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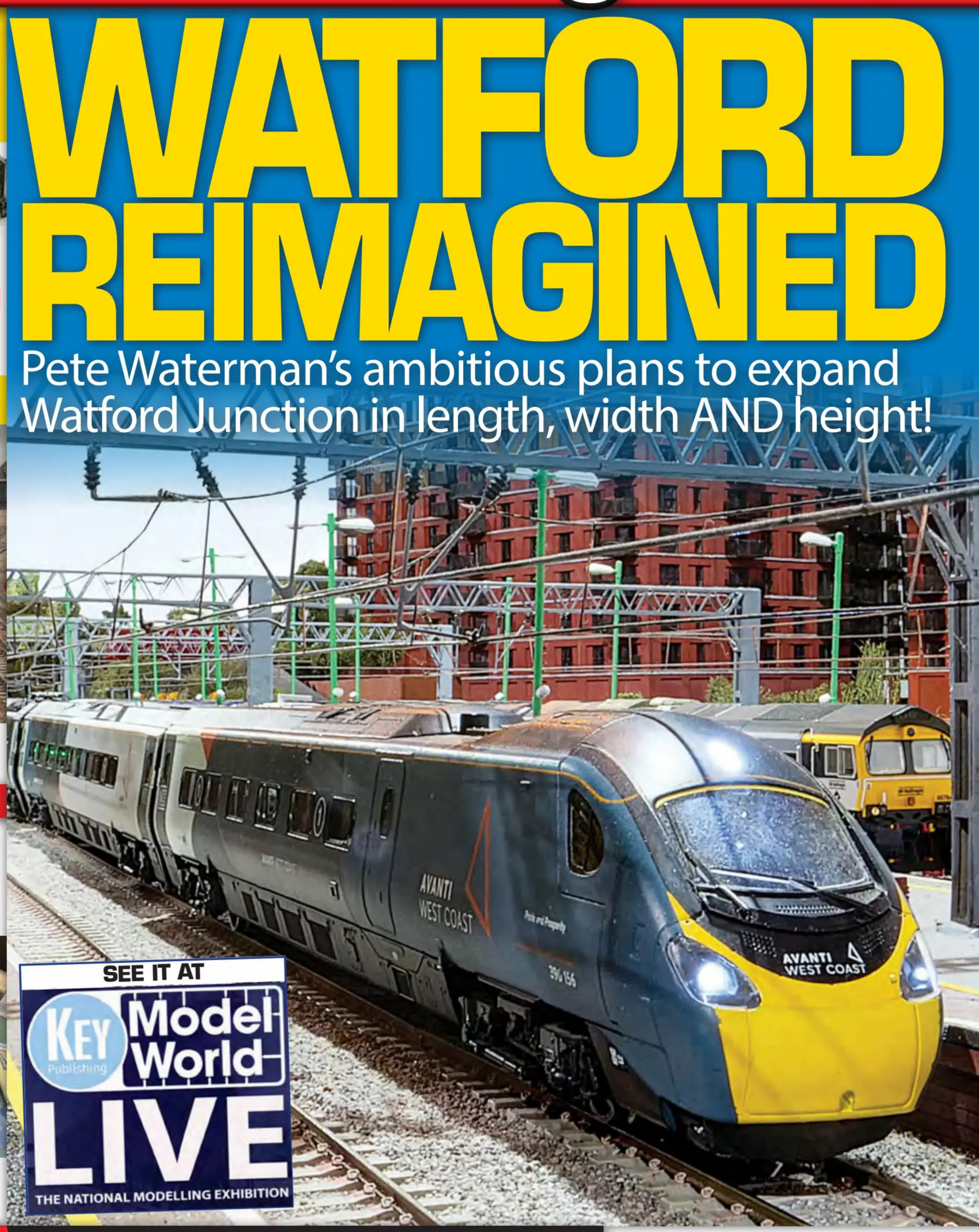

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HORNBY magazine

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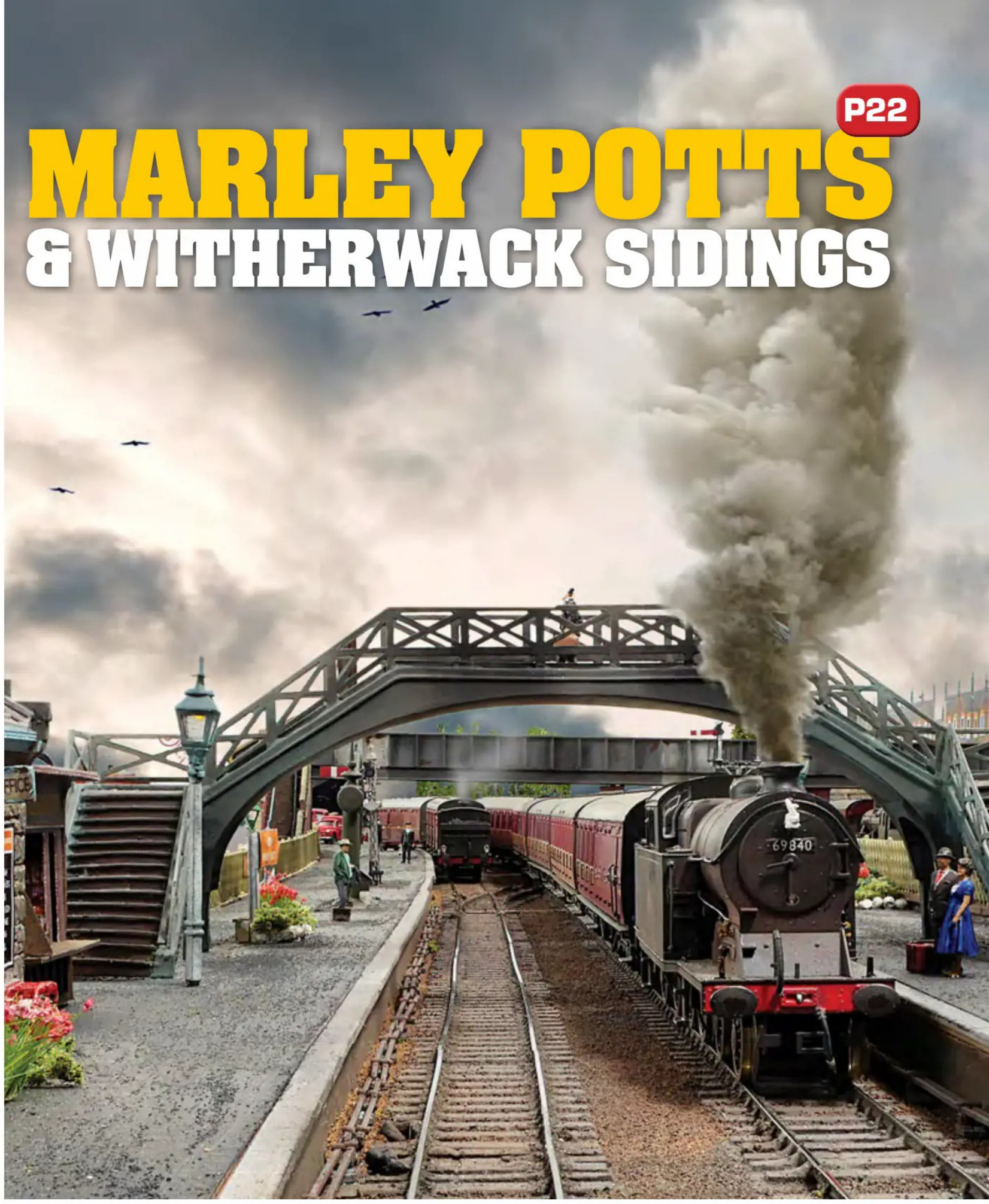
LATEST OFFERS
See pages 30-31 for full details.



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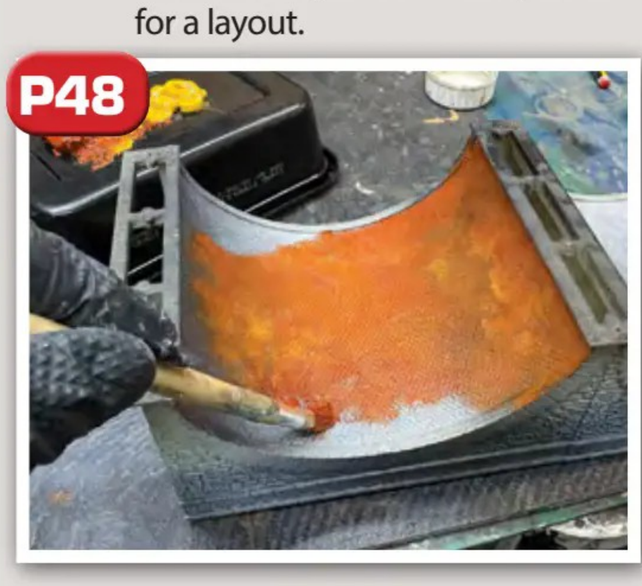

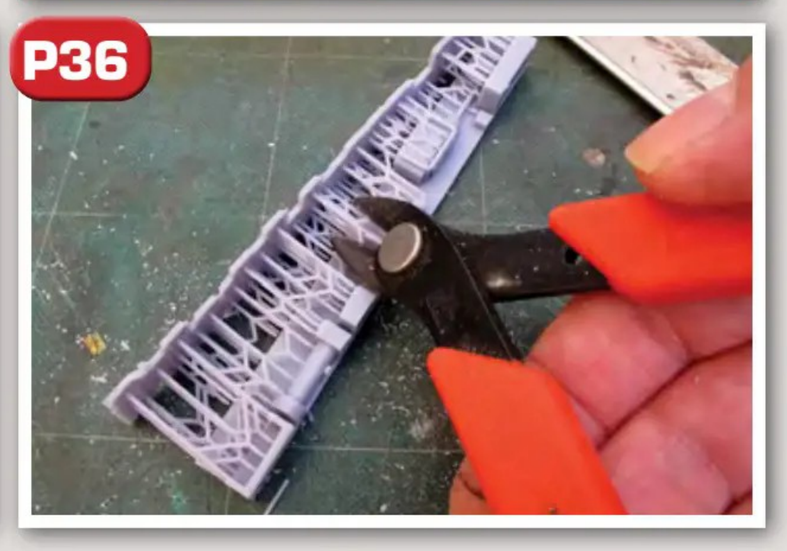



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Plus, all the latest models from Bachmann, Hornby, Peco, Model U, West Hill Wagon Works and more.

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THE EDITOR'S PAGE

Welcome

HELLO, AND WELCOME to the latest issue of *Hornby Magazine*. If you popped by to say "hello" at the Model Rail Scotland Exhibition in Glasgow in late February, I hope you enjoyed the show. It is one of my highlights of the year - along with our very own Model World LIVE and the Great Electric Train Show - and this year was even more special with the recent announcement of an all-new 'OO' gauge model of the unique Caledonian Railway 'Single' 4-2-2 from Rapido Trains UK. You may have seen the real locomotive which is on display at the nearby Riverside Museum. You can read more about this on pages 14-15.

As a Southern Region lad at heart, I have been particularly excited if not giddy about the prospect of a new 'OO' gauge Class 74 Bo-Bo electro-diesel from EFE Rail. I can remember seeing one or two on the Waterloo to Bournemouth route during family holidays on the train in the 1970s, but sadly I never took any photographs. Altogether more modern are the Class 375/377/379/387 Electrostar Electric Multiple Units which are another step closer to becoming a reality in 'OO' gauge. Accurascale has teamed up with Rails of Sheffield to produce these prolific units, initially in Class 375 and 377 guises, followed by others, hopefully, in the future. Expressions of interest are being sought now and you can read more on pages 14-15.

The Electrostars are, like the 4-CIG units of my youth (and beyond), ubiquitous on the Southern Region but unlike those venerable units range far and wide on the 25kV AC overhead network with other operators. If, like our Sub-Editor (and sister title *Modern Railways* Deputy Editor) Andy Bowes-Roden these third-rail EMUs leave you mystified, it just so happens that Southern Electric modeller Dan Havlik is here to help in this issue to reveal when and why he started recreating all manner of these vehicles in 'OO'. They're a combination of conversions, kits, scratchbuilds and upgrades of existing ready-to-run items. It's a fascinating appetiser to some great projects he has in the pipeline.

Looking ahead, excitement is mounting for Key Publishing's second Model World LIVE exhibition at the NEC in Birmingham on the weekend of April 26/27. Advance tickets are available now and offer a significant discount over on-the-day prices at the venue. Plus, advance ticket holders gain access to the show half-an-hour before it officially opens too! You can find out more and book your tickets for our unmissable event now at *www.keymodelworld.com/modelworldlive*.

Also in this issue, we reveal more layouts added to the Model World LIVE line-up, shine a light on Pete Waterman and the Railnuts' plans for Making Tracks this year and unveil an all-new 'OO' gauge exclusive PJM Models laser-cut station building, plus inspirational step-by-step modelling guides, stunning feature layouts, prototype articles, the latest new model releases and much more. I hope you enjoy the issue.





Mark Chivers
Acting Editor

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'SAINT' SHAPES UP

HORNBY has taken delivery of the first Engineering Prototype running sample of its all-new 'OO' gauge Great Western Railway (GWR) 'Saint' 4-6-0 for assessment.

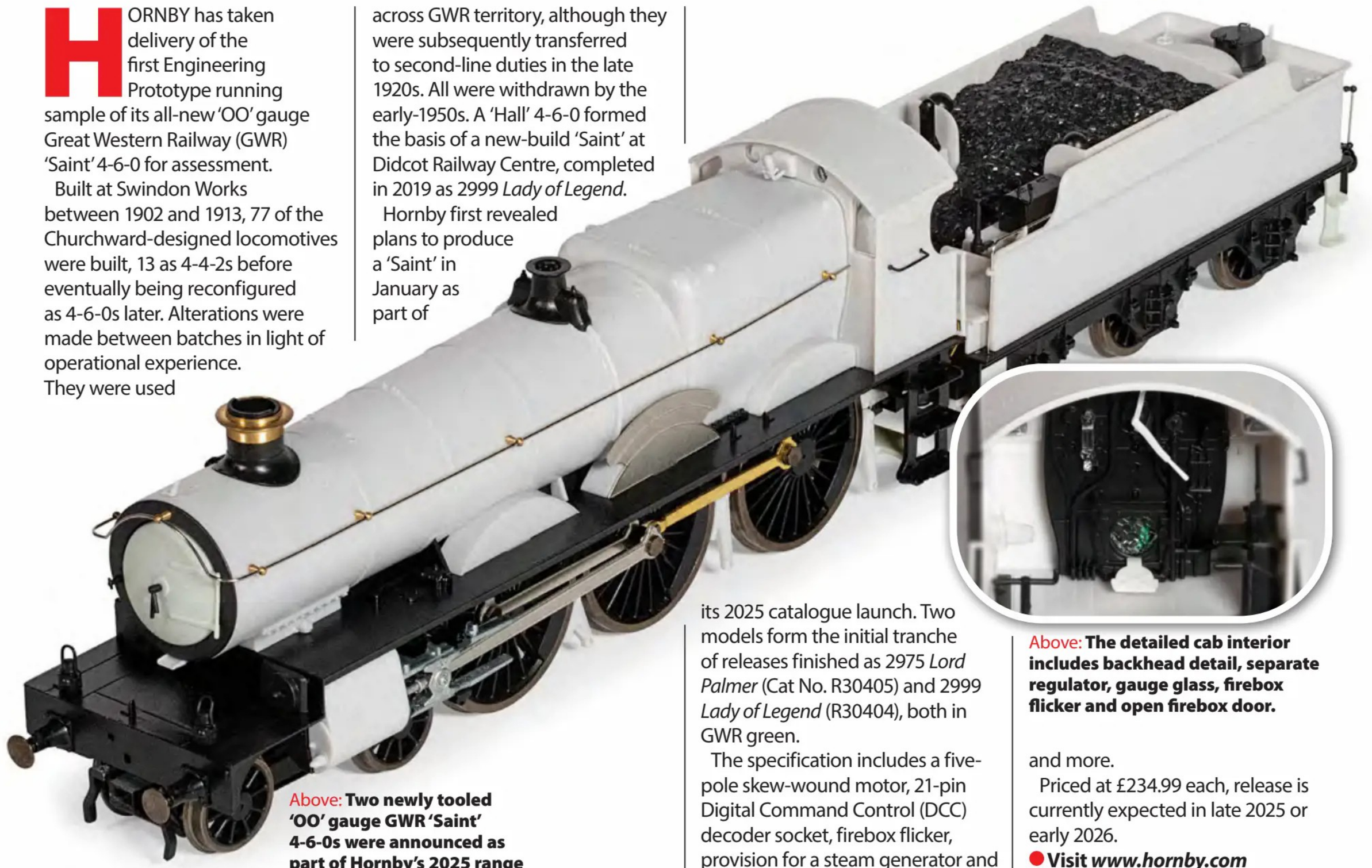
Built at Swindon Works between 1902 and 1913, 77 of the Churchward-designed locomotives were built, 13 as 4-4-2s before eventually being reconfigured as 4-6-0s later. Alterations were made between batches in light of operational experience. They were used across GWR territory, although they were subsequently transferred to second-line duties in the late 1920s. All were withdrawn by the early-1950s. A 'Hall' 4-6-0 formed the basis of a new-build 'Saint' at Didcot Railway Centre, completed in 2019 as 2999 *Lady of Legend*.

Hornby first revealed plans to produce a 'Saint' in January as part of its 2025 catalogue launch. Two models form the initial tranche of releases finished as 2975 *Lord Palmer* (Cat No. R30405) and 2999 *Lady of Legend* (R30404), both in GWR green.

The specification includes a five-pole skew-wound motor, 21-pin Digital Command Control (DCC) decoder socket, firebox flicker, provision for a steam generator and hall sensor, sprung metal buffers and more.

Priced at £234.99 each, release is currently expected in late 2025 or early 2026.

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



Above: **Two newly tooled 'OO' gauge GWR 'Saint' 4-6-0s were announced as part of Hornby's 2025 range launch in January.**

Above: **The detailed cab interior includes backhead detail, separate regulator, gauge glass, firebox flicker and open firebox door.**

WIN! ONE OF TWO



HORNBY MAGAZINE is offering readers a chance to win one of two 'OO' gauge Hornby GWR 'King' 4-6-0s, collectively worth £500.

This superb prize comprises Hornby's latest 'OO' gauge GWR 'King' 4-6-0s 6029 *King Stephen* in Great Western green (Cat No. R30363) and 6009 *King Charles II* in BR lined green with late crests (R30364), each worth £249.99. The first two correct entries drawn will each win one of the Hornby 'King' 4-6-0s.

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

Even if you don't win, Hornby's 'OO' gauge GWR 'King' 4-6-0s are available from Hornby stockists and at *www.hornby.com* now. Good luck!

‘TT:120’ Class 37 and KFA artwork

HORNBY has revealed decorated artwork for the latest of its ‘TT:120’ plans in 2025 – the all-new Class 37 diesel and KFA container flats.

The Class 37s were introduced from 1960 and are still used on the main line network today in addition to heritage railways. First-built D6700 (Cat No: TT3037M) in BR green headlines the range which also sees 37408 *Loch Rannoch* (TT3035M) in BR large logo blue and English Welsh & Scottish Railway (EWS) maroon and gold 37704 comprising the first wave of releases. The latter two are also offered factory-fitted with Hornby’s HM7000 Digital Command Control (DCC) Bluetooth sound decoders.



Hornby’s all-new ‘TT:120’ Class 37 Co-Co diesel is developing quickly, with the model already at the Engineering Prototype sample stage. This is an early sample of the Class 37/0 variant with split headcode boxes.

Hornby’s ‘37’ will incorporate a five-pole motor, twin flywheels, all-wheel drive and pick-up, directional and cab lighting, Next18 DCC decoder socket and more.

Hornby has also revealed decorated artwork for the KFA container flats which will appear in Touax blue, together with a colourful collection of containers. Each will feature a die-cast chassis, metal buffers and a close coupling mechanism.

Prices for the KFA container flats are set at £54.99 each, while the Class 37 Co-Co diesels are priced at £159.99 DCC Ready and £214.99 DCC sound fitted. Both projects are due to appear later this autumn.

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

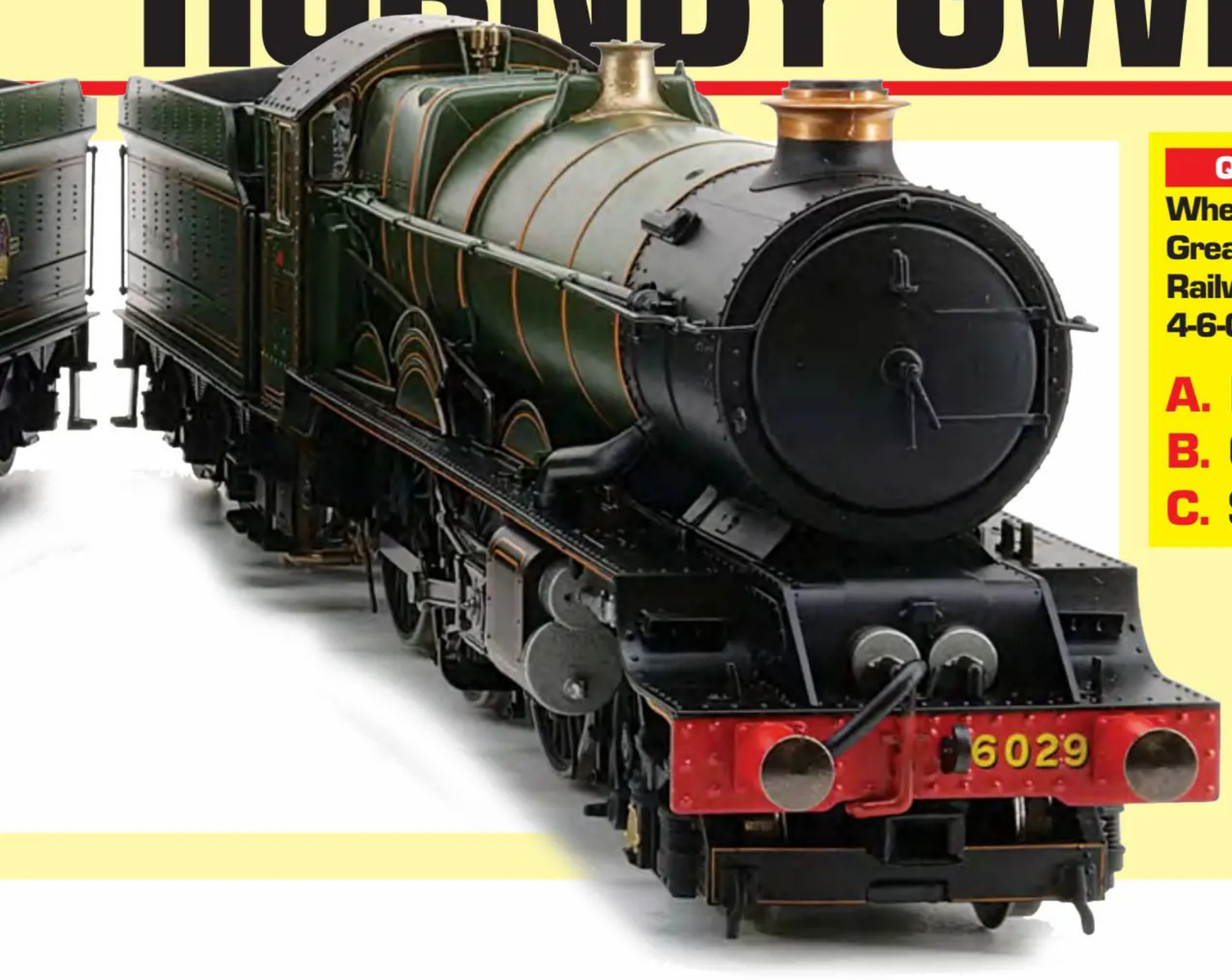




Above: **‘TT:120’ KFA container flats are set to appear later this autumn. Three options are available, each with a colourful array of containers onboard.**

Left: **Hornby has confirmed its first batch of ‘TT:120’ Class 37 releases, including a Class 37/0, 37/4 and 37/7 in BR green, BR large logo blue and EWS maroon and gold respectively.**

HORNBY GWR ‘KINGS’



QUESTION

Where were the Great Western Railway’s ‘King’ 4-6-0s built?

A. Bristol
B. Cardiff
C. Swindon

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 March 6, 2025 and the closing date for entries is April 25, 2025 at 5pm GMT. The winner will be notified no later than May 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.

Bachmann Spring 2025 RELEASE PLANS REVEALED

New 'OO' gauge Class 74 electro-diesels and more Southern Railway Bulleid coaches head Bachmann's Spring 2025 British Railway Announcements.



Two all-new 'OO' gauge BR Southern Region Bulleid carriages are in development including a Diagram 2406 Brake Corridor Composite.

A NEW 'OO' gauge tooling for the BR Southern Region Class 74 Bo-Bo electro-diesel (HM213) in the EFE Rail range headlines Bachmann's Spring 2025 release plans, announced on February 5. Joining the '74' are two additional all-new 'OO' gauge Southern Railway (SR) Bulleid carriages for the Bachmann Branchline collection and exclusive 'OO' gauge BR High Speed Diesel Trains for the Bachmann Collectors Club.

EFE RAIL AND ROAD

EFE Rail's new 'OO' gauge Class 74s will feature a die-cast metal chassis, coreless twin-shaft motor, all-wheel pick-up and drive, metal bearings on each axle, 21-pin Digital Command Control (DCC) decoder socket, detailed cab interior, space for a digital sound speaker, slide-in replacement headcode blinds, selectable cab lighting, illuminated headcode blinds, sprung buffers and separately fitted detailing.

Five models form the initial batch of releases including four pristine BR blue models finished as E6101, E6104, 74007 and 74010, together with a weathered BR blue example as 74009. Prices are set at £214.95 for pristine models and £224.95 for the weathered example.

For 'O' gauge modellers, the EFE Rail range gains a new steam locomotive in the form of a Hudswell Clarke 0-6-0ST. Originally developed by Australian manufacturer Ixion Models, four locomotives are expected in the first tranche of releases including 1700 *Wissington* in green, 1539 *Derek Crouch* in maroon, 78 in MSC lined grey and an unnumbered lined blue example.

The specification includes a five-pole motor, flywheel, finescale wheels, all-wheel pick-up, 40:1 gearbox, 8-pin DCC decoder socket, sprung metal buffers, sprung drawgear with three-link couplings and space for a digital sound installation. Each DCC Ready model is priced at £299.95.

EFE Road's range of 1:76 scale buses is bolstered with the addition of all-new Leyland Atlantean 'Sea Dog' open top double deck vehicles. Originally built for use with Devon General in 1961, nine were introduced for use in the Torbay area, each named after a historical naval or maritime figure. They were absorbed into the National Bus Company (NBC) Western National fleet in the early 1970s and eventually migrated to other operators in later years.

EFE Road is releasing five examples of the 'Sea Dog' double-deckers finished as 926GTA in Western National NBC poppy red, 927GTA in Ribble livery, 925GTA in Red Bus NBC poppy red, ABV669A in First Glasgow Corporation livery with First City Tour branding and 933GTA in London Transport red with London Sightseeing Tour branding. Each is priced at £44.95. To accompany the new bus releases, EFE Road is also





South Western Railway's bold grey and blue colour scheme will appear on Bachmann's 'OO' gauge Class 450 Desiro four-car EMU for the first time.

re-releasing its popular 1:76 bus depot building which also comes with an EFE Road vehicle.

See Table 3 for more information on the new additions to the EFE Rail and Road ranges.

BACHMANN COLLECTORS CLUB

Another headline release set to appear in the Bachmann Collectors Club is the recently released newly tooled 'OO' gauge BR High Speed Diesel Train power car. Two options will be available including a twin-pack of power cars 41 001 and 41 002 and a single power car pack modelling one of the vehicles in departmental use as ADB975812 with distinctive wraparound yellow front end (see Review on page 98).

The twin power car pack will model the vehicles as used during their trials on the East Coast Main Line and BR Western Region in the 1970s and will include two motorised vehicles, each featuring five-pole motors, twin flywheels, directional head and taillights, cab interior illumination, guard's compartment lighting, PluX22 DCC decoder sockets, factory-fitted dual speakers and separately fitted detailing. The single-car pack will feature the same specification, with later decoration and numbering, reflecting its time with BR's Railway Technical Centre.

The single-car pack is priced at £179.95 DCC Ready and £278.95 DCC sound-fitted for BCC club members. The twin power car pack is only available DCC Ready, priced at £359.95 for BCC members. Both packs are also available to non-members, at the full recommended price.

BACHMANN BRANCHLINE

In celebration of the planned Railway 200 events this year, Bachmann is introducing a Railway Celebrations collection featuring locomotives and rolling stock which have appeared at previous railway anniversary celebrations or with a strong connection to the Stockton and Darlington area, the birthplace of the modern railway.

This new range includes 'OO' gauge LNWR 'G2' 0-8-0 9446 in LMS black (which appeared in the LNER's celebration of railways cavalcade 100 years ago) and GWR '57XX' 0-6-0PT 7752 in GWR green (appearing in 1975's 150th anniversary event of the Stockton and Darlington Railway's formation). A pair of three-plank open wagons associated with the area will also appear, finished in Tarslag Ltd of Stockton livery and North Eastern Railway grey. »

TABLE 1: BACHMANN 'OO' GAUGE MOTIVE POWER RELEASES - SPRING 2025

DESCRIPTION	CAT NO.	PRICE
LNWR 'G2' 0-8-0 9449, LMS black	31-483	£189.95
LNWR 'G2' 0-8-0 9449, LMS black (DCC Sound)	31-483SF	£299.95
GWR '57XX' 0-6-0PT 7752, GWR green	32-215A	£124.95
Class 350/4 4-car EMU 350407, First TransPennine Express	31-033	£499.95
Class 350/4 4-car EMU 350407, First TransPennine Express (DCC Sound)	31-033SF	£599.95
Class 350/3 4-car EMU 350372, London Northwestern	31-034	£499.95
Class 350/3 4-car EMU 350372, London Northwestern (DCC Sound)	31-034SF	£599.95
Class 450/0 4-car EMU 450036, South Western Railway	31-042	£499.95
Class 450/0 4-car EMU 450036, South Western Railway (DCC Sound)	31-042SF	£599.95



EFE Rail's 'OO' gauge range gains new BR Southern Region Class 74 electro-diesels.



EFE Rail's 'O' gauge range expands with a selection of Ixion Models' Hudswell Clarke 0-6-0STs including 1700 *Wissington* in green.

TABLE 2: BACHMANN 'OO' ROLLING STOCK RELEASES - SPRING 2025

DESCRIPTION	CAT NO.	PRICE
SR Bulleid Brake Second Open S4323S, BR green	34-726A	£74.95
SR Bulleid Brake Second Open S4324S, BR green	34-726B	£74.95
SR Bulleid Composite Corridor S5762S, BR green	34-752	£74.95
SR Bulleid Brake Composite Corridor S6718, BR malachite green	34-760	£74.95
SR Bulleid Brake Composite Corridor S6736, BR malachite green	34-760A	£74.95
SR Bulleid Brake Composite Corridor S6733S, BR green	34-761	£74.95
SR Bulleid Brake Composite Corridor S6739S, BR green	34-761A	£74.95
SR Bulleid Brake Composite Corridor W6715W, BR maroon	34-762	£74.95
SR Bulleid Brake Composite Corridor S6735, BR carmine and cream	34-763	£74.95
SR Bulleid Third Open S1478, BR carmine and cream	34-825	£74.95
SR Bulleid Second Open S1472S, BR green	34-826	£74.95
SR Bulleid Second Open S1496S, BR green	34-826A	£74.95
SR Bulleid Second Open E1469S, BR maroon	32-827	£74.95
SR Bulleid Second Open SC1500S, BR maroon	32-827A	£74.95
BR MK 1 Brake Second Open SC9312, BR West Highland Line green/cream	39-806	£67.95
BR Mk 1 First Open IC3107, InterCity 'Executive'	39-806	£67.95
BR Mk 1 First Open 3118, InterCity 'Swallow' charter	39-830	£67.95
BR Mk 1 First Open 3120, InterCity 'Swallow' charter	39-830A	£67.95
BR Mk 1 First Open S3064, BR green	39-831	£67.95
BR Mk1 Restaurant Buffet Refurbished IC1705, BR InterCity 'Executive'	39-855	£67.95
BR Mk1 Restaurant Buffet Refurbished 1693, BR InterCity 'Swallow' Charter	39-856	£67.95
Five-plank wagon steel floor, Arenig Granite Co. Ltd red	37-026B	£26.95
Five-plank wagon steel floor, Tarslag Ltd 1923 grey	37-026C	£26.95
Five-plank wagon wooden floor, Penderyn Limestone Quarries Co. grey	37-027B	£26.95
Five-plank wagon wooden floor, J.R. Wood & Co. Ltd. orange	37-053A	£26.95
Five-plank wagon wooden floor, F. H. Silvey & Co. brown	37-056B	£26.95
Five-plank wagon wooden floor, R. Fred. Cole Coal & Coke Merchant red	37-060A	£26.95
Five-plank wagon wooden floor, BR grey (early)	37-061D	£26.95
Five-plank wagon wooden floor, Foster Bros. green	37-063A	£26.95
Three-plank wagon, MR grey	37-939	£23.95
Three-plank wagon, MR grey	37-939A	£23.95
Three-plank wagon, LSWR brown	37-940	£23.95
Three-plank wagon, LSWR brown	37-940A	£23.95
Three-plank wagon, GWR grey	37-941	£23.95
Three-plank wagon, GWR grey	37-941A	£23.95
Three-plank wagon, GCR grey	37-942	£23.95
Three-plank wagon, GCR grey	37-942A	£23.95
Three-plank wagon, BR Departmental bauxite (TOPs)	37-943A	£23.95
Three-plank wagon, BR Departmental bauxite (TOPs) (weathered)	37-943A	£25.95
Three-plank wagon, North Eastern Railway 'NE' grey	37-944	£23.95
BR VAB van 200043, BR freight brown	38-123	£35.95
BR VBA van 200557, EWS maroon	38-125B	£35.95
BR VAA van 200648, BR Railfreight red and grey	38-128A	£35.95
BR VAA van 200633, BR Railfreight red and grey (weathered)	38-128B	£37.95
BR VDA van 200655, BR Railfreight red and grey	38-144B	£35.95
BR VDA van 200819, BR Railfreight red and grey (weathered)	38-144C	£37.95
BR VDA van 200659, BR freight brown (Railfreight)	38-145A	£35.95
BR VDA van 200882, BR Railfreight Distribution sector	38-147A	£35.95

Leading the Bachmann Branchline main range releases this spring are three new 'OO' gauge models of the Siemens Desiro Electric Multiple Units – two in Class 350 25kV overhead electric form and one as a Class 450 third-rail example. The Class 350s will appear as 350407 in First TransPennine Express livery with Manchester Airport destination panels and 350372 in London Northwestern Railway colours, while the Class 450 gains South Western Railway colours for its next outing as 450036, sporting London Waterloo as the destination. Each will be available DCC Ready or DCC sound-fitted, priced at £499.95 and £599.95 respectively. See Table 1 for more information.

