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SKILLS GUIDE BASEBOARDS

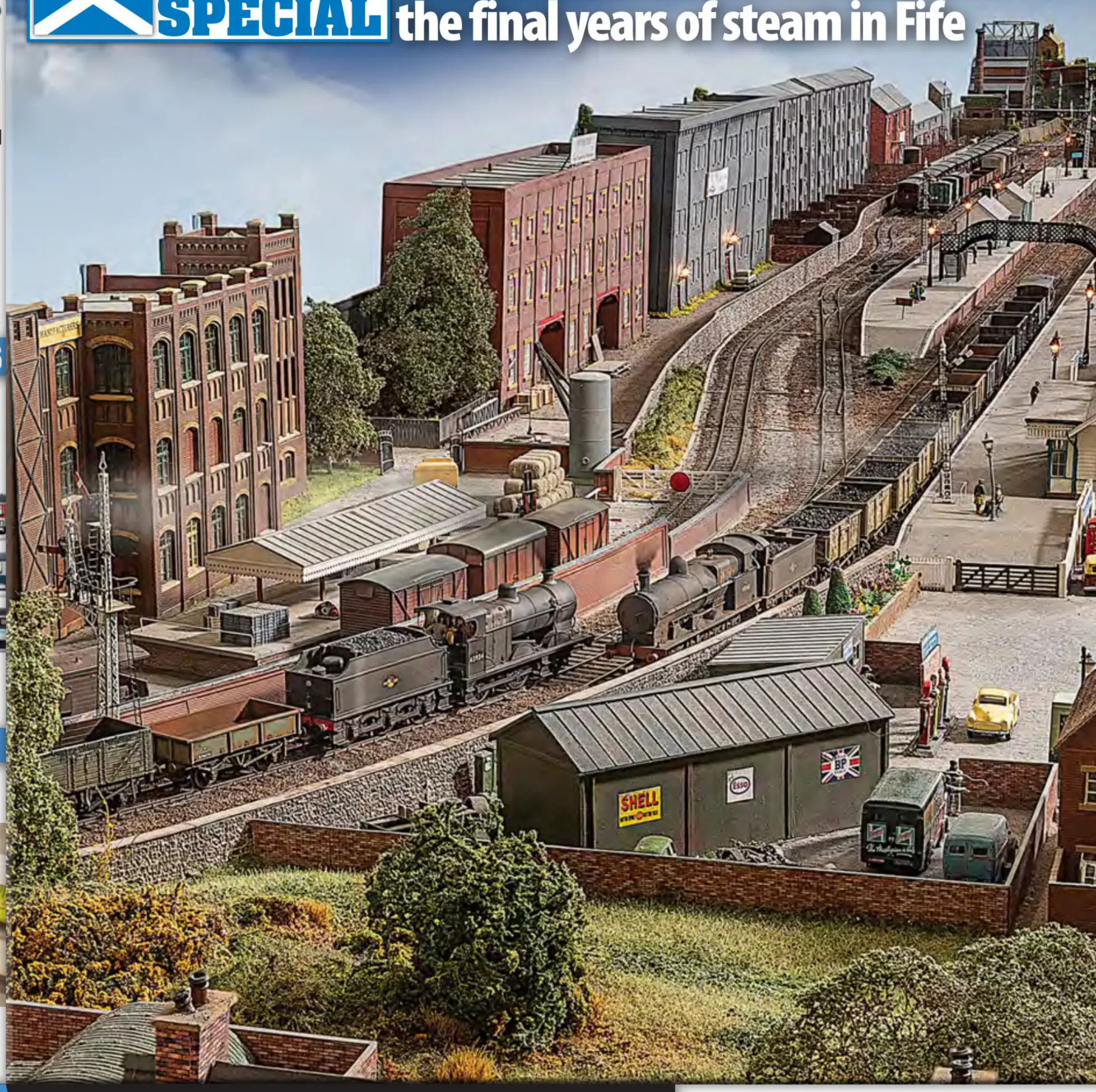


15 STEPS TO BUILD A BASEBOARD

PHOENIX LANE

SCOTTISH SPECIAL

RISING FROM THE ASHES: Rediscover the final years of steam in Fife



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HORNBY magazine

March 2025

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ISSUE 213

ISSN 1753-2469

HORNBY magazine

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SCOTTISH SPECIAL

Phoenix



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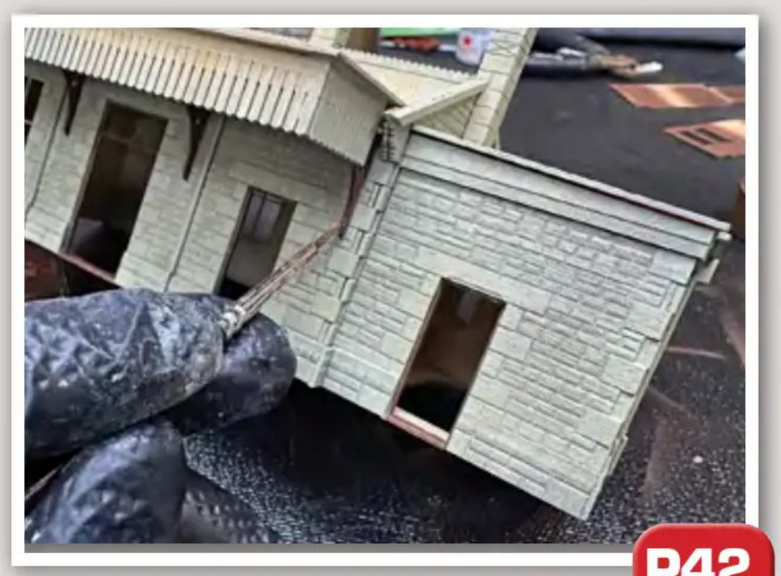
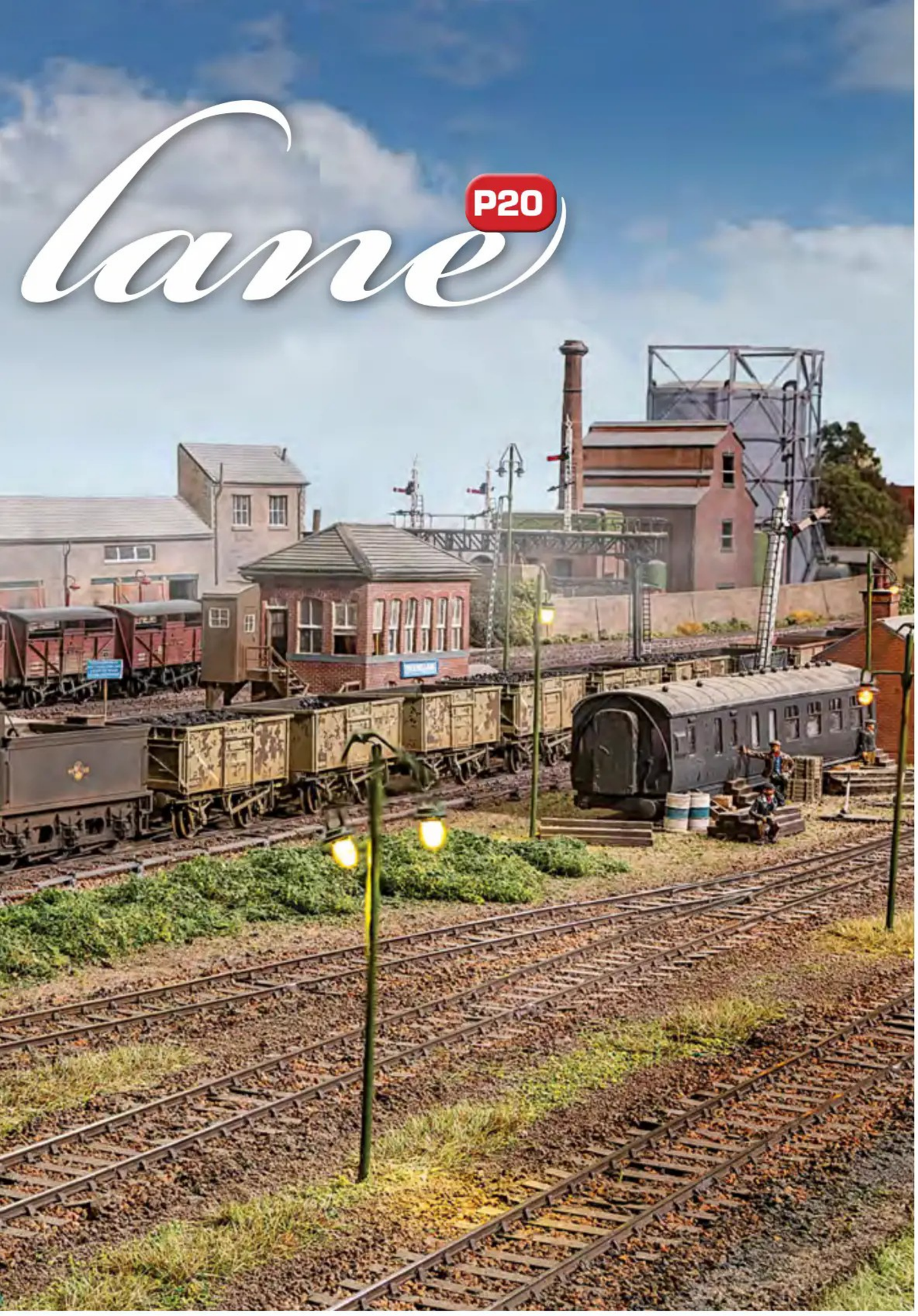


SCOTTISH SPECIAL



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Plus, all the latest models from Accurascale, Bachmann, Hornby, Peco, Rapido Trains UK and more.

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There is a lot of mis-information circulating and incorrect assumptions made regarding the fitting of 'stay-alive' to decoders. This can result in costly catastrophic failure if not fully understood. ZIMO has solutions for all types of decoder but it is important to understand the inherent capabilities of your individual product which are explained inside the packaging. Most of the latest MN & MS-series decoders offer some form of direct connection avoiding the need for intermediary circuits and these are provided with a free 1,000µF 16V-rated electrolytic capacitor.

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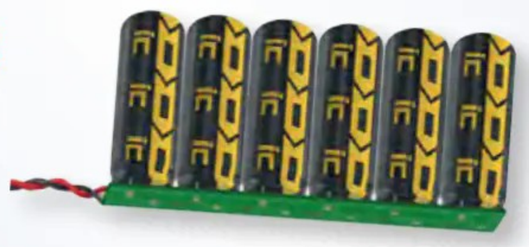

ZIMO 'Mini' & 'Micro' decoders options

The smaller decoders in the ZIMO range either have limited capacity or no direct connection due to miniaturization. In these instances, the way to add more substantial 'stay-alive' is to employ the intermediate ZIMO 'stay-alive' STACO controller boards that include mini 'goldcaps':

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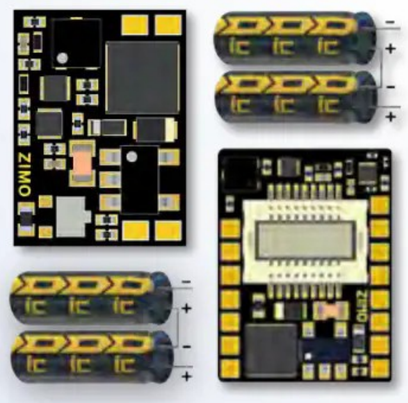
STACO 4 *PCB with 150,000µF from two micro-sized 'goldcaps'. Compatible with almost all decoder types.*



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THE EDITOR'S PAGE

Welcome



HELLO, AND WELCOME to the latest issue of *Hornby Magazine* - a Scottish themed issue in celebration of the annual Model Rail Scotland exhibition at the Scottish Event Campus in Glasgow in late February. As always, *Hornby Magazine* will be attending the show and we look forward to meeting as many readers as possible across the three days.

One of the headline layouts at Model Rail Scotland this year will be Glasgow and West of Scotland MRC's superb 'OO' gauge Phoenix Lane, which you can see more of on pages 20-27 of this issue. We also look at short Scottish Region trains in the 1980s and show you how to model them, while Evan Green-Hughes recalls development of the picturesque West Highland Line and Mike Wild adds digital sound to Heljan's new 'OO' gauge Class 26 diesel.

With exhibitions starting to focus minds, Key Publishing's Model World LIVE returns to the National Exhibition Centre (NEC) in Birmingham on the weekend of April 26/27 and we are delighted that Pete Waterman's Making Tracks is set to return to the event modelling the Watford stretch of the WCML in 'OO' gauge.

As you might expect, Pete and his Railnuts team have exciting plans to transform Making Tracks 4 once again with a brand-new 8ft section added to the existing 64ft long model of Watford Junction which started life in the world record layout at the first Model World LIVE event in April 2024. Bearing in mind there are now less than 12 weeks to go, the team plans to build three all-new blocks of flats in 4mm scale around the Watford station area. Each building is different and will take two weeks to design and another two to build. Will they make it? Find out at the show! Tickets are available now at a discounted rate and give you access to the event 30 minutes before the main opening times. Visit *www.keymodelworld.com/modelworldlive* to book your tickets now and to find out more.

We are also excited to reveal that our exclusive Cavalex Models all-new 'OO' gauge Class 60 Co-Co diesels were expected to arrive as this issue closed for press. If you have placed a pre-order for 60029 *Ben Nevis* in DC Rail Freight grey, please check your email inbox for details on completing your balance payment.

Talking of exclusives, our brand-new 'OO' gauge PJM Models laser-cut concrete lintel platform kits are also now available. You can find out more on pages 14-15.

The issue isn't just about Scotland though. Tim Shackleton starts construction of the distinctive six-car Class 124 Trans-Pennine DMU in 'OO', Dan Evason assembles a branch line country station building and we show you how to build a perfect baseboard. In addition to Phoenix Lane, we have two more outstanding layouts – Basingstoke and North Hants MRC's Beggarwood Lane in 'OO' and Henry King's 'EM' gauge Whitechapel set in the late 1890s.

I hope you enjoy this jam-packed new issue.

Mark Chivers
Acting Editor

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LNER 'J52' 0-6-0STs progress



Progress on Hornby's all-new 'OO' gauge GNR 'J13'/LNER 'J52' 0-6-0STs has been swift with the first decorated samples now with the project's development team.

DEVELOPMENT of Hornby's recently announced all-new 'OO' gauge Great Northern Railway (GNR) 'J13'/London and North Eastern Railway (LNER) 'J52' 0-6-0STs is progressing well with decorated samples received by the company's development team for assessment.

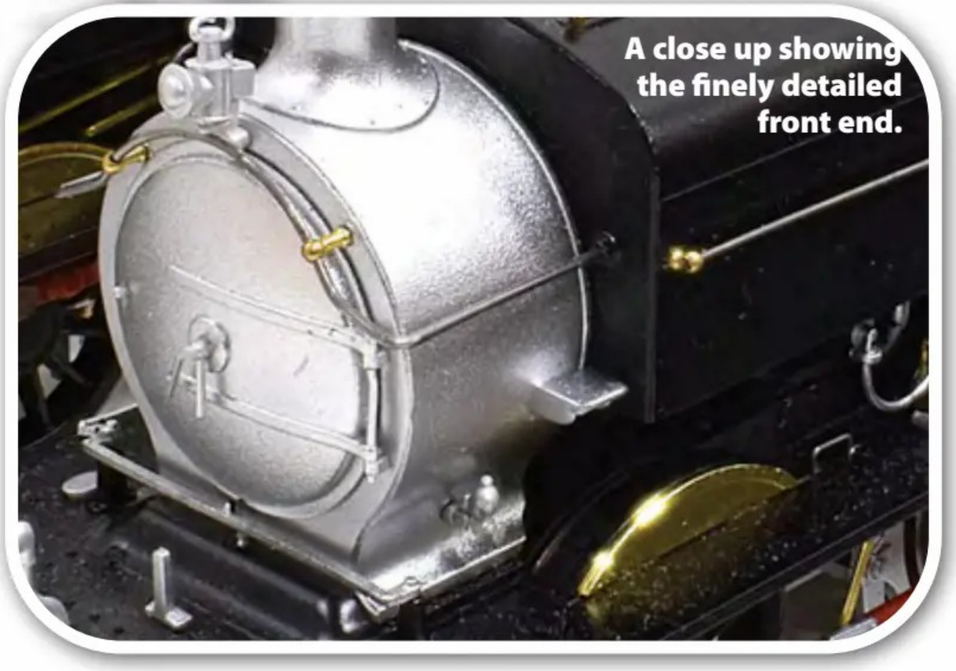
Three models are planned initially, finished as 'J13' 1257 in GNR lined green (Cat No. R30365), 'J52' 4225 in LNER black (R30366) and 68873 in BR plain black with early crests (R30367).

The new models will feature a five-pole motor, 21-pin Digital Command Control (DCC) decoder socket, separately fitted lamp irons, wire handrails, etched metal splashers, sprung metal buffers and a set of lamps for placing over the lamp irons.

Hornby's tooling suite will cater for differences between class members such as bigger coal bunkers, coal rails, safety valves, steam injectors, chimneys, cab roof vents, grab handles and lamp irons.

Priced at £179.99 each, release is set to be staggered through the second half of 2025.

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



A close up showing the finely detailed front end.

WIN! HORNBY'S



HORNBY MAGAZINE is offering readers a chance to win one of Hornby's latest 'OO' gauge steam generator fitted LNER 'W1' 4-6-4s, worth £325.

The prize consists of Hornby's new 'OO' gauge steam generator fitted LNER 'W1' 4-6-4 10000 in LNER grey (Cat No. R30352SS). This latest release features Hornby's recently developed steam generator system and factory-fitted HM7000 Triplex Sound (TXS) with 'W1' sound profile.

To be in with a chance of winning this superb new release from Hornby, all you have to do is answer the accompanying question by March 25 2025.

Even if you don't win, Hornby's 'OO' gauge steam generator fitted LNER 'W1' 4-6-4s are available from Hornby stockists and at *www.hornby.com* now. Good luck!

Hornby 'TT:120' KFA EP surfaces



HORNBY'S all-new 'TT:120' scale KFA bogie container flat is now at the Engineering Prototype (EP) sample stage of the process.

Built in the late 1980s, more than 200 KFAs were built for carrying containerised traffic – initially coded PFAs and later, KFAs. They have been used on intermodal container traffic as well as for Ministry of Defence, waste and gypsum flows.

The wagons feature a die-cast chassis spine, separately fitted handbrake wheels and buffer rungs, turned metal wheels, rectangular buffers and NEM pockets. Additionally, all-new containers have also been tooled for use with the KFAs including 20ft and 40ft standard containers and 20ft tanktainers.

A release date has yet to be confirmed.

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

HORNBY COLLECTOR CLUB IS NOW FREE

HORNBY HAS REVISED ITS COLLECTOR CLUB OFFER with membership free for 2025 sign-ups.

The new free membership includes four downloadable *The Collector* e-magazines each year containing the latest news and developments from the manufacturer, together with free annual entry to the Wonder Works exhibition at the company's headquarters in Margate and 10% off purchases at the Hornby shop. Membership also includes access to exclusive models, the opportunity to purchase club merchandise and a selection of offers and discounts with third-party attractions.

If you have a 2024 paid-for membership, the existing benefits will continue as before until it expires.



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

LNER 'W1' 4-6-4

WORTH £325



QUESTION

Which layout in this month's issue of *Hornby Magazine* features a figure dressed as a comic book hero?

A. Phoenix Lane
B. Beggarwood Lane
C. Whitechapel

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 February 6 2025 and the closing date for entries is March 25 2025 at 5pm GMT. The winner will be notified no later than April 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.
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‘OO’ Class 74 for EFE Rail



EFE Rail is adding a new BR Southern Region Class 74 electro-diesel to its ‘OO’ gauge range.

EFE RAIL HAS UNVEILED a new BR Southern Region Class 74 electro-diesel for ‘OO’ gauge.

Converted from spare BR Class 71 Bo-Bo electrics in the 1960s, ten Class 74s were completed by BR’s Crewe Works and English Electric between 1966 and 1968. Each donor locomotive was completely dismantled and rebuilt so they could operate on diesel power via a new Paxman engine, as well as on conventional third-rail electrical pick-up.

The Class 74s were intended for use on the Southern Region’s boat train services between London Waterloo and Southampton Docks, as well as on the Channel Islands boat trains between London Waterloo and Weymouth Quay. They made use of the new Bournemouth line electrification as far as Bournemouth, where they were replaced by a Class 33/0 or 33/1 Bo-Bo diesel for the final leg of the journey. They were also used on freight and parcels trains in later years, as well as railtours.

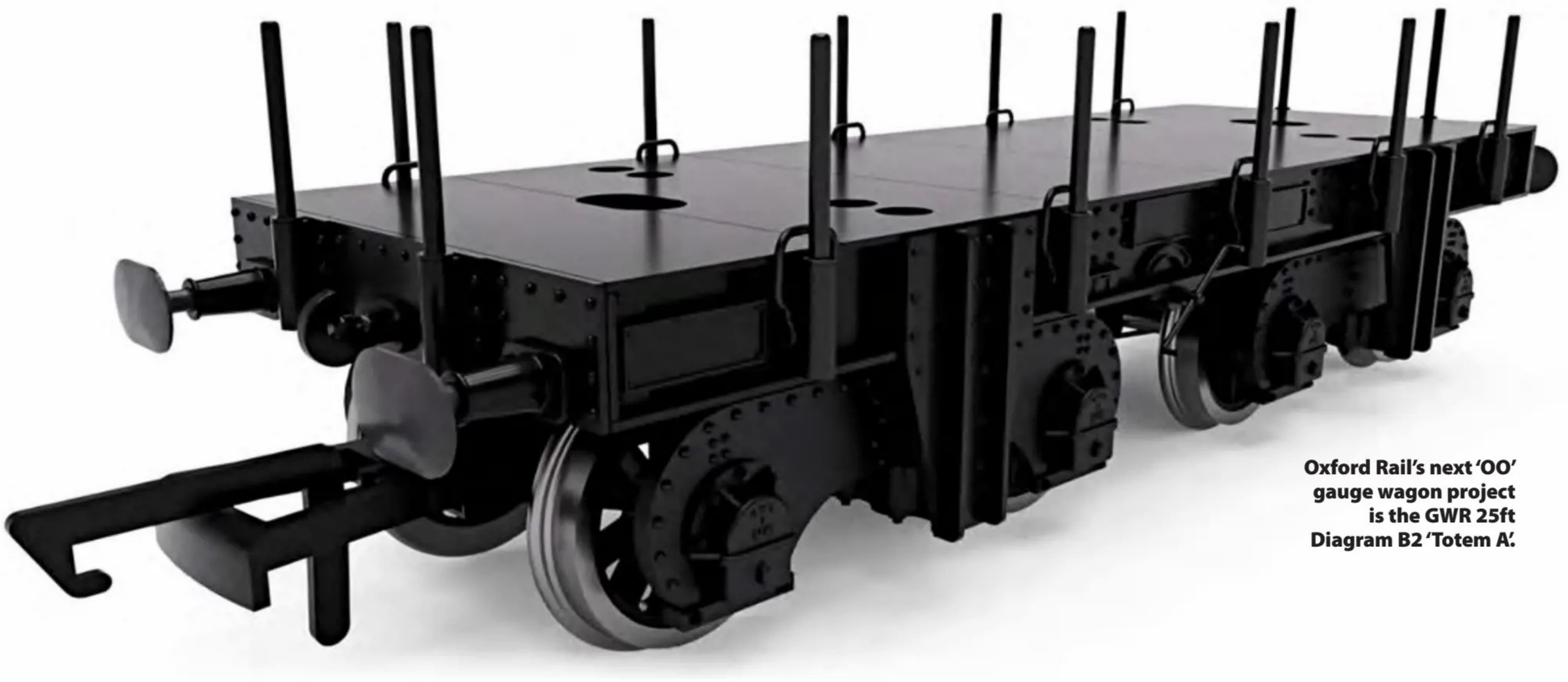
However, with a downturn in workings to/from Southampton Docks and reliability issues affecting the small fleet, their tenure on BR Southern Region’s South West Division was short-lived, with all withdrawn by late 1977.

EFE Rail’s new ‘OO’ gauge Class 74 will feature a coreless motor, 21-pin Digital Command Control decoder socket, directional lighting, removable headcodes, separately fitted handrails, etched metal grilles, highly detailed bogies, spoked metal wheels, sprung buffers and more.

Further details, including running numbers and prices, were set to be revealed during Bachmann’s Spring 2025 British Railway Announcements in early February.

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

Oxford Rail reveals GWR ‘Totem’ A for ‘OO’



Oxford Rail’s next ‘OO’ gauge wagon project is the GWR 25ft Diagram B2 ‘Totem A’.

OXFORD RAIL is working on an all-new ‘OO’ gauge Great Western Railway (GWR) ‘Totem A’ 25ft bogie wagon.

Built in 1899 to Diagram B2 and numbered 41910, this short armour plate bogie wagon was used for transporting large cast metal parts for industrial use.

Unusually, this distinctive vehicle was designed with weights suspended from beneath the bogies. When loaded, it had a 45ton capacity and was restricted to a maximum speed of 25mph with a requirement for regular stops for inspection of axle boxes and loads.

Currently at the design stage, the ‘Totem A’ will feature a die-cast metal body, sprung buffers, 26mm pinpoint axles, spoked metal wheels, brass bushes and small tension lock couplings in NEM pockets.

Five models are planned initially, finished in GWR pre-1904 (Cat No. OR76TOT001), GWR pre-1936 (OR76TOT002), GWR post-1936 (OR76TOT003), BR grey (OR76TOT004) and plain grey (OR76TOT005) colours.

Prices are set at £28.95 each, with no release date confirmed.

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

‘OO’ Class 153 EP arrives

HELJAN has revealed the latest Engineering Prototype (EP) sample of its newly tooled ‘OO’ gauge Class 153 Diesel Multiple Unit (DMU).

Rebuilt from two-car Class 155s in the 1990s with new cabs on each vehicle, Class 153s remain in use with Transport for Wales Rail, Scotrail and Network Rail.

The ‘153s’ are set to feature a range of controllable lighting functions including saloon and cab lights, head and tail lights with day and night mode, illuminated destination blinds, bodyside door lock lights and illuminated door buttons. Original or revised headlights and gangway doors will feature where appropriate.

The specification includes a low-profile motor, factory-fitted speaker, new magnetic BSI autocouplers on kinematic coupling arms, 21-pin Digital Command Control (DCC) socket and more. They are set to appear as 153301 in Regional Railways livery (Cat No: 5360), 153311 in East Midlands Trains livery (5364), 153351 in Northern ‘Swoosh’ livery (5365), 153906 in Transport for Wales Rail red and grey (5367), 153356 in London Midland City (5369) and 153380 in GWR green (Gaugemaster Collection GM4240801).



Development on Heljan’s all-new ‘OO’ gauge Class 153 DMU has advanced, with an EP sample arriving for inspection.

Prices are set at £199 for DCC Ready models and £299 for DCC sound-fitted examples. Release is due in the second half of 2025.

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

Bachmann ‘69’ samples break cover



Decorated samples of Bachmann’s forthcoming all-new ‘OO’ gauge Class 69 Co-Co diesels have been revealed.

DECORATED SAMPLES of Bachmann’s all-new ‘OO’ gauge Class 69 Co-Co diesel have been revealed.

16 of the re-engineered Class 69s have been ordered by GB Railfreight (GBRf) from Progress Rail to bolster its diesel locomotive fleet. They are fitted with an EMD 710 prime mover – as used in some late-build Class 66s – plus alterations to the bodywork, cabs and overhauled traction motors and brake system.

Bachmann’s all-new ‘OO’ gauge Class 69 is set to have a five-pole twin shaft motor, twin flywheels, all-wheel drive, factory-fitted twin speakers, directional lighting, Plux22 Digital Command Control (DCC) socket and more. Each variant will be offered in DCC Ready, DCC sound-fitted and DCC sound-fitted deluxe forms, the latter featuring rotating roof fans and Bachmann’s auto uncoupler system debuted on the Class 30/31 in 2024.

Four models form the initial releases - 69001 *Mayflower* in GBRf blue and orange with UK and USA flags (Cat No: 35-776), 69002 *Bob Tiller CM&EE* in BR large logo blue (35-777), 69003 *The Railway Observer* in GBRf blue and orange (35-778) and 69005 *Eastleigh* in BR green with late crests (35-780).

Prices are yet to be confirmed, with delivery expected in 2025.

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



The colourful line-up includes 69003 *The Railway Observer* in GB Railfreight’s blue and orange colour scheme.

Decorated Accurascale 'Austerities' revealed



Accurascale's new 'OO' gauge Hunslet 'Austerity'/LNER 'J94' 0-6-0STs are edging closer, with six decorated samples now with the manufacturer.

DECORATED SAMPLES of Accurascale's forthcoming 'OO' gauge Hunslet 'Austerity'/LNER 'J94' 0-6-0ST have arrived.

Designed during the Second World by Robert Riddles, more than 400 'Austerity' 0-6-0STs were built. Those acquired by the London and North Eastern Railway (LNER) were designated 'J94' while others enjoyed a second career in industrial use. The last examples were withdrawn in the 1980s.

Accurascale's all-new 'OO' gauge model is set to incorporate a die-cast metal chassis, coreless motor with flywheel, all-wheel pick-ups, factory-fitted stay alive capacitor and twin cube speakers. Each will also feature separate plastic and metal detailing parts with a fully detailed cab interior, metal handrails, factory-fitted brake rigging, posable roof ventilators and more. Variations to chimney, bunker and roof are all included in the tooling suite, while access to the Next18 Digital Command Control (DCC) decoder socket can be gained through the removable smokebox door.

Six models comprise the first round of releases finished as 18 in United Steel Company lined maroon (ACC3099), 68025 in BR plain black with early crests (Cat No. ACC3100), 8008 in LNER desert sand (ACC3101), *Glendower* in NCB South Wales green (ACC3106), 59 in NCB North East black ACC3107) and Warrior in NCB North West lined red (ACC3108). A seventh Accurascale Exclusive version is due to be announced soon.

Priced at £149.95 DCC Ready and £249.95 DCC sound-fitted, release is scheduled for the second quarter of 2026.

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

Bachmann shunters gain colour



Bachmann's all-new 'OO' gauge Class 08 and 09 diesel shunters are due during the summer, with decorated samples arriving with the project engineers for assessment.

BACHMANN'S forthcoming all-new 'OO' gauge BR Class 08 and 09 diesel shunters are at an advanced stage with decorated samples showcasing these newly-tooled locomotives.

First revealed in June 2024, eight models are planned initially finished as D3785 in BR green with red buffer beams (Cat No. 35-901/SF/SFX), 08329 in BR blue (35-925/SF/SFX), 08617 *Steve Purser* in BR blue (35-915/SF/SFX), 08761 in BR Provincial (35-910/SF/SFX), 08923 in weathered BR green (35-926/SF/SFX), 08928 in BR Railfreight 'red-stripe' (35-906/SF/SFX) and 09009 in BR blue (35-921/SF/SFX). All of these bar D3785 have yellow and black warning stripes front and rear. The final model is 09106 in unbranded DB red (35-930/SF/SFX).

The models will feature a five-pole motor, flywheel, die-cast chassis, all-wheel pick-ups, PluX22 Digital Command Control (DCC) decoder socket, removable roof section for access to the socket, factory-fitted cube speaker, stay alive capability and up to six working lights at each end. Each will also include prototype specific detailing, together with separately fitted metal handrails, grab rails, windscreen wipers, lighting conduit, sand boxes and pipes, sprung metal buffers and more.

Each model will be available DCC Ready, DCC sound-fitted and DCC sound-fitted deluxe, with the latter models featuring Bachmann's new auto-release coupler system.

Pristine models are priced at £209.95 DCC Ready, £319.95 DCC sound-fitted and £349.95 DCC sound-fitted deluxe, while weathered examples are priced £224.95, £334.95 and £364.95 respectively. Release is currently slated for later this summer.

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

Cavalex Class 60s imminent



The first of Cavalex Models' newly tooled 'OO' gauge Class 60 Co-Co diesels were due to arrive in the UK in late January.

THE FIRST TRANCHE of Cavalex Models' newly tooled 'OO' gauge Class 60 Co-Co diesels was due to arrive in the UK as this issue of *Hornby Magazine* closed for press.

17 models are planned for the initial run of releases (including standard models and exclusive editions), with locomotives arriving in batches during the first quarter of the year. Production samples of the first models to arrive include 60010 in DB red, 60028 in Cappagh blue, 60029 *Ben Nevis* in DC Rail Freight grey (Key Publishing exclusive edition), 60062 *Sonia* in DB Cargo Steel on Steel livery (Rails of Sheffield exclusive edition), 60076 in Colas Rail Freight colours, 60087 *Ingleborough* in GB Railfreight orange and blue and class pioneer 60001 *Steadfast* in Railfreight Construction sector colours in as-delivered condition (a special collector's edition).

Cavalex Models' all-new 'OO' gauge Class 60s will feature a die-cast metal chassis, twin flywheels, 21-pin Digital Command Control (DCC) decoder socket, see-through etched metal grilles, fully selectable directional lighting, cab and engine room illumination and a wealth of separately fitted detailing. The extensive tooling suite caters for prototype-specific detailing and nuances – inside and out - according to the era and colour scheme carried.

Priced at £194.95 DCC Ready and £294.95 DCC sound-fitted, the first batch of initial releases was expected with retailers in late January/early February, with further batches due to arrive in coming weeks.

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

Class 88 production samples arrive



Rails of Sheffield's exclusive Dapol 'OO' gauge Class 88 main line electro-diesels are nearing completion.

RAILS OF SHEFFIELD has received production samples of its all-new 'OO' gauge Class 88 main line electro-diesels, produced exclusively for the retailer by Dapol.

Ten of these dual-mode Bo-Bo locomotives were built for Direct Rail Services (DRS), with the first arriving in the UK in 2017. Visually similar to the preceding Class 68 – also operated by DRS – the newer Class 88 can operate in 25kV electric mode from a pantograph, as well as via an onboard diesel engine.

Now in production, Dapol's all-new Class 88 features extensive detailing, with a servo-controlled pantograph and full independent control of the cab, halo and directional lighting. Additionally, models include numerous separately-fitted parts, die-cast metal chassis, all-wheel pick-up and drive, five-pole motor with twin flywheels and more.

Four locomotives are set to be produced: 88001 *Revolution* (Cat No:4D-088-001), 88003 *Genesis* (4D-088-002) and 88007 *Electra* (4D-088-003) in DRS 'Compass' livery, together with 88010 *Aurora* in DRS Refrigerated Rail… Cool Move livery (4D-088-004).

Models are exclusively available through Rails of Sheffield. Prices are set at £199 for Digital Command Control (DCC) Ready examples, £249.95 for DCC Fitted and £329.95 DCC sound-fitted models: the latter two options will feature a working pantograph. Delivery is anticipated during the first half of 2025.

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

PETE WATERMAN EXPANDS MAKING TRACKS 4

We reveal the latest additions to Model World LIVE including bold plans from Pete Waterman to expand Making Tracks 4 for the April 26/27 2025 event at the NEC in Birmingham.

FOLLOWING the incredible Guinness World Records Largest Portable Model Railway created by Pete Waterman and the Railnuts at the first Key Publishing Model World LIVE event at the NEC in April 2024, the group is pushing the boundaries of exhibition model railways once more with a dramatic scenic expansion of Watford Junction in 'OO' gauge.

In 2024, Pete Waterman and the Railnuts continued to develop the initial railway scene modelling Watford Junction which formed part of the world record layout seen at Model World LIVE that year. First came new high-rise flats in summer 2024 as well as a scale model of Watford Junction's station building which debuted at the 2024 Great Electric Train Show. In November-December 2024 further modifications saw the trio of flats joined by scale models of the multi-storey car park, day care centre and Watford Junction's station car park.

Model World LIVE 2025 is set to see Watford Junction reach its ultimate status with the addition of an extra 8ft long scenic board expanding the layout length from 64ft to 72ft while the city backdrop will be expanded with another 8ft section behind the railway featuring a trio of new flats - all different designs - as well as the original London & Birmingham Railway station building which still stands on the north side of the road bridge at Watford Junction station.

The expansion plan sees PJM Models working on bespoke laser-cut structures to model the buildings north of the road bridge as well as relocation of the first three flats to the correct positions, rebuilding of the road bridge across the railway and creation of a total of 8ft x 4ft of new scenic layout.

Model World LIVE event organiser Mike Wild said: "The expansion plan might sound modest when you consider the square footage, but this time it's all about adding height behind the railway to really set the scene."

Model World LIVE will also see Making Tracks available for operation by the public with the tablet control system linked to a Roco Z21 being used to allow visitors to the event to take the controls of Pete Waterman's layout. Full details of this driving experience will be revealed soon.

Also joining the show line up this month are a collection of layouts including HM212 cover layout Knaresborough by Richard Pratt, Soar Valley Model Railway Club's Dorehill St Stevens (HM103), Boston Model Railway Club's Tytton Hall Yard (HM141), North Western Model Railway Group's Poulton-le-Fylde Junction (HM124) and Ivanhoe Model Railway Society's Loughborough Midland (HM185) in 'OO' gauge. For 'O' gauge modellers, the show line-up will now also feature Quarry View by Mark Pollard and Southwick by Harry Pollard representing industrial and Southern branch line themes while in larger scales Allen Law's 1/12 scale Borth, Aberdovey and Ynyslas Miniature Railway will also be joining the show. See the full layout line-up so far at *www.keymodelworld.com/modelworldlive* together with full scale modelling, trade and demonstration listings for this 150+ stand event.

Model World LIVE takes place in Hall 2 of the NEC in Birmingham on April 26/27 2025. Discount advance tickets are on sale now offering a saving over on the door prices and early entry to the show from 9.30am each day.

Advance ticket prices are £18 for adults and £9 for children while on the day tickets cost £25 for adults and £12 for children on Saturday. On Sunday children under 16 can enter for free when accompanied by a paying adult. See the Model World LIVE website for full ticketing details.

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



Pete Waterman and the Railnuts are expanding Watford Junction by 8ft to make it 72ft x 14ft for Model World LIVE 2025 at the NEC on April 26/27 2025.

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 will feature model railways, scale modelling, radio control and slot cars in 2025 in this mixed modelling event.



New to the Model World LIVE layout line up is Ivanhoe Model Railway Society's Loughborough Midland.

MODEL WORLD LIVE 2025 IS SPONSORED BY

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PJM MODELS PLATFORM KIT RANGE EXPANDS

A series of new platform kits have joined the range of laser-cut kits offered by PJM Models exclusively through the Key Model World Shop. The new additions model modern concrete lintel faced platforms with the option to introduce scaffolding supports.

Building on the initial release of block and brick edge platform kits (HM206), this new range offers matching size platform sections which can either be used on their own or with the original range to extend current platforms.

The new kits are being offered as a single pack containing one 450mm x 90mm platform (£10.99), a triple pack containing three 450mm x 90mm straights (£29.99), a twin pack of ramps 139mm x 90mm (£7.99) and an optional add-on pack of 3D scaffolding supports and laser-cut blocks which can be used with the lintel platforms.

The platform kits are made from laser-cut MDF and require basic tools, glue and paints to assemble them. The standard kits contain all of the parts to assemble a lintel style concrete faced platform – the support blocks and lintels must be omitted if the optional scaffolding kit is to be used as well.

The new kits are in stock now exclusively on the Key Model World Shop. Look out for a video guide to the new platforms online.

● **Visit *shop.keymodelworld.com***



The PJM Models laser-cut platform kit collection for 'OO' gauge has expanded with the addition of these concrete lintel faced platform sections.



The new kits are available in single and triple packs of 450mm long straight sections, all 90mm wide, as well as a twin pack of ramps.



An optional scaffolding support kit is also available to adapt the platforms with this additional feature.

STOP PRESS: DC RAIL CLASS 60 LIMITED EDITION UPDATE

Key Publishing's exclusive Cavalex Models 'OO' gauge Class 60 modelling DC Rail operated 60029 *Ben Nevis* was due to arrive imminently as this issue of *Hornby Magazine* closed for press. Pre-order customers will be contacted on arrival of the model to complete their purchase and our warehouse team will be despatching orders on their arrival. Balance payment emails will be sent to customers' original order email addresses.

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



MODEL RAIL SCOTLAND 2025 PREVIEW

SCOTTISH SPECIAL

Model Rail Scotland returns to the Scottish Event Campus in Glasgow on February 21-23. MARK CHIVERS previews this three-day highlight in the exhibition calendar.

FINAL PREPARATIONS are under way for Scotland's premier model railway exhibition in Hall 3 at the Scottish Event Campus in Glasgow on the weekend of February 21-23 2025.

Organised by the Association of Model Railway Societies in Scotland (AMRSS), more than 50 model railway layouts have been lined-up for the event, such as Glasgow and West of Scotland Model Railway Club's 'OO' gauge Phoenix Lane – featured in this issue of *Hornby Magazine* (see pages 20-27).

Joining Phoenix Lane is a superb collection of Scottish outline layouts including Greenock and District Model Railway Club's 'N' gauge Lammiemuir, Alan Monk's 'HO' scale Dounreay, Edinburgh and Lothians Miniature Railway Club's 'OO' gauge Glendevon, Adrian Walby's 'EM' Kyle of Macallan locomotive shed, West of Scotland 4mm Group's 'P4' Garlieston (1900), Scottish Diesel and Electric Group's 'O' gauge Dalnottar Riverside and many more. Also set to appear are two 'OO' gauge layouts built by the late George Woodcock – Georgemas Junction and Towcester, now in the care of Peter Taylor and Neal Mansell respectively.

Guest layouts from around the UK include The Summit (HM127), a stunning 'O' gauge layout modelling a section of the Settle and Carlisle line from Yeovil Model Railway Group, together with Peter Kimmond's outstanding 2mm finescale model of York station in the 1930s, Aaron and Keith Smith's modern-era Illie Town in 'OO' gauge, Martin Olley's 3mm scale steam-era Uppingham, Steve Farmer's contemporary 'N' gauge Ryecroft Arena and more.

Continental layout highlights include Norman Raven's 'HO' scale Japanese outline Shuri Koya, David and Susan George's 'O' gauge Arcadia Pennsylvania Terminal, Craig and Lewis Charity's 'HO' Wolfstatt and Mick Bryant's 'HO' Bryford County Terminal.

Hornby Magazine's Scottish outline 'OO' gauge £500 challenge exhibition layout Lanacside will be visiting the show this year along with the editorial team who will be happy to chat and answer any questions you may have. We will also have special show-only offers on subscriptions and publications, together with stocks of our latest 'OO' gauge limited edition models and exclusive PJM Models laser-cut kits to purchase.

Manufacturers due to attend





Yeovil Model Railway Group's Settle and Carlisle inspired 'O' gauge 'The Summit' will also be amongst the 50+ layouts set to appear at Model Rail Scotland 2025. The Summit appeared in HM127. Trevor Jones.



A super line-up of Scottish outline layouts has been assembled for this year's show, including Glasgow and West of Scotland Model Railway Club's superb 'OO' gauge Phoenix Lane, set in Fife during the mid-1960s. Phoenix Lane features in this issue of *Hornby Magazine* – see pages 20-27. Jonathan Newton.

include Accurascale, Bachmann Collectors Club, Cavalex Models, Heljan/Kato Europe, Hornby, Oxford Diecast, Peco, Rapido Trains UK and Revolution Trains, while traders comprise Cheltenham Model Centre, CM3 Models, Culcheth Model Railways, DCC Train Automation, D&E Videos/DC Kits/Legomanbiffo Sound, Deltic Preservation Society, Digitrains, Durham Trains of Stanley, Ellis Clark Trains, ESU UK, Footplate Models, Going Loco, H&A Models, Harburn Hobbies, JS Models, KMS Railtech, Langley Models, Pennine Models, Plus Daughters, Primo Models, Rainbow Railways, Ten Commandments, Trainsporters, The Junction Box, The Wagon Yard, TTC Diecast, WW Scenics, Westhill Wagon Works and others.

A series of demonstrations and society stands are also planned, covering model railway and specialist prototype subjects.

Tickets can be purchased in advance or at the venue on the day, while a special courtesy vintage bus service will be operating a circular service between the venue and Glasgow's Central and Queen Street railway stations. Doors open at 10.30am each day, with advanced ticket holders gaining entry half-an-hour earlier at 10am. The exhibition closes at 6pm on Friday and Saturday and 5pm on the Sunday afternoon. **HM**

● **Visit *www.modelrail-scotland.co.uk* for the latest information and updates.**

THE DETAILS	
Event:	Model Rail Scotland
When:	February 21-23 2025
Where:	Hall 3, Scottish Event Campus (SEC), Exhibition Way, Glasgow G3 8YW
Times:	10.30am-6pm Fri, 10.30am-6pm Sat, 10.30am-5pm Sun
Prices:	Adults £17, children £5, family (2+2) £35
Features:	50+ layouts, trade support, societies, demonstrations, displays, refreshments, parking, disabled access and free vintage bus link between venue and Glasgow Central/ Queen Street railway stations.

***Hornby Magazine's* 'OO' gauge £500 challenge layout will be on display at this year's Model Rail Scotland exhibition in Glasgow on February 21-23.** Mike Wild.

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SCOTTISH SPECIAL

Phoenix Lane

Built literally from the ashes of a previous layout, Glasgow and West of Scotland Model Railway Club's **ALAN NORRIS** explains how they captured the spirit of Fife in the 1960s.

PHOTOGRAPHY, JONATHAN NEWTON

GLASGOW AND WEST OF Scotland Model Railway Club is, as far as we know, the oldest model railway club in Scotland. We are not sure exactly when the club was formed, but the first mention of it is in an issue of the *Railway Journal* of 1935. Membership of the club was initially by invitation only and the modelling was in finescale 'OO'. All models were scratchbuilt, of course, as there was no ready-to-run back then! Membership changed to open in the early 1970s, and we still have members who joined at that time.

We are based in the north of Glasgow in a business complex we moved to in March 2024. Our clubrooms are easily accessible with a ramped entrance, so we can accommodate disabled members. New members are always welcome, including junior members, and members of all skill levels are encouraged. It's a good way to learn from others. We model in both 'OO' gauge and 'N' gauge, although one of our members has a 'T' gauge layout - The Pass of Killiecrankie.



GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	25ft x 9ft	SCOTTISH	1930s-1960s	ANALOGUE or DCC



1 Right: **The crew of '4F' 0-6-0 43924 awaits a clear route from the signaller at the head of a loaded fuel train. Alongside is a sign of things to come as a diesel shunter prepares to couple to a rake of cattle wagons.**

2 Below: **LNWR 'G2A' 0-8-0 49361 clatters through Phoenix Lane station with a loaded coal train.**

As well as our 'OO' gauge exhibition layout Phoenix Lane, we are building an 'N' gauge layout of Connel Ferry on the Oban line set before the Ballachulish branch closed in 1965. Also set up in the clubrooms are members' layouts including the award winning 'OO' gauge layouts Lockerbie and Glenkiln Road, and 'EM' gauge and 'O' gauge layouts are planned by members. »



3 A Gresley 'V2' 2-6-2 approaches Phoenix Lane station at speed with a Pullman car express.

Phoenix Lane almost literally rose from the ashes of a previous layout. Our club's previous premises were in a loft area of an industrial unit in the west of Glasgow. A serious fire destroyed an adjacent unit and although our clubroom was not directly affected by the fire, the smoke damage was significant. Everything, including our 'OO' gauge layout, was covered in a thick layer of soot. When the insurance loss adjuster came to view the damage, he brought a variety of cleaning products but found out very quickly that they were absolutely no use for cleaning 'OO' gauge scenery and buildings!

We then considered whether anything was salvageable, but quickly discovered almost everything was too badly damaged to be of any use. We stripped all the buildings and scenery and discarded them, leaving only the baseboards and a layer of 6mm cork sheeting on each. After

4 In the shadow of the area's distinctive gasometer, a Robinson 'D11/2' 4-4-0 restarts its short four-coach train from the station and a Fowler '4F' rumbles past with a loaded fuel train.

some detailed discussion, we decided the old cork would have to go and we replaced it with new sheets.

THE PHOENIX ARISES

Someone mentioned in passing that we had still not decided upon a name for the layout. One of our junior members had been accompanied by his mother to the club that day and she suggested that since the layout would rise from the ashes, we should name it Phoenix Lane. Everyone was delighted with that, and the name was adopted immediately. When it was confirmed that there was a Phoenix Lane in Scotland - in Dunfermline - crossing the now closed North British Railway line through Dunfermline Upper, it was indeed a happy and encouraging omen!

Phoenix Lane is a 25ft long, 9ft wide continuous run layout representing a North British Railway passenger station, goods yard, and engine shed at a busy junction. It is set in the 1960s in Fife, when steam locomotives were mixing with diesel locomotives, Diesel Multiple Units (DMUs) and railbuses.



5 **Several vehicles from the period are neatly parked outside the timber clad station building.**



We started planning during 2018/19. Having decided on the general track layout that we wanted, we used the *Templot* track design programme to draft the whole of the formation in the large scenic section we had available. This made construction of the points quite simple and meant we could, for example, include curved points where necessary.

The full-sized plan was laid out on the floor of a scout hall in the south of the city as the clubrooms were still unusable after the effects of the fire. The use of *Templot* to design the track plan meant it was almost perfect from the start. However, originally the only way for a locomotive to get onto the turntable was via one of the two roads through the engine shed. When the layout was exhibited for the first time, a member from another club pointed out that there would have been a road along the side of the shed so locomotives could get to the turntable with clear access. As soon as we got it back to the clubroom, a new road was added!

The main thing which came much later was deciding where to put the uncouplers. The majority of our members use tension lock couplings, so we have servo-operated uncouplers disguised as barrow crossings. Some members use magnetic couplings on rakes of coaches and wagons – these are far easier to couple and uncouple, but not suited for automatic operation.

The baseboards are of fairly standard construction – plywood on softwood framing, bolted together with dowels for accurate positioning. The size of the baseboards varies, although most are 1,200mm x 600mm.

The track on the scenic station boards is code 75 SMP bullhead with hand-built points, while code 75 Peco Streamline track and points has been used in the storage yard. All points are operated by »



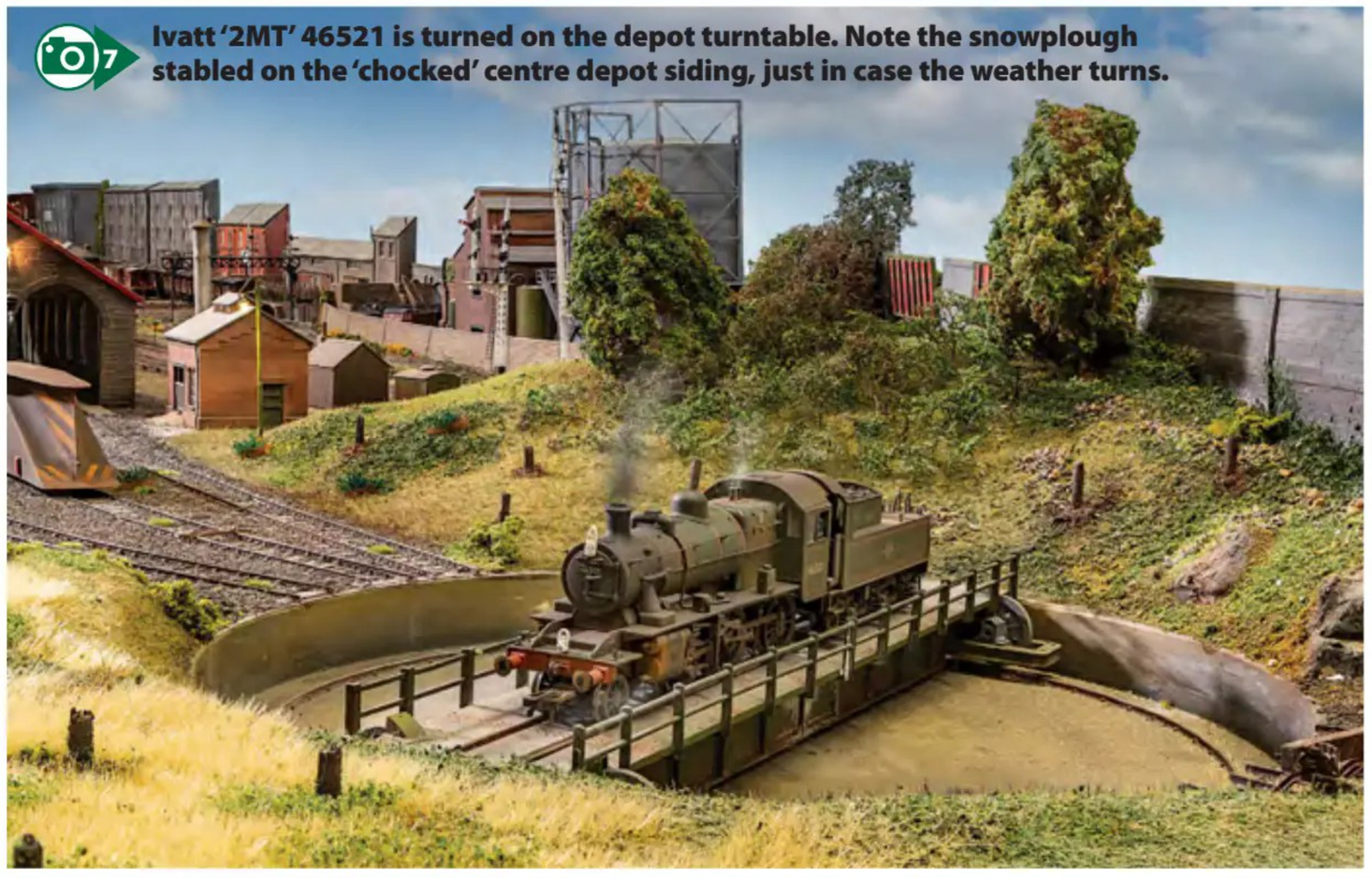
Phoenix Lane is also home to a thriving market square with fruit, vegetables, flowers and homewares galore.

Tortoise slow-action point motors and all signals are built from MSE components, powered by servos, with the exception of four position light signals which use LEDs. Dummy point rodding is installed, although at the end of the station furthest from the signalbox, dummy point motors have been used. They would have been too far from the signalbox for the signaller's muscles and more than the Board of Trade maximum 350 yards for mechanical operation of points. Before resignalling, there would have been a second signalbox at the other end of the station to control the exit from the branch platform onto the main line. The location of this signalbox is lost under lineside redevelopment with the factory.

The station building is an exact replica of the current building at North Queensferry station. Almost all of the buildings on the layout are scratchbuilt, with the

exception of the tenement blocks which are cast resin kits, and the factory, which is a modified 'HO' American kit. The coal loading tower beside the engine shed was scratchbuilt with reference to a London Midland & Scottish Railway (LMS) plan kindly supplied to us by another Scottish club. The turntable is operational and is currently being converted from analogue to Digital Command Control (DCC) for increased operational flexibility.

It is an exhibition layout, but when not being on show, Phoenix Lane is set up in our clubrooms and available for members to run their stock. The layout is wired so locomotives can be operated either on analogue control using Gaugemaster controllers, or on DCC using three Gaugemaster Prodigy Advance handsets. Points and signals are analogue controlled. There is a separate control panel for the storage yard, operating the points and »



7 Ivatt '2MT' 46521 is turned on the depot turntable. Note the snowplough stabled on the 'chocked' centre depot siding, just in case the weather turns.

8 Preserved Highland Railway 'Jones Goods' 103 rounds the curve into Phoenix Lane station with a special working, as BR '9F' 92192 forges through with a lengthy train of cattle wagons in tow.

section switches. A master switch ensures the layout is always operated by DC or DCC so no electrical damage can occur.

Our members run a variety of rolling stock, ranging from 1930s' LMS, through BR steam and green diesel, right up to the present day. There is a wide mix of DCC and DC locomotives available plus coaches and wagons to suit – we encourage members to bring whatever they have, although for exhibitions we stick to a period and theme.

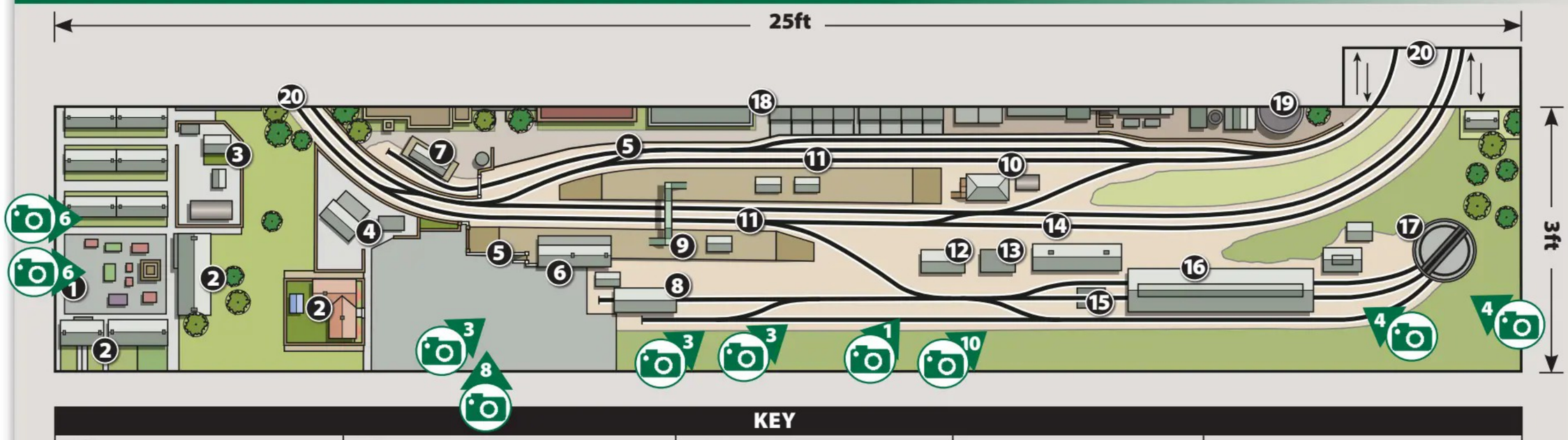
Our previous clubrooms were restricted in width, so a narrower version of the storage yard was required, but since we moved to our current premises in 2024, the full exhibition version of the layout can be used. We now, as well as enjoying far more space, have level access to the clubrooms. Older members recall with horror the narrow iron spiral staircase that was the only access to the previous clubrooms - and the contortions needed to get baseboards up and down them!

CHANGES

We are currently undertaking some changes to the layout, prior to its next outing which is to Model Rail Scotland at Glasgow's SEC (Scottish Event Campus) in February 2025. The scenic area on the right-hand side is being extended to include twin cuttings leading to tunnels

9 Much freight passes through Phoenix Lane each day, with loops and sidings providing the necessary capacity for the signaller to keep things moving.

PHOENIX LANE TRACK DIAGRAM (NOT TO SCALE)

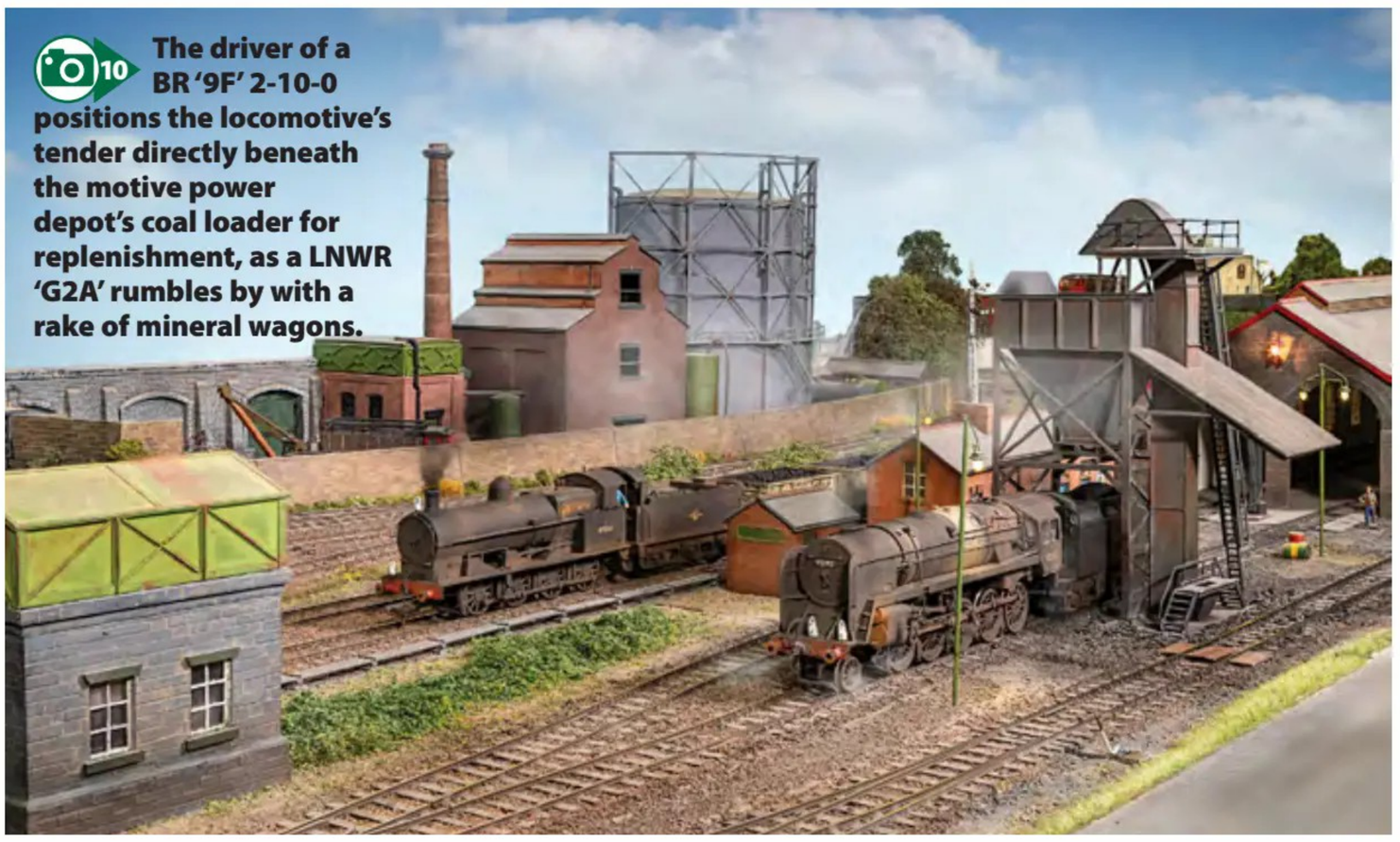


KEY				
1 Market square	5 Platform	9 Footbridge	13 Water tower	17 Turntable
2 Houses/shops	6 Station building	10 Signalbox	14 Offices	18 Low-relief buildings
3 Nissen hut	7 Private goods siding	11 Waiting rooms	15 Coal loader	19 Gasworks
4 Station garage	8 Goods shed	12 Shunters' bothy	16 Engine shed	20 To/from storage yard

under a new hillside section. Rising from the hillside above the tunnel is a stone-built ventilation shaft. We are going to arrange a smoke unit so that plumes (in reality it's steam!) can be emitted when trains pass under. The scenery is being refreshed with more use of static grass and experience gained on Lockerbie and Glenkiln Road is being put to good use in improving and enhancing the existing scenery.

We are planning to put more lighting in the buildings, which may make use of Model Electronic Railway Group (MERG) random light controllers and gas lamp twinklers. The backscenes are being increased in height slightly and having extra detail added.

No changes are planned to the track layout, although we have had to change some track on the new scenic section from Peco Streamline to SMP bullhead. To increase operational flexibility, we are putting a new control panel in to operate the goods yard and locomotive shed. This will be located at the front of the layout (both current panels are inside the operating well), which means that the operator will be free to chat to viewers.



10 The driver of a BR '9F' 2-10-0 positions the locomotive's tender directly beneath the motive power depot's coal loader for replenishment, as a LNWR 'G2A' rumbles by with a rake of mineral wagons.

At exhibitions, we try to run as comprehensive a service as possible. While we try to operate it realistically, we are of the view that those watching the layout want – and deserve – to see trains running. There is nothing worse than a layout with nothing happening. Having said that, we have discovered on both Lockerbie and Glenkiln Road that some small details are essential to catch the spectators' eye to keep them interested between trains and have made up a questionnaire for children to see if they can spot the small static items on the layout, such as a red squirrel on a tree. We will be adding further details to Phoenix Lane. With DCC operation we require a minimum of four operators – three on the main control panel and at least one on the storage yard. The enhancements to the layout will require a further operator for the goods yard and locomotive shed.



11 Robinson 'Scottish Director' 62671 *Bailie MacWheeble* pauses at Phoenix Lane station with its four-coach rake of BR Mk 1s.

Our club can be contacted via our website *https://gwsmrc.co.uk* or by e-mailing our secretary David Knox at *Glasgow_west@yahoo.com*. We are also on *Facebook - https://www.facebook.com/gwsmrc*.

You can see Glasgow and West of Scotland Model Railway Club's 'OO' gauge Phoenix Lane on display at this year's Model Rail Scotland exhibition at Glasgow Scottish Event Campus (SEC) on Friday February 21-Sunday February 23. Doors open at 10.30am each day. **HM**

● Read more layout features at *www.keymodelworld.com/layout-features*.

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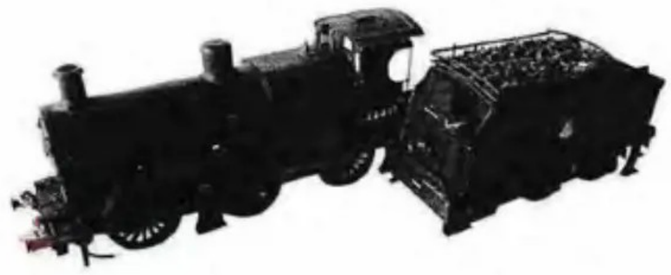



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BASEBOARDS IN 15 STEPS

Building baseboards doesn't have to be difficult. MIKE WILD outlines his process in 15 steps, explaining the tools and materials needed along the way.

BUILDING BASEBOARDS doesn't have to be complicated or use a huge bank of power tools. In fact, most jobs can be done with hand tools.

In this 15-step guide we will explain the process and materials required to build a 4ft x 2ft 6in baseboard. We maintain a maximum 4ft length for our baseboards as it makes them manageable to move and simple to pack when it comes to transporting or storing layouts. The guide can be used to make a baseboard of any size, but if you are going for wider than 3ft it will be worth adding in an additional full-length brace to maintain rigidity in the board.

Our material choices are 9mm plywood for the baseboard surface coupled with 18mm x 70mm planed timber for the frames and 44mm x 44mm square timber for the legs. This combination of materials is readily available from DIY stores and timber merchants. For the baseboard top there are usually pre-cut sections of plywood in stores at 4ft x 2ft size, but you can also buy an 8ft x 4ft sheet which some outlets will have the equipment to cut to size. This is very handy if you are building more than one baseboard as it is usually cheaper to buy a full 8ft x 4ft sheet than buying four 4ft x 2ft sections.

To assemble the baseboard, you will need a tape measure, tri-square and pencil for the basic marking up process followed by PVA wood glue and a choice of 4.0x30mm and 4.0x40mm wood screws to assemble the pieces together.

The adage of 'measure twice, cut once' is essential when building timber baseboards to avoid mistakes. Then all you need is a level floor on which to assemble the board as shown in the following guide.

Building baseboards isn't for everyone, and there are alternatives including baseboard kits like those made by Tim Horn and Scale Model Scenery, while there are also companies which will build bespoke boards for you such as White Rose Modelworks.

The following guide explains our process from start to finish.

- **Read the full Skills Guide feature series at *www.keymodelworld.com/model-railway-skills-guide***



Sturdy baseboards are the bedrock of a reliable model railway layout.

STEP BY STEP BUILDING BASEBOARDS IN 15 STEPS

Intermediate
Beginner SKILL LEVEL Advanced



The starting point is to decide on the size of baseboard you plan to build. We use 9mm plywood for our baseboard tops and build a maximum size of 4ft x 3ft with this method to make the boards manageable to move around. The same method can be used for larger baseboards, but you will need an extra lengthways cross-member should you go wider than 3ft.



Once the size is established, the next step is to measure and mark the timber for the frame – we use 18mm x 70mm planed timber for the frame. Use a tape measure and tri-square to note the cut lines. We also add the length on each piece we will cut for future reference – these are the long side pieces which will be 1,220mm long.



Repeat the measuring process for the cross-members next –this pair of 4ft x 2ft 6in baseboards requires four 730mm cross-members to complete the frame.



To begin assembly, run a bead of PVA glue along the top edge of one of the long side pieces. We will repeat this with the second long side piece in a moment.



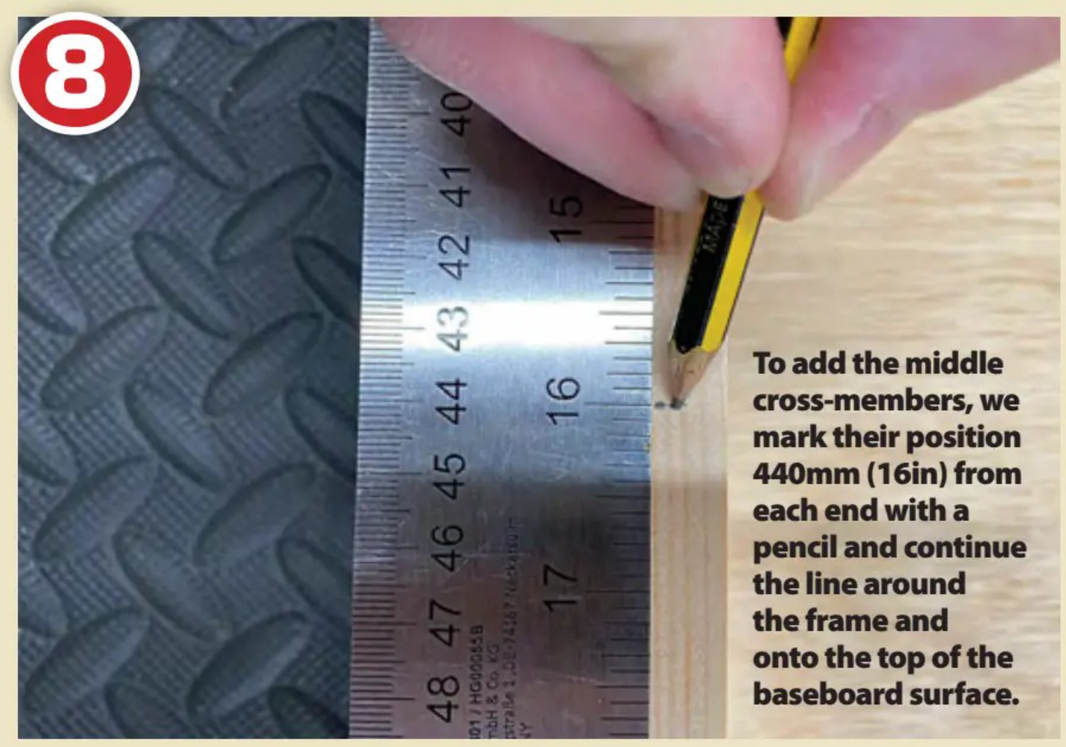
With the side piece in position, 4.0x30mm twin thread wood screws are used to secure the top to the sides. The combination of glue and screws makes for a strong baseboard. Repeat this for the other side.



Before fitting the ends, it is important to prepare the timber to prevent it splitting when screws are inserted. To do this, we drill 3mm pilot holes through the ends of the side timbers where they will meet the cross-members.



The gluing process is repeated on the top of the cross-members before they are slotted into place at each end. Once in position 4.0x40mm twin thread wood screws are inserted through the pilot holes to secure them in place. 4.0x30mm screws are added through the baseboard surface as in Step 5.



To add the middle cross-members, we mark their position 440mm (16in) from each end with a pencil and continue the line around the frame and onto the top of the baseboard surface.

BUILDING BASEBOARDS IN 15 STEPS

Beginner — Intermediate — Advanced — SKILL LEVEL



9

The middle cross-members have now been fitted by gluing them into position and adding screws through the main side timbers into their ends. The space between each cross-member allows room for an electric drill to be inserted.



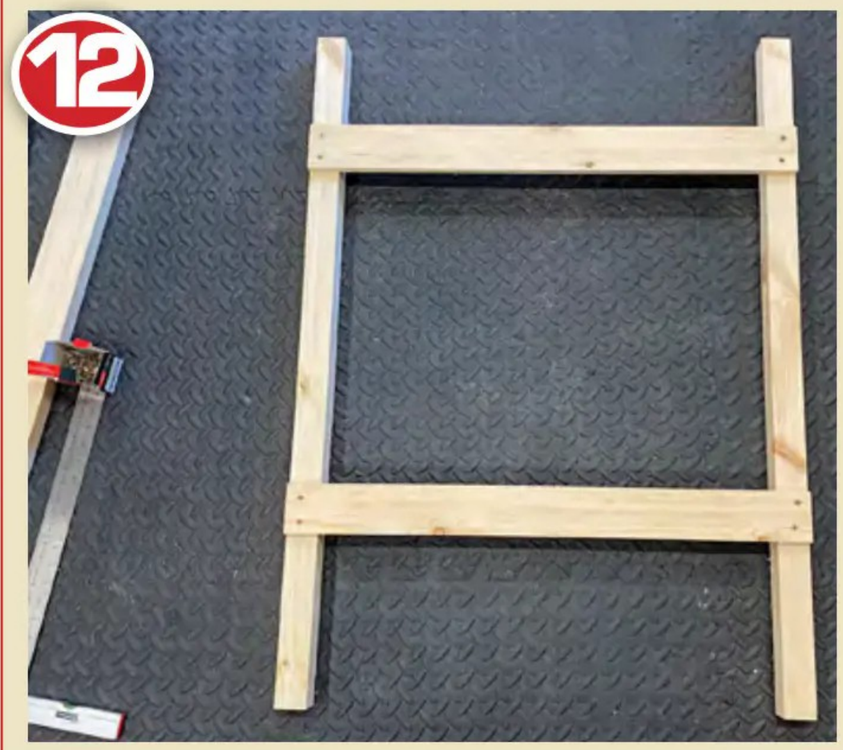
10

To complete the assembly of the baseboard, 4.0x30mm screws are added along the line of the cross-members (using the pencil line added in Step 8. Check that you have screws every 150mm around the edge of the frame.



11

We've now repeated the steps so far to build a second baseboard which can be joined to the first one with M8 bolts and wing nuts to hold them together. This makes them simple to dismantle and move while providing a total 8ft x 2ft 6in layout size.



12

To create legs for this layout we used 44mm x 44mm square timber for the supports with cross braces made from 18mm x 70mm timber. These are screwed together to create a strong and rigid leg which stands 1,000mm tall.



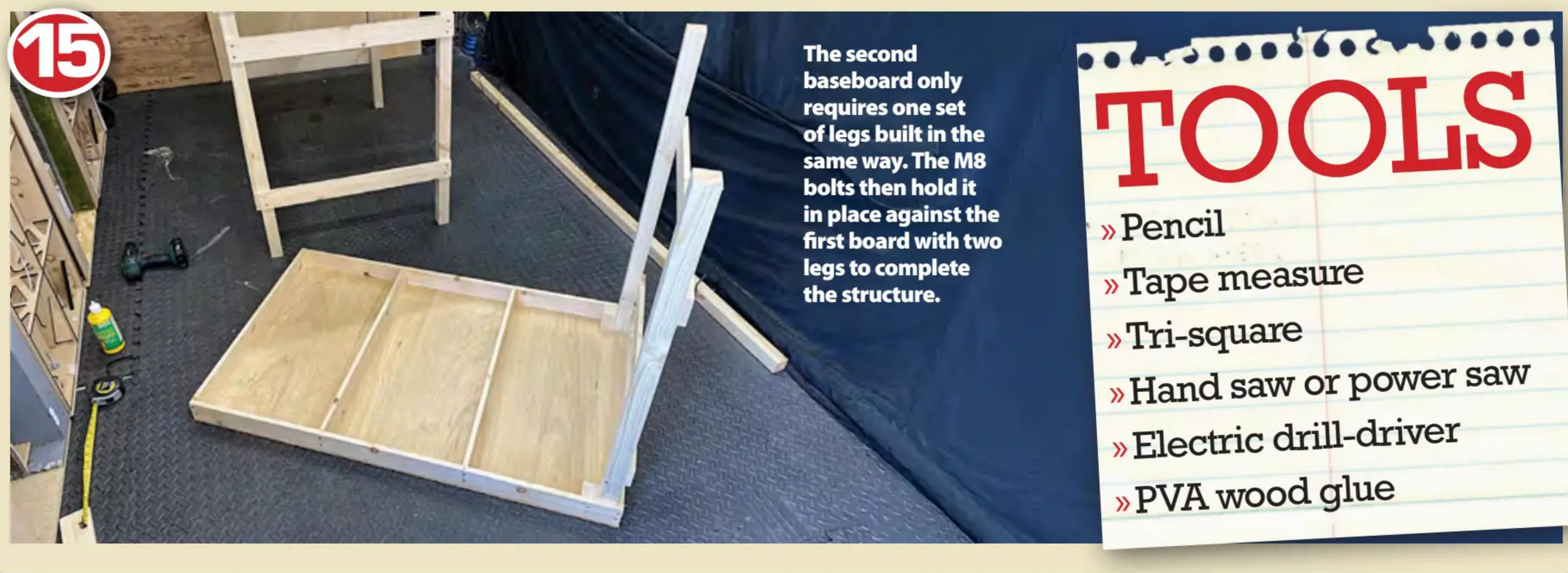
13

To provide a slot for the legs to fit into, a 70mm length of 44mm x 44mm timber was fitted to each side of the frame. The legs locate between these and the outer frame.



14

The first baseboard has two sets of legs – one at each end – which are braced with a length of 18mm x 70mm timber to provide a strong support frame.



15

The second baseboard only requires one set of legs built in the same way. The M8 bolts then hold it in place against the first board with two legs to complete the structure.

TOOLS

- Pencil
- Tape measure
- Tri-square
- Hand saw or power saw
- Electric drill-driver
- PVA wood glue

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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TRANS-PENNINE ODYSSEY

PART 1

With a six-car inter-city DMU as his ultimate goal, **TIM SHACKLETON** explains his fascination with hand-built models.

IN THE SEVEN DECADES AND MORE I've been actively involved with model railways, there's always been one feature of the hobby that's appealed to me more than any other – making things. What I remember most from the 'O' gauge Hornby clockwork layout I had in early childhood – other than that it didn't work very well – was hacking buildings out of cardboard boxes and drawing doors, windows and shop fronts with ballpoint pens in different colours.

Despite the proliferation in recent years of ready-to-run products of almost unimaginable quality and desirability, I still get the deepest and longest-lasting satisfaction from building my own models, whether from scratch or from kits. I know full well that only a handful of modellers these days could build anything that looks as good and runs as well as the very best ready-to-run – and I'm not one of them.

Nevertheless, I plough ahead with slitting discs and soldering iron, bending bars and needle files, encountering problems I never knew existed and finding solutions in the most unlikely places. Ultimately, I think that's why I do it, and why I find the process so fulfilling – the glow of achievement that comes from facing up to difficult challenges and coming out on top.

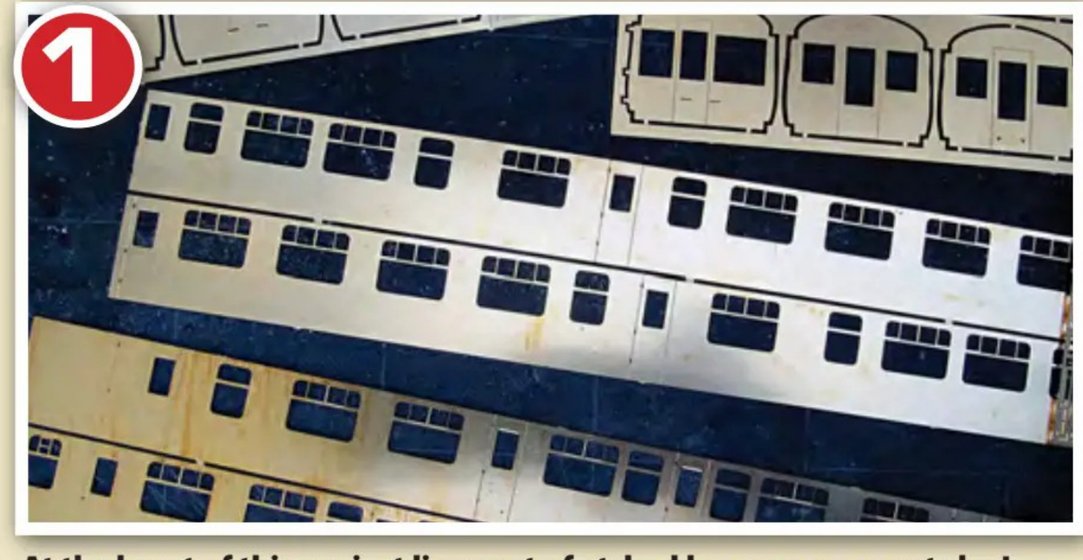
Not everyone feels the same way, of course. I can well understand why building your own locomotives or track could be seen as a penance rather than a pleasure, and how painting a backscene or wiring colour light signals would be something to avoid at all costs.

That's why I want to show you something of what I do purely for my own enjoyment. You may well think I'm completely mad, that any time now someone will surely produce a six-car Trans-Pennine DMU in ready-to-run form. Or, you might suspect there could be something in it that might be worth trying for yourself. **HM**

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

A Trans-Pennine set at York in April 1971, led by E51967. Headcode displays were discontinued in 1976 by which time the Swindon-built design had become Class 124 under TOPS. Entering service in January 1961, these handsome units – amongst the best-looking of all BR's first-generation DMUs – were designed for fast, long-distance services on the busy Hull-Liverpool route across the Pennines.
Dave Cobbe Collection/Railphotoprints.uk

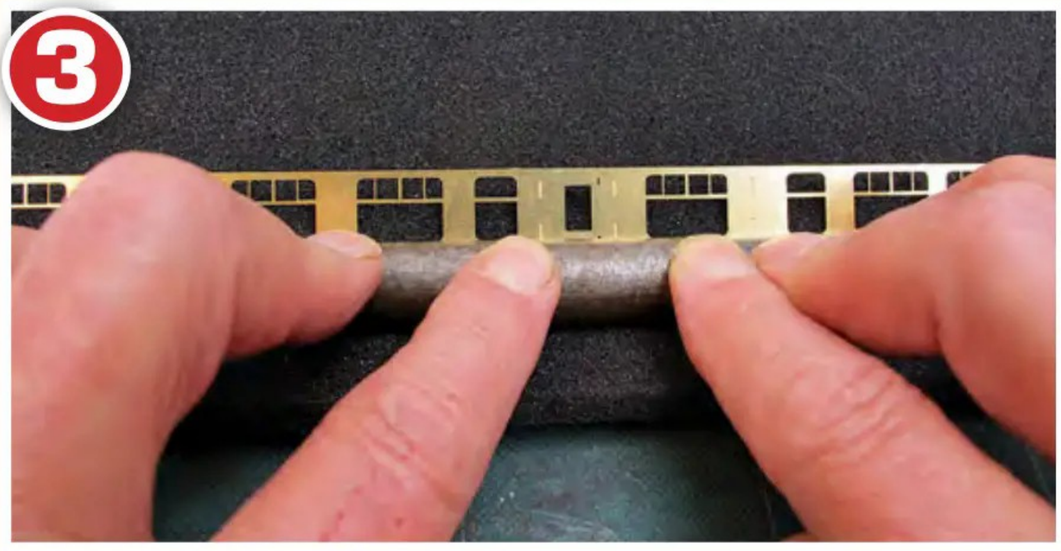
PLEASE TURN FOR
STEP BY STEP GUIDE



At the heart of this project lies a set of etched brass components by Ian Macdonald – specifically the sides, ends, interior partitions and working chassis for a full six-car set. The windows on a Class 124 aren't the same size as a Mk 1 coach either. (See separate panel for contact details, so you can obtain the parts direct from the designer.)



The other essential ingredients are 3D-printed end details, underframe components and other fittings designed by Jonny Duffett and made available online as a free software download on Thingiverse. Close online teamwork between the two designers (who had never actually met) ensures everything matches perfectly, despite being produced in totally different media.

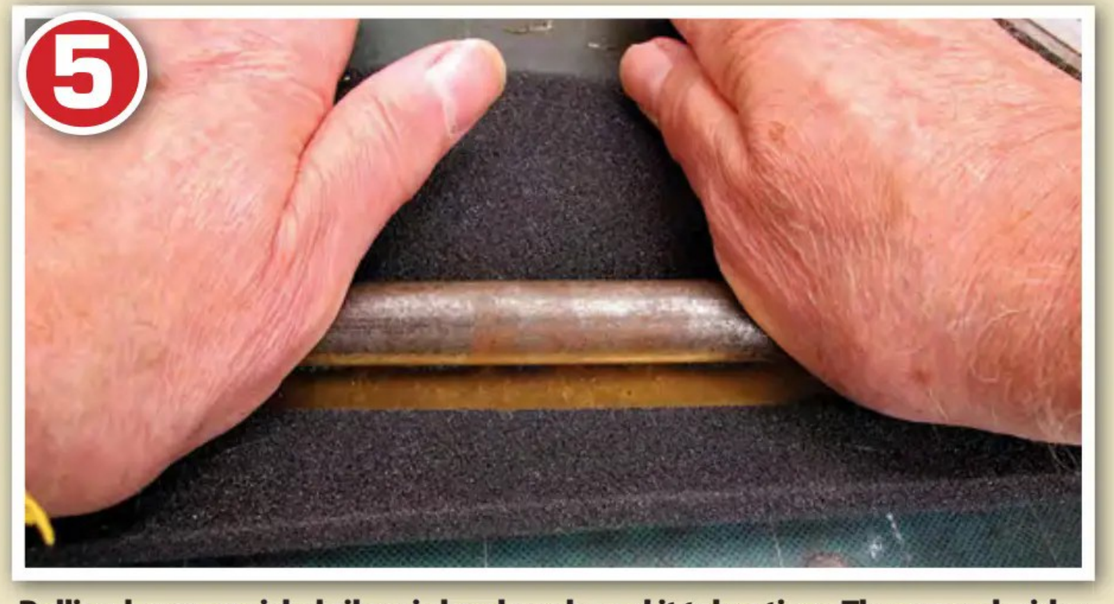


Even so, this is still a model you have to build from the ground up. A typical demand placed on the modeller is the need to form those very visible curves in the sides, which were supplied flat. The traditional way of doing this is by rolling the sides on a rubber mat using a heavy steel bar.



Brass is a very unforgiving metal and any anomalies or faults can be difficult to rectify. It's like panel-beating in miniature – a difficult skill to master.





Rolling brass or nickel silver is hard work, and it takes time. These coach sides are etched in thin 0.3mm/12thou metal but you still need to put your back into it. You can't simply form them with your bare hands – that would be a recipe for disaster!

Intermediate
Beginner SKILL LEVEL Advanced

To my mind there's never been a decent model of the classic 1961 Trans-Pennine DMU, later Class 124. In its day, Trix's 1966 ready-to-run version had made a decent stab at the power cars, albeit in a strange scale somewhere between 'HO' and 'OO', but the intermediate trailers were merely rehashed Mk 1 coaches bearing no resemblance to the real thing. Subsequent kits of questionable accuracy – and buildability – failed to satisfy, but then a collaboration between two gifted designers changed everything.





The jig is built out of elements most hands-on modellers will have around their workbench – from the top, wooden form tool with curved section around which the tumblehome is bent; steel rule used to form the bend; heavy steel bar (actually one half of my set of bending bars) used to clamp the sides; half-inch steel rod used as necessary for further rolling; bench vice (ideally needs to be much bigger); engineers' clamps (Eclipse 412s).



Looking for an easier way, I assembled a jig specifically to form the tumblehome in the coach sides. While some prefer a more formulaic approach, improvisation lies at the heart of finescale modelmaking and metal-forming is typical of the kind of skills required.



8 The idea is that, having inserted the etched-brass side in the jig, aligned it with pinpoint accuracy and then clamped it up tight, you use the steel rule to gently force it over the wooden former to create the desired shape.



9 Here we see the first of the etched sides positioned in the vice. The intended start of the curve is lined up with the bottom of the droplights in the passenger doors – drawing a pencil line along the side can help prevent misalignments. The face with the half-etched detail should be towards you.



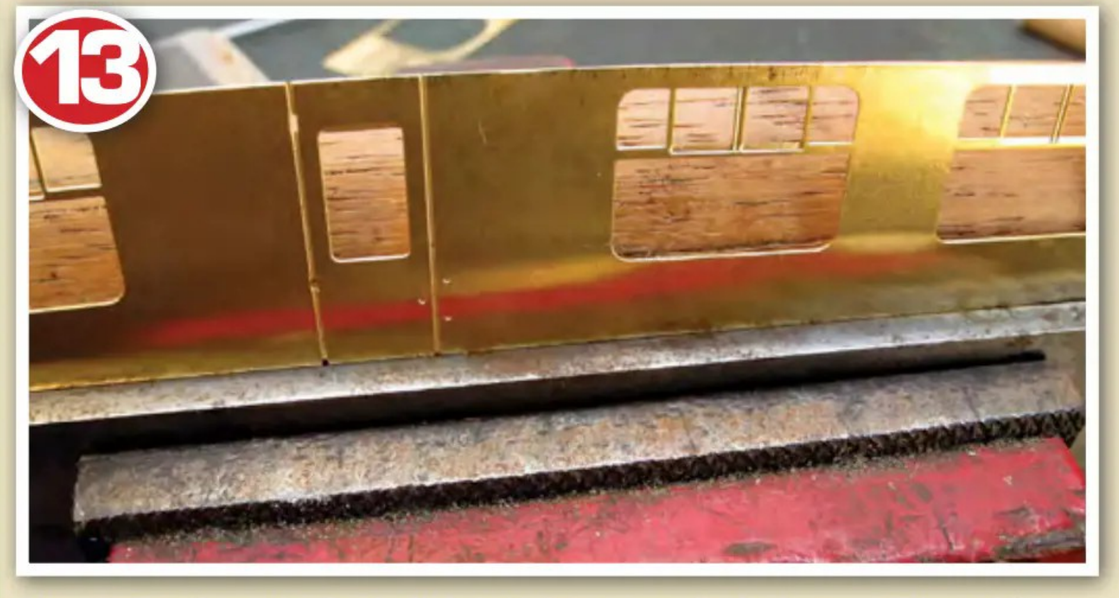
10 The steel rule is pressed firmly against the coach side clamped in the vice and thumb pressure is exerted to bend the side backwards to create the tumblehome against the wooden former. Don't be tempted to form one section first and then move along to the next – it doesn't work!



11 Try as best you can to do the whole lot in one go, pushing against the ruler with the fleshy part of your palms to exert equal pressure along the length of the coach side.



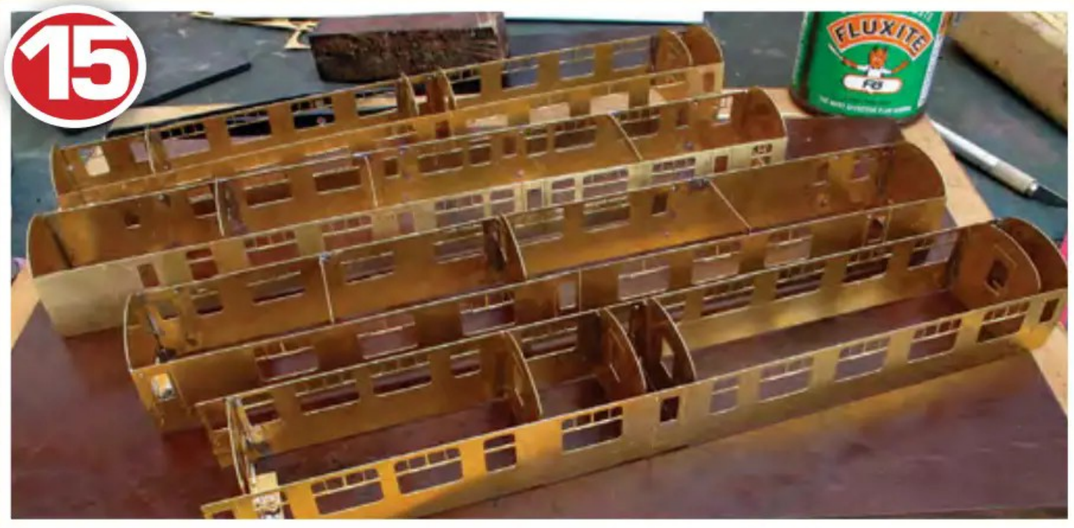
12 After offering up the side to the end, we find we need to roll it some more. After checking it again, we should be nearly there.



13 Now we can form the final, slightly tighter curve in the lower section of the coach side. Invert the workpiece in the jig, windows uppermost, and clamp it up firmly so the lowest of the three locating slots for the door hinges are aligned, then bend as before.

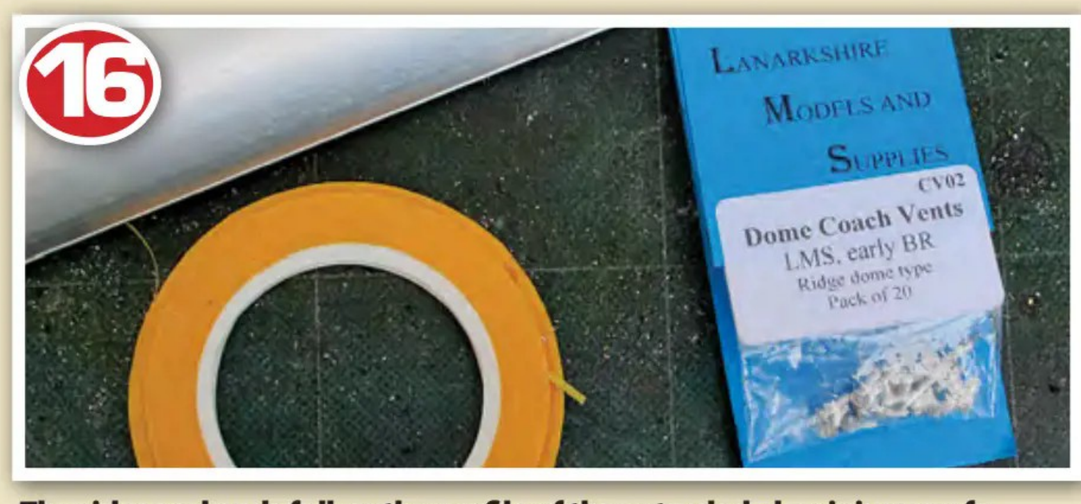


14 If you register any slight ripples in the brass – which is only prototypical, after all – these can be eased with subtle pressure between finger and thumb or further rolling.



15 We've looked at soldering many times before, so I won't reiterate it here. It's best learned by experience, and there are plenty of online tutorials – the more soldering you do, the better you'll become at this essential modelling skill. This is what I ended up with after an enthusiastic session – four of the six coach bodies awaiting checking for squareness and correct alignment.

Intermediate
Beginner SKILL LEVEL Advanced



The sides and ends follow the profile of the extruded aluminium roofs originated by Comet and now marketed by Andrew Hartshorne of Wizard Models/51L. As supplied, they are 285mm (a scale 71ft 3in) long, sufficient to cover all carriage lengths, so the first thing to do is to cut them down to suit these DMUs. The domed-pattern roof vents are from Dave Franks of Lanarkshire Model Supplies, and I will create the roof ribs using 1mm masking tape at 10mm intervals.



Roofs completed and painted. At the National Railway Museum, the official Swindon plans for these units were nowhere to be found and the available 'modeller' drawings disagreed wildly in terms of the placement of roof fittings. The end result is very much a best guess, but an informed one.



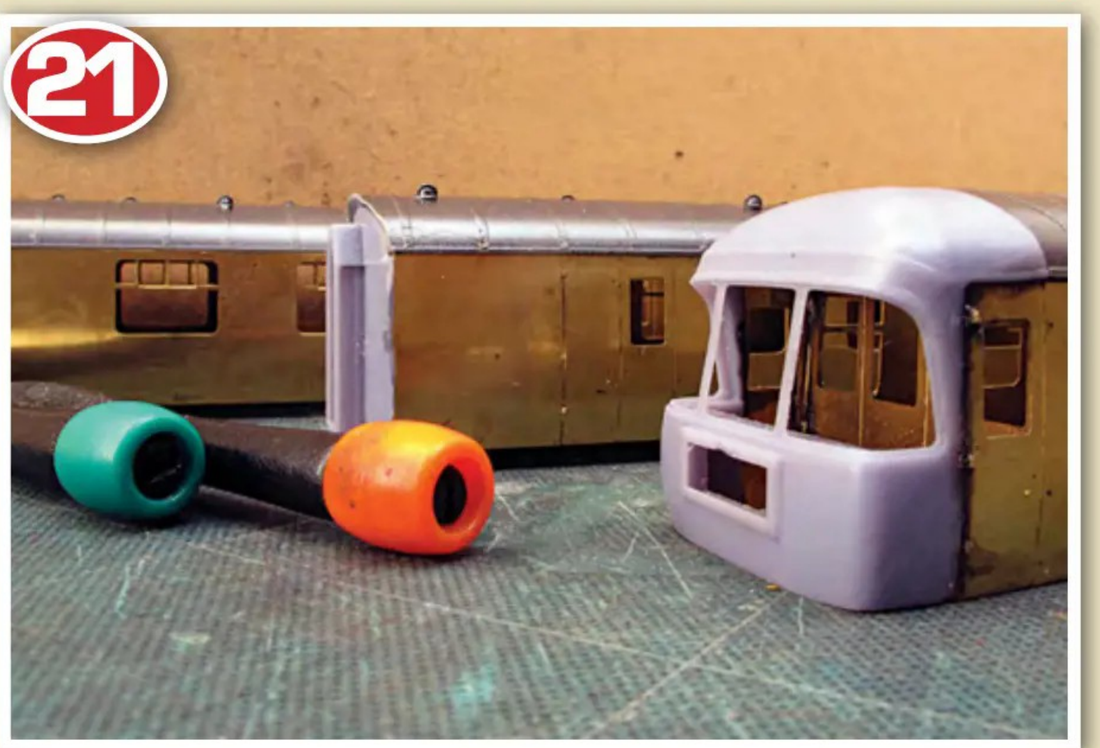
As conceived by the design team, the bodyshells are ideally formed from flat brass but the three-dimensional shapes that accompany them could best be created by printing on a stereolithographic machine. For technical reasons, the components have to be created within a framework of supports which must be snipped away.



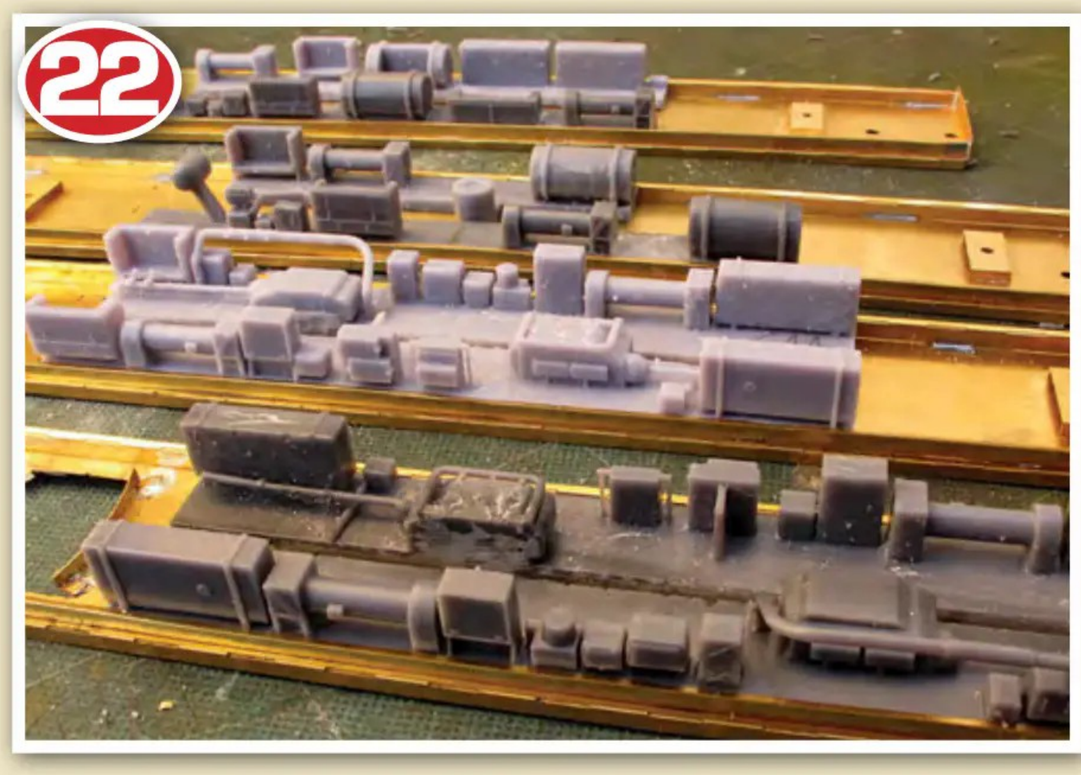
Now that I'm much more comfortable with 3D printing, I tend to hack away the supports in one go with a big razor saw. The plastic is tough enough to withstand such treatment.



The backs of the piece can be gently smoothed off with an emery board. Don't waste your best needle files on this kind of work.



Above: **An initial test fit of printed parts, etched bodyshells and extruded aluminium roofs shows everything clips together neatly with little or no interference from me. Inexperienced builders sometimes prefer to learn with ancient white metal kits, thinking that they're so simple in design they must be easy to build. As an 'apprentice piece', I suggest you go for something modern created with CAD.**



Left: **Next time, we'll look at building the working chassis for the Trans-Pennine sets, which turned out to be the easiest part of the whole project! There were three completely different arrangements of underfloor fittings on the '124s', so once more 3D printing (and a lot of research) comes to the fore.**

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Etched components	*ian@nmacdonald.co.uk*	N/A
Printed components	*www.thingiverse.com/ironmink/designs*	N/A
Aluminium roof sections	*www.wizardmodels.ltd*	C10
Cast roof vents	*www.lanarkshiremodels.com*	CV02





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ESU LOKSOUND EST. 1999

BUILDING A BRANCH LINE STATION

Having acquired one of Peco's recent 4mm scale laser-cut kits as the basis, **DAN EVASON** shows how he created an idyllic country station scene.

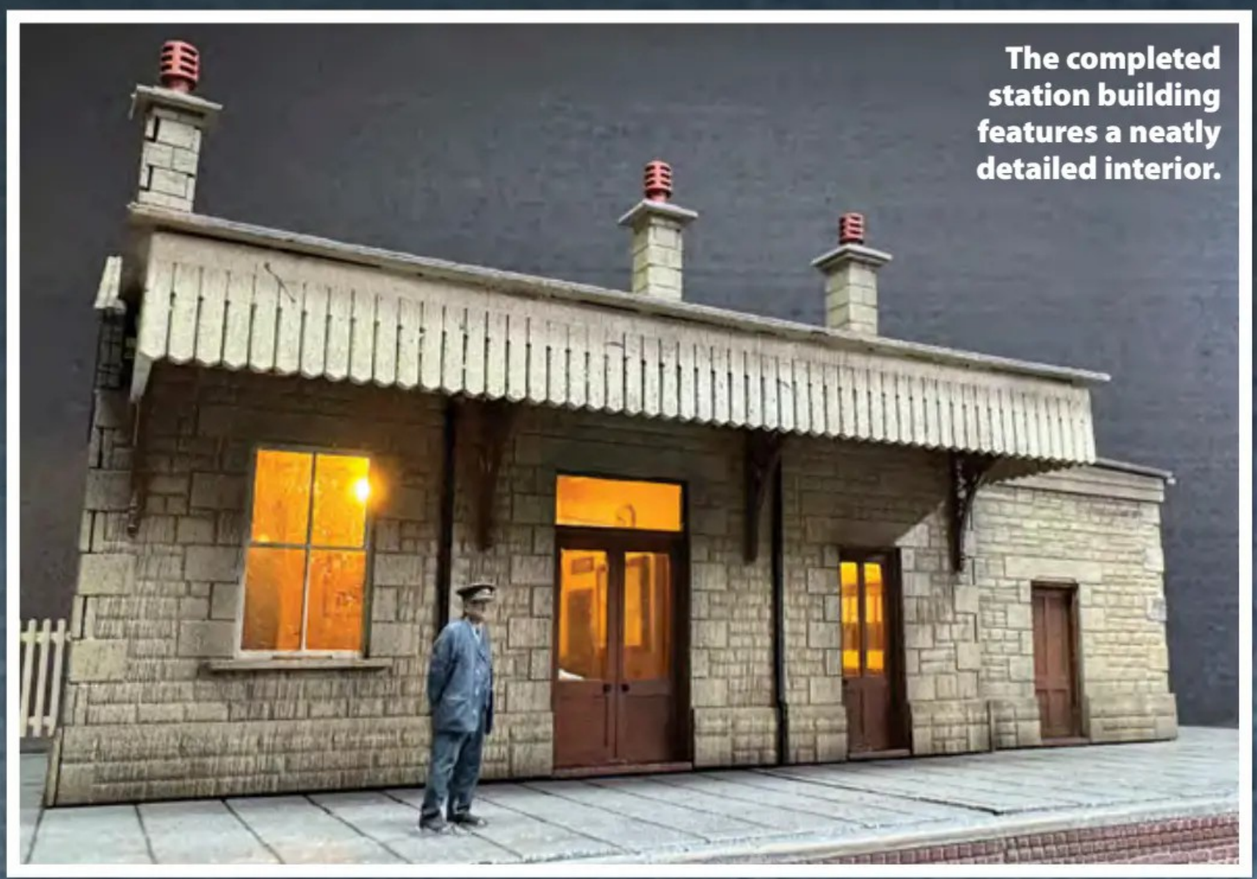
WHILST FLICKING through a copy of *Hornby Magazine*, I spotted a recent kit offering from Peco modelling a small branch line station building.

The appeal of rural branch lines, often with pretty buildings and lovingly manicured greenery, is evergreen – a peculiarly British love which evokes a sense of a less hurried, more ordered and calmer past where everything had its place and there was no need to rush about. On a summer's day waiting for a train at somewhere like Highley on the Severn Valley Railway, that sense of peace is almost tangible. And that feel is what I wanted to evoke with this build.

The kit looked like it could be a fun one to build as a standalone project with its full interior and the charm of a small rural British station - perfect for a branch line model. Its style reflects the late 19th to early 20th century and offers a great starting point for creating a detailed and realistic station building which would look perfect on many layouts. **HM**

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

Dan Evason assembles Peco's 4mm scale laser-cut GWR station building for his latest project, modelling a rural branch line station scene.



The completed station building features a neatly detailed interior.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO:
Anthracite chalk paint	*www.diy.com*	N/A
Arid Earth acrylic paint	*www.thearmypainter.com*	WP1402P
Skeleton Bone primer spray	*www.thearmypainter.com*	CP3012S
Slate Grey chalk paint	*www.diy.com*	N/A
Flat Black acrylic paint	*www.tamiya.com*	XF-1
Glue 'N' Glaze	*www.deluxematerials.co.uk*	AD55
Laser-cut station building	*www.peco-uk.com*	LK-217
Red Brown acrylic paint	*www.tamiya.com*	XF-64
Roket Card glue	*www.deluxematerials.co.uk*	AD57



With this kit being very detailed, the first task was to read the instructions carefully and understand how the parts fit together.



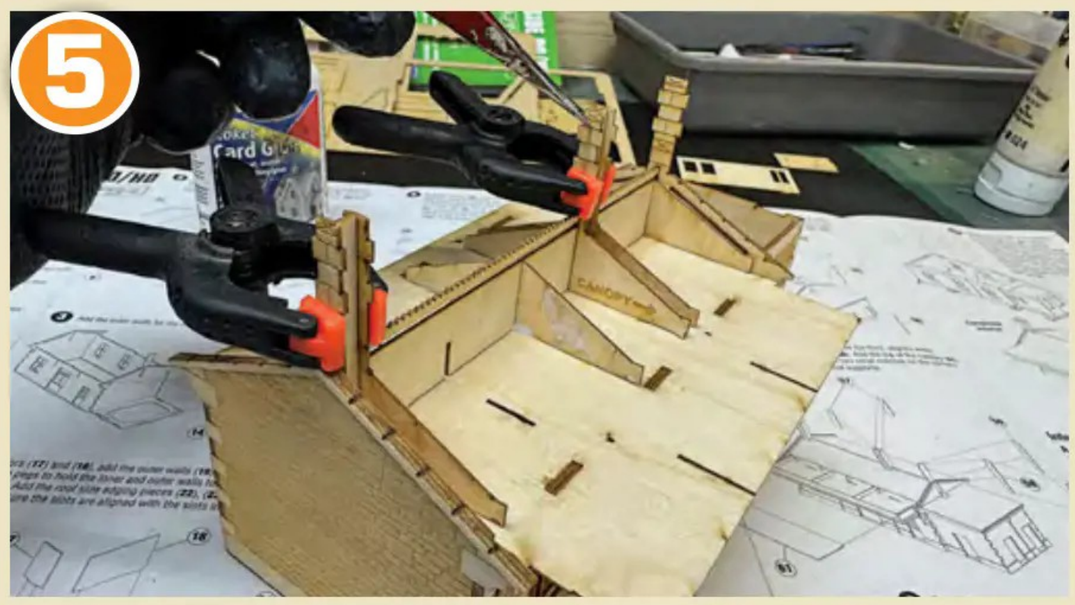
The build starts with the main walls of the building. Using a sharp knife, snip the fixing tabs to release the laser cut wooden parts from their frets. The main walls slot together and into the foundation frame. I use Deluxe Materials Roket card glue with an occasional spot of superglue if I need an instant grab.



As this building has an inner and outer wall, the next job was to assemble the laser etched stone effect walls. Again, these walls lock together and slot into the structural frame. Take your time with this as getting good corner joints will make or break the appearance of the model – and cause fitting problems later in construction.



With the outer walls complete, it was time to attach the inner roof and canopy section. Care is needed to ensure all the slots line up with the roof. The roof can be press-fitted in place and has such a good fit you don't need glue to hold it together. Just in case, I dabbed a few spots of superglue in some slots to add strength.



Once the lower roof is in place, the roof trusses and support beams can be added, noting which way the parts fit. These were glued into place, using mini clamps to secure the chimney section while the glue was drying.



With the roof framework drying, I moved on to adding the support brackets for the canopy, which just slot into place. Be very careful handling these parts as they are very finely cut and have some fabulous detail.



Now it's time to add the front valance and its two sides. Again, handle this with care as it is very fragile. It is also important to ensure it sits level as any discrepancies will be glaringly obvious later.



Next, it was time to glue the toilet roof into place. Ensure you get the smooth and textured sides the correct way around. It was secured with card glue.

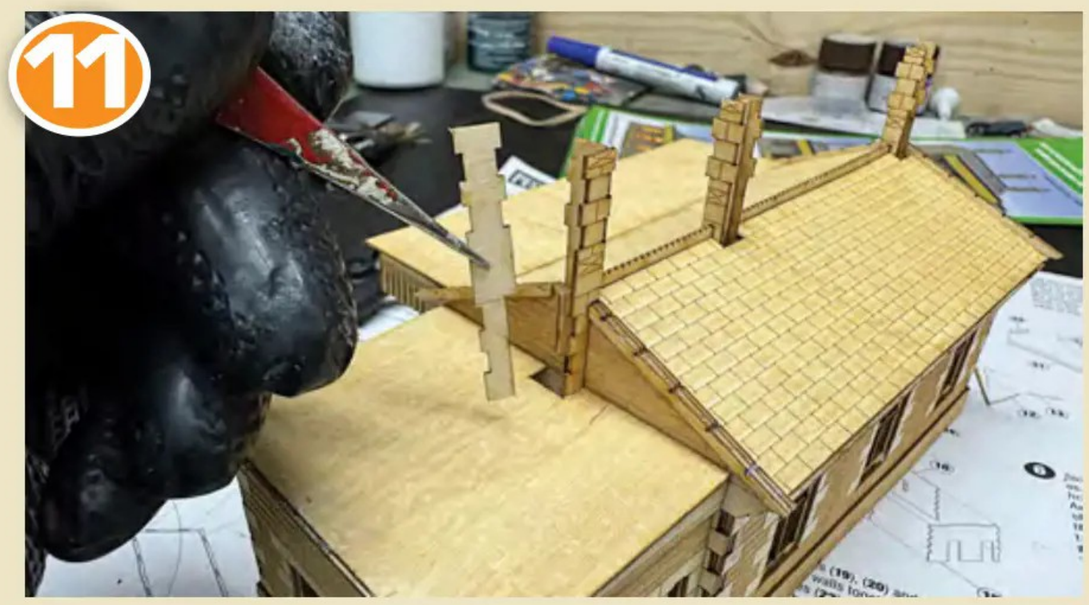
Intermediate
Beginner SKILL LEVEL Advanced



The lower wall detail surround needs careful attention. There are quite a few sections to this and it is easy to get the order of parts wrong. A dry run before gluing it into place is recommended.



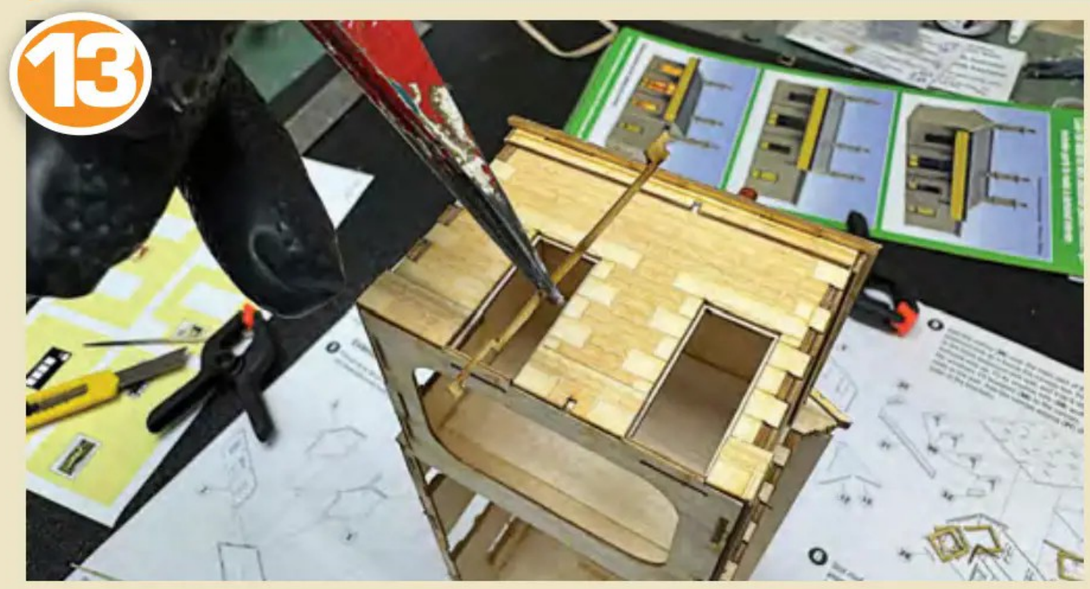
With roof sections dry, the main roof and upper canopy section can be added. The fit is good, with just a few spots of superglue needed to secure them.



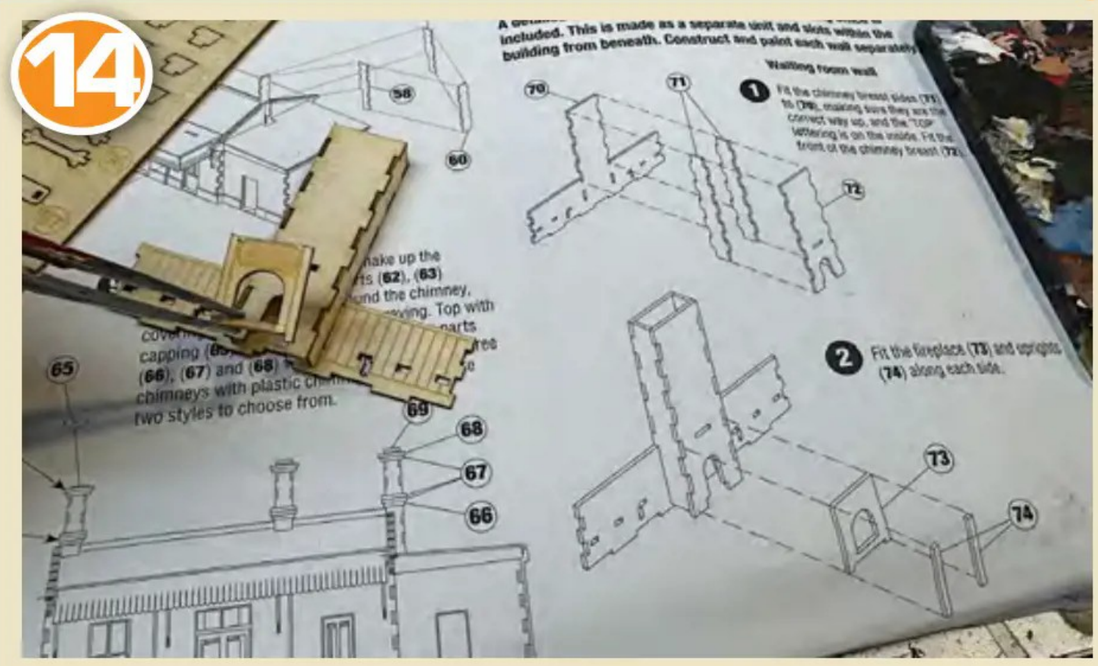
Chimneys were quite delicate, and tweezers were a great help. Feeling confident, I used superglue to build this section – but you may prefer to use a slower drying adhesive to provide scope for adjustment.



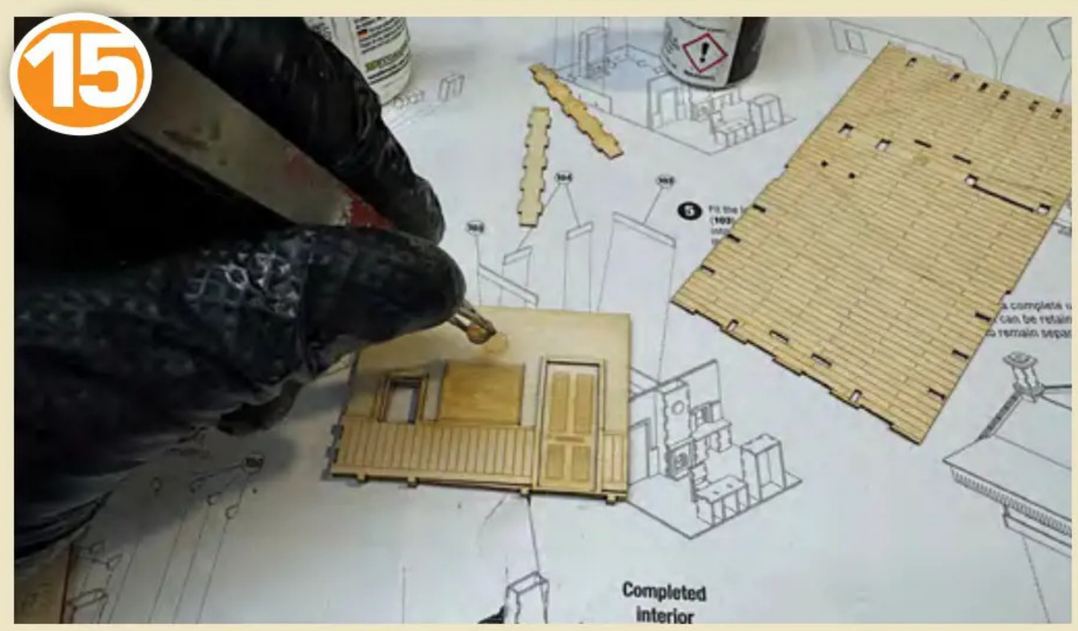
The chimney top details slid over the chimney and were glued into place. The only plastic parts in the kit are chimney pots. These were inserted into the holes and glued.



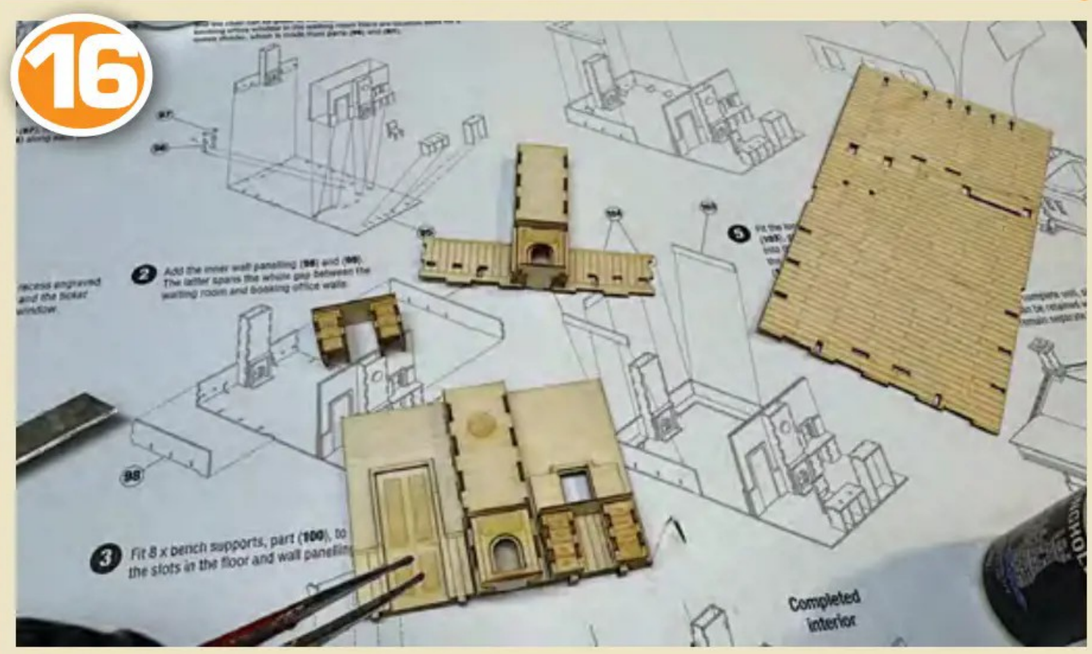
This kit is very detailed and the drainage downpipes are very fragile – take care attaching them. At this point, the outer building is complete, and you can justifiably leave the build at this point. But the kit has an interior – and I wanted to see how much of it would be visible.



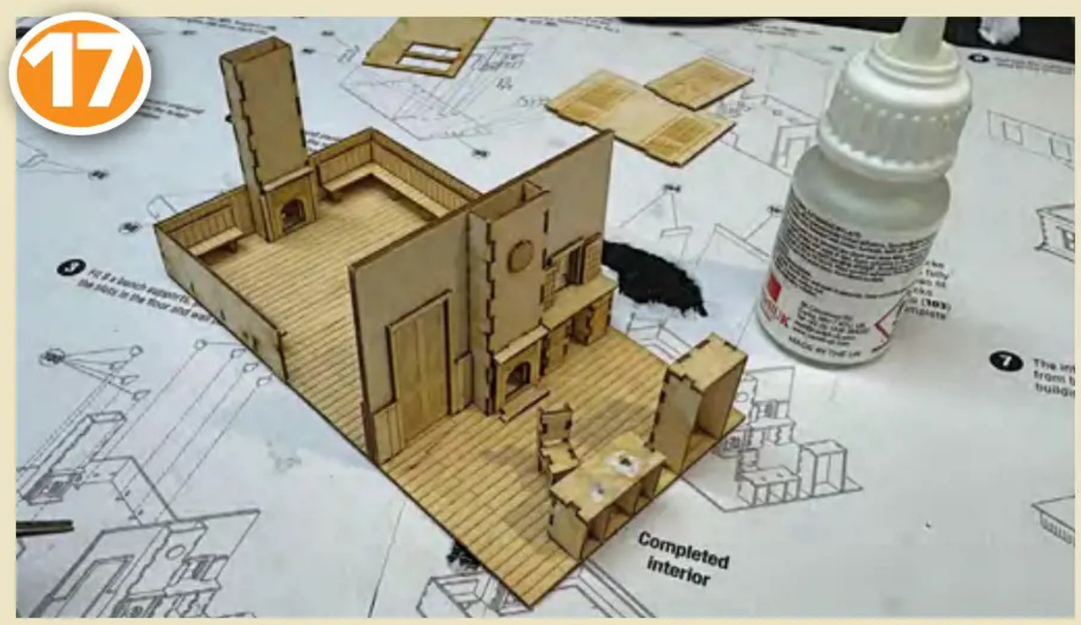
The first part was to build one of two fireplaces. With five sections to glue together on a small part, tweezers are essential.



The booking office's internal wall is built up in layers with door frames, wall panelling and a clock to attach to the wall. Take your time here because done well, it looks super.



On the reverse side of the ticket office wall, I built up and attached the second fireplace along with the booking clerk's desk.



Last, I assembled a cupboard, desk and chair in addition to cladding the wall and seating area in the waiting room. Although tricky to build – take your time – Peco has rendered this beautifully.



With the interior fully dry, I used an airbrush to spray Tamiya Red Brown over all of the dark wood areas. I also painted the doors at this point.



While the interior was drying, I started painting the stonework of the main building. I pre-shaded some light brown around the middle of the walls with dark grey on the edges which gives a great base to add the topcoat to.



Using Skeleton Bone paint from The Army Painter, I lightly sprayed over the pre-shaded area to create a stone effect.



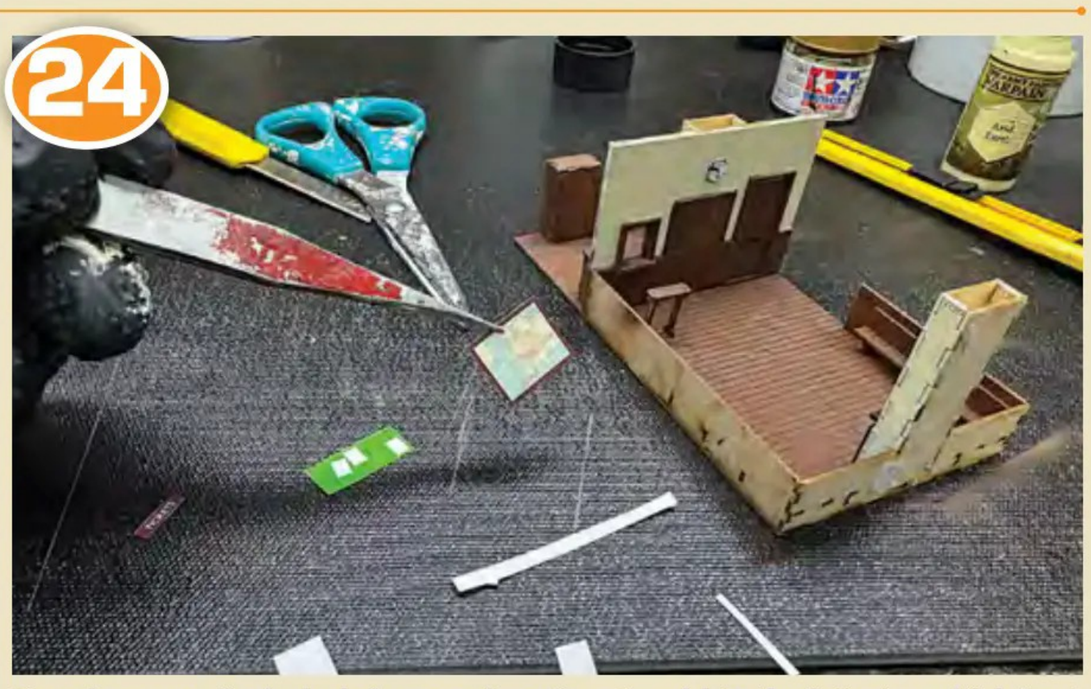
Door frames and canopy brackets were carefully picked out with Tamiya Red Brown.



Interior walls were painted with Warpaint Acid Earth – a close colour match for the supplied papered wall covering for fitment later.

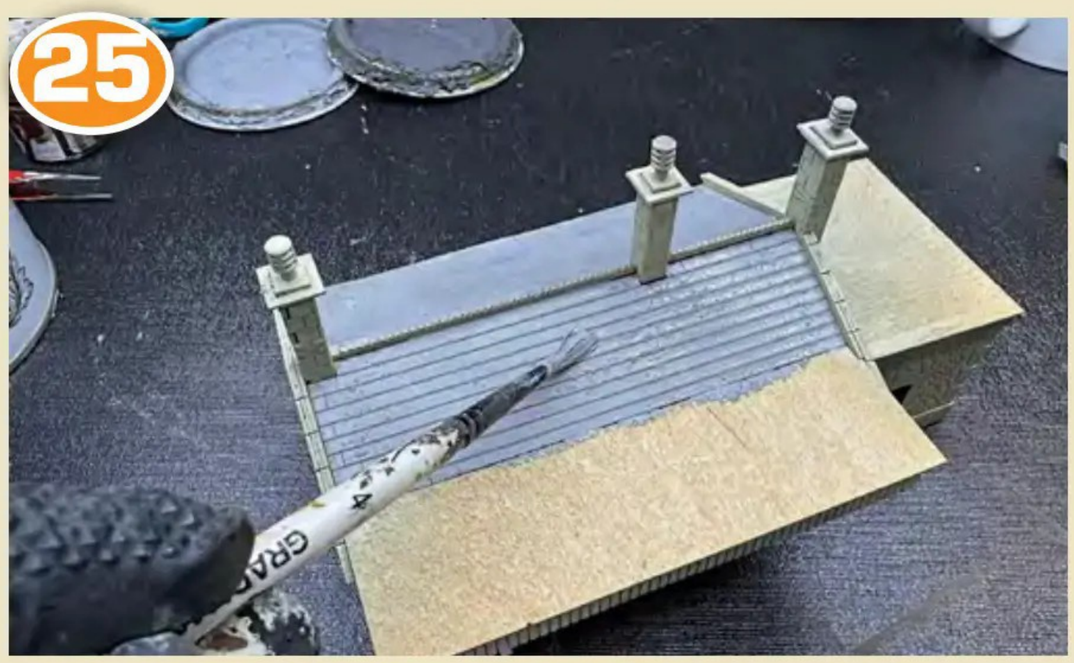


I wanted to pick out some of the details such as black fireplaces, gold drawer handles and the clock face.

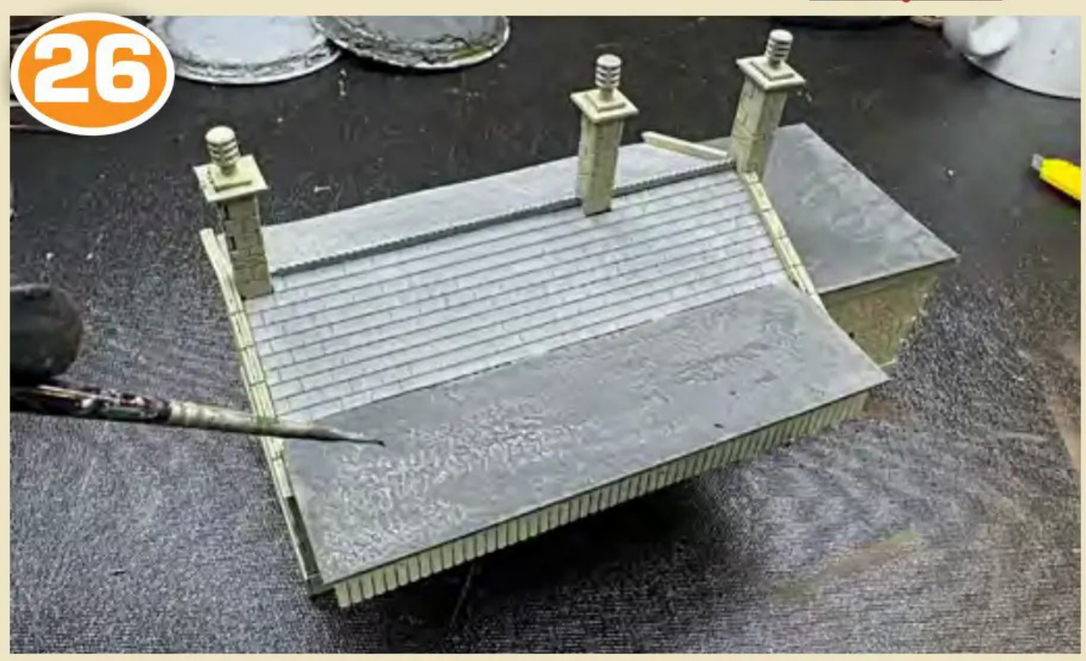


Peco has even included signs and posters to add to the interior which I cut out and attached with a glue stick.

Intermediate
Beginner SKILL LEVEL Advanced



I painted the roof with Slate Grey and Anthracite chalk paint, stippling and mixing the two shades together for a mottled and weathered look when dry.



The canopy and toilet roof were painted Anthracite with a spot of water added for a patchy effect when dry.



Chimney pots were painted using Vallejo Red Leather and a steady hand; downpipes were picked out in matt black.



Glazing is formed by cutting out sections of the clear plastic packaging. I deliberately cut it oversize to cover whole wall sections, providing a smooth surface to attach the paper wall coverings to.



Left: **The paper interior walls are a great added detail from Peco and really make this lovely kit shine. They were attached with a glue stick: liquid glue can make the paper soggy and ruin the result.**

Below: **To help obscure any grain of the laser cut plywood showing – a wash or weathering powders could highlight it – I gently sprayed matt black around the edges, windowsills and doorways – and that completes this super rural station which really looks the part. The interior, despite being quite delicate, is well worth adding in my view.**

BR Scottish Region 1980s

FORMAT

THROUGHOUT the 1980s, British Rail's Scottish Region remained a stronghold for locomotive-hauled passenger trains. These ranged from inter-city style workings between major centres such as Edinburgh and Glasgow, to remote branch line trains in the Highlands.

While Diesel Multiple Units (DMUs) and Electric Multiple Units (EMUs) were employed on many suburban and secondary routes during the decade, locomotive-hauled trains remained prevalent on some of these as well as longer-distance services radiating from Aberdeen, Edinburgh Waverley, Glasgow Queen Street and Inverness. Edinburgh to Glasgow services benefitted from cascaded air-conditioned Mk 2d-f and Mk 3 carriages in the early 1980s, operating in push-pull mode with converted Class 47/7 Co-Co diesels, while those services on secondary routes and the West Highland and Far North lines enjoyed traditional diesel-hauled trains with a mix of BR Mk 1 and Mk 2 carriages with Class 25, 26 and 27 Bo-Bo diesel traction employed (even the odd Class 20 Bo-Bo on occasion). Many of these were later followed with Class 37/0 diesels, especially on the Far North and West Highland routes.

As new generation multiple units began to appear later in the decade, some of the locomotive-hauled workings were replaced, although issues with the new rolling stock elsewhere on the rail network resulted in a stay of execution for locomotives and coaches on some routes. Overnight sleeper services between London and the Scottish Highlands were formed with Mk 1 sleeping coaches during the early part of the decade, although these

In freezing conditions, Class 37/4 37402 climbs towards Tyndrum Lower with a Glasgow Queen Street-Oban train on March 13 1987.
John Chalcraft/*Railphotoprints.co.uk*.

short train IONS

SCOTTISH SPECIAL

While much of the railway south of the border used fixed formation trains, Scotland retained a delightful variety of varied services in the 1980s, as **MARK CHIVERS** reveals.

were eventually replaced with new Mk 3 examples. For the Fort William-London Euston sleeper, three Class 25 Bo-Bo diesels were converted to provide electric power supply for heating the new rolling stock to enable the services to continue being hauled by Class 37/0s.

These 'new' vehicles were repurposed as Electric Train Heating Ex Locomotives – ETHELs in short, and each was named and numbered *ETHEL 1- 3*. Their reign was short, as a batch of Class 37s was refurbished at BR's Crewe Works in the mid-1980s, emerging as Class 37/4s for use on the West Highland overnight sleeper as well as daytime locomotive hauled trains between Mallaig, Fort William, Oban and Glasgow, and on the Inverness to Kyle of Lochalsh, Wick and Thurso. routes They were also used on freight trains.

OPTIONS

Modelling Scottish Region passenger train workings during this period is an attractive proposition, especially because many of the formations were short and could range from two to six or seven-coach trains, depending on the route and time of year. During the summer, trains on the Highland routes, for example, would be strengthened to cater for tourist traffic while during the winter these might typically be formed of just two or three carriages. Several workings during the decade have even been observed with as little as a Class 47 and single carriage in tow!

In addition, BR's Scottish Region introduced several initiatives to attract tourists to the picturesque Highland lines, with the inclusion of observation saloons – including former engineers' inspection saloons and Class 101 DMU »





BR Mk 2f DBSO, Mk 3 FO, SO, SO, SO, SO (BR blue and grey), BR Class 47/7 – BR blue
DATE: 1980 **SERVICE:** Edinburgh Waverley-Glasgow QS **LOCATION:** Eastfield



Class 37/0, BR blue, BR Mk 1 TSO, Mk 2a BFK, Mk 1 TSO, TTA*, TTA* - BR blue and grey, except * plain grey
DATE: 1982 **SERVICE:** Fort William-Mallaig **LOCATION:** Glenfinnan



Class 20, BR blue, BR Mk 1 SK, BSK, TSO – BR blue and grey
DATE: 1984 **SERVICE:** Fort William-Mallaig **LOCATION:** Arisaig



Class 26, BR blue, BR Mk 1 TSO, BG, TSO, TSO – BR blue and grey
DATE: 1984 **SERVICE:** Kyle of Lochalsh-Inverness **LOCATION:** Muir of Ord



Class 37/0, BR blue, BR Mk 1 CK, SK, TSO, BSO(T) – BR blue and grey
DATE: 1984 **SERVICE:** Glasgow Queen Street-Fort William **LOCATION:** Rannoch



Class 37/0, BR blue, BR Mk 1 BSK, TSO, TSO – BR blue and grey
DATE: 1984 **SERVICE:** Oban-Glasgow Queen Street **LOCATION:** Crianlarich



Class 37/0, BR blue, BR Mk 1 SK, SK, SK, BSK, SK – Sealink livery
DATE: 1984 **SERVICE:** Glasgow Central-Stranraer **LOCATION:** Glengarnock



Class 37/0, BR large logo blue, BR Mk 1 TSO, TSO, BG, TSO – BR blue and grey
DATE: 1984 **SERVICE:** Kyle of Lochalsh-Inverness **LOCATION:** Achnasheen



Class 27, BR blue, BR Mk 2a BSO, TSO, TSO, TSO – BR blue and grey
DATE: 1985 **SERVICE:** Dundee-Edinburgh Waverley **LOCATION:** North Queensferry



Class 37/0, BR blue, BR Mk 1 BSO, TSO, TSO, Mk 2a TSO, Mk 1 BG, BG – BR blue and grey
DATE: 1985 **SERVICE:** Wick/Thurso-Inverness **LOCATION:** Georgemas Junction



Class 37/0 BR blue, Ex-Class 25 'ETHEL', BR blue and grey, BR Mk 1 TSO, BSO(T), Mk 2d BSO, Mk 2d TSO, Mk 3 SLE, SLEP – BR blue and grey
DATE: 1985 **SERVICE:** Euston-Fort William **LOCATION:** Achallader



Mk 2f DBSO, Mk 2z TSO, TSO, TSO, TSO (ScotRail 'blue stripe'), Class 47/7, BR blue
DATE: 1985 **SERVICE:** Perth-Edinburgh Waverley **LOCATION:** Perth



Class 26, BR Railfreight red stripe, BR MK 1 SK, BSO(T), SK, SK – BR blue and grey
DATE: 1986 **SERVICE:** Kirkcaldy-Edinburgh Waverley **LOCATION:** Haymarket



Class 37/0, BR large logo blue, BR Mk2a BSO, Mk 1 SK, BG, SK, SK – BR blue and grey
DATE: 1986 **SERVICE:** Inverness-Wick/Thurso **LOCATION:** Lairg



Class 37/4, BR large logo blue, BR Mk 2b BFK, Mk 1 SK, SK – BR blue and grey
DATE: 1986 **SERVICE:** Oban-Glasgow Queen Street **LOCATION:** Connel Ferry





With the Isle of Skye providing a stunning backdrop, Class 37/4 37420 *The Scottish Hosteller* awaits departure from Kyle of Lochalsh with the 4.40pm train to Inverness on June 8 1988. Brian Robbins/*Railphotoprints.uk.*





Class 27 27040 leaves Kirkcaldy with the 08.17am Edinburgh Waverley-Dundee train on August 10 1982. John Chalcraft/*Railphotoprints.*









SUITABLE 'OO' GAUGE PASSENGER AND PARCELS STOCK	
TYPE	**MANUFACTURER**
BR Mk 1 BG/BSK/BSO^/BSO(T)^/CK/FK/FO^/RB^/RBR/RFO/RMB/RUO	Bachmann
BR Mk 1 SK/TSO/GUV/POS/POT/SLF/SLSTP/ CCT	Bachmann
BR Mk 1 BG/BSK/BSO/CK/FO/RB/SK/SO/TSO/BCK	Hornby
BR Mk 2/2a TSO/BSO/FK/BSK	Bachmann
BR Mk 2b BFK/FK/SK (ex-FK)/TSO	Accurascale
BR Mk 2c BFK/BSO/CK (ex-FK)/FK/FO/SK (ex-FK)/SO (ex-FO)/TSO/TSO(T)	Accurascale
BR Mk 2d BSO/FO/TSO	Hornby
BR Mk 2e BSO/FO/TSO	Hornby
BR Mk 2f BSO/FO/RFO/TSO	Bachmann
BR Mk 2f BSO/FO/TSO	Hornby
BR Mk 3 FO, SO, CO	Oxford Rail
BR Mk 3 SLEP	Hornby

conversions – on selected service trains on the Mallaig, Oban and Kyle of Lochalsh routes, along with the introduction of steam operation on the Mallaig extension of the West Highland Line (WHL) between Fort William and Mallaig. This operation eventually received dedicated sets of green and cream Mk 1 carriages and was the forerunner to the present-day 'Jacobite' train operation on the line. Following the success of the WHL operation, a set of Mk 2s and a former Class 101 DMU observation saloon were repainted in a slightly different green and cream scheme for use on the Kyle line, to/from Inverness in the late 1980s. Each of these coaches also gained a distinctive Clan name.

MOTIVE POWER

For modellers, these shorter formations are perfect for replicating an accurate train formation if space is a limiting factor for a layout. Even the Edinburgh-Glasgow express trains (as well as some to/from Aberdeen or Inverness) were typically formed of five- or six-car fixed rakes of carriages plus a Class 47/7 diesel, which by inter-city standards elsewhere were short. Suitable 'OO' gauge motive power is plentiful, with Bachmann's Class 47/7 Co-Co available in BR ScotRail 'blue stripe', as well as BR large logo blue. Further examples of the Class 47/4 have appeared in BR ScotRail branded 'Executive' red stripe and 'blue stripe' colour schemes as limited editions, while amendments to standard colour schemes are straightforward for those who are happy to take a cocktail stick to their model in order to modify its appearance with new transfers.

Bachmann has recently retooled its Class 47 diesel and several 1980s-era models are amongst those produced. In 2008, Italian manufacturer ViTrains introduced an all-new 'OO' gauge Class 47 diesel, with a couple of 'Scottish' examples in BR large logo blue (exclusive to retailer Rail Exclusive), while Heljan's 2002-introduced 'OO' gauge Class 47 appeared in several ScotRail guises. Its newly-tooled 'OO' gauge Class 47 is also likely to provide suitable colour schemes.

The Danish manufacturer's range also includes 'OO' Class 26 and 27 Bo-Bo diesels in early and later conditions to suit the period modelled, while its Class 25 Bo-Bo has been produced in useful 'ETHEL' guises. Bachmann has also produced its Class 25 as an 'ETHEL' in InterCity 'Executive' livery as a promotional model for retailers attending an industry toy fair, and these can be obtained second-hand occasionally from the usual channels. Sutton's Locomotive Works' all-new 'OO' gauge Class 25 is also set to appear in 'ETHEL' guise.

Bachmann's popular 'OO' gauge Class 37 has been produced in many forms since its introduction in 2002. It has undergone several revisions and most recently has been retooled with Scottish examples offered in Class 37/0 and Class 37/4 form in various suitable colour schemes. Italian manufacturer ViTrains also »

SUITABLE 'OO' GAUGE MOTIVE POWER	
TYPE	**MANUFACTURER**
Stanier 'Black Five' 4-6-0	Hornby
Class 20 Bo-Bo	Bachmann
Class 25 Bo-Bo	Bachmann/Heljan/Suttons Locomotive Works
Class 26 Bo-Bo	Heljan
Class 27 Bo-Bo	Heljan
Class 37/0 Co-Co	Accurascale/Bachmann/ViTrains
Class 37/4 Co-Co	Accurascale^/Bachmann/ViTrains
Class 47/4 Co-Co	Bachmann/ViTrains/Heljan
Class 97/2 'ETHEL' Bo-Bo	Bachmann/Heljan/Suttons Locomotive Works
Note: ^ forthcoming model	



Class 47/4, BR ScotRail 'red stripe', BR Mk 2a TSO, BSO, TSO, TSO, Mk 2c TSO – BR blue and grey
DATE: 1986 **SERVICE:** Inverness-Glasgow Queen Street **LOCATION:** Perth



Class 37/4, BR large logo blue, BR Mk 2a TSO, BSO, Mk 1 BG, Mk 2a TSO, TSO, TSO – BR blue and grey
DATE: 1987 **SERVICE:** Wick/Thurso-Inverness **LOCATION:** Helmsdale



Class 37/4, BR large logo blue, BR Mk 2d-f TSO, FO, FO, BR Mk 1 BG – BR blue and grey
DATE: 1987 **SERVICE:** Kyle of Lochalsh-Inverness **LOCATION:** Kyle of Lochalsh



Class 37/4, BR large logo blue, BR Mk 2d-f TSO, Mk 1 BSO(T), TSO – BR blue and grey
DATE: 1987 **SERVICE:** Fort William-Mallaig **LOCATION:** Glenfinnan



Class 37/4, BR large logo blue, BR Mk 3 SO, SO, SO, SO, Mk 2f DBSO – BR ScotRail 'blue stripe'
DATE: 1987 **SERVICE:** Edinburgh-Oban excursion **LOCATION:** Connel Ferry



Class 47/4, BR InterCity Scotrail 'red stripe', BR Mk 2z TSO, Mk 2a BSO*, Mk 2z FK, TSO – ScotRail 'blue stripe', except * BR blue and grey
DATE: 1987 **SERVICE:** Edinburgh-Dundee **LOCATION:** Lochmuir



Class 47/4, BR large logo blue, BR Mk 2a TSO, TSO, Mk 2c BSO, CK, Mk 2d TSO(T), Mk 1 BG – BR blue and grey
DATE: 1987 **SERVICE:** Glasgow Queen Street-Inverness **LOCATION:** Gleneagles



Class 37/4, BR InterCity Mainline, BR Mk 1 BSO, BSO, TSO – BR blue and grey
DATE: 1988 **SERVICE:** Mallaig-Fort William **LOCATION:** Banavie



Stanier 'Black Five' 4-6-0, BR lined black with late crests, BR Mk 1 TSO, TSO, TSO, BCK, TSO, TSO – BR ScotRail West Highland green and cream
DATE: 1989 **SERVICE:** Fort William-Mallaig **LOCATION:** Glenfinnan



Class 47/7, ScotRail blue stripe, Mk 3 SO, SO, SO, SO, CO, Mk 2f DBSO – ScotRail 'blue stripe'
DATE: 1989 **SERVICE:** Glasgow Queen Street-Edinburgh **LOCATION:** Falkirk



Class 37/4, BR Trainload metals, BR Mk 2a TSO, BSO, TSO, Mk 2c TSO(T), Mk 2b BFK – BR blue and grey
DATE: 1989 **SERVICE:** Glasgow Queen Street-Inverness **LOCATION:** Dalnaspidal



Class 37/4, BR large logo blue, BR Mk 2a TSO, BSO, TSO, TSO, TSO, Class 101 Observation saloon – Hebridean Heritage green and cream
DATE: 1989 **SERVICE:** Dingwall-Kyle of Lochalsh **LOCATION:** Garve



Class 47/4, BR large logo blue, BR Mk 2a TSO, TSO, BSO – BR blue and grey
DATE: 1989 **SERVICE:** Aberdeen-Montrose **LOCATION:** Cove Bay



Class 47/4, BR Scotrail 'blue stripe', BR Mk 2c BSO – BR blue and grey
DATE: 1989 **SERVICE:** Inverness-Elgin **LOCATION:** Allanfearn



Class 47/4, BR large logo blue, BR Mk 2b TSO, TSO, Mk 2a TSO, BSO – BR blue and grey
DATE: 1989 **SERVICE:** Inverness-Aberdeen **LOCATION:** Huntly









Above: **BR blue 47206 runs off Pinmore Viaduct at the head of a Glasgow Central-Stranraer boat train, formed of Sealink-liveried BR Mk 1s on August 27 1984.** John Chalcraft/*Railphotoprints.uk.*



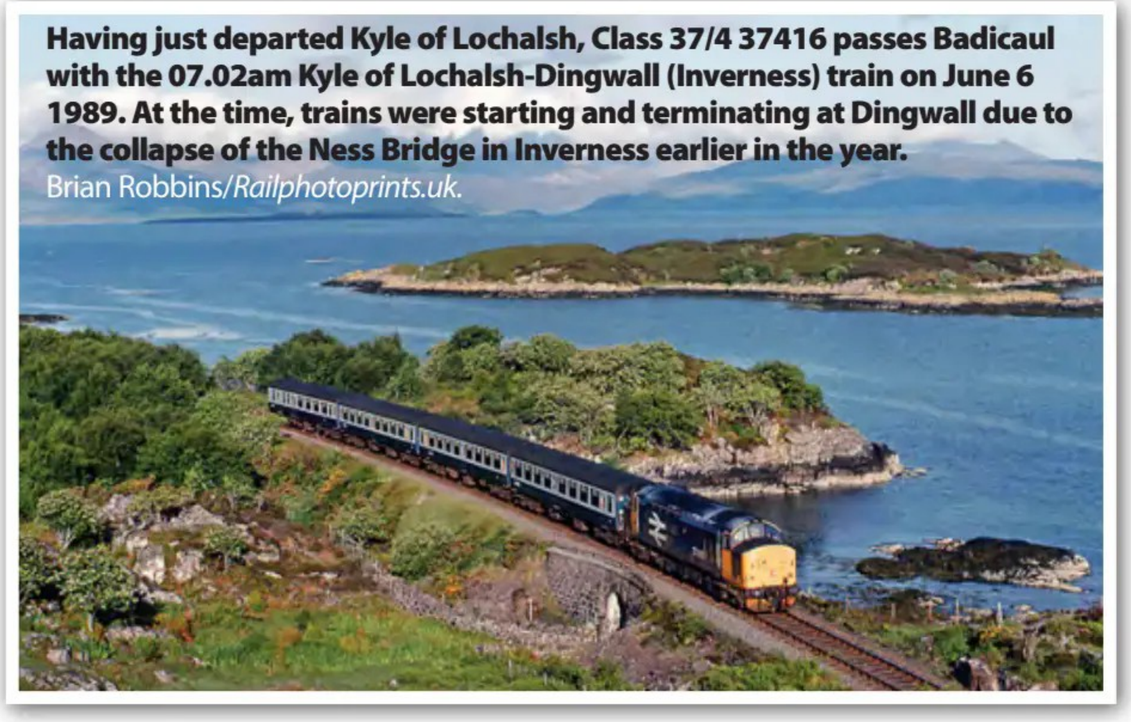








Having just departed Kyle of Lochalsh, Class 37/4 37416 passes Badicaul with the 07.02am Kyle of Lochalsh-Dingwall (Inverness) train on June 6 1989. At the time, trains were starting and terminating at Dingwall due to the collapse of the Ness Bridge in Inverness earlier in the year. Brian Robbins/*Railphotoprints.uk.*





Stanier 'Black 5' 44767 passes Mallaig Junction yard as it leaves Fort William with the 11.05am Fort William-Mallaig steam-hauled tourist train on June 25 1986. John Chalcraft/*Railphotoprints.uk.*

produced a new 'OO' Class 37 in 2007, with several of the sub-classes included, some of which would be suitable for the 1980s, although these are now likely to be obtained on the second-hand market.

Accurascale has also added 'OO' gauge Class 37s to its roster of all-new models, with 'Scottish' Class 37/0s amongst the initial batch of releases. These are set to be followed soon with 1980s-era Class 37/4 Co-Cos, including examples seen on BR's Scottish Region during the late 1980s.

CARRIAGES

Rolling stock is well-catered for by the main manufacturers with BR Mk 1, Mk 2 and Mk 3 carriages available to complement the plethora of locomotives in 'OO' gauge. Bachmann's extensive BR Mk 1 collection is set to be bolstered shortly with a useful BR blue and grey Brake Standard Open Micro-Buffet (BSO(T)), often found in West Highland and Far North Line train formations during the period. This is complemented with Mk 2z and Mk 2a coaches in BR blue and grey, ScotRail and Highland Heritage green and cream schemes – ideal for replicating 1980s train formations. If you wish to model the Edinburgh-Glasgow push-pull trains, Bachmann has also tooled the correct Mk 2f Driving Brake Standard Open vehicles for use with these formations – offered in BR blue and grey and BR ScotRail 'blue stripe' schemes, although currently these may only be available second-hand.

Hornby's range also includes a BR Mk 1 BSO, together with several other useful Mk 1 and Mk 2d, Mk 2e and Mk 2f coaches, plus Mk 3 sleeper coaches in BR blue and grey and InterCity colour schemes. Meanwhile, Oxford Rail's 'OO' gauge range includes locomotive-hauled BR Mk 3s in BR blue and grey and ScotRail 'blue stripe' liveries, to enable authentic Edinburgh-Glasgow push-pull formations to be modelled. Completing the line-up, Accurascale's BR Mk 2b and 2cs will fill suitable gaps in rolling stock fleets, with plenty of variety offered.

The following selection of train formations aims to provide a snapshot of some of the shorter BR Scottish Region passenger train formations during the 1980s. Typically, these are formed of six carriages or less – our upper limit for this feature - and use readily available 'OO' gauge models to replicate the trains described. In most cases, these are shown with the correct vehicle types in the formation and the colour schemes shown are indicative of the locomotives and rolling stock used, although the individual identities may not necessarily be accurate. In some cases, a near-alternative may have been substituted if the item in question was unavailable in our archive collection. **HM**

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

STOCK DESIGNATIONS	
BCK	Corridor Brake Composite
BFK	Corridor Brake First
BG	Gangwayed Brake
BSK	Corridor Brake Standard
BSO	Brake Standard Open
BSO(T)	Brake Standard Open Micro-Buffet
CCT	Covered Carriage Truck
CK	Corridor Composite
CO	Composite Open
FK	Corridor First
FO	First Open
GUV	General Utility Van
RBR	Restaurant Buffet Refurbished
RMB	Restaurant Miniature Buffet
SK	Corridor Standard
SLE/SLEP	Sleeper (either class)/with Pantry
SO	Standard Open
TSO	Tourist Open Standard
TSO(T)	Tourist Open Standard Micro-Buffet

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BEGGARWOOD LANE

A South London station with a wide variety of trains from across the Southern Region and beyond is the setting for Basingstoke and North Hants Model Railway Society's 'OO' gauge layout – which is set to appear at Model World LIVE in April – as **ROBIN GILCHRIST and NICK MURPHY** reveal.

PHOTOGRAPHY, MIKE WILD

GAUGE **'OO'** | SCALE **4mm: 1ft** | SIZE **26ft 6in x 12ft 6in** | REGION **SOUTHERN** | PERIOD **MID 1960s-1980s** | CONTROL **DCC, NCE POWER PRO**

IT WAS A DESIRE TO RUN A variety of Southern Region (SR) Electric Multiple Units (EMUs) which sparked Beggarwood Lane. Exhibition invitations for our last layout – SE28 – had started to run out and we felt it was time to plan a replacement.

With no specific location in mind, we invented a South Circular railway set in South London close to the West London Line which gave us a reason for running trains from all three SR divisions, plus additional services from outside the SR's boundaries.

We took our time, spending two years planning and refining Beggarwood Lane before the first wood was cut. Given the 26ft 6in x 12ft 6in size, it was important to be certain of what we wanted to do and minimise alterations during the build.

6.5mm birch ply was used for the baseboard tops, 150mm deep 5.5mm standard ply for the upright supports and two layers of 6.5mm birch ply for the ends. There are 16 baseboards, and the largest is 4ft x 3ft – but the structures are so light they could be lifted with two fingers before track and scenery were added.

It was quite a few years before the first trains ran. We decided we would all have a go at building the points, but many were not good enough. Eventually Paul Egleton made the most complicated points and sometimes up to two replacements for others until he was happy. The loop between the carriage sidings and its headshunt ended up being only about 5ft long. Originally, the interregional spur was to go up a gradient back to the storage yard but the gradient turned out too steep, so the spur was ended in a flat siding. There is a plan to put in the linking track but with a 1-in-20 gradient. The only trains that might traverse it would be stock fitted with DCC Concepts Powerbase magnets fitted under the gradient track. There would hopefully be fewer restrictions on stock going down, the main one being that the couplings can handle the changes in slope. A point has been included off-scene on the interregional spur in case the gradient is added.

That aside, the combination of well »

1 A motorcyclist sweeps past Beggarwood Lane goods yard as a Class 73 electro-diesel arrives with a parcels train. 4-COR and 2-EPB Electric Multiple Units can be seen on the lines above.



ballasted track and consistent point geometry has paid off, allowing us to run trains at speed with few wobbles and no derailments. We also fitted dummy sections of third-rail – an essential ingredient not always seen on SR layouts.

THE TRAINS

The layout was originally designed for stock from the 1960s in BR green with small yellow ends onwards until the end of short wheelbase wagons in the early 1980s. This is reflected in the roster at exhibitions, with BR green and later blue/grey EMUs. There are three 4-CEP plus Motor Luggage Van boat trains, a 'Brighton Belle' unit, BR blue 4-VEP, a trio of 2-EPBs, a 2-HAL and a pair of 'Hampshire' Diesel-Electric Multiple Units. Class 37s, Class 33s and Class 73 electro-diesels, plus a

Above: **A typical Southern scene from the period with 2-H DEMU 1122 waiting to join the main line, while four-car 4-VEP EMU 7756 rounds the curve in the opposite direction. The carriage sidings (right to left) include 4-COR and 4-CIG EMUs, together with a 4-TC four-car trailer unit.**

Right: **A Class 37 disturbs the quiet residential streets as it passes the EMU stabling sidings with a van train.**

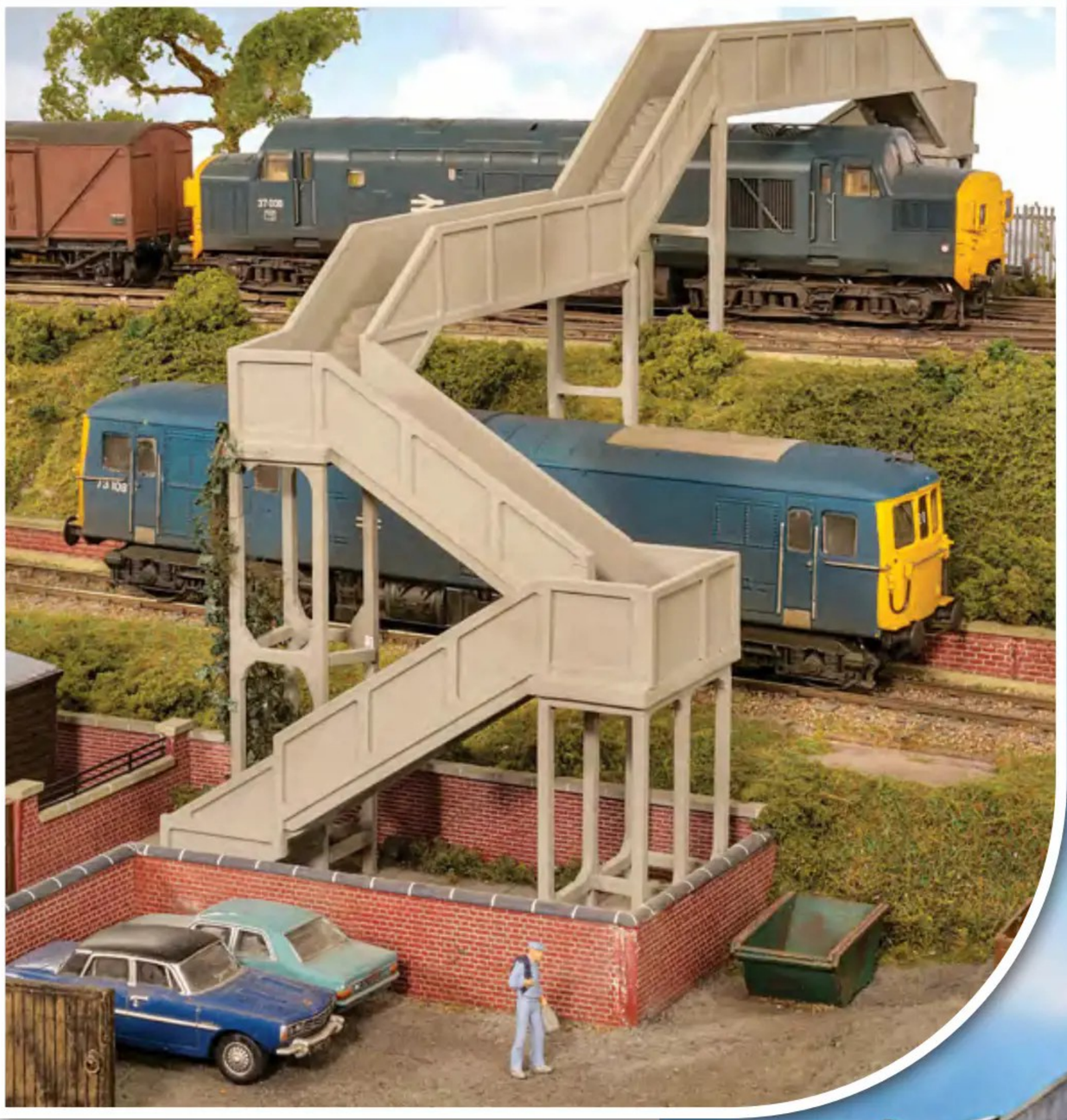
Sentinel shunter for the industrial sidings and a Wickham trolley also run.

An NCE Power Pro Digital Command Control (DCC) system is at the heart of the layout. Our chairman Robin Gilchrist donated a command station and cab so that now Beggarwood Lane is permanently up, any club member can come along to run trains. The route setting in the system allows the whole layout to be easily controlled from any of the handheld controllers. DCC means there are no control panels, and the wiring is mainly based on a busbar with modules linked to it where needed. The tracks are split into three power districts via Model Electronic Railway Group (MERG) district cutouts to improve reliability especially at exhibitions and to help with fault finding. Points are servo driven via MERG Servo »





Above: **A classic Kent Coast 'boat train' MLV + 12-CEP formation rushes along the main line. A 4-VEP hurries along in the opposite direction, while a Class 205 2-H Diesel Electric Multiple Unit (DEMU) awaits a clear signal onto the main line.**





Above: **The owner of the Ford Capri has just discovered the extent of repairs required.**

Left: **A member of staff heads away from his car, oblivious to the Class 73 and 37 motive power passing on the adjacent lines.**

4 servo drivers and MERG DCC accessory decoders. The plan is to add a MERG CBUS for layout feedback.

Viewers at shows will notice a general absence of signals, but this is not an oversight. Scratchbuilt colour light signals are planned, hopefully using smart LEDs to minimise wiring. Inspiration has been taken from the signals on Widnes Vine Yard by Wirral Finescale Railway Modellers which used surface mount LEDs in realistic housings. Signals will be cleared by the last accessory command set in an NCE Macro when the operator sets a route. Signals will return to danger, triggered by current transformer DCC block detectors, hopefully using MERG kits. The plan is that when funds allow, block detection will extend around the layout allowing a better representation of signalling of the time. Signals will be of the type BR introduced in the mid-1960s and appropriate for the period and location. This is one of the things that defines the years of operation if correct rolling stock is used with it.

In terms of scenery, our last layout - SE28 - had little grass and no embankments or cuttings. We wanted Beggarwood Lane to look quite different. We gave a lot of thought to the maximum slopes that could be used for the cutting. These in turn implied a chalk hill which realistically would be further away from the south bank of the River Thames. This is one of the advantages of not tying yourself to a specific location!

LESSONS LEARNED

As with any layout, there are aspects of Beggarwood Lane we want to adopt for future layouts and those (the inter-regional gradient…) to avoid! Using the right materials and design for the baseboards »



7 **A diesel fuelling point enables visiting locomotives to the yard to be refuelled. A Sentinel shunter manoeuvres recently arrived tank wagons onto the apron for unloading.**



8 **With headlight ablaze, the local track gang is about to be whisked away in the yard's Wickham Trolley on track inspection duties.**

9 **A Class 73 + 4TC combination pass a Class 411 4-CEP EMU on the main line, while a Class 37 arrives in the lower yard with a short trainload of diesel for the fuelling point.**

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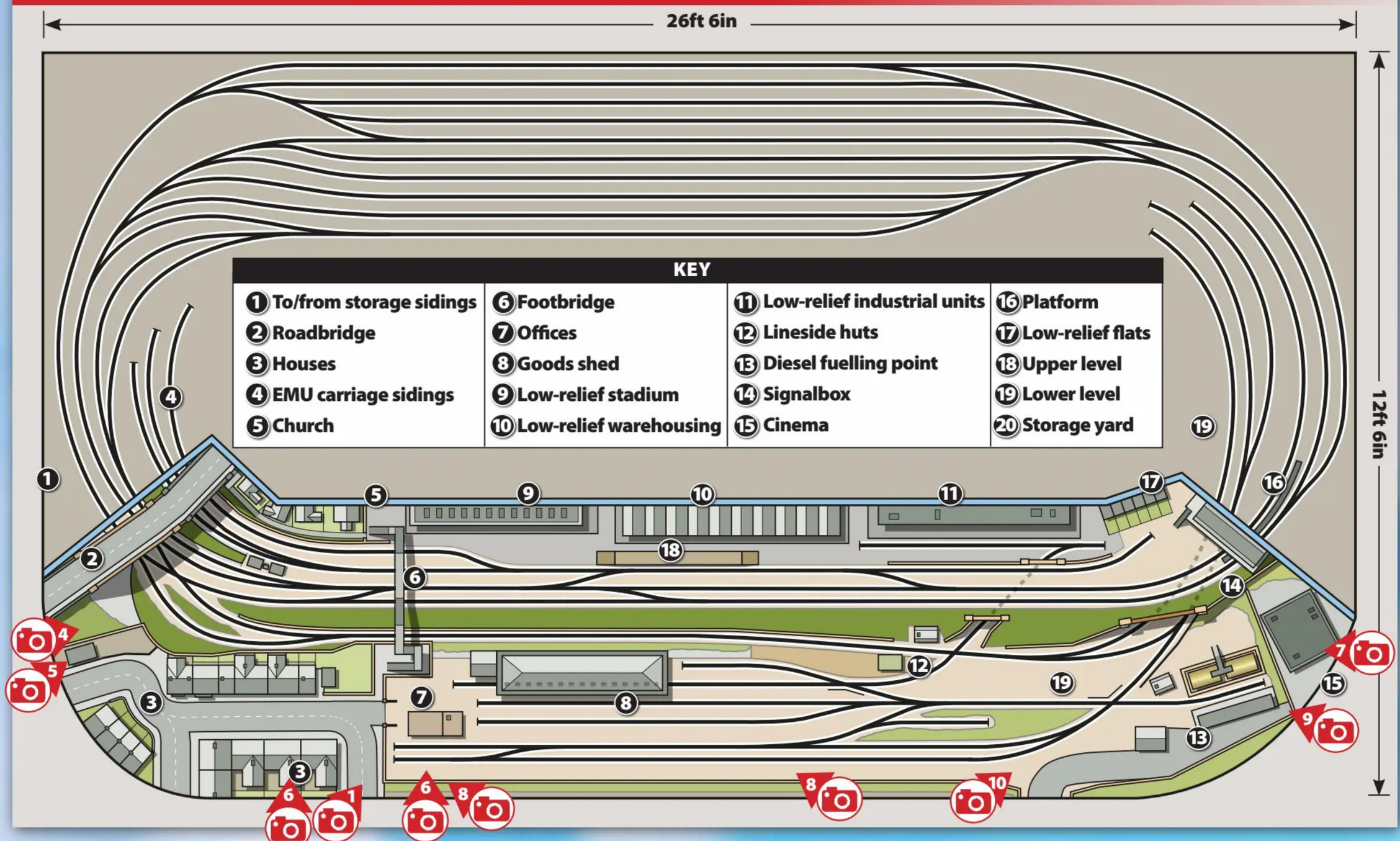
BEGGARWOOD LANE TRACK DIAGRAM (NOT TO SCALE)



has paid dividends. A previous club layout had to be abandoned at a late stage due to the baseboards warping, but so far Beggarwood Lane is largely flat enough despite the cold winters due to the club saving up for the new club hut.

The reliability of the track – despite the challenges of building it – has been a real boon, while using macros in the NCE DCC system for route setting has made operation much easier – junior members in particular seem to have no problems operating the layout. Particular thanks must be paid to John Smerdon, Rob Score, Nick Murphy, Stuart Elder, Chris Cleveland, Paul Egleton, Russell Lincoln and Greg Ward for their work on the layout.

At the time of writing, we are working to complete the signalling, cinema and signalbox – hopefully ahead of Model World LIVE, and early thoughts are turning to its eventual replacement. We'd like a layout with four or more circuits – perhaps two main lines with a junction connecting them. In the here and now, we hope Beggarwood Lane has a long and successful exhibition career for at least the next five years or so. **HM**

● Beggarwood Lane will be on display at the club's annual Basingstoke model railway show on March 8/9 and Model World LIVE at the NEC, Birmingham on April 26/27 2025.



10 Class 33/0 33059 eases a parcels train away from Beggarwood Lane lower yard, formed of former Southern Railway vehicles.

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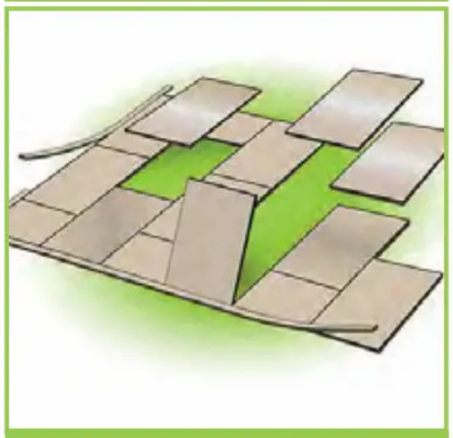

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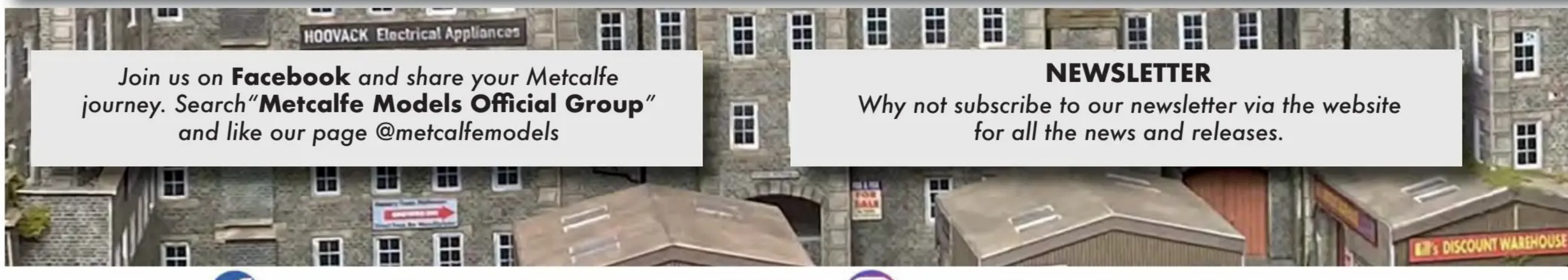

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Prototype HSDT pulls in for

RAILWAY ICONS

FIRST REVIEW

The diesel locomotive that started the revolution that was the Inter-City 125 has arrived in model form for 'OO', with Bachmann's take on prototype power car 41001. **BEN CHURCH** finds out if this new model can live up to the hype.



BRITISH RAIL'S ICONIC High Speed Train's (HST) development can be traced back to the beginning of the 1970s, when research into a new design of tilting Advanced Passenger Train was taking longer than anticipated. As an interim measure, plans were developed for a high-speed conventional train that could operate at consistent speeds up to 125mph – a design which led to almost 200 Class 43 InterCity 125 power cars entering front line service, albeit with redesigned front ends.

Developed at the Railway Technical Centre (RTC) in Derby, the Prototype High Speed Diesel Train (HSDT) comprised two 2,250hp power cars at each end of a fixed formation of new – and longer – 75ft Mk 3 carriages. The entire train was designed to operate as a single entity, reducing the need to couple and uncouple locomotives at destination stations.

The project also benefitted from input from one of the top industrial designers of the time, (Sir) Kenneth Grange, who was largely responsible for the styling of the resultant train.

Two power cars were built at Crewe Works, while ten Mk 3 carriages were also constructed for the project and the all-new train was ready for testing in 1972, although union issues delayed things for a further year or so. Once resolved, BR's Prototype HSDT proved capable of some impressive results including a speed of 143mph between York and Darlington in 1973, setting a world record for a diesel-powered train at the time. Test running took place on the East Coast Main Line initially, with the set eventually moving to the Western Region and entering passenger service on the Paddington to Bristol and Weston-super-Mare route in 1975. Following the introduction of production power cars and Mk 3s in 1976, the Prototype HSDT was withdrawn and eventually transferred to the

Left: **The distinctive front end split windscreen features a fully detailed cab behind the upper section and a full complement of lighting behind the lower section.**

Right: **The inner vestibule end also features the rear driving cab with windscreen wiper and a pair of directional lights, either side of the corridor connection – one white and one red.**



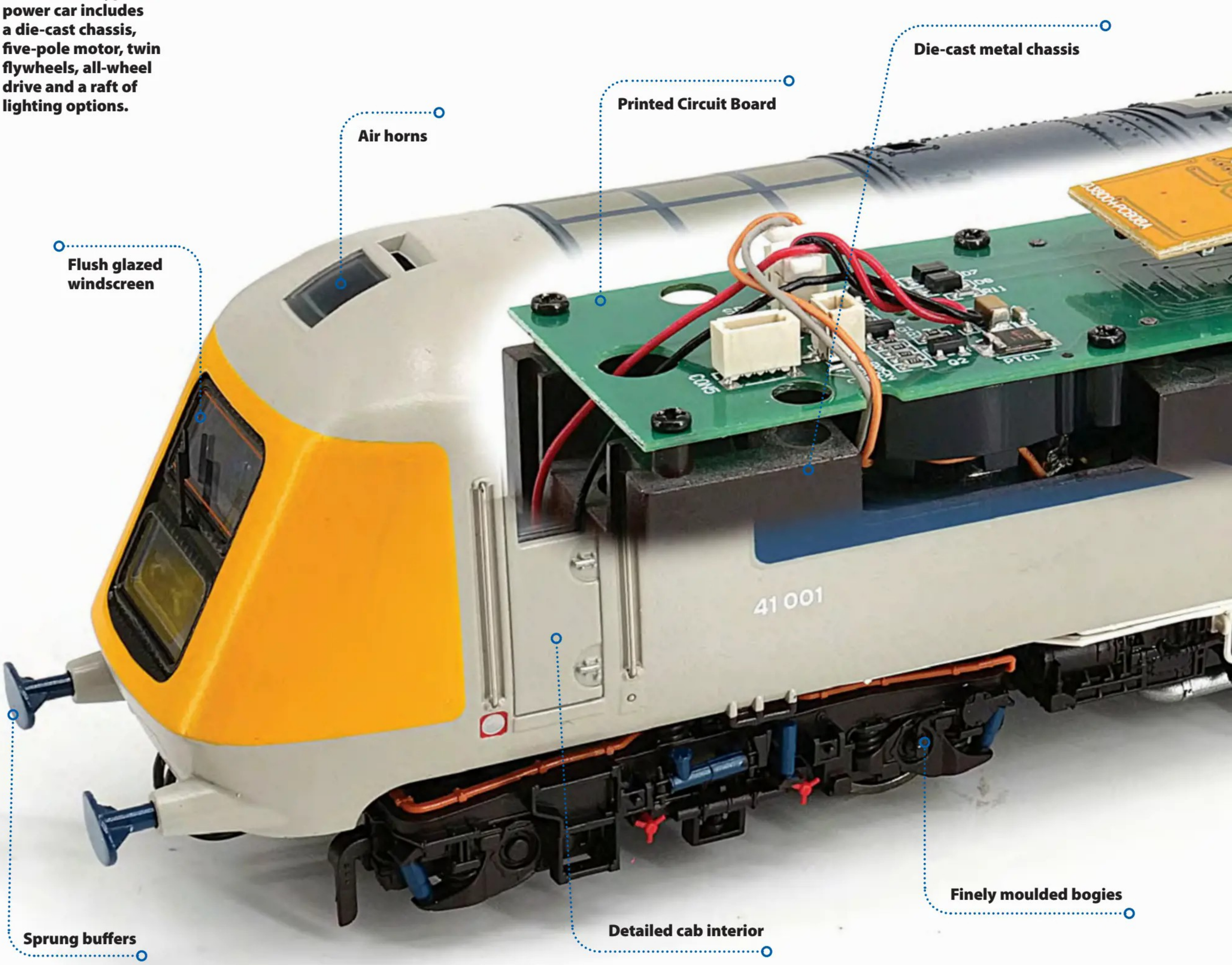
TECHNICAL DETAILS:	
Manufacturer:	Bachmann/Locomotion Models
Cat No:	35-110NRM
Description:	BR Class 41 Prototype High Speed Train Power Car
Builder:	BR Crewe Works
Region:	Eastern/Western
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	231mm (over buffers)
Price:	£199.99 DCC Ready (pristine), £309.95 DCC Sound-fitted
Couplings:	Small tension lock coupling in NEM pocket
DCC:	Plux22 decoder socket
Speaker:	Factory-fitted dual speakers
Exterior lights:	Directional head and tail lights
Interior lights:	Cab and guard's compartment.
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Bo-Bo
Purpose:	Express passenger
Haulage capacity (expected):	Eight coaches
Haulage capacity (actual):	Ten coaches (maximum tested)

New to Railway Icons range is this specially commissioned 'OO' gauge model of the National Collection's Prototype High Speed Diesel Train from Bachmann.

RTC. Power car 41001 was claimed for the National Collection, although 41002 was later scrapped in 1990.

Following a period of significant restoration from 2011 under the custodianship of the 125 Group, 41001 was active on the preservation scene until 2019, visiting several heritage railways during this time, with the power car subsequently returning to static display at Locomotion in Shildon. You can read more about the history of the prototype HSDT in Reality Check in HM161 or by visiting *www.keymodelworld.com*.

Bachmann's newly tooled Prototype HSDT power car includes a die-cast chassis, five-pole motor, twin flywheels, all-wheel drive and a raft of lighting options.



THE MODEL

First announced in 2023, Bachmann's all-new 'OO' gauge model has been developed from scratch exclusively for Locomotion Models' and Rails of Sheffield's Railway Icons range and represents the prototype power car saved for the National Collection, with the model presented in a standard Bachmann box with a decorative sleeve, finished with Railway Icons branding. Within, modellers will find a small accessory pack with details for both ends, and a comprehensive instruction booklet detailing how to service the model.

Our review sample of 41 001 replicates the full-size prototype in its original condition (with gap between the bodyside numbers) and the older style of red overhead warning flashes. The front-end appearance certainly captures the characteristic appearance of the real thing, with its rectangular glass frontage and the lower half housing four lights in a pyramid shape, comprising two yellow lights, centre high-intensity headlight and a red tail light above. The top half serves as the narrow cab window, which provides a view of the single centre driving seat and neatly recreated cab interior.

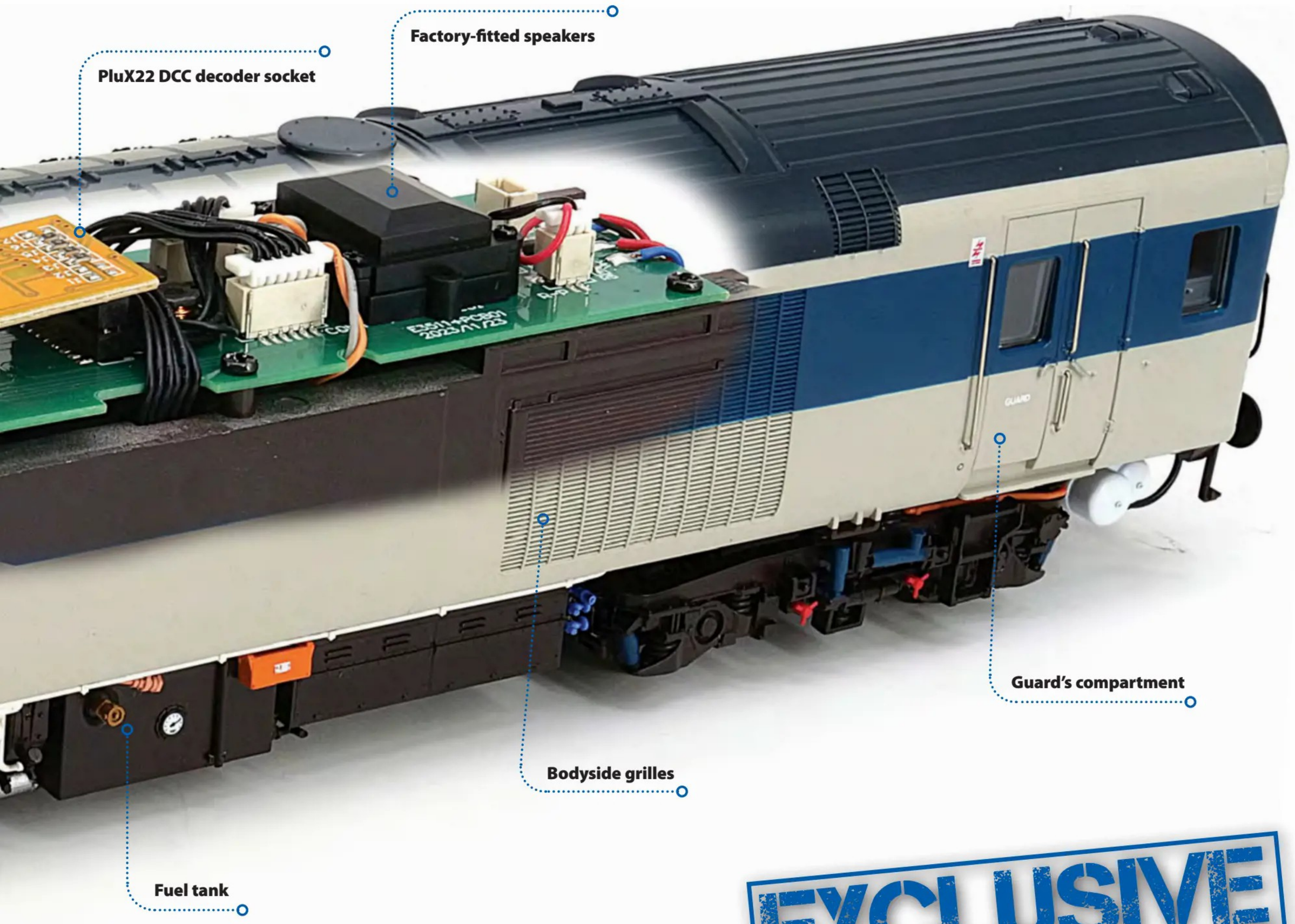
Below the crest of the nose, a pair of blue-painted long sprung buffers protrudes, while separately applied metal wire handrails are included either side of the flush glazed cab door. The smooth sides are only interrupted by a series of crisply moulded grilles, guard's compartment door and windows. At the corridor end, detail continues with the asymmetrical detailing revealing what was a small second driving cab on the left side of the unit, finished with a small separately fitted windscreen wiper. Further detailing includes Electric Train Heating equipment and a light on either side of the corridor – one side illuminating red, and the other white, depending on the direction of travel. Roof detail is primarily moulded, with an attractive translucent horn cover sitting just above the cab window which is flush with the body.

BR's reverse blue and grey colour scheme which was applied to the prototype power car has always made it stand out when compared to other stock of the period. Application of this scheme on our sample was superbly executed, with good density to the main body colours and yellow ends. The roof is predominantly dark grey, with a series of light grey sections representing roof panels. The chassis, bogies and underframe equipment all feature an overall brown finish allowing the separately painted springs, pipes, handles and other details to stand out amongst the rest of the chassis detailing. Small details, including overhead electric warning flashes, locomotive numbers (252001 on the front and 41 001 on the side), fuel gauge and more appear crisp and legible.

PERFORMANCE

Underneath, bogie and underframe detail is superb. On closer inspection, numerous separately fitted piping runs are evident and are all incredibly well-detailed. In the centre, the large fuel tank and other equipment is slung beneath the bogies, comprising numerous separately added parts. Each of the bogies is superbly detailed with further piping runs visible, along with crisply moulded steps, brake shoes and springs: metal wheels with brake disc detail complete the appearance.

As with Bachmann's latest model specifications, the HSDT features a Plux22 Digital Command Control (DCC) decoder socket, together with a five-pole motor, twin flywheels, all-wheel pick-up and drive, die-cast chassis and a comprehensive lighting suite which includes illumination of both cabs and the guard's compartment, directional head and tail lights and a high-intensity headlight on the nose end.



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These are selectable via function button under DCC operation, while DC users can independently control these through a bank of six switches located on the underside of the model. Lighting is impressive, with the headlights emitting an orange glow and the high-intensity headlight a piercing white. Interior lights provide a warm orange glow as a reminder of the period.

On test, the HSDT's performance was impressive under DC control, performing smoothly and quietly throughout the speed range during a period of running-in. On adding a DCC decoder, the model maintained this excellent performance, providing impressive power to haul ten 'OO' gauge Mk 3 coaches and a trailing Hornby dummy power car with ease.

The Prototype HSDT power car is available DCC Ready or DCC sound-fitted and all models are supplied with dual speakers which emitted sounds without distorting at a good volume during our tests.



Roof detailing is superb, with neatly moulded grilles, light grey panels, hatches and twin exhaust outlets.

OVERALL

This all-new Bachmann 'OO' gauge Prototype HSDT power car, available exclusively through Locomotion Models and Rails of Sheffield's Railway Icons range, is simply stunning and fills another gap in one of the most important chapters in UK high-speed rail travel. This new model marries excellent detailing with quality construction and will look the part at the head of a rake of Mk 3 carriages – either on its own or with a production power car at the opposite end. (BC)

Hornby's 'TT:120' SCALE CLASS 66

FIRST REVIEW

We thought the Class 50 was good, but could the new 'TT:120' scale Class 66 from Hornby be its best model yet for the scale? **MIKE WILD** finds out as he takes a closer look.



GBRf liveries are popular in the first batch of releases which includes BR large logo blue 66789 *British Rail 1948-97*.

IT HARDLY SEEMS LIKE A minute since I saw a Class 66 for the first time at Peak Forest in 1998. I remember being there and seeing the new red and gold EWS locomotive rolling through on a rake of tatty VDA/VBA vans on a test run, but it soon dawned on me how much this single locomotive was about the change the railway scene.

Fast forward 27 years and it's incredible to think what an impact the Class 66 has had on freight transport in Britain. They saw off earlier designs and brought a new wave of reliability and efficiency to rail freight.

Hornby announced its plans to produce the Class 66 for 'TT:120' scale right at its launch in October 2022. It was an essential addition to the range as the most modern locomotive and one which is sure to have a long future in the collection. The first arrivals cover DB Cargo, GBRf and Colas Rail Freight locomotives with all five touching down in January in DCC ready and DCC sound fitted formats.

THE MODEL

Impressively the Class 66 for 'TT:120' is no one-size-fits-all product. It has been designed to cater for detail differences between locomotives with the option to model original EWS/DB Cargo locomotives as well as GBRf Class 66/7s with different lighting arrangements and those with different roof grilles.

The first batch contains 66097 in DB Cargo red and grey (Cat No. TT3017M/TXSM), 66714 *Cromer Lifeboat* in GBRf Europorte colours (TT3016M/TXSM), 66779 *Evening Star* in GBRf BR lined green (TT3018M/TXSM), 66850 *David Maidment OBE* in Colas Rail Freight colours (TT3019M/TXSM) and 66789 *British Rail 1948-97* in GBRf large logo blue (TT3020M/TXSM).

All versions are supplied with couplings fitted at both ends while the accessory pack contains replacement buffer beams and air dams which are simple to swap out for the factory fitted parts. These are also pre-fitted with brake pipes.

The physical model captures the looks, shapes and details of the Class 66 throughout with finely engraved bodyside and roof details including the correct flat sections on the roof, raised exhaust silencer and correct window frames for the locomotive in each case. There are separately fitted windscreen wipers on the cab front as well as separately fitted handrails throughout the model plus etched metal roof grilles.

Directional lighting is fitted to all models with independent switching of the head, tail and cab lights available on the Triplex Bluetooth Sound fitted versions. There is also the choice between day and night lighting available.

The underframe is also fully detailed with finely finished bogies, sand pipes, pipe runs along the solebar and even separately fitted parts on the bogies. It's an



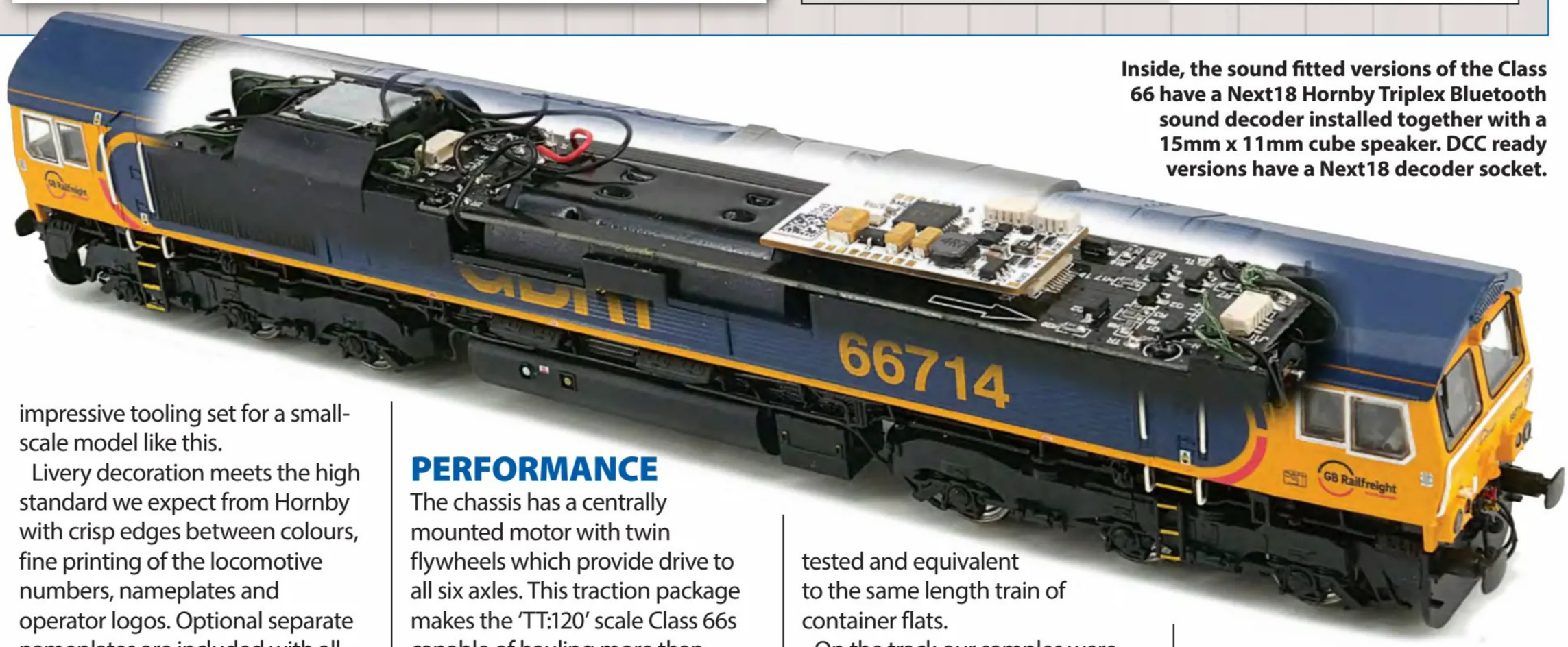
Hornby's new 'TT:120' Class 66 is here and it's a superb addition to the range with a colourful collection of liveries available.



The 'TT:120' Class 66 is finely detailed and includes variations between sub-classes. This is last-built Class 66 66779 *Evening Star* which is operated by GB Railfreight.

TECHNICAL DETAILS

Manufacturer:	*www.hornby.com*
Cat No:	TT3016M/TXSM-TT3020M/TXSM
Description:	Class 66 Co-Co diesel electric
Builder:	General Motors EMD
Region:	All
Gauge:	'TT:120', 12mm
Scale:	2.54mm:1ft
Length:	179mm (over buffers)
Price:	£159.99 DCC Ready, £214.99 DCC Sound-fitted
Couplings:	'TT:120' couplings NEM pocket
DCC:	Next18 decoder socket
Speaker:	15mm x 11mm
Exterior lights:	Directional head and tail lights
Interior lights:	Cab light.
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Co-Co
Purpose:	Heavy freight
Haulage capacity (expected):	12 coaches
Haulage capacity (actual):	12 coaches (maximum tested)



Inside, the sound fitted versions of the Class 66 have a Next18 Hornby Triplex Bluetooth sound decoder installed together with a 15mm x 11mm cube speaker. DCC ready versions have a Next18 decoder socket.

impressive tooling set for a small-scale model like this.

Livery decoration meets the high standard we expect from Hornby with crisp edges between colours, fine printing of the locomotive numbers, nameplates and operator logos. Optional separate nameplates are included with all but 66097, which is unnamed.

PERFORMANCE

The chassis has a centrally mounted motor with twin flywheels which provide drive to all six axles. This traction package makes the 'TT:120' scale Class 66s capable of hauling more than 12 coaches – the maximum we tested and equivalent to the same length train of container flats.

On the track our samples were smooth running and quiet throughout the speed range and negotiated all points and crossings correctly. They will also work with second radius curves.

The lighting features all operated flicker free on both digital and analogue control. Each locomotive is fitted with a Next18 decoder socket and space for 15mm x 11mm cube speaker included. DCC sound fitted models have a speaker and Triplex Bluetooth decoder factory fitted and offer an impressive list of sound functions with the sound file replicating the Class 66 well.



OVERALL

The recent arrival of the IFA container flats from Hornby and the impending Revolution Trains JNA-T/MMA bogie box wagons see the Class 66 well placed to lead the world of 'TT:120' into the modern era. It is a finely produced model which shows just how well a locomotive in this scale can be made. (MW)

STEAM GENERATOR TRIPLE

Hornby's range of steam generator equipped locomotives took a big step forward in January with the arrival of three new models covering the impressive LNER 'W1' 4-6-4 and 'P2' 2-8-2 together with the Stanier 'Black Five'. **MIKE WILD** takes a closer look.

THE HORNBY STEAM generator is another step towards realism in model railways, and it also brings a new level of operational value to its top of the range steam locomotives. This fascinating feature recreates the part of a steam locomotive that has been missing from models – its steam exhaust – and now there is a trio of new locomotives available from the manufacturer with this feature.

Joining the range in January 2025 were Gresley 'W1' 4-6-4 10000 in LNER lined lead grey (Cat No. R30352SS), Gresley 'P2' 2-8-2 2002 *Earl Marischal* with the addition of its smoke deflectors (R30350SS) and Stanier 'Black Five' 4-6-0 44726 in BR lined black (R30225SS).

The steam generators all use the same technology which means that the steam effect and the sounds match the exhaust beat of the real locomotives by using a sensor on one of the driving axles to synchronise all elements of sound, steam and movement together.

The decoders inside are Hornby's own Triplex Bluetooth (TXS) decoders which means you can take control of them through the HM|DCC app or via a conventional DCC handset. You do need a full DCC power supply to make full use of all their features, of which there are many! Each has a 21-pin decoder socket factory fitted with a TXS chip which takes care of driving the locomotive, operating the sounds, smoke and – where fitted – lamps, although only the 'Black Five' has switchable working lamps.

Outwardly each locomotive matches other versions in the range, though this time round 'P2' 2002 has been released in its most recognisable format with the



The Gresley 'W1' with a steam generator was announced in mid-2024.

Three new steam generator equipped locomotives have been released by Hornby: Gresley 'W1' 4-6-4 10000, 'P2' 2-8-2 2002 *Earl Marischal* and Stanier 'Black Five' 44726.





The Stanier 'Black Five' has received modifications to its lamps which improve the operation and appearance over the first releases in 2024.

addition of the smoke deflectors which were fitted in 1935, six months after it had entered service, to raise smoke from the chimney above the cab. The 'Black Five' also has upgraded working lamps to improve upon the first versions released by Hornby in 2024.

Each model comes with a pipette in the box for use in adding water into the reservoir. This is then used by the model to create the steam effect when the sound functions are turned on with Function 1 which also activates the steam generator.

All three models offered similar levels of steam production and responded well to all throttle inputs which increased the volume of smoke as the model picked up speed. The synchronisation of the sounds really enhances the overall



Below: ***Earl Marischal*** **looks superb with the addition of its smoke deflectors for this issue with the steam generator installed.**

effect and makes the most of the sound profiles created for each locomotive.

These top of the range sound and steam generator locomotives are superbly put together and with more becoming available – and new plans for 2025 for the Thompson 'A2/2' to receive the feature – we will soon be able to have a fleet of steam locomotives with realistic effects. (MW)

- **Gauge:** 'OO'
- **Price:** £319.99-£324.99
- **Cat No:** R30225SS (44726), R30350SS (2002), R30352SS (10000)
- **DCC:** DCC sound fitted, Hornby Triplex Sound
- **Site:** *www.hornby.com*
- **Era:** 3 (2002 and 10000), 5 (44726)



THE BRILLIANT 'BLACK FIVES'

Amongst the most versatile steam locomotives ever built were the LMS 'Black Fives', which lasted until the very last day of British Railways steam, and, as **EVAN GREEN-HUGHES** relates, are still active on the main line today.

BEFORE WILLIAM STANIER'S appointment as Chief Mechanical Engineer of the London, Midland & Scottish Railway (LMS) in 1931, the company was suffering a locomotive crisis. Many of its engines were outdated and most of the others too small for the work that they were being asked to perform – a legacy of the Midland Railway's 'small engine' policy the LMS had inherited when it was formed in 1923.

As a result, Stanier had been head-hunted from the Great Western Railway, where he was Works Manager at Swindon, specifically to design and introduce a fleet of more modern locomotives. To achieve this, he took inspiration from many of the design principles that originated at Swindon - the taper boiler, low temperature superheating and reliable designs for axleboxes, cylinders and frames. Initial efforts went into the design of a new and very powerful express locomotive, the 'Princess Royal' class, followed by the three-cylinder 'Jubilees' and then a very workmanlike 2-6-0 in the '5MT' mixed traffic class.

There was, however, a requirement for a mixed traffic engine with a wider route availability and more power, with design work starting in 1932. Although it had clear Great Western influences, it is more properly described as a development of the new 2-6-0. As with the 2-6-0, a taper boiler and two outside cylinders were used. Such was the confidence in the design the LMS ordered series production of what were to become known as the 'Black Fives' without any requirement for a prototype.

MYRIAD VARIANTS

The first locomotives were equipped with a domeless boiler similar to those already in use on the 'Jubilee' but equipped with a smaller firebox. However, this type of boiler only appeared on 5000-5006, which were built at Crewe and 5020-5069 which, due to pressures on the LMS' own works, were constructed at Vulcan Foundry. The next series of locomotives retained the same basic boiler but were fitted with 21-element superheaters instead of 14-element and there were also changes to the flue arrangement. A top feed also appeared for the first time. These changes were brought about in an effort to make the engines steam better, however fired, and were largely successful. Examples of this variant came from Crewe, Vulcan Foundry and Armstrong Whitworth in Newcastle, which eventually built 327.

As building continued, there were further modifications. From 5225 onwards, a sloping throatplate boiler version was introduced which involved changes to the barrel length and smokebox but there were even more changes to the superheater as subsequent locomotives were constructed, drawing on experience gained with the earlier machines.

For what was to become a 'standard' class for the LMS, the 'Black Fives' contained many variations. The main frames started off at 1in thick but from 5225 onwards were made slightly thicker, increased again from 4997 onwards. The first 225 engines had gravity sanding while steam sanding came later, again from 5225 onwards. Also differing from time to time were chimneys, the first 50 locomotives from Armstrong Whitworth having taller ones than the Crewe-built examples, although these were later swapped for the standard pattern. 'Black Fives' built during the war had boilers with a revised flue arrangement and this also meant that the top feed moved forward onto the front ring of the boiler barrel.

Self-cleaning smokeboxes first made an appearance on 4886 and became standard on locomotives built after that while late-built models had a slight change to the »



LMS 5039 is seen in as-built condition with taller chimney and domeless boiler.
Eric Mason/Rail Archive Stephenson.

REALITY CHECK

Stanier 'Black Five' 4-6-0 44957 and a sister engine leave the short tunnel at Fersit between Tulloch and Rannoch with a Fort William-Glasgow Queen Street train in 1958.
W.J. Verden Anderson/ Rail Archive Stephenson.

NUMBERING AND BUILD

LMS NUMBER	BR NUMBER	YEAR(S) BUILT	BUILDER
5000-5019	45000-019	1935	LMS Crewe Works
5020-5069	45020-069	1934-35	Vulcan Foundry
5070-5074	45070-074	1935	LMS Crewe Works
5075-5124	45075-124	1935	Vulcan Foundry
5125-5451	45125-451	1935-37	Armstrong Whitworth
5452-5471	45452-471	1938	LMS Crewe Works
5472-5499	45472-499	1943-44	LMS Derby Works
4800-4825	44800-825	1943-44	LMS Derby Works
4826-4931	44826-931	1943-46	LMS Crewe Works
4932-4966	44932-966	1945-46	LMS Horwich Works
4967-4981	44967-981	1946-47	LMS Crewe Works
4982-4999	44982-499	1946-48	LMS Horwich Works
4783-4799	44783-799	1946-48	LMS Horwich Works
4748-4782	44748-782	1947-48	LMS Crewe Works
	44738-747	1948	BR Crewe Works
	44698-717	1948-49	BR Horwich Works
	44658-667	1948-51	BR Crewe Works
	44718-737	1949	BR Crewe Works
	44668-697	1949-51	BR Horwich Works

wheelbase with the rear driving wheels moved backwards by four inches to accommodate changes to the axleboxes. Two types of coupling rod were used, initially tapered rectangular section but later were I-section instead, while more obvious differences included the use of tablet catcher equipment on Scottish allocated locomotives, electric lighting on some later engines and also the fitting of speedometers later in their lives.

VALVE GEAR EXPERIMENTS

A small number of the later-built engines also came to have a completely different look as the decision had been taken to investigate the use of alternative forms of valve gear with a view to incorporating these in British Railways' new Standard Class locomotives. As a result, ten - 44738-747 - were equipped with Caprotti valve gear and standard plain bearings while another ten, 44748-757, had the same motion but were also fitted with Timken roller bearings. These engines had their boilers pitched about two inches higher than normal and had a most ungainly arrangement around the cylinders which broke up the running plate, giving them a completely different appearance. On these locomotives the Caprotti driveline was inside the frames but later two more, 44686-687, were constructed with the driveline outside which necessitated raising the running plate, in the manner of the later Standard classes. These also had double chimneys.

The two major boiler/firebox combinations were not interchangeable, while 110 locomotives had a different wheelbase, around 40 had different valve gear and axlebox combinations and there were considerable differences in fittings and detail.

Construction of the 'Black Fives' was continuous from 1934 to 1951 but the large number built led to issues with the numbering system. The first batch started with 5000 and engines were built consecutively until 5499 was reached, after which no more numbers were available as 5500 onwards were in use by 'Patriots'. Numbering therefore started again at 4800 and went to 4999 before again reaching another block. 4658 to 4799 followed before the class was complete, which means that the locomotives weren't always numbered in the order they were built.



British Caprotti 'Black Five' 4-6-0 44686 with double chimney heads the 11.30am Llandudno-Sheffield Midland, nearing Hope on 20 July 1963. Brian Stephenson.

FACTS AND FIGURES

Designer:	Sir William Stanier
Built:	1934-1951
Builder:	Armstrong Whitworth (327) Crewe Works (241) Horwich Works (120) Vulcan Foundry (100) Derby Works (54)
Withdrawn:	1961-1968
Purpose:	Mixed traffic
Power classification:	'5MT'
Wheel arrangement:	4-6-0
Weight (locomotive):	70tons 12cwt to 72tons 2cwt
Weight (tender):	54tons 13cwt
Front bogie wheel diameter:	3ft 3½ in
Driving wheel diameter:	6ft 0in
Wheelbase (incl tender):	27ft 2in 27ft 6in (later engines)
Overall length (incl tender):	63ft 7¾ in or 63ft 11¾ (later engines)
Boiler (taper) length:	13ft 10½ in
Boiler pressure:	225psi
Cylinders:	Two outside, 18 ½ in x 28in
Tractive effort:	25,455 lbs
Number in class:	842
Coal capacity:	9tons
Water capacity:	4,000gallons
Number preserved:	18

VERSATILE AND FAST

The first locomotive available for service was 5020 and this proved to be an immediate success as on test it managed to pull 15 coaches on a Euston-Liverpool train while maintaining the advertised schedule. The next nine went to the Highland section where they put in outstanding performances on the Perth to Inverness line, while later ones were allocated to the Glasgow-Aberdeen route where again they shone. The next recipient of the new class was the Midland section which used them from Birmingham to Bristol, again mainly on passenger services but as more were delivered they appeared in all LMS sections and handled everything from pick-up goods to express passenger trains,

Featuring the later forward top feed, 'Black Five'44899 climbs Beattock near Greskine with an early morning northbound goods in 1960. W.J. Verden Anderson/Rail Archive Stephenson.





Uniquely fitted with outside Stephenson valve gear, 44767 calls at Southport Central with the 2.20pm to Manchester Exchange on November 10 1963. George Barlow/Rail Archive Stephenson.

at times proving themselves capable of running at more than 90mph.

Although there was a slight gap in production during the war years, 'Black Fives' were still being built at nationalisation in 1948. Locomotives built after that time appeared from new with their BR numbers and so 100 of them never carried LMS identities. The class remained mainly on ex-LMS or Scottish lines until 1953 when several were sent to the Southern Region on loan due to issues with the 'Merchant Navy' class 'Pacifics'. Four years later some were allocated to former LNER depots in Yorkshire, while others began to work into South Wales.

The first withdrawal, 45401, took place in 1961 following accident damage while regular withdrawals began the following year as more diesels became available. During this period the class became concentrated in the North West and it was from there that two 'Black Fives' worked the final steam-hauled timetabled trains of the British Railways period on August 3 1968. Eight days later three 'Black Fives' were involved in hauling the famous 'Fifteen Guinea Special' which marked the last day of steam on British Railways.

PRESERVATION STARS

Naturally these final engines came to the attention of preservationists and as a result all but one of those in use on that final day passed into preservation. 18 of the class were retained and many of these have since steamed regularly on heritage railways. Several are still active on the main line as their 'go anywhere' capability has proved useful for tour operators, in particular West Coast Railways of Carnforth which uses some of the class each year for its popular 'Jacobite' steam operation, which has become internationally known thanks to the *Harry Potter* films. Examples are also used by the North Yorkshire Moors Railway services on Network Rail metals between Grosmont and Whitby.

The 'Black Five' was designed as a powerful general-purpose engine that would require minimal maintenance and which could achieve high mileages between overhauls. Despite some teething troubles at the start, it became an extremely successful type - so much so that it formed the basis for British Railways' own Standard '5MT' which succeeded it from 1951 onwards. That it was such a great success owes much to the talents of its designer, William Stanier, who produced one of the best fleets ever to run on our railway system. **HM**

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



Caprotti LMS '5MT' 4-6-0 44748 with a Leeds-Blackpool excursion leaving Slaithwaite in July 1953.
Kenneth Field/Rail Archive Stephenson.



FIRST REVIEW

Ellis Clark Trains 'O' gauge

PULLMANS

Ellis Clark Trains is taking its partnership with Darstaed Trains to a new level for its latest release – the all-steel K-Type Pullmans for 'O' gauge. **MIKE WILD** takes a closer look.

- **Gauge:** 'O'
- **Price:** £399.99 each, £375 when buying three or more
- **Cat No:** D25-03E, D25-01F and D25-05C reviewed
- **Site:** *www.ellisclarktrains.co.uk*
- **DCC:** DCC compatible lighting, no decoder required
- **Era:** 3-5

THE PRESTIGIOUS Pullman cars of the late 1920s and early 1930s conjure the romance of rail travel in the steam era and now those luxurious trains can be replicated in 'O' gauge with Ellis Clark Trains' all-new collection of K-Type Pullman cars.

The stock selected for this new range is the 1928-introduced all-steel design. Just 33 of these coaches were built by the Birmingham Railway Carriage and Wagon Company for Pullman trains on the London and North Eastern Railway and Southern Railway networks. They were known for their large windows, red table lamps and all-steel construction – a new feature for the time when timber framed coaching stock was still common.

To create these 'O' gauge finescale models of the K-Type Pullman cars, Ellis Clark has worked with Darstaed Trains to build on its fine models of the Thompson corridor stock released in 2022 (HM181). However, these are clearly a cut above even what was achieved with the Thompsons and recreate the Pullman carriages in every single detail.

Five main vehicle types have been produced: Kitchen First, Kitchen Third, Parlour First, Parlour Third and Brake Third. There are name and number choices on each of these and Ellis Clark Trains has even created packs to specifically represent famous named trains such as the 'Bournemouth Belle', 'Ocean Liner', 'Yorkshire Pullman' and 'Queen of Scots' formations.

Each coach is exceptionally presented and features etched brass sides with injection moulded ends, roofs and windows. All the shaping of these elements is spot on and enhanced by additional details including separately fitted handrails, roof vents, gangway end cables, superb flexible gangways which touch when the coaches are coupled, and a fully detailed underframe beneath.

The bogies too are finely detailed with a full complement of brake rigging, dynamo belt housings on one axle of each bogie and electrical pick-up on all wheels.

Exterior decoration is simply superb with the famous Pullman umber and cream colour scheme enhanced with fully legible builder's plates below the doors, finely printed crests, car names and numbers and the all-important Pullman lettering above the windows.

What really sets these apart though is the interior. It might just be that Ellis Clark Trains has gone further with the interior of these coaches than anything we have seen before as they have a full set of seat covers, correct tables for each side, etched metal luggage racks, working lamps on the tables and even carpet in different colours for the gangway, under the seats and in the vestibules. They are stunning! And if you want to go a step further, a sheet of printed



The latest addition to Ellis Clark Trains' range of exclusive rolling stock are these exquisite K-Type Pullman cars for 'O' gauge. This is Parlour First *Lucille*.

Left: **The new collection of Pullmans models five different vehicle types including the Parlour First, Kitchen First and Brake Third here.**

Above: **The tables are set - all ready for well to do 'O' gauge passengers.**

Below: **The interior is wonderfully appointed with seat covers, carpets, etched brass luggage racks and working table lamps.**

dinner services is included in the box which can be added to the tables.

Anyone looking for Pullman cars for 'O' gauge will be undoubtedly delighted by these new releases from Ellis Clark Trains. They are outstanding in every respect and will make a stunning train to run behind the likes of Gresley 'A4' or Bulleid 'Merchant Navy' 4-6-2s in 'O'. (MW)

MORE 'DELTICS' DEBUT

Accurascale's first ready-to-run 'OO' gauge locomotive, the Class 55 'Deltic', is back with several refinements over previous releases. **BEN CHURCH** checks over these latest arrivals.



The National Collection's 55002 *King's Own Yorkshire Light Infantry* is now available in BR blue as a Locomotion Models exclusive.

ACCURASCALE'S second batch of 'OO' gauge Class 55 'Deltics' has arrived, with several amendments over the initial releases (HM180).

Amongst this latest run of the popular prototype is an exclusive model of 55002 *The King's Own Yorkshire Light Infantry* (known to many enthusiasts simply as 'KOYLI') in BR blue for Locomotion Models (Cat No. ACC2973).

Built in 1961 as the third production 'Deltic', D9002 would – like the rest of the 22-strong class – settle into a life working fast Anglo-Scottish expresses on the East Coast Main Line (ECML). Assigned to Gateshead from new, it was chosen by the National Railway Museum (NRM) for preservation and spent the last 18 months of its working life painted in two-tone green with full yellow ends. It is now on static display at the NRM in York.

Exclusively available from Locomotion Models in Digital Command Control (DCC) Ready or sound-fitted forms, the model represents 55002 in the 1970s when the 'Deltics' were the prime movers on the ECML.

Also amongst this latest set of releases are a pair of BR two-tone green examples from two extremes of their main line careers with 1960s-era D9018 *Ballymoss* in BR two-tone green (ACC2788/2794) and late 1990s-era D9000 *Royal Scots Grey* in preserved BR two tone green condition as an Accurascale Exclusive (ACC2790/2796). Further releases include 55004 *Queen's Own Highlander* in BR blue (ACC2785/2791), 55013 *The Black Watch* in BR blue with 'Rainhill' embellishments (ACC2786/2792), 55020 *Nimbus* in BR blue (ACC2789/2795) and a re-release of D9016 *Gordon Highlander* in Porterbrook purple - also an Accurascale Exclusive (ACC2787/2793). Finally, a model of D9015 *Tulyar* in two-tone green has been produced exclusively for the Deltic Preservation Society.

Once again, the weighty model captures the distinctive proportions of these powerful locomotives, this new release perpetuating the superb quality of the model's first outing in 2022. Improvements to these latest releases include revised brake chains supplied in the accessory bag, refined front-end handrails and an improved speaker position.

Application of the BR blue to 55002 is superb, with crisp lines where the yellow ends meet, while numbers, nameplates





Amongst this latest collection of models are D9018 *Ballymoss* in original BR two-tone green and D9000 *Royal Scots Grey* in late 1990s BR two-tone green condition with high intensity headlight.

and small details are also neatly printed. Separate metal name and builder's plates are supplied for customer fitment along with a full complement of pipework for each end. Both BR two-tone green models were also superbly finished, with crisp separation between colours. Correctly, D9000 also featured the later style of overhead warning flashes applied to the model for its main line appearances, especially on Virgin Trains' regular Cross Country runs between Birmingham New Street and Ramsgate in the late 1990s. As a nice touch, Accurascale has included a replica window label from the period in the packaging with models of D9000.

On test, performance was excellent, with our examples hauling a rake of nine Bachmann Mk 1 coaches with ease on the *Hornby Magazine* office test track and they performed smoothly and quietly throughout the speed range. Sound fitted examples once again proved to be enjoyable to drive, with the distinctive hum of the 'Deltics' recreated well. However, there does appear to be an issue with the lighting on this latest batch of releases which affects all but the WIPAC light fitted model of D9016 *Gordon Highlander*, whereby directional white marker lights appear when they shouldn't.

The manufacturer has acknowledged the problem and free replacement plastic covers are now available for cutomers who may wish to fit them over the lighting PCB at each end of the locomotive. Instructions are provided on Accurascale's website. Visit *www.accurascale.com* for more information.

Lighting issue aside, this second run of Accurascale's 'OO' gauge Class 55s look superb and make what was already a great representation of the model even better. (BC)



Accurascale has delivered its second tranche of 'OO' gauge Class 55 'Deltic' Co-Co diesels.

- **Gauge:** 'OO'
- **Price:** £169.99 DCC Ready, £259.99 DCC Sound-fitted
- **Cat No:** Various (see text)
- **Site:** *www.locomotionmodels.com*
- **DCC:** 21-pin DCC socket
- **Era:** 5-9

'NOVA 1' GLIDES IN

HORNBY'S LATEST 'OO' gauge iteration of the Class 800 series InterCity Express Train (IET) has arrived in the form of five-car Class 802/2 802203 in the striking TransPennine Express (TPE) colour scheme.

First introduced to service in 2019, the fleet of 19 five-car 'Nova 1' bi-mode units were completed at Hitachi's Newton Aycliffe factory in County Durham. They primarily operate on services between Liverpool, Manchester, Newcastle, Scarborough and Edinburgh via the East Coast Main Line, as well as Manchester to Edinburgh via the West Coast Main Line.

Hornby's latest five-car set models 802203 in TPE's eye-catching multiple blue, grey and purple colour scheme. The model features a five-pole skew-wound motor and twin flywheels in the driving car at one end, together with a 21-pin Digital Command Control (DCC) decoder socket beneath each driving car, directional lighting, interior illumination, separately fitted pantographs, cab and passenger saloon seating, roof and underframe component detailing.

Our review sample featured Pantograph Driving Trailer Standard (PDTS) 831203, Motor Standard (MS) 832203, MS 833203, Motor Composite (MC) 834203 and Pantograph Driving Trailer First (PDTF) 835203. Application of the complicated TPE colour scheme is very good throughout – the application method appears to be a mix of printing techniques. Small details including TransPennine Express logos, FirstGroup branding, door buttons and labels are neatly applied. Each vehicle also features representations of the electronic destination panels high on each side. These model the unit on a Newcastle-Edinburgh Waverley train, with Reston, Dunbar and Edinburgh stops displayed. Completing the appearance, TPE star shaped logo transfers have been applied to the front of each driving car, although one of those on our sample was placed a tad higher than those on the real thing.

Rooftop equipment panels are painted silver or dark grey (as appropriate) – complementing the model's predominant lighter grey base colour – while conduit is picked out in dark grey or orange. Underneath, engine component panels are finished in dark grey, retention tanks in silver and the bogies are black. Locking handles on the engine compartment panels are picked out in yellow. Doors



'LOCAL LINES' CLASS 153



The complicated First Great Western scheme has been well applied, with local place names forming the wavy line appearance.



- **Gauge:** 'OO'
- **Price:** £549.99
- **Cat No:** R3908
- **DCC:** 21-pin decoder socket (x2)
- **Site:** *www.hornby.com*
- **Era:** 11

The multiple angles of the TransPennine Express colour scheme certainly add drama to the 'Nova 1' power cars.

are also dark grey, while the flush glazed windows feature a realistic tint and appear impressively clear. Turned metal wheels with brake disc detail also look the part. Vehicle numbers are neatly printed and include UIC numbers below. Tiny yellow electrical warning labels feature on the vestibule ends.

Access to the 21-pin DCC decoder sockets is straightforward. Simply unscrew the underframe component panel beneath each driving car – you will need two decoders, one for each end – to locate the socket. Space is also available for adding a digital sound speaker. There is a digital sound profile available for adding to this model in Hornby's HM7000 Triplex Sound (TXS) range of decoders.

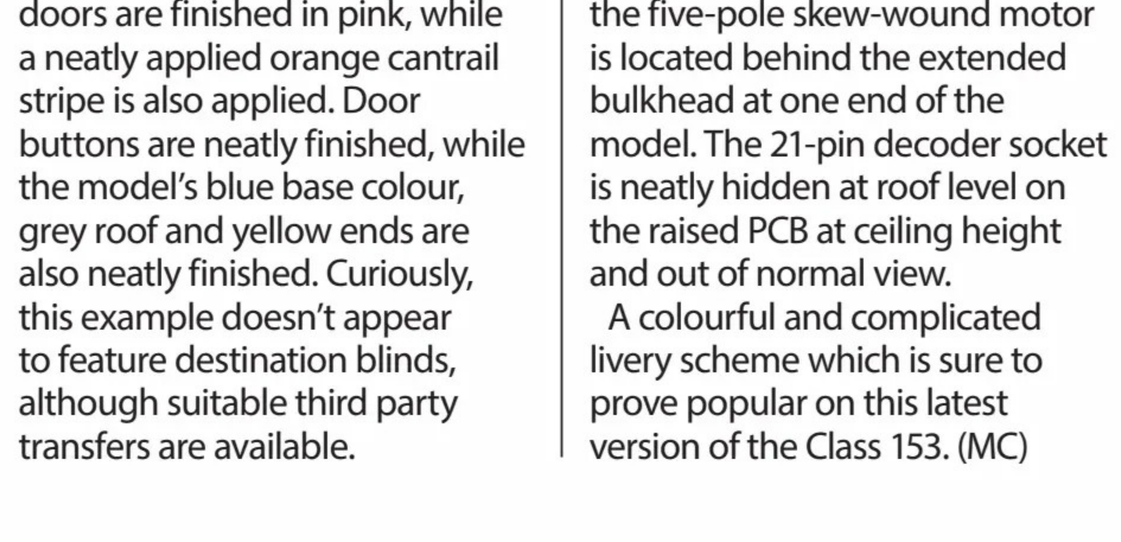
This striking new addition to the Hornby range is bound to prove popular with contemporary modellers, especially as its bi-mode capabilities in real life mean it can operate on the ECML and WCML under, as well as away from, the wires. (MC)



Hornby's 'OO' gauge Class 802/2 bi-mode InterCity Express Train is now available in TransPennine Express's striking colour scheme.



Hornby's 'OO' gauge Class 153 diesel railcar returns to the range as 153361 in First Great Western 'Local Lines' livery.



- **Gauge:** 'OO'
- **Price:** £169.99
- **Cat No:** R30357
- **DCC:** 21-pin decoder socket
- **Site:** *www.hornby.com*
- **Era:** 10

HORNBY'S popular 'OO' gauge Class 153 Diesel Multiple Unit (DMU) returns to the range as 153361 in First Great Western 'Local Lines' blue and purple.

Originally introduced as two-car Class 155 DMUs in the late 1980s, 70 of these Leyland-built vehicles were repurposed by Hunslet-Barclay in 1991/1992 as single car DMUs for use on branch lines and secondary routes.

153361 joined the First Great Western fleet in late 2007, gaining the company's distinctive graduated 'Local Lines' livery between 2009 and 2012 which comprised local tourist attractions, places of interest and destinations served printed on the bodysides, emulating the company's 'Dynamic Lines' livery carried by its High Speed Train fleet at the time.

Hornby's latest version of the Class 153 captures the appearance of this eye-catching colour scheme well. The printed bodyside technique employed reflects the wavy line finish well, with tiny and legible place names in blue, pink and white. Passenger doors are finished in pink, while a neatly applied orange cantrail stripe is also applied. Door buttons are neatly finished, while the model's blue base colour, grey roof and yellow ends are also neatly finished. Curiously, this example doesn't appear to feature destination blinds, although suitable third party transfers are available.

As with previous releases, Hornby's Class 153 features directional lighting, together with unobstructed interior seating and flush glazed windows. Underneath, the engine components look the part, while the five-pole skew-wound motor is located behind the extended bulkhead at one end of the model. The 21-pin decoder socket is neatly hidden at roof level on the raised PCB at ceiling height and out of normal view.

A colourful and complicated livery scheme which is sure to prove popular on this latest version of the Class 153. (MC)

1930s' STIRLING 'SINGLE'

- **Gauge:** 'OO'
- **Price:** £249.99 (DCC Ready), £349.95 (DCC sound-fitted)
- **Site:** *www.rapidotrains.co.uk*
- **Cat No:** 947001 (DCC Ready), 947501(DCC sound-fitted)
- **DCC:** 21-pin decoder socket
- **Era:** 3

THE GREAT NORTHERN Railway's (GNR) sole surviving Stirling 'Single' No. 1 has long been a popular locomotive, although it spent most of its preserved life with a tender that was, from a historical point of view, wholly inaccurate. A chance find of a correct tender saw it paired with the newly-restored example and it was in this form Rapido Trains' initial 'OO' gauge model arrived. For its latest release, the 'Single' has now been paired with a newly-tooled Sturrock tender, with which it spent most of its preserved career.

Between 1870 and 1895, 53 Stirling 4-2-2s were built at Doncaster Works for express passenger trains. Larger 4-4-2s displaced them and all were withdrawn between 1899 and 1916. The first built, No. 1, was preserved and restored in the 1930s and 1980s for use on the main line. More recently, it has also been used in a production of *The Railway Children*.

'Jones Goods' for Locomotion

FOLLOWING the arrival of Rapido Trains UK's 'OO' gauge Highland Railway 'Jones Goods' 4-6-0 with retailers (HM212), Locomotion Models has now received this exclusive edition of 'Jones Goods' 109 in HR Drummond Green II, as part of the expanding Railway Icons range, shared with Rails of Sheffield.

First impressions count and this model doesn't disappoint. Detailing is superb throughout and matches the high standards of the first release, with fine handrails and lamp brackets, sprung buffers, tall dome and exquisite cab detailing. Importantly, this model exhibits detail differences from the model we examined in HM212, as it features a tablet catcher on the tender, omits the rear tender toolbox and features a large lip to the louvred chimney.

Livery is the main draw with this release – the model featuring a high-quality overall paint finish. Unlike many pre-Grouping liveries the one featured here – Drummond Green II – is rather plain with none of the intricate lining seen on some other models. That said, it does suit the Victorian 4-6-0 well, with the bright green applied to the wheels, boiler, cabside and tender body contrasting well with the black finish to the tender frames, tyres and cab roof. A silver flourish to the smokebox door



This latest version of Rapido Trains' newly-tooled 'Jones Goods' is finished in Drummond Green II.



Above: **Rapido Trains UK has released a new version of its 'OO' gauge Great Northern Railway Stirling 'Single' 4-2-2 with all-new Sturrock tender.**

Above: **Decoration is superb with an outstanding finish and exquisite lining throughout.**

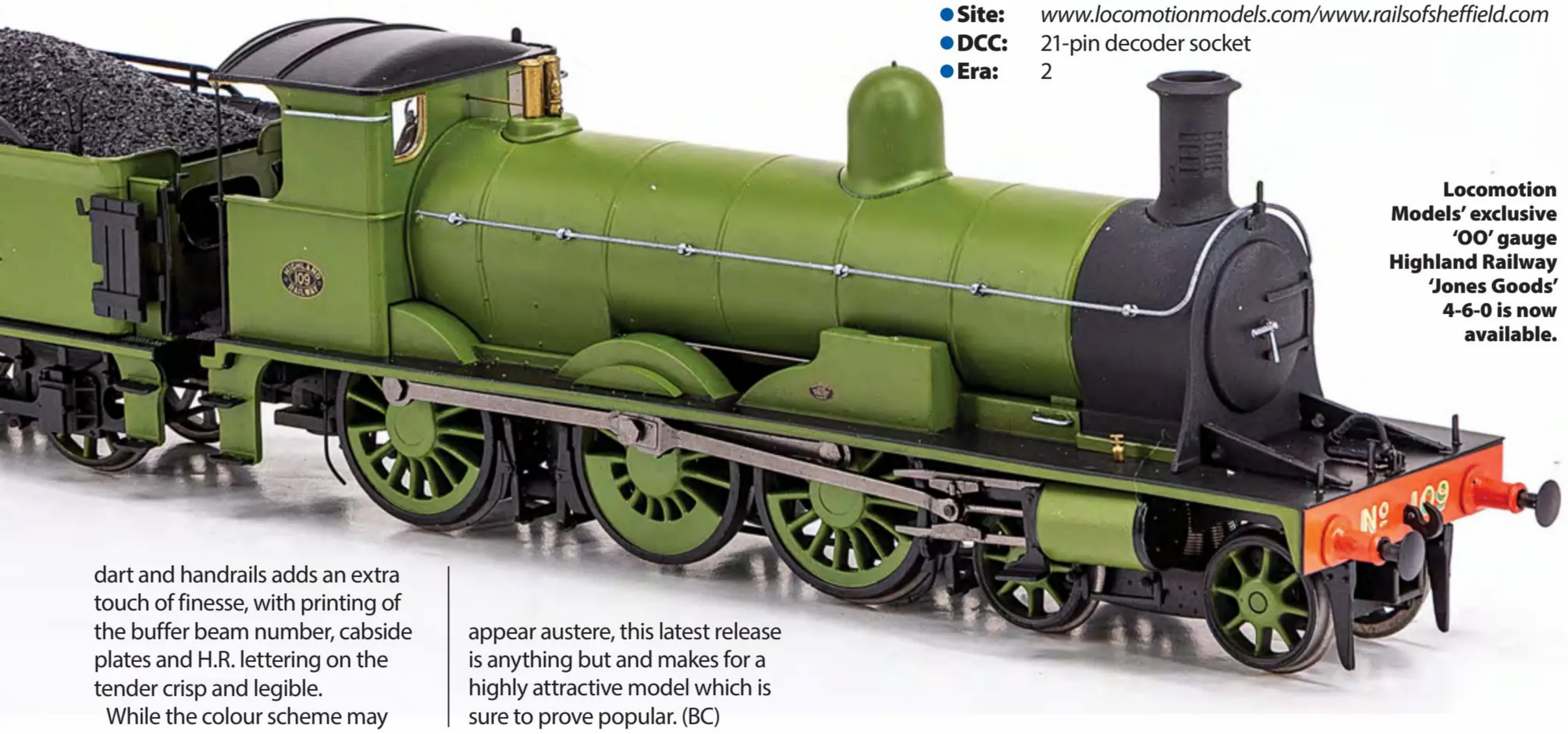
From the get-go, our review sample was simply stunning - retaining the impeccable detailing seen in the first release. Silver embellishments are applied to the smokebox straps and dart, handrail, cylinder heads and buffers. Other standout elements include representation of the inside valve gear, pre-fitted brake rods, tall safety valve bonnet, die-cast chassis and excellent cab detail.

The new tender has been superbly recreated, the quality construction bolstered by the die-cast body of the tender. Further embellishments such as fine handrails, silver caps on the tender handles and intricate lining on the chassis match the level of quality seen on the locomotive.

As with earlier models, access for installation of a 21-pin Digital Command Control (DCC) decoder socket is straightforward. However, you do need to be careful when removing the screws so that the pre-fitted brake rigging is not damaged in this area. Handily for sound installations, a cube speaker is located beneath the decoder socket itself.

Those who wish to model an important chapter in this famous locomotive's career now can, with this latest release of the Stirling 'Single'. Additionally, an imminent re-release of the original model in its present-day condition, with the correct Stirling tender, is set to arrive with Locomotion Models. Both are stunning examples of a time-honoured piece of East Coast Main Line history. (BC)

- **Gauge:** 'OO'
- **Price:** £219.95/£319.95
- **Cat No:** 914008/914508
- **Site:** *www.locomotionmodels.com/www.railsofsheffield.com*
- **DCC:** 21-pin decoder socket
- **Era:** 2



Locomotion Models' exclusive 'OO' gauge Highland Railway 'Jones Goods' 4-6-0 is now available.

dart and handrails adds an extra touch of finesse, with printing of the buffer beam number, cabside plates and H.R. lettering on the tender crisp and legible.

While the colour scheme may appear austere, this latest release is anything but and makes for a highly attractive model which is sure to prove popular. (BC)

Accurascale
16TON MINERALS

Numerous, versatile and long lived, the 16ton mineral wagons were mainstays of the BR freight network. **BEN CHURCH** sees how these unassuming wagons have been replicated anew in 'OO'.

- **Gauge:** 'OO'
- **Price:** £74.94
- **Cat No:** ACC1024 (reviewed)
- **Site:** *www.accurascale.com*
- **Era:** 4-7



20 triple wagon packs of 16ton steel mineral opens have been produced, including this collection of three Diagram 108 examples.

THE LATEST PROJECT in Accurascale's Powering Britain range is the 16ton steel mineral wagon, the biggest wagon-building project ever in the UK. Built to replace aging wooden-bodied wagons, these new wagons in turn became victim to the changing needs of the country, swept away from the network by the mid-1980s. Thankfully some survive with a rake restored at the Great Central Railway in Loughborough.

In total, Accurascale has produced 20 'OO' gauge triple-wagon packs covering a huge swathe of liveries and eras, including BR and private owner use. Wagons appear in BR freight grey in pre- and post-TOPs identities, plus bauxite, blue, National Coal Board black, Central Electricity Generating Board yellow and - as an Accurascale Exclusive - Imperial Chemicals Industries blue and red. Three main types of wagon are represented in the first batch of releases - Diagrams 108 and 109 and MCO wagons.

For review, we turned our attention to Pack D, containing two pre-TOPS grey wagons and a solitary bauxite one, all of Diagram 108. Accurascale has accurately captured the profile of the wagon body and its simple design. Slab sides are interrupted by vertical strengthening beams at each corner and the wonderfully recreated separately fitted side door. At one end of the wagon, a separately fitted end door is also present: this is one of the main points of difference between wagon types. While most detail is moulded – extremely well so – there are neatly applied handrails present on the end door of our samples.

Each wagon comes with a die-cast chassis, upping the wagons' weight to a hefty 26grams. The braking system is intricately recreated with fine parts linking the in-line brake shoes, rods and handbrake handle. Axle boxes (with brass bearing cups for the wheels) and springs are crisply moulded.

Short NEM coupling pockets come pre-fitted with short tension lock couplings. Supplied in a separate pack are longer tension lock couplings and a collar used to bring the coupling pocket back to the standard length, and a three-link chain which can be attached to the pre-fitted hook on the wagon.

With such a long career and varied service many layouts can justify a handful or more of these super vehicles, which reflect an unglamorous but stalwart BR wagon design. (BC)



Accurascale has bolstered its 'OO' gauge Powering Britain collection of wagons with these all-new 16ton steel mineral opens.



Each vehicle is superbly detailed inside and out, including an impressive complement of separately applied underframe equipment.

Carmine Mk 1 Suburbans

- **Gauge:** 'OO'
- **Price:** £74.95 each
- **Cat No:** Various (see text)
- **Site:** *www.accurascale.com*
- **Era:** 4



Accurascale's 'OO' gauge BR Mk 1 Suburban coaches in BR carmine have arrived.

ACCURASCALE'S all-new BR Mk 1 suburban coach impressed the *Hornby Magazine* team when they touched down in the final months of 2024 (HM210). The prototype was meticulously recreated by Accurascale in a feature-packed model. Initial releases modelled the vehicles in BR blue – the final colour scheme carried - and now examples in the very first colour scheme carried – BR carmine – have arrived.

As with their BR blue cousins, the BR carmine coaches appear in Brake Third (BT), Brake Second (BS), Third (T) and Third Open (TO) configurations. For review, we received Brake Third E43113 (Cat No: ACC2347-E43113) and Brake Second M43361(ACC2353-M43661).

As with the initial releases, both coaches impressed, with quality construction and superb detailing outside and within. Small rectangular windows allow good views of the well-detailed interior, enhanced by the factory-fitted lighting, which can be switched on and off using the magnetic wand supplied. The illumination certainly showcases the interior detail, which includes modelling of the characteristic small, framed posters on the compartment bulkheads. Separate rooftop ventilators feature along the roof, together with periscopes for use by the guard. Underneath, the cables, pipes, cylinders, braking equipment and bogie detail are impressive when viewed side-on.

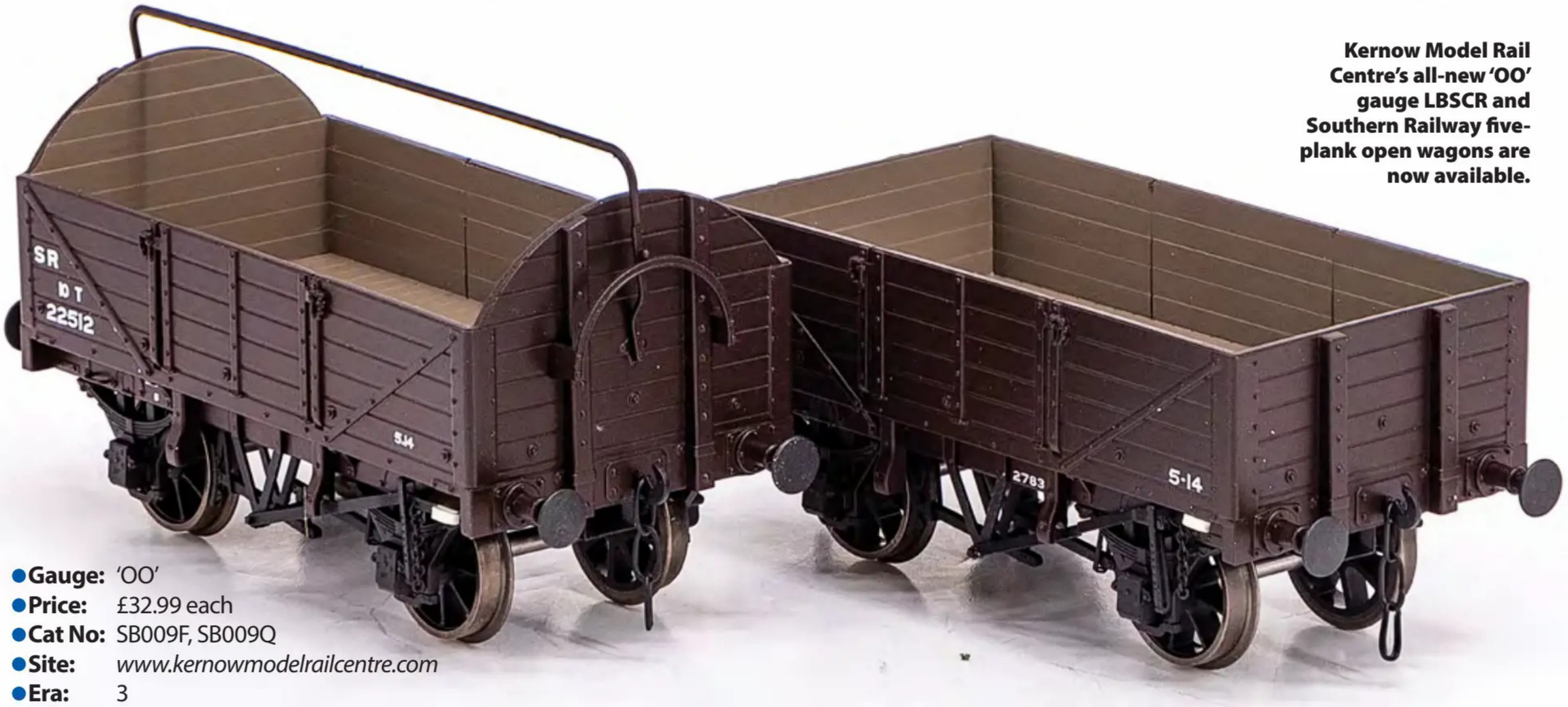
Both our review samples featured a rich shade of crimson applied to the coach body, complemented with brass coloured door locks and grab handles, black underframes, carmine footboards and grey roof. Printed elements are crisply applied in gold or yellow text with a black border. Look closer and you'll spot minor detail differences too, such as placement of no smoking window labels and the orange route branding on the ends – 'King's Cross Inner Sub' on E43113 and 'Metrogauge' on M43361- reflecting their operational spheres.

Another outstanding offering of the BR Mk 1 suburban from Accurascale, continuing the quality construction and impressive detail seen with the initial releases. (BC)



These latest vehicles model Third, Third Open, Brake Third and Brake Second vehicles – the latter in Eastern and London Midland Region guises.

KMRC LBSCR WAGONS



Kernow Model Rail Centre's all-new 'OO' gauge LBSCR and Southern Railway five-plank open wagons are now available.

- **Gauge:** 'OO'
- **Price:** £32.99 each
- **Cat No:** SB009F, SB009Q
- **Site:** *www.kernowmodelrailcentre.com*
- **Era:** 3

IN MAY 2024, KERNOW Model Rail Centre (KMRC) announced plans to produce all-new 'OO' gauge models of London, Brighton & South Coast Railway (LBSCR) 'Open A' and Southern Railway Diagram 1369 and 1364 five-plank open wagons – and less than a year later they are now available.

With more than 3,500 built by the LBSCR, the 'Open As' were the most numerous wagons built by the company before amalgamation into the Southern Railway when they were redesignated as Diagram 1369. Early built wagons had curved ends and sheet rails, with later Diagram 1364 omitting the curved ends and sheet rail. Other amendments were made to the design, with some operating on the Isle of Wight. Several have survived in preservation on the Bluebell Railway.

Our review samples included both types of these Southern Railway wagons - Diagram 1363 22512 (Cat No: SB009F) and Diagram 1364 27834 (SB009Q). In all, 19 different wagons across LBSCR, SR pre and post-1936, and BR grey liveries form the initial line-up of releases.

Immediately, the large sheet rail and curved ends on the Diagram 1369 caught our attention, with one of the promised features being the ability to pose this. With care, the rail can simply be gently eased into the desired place at each end, with a good deal of flex included to prevent it becoming damaged. Indeed, detailing throughout is excellent, with crisp moulding to both types of wagon body and good definition to the wooden panels and metal supports. Sprung metal buffers occupy all four corners, with a pre-fitted coupling hook and optional three-link chain supplied in a small parts detailing pack.

Underneath, detail continues, with excellent representation of the axle boxes – LBSC and SR letters are moulded into the two different types – along with neat representation of the brake system, axle boxes, brake handles and brake blocks. Separately fitted metal chains are present on each of the brake handles, which can also – with great care - be posed. In the off (up) position the handle sits inboard of the rack and while delicate can be gently lifted and moved down with a pair of fine tweezers.

Both samples were finished in the SR's post-1936 brown, which was neatly applied with a contrasting light grey found on the wagon interior. Printed elements were crisp, with SR lettering, wagon numbers and white ends on the brake handles all crisply applied.

These unassuming wagons are well detailed and have interesting features rarely seen before. In stock now and exclusively available from KMRC. (BC)



KMRC has modelled the LBSCR 'Open A' and SR Diagram 1369 and 1364 five-plank open wagons.

These latest 'TT:120' releases model wagons in J.W. Davison, Phorpres Bricks and Newbattle liveries.



Peco adds further 'TT:120' SEVEN-PLANK OPENS

- **Gauge:** 'TT:120'
- **Price:** £19.90 each
- **Cat No:** Various (see text)
- **Site:** *www.peco-uk.com*
- **Era:** 2-3

A NEW WAVE OF 'TT:120' seven-plank private owner open wagons has arrived from Peco, with three additional models joining those previously released.

These latest 'TT:120' four wheel wagons use the same seven-plank open tooling (HM200) with all three of the new offerings painted in overall black, finished with J.W. Davison (Cat No: TTR7021P), Phorpres Bricks (TTR7022P) and Newbattle (TTR7023P) identities.

As with the earlier wagon releases, detailing is good with the injection moulded sides neatly picked out and individual wooden planks and metal supports easy to identify; small rivets also feature on each of the metal supports. Detailing to the chassis is very good, with crisply moulded axle boxes, springs and brake equipment.



Detail is excellent and crisply executed.

Decoration is to the high standard we have come to expect from the manufacturer with an overall black finish to the body and interior, although one of our review samples did have a minor paint blemish. That said, private owner lettering and numbers are crisp and legible, as are the neatly printed logos (where applicable).

Underneath, each wagon rides on metal tyres with a hidden metal weight aiding the running characteristics. Factory-fitted removable 'TT:120' couplings appear at each end in pivoting NEM pockets.

Ideal additions to add further variety to steam-era goods yards and freight train formations. (BC)



Peco has added a further three seven-plank private owner open wagons to its expanding 'TT:120' range.

'TT:120' HST TRAIN SET

- **Gauge:** 'TT:120'
- **Price:** £249.99 (DCC Ready)
  £339.99 (DCC sound-fitted)
- **Cat No:** TT1004/TT1004TXSM
- **Site:** *www.hornby.com*
- **DCC:** Next18 decoder sockets (x2)
- **Era:** 7

HORNBY'S 'TT:120' InterCity 125 High Speed Train (HST) is now available in one of the company's starter train sets for the first time, decorated in the striking BR blue and grey inspired scheme in which they were introduced from 1976.

This brand-new train set in the 'TT:120' range is available Digital Command Control (DCC) ready, supplied with a standard Hornby analogue controller (plus wall transformer), or DCC Sound-fitted (with both power cars fitted with Next18 HM7000 Triplex Sound decoders from the factory). This latter set is supplied without a traditional controller, as Hornby's HM7000 DCC decoders can be controlled from a smartphone using the free downloadable HM|DCC control app.



Hornby's 'TT :120' InterCity 125 High Speed Train is now available in a train set for the first time.



The new set contains a pair of 'TT :120' scale HST power cars, two Mk 3 carriages and an oval of track with a siding.

Both train sets contain HST power cars E43062 and E43063 from set 253004 and a pair of Mk 3 Trailer Second coaches - E42064 and E42065 – together with an oval of track, left-hand point and a siding, power track, connector and buffer stop. This can be expanded further with additional track packs from the Hornby 'TT:120' range.

Detailing to the HST power cars and carriages is superb, matching previous releases with crisply applied colours and printed elements. Further coaches are available separately to enable longer formations to be created.

An ideal way to begin a 'TT:120' adventure and a great springboard into the scale. (BC)



A colourful collection of new 'OO' gauge Class 08 and 09 diesel shunters are with retailers now.

Hornby 'gronks' return

- **Gauge:** 'OO'
- **Price:** £263.99 (DCC Sound-fitted), £199.99 (DCC Ready)
- **Cat No:** Various (see text)
- **Site:** *www.hornby.com*
- **DCC:** 21-pin Digital Command Control socket
- **Era:** 5-11



08570 models a Haymarket (Edinburgh) allocated example in InterCity colours with 'Swallow' motif.

HORNBY'S POPULAR 'OO' gauge Class 08 and 09 shunters return to the range, with a quartet of new offerings.

One of the most successful – and most numerous – designs ever to work in Britain, the Class 08 and visually similar Class 09 are general-purpose shunting locomotives once seen all over the UK. Some remain in service, and many are used at heritage railways.

Four new locomotives have been produced - Class 09 D4100 *Dick Hardy* in as-preserved BR green (Cat No: R30369) and '08s' 08818 *Molly* in GB Railfreight blue (R30141), 08570 in InterCity 'Swallow' livery (R30368) and D3069 in BR green (R30301TXS), the latter supplied factory-fitted with the manufacturer's HM7000 Triplex Sound (TXS) decoder.

For review, we received two Class 08s – D3069 and 08570 – and Class 09, D4100. As with previous issues, detailing to each of our samples was excellent and given the tooling's age the models capture the rugged appearance of these shunters superbly. Separately fitted handrails and grab irons abound, together with fine coupling rods, sprung buffers, detailed cab interior and 21-pin Digital Command Control (DCC) decoder socket.

Paint application was spot-on, with a deep green to our BR examples and the eye-catching InterCity colour scheme, adorned with a silver swallow on each side, was equally rich and crisply applied. On close inspection, 08570 also features Haymarket Depot's signature 'castle' insignia, from a time when the locomotive was based there for use on InterCity Motorail and Sleeper traffic at Edinburgh Waverley station. A full complement of pipework for both ends is supplied in a parts pack, along with printed nameplates where appropriate.

On test, our samples performed well with smooth operation throughout the speed range, while D3069's factory-fitted Hornby TXS sound system performed superbly, offering plenty of play value thanks to the collection of onboard sounds. We were also pleased to discover that our sound-fitted sample of D3069 also featured a stay alive capacitor, providing a further five seconds of running capability should power be lost. This is a particularly useful feature for small wheelbase locomotives such as the Class 08 shunter, especially when running over pointwork.

These latest 'OO' gauge diesel shunters are sure to be well-received, especially the HM7000 TXS example with its new stay alive capabilities. (BC)



Class 09 D4100 *Dick Hardy* is now available in as-preserved BR green, while Hornby's Class 08 D3069 in BR green is factory-fitted with HM7000 Triplex Sound with stay-alive.

Collectors Club ROYAL MAIL BRAKE VAN

The Bachmann Collectors Club range of exclusive models includes this pair of BR 20ton brake vans in Royal Mail red for 'OO' and 'N'.



RECENTLY ADDED TO THE BACHMANN Collectors Club (BCC) range of exclusive models are these BR 20ton brake vans in Royal Mail's attractive colour scheme in 'N' and 'OO' gauges, finished as Bristol based CAR B954735.

Bachmann's 20ton brake van is a well-regarded model in the company's portfolio for both 'OO' and 'N' and we received a sample of each for assessment.

Modelling a vehicle based for use in and around Bristol Temple Meads in the early 1990s, the BCC 'OO' gauge 20ton CAR features separately fitted handrails either side of the veranda access, as well as along the length of the wagon. Separate grab rails feature at each end too. On the 'N' gauge model, the handrails are moulded, but neatly picked out, while the grab rails at each end are also separately fitted. Both vans sport a pair of look-out duckets – one on each side – and these have been modelled superbly. Lamp irons on the sides of the 'OO' gauge model are separate fittings, while those on the 'N' gauge model are understandably moulded. The interior compartment on both models is glazed.

- **Gauge:** 'OO'/'N'
- **Price:** 'OO' £37.95 (£33.95), 'N' £29.95 (£26.95) (members' prices in brackets)
- **Cat No:** 37-526K 'OO', 377-526K 'N'
- **Site:** *www.bachmann-collectorsclub.co.uk*
- **Era:** 8

Long footboards extend along the length of the vans with a small chimney and air vent sitting neatly on the roof. NEM coupling pockets of the appropriate type appear at each end of the respective vans with 'Rapido' style or tension locks depending on scale.

Application of the bright Royal Mail red colour scheme is excellent and accented by a twin yellow stripe and BR double arrow, to match the Royal Mail scheme applied to rolling stock at this time. Also in yellow is the 'CAR' designation and wagon number, with the handrails and lamp irons picked out in white.

A mainstay of the BR freight network, presented in a bright and attractive colour scheme. Members and non-members can acquire this unique item of rolling stock, the former at a reduced price. (BC)



The 'OO' gauge model features separately applied handrails, grab rails and lamp irons.



Both models feature neatly printed lettering, numbers, labelling and builder's plates.

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Detailed Miniatures FIGURES

- **Gauge:** 'O'/'OO'
- **Price:** £17 each ('O')/£11 each ('OO')
- **Cat No:** DM513/522 'O', OO002/019 'OO'
- **Site:** *www.detailedminiatures.com*

3D PRINTED FIGURES offer an exceptional level of detail but painting them can be difficult due to their small size. Detailed Miniatures aims to solve this by offering a range of prepared and hand-painted Modelu 3D figures.

Available in two scales – 7mm ('O') and 4mm ('OO') - the range focuses mainly on locomotive crews, along with some station staff. Amongst the range are steam-era drivers in left- and right-hand configurations, some for specific motive power, while several diesel and electric-era drivers are also available.

We received two 4mm and two 7mm figures for inspection. Straight from the packs, the high standard of painting was evident. Our 4mm scale driver, for example, had neatly painted blue overalls with a white shirt. Other smaller details are equally well painted with black shoes and hat, together with small gold embellishments to some buttons and the emblem on the hat: grey hair and skin tone were also very neatly applied.

This standard of painting was even better on the 'O' gauge samples with identifiable facial expressions and variations to skin tone: our example features a slight redness in some areas of the face.

Creases in the overalls and jackets of both sets of figures were also carefully highlighted with dark and light shades to enhance the appearance of work-stained workwear further.

Wonderfully painted figures that bring to life the detail incorporated through the 3D printing process. (BC)



Pre-wired SMS LED

MODEL RAILWAYS running in darkness are atmospheric, with locomotive firebox glow, headlights and carriage lighting standing out amongst the gloom. Adding lights to building interiors enhances the effect and is now a much simpler proposition with Scale Model Scenery's pre-wired LEDs.

Each pack includes a small LED with pre-attached red and black wires, a 470Ohm resistor, and a section of 3mm heatshrink tube.

Intended for use on 3volt DC power – or 12volt DC with the supplied resistor attached to the red wire – the LED is small, measuring 2mm X 1.2mm and will illuminate with a warm white colour.

Sure to light the way when adding interior lighting to kit-built or ready-made structures. (BC)



- **Gauge:** N/A
- **Price:** £1.25 each
- **Cat No:** WWSMD-KIT
- **Site:** *www.scalemodelscenery.co.uk*

Parkside LNER bulk grain wagon

- **Gauge:** 'OO'
- **Price:** £18.95
- **Cat No:** PC13
- **Site:** *www.peco-uk-com*
- **Era:** 3-6



PARKSIDE MODELS has released its new London and North Eastern Railway (LNER) Bulk Grain wagon kit for 'OO' gauge - a complete redesign with all-new tooling.

Inside, the kit includes an instruction booklet containing numbered steps and diagrams, six grey sprues with wagon parts, three black sprues with NEM tension lock couplings for each end and ancillary wagon detail, together with four brass bearing cups, two metal wheels and a selection of transfers for adding final details with multiple options for LNER and British Railways wagons.

Construction is straightforward, with the chassis and floor built first and the rest of the wagon built onto this. When assembling the kit, it is important to ensure items are square; helpful slots located on the parts aid with this. NEM pockets allow the supplied tension locks or compatible third party couplings to be used.

A cost-effective and enjoyable way to construct a rake of impressive box vans. (BC)

Peco 'NG7' V-skip wagons

- **Gauge:** '0.16.5/NG7'
- **Price:** £34.95
- **Cat No:** OR165
- **Site:** *www.peco-uk.com*



MORE 'NG7' (O-16.5) narrow gauge wagon kits have arrived from Peco, modelling a trio of V-skip side-tip wagons, which can run on layouts in a wide range of settings.

Included in each kit are six metal wheels, 12 brass bearing cups, six kits to make tension lock NEM couplings, three pairs of sheets to create the wagon and a set of instructions to help guide you through the build.

Bearing the hallmarks of previous 'NG7' kits from the manufacturer, construction is straightforward, with the step-by-step instructions helping immensely. Tension lock couplings are included for use with the supplied NEM coupler pockets.

A super new mixed media kit from Peco, the results of which will look great on an 'NG7' quarry scene. Excellent and available now. (BC)

Laser-cut Victorian houses

- **Gauge:** 'N'
- **Cat No:** NB-306 (front), NB-307 (back), NB-308 (full)
- **Price:** NB-306 £9.95, NB-307 £11.95, NB-308 £18.95
- **Site:** *www.peco-uk.com*
- **Era:** Any



A TRIO OF NEW 'N' gauge laser-cut kits from Peco has arrived modelling a classic Victorian semi-detached house in full, along with low-relief front and rear options.

Presented in similar style to similar 'OO' laser-cut kits from the manufacturer, each is built from sheets of thin wood, with the low-relief fronts containing three sheets, the low-relief back four and the complete house comprising seven sheets.

Assembly is clear-cut, with step-by-step instructions complete with diagrams. Each building features windows, paving stones around the circumference and - on some kits - full walled gardens. When built, each kit has a footprint of 87mm x 35mm, 53mm or 87mm depending on the build. Just add furniture and lights. (BC)

www.keymodelworld.com

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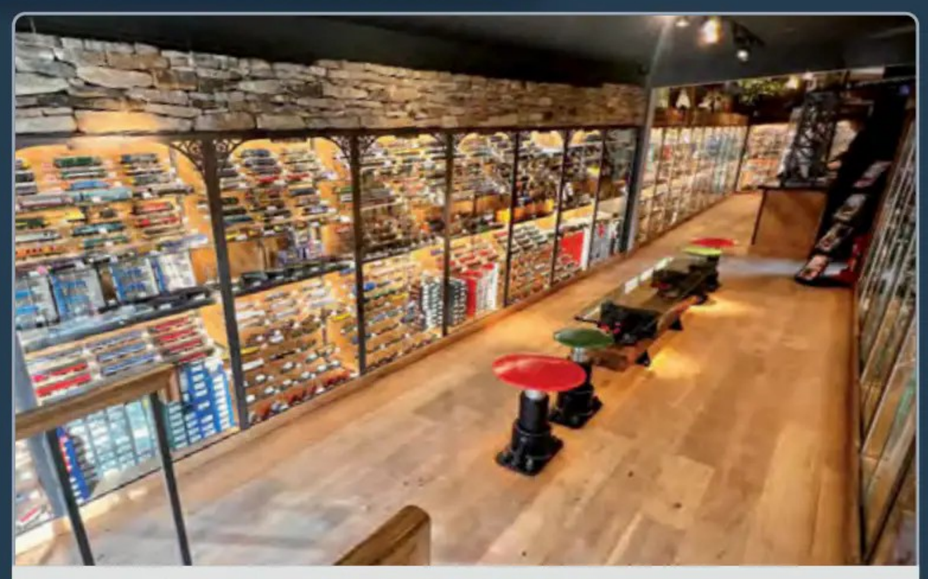

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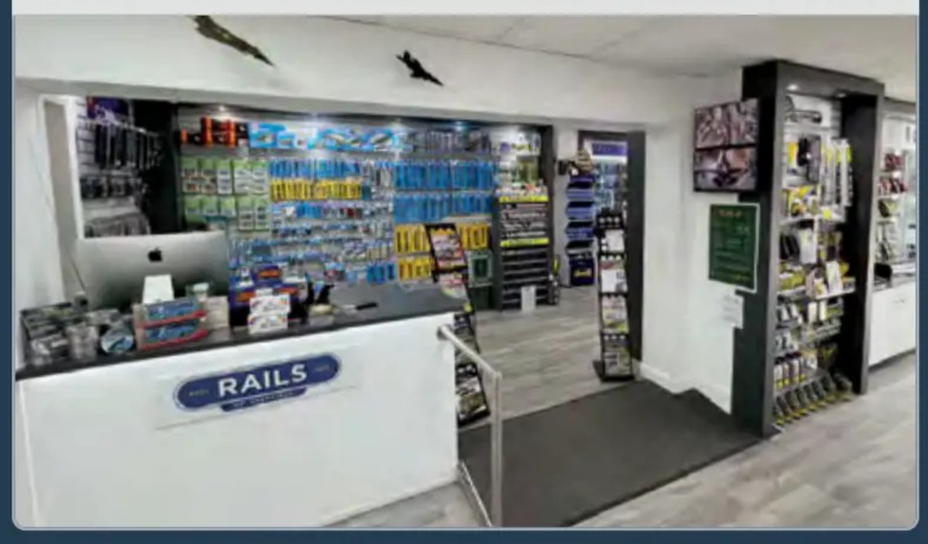



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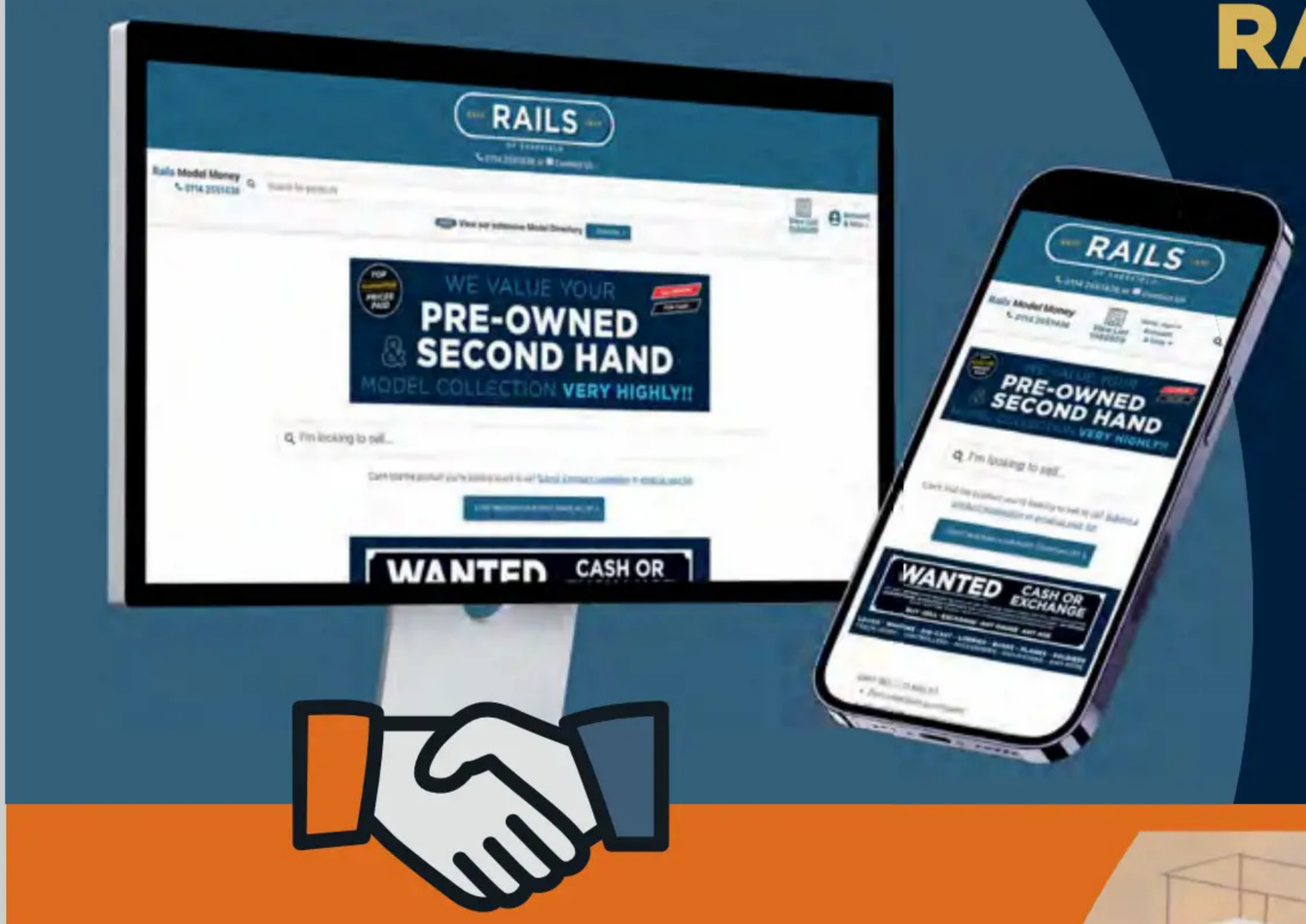

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WOW!! SOME OF OUR Google Reviews ★★★★★ FANTASTIC REVIEWS

P. Wynne ★★★★★

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The team at RoS couldn't have been any more helpful. The knowledge and expertise they have is unbelievable and nothing is too much trouble.

This was my first purchase from them and it definitely is going to be the first of many more. I can't recommend this place enough and 5 star's isn't enough. Thank you.

S. Robertson ★★★★★

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

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

T. Rogers ★★★★★

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

T. Shakespeare ★★★★★

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

P. Woodcock ★★★★★

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

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

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

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'McRAT' SOUND

SCOTTISH SPECIAL

Heljan's new Class 26 for 'OO' gauge presents a simple entry to digital sound upgrades. **MIKE WILD** shows how in six simple steps.

The Sulzer engined Class 26s had a distinctive sound which is simple to replicate with Heljan's new model for 'OO' gauge using an ESU chip and Legomanbiffo sound from DC Kits. On June 23 1981, 26010 and 26044 leave Edinburgh Waverley. John Chalcraft.

SOUND UPGRADES don't have to be complex to be rewarding, and the new Heljan Class 26 makes that point loud and clear. This newly tooled model arrived with retailers at the end of January and offers a range of new identities for the class in 'OO' gauge.

It has been designed with sound in mind and features a removable roof cover for access to the decoder socket as well as factory-fitted baffles to accept a pair of 15mm x 11mm cube speakers to play sounds from a suitable decoder.

Fitting the speakers is straightforward but a little tricky as it requires the main Printed Circuit Board (PCB) to be released from the chassis and slewed to the side for access to fit the speakers. The openings, however, are designed to accept standard 15mm x 11mm cube speakers and no soldering is required as their spring tabs connect to pads on the underside of the circuit to take their power.

Our decoder of choice is a Legomanbiffo sound profile loaded onto an ESU 21-pin decoder which also takes care of the lighting functions on the new Heljan Class 26 including directional lamps, cab and engine room illumination.

This sound upgrade took less than 15 minutes to complete from start to finish and brings this characterful Scottish Bo-Bo diesel to life. Look out for a video demonstration showcasing the finished model on Key Model World during February.

● **Visit *www.keymodelworld.com/digital-sound* to read our full collection of sound installation guides.**

WHAT WE USED

PRODUCT	SUPPLIER
Legomanbiffo Class 26 ESU 21-pin sound chip	DC Kits
ESU 15mm x 11mm cube speakers, x2	DC Kits

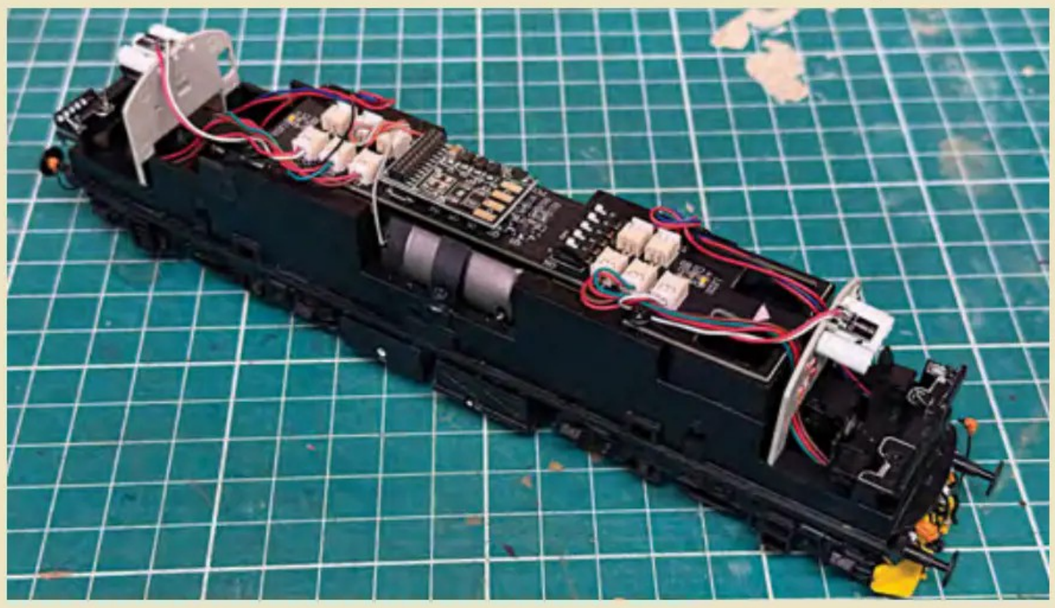
STEP BY STEP

INSTALLING SOUND IN HELJAN'S 2025 CLASS 26 MODEL FOR 'OO'

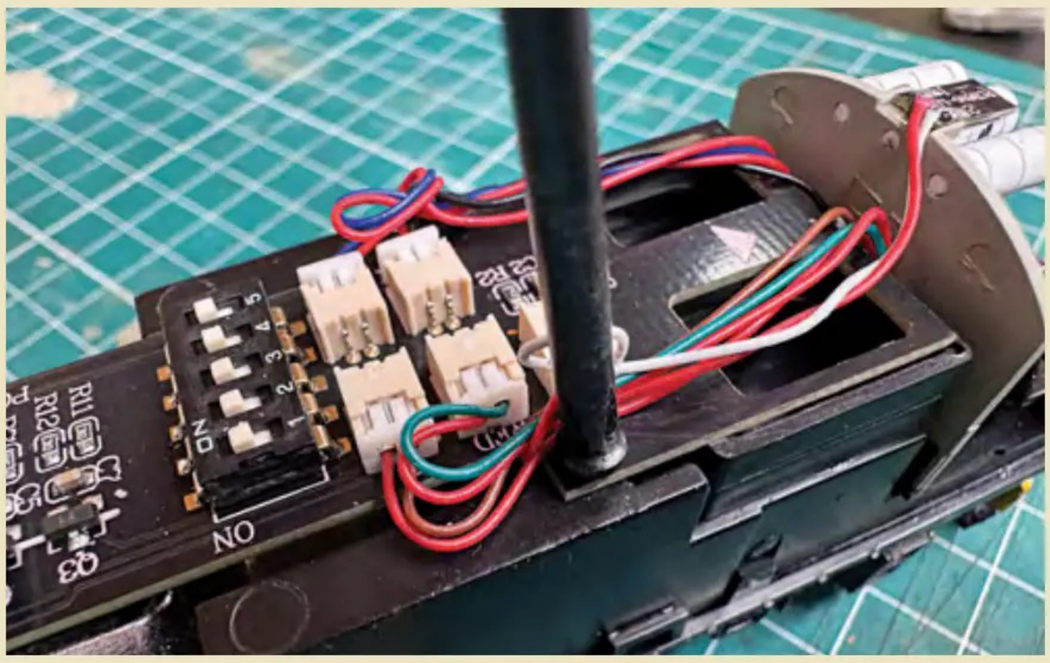
Beginner — Intermediate — Advanced — SKILL LEVEL



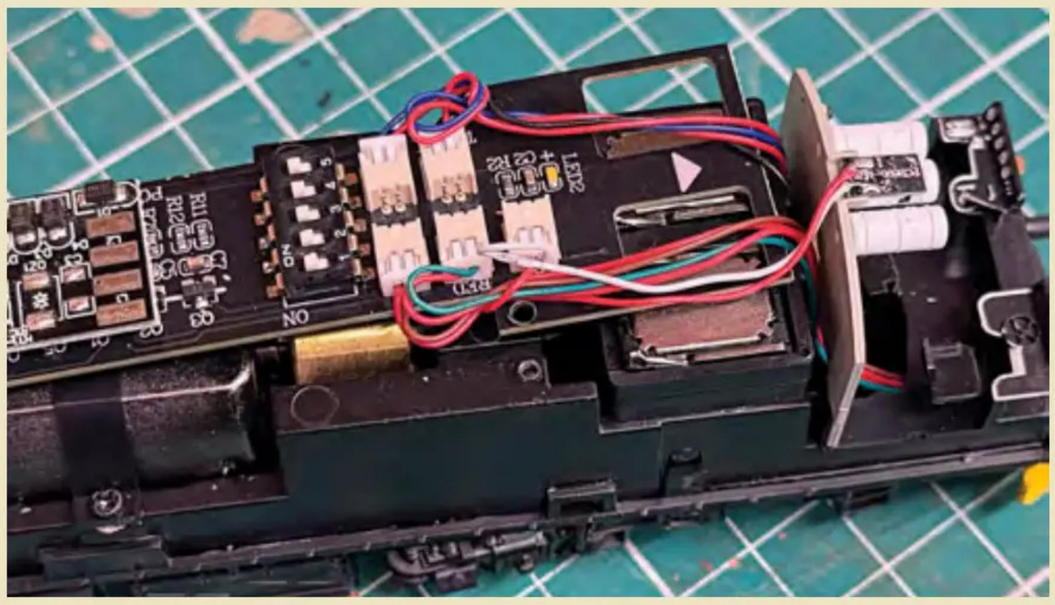
Heljan's new Class 26 for 'OO' gauge is designed for a simple sound upgrade, however the first batch don't have factory fitted speakers so these will need installing alongside an ESU 21-pin chip.



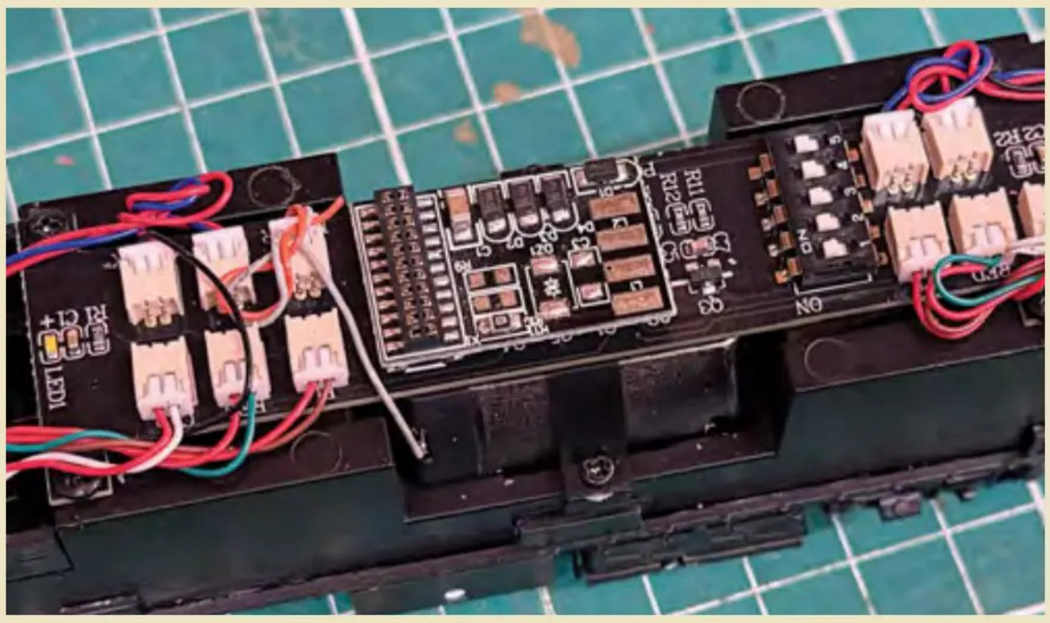
The body is clip-fitted to the chassis which makes it simple to remove. Light pressure to pull out the bottom edges unclips it to reveal the internal workings. The 21-pin decoder socket is located at the centre while space for two 15mm x 11mm cube speakers is provided.



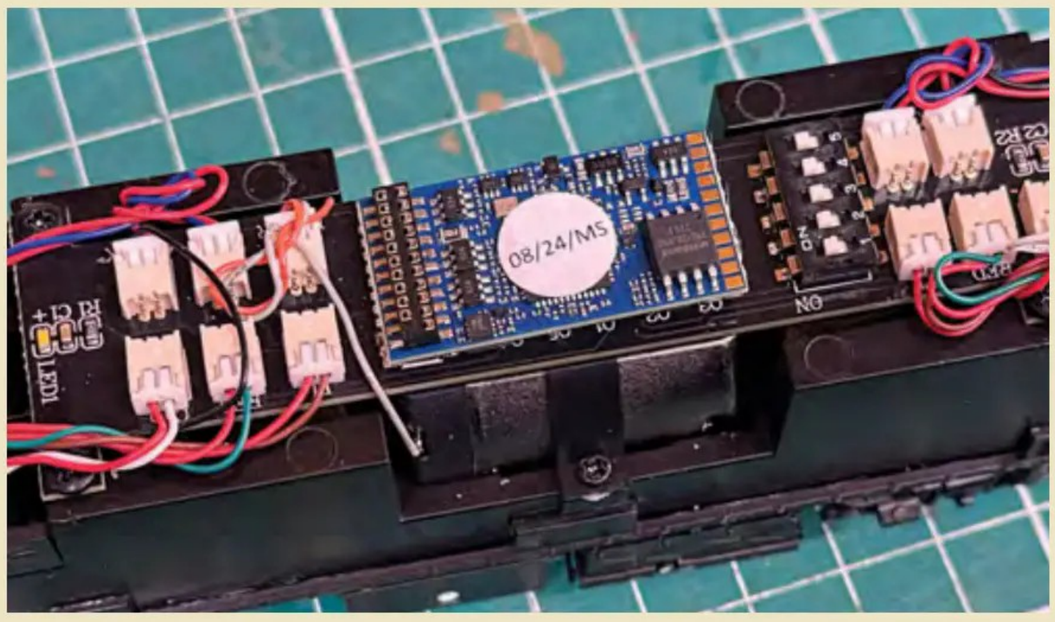
To fit the speakers, the four circuit board securing screws need to be removed from the top of the chassis block. These are located in pairs at each end of the circuit board. Keep them safe for reassembly.



To fit the speakers, the circuit board can be moved side to side once the screws have been removed. It is essential to get an airtight fit for the speakers – we added a bead of superglue around their gaskets to ensure they were sealed to the baffle below.



With the circuit board refitted we can now move on to fit the decoder. It is pre-loaded with a Legomanbiffo Class 26 sound profile meaning that all we need to do is remove the factory blanking plate. Take care when doing this so as not to distort the pins.



To complete the installation, the ESU decoder is plugged in on the 21-pin socket. The blank pin sets its alignment while positioning of the decoder also restricts its orientation to the correct way. 26023 is now ready for its body to be refitted and return to service.

WHITECHAPEL

Early 1898 is the timeframe for **HENRY KING's** rendition of how the railway looked in London at the time – with an eclectic collection of meticulously researched rolling stock, all built to 'EM' gauge.

PHOTOGRAPHY, JONATHAN NEWTON

1 A London, Tilbury & Southend Railway Nasmyth-Wilson 4-4-2T departs from Whitechapel station with a six-coach boat train bound for Tilbury, as Great Eastern Railway Johnson 2-4-0 33 rumbles across the viaduct above with a short freight.

GAUGE **'EM', 18mm** | SCALE **4mm: 1ft** | SIZE **16ft x 4ft** | REGION **LONDON** | PERIOD **1898** | CONTROL **ANALOGUE**

WHITECHAPEL in 1898 was still a terminus of the East London Consortium - an association of the London Brighton & South Coast (LBSCR), South Eastern (SER), London, Chatham and Dover (LCDR), Great Eastern (GER), Metropolitan (MR) and the Metropolitan District (MDR) railways. I also run a train of North London Railway stock.

Planning began in the 1970s but construction did not start until around 2008, with baseboards and track laying enabling me to begin running trains in 2009. I had no intention of exhibiting Whitechapel, but greatly enjoy showcasing it to visitors. The scenic section is 12ft x 4ft, with a 4ft x 4ft storage yard. It is built to 'EM' gauge – 18mm as opposed to 'OO's un-prototypically narrow 16.5mm and is a comfortable compromise between 16.5mm and the rigorous accuracy demanded of »



2 The driver of Great Eastern Railway Massey Bromley 0-4-4T 97 carefully positions a short rake of four-wheel open coal wagons beneath Whitechapel's dockside cranes.



3 Left: **LBSCR 'Terrier' 0-6-0T *Thames* is about to be turned, ready to run round its train ahead of the return journey from Whitechapel.**

4 Below: **A Great Eastern Railway (GER) Holden 'P43' 4-2-2 slows on approach to Whitechapel station with a troop train. Station pilot GER 'Little Sharpie' 2-4-0 33 shunts wagons in the sidings.**

5 Right: **The crew of North London Railway Adams 4-4-0T 113 prepare to uncouple the locomotive before drawing forward onto the turntable at Whitechapel station.**





‘P4’ (18.83mm gauge) scale. The operation, like me, is entirely analogue.

My childhood in the 1940s was spent in the South West suburbs of London where most trains were either red, on the Underground, or green, and were all electric. I seldom saw a steam locomotive. However, once or twice a year I visited my grandparents in rural east Essex. This involved a wonderful steam journey from the original Liverpool Street terminus of 1872. My barber also influenced me: if there was a queue, he provided reading material including the *Railway Magazine*. I was hooked.

I started modelling in my very early teens, producing items of rolling stock from Skinley blueprints, but was never satisfied. None survived. I was commissioned into the Army at 19 and served for 25 years during which absolutely no modelling went on, but the enthusiasm survived. Towards the end of my service, I had an eight-coach GER train and Holden 2-4-0 locomotive built for me by West Coast Scale Models in ‘EM’ gauge. This persuaded me I was not cut out for modelling but gained huge satisfaction from historical railway research.

OPERATION AND ATMOSPHERE

In 2007, we moved into a house with a suitably large attic where Whitechapel was finally put together. Here I must pay tribute to all the friends on whom I have constantly relied - Graham Rayner and White Rose Modelworks (conventional baseboards and A-frame supports), Nigel Digby (backscenes) and Norman Soloman (hand built trackwork, electrics and signalling). I must also thank Lawrie Loveless at Pateley Bridge, GA Harrison of Carmarthen, Ray Mansfield of IKB Models, Eric Robinson, Allan Sibley, John Turnbull of the Historical Model Railway Society and Tony Gee of the EM Gauge Society (locomotives and rolling stock). Geoff Taylor is entirely responsible for creating all the buildings, working largely from contemporary illustrations in *Lost London 1870 -1945* and *Panoramas of Lost London*,



6 Left: **Whitechapel's distinctive Metropolitan District and East London Railway station buildings leave nothing to chance, advertising their respective services from the platforms above.**

7 Below: **The signaller is kept busy as North London Railway Adams 4-4-0T 113 eases away from Whitechapel station with a ten-coach rake of carriages, book-ended by two four-wheeled lantern roofed brakes, while the station pilot heads a short rake of coaches from the terminus towards the docks.**

8 Right: **A couple of dockers head for home after a quick stop at one of the local hostelries.**

both from English Heritage volumes, also *Dickens' Victorian London 1839-1901* by Alex Werner and Tony Williams. The only constructive contributions I can claim to have made are the two terminus platforms and the coaling bay.

There are two controllers, independent of each other. One is situated next to the storage yard, the other at the station throat. This enables two trains to be run simultaneously, but either controller can operate the full length of the layout individually. I have also attempted to introduce Victorian advertising to a realistically excessive level, but this is still very much a work in progress. If you look very carefully at the extreme left-hand advertisement on the Metropolitan District station building, you will notice the MDR was issuing reduced cost tickets to Putney Bridge to watch the 1898 University Boat Race taking place on March 24. This was





the last of a sequence of nine Oxford wins, dating my layout to February/March 1898.

The frontage of the two adjacent stations, East London on the right and Metropolitan District on the left, face onto the bustling Mile End Road. However, unlike the real thing, the model doesn't yet 'bustle' enough. It lacks hawkers, tradesmen, a barrel organ, an omnibus or two, horse-drawn traffic, waifs, strays and policemen. These will appear as time allows.

All points and signals are manually-operated and the signals are activated by the point settings, although I admit that a signal at danger does not necessarily prevent a train passing it. Mea Culpa!

In contrast, it gives me great satisfaction when an incoming train stops at the platform column indicating where the track-based automatic uncoupling magnet is situated. This uncouples the locomotive, allowing it to move at walking pace onto the sector table before running round its train.

ROLLING STOCK

In addition to the detail incorporated into the layout, several models are based on specific prototypes, including GER Massey Bromley 0-4-4T 097 (1879-1912) and six four-wheel suburban coaches (1880), along with GER Johnson 'Little Sharpie' 2-4-0 33 (1878-1910) for station pilot and freight duties. GER Holden 'P43' No.10 (1898), seven six-wheeled main line coaches (1890) and one four-wheeled lantern roofed Brake Third (1883) are used on a troop train. Main line traffic is seldom seen at Whitechapel, but there is war in South Africa at the time. No.10's train is one of »

"I had no intention of exhibiting Whitechapel, but greatly enjoy showcasing it to visitors."

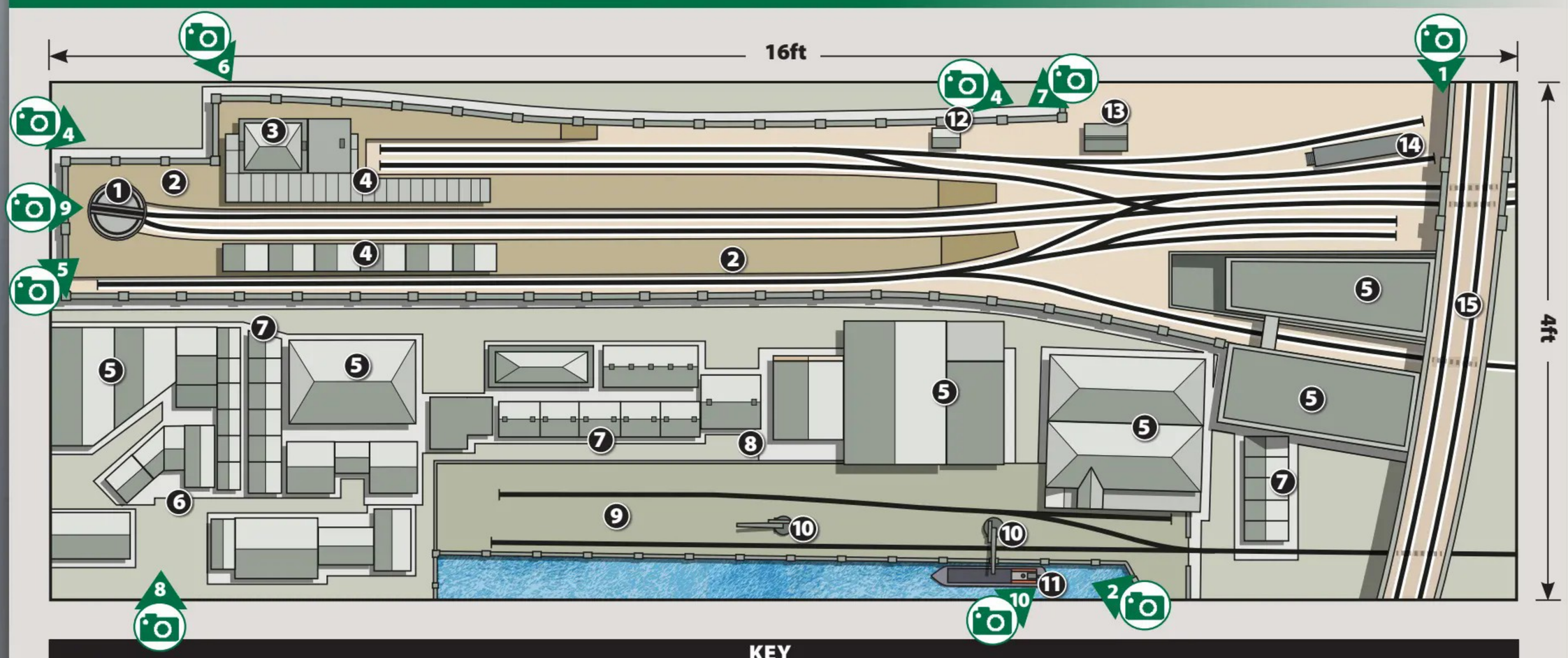
HENRY KING

9 Right: **London, Brighton & South Coast Railway 'Terrier' 57 *Thames* arrives at Whitechapel with a train of eight oil-lit four-wheeled close-coupled carriages.**

10 Below: **Metropolitan District Railway Beyer Peacock 4-4-0T 53 eases its seven-coach train of four-wheeled coaches over the viaduct, as a Great Eastern 0-4-4T shunts wagons on the dockside.**



WHITECHAPEL TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 Turntable	4 Platform canopy	7 Houses/flats	10 Crane	13 Water tower
2 Platform	5 Warehousing	8 Public house	11 Barge	14 Coaling bay
3 Whitechapel station	6 Shops	9 Dockyard	12 Signalbox	15 To/from storage yard



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several troop specials, in this case bringing the 2nd Dorset Regiment from Colchester to London Docks for embarkation. This arrives at Platform 4 and the locomotive is uncoupled, due to being too heavy for the dockside road. 33 backs on and completes the journey. 10 returns light engine 'plus pilot' to Stratford.

Further examples include MDR Beyer Peacock 4-4-0T 25 (1871-1905), plus seven-coach train of 1871 four-wheeled coaches, MDR Beyer Peacock 4-4-0T 53 (1885-1905) and ten 1890 close-coupled four-wheeled coaches and NLR Adams 4-4-0T 113 (1869-1910) together with eight contemporary four-wheeled coaches and two four-wheeled lantern roofed brakes. These are supplemented by London Tilbury & Southend Railway Nasmyth-Wilson 4-4-2T 31 St. Pancras (1892) and a six-coach Tilbury boat train of four-wheeled stock built between 1876-1884, as well as LBSCR Stroudley 'Terrier' 0-6-0T 57 *Thames* (1876) and eight oil-lit four-wheeled close-coupled stock (1872/1874). Although Whitechapel is primarily a passenger terminus, there are 29 wagons and vans in the yard representing a wide selection of the stock of various railway companies country-wide, and an equivalent number of private owner wagons, including several with dumb buffers.

Thinking ahead, I am aware of my mortality and am in the process of rehoming it to two experienced railway modelling friends who understand it and assure me they will maintain and develop the layout with a view to exhibiting it. And there you have it; my take in miniature of what I regard as the late baroque period of selected railways of South East England and Thamesside. **HM**

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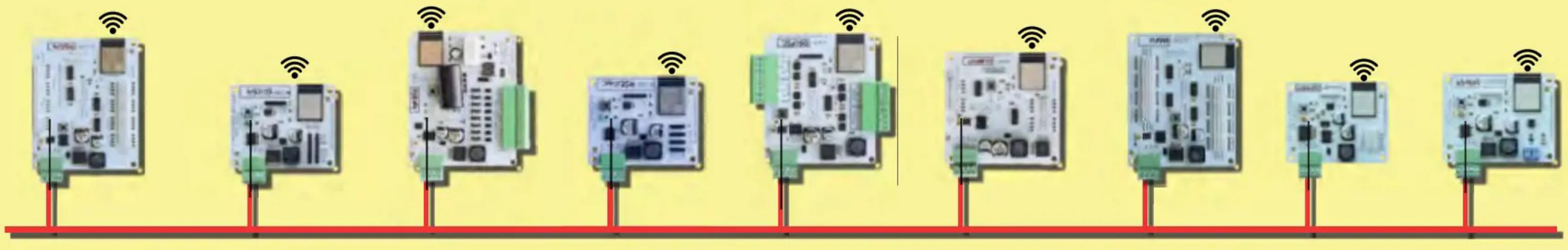

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THE WEST HIGHLAND LINE

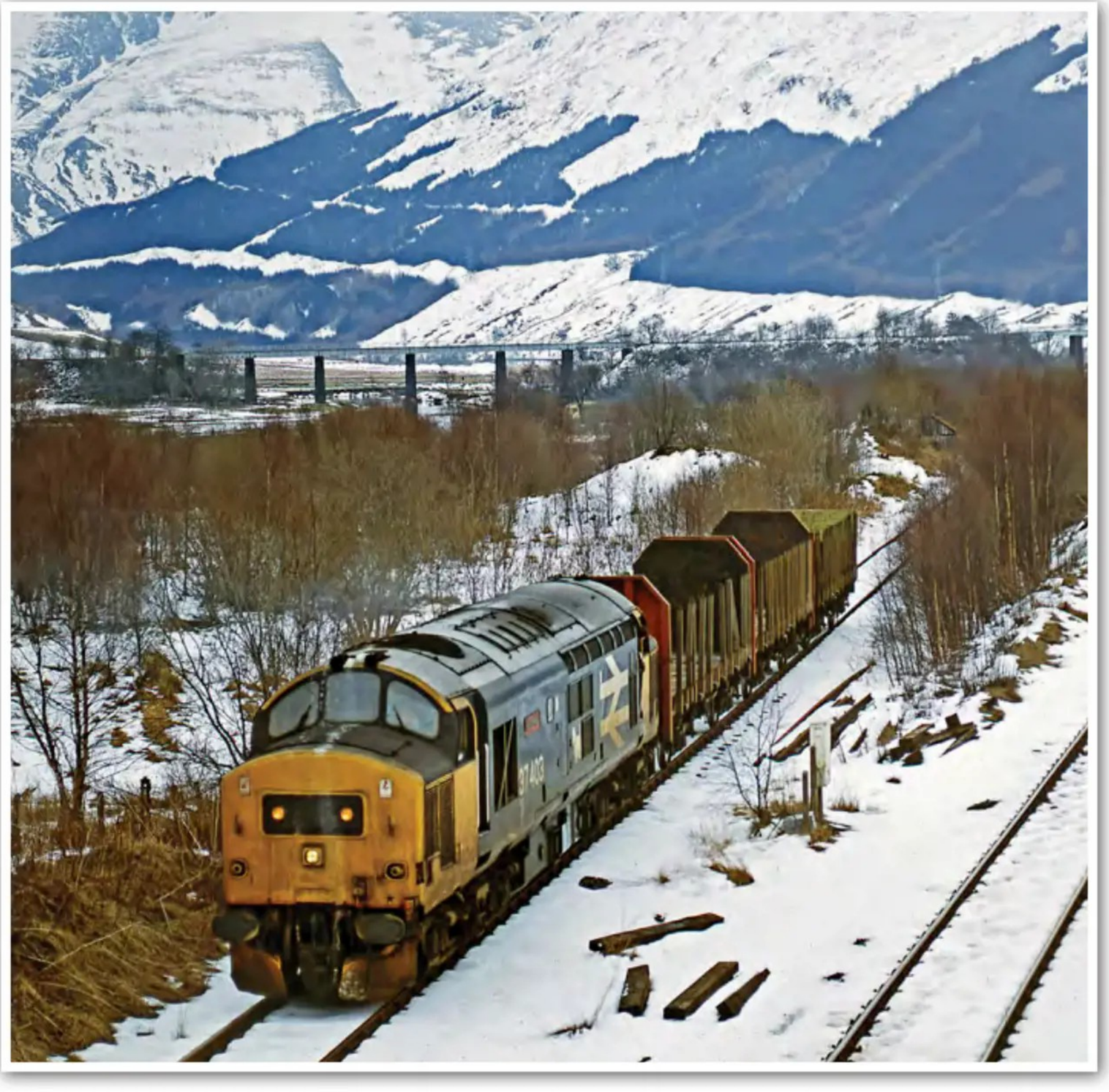
SCOTTISH SPECIAL

Now visited by hundreds of thousands of tourists every year, the West Highland Line was and remains a vital route to a remote part of the Scottish Highlands once thought impossible for railways to penetrate, as **EVAN GREEN-HUGHES** recalls.



Right: **Class 37/4 37403 *Isle of Mull* in BR large logo blue departs Crianlarich Lower Junction with a Mossend to Oban freight on March 13 1987. The line to the right is the connection to the West Highland Line (WHL) at Crianlarich. Note the WHL viaduct in the distance.** John Chalcraft/*Railphotoprints.uk.*

Below: **On a crisp clear day in the West Highlands, Stanier 'Black Five' 4-6-0 44871 approaches Corrour with a short rake of BR Mk 1 coaches on October 16 2010.** Gordon Edgar Collection/ *Railphotoprints.uk.*



IN THE LATTER YEARS OF THE 19th century, despite the industrial revolution in other parts of the country, the North West of Scotland was still a very isolated place. The population scraped a living from small crofts or sheep farming, left poorer by the actions of successive large landowners who had cleared large tracts of land for mass sheep rearing and forestry. Most towns and villages were very small, except for a few coastal settlements where advantage had been taken of the rich fish stocks to be had in adjacent waters.

One way more wealth could be brought into the area was by the construction of railways and many such schemes were promoted from the 1850s onwards, but most foundered due to the sheer impracticality of building lines through such hostile and desolate countryside. Others failed due to opposition from landowners while some of the more practical schemes could not be financed due to investors being - often rightly - put off by a perceived lack of potential traffic.

It is said that what was to become the West Highland Railway was conceived in the mid-1880s in a mail coach as it travelled slowly between Fort William and its nearest station of Kingussie. In those days the 50-mile journey took almost four-and-a-half hours and the sole passenger, a Mr Boyd, is said to have been motivated to do something about connections to his home town when he arrived at Kingussie to find that day's newspapers already on sale, whereas he was used to them not arriving at Fort William until the evening or even the following day.

Boyd subsequently set about attracting interest in the building of a railway from Loch Long, north of Glasgow, to Fort William, and when approaches to the Caledonian Railway were rebuffed, he went to the North British Railway, which was much more receptive. This allowed the adoption of a route not thought of before – branching from the North British line at Craigendoran and running via Loch Long, Loch Lomond and Ardlui to Crianlarich, from where it would strike north over Rannoch Moor for around 30 miles before entering Fort William from the east. The advantage of this route was that most of the land over which it was projected was owned by people who supported a railway.

CONSTRUCTION STARTS

Permission to construct the line was given in 1889. The task at hand was not to be underestimated, with much of the route being at least 1,000ft above sea level and across boggy land, with little infrastructure to support the contractors' efforts. Construction began in five different areas with some of the camps nearest Glasgow supplied by boat but others relying on coach roads or even ancient tracks. Eventually more than 5,000 men were employed on the project.

To keep costs down, the railway followed contours where possible, avoided tunnelling and was designed so material did not have to be moved far, thus a balance was made between cuttings and embankments. This approach led to some sections being built with severe gradients, sometimes as steep as 1-in-58, which would later have a serious effect on the operation of the line. Despite this, more »

than 120 bridges were required which consumed more than 4,000 tons of steel. Meanwhile, at Rannoch Moor, the railway was floated across the bog on turf and brushwood, just as George Stephenson had done at Chat Moss 60 years before, and at Fort William the fort which had given the town its name was demolished in favour of an engine shed.

The line was ready for opening in August 1894, just in time for the tourist season, and it was an immediate success, particularly attracting a large number of sportsmen whose numbers demanded the employment of temporary clerks at Rannoch during the shooting season. Goods traffic flourished too, allowing coal and finished goods to flow into the area while outgoing traffic included fish and livestock, both living and dead. One unusual feature arising from this was a special chute at Rannoch which enabled the carcasses of deer to be loaded up ready for transport by train.

In one respect though, the West Highland Line did not succeed and that was in the development of Fort William as a port. One of the reasons for this was that harbours further west were more convenient for shipping and almost 100 miles nearer by sea to the fishing grounds. To tackle this deficiency, an extension line was proposed which would run from Fort William to an enlarged harbour at Mallaig. As it was unlikely that this line could ever generate enough money to be economical, the Government stepped in with financial guarantees, one of the first times that this had happened.

TO MALLAIG

Consequently, in 1897, work on the extension commenced under contractor



A pair of Reid 'D34' 4-4-0s - 62496 *Glen Loy* and 62471 *Glen Falloch* - head away from Ardlui with the 2.56pm Fort William-Glasgow Queen Street train during filming for the BBC *Railway Roundabout* programme on May 8 1959. W.J. Verden Anderson/Rail Archive Stephenson.

Robert McAlpine, which had been involved with the West Highland since the initial surveys almost ten years previously. McAlpine knew the railway would have to be built as economically as possible and this was one of the reasons that he used mass concrete in the construction of many of the line's major features, a relatively new technique at the time.

At last, after the construction of 39 miles of railway line, 100 cuttings, 11 tunnels and six viaducts, the extension was completed and therefore on March 31 1901 the first boat passengers from the island of Lewis were able to get on a train at Mallaig and travel to Glasgow. Coal brought in by rail was suddenly cheaper than local peat, while fish caught in the Atlantic could be sent out to markets such as London within the day.

Completing the story, mention should also be made of the original Callander and Oban Railway route, much of which closed in the mid-1960s. However, a section was retained between Oban and Crianlarich, which had been linked with the West Highland Line (WHL) via a junction connecting the two routes. Now considered part of the WHL, the Oban route currently enjoys up to six trains a day between the port and Glasgow Queen Street.



With the West Highland Line's distinctive chalet-style station buildings visible in the distance, Class 37/0 37261 *Caithness* leaves Bridge of Orchy with the 'Royal Scotsman' on July 15 1987. John Chalcraft/*Railphotoprints.uk.*

BESPOKE TRACTION

Such a remote and mountainous line presented its own problems for the operating department, which over the years have given rise to a number of classes of locomotive specifically designed for work there. Matthew Holmes of the North British produced the 'West Highland Bogie' class in the early days, which was an adapted version of his three-cylinder 4-4-0, but this time with smaller driving wheels, bigger boiler and better brakes. Twelve of these were ready for the opening while members of his 'C' 0-6-0s were drafted in for the goods work. William Reid designed more powerful 4-4-0s and 0-6-0s for the same work, but it was his 'Glen' class of 1913 which became synonymous with the West Highland Line. These capable 4-4-0s, all named after Scottish Glens, were actually not specifically designed for the route but worked all manner of trains including fast fish specials that ran daily from Mallaig.

By the 1930s the line had passed into the ownership of the London and North Eastern Railway and this coincided with increased passenger train loads, which resulted in double-heading in summer. Gresley dealt with this by sending north some of his 'K2' 2-6-0s which had originally been designed for fast freight work, which were then personalised with 'Loch' names. These engines could haul 40tons more than their predecessors but were still not as powerful as the railway demanded. This led to the West Highland Line's final example of bespoke traction – Gresley's famous three-cylinder 'K4s', which came out in 1937. Capable of hauling 300 tons, 80 more than even a 'K2', they were an instant hit with enginemen and became the class most associated with the route. The most famous member of this class, 3443 *The Great Marquess*, is preserved.



Snowplough-fitted Gresley 'K2' 2-6-0 61774 approaches Lochailort with the 4.50pm Fort William-Mallaig in May 1956. W.J. Verden Anderson/Rail Archive Stephenson.

After nationalisation LMS 'Black Fives' began to appear and these were later joined by some BR Standard types. These excelled on the route and held the fort for steam until the diesels arrived, mainly in the form of BRCW Class 27s, which became readily associated with the line. They were replaced with the charismatic Class 37s which took over all passenger workings, particularly after steam heating was abolished. Batches of these locomotives duly received Scottish-flavoured names, with the '37/4s' in large logo livery proving particularly popular. In the late 1980s most passenger services went over to Diesel Multiple Units, with the reliable Class 156s working the West Highland Line. Freight remained in the hands of Class 37s, although Class 66s and 67s subsequently began to appear on the heavier trains and eventually replaced them. Sleeper trains continued to be locomotive hauled, changing from Class 37 to Class 67 but latterly using specially-upgraded Class 73s, often with a Class 66 for added power and reliability.

SPECIAL TRAINS

Given that the West Highland has become known as one of the most scenic lines in the world, it is not surprising that it has become the destination for many specialist workings. These have included tours that featured hotel accommodation and, in BR days, the Special Trains Unit operated charter trains which included sleeping accommodation. Nowadays the line is frequented by luxury trains such as 'The Royal Scotsman' aimed at the American market, as well as specials worked by operators such as Locomotive Services including by High Speed Trains – a type which never approached the route in BR days.

Of course, the West Highland Line has now become internationally famous due to its use in the Harry Potter films, which feature the impressive Glenfinnan Viaduct. As a result, the Mallaig extension has become the only current Network Rail route to feature a regular timetabled steam-worked service – West Coast Railways' 'The Jacobite'. This travels to Mallaig twice-daily in the summer season and is usually hauled by one of the 'Black Fives' that were once so predominant on the route.

The West Highland line is truly one of the greatest railway journeys on earth and still serves as a testament to those Victorian engineers who built a line through forbidding country, opening up a wild and remote part of the world for us all to enjoy.

HM



An overview of Tom-na-Faire depot at Fort William on May 28 1978. Amongst the motive power on depot that day were Class 27 27109 and Class 37/0 37108. The facility also housed freight stock and departmental vehicles, as well as acting as a store for civil engineering materials. John Chalcraft/*Railphotoprints.uk.*

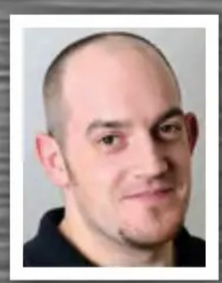
● **Read more from the Railway Realism archive at *www.keymodelworld.com/railway-realism*.**

STAFF PROJECTS

Happy retirement

Never intended for exhibitions, **JONATHAN NEWTON's** 'O' gauge take on the last years of steam is being retired before he starts work on another layout in 7mm:1ft scale.

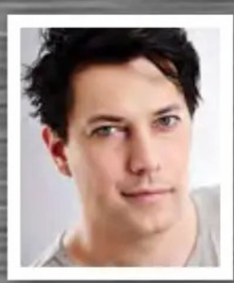
Stanier 'Black Five' 4-6-0 44894 rests between duties at Newton Grove 19F, during the layout's final exhibition appearance.



MIKE WILD
Mike has been installing DCC Concepts point motors as he continues his layout upgrade.



MARK CHIVERS
Mark has been gathering his 'OO' Southern Electric fleet ready for Model World LIVE.



JONATHAN NEWTON
Jonathan has been turning his attention to a brand-new 'O' gauge project.



BEN CHURCH
Ben has been busy dismantling and reassembling a few of his recent secondhand purchases.



Jonathan Newton's 'O' gauge exhibition layout made its final public appearance at Digitrains' open day in Lincoln in mid-January.

WHEN I built Newton Grove 19F, I had no idea just how far it would take me and also how far, literally, the layout would travel either. I was inspired to build the layout when I saw a 6ft x 2ft 'O' gauge model of Cardiff Canton Motive Power Depot (MPD) built by Stephen Fay. The modelling was amazing, the attention to detail was incredible - and I was blown away you could do so much in such a small space in 7mm:1ft scale. Full of inspiration, I built what became Newton Grove; and it's changed my life and world in more ways than I could have ever imagined.

I shared the build online in a forum and then eventually moved onto Facebook, where I started the group 7mm Scale Modelling (feel free to find and join it). I soon realised people were being inspired by what I was creating and how I was going about it. Compliments were paid to the realism of the yard, the attention to detail and the weathering.

Living in Australia at the time, I found it very humbling that many Brits were inspired by something I had created simply by researching MPDs of the 1960s and recreating what I saw in books, videos and online. In 2021, the layout was published in the *Gauge O Guild Gazette*. Shortly after this, I was contacted by Mike Wild and asked if I wanted to feature the layout in *Hornby Magazine*. After chatting to Mike about my plans to move to the UK, we kept in touch and finally in 2022 I moved to the UK and Newton Grove followed me.

2023 saw the layout arrive after a long journey by sea and settle into its new home in Yorkshire.



Turning back the clock. The locomotives are positioned on what became the ash pits and locomotive shed, during the first phase of building in 2015.

2024 was a big and busy year for Newton Grove 19F. The layout has now appeared at four exhibitions around the country and I have met many people who have introduced themselves after following its construction and now seeing it in person. I was often told it inspired them to have a go at something similar themselves and how surprised they are that you can achieve so much in 'O' gauge in a modest space of only 9ft x 18in.

While it has been fun to exhibit the layout around the country, sadly retirement calls. Newton Grove was never built to be an exhibition layout, and it is not easy to transport and assemble. If you've seen it in person, you will have noted that it's not a very high layout and making taller legs is just a little too inconvenient.

To exhibit it, I had to build an extra 4ft board, which is tacked on very simply to the end. Operationally, it is great fun. I can accommodate ten locomotives and hours can pass by simply shunting them. Its days on show are now over and it takes pride of place at home where I can keep modelling and upgrading it while keeping the layout safe.

I have fallen in love with exhibiting and therefore I am building a brand-new layout. It will be another MPD - 16ft x 3ft - with an additional two storage yard boards at either end, making it a total of 24ft long. You will be able to follow the build of this new 'O' gauge exhibition layout in Staff Projects and on *www.keymodelworld.com*. Newton Grove 19F has been a fantastic layout to build and operate and I hope I have inspired you to get into 'O' gauge modelling too. HM



A quartet of Midland Region motive power lines up outside Newton Grove 19F MPD during the layout's last public exhibition appearance.

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.

FEBRUARY 2025

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 tens 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 O 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 RISBOROUGH AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Risborough and District Model Railway Club
Location: Community Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX
Times: 10am-5pm
Prices: Adults £7, children £1
Website: *www.rdmrc.org.uk*
Features: Nine layouts, club stand, refreshments, parking and disabled access.

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: 07899 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 GAUGE 'O' GUILD SPRING SHOW

Hosts: Gauge 'O' Guild
Location: Kettering Leisure Village, Thurston Drive, Kettering NN15 6PB
Times: 9.30am-4pm

Prices: Members £12, non-members £17, under 16s £1
Website: *www.gaugeoguild.com*
Features: Eight layouts, trade support, demonstrations, manufacturers, societies, refreshments, parking and disabled access.

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 / Y.M.C.A, Station Road, Yate, Bristol BS37 4PQ
Times: 10am-4.30pm
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, accompanied children (u15) 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 NOTTINGHAM MRS SPRING SHOW

Hosts: Nottingham Model Railway Society
Location: St John's Church Hall, Nottingham Road, Hucknall, NG15 7QN
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, accompanied under 16s free
Website: *www.nottingham-modelrailway.org.uk*
Features: 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
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.

2 CHESHAM MODEL RAILWAY CLUB EXHIBITION

Hosts: Chesham Model Railway Club
Location: White Hill Centre, White Hill, Chesham HP5 1AG
Times: 10am-4pm
Prices: Adults £6, under 16s £3, family 312
Website: *www.chesham-mrc.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

8 FENLAND MODEL RAILWAY EXHIBITION

Hosts: Fenland Model Railway Club
Location: Westwood Community School, Mapel Grove, March PE15 8JT
Times: 10am-4.30pm
Prices: Adults £7, accompanied children free
Contact: 07900 262162
Features: Layouts, trade support, 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 NG34 MODEL RAILWAY SOCIETY EXHIBITION

Hosts: NG34 Model Railway Society
Location: Cranwell Village Hall, Old School Lane, Cranwell, Sleaford NG34 8DF
Times: 10am-4pm
Prices: Adults £3, concessions £2, family £6
Website: *www.ng34mrs.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

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 WOMBOURNE 2025 SPRING RAILEX

Hosts: Midarc Promotions
Location: Wombourne Civic Centre, Gravel Hill, Wombourne WV5 9HA
Times: 10am-4pm
Prices: Adults £7
Contact: 07927 059930
Features: 20 layouts, trade support, societies, refreshments, parking and disabled access.

8/9 BASINGSTOKE MODEL RAIL 2025

Hosts: Basingstoke and North Hants Model Railway Society
Location: The Blue Coat School (formerly Aldworth School), Western Way, Basingstoke RG22 6HQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10, accompanied children free
Website: *www.basingstokemrs.org*
Features: 20 layouts, displays, trade support, refreshments, parking and disabled access.

8/9 BIRTLEY MODEL RAILWAY EXHIBITION

Hosts: Birtley Model Railway Engineers
Location: Birtley Community Centre, Ravensworth Road, Birtley, Gateshead, Tyne and Wear DH3 1EN
Times: Sat 10.30am-4.30pm, Sun 10am-4pm
Prices: Adults £6, accompanied under 12s free
Contact: 07806 323860
Features: Layouts, displays, trade support, refreshments, parking and disabled access.

8/9 MOUNTSORREL MODEL RAILWAY EXHIBITION

Hosts: Ivanhoe Model Railway Society
Location: The Mountsorrel Memorial Centre, 105 Leicester Road, Mountsorrel LE12 7DB
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: TBA
Website: *www.ivanhoe-mrs.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

9 STRATFORD AND DISTRICT MODEL RAILWAY CLUB SHOW

Hosts: Stratford and District Model Railway Club
Location: Bearley Village Hall, Snitterfield Road, Stratford upon Avon CV37 0EG
Times: 10am-4pm
Prices: Free admission
Website: *www.sdmrc.co.uk*
Features: Layouts, demonstrations, trade support, refreshments, parking and disabled access.

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● Is your club or society planning a model railway exhibition?

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

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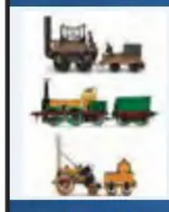

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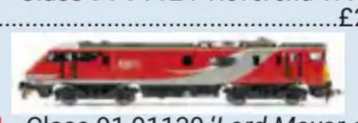

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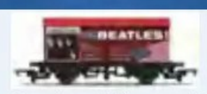

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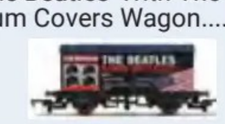

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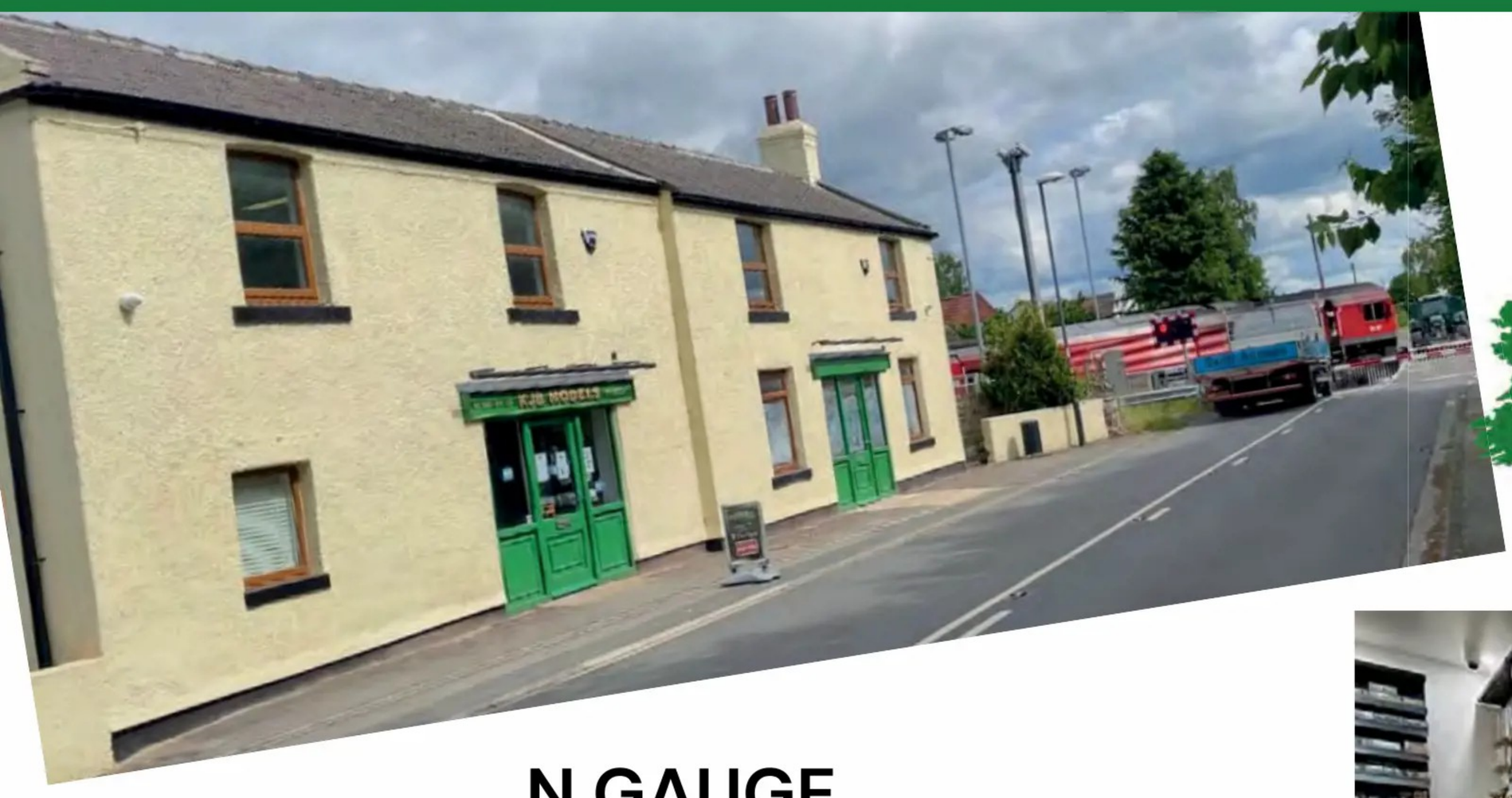



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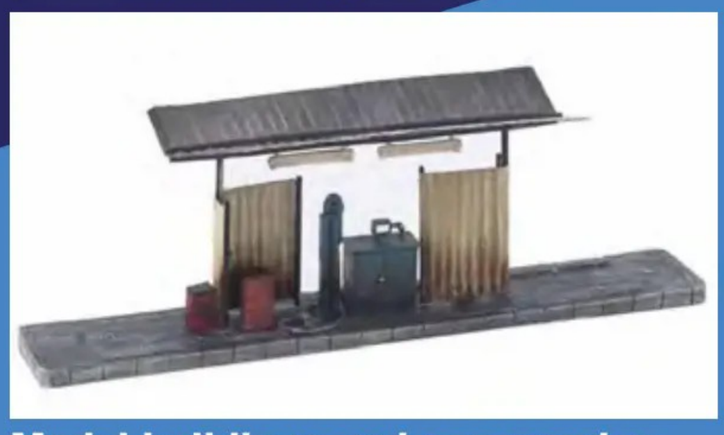

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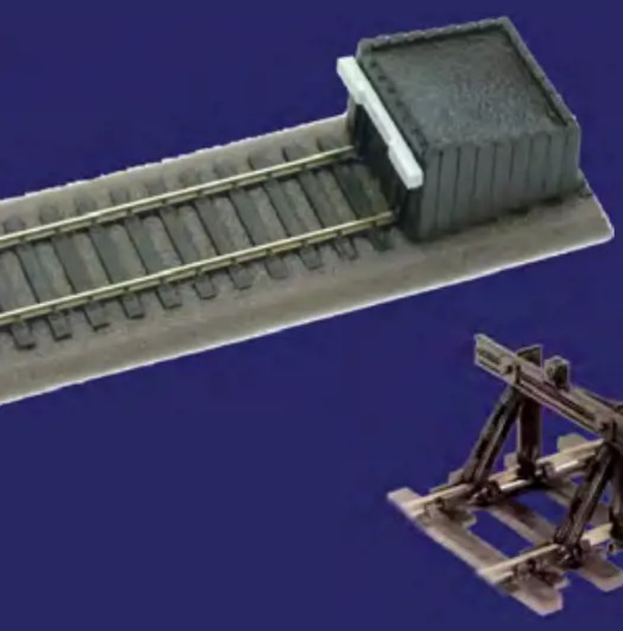



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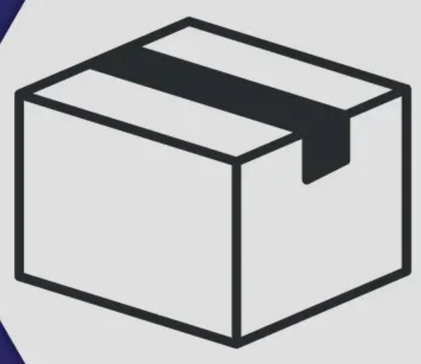

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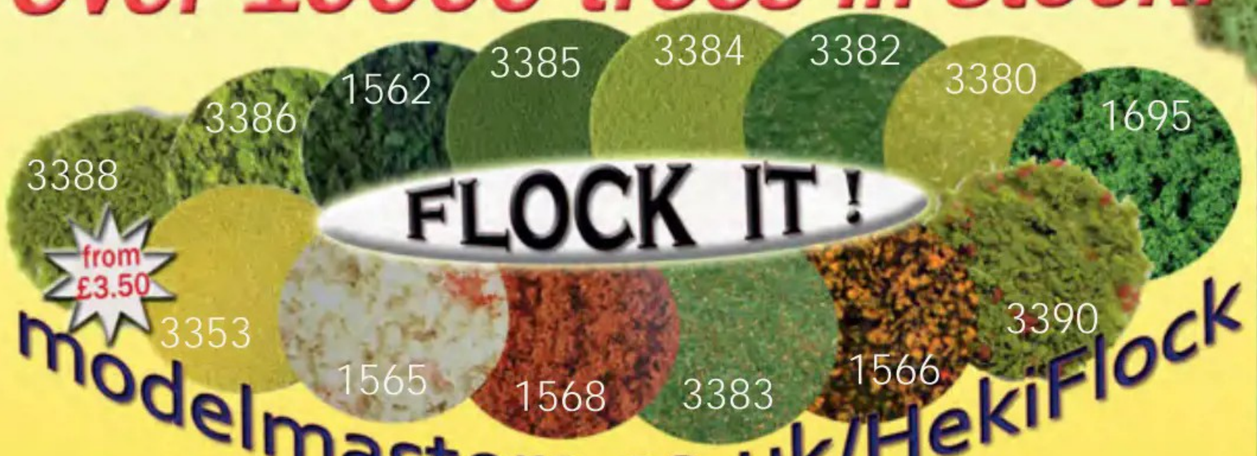



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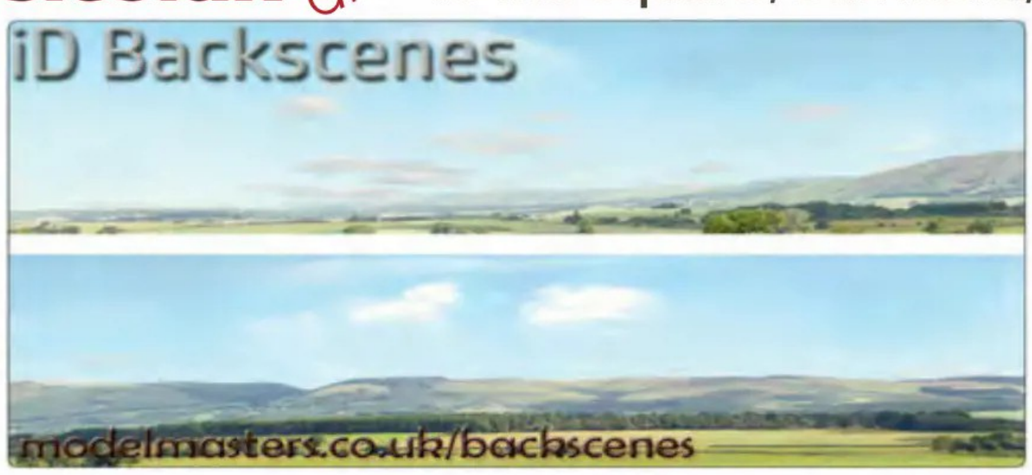



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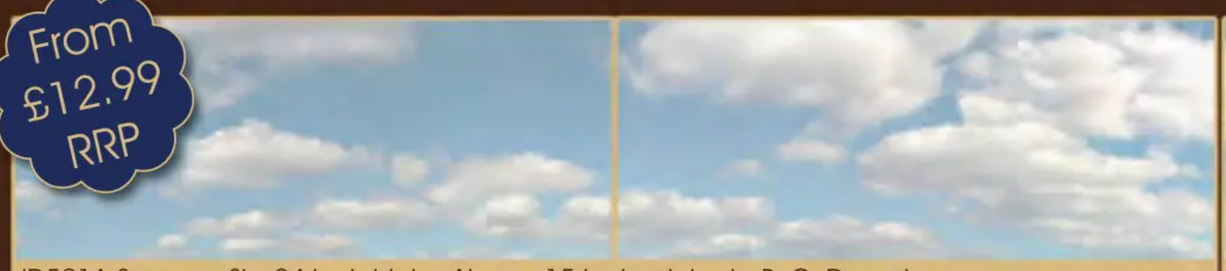
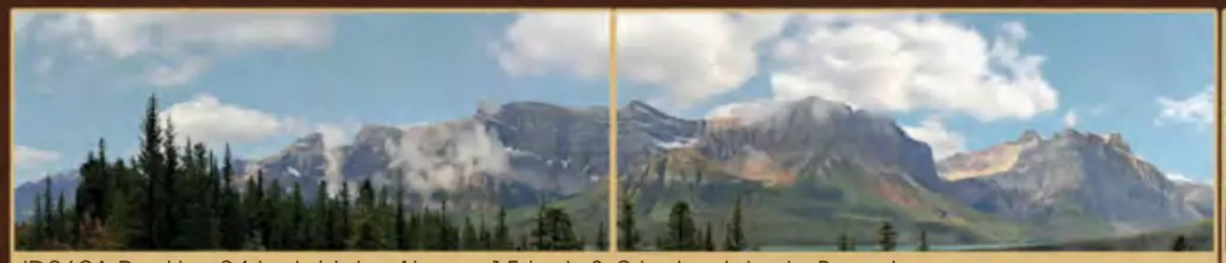
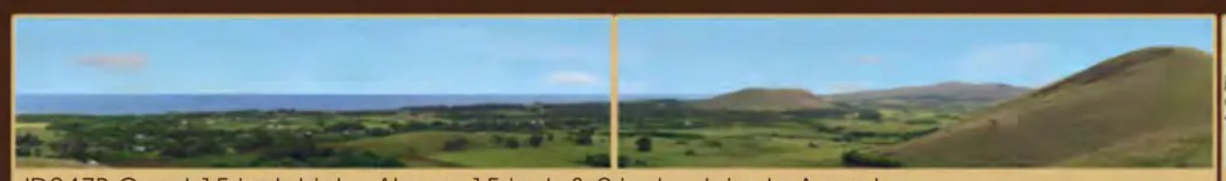

ID501A Summer Sky 24 inch high - Also as 15 inch - Joins to B, C, D packs ⇨⇨⇨

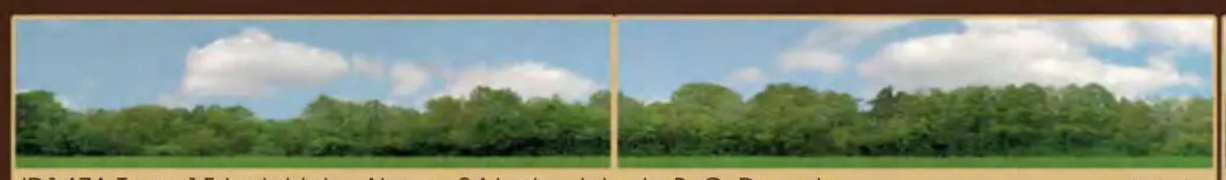

ID501B Summer Sky 24 inch high - Also as 15 inch - Joins to A, C, D packs

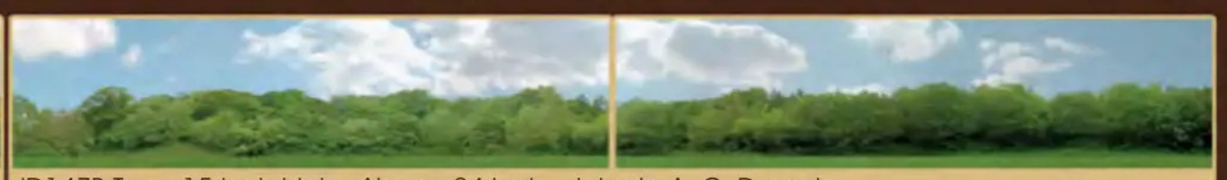

ID260A Rockies 24 inch high - Also as 15 inch & 9 inch - Joins to B pack ⇨⇨⇨


ID260B Rockies 24 inch high - Also as 15 inch & 9 inch - Joins to A pack


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


ID402 Winter Hills 15 inch high - also in 24 inch


ID147A Trees 15 inch high - Also as 24 inch - Joins to B, C, D packs ⇨⇨⇨


ID147B Trees 15 inch high - Also as 24 inch - Joins to A, C, D packs

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ID207A Hills & Dales 24 inch high - Also as 15 inch - Joins to B, C, D packs


ID503B Overcast Sky 15 inch high - Also as 15 inch - Joins to A, C, D packs


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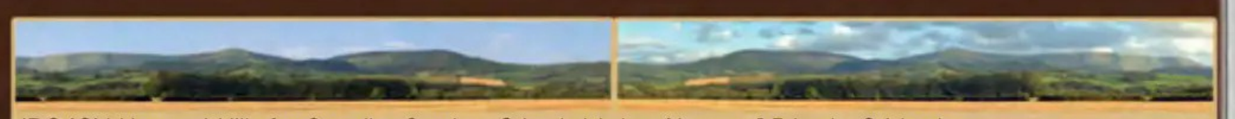
ID149A Tall Trees 24 inch high - Also as 15 inch - Joins to B, C, D packs


ID242N Harvest Hills for Smaller Scale - 9 inch high - Also as 15 inch, 24 inch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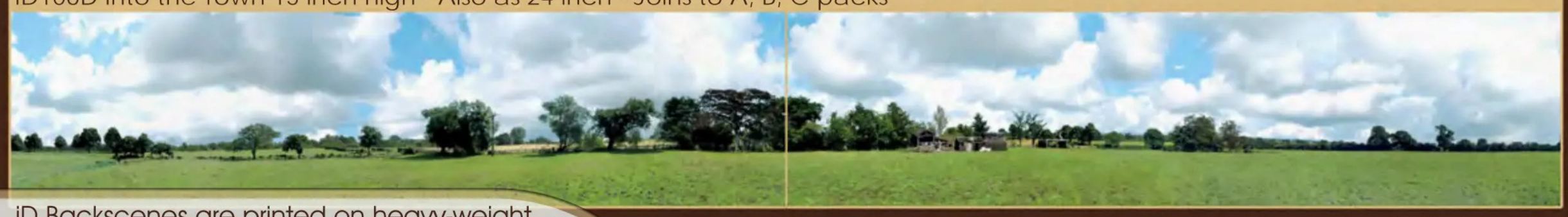
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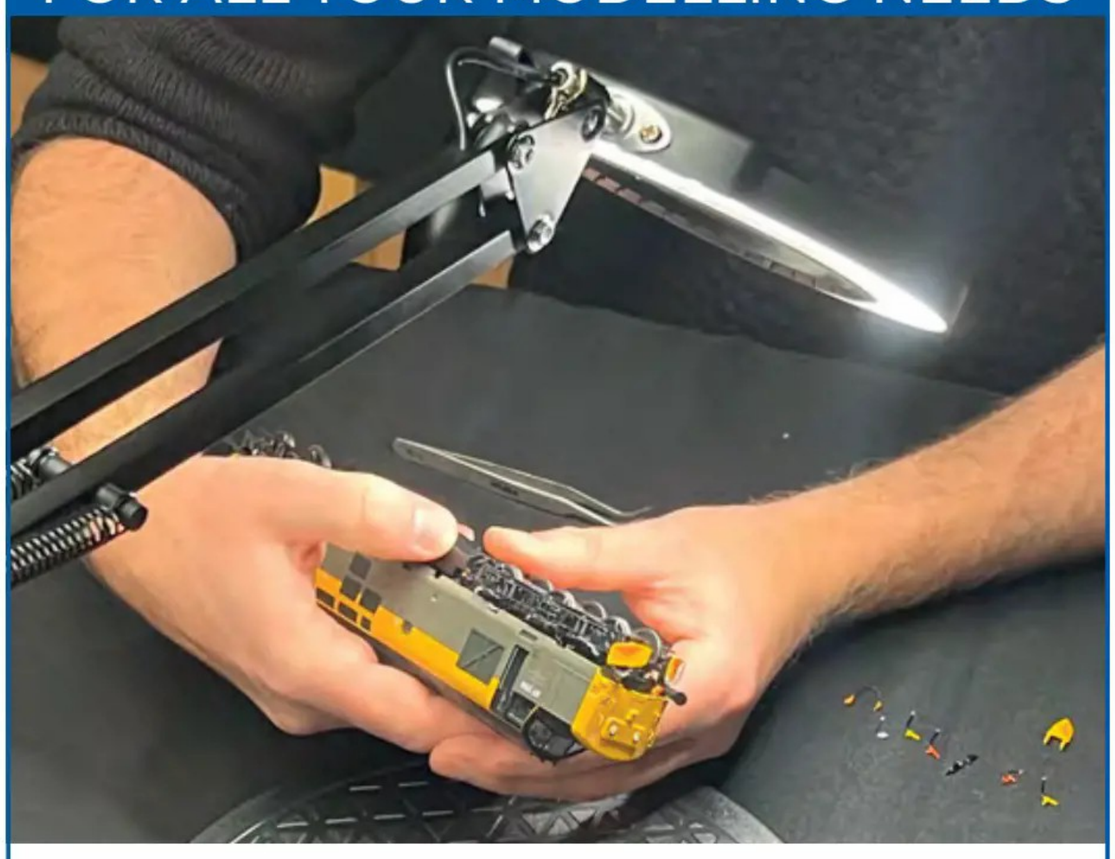

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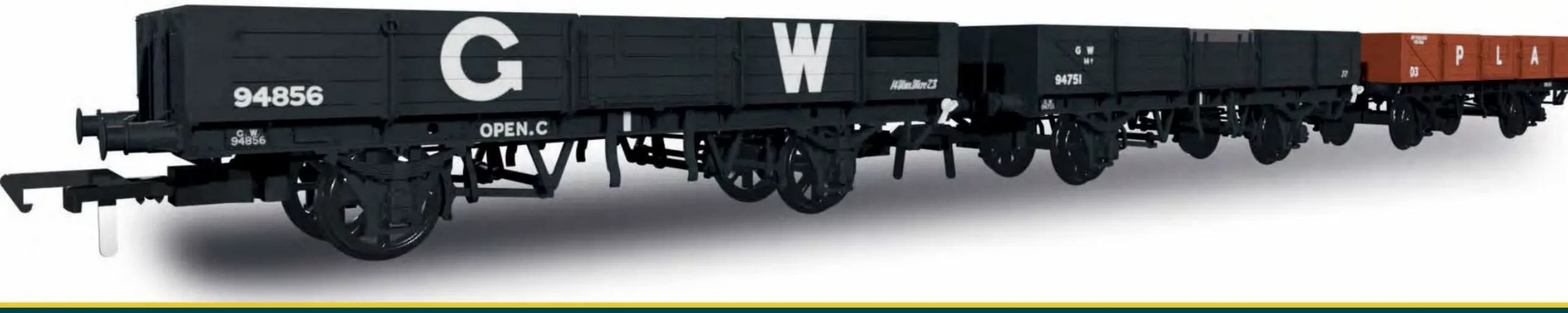

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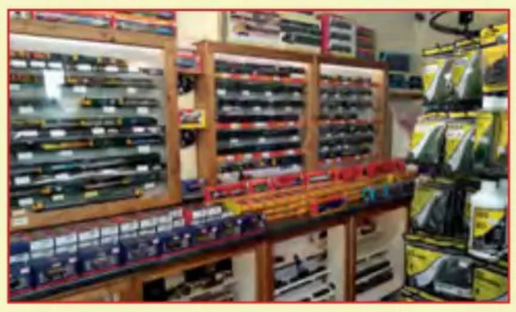

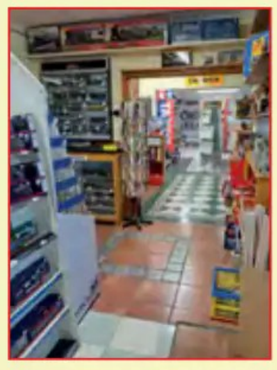

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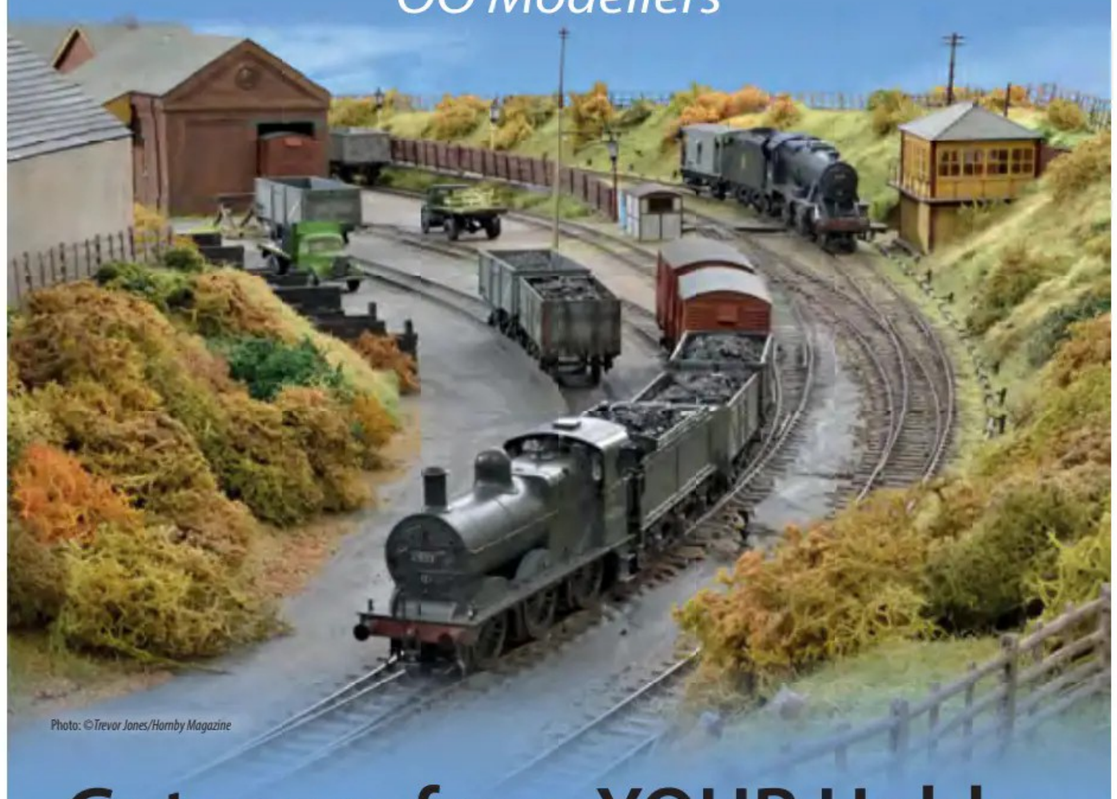

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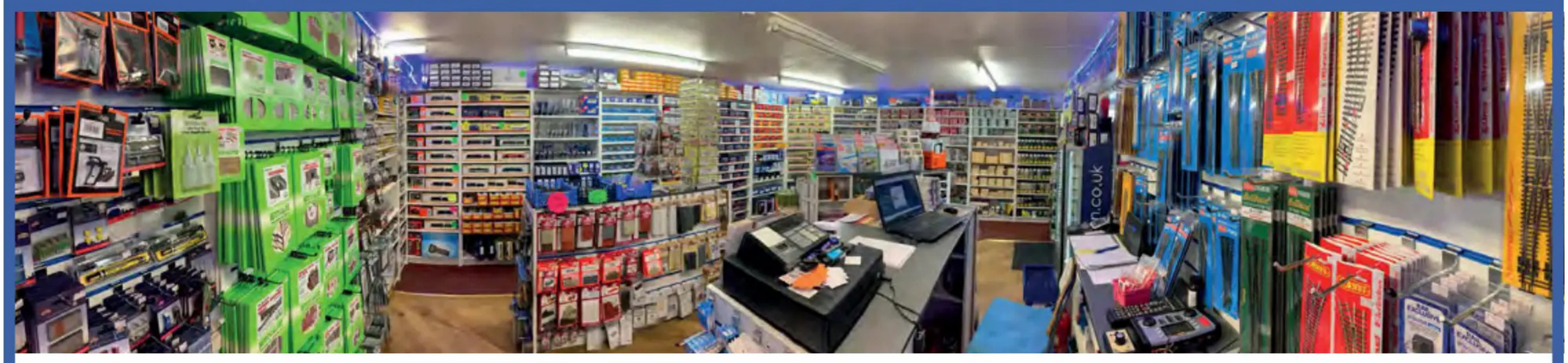

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Exclusive DC Rail Class 60 60029 Ben Nevis for 'OO'

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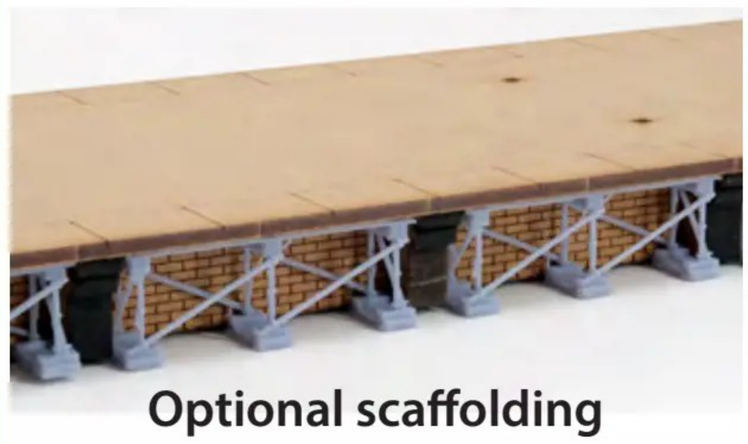

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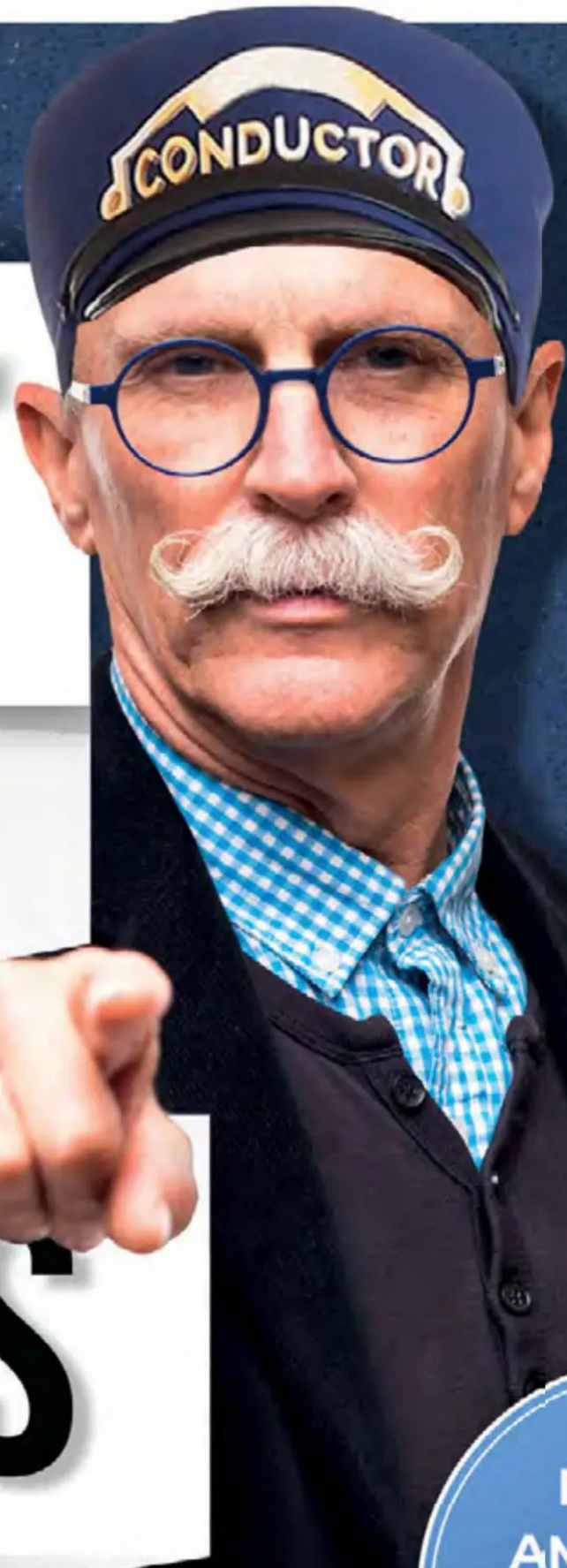

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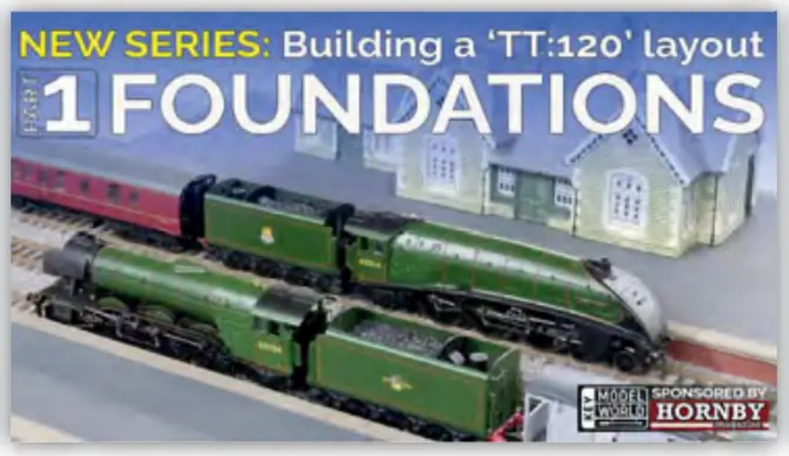

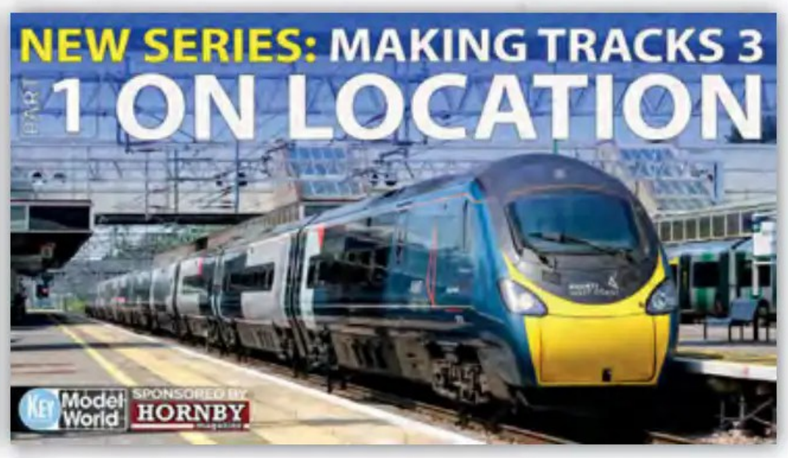

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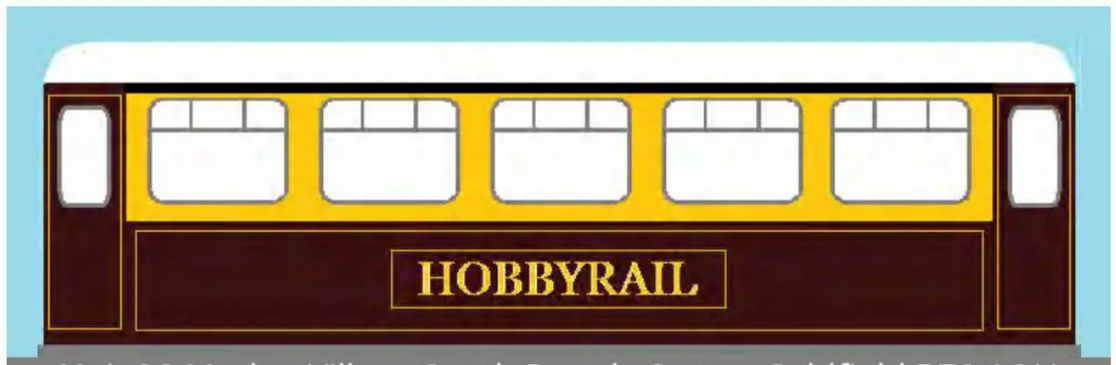

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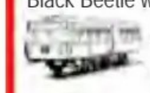

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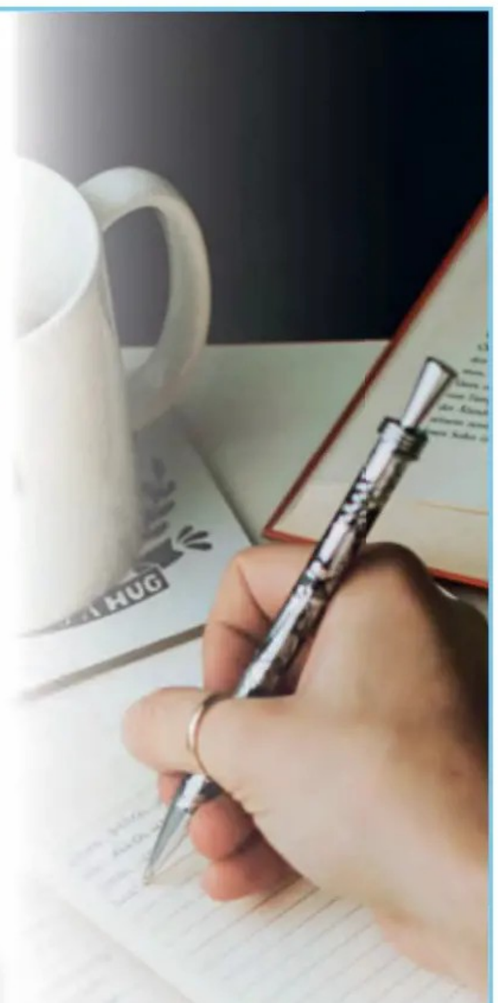

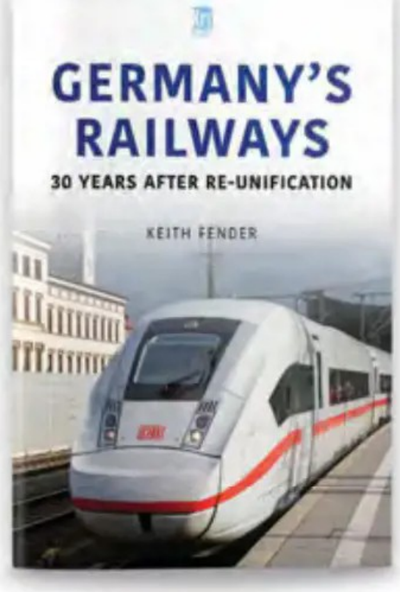

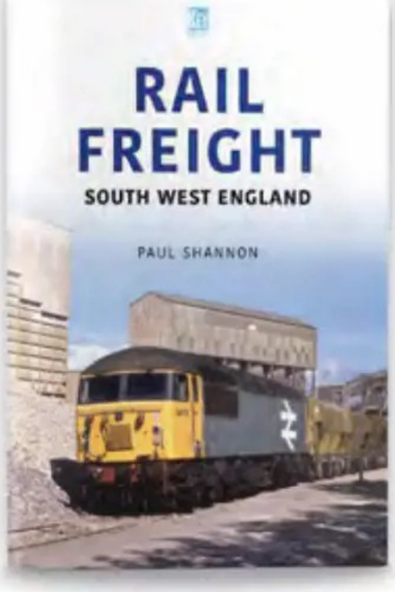

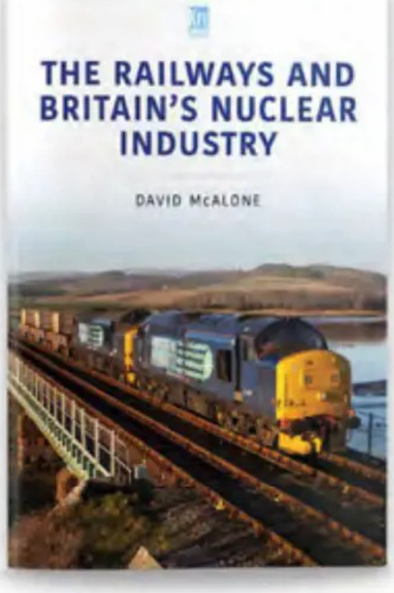

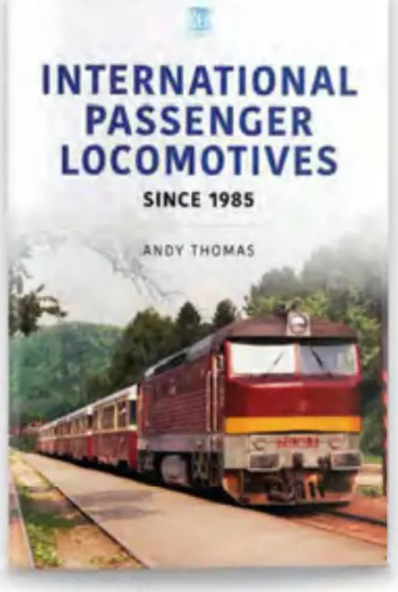

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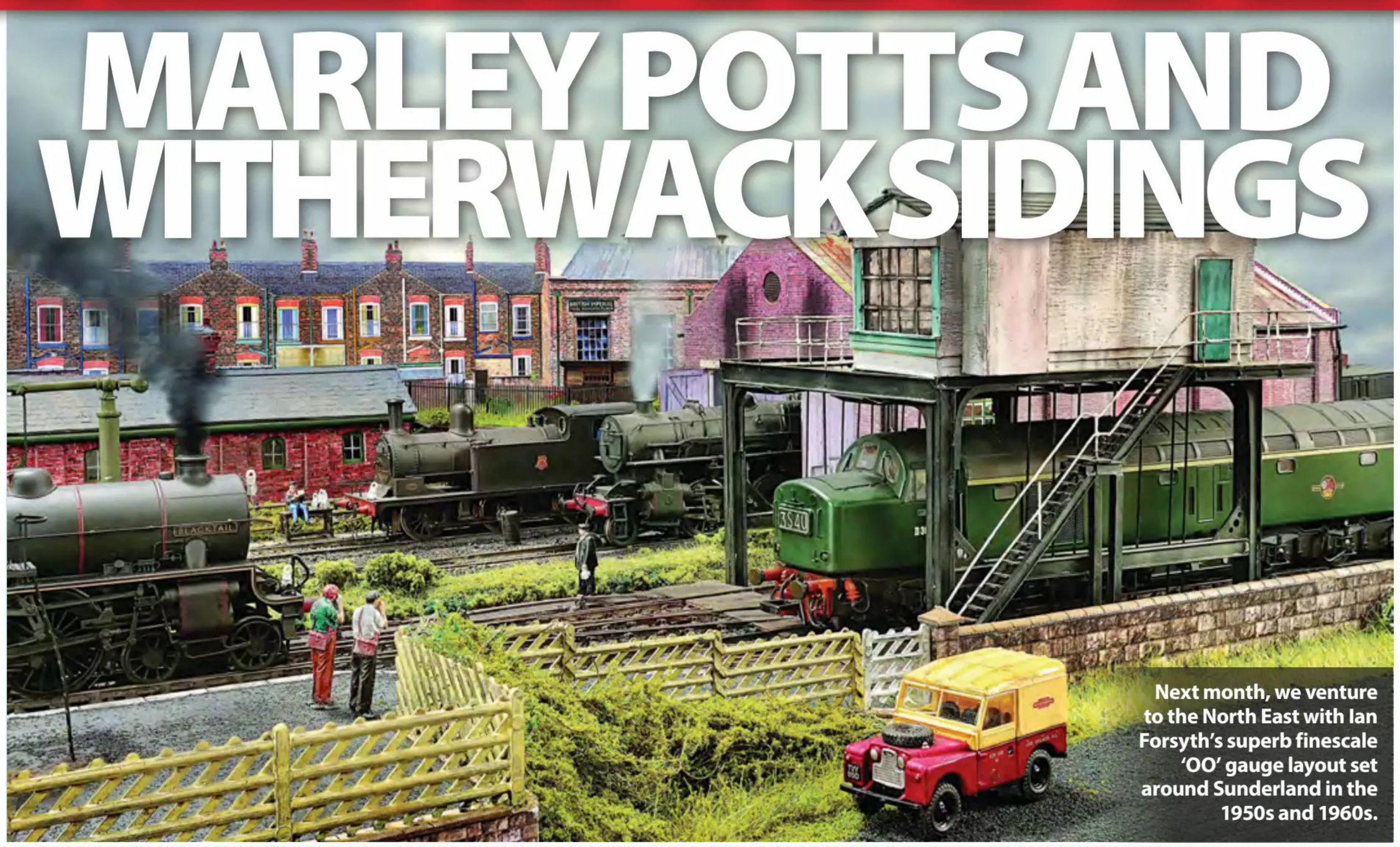

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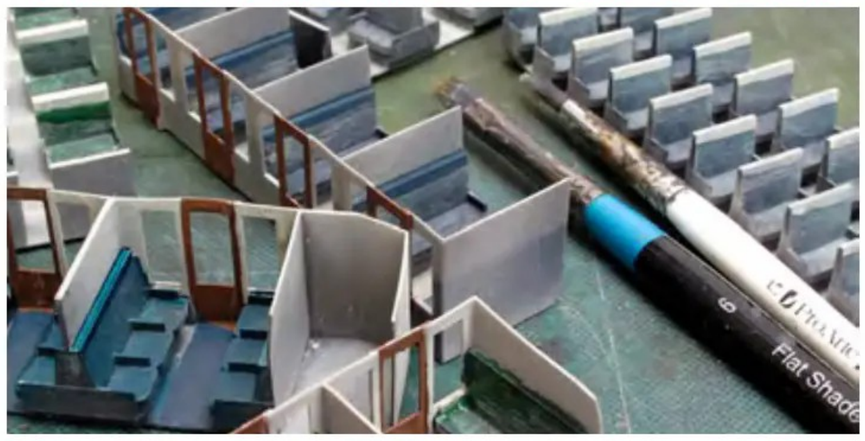

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