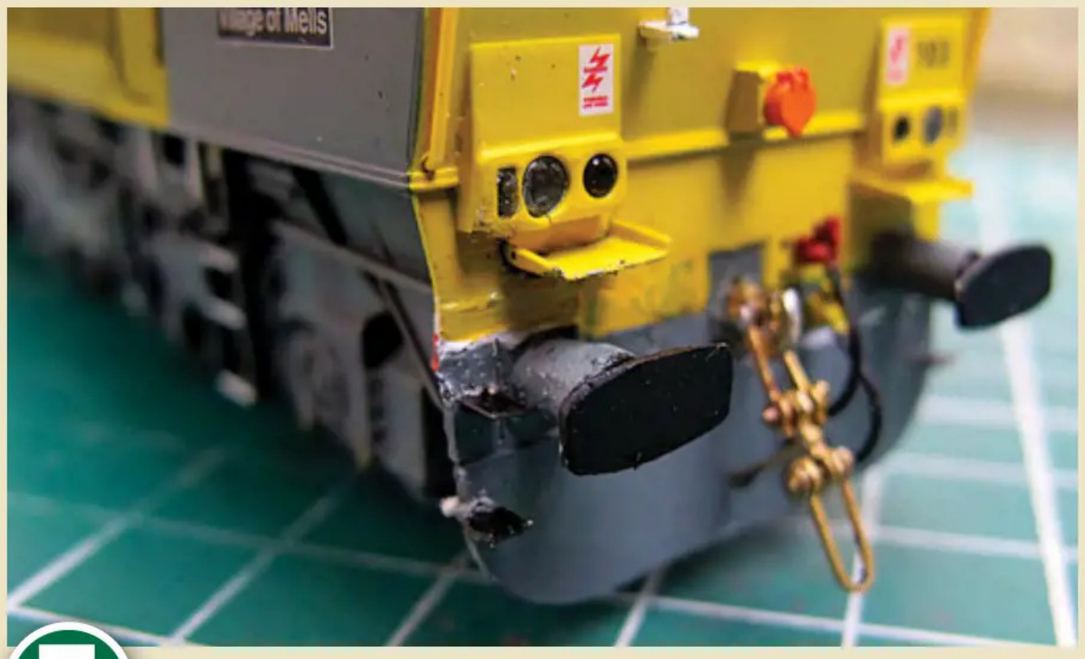
Rather more serious was the 'heavy shunt' that had badly damaged this Dapol Class 59. Having sorted out the displaced cardan shaft and gear tower, my attention turned to the cosmetic injuries.



Once I'd straightened the buffer beam, I used a strong adhesive, Plastic Weld, to hold things together and then filled the gaps with automotive putty.



I allowed 12 hours for the putty to cure and then filed the surfaces smooth. In the meantime, I'd made a replacement air dam and new buffer heads out of 20thou black styrene, using the ones from the other end as a template. The repairs could then be colour-matched to the original.



Steps and other front-end details came from the alternative buffer beam assemblies provided with the Hattons Class 66.

With all those super-delicate detail parts just waiting to get knocked off, even top-of-the-range models such as the Suttons Locomotive Works Class 24 can suffer accidental damage. Here I've replaced missing sandboxes (filed from chunks of 80thou black styrene) and sand pipes (0.45mm brass wire bent to shape), made a new set of cab steps out of 0.7mm brass wire filed flat and now I'm wondering what to do about the missing buffer.

Now here's a clever idea – print-them-yourself air horns in various sizes. There are several sources to enable you to print your own, if you have a suitable 3D-printer at your disposal. A quick internet search will furnish you with more details.

Humble beginnings – they may be dusty and dishevelled, many of them lacking wheels, couplings, underframes and more, but these cast-offs have the potential for much better things. You can (and I frequently do) replace things like handrails and door furniture but the stock I was working on for this project wasn't designed to be viewed critically – a superficial impression was what I was after.

Older models may lack the fine detail and multitude of small parts found on more recent productions, but they come apart very easily – and go back together again. Bodyshells and underframes are generally one-piece mouldings so if something does come adrift it's unlikely to be anything major. Here, a selection of Replica Railways BGs and Lima GUVs is stripped off ready for action.

Intermediate
Beginner SKILL LEVEL Advanced

A work-in-progress shot showing what had until recently been a clutch of beaten-up Lima and Hornby Dublo parcels stock seemingly beyond repair. Bogies had been robbed, buffers had snapped off, corridor connections had vanished into thin air. These are not the latest Accurascale 'Siphons' or any kind of hand-built paragons – they mostly began life as second- and third-division products. I worked on them in fits and starts as the mood took me.

An impression of the kind of work involved – more accurate bogies for the Lima 'Siphons' and LMS van, flush glazing as appropriate, missing doors remade and reinstated, repairs to snapped-off CCT axle guard/spring assemblies, new buffers and the like. Although some are still awaiting wheels, all have at least been partially repainted, and the SR utility vans weathered. There's nothing at all difficult about this repair work.

Buffers, brake gear, horns and whistles – these are the kind of fittings that frequently fall off and at one time there was a huge range of small detail parts to draw on in the search for replacements. Lanarkshire Models and Supplies, MJT and Wizard Models/51L continue to fly the flag, but with the rise and rise of ready-to-run based modelling, the quantity of such parts available to buy – especially for the steam era – has declined.

Now 60-odd years young, this close-up of Hornby Dublo's Southern Region PMV shows it's a superb piece of pattern-making that still holds up today. I've replaced the underscale buffers with turned brass ones and relied on a good thick coat of weathering to hide a replacement door and various repairs to the underframe trussing. It's also been flush-glazed and has received scale 3ft 6in diameter coach wheels from Alan Gibson.

Almost as ancient as the PMV is the Tri-ang-Hornby Travelling Post Office (TPO), which has great character and certainly looks the part. This one didn't even have a chassis when I bought it, so I substituted one from the latest generation of Hornby LMS coaches, which proved a very comfortable fit after some simple modifications to create anchor points.

With a bit of work, we end up with a pretty convincing model of the one-off Diagram 1908 sorting carriage M30204M. Unusually for a London, Midland & Scottish Railway TPO, this was built on a 57ft underframe – most ran on a 60ft chassis but the cost-conscious manufacturer preferred to recycle an existing chassis.

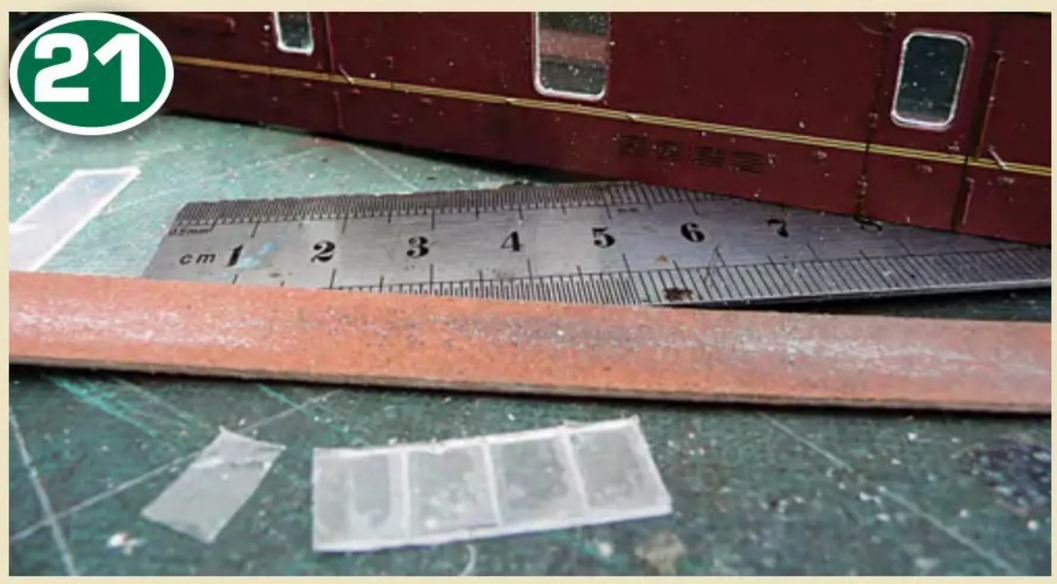
There was always something exciting about seeing Royal Mail vehicles, usually in the middle of the night, and I've accumulated far too many models of them. This long-discontinued Roxey etched brass kit came to me in a very sorry state, with pockmarked paintwork and blemishes that had to be painstakingly scraped off with a scalpel and then rubbed down with 1200-grit emery paper.

I cleaned up the bodywork, made good the damage, fitted a new pair of 8ft wheelbase Southern bogies – it had arrived with only one – and gave it a partial repaint, retaining as much as possible of the original lettering. This was one of a handful of Maunsell-designed bogie vans for Royal Mail traffic. They mainly worked the Waterloo-Dorchester and London Bridge-Dover routes and carried green livery between 1957 and 1966, after which the survivors were repainted in corporate blue/grey. They lasted into the early 1970s.

MAKING GOOD AND MENDING IMPERFECT MODELS

Beginner — Intermediate — Advanced — SKILL LEVEL

20 Bogies may need replacing – sometimes with pre-owned items they're missing altogether, while those on older models are invariably a bit chunky by modern standards and the wheel diameter is invariably too small. I swapped the BR Mk 1 bogies on the Lima GUVs with a better representation culled from Mainline vehicles, substituting Alan Gibson 3ft 6ins coach wheels at the same time. They're a straight drop-in.



21 Flush glazing makes a huge difference to the appearance of any model and it's a skill that, with a little practice, is very easy to learn. I use thin (0.75mm) styrene sheet, cut roughly to size and then filed to shape with emery boards.

22 Measure three times, cut once! And always double-check to make sure everything is square and true – any carelessness with alignments will stick out.

23 The windows on the Lima CCT are exactly the same size as the PMV so it makes sense to prepare them in small batches. Glazing bars are very visible on the prototype – as seen on this GUV - but once again, ensure they're truly square, otherwise it's a massive own goal.

24 You needn't feel you should replace missing or broken roof ventilators with the exact same design because BR repair staff generally used whatever was available. As well as the familiar 'Torpedo' pattern, there were other forms such as shell, ridged, scalloped and possibly others. A mix of types was commonplace – all are available as sets of white metal castings from Lanarkshire Models and Supplies, MJT and Wizard Models/51L.

25 Plastic buffers are one of the first things to suffer damage – especially with kit-built stock – and on older models are often wildly underscale and inaccurate. They can easily be changed for castings but be sure to swap them as a pair. With the Lima CCTs I also replaced the damaged axle guard assemblies and out-of-alignment clasp brakes.

26 Older models still have a place alongside today's finely-detailed products. Despite the flush glazing, scale wheels, new bogies, replacement fittings and other refinements, these aren't designed to be inspected closely – quite the reverse, in fact. Because I've eliminated as many of the obvious flaws and shortcomings as possible, the unquestioning eye accepts what it sees and moves on.

27 I use working scale couplings but with stock that runs in fixed rakes, especially if it's of mixed origins, it's probably easier to fit simple bar couplings made from 0.7mm brass wire. Tucked away directly under the buffer beam, the coupling has to swing from side to side, restrained by the crosspiece, and you'll need to allow sufficient clearance between buffer faces so it can negotiate curves. A degree of experimentation and improvisation will be necessary.

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LONDON

Dan Evason took inspiration from a recent trip to London when creating this atmospheric 1950s diorama.

CALLING

Inspired by a trip to the capital, **DAN EVASON** turns back the clock and recreates a classic 1950s London street

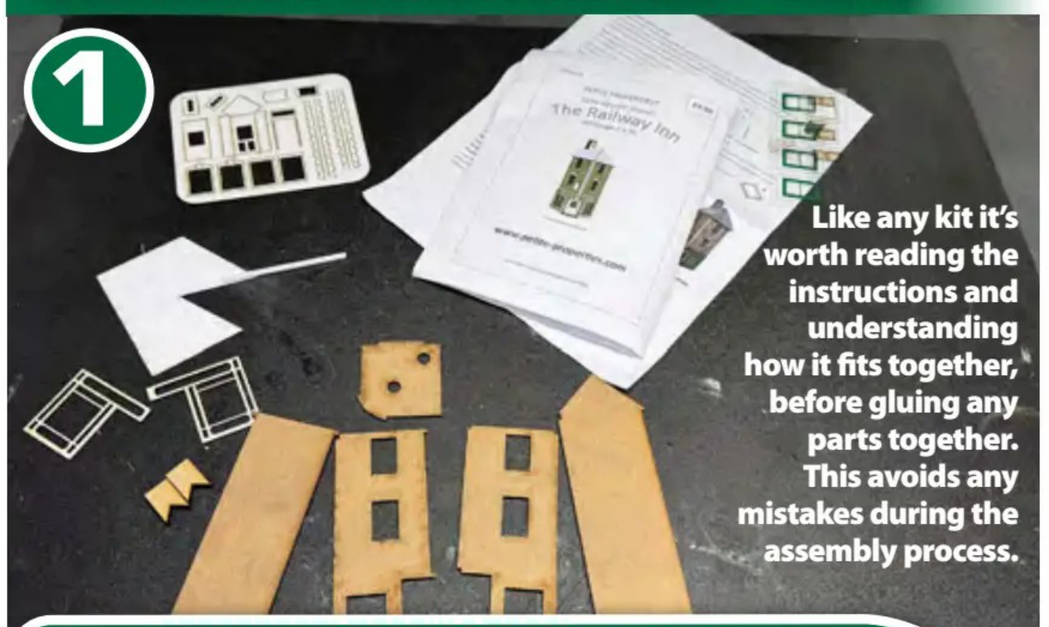
FOLLOWING A RECENT TRIP TO London to take in the sights, I was really inspired by the old and new architecture on view. While there were plenty of modern buildings to see, there were also still plenty of glimpses of the past with an array of older shops and public houses. In some cases, the proximity of new and old seemed incongruous, but there were still plenty of places where original structures remain untouched by makeovers and modernisation.

Some of the pubs that caught my eye seemed to be tucked away next to railway bridges or in side streets and are like taking a step back in time. You could almost imagine how things might have been during the distant past, bustling with market traders, dockers, factory workers and the like.

This really set my brain to creative mode and inspired me to create a classic 1950s London scene. Using a Petite Properties 4mm scale public house as the basis, along with a few scratch building techniques, I set about building this realistic inner-city street scene that could be adapted and used in many settings and eras. **HM**

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

BUILDING A LONDON STREET SCENE

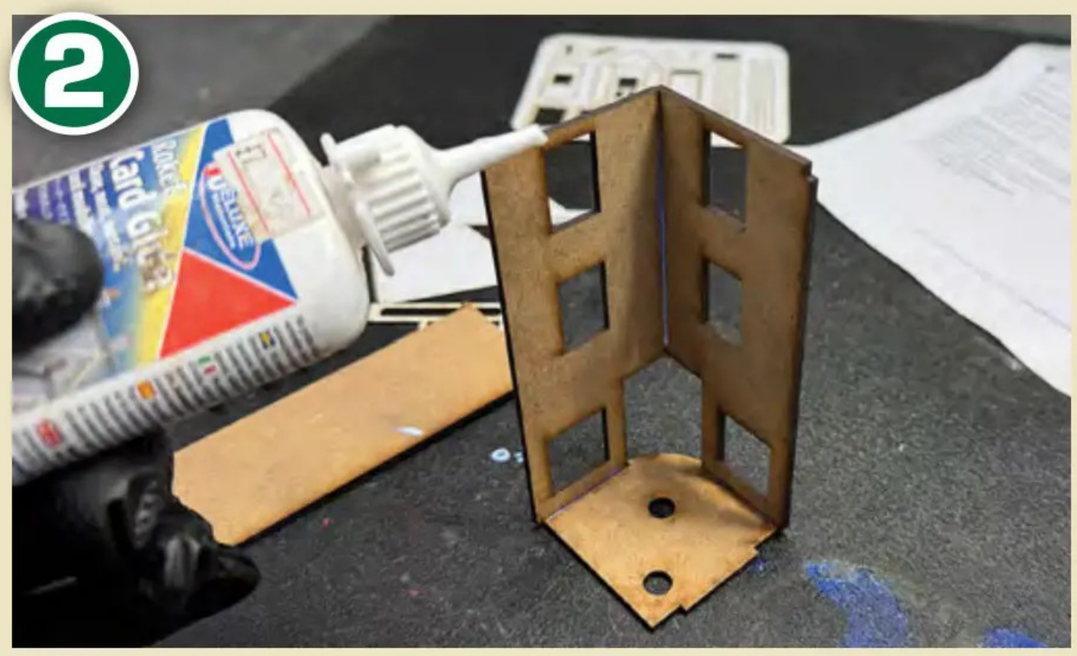


Like any kit it's worth reading the instructions and understanding how it fits together, before gluing any parts together. This avoids any mistakes during the assembly process.

PLEASE TURN FOR MORE
STEP BY STEPS

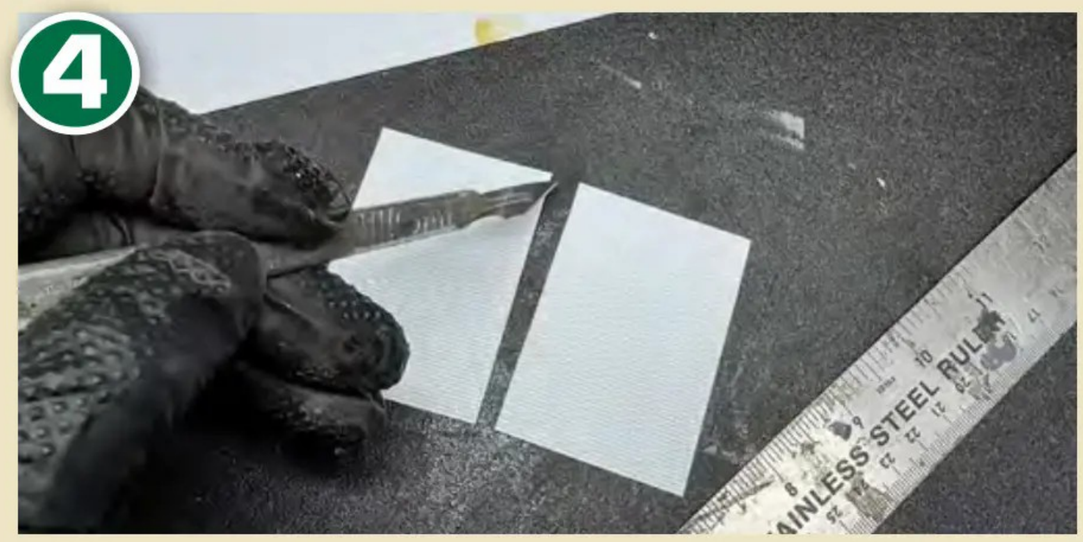
WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Alphabet and numerals set	*www.gaugemasterretail.com*	GM458
Artist spray cans (various)	*www.hobbycraft.co.uk*	Various
Beer barrels	*www.modelu3d.co.uk*	2675
Bone aerosol paint	*www.thearmypainter.com*	CP3012S
Brewery workers	*www.modelu3d.co.uk*	14301
Chimney pots	*www.modelu3d.co.uk*	2965
Dark Tan acrylic paint	*www.tamiya.com*	XF-55
Dust wash	*www.florymodels.org*	FMW009
Flemish Brick Bond	*www.sefinecast.co.uk*	FBS403W
Glue 'n' Glaze	*www.deluxematerials.co.uk*	AD55
Leather aerosol paint	*www.thearmypainter.com*	CP3004S
Pavements	*www.scalemodelscenery.co.uk*	LX-562-00
Road markings	*www.scalemodelscenery.co.uk*	RX001-00
Roket Card glue	*www.deluxematerials.co.uk*	AD57
Rust wash	*www.florymodels.org*	FMW006
UHU POR glue	*www.uhu.com*	63187
The Railway Inn kit	*www.petite-properties.com*	LRTR100



First up, the floor and two main walls were glued together using Deluxe Roket Card glue. This was left to dry and form a solid bond.

As this project involves some scratchbuilt elements, there are many options on how to finish the pub. I chose possibly the most challenging route by using South Eastern Finecast Flemish Brick Bond embossed plastic sheet. Before fitting the embossed sheet, the pub frontage was offered up to the building and marked where it would sit.



Using a steel ruler, both sides of the pub walls were measured and then a sharp scalpel was used to cut the embossed plastic sheet to fit the pub frontage. When cutting this sort of material, lightly score through the material several times, rather than attempting one heavy cut, just in case the blade slips.

With the plastic sheet now cut, UHU POR glue was used to attach it to the pub walls. Unlike normal UHU, this POR version is designed for plastic and will not react with the embossed sheet.

Once the embossed sheets were in place, a sharp scalpel was used to slowly and carefully open up the window areas, followed up with a flat file for the finishing touches.

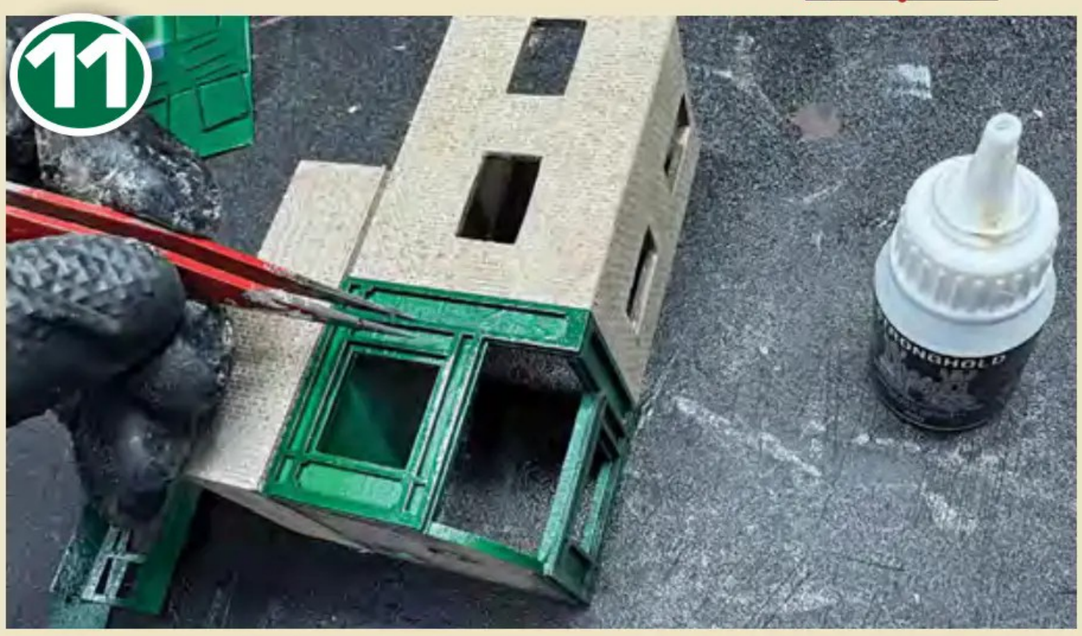
As I wanted to place the pub into a typical street scene with a railway bridge, a wall was built using a section of 75mm x 20mm timber clad with more plastic embossed sheet. To add a bit more detail to the wall, strips of embossed brick sheeting were doubled up with liquid solvent to create the additional details.

As I was after a classic London yellow brick effect for the building, having done a little research I opted to use Bone and Flat Leather aerosol spray cans from The Army Painter. Swapping between the two paint colours eventually resulted in a very convincing effect. I would suggest having a practice before attempting this, though.

With the brick paint effect now dry, the mortar colour was applied next. For this, Flory Models Dust wash was used. This was applied all over and left to dry. A damp cotton bud was then wiped over the surface of the bricks to leave a convincing mortar effect in the grooves.

Intermediate
Beginner SKILL LEVEL Advanced

Next, attention turned to the pub frontage. The brickwork was carefully masked before applying a coating of Hobbycraft Gloss Green aerosol to the lower half of the building and the framework, along with the window frames and door.



When this has dried, the framework around the pub front was attached. A few small spots of superglue were all that were required to hold the parts in place.

Next, the porch and doorway were added. The porch is a single item, however it needs to be folded to shape before gluing in place. The door is supplied as two parts which require assembly.

With the doorway now complete, the upper window façades were applied. To minimise glue marks, I used small amounts of superglue, and with tweezers and a steady hand they were carefully set in place.

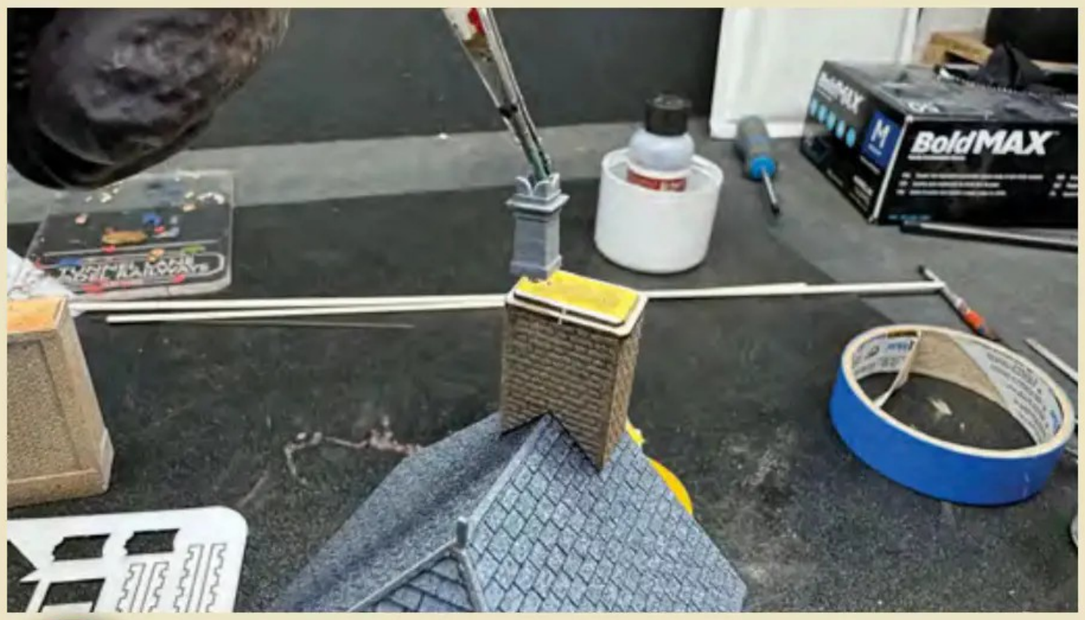
Glazing is next. Working from the inside, Deluxe Materials Glue 'n' Glaze was used to fix the glazing in place, which provides a clear finish once set.

The kit comes with a classic pub sign which comprises two parts. They glue together simply and can be attached to the frontage as required to suit your layout or scene.

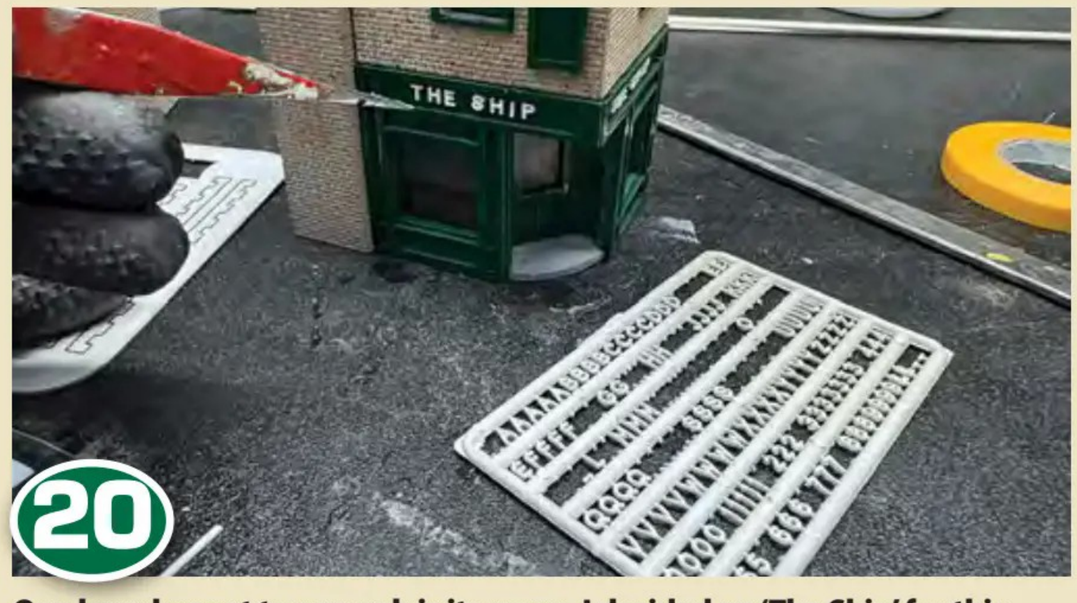
Thick card is supplied in the kit to form the roof, but I opted to use Wills slate roof plastic sheets instead. This thick plastic is ideal for the roof details.

Once the roof was cut to shape, it was glued together using liquid cement. Capping tiles were added at the same time to hide the joints in the roof.

18 To colour the grey roofing sheets, a light spray from a series of spray cans was applied. First was a Grey, followed by White and then Black to create the finished effect.



19 To enhance the building, Modelu 3D printed chimney pots were added which offer a neat upgrade over the standard parts. These were glued in place and painted with Tamiya Deck Tan.



20 One key element to any pub is its name. I decided on 'The Ship' for this project. The letters are by Gaugemaster and come as a sheet of individual characters. They were cut from the sprue and then set in place on the front of the building.

A down pipe to the gutter was formed from a small length of florist's wire connected to a block of plastic sheet. This was then sprayed Green to match the rest of the pub frontage before being fixed to the building.

With the pub now complete, I wanted to create a small street scene. The starting point was a pack of Scale Model Scenery's laser-cut pavement sections which were trimmed to length and then glued to the base.

With the pavement in place, I used a range of artist spray paint cans from Hobbycraft to colour the scene. Grey and Dark Grey were used first, applied lightly over the pavements to build up the effect.

Cast iron girder bridges are a common feature around London and to replicate one of these, I selected the Wills vari-girder bridge kit (Cat No. SS57). This kit can be built to any length to suit the requirements of a layout.

The girder bridge was painted with Matt Black primer followed by Flory Red Rust wash to start the aging process. This was left to dry, with the excess later wiped away to create the final effect.

Intermediate
Beginner SKILL LEVEL Advanced

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Taking the detail one step further, Tamiya Deck Tan was used to pick out out the kerbs on the pavement using a small brush.

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To enhance the road, Scale Model Scenery self-adhesive road markings were added around the edges. These are designed to be peeled from their backing sheet and fixed in place, just make sure everything is straight and true.

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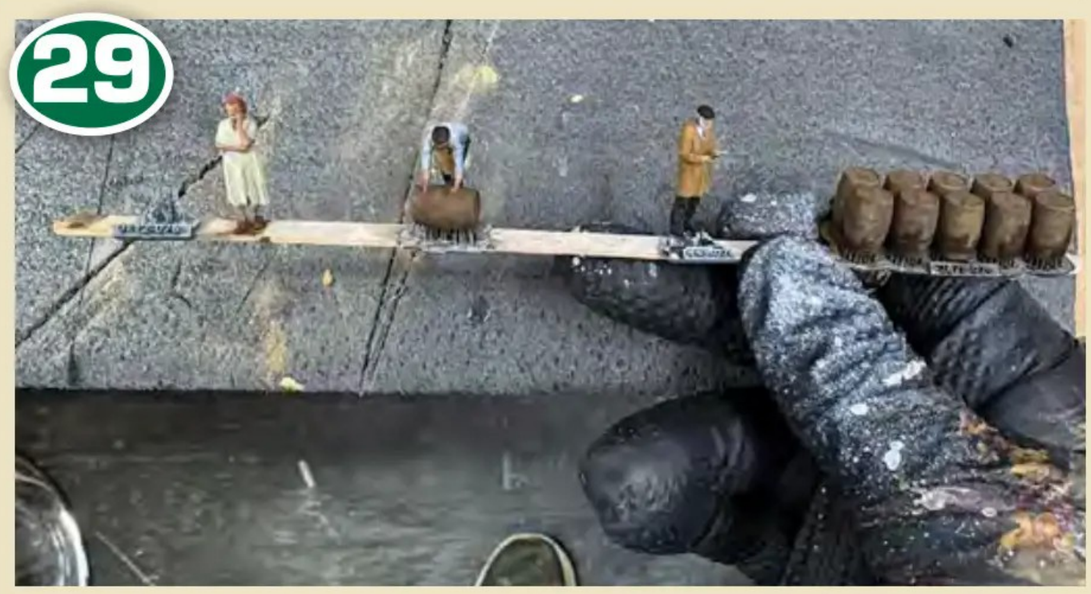
Using WW Scenics Soot weathering powder, 'London' dirt and grime was added around the scene to tone down the fresh paint finishes.



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The Modelu 3D printed collection of barrels were added to the scene, including a barrel being rolled to the pub and a lady looking on with a clipboard to keep track of the delivery. The figures and barrels were painted with Vallejo acrylics.

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Once the figures were painted, they were attached to the scene using superglue and tweezers, completing this compact London street scene diorama.

STAYING ON TRACK

Track is a vital part of model railways – and there are plenty of options. **BEN CHURCH** examines products from Bachmann, Hornby, Kato and Peco.

TRACK IS SECONDARY only to baseboards in importance to a model railway. Good track can make the difference between good and poor running and can really make a scene sparkle.

Planning, laying and powering your track is key to an effective model railway and choosing the right type is critical. Hornby, Peco and Bachmann are the main suppliers – but there are smaller providers for more specialised track.

In this latest Equipment Guide, we will evaluate the options available to help you to make an informed selection to start your next layout or continue development of your existing system.

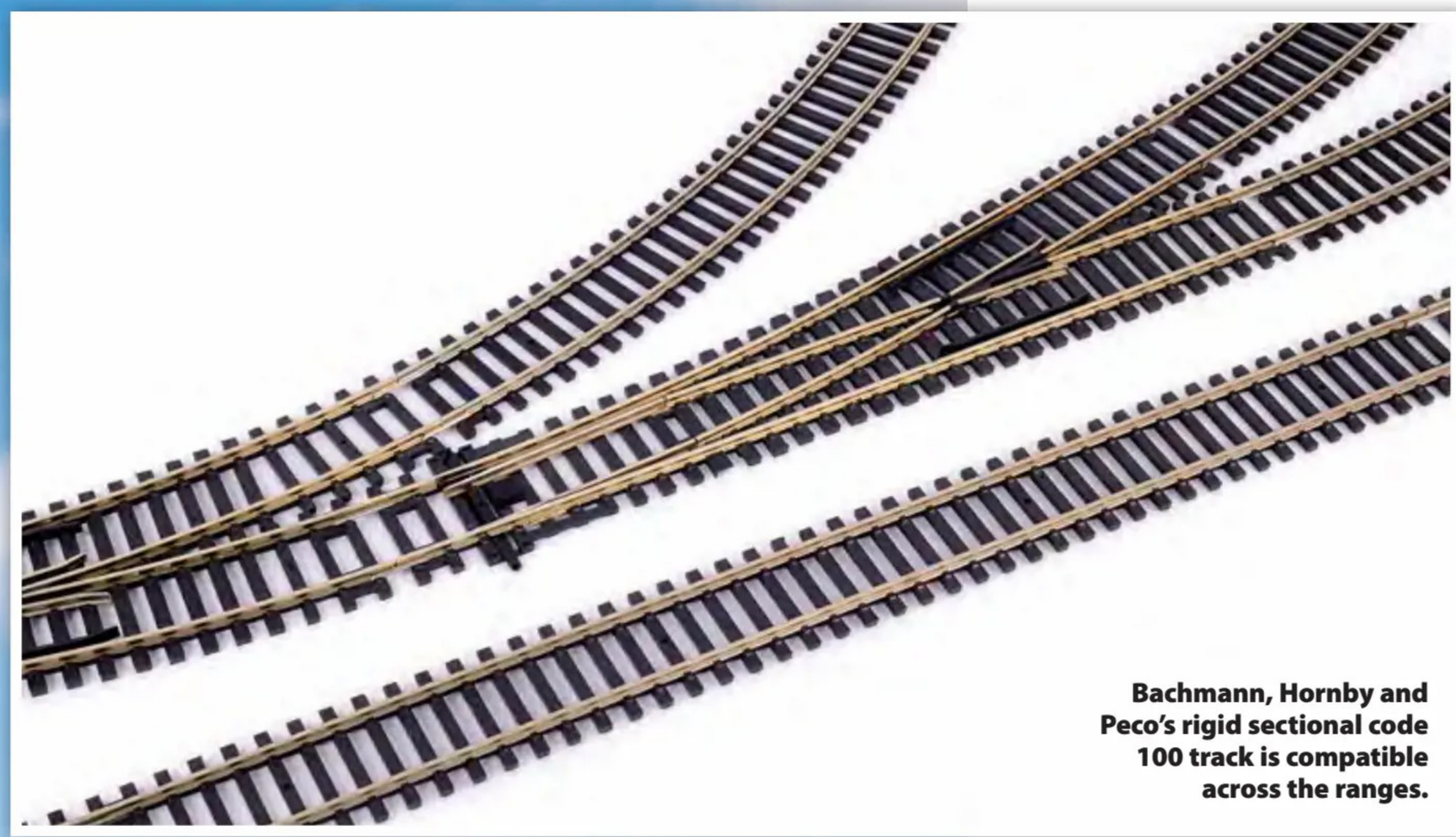
THE BASICS

Much of today's 'OO' gauge track features nickel silver rail with plastic sleepers and rail chairs, although some steel rail products are also available. Each section of track can be joined together using metal rail joiners, which are usually pre-attached to sectional track pieces (such as those supplied with train sets), while in some cases – such as Peco's Streamline range of turnouts and flexible track - these will need to be purchased separately and fixed to the rails. Additionally, plastic rail joiners are available for electrically insulated sections of track, where required.

Sectional track is, as the name suggests, formed of rigid fixed lengths of straight or curved track. These differ in size with standard and double length track pieces, while curved tracks are additionally available in a series of radii – series one to four (one being the tightest radius – fourth being the most generous). These sectional track pieces cannot be manipulated by the user and are designed to complement each other when used together to offer graduated curves as the radius increases. It is ideal for modellers starting out as it is durable and easy to place onto a baseboard without imperfections.

Flexible track is different in that the sleeper base is not rigid and enables the track to be manipulated and shaped to suit. This in turn enables you to create gentler transitions than might be possible with rigid track pieces and can also be cost-effective too. While it can be slightly more fragile (especially some of the more specialist examples) than fixed track, it does allow for precise sections to be cut to length.

The term 'code' refers to the profile of the rail. Most 'OO' gauge train sets are supplied with code 100 sectional track pieces, which has a robust rail profile



Bachmann, Hornby and Peco's rigid sectional code 100 track is compatible across the ranges.

***Hornby Magazine's* 'OO' gauge Great Central Railway themed exhibition layout uses Peco's range of code 75 bullhead track which features realistic sleeper spacing and nickel silver rail.**

and is suitable for use with all new models, as well as models produced since the 1970s. It is particularly forgiving when running older models which may feature larger wheel flanges than today's high-fidelity models which are produced to much finer tolerances. Most code 100 track ranges, such as those from Bachmann, Hornby and Peco are compatible with each other, although you may encounter some anomalies when mixing and matching points. For example, Peco's code 100 Streamline range features points which are a little more refined than its Setrack counterparts so you may need to experiment when using the two types. Flexible track is available with code 100 rail profile and is typically offered in single yard lengths. Peco produces a range of sleeper base types too, so you can mix the traditional wooden sleeper products with other prototypical track types such as concrete sleepers.

For those wishing to follow finer standards, code 75 track is also available. As the code number decreases, so the rail profile becomes finer. Code 75 track is suitable for finer scale operation and is suitable for all present-day models as well as those from the past few decades. The finer code 75 rail is more realistic and Peco's Streamline range features a comprehensive selection of points and crossovers, as well as flexible track options too. Much of the range features a flat bottom rail profile, although a growing collection of code 75 bullhead rail products are also now available for those wishing to model earlier periods or for use in goods yards and depots, where more modern rail profiles have yet to be adopted. This relatively new range features scale sleeper spacings and appears finer in appearance, although it is quite delicate and should be handled carefully when installing.

While code 100 and code 75 track is available for use with 'OO' gauge models, they cannot be mixed together without an adaptor section, as the thicker rail on the code 100 track won't align with the finer profile of code 75 without this transition track section from Peco.

BACHMANN

Starter sets are one of the best options to get under way in the hobby with Bachmann offering packs that are ideal for new modellers from all ages. Starter sets are divided into two main ranges. These are important as this will dictate the style of track that is included in the box.

Younger modellers might be interested in Bachmann's growing Thomas and Friends range. Starter sets (which include *Thomas*, *Annie* and *Clarabel*) in this range are supplied with E-Z Track, which is differentiated by the plastic ballast base fixed to the underside of the track. This presents several advantages for younger modellers who might not have a dedicated layout.

Durability of the track is one major advantage of this over other sectional track ranges, finer track and flexible track which can be prone to breaking if treated roughly and the Code 100 rail is itself resistant to bending. The plastic ballast secured to the track not only raises the track, protecting the track and the rolling stock from dirt and fibres from the floor but also features large plastic clips, helping the track 'snap' together, enabling it to be assembled and packed away much faster. Two versions of the track are available, with the black base track featuring steel alloy rail while the grey base track features nickel silver.

Each starter set comes with a simple circle of track which can »

BACHMANN 'OO' GAUGE TRACK PRODUCTS

PRODUCT TYPE	PRICE RANGE	CAT NO.
Straight tracks (38mm-670mm)	£1.00-£5.50	36-600/601/603/610
Curved tracks (second and third radius)	£2.35-£3.45	36-606-9
Points (left, right and 'Y' turnout)	£13.50-£19.95	36-870/1, 36-876, 36-877
Curved points (left and right)	£19.95	36-874/5
Flexible Track (914mm)	£5.50	36-621
E-Z Track expander pack	£49.95	44494BE

*Prices correct at time of going to press.

be extended with the E-Z Track expander set which includes points, straight sections and more curved pieces, allowing for more complex formations to be created. E-Z Track is only compatible with itself and does not allow for expansion with products outside the small ecosystem.

Bachmann also produces starter sets with conventional Code 100 track and highly detailed 'OO' gauge locomotives and rolling stock. At the time of writing only one set – The Station Pilot – is currently available, containing a London & North Western Railway 0-6-2T, two BR Mk 1 coaches and a BR General Utility Van along with an oval of Bachmann Code 100 sectional track.

While perhaps not as quick to set up as the Thomas track system, the type of track supplied with this set has several advantages over the E-Z track, namely its compatibility with Bachmann's own Code 100 track and that produced by other companies, allowing for further expansion or integration with other track formations.

Bachmann's own track range contains lengths of straight track from 38mm to 760mm, second and third radius curved sections, left- and right-hand points, 914mm flexible track sections and more.

HORNBY

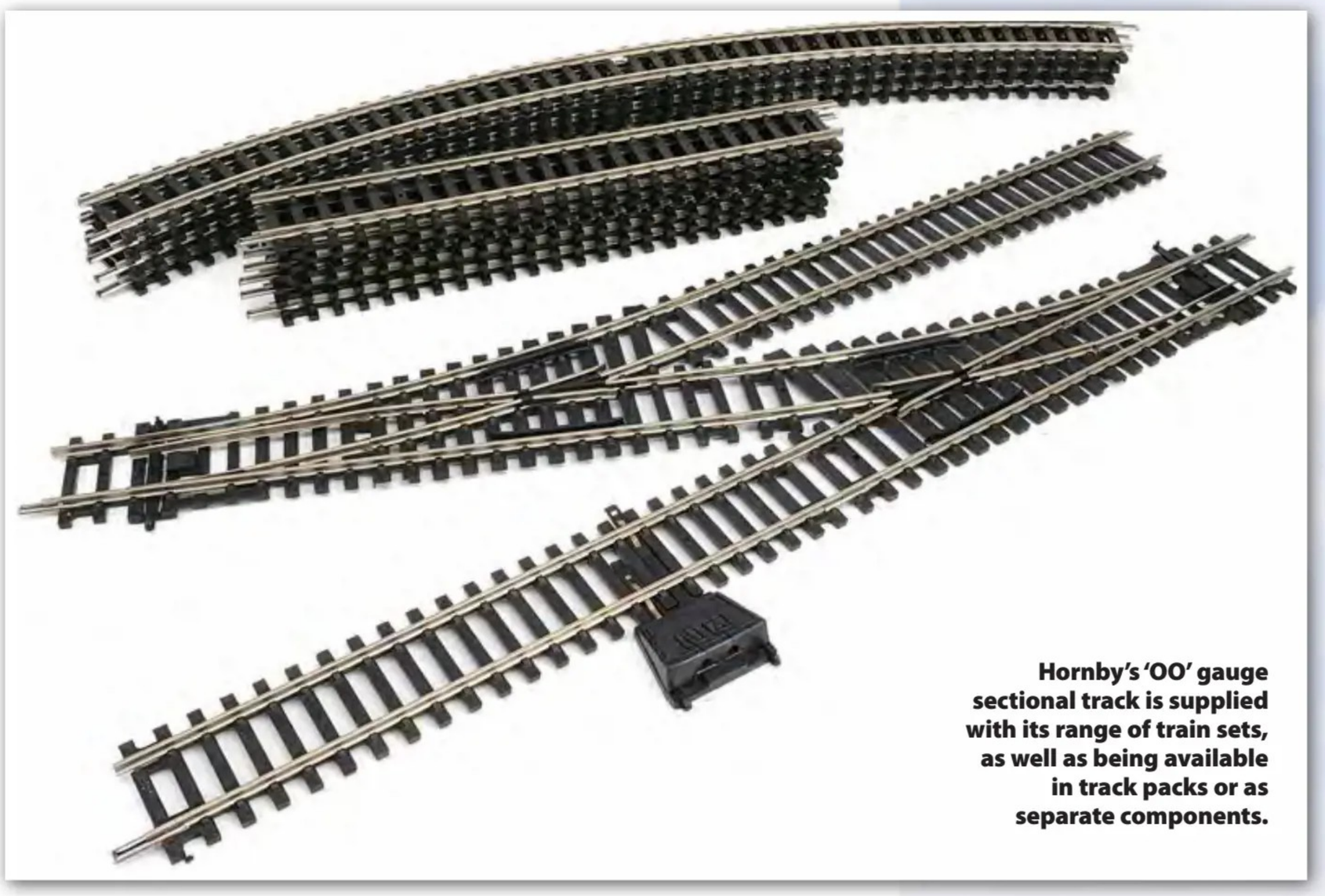
Hornby continues to expand its collection of starter train sets aimed at younger enthusiasts, as well as an increasing number of returnees to the hobby. Each of the sets follows the basic premise of an oval of track (some with a turnout and siding), together with a locomotive and suitable rolling stock. Track supplied in these is also code 100 rigid track and is compatible with that from other manufacturers.

Hornby also produces a good selection of track to complement that which is provided in the basic set with varying styles of left- and right-handed points, 'Y' and curved points, with several different radii of curves, diamond crossings and varying lengths of straight track. Modellers also have the option to expand the basic oval of track included in most starter sets with track extension packs, six of these adding to the basic oval to create a double track main line with a station, shed area or terminus station and sidings: this represents a straightforward way to create a complex track formation with lots of operational interest.

Each track pack differs in cost, with prices ranging from £25.30 to £65.35. The elegance of this system is that when all the packs are added there is still room for further expansion as the range of individual track pieces can be seamlessly integrated into the fully realised loop of track.

To aid planning of any further expansions, Hornby also produce a series of track planners - one-third scale plastic sections of track allowing for a full representation of your current layout and how it can be expanded. Track plan books have also been produced in the past, offering further inspiration when looking to plan a new layout.

While robust and straightforward, the sectional items don't have the versatility of flexible track when it comes to length and curvature, so getting track geometry correct and planning ahead is very important if using sectional track. Any large kinks or imperfections can lead to poor running, with front pony trucks and bogies on



Hornby's 'OO' gauge sectional track is supplied with its range of train sets, as well as being available in track packs or as separate components.

HORNBY 'OO' GAUGE TRACK PRODUCTS

PRODUCT TYPE	PRICE RANGE	CAT NO.
Straight track (38mm – 670mm)	£2.25 - £7.25	R600/1/3/10
Curved track (first to fourth radius)	£3.25 - £4.25	R604-9/R8261/2
Half curve (second and large radius)	£3.25-£3.75	R643/R628
Express point (right and left)	£25.99	R8077/8
Point ('Y' right and left)	£16.99	R8076/R8072/3
Curved point (right and left)	£25.99	R8074/5
Diamond crossing (left and right)	£18.99	R614/5
Flexible track (915mm)	£7.50	R8090
Level crossing (single and double)	£25.99-£39.99	R645/R636
Track packs (A-F)	£25.30-£65.35	R8221-6
Power and isolating track	£12.49 - £13.99	R8206/618
*Prices correct at time of going to press		

KATO 'HO' GAUGE TRACK PRODUCTS

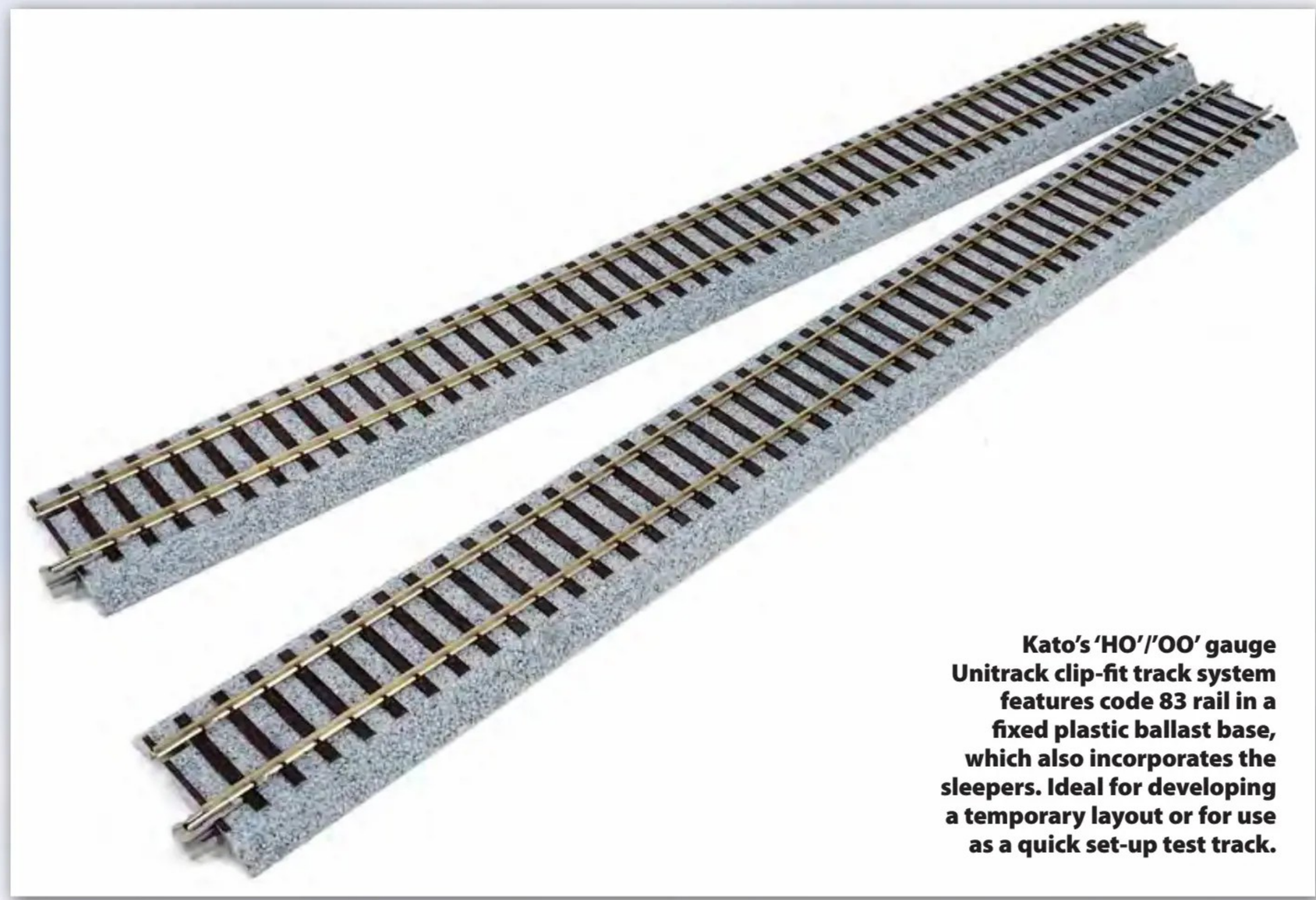
PRODUCT TYPE	PRICE RANGE	CAT NO.
Concrete tie flexible track 900mm	£10.75	2-001
Unitrack straight 60mm-369mm	£12.20 - £18.25	Various
Unitrack straight expansion track	£32	2-194
Unitrack straight feeder track	£8.75	2-153
Unitrack rerailer straight	£9.75	2-142
Unitrack uncoupler straight	£16	2-143
Unitrack buffer stop straight	£13	2-170
Unitrack curved track (various)	£14 - £19.25	Various
Manual point (left / right) 867mm/490mm	£34 - £42.50	2-863/2, 2-840/1
Electric point (left / right) 867mm	£66	2-860/1
Turnout (left / right)	£54	2-852/3
90 degree crossing	£16	2-401
Left and right turnout motor	£14	2-503/4
550mm radius crossover set	£69.95	3-113
Double track expansion set	£109.95	3-111
Oval variation pack	£109.95	3-115
Manual turnout expansion set	£129.95	3-112
Electric 867mm crossover set	£154.95	3-114
Automatic three aspect signal set	£179.95	3-131
Master set	£199.95	3-105
World's greatest hobby plan set	£269.95	3-103
*Prices correct at time of going to press		

Sutton's Locomotive Works 'OO' gauge Class 24 D5021 powers towards the station with a rake of 20ton coke hoppers on *Hornby Magazine's* Topley Dale layout. This layout made extensive use of Peco code 75 track.

steam locomotives susceptible to derailing. Hornby produces long straight sections of flexible track too.

With flexible track, fishplates or rail joiners are not pre fitted to the rail and will need to be fitted to the ends of the track in order to join it to other pieces. A pack of Code 100 rail joiners will be essential. When manipulating the track into various shapes, modellers will need to be aware of the rails which will need to be cut accordingly so they are parallel: tools such as a mini drill with a cutting disc will be ideal here allowing for accurate and clean cuts. Dedicated track cutters can also be used.

Hornby also supplies other useful accessories that can enhance your layout such as a double track level crossing (a single-track crossing is also available). Power track sections such as those found in starter sets can also be purchased separately, allowing for multiple tracks to be controlled. Rolling roads, track pins, uncoupling ramps, buffer stops, insulating and metal rail joiners and more are all available from Hornby directly or Hornby stockists around the country.



Kato's 'HO'/'OO' gauge Unitrack clip-fit track system features code 83 rail in a fixed plastic ballast base, which also incorporates the sleepers. Ideal for developing a temporary layout or for use as a quick set-up test track.

KATO

Kato's 'HO'/'OO' scale Unitrack system is similar to the Bachmann E-Z Track in appearance but offers a very comprehensive selection of track pieces. Compatible with 'OO' gauge models, each section is supplied with a light grey pre-formed ballast base with neatly spaced sleepers and utilises code 83 rail for a finer appearance than code 100.

The range comprises a selection of track geometry with an impressive choice of radii. Useful Kato 'HO' curved radii equate to 430mm, 490mm, 550mm, 610mm, 670mm, 730mm and 790mm while point radii measure 490mm, 550mm and 867mm. Track parts are offered in multi piece blister packs, with a collection of different sizes, including specialist sections and points. These are available in »

manual and electric form, although you will need to use Kato's own point motors to power the electric points.

Kato also retails a selection of track packs which enable the user to set up a track layout in a given space. These are really useful if you just wish to set something up quickly to test a locomotive, for example. The track clips together easily and features traditional rail joiners at each end to ensure electrical continuity. Fixing the sections together takes a matter of seconds and an entire circuit could be completed in minutes. Prices range from around £9-£20 for track section packs, while points start from £34 for manual examples, rising to £66 for electric versions.

A selection of track packs and add-on sets, some with controllers and/or signals, are also available. These range from basic ovals, priced around £110 to £270, dependent on content. Add-on extensions and crossover packs are also available, as are accessory add-ons.

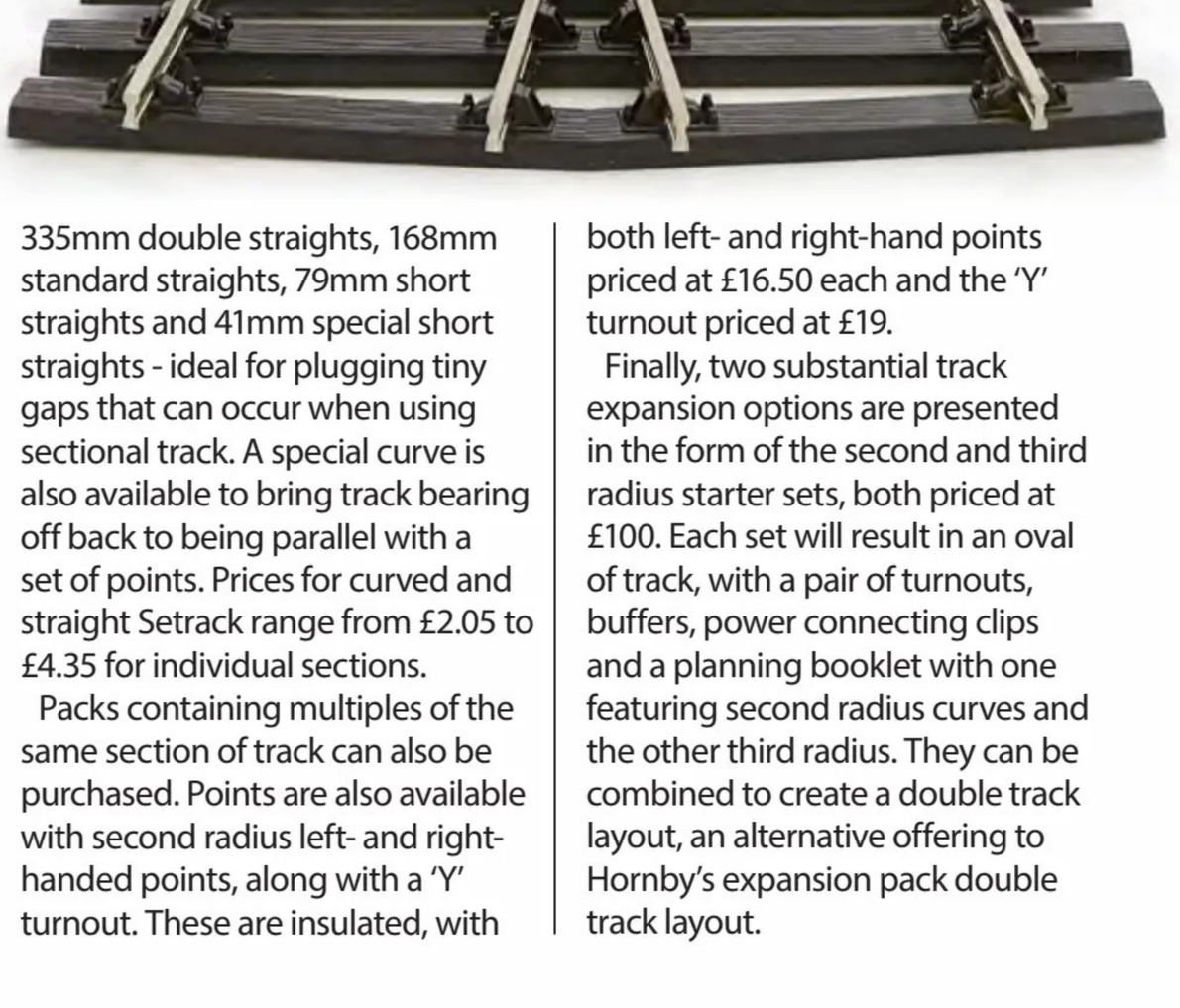
PECO

Peco produces a comprehensive range of 'OO' gauge track which now spans multiple ranges that can cater for modellers looking for even more realism. The size of the company's range allows for complicated formations to be conceived. Peco also offers sectional track in its code 100 Setrack range.

Peco's Setrack range is expansive and is compatible with track produced by Hornby and Bachmann. It covers different types of points, lengths of straight track and radii of curves. Curves are offered in four different radii, with a half, whole and double curve for each on offer. Straight track is offered in multiple lengths with 335mm double straights, 168mm standard straights, 79mm short straights and 41mm special short straights - ideal for plugging tiny gaps that can occur when using sectional track. A special curve is also available to bring track bearing off back to being parallel with a set of points. Prices for curved and straight Setrack range from £2.05 to £4.35 for individual sections.

Packs containing multiples of the same section of track can also be purchased. Points are also available with second radius left- and right-handed points, along with a 'Y' turnout. These are insulated, with both left- and right-hand points priced at £16.50 each and the 'Y' turnout priced at £19.

Finally, two substantial track expansion options are presented in the form of the second and third radius starter sets, both priced at £100. Each set will result in an oval of track, with a pair of turnouts, buffers, power connecting clips and a planning booklet with one featuring second radius curves and the other third radius. They can be combined to create a double track layout, an alternative offering to Hornby's expansion pack double track layout.



Peco's 'OO' gauge range of code 75 Bullhead track features a more realistic appearance with accurate sleeper spacing, as seen on this finescale long crossing.

Peco Streamline 'OO' gauge code 100 track is ideal for most models manufactured during the past 50 years.

Left: **Peco code 75 turnouts and flexible track were used on *Hornby Magazine's* 24hr challenge dual-level warehouse scene in 2017.**

PECO BULLHEAD 'OO' GAUGE TRACK PRODUCTS

PRODUCT TYPE	PRICE RANGE	CAT NO.
Flexible track (914mm)	£6.85	SL-108F
Diamond crossing	£34.25	SL-U1194
Slip (single/double)	£78.76 - £83.75	SL-U1190/8
Large radius turnout (left or right)	£45.50	SL-U1188/9
Medium radius turnout (left or right)	£32.75	SLU1195/6

PECO STREAMLINE 'OO' TRACK PRODUCTS

PRODUCT TYPE	PRICE RANGE	CAT NO.
Catch turnout (left and right)	£15.70 - £15.95	SL-85/4/184/5
Double slip	£61.75 – 67.96	SL-90/E/190
Single slip	£54.95 - £65.26	SL-80/E/180
Long crossing	£19.25 - £21.95	SL-94/E/194
Short crossing	£16.25 - £19.75	SL-93/E/193
Curved turnout large radius (left and right)	£23.50 - £24.95	SL-86/7/E/186/7
Curved turnout small radius (left and right)	£24.95 - £27.25	SL-U76/77
Flexible track 914mm (bibloc, concrete, steel, wood)	£5.50-£5.75	SL-100-4/6/F
Small radius 'Y' turnout	£17.95	SL-U97
Transition tracks (pack of four) 75-100	£9.95	SL-113
Large radius turnout (left and right)	£22.50 - £23.95	SL-88/9/E/188/9
Turnout medium radius (left and right)	£19.96 - £22.95	SL95/6/E/195/6
Turnout medium radius (left and right concrete)	£24.95	SL-E1096
Turnout small radius (left and right)	£18,25 - £20.26	SL-91/2/E/191/2
'Y' turnout large radius	£20.95 - £23.50	SL-98/E/198/
'Y' turnout small radius	£21.95	SL-E197

(Cat. No's with 1xx indicate Code 75). Prices correct at time of going to press.

Peco also produces a range of ancillary items designed to enhance its Setrack range, with curved single track level crossings in first, second, third and fourth radius, left-hand and right-hand curved turnouts, diamond crossings, buffer stops and more.

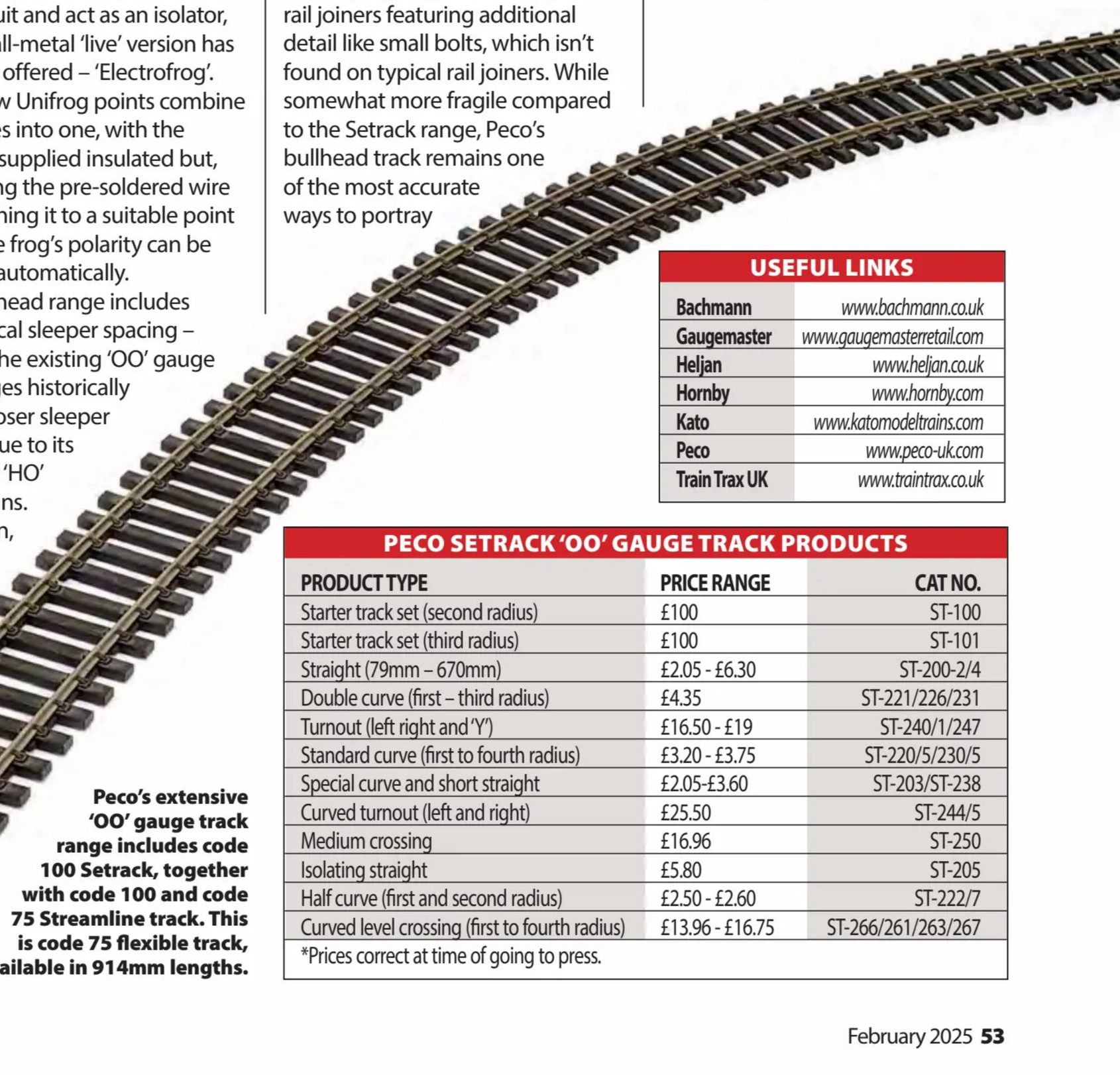
Modellers looking for more realism and freedom can look to Peco's Streamline range. This is divided into two styles - regular flat-bottom track and Bullhead track. Streamline track is more akin to the Setrack with similar sleeper spacing, the main difference being the range of points produced. These come in codes 100 and 75 for a more realistic appearance, with some points available in both styles and numerous radii available.

Generally speaking, points produced under the Streamline branding are of a wider radius than Setrack points, allowing for more realistic track formations. Turnouts aren't all that is on offer however. Several types of single and double slips akin to diamond crossings in long and short varieties are available along with 'Y', three-way points and more. Specialist track such as catch points are also available. Straight flexible track sections are produced for codes 75 and 100 with small transition tracks also made, allowing for both codes of track to be present on a layout.

Most points supplied by Peco are now of the 'Unifrog' design. For the unfamiliar, the 'frog' of the point is the small 'V' section where the two lines connect. As model railways are supplied by current through the track, previously the point frog was plastic – 'Insulfrog' in Peco terminology – to help prevent a short circuit and act as an isolator, while an all-metal 'live' version has also been offered – 'Electrofrog'. Peco's new Unifrog points combine both styles into one, with the points as-supplied insulated but, when using the pre-soldered wire and attaching it to a suitable point motor, the frog's polarity can be changed automatically.

The bullhead range includes prototypical sleeper spacing – much of the existing 'OO' gauge track ranges historically feature closer sleeper spacing due to its European 'HO' scale origins. In addition, bullhead track features finer rail chairs and code 75 rail. Currently it is only offered with wooden sleepers. While the bullhead range of track is not as expansive as the regular Streamline collection, an impressive range of points, slips and diamond crossings is developing, together with special rail joiners featuring additional detail like small bolts, which isn't found on typical rail joiners. While somewhat more fragile compared to the Setrack range, Peco's bullhead track remains one of the most accurate ways to portray track on your model railway outside of hand-building track.

Ideal for newcomers or returnees to the hobby, these track ranges are a great starting point. There are other track options should you wish to add greater fidelity, and we will look at some of those in a future Equipment Guide. **HM**



Peco's extensive 'OO' gauge track range includes code 100 Setrack, together with code 100 and code 75 Streamline track. This is code 75 flexible track, available in 914mm lengths.

USEFUL LINKS

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Gaugemaster	www.gaugemasterretail.com
Heljan	www.heljan.co.uk
Hornby	www.hornby.com
Kato	www.katomodeltrains.com
Peco	www.peco-uk.com
Train Trax UK	www.traintrax.co.uk

PECO SETRACK 'OO' GAUGE TRACK PRODUCTS

PRODUCT TYPE	PRICE RANGE	CAT NO.
Starter track set (second radius)	£100	ST-100
Starter track set (third radius)	£100	ST-101
Straight (79mm – 670mm)	£2.05 - £6.30	ST-200-2/4
Double curve (first – third radius)	£4.35	ST-221/226/231
Turnout (left right and 'Y')	£16.50 - £19	ST-240/1/247
Standard curve (first to fourth radius)	£3.20 - £3.75	ST-220/5/230/5
Special curve and short straight	£2.05-£3.60	ST-203/ST-238
Curved turnout (left and right)	£25.50	ST-244/5
Medium crossing	£16.96	ST-250
Isolating straight	£5.80	ST-205
Half curve (first and second radius)	£2.50 - £2.60	ST-222/7
Curved level crossing (first to fourth radius)	£13.96 - £16.75	ST-266/261/263/267

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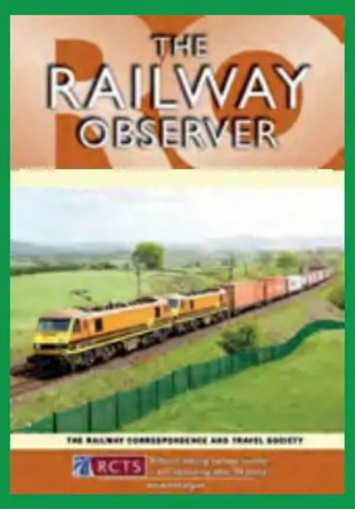

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HORTON GREEN

A classic branch line terminus gave **MATT HAYNES** a chance to visit one of his favourite areas – Glorious Devon. He explains how he captured the spirit of the region from the 1930s to the 1960s in 'OO' gauge.

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	6ft x 2ft (scenic)	WESTERN	1930s-1960s	DCC, NCE POWERCAB

1 Right: **Following light servicing, a 4575 2-6-2T waits outside Horton Green engine shed before taking on water from the adjacent tower.**

2 Below: **Collett '56XX' 0-6-2T 6676 rumbles into Horton Green yard with a short mixed goods train, including a couple of cattle trucks bound for the yard's cattle dock.**

HAVING SPENT MANY happy holidays in Dartmouth and Kingswear as a child, I've always loved visiting the South Hams and English Riviera in Devon as an adult whenever possible. It is quite a drive to get there but on a beautiful, sunny, summer day I feel you could be anywhere in the world in this idyllic corner of England. The seven-hour drive is well worth it.

I love to model a diorama as if it were somewhere like there – perhaps Buckfastleigh, Totnes, or even a corner of Dartmouth itself. To quote someone I truly respect in this hobby: 'It probably never really was like this, but it's all about escapism really'. And that's the key to how I find inspiration and happiness in this hobby. For me, it is about building something that connects you to a place where you feel inner peace and happiness.

Since parting with my previous Great Western Railway (GWR) branch line terminus micro layout, I wanted to build something new to replace it. This time it would be slightly bigger and with more shunting interest. I tend to model in smaller spaces as I feel that this provides me with a better chance of actually bringing a model up to a 'complete' level. I enjoy a station scene as it reminds me of outings to heritage railways where trains come in and locomotives run around taking on water and coal and then depart for the return journey.

Although this is a fairly simple or routine style of operation, I find there's something extremely therapeutic in doing this type of sequence. I also enjoy some light shunting movements, and so with this layout, I've been inspired to add a goods yard and two extra sidings for more of this type of operation.

CONSTRUCTION

Horton Green was built to become an exhibition layout. It is moveable if not entirely portable. I work in a lovely school near Clitheroe, and they »

were looking to get rid of some rather sturdy furniture. I hate waste, so I recommissioned some of the boarding houses' old wardrobes as the baseboard for the layout. The framing around the underside of the baseboard is done in the traditional way with plenty of bracing to make it good and sturdy. The side panels and backboard are also well braced with softwood framing, and glued and screwed together to avoid any unwanted movement in the structure.

There is a ceiling on the scenic box with built-in LED lighting. A mixture of cool and warm LEDs provide the right type of daylight. The only downside of all this, as I've added more timber for the construction of the scenic box, is that it has got heavier and heavier, requiring at least two people - if not three - to move it.

Horton Green is a traditional branch line

3 Left: **The crew of 'Dean Goods' 2475 wait for the signal to clear before easing forward and undertaking a few shunting moves in the yard.**

4 Right: **Collett '4575' 2-6-2T 5555 propels its carriages along the platform before uncoupling and heading to the small motive power depot to take on water.**

5 Below: **Having just arrived with the branch's local passenger train a Collett '4575' 2-6-2T runs round the carriages ready for the return journey.**

terminus. It features a small station with a run-round loop that can accommodate three BR Mk 1 or GWR Collett carriages. The locomotive release will happily fit a substantial tender engine locomotive such as a British Railways Standard '4MT' or a Great Western Railway (GWR) 'Manor' or 'Hall' 4-6-0. The station has motive power facilities in the shape of a small engine shed housing the station pilot engine, coal and water tower. At the far end of these facilities, a goods shed, cattle dock and local timber merchant complete the goods yard scene. A separate siding to the rear of the platform provides additional storage for wagons and coaches, and a local coal and coke merchant has a premises to the front of the engine shed. The scenic break, just behind the goods yard (a tunnel) currently leads to a basic but functional storage yard.

The layout also features Ratio and Peco kits which are painted and weathered using artist's oil paints and weathering powders from the Humbrol range. The main station buildings and signalbox are from the Bachmann Scenecraft range and have been repainted to represent them in GWR colours. The working signal is a Dapol model. The overall scene is heavily weathered to try and suggest a slightly rundown backwater station and although the platform and station buildings are well maintained to an acceptable standard of upkeep, the more industrial parts of the layout are filthy with grime and soot.

Point rodding has been added to the weathered track, and the ballasting was completed using several different shades and sizes of stone. These are aspects of the model I find less enjoyable to work on, although they are critical to the realism of the finished scene. A small section of river runs to the front of the field in the centre of the layout. If I had chance to redo this part of the build, I would. The finish is acceptable, but the product I used provided me with a very nervy experience as it found a way to escape part of the river channel, and dried in less than a minute! »

Woodland Scenics products are excellent and provide the vast majority of the greenery on Horton Green. I particularly like its Briar Patch material which simulates bushes, undergrowth and small trees in a realistic way. There are more than 45 trees on the layout and these were made using sea foam and various scatter from the Treemendous range; another fabulous collection of products. Other products include Geek Gaming ground scatter products. I particularly like the range of gravel textures it produces.

THE TRAINS

The layout aims to be versatile enough to present a selection of different locations, allowing for much flexibility of what runs at Horton Green. Currently, the buildings in place on the diorama are

6 Left: **Having performed a few shunting duties, GWR '57XX' 8709 is coupled to its two-coach passenger train ahead of departure back along the branch.**

7 Right: **A local farmer gently manoeuvres his cattle into the yard's cattle dock ready to be loaded onto wagons and head to market.**

8 Below: **With 2475 stabled alongside the engine shed, the crew prepare their locomotive before its next turn of duty.**

rooted in the South West of the country using the traditional colours of light and dark stone paint seen on the GWR. As the buildings are not glued in place, a quick change allows for the diorama to become a Southern, London and North Eastern Railway or London Midland & Scottish Railway-inspired location using their respective colours on doors, drainpipes and other structural fittings.

Sticking with the GWR for now, the layout currently allows me to present the model in three different eras to add further interest for the operator and show visitors. The first era is late summer in 1934, where Great Western green livery is featured with Collett coaches, '57XX' 0-6-0PTs, 'Prairie' 2-6-2Ts and 'Dean Goods' 0-6-0 locomotives. The second is the early 1950s where the aforementioned classes are in BR black with early crests, bolstered with 'Manor' 4-6-0s, '43XX' 2-6-0s and 'Earl' 4-4-0s. The third era presented is the early 1960s where BR Standard class locomotives are more regularly seen and the older stalwarts have given way to 'Western' and 'Hymek' diesel-hydraulics hauling rakes of BR Mk 1 coaches.

I find it interesting to see the progression of locomotives and rolling stock that may have visited the same location over the years. With such a wealth of amazing ready-to-run products on the market for the GWR, it made sense to start with these whilst looking out for the odd Southern or LNER locomotive.

EXHIBITION STANDARD

When I set out to build Horton Green, I hoped it would be of a high enough standard to feature at an exhibition and that it would be comparable in quality to my previous build. I think each time we start a new project we hope to improve our skills and do something better and more advanced than before - and this was certainly the case for me with a keen focus on the running quality of the model. I feel I have achieved this from a technology perspective with the layout featuring full Digital Command Control (DCC) running, working station lights »

and signals which really help.

As one inevitably grows a little 'tired' towards the end of a project, there's a danger of letting things slip that might have been paid more attention to and this is certainly true of this layout. I intend to now build another module that will connect to this railway with the hope of improving my scenic skills further. Then, a return to this one with fresh eyes will help me tighten up a few corners. There's still plenty of detail to add. The new module will feature the section of branch line on from the station. It will also feature a main line section going across a short viaduct that will allow me to run longer express trains. A parish church will be scratchbuilt to pay homage to the other side of my life as a cathedral musician and organist, and a small village section with another portion of river will complete the scene. **HM**

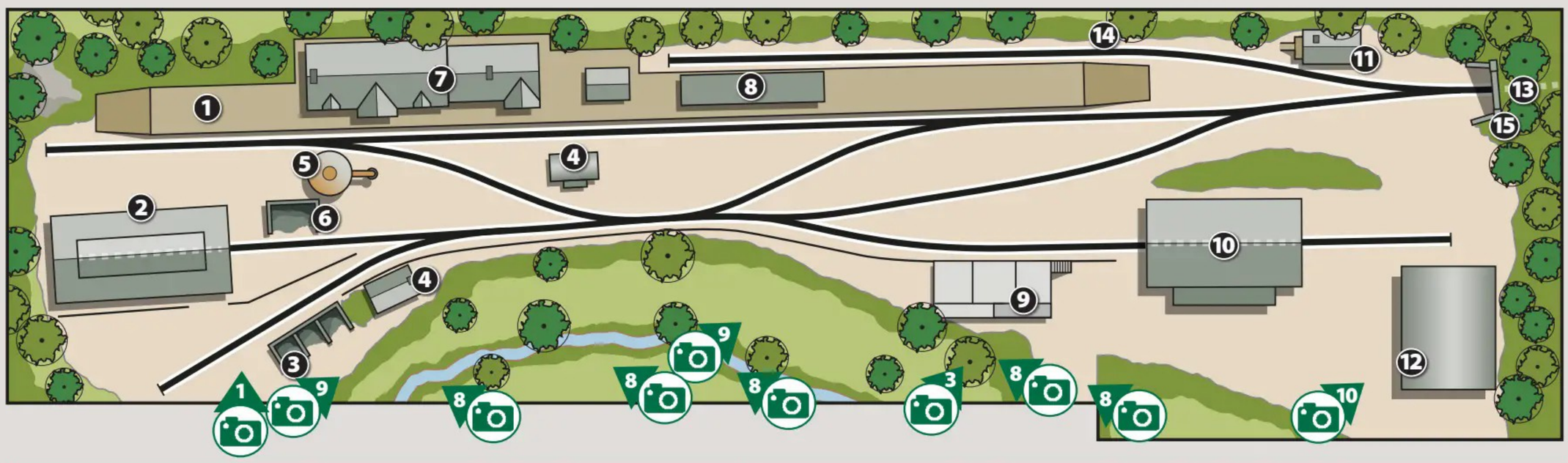
● **You can read more layout articles at *www.keymodelworld.com/trains/layout-features.***

9 GWR '56XX' 0-6-0PT 8709 waits in the platform as the carriages are uncoupled. The driver will then pull forward and run round the coaches before coupling to the other end and forming a return working along the branch.

Above: **Horton Green models a Great Western Railway branch line terminus in Devon from the 1930s to the 1960s.**

10 The signalman looks on as a '57XX' 0-6-0PT rolls into the yard at Horton Green to shunt wagons.

HORTON GREEN TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 Platform	4 Coal merchant	7 Station buildings	10 Goods shed	13 To/from storage yard
2 Engine shed	5 Water tower	8 Platform shelter	11 Signalbox	14 Siding
3 Coal staithes	6 Coaling stage	9 Cattle dock	12 Timber merchants	15 Tunnel

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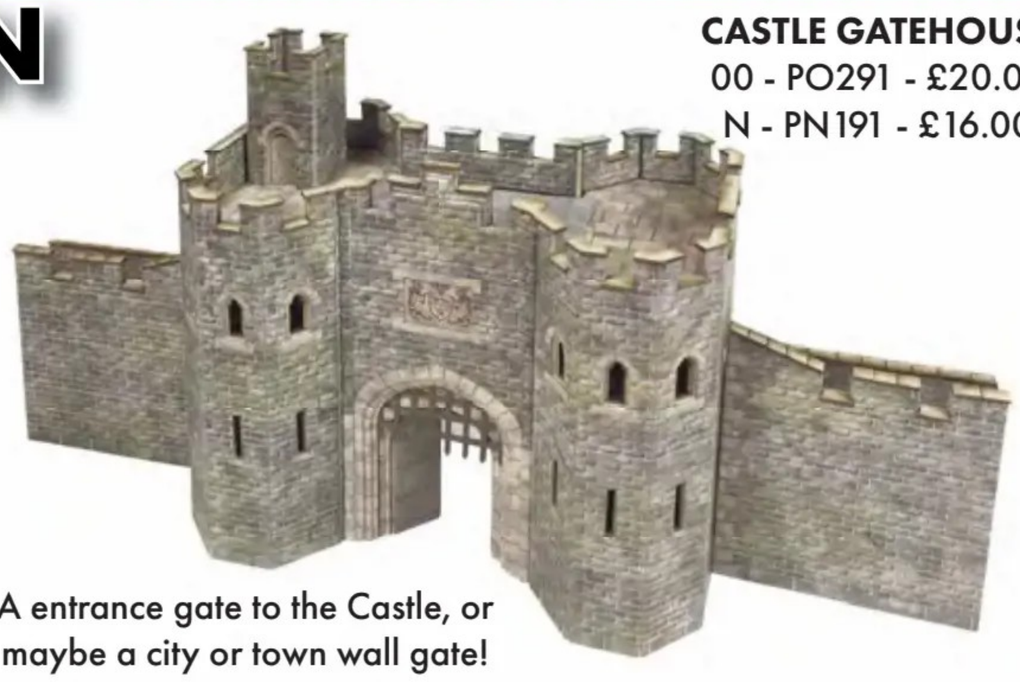

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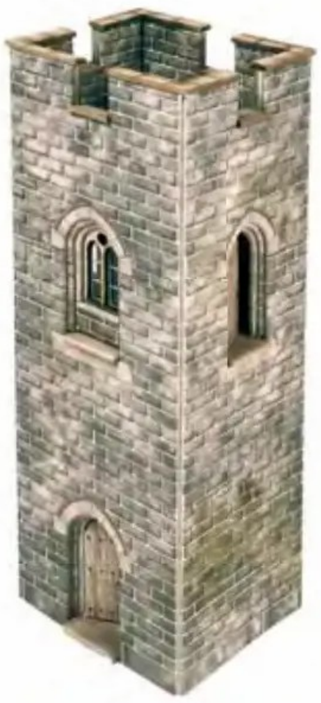

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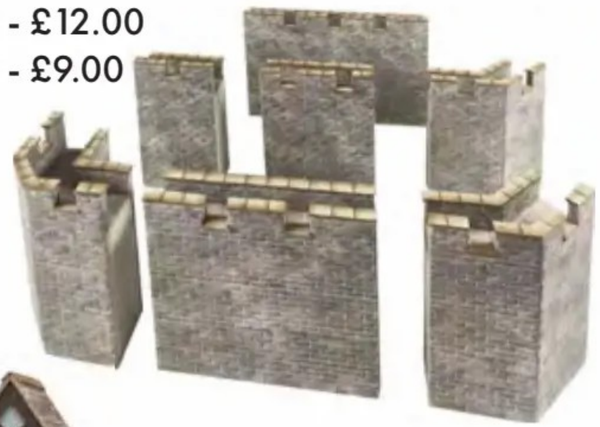

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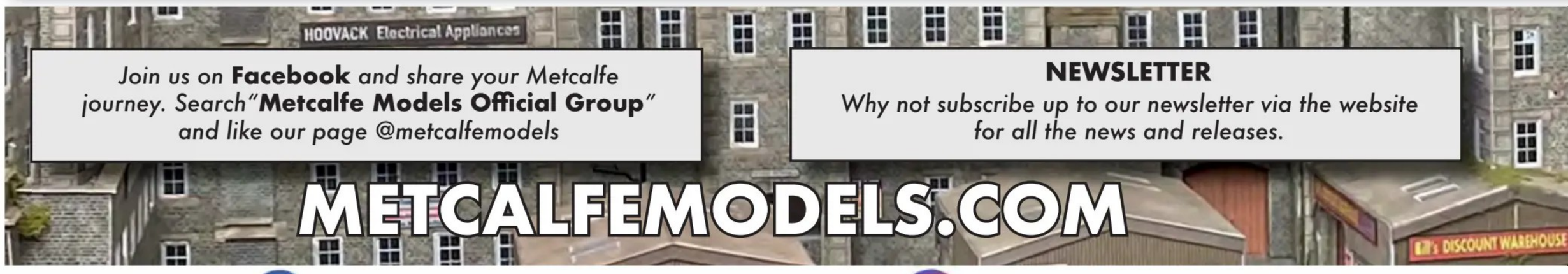

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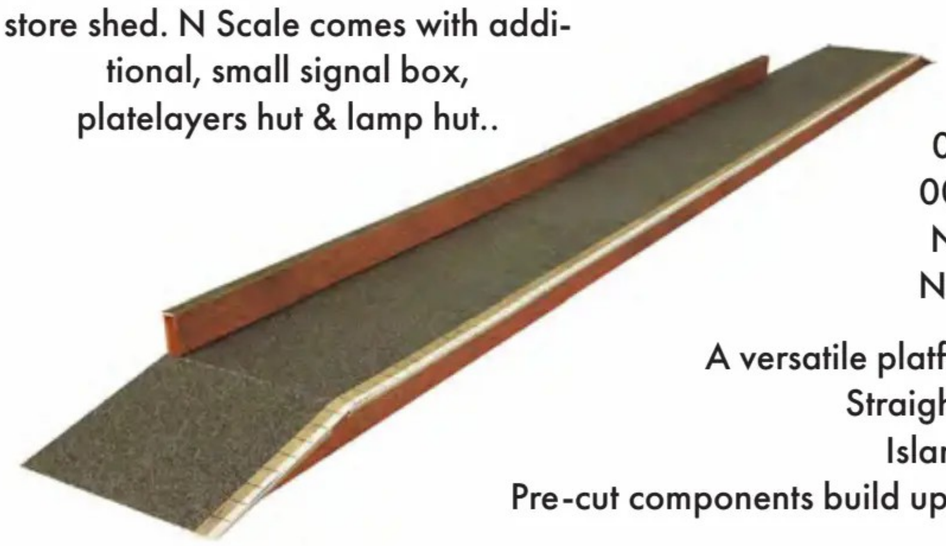

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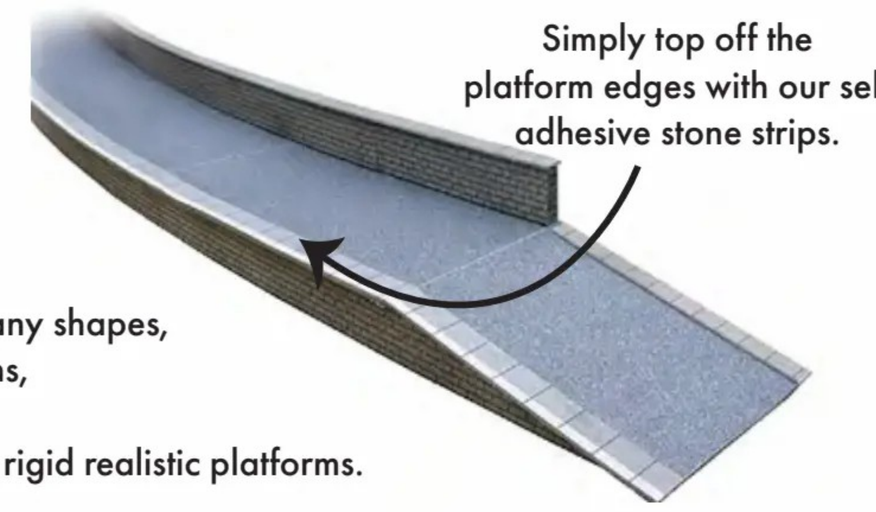

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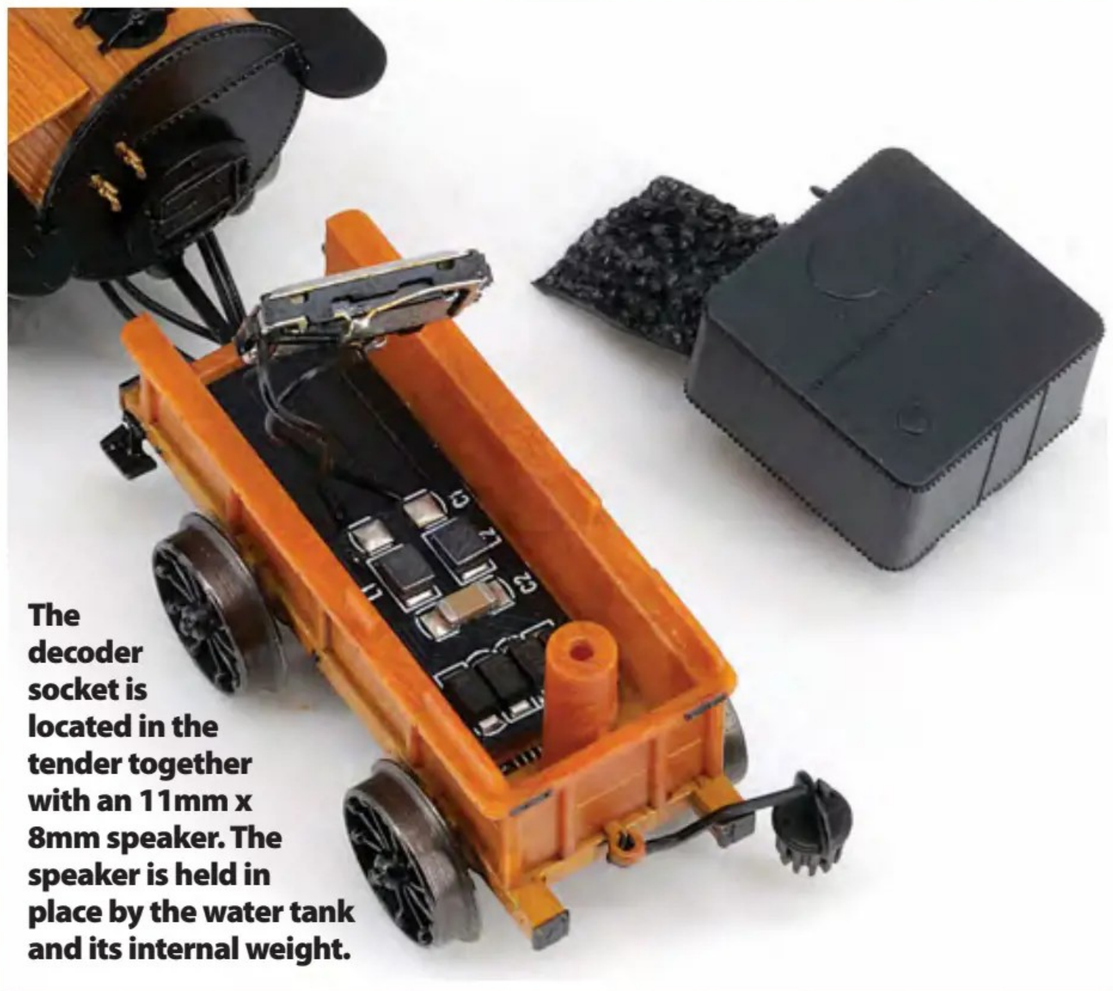
Locomotion No.1

Hornby is kickstarting the Rail 200 year with the arrival of its all-new model of the Stockton & Darlington Railway's *Locomotion* No. 1. **MIKE WILD** takes a detailed look at this model, which looks like a cross between a watch and a railway locomotive.

For such a small locomotive, there is an awful lot of detail in the 94mm length of *Locomotion*.

FIRST REVIEW

Hornby's new model of *Locomotion* is a stunning addition to its pioneering locomotive collection for 'OO' gauge.



The decoder socket is located in the tender together with an 11mm x 8mm speaker. The speaker is held in place by the water tank and its internal weight.

TECHNICAL DETAILS	
Manufacturer:	*www.hornby.com*
Cat No:	R30346
Description:	SDR 0-4-0 *Locomotion*
Builder:	Robert Stephenson and Company
Region:	Stockton and Darlington Railway
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	94mm (including tender)
Price:	£184.99 DCC Ready
Couplings:	Chain couplings with optional connections
DCC:	DCC Ready, Next18 decoder socket
Speaker:	11mm x 8mm cube
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	None
Wheel arrangement:	0-4-0
Purpose:	Coal transport
Haulage capacity (expected):	10-15 wagons
Haulage capacity (actual):	15 wagons (maximum tested)

THE NEW YEAR marks the 200th anniverary of the Stockton & Darlington Railway – the world's first public railway – and setting the year of celebrations off in style is the arrival of Hornby's brand-new model of Robert Stephenson and Company 0-4-0 *Locomotion*.

The Stockton & Darlington Railway (SDR) opened on September 27 1825, running for 25 miles from Witton Colliery in the Wear Valley to Cottage Row in Stockton-on-Tees. It was designed primarily for the transport of coal and engineer George Stephenson put forward a plan that a steam locomotive could haul 50 times as much in a single train load as a horse-drawn railway could achieve.

The motion above the boiler is a joy to watch operating as the model makes its way around a layout.

The 1825 opening saw Stephenson drive *Locomotion*, then named *Active*, at the head of a train conveying 11 coal wagons, carriage *Experiment* and 20 wagons carrying passengers paving the way for the future of the railway. *Locomotion* gained its name in 1833 and was withdrawn from service in 1841, after which it went on to be used as a stationary engine from 1850 to 1855 at Pease's West Colliery before being returned to the SDR in 1856 for restoration. It was returned to its near original condition and then went on display at North Road Station, Darlington, in 1857 where it remained until the early 1890s.

Locomotion's status as the world's first public railway locomotive has seen it retained for future generations and today is part of the National Collection, normally on display at the Locomotion Museum in Shildon.

Such a historic locomotive was, perhaps, always going to become part of the Hornby range once it started its journey into Era 1 pioneering railway locomotives in 2020 with the all-new model of *Rocket*. Since then, Hornby has produced 'OO' gauge models of the Liverpool & Manchester Railway's 0-4-2s *Lion* and *Tiger* as well as a collection of early railway wagons while you can also acquire models of the early chaldron coal wagons from Accurascale.

THE MODEL

Hornby's plans for the model of *Locomotion* were revealed in its 70th edition 2024 catalogue to capture the earliest railway locomotives from the industrial revolution in the 19th century. Designing the locomotive was no mean feat, as the locomotive features complex motion above the boiler as well as limited space »

The tall single chimney and complex motion above the boiler make *Locomotion* really different.

EXCLUSIVE VIDEO ONLINE!
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SEE IT IN ACTION

to house a motor, decoder socket and speaker. However, Hornby has risen to the challenge with the final production model arriving with its retailers at the end of 2024.

The first release models *Locomotion* in its current preserved condition with green backed nameplates on each side of the wooden-clad boiler. It is presented in a specially created box which contains an information card about the locomotive as well as bespoke packaging inside to ensure the tiny locomotive arrives in perfect condition. This two-part case has a single screw in the base to ensure the model is held firmly in place.

The model has been beautifully created by Hornby. The intricate motion is fully detailed and works too, while the wheels have the correct pattern to them and the boiler barrel is clad with wood planking on the top half while the lower half is finished in black. The gears for the drive system protrude below the boiler but are well hidden when the locomotive is on the track.

Completing the locomotive is its four-wheel tender which features a water tank at the rear and coal load. Below these are a factory fitted 15mm x 11mm cube speaker and Next18 Digital Command Control (DCC) decoder socket. Careful choice will be needed to get a small enough decoder to fit inside – our tests were carried out with a ZIMO MS590N18 sound chip which measures 15mm x 9.5mm.

The accessory pack contains a pair of painted crew figures as

well as a trio of coupling options – a chain with a magnetic coupling, a fixed plastic chain and a fixed plastic chain with an NEM fishtail on the end. This allows a variety of coupling types to be used depending on the stock you want to run the locomotive with, but it is a little fiddly changing the coupling at the rear of the tender.

PERFORMANCE

On the track, our sample was a smooth and quiet runner straight from the box. Being such a small locomotive it will require consistently clean wheels and railheads for the best performance. The motor is positioned inside the boiler and drives both axles through a geartrain for maximum traction. Electrical pick-ups are positioned on all axles with spring contacts to carry power from the wheels to the motor inside.

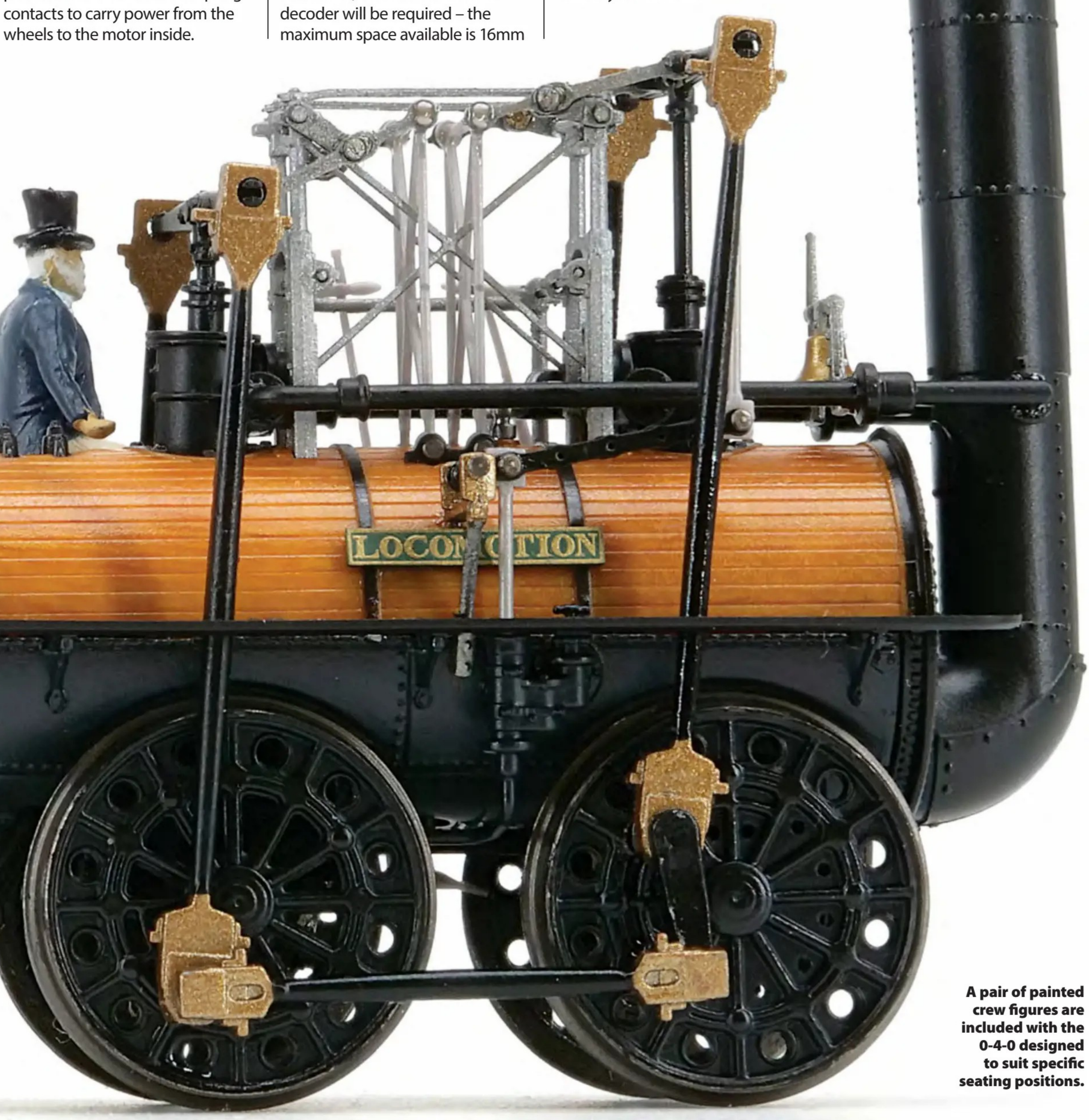
The Next18 decoder socket is simple to access, requiring a single screw to be removed from the underside of the tender chassis. The instructions recommend using the upper half of the plastic cradle which we found very handy due to the delicacy of the motion.

With a decoder installed, the smooth-running characteristics continued, but as noted a small decoder will be required – the maximum space available is 16mm x 10mm. It is also worth noting that Hornby's Next18 Triplex Bluetooth sound decoder will not fit in this locomotive.

Haulage capacity was tested with a rake of standard BR era 10ft wheelbase wagons with *Locomotion* hauling an impressive ten wagons without any signs of slipping – more than enough for most layout scenes.

OVERALL

The arrival of *Locomotion* from Hornby is the perfect starter for the Rail 200 celebrations in 2025. It is produced to the highest standard and offers a unique locomotive which will appeal equally to collectors and modellers of all kinds. It has a clear quality standard to its construction and we can see this being a very popular addition to Hornby's growing range of pioneering railway locomotives. (MW)



A pair of painted crew figures are included with the 0-4-0 designed to suit specific seating positions.

FIRST REVIEW

HIGHLAND RAILWAY

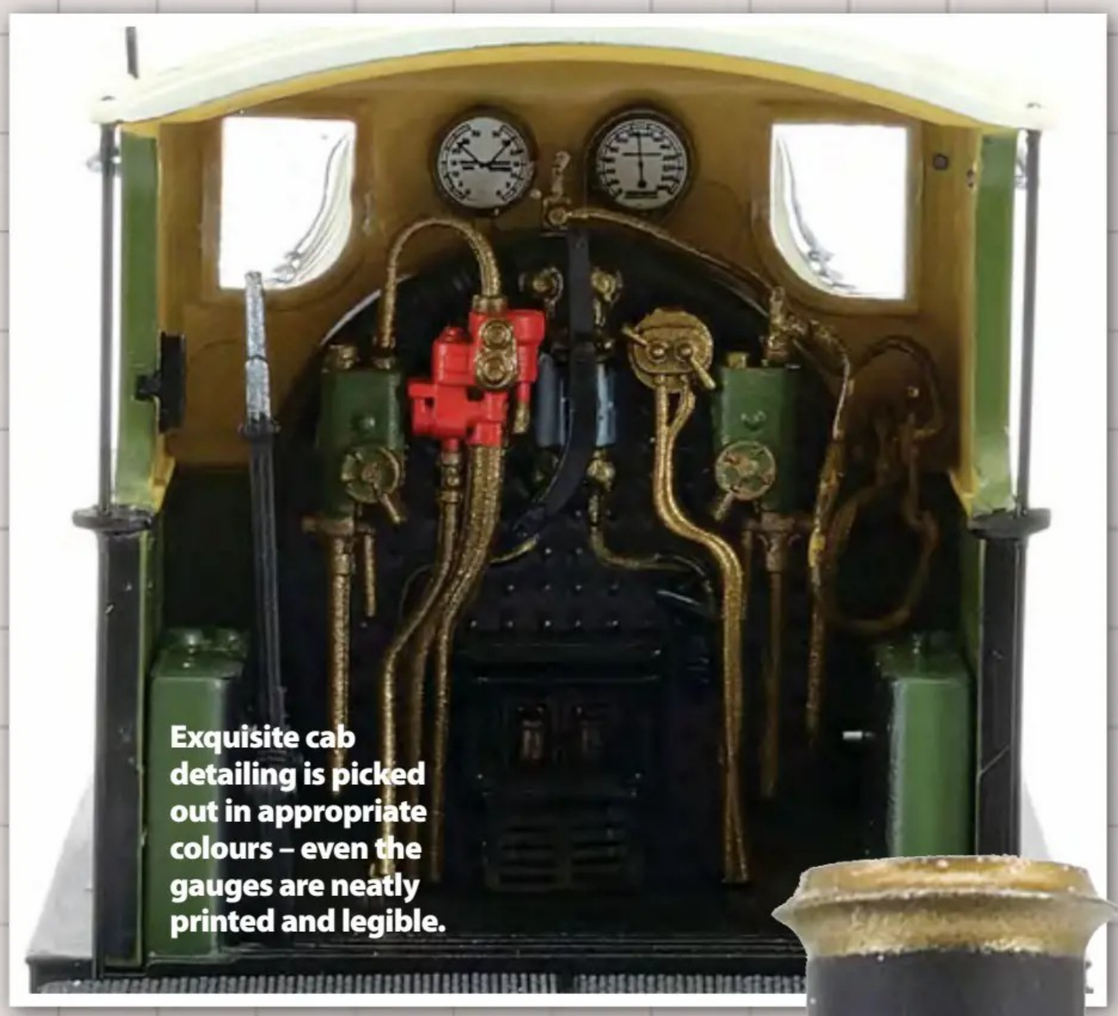
'JONES GOODS'

Rapido Trains' model of the pioneering Highland Railway 'Jones Goods' 4-6-0 has arrived. **BEN CHURCH** sees if it matches the excellence of the real locomotives.

Above: **The all-new model features a wealth of separately fitted parts including handrails, lamp irons, safety valves, whistle, smokebox door dart and more.**

IT'S EASY TO IMAGINE 4-6-0 steam locomotives have always been the norm – but the first in Britain originated in the north of Scotland where the Highland Railway (HR) introduced a remarkably successful fleet for its heavy goods trains. Announced by Rapido Trains in early 2022, the all-new 'OO' gauge HR 'Jones Goods' 4-6-0 fills an important gap in ready-to-run Scottish motive power.

15 'Jones Goods' were built in 1894, all surviving into London Midland & Scottish Railway (LMS) service. Withdrawals started in 1929 but were unhurried, the last locomotive leaving service in 1940. The LMS preserved the first member - 103 - and placed it in store at St Rollox Works. In 1958,



Exquisite cab detailing is picked out in appropriate colours – even the gauges are neatly printed and legible.

TECHNICAL DETAILS	
Manufacturer:	*www.rapidotrains.co.uk*
Cat No:	914002 (DCC Ready) and 914502 (DCC sound-fitted)
Description:	Highland Railway 'Jones Goods' 4-6-0
Builder:	Sharp, Stuart & Co. Glasgow
Region:	Scottish
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	236mm (over buffers)
Price:	£219.95 DCC Ready/£319.95 DCC sound-fitted
Couplings:	Small tension locks in NEM pockets
DCC:	21-pin decoder socket
Speakers:	Three (cube)
Exterior lights:	None
Interior lights:	Firebox flicker
Minimum curve radius:	Second
Motor type:	Sealed motor
Flywheel:	One
Wheel arrangement:	4-6-0
Purpose:	Freight
Haulage capacity (expected):	Five carriages
Haulage capacity (actual):	Five carriages (maximum tested)

BR restored the locomotive to full working order for use on railtours on the main line, while just seven years later it was retired for static display and currently resides in the Riverside Museum in Glasgow. You can find out more about the HR 'Jones Goods' in Reality Check on pages 76-79.

THE MODEL

Rapido Trains has produced models reflecting the locomotives' long history, from initial appearance to 1960s preserved condition with seven models forming the main swathe of offerings. Models appear in 1890s Jones Green, Drummond Green, LMS lined black, early and late LMS unlined black, fictional BR lined black and 1960s HR yellow. An exclusive model in Drummond Green II has been produced for Locomotion Models and Rails of Sheffield's Railway Icons range.

Our model, modelling 106, appears in Jones »

Rapido Trains UK's first 4-6-0 steam locomotive is here, following arrival of the manufacturer's newly-tooled 'OO' gauge Highland Railway 'Jones Goods'.

Green in original 1890s condition. The packaging has two clamshells – one for the locomotive and the other for the tender, along with an owner's manual and detail pack. This contains front frame extensions with guard irons for customer fitment, if required. The pack also contains printed cabside number plates and two screw link couplings.

Initial impressions of the 4-6-0 are excellent with the outline of the handsome locomotive captured well. Viewing the locomotive head-on, the 'face' really captures the look of the Victorian 4-6-0s. The smokebox has a cosmetic 'wing plate' which stretches down to meet with the running plate - some models will correctly lack this. Four lamp irons adorn the front of the locomotive, with the usual three spread out across the front and one in front of the handrail at the top of the smokebox. The front vacuum brake pipe is mounted horizontally on the plastic running plate, while front end detail is finished off with a burnished smokebox door dart (on some models this will be a Caledonian Railway style wheel fitment).

All over the locomotive, small separate items of detail can be found, with neatly represented wheel arches prominent on the running plate. The small cylinders are a delight, with the chunky plain coupling rods of the locomotive appearing impressive too. Correctly, the centre driving wheel is flangeless; pre-fitted brake rigging and sand pipes also add to the top notch specification.

The die-cast boiler not only looks the part – it really adds to the model's weight and grip. A large steam dome sits on the third boiler ring with our example featuring original style safety valves, as opposed to Ross 'pop' versions and a tall louvred chimney. Other releases will have a Caledonian

Decoration on our sample was outstanding, with neatly applied lining and crisp printing. Separate cabside numberplates are provided for fitment over the printed versions.

Rapido's 'Jones Goods' features a five-pole motor, flywheel, 21-pin decoder socket and three factory-fitted speakers.

Louvred chimney

Steam dome

Flywheel

Onboard circuitry and speaker

Fine smoke box door dart

Plain metal coupling rods

Cylinder

Railway chimney. Cab detail is superb with a mass of intricate pipework and painted dials. The firebox backhead is riveted and the door is modelled in the open position with a beautiful glowing LED, providing a pleasing fire flicker effect. This detail is really visible thanks to the open-backed cab which includes a split fall plate between locomotive and tender which can be raised and lowered as desired.

The tender - which is about half the length of the locomotive - is also well detailed with prominent coal rails positioned around the coal space, filled with an easy to remove plastic coal load. The tender tank can sport some notable differences depending on the model, with our sample featuring a 'gong' and a rear toolbox, with some models omitting the toolbox and having a tablet catcher in place of the 'gong'. As with the locomotive, the underframe is well modelled with crisply moulded springs and axleboxes and pre-fitted brake rigging.

HR's lined Jones Green suits the 4-6-0 well and on our sample was well applied. Green is applied to the boiler, cabside, tender tank and all wheels, each of these finished with intricate lining – including beautiful rendering of this on the wheels. A light umber colour accents the green and is applied to the frames and buffer beams. Lining is yellow and red. Rounding off the superb decoration is a matte effect on the smokebox, gold lip to the chimney and the small red and gold numberplate mounted to the cabside.

PERFORMANCE

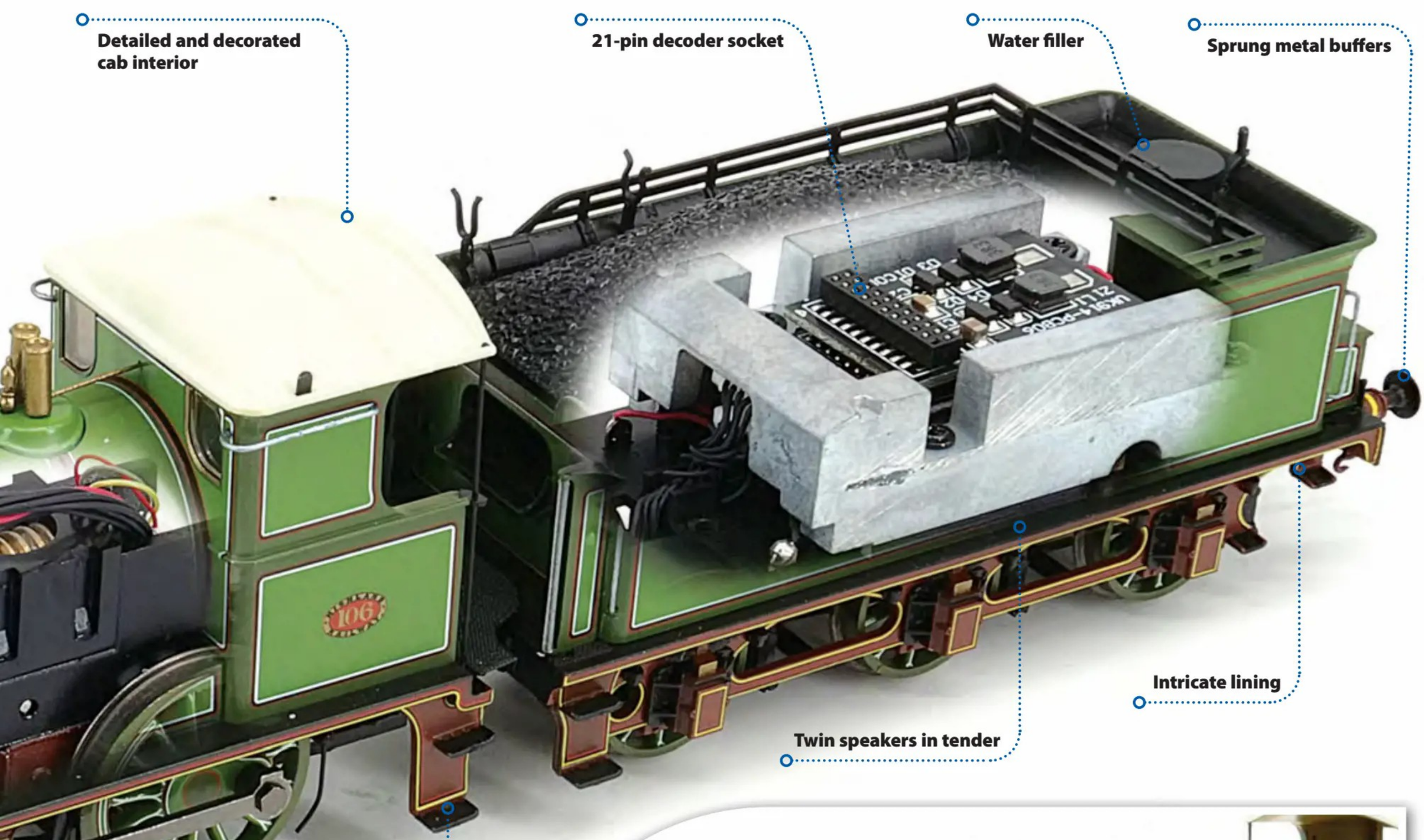
Connecting the locomotive and tender is straightforward – you simply place them on a straight section of track and push them together which engages the pins of the plug and socket arrangement together. From the off, the 4-6-0 performed superbly on analogue control with smooth and near silent operation.

A 21-pin Digital Command Control (DCC) socket is provided in the locomotive tender, accessed via four screws on the underside of the model. Those looking to add sound or who have purchased the sound-fitted option, will be able to take advantage of the three factory-fitted speakers – two in the tender and one in the smokebox. Rapido's custom sound file is good, with a good exhaust beat and a range of ancillary sounds, although we did feel that the sound on our sample lacked some depth.

After running in for 30 minutes in each direction, our review sample (with guard irons fitted) proved smooth running throughout the speed range and was able to handle six Bachmann Mk 1s comfortably, with the model navigating complex pointwork on *Hornby Magazine's* office test layout with ease and without interruption.

OVERALL

Rapido's 'Jones Goods' is a standout model in almost every aspect, and with a career that, with a 15-or-so year gap, offers a 70-year time range. The UK's – and Rapido Trains UK's - first 4-6-0 is beautifully replicated and an absolute joy to see in action. (BC)



The tender features extensive detailing too, with separately applied handrails, lamp irons, coal rails and a removable coal load.

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HIGHLAND RAILWAY

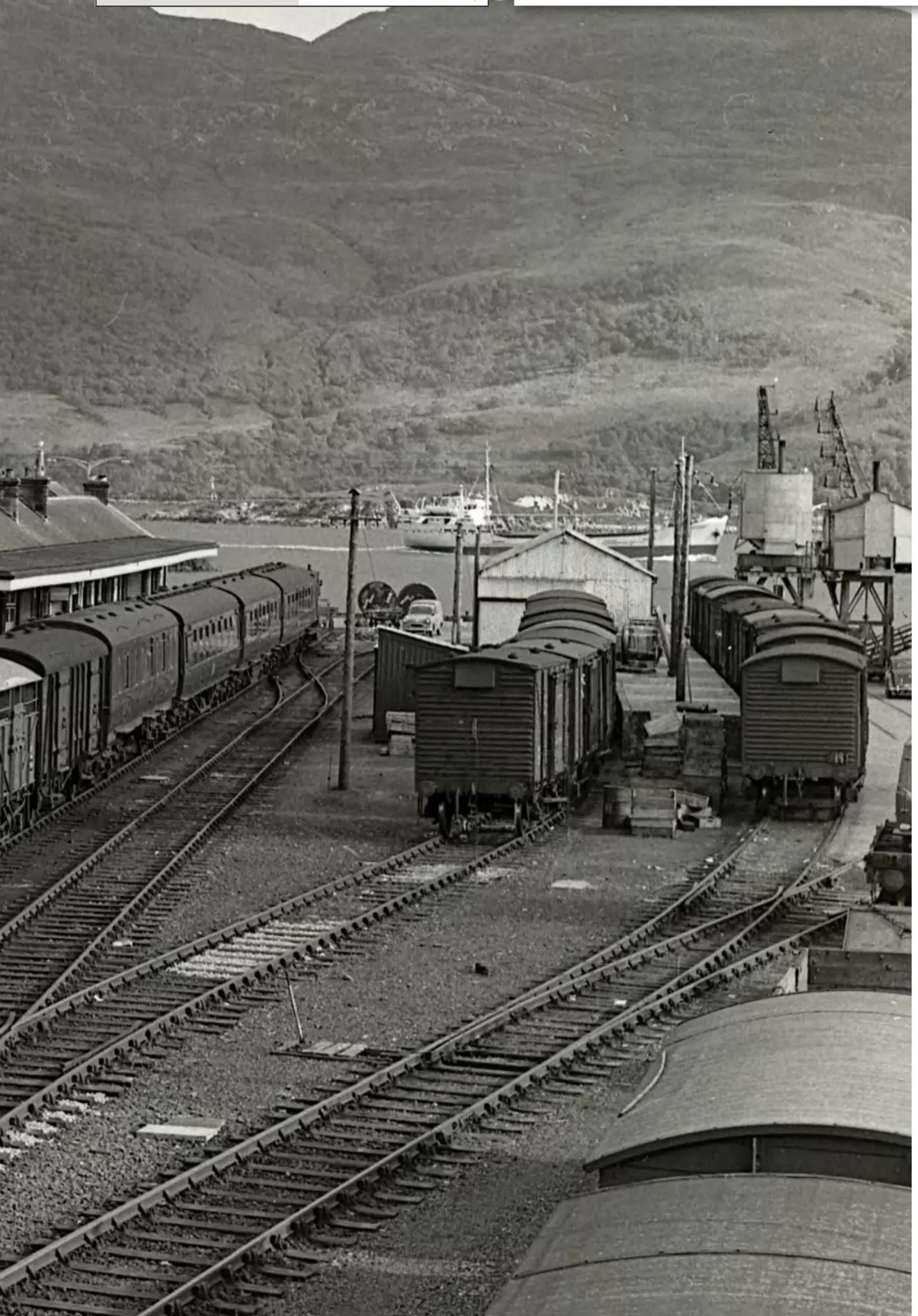
‘JONES GOODS’

The first 4-6-0 steam locomotives in fleet service in Britain, the Highland Railway’s ‘Jones Goods’ were years ahead of their time. **EVAN GREEN-HUGHES** investigates how this class came to be built, and why it was so successful.

Highland Railway ‘Jones Goods’ 4-6-0 103 waits to depart Kyle of Lochalsh with the 5.40pm Inverness train in June 1961, during *Railway Roundabout* filming.
W.J. Verden Anderson/Rail Archive Stephenson.

FACTS AND FIGURES	
Designer:	David Jones
Built by:	Sharp, Stewart and Co.
Built:	1894
Withdrawn:	1929-1940
Number series: (HR)	103-117
(LMS)	17916-17930
Number built:	15
Wheel arrangement:	4-6-0
Weight (locomotive):	56tons
Weight (tender):	38tons 7cwt
Bogie wheel diameter:	3ft 2½in
Driving wheel diameter:	5ft 3½in
Wheelbase: (including tender)	48ft 5½in
Overall length (including tender):	58ft 4½in
Boiler diameter:	4ft 9in
Boiler pressure:	175psi
Cylinders:	Two outside, 20in x 26in
Tractive effort:	24,362lbs
Coal capacity:	5tons 0cwt
Water capacity:	3,000gallons (3,100gallons on some locomotives)

In Highland Railway days, 103 shunts an Up pick-up goods at Ballinluig, after it had had its 'wing plates' removed.
Rail Archive Stephenson Collection.



TOWARDS THE END OF THE 19th century, Scotland's Highland Railway was enjoying a massive increase in traffic. Its main line, which ran through hilly country from Perth to Inverness, was largely single track and slow trains soaked up capacity. Many goods trains were hauled by elderly and limited 2-4-0s, and while double-heading helped, it had not wholly solved the problem. A permanent and satisfactory solution was sought.

The Highland Railway's locomotive department was led by David Jones, an engineer approaching 60 years old who had been with the company since he was 21. While regarded as a traditionalist, he was not afraid to listen to new ideas. At that time many of them came from his youthful Chief Draughtsman David Hendrie, who had worked for independent locomotive contractors, some of whom had experience of building 4-6-0s for service overseas.

Jones realised a 4-6-0 would be capable of working heavy trains unassisted, keep axle loads at a reasonable level and incorporate a useful margin of power for future growth in traffic. The ground-up design process would also allow features to be incorporated that would make maintenance simpler such as using bolts instead of rivets in assembly and logical siting of components for easier access for maintenance.

In January 1894, the Highland Railway board authorised the purchase of 15 engines to this new design straight off the drawing board, and shortly afterwards awarded a contract to build them to Sharp, Stewart and Company, which had moved to Glasgow from Manchester only six years previously. The company must have been short of work at this time as it was able to complete the first five locomotives by July and the whole batch by the end of the year, at an extremely competitive price of only £2,795 each (around £300,000 at today's prices). »

TEETHING TROUBLES

As soon as the first members of the class were delivered it was found that, despite the large boiler and cylinders, steaming was troublesome. Deliveries were suspended while Sharp, Stewart investigated the issue. As was found throughout the steam era, the blastpipe, which sent used steam from the cylinders through the chimney, helping draw air through the firebox and boiler tubes, was incorrectly proportioned. This was soon modified, and the 'Jones Goods' were then highly regarded as very free steamers.

The new locomotives were allocated to Perth and to Inverness and were set to work on long-distance and heavy freight, dominating these duties for three decades. Early trials saw remarkable performance demonstrated such as when 105 hauled 69 wagons between Forres and Inverness, a load previously thought impossible. Later, the class was used on fish workings from Wick and also achieved some remarkable performances after the direct line was opened between Aviemore and Inverness. Many later migrated north of Inverness as more modern designs were introduced but were still regularly used on their old stomping grounds.

As goods locomotives, the big 4-6-0s were not fitted with steam train heating equipment but that didn't preclude their use on passenger trains - particularly in summer, when demand was high. Examples were recorded working on long-distance expresses as well as local trains from Inverness to Aviemore and to Newtonmore. 'Jones Goods' assisted heavy trains up to the Slochd Summit, piloting the train locomotive, in later years often a 'Black Five' 4-6-0.

OFF-PATCH

An interesting change from the norm occurred during the First World War when some locomotives received overhauls long distances away from base, with Robert Stephenson's at Darlington, the Yorkshire Engine Company at Sheffield and the North Eastern Railway at Gateshead all taking up this work.

These were rare exceptions and the 'Jones Goods' were almost entirely based on the Highland Main Line or on routes North of Inverness. However, as they neared the end of their third decade in traffic, newer locomotives started to take over their duties. The first 'Jones Goods' to be withdrawn was 17922, which was stored and cannibalised in 1929, with the others following between 1933 and 1940.

Highland Railway 'Jones Goods' 4-6-0 17920 and LMS '4F' 0-6-0 4315 double-head a goods train bound for Aviemore at Boat of Garten in 1936. F.R. Hebron/Rail Archive Stephenson.

No major modifications were ever required for the class, but there were minor differences between locomotives over the years. Several different patterns of chimney were fitted at various times, while 106 and 108 had extra brackets on the front so a snowplough could be attached. 106 and 116 were fitted with Westinghouse air brakes in addition to vacuum, and this meant that a small pump was mounted on the fireman's side.

108 acquired a flatter dome and extra washout plugs when it was equipped with a new boiler. It also had its ejector pipe relocated, as did four other class members, although they did not gain the boiler modifications. There were also individual differences in smokebox door design as well as safety valve types and covers. As built, all engines had flangeless centre driving wheels but some were later fitted with replacements with a thin flange.

The whole class received new boilers and fireboxes between 1910 and 1913, with 107 being given a steel firebox instead of copper. This was repeated in the next round of firebox renewals in the 1920s when 106/109/114 and 116 were similarly treated. Ten lost their smokebox 'wings' for a time in London Midland & Scottish Railway (LMS) days while many of the class also received replacement cylinders supplied by the North British Locomotive Company.

In the latter years there were also some interesting developments which led to further individual differences. Although actual records are unclear it would appear that 17929 was fitted with the frames from 17918 in 1932, when one locomotive was assembled of the best bits from two. 17930 also appears to have had much of 17922 contained in it when released from works in 1930. This was an entirely rational approach for a fleet nearing the end of its working life, saving money on expensive repairs to two locomotives which would have been difficult to justify.

The first few locomotives were turned out in yellow, while the rest were painted in Jones' light green goods livery with lining. Later, all were repainted in Peter Drummond's olive green colour scheme with the letters HR on the tender, some lined and some not.

After the 1923 Grouping, the LMS painted the locomotives black, at first with the number on the tender, but later on the locomotive. All had lined black livery to 1929 but were painted in plain black thereafter. A further variation was that some engines had smokebox number plates during early LMS days.

Sporting workstained LMS colours, 17923 (Highland Railway 110) eases onto the turntable at Inverness shed in May 1930. L.R. Tomsett/Rail Archive Stephenson.

DECLINE AND SALVATION

During the 1930s, the 'Jones Goods' were steadily reducing in number but the LMS was putting together a fleet of historic locomotives. First-built 103 (then numbered 17916), was one of those selected for preservation. In 1934, it was restored to Highland Railway livery again and given its original number, though in the process it was given an original pattern chimney which had the additional snowplough lamp bracket fitted, thus creating another variation. It was also

painted in Drummond olive green, which it had never carried. After the war and a period of storage it was painted in a lighter green, but again had a number of inaccuracies compared to its original condition.

In 1958, British Railways decided to restore 103 to working order, this time in olive yellow, and it was used on a special working in connection with the Scottish Industries Exhibition in Glasgow. In 1964, it appeared in the film *Those Magnificent Men in Their Flying Machines*. Later, several railtours were worked over the old Highland Line, mainly between Inverness and Forres, before it was finally retired to the Glasgow Museum of Transport in 1966. In 1988, it was relocated to the Kelvin Hall site where it remained on static museum display. In recent years it moved again to the modern Glasgow Riverside Museum where it is the only surviving Highland Railway locomotive.

The 'Jones Goods', as a powerful 4-6-0, set the scene for many other locomotive designers and within 50 years or so, the wheel arrangement was predominant on British Railways. It remained so almost until the end of the steam age. That one has survived is remarkable even if it is unlikely we will ever see it running again. **HM**

With a replenished tender, 17925 (Highland Railway 112) awaits its next turn of duty at Kyle of Lochalsh shed on June 10 1937. L.R. Tomsett/Rail Archive Stephenson.

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

The crew on preserved 103 smile for the camera as the locomotive heads the SLS/ RCTS 1960 Scottish rail tour from Inverness to Perth, climbing the 1-in-80 from Dunkeld to Kingswood Tunnel on June 15 1960. W.J. Verden Anderson/Rail Archive Stephenson.

'WARSHIP'

FIRST REVIEW

EFE Rail's all-new 'N' gauge 'Warships' feature a coreless motor, twin flywheels, all-wheel pick-up, Next18 decoder socket and directional lighting.

The short-lived D600s are now available in 'N', offering a new choice for Western Region modellers. Will they outlast the prototypes they're based on? **BEN CHURCH** finds out.

'OO' GAUGE modellers have enjoyed Kernow Model Rail Centre's D600 'Warship' diesel-hydraulic locomotives for five years, and now these short-lived locomotives are available in 'N' via the EFE brand.

Five D600 A1A-A1A diesel-hydraulic locomotives were built by North British Locomotive Company in 1959 and quickly gained the nickname 'Warships' as they were named after naval vessels. Never entirely successful and rapidly superseded by newer designs, all five were withdrawn in 1967 and scrapped.

Kernow has produced six models in BR plain green, BR green with small yellow ends, BR blue with small yellow warning panels and BR blue with full yellow ends. Models are available with disc headcodes or split headcode boxes, where appropriate.

For review, we received a model of D602 *Bulldog* in BR green with small yellow ends (Cat No: E84524), sporting split headcode boxes fitted in the 1960s. The stylish exterior of the prototype has been mimicked well, with the nose ends featuring two large headcode boxes with pre-fitted letters and numbers. Two large flush glazed cab windows at the front offer views of the cab interior. Small metal handrails flank the cabside doors, and again, side windows are flush glazed. Bodyside grilles are crisply moulded and glazing is fitted where appropriate. On top, the roof hosts radiator fan grilles, along with other outlets and the exhaust of the Spanner steam heating boiler.

The cradle for the batteries and water tanks sits low under the centre of the locomotive with the bogies exhibiting fine moulding of the springs, speedometer, frames, ladders and brake shoes. As with the prototype, drive is to the two outer wheels on each bogie, while the centre spoked wheelset is floating and unpowered.

Application of the BR green to our sample was

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EFE Rail has added all-new 'N' gauge 'D600' Class 'Warship' A1A-A1A diesel-hydraulics to its expanding range of motive power.

TECHNICAL DETAILS

Manufacturer:	*www.bachmann.co.uk*
Cat No:	E84524
Description:	BR D600 (Class 41) 'Warship' diesel-hydraulic
Builder:	North British Locomotive Company
Region:	Western
Gauge:	'N', 9mm
Scale:	2mm: 1ft
Length:	134mm (over buffers)
Price:	£174.95 DCC Ready
Couplings:	Rapido couplings in NEM pockets
DCC:	Next18 decoder socket
Speaker:	None fitted
Exterior lights:	Directional
Interior lights:	Cab
Minimum curve radius:	Second
Motor type:	Coreless
Flywheels:	Two
Wheel arrangement:	A1A-A1A
Purpose:	Mixed Traffic
Haulage capacity (expected):	Nine coaches
Haulage capacity (actual):	Nine (maximum tested)

Six models form the initial batch of releases, including D602 *Bulldog* in BR green with small yellow panels and split headcode boxes.

excellent, with the attractive colour complemented by a silver stripe along the lower portion of the body and stylish silver surrounds to the cab window frames: these really highlight the riveted detail. Each of the small yellow warning panels is crisply applied with small red buffer beams and buffer shanks completing the colour scheme. Printed elements are applied to the same standard. The nameplates are clearly legible and the late BR crests correctly align above them. On the cabside are locomotive numbers, North British builder's plates and 'red dot' Western Region route restriction symbol.

The 'Warship' boasts a full complement of cab and directional lights, fully controllable with a Next18 Digital Command Control (DCC) decoder. Analogue users can control the tail lights and cab lights via two switches inside the locomotive. Unclipping the tanks underneath reveals provision for a small cube speaker. Performance of our review sample's coreless motor on analogue control proved smooth and quiet and, after running-in, was equally impressive on DCC power with the 'Warship' hauling nine coaches with ease.

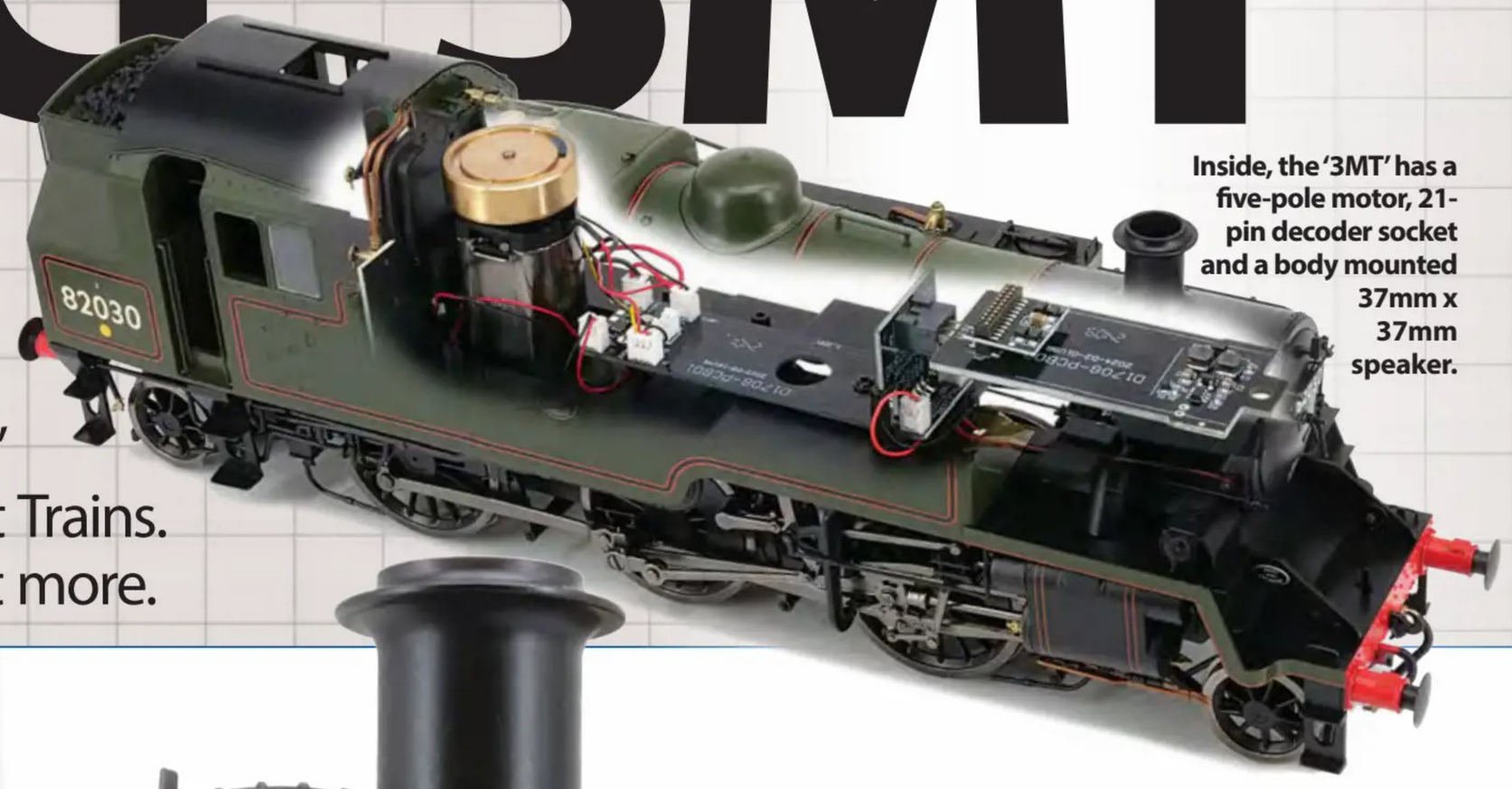
Since the model's release, Bachmann has acknowledged that there is a chance that the underside of the 'Warship's bogies could ground on 'N' gauge code 55 finescale turnouts. A short-term fix to the problem has been detailed by Bachmann and modified bogie frames are expected to be developed. Operation on code 80 track appears to be unaffected - our review sample operating without issue on our test track.

Kernow's 'N' gauge D600 'Warship' is a superb addition to the roster of models from the EFE Rail range, with virtually all of the style and finesse of its 'OO' counterparts. They should be popular and we can see many modellers employing a degree of modeller's licence to justify one on their layout. (BC)

Lionheart's BIG '3MT'

'O' gauge modellers are in for a treat with the arrival of a brand-new 7mm finescale model of the BR '3MT' 2-6-2T from Lionheart Trains. **MIKE WILD** finds out more.

FIRST REVIEW



Inside, the '3MT' has a five-pole motor, 21-pin decoder socket and a body mounted 37mm x 37mm speaker.

New for 'O' gauge is the BR '3MT' 2-6-2T from Lionheart Trains. 82030 models a Western Region locomotive in late BR green.

The cab interior is fully detailed. The roof is removable so a crew can be fitted inside easily – as well as providing a clear view.

Installing a decoder is simple – the slide out PCB in the smokebox provides access to the 21-pin socket.

TECHNICAL DETAILS

Manufacturer:	*www.dapol.co.uk*
Cat No:	LHT-S-8208
Description:	BR '3MT' 2-6-2T 82030, BR lined green
Builder:	BR, Swindon Works
Region:	Western, Southern, Midland, North Eastern
Gauge:	'O', 32mm
Scale:	7mm:1ft
Length:	286mm (including tender)
Price:	£621 DCC Ready, £653.40 DCC Fitted, £739.80 DCC Sound Fitted
Couplings:	Sprung screw link couplings
DCC:	DCC Ready, 21-pin decoder socket
Speaker:	37mm x 37mm square, factory fitted
Exterior lights:	None
Interior lights:	Firebox flicker
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	One
Wheel arrangement:	2-6-2T
Purpose:	Suburban and branch line passenger
Haulage capacity (expected):	Four-six carriages
Haulage capacity (actual):	Four-carriages (maximum tested)

LIONHEART TRAINS has a reputation for high quality ready-to-run locomotives with an eye for detail and a way of using die-cast metal, etched brass and injection moulded plastic parts for a truly impressive result.

The latest locomotive to arrive is the BR '3MT' 2-6-2T modelling the short-lived class of 45 locomotives built at Swindon Works between 1952 and 1955. They used common parts and formed part of the BR Standard design suite by creating a fusion between Great Western Railway (GWR) and London Midland and Scottish (LMS) locomotive design to create a powerful tank engine with a 40-year lifespan.

However, their work was soon taken over by Diesel Multiple Units and some only lasted for a little over eight years. All were withdrawn from service by summer 1967 and unfortunately none were saved for preservation. More positively, the 82045 Steam Locomotive Trust is building a brand-new example at the Severn Valley Railway making it the 1,001st BR Standard steam locomotive following behind the new build of BR 'Clan' 4-6-2 72010 *Hengist*.

Read the full BR '3MT' 2-6-2T history at *www.keymodelworld.com/reality-check*.

THE MODEL

The new 2-6-2T is being offered in 11 different formats – eight different numbered locomotives and a trio of unnumbered examples – covering original BR lined black with early crests, BR lined black with late crests, BR lined green with late crests and BR unlined green with late crests.

Our review sample was finished as 82030 in lined green with an 84H (Wellington Salop) shedcode on the smokebox door. The livery application was completed to the highest standard with the BR green base colour enhanced by fine orange-black-orange lining as well as yellow route restriction codes on the bunker sides, Swindon works plates and superbly fine pipework decoration throughout the locomotive. The latter even extends to representation of the insulated wrapping on the pipes from the water tank.

The external appearance captures the bulky design of the '3MT' and features turned metal sprung buffers, a sprung functioning screw link coupling, separately fitted Western Region pattern lamp irons, and even a separately mounted smokebox number plate. Handrails are separately fitted throughout, just as you would expect from a model like this, while around the cab you will find rivet detail where it should be.

Below the frames, the motion is replicated in metal and provides drive to a full set of die-cast wheels with turned metal tyres. The only small point here is that the frames appear a little plain where the real locomotives had rivet detail, particularly below the bunker.

Nevertheless, there is plenty to appreciate including injector pipework, sandboxes, a full complement of brake rigging, plus the chassis frames are open just like the real locomotives.

PERFORMANCE

The new '3MT' is available DCC ready, DCC fitted and DCC sound fitted from the factory with our sample of 82030 being a DCC ready example. Following partner company Dapol's practice, the '3MT' has an opening smokebox door which allows a slide out PCB containing the decoder socket to be removed to upgrade the model to digital control.

A 37mm square speaker is factory fitted to all versions which makes any future upgrades to digital sound simple for the user. In addition, it has a firebox flicker effect through AUX 1 and requires a two-function decoder to operate the locomotive on standard DCC.

A vertically mounted five-pole motor with a flywheel is mounted in the firebox above the rear driving wheel which gives this heavyweight 2-6-2T plenty of traction to haul realistic trains in 'O' gauge. Our testing was limited to a four-coach train of Ellis Clark Trains BR Mk 1 suburban carriages which our sample handled with ease.

OVERALL

The arrival of the BR '3MT' 2-6-2T for 'O' gauge is a brilliant addition for the scale and will make an attractive choice for both medium and large layouts. Even with a couple of carriages behind, these locomotives will form attractive trains and they are built with the level of quality which we expect from a Lionheart Trains product. A great product modelling a fine-looking BR Standard. (MW)

'Beavertail' COMPLETES THE 'CORONATION'

Hornby's collection of LNER 'Coronation' coaches has been completed with the arrival of the final piece of the train – the streamlined 'Beavertail' observation car. **MIKE WILD** inspects this new carriage.

Hornby's eagerly awaited all-new 'OO' gauge LNER 'Coronation' observation car has arrived.

New 'Trouts' out

Hornby's popular 'OO' gauge 'Trout' ballast hopper wagons receive a fresh outing in LNER grey and BR engineers' black.

- **Gauge:** 'OO'
- **Price:** £32.99
- **Cat No:** (see text)
- **Site:** *www.hornby.com*
- **Era:** 3/4

HORNBY'S 'OO' gauge London and North Eastern Railway (LNER) 'Trout' ballast hopper is back with two new models available in LNER grey and BR black.

Our review samples were finished as 773103 in LNER grey (Cat No. R60248), allocated to Scotland, and DB992039 in BR engineers' black with distinctive orange GN 2 branding on each side (R60249).

Detailing is superb throughout with defined bodyside ribs and a multitude of rivets. Underneath, a representation of the hopper chute sits close to the track, finishing off these super models.

Decoration is good with high quality printed lettering, numbers and labels, including legible builder's plates on the solebar, while the wagon interiors and ballast chutes are finished dark brown on each, to complete the appearance.

A welcome return to the Hornby range. (BC)

- **Gauge:** 'OO'
- **Price:** £81.99
- **Cat No:** R40227
- **Site:** *www.hornby.com*
- **Era:** 3

Following close on the heels of the LNER 'Coronation' articulated carriages (HM211), the 'Beavertail' observation car features interior lighting and superbly decorated seats.

Hornby has used a 'hydro dipping' technique to replicate the seat moquette design.

THE LNER'S 'BEAVERTAIL' observation car is a stunning vehicle. Created to provide a streamlined tail and a unique perspective on the railway at the rear of the 'Coronation' train, it oozed elegance and was a signature of the formation.

In HM211, we reviewed the streamlined articulated carriages for the 'Coronation' train, but at that time the 'Beavertail' hadn't arrived in our office. Just two were built in 1937, vehicle numbers 1719 and 1729, which after their early career with the 'Coronation' train moved to the Scottish Region in the British Railways period for use on Glasgow-Fort William and Fort William-Mallaig trains where the pair carried BR carmine and cream livery.

In 1959, the observation cars were rebuilt to improve visibility with an angular end. Both were withdrawn in the late 1960s but subsequently passed into preservation. 1719 is in rebuilt condition by Railway Vehicle Preservation on the Great Central Railway while 1729 has been fully restored to original 'Beavertail' condition by the Royal Scot Locomotive and General Trust through Nemesis Rail and is currently stored at the One:One Collection in Margate.

Hornby's model of the 'Beavertail' is a superb finish to the 'Coronation' collection. It is supplied in a matching style foam-lined single vehicle box and is beautifully presented. The coach features the same outstanding livery application, including the finely finished hot foil metal trim around the window frames and along the beading together with 'Coronation' lettering and vehicle numbers.

Inside, the fine detail continues with the armchairs modelled along each side 'hydro-dipped' to recreate the moquette of the real vehicle in miniature. Interior lighting is also fitted in the observation car together with working tail lamps. The lighting features work out of the box on both analogue and digital layouts without the need for a decoder. A stay-alive capacitor is also built into each lighting circuit providing up to ten seconds of onboard power for the coach lighting.

With its intricate exterior and interior paint finish and stunning level of detail, the new 'Beavertail' observation car is a perfect addition to complete a model of the 'Coronation' in 'OO' gauge and we can see these being a very popular new release. A great model from Hornby. (MW)

Departmental 'Zander'

- **Gauge:** 'OO'
- **Price:** £21.99
- **Cat No:** R60250
- **Site:** *www.hornby.com*
- **Era:** 7

HORNBY'S highly regarded 27ton iron ore tippler wagon returns to the range in the form of departmental ZKV DB388822.

Our sample was finished as a departmental 'Zander' wagon with distinctive Stone branding applied to vehicles previously used on aggregates traffic. Application of the BR bauxite paint finish is up to the high standard we have come to expect from the manufacturer, together with crisply printed patch painted TOPS panels and lettering.

Hornby's 'OO' gauge 27ton iron ore tippler is now available in departmental guise as ZKV 'Zander' DB388822.

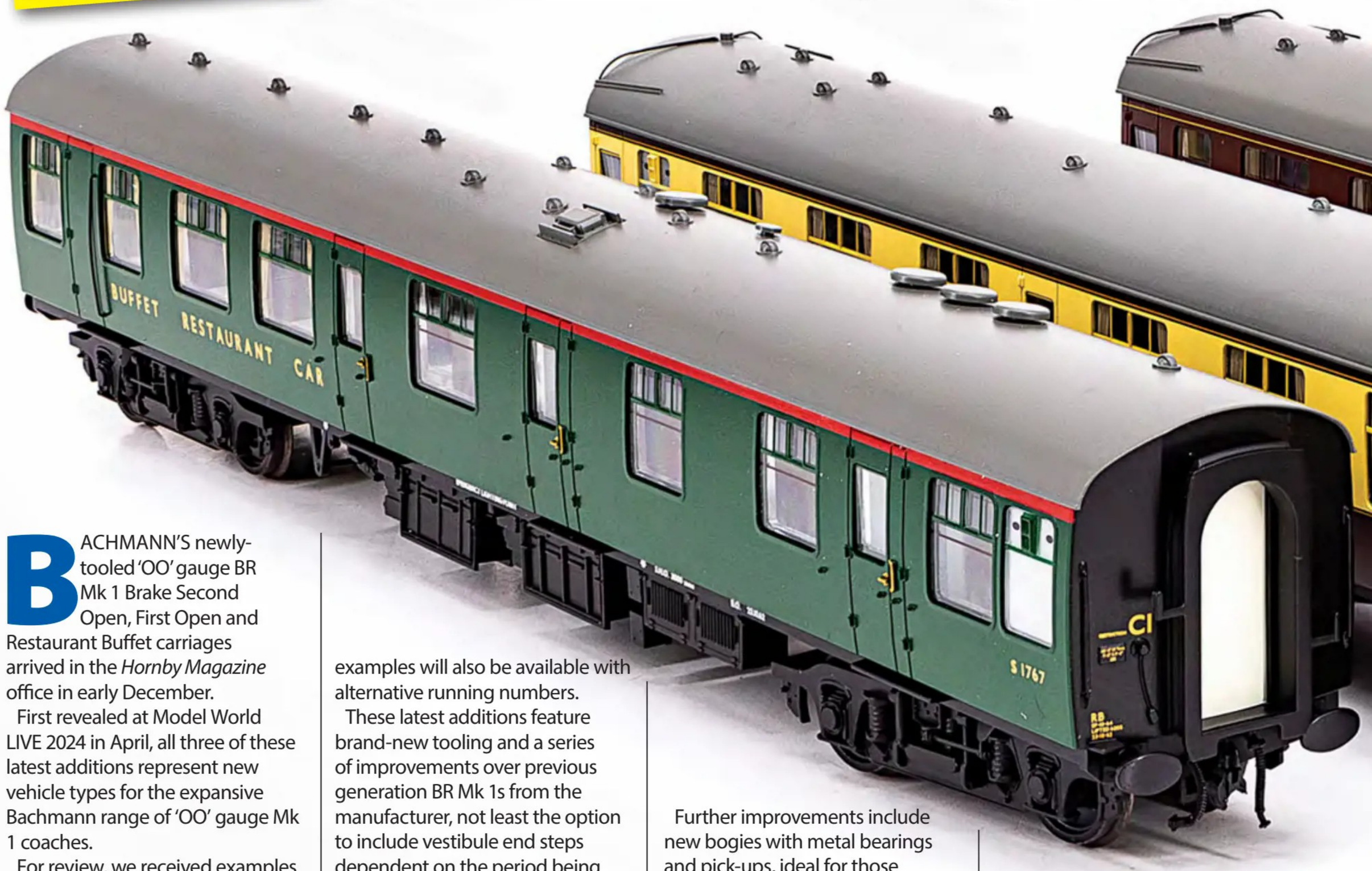
While simple in design, the boxy proportions of the wagon are replicated well with sturdy bracing present along the length and breadth of the wagon. Detailing includes neatly moulded axleboxes along with inline brake shoes and fine representation of the braking system, with 'V' hangers and long thin brake handles. NEM coupling pockets are fitted at each end, with metal wheels supplied as standard.

An understated wagon that will add variety to an engineers' train. (BC)

FIRST REVIEW

ALL-NEW 'OO'

More Mk 1s have arrived – including some important coaches to



BACHMANN'S newly-tooled 'OO' gauge BR Mk 1 Brake Second Open, First Open and Restaurant Buffet carriages arrived in the *Hornby Magazine* office in early December.

First revealed at Model World LIVE 2024 in April, all three of these latest additions represent new vehicle types for the expansive Bachmann range of 'OO' gauge Mk 1 coaches.

For review, we received examples of BR Diagram 183 Brake Second Open (BSO) SC9357 in BR maroon (Cat No. 39-801), Diagram 73 First Open (FO) W3085 in BR chocolate and cream (39-827) and Diagram 24 Restaurant Buffet (RB) S1767 in BR green. Initial releases will appear in BR carmine and cream, BR chocolate and cream and BR maroon, with BR blue and grey models following. Some examples will also be available with alternative running numbers.

These latest additions feature brand-new tooling and a series of improvements over previous generation BR Mk 1s from the manufacturer, not least the option to include vestibule end steps dependent on the period being modelled. These steps were retrospectively removed from older Mk 1s as overhead electrification was introduced to prevent staff injury. Until now, all but the very latest of Bachmann's BR Mk 1 coaches have featured these steps irrespective of livery or era. On our samples, the maroon BSO and chocolate and cream FO featured these steps, while the green RB featured smooth ends.

Further improvements include new bogies with metal bearings and pick-ups, ideal for those wishing to add lights. While this has improved running characteristics, the moulded brake shoes remain - as before – out of alignment with the wheels. The option has been taken to tool new BR1, BR2, B4, B5 and Commonwealth bogies – our review samples featuring BR 1 examples on the BSO and FO and Commonwealth types on the RB.

Roof detailing on each vehicle is also commendably crisp, with a smooth finish to the roof itself, relieved with neatly moulded ventilators, periscopes (on the BSO) and extractor vents (on the RB). Separately fitted metal conduit or vestibule end grab handles feature, depending on the vehicle, while each of the interiors includes impressive detailing, which extends to white painted tables. The FO and RB vehicles also feature neatly printed gathered curtains on the inside of the flush glazing.

Decoration is superbly applied with a rich paint finish to each of our examples and crisp definition between colours, as well as to the printed lettering and lining. As with the real things, two bays of the BSO

Above: **Bachmann's new Restaurant Buffet car features neatly moulded roof extractor vents and flush vestibule ends.**

Right, opposite page: **Crisply printed curtains have been applied to the flush glazing.**

BACHMANN MK 1s

help modellers complete train formations. **MARK CHIVERS** assesses the latest releases.

- **Gauge:** 'OO' gauge
- **Price:** £67.95 each
- **Cat No:** See text
- **Site:** *www.bachmann.co.uk*
- **Era:** 5

Below: **Bachmann's all-new BR Mk 1 Brake Second Open, First Open and Restaurant Buffet coaches have arrived.**

Above: **The new Brake Second Open features guard's periscopes on the roof, plus interior detailing with painted tabletops and suggestion of the guard's compartment cage.**

feature No Smoking signs on the windows within the partitioned area, while all three coaches feature legible emergency lighting isolation lettering and bogie overhaul dates on the solebar.

Underneath, the underframe detail is fine and neatly portrayed. The RB underframe is particularly well done with additional equipment boxes and the centrally mounted gas cylinders included. They also feature a revised system for the NEM kinematic coupler socket mechanisms, which are now located within the vehicle rather than directly above each bogie, as with earlier examples of the Bachmann Mk 1. In addition, the underframe features two slots at each end directly above the bogies for the new metal pick-ups to pass through for use with any third-party interior lighting systems.

These latest additions provide a significant boost to Bachmann's extensive 'OO' gauge range of BR Mk 1 carriages, with further variants due to appear in due course, including a BR blue and grey BSO(T) - a micro-buffet conversion of the standard vehicle. Each vehicle type is important in its own right and ideal for those wishing to add further authentic variety to their 'OO' gauge BR Mk 1 train formations. (MC)

Ffestiniog Railway BRAKE THIRD BOGIE VAN

FIRST REVIEW

IN OCTOBER, BACHMANN announced two new 'OO9' projects at the Ffestiniog Railway's (FR) annual Bygones Weekend. While the first – the FR 'Tin Car' coach - has already arrived (HM211), the Brake Third Bogie Van has now arrived for inspection.

Three Brake Thirds are available, with Van 2 appearing in yellow and crimson, and preserved vans 8 in crimson and cream and 10 appearing in green with red ends. The replica of Van 1 in lined plum livery is due to arrive next year.

Our review sample of Van 2 carries the FR's bright yellow and crimson colour scheme. Outwardly, the wooden bodied vehicle looks superb, with side panels sporting crisply moulded wooden planks and flush-glazed passenger windows. At one end of the van, a wonderfully replicated curved

Application of the eye-catching yellow and crimson paint scheme is superb.

Bachmann delivers 'OO' 12ton 'Palvans'

BACHMANN'S eagerly-awaited all-new 'OO' gauge BR 12ton pallet vans are now available.

Palletised traffic became increasingly popular from the 1950s and this led British Railways to develop the plywood Pallet Van or 'Palvan'. A large door featured on each side, offset to the left, with the large opening allowing for loading palletised goods via a forklift vehicle.

More than 2,000 were built from 1954, and some, like our sample, entered private ownership. For review, we received 12ton 'Palvan' JW6050 painted in Johnnie Walker Whisky green. Other liveries produced include early and late BR bauxite and one wagon in BR bauxite with a factory-weathered finish. Two different running numbers are available for the Johnnie Walker and BR early bauxite examples.

Bachmann's development team has created a super model. The van's smooth plywood exterior emphasises the sheer number of moulded and separately fitted details. The large door effectively splits the wagon in two, with the door playing host to small separate handles and levers, with crisp representation of the metal supports, rivets and locking mechanism. On the other half of the wagon, more moulded metal supports cross on the wagon's side: our example also features a large black panel with a red Johnnie Walker Whisky logo. Each buffer beam has non-sprung black buffers and a separately fitted lamp iron.

New to the Bachmann Branchline range is this all-new 'OO' gauge 12ton 'Palvan' in Johnnie Walker Whisky guise.

Underneath, detailing is good too, with the brake cylinder and associated linkage represented well. Chassis components such as axleboxes, springs and brake shoes are also very good. Some detail differences have been incorporated with our sample featuring Morton Brakes and oil axleboxes; the tooling suite enables alternative options such as roller bearing axleboxes and eight-shoe clasp brakes. Chemically blackened wheels round out a simple but effective level of detail. The detail pack includes a pair of tension lock couplings for the removable NEM coupling pockets, replacement hooks with moulded chains and vacuum pipes for each end.

While unassuming, Bachmann's new 'Palvan' models an often overlooked BR design, with this vehicle able to seamlessly blend into many BR steam era freight trains. (BC)

- **Gauge:** 'OO'
- **Price:** £36.95
- **Cat No:** 38-954
- **Site:** *www.bachmann.co.uk*
- **Era:** 8

- **Gauge:** ‘OO9’
- **Price:** £59.95
- **Cat No:** 394-081
- **Site:** *www.bachmann.co.uk*
- **Era:** 2

Bachmann’s all-new ‘OO9’ Ffestiniog Railway ‘curly roof vans’ have arrived, including this Brake Third in FR yellow and crimson.

look-out section is fitted with two small rectangular windows and an end platform with a separately fitted end handrail: this is complemented by a long vacuum brake pipe.

Underneath, bogie detail is good, with crisp moulding to the springs and outside frames. Some small details protrude from the underside of the wagon, just visible when looking at the van side-on. Completing the fine appearance are long footboards extending almost halfway along the van below both passenger doors. Standard ‘OO9’ couplings are fitted in NEM pockets at each end of the van.

Livery application to our sample was excellent, with good colour density to the two-tone scheme and crisp separation between the yellow and crimson: small flourishes like the silver and wooden window frames also look effective. Smaller accents such as the black handles add to the finesse, whilst printed elements are sharp and legible.

This is another impressive addition to Bachmann’s catalogue of Ffestiniog rolling stock and is sure to look at home behind one of the company’s ‘Double Fairlies’ or ‘Mainline Hunslets’. (BC)

FIRST REVIEW

The Johnnie Walker Whisky model is available with two different running numbers. This is JW6050.

Collectors Club Departmental 'Dance Hall' Vans

Bachmann's exclusive Collectors Club range includes these 'N' and 'OO' gauge SECR 'Dance Hall' brake vans modelling ZPO DS55466 in departmental olive green and yellow.

- **Gauge:** 'OO'/'N'
- **Price:** £44.95 ('OO')/£30.95 ('N') – BCC members
  £49.95 ('OO')/£34.95 ('N') – non-members
- **Cat No:** 38-915K ('OO')/378-025K ('N')
- **Site:** *www.bachmann-collectorsclub.co.uk*
- **Era:** 7/8

BACHMANN'S RANGE OF exclusive Collectors Club models includes this delightful pair of South Eastern & Chatham Railway (SECR) 'Dance Hall' brake vans in 'OO' and 'N'.

Built by the SECR in the 1920s, these 25ton brake vans were amongst the heaviest of their type thanks to the inclusion of scrap metal ballast for added weight to enable them to operate with heavy freight trains. They gained their 'Dance Hall' nickname due to the ample space in the guard's cabin.

These 'OO' and 'N' gauge additions to the Bachmann Collectors Club (BCC) range model ZPO DS55466 in departmental olive green with wraparound yellow ends, by now downrated to a 20ton van. This distinctive vehicle was converted for use as a Crane Mess Van, based at Stratford on the Eastern Region during the 1970s and 1980s.

Bachmann's new tooling for the 'OO' gauge SECR 'Dance Hall' brake van first appeared in late 2022 (HM185), while the all-new 'N' gauge model was released earlier this summer (HM205). As with the initial batch of releases, the 'OO' gauge model is highly detailed and features separately fitted lamp irons on the verandas, wire handrails, glazed interior and fully detailed cavernous guard's compartment with a desk, seat, stove, handbrake and chimney. The 'N' gauge model is also well detailed with separate wire handrails, glazed interior, full length footboards and impressive underframe fittings.

Decoration of our review samples was superb throughout and matches well with archive images of the real vehicle in the mid-1980s. Application of the olive green and yellow paint scheme was neat with good colour density, while lettering and numbers appear crisp – even the handwritten vehicle number appears on the solebar. Warning labels including overhead live wire flashes and Fire Exit stickers are also crisp and legible.

Departmental vehicles are popular subjects and these colourful additions to the BCC range of exclusive models are no exception. Excellent and available now. (MC)

Each model features separately fitted metal handrails and exquisite decoration.

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Hornby Thompson 'L1' RETURNS

- **Gauge:** 'OO'
- **Price:** £199.99
- **Cat No:** R30361 (67735)/R30360 (E9011)
- **Site:** *www.hornby.com*
- **DCC:** DCC ready, 8-pin socket
- **Era:** 4

Hornby's 'OO' gauge Thompson 'L1' 2-6-4Ts make a welcome return to the range in British Railways lined apple green and BR lined black with early crests.

EDWARD THOMPSON'S utilitarian 'L1' 2-6-4T has been reintroduced to the Hornby range for 2024 as E9011 in British Railways apple green and 67735 in BR lined black.

Part of Thompson's initial standardisation policy, the 'L1' was designed to replace older locomotives on London and North Eastern Railway (LNER) suburban routes.

For review we received samples E9011 (Cat No. R30360) and 67735 (R30361) in their respective British Railways colour schemes. As with previous releases, from the get-go these latest examples look the part with superb front end detail, separately applied parts including mechanical lubricators, smokebox fittings, pipework, Westinghouse air brake pump and (non-working) electric lights all giving the model a characterful look. Correctly, the BR black example features a higher top smokebox lamp bracket than its earlier BR cousin, along with a smokebox numberplate and shedplate.

Lining and lettering to E9011 in British Railways lined apple green is exemplary with crisp printing throughout.

The side tanks sport fine filler caps and handrail detail, whilst a pair of safety valves and a whistle are mounted above the firebox. Inside the cab, detail is excellent with a long thin regular handle and exquisite decoration to the pipes and dials.

Livery application on each model was also superb with sharp lining – that on E9011 was particularly impressive. Numbers and lettering are also applied well, including the early BR crest on 67735.

On test, our review samples performed well on Digital Command Control (DCC) power with smooth, quiet operation throughout the speed range. Haulage was impressive too, with the 2-6-4T hauling six Bachmann Mk 1s with ease.

A welcome return to the range from Hornby. (BC)

Detailing and decoration is superb with fine darkened metal motion and electric light lenses picked out in silver.

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

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

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

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Chinnor SIGNAL BOX

- **Gauge:** 'OO'
- **Price:** £34.99
- **Site:** *www.hornby.com*
- **Cat No:** R7393
- **Era:** 3

HORNBY'S POPULAR Skaledale range of resin buildings is bolstered with the arrival of this diminutive 'OO' gauge signalbox, based on an example at Chinnor in South Oxfordshire.

Reflecting the real-life counterpart on the Chinnor and Princes Risborough Railway, the building is a hand-painted resin structure. Small details such as the entry steps are replicated well, with large windows present. Although no interior is provided, the open base provides plenty of scope should you wish to add one.

Decoration to our review sample was superb throughout, finished in an attractive light brown with accented beams and a brick base.

This charming building is perfect for smaller Western Region stations and ready for placement on a layout or diorama scene. (BC)

Peco adds 'O-16.5' laser-cut WAGON KITS

- **Gauge:** 'O-16.5'/'NG7'
- **Price:** £19.95 (brake van) / £39.95 (wagon triple-pack)
- **Cat No:** OR167 (brake van) / OR161 (wagons)
- **Site:** *www.peco-uk.com*
- **Era:** 1-3

PECO'S EXPANDING collection of laser-cut products now includes two brand-new 'O-16.5'/'NG7' rolling stock kits modelling a Glyn Valley Tramway brake van and a trio of open wagons.

These all-new kits represent the first time the company has produced wagon kits using laser-cut wooden components and come complete with wheels and bearings.

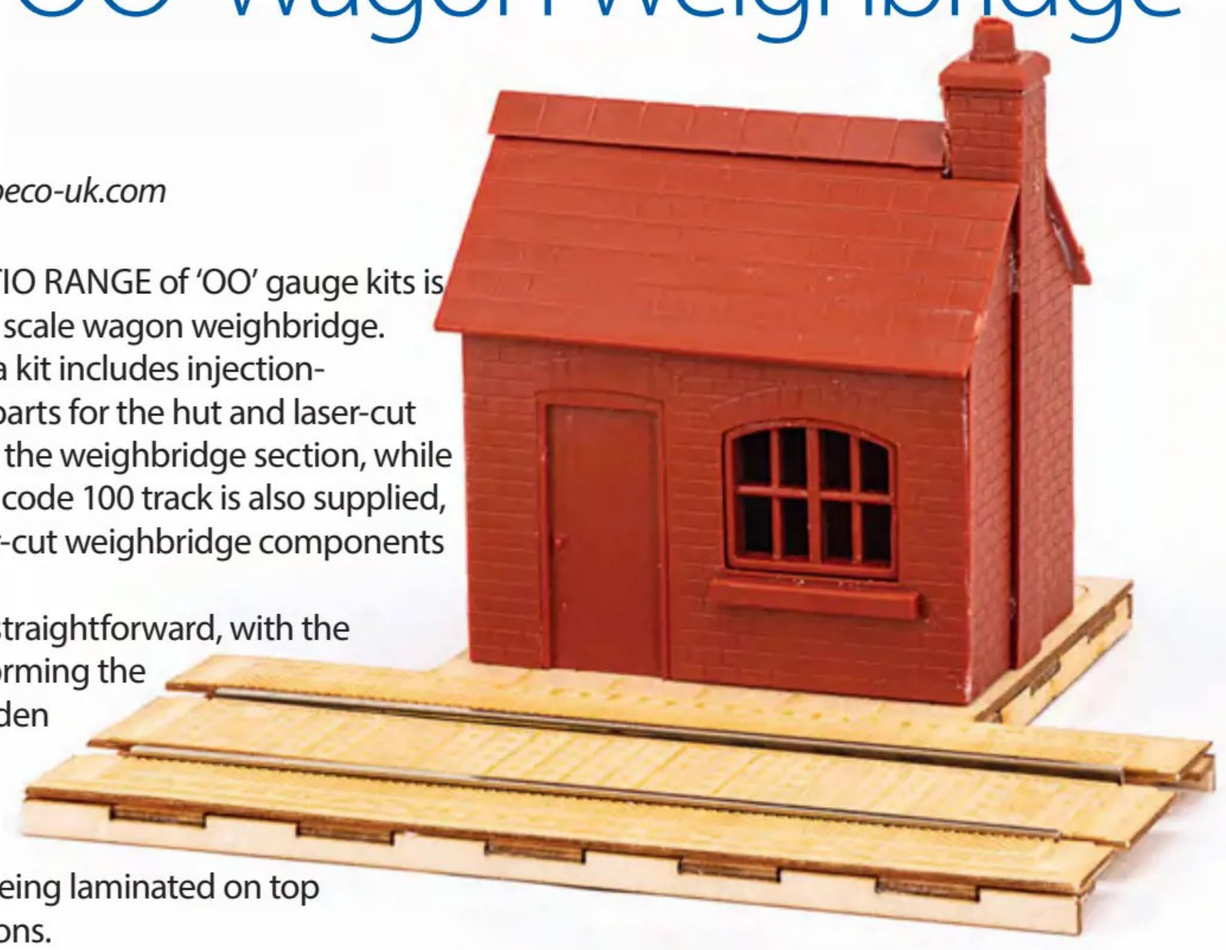
Assembly of one of the open wagon kits was straightforward and resulted in a sturdy, free-running vehicle on completion. Some lamination of parts is needed to add interior and exterior detail, but construction is generally clear-cut and similar to other products in Peco's laser-cut kit range.

The brake van is slightly more complicated to build but still suitable for beginners, and comes with two tension lock couplings, wheels and bearings and fine details such as handles, lamp irons and chimney.

Both kits require painting but offer a quick, straightforward way to jump into this scale and given they are formed from laser-cut wood, are perhaps closer to the prototype than traditional injection moulded parts. (BC)

Ratio 'OO' wagon weighbridge

- **Gauge:** 'OO'
- **Price:** £11.95
- **Cat No:** 555
- **Site:** *www.peco-uk.com*
- **Era:** 1-5



NEW TO THE RATIO RANGE of 'OO' gauge kits is this all-new 4mm scale wagon weighbridge.

This multi-media kit includes injection-moulded plastic parts for the hut and laser-cut wooden parts for the weighbridge section, while a small section of code 100 track is also supplied, to which the laser-cut weighbridge components are fitted.

Construction is straightforward, with the section of track forming the basis for the wooden cut-outs to be built around it, with some textured pieces being laminated on top of these foundations.

The brick hut is formed from plastic parts, which features a good representation of the brickwork and is an ideal base for a classic mortar wash. When building, care will need to be taken not to use too much glue and to hold each wall square, as only small diagonal angles are used to guide construction.

Through recycling of the clear plastic packaging, glazing sections can be cut-out and glued in place, while several small details such as the chimney pot and gutters help enhance the small hut's presence further.

An understated and charming kit, ideal for a small goods yard or shunting layout. (BC)

DCC Concepts Cobalt Alpha supply

- **Price:** £79.95
- **Cat No:** DCP-18.5.UK
- **Site:** *www.dccconcepts.com*

DCC CONCEPTS has added this new Cobalt Alpha power supply to its range, that promises uninterrupted power for your model railway.

The power-supply is designed to deliver 18V at 5Amps total load consistently. Compatible with analogue or Digital Command Control (DCC) layouts, it can be supplied with plugs compatible with UK, North American, Australian and European power sockets.

With a lifetime warranty included, this power supply will be set to work for many years to come. (BC)

Thoroughbred horses and handlers

- **Gauge:** 'OO'
- **Price:** £11.95
- **Cat No:** 31300-076 (horses)/1643-076 (handlers)
- **Site:** *www.modelu3d.co.uk*
- Era: 8-11

MODELLERS WISHING to replicate a slightly different rural scene will find this new pairing of 1:76 scale 3D-printed thoroughbred racehorses and handlers ideal.

Each pack contains three figures, with the horses adorned with headgear and coats, ready for transit, while each of the handlers is dressed in appropriate period clothing.

Detail to each figure is up to the high standard we've come to expect, with visible creasing in handlers' clothing and the horses' features are very crisp.

After a quick coat of paint, they will be ideal for placing on a layout being loaded or unloaded from a horse box or for use in a racing stables or field scene. (BC)

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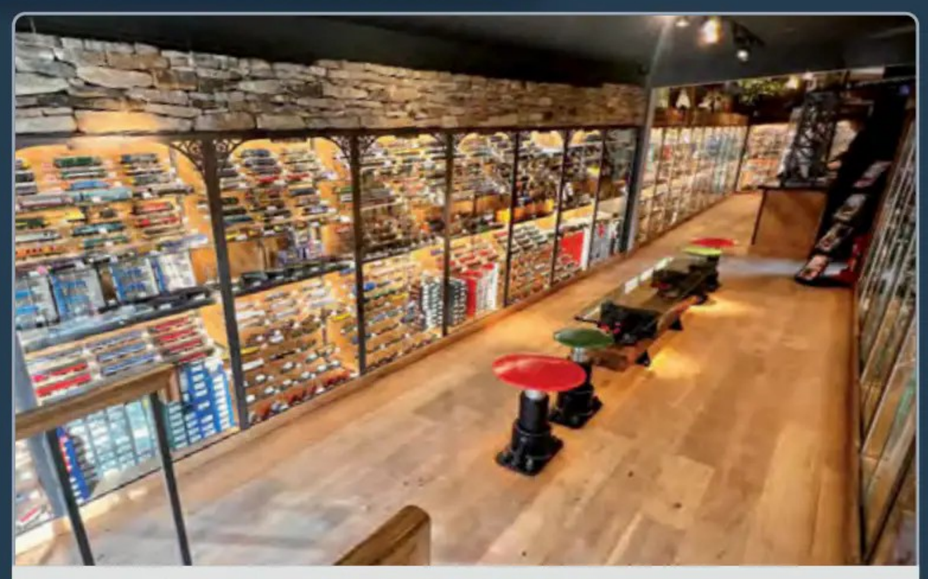

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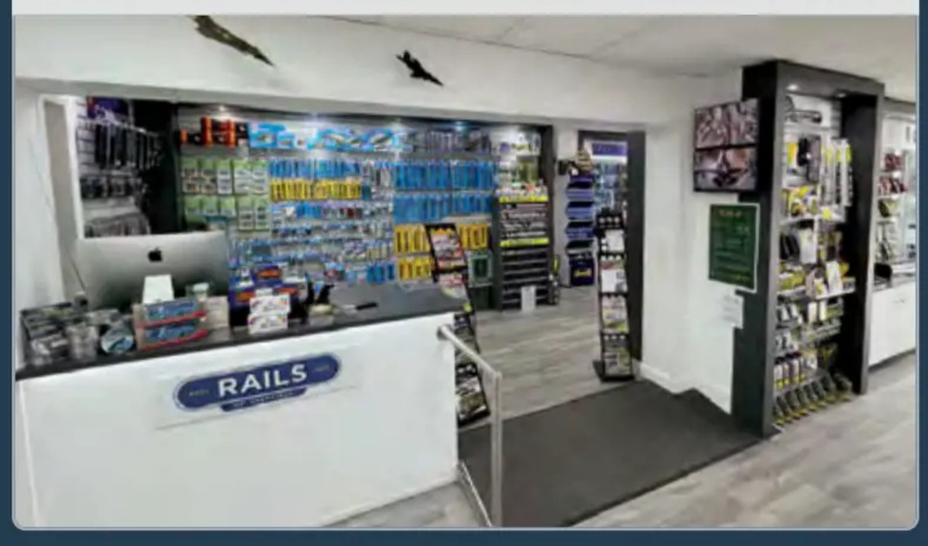

Credit: Harry Rawding

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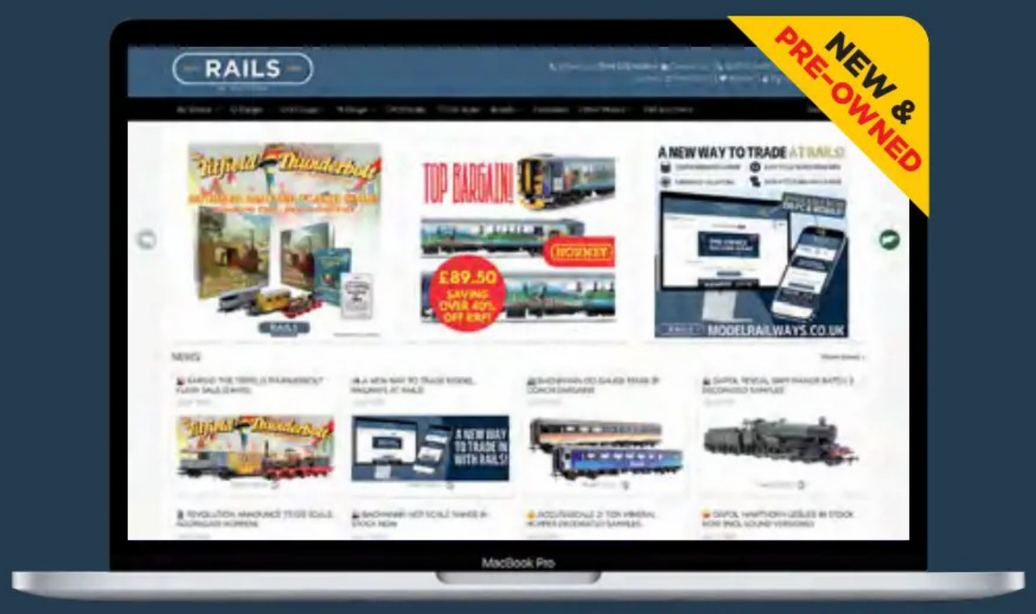

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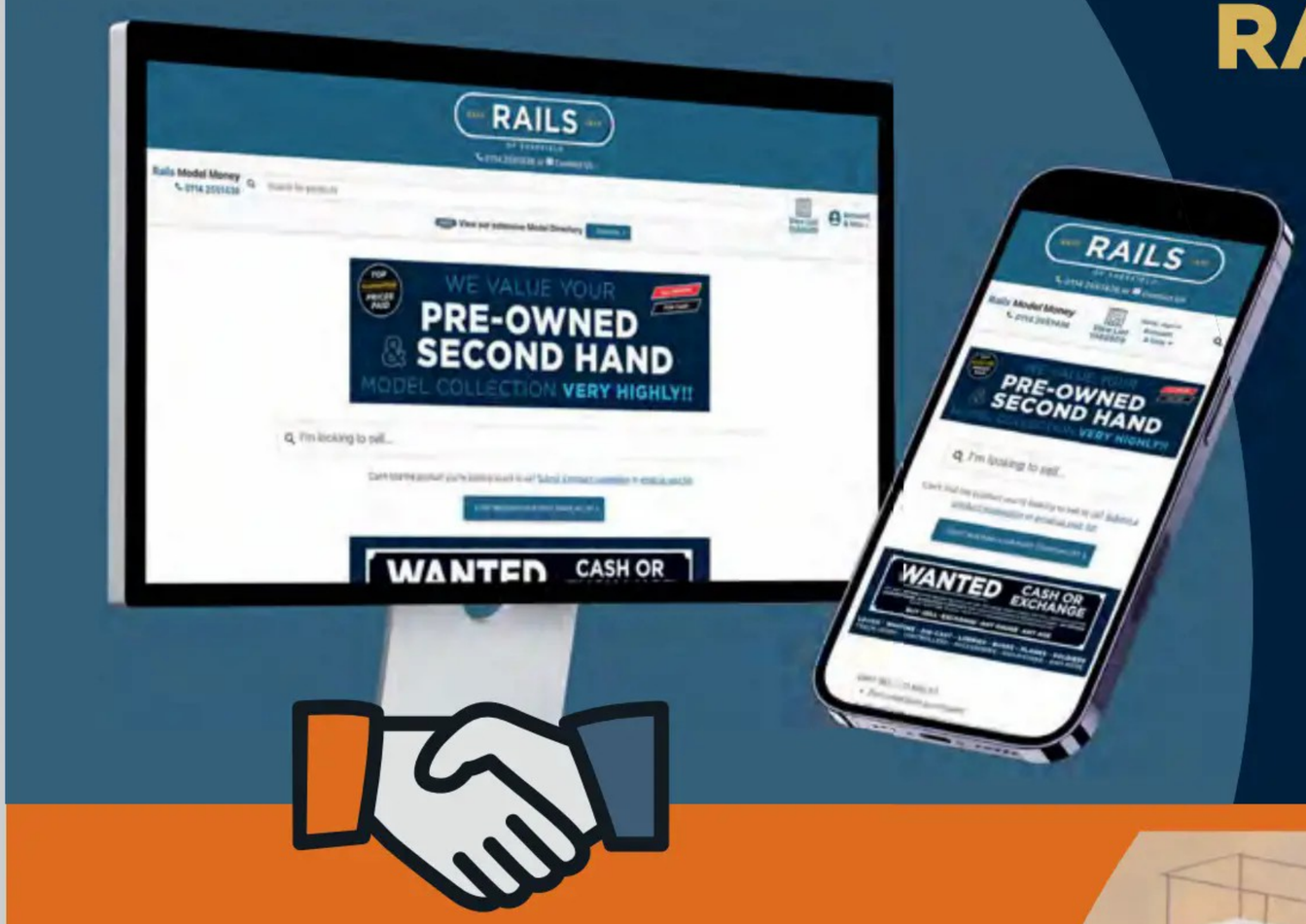

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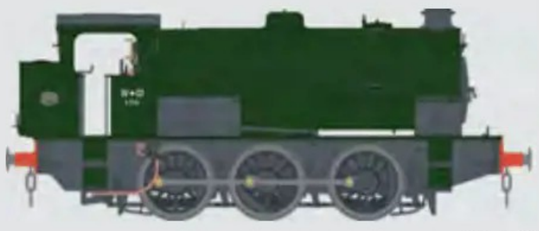

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ACCESSING ACCESSORY CONTROL

Taking control of accessories such as points, signals and lighting on your layout can bring a new dimension to its operation. **MIKE WILD** offers top tips to get the most out of these features on your layout.

TAKING CONTROL OF points and signals with Digital Command Control (DCC) can bring a new dimension to layout operation as it introduces hands-free route changing, creating a more realistic feel to driving the trains.

Accessory control refers to any piece of equipment which can be connected to a DCC system using an accessory decoder. These are operated from a different menu on a digital handset allowing independent operation from the locomotives and rolling stock on the track.

The most common digital accessories are point motors with a range of choices including accessory decoders for solenoid and motor driven point switching devices as well as the same type of devices pre-fitted with their own built in accessory decoder. However, there are many other accessories which can be connected including signals and even lighting features.

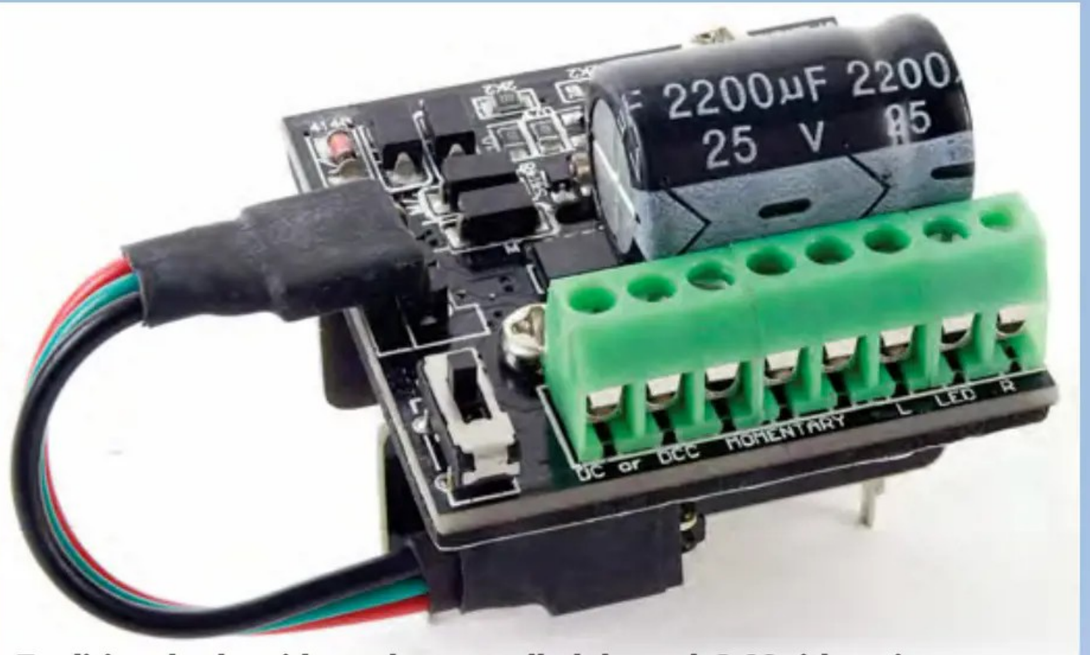
Some of the DCC systems have a route control feature which allows a sequence of point changes to be programmed to change an entire route from start to finish, further enhancing what you can do with your layout and replicating the operation of modern signalling centres.

In this guide we'll provide an overview of our top ten accessory control tips to give you an insight into what you could do. In future issues we'll come back to each of these topics in more detail to explain even more about them.

HOW TO USE A DCC ACCESSORY

A DCC accessory is controlled by a separate menu on a DCC handset to keep them separate to locomotive and rolling stock movements. The number of accessory addresses which can be controlled depends on the system with, for example, the Gaugemaster Prodigy allowing 1-255 while the NCE Powercab can operate accessory addresses in the range 1-2044. The accessory addresses can be programmed into

The Cobalt iP digital slow action motor is our go-to product for point control. Its combination of ease of installation, frog switching and additional switch options make it a versatile product.



Traditional solenoids can be controlled through DCC either via dedicated accessory decoders or, in some cases, with built in accessory decoders attached to the point motor.

connected devices using a DCC controller with many accessory decoders having a programming mode accessed by a manual switch.

NUMBERING DCC ACCESSORIES

For bigger layout projects, it is worth considering how the accessories will be numbered – otherwise, as with locomotives, it can be difficult to remember which accessory is which. One option is to start at the left-hand side of the layout and number the accessory addresses sequentially. Alternatively, we have adopted a process of numbering in set ranges for inner and outer circuits and different ranges for points and signals. For example, the outer circuit on our GCR office test track is numbered from 1 clockwise while the inner circuit is numbered from 10 anticlockwise. Similarly, the signals are numbered from 50 on the outer circuit and 60 on the inner circuit. Points in Swithland yard are numbered from 30, separating these again for ease of operation and memory.

TURNOUT CONTROL – THE STALL MOTOR

A popular choice for point switching is a stall motor or slow action point motor. These use a geared motor drive in a case to move an actuating rod which switches the position of the point blades and usually have a two-wire feed. Accessory decoders to control these are available including DCC Concepts' series of control boards. Alternatively, DCC Concepts produces digital equipped versions of its popular Cobalt IP slow action »

Digital accessory control brings the operation of points, signals, lighting and more to your handset. With a combination of DCC Concepts Cobalt IP digital motors for point motors and Train Tech accessory decoders to operate the signals, this scene is fully operational.

point motors which are simple to install and also include options for switch control, frog polarity switching and feedback to a control panel.

Another big advantage of the DCC Concepts accessory decoders and Cobalt IP digital point motors is that they have a switch on the base to change between Run and Set (operation and programming). Pushing the switch up allows the address to be changed for functions including reversing the direction of throw to be adjusted in seconds.

TURNOUT CONTROL – SOLENOID

Solenoids have been a means of switching points on model railways for decades and provide a robust throw from one side to another when power is applied. However, they do require a substantial amount of power to achieve this and have a three-wire feed – a common negative and separate positive feeds to each side of the solenoid.

Operating these with DCC is perfectly simple to achieve with a range of solenoid accessory decoders available. However, some lack the 'punch' required for consistent operation with our first choice being DCC Concepts range of solenoid accessory decoders. These have capacitors built into each circuit to provide energy storage to create the power needed to throw a solenoid without relying on the power feed from the DCC controller. Once deployed, the capacitors recharge over a few seconds ready for the next action.

The right choice of accessory decoder is essential for the most reliable and consistent operation of solenoid motor devices through DCC control.

A simple way to introduce a basic form of route control, and reduce the amount of button pressing on a DCC handset, is to pair crossover points with the same address.

TRAIN TECH SIGNALS

Dapol's collection of working semaphore signals are a brilliant addition to the model railway scene with a choice of lower quadrant Great Western Railway and upper quadrant London Midland & Scottish Railway and Southern Railway pattern signals available.

There are two different generations which require different decoders to operate them – the earlier motor driven semaphores require a Train Tech SC3 signal decoder while the more recent servo-driven signals require an SC4 signal decoder from Train Tech. Cleverly, the servo-driven signals include prototypical 'bounce' which adds greatly to their realism.

Adding these decoders to the signals is straightforward by following the instructions with each chip, after which they can be connected to the DCC system and programmed using Train-Tech's one-touch system.

Accessory control can be managed through a DCC handset through a dedicated menu. Using the Accessory button (top right) we are now controlling point number 001 on this handset.

CROSSOVER SWITCHING

When using DCC accessory decoders for crossovers, there is a very simple trick to make them work together - give them the same accessory address. It might seem obvious, but this simple trick means crossover points can be triggered to change with a single accessory command saving time and addresses. However, it may be necessary to reverse the direction of one either by using accessory programming or switching over the wires in the accessory decoder connection port. This is a great way of gaining simpler operation of crossovers or paired points which would always change at the same time.

LIGHTING CONTROL

Selected DCC accessory decoders can be configured to control lights –LED or bulb – adding further to the effects that can be created. For example, accessory commands can be used to turn building lights on or off as well as street lights and more. If you are looking to introduce this type of feature, research of your chosen accessory decoder will be necessary to ensure it can achieve the results you want. Several accessory decoders have this feature including the Roco Z21 Switch Decoder.

ROUTE CONTROL

Route control is part of DCC control systems and allows the user to programme a sequence of accessory commands into the base station to change a set of points for a specific route. We've used this feature with the Gaugemaster Prodigy system successfully in the storage yards where each track within the yard is given a route number and all of the points to take a train into and out of that loop are controlled with one command. Not all systems have this capability, but if your system does, it is well worth making use of.

The Dapol semaphore signals can be operated with Train Tech accessory decoders which illuminate the lenses as well as providing the movement of the arm.

MULTI-POINT CONTROL WITH DCC CONCEPTS

A recent new addition to the DCC Concepts range is the ADiA Accessory Decoder which has great flexibility and new features. These new decoders are designed to work with Cobalt Analog iP slow action motors and include three addresses on each decoder as well as the option to add magnetic or infra-red sensors.

This combination means that the ADiA decoder can be used to switch three-way points and set up automatic switching of points when a train has passed – or when it approaches – as well as being able to control more complex track features such as scissors crossovers.

This versatile accessory decoder is designed to be as close to plug and play as possible with screw terminals to connect DCC power

ACCESSORY DECODER CHOICES – OUR PICKS	
PRODUCT	**CAT NO.**
DCC Concepts ADS series solenoid accessory decoders	DCD-ADS2sx/4sx/8sx
DCC Concepts Cobalt IP digital slow action point motor	DCP-CB1DiP
DCC Concepts ADiA three address accessory decoder	DCD-ADiA.1/.3
Gaugemaster four-way solenoid point motor decoder	DCC32
Gaugemaster Infinity Light Control	GMI-A31
Gaugemaster Infinity colour light signal accessory decoder	GMI-A33
Train Tech Dapol signal accessory decoders	SC3/SC4
YaMoRC solenoid and switch accessory decoders	YD8008/YD8116

and the Cobalt motor plus plug-in terminals for the optional switches.

Such is the capability of this new accessory decoder that we will be showing its features with full examples in future issues.

FROG SWITCHING

Another feature built into the DCC Concepts accessory decoders is frog switching. This uses the DCC feed connected to the accessory decoder to change the polarity of the frog of the point, removing the reliance on the blades to carry power through the point. This is as simple as setting up the point for independent frog switching and then connecting the wire from the frog to the correct output on the accessory decoder. The accessory then takes care of the rest, changing over the polarity when the motor changes the position of the blades.

HUGE POTENTIAL

Introducing accessory control really enhances the operation of a model railway and with new products and features coming from specialist suppliers, the possibilities are limited only by your imagination. For example, if you want to take things further, DCC Concepts' Alpha Mimic panel lights can be integrated into the operation of a layout to display the route set using the connections on the base of the points while you can also add features such as miniature signalbox style levers to control train movements.

High end digital control systems often include a route setting ability for accessory commands. These can be programmed in to provide one step changing of a sequence of points.

Even adding a simple accessory decoder or DCC fitted point motor to your layout will have an instant effect - and we are sure you will be just as hooked with adding accessories as we are. **HM**

WELBY LANE

A fascination with the Railway Technical Centre and its rolling stock led **MARK PEARSON** to create this stunning 'OO' gauge layout filled with pieces of railway development from rolling stock to lineside equipment. Here he explains the full story of Welby Lane RTC.

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'00', 16.5mm	**4mm: 1ft**	**20ft x 2ft**	**MIDLAND**	**1970-95**	**DCC, Lenz**

1 BR's gas turbine Advanced Passenger Train – Experimental (APT-E) formed of power cars PC1 and PC2 and trailer cars TC1 and TC2 head onto the electrified stretch of Welby Lane RTC's test track for further trials.

Below: **2 One of the BR Class 41 prototype High Speed Train (HST) power cars takes centre stage outside the maintenance shed at Welby Lane RTC, alongside Clayton Bo-Bo 8598 (coupled to Test Coach *Hermes*), Class 08 RDB968020 *Pluto* and former Class 24 Bo-Bo 97201.**

THE REAL WELBY LANE is in Melton Mowbray, Leicestershire, not far away from the well-known Old Dalby test track of the Railway Technical Department of British Rail (now known as Network Rail's Rail Innovation and Development Centre). If you walk to the end of the lane and look over a little-used bridge and let your imagination wander, you can picture what I have tried to portray in miniature form. Welcome to Welby Lane RTC.

I have always enjoyed modelling something different. In the early days of my modelling, it was centred around the prototype and early unsuccessful diesel classes of the 1950s and 60s. Long before the availability of most of these today in ready-to-run form, I was building MTK, Q kits and other smaller manufacturers' offerings well into the night, some with more success than others, improving with each one my soldering, building and painting skills. At the next exhibition my then club attended, I was delighted to witness the response of the audience to my hard work and originality by displaying something different from the norm. Then I progressed through Diesel Multiple Unit (DMU) kits to building most of the Electric Multiple Unit (EMU) fleet from brass overlays and MTK kits for our club's very successful Cedar Park layout.

Over time, changes of job, country and lifestyle left me wanting to create something different on my own and away from a club environment. After meeting my good friend Richard King, Welby Lane was created.

Richard had built a small diesel depot layout around 8ft long as a test bed for code 75 track and scenic modelling techniques. As his love within the hobby was going towards 7mm, it was offered to me as a project rather than being dismantled. I really liked the compactness and design of the layout but quickly realised that in order to accommodate the newly announced »

Rapido Advanced Passenger Train – Experimental (APT-E), something needed to stretch or shrink, and it wouldn't be Rapido's offering.

From my early childhood, during holiday trips with my parents by train which often started at Nottingham or Derby, I observed many interesting trains on the famous curve at Derby and in particular the red and blue coaches in the distance long before I knew it as the RTC. I was lucky enough to bear witness to the real APT-E parked at Derby and to be told by my Dad that this was the train of the future. The next time I saw it, the train was on its way to a museum!

It seems my passion for the RTC had started long before I realised it. For a while I had a job that took me past (with a short detour) the main control centre at Old Dalby. My only regret is that I wish I had carried a camera around more.

INSPIRATION

This layout is purely imaginary but based on real locations and subjects. Not having the space, time, or finance to create a miniature Derby RTC, it has been assumed that due to space constraints at Derby, much of the project work has moved to Welby Lane with its small servicing, refuelling and repair facility. The old quarry sorting sidings just off the Melton/Old Dalby junction now occupied by an industrial estate form the base area of my layout. Most of the structures modelled are based on actual ones at the Old Dalby or Mickleover test tracks. The road bridge in the centre of the layout is based on that at Welby Lane itself. I am satisfied I have achieved the correct look and feel of the real thing as comments at shows are favourable with people recognising the office block and test house for example, both inspired by their Old Dalby counterparts.»

3 Left: **Track Recording DMU RDB975089/ RDB975090 rolls into the refuelling point at Welby Lane RTC. To the right is the Research Division's futuristic magnetic levitation unit (Mag-Lev) about to undertake another test run along the experimental section of track.**

4 Right: **Fitters attend to experimental hydrostatic drive Laboratory 9 *Hydra*, a former Cravens Class 129 Motor Parcels Van.**

5 Below: **Several Research Division test vehicles including former Ferry van RDB787319 are stabled in one of the sidings as Class 46 1Co-Co1 185 rumbles over the paved track section at Welby Lane, propelling the distinctive APT-E impact test wagon.**

CONSTRUCTION

Being built for the exhibition circuit as well as a home use layout, certain factors were to be considered - where it would go when in use at home, where it would be stored when not in use, and transportability. I wanted to produce something not done before which would be interesting. Surprisingly, all of these factors have been achieved. The original shed area was 8ft long including the storage yard. Two new boards were quickly built in the same method of a 3inch frame deep enough to protect point motors and a 6mm pressure-treated ply base. If braced adequately, it will have no problems with warping and remains extremely light. With the longest board only 4ft, they can fit into a large car without needing to hire a van. This brought the layout length to 16ft. Not satisfied with that after its second show, a further 4ft board was added to the shed end. As the layout power is fed from the centre sections, it can be erected to form a 16ft home layout giving the flexibility to leave either end board off and stored. The storage yard is self-contained to the rear of the layout. A major problem is that with the amount of stock I have now, it is undersized. To overcome this I usually ask exhibition mangers whether they'd like 1970-1985 or 1980-1995 represented. This allows some overlap of stock and reduces the storage yard congestion. A two-day show weekend usually starts on the Saturday at the early years of the RTC, slowly working through the time line to 1995 during the day. Sunday then starts at 1995 and works backwards.

Taking a short journey along the line from the sand drag end of the line (based on that at Edwalton which saw its fair share of events and runaways over the years), we pass the typical 1970s/80s scrapyard and then the main servicing area which is a much modified Pikestuff kit. To the opposite side, the Mag-Lev

vehicle might be on test. This working model glides along its track, elevated from it just like the original. How does it work? Does it really float above the track? Some secrets are best left untold.

Here starts the short section of overhead 25kV for testing electric locomotives and stock built from a mixture of Peco, Dapol and scratchbuilt masts and wires. The bridging wires are placed in position at shows and act as a tensioner. Just past Welby Lane bridge are the experimental concrete track sections. These are based on the example at Etwall on the Mickleover test track. The line diverges here passing the now disused signalbox. A scrap Ratio signalbox bought for 50p at a show provided the base idea. Much fun was had distressing it, but the secret is knowing when to stop or it can look overdone. After the tunnel is the remainder of the test track and eventually the main line. The other exit from the point brings us down into the storage sidings and test house. A calibration jig has been erected for the Structure Gauging Train, built from a couple of Hornby loading gauge posts. Notice the calibration white line on the post: this actually lines up with the white beam of light on the optical car when it passes.

The test house is based on the one at Old Dalby, regularly used for the APT tests in the 1970s albeit much shorter to fit the location. A Hornby diesel depot was modified to form this building and overlaid with Slater's plasticard. At the end of this area is the office block, which is a prefabricated type again seen at Old Dalby. This is an elderly Jouef Playcraft modern station building very heavily modified and altered. The car park with several vehicles of the period and the Alsatian dog complete the scene.

6 Class 86 Bo-Bo electric E3175 was fitted with experimental suspension which gained it the nickname *Zebedee*. It is seen here with an eye-catching streamlined nose cone fitted, used in connection with high-speed test runs, stabled alongside the LEV1 railbus, based on a double-ended Leyland National chassis.

7 Now in use with the Railway Technical Centre's Welby Lane facility, Clayton Bo-Bo 8593 eases past the test house shed with the skeletal POP train, which was used to test the Advanced Passenger Train – Experimental's (APT-E) braking, suspension and tilting systems. A former Met-Vick Co-Bo (S15705) is stabled alongside.

SCENERY

I believe that if the scene looks right, it should be left alone. I often see scenes on layouts overdone. Don't overcrowd areas with figures, vehicles and other details if they aren't needed. I try to concentrate on a scene and what it would look like in reality. A parked car will not always have the front wheels straight. Turning them slightly gives another dimension to the model and a little individuality.

The base groundwork on the layout is little more than an old blanket or carpet underlay glued down and once dried teased out and the fibres raised with a brushing of dilute PVA glue. This is covered with flock, the darkest being nearer the tracksides. Once dry, adding clumps of thicker foliage creates depth. I find the Woodland Scenics range is good, always delivering a great result. Once I am happy, a good dousing of a cheap hair lacquer fixes it in place. Repair patching at shows this way is also quick and effective.

Hard ground cover is usually a mix of powdered filler, grey coloured emulsion paint and PVA, the latter adding flexibility to prevent cracking.

Once dry, different shades of greys and browns (usually emulsion tester pots) create the desired effect. Study the real thing - it is surprising how much colour variation there is.

Figures and road vehicles come from a variety of commercial sources but there are a few kit and scratchbuilt items on Welby to fit the purpose. I converted an EFE Bedford lorry into the RTC's mobile monitoring unit *Metis*, often seen on the hill beside the tunnel.

CONTROL

Welby was my first private venture into the world of Digital Command Control (DCC), having only briefly used it on some club layouts. I learnt a lot – notably that until you are comfortable altering things yourself, seek advice from a club member if you are in one or someone in a shop. »

The layout is controlled by Lenz equipment. Most of our group also uses the same system which makes driver training easier. The slow action point motors are run on a 9V DC controller. The lighting circuit is standard 12V DC but some lights are fed by the DCC power bus if possible. The two signals on the layout are manually controlled by a toggle switch. Signal EL2 is based on an experimental design which was at Etwal on the Mickleover test track.

A spare base unit is taken to exhibitions in case breakdowns occur. They do happen and usually within a few minutes a normal service is running again. A club member can bring a spare handset too for the same reasons as they are all compatible.

TEST TRAIN FLEET

My main passion shows here as I try to represent the history of the RTC and its experimental and testing remit. Most of the rolling stock is converted from ready-to-run models or scratchbuilt as there are few really accurate models available.

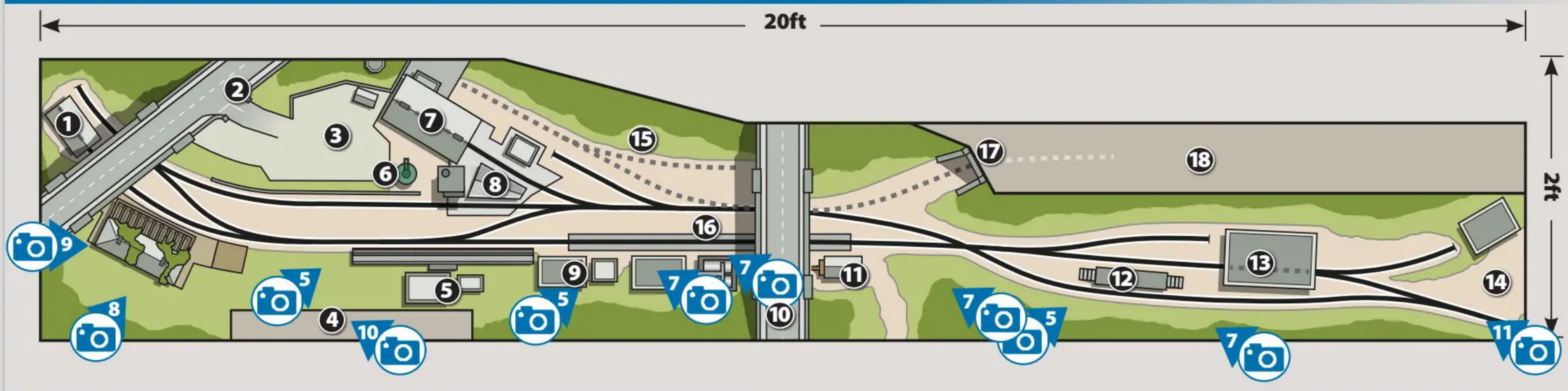
Creating around 85% of the fleet has been a hard but pleasurable journey. I am in my happy place with a razor saw or a minidrill in my hand. Limited edition models have their place but certainly not on 'The Lane'. I buy my models to run and be used. Every item of stock is airbrushed, weathered, detailed and fitted with Kadee couplings. Locomotives are all sound fitted, some sound files being individually sourced to fit certain items such as the battery powered unit *Gemini* as no ordinary file is available for one-off items such as this.

The Mk 1 coaches are mainly adapted Bachmann examples. The ease of taking apart and the separate flat sides to work

8 Staff set about dismantling cars in the ramshackle scrapyard located alongside Welby Lane RTC.

9 English Electric 'Baby Deltic' D5901 rolls into view at Welby Lane RTC with a returning test train.

WELBY LANE TRACK DIAGRAM (NOT TO SCALE)



KEY					
1 Sand drag	4 Maglev track	7 Maintenance shed	10 Welby Lane bridge	13 Test house shed	16 Paved track section
2 Melton Road bridge	5 Office blocks	8 Refuelling area	11 Signalbox	14 Office block	17 To/from storage yard
3 Scrap yard	6 Water softener tank	9 Fuel tanks	12 Optical gauge	15 25kV overhead section	18 Storage yard

on are perfect for the razor saw. A few examples of stock that are worth a mention include the skeletal APT-POP test rig and its later clad version. I have my very good friend Kim Durose to thank for these. The skeletal version is completely 3D printed. It is a work of art and an eye-catcher at shows. It tilts on a system Kim designed using Lego Technic parts. The clad version was a joint production between us, the two end car bodies built by Kim. This uses Hornby APT bogies and tilt gear in the main and was painted by me.

Another item that gets lots of attention is the LEV1 railbus. A very modified Hornby 'Pacer' chassis provides the base with parts of two Hornby 'Pacer' bodies, together with EFE Leyland National bus ends and roof for the body. The later bodied R3 is currently on the workbench. The experimental Leyland coach was built in a similar way to LEV1 using a Bachmann Mk 1 coach chassis. The RTC's Unimog is scratchbuilt, the body being two merged Matchbox Unimog bodies. The two-car Class 140 DMU 'Pacer' generation prototype is an MTK kit from the 1990s. Built by a friend of mine sadly no longer with us, it has received a chassis upgrade and DCC sound. It looks perfectly in place

10 Nature appears to be reclaiming the former station building next to the Melton Road overbridge. A Freightliner container located on a converted 'Lowmac' wagon is stabled in the former platform.

amongst its other odd bedfellows.

One of the most popular pieces at a show is the RTC's remote controlled Class 08 shunter *Pluto*. Adapted as a trial in the 1970s, it had amber flashing beacon lights as a visual warning. I will always be indebted to my friend Nigel Wilson for his electronic know-how for making this happen. It really is a work of art with sound, flashing warning lights and a stay-alive all crammed in there.

I airbrush or paint all my own stock and weather it too. A few items have been built and painted by others when time constraints come into play or their builder wants to paint it.

One beauty of the RTC is that many strange formations can be assembled, and most are based on photographic evidence.

Welby has been around a few years now on the exhibition circuit and certainly has a few more years of bookings in it yet. I don't like to exhibit it more than two or three times a year. That way the team doesn't get bored of operating it and it remains rather new to the public. The layout's next appearance will be the Shildon exhibition in April.

Did I get it right? It's always quite humbling and pleasing when I announce the latest finished project on the layout's Facebook page and to receive feedback from many former RTC staff who say I brought back many memories – good and bad. On that basis, I think I can be reasonably pleased. **HM**

11 Laboratory One RDB97500 was heavily converted from former BR Mk 1 Restaurant Open Second M1003, for high speed testing with the RTC's Dynamics Group.

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

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RTC Derby

Derby's Railway Technical Centre was once the largest research facility of its type in the world, yet privatisation shattered one of the crown jewels of Britain's railway, as **EVAN GREEN-HUGHES** explains.

SINCE THE DAWN OF THE railways, designers and engineers have always sought to improve the efficiency and performance of locomotives, rolling stock and track. As early as 1846, organisations such as the Institute of Mechanical Engineers were formed so ideas could be exchanged.

During the pre-Grouping era, developments were usually progressed in an informal manner by the separate railway companies, with much of the work taking place within the main Works drawing office and experiments being carried out as and when they were thought to be necessary. However, some companies, particularly the Great Western Railway (GWR) at Swindon, the Great Northern Railway at Doncaster and the Midland Railway at Derby established departments where test work could be coordinated.

The 'Big Four' began to put test work on a more organised footing, with the London, Midland and Scottish Railway (LMS) concentrating its development work at Derby while the GWR naturally built its locomotive testing plant at Swindon Works to cover the whole of its enlarged region. Co-operation extended beyond company boundaries, and in the 1930s the LMS and the London and North Eastern Railway (LNER) decided to jointly build a locomotive testing plant at Rugby in Warwickshire where a rolling road and other advanced features were installed.

Right: **BR's Advanced Passenger Train – Experimental (APT-E) under construction at Derby RTC in the early 1970s. Alongside it is the skeletal POP train, developed for proving the APT-E's suspension, braking and tilting systems.** Colin J. Marsden collection.

Below: **BR's Railway Technical Centre (RTC), located close to Derby station, featured an eclectic mix of converted rolling stock used for testing purposes.** Colin J. Marsden collection.

BR RESEARCH

Nationalisation did little to change this picture, and the Rugby test track was heavily used in the 1950s. However, in 1961, £1.25m was allocated for building an engineering laboratory near the existing LMS installation at Derby on wagon sidings. This was built with the specific intention of taking the railways into the electronic and computer age and was to be called the Railway Technical Centre (RTC).

The new RTC comprised a main test hall containing five tracks linked to a courtyard block, around which were laboratories and a five-storey administration block. The complex was also served by a fan of sidings able to hold a considerable quantity of rolling stock. Inside the test hall was equipment for structural testing of components, while on-site laboratories could provide component analysis and machine shops could manufacture or amend components. The complex was intended to be self-contained and was organised so all rail movements could take place clear of the main lines.

Formal opening was carried out by Prince Philip in May 1964, although by then some staff had been on site for six months or so. The following year, a new three-storey block was opened by the then Minister of Transport, Barbara Castle. This structure was allocated to the workshop staff's headquarters, which was later to become British Rail Engineering.

Further buildings were added in 1966 to house a drawing office, the »

The futuristic 'Mag-Lev' magnetic levitation people-mover undergoing tests on specialist tracks at the RTC in Derby in June 1981, prior to the technology being installed at Birmingham airport. Colin J. Marsden collection.

Engineering Development Unit and Plastics Development Unit, while the Research Division was expanded by the addition of the Dynamics Group, Braking Systems Unit and Suspension Unit, these being housed in a new block named Lathkill House. In 1968, the Track Research and Soil Mechanics departments were reallocated to the site and housed in a new test hall, two-storey office block and laboratory, all of which were rail connected.

There was a substantial addition in 1970 when a large facility was opened totalling 16,200 square feet intended for the development of systems to be used on the projected Advanced Passenger Train. This was named the Advanced Projects Laboratory. Further offices and another laboratory were added that year, too, for use in analysis of fractures, instrument research and chemicals. The final addition to the complex proved to be a library which was built in the courtyard of the original building, and which was opened in 1972.

TOTAL RESEARCH

Once completed, the RTC brought together all of the regional elements of the Department of Mechanical and Electrical Engineering into one complex, making communication easier, and with that, the stage was set for some truly spectacular project work.

Perhaps the best known of the RTC's projects was the development of the prototype Advanced Passenger Train (APT). This project was authorised in 1969 with the intention of providing a train that could run at 50% higher speeds than conventional rolling stock and which could also corner up to 40% faster. To do this, great emphasis was put on lightweight construction as the intention was to run this new train on existing tracks.

Development took place using a set of experimental coaches called POP which were assembled at Derby and which were able to tilt. Following on from this, a full-size train was developed powered by gas turbine engines which undertook trials all over the network before being superseded by a production electric model.

To achieve what was desired with the APT, much work had been done on suspension and wheels. This was not only aimed at the high-speed project but was also aimed at producing freight vehicles to reduce any tendency to 'hunt' and throw themselves off the track at express speeds. This

work was extremely successful and resulted in the long-wheelbase freight wagons which predominated from the 1970s onwards.

This technology also had an unexpected further use when British Rail was looking for a cheap replacement for its diesel multiple units, leading to the development of the 'Pacer' fleet. The RTC was involved in the early days of this when an experimental body was delivered from the Leyland plant at Workington and married with an underframe built at the RTC to produce the prototype LEV1 railbus. This vehicle was also involved in extensive stress testing at the centre.

For enthusiasts, the RTC held particular interest as it always had interesting locomotives and vehicles attached to it. The first locomotive to be sent there permanently was rare Metro-Vick Class 28 D5705, which was soon joined by equally rare 'Baby Deltic' D5901. A Clayton Type 1 D8598, was also used. By 1975, more conventional power was allocated with 24061, which became 97201, joined by 97203, the former 31298, and then 'Peak' 46035, which was renumbered 97403. A second 'Peak' and a Class 08 shunter followed. It was thanks to the RTC that the Class 28 survived into preservation.

Equally interesting were the RTC's Diesel Multiple Units (DMUs). One of the first 'Derby Lightweight' two-cars, along with a single car version, were used for test purposes, while one of the Cravens Parcels DMUs and the unique Wickham-built four-wheel track recording railbus were also allocated. Several ex-EMU vehicles were also deployed at various times as test cars, along with coaches from the prototype High Speed Train.

WORLD LEADING

The RTC was also involved in many projects which were not as well known. The MAGLEV monorail system that was developed for use at Birmingham airport was a direct descendant of a single vehicle built at Derby and which operated on a specially-built test track there.

Extensive work also took place into the use of concrete slab track which was later of much use in projects such as the Channel Tunnel while the Civil Engineers were further aided when the RTC developed a structure gauging train capable of measuring the 'envelope' through which trains ran while moving, enabling quicker and more accurate surveys to be undertaken.

Another notable development was that of Radio Electronic Token Block signalling which was to prove pivotal in enabling rural lines in Wales and Scotland to continue to operate. The list of successes was almost endless. And in a classic example of British short-term thinking, having been one of the most advanced and forward thinking facilities of its type anywhere in the world, the success was too good to last.

For three decades the Railway Technical Centre carried out globally outstanding work within its field. It is impossible to exaggerate just how influential this facility was. But its continued existence relied on the country having a unified railway system, which came to an end in the 1990s when John Major's Conservative Government decided to privatise British Rail (something his predecessor Margaret Thatcher had always ruled out). The RTC was privatised and fragmented, split up into separate engineering companies, which although highly capable simply could not replicate the cross-pollination of ideas and developments the RTC did.

Many of the offices and ancillary buildings fell out of railway use and the workshops were taken over by smaller companies as repair workshops and by Network Rail which keeps its test trains and other rolling stock on the site.

In the decades since privatisation, the loss of the RTC's immense capabilities has been keenly felt and mourned by those who knew what it could really do. But, with government plans to reintegrate track and train and huge challenges of infrastructure, rolling stock and operational costs, surely a full-spectrum research and development facility is going to be essential. For now, we can still travel on trains benefitting from the RTC's input, and of course model its unique and eclectic collection of rolling stock on our layouts. **HM**

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

BR's POP test train formed of PC3 (RDB975634), PC4 (RDB975635) and a BR Mk 1 BSK seen during testing on what is believed to be the RTC's Old Dalby test track between Melton Mowbray and Edwalton in the East Midlands.
Colin J. Marsden collection.

An engineer tends to the Structure Gauging Train headed by Driving Trailer RDB975081 - former Laboratory 17 *Hermes* - at the Railway Technical Centre in Derby on June 5 1986.
Colin J. Marsden collection.

The RTC's former Class 31 97204 is stabled in the research yard at Derby at the head of the Track Development Train on May 19 1988.
Colin J. Marsden collection.

STAFF PROJECTS

REJUVENATING MODELS

PART 2

Having previously taken his first steps in weathering his steam locomotives, *Hornby Magazine's* **BEN CHURCH** learns new skills with an airbrush.

IN HM 209, I TOOK MY FIRST tentative steps in weathering by using a simple pack of pigment powders on a damaged Gresley 'A3' bought as spares. While I found the process satisfying, I wanted to improve upon what I had done based on models I have seen *Hornby Magazine* colleagues achieve in preparation for shows.

I decided to ask Jonathan Newton for help with the next steps I could take to further weather the 'A3' and some other older and slightly damaged models in my collection. Four models would get the weathering treatment - 'A3' 60039 *Sandwich* from the previous feature, 'A4' 60031 *Golden Plover*, Rebuilt 'Royal Scot' 46100 *Royal Scot* and air-smoothed 'West Country' 34041 *Wilton*. Each would be weathered to slightly different standards allowing for variation and experimentation.

None of the models are brand-new. The 'A4' has been in my collection for a long time, and this is the perfect opportunity to give the old model a new lease of life. *Royal Scot* is another damaged model I bought as spares, which had some minor cosmetic damage. *Wilton* is from the first batch of air-smoothed 'Light Pacifics' released by Hornby, so while the tooling is still good, some of the lining and printed elements are showing their age. It is a locomotive I wanted for my layout, having seen photographs of the prototype at Oxford in the 1960s.

On Jonathan's advice, a pack of Lifecolor acrylic paints was purchased from the Key Model World Shop. It was explained to me that, unlike enamel paints, acrylics can be removed far more easily and, while it wouldn't be a disaster if any of these models were ruined, it would still be best to be able to fix any mistakes - a decision that would pay dividends when it came to spray them.

After attaching detail parts, Jonathan and I started work. He mixed paint in a variety of shades, so all four models looked different. Using reference photographs as a guide, we set to work aiming to have the 'A3' very heavily weathered and the 'A4' lightly weathered, with the 'Royal Scot' and 'West Country' somewhere between them in terms of griminess.

After *Royal Scot* had been subjected to the airbrush I decided to get in the hot seat and have a go. Our choice to use acrylic paints paid off as due to my inexperience, I applied too much underframe wash on the 'A3'. Thanks to some quick thinking from Jonathan and a lot of cotton swabs, we were able

***Hornby Magazine's* Ben Church has been rejuvenating a selection of his second-hand models with a realistic bespoke weathered finish to each.**

MIKE WILD

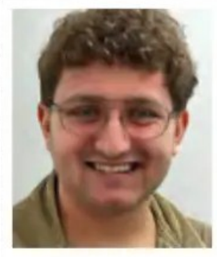
Mike has been finishing off the final details to his layout's 'OO' gauge four-road diesel depot kit.

MARK CHIVERS

Mark has been gathering his 1980s Scottish Region stock for a train formations feature.

JONATHAN NEWTON

Jonathan has been continuing work on his next exhibition layout, Newton Grove 2.



BEN CHURCH

Ben has been reconfiguring his layout storage yard following changes to the scenic section.

Imperfections to the overall finish of Gresley 'A3' 60039 *Sandwich* were masked with a gentle waft of weathering to the bodyshell and running gear.

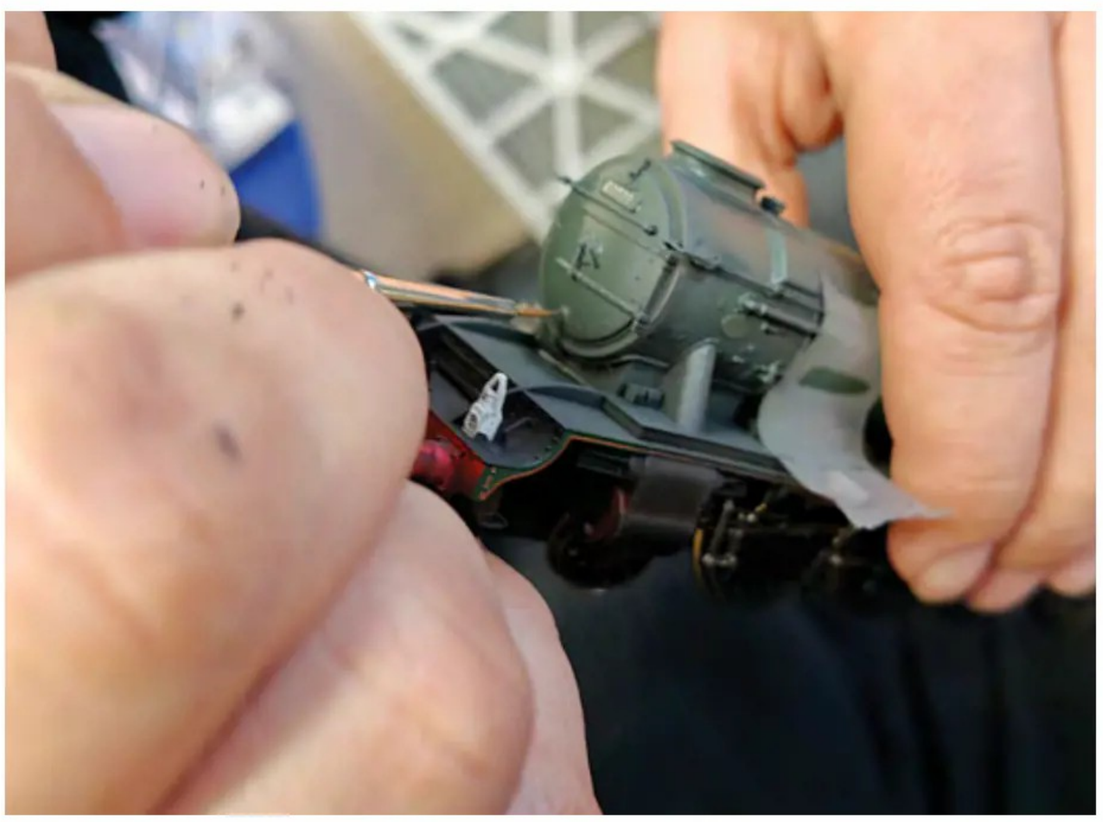
to salvage the model's appearance. We carried on, applying varied tones and effects to the models, even completely repainting the smokebox on the 'A3'.

After the four were finished, I set upon them with weathering powders, again basing the appearance on photographs. I applied small patches of rust to the underframe of the 'West Country' and streaked coal dust over the top of the 'A4'. *Sandwich* received a healthy dose of soot to the top third of the boiler and I decided to leave *Royal Scot* alone as I was satisfied with its appearance.

I learned a lot from Jonathan about mixing paint and using an airbrush; that and a light application of weathering powders has breathed a new lease of life into all four models. They are now in a state I would be happy to take to an exhibition and I'm looking forward to having another go. Perhaps a weathered rake of BR Mk 1s is next…. **HM**

Once LMS 'Royal Scot' 46100 *Royal Scot* had been treated to its weathered finish, the process of removing much of the coating from the motion involved a cotton bud and some airbrush cleaner.

Application of a light weathered finish to Gresley 'A4' 60031 *Golden Plover* toned down the pristine appearance of the model and helped mask any glue marks that had been present.



To complete Ben's heavily weathered Gresley 'A3', the smokebox was carefully repainted by hand to achieve the desired finish.

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.

JANUARY 2025

18/19 CANTERBURY MODEL RAILWAY EXHIBITION

Hosts: City of Canterbury Model Railway Society
Location: St Anselm's School, Old Dover Road, Canterbury, Kent CT1 3EN
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, children £1
Website: *www.ccmrs.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

18/19 SYSTON MODEL RAILWAY EXHIBITION

Hosts: Syston Model Railway Society
Location: Birstall Social Club, Wanlip Lane, Birstall, Leicester LE4 4JS
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £5, children £4 (accompanied children free), family £10
Website: *www.systonmrs.org.uk*
Features: 12 layouts, trade support, demonstrations, refreshments, parking and disabled access.

25/26 ERITH MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Erith Model Railway Society
Location: Harris Garrard Academy, Yarnton Way, Thamesmead DA18 4DW
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £9, concessions £9, children £1
Website: *www.ukmodelshops.co.uk/erithmrs/*
Features: Layouts, trade support, displays, demos, societies, refreshments, parking, disabled access.

25/26 KILMARNOCK MODEL RAILWAY EXHIBITION

Hosts: Kilmarnock and District Model Railway Club
Location: Scottish Maritime Museum, Linthouse Building, Harbour Road, Irvine KA12 8BT
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, concessions £5, under 16s free
Website: *www.kilmarnockmrc.com*
Features: Layouts, trade support, displays, refreshments, parking and disabled access.

25/26 PONTEFRACT MODEL RAILWAY EXHIBITION

Hosts: Normanton and Pontefract RMS
Location: Pontefract Racecourse, Pontefract Park, Park Lane, Pontefract WF8 4QD
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £10, accompanied children free
Website: *www.facebook.com/people/Normanton-and-Pontefract-RMS/100064793586427/*
Features: Layouts, trade support, refreshments, parking and disabled access.

25/26 SOUTHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Southampton Model Railway Society
Location: Barton Peveril College, Chestnut Avenue, Eastleigh SO50 5ZA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £10, accompanied under 16s free
Website: *www.southamptonmodelrailwaysociety.co.uk*
Features: 20 layouts, trade support, societies, demos, refreshments, parking, disabled access. Free bus service between venue, Southampton Airport Parkway station and Eastleigh.

FEBRUARY 2025

1 SHIREHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Shirehampton Model Railway Club
Location: Shirehampton Public Hall, Station Road, Shirehampton, Bristol BS11 9TX
Times: 10am-4.30pm
Prices: Adults £5, family £7
Website: *www.shirehamptonmrc.com*
Features: Layouts, trade support, refreshments, parking and disabled access.

1/2 FEBEX 2025 – ALTON MODEL RAILWAY EXHIBITION

Hosts: Alton Model Railway Group
Location: Eggars School, London Road, Alton GU34 4EQ
Times: Sat 10.30am-5pm, Sun 10.30am-4pm
Prices: Adults £8, accompanied children free
Website: *www.altonmrg.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

1/2 KENDAL MODEL RAILWAY EXHIBITION

Hosts: Kendal Model Railway Club
Location: Kendal Leisure Centre, Burton Road, Kendal LA9 7HX
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6.50, children £2, family £18
Website: *www.kendalmrc.org*
Features: 12 layouts, trade support, societies, refreshments, parking and disabled access.

8 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

Hosts: Heywood Model Railway Group
Location: Unit 4, Park Works, River Street, Heywood OL10 4AB
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Website: *www.hmrg.net*
Features: Club layouts in 'O', 'OO' and 'N' gauges plus club stand.

8/9 BOURNEMOUTH MODEL RAILWAY EXHIBITION

Hosts: East Dorset Area N Gauge Group
Location: The Hamworthy Club, Magna Road, Wimborne BH21 3AP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, accompanied children free
Website: *www.bmre.org.uk/edngg*
Features: 20 layouts, trade support, societies, refreshments, parking and disabled access.

8/9 GARTELL LIGHT RAILWAY MODEL RAILWAY EXHIBITION

Hosts: Cale Rail Society
Location: Gartell Light Railway, Common Lane, Yenston, Near Templecombe, Somerset BA8 0NB
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £6, children £1
Website: *www.facebook.com/Calerail/*
Features: 14 layouts, trade support, refreshments, parking and disabled access. Light railway rides available at additional charge.

15 EAST BEDFORDSHIRE MODEL RAILWAY SOCIETY EXHIBITION

Hosts: East Bedfordshire Model Railway Society
Location: Stratton School, Eagle Farm Road, Biggleswade SG18 8JB
Times: 10am-4.30pm
Prices: Adults £7, concessions £6, children £3, family £17
Website: *www.ebmrs.org*
Features: Layouts, trade support, club stand, refreshments, parking and disabled access.

15 GOSPORT MODEL RAILROAD CLUB OPEN DAY AND EXHIBITION

Hosts: Gosport Model Railroad Club
Location: St. Mary's Church Parish Centre, Green Road, Alverstoke, Gosport, Hampshire PO12 2ET
Times: 10.30am-4pm
Prices: Adults £3, children £1
Website: *www.gosportrailroadgroup.org.uk*
Features: Layouts, trade support, club stand, refreshments, parking and disabled access.

15 TONBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Tonbridge Model Railway Club
Location: Angel Centre, Angel Lane, Tonbridge TN9 1SF
Times: 10am-5pm
Prices: Adults £8, children £1, family £18, under 10s free
Website: *www.tonbridgemrc.com*
Features: 22 layouts, trade support, demonstrations, societies, manufacturers, refreshments, parking and disabled access.

15/16 CHAPEL EN LE FRITH MODEL RAILWAY EXHIBITION

Hosts: New Mills and District Railway Modellers
Location: Chapel En Le Frith Leisure Centre, Long Lane, Chapel En Le Frith SK23 0TQ
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £8, concessions £8, under 16s free
Website: *www.nmdrm.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

15/16 SEDGEMOOR GAUGE 0 GROUP EXHIBITION

Hosts: Sedgemoor Gauge O Group
Location: The King Alfred School and Academy, Burnham Road, Highbridge TA9 3EE
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £7
Website: *www.facebook.com/groups/925593368340302/*
Features: Layouts, trade support, refreshments, parking and disabled access.

15/16 WESTON-SUPER-MARE MODEL RAILWAY EXHIBITION

Hosts: Burnham Model Railway Club
Location: Priory Community School, Queens Way, Weston-super-Mare BS22 6BP
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £8, children free
Website: *www.bdmrc.co.uk*
Features: 24 layouts, trade support, refreshments, parking and disabled access.

21-23 MODEL RAIL SCOTLAND

Hosts: Association of Model Railway Societies in Scotland
Location: Scottish Event Campus, Hall 3, Glasgow G3 8YW
Times: Fri 10.30am-6pm, Sat 10.30am-6pm, Sun 10.30am-5pm
Prices: Adults £17, children £5, family £35
Website: *www.modelrail-scotland.co.uk*
Features: 50 layouts, trade support, manufacturers, societies, refreshments, parking and disabled access. *Hornby Magazine* will be there showcasing the 'OO' gauge £500 challenge layout – Lanacside. Courtesy vintage bus operating between venue, Glasgow city centre, Glasgow Central and Queen Street stations.

22 FALMOUTH SOCIETY OF RAILWAY MODELLERS OPEN DAY

Hosts: Falmouth Society of Railway Modellers
Location: St Mary's Catholic Church Hall, Killigrew Street, Falmouth TR11 3PR
Times: 10am-4pm
Prices: Free admission
Contact: 01326 319922
Features: Six layouts, club stand, refreshments, parking and disabled access.

22 READING MODEL RAILWAY EXHIBITION

Hosts: Kenavon Railway Society
Location: The Warehouse, 1a Cumberland Road, Reading RG1 3LB
Times: 10am-4.30pm
Prices: Adults £4.50, concessions £4, children £2.50, family £10
Website: *www.standingrichard.wixsite.com/kenavon*
Features: 20 layouts, trade support, refreshments, parking and disabled access.

22/23 LINCOLN AND DISTRICT MODEL RAILWAY EXHIBITION

Hosts: Lincoln and District Model Railway Club
Location: Fiskerton Village Hall, Ferry Road, Lincoln LN3 4HW
Times: Sat 10am-3pm, Sun 10am-3pm
Prices: Adults £5, accompanied under 16s free
Contact: *sean.exhmanager.ldmrc@outlook.com*
Features: Eight layouts, trade support, refreshments, parking and disabled access.

22/23 PORTSMOUTH RAILEX 2025

Hosts: Portsmouth Railex
Location: Horndean Technical College, Barton Cross, Horndean PO8 9PQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £3
Website: *www.portsmouthrailex.wixsite.com/website*
Features: Layouts, trade support, refreshments, parking and disabled access.

22/23 YORK AGAINST CANCER MODEL RAILWAY SHOW

Hosts: Ebor Group of Railway Modellers
Location: Holy Trinity Church Hall, Melrosegate, York YO31 0RP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £1, under 5s free
Contact: 07988 861943
Features: Eight layouts, trade support, refreshments, parking and disabled access.

23 ILKESTON MODEL RAILWAY CLUB EXHIBITION

Hosts: Ilkeston Model Railway Club
Location: Heanor Miners Welfare, Ilkeston Road, Heanor DE75 7DT
Times: 10am-4pm
Prices: Adults £5, accompanied under 16s free
Contact: 07930 90971
Features: Layouts, trade support, club stand, refreshments, parking and disabled access.

MARCH 2025

1 MODRAIL 2025 - SWINDON MODEL RAILWAY EXHIBITION

Hosts: Swindon Model Railway Club
Location: STEAM Museum of the Great Western Railway, Fire Fly Avenue, Swindon SN2 2EY
Times: 10am-4.30pm
Prices: Adults £7, accompanied under 16s free. Ticket only valid for exhibition.
Website: *www.swindonmodelrailwayclub.com*
Features: 16 layouts, trade support, demonstrations, refreshments, parking and disabled access.

1 SODBURY VALE MODEL RAILWAY CLUB EXHIBITION

Hosts: Sodbury Vale Model Railway Club
Location: Yate Community Hall, Yate Parish Hall and Yate YMCA, Station Road, Yate, Bristol BS37 4PQ
Times: 10am-4.30pm (9.30am for disabled access and blue badge holders)
Prices: Adults £7, accompanied under 16s free.
Website: *www.sodburyvalemrc.co.uk*
Features: 20 layouts, trade support, demos, societies, refreshments, parking and disabled access.

1/2 ABRAIL 2025

Hosts: Abingdon and District Model Railway Club
Location: Abingdon and Witney College, Wootton Road, Abingdon OX14 1GG
Times: Sat 10.30am-5pm, Sun 10.30am-4pm
Prices: Adults £15, accompanied under 18s free
Website: *www.admrc.org.uk*
Features: 35 layouts, trade support, demonstrations, refreshments, parking and disabled access.

1/2 MIDLANDS GARDEN RAIL SHOW

Hosts: Meridienne Exhibitions
Location: Warwickshire Events Centre, The Fosse, Radford Semele, Leamington Spa CV31 1FE
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £12.50, concessions £12, children £5
Website: *www.midlandsgardenrailshow.co.uk*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

1/2 PRESTON MODEL RAILWAY EXHIBITION

Hosts: Preston and District Model Railway Society
Location: Preston College, Fulwood Campus, St Vincent's Road, Fulwood, Preston PR2 8UR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £9, concessions £5, under 15s free
Website: *www.prestonanddistrictmrs.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

1/2 KEIGHLEY MODEL RAILWAY EXHIBITION

Hosts: Keighley Model Railway Club
Location: Woodbank Garden Centre and Nursery, Harden Road, Harden BD16 1BE
Times: Sat 9.30am-4.30pm, Sun 9.30am-4pm
Prices: Adults £10, children £5, family £20
Website: *www.keighley-mrc.org.uk*
Features: 20 layouts, trade support, refreshments, parking and disabled access.

1/2 RAINHILL MODEL RAILWAY EXHIBITION

Hosts: Rainhill Model Railway Club
Location: Rainhill High School, Warrington Road, Rainhill L35 6NY
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, children £4, family £18
Website: *www.rainhillmrc.org.uk*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

1/2 REDDITCH MODEL RAILWAY EXHIBITION

Hosts: Redditch Model Railway Club
Location: Trinity High School, Grove Street, Redditch B98 8DS
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £6, children free
Website: *www.redditch-mrc.com*
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

1/2 ROMSEY MODEL RAILWAY EXHIBITION

Hosts: Romsey and District Railway Modellers Society
Location: Crosfield Hall, Romsey SO51 8GL
Times: Sat 10.30am-5pm, Sun 10am-4.30pm
Prices: Adults £7, children £3, family £17
Website: *www.rdmrs.com*
Features: 17 layouts, trade support, demonstrations, refreshments, parking and disabled access.

8 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

Hosts: Heywood Model Railway Group
Location: Unit 4, Park Works, River Street, Heywood OL10 4AB
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Website: *www.hmrg.net*
Features: Club layouts in 'O', 'OO' and 'N' gauges plus club stand.

8 NARROW GAUGE NORTH

Hosts: Narrow Gauge North
Location: Pudsey Civic Hall, Dawsons Corner, Pudsey, Leeds LS28 5TA
Times: 10.30am-4.30pm
Prices: Adults £10, accompanied under 16s £1, family (after 1pm) £15
Website: *www.narrowgaugenorth.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

8 STIBBARD CHARITY RAILEX

Hosts: Stibbard Village Hall
Location: Stibbard Village Hall, Guist Bottom Road, Stibbard, Fakenham NR21 0AQ
Times: 10.30am-4pm
Prices: Adults £3, under 16s free
Website: *www.stibbardvillagehall.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

8/9 BASINGSTOKE MODEL RAIL 2025

Hosts: Basingstoke and North Hants MRS
Location: Aldworth Science College, Western Way, Basingstoke RG22 6HQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10
Contact: *www.basingstokemrs.org*
Features: 20 layouts, displays, trade support, refreshments, parking 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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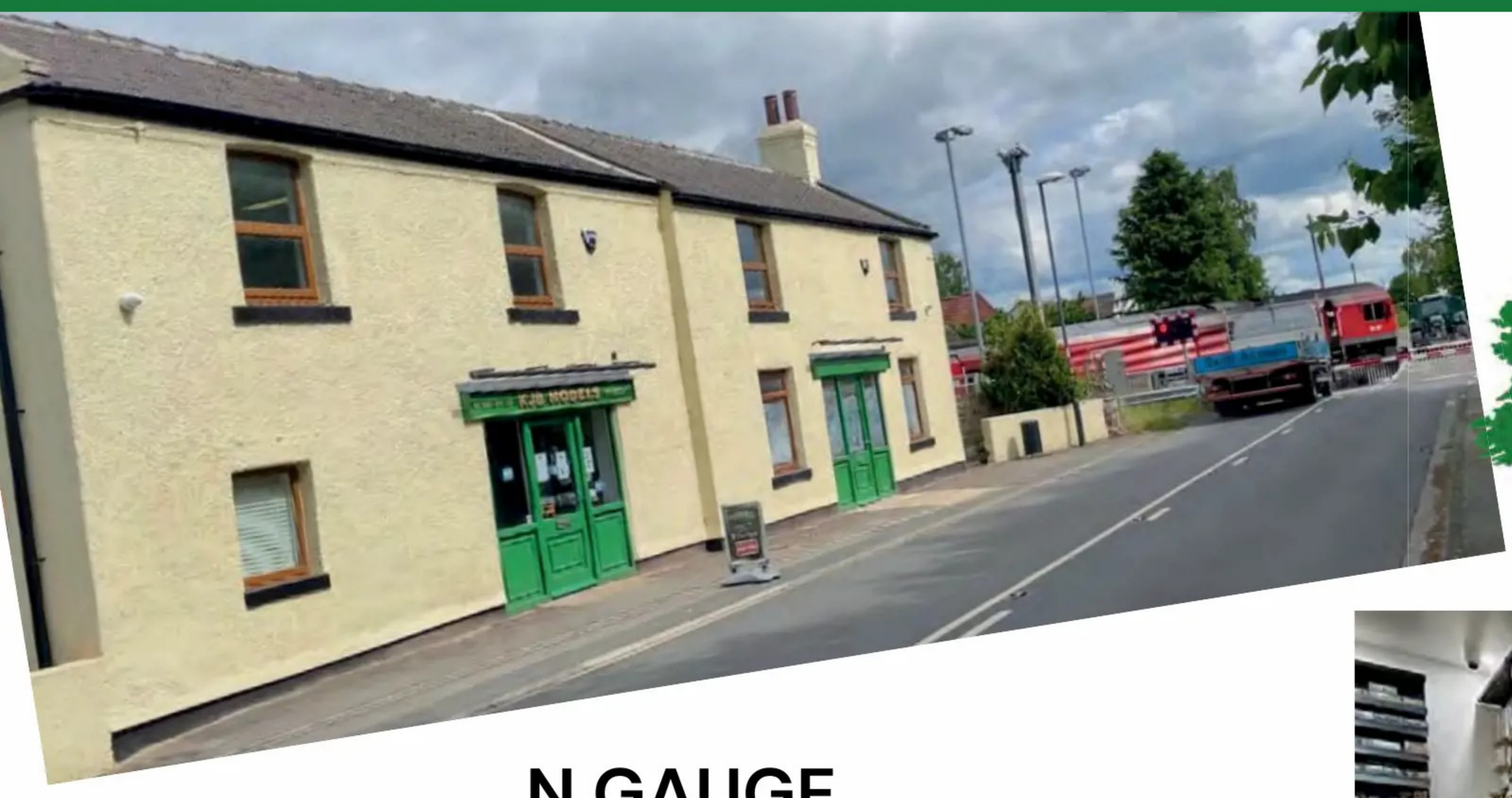

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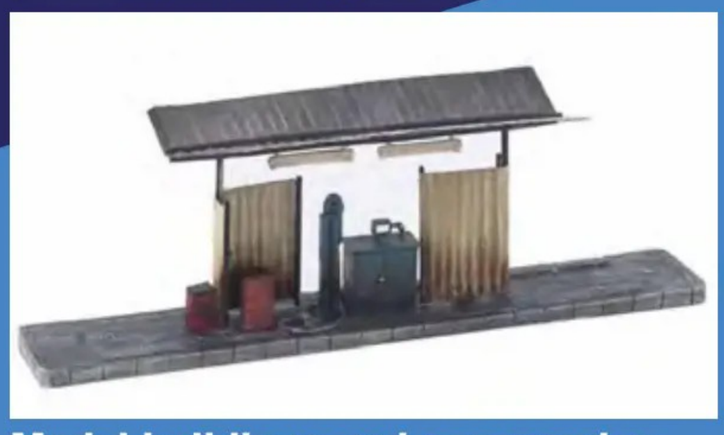

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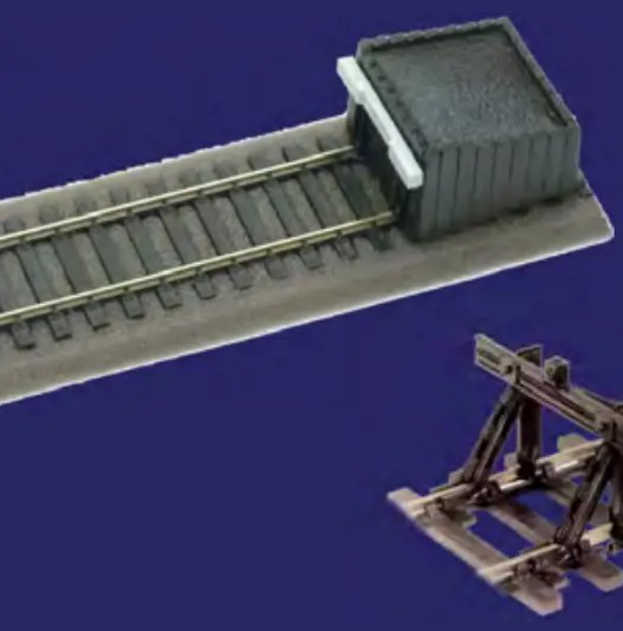

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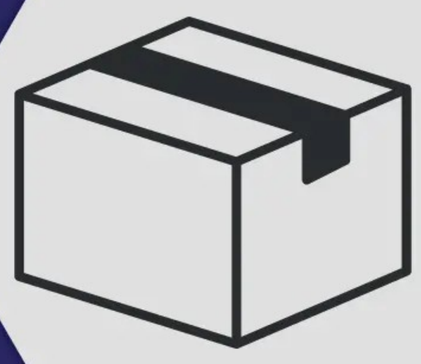

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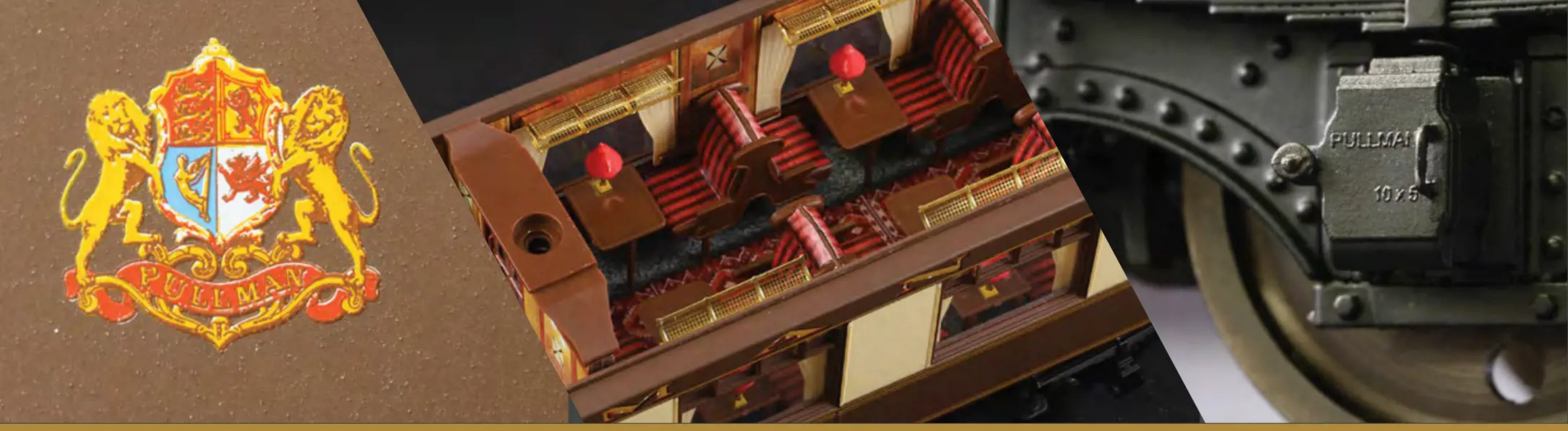

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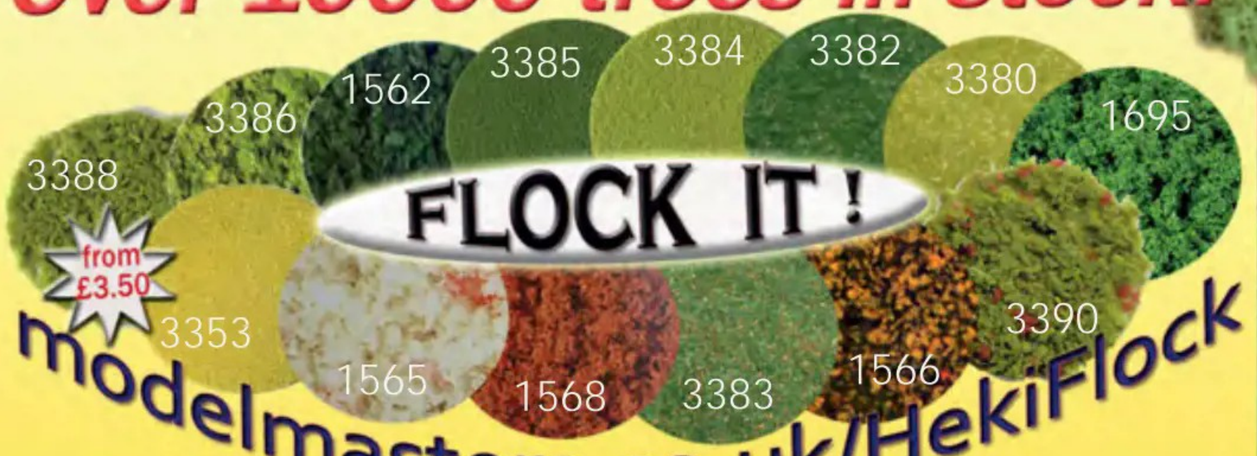

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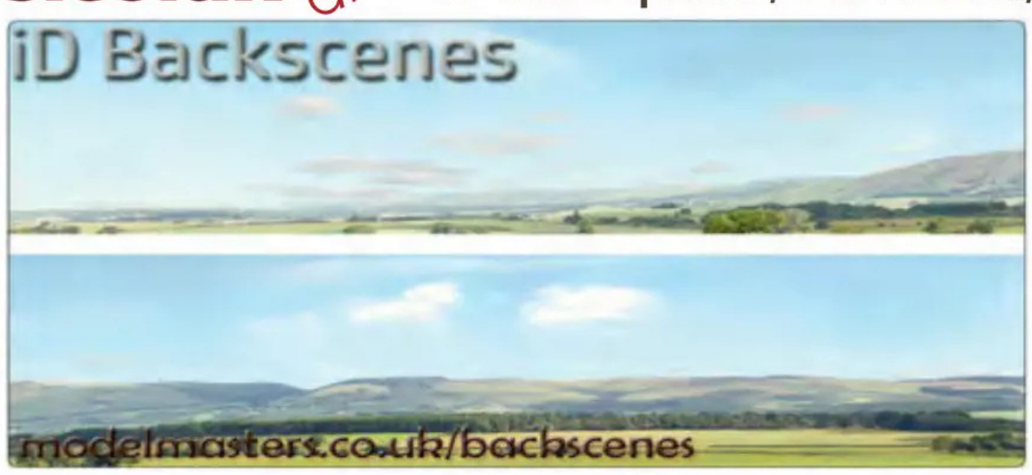

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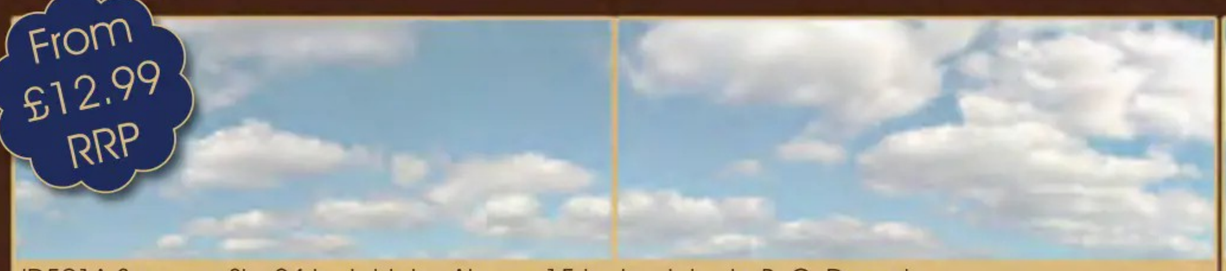
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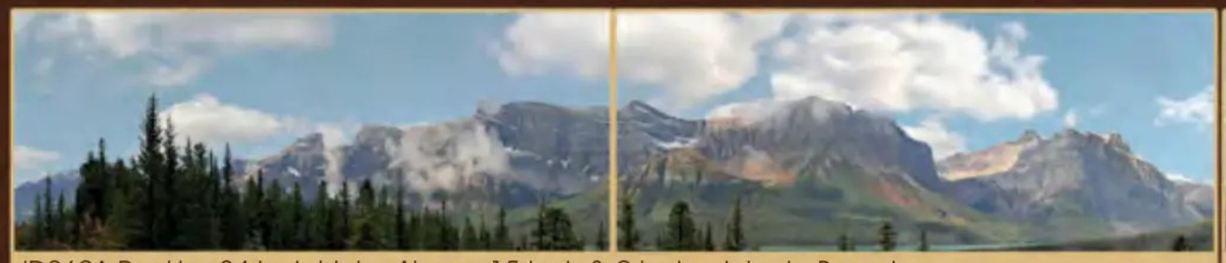
ID260A Rockies 24 inch high - Also as 15 inch & 9 inch - Joins to B pack ⇨⇨⇨

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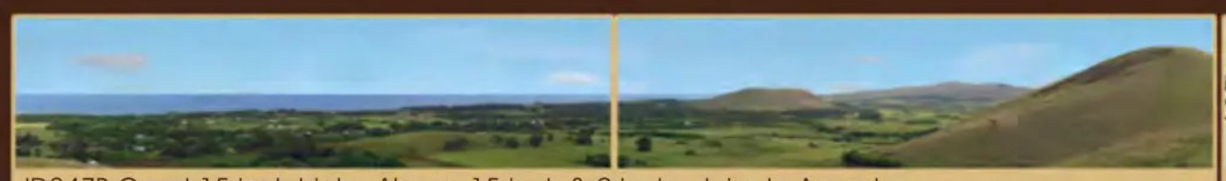
ID247B Coast 15 inch high - Also as 15 inch & 9 inch - Joins to A pack

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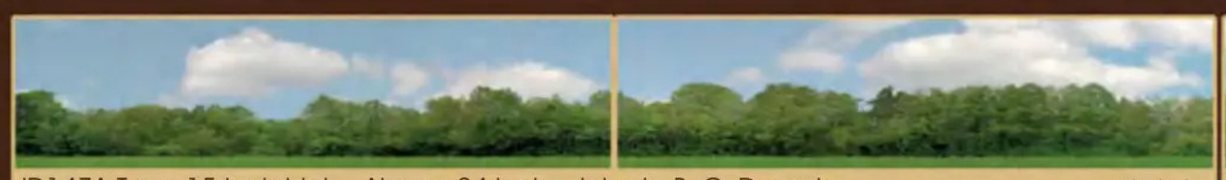
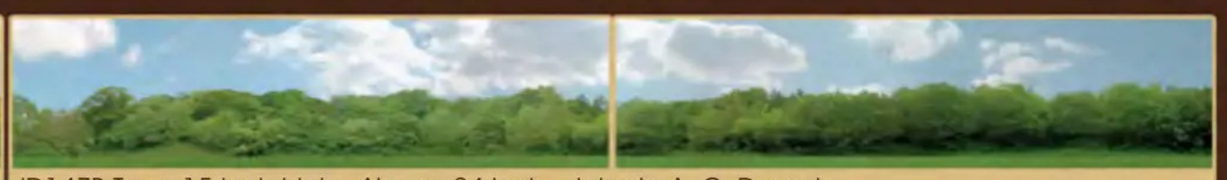

ID147A Trees 15 inch high - Also as 24 inch - Joins to B, C, D packs ⇨⇨⇨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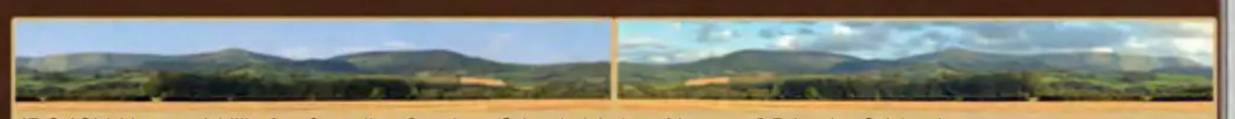
ID242N Harvest Hills for Smaller Scale - 9 inch high - Also as 15 inch, 24 inch

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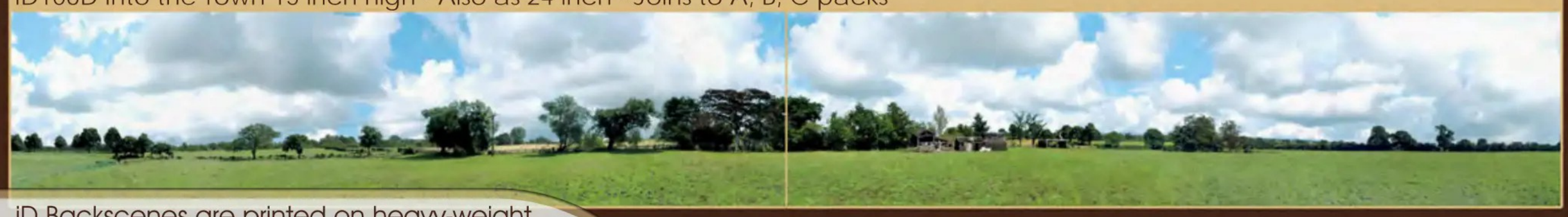
ID106D Into the Town 15 inch high - Also as 24 inch - Joins to A, B, C packs

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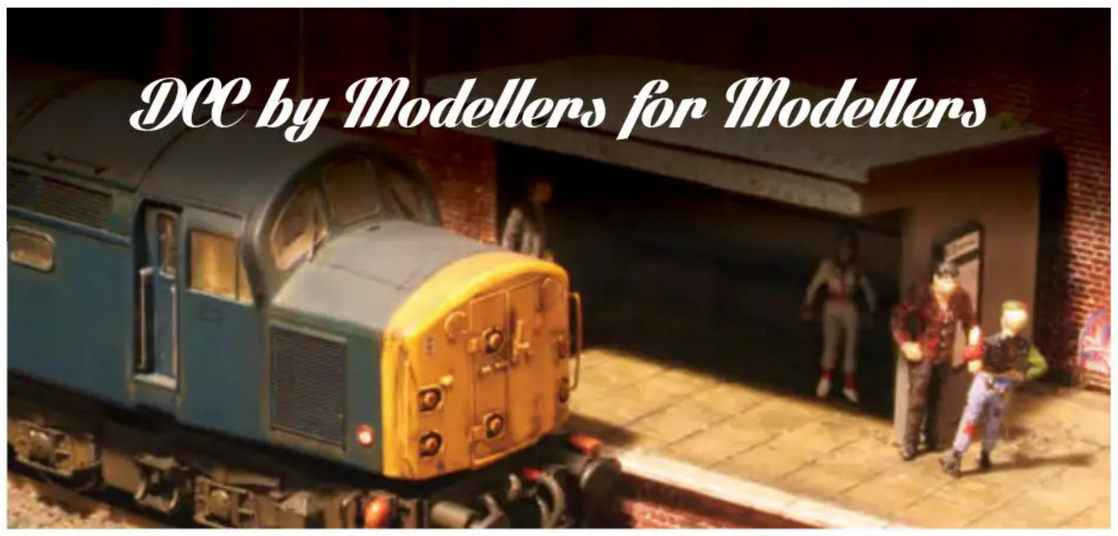

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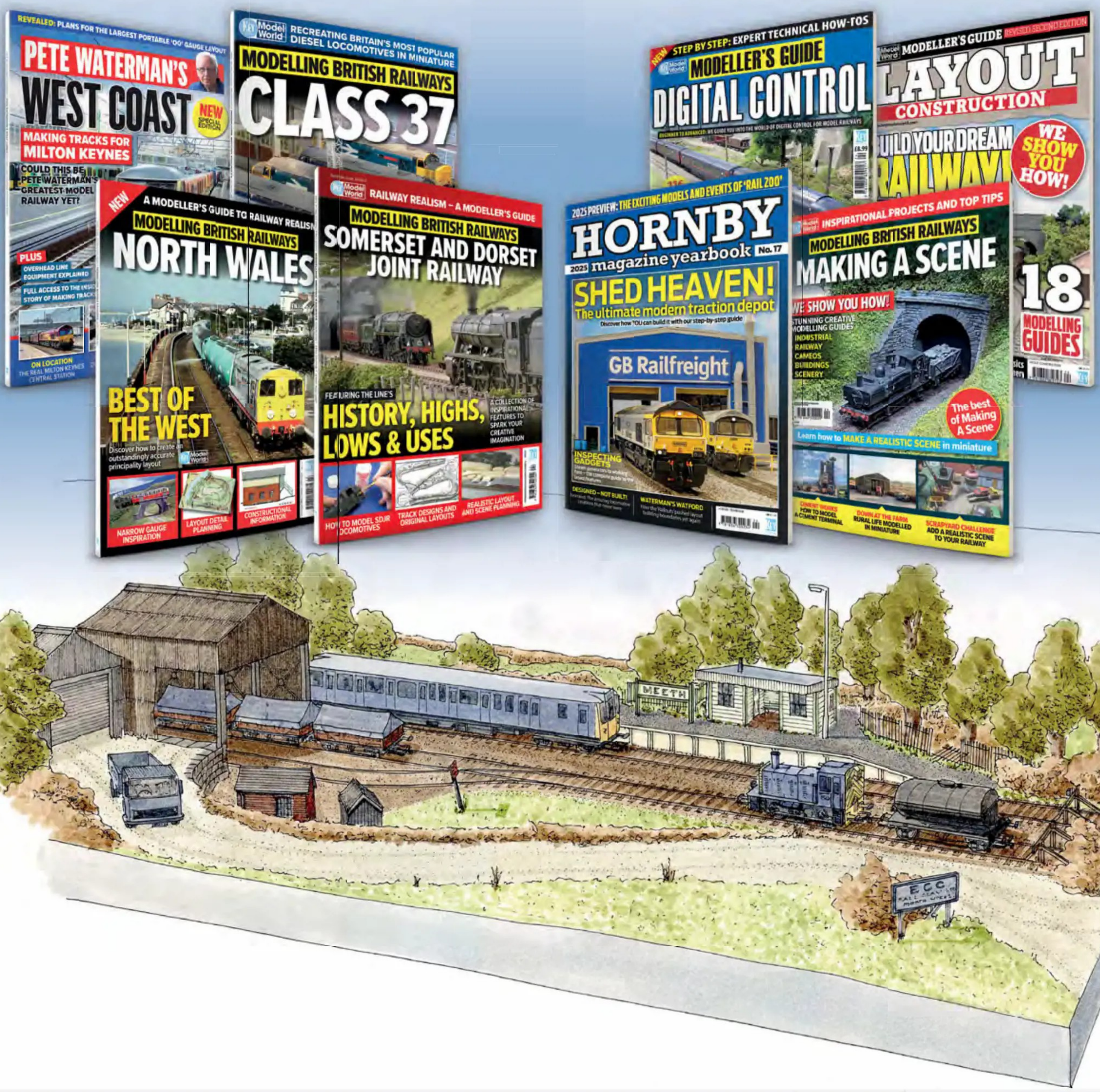

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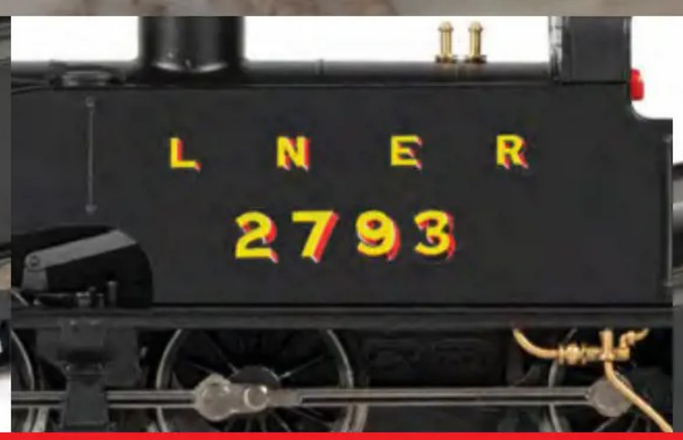

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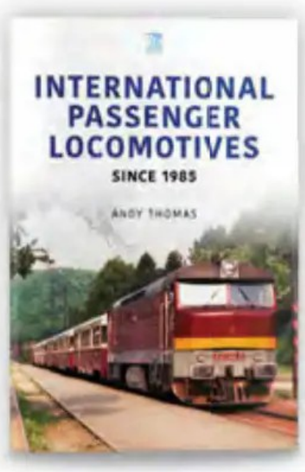

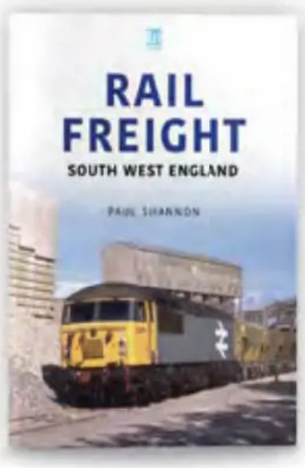

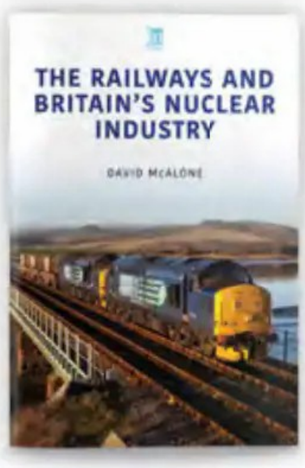

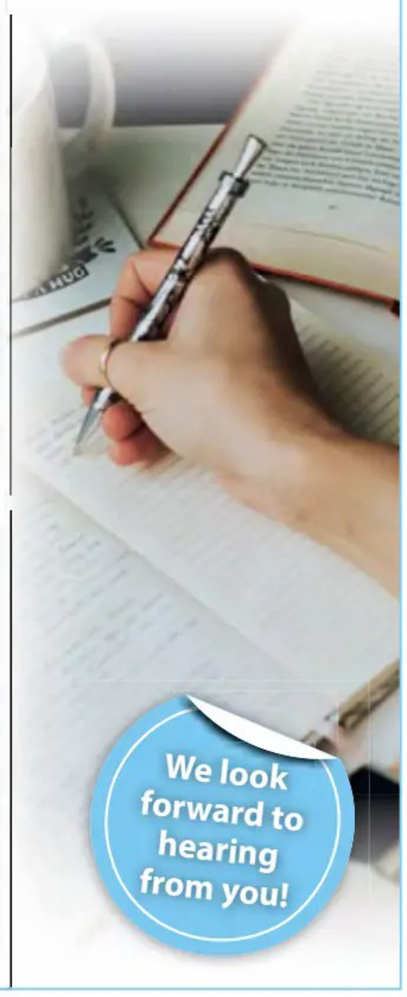

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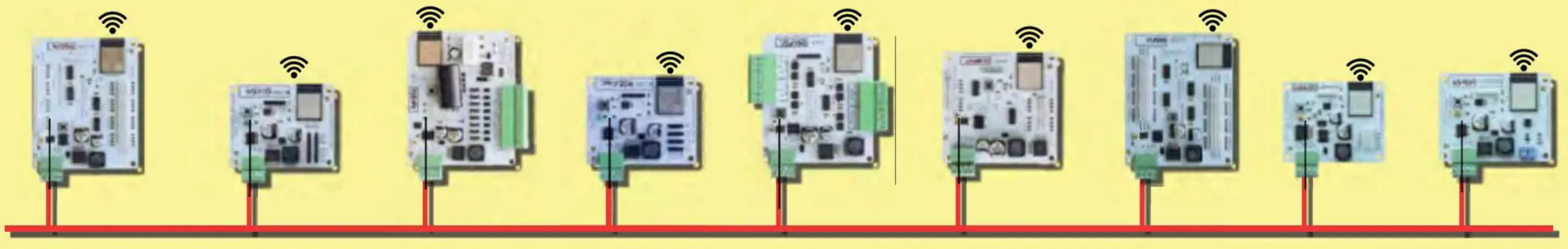

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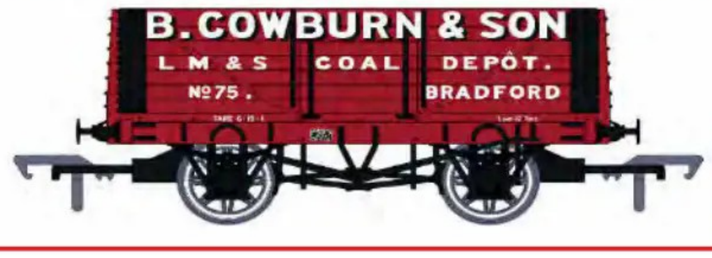

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Exclusive Hornby CrossCountry HST Farewell pack

Our exclusive Hornby CrossCountry HST Farewell pack for 'OO' gauge is available now and the remaining stock is online.

Highlights include:

- Unique livery artwork
- Limited to 350 units – 200 DCC ready, 150 DCC sound fitted
- Models of 43184 Laira Diesel Depot and 43366 HST40
- Five-pole motor and twin flywheels in 43184
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FULL PRICE:

- **£359.99** DCC ready
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NEW PRICE! Pre-order 47817 for 'OO' today!

Exclusive Heljan 'OO' gauge model of Porterbrook's Class 47

We've reduced the price on our limited edition model of 47817 in Porterbrook purple and white in partnership with Heljan. This new limited edition has reached the decorated sample stage with final revisions being made to the artwork before production commences.

Highlights include:
- Stunning Porterbrook purple and white livery
- Choice of DCC ready and DCC sound fitted models
- Powerful five-pole motor and twin flywheels
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- LokSound V5 21-pin decoder in DCC sound fitted models

FULL PRICE: • **£199.95** DCC ready • **£299.95** DCC sound fitted

Order now to secure yours with a £10 deposit!

SELLING FAST! Accurascale Class 66 66794 for 'OO'

Our exclusive Accurascale Class 66 is on track for Quarter 2 2025

The decorated sample of our Accurascale limited edition model of Class 66 66794 Steve Hannam is here and the model is on track for release in the second quarter of 2025. This popular model is close to selling out on pre-order.

Highlights include:
- Euro-style rectangular buffers
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NEW! GBRf Depot kits for 'OO'

Modular laser-cut depot kits in stock now

PJM Models collection of British outline depot kits for 'OO' gauge has expanded with the addition of this all-new modular kit based on the GB Railfreight Depot building at Peterborough.

The new PJM Models laser-cut kit is available in two forms. The Option A kit contains laser-cut parts for the sides, roof and ends to build a single 335mm x 224mm structure together with 3D printed roller shutter doors and a pair of extractor units - one for each end. Score marks on the roof panels allow an Option B kit to be added to the Option A building with flush joint between the roof and sides - Option B kits do not include the 3D printed doors and extractors, as they are not needed for that kit.

Any number of Option B kits can be added to an Option A to extend the length of the depot.

• Option A - **£65.99** • Option B - **£55.99**

IN STOCK NOW!

Watford Junction low-relief flat kits

Modular 'OO' gauge laser-cut flats in stock now

PJM Models low-relief modular kits to build multi-storey flats for 'OO' gauge layouts are available now. Created from the models designed for Pete Waterman's Making Tracks 4, the flats are available in three forms:

- Three storey flat kit containing a base, middle and top floor
- Single floor extension packs containing additional middle floors
- Triple packs of single floors to increase the number of floors

Build to any height you want with these modular kits.

• Three storey flat kit **£54.99**

• Single floor kit **£17.99**

• Triple pack of single floors **£49.99**

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PJM Models FV432 APC 3D printed kit

Load your military trains with these new kits

New from PJM Models is its third military vehicle kit modelling the FV432 Armoured Personnel Carrier in 1:76 scale suitable for 'OO' gauge model railway layouts. These new high-quality 3D printed kits will make the perfect load for Accurascale 'Warwell' or Cavalex Models 'Warflat' wagons.

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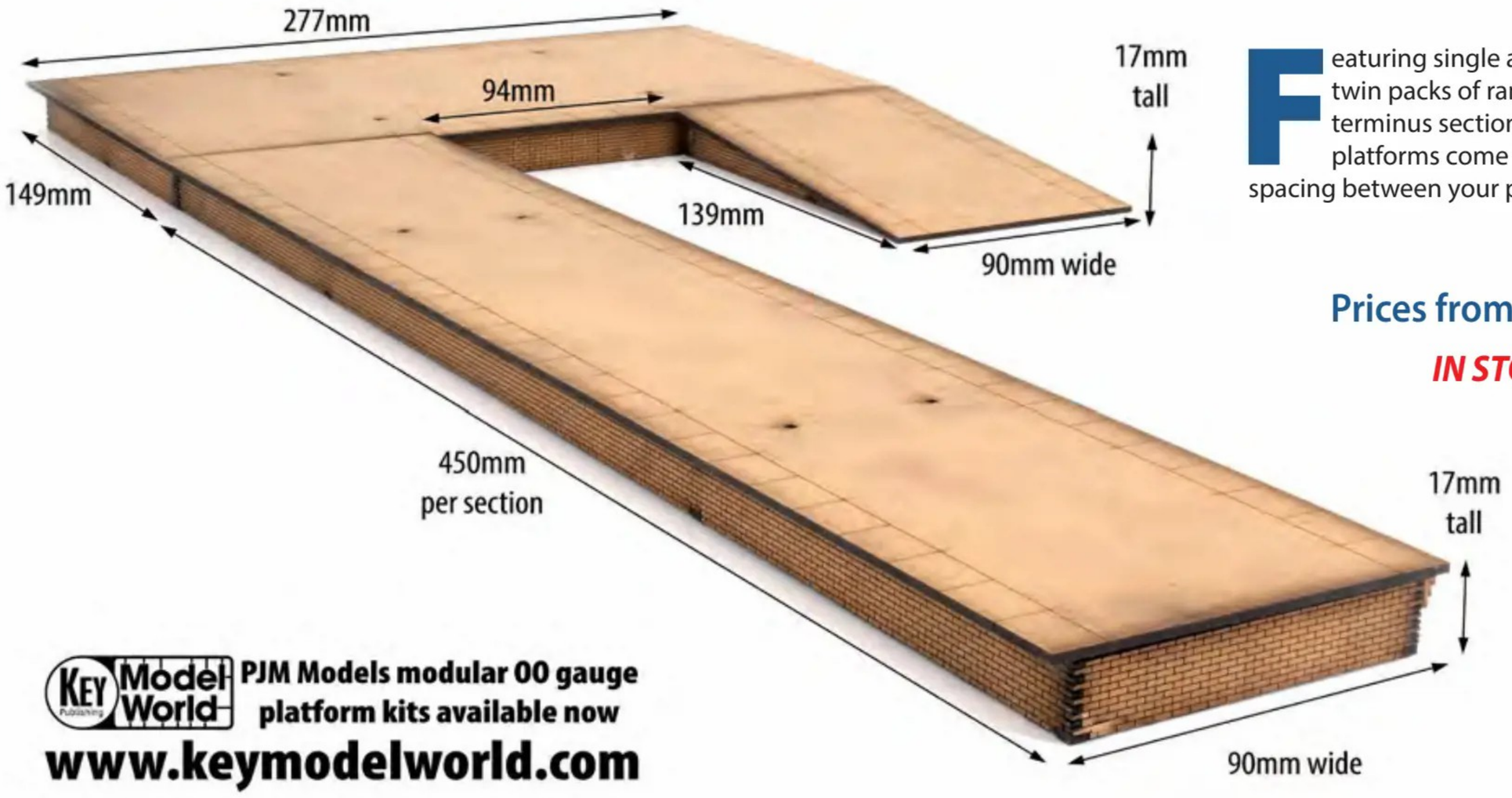

Featuring single and triple packs of straights, twin packs of ramps and an optional terminus section, this simple to assemble platforms come with gauges to set the spacing between your platforms and tracks.

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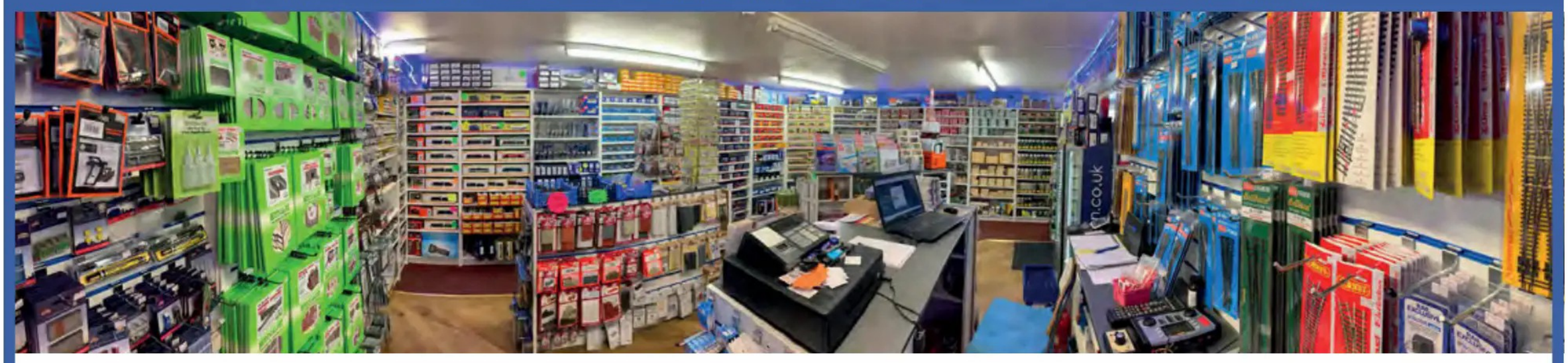

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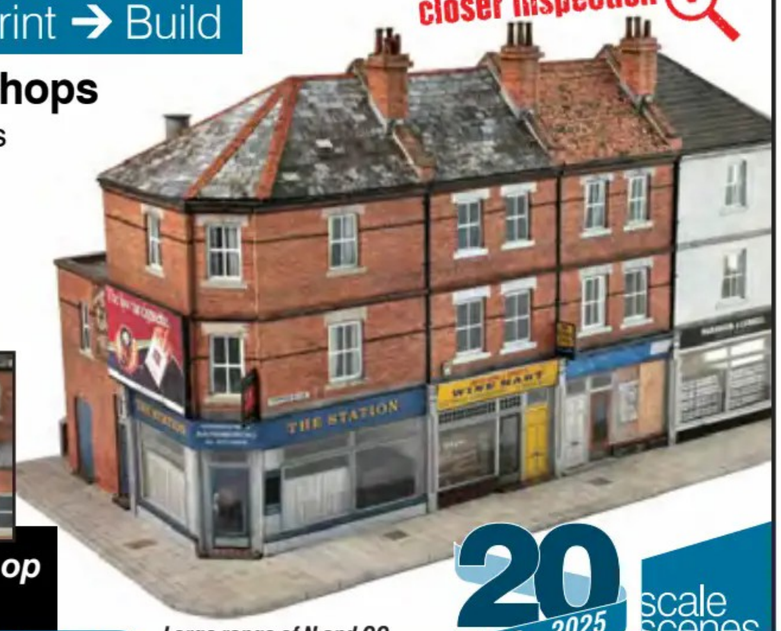

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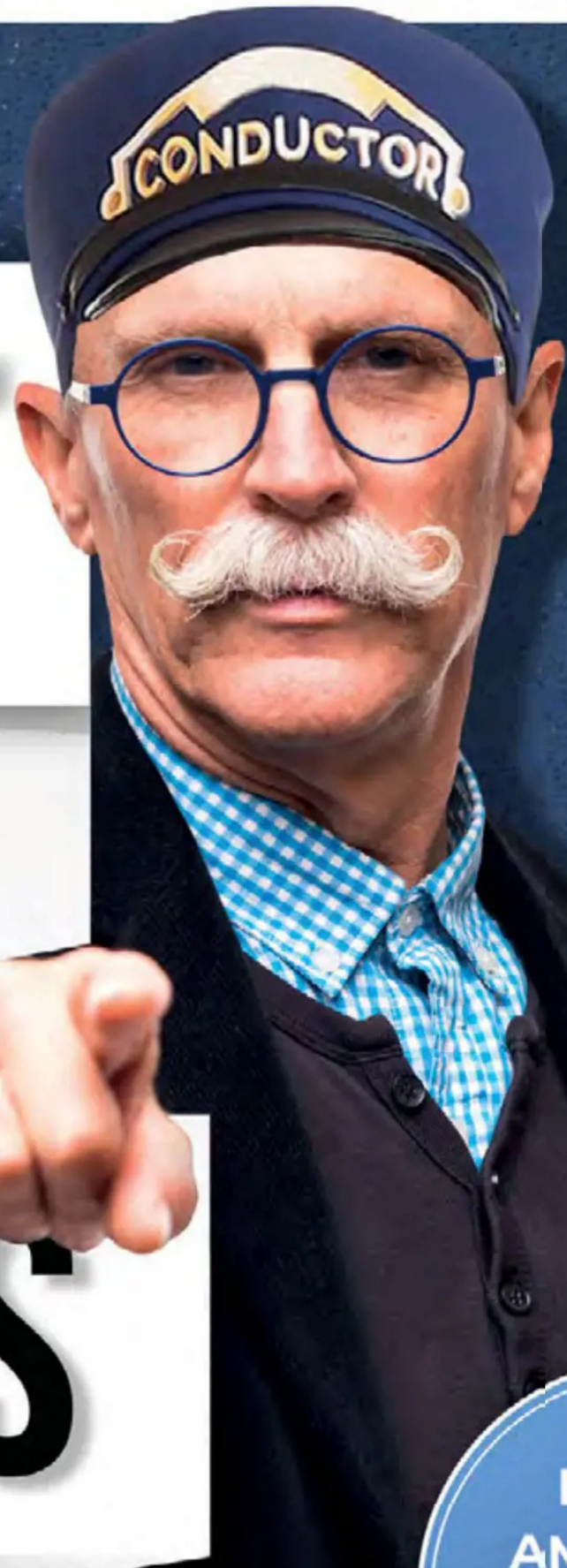

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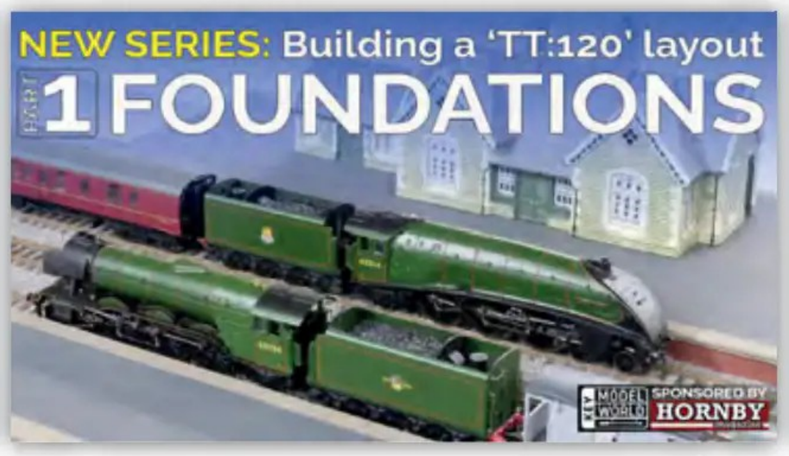

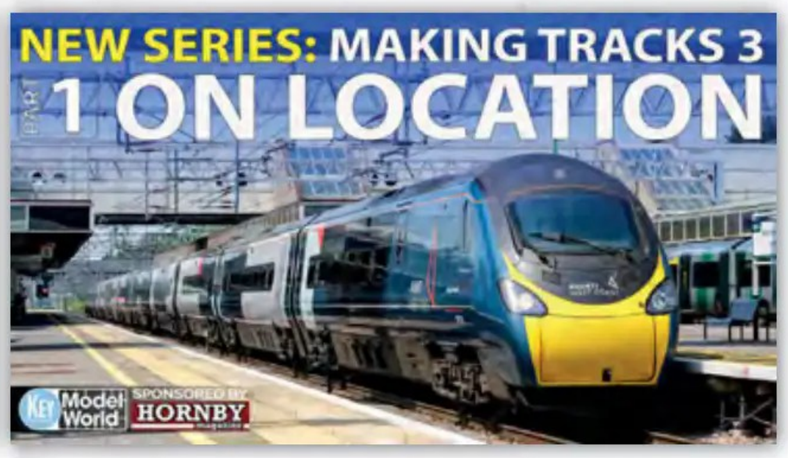

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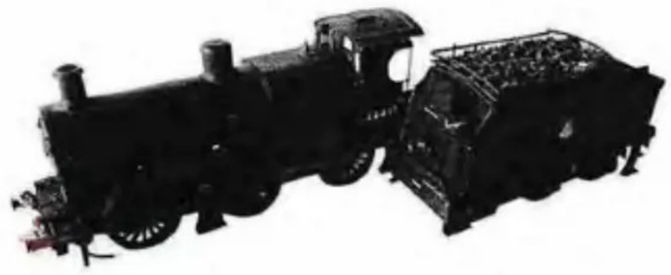

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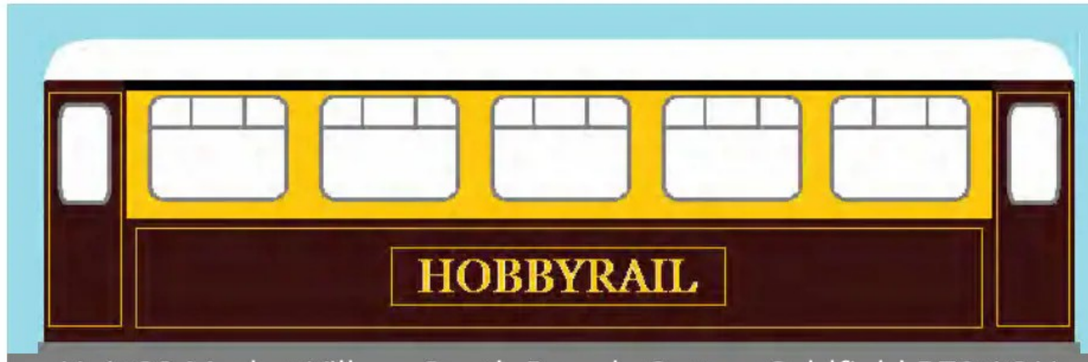

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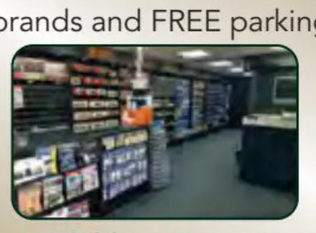

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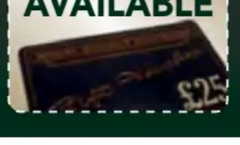

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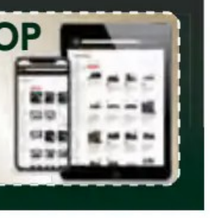

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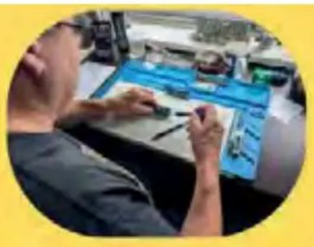

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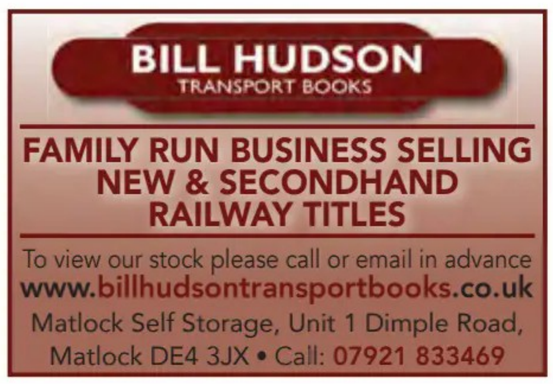

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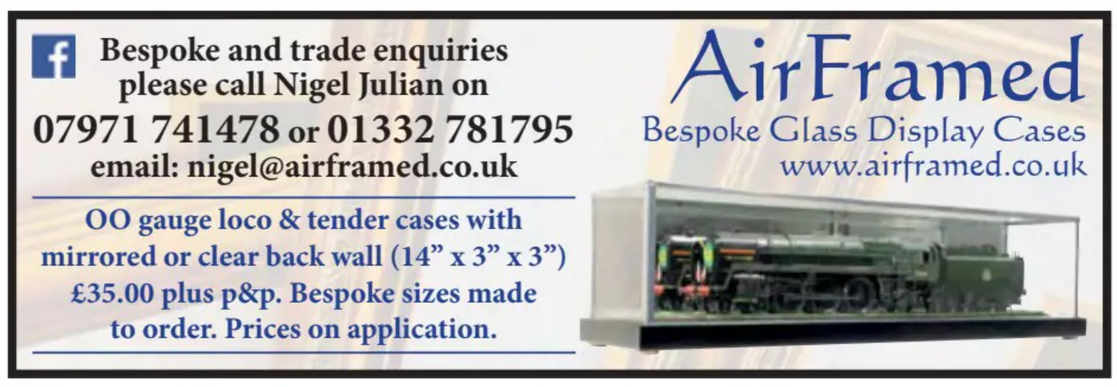

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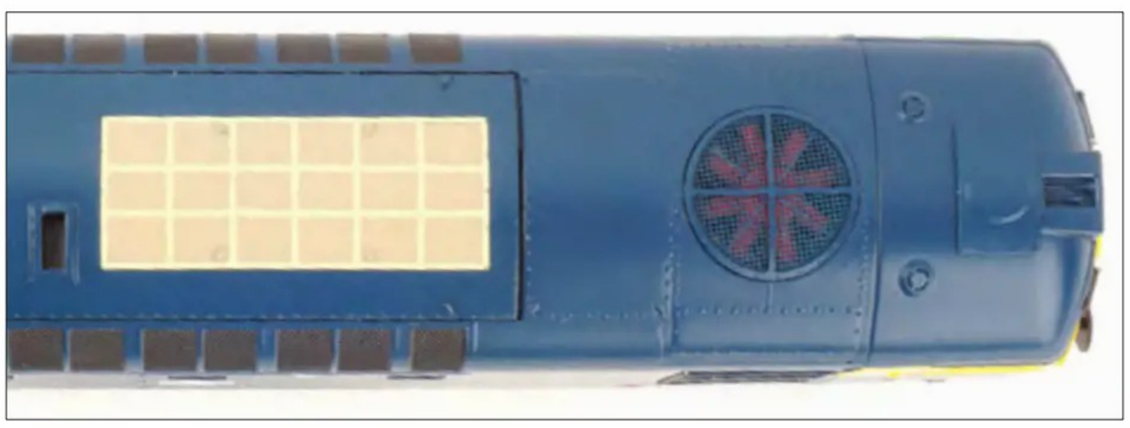

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