Bachmann's main 'OO' gauge Branchline range is also set to gain two all-new BR Bulleid carriages with a Diagram 2406 Brake Corridor Composite (BCK) and Diagram 2017 Third Open (TO), later Second Open (SO). Both vehicle types were often used as loose vehicles, bolstering the Southern Region's fixed set train formations. The BCKs were particularly useful on trains such as the Southern's 'Atlantic Coast Express' between London Waterloo and the South West, which featured multiple portions dropped off along the route, often just a single BCK continuing to its destination behind a steam locomotive.

Bachmann's all-new models will be available in several colour schemes, with the Diagram 2406 BCK featuring 10in window vents and offered as S6718 and S6736 in BR (ex SR) malachite green, S6735 in BR carmine and cream, S6733S and S6739S in BR (SR) green and W6715W in BR maroon. The Diagram 2017 TO/SO will appear with 15in window vents as S1478 in BR carmine and cream, S1472S and S1496S in BR (SR) green, E1469S and SC1500S in BR maroon, this latter pair modelling vehicles operating with the Eastern and Scottish Regions in later years. Complementing these vehicles, three Bulleid coaches from existing tooling will also appear including two semi-open Brake Corridor Seconds (BSK) S4323S and S4324S, along with a Corridor Composite (CK) S5762S, each in BR (SR) green. These vehicles will enable BR Southern Region set 781 to be formed. Each is priced at £74.95.

The new coach theme continues for 'OO' with several of Bachmann's newly-tooled BR Mk 1 vehicles due to appear including BSO SC9312 in BR ScotRail's attractive West Highland green and cream livery, FO S3064 in BR (SR) green, FO IC3107 in InterCity 'Executive' livery and FOs 3118 and 3120 in the InterCity Charter 'Swallow' scheme with white roofs. Completing the line-up, a pair of the company's newly tooled 'OO' gauge refurbished Restaurant Buffets - RB(R) - will appear as vehicles IC1705 in InterCity 'Executive' and 1693 in InterCity Charter 'Swallow' liveries – the latter model also featuring the distinctive white roof. Prices are set at £67.95 each.

Bachmann's 'OO' gauge rolling stock releases this Spring also includes a collection of three- and five-plank open wagons with the three-plank examples offered in Midland Railway grey, London & South Western Railway (LSWR) brown, Great Western (GW) and Great Central (GCR) grey and BR departmental bauxite – two versions of each scheme are planned. The five-plank opens will feature private owner liveries including Arenig Granite, Penderyn Limestone Quarries, J.R. Wood and Co., F.R. Silvey and Co., R. Fred. Cole Coal and Coke Merchants, Foster Bros. and BR grey schemes.

Later freight vehicles are also set to bolster the 'OO' gauge range with BR VAB van 200043 in BR freight brown, VAA vans 200648 and 200633 in BR Railfreight red and grey and VBA van 200557 in EWS maroon. A selection of VDA vans will also appear as 200659 in Railfreight brown, 200655 and 200819 in Railfreight red and grey (the latter model with a weathered finish) and 20082 in Railfreight Distribution sector livery.

For more information, see Table 2.



Bachmann's Graham Farish range is bolstered with several new 'N' gauge Class 47 Co-Co diesels, including 47/7 47712 *Lady Diana Spencer* in ScotRail livery.

TABLE 3: EFE RAIL/ROAD RELEASES ('OO'/'O'/1:76)- SPRING 2025

DESCRIPTION	CAT NO.	PRICE
Class 74 Bo-Bo Electro-diesel E6101, BR blue ('OO')	E82006	£214.95
Class 74 Bo-Bo Electro-diesel E6104, BR blue ('OO')	E82007	£214.95
Class 74 Bo-Bo Electro-diesel 74007, BR blue ('OO')	E82008	£214.95
Class 74 Bo-Bo Electro-diesel 74010, BR blue ('OO')	E82009	£214.95
Class 74 Bo-Bo Electro-diesel 74009, BR blue (weathered) ('OO')	E82010	£224.95
Hudswell Clarke 0-6-0ST 1700 *Wissington*, green ('O)	E85705	£299.95
Hudswell Clarke 0-6-0ST 1539 *Derek Crouch*, maroon ('O')	E85706	£299.95
Hudswell Clarke 0-6-0ST 78, MSC lined grey ('O')	E85707	£299.95
Hudswell Clarke 0-6-0ST, lined blue ('O')	E85708	£299.95
Leyland Atlantean Open Top 926GTA, Western National NBC (1:76)	£44.95	E40601
Leyland Atlantean Open Top 927GTA, Ribble (1:76)	£44.95	E40602
Leyland Atlantean Open Top, ABV669A, First Glasgow (1:76)	£44.95	E40603
Leyland Atlantean Open Top 933GTA, Round London Sightseeing (1:76)	£44.95	E40604
Leyland Atlantean Open Top 925GTA, Red Bus NBC (1:76)	£44.95	E40605
Bus Garage ('OO'/1:76)	£109.95	E99660





Newly tooled 1:76 scale Leyland Atlantean 'Sea Dog' double deck open top buses join the EFE Road range.

TABLE 4: GRAHAM FARISH 'N' GAUGE RELEASES - SPRING 2025

DESCRIPTION	CAT NO.	PRICE
GWR '64XX' 0-6-0PT 6406, BR black early crests	371-986B	£119.95
GWR '64XX' 0-6-0PT 6413, BR black early crests (weathered)	371-986C	£124.95
GWR '64XX' 0-6-0PT 6408, BR lined green late crests	371-987A	£119.95
GWR '64XX' 0-6-0PT 6416, BR lined green late crests (weathered)	371-987B	£124.95
GWR '64XX' 0-6-0PT 6412, GWR green shirt button (preserved)	371-990	£119.95
Class 47/7 47712 *Lady Diana Spencer*, BR ScotRail	372-245A	£179.95
Class 47/7 47712 *Lady Diana Spencer*, BR ScotRail (DCC Sound)	372-245ASF	£289.95
Class 47/4 47555 *The Commonwealth Spirit*, BR Railfreight Distribution	372-263	£179.95
Class 47/4 47555 *The Commonwealth Spirit*, BR Railfreight Dist. (DCC Sound)	372-263SF	£289.95
Class 47/4 47849, BR InterCity 'Swallow'	372-266	£179.95
Class 47/4 47849, BR InterCity 'Swallow' (DCC Sound)	372-266SF	£289.95
BR Mk 1 NBA Brake Gangway 94465, Rail Express Systems	374-775B	£42.95
BR Mk 1 NBA Brake Gangway 94457, Rail Express Systems Royal Mail	374-776B	£42.95
BR VGA van 210487, EWS maroon	373-600D	£24.95
BR VGA van 210489, EWS maroon	373-600E	£24.95
BR VGA van 210538, BR Railfreight red and grey (Speedlink)	373-601E	£24.95
BR VGA van 210496, BR Railfreight red and grey (Speedlink)	373-601F	£24.95
BR VGA van 210592, BR Railfreight Distribution Sector	373-602D	£24.95
BR VGA van 210420, BR Railfreight Distribution Sector	373-602F	£24.95
BR VGA van 210527, Lovat Spring grey and yellow	373-604	£24.95
BR VGA van 210622, Lovat Spring grey and yellow	373-604A	£24.95

GRAHAM FARISH

Bachmann's 'N' gauge Graham Farish range is boosted this Spring with a collection of Great Western Railway '64XX' 0-6-0PTs modelling 6412 in GWR 'shirtbutton' green, 6406 in BR black with early crests, 6413 in BR weathered black with early crests, 6416 in weathered BR lined green with late crests and 6408 in BR lined green with late crests. Pristine models are priced at £119.95 each, while weathered examples are priced at £124.95.

Bachmann's recently retooled 'N' gauge Class 47 returns in three new guises finished as 47712 *Lady Diana Spencer* in BR ScotRail 'blue stripe' livery, 47555 *The Commonwealth Spirit* in Railfreight Distribution European colours and 47849 in BR InterCity 'Swallow' livery. Each model features the latest Next18 DCC decoder socket, factory-fitted speaker and is available DCC Ready or DCC sound-fitted, priced at £179.95 and £289.95 respectively.

Two new 'N' gauge BR Mk 1 'Super BGs' have also been added, finished as high-security NBAs 94465 and 94457 in Rail Express Systems livery – the latter model additionally featuring Royal Mail branding. Meanwhile, Bachmann's 'N' gauge VGA vans are also set to return with eight new additions planned in BR Railfreight Speedlink, BR Railfreight Distribution, Lovat Spring and EWS maroon colour schemes. Two versions in each livery will be available.

For more information, see Table 4.

TABLE 5: BACHMANN SCENECRAFT RELEASES - SPRING 2025

DESCRIPTION	SCALE	CAT NO.	PRICE
Wooden lamp hut	'N'	42-0031	£10.95
Stone waiting room, blue	'N'	42-0096B	£32.95
Stone waiting room, red	'N'	42-0096R	£32.95
GCR mess room, green	'N'	42-0185G	£34.95
GCR mess room, red	'N'	42-0185R	£34.95
Covered metal footbridge, blue and cream	'N'	42-020B	£62.95
Covered metal footbridge, red and cream	'N'	42-020R	£62.95
Low relief left hand bay terrace, blue	'N'	42-0213B	£25.95
Low relief left hand bay terrace, green	'N'	42-0213G	£25.95
Weighbridge, green	'N'	42-080G	£30.95
Weighbridge, red	'N'	42-080R	£30.95
Lineside cabinets (x4)	'N'	42-560	£9.95
25ton Goliath steam gantry crane	'OO'	44-0172	£84.95
Small substation, blue	'OO'	44-0543	£11.95
Small substation, green	'OO'	44-0543A	£11.95
Unbunded oil tank, rusty black	'OO'	44-0544	£11.95
Unbunded oil tank, rusty green	'OO'	44-0544A	£11.95
Portable offices	'OO'	44-081B	£42.95
Sawmill and woodpile, natural wood	'OO'	44-1008	£31.95
Sawmill and woodpile, black	'OO'	44-1008A	£31.95
Relocatable Equipment Building, grey	'OO'	44-1010	£19.95
Relocatable Equipment Building, green	'OO'	44-1010A	£19.95
March East Junction signalbox, green and cream	'OO'	44-1011	£89.95
March East Junction signalbox, grey and black	'OO'	44-1011A	£89.95
Wooden pagoda shed, white and green	'OO'	44-1014	£24.95
Wooden pagoda shed, GWR dark and light stone	'OO'	44-1014A	£24.95
Narrow gauge signal cabin, green	'OO9'	44-1015	£26.95
Narrow gauge Signal Cabin, brown	'OO9'	44-1015A	£26.95
South Eastern station, white	'OO'	44-1016	£59.95
South Eastern station, blue	'OO'	44-1016A	£59.95
Security fence (x10)	'OO'	44-505	£9.95
Benches (x4)	'OO'	44-514	£9.95
Metal beer kegs (x10)	'OO'	44-520	£9.95
Large aggregate bags (x10)	'OO'	44-532	£9.95
Coal loads (x4)	'OO'	44-551	£9.95
Metal fencing (x5)	'OO'	44-562	£13.95
6ft Victorian wall (x4)	'OO'	44-565	£9.95
Passenger information screen	'OO'	44-578	£8.95

SCENECRAFT

Bachmann's Scenecraft range of resin buildings and accessories gains an influx of new models suitable for 'N' and 'OO' gauges. Amongst the 'N' gauge releases are a stone waiting room, covered metal footbridge, Great Central Railway mess room, weighbridge and low-relief bay terraced houses (left-hand bay). For added variety, each of these models is available in a choice of finishes.

For 'OO' gauge modellers, a new 25ton Goliath steam gantry crane is set to appear, modelling the type seen in many railway yards, while several smaller buildings are also expected including a small sub-station, unbunded oil tanks, a sawmill and woodpile, wooden pagoda building, relocatable equipment buildings, March East Junction signalbox and a new South Eastern station building. Each will be available with a choice of finishes.

Finally, for 'OO9' modellers, a narrow gauge signal cabin in green and cream or brown and cream will also be available shortly.

For the full listing of Scenecraft models, see Table 5.

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

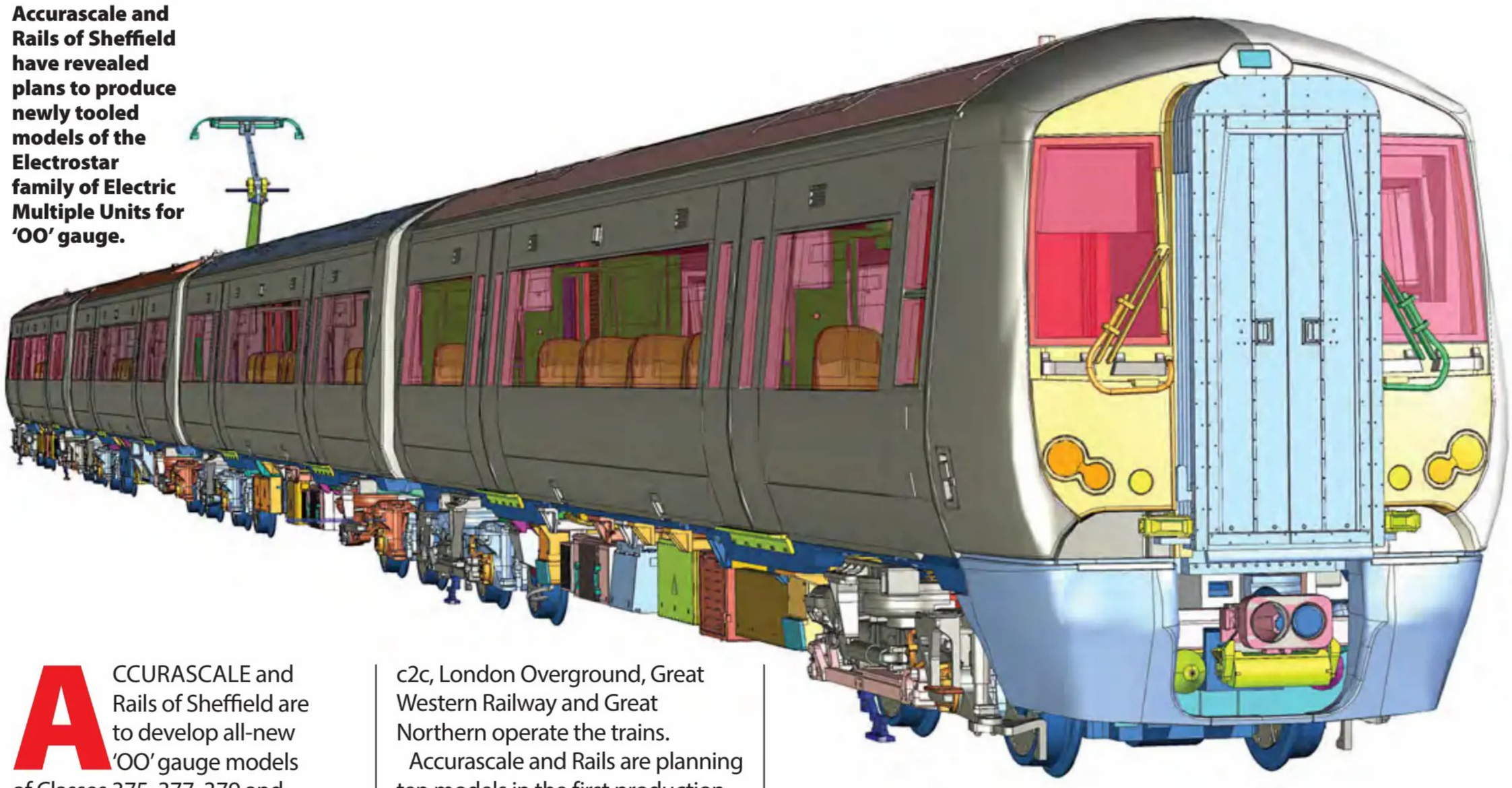


Bachmann's 'OO' gauge Class 350 Desiro EMU is set to appear this year in TransPennine Express colours.

Accurascale and Rails reveal

ELECTROSTAR PLANS

Accurascale and Rails of Sheffield have revealed plans to produce newly tooled models of the Electrostar family of Electric Multiple Units for 'OO' gauge.



ACCURASCALE and Rails of Sheffield are to develop all-new 'OO' gauge models of Classes 375, 377, 379 and 387 Electrostar Electric Multiple Units (EMU) with expressions of interest sought before the project advances beyond the CAD stage.

ADtranz (later Bombardier and now Alstom) developed a modular design of EMU using a common body which could be adapted to suit different markets. Electrostars appeared in third-rail and/or 25kV versions from 2000 with construction concluding in 2017. There are extensive sub-types running in three- to five-car sets. Southeastern, Gatwick Express, Heathrow Express, Southern, c2c, London Overground, Great Western Railway and Great Northern operate the trains.

Accurascale and Rails are planning ten models in the first production run which covers Class 375 and 377 variants, all as four-car units. Classes 379 and 387 are expected to appear in the second production run.

Each will incorporate Digital Command Control (DCC) operated pantographs, a 21-pin DCC decoder socket, operating central door lock lights, saloon illumination, directional lighting with day and night running modes, cab lighting and illuminated destination boards.

A five-pole motor will drive the leading bogie of each Driving Motor Composite Open (DMCO), with the helical gearing providing a scale top speed of 100mph, while electrical connections between vehicles will be provided by a ten-pin socket. Working magnetic Tightlock or Dellner couplings will be provided at the cab ends.

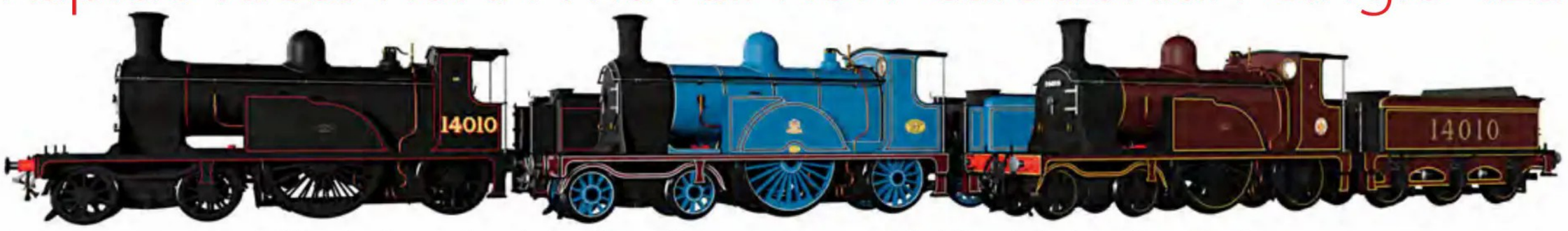
'375s' appear as 375610 in Southeastern white (Cat No: ACC3044), 375609 in Southeastern white with blue stripe (ACC3045), 375617 in Southeastern blue (ACC3046) and 375619 *Driver John Neve* in the same livery (ACC3047).

Class 377s will be finished as 377205 and 377215 in Southern (ACC3048/9), 377208 and 377210 in Thameslink branded Southern (ACC3050/1) and 377501 plus 377515 in First Capital Connect blue (ACC3052/3) schemes.

Priced at £499.95 for DCC Ready models and £599.95 DCC sound fitted, expressions of interest must be placed by March 28 at 1700, together with a £50 deposit per model. The project is expected to take between two- and two-and-a-half years to complete.

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

Rapido races north with all-new Caledonian 'Single' 123



Rapido Trains has confirmed plans for an all-new 'OO' gauge model of the Caledonian Railway 'Single' 4-2-2.

UNIQUE Caledonian Railway (CR) 'Single' 4-2-2 123 is Rapido Trains' latest new locomotive in 'OO' gauge, with the model due to appear in CR, London Midland & Scottish Railway (LMS), and fictional British Railways liveries.

The 'single-wheeler' was built initially for display at the International Exhibition of Industry, Science and Art in Edinburgh in 1886 and was the only locomotive of its design ever built. When the exhibition concluded, it entered service with the CR and was used for hauling inspection trains and piloting royal trains to Balmoral Castle. Notably, it was also used in the 1888 'Race to the North', hauling the Carlisle to Edinburgh leg.

Rapido Trains UK's all-new model focuses on the locomotive's post-LMS overhaul with an N17 boiler and appearing as 14010 in LMS lined crimson lake (Cat No: 982002) and LMS lined black (982003). It will also be modelled in 1960s railtour condition in CR lined blue as 123 (982001) and fictional BR lined black with early crests as 54010 (982004).

Each will be offered Digital Command Control (DCC) Ready or DCC sound-fitted with a 21-pin DCC socket, together with factory-fitted speakers and firebox flicker. Detail differences will be modelled, with cosmetic inside motion and - on CR blue examples - embellished thistles on the front buffers.

Currently in tooling, models are priced at £249.95 DCC Ready and £364.95 DCC sound fitted. A release date has yet to be confirmed.

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

New 'OO' LNWR open wagons



All-new 'OO' gauge LNWR four-plank open wagons are in development with Rapido Trains UK.

TWO ALL-NEW London & North Western Railway (LNWR) Diagram 84 and 90 four-plank open wagons are set to be produced by Rapido Trains UK for 'OO' gauge.

In 1904, the LNWR sought a more modern updated wagon with an increased carrying capacity for general goods. Diagram 84 featured an extended 18ft length but retained the same side door four-plank arrangement as previous wagons. They were also adapted for locomotive coal use, becoming Diagram 90, mirroring the 18ft wheelbase and 7ft 10in wide design but with an increased 10ton carrying capacity.

After the Second World War, some examples were shipped to Belgium. Both diagrams saw use post nationalisation with British Railways and beyond with the Royal Naval Armaments Depot (RNAD) and Port of London Authority (PLA) making use of the types and some have been preserved.

Currently in tooling, both diagrams of wagon are set to incorporate moulded and separately fitted detail, along with detail differences to the brake handles, door types, headstocks, buffers and axle boxes. All will feature turned metal split spoked wheels running in brass bearing cups.

Diagram 84 wagons will appear in LNWR diamonds, LNWR grey, London Midland & Scottish Railway (LMS) grey (pre and post-1936), LMS bauxite, BR departmental, BR grey, RNAD and PLA colour schemes, while Diagram 90 vehicles will appear in LNWR locomotive coal, LMS grey pre-1936, LMS bauxite post-1936 and BR grey liveries.

Priced at £32.95 each, no release date has yet been set.

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

Heljan 'Peak' EP running sample

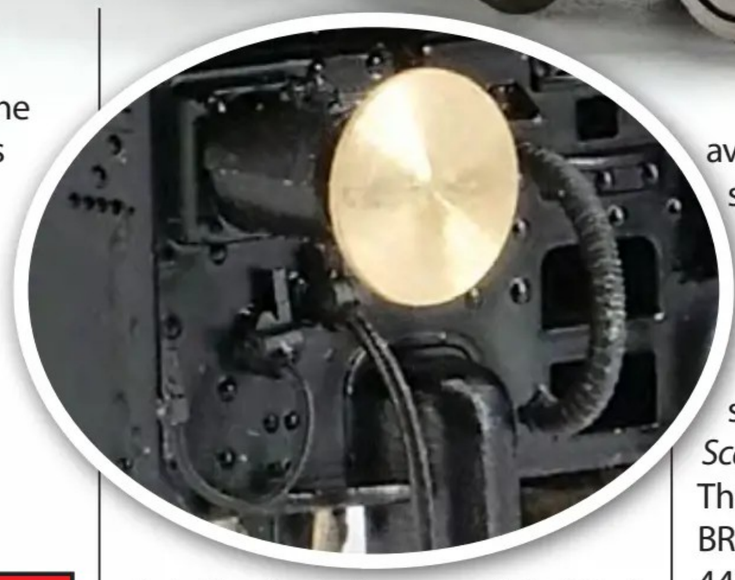


A running sample of Heljan's newly tooled 'OO' gauge Class 44 'Peak' 1Co-Co1 diesel featuring the experimental slotted bodyside grilles carried by D9 and D10 has arrived with the project's development team.

HELJAN'S all-new 'OO' gauge Class 44 'Peak' 1Co-Co1 diesel project is progressing well, with Engineering Prototype running samples arriving for evaluation.

Built at Derby Works between 1959 and 1960, ten of the Pilot Scheme 'Peaks' were completed for passenger trains on the London Midland Region's West Coast and Midland main lines. During their early years they encountered reliability issues and were later reallocated to freight duties following the introduction of the related but more modern Class 45s.

Heljan's Class 44s will feature an all-new body tooling, powerful motor, twin flywheels, 21-pin Digital Command Control (DCC) decoder socket, factory-fitted speakers, etched metal grilles,



Detailing includes separately fitted buffer beam pipework and sprung metal buffers.

detailed cab interiors, switchable lighting functions, sprung buffers, bespoke bogie and underframe parts, together with tooling for the experimental slotted bodyside grilles carried by D9 and D10.

The initial batch of releases will be available in DCC Ready and DCC sound-fitted form and are set to appear as D6 *Whernside* in BR green (Cat No. 4400/44003), D9 *Snowdon* in BR green with small yellow warning panels and slotted grilles (4401/44013) and 1 *Scafell Pike* in BR blue (4402/44023). They are joined by D5 *Cross Fell* in BR economy green (4403/44033), 44010 *Tryfan* in BR blue with slotted grilles (4404/44043), 44004/D4 *Great Gable* in BR green with full yellow ends (4405/44053) and 44002 *Helvellyn* in BR blue (4406/44063).

Release is scheduled for early 2026.

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

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

UPDATE

THE GREATEST GATHERING

RAILWAY 200 CELEBRATION SELLS OUT

Alstom's The Greatest Gathering on August 1-3 2025 in Derby sells out in less than four weeks. Find out more about this Railway 200 celebration event and what to expect.

ALSTOM is opening the doors to Derby Litchurch Lane works on August 1-3 2025 with a major event as part of the Railway 200 celebrations. The Greatest Gathering will bring together rail exhibits from across the country for a special one-off weekend event with tickets selling out for all three days as this issue closed for press.

The event was officially launched on January 30 with an event at the Alstom plant hosting a selection of locomotives and units supplied by GB Railfreight, Avanti West Coast, Locomotive Services Limited, The Class 50 Fund, West Coast Railways, Europhoenix and Alstom itself. The event also saw Alstom and Avanti name Class 390 Pendolino 390200 (renumbered from 390016 for the event) *Railway 200* to mark the Rail200 year.

The Greatest Gathering will see the 90-acre Derby Litchurch Lane Works opened to the public for the weekend to host the railway event. The site is one of the world's largest rolling stock factories and the only facility in the UK which designs, engineers, builds and tests trains for domestic and export markets.



The locomotive list for the main event in August will include representatives of many different locomotive designs including examples seen at the launch event.

The site was opened in 1876 by the Midland Railway and continues in that role today with current projects including Aventra Electric Multiple Units of classes 345 for the Elizabeth Line in London, 701 for South West Trains, 730 for West Midlands Trains and London Northwestern Railway and 720 for Greater Anglia. In addition, it has secured a contract for the refurbishment of the CrossCountry Class 220/221 Voyager fleet.

The event marks the 200th anniversary of the opening of the Stockton & Darlington Railway in 1825 – one of the foundations the modern railway. Profits from the event will be split between Railway 200's five charities - Alzheimer's Research UK, Railway Benefit Fund, Railway Children, Railway Mission and Transport Benevolent Fund CIO – in addition to charitable railway heritage partners.

Exhibits are being announced regularly by the event team with the list so far including steam locomotives, preserved diesels plus main line locomotives and multiple units. The full list announced to date is included in the panel, right. The one-mile test track at the site will also be operating shuttles throughout the weekend as an added attraction.

In addition, The Greatest Gathering will feature model railways including Pete Waterman's Making Tracks, Hornby Magazine/ Key Model World, railway exhibits, talks and presentations and more throughout the weekend. Full details of these will be announced over the coming months ahead of the show weekend.

Tickets for the event had to be bought in advance and as Hornby Magazine closed for press all tickets for all three days had been allocated. Further information about The Greatest Gathering is available on its website including opening times and exhibits.

● **Visit *www.thegreatestgathering.co.uk* for more information and ticket booking.**



THE GREATEST GATHERING LOCOMOTIVE LIST

LOCOMOTIVE	OWNER
Bulleid 'Merchant Navy' 35028 *Clan Line*	Merchant Navy Locomotive Preservation Society
Stanier 'Jubilee' 45596 *Bahamas*	Bahamas Locomotive Society
Stanier rebuilt 'Royal Scot 46115 *Scots Guardsman*	West Coast Railways
Class 35 'Hymek' D7076	Bury Hydraulic Group
Class 40 40106	Class 40 Preservation Society
Class 47 Co-Co	West Coast Railways
Class 50 50033 *Glorious*	Class 50 Alliance
Class 55 'Deltic' 55009 *Alycidon*	Deltic Preservation Society
Class 55 'Deltic' D9015 *Tulyar*	Deltic Preservation Society
Class 55 'Deltic' 55019 *Royal Highland Fusilier*	Deltic Preservation Society
Class 60 and JNA-T wagon	DC Rail/Cappagh Group
Class 66 66301 and an IIA-D wagon	GB Railfreight/Drax Group UK
Class 91 91110 Battle of Britain Memorial Flight	LNER
Class 93 Bo-Bo tri-mode	Rail Operations Group
Class 108 DMU	DMU Group (West Midlands)
Class 331 three-car unit	Northern
Class 390 390119 *Progress*	Avanti West Coast
Class 432 4-VEP 3417	Southern Electric Traction Group
Class 755 FLIRT unit	Greater Anglia

NOTE: All exhibits are subject to availability. More are being announced regularly by The Greatest Gathering.

New ECML station building kit



The new laser-cut kit for Thirsk station models the 1970s sera structure from the island platform.

PJM Models has launched a new laser-cut timber kit for 'OO' gauge modelling the island platform station building at Thirsk on the East Coast Main Line.

This all-new kit is available exclusively through the Key Model World Shop and was originally created for Richard Watson's New Junction layout. It uses a combination of plywood and MDF parts for the main structure combined with laser-cut glazing and a set of 3D printed ridge tiles.

The structure is 269mm long, 70mm wide and 51mm high and fits onto the terminus section of the PJM Models modular platform kits, available from Key Model World.

The kit includes instructions and is available to buy now from the Key Model World Shop priced at £35.99.

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



The Greatest Gathering at Alstom's Derby Litchurch Lane Works officially launched on January 30 2025. For the launch event a collection of railway exhibits gathered outside the works including Class 50 50049 Defiance, Gresley 'A4' 60007 Sir Nigel Gresley and Class 390 390200 Railway 200.

Two months to go until Model World LIVE 2025!

The clock is ticking - and Model World LIVE 2025 is getting closer by the day. We reveal the latest layouts for the show together with the full sponsor list for the April 26/27 2025 event at the NEC in Birmingham.

THERE are now less than two months to go until the doors open for Model World LIVE 2025 at the NEC in Birmingham on April 26/27 - and the line-up of layouts, displays, features, sponsors and traders continues to grow.

The mixed modelling event brings together model railway, scale modelling, radio control and, for the first time at the event, an introduction to slot car racing. Model World LIVE takes place in Hall 2 of the NEC and is sponsored by Bachmann Europe, Model Collect Create, Malcs Models of Ilkeston, COBI brick models, Modelu, Ellis Clark Trains and TMC.

The headline model railways are Pete Waterman's Making Tracks 4+ - an extended version of Watford Junction measuring 72ft x 14ft – together with Mick Worrall's huge 'O' gauge model of Glasgow Eastfield TMD which covers 70ft x 40ft.



Model World LIVE features the best of scale modelling alongside the model railway layouts. Jonathan Newton.

Newly announced for the show alongside these stellar layouts are Terry Tew's superb Tellindalloch in Autumn modelling a Great North of Scotland Railway branch line terminus, George Williamson's compact and superbly detailed Corrish in 'OO9' gauge, a second chance to see Dan Evason's 'NG7' layout Dewstone (HM208/HM209), Burdock in 'N' gauge by David Westwod and Ian Forsyth's Marley Potts and Witherwack Sidings, as featured on pages 22-29.

These layouts join the previously announced collection of exhibition models which include the Soar Valley Model Railway Club's 40ft x 12ft Dorehill St Stevens (HM103), the return of *Hornby Magazine's* Twelve Trees Junction, Loughborough



Ian Forsyth's Marley Potts and Witherwack Sidings is one of the latest additions to the Model World LIVE layout line up. Read the full feature on pages 22-29. Trevor Jones.



Tamiya Truckin will be returning to Model World LIVE with a huge layout for radio controlled truck demonstrations. Jonathan Newton.



Simply Spitfire's 1:1 scale replica Spitfire Mk.IXc will be on show throughout the weekend inside Hall 2 of the NEC at Model World LIVE 2025.



George Williamson's superb 'OO9' layout Corrish will be showcasing minimum space modelling and super detail at the show. Jonathan Newton.

Midland by Ivanhoe Model Railway Society (HM185), Knaresborough by Harrogate Model Railway Club (HM212) and many more. The full list revealed to date is available at *www.keymodelworld.com/modelworldlive*.

Joining this hand-picked selection of model railway layouts are a growing crop of top quality scale modelling displays from local and national groups including special interest features. Highlights include the US Air Force display, Tornado Special Interest Group, Caen Model Club, West Midlands Police Scale Model Club and many more. The full list is available online.

Features of the show include a full-size 1:1 scale Spitfire Mk.IXc presented by Simply Spitfire and sponsored by Malcs Models, a huge Tamiya Truckin radio controlled trucks layout, Mission Motorsport's Goodwood replica Scalextric track, a brand-new fully scenic rally stage slot car track created by Dan Evason, interactive hands on modelling including the Model Collect Create stand which will have Pine Car racing and Woodland Scenics modelling products available to try, the chance to try your hand at shunting on Key Model World's £500 Layout Challenge project Lanacside and much more.

In addition, more than 80 trade stands will be attending including manufacturer stands from Bachmann Europe, Pocketbond, Accurascale, Airfix, Beacon Models, Cavalex Models, Ellis Clark Trains, Heljan, Hornby, Rapido Trains UK, Revolution Trains, Oxford Diecast and more. The full list of trade stands for model railways, scale modelling and radio control is available online.

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.**

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Mick Worrell's Glasgow Eastfield TMD in 'O' gauge will be one of the stars of Model World LIVE. Mike Wild.

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.

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MARLEY POTTS & WITHERWACK SIDINGS

Full length Consett iron ore trains and coal trains galore are amongst the highlights of **IAN FORSYTH's** outstanding 'OO' gauge exhibition layout, set in the North East during the 1950s and 1960s.

PHOTOGRAPHY, TREVOR JONES

1 Darlington based Robinson 'A5/2' 4-6-2T 69840 pulls into Marley Potts with a Darlington to Sunderland train. A 'J72' simmers with a couple of parcels vans in the bay, while a 'K1' takes coal at the coaling stage.

GAUGE **'00', 16.5mm** | SCALE **4mm: 1ft** | SIZE **16ft x 8ft** | REGION **NORTH EASTERN** | PERIOD **1950s-1960s** | CONTROL **ANALOGUE**



Above: **Percy Main 'J27' 0-6-0 65812, fitted with a snowplough, runs off the mineral line on to the main line with an empty ballast train and a BR Standard '2MT' 2-6-0 and LMS inspection saloon wait for a clear route out of the sidings. A Ruston 88DS waits in the bay.**



MARLEY POTTS and Witherwack Sidings came about several years ago when I decided to build a new fine scale layout to replace my previous project, Kiln Road. Having seen the likes of Little Bytham by Tony Wright and its beautiful track, Ray Warner's Shrewsbury 'P4' (4mm:1ft scale, 18.83mm gauge) layout, along with our previously owned Borchester Market by Frank Dyer, I really fancied having a go at building my own track. In the end, I went for C&L pointwork and managed to buy several boxes of SMP track from my good friend Charlie Bloomfield at a very good price, although nothing really progressed for a couple of years due to a house move and other commitments.

I had several ideas of what I wanted to achieve - decent length trains running through a station, sidings to hold plenty of coal wagons, a mineral line with no passenger service and National Coal Board (NCB) running rights plus a capacious storage yard. Most importantly, I wanted good slow and reliable running. In the meantime, Fence Houses NCB (HM164) was built during the moving period and many ideas were tried on that layout for possible use on the new project.

The name of the layout comes from two areas slightly North and West of Sunderland, North of the River Wear. The old Gateshead and Monkwearmouth Railway used to run on the Northern bank of the river, so with a bit of modeller's licence this is the location of the layout. Being only single track, normal traffic is light but the line can be and often is used to ease traffic flow in the area, it can also see main line trains diverted via Sunderland when engineering work is »



North Eastern steam power aplenty as a Tyne Dock '9F' runs past a 'Dub-Dee' with an empty steel train. The houses are from the Scalescenes downloadable kits range.

taking place on the East Coast Main Line (ECML). This is a bit of a stretch I know, but I have to be able to run my fleet of ECML locomotives.

With that in mind, I can run full length Consett iron ore trains at eight or nine wagons long, if a London and North Eastern Railway (LNER) 'O1' or a BR Standard '9F' is being used. Both models have the air pumps fitted for these trains. There is one full rake and one empty rake. I also run lengthy full and empty steel and coal trains. As for passenger trains, only a couple appear, these being Sunderland to Darlington services, one set being formed of four main line coaches and the other made up of five suburban coaches, with a Gateshead 'V3' 2-6-2T or a Darlington 'A5/2' 4-6-2T in charge.

The local trains are a two-car Metro-Cammell Diesel Multiple Unit (DMU) and a push/pull fitted 'G5' 0-4-4T with a Gresley two-coach set. A Class 40 or a York 'V2' is often in charge of a parcels train. The mineral traffic is in the hands of 'J27' 0-6-0s, Ivatt '4MT' 2-6-0s, 'WD' 2-8-0s and Peppercorn 'K1' 2-6-0s. Many other former NE/LNER or BR locomotives make regular appearances. Diesels appear as well, but all have full green fronts except a brand-new Class 37. A mixture of ready-to-run and kit-built stock is used.

The rolling stock is from a range of sources including Bachmann, Dapol, Hornby, Accurascale, Rapido Trains UK, KR Models, Dave Alexander, PDK, Judith Edge, DJH and DMR. The three excellent Oxford Diecast 'J27' 0-6-0s have been enhanced with Dave Bradwell's chimneys and domes, which makes a great difference. I decided to convert the beautiful Sonic Models 'A5' 4-6-2T into an 'A5/2' (one of the LNER built locomotives). For this, a change of chimney is needed to meet the LNER loading gauge and the steam pipe and other fittings also need to be moved from one side of the boiler to the other. The result is a very pleasing locomotive and a most interesting project. The model was then renumbered to a Darlington based example.

Most of the locomotive crews and all of the passengers are from the excellent ModelU range, although a couple of locomotives have Bachmann crews fitted. I have painted all the ModelU figures myself and find the task most enjoyable and very satisfying. I have even been scanned and I'm driving one of the two Tyne Dock '9Fs'. The bus crews are from the Dart Castings range. All of the figures are painted with acrylic paints and once dried have a black wash added to enhance any detail and give a more natural look.

I have tried to capture the atmosphere of the area in the late 1950s/early 1960s. Having been inspired by several layouts - two in particular - namely South Pelaw and Blackgill, I like to look at photographs of trains and train formations and use them for ideas and guidance for my own trains. Like most modellers, I have far too much stock so I only bring along enough for a show, but I can change eras and train formations to a certain extent, which helps to keep the layout interesting. You might see a nine-coach 'Tees-Tyne Pullman' behind an Accurascale 'Deltic' or Peppercorn 'A1' or an Anglo-Scottish Car Carrier behind an 'A4' or a Type 4 diesel, especially if an ECML blockade is enforced due to engineering works. Coaches are in »



LNER 'Q6' 0-8-0 63429 rounds the sharp curve (note the check rail), as two Fowler ploughing engines are made ready for a day's work.



5 Right: **A Metro-Cammell two-car DMU (Class 101) has just arrived at Marley Potts from Sunderland. The bus crews chat about their jobs, while the postman collects the mail in this once everyday scene.**

6 Below: **Consett iron ore traffic forms a great deal of the daily freight traffic, as a Tyne Dock '9F' and an ex LNER 'O1' 2-8-0, both fitted with air pumps for the hopper wagons, pass at Marley Potts.**

BR carmine and cream and BR maroon colour schemes.

I still have plenty of locomotive and wagon kits to build for this and Fence Houses NCB. One thing I do try and keep to is that all the locomotives are correct for the area and in most cases have been renumbered to fit the location of the layout. All stock and locomotives are weathered, in some cases quite heavily, and real coal is used for the full coal wagons and all steam locomotives - nothing works like real coal. I have also used real ash from the Severn Valley Railway, again nothing works like the real thing.

CREATING THE SCENE

I really set to work on Marley Potts in earnest about three years ago by building several sets of turnouts having settled on a track plan. I have used a reasonably firm black foam as a track bed, gluing the track directly to the foam with PVA – this has the right sort of colour I was after for the ash and cinder ballast. The main line has been upgraded to a granite ballast, so in effect there are two types of ballast on the layout.

The platforms are scratchbuilt, with some Peco station walling. I used mainly 1.5mm mounting card and thin strips of wood to construct the platforms. I have mounted three starter signals into the platform surface, these being the excellent Dapol Southern Region lattice type (which are very similar to the LNER type), along with the LMS/BR standard type junction signals, as required. I need to add more signalling in the very near future. All other walling on the layout is from Scale Model Scenery, giving very pleasing results and the coping stones are also from the same source.

The backscene is from the Sankey Scenics range. 9mm plywood supports it, but mounting card was glued onto the ply and this was allowed to dry fully with heavy weights on it before adding the sky section. I then cut out each section of the terraced houses, gluing small sections at a time, again with heavy weights to ensure a smooth finish. I made some changes along the whole length of the backscene as I wanted the rear view of the terraced houses to be the focus and they needed to look right for the period and location. I also wanted the houses along with their retaining wall to change height over the entire length of the layout.

Mounting card and thin ply was used for the retaining wall, all glued and screwed together. Working out the height of the terraced houses took a little time to get right, especially at the engine shed end, as I wanted the locomotive crews to appear to walk through from an alleyway and down a flight of steps to the signing-on office. This and several of the brick-built buildings are scratchbuilt by my good friends Bob Dawson and his grandson Scott from the Scarborough Model Railway Club and they really set the scene. Other buildings are from the resin ranges of Hornby and TMC (Bachmann), while I have also used some of the kits from Stoneybridge Structures and have several smaller buildings to add to the layout from this source. The signal cabin is scratchbuilt, which I completed for Kiln Road about 15 years ago. The long footbridge is again scratchbuilt, and acts as a bit of protection for the junction signal.

The terraced houses at one end of the layout, along with the two-road engine shed are from the Scalescenes downloadable range, which I found to be very good and most enjoyable to build. The terraced houses have had Scale Model Scenery roof tiles added to give a better look to the roofs, while Ratio gutters and downpipes were also used to improve the appearance. I decided to purchase the laser-cut formers for both of these buildings which worked very well and helped form very solid buildings. The glazing is an extra from Scalescenes and is well worth the money as you know it will



An LNER 'J72' 0-6-0T (note the bicycle on the running plate) shunts a Covered Carriage Truck into the parcels bay, while BR Standard '2MT' 2-6-0 78015 waits with an inspection saloon.



A 'Q7' 0-8-0 works a loaded hopper train through Marley Potts, as a National Coal Board (NCB) Kitson long boiler Consett 'A' 0-6-0PT hauls a loaded coal train along the mineral line. Meanwhile, 'N10' 0-6-2T 69105 stables on the small running shed. The signal cabin is scratchbuilt.



9 A Raven 'Q6' 0-8-0 pulls out of Marley Potts following a signal check, heading to Tyne Dock with empty oil tankers.

fit. I have added the washing lines and washing along with the garden effects.

Moving to the road bridge, this has been totally scratchbuilt using mainly card with a plastic structure inside for strength. The brickwork is Metcalfe and the road surface is from Scalescenes. I'm about to start building a new bridge at the goods shed/coal drop end of the layout. This is also from Scalescenes, but will have to be modified to fit the area. The coaling stage is bespoke and based on that at Whitby. For this, I used an 'N' gauge wagon chassis, while the rest of the mechanical grab is plastic. The stage itself is made from card, plastic sheet and very thin plywood.

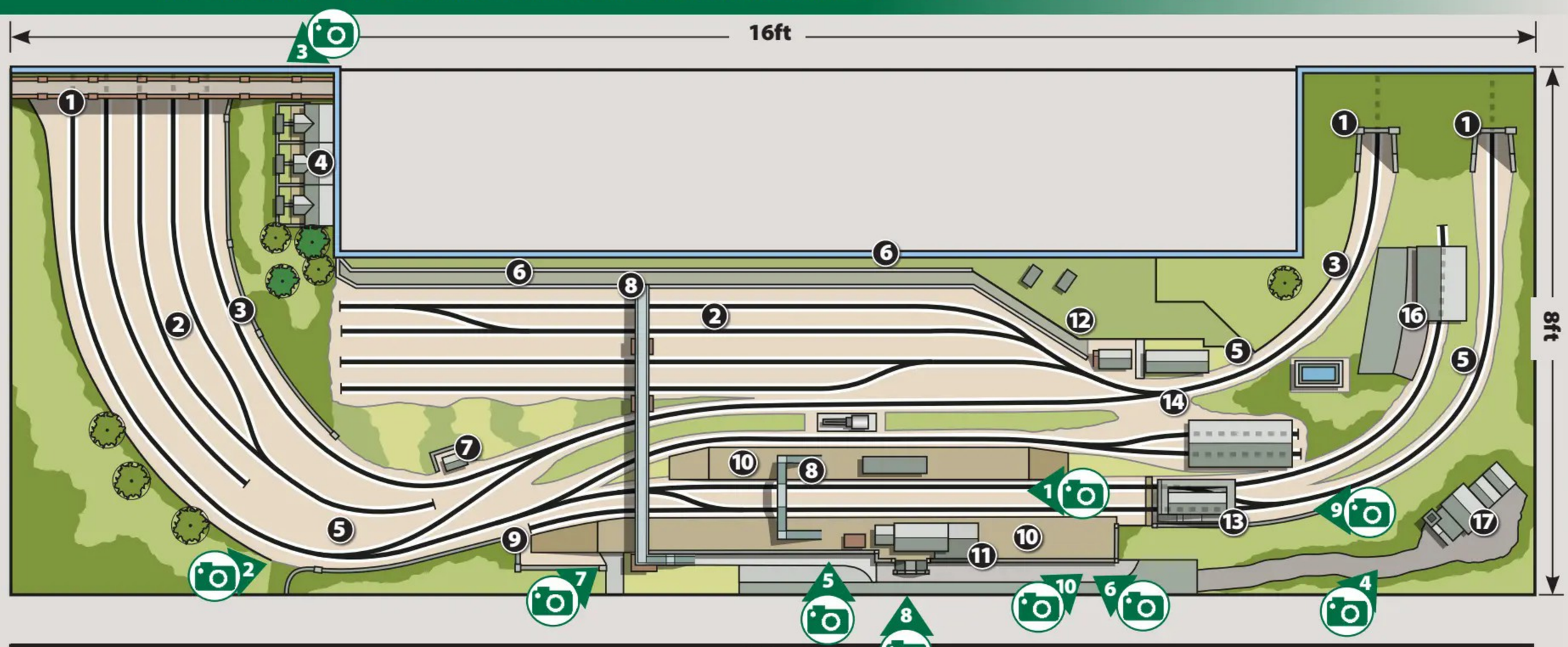
This is the first layout where I have used static grass extensively, with varying degrees of success. Several of the excellent Primo Trees are now planted with a couple more still to add and I have also made my own examples towards the back of the layout, but the Primo Trees are in the forefront. Rubberised horsehair is used for most of the bushes, and I have used non-scented hairspray with very good results to hold the flock in place as it is sprinkled onto the rubberised horsehair.

CONTROL

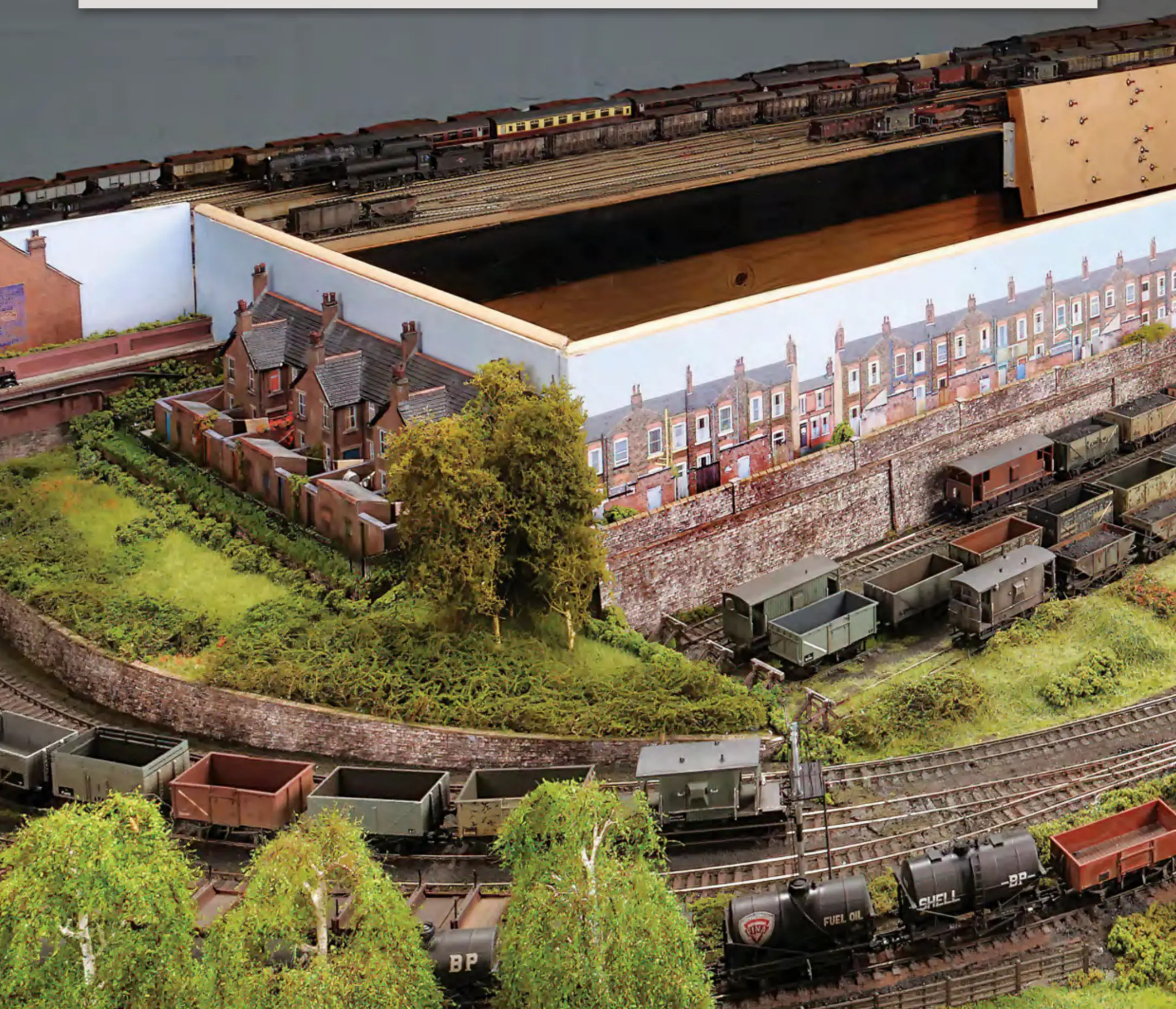
Marley Potts and Witherslack Sidings is analogue controlled. The points are switched by DCC Concepts Cobalt point motors and are operated by DCC lever switches which are very nice to use. The excellent station lights are from the same source, although I have repainted them into the sky-blue era in which the layout is set. The signal cabin on the mineral line has a full interior with a signalman inside and it is lit with a couple of LEDs that have had an orange wash on them to give a gaslit effect. I have added several pigeon lofts, again to set the scene.

The layout has appeared at two shows so far - the Newhaven & District club show at Seaford (my local model railway club) and the Brighton MRC show at Patcham, »

MARLEY POTTS AND WITHERWACK SIDINGS TRACK DIAGRAM (NOT TO SCALE)



KEY					
1 To/from storage yard	4 Houses	7 Hut	10 Platform	13 Overhead signalbox	16 Goods shed
2 Coal sidings	5 Main line	8 Footbridge	11 Station building	14 Engine shed	17 Warehouse
3 Mineral line	6 Retaining wall	9 Parcel bay	12 Signalbox	15 Store	



Brighton and was well received at both. Although hard work, it was very satisfying and enjoyable, with great feedback. It's booked to appear at the East Grinstead show in March and the Brockenhurst show in late May this year. The layout fits into a Transit-sized van along with all of the other items required and I look forward to taking it to other shows in the future.

There is still plenty to do and add to Marley Potts and Witherwack Sidings. I have had great fun building it to its present state and enjoyed researching photographs of the area. To me this is all part and parcel of developing a model railway in a particular area and era and have tried to stick to the brief. At present I'm also planning a small 'O' gauge project, but this is based in the Brighton area, so it will be a real change of scene. **HM**

● **Enjoy more layout articles at *www.keymodelworld.com/trains/layout-features*.**



10 **Above: 'B1' 4-6-0 61038 *Blacktail* waits in the station while an English Electric Type 4 passes with a York bound parcels train. The Thompson 'B1' will collect a couple of vans from the goods shed, while the Worsdell 'N10' and Ivatt '4MT' simmer quietly on the shed. The signing-on office built by Bob Dawson really sets the scene.**

Marley Potts and Witherwack Sidings is set in the North East during the 1950s and 1960s. Freight traffic dominates the scene as a 'Q6' 0-8-0 approaches the station on an empty oil train returning to Tyneside docks.

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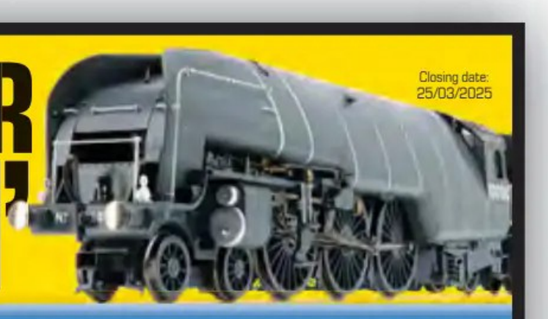

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305/25-

STEADY FOUNDATIONS

Finding the right support for your model railway is vital as it will inform every aspect of your layout. **BEN CHURCH** highlights some of the options.



A table could be used to support a layout either temporarily or as a more permanent arrangement. Bob Vaughan's 'OO9' scale Hobb's Row Halt pizza style layout was featured in HM74. Trevor Jones/*Hornby Magazine.*

WHEN PLANNING a layout, the most important consideration is where it will be based. That will dictate its size and often its configuration. But wherever you build your layout, and whatever its size, it will need support from below.

In this feature, we look at how you can provide a solid foundation for your baseboards – from the traditional to more novel options.

TABLE TOP

A table is a viable solution for use as the foundation for a model railway. A dining room table can be used as an ideal support and enables newer modellers the simpler task of constructing only a baseboard without having to worry about fabricating legs. Baseboard construction can be stripped back to its basics, with a pre-cut piece of plywood, supports and bracing being all that is needed to create the foundations for future layout projects. This could then simply be placed on the table when required and cleared away when the table is needed for other uses, such as at mealtimes.

Layouts built with this in mind could be a continuous run or end-to-end depending on the size of the table. The smaller the scale, the more options you have. Bear in mind, if building a continuous loop layout in 'OO' on a table top you would have to make do with very tight curves, whereas a 'OO9' or 'O.16.5' narrow gauge layout could take advantage of the shorter wheelbase locomotives and wagons used to create a meandering layout. »



Layouts don't always need a great deal of space and can make use of existing supports such as a workbench in the garage. Eric Austin's 'OO' Dart Valley Junction appeared in HM116. Trevor Jones/*Hornby Magazine.*



Drawers, such as this set on wheels, can prove useful as a support system for small baseboards. Mike Wild/*Hornby Magazine.*



'H'-style supports have been adopted for use on several *Hornby Magazine* exhibition layouts. They are robust enough to be used in the workshop and at exhibitions. Mike Wild/*Hornby Magazine.*

If space is at a premium, a micro layout or even an inglenook shunting puzzle layout might fit the bill for use on a table. An inglenook shunting layout is a straightforward design which usually follows the protocol of a single track splitting into three separate sidings. Typically, the headshunt on the layout is long enough to hold a locomotive and three wagons, while the sidings usually hold up to five wagons in one siding and three wagons each in the other two.

As well as making use of a table as support, you could (depending on the overall size of the inglenook layout) consider something altogether smaller – such as an ironing board to support it in the home or at an exhibition – resulting in a very quick method of setting up and clearing away the display. Paul Allen's 'OO' gauge Ingleton Sidings (HM76) was designed to be displayed at shows on an ironing board, but it could also be stored on a shelf at home.

SHELFIES

Shelves – like tables – also provide a straightforward way to support a model railway, whether bespoke creations for that purpose or bought off-the-shelf from furniture stores. A shelf can elevate a model railway to eye level and release floor space that it might otherwise occupy were it using a table or purpose-built legs for support.

By their very nature, shelves tend to be narrow and that might point to 'N', 'OO9' or 'TT:120' gauge layouts – although with creativity larger scales are possible. Depot scenes or end-to-end layouts are ideal for a shelf-based layout, not requiring the width of a continuous circuit. Just make sure there is adequate protection to prevent rolling stock or motive power from accidentally falling from the shelf.

Planning will also be important, ensuring the layout has easy access to mains power and setting the correct height for comfortable viewing.

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Novel solutions can also be employed to support a layout such as this ironing board used to support Paul Allen's Ingleton Sidings (HM75). Trevor Jones/*Hornby Magazine.*





CUPBOARDS AND WORKTOPS

Much like using a table or shelves as support for a layout, a few other alternatives worth considering are often less obvious. For example, you may have several cupboards or perhaps a worktop surface in the home or in a shed that could double as support for a small micro-layout. Worktops, in particular, can be very useful as those in the home can often feature lighting above from the underside of a cupboard which in turn helps if you wish to do some modelling on the layout such as adding smaller details to a scene. The support of the worktop provides a solid, usually level, surface on which to work and can be well lit.

Supporting a layout across several cupboards can also be useful. Again, cupboards or chests of drawers can provide a solid grounding for baseboards, especially if you are aiming to make the most of any space available, such as in a shed or part of a garage to house your layout. Additionally, the cupboards or chest of drawers can also act as storage space for your rolling stock and motive power when not required on the layout.

INTEGRATED LAYOUTS

If a more traditional style of baseboard is chosen, it is important to decide whether it is to be an essentially permanent fixture in its location or portable, perhaps to take to exhibitions.

For smaller layouts, the option of integrated legs may be attractive. These legs can be built into the baseboards and permanently attached, just folding down as required or integrated for transport or storage and then bolted in place when required. They have the advantage of speeding the setting up process for a layout and making transportation more straightforward.

A degree of woodworking skill is needed so the layout sits level. As these legs need to fold into the frames of a baseboard, their height is limited by the length of the baseboards. You could also add mounting feet to the base of the legs with a screw thread to enable each leg to be levelled once in place, which can be particularly useful on uneven floors, especially if the layout is set to appear at exhibitions.

'H' AND TRESTLE LEGS

'H' legs and trestle legs are options for modellers who need removable legs so a layout can be dismantled and transported. These are not permanently fixed to the baseboard and can be removed, allowing for increased flexibility.

'H' legs are – as the name suggests – built in an 'H' shape. Each leg is simple in design, easy to mass produce and sturdy, with the design simply being two upright sections of wood supported by one or more horizontal cross-braces to keep everything square. These are used on *Hornby Magazine's* 'TT:120' demonstration layout Twelvemill Bridge which has attended many shows since it was built in late 2023 – proving the design's resilience.

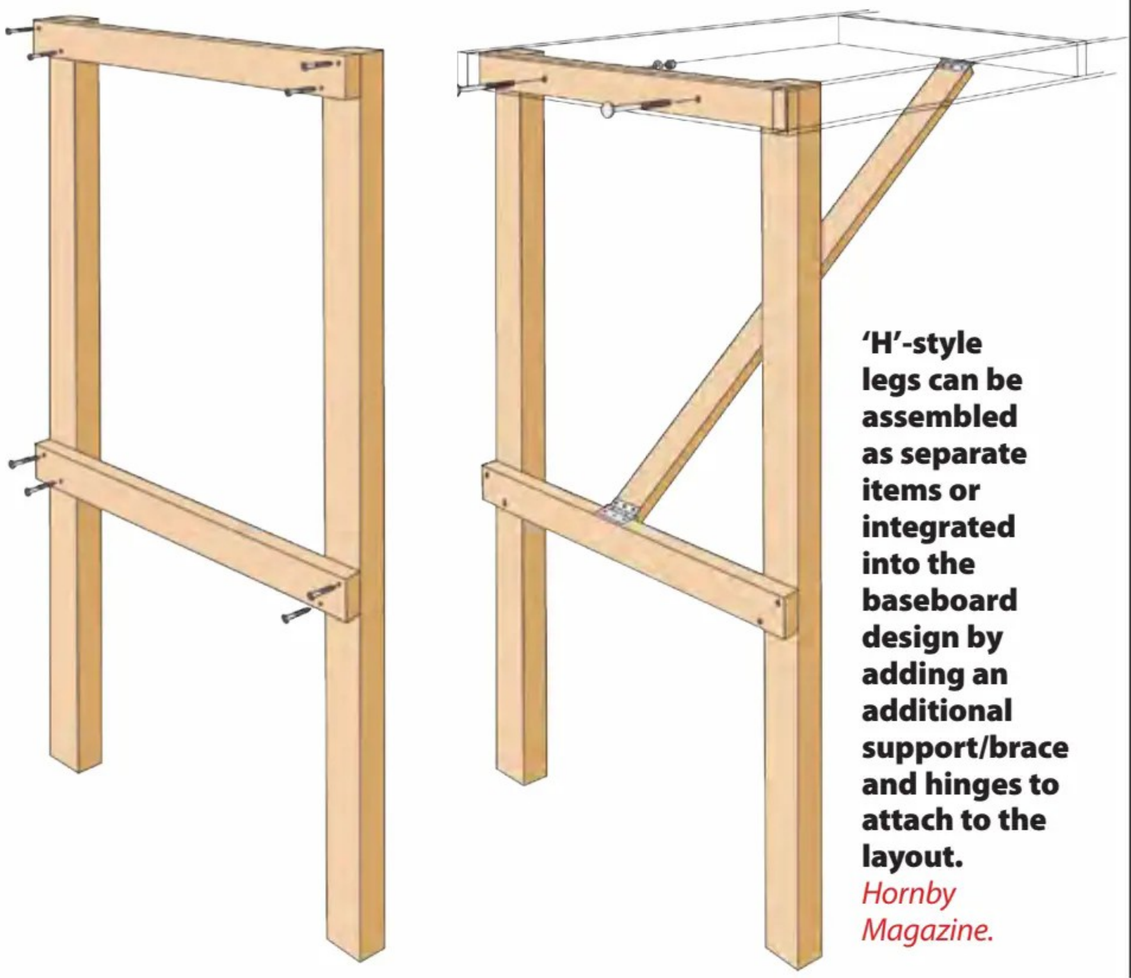


The 'H'-style legs are an interference fit in the corners of each board, using an off-cut of planed timber to help keep the leg in place. Mike Wild/*Hornby Magazine.*

Each leg is simple to fix to a layout, only needing a rudimentary slot to fix into and a small section of wood fixed to the inside of the bracing to create an interference fit. They can be as tall as you wish, and money can be saved by having boards set up in pairs, where only three 'H' legs are needed across two boards. It is also worth considering adding cross bracing to some of these supports to improve rigidity.

Trestle legs allow for adjustable height. Unlike fixed height 'H' legs that slot into designated positions, these can be placed wherever needed to support the layout and are better able to compensate for variations in floor height. They are quite straightforward to construct yourself with lengths of wood and hinges or purchase ready-made from a retailer. Alternatively, the adjustable 'workbench' style trestle supports available from DIY stores and some supermarkets are also worth considering. Several of *Hornby Magazine's* exhibition layouts use this support system, including Twelvetrees Junction, Natford TMD and West Coast Cement.

This form of support – unlike a shelf or a table – allows for total freedom when it comes to layout dimensions and is great for modellers who want the flexibility to take down a layout, perhaps in a garage or shed space or even transport it to an exhibition.



'H'-style legs can be assembled as separate items or integrated into the baseboard design by adding an additional support/brace and hinges to attach to the layout. *Hornby Magazine.*

SEPARATE LEGS

For those with good woodworking skills, individual legs for each corner of your layout might be the answer. These can typically be formed from planed timber to the desired length, but you will need to ensure these are cut to exactly the same length to keep your baseboards level throughout. Your local timber merchant or DIY store may be the answer, as many will cut wood to size for you if you provide them with the specifications. Increasingly, several specialist baseboard manufacturers also produce packs of self-assembly baseboard legs. A series of bolts and wingnuts can secure these to the baseboards, providing a sturdy structure on which to build your layout.



Most of *Hornby Magazine's* exhibition layouts are supported with a set of adjustable trestle legs. Each trestle features a length of metal chain between each leg secured by a screw to hold it in place. The chain can be shortened to adjust the height of the board above. Mike Wild/*Hornby Magazine.*

OTHER OPTIONS

These aren't the only options – and over the decades, modellers have been extremely creative. Pasting tables can be a useful basis for placing a baseboard as they often come fitted with foldable legs and are hinged in the middle, allowing the table and layout to be stored away quickly and simply. The legs may need strengthening and some lateral support of the fibreboard top is usually necessary. The joint between the halves will also need securing to avoid derailment-causing dips.

A 'OO' gauge shunting or depot scene could neatly fit on one of these or a more complicated continuous run layout in a smaller scale. Transferring power between the baseboards also needs to be considered, with dropper wires, connection terminals and detachable wires a straightforward way of overcoming this obstacle. Additional tables could be added as needed to further increase the size of the layout – although you will need a robust way of connecting each of the boards together accurately. **HM**

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

Trans-Pennine ODYSSEY

PART 2

TIM SHACKLETON powers up his multi-media Class 124 DMU, turning his attention to building the chassis and running gear.

IT'S AN ADMISSION THAT PLACES ME firmly back in the analogue age, but I enjoy building working models. And of all the various disciplines associated with making things, from pre-assembly to final finishing, the ones that bring me the most pleasure are those associated with making my creations run – and run well.

The emotional lift I get the first time I see one of my creations moving off smoothly down my test track is a ringing endorsement of all the hard work I've put in to get to that point. In terms of the risk/reward balance, the painting and weathering process (for which I'm perhaps better known) comes a very poor second!

Compared with the kind of kits I grew up with, this six-coach Trans-Pennine Diesel Multiple Unit (DMU) set is very 21st century in concept and execution. It's not a kit as such – rather, it's a multi-media composite of parts sourced to common specifications from four different designers and put together with a single aim in mind. Everything fits with everything else, but there's still a lot of flexibility in terms of how things can be done – an acknowledgment of individual preferences and a desire not to let anything stand in your way if you want to try a different approach.

In the first part of this short series (HM213), I built the bodies for the DMU and now it's time for the chassis - but will it work – and work well? Powered or unpowered, there's no great secret to building a running chassis. Ensure all alignments are square and true and if they're not, correct them at once. Don't move on to the next stages – adding the wheels or wiring up the motor – until you're satisfied that everything up to that point is working perfectly. There's a myth that running-in will solve most problems – it won't, and in my experience, they'll only get worse unless you sort them out.

So, instead of looking at six individual sets of chassis components, some in brass and some in 3D-printed plastic, some with motors and some without, let's crack on with putting them together. **HM**

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

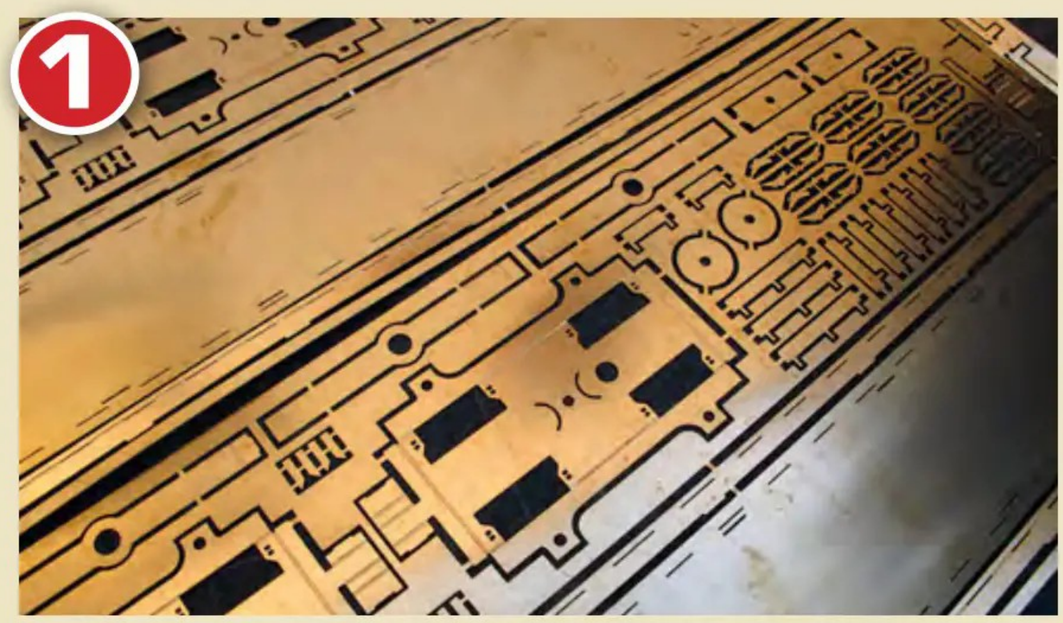


A Swindon-built Class 124 Trans-Pennine unit leaves Manchester Victoria with a Hull-Liverpool service on March 25 1978. Five-car sets such as this (usually minus the buffet car) weren't uncommon, even in the 1960s. Note the domino headcode in place of the previous roller blind display. John Chalcraft/Railphotoprints.uk.

STEP BY STEP

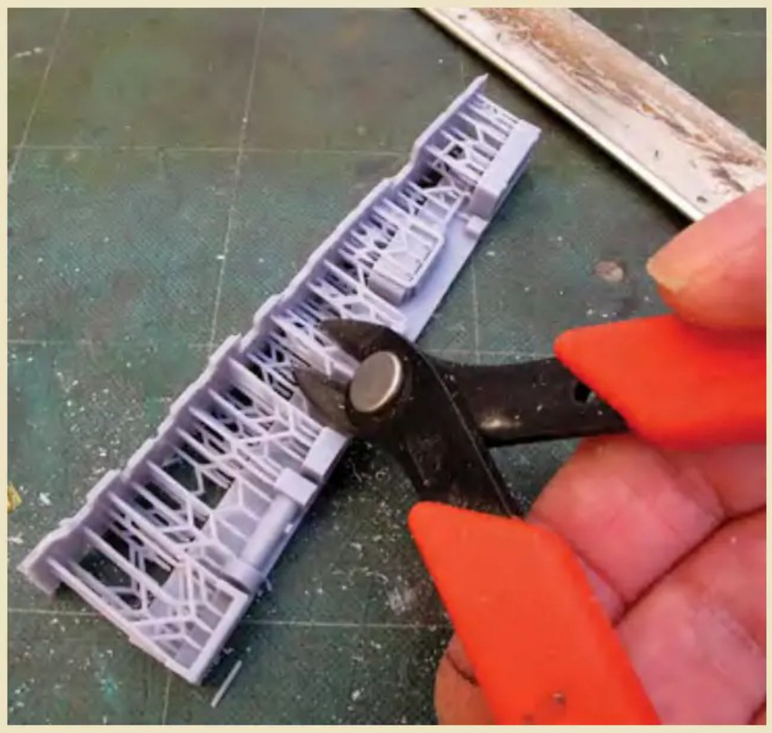
BUILDING A 'OO' GAUGE TRANS-PENNINE DMU PART TWO

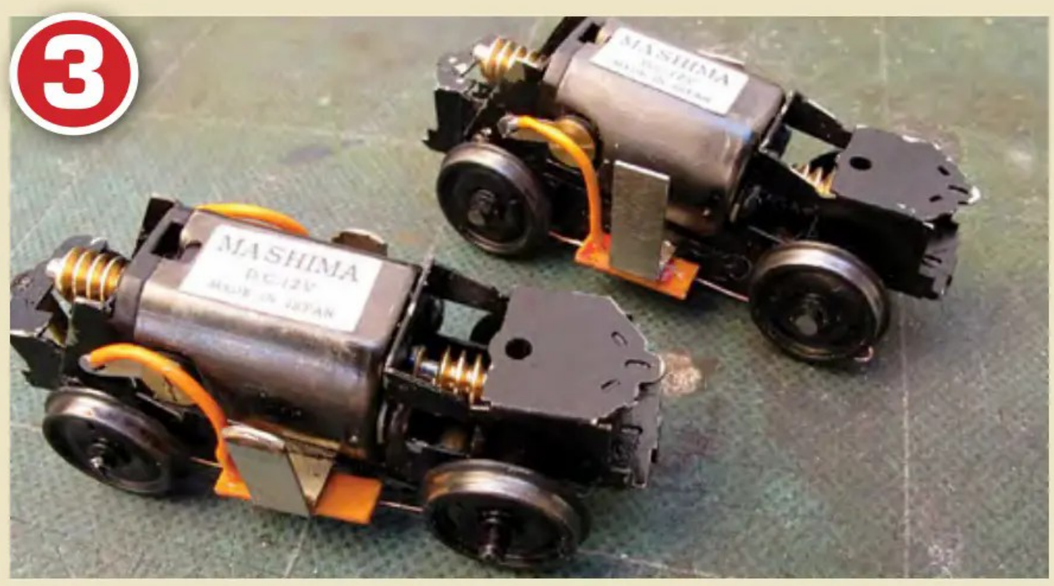
Beginner — Intermediate — Advanced — SKILL LEVEL



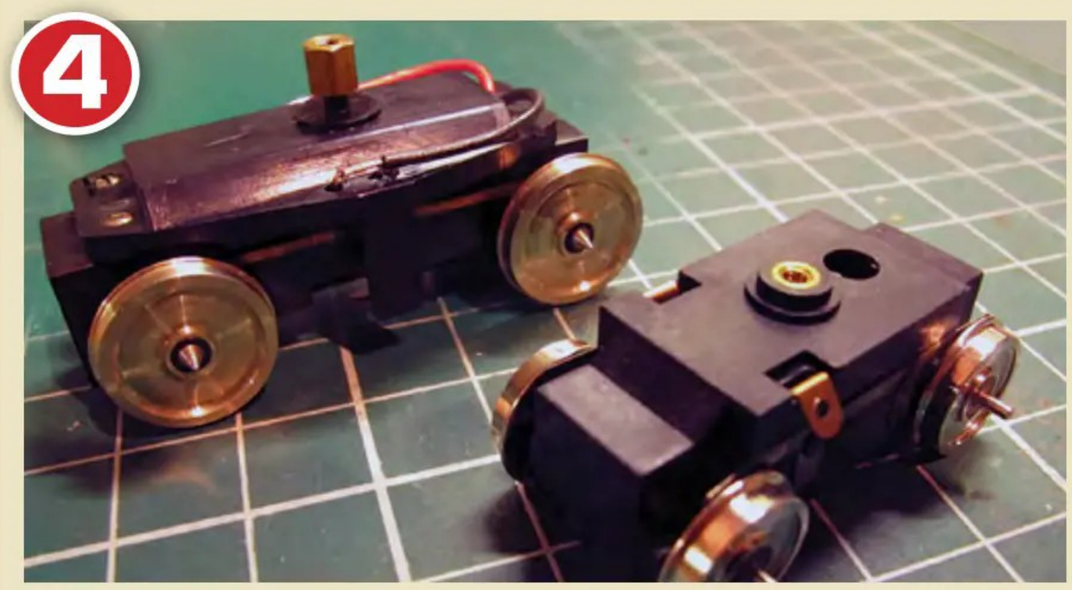
Ian Macdonald supplies the chassis as a series of identical etched brass frets which are solder-assembled into the correct configuration for each vehicle. As with the bodyshells, the fit of the components is extraordinarily precise.

Once the etched chassis components are assembled, underframe details can be added in the form of one-piece 3D-printed components designed by Jonny Duffett of Ironminkdesigns – these are the prints for the power cars, one each side. Bogies are a mixture of both media.





I opted to motorise the chassis with a pair of LoRider motor bogies from High Level Kits. It's a design I've used many times before and I've always found performance to be outstanding. Like the chassis itself, these units have to be assembled by the builder.



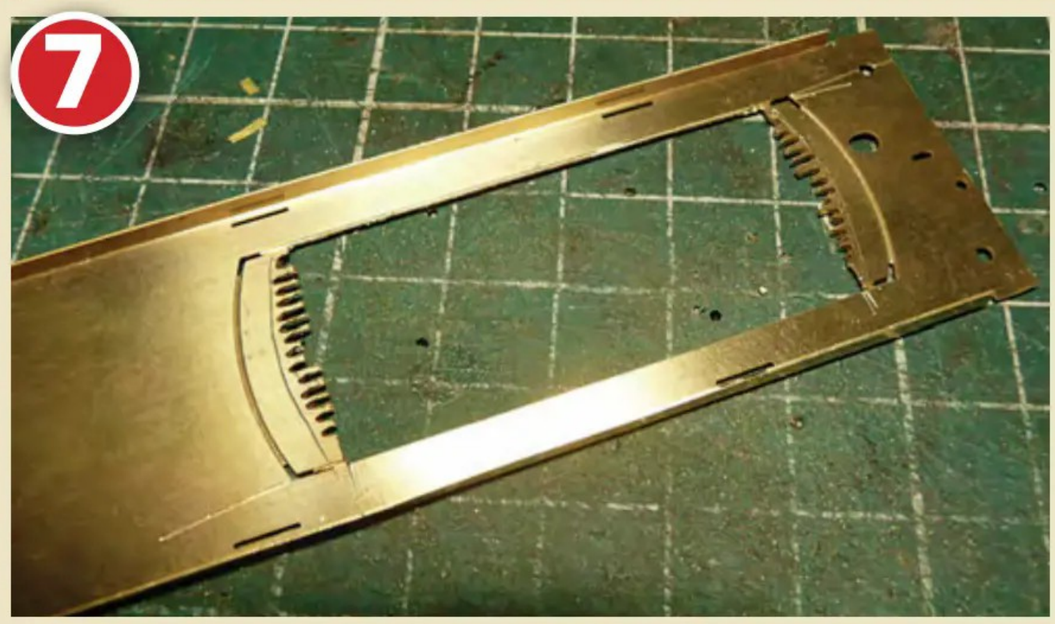
If you prefer something ready to run, other possibilities are the Black Beetle or Tenshodo SPUD. The latter has been around for decades, but in this kind of application it may lack power and controllability. Whatever your choice, you'll need 12mm wheels and a 34mm wheelbase.



I like to have a clear view through the seating area of a multiple unit, devoid of interruption by motor blocks, circuit boards and wiring. The LoRider is compact and will comfortably fit inside the guard's compartment of the Motor Brake Second with ample space for a decoder.



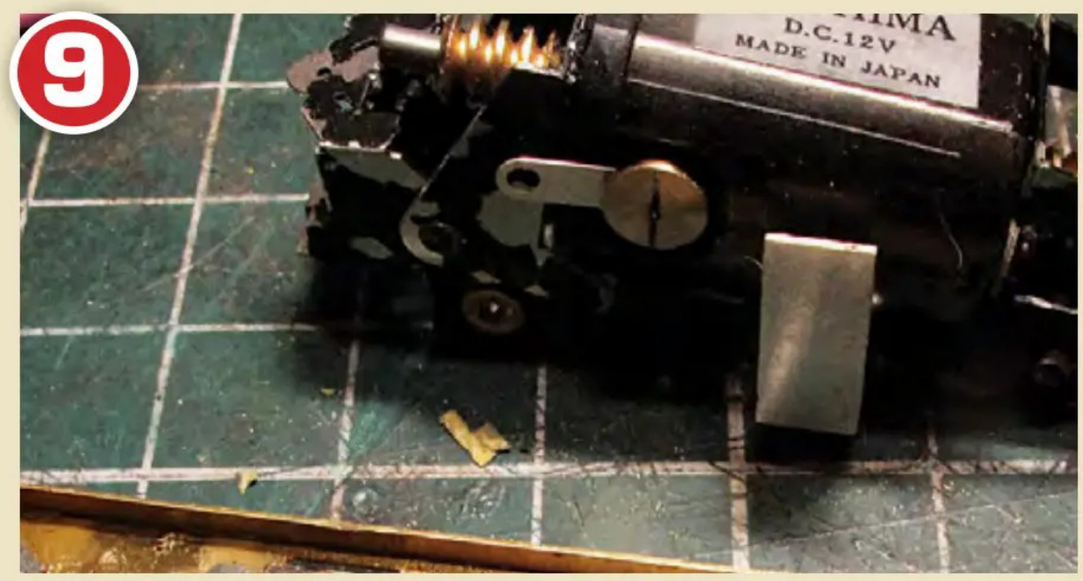
Thanks to intelligent CAD design and slot-and-tab construction, assembly of the chassis is fast and straightforward. The only big difference between the four types lies in the position of the solebar steps. On the right-hand chassis you can see provision made for installing the motor bogies.



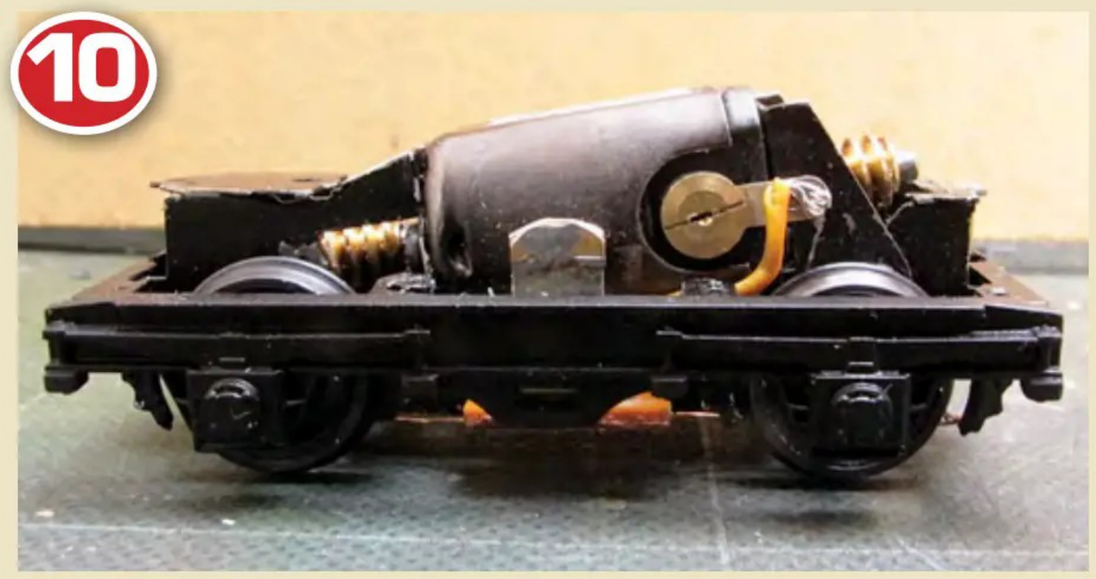
The opening can be cut out by scoring with a heavy bladed craft knife. I prepared the rounded cut-outs with which the LoRider engages with a slitting disc in a power tool.



The edges should be smoothed off by filing to create a friction-free surface against which the front and rear rollers on the LoRider will interact. These, I should add, are typical modelling skills essential to kit building in metal. They will last you a lifetime and have many other applications.



There's a pair of arms amidships on the LoRider which can be adjusted to support the chassis, determine the ride height and allow a measure of tilt. I haven't yet decided on their height and shape but on the chassis I've already improvised a pair of pads out of fret waste that the arms can bear against.



This shot shows the LoRider fitted with the correct Swindon-pattern sideframes glued to the cut-down bogie frame. In the centre are the arms that support the chassis – their size and shape was determined by experiment. Never cut metal until you are absolutely sure!



This is how the LoRider is able to swivel and be retained in the chassis, rubbing against curved metal strakes on the underside. I wanted to avoid removing any more metal than I had to because once it's taken off it's not always easy to amend. In the event, the power bogie is substantially unmodified except that the roller on the right is removable.



Having had the thrill of seeing my powered chassis moving smoothly and quietly down my test track, I can turn my attention to the trailing bogies. An etched inner frame is complemented by a 3D-printed representation of the unique Swindon design of DMU bogie. After gentle filing to remove any roughness from the rear face, they're simply glued in place.



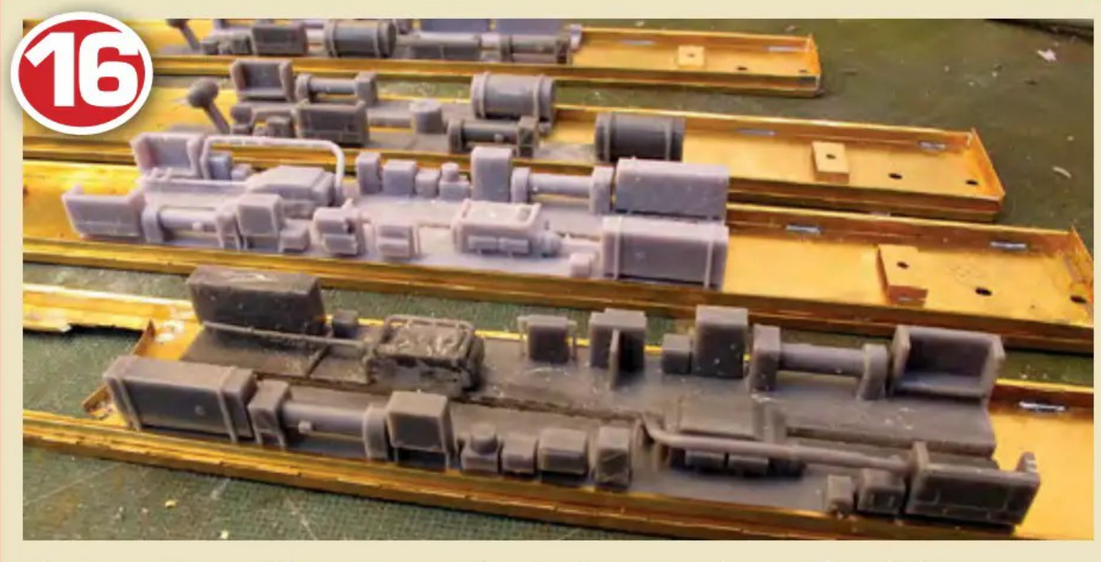
The underfloor details, as with the bogies, are 3D prints, the result of extensive research by Jonny Duffett of Ironminkdesigns. Like the bodywork components in the previous instalment, the software from which to print these fittings is available as a free download.



A few minutes' work with a razor saw and side cutters gets rid of the integral supports which are a necessary part of the printing process. Cleaning up is minimal – with high-end stereolithographic printers there's little sign either of the ridge marks or striations that mar budget-priced productions.

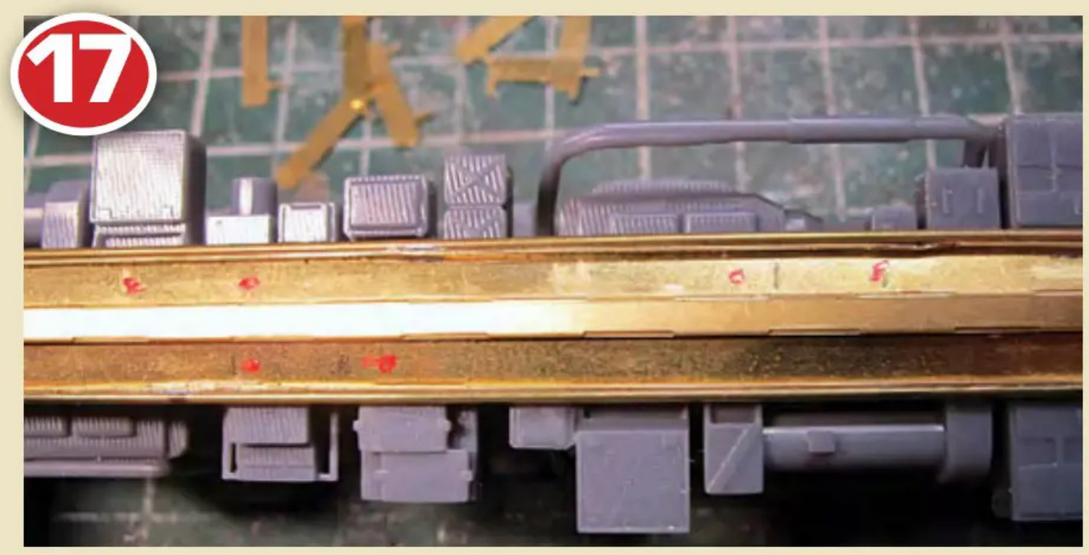


The one-piece underframe parts can be checked for position against each assembled chassis and then glued in place. Spring-loaded clips keep everything in close alignment. The solid printed blocks eliminate any tendency towards bowing in the etched chassis and vice versa.



There are three different types of underframe equipment in a full Trans-Pennine set – the Driving Motor Composite and Motor Brake Second share a common arrangement but the Trailer Second and Buffet First are completely different. Each bears a close resemblance to the later Swindon-built Class 124s of the Western Region.

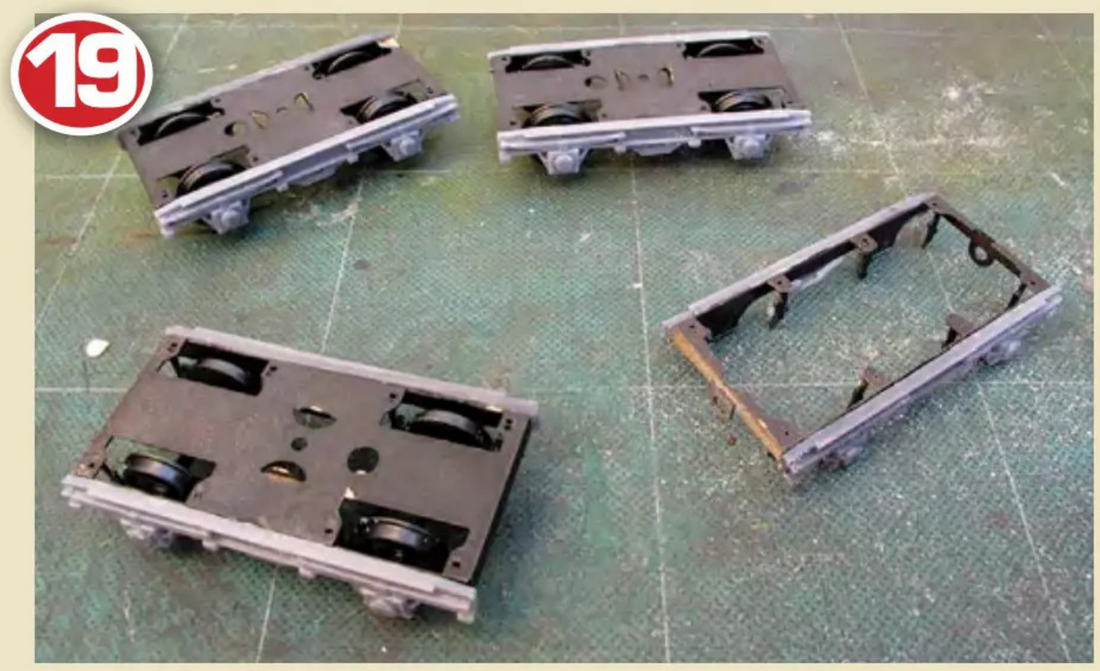
Intermediate
Beginner SKILL LEVEL Advanced



The Trans-Pennines had three different types of solebar steps aligning with the doors – checking against photographs confirmed most are offset to the right rather than centred. The etched steps incorporate locating prongs and the solebars need to be drilled through to accept them. I added spots of red paint as a drilling guide.



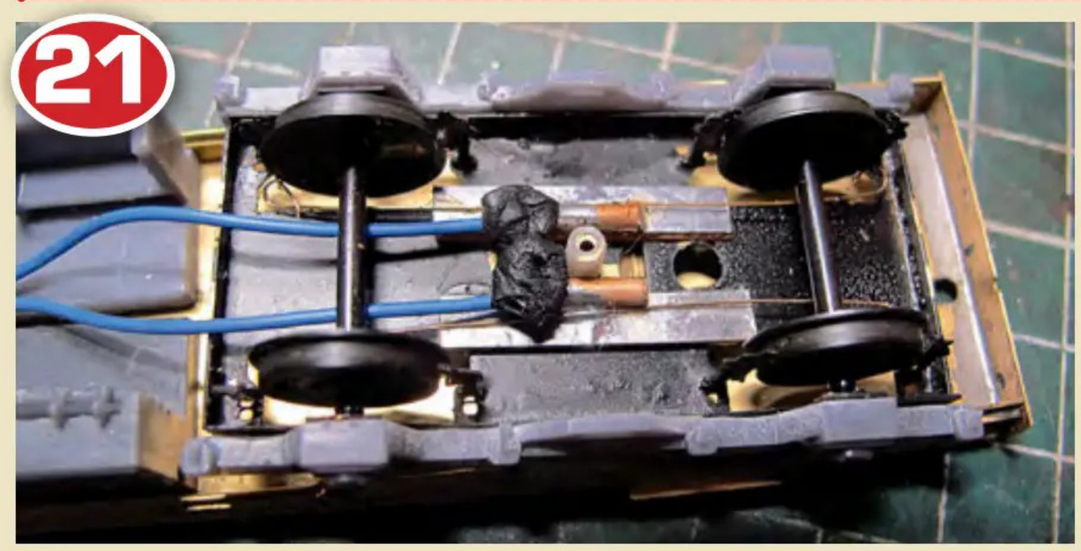
A thin coat of acrylic primer (Mecha grey from the Vallejo catalogue) brings out the incredible level of detail on the 3D-printed underframe components.



Completed trailing bogies with Alan Gibson 12mm diameter DMU-pattern wheels. On the right is the cutaway frame for the second power bogie.



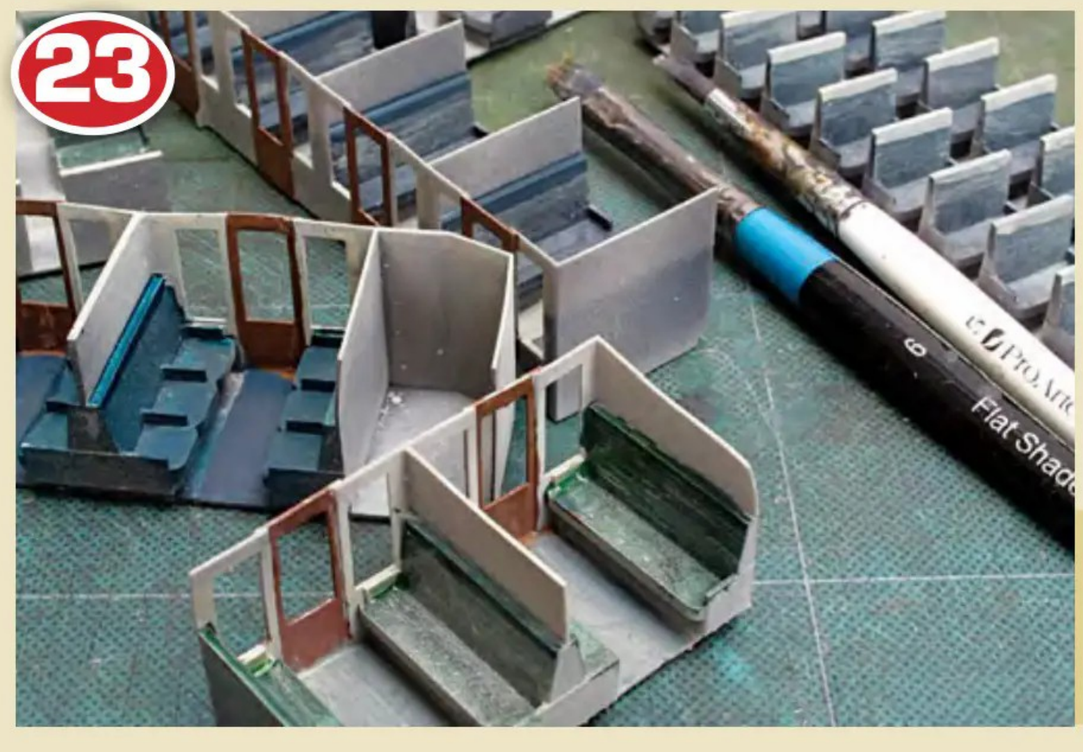
The trailing bogie is tested under the chassis for fit and clearance. The lifting brackets at either end of the chassis are another 3D print, this time from Keith Wallace of Hall Royd Junction and available online.



I fitted pick-up contacts to all four bogies of my power cars using 0.25mm beryllium copper wire. I've glued PCB strips to the frames and in turn soldered short lengths of brass tube to them. On the trailing bogies, flexible wire takes current along the underside of the chassis through to the power bogie. A blob of Black Tack keeps everything where it should be.



A dry run with bodyshells, chassis and roofs loosely united on the track for the first time, purely to check for fit and general accuracy of appearance. The whole thing practically clips together but for security M2 nuts and bolts are specified.



WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Etched components	*ian@nmacdonald.co.uk*	N/A
Printed components	*www.thingiverse.com/ironmink/designs*	N/A
Motor bogies	*www.highlevelkits.co.uk*	TP1
Copper pick-up wire	*www.hobbyholidays.co.uk*	BECOPPER
Wheels	*www.alangibsonworkshop.com*	4009
Lifting brackets	*www.hall-royd-junction.co.uk*	See step-by-step

Left: **Next time, we'll look at painting, decorating, detailing and generally fine-tuning our six-car set, ready for the road. We'll be delving into the archives, checking the facts and once again making full use of 3D printing technology as we draw ever closer to journey's end.**

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AUGUST 16-17 — BLUEBELL RAILWAY MUSIC FESTIVAL 2025

SEPTEMBER 5-7 — BLUEBELL RAILWAY DIESEL GALA 2025

SEPTEMBER 19-21 — BLUEBELL RAILWAY BEER FESTIVAL 2025

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WATFORD JUNCTION

EXPANSION PLAN

Pete Waterman and the Railnuts have set themselves a new challenge to expand Watford Junction in time for Model World LIVE on April 26/27 2025. **MIKE WILD** explains all and why you NEED to see it.

Right: **Following on from Making Tracks at Christmas, Watford Junction was set up once again at the Railnuts' workshop and the flats were relocated to their correct position. The ground cover around the flats has also been redone.**

Below: **With its towering structures behind, Watford Junction station models the real world beyond the railway fence. Stanier 'Black Five' 45157 leads a charter north as a Pendolino and Class 66 go south.**



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THERE IS NO STOPPING Pete Waterman and the Railnuts. No sooner have they completed one part of Making Tracks then there is a plan to develop it further or build a new section. 2025 is set to be a busy year for the group with appearances across the year including the next destination for Watford Junction – Model World LIVE on April 26/27 2025.

The 'OO' gauge model of Watford Junction, now known as Making Tracks 4+, has been progressively developed over the past 12 months – and amazingly a year ago, this layout was still incomplete ahead of the Guinness World Records challenge to create the Largest Portable Model Railway at Model World LIVE in April 2024.

Since then, it has been modified so it can operate as a solo layout and made its debut in 64ft x 12ft form at Chester Cathedral in summer 2024. There the models of Bushey Viaduct, Watford Junction's main line station platforms and Watford Tunnel were joined by a new scene based on Roade Cutting to turn it into a continuous run layout of its own. During the month-long exhibition in the Cathedral, the team started the next big challenge which was to expand Watford Junction to feature more of the scenery around the railway, much as they did with Milton Keynes Central in 2023. This time, the plan was to model the huge 20-storey high flats which are currently approaching completion at the real location as well as the distinctive office block above the station entrance.

These features were completed for the 2024 Great Electric Train Show on October 12/13 where Watford Junction took on a whole new appearance, but time meant that only two of the three flats were complete and the Railnuts wanted to introduce the car park and daycare centre behind Watford Junction station to continue recreating the station and its environment in miniature.

Fast forward to December 2024 and »



It's not just big buildings for Watford. Pete Waterman has been creating unique trees at scale heights using twisted wire.



The road bridge has been completely rebuilt for Making Tracks 4+ to position it correctly between the new flats and the earlier structures which will sit to the left of the bridge.



A plywood deck was cut for the bridge which was then overlaid with laser-cut brick sheeting to create the final structure.



The orange template marks the position of the next structure to be added in and guides the position of the road. It will be joined by two more sets of flats as well as a model of the original London and Birmingham Railway station.

the layout was on display at Cheshire Outdoors for Making Tracks at Christmas by which time the third block of flats had been completed and the baseboards for the scene rebuilt and rearranged to allow those missing features – the car park and daycare centre – to be modelled too, presenting the best recreation of Watford Junction station in 'OO' gauge so far.

EXPANSION PLAN

At the start of 2025, Pete Waterman and the team were beginning their preparations for the year ahead which will see Making Tracks layouts on display at Model World LIVE on April 26/27 2025, The Greatest Gathering at Alstom's Derby Litchurch Lane Works on August 1-3 2025, Chester Cathedral in August 2025 and at the Great Electric Train Show on October 11/12 2025. During the year they will be showing three different layouts, but the first port of call is Watford Junction to get it ready for the April event at the NEC hosted by Key Publishing.

Model World LIVE will be the only opportunity to see this layout in 2025 – and it will be bigger and better than ever before. Although it has been displayed in the usual 64ft length that fitted into Chester Cathedral, for Model World LIVE it is being extended by 8ft, hence the name Making Tracks 4+. That might not seem like much, but it isn't just the length that is extending – it will also be double the width at that point while four brand-new structures are being created which will push the boundaries of what can be achieved in the time available, and with modern technology.

The new buildings will model a trio of flats east of the main line as it heads north towards Watford Tunnel. Each of the buildings is unique and requires a laser-cut 'kit' of parts to be drawn in 3D CAD and then cut. It sounds deceptively simple, but more than 200 hours have already been invested in drawing the first and most complex of the three largest buildings and in all it will have more than 500 parts which have to be assembled and painted to create the final model. It is full of complex angles, inserts and joins, but will make a huge statement when it is added to the layout.

These buildings will continue the high-rise theme as the Railnuts model the skyline at Watford Junction in 'OO' gauge to present an image of the real railway in miniature which is rare on the exhibition circuit. However, the impact isn't really appreciated until you see it in the flesh. The size and scope of the buildings is something else. The tallest is 22 storeys high and almost a metre high on its own. It sits on a baseboard already a metre off the ground which adds even more to its status and appearance.

These buildings dominate the trains and even full-length Pendolinos and container trains are dwarfed by the structures around them and become part of the scene rather than the focus. It's a completely different way of modelling the railway and by modelling it as near to scale as possible shows how everything fits together.

The result of all this will be a sense of scale you seldom see in exhibition layouts. Watford Junction will have scale length platforms capable of hosting an 11-coach Pendolino at more than 13ft long, scenery which expands to almost 7ft across at its widest point and, if that wasn't enough, there are towering structures behind which even the tallest Railnut member needs a 6ft ladder to assemble the buildings when it goes out on the road. All of which is portable.



Class 66 66709 *Sorrento* powers an engineering train through Watford Junction on the slow lines with the office block behind.

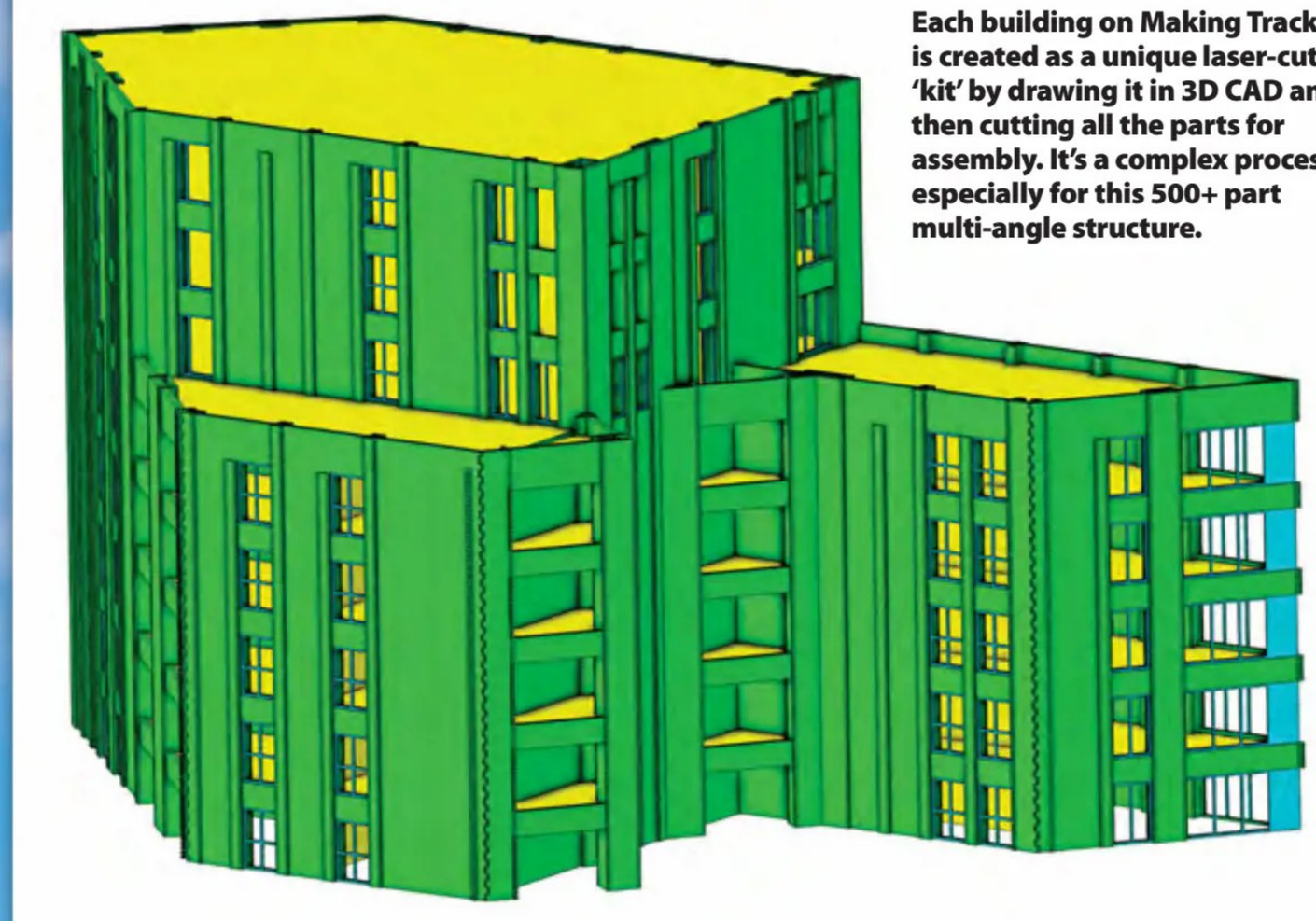
ON THE ROAD IN 2025

With four big events in 2025, the Railnuts have their work cut out. Not only is the expansion of Watford Junction ongoing, but they are also developing Bushey from the World Record layout to become Making Tracks 5 for Summer 2025. This »

will see the London Overground DC lines added in full along the length of the layout together with new scenic boards beyond Carpender's Park bridge where ultimately it is planned to exit the scene under Wembley Central's cityscape – but that is a story for another time.

Across the year, Making Tracks 4+ (Watford Junction) will be at Model World LIVE on April 26/27, Making Tracks 3 (Milton Keynes Central) will be at The Greatest Gathering in Derby on August 1-3 while Making Tracks 5 (Bushey to Wembley) will be at Chester Cathedral in August as well as the 2025 Great Electric Train Show on October 11/12.

Look out for further updates on all the Making Tracks layouts on Key Model World in the run-up to this year's events - and don't forget to book your discounted advance tickets for Model World LIVE to save over on the door prices and gain early entry from 9.30am. We can't wait to see the results – we'll see you there! **HM**



Each building on Making Tracks is created as a unique laser-cut 'kit' by drawing it in 3D CAD and then cutting all the parts for assembly. It's a complex process, especially for this 500+ part multi-angle structure.

The trio of new flats behind Watford Junction station is truly impressive. The tallest stands more than a metre tall. For Model World LIVE these will be repositioned and joined by another trio of unique buildings to the left of the road bridge.

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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BUILDING A VIADUCT

They are some of the most striking features on the railway and can be a centrepiece of a layout. **DAN EVASON** shows how to build a short viaduct in 'OO' gauge.



A farmer peers over the edge of the three-arch former railway viaduct to take in the view whilst enjoying a walk with his dog.

MORE MAGAZINES:
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BROWSING MY LOCAL model shop looking for inspiration for my next *Hornby Magazine* feature, I came across this lovely looking Wills kit of a very impressive viaduct. It instantly reminded me of a structure I walked over while in Yorkshire on holiday. I was keen to depict this scene as if the viaduct is now out of use, with the track removed and open to the public to walk across.

Viaducts are fairly common features on the railway and can be spectacular – but they were always something of a last resort for the railway builders. They were expensive and difficult to build and require regular maintenance: if a different route could be chosen which eliminated their need altogether, those Victorian railway pioneers would often choose that option instead.

Thankfully, there are many routes where there wasn't another option, and so we have a vast range of structures built in materials from brick and stone to iron and steel and – as Glenfinnan Viaduct on the West Highland Line and Medway Viaduct on High Speed 1 prove vividly – concrete.

On a model railway, a viaduct can act as a striking centrepiece, taking the railway high above surrounding scenery – and the area below it offers ample scope for rivers, canals, roads or even another railway to provide an entirely different aspect on the layout.

This diorama could fit into a wide range of eras and would make a great focal point, with its pillars towering above the landscape in either an urban or rural setting.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
4mm Dead Grass static fibres	*www.wwscenics.com*	WWS213
4mm North European static fibres	*www.wwscenics.com*	WWS305
Anthracite chalk paint	*www.therange.co.uk*	2814333
Burnt Grass fine turf	*www.bachmann.co.uk*	T1344
Burnt Umber acrylic paint	*www.daler-rowney.com*	223
Coarse Dark Green scatter	*www.wwscenics.com*	WSLF-013
Dark Dirt weathering wash	*www.florymodels.org*	FMW002
Farmer	*www.modelu3d.co.uk*	1642
Labradors	*www.modelu3d.co.uk*	31007
Larch trees	*www.modelscenerysupplies.co.uk*	MO100
Olive Green scatter	*www.wwscenics.co.uk*	WSLF-019
PVA glue	*www.diy.com*	Various
Sand weathering wash	*www.florymodels.org*	FMW005
Slate Grey chalk paint	*www.diy.com*	N/A
Titanium Buff acrylic paint	*www.daler-rowney.com*	024
Wills three-arch viaduct	*www.peco-uk.com*	SS-80
Yellow ochre acrylic paint	*www.daler-rowney.com*	663

Follow me as I set about building this large and very impressive structure. **HM**

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

PLEASE TURN FOR STEP BY STEP GUIDE

BUILDING A DISUSED RAILWAY VIADUCT



1 As with all kits, it is worth reading the instructions first and understanding how the kit goes together and ensuring you have the correct tools before diving into construction.



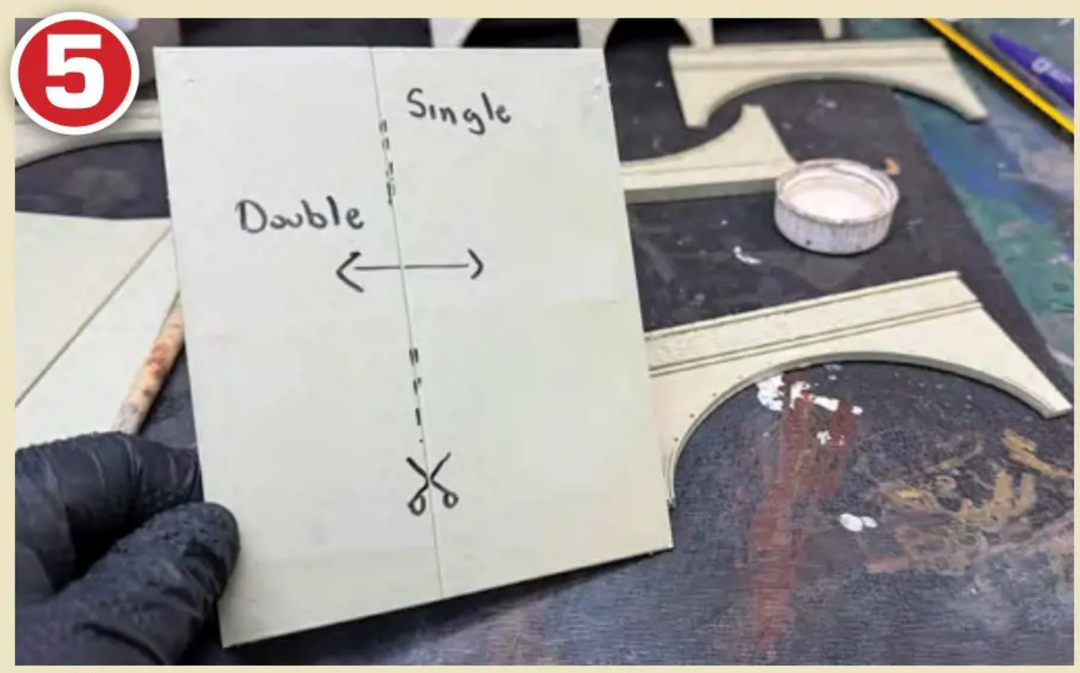
2 After reading the instructions, I started to cut and release the parts from the frets which I placed into separate piles ready for assembly.



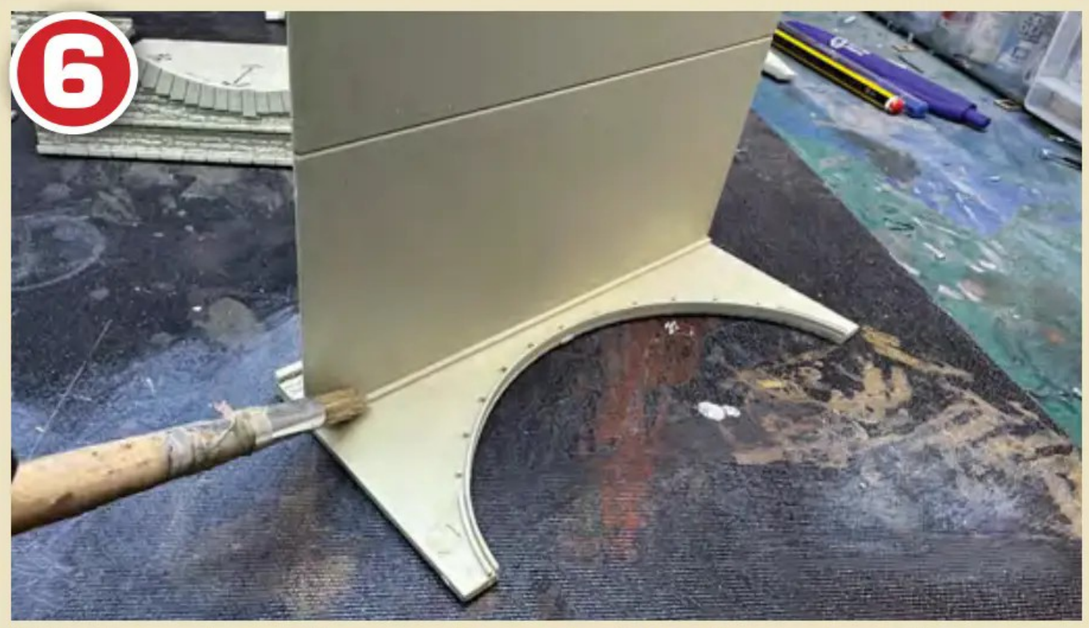
3 The first job was to attach the inner walls to the top of the arches. Throughout this build, I used Plastic Weld glue as it gives superb results. Once dry, I trimmed off any excess tabs.



4 With the inner walls complete, it was time to glue the stone cappings to the top of the walls.



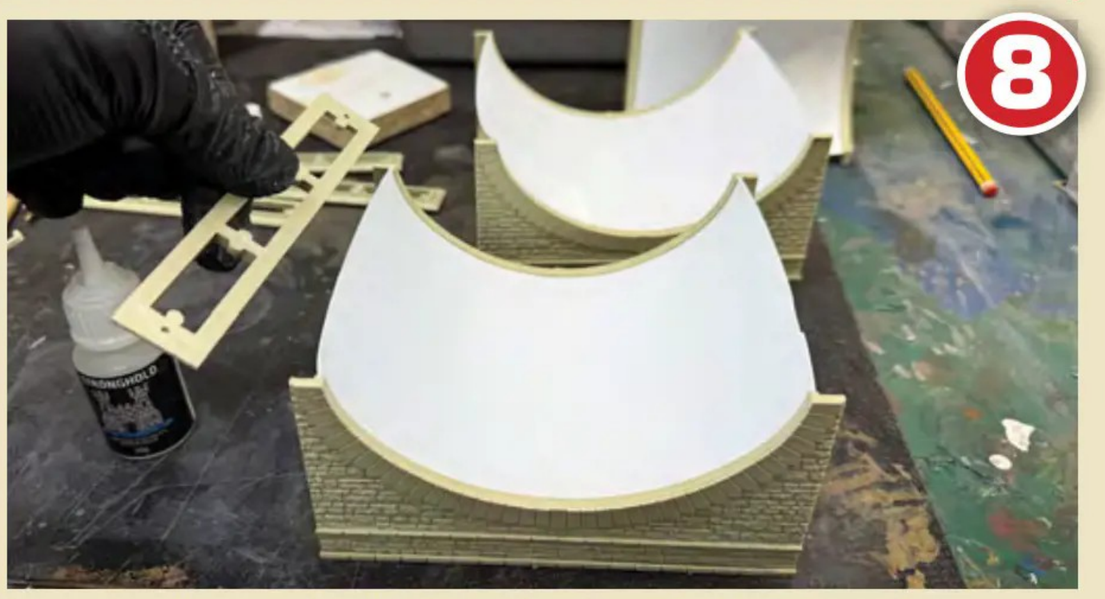
5 At this point, you can opt for single or double track width. I went for the latter as I wanted to create a bulkier and more impressive structure.



6 With the cappings and stone walls now dry, it was time to attach the upper floor which supports the track bed. Repeat this until all walls are attached to the sides.



7 The supplied red brick plastic card for the arch lining is suitable but it is stiff and is difficult to bend easily. I opted for South Eastern Finecast brick embossed sheeting which was much easier to glue and hold in place. While the glue was left to dry, I used an elastic band to apply pressure to secure it.

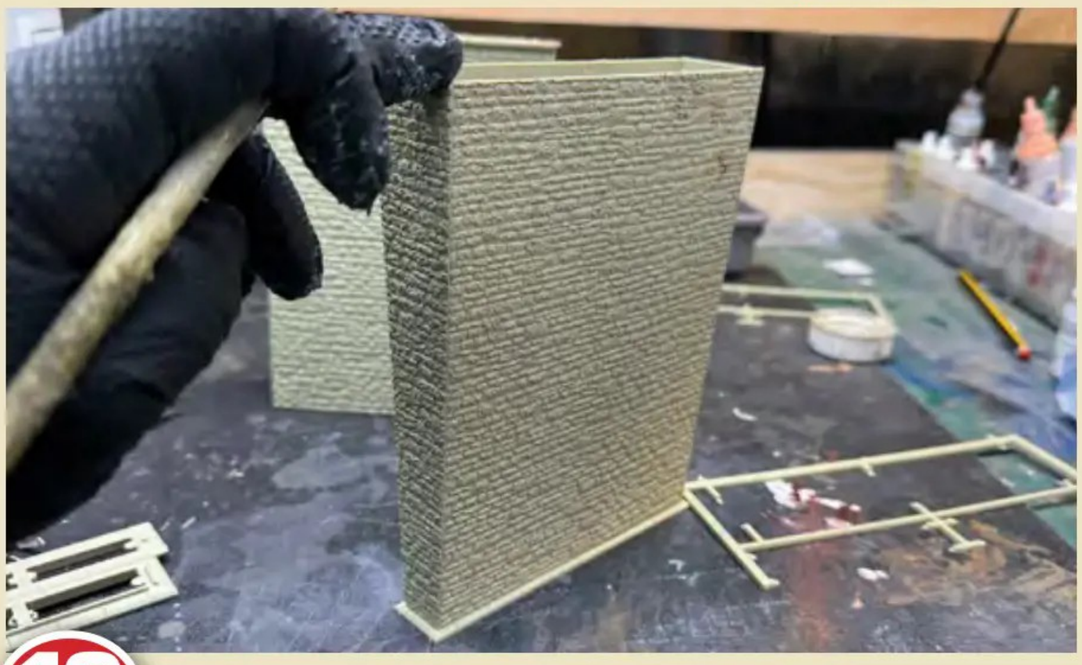


8 Next, attention turned to the decorative stone plinths. This wasn't easy as the brick of the arch was flexing and causing the plinth to be pushed out of its spot. Superglue is your friend here, its quick drying capability making the job much easier.

Beginner — Intermediate — Advanced — SKILL LEVEL



9 With the plinths attached, I joined the three arches together, using elastic bands to apply pressure while the glue was drying.



10 The piers are made from four sides stuck together to create a box shape. I applied the lower plinth to the piers for completion.



11 Once the viaduct and the piers were dry, I carefully checked everything fitted as it should before moving to the next stage.



12 To start bringing the structure to life, automotive Matt Black was sprayed around the edges and Matt White in the centres to give a range of contrasts.



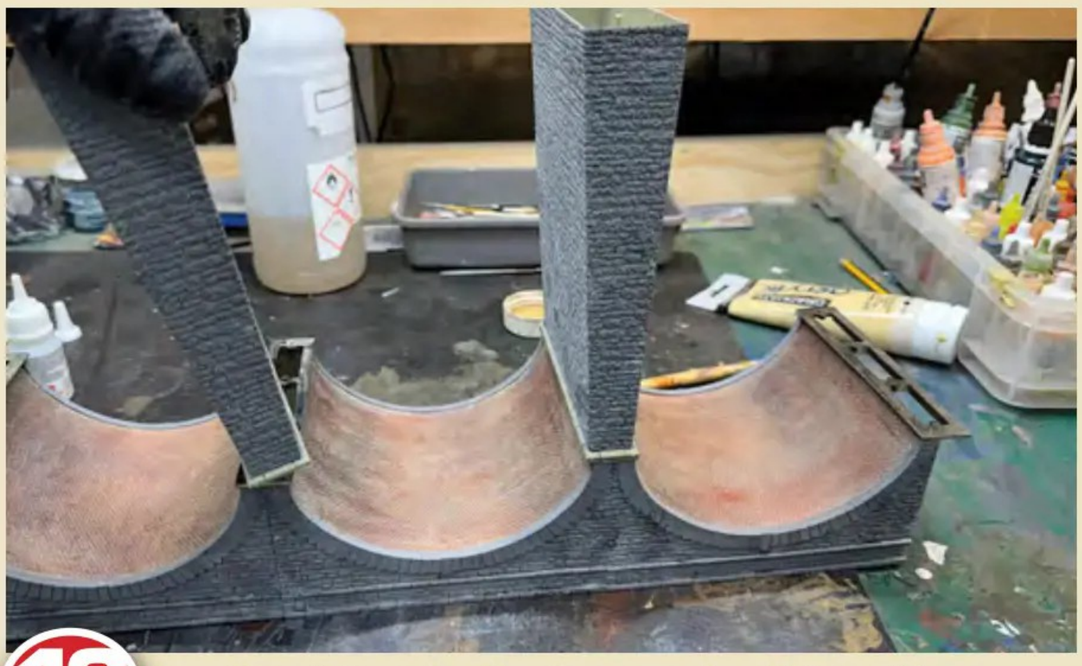
13 Starting with the arches and the red bricks, I stippled Burnt Umber and Yellow Ochre to enhance the effect.



14 I sealed this with matt lacquer and then applied Titanium Buff all over the brickwork. While it was wet, most was removed with a cloth, leaving the paint in the mortar courses to create a convincing brick and mortar effect.



15 For the stonework, I used Slate Grey and Graphite chalk paint stippled on using both colours at the same time to create a natural stone effect.



16 Once the paint was dry, the piers were placed into position between the arches and glued in place.



I wanted to add some more colour to the stonework so working on one side at a time, I applied Sand and Dark Dirt Flory wash in random patches. A hairdryer helped to speed up the drying process.



With the viaduct now painted I wanted to set it into a diorama. Using some left-over MDF, I built a baseboard to work from. To create the valley sides, I started by using some high-density foam blocks which were cut to size and glued together.



Using a hot knife, the foam was carved into a suitable shape. If you don't have a hot knife, you could use a saw or a long knife.



There are multiple ways to create a grass effect. I use hanging basket liner as my base as it speeds the process and covers any defects during the foam cutting. The hanging basket liner was simply cut and secured in place with glue.



While waiting for the hanging basket liner to dry, I started planning the trackbed of the viaduct. For this I applied some PVA glue followed by a homebrew mixture of dry soil and sieved dust. Once the glue had dried, the excess was brushed away.



Next, static grass was applied to the hanging basket liner using a mixture of North European and 4mm Dead Grass.



Happy with how the static grass was looking, I scattered WWScenics fine and coarse Olive flock around the diorama. This was sealed with layering spray to help it stay in place.



At the bottom of the valley, I chose to have a simple dirt track running through the centre arch. This was achieved using an airbrush and Tamiya Flat Earth paint.

Intermediate
Beginner SKILL LEVEL Advanced

25



Wishing to show signs of ageing to the viaduct, small spots of PVA were applied and Woodland Scenics Burnt Grass scattered over them to create a moss effect. Be careful not to overdo this.

26



With the dirt now dried on the viaduct, I dabbed random patches of PVA and then applied a mixture of static grass and flock to create the overgrown look with worn patches of bare earth where people have walked over it. The excess was then removed once dry.

27



For added greenery, some off-the-shelf fir trees were also added. For these, two holes were made in the grass matting and the base of the tree trunks carefully inserted.



28

To complete the scene, a classic ModelU farmer and his dog were painted and set in place on the viaduct.

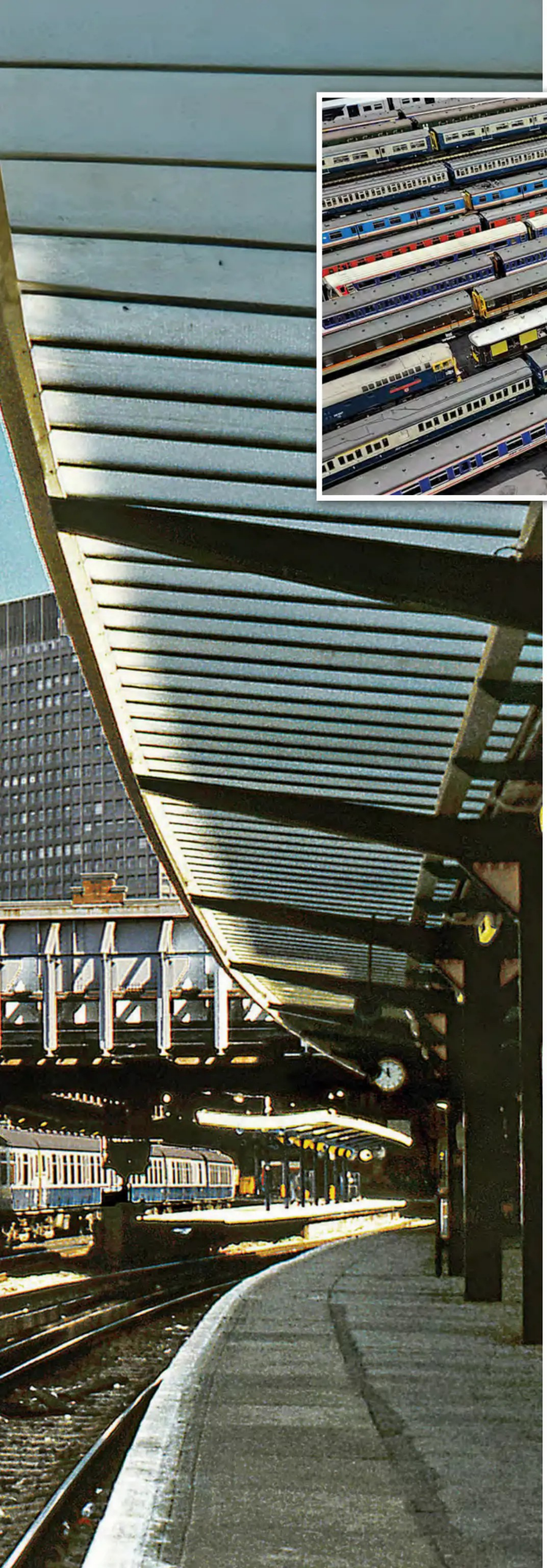


Dan Evason's latest 4mm scale scenic diorama models a disused railway viaduct.

Sparking Southern Electric

MODELLING INTO LIFE

When **DAN HAVLIK** started railway modelling, there were few options to replicate the then present-day Southern Region scene – but as he explains, the situation has transformed in recent years, making it possible for everyone to replicate the railway of their dreams.





Above: **Dan Havlik has amassed an extensive collection of 'OO' gauge Electric Multiple Units, including scratchbuilt, kit-built and improved ready-to-run examples.** Dan Havlik.

Left: **BR Class 411/5 4-CEP 1544 leads a 12-car formation bound for Dover Marine just before midday on August 22 1985. These units were synonymous with Kent Coast services from London, replacing regular steam-hauled trains in the late-1950s. This particular unit remained in service until May 2004, when it was withdrawn by South West Trains.** Gordon Edgar/Railphotoprints.uk.

MY PASSION has always been building 'OO' gauge Southern Region Electric Multiple Units (EMUs) which ran in the late-1980s and 1990s. Over the last 40 years, I've created a collection of around 40 Southern Region EMUs, together with their Diesel Multiple Unit (DMU) and Diesel Electric Multiple Unit (DEMU) counterparts, and I've built more for other modellers. Some I've built from scratch and others I've built by converting existing ready-to-run models.

EMU fans got a recent fillip when preserved Class 423 (4-VEP) 3417 *Gordon Pettitt* ran on the main line and appeared at the Bluebell Railway's diesel gala. The stunning work by the Southern Electric Traction Group brings back the sounds and sensations which carried so many commuters into London termini – and surely will increase interest in this often overlooked element of the railway.

As a young person growing up on the Southern Region in the mid-eighties, I was mesmerised by the EMUs, DEMUs and DMUs around stations such as Wimbledon, Surbiton, Clapham Junction and Woking. We took them for granted and there was never a moment when something wasn't pulling in, accelerating out or clattering through these stations at speed leaving a trail of dust and litter flying up from the track.

This sight would often manifest in wanting to rush back home afterwards and recreate it all with our Hornby and Lima train sets. We wanted to recreate and relive that experience – but back then EMUs were never popular choices for the major manufacturers. The range of available multiple units was pitiful with a select few first-generation Class 117 DMUs by Lima, the Hornby Class 110 and a basic Tri-ang Class 101 DMU. The only EMUs had been an extremely simple 4-SUB by Tri-ang/Hornby and a Hornby Dublo Class 501 which ran on three-rail track and was made with printed metal bodyshells. These were joined by a new 'OO' gauge 5-BEL Brighton Belle EMU from Wrenn in the late 1970s and by the late 1980s, further units appeared in the form of 'Sprinters' and 'Pacers' with the Class 156 from Lima and Class 142 from Hornby – but still times were barren for Southern Region modellers. For us, the closest you could get was your imagination and a Hornby Class 47 because they pretty much ran everywhere in one livery or another.

Now we live in exciting times with Hornby's forthcoming 'OO' gauge Class 755 FLIRTs, Dapol's 'OO' Class 323, new 'OO' Class 153s and 155s from Heljan, Revolution's Class 321 in 'OO' ('N' gauge version already available), KR Models' all-new 'OO' gauge 4-DD double-deck four-car unit and more. Plus, there's been further excitement with Accurascale's recent plans for »



A Thameslink branded Class 319 four-car EMU in Network SouthEast colours pauses at the station on Peter Burnage's 'OO' gauge layout Latchmere, inspired by the Southern Region's South Western Main Line. Dan Havlik.

the Class 375/377/379/387 family of Electrostar EMUs and Bachmann's EFE Rail Class 74 Bo-Bo electro-diesel (see Update, this issue).

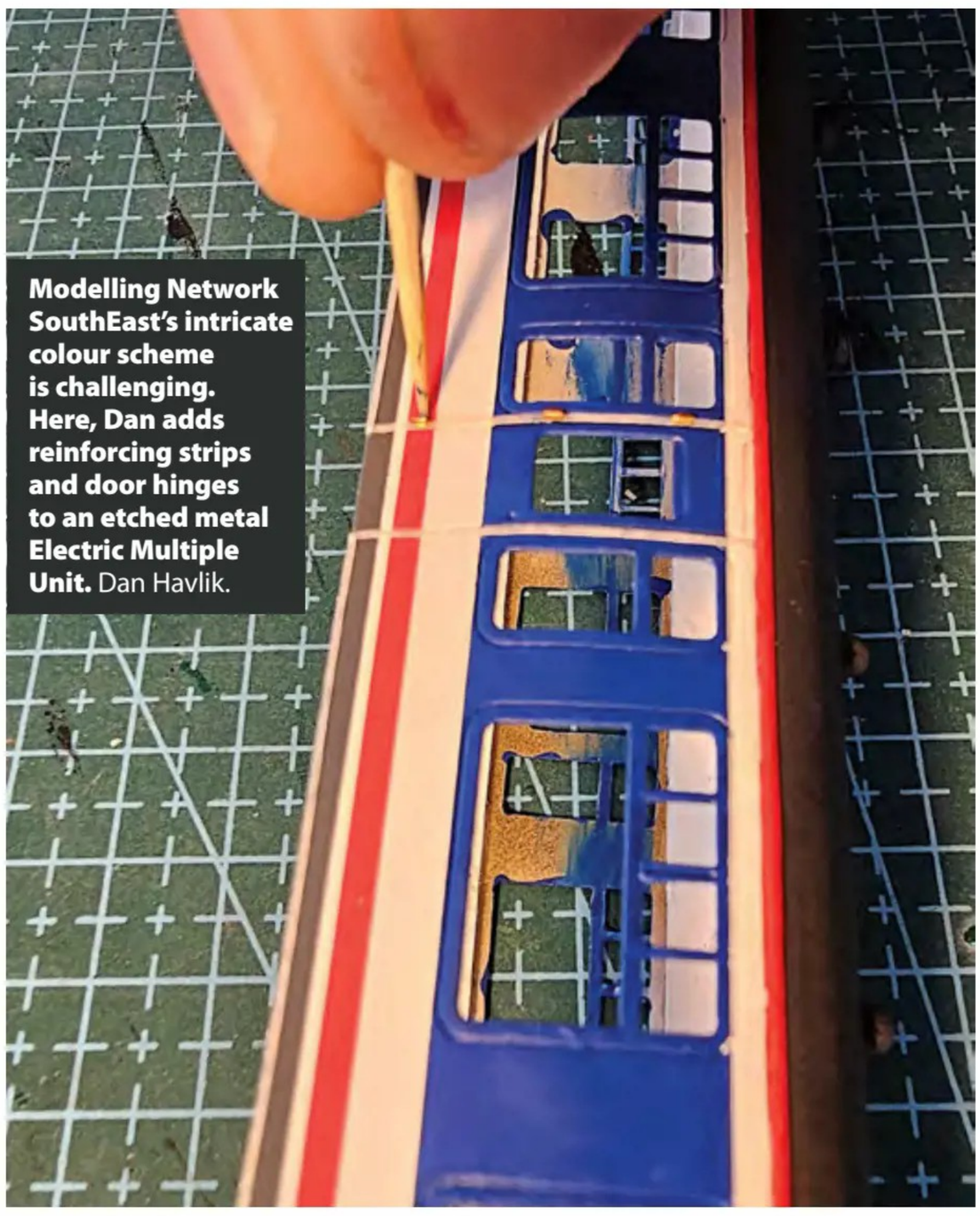
It was very different four decades ago. My Lima model of 33027 *Earl Mountbatten of Burma* was all I had to replicate the entire modern Southern Region, plus Hornby Class 47 (47406), a rake of Hornby Mk 2s in blue and grey and a set of five Lima Mk 1s.

My layout then was based on the line between Reading and Basingstoke: it was as near to the Southern Region as I could model given the lack of third-rail and available models.

FIRST STEPS

My first foray into building a multiple unit of sorts came in the form of replicating the latest, brand-new Gatwick Express Railair shuttle service from London Victoria to Gatwick Airport. The service had a Gatwick Luggage Van (GLV) at the opposite end of the Class 73 propelled BR Mk 2f sets. Newly launched by BR in 1984, the GLVs were essentially a cross between a Mk 1 Full Brake mail van and a 2-HAP Driving Motor Standard and worked in the same capacity as the Mk 2f DBSOs did between Edinburgh and Glasgow in Scotland.

Converting a Lima Mk1 Full Brake was irresistible. With a few Railmatch paints and heaps of enthusiasm, the corridor connection was hacked off one end and the whole coach repainted in InterCity livery with a big yellow cab, and a pair of black double arrows from Fox Transfers. The cab front was built using cardboard. This was stuck to the driving end with UHU glue and painted yellow, wrapping around the sides to the cab door. The windows were made of clear plastic from discarded food packaging and jumper cables made from fuse wire stolen out of the kitchen drawer. They looked dreadful by today's standards but we didn't care - we finally had a Southern Region unit, and they were just sensational running with our brand new Lima Class 73s.



Modelling Network SouthEast's intricate colour scheme is challenging. Here, Dan adds reinforcing strips and door hinges to an etched metal Electric Multiple Unit. Dan Havlik.



The old and present-day order at London Waterloo as the Southern Electric Traction Group's newly-restored Class 423 4-VEP 3417 *Gordon Pettitt* poses with South Western Railway Class 450 'Desiro' 450046 at the main line terminus on January 24 2024. Dan Havlik.

Back then, magazines were the only way to see what else was possible, achievable or even available. The editorials were mostly dominated by steam but on this one occasion, and purely by chance, I stumbled across an article about Paul Wade's layout Maidstone Barracks, based on a station in Kent. It was an exhibition standard layout, built with some sidings alongside a station, it had a range of stock currently running in the southeast at the time with British Rail blue/grey commuter EP stock and some London and South East (LSE) 'Jaffa' liveried and Network South East (NSE) Mk 1 stock. The lead article page was in colour and looked incredible - the stripes clearly stood out. 4-EPBs, 4-CEPs, 4-VEPs, 2-HAPs and 2-EPBs were all there. Paul later built Tonbridge West Yard (HM103), an exceptional layout based on the real civil engineers' sidings south of Tonbridge. The stars were the EMUs, no question.

I remember when we first discovered MTK kits. These were soft metal kits made with cast metal cabs, ends, roof vents and chassis components fitting to sheet metal curved sides and bases with plastic truss underframes and interior seating. A complete kit back then was more than £100 for a four-car set. I bought a Class 414 (2-HAP) conversion kit. Using a cheap second-hand Mk 1 and a broken Lima Class 117 power car, the hacksaw made rich pickings. A week later I had a badly constructed but first fully fledged and operational EMU.

My next build was to turn my unloved and crude Hornby High Speed Train into the new super gorgeous Class 442 five-car express EMUs Network SouthEast was introducing on the London to Bournemouth and Weymouth route. Modelling

clay was manipulated to make that distinctive cab front by many modellers, but I eventually managed to save up and buy some MTK cab fronts which took forever to arrive. Fixing the cast metal cab to the Hornby Mk 3s was extremely hard and required a lot of filing, glue and even clay for a seamless join. Powered with a Hornby HST motor and painted in full NSE colours, it was sensational, and I loved it.

The collection of MTK kits grew with Class 432 (4-REP) and Class 491 (4-TC) units, and then a Class 455 which along with my new Lima Class 50, gave me a fleet which represented the whole South Western Main Line. And then the interest waned for a while.

REDISCOVERY

Fifteen years later I reviewed my collection and the crudity of some of my builds. I wanted to recreate my lost love with a more professional looking, realistic fleet that would one day have its own layout to run on.

I needed to replace all the poor MTK builds I had done back in the 1980s. I was building for my own satisfaction now and despite having no layout to run anything on, would be thrilled to have the fleet ready for when I did. I was going to build a fleet of stock so that when the time came for the layout, I would be ready and good to go with a fleet that was unmatched.

First up was the Class 442 'Wessex Electric' unit. I left my early Hornby adaptation in the shoebox under my bed and went to work on five correct length Lima Mk 3s and a Hurst kit. The parts arrived a week later with etched sides for the motor coach, cast bogies and frames for the trailers, resin cabs for the fronts and even inner end doors to adapt the Mk 3s correctly. I would have to swap the window frames for the toilets and fabricate automatic doors myself; the motor coach would need a lot of work to get the chassis right and the motor to work, but the challenge itself was as exciting as having the unit in the first place.

I learned how to paint straight lines, but those crude builds of the 1980s had taught me that you can't rush it and that doing a good job meant spending as much time on the preparation as you would on the actual build. That Hurst '442' would get revisited ten years later as more accurate cabs became available but I still have it. The original in the shoebox under my bed got sold online.

The 2-HAP was also rebuilt and was joined by a Britannia Pacific Class 423 (4-VEP), way before Hornby's version was released. However, it was the discovery of MJT Scale Components that would be my passport to building the fleet I so wanted. My first fully fledged MJT build was a Class 421 (4-CIG), built on my original Lima Mk 1s. That shockingly crude card-fronted GLV and three of the other Mk 1s would all be cut up, filed down, completely rebuilt and fitted with MJT parts to produce my first Class 421, phase 2, 4-CIG unit 1881 in NSE 'greyhound' livery with black windows and cab top. It also had working headlights and interior lighting.

Recently we've been fortunate with Bachmann and Hornby having ventured into producing a selection of 'OO' gauge EMUs, with the Hornby 4-VEP and Class 465 »



For the finishing touch to this 'OO' gauge Class 420 4-BIG EMU, the reinforcing strips are touched in by hand to match the previously-applied NSE colour scheme. Dan Havlik.

Paul Wade's inspirational 'OO' gauge exhibition layout Tonbridge West Yard helped showcase third-rail Southern Electric modelling to stunning effect. Tonbridge West Yard featured in HM103.
Trevor Jones/
Hornby Magazine.

Networker. Bachmann has released the Class 419 Motor Luggage Van (MLV), Class 416 (2-EPB), Class 411 (4-CEP) in original and refurbished condition, Class 412 (4-BEP) and Class 414 (2-HAP) along with a Class 205 (2-H) DEMU and Class 491 (4-TC) unit as Kernow Model Rail Centre exclusives, while more modern Class 350 and 450 'Desiro' units have also arrived.

Class 158 and 159 DMUs have long been part of Bachmann's 'OO' gauge range and have recently been upgraded and re-released, along with new models of the Class 150, Class 117 and 121s. From a DMU perspective, we're pretty much there, with Class 153s from Hornby, 156s from Realtrack, Class 143s and 144s from EFE Rail, plus the recently announced 'OO' gauge Class 153 and 155 DMUs from Heljan and Class 142 'Pacers' from Realtrack Models. With all the other models released in the last couple of decades, we really have been well served for DMU options.

That said, what do you do if you want to model many of the overhead electric lines where



Detailing of Dan's 'OO' gauge EMU fleet extends to the interiors, with examples of the murals applied to bulkheads of some Network SouthEast EMUs and locomotive hauled stock by artist Edward Pond. Dan Havlik.

EMUs are the everyday stock - the routes out of Liverpool Street, St Pancras, Euston and Paddington? What about Merseyside – or the contemporary Southern Region? There's no getting around the fact that a four-car DMU or EMU is going to be fairly expensive. However, perhaps kits and modern 3D-printed offerings can help make things more affordable.



Keep an eye out for examples of Dan's 'OO' gauge Electric Multiple Unit fleet at Model World LIVE on April 26/27 at the NEC in Birmingham. Dan Havlik.

FURTHER OPTIONS

What are my top tips for modelling a current or recent EMU fleet at an affordable price? Good kits to start with are those marketed by Bratchell Models. These are Mk 3-based trains that can be found all over the UK – Class 319s (and with modification Class 769s) once on Thameslink and running around Northern England, Class 317s, 321s and Class 455s. You can buy ready-painted or unpainted assembled versions, plus a range of kits for a more affordable option.

CMAC Models provides 3D printed bodyshells which fit onto chassis with all the underframe components in place. They are supplied with separate bogies, so you just need to add wheels, a motor and paint to complete them. The real skill is painting – but there are simple colour schemes such as the allover red on the South Western Railway Class 455s which is quite straightforward. Replica Railways provides components, chassis and bodyshells to build some units. The die-cast chassis with low profile motors can be used to motorise their own components, as well as many of the previously mentioned kits, hiding the motor beneath the window line so they remain invisible.

For those with a bit more confidence and skill in kit building and painting, MJT Scale Components from Dart Castings offers a vast range of third-rail Mk 1 slam-door units that dominated the 1970s, 1980s and 1990s in the South East. These are etched metal components designed to convert existing donor rolling stock into your chosen model. These are the kits I have found the most rewarding and beneficial for what I wanted to model, but come with a risk as the donor stock required to build on can be more costly. Similar etched options can be sourced from Worsley Works and Blacksmith Models with a small range of DMUs and EMUs available, respectively.

Britannia Pacific Models supplies and builds kits, painting them to an extremely high specification, fitting a motor and offering digital or analogue control. These are great for some of the more complex liveries and it offers some examples unavailable from other kit providers such as Classes 302/309/312. Prices may seem higher than mainstream ready-to-run models, but each kit is hand built and painted to your specification and to a high standard.

If you're considering the kit route but aren't feeling confident, practice and refine your skills with cheap coaches and wagons before taking the leap into building the model of your dreams. There's plenty of good value older stock available for you to work on. There is also now a huge range of paints, transfers and other details from a wide range of suppliers – check the advertisements in this issue to see just what's available.

From where we were when I started modelling, things are much, much better for modellers wanting to replicate the everyday scenes which all too soon disappear. There are always going to be gaps in the ranges of ready-to-run models, but I hope the personal recollections and advice offered show that with a bit of practice and patience they can be overcome. For me, the dreams of 40 years ago are now firmly a reality – and yours can be too. **HM**

For more inspirational modelling guides, visit *www.keymodelworld.com/step-by-step.*

USEFUL LINKS	
Blacksmith Models	*www.blacksmithmodels.co.uk*
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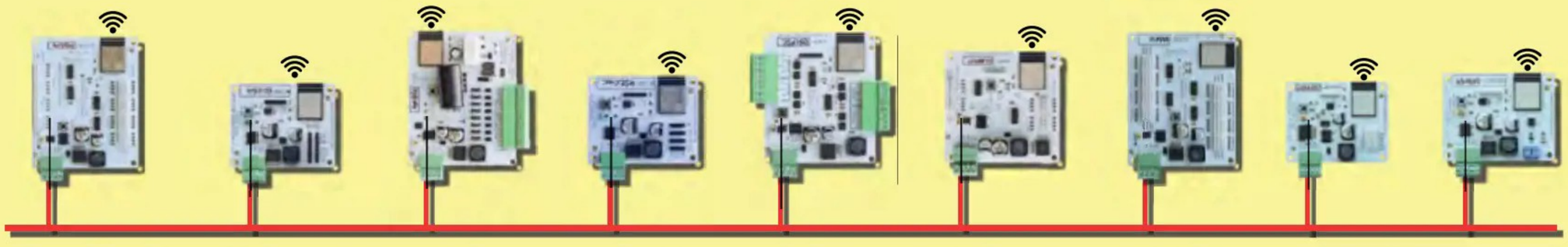

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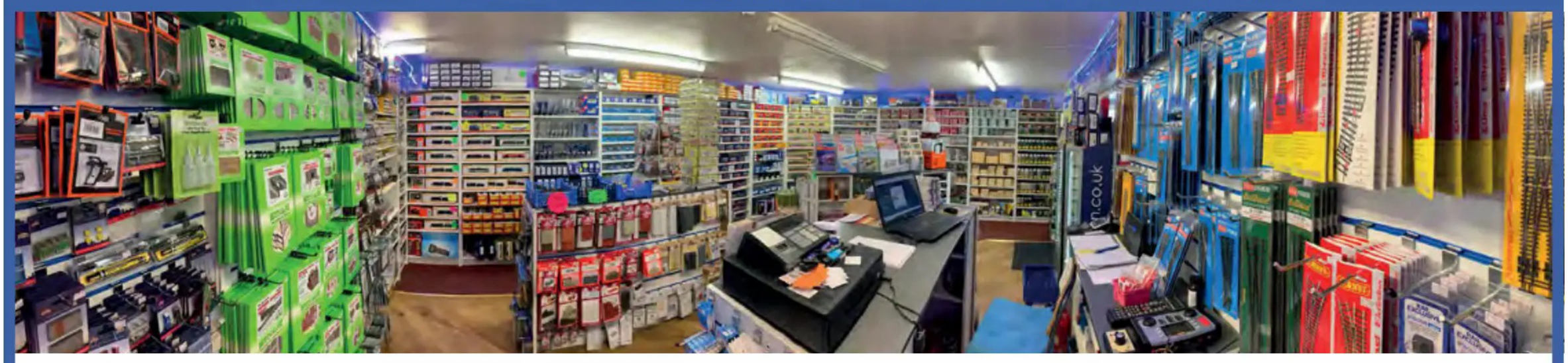

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WHITEOAK LIGHT RAILWAY

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'O-16.5', 16.5mm	7mm: 1ft	11ft x 4ft	SOUTHERN	1950s	DCC NCE POWERCAB

ALLEN LAW and **NYALL RUDGE** took on this fascinating 'O-16.5' gauge layout from its original owner in 2022 and continue to exhibit it. They reveal how it was built and why this narrow gauge railway is set in Kent.

PHOTOGRAPHY, JONATHAN NEWTON



Above: **Several well-dressed passengers take in the fresh sea air before boarding the next departure from Whiteoak. Track engineers sit patiently in the Wickham Trolley in readiness to depart behind the passenger train.**

WHITEOAK LIGHT RAILWAY depicts a narrow gauge railway's main hub of operations just off the Thames Estuary in Kent. The layout has an industrial backdrop with warehouses dominating the scene. Ships exchange cargo with the warehouses and the railway that serves the complex. An elaborate station (at least, elaborate for a narrow gauge railway) greets ferry passengers who disembark for onwards connections with Kent and beyond, served by special boat trains.

The layout consists of a shunting yard complex with a station and passing loop to allow for multiple trains to cross paths, with shunting undertaken between services. Trains disappear off-scene at both ends of the layout into a four-road storage yard to the rear, creating a continuous loop. There are also storage sidings for short shuttle trains, allowing for great operational potential – and an optional additional four-track storage yard, if required.

The original idea was spawned back in the mid-2000s by the layout's builder Martin Coombs after being inspired by the layouts at a local narrow gauge specific exhibition near to where he lives. Martin's railway modelling background was in 'N' and 'OO9' gauges, but he had lost interest in them. However, after joining the 7mm Narrow Gauge Association he was hooked into 7mm:1ft scale narrow gauge using 16.5mm gauge track – 'O-16.5'.

The location for the layout was natural as the event which rekindled his interest in narrow gauge modelling was held at the White Oak Leisure Centre in Swanley, so Whiteoak Light Railway is an homage to the event that brought the layout into being in the first place. It also subverts expectations somewhat, as thoughts tend to go towards those of North Wales and similarly rural locations when thinking of narrow gauge railways, so industrial Kent is a little bit different.

Planning happened quickly, especially once the track plan had been worked out and drawn in full-size on lining paper, resulting in an interesting shunting complex that would provide plenty of operational interest. The presentation of the layout was very much in the »

Garratt No. 25 rumbles into view with a train load of aggregate in two- and three-plank wagons.



3 Left: **An engineers' train headed by a Simplex locomotive ticks over in the siding alongside Whiteoak station.**

4 Right: **The driver of the Motor Rail WD Simplex tractor shunts a heavy load of barrels into the bonded warehouse.**

5 Below: **A boat train in Southern Railway colours eases out of Whiteoak station and along the harbourside.**



forefront of the planning process, with reference made to layout design books by Barry Norman and Iain Rice, resulting in the layout having the sweeping curve inwards towards the middle of the scene to help break up the straight lines and right angles, with the track plan roughly following.

The baseboards were constructed from various grades of plywood to provide a trade-off between strength and weight, as the layout was envisioned to be transportable to exhibitions. The plywood sandwich method of ply strips with smaller plywood blocks sandwiched between the two made up the main bulk of the frame and bracing strips, with the boards being open frame construction with a plywood base where the track was to be laid. This allowed the layout to feature contours in the landscaping and the drop in the front of the layout to accommodate the harbour. Tiered contoured strips of ply run the entire length of the layout in a large 'U' shape, which form the basis on which the factory buildings are built around.

The lighting canopy was designed into the layout from the start, being constructed in a similar method to the baseboards. As originally built, there were multiple apertures built into the front edge to allow several low voltage halogen bulbs to be set into it, giving the layout a warm sunny glow. These have recently been replaced like-for-like with LED light clusters behind diffusers to give the same effect but without generating so much heat.

The layout for the most part consists of two 4ft x 3ft scenic boards, with a 1ft 6in x 3ft board on each side to house the return loops to the storage yard behind the backscene buildings. At the start of 2023, we designed and made an extension to the storage yard around 1ft deep and the full width of the layout that bolts onto the rear of the layout to double the storage capacity. This was constructed from laser-cut plywood to custom design and helps to enhance the train service we can run at exhibitions, whilst giving us the option to run the layout in its original form without the extra board should space be at a premium.

The legs for the layout are bolt-on assemblies made from 2in square timber »

for the main uprights and plywood spacers and cross braces, which all bolt together to the layout to create a strong, sturdy frame that gives the layout very little wobble during exhibition use. A recent addition has been a set of heavy-duty castor wheels which can be clipped into place to assist with positioning it at shows. This came in handy at a recent exhibition where the layout was set up in front of a bar that wasn't planned to be used, until the shutters went up. Much astonishment was caused when the layout was wheeled from one end of the room to the other mid-show!

Track consists of the Peco range of code 100 'O-16.5' track, which although a fraction limited in its range (a left, right and 'Y' shaped point, plus flexible track) is ideally suited to the application on this layout. Points are controlled on the scenic section using Tortoise slow acting motors, with good old fashioned solenoid examples in the storage yard. Ballast was fixed to the layout using Copydex, which was used in preference to diluted PVA as it retains a slightly rubbery quality that stops the glue bond from going brittle, breaking away and causing ballast to work loose.

Between the tracks is a polystyrene base, coated in a base colour paint with static grass applied to create an almost on the verge of being overgrown appearance that just brushes the edges of the trains at they pass. All the track has been weathered to look decidedly used and grubby, exactly what's required of an industrial setting such as this.

The scenery on the layout mainly consists of a seamless array of buildings. The frontages of the factory and warehouse buildings create an industrial backdrop and form the backscene of the layout. There is only one tiny section of sky on show on the whole layout. If ever you see WLR out in the wild, see if you can spot it!



6 Above: **The skipper of the *Kayleigh Zoenick* looks out to sea as the ship is unloaded.**

7 Below: **A green 0-4-0 diesel arrives at Whiteoak station with a short push-pull passenger train.**



SCENIC SPLENDOUR

Buildings are all MDF and plywood inner formers with outer layers covered either in embossed brick and stone plastic sheet or, in the case of the station building, DAS air drying clay with the stone courses scribed into it once dry. The buildings all look slightly different due to their individual features and the painting and weathering techniques employed. Windows are made from resin castings from the Port Wynnstay range and injection moulded plastic, formerly made by Chivers Finelines. Many details such as winches, pipework, vents, and random clutter and detritus have been added over the years to the point where the layout now looks nicely lived in. Since being taken into our ownership, we have added lights into the windows of some of the buildings, which has brought the scene to life and makes the buildings look like they're used for a purpose.

One focal point front and centre of the layout that draws a lot of favourable comments is the ship. Contrary to popular belief, the boat started life as the sort you get in discount seaside gift shops, but much modified, detailed, repainted and weathered. The alterations comprise brass rodding for masts, fine string for all the rigging, detail parts from the likes of Springside, Harburn Hamlets and Skytrex, and a lot of time and effort spent weathering all the right areas in the right way. The ship helps to disguise the baseboard join and does such a good job exhibition goers often ask if the whole scenic section is one piece.

While on the subject of the ship, the water that surrounds it started life as flat plywood with a black undercoat painted onto it. Filler was spread along the whole area to create some texture in the water and help form the ripples, which then had a variety of murky colours painted directly onto it. Several layers of yacht varnish were then added, along with touches of white paint on the tips of the ripples to simulate the frothy edges. It was all sealed with a couple of coats of Johnson's Klear. This finish has held up well, still giving good reflection all these years later.

The overall presentation of the layout hinges on the way it is operated. One thing that stands out about the layout is that it has its name in big bold letters across the top of the layout on a large, angled sign. This isn't just a way of trying to attract the visitors across a busy exhibition hall, although it certainly helps. Behind the sign are a pair of mirrors to allow the operators at the rear of the layout to see the trains' movements at the front. The nature of the construction of the layout means visibility of the scenic section of the layout is nil without these mirrors and is often the cause of confusion by exhibition attendees when a train starts moving on its own without an operator seen to be controlling it.

Operating the layout can be tiring work, so being able to take a seat while making the trains do their thing is always a bonus. However, because of the lofty position of the mirror, it can be difficult to see the train movements even from a tall stool. A solution was made for this by creating two heavy duty wooden boxes with indents in the top to accept two folding stools. These boxes are a handy riser for the stools to sit on and allow the operator to see the mirrors and create a storage for all of the wiring, controllers, loose items off the layout and other ancillary items used for operating the layout.

CREATIVE TRAINS

As 'O-16.5' narrow gauge is a fairly niche market, there is little available ready-to-run, so nothing on the layout is fresh out of the box. However, as it uses the same track gauge as 'OO', there is plenty of scope to utilise 'OO' gauge chassis and wheels to create your own locomotives and rolling stock. Also, 'On30' is a popular scale in the USA, and even though it isn't exactly the same scale, certain items can be adapted to suit British prototypes. Many locomotives on the layout make use of 'OO' chassis from the likes of *Percy* from the Bachmann Thomas range, Dapol 'B4s' and Hornby four-wheel Sentinel shunters with scratchbuilt bodies to create freelance but believable locomotives.

White metal and resin body kits sourced from Wrightlines, Smallbrook Studios and Springside are used on a few of the locomotives, kits which have become quite prolific over the years in the scale. Also in recent years, an explosion of manufacturers stocking 3D printed bodyshells to suit proprietary chassis have appeared, some of which feature on the layout. Manufacturers such as EDM Models, Mannin Models and Floyd »

"Contrary to popular belief, the boat started life as the sort you get in discount seaside gift shops."

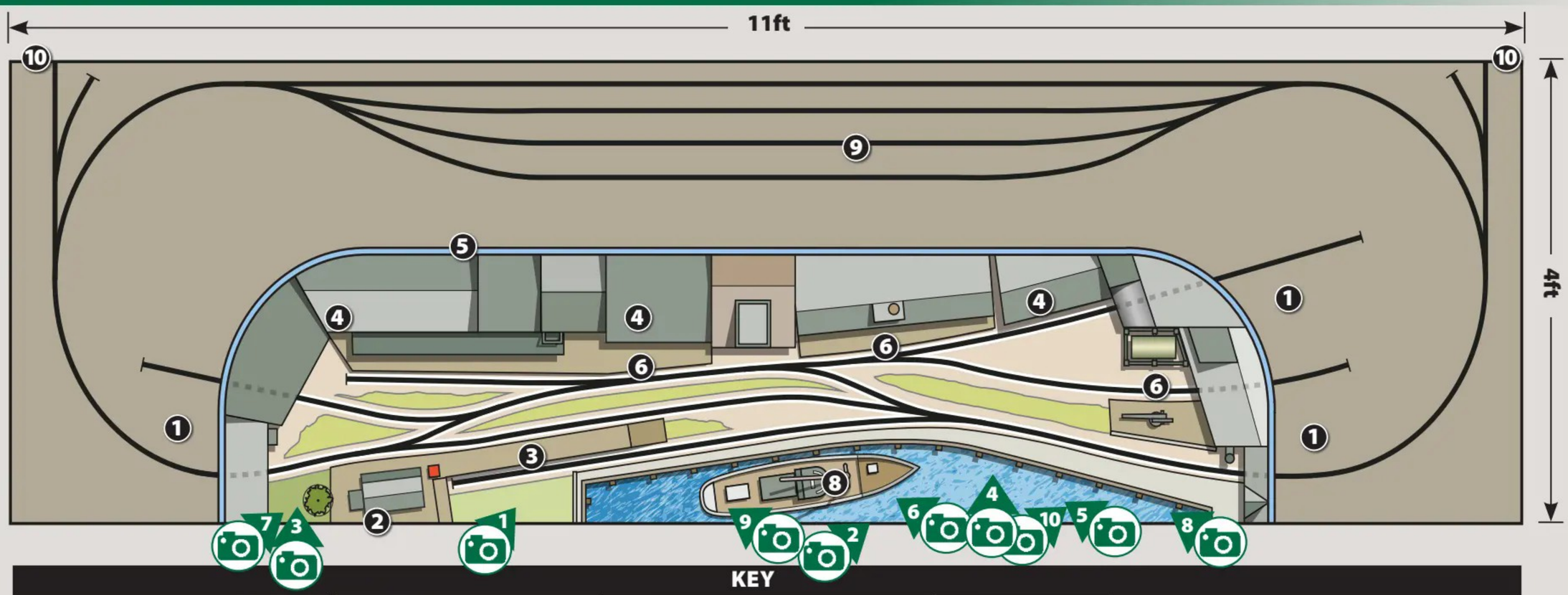
NYALL RUDGE



8 Left: **Whiteoak harbour is surrounded by warehousing and industrial units, served by ships such as the *Kayleigh Zoenick*.**

9 Below: **On the quayside, provisions are about to be loaded aboard the ship, while at Whiteoak station track engineers await a clear signal to leave the bay platform in the converted Wickham Trolley.**

WHITEOAK LIGHT RAILWAY TRACK DIAGRAM (NOT TO SCALE)



KEY

1 To/from storage area	3 Station platform	5 Backscene	7 Harbour	9 Storage yard
2 Station building	4 Warehouses	6 Goods loading platform	8 Ship	10 To/from expandable storage yard



Kraemer are all presented on the layout.

Wagons and coaches mainly consist of kits made by companies such as Chivers Finelines, 422 Model Making, Iconic Rail and Wrightlines, representing an eclectic mix. Certain wagons have loads suitable for the scene on the layout, such as barrels, parcels, crates and the occasional ship's anchor.

The layout has made appearances at a wide variety of exhibitions up and down the country in the years it was owned by Martin, even making its way over to an exhibition in the Netherlands. However, in 2022 WLR's time with its creator was over and was offered for sale, which is where we came in. We had seen the layout before and decided we could take it on for a bit of light refurbishment and continue to exhibit it for years to come. Since coming into our ownership, the layout has seen some scenic improvement to freshen it up after many years of exhibition appearances. We also made the modifications to the storage yard and lighting which has transformed the operational abilities of the layout and helped to save the buildings from warping from the heat generated by the halogen bulbs. Most recently, we have given the outer fascia of the layout a complete repaint and created a new layout name sign to slot over the original.

The layout has made a few exhibition appearances since passing into our ownership, with more in the pipeline in the coming year or two, and hopefully many more to come. We really enjoy exhibiting the layout as there is plenty of operation for our crew. It has gained plenty of favourable comments from the public, with particular attention drawn to many of the details and especially the ship. Of course, we never take the credit for the work Martin did before us. The future for the layout mainly consists of keeping it looking shipshape and showing it off wherever it is invited. Long may its career continue. **HM**

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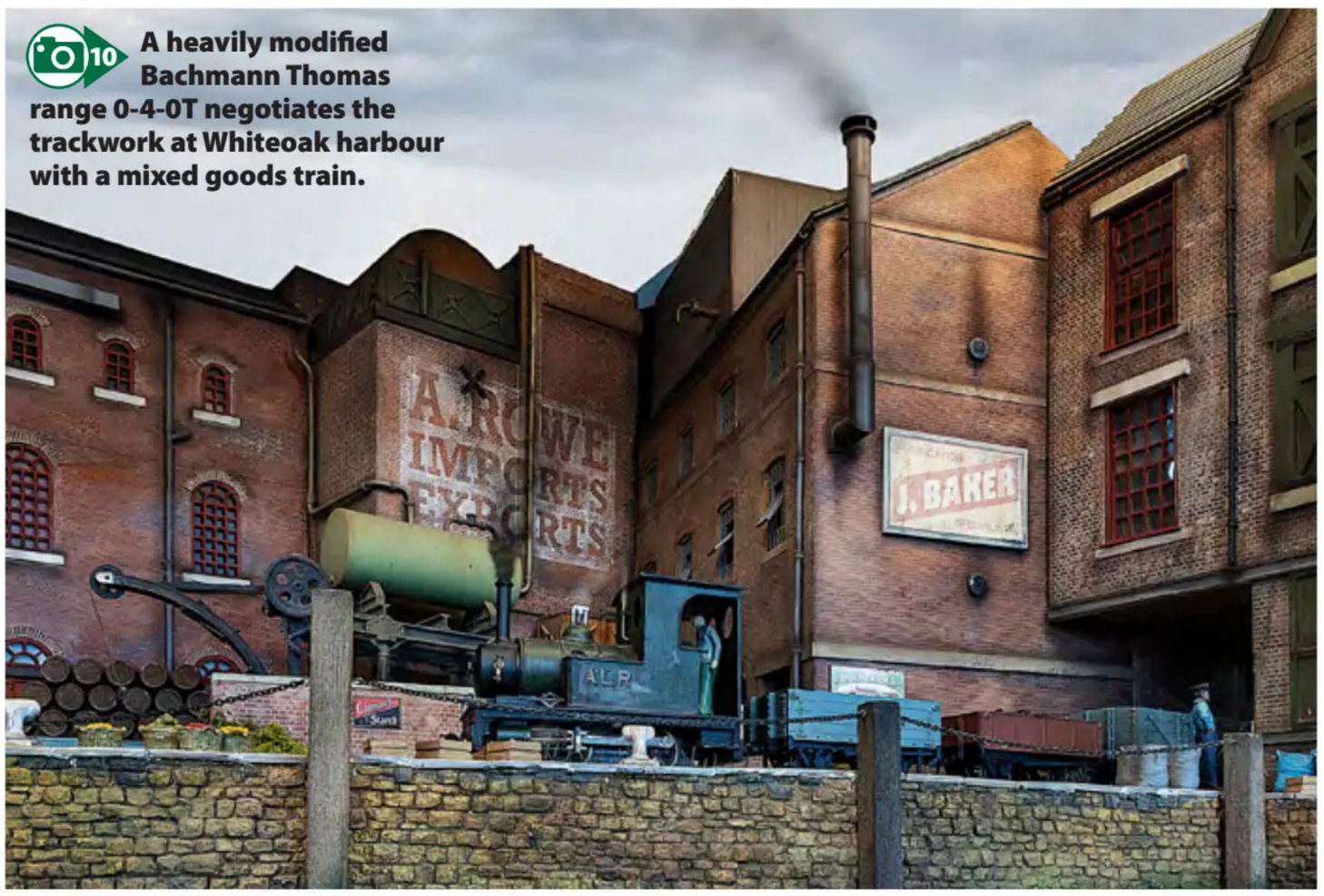

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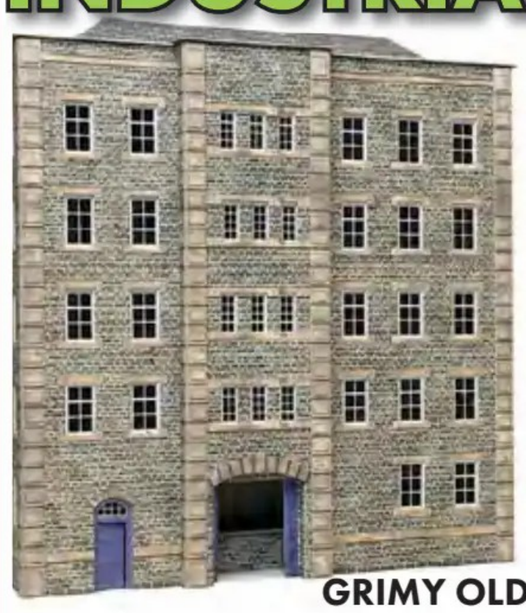

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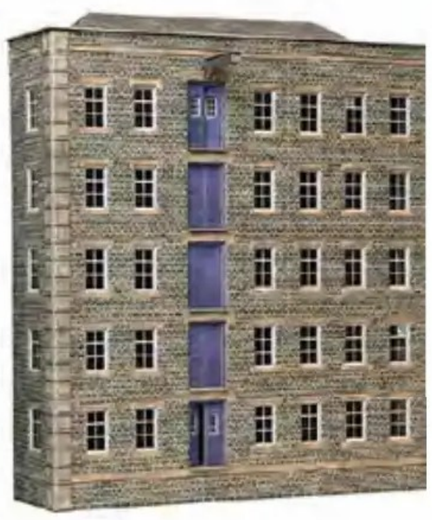



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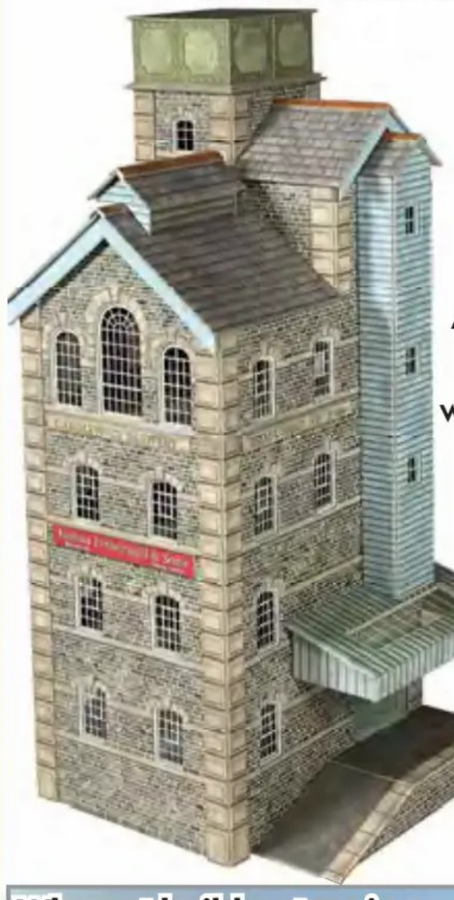

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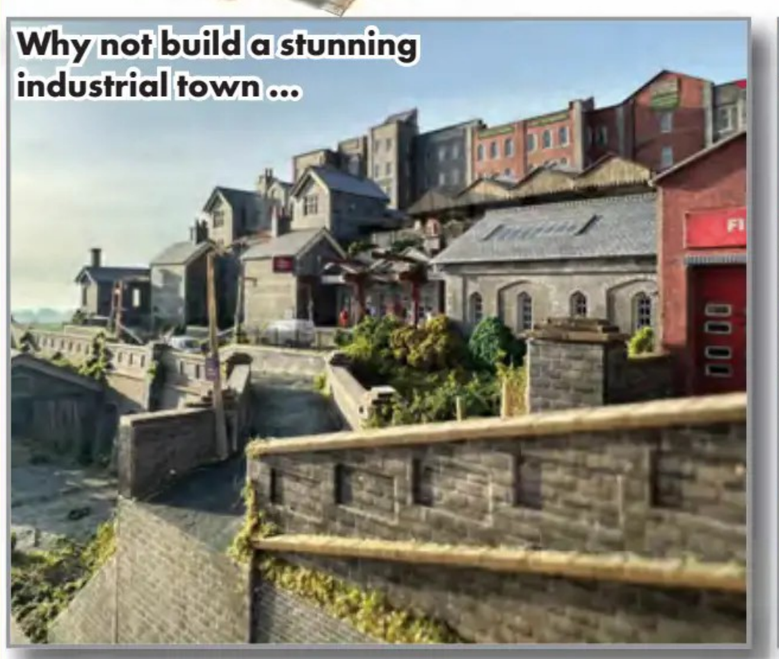





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Cavalex Models 'SUPER 60'

FIRST REVIEW

Cavalex Models has delivered its second powered model – the Brush Class 60 for 'OO' gauge - and what a model it is! **MIKE WILD** runs the rule over this new arrival and assesses its abilities.



For Rails of Sheffield Cavalex has reproduced the Steel on Steel artwork applied to 60062 *Sonia*. The finish is outstanding.



THE STANDARDS of modern model production were raised with the arrival of Cavalex Models''OO' gauge Class 56 in January 2024 and 12 months later, it has delivered its second high-fidelity ready-to-run Type 5 in the shape of the Brush Class 60.

The Class 60 project was revealed in February 2023 and Cavalex has been working behind the scenes to build upon the reputation of its Class 56 to create the best possible Class 60. The big question is: does it live up to the expectation?

First, a little history. The real Class 60s were introduced from 1989 when 60001 was completed at Brush's Loughborough Works. Since then the fleet of 100 locomotives has had a varied career, and even though it looked like DB Cargo would withdraw them all, these powerful heavy freight locomotives continue to serve on the main line network hauling heavy aggregate and biomass trains for DC Rail and GB Railfreight. There are currently 14 active examples – four with DC Rail and ten with GB Railfreight – although DB Cargo has a large number stored in working condition at Toton TMD.

The Class 60s have carried a multitude of liveries from Railfreight triple grey sectors to Loadhaul, Mainline, Transrail, EWS, DB Cargo, DC Rail, GB Railfreight, Colas Rail Freight and a host of unique special schemes.

Cavalex's model sets out to model the Class 60 story from the start including the original locomotive as built, early 1990s locomotives and those upgraded in the 'Super 60' project in 2011 to improve reliability and extend their service life. Read more about the 'Super 60s' in Reality Check on pages 78-81.

THE MODEL

In total, 17 Class 60s are being produced by Cavalex in the first production run. This has been split into two batches for delivery, the first of which arrived at the end of January with the majority modelling the 'Super 60' locomotives together with class pioneer 60001 *Steadfast*. For review we had the opportunity to inspect 60010 in DB Cargo red, 60028 in Cappagh blue, 60029 in DC Rail grey, 60062 in its Steel on Steel livery and 60087 in GBRf colours.

Each model is superbly presented mounted on a cradle inside the



A magnetic removable roof panel is included in the model for access to the decoder socket and switches – the latter can be used to configure lighting on analogue control.

TECHNICAL DETAILS	
Manufacturer:	*www.cavalexmodels.com*
Cat No:	CM-60010-DB, CM-60028-CB, CM-60029-DCR, CM-60062-DBCS
Description:	Class 60 Co-Co diesel electric
Builder:	Brush Traction, Loughborough
Region:	All
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	281mm (over buffers)
Price:	£194.95 DCC Ready, £294.95 DCC Sound-fitted
Couplings:	Small tension locks in NEM pockets
DCC:	21-pin decoder socket
Speaker:	55mm x 24mm (DCC sound fitted models)
Exterior lights:	Directional head and tail lights
Interior lights:	Cab and engine room
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Co-Co
Purpose:	Heavy freight
Haulage capacity (expected):	15-20 bogie wagons
Haulage capacity (actual):	20 bogie wagons (maximum tested)



Cavalex Models' new 'OO' gauge Class 60 is here and in an impressive array of modern era colour schemes.

box which protects the locomotive in transit. Two screws through the base hold it in place and the accessory pack even includes optional plastic plugs which can be added into the fuel tank base to disguise the screw holes. Also included are replacement buffer beam fairings with openings for a tension lock coupling, a pair of tension lock couplings to fit the NEM sockets, an instruction manual and etched metal nameplates (where appropriate) which even come with etched metal templates to assist modellers in correctly fitting these additional details.

The replacement buffer beams are cleverly designed with magnetic fittings. Each is pre-populated with air brake pipes and a coupling hook while the examples with 60028 and 60029 have white edging just like the prototype. Switching the buffer beams couldn't be simpler with the replacements snapping into place onto the magnetic fixings.

This is just the start of the impressive package. The front of the Class 60 has been replicated superbly by Cavalex Models including correct light clusters for the latest BMAC equipped locomotives as well as standard WIPAC light clusters for the earlier locomotives. There are also later horns with covers, brackets over the No. 2 end horns on the DB Cargo locomotives, tinted side window glazing on all models and a myriad of separately fitted parts on the bogies.

The bodyshell represents the Class 60s in every detail with the etched metal grilles being particularly impressive and a big improvement over what we have seen before on Class 60 models. The roof also features the exhaust silencer which even has representation of the exhaust pipe at the rear – a neat and fine touch.

Completing the external visual package is the underframe which is again correct for the locomotive type. Original and long-range fuel tanks have been modelled with the associated relocation of the air tank in the case of the latter to the clean air room which is a delight in itself, and particularly so when the engine room lights are turned on.

Then there is the decoration. Here, Cavalex Models has gone above and beyond to replicate every printed detail on these locomotives, even down to fuel tank signs only being present on »

one side, correct shock absorber brand labels, warning label information, cab interior signage and even detailed dials inside the wonderfully finished cab.

The paint finish was immaculate on each of our samples with special mention going to the exclusive version of 60062 for Rails of Sheffield on which the Steel on Steel graphic livery has been incredibly well finished.



A range of liveries are available including unbranded and branded DB Cargo colours on 60010. Each locomotive has correct light cluster, roof, cab and underframe equipment for its identity.

PERFORMANCE

The Class 60 builds on the powerful traction package produced for the Cavalex Class 56. Like the Class 56, it has four-axle drive with the centre axle unpowered to allow it greater flexibility for improved track holding. This method shows no reduction in haulage capability with our locomotives hauling scale length trains with ease.

During testing we loaded our samples with 15 TEA bogie tanks, a 16-wagon steel train and a full length 35-wagon HAA merry-go-round train including operating the locomotives on level track and a 1-in-75 gradient. On the latter, each sample performed a standing start with the 15-wagon TEA train faultlessly, although some of our samples had a noticeable rumbling sound from the drivetrain which Cavalex Models is currently investigating.

This is just the tip of the iceberg when it comes to performance of these locomotives, as there is so much to appreciate. The lighting features built into the model are exceptionally comprehensive, all of which can be accessed through the DCC sound ESU decoders or alternative aftermarket chips configured to work with the 60.

Lighting functions available include independent head and tail lamps – including day and night mode switching for the headlights – together with yard lighting (red and white lights at both ends), parking lights (reds at both ends), hazard warning lights, cab interior lights and engine room lights. Also worth noting is that the differences between the original bulb and later LED lights have been modelled with the lenses even having correct mouldings in each case.

Another neat feature connected to the lighting is that the main headlight only comes on when the locomotive moves away, just like the real thing, while the engine room lights on the sound fitted version are connected to a sound profile which includes the door opening and light switch sound before illuminating and then in reverse when switched off.

Each version of the Class 60 is available DCC ready and DCC sound fitted. Access to the 21-pin decoder socket is either via the removable magnetic panel with the exhaust silencer on top or the entire body can be removed by unclipping it from the chassis for access. Sound fitted models have an ESU 55mm x 24mm passive radiator speaker.

The finishing flourish of the internal workings is the performance of the sound profile. This was recorded from 60074 at Toton TMD in summer 2024 by ESU and is fantastic to hear and drive. The sound profile replicates the Class 60 superbly with clear sounds throughout the speed range and in each ancillary function. In addition it offers the choice to drive the engine sounds through the throttle or with manual notching when F25 is engaged – the latter was our preference.

Right: **Inside, the Cavalex Class 60 has a powerful five-pole motor, twin flywheels and a 21-pin decoder socket. Sound fitted versions have an ESU 55mm x 24mm passive radiator speaker.**

Five-pole motor and flywheels

Lighting cable connections

Detailed cab interior

Etched metal grilles.

Separately fitted steps.

Sprung buffers.



Left: **The light clusters are impressively finished with correct vertical ribs on 60010 (left) and LED pattern moulding on 60028 (right).**

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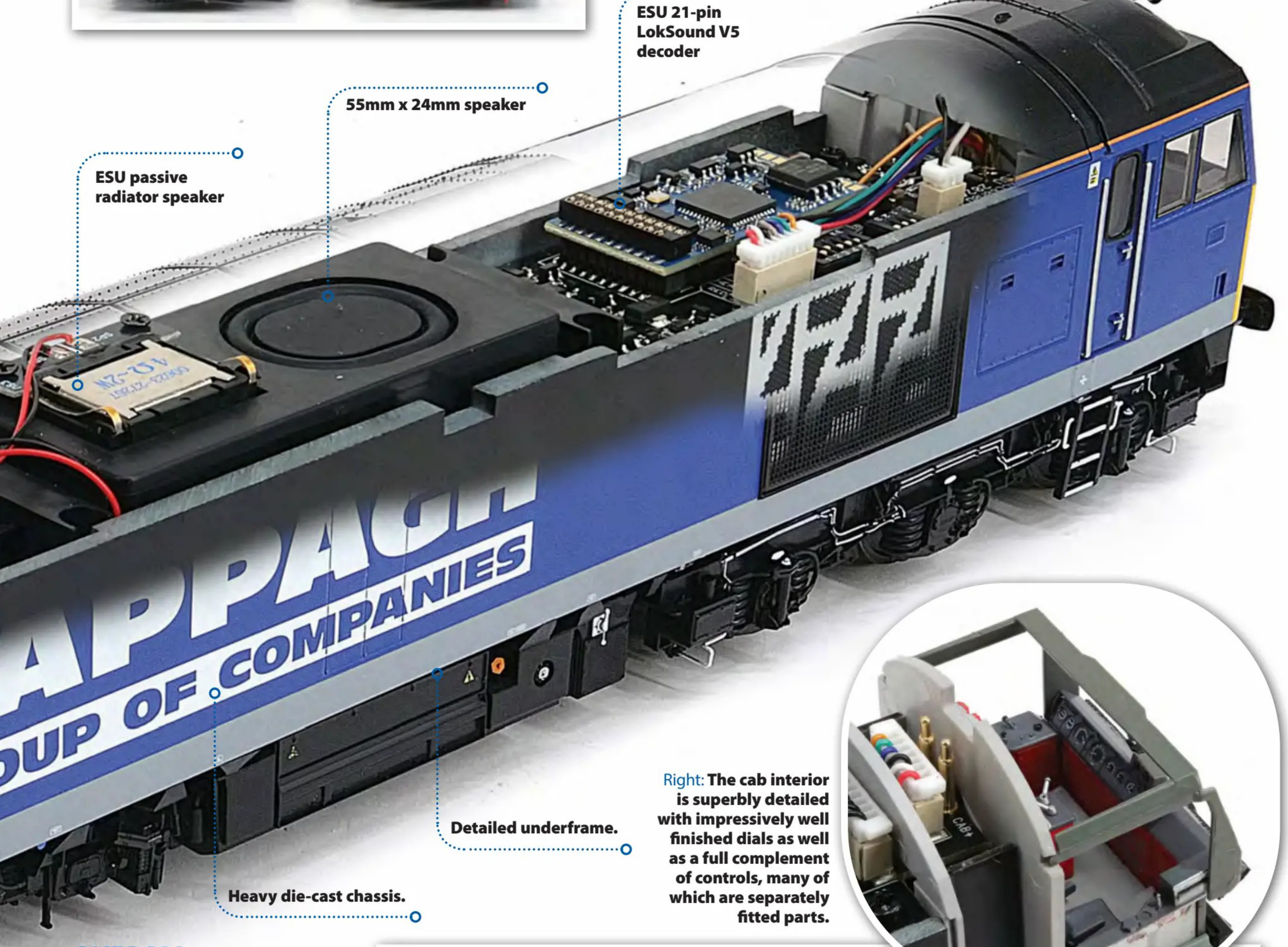
ESU 21-pin LokSound V5 decoder

55mm x 24mm speaker

ESU passive radiator speaker

Detailed underframe.

Heavy die-cast chassis.



Right: **The cab interior is superbly detailed with impressively well finished dials as well as a full complement of controls, many of which are separately fitted parts.**

OVERALL

Cavalex Models' all-new Class 60 is an outstanding second locomotive from the manufacturer which has been produced to the highest standards of detail and quality. Its performance on the track matches the supremely fine detailing.

The first batch has been very popular and was selling rapidly as this issue closed for press, but there are more versions coming with the BR triple grey sector locomotives and early privatisation models due to arrive soon. If you have one of these models already, we are certain you will be delighted with it and if you are waiting for the second batch to arrive, you won't be disappointed. (MW)



Bogie detail and interior detail is superb on the Class 60.

SUPER 60s

The Class 60 is amongst the UK's most powerful diesel locomotives, but most are currently in store. Active members, however, owe their survival to an overhaul programme that took place a decade ago, as **EVAN GREEN-HUGHES** describes.

SIGHTINGS OF THE IMPRESSIVE Class 60s on the main line are now comparatively rare. Only around 13 of the original 100 are still regularly at work and most of those are on freight flows which rarely venture from their regular routes. However, at one time the class was widespread on the network and was achieving very high utilisation. Since then, all have become due for major overhaul, and this has resulted in most being stored while their future was decided.

Despite its later successes, the Class 60s got off to a rocky start. Conceived in the latter years of the BR era as an alternative to American-built General Motors products, the locomotives were constructed at Brush Works in Loughborough using bodies made by Procor at Horbury and power units from Mirrlees at Stockport. A total of 100 were ordered at a cost of £120 million, with the specification calling for a very short delivery time and advanced traction systems which enable much heavier trains to be hauled in poor conditions.

First off the production line was 60001, which was released in June 1989 and was immediately sent for testing. Unfortunately, this revealed issues with the microprocessor-controlled wheel creep system and also with the suspension. Modifications took around 16 months to sort out, during which completed locomotives continued to be outshopped, leading to an exasperated British Rail nearly cancelling the order for the 60 unbuilt members of the class. When the order was eventually completed it is said that there were 10,000 warranty faults which did not compare well with US-built locomotives which could be used without issue almost as soon as they were unloaded from the ship.

Delays in delivery meant that the Class 60s were not available to take up their originally intended duties, and were deployed elsewhere, operating with incorrect sector decals on their sides for the work they were doing. Their work involved allocation to the heaviest trains, often replacing pairs of older types such as Class 33s. They soon proved sure-footed but they were unreliable – something which plagued them and as many as ten at once were often back at Brush undergoing rectification work. Initially, each Class 60 only contributed around 1,000 hours of useful work to BR each year – a very poor return on investment.

In 1994, the Class 60s were divided between the three shadow freight companies in preparation for privatisation. This didn't last long though as all were soon back under common ownership with the newly-formed English, Welsh and Scottish Railways (EWS). This company invested heavily in reliability modifications which resulted in a dramatic improvement in availability but even so, the Class 60s never achieved anything like the performance levels being returned by its later and less powerful Class 66s.

The late 1990s and early 2000s saw a dramatic decline in rail freight, particularly in the coal and steel sectors – the very traffic the '60s' were built for. Locomotives began to be stood down as they became due



Right: **GB Railfreight's 60021 - on lease to DC Rail - heads 6M89 from Middleton Towers-Ravenhead Sidings at King Street Crossing, Helpston, on January 11 2025. Mike Wild.**



Below: **On hire to DC Rail, GB Railfreight Class 60 60096 leads 6L92 Chaddesden Sidings-Kings Lynn TC at Helpston Crossing on August 23 2024. Mike Wild.**



for overhaul. This continued until there were almost 40 out of service and stored, a figure which remained fairly static although the locomotives out of use varied. Some were raided for parts and these became long-term casualties, remaining stored in rows at Toton depot. Around 60 working examples passed to DB Schenker (DBS) when it took over EWS in 2008 but from then on, the numbers declined rapidly until in 2010 there were only six to ten in service at any time.

ASSETS' RECOVERY

Clearly this was a waste of a valuable resource and DBS carried out a study about the best way of using the Class 60s. Several ideas were floated at the time, including providing new power units, but in the end a comprehensive overhaul schedule was agreed which would see a complete strip down of the power unit, refurbishment of components such as traction motors, bogies, electrical system, control gear and cabs with the intention of providing an extra 15 years of life, by which time they would be more than 30 years old.

The overhaul programme was announced in January 2011 and initially involved only seven locomotives, for which the cost was quoted at £3 million. Known as the 'Super 60' programme, the work was carried out at Toton depot with each locomotive taking several months to complete. First to be outshopped, in September 2011, was 60007 which hauled a Toton-Whitemoor engineering train before attending Knottingley depot for a renaming ceremony. The remaining locomotives from the first batch followed it into service and were so successful the scheme was expanded. Within two years a total of 21 'Super 60s' had been created, allowing DBS to expand its heavy haul operations which were, at the time, undergoing something of a resurgence.

As the 'Super 60' programme only involved about a fifth of the total fleet, the question of what to do with the unmodified locomotives then arose. DBS tried unsuccessfully to offload some by tender in 2012 and 2013 but had more luck in 2014 when a sale for ten was concluded with Colas Rail, the deal including paying »

for them to be put through the 'Super 60' works programme. These locomotives were subsequently put to work on Colas' recently-acquired Lindsey-Preston bitumen trains and on other bulk flows. The order contained provision for an additional ten locomotives to be added but that extension was not taken up.

This batch of ten remained with Colas for five years, but following the delivery of a batch of new Class 70s a deal was concluded for them to move on to GB Railfreight (GBRf) which at first bought them outright before selling them to Beacon Rail and then leasing them back. The company added a further three examples to its fleet direct from DBS, but these were intended for parts recovery only, having never gone through the 'Super 60' programme and thus will likely never run again. GBRf used the locomotives on bulk flows such as to and from Drax power station with some success, although reliability has been reported as being an issue in recent years.

NEW USE

In 2019 there was a surprising development when spot-hire freight operator DC Rail acquired four of the remaining locomotives. It had recently changed hands and its new owners found that there was a requirement for more modern motive power. These locomotives underwent the equivalent of the 'Super 60' overhaul at Toton and after acceptance were placed to work on DCR's aggregate flows. A further locomotive was obtained as a source of spares in 2019



With its DB traffic red livery showing signs of fading, 60010 ticks over in Doncaster Belmont yard on February 18 2023. Mike Wild.

while shortly afterwards 14 more were purchased and placed in store pending future requirements. Many of these are currently kept on land at the former Brush Works, where they were originally built, the vast site having since passed to UK Rail Leasing as a location for locomotive overhaul.

As might have been expected with the steady decline of the class, and with the removal of parts from withdrawn examples, disposal of some locomotives started to be a reality in 2020 when 60006 was dismantled at Toton depot. Four others were also disposed of with three of them initially sold for scrap, although two of these were later bought for retention for future heritage use. One of those sold, 60081, although incomplete, was moved to the One:One collection at Margate where it is to be displayed. Two of the others briefly went to the Wensleydale Railway but later moved to private storage.

The last major development for the fleet took place at the beginning of 2024 when Cheshire-based company Land Recovery

DB Cargo 60074 *Luke* in Puma Energy livery stables between two Class 66s at Toton Traction Maintenance Depot on July 13 2024. Mike Wild.



DC Rail 60046 *William Wilberforce* leads an empty rake of JNA-T box wagons at Marholm as 6L92 Chaddesden Sidings-Kings Lynn TC on December 6 2024. Mike Wild.

bought the remaining 12 locomotives available. This company aspires to enter the bulk freight market and is now part of the Aggregate Industries empire and hopes to recondition its locomotives in similar fashion to the 'Super 60s'. So far, the only movement has been the transfer of the locomotives by road for storage in Cheshire, although it is understood negotiations have taken place with potential contractors for the overhaul work.

Most recently, DBS has regeared some of its Class 66s to give them improved haulage capacity, following the storage of its serviceable Class 60s: disposal of its remaining fleet remains a distinct possibility.

The 'Super 60' programme belatedly produced a locomotive with unparalleled operational advantages that finally fulfilled the original design's potential. It is likely they will continue to be operational for some time to come. **HM**

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

FACTS AND FIGURES

Route availability:	7
Introduced:	1989-1993
Withdrawal:	Some stored from 2024 onwards
	First withdrawal and scrapping 2020
Wheel arrangement:	Co-Co
Control system:	Brush SEPEX
Engine:	Mirrlees MB8275T
Cylinder bore and stroke:	10in x 12in
Cylinders:	18
Horsepower:	3,100
Main alternator:	Brush BA1006A
Auxiliary alternator:	Brush BAA 702A
Traction motors:	Brush TM2161A four-pole
Train heat:	Not fitted
Brakes (locomotive):	Air
Brakes (train):	Air
Brake force:	74tons
Maximum tractive effort:	106,500lbs
Continuous tractive effort:	71,570lbs
Length:	70ft 0in
Width over cabs:	8ft 8in
Weight:	129tons
Wheel diameter:	3ft 7in
Maximum speed:	62mph
Fuel capacity:	990gallons
Number built:	100
Numbers:	60001-60100 (60500 was renumbered from 60016)
Present and former operators:	British Rail, English, Welsh and Scottish Railways, DB Schenker, DB Cargo, Colas Rail, DC Rail, GB Railfreight



FIRST REVIEW

Accurascale 'O' RUSTON 88DS

Accurascale has released its first powered model for 'O' gauge replicating the Ruston 88DS four-wheel shunter. **MIKE WILD** inspects this compact and useful locomotive.



WHEN you think of the biggest builder of diesel locomotives in Britain, Ruston Hornsby of Lincoln would hardly be your first thought, but incredibly, it built more than 6,500 diesel powered railway locomotives.

Perhaps its best known product was the Ruston 48DS – a compact four-wheel shunting locomotive which found great favour with industrial users – however, Ruston soon realised there was room for a more powerful design which resulted in the 88DS being introduced in the late 1930s. The first was completed in 1938 with production continuing for the next 29 years until the last was finished in 1967. In total, 271 were built for use across British industrial railway systems as well as with British Railways which had a fleet of eight.

These compact locomotives were considerably larger than the 48DS design but nevertheless retained the Ruston family feel in terms of appearance. However, there were variations to buffers, the size of the casing on one side which housed the 1.5hp 'Donkey Engine' used to start the main engine and to the cab window layout and other details.

New from Accurascale for 'O' gauge is the Ruston 88DS 4wDM. It is available in ten liveries with a choice of DCC ready and DCC sound fitted models.



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

Working exterior lamps are fitted on the cab together with a cab interior light.





Separately fitted steps, pipes and handrails are fitted to the 88DS.

TECHNICAL DETAILS	
Manufacturer:	*www.accurascale.com*
Cat No:	See text
Description:	Ruston 88DS 4wDM
Builder:	Ruston Hornsby, Lincoln
Region:	All
Gauge:	'O', 32mm
Scale:	7mm:1ft
Length:	141mm (over buffers)
Price:	£229.99 DCC Ready, £319.99 DCC Sound-fitted
Couplings:	Functioning three-link couplings
DCC:	21-pin decoder socket
Speaker:	15mm x 11mm, two
Exterior lights:	Directional head and tail lights
Interior lights:	Cab lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	One
Wheel arrangement:	4wDM
Purpose:	Shunting
Haulage capacity (expected):	Five-ten wagons
Haulage capacity (actual):	Six wagons (maximum tested)

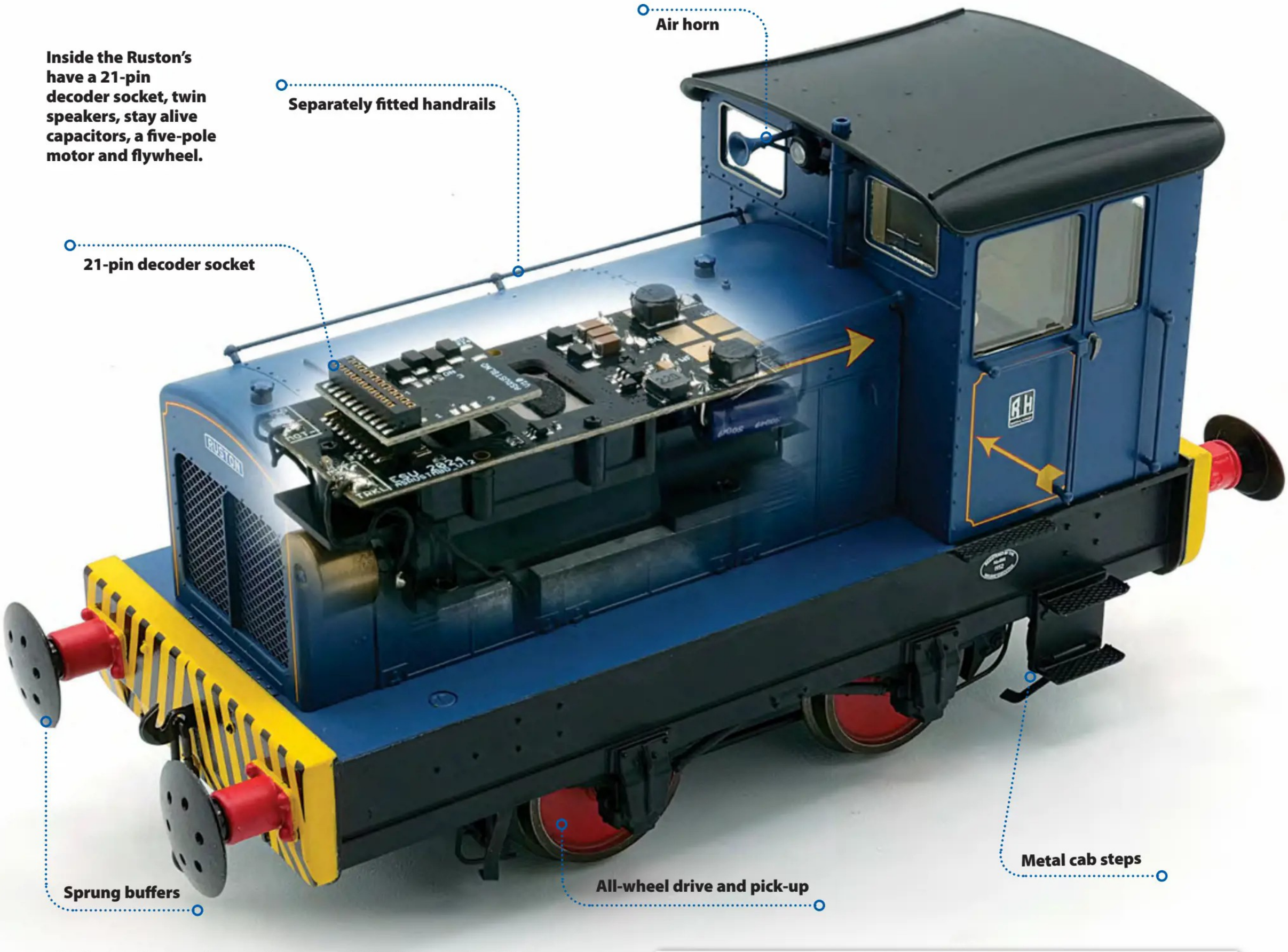
THE MODEL

Accurascale's first step into 'O' gauge powered models follows its successful 7mm scale HUO 24.5ton hopper wagon which made its debut in 2019. The Ruston 88DS provides a locomotive any layout of any size could make use of. For example, if you are modelling industrial railway operations it will be a must-have, but if you have a main line layout you could use it to shunt private sidings or perhaps even inspire a new feature.

There are 10 different locomotives available covering industrial and British Railways liveries. Our samples were a selection of industrial 88DS including NEI Clark Chapman lined blue (Cat No. ACC2858), Babcock & Wilcox P4937 in green (ACC2856), West Midlands Joint Electricity Authority green No. 1 in Ruston Works green (ACC2850), Rowntree Mackintosh lined green No. 3 (ACC2857) and National Coal Board blue 63-000-352 in BR rail blue (ACC2854).

Each model is presented to a high standard and well packaged. They feature sprung buffers at each end with a choice or combination of large round or oval designs. Working three-link couplings on sprung hooks are fitted too to fit in with the standard expectation of 'O' gauge ready-to-run rolling stock. They also feature working lamps front and rear of the cab and a cab interior light. »





Body detail is excellent and replicates the Ruston design to a tee. This includes grilles with and without central bars, separately fitted handles on each engine room door, separately fitted handrails and a superbly detailed cab interior which can be clearly seen through the glazing.

Paintwork and printed detail match the high standard we now expect from Accurascale with the main base colours applied to the highest standards and overlaid with printed livery elements including numbers, logos, builder's plates and more.

PERFORMANCE

Our testing of the new Ruston 88DS was limited to simple shunting operations, but each of our samples ran well immediately on placing it on the track. They happily handled half a dozen 'O' gauge wagons with ease shuffling them back and forth with analogue control.

The chassis has all-wheel drive and pick-up with the five-pole motor providing positive traction and smooth-running characteristics. Inside is a 21-pin decoder socket together with a pair of cube speakers and a quartet of stay alive capacitors – the latter two features operating with Digital Command Control systems.

The sound file produced for the 88DS was recorded on the Colne Valley Railway from Ollie Simons' 1955-built 88DS 887 and provides a full suite of authentic sounds for the locomotives including the 'Donkey Engine' for the starting process.


The locomotives feature a housing on one side for the 'Donkey engine' which starts the main engine.



Livery application is superb on each locomotive.

OVERALL

The new Ruston 88DS from Accurascale is a great addition for 'O' gauge modellers and one which will provide a new choice of motive power for shunting operations.

The full sound version with stay alive will be a great advantage for slow running operations while the choice of colour schemes presents plenty of choice. We can see this being a popular addition and a regular on 'O' gauge layouts. (MW)

Accurascale ECC CDAs

- **Gauge:** 'OO'
- **Price:** £79.96
- **Cat No:** ACC2525
- **Site:** *www.accurascale.com*
- **Era:** 8



The roof canopy is particularly convincing with moulded creases and undulations, as well as the triangular fixing cleats to hold it in place.

ACCURASCALE'S second run of 'OO' gauge CDA china clay hoppers is here, this time representing the English China Clay (ECC) era of the prototype's life.

Between 1987 and 1988, 124 CDA wagons were built at Doncaster Works for use on china clay workings in Cornwall, replacing older wooden-bodied wagons. 15 more were converted from HAA coal hoppers in 1989.

Having previously produced packs of CDA wagons in EWS/DB Cargo colours, this latest batch of 'OO' gauge hoppers from Accurascale models the vehicles in their earlier years in ECC blue and silver. Eight new triple wagon packs have been developed, incorporating different running numbers and decoration differences - with five (Packs A-E) in ECC blue and three (F-H) in de-branded ECC blue.

Once again, detailing to our review samples was excellent, mimicking that found on the first wave of releases. The roof canopy is meticulously detailed, complemented by the very fine triangular hooks used on the prototype to keep it in place. The body incorporates a smattering of moulded rivets and other separately fitted details, including the canopy opening mechanism at one end. Below the solebar the underframe is superbly executed with the intricate brake linkage fixed to the outer edges of the wagon, while the hopper doors and associated fixtures to open them are also identifiable.

Decoration is the main point of difference for these releases and application of the simple silver and blue colour scheme on our samples was flawless, with no blemishes or imperfections. Printed items such as wagon number, CDA designation, ECC branding and overhead electric warning flashes were all well applied. Decoration differences between vehicles have also been incorporated with some packs featuring blanked-out logos or no logos at all to some vehicles, reflecting their appearance over time. Each triple wagon pack also includes a small details pack with NEM coupling collars for use with standard-length tension lock couplings, buffer beam pipework and coupling chains.

While no longer on the national network, the CDA hoppers hold fond memories for many enthusiasts. These new arrivals will be ideal for running behind a BR blue or Railfreight sector Class 37 and the manufacturer's forthcoming 'OO' model of Class 50 50149 *Defiance* in Railfreight General colours. (BC)



The latest batch of Accurascale's 'OO' gauge CDA china clay hoppers has arrived, finished in English China Clays' distinctive blue and silver colour scheme.

FIRST REVIEW

HELJAN CLASS 02



These diminutive diesel shunters are now available in 7mm:1ft scale. **BEN CHURCH** inspects the new arrivals.

HELJAN'S 'O' gauge model of the Class 02 0-4-0DH shunter has arrived. The 20-strong class was built by the Yorkshire Engine Company between 1960 and 1961 for locations with tight curves such as dockyards. Withdrawals from BR service started in 1969 but many enjoyed further work in industry. Seven have been preserved.

Seven models form the first round of releases as D2861, D2863 and 02004 in BR green (Cat Nos: 2840/1/4) - the latter complete with a weathered finish. AY1061 appears in industrial yellow (2847) and *Sam* is modelled in industrial green with a weathered finish (2850). Two models appear as part of the Gaugemaster Collection - *Diane* in Redland khaki (GM4240401) and 02005 in BR blue (GM4240402).

For evaluation, we received a sample of 02004 in BR green and straight away, the boxy proportions of the small locomotive are a delight. The large buffer beam, with its wide buffers, dominates the front of the locomotive and is fitted with three-link couplings and vacuum brake pipe.

Looking closer, three marker lights in a row (the two outer ones illuminated) above the front buffer beam are flanked by lamp irons, while a 'wasp stripe' pattern surrounds the crisply moulded front grille. A headlight sits on top of the bonnet. Along the sides are fine handrails, crisply moulded grilles, hatches and a small fuel filler cap. Cab detail is impressive with painted dials and controls along with seats and a full depth floor. Behind the cab, a similar arrangement of four lights appears. Extensive use of die-cast metal in the model's construction result in an impressive weight of 482grammes, with most of the chassis constructed in this way. Detail continues with an excellent representation of the coupling rods, brake shoes and rigging and large tanks beneath the running plate.

Application of the BR green scheme was excellent on our sample, suiting the small locomotive, as was the paint finish to the white handrails and black window frames. Red buffer beams and coupling rods complete the colour palette. Our review sample featured a subtle weathered brown finish and while appearing a little monotone in application, took the sheen off an otherwise pristine model to give it that used appearance.

On test our model performed well, with smooth operation straight out of the box on DC control. However, some light bleed was evident during our tests, showing through the buffer beams from the directional shunting lights. Body removal to access the 21-pin Digital Command Control (DCC) socket is via screws on the chassis and hidden beneath a removable panel on the body. Those looking to add sound will be pleased to find a pre-fitted cube speaker at the front of the chassis, while a small switch at the rear controls the interior cab light on DC control.

Heljan's Class 02 for 'O' is delightfully petite and sure to look at home in a grimy depot or industrial scene. It is an excellent starting point for a modeller jumping into 'O' gauge. (BC)











SPECIFICATION

Manufacturer:	Heljan
Cat No:	2872
Description:	Class 02 0-4-0 DH
Builder:	Yorkshire Engine Company
Region:	Midland/Industrial
Gauge:	'O', 32mm
Scale:	7mm:1ft
Length:	152mm (over buffers)
Price:	£389 DCC Ready/ £409 weathered
Couplings:	Sprung three-link couplings
DCC:	21-pin decoder socket
Speakers:	One (cube)
Exterior lights:	Shunting
Interior lights:	Cab
Minimum curve radius:	One
Motor type:	Five-pole
Flywheel:	One
Wheel arrangement:	0-4-0
Purpose:	Shunting
Haulage capacity (expected):	Five-ten wagons
Haulage capacity (actual):	Five wagons (maximum tested)

New from Heljan is the diminutive Yorkshire Engine Company BR Class 02 0-4-0DH shunter for 'O' gauge.

Accurascale Mk 2c CARRIAGES

FIRST REVIEW

A significant gap in BR coaching stock has been filled with Accurascale's latest release.

MARK CHIVERS takes a closer look.

- **Gauge** 'OO'
- **Price:** £74.95 each
- **Cat No:** ACC2683-2704
- **Site:** *www.accurascale.com*
- **Era:** 7-11

ACCURASCALE'S eagerly-awaited 'OO' gauge BR Mk 2c carriages have arrived – and they are certainly worth the wait.

BR built 250 pressure-ventilated Mk 2c coaches at Derby in the late 1960s/early 1970s with passive capability for air-conditioning to be added later. The order included Brake Corridor First (BFK), Corridor First (FK) and Tourist Open Second (TSO) variants as well as Brake Open Seconds (BSO), which had not been part of the previous Mk 2b order. In response to requests for more dining capacity, the Mk 2c design also included First Open (FO) vehicles (until then Mk 1 FOs had been the norm for dining), which completed the line-up. All were primarily destined for the London Midland Region, although some of the BSOs went to the Western Region.

In the early 1980s, 30 TSOs were converted to Micro Buffet (TSO(T)) vehicles, providing space for refreshments to be served on some secondary routes, while a few years later, several FKs and FOs were altered or declassified to create Corridor Seconds (SKs), Open Seconds (SOs) and Corridor Composites (CKs) – the latter mainly for ScotRail use.



Assessment vehicle in BR blue and grey with red stripe and a Civil Engineers' example in 'Dutch' yellow and grey.



Design specific detailing reflects the real things, such as the distinctive toilet windows, roof hatches and different styles of roof ventilators.

Accurascale's all-new 'OO' gauge BR Mk 2c carriages model each of these variants in the initial batch of 22 releases produced, with examples of BFK, BSO, CK, FK, FO, SK, SO, TSO and TSO(T) appearing. Liveries include BR blue and grey, Trans-Pennine, Regional Railways, Network SouthEast and West Coast Railways colour schemes, plus a pair of Accurascale Exclusive models finished as a Mobile Track

Weighing in at 150grams, each vehicle is neatly detailed inside and out, with separately fitted grab rails, grab handles, buffer footsteps, electric train heating cables, roof ventilators (different styles according to prototype) and a choice of retracted (as fitted) or extended buffers (the latter included in the small details pack) – even the roof hatch features separately fitted grab handles. Each coach also features a neatly detailed interior with separately fitted tables and seats (which include separately fitted headrests) to the open stock, while compartment stock such as the BFKs feature neatly decorated corridor sections with six-seat compartments. Seat mouldings also reflect the fabric colour used on the real things with an orange hue in First Class (and declassified vehicles), together with white antimacassars on each headrest, while blue features in the Second/Standard Class vehicles. Detailing to the guard's compartment and parcels 'cage' in the BFK and BSOs is also impressive.



Inside, vehicles feature separately fitted seats, headrests and tables (where appropriate). Even the toilet interior has been modelled.



Accurascale's Mk 2c BFK and BSO feature a neatly modelled parcels cage visible through the bodyside windows.

Below: **Accurascale's eagerly-awaited 'OO' gauge BR Mk 2c pressure-ventilated carriages have arrived.**

Glazing is flush and clear affording a superb view inside the vehicles, while interior lighting enables all the fine detail to be appreciated too. This can be turned on and off using the supplied magnetic wand device. A stay-alive power pack is fitted to each vehicle which enables the lights to remain illuminated long after the model has been removed from the track – several minutes after being placed back in the box!

Decoration is up to the high standard that we've come to expect from Accurascale with each of our samples displaying excellent definition between colourways to the BR blue and grey, Network SouthEast, Regional Railways and InterCity 'Executive' schemes supplied. Crisp lettering and numbers appear throughout, together with neatly printed overhead warning flashes and lettering on vestibule ends, red corridor connection doors, neatly painted window frames and legible window labels. The Buffet branding on the TSO(T) is also very neatly done.

Underneath, the models run on exquisitely detailed B4 bogies and turned metal wheels, with our samples gliding along the rails. Underframes are equally impressive with a wealth of separately fitted detailing including pipe runs, conduit, cylinders, equipment boxes and more. Footboards also feature beneath each door, with the correct doubled-up versions beneath the inner opening Guard's doors on the BFKs and BSOs.

Each model is supplied with several parts for customer fitment including buffer beam pipework and curtains for the First Class vehicles – these are printed clear plastic material that needs trimming to size before fitting. The kinematic coupling pockets on the Mk 2cs are shorter than standard, so a pair of small tension locks with shorter tails are supplied (for closer coupling of vehicles), while the factory-fitted standard length examples feature a small collar to enable them to be plugged into the socket. Replacement magnetic couplings and a pair of cosmetic buckeye couplings are also supplied.

Accurascale's new tooling for BR's pressure-ventilated Mk 2c carriages continues the excellent work previously demonstrated with the Mk 2bs, filling another significant coaching stock gap with never-before-modelled vehicles in 'OO'. (MC)

RAPIDO GWR 'B-SET' arrives for 'OO'

FIRST REVIEW

Great Western Railway branch lines are a classic setting for layouts and Rapido Trains UK's all-new 'B-Set' suburban coaches could be a good fit. **BEN CHURCH** inspects these latest vehicles.

RAPIDO TRAINS UK's all-new 'OO' gauge Great Western Railway (GWR) 'B-Set' coaches model the 1930s E140 diagram. 'B' sets were formed of two Brake Composite coaches semi-permanently coupled together and were a common sight on branch lines in South West England, often hauled by GWR '45XX' or '4575' 2-6-2Ts.

Rapido Trains UK has produced the 'B-Sets' in a wide range of liveries, covering GWR chocolate and cream (with 'shirtbutton' or 'twin cities' crests), GWR wartime brown, BR crimson, BR maroon (lined and unlined) and BR chocolate and cream.

For evaluation, we received Bristol Division set 49 in BR crimson (Cat No: 946004). Externally, the bow-ended coaches certainly look the part, with a subtle taper below the windows. Along the coach body, recessed grab handles and door handles sit in neatly recreated pockets – the recess is needed to fit the loading gauge. Moulded doors are crisp with neat hinge and bump stop detailing, while the flush-glazed windows allow for good views of the interior.

Additional glazing is provided so open windows can be modelled, if desired. This is fitted by removing the pre-installed glazing and then pushing the replacement into place, using a small dab of PVA glue to secure it. The coach roof is removable, held in place with 12 clips, allowing unobstructed views of the intricately detailed interior, which features superb etched metal luggage racks, red seats in the Second Class compartments



Rapido Trains' all-new 'OO' gauge GWR 'B-Set' suburban coaches are now available.



Each vehicle features crisply printed lettering and numbers.



Underframe detailing is impressive with brake gear and pipework.



Above: **Rapido's all-new GWR 'B-Set' coaches feature finely moulded bogies, separately fitted lamp irons, grab handles and exquisite sprung buffers.**



Left: **Interior detailing includes etched metal luggage racks and red seats for Second Class compartments and grey seats in First.**

Right: **Detailing is superb throughout, with neatly moulded and separately fitted parts.**



and grey for the single First Class example. Subtle ribs and neat shell ventilators are included along the length of the roof.

The outermost ends of each coach house separately fitted handrails and lamp irons, adding to the finesse, while underneath, detailing includes neatly recreated brake rigging along the underside of the coach to both bogies. This is complemented with thin underframe supports and well-defined bogies which sport crisply moulded axle boxes, springs and in-line brake shoes, fitted with turned metal wheels.

Livery application to our sample was excellent, with a satin finish to the BR crimson accented by a black rain strip, coach ends and underframe and a grey roof. Printed elements were also applied to the same high standard, with superb application of the coach running numbers and outer end Bristol Division text. Running characteristics were good, with the metal bearings providing free running while the interior lighting gives an atmospheric warm glow.

NEM coupling pockets are situated on each end of the coach, with the two vehicles able to be close coupled with the included fixed NEM coupling bar. Additional detail is supplied for both ends in the form of screw link couplings, safety chains, vacuum pipes and steam heating pipes.

For modellers who enjoy the atmosphere of the classic GWR branch line, these all-new 'OO' gauge coaches offer superb detailing and excellent running characteristics. (BC)



- **Gauge:** 'OO'
- **Price:** £169.95
- **Cat No:** 946004
- **Site:** *www.rapidotrains.co.uk*
- **Era:** 4

ULTIMATE PHA/JYA WAGONS

FIRST REVIEW

Cavalex Models' specially-commissioned all-new 'OO' gauge PHA/JYA aggregate wagons have arrived. **MARK CHIVERS** inspects these new additions.

FOSTER YEOMAN'S characteristic PHA/JYA bogie aggregate open box wagons are the subject of Cavalex Models' latest 'OO' gauge release as an exclusive commission for Ultimate Model Railways.

Built by Orenstein and Koppel (O&K) in Germany, 61 of the Diagram PH012 vehicles were delivered to Foster Yeoman in 1988 for use on aggregate trains from Merehead quarry in Somerset. The order consisted of 12 outer wagons with a pair of buffers at one end of the vehicles and with 49 inner wagons fitted with knuckle couplers at each end and no buffers.

They were intended to be run in ten-wagon formations, formed of two outers and eight inners, although variations to this did occur. Initially given the TOPS code PHA, they were redesignated JYA in 1990 and despite an intended 20-year lifespan, they continued in service until 2022 when withdrawals started.

Ultimate Model Railways' all-new 'OO' gauge PHA/JYA wagons have been developed exclusively for the retailer by Cavalex Models with 22 individually numbered wagons produced. There are four five-wagon packs – two in initial Yeoman appearance with original nameboards, one revised livery pack with just the 'Y' on display and a pack of unbranded examples, together with four outer twin packs to the same specification. In addition, there are eight single wagons in original Yeoman livery, three revised livery examples and three unbranded wagons offered. The twin outers and single inner wagons carry the same numbers as those available in the five-wagon packs, with two additional single vehicles in original Foster Yeoman livery.

For review we received a five-wagon pack (Cat No. PH012) featuring outer vehicles 3279 and 3276, together with inners 3295, 3315 and 3325. Each was finished in original silver/grey condition with Yeoman and 'Y' decals on each side. Detailing is superb, with neatly moulded bodyside ribs and angled top edges. A large door features on the left-hand end on each side, although there is no impression of the door outline inside the wagon – that said, this would shut flush and the interior angled sections stop where this would typically be

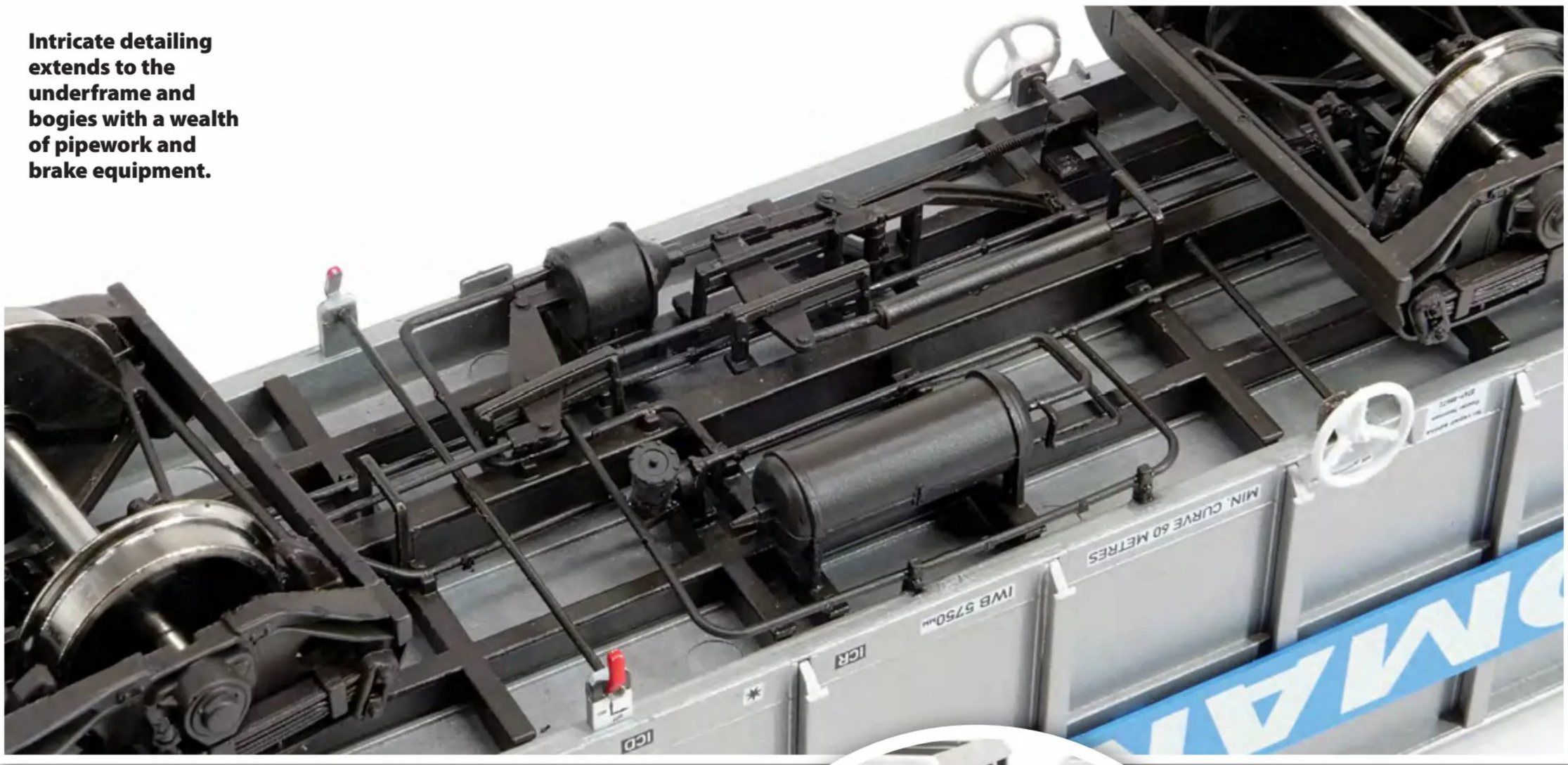
Above: **Ultimate Model Railways has taken delivery of its exclusive Cavalex Models 'OO' gauge PHA/JYA bogie aggregate open box wagons.**



- **Gauge:** 'OO' gauge
- **Prices:** £49.99 (single)-£249.99 (five-wagon pack)
- **Cat No:** Various (see website)
- **Site:** *www.ultimatemodelrailways.com*
- **Era:** 8-11

Left: **Inner and outer wagons have been tooled. The latter feature buffers and standard small tension lock couplings in NEM pockets at the outer ends of the vehicles.**

Intricate detailing extends to the underframe and bogies with a wealth of pipework and brake equipment.



opened. In reality, the doors were there to aid cleaning the interiors, and reports suggest they were rarely used.

At each end, some incredibly fine handrails are fitted together with a separate lamp iron and superbly etched metal steps and boards. Footsteps feature at each corner of the headstocks, while working knuckle couplers are factory-fitted items to the inner ends of each vehicle. These feature an exquisitely fine uncoupling bar which works as intended. Further detailing extends to lifting points, handbrake wheels and stunning network of pipework, cylinders and brake equipment underneath.

Application of the predominantly silver/grey colour scheme is excellent throughout, with the light blue and white nameboards modelling the appearance of the prototypes well on our review models. Handrails, lifting points, uncoupling bars and foot rungs are picked out in yellow, while crisply printed small panel details and lettering are neat and legible. Decorated pipework was pre-fitted to our review samples, adding to the finesse.

Underneath, superb O&K 25-100 bogies are fitted with turned metal wheels. Look a little closer and each also features intricate brake gear inside. Sprung rectangular buffers are included at one end of each outer wagon while the inner ends are left blank apart from the knuckle couplers.



Knuckle couplers are used to connect each five-vehicle set, including the 'inner' ends of the outer wagons.

Weighing in at 79grams, each of our samples proved free-running and operated smoothly on *Hornby Magazine's* office test layout in lengthy rakes, aided by the die-cast chassis section underneath. Completing the package, small tension lock couplings in NEM pockets are fitted to one end of the outer wagons.

These eagerly awaited new 'OO' gauge wagons are superbly finished, run well and are set to provide added variety for modellers of the fascinating Mendips aggregate operations during the past three decades or so. (MC)



HAIL TO THE

- **Gauge:** 'OO'
- **Price:** £249.99
- **Cat No:** R30363 (6029), R30364 (6009)
- **DCC:** 21-pin decoder socket
- **Site:** *www.hornby.com*
- **Era:** 3/5



HORNBY released a new version of the 'OO' gauge Great Western Railway (GWR) 'King' 4-6-0s in 2016 and while detailing, construction, and performance were all good, green models were marred by the shade used, which, to some eyes, spoiled the model somewhat. Hornby's latest release aims to fix this problem.

For review, we received models of both 6029 *King Stephen* (Cat No: R30363) and 6009 *King Charles II* (R30364) in GWR and BR green respectively.

Both exhibited the same high standard of detailing seen on previous iterations of the 'King' with excellent moulded and separately fitted detailing items throughout, with standout areas being the distinctive cranked bogie, large slide bars, front end detailing, rocking shafts and very finely detailed cab controls.

Livery is the main point of difference, with both receiving a more accurate green, each sporting slightly different shades. *King Stephen* correctly features a colour much more akin to GWR green, with a lighter shade and intricate lining on the locomotive, tender chassis and front bogie; silver cylinder covers are also present. *King Charles II* is decorated in a darker BR green, again with crisp orange and black lining applied above the running plate.

Other elements include neatly applied gold beading on the splashers, brass effect nameplate, safety valve cover, whistle and outside axle box on the front bogie. Printing of the locomotive name, number and tender emblem is excellent on each.

Both models feature a 21-pin Digital Command Control (DCC) decoder socket located in the tender along with a five-pole motor

THOMPSON 'A2/2' 60502 *EARL*

- **Gauge:** 'OO'
- **Price:** £279.99
- **Cat No:** R3977
- **Site:** *www.hornby.com*
- **DCC:** 21-pin decoder socket
- **Era:** 5



Hornby's delightful 'OO' gauge Thompson 'A2/2' gains a fresh coat of BR lined green with late crests for its latest appearance as 60502 *Earl Marischal*.

HORNBY'S 'OO' gauge Thompson 'A2/2' 4-6-2 receives a fresh outing, finished as 60502 *Earl Marischal* carrying a superb BR lined green finish with late crests.

Hornby's 'A2/2' has always captured the rugged stance of these locomotives well and that remains unchanged on this new release. The long smokebox houses separately fitted lamp irons, handrails, smokebox door dart,

KING!



Hornby's 'OO' gauge Great Western Railway 'King' 4-6-0s return to the range in GWR and BR lined green colour schemes.

in the locomotive. Performance on analogue DC control was good, and after a period of running-in, the locomotives were able to haul eight Bachmann Mk 1 coaches with ease. Performance on DCC was also excellent, smooth and quiet throughout the speed range.

Hornby's latest pair of GWR 'Kings' represents an important improvement over their predecessors and, finally, fully captures the look of the ultimate GWR 4-6-0. Both models are available now from Hornby stockists. (BC)

MARISCHAL

nameplates and smokebox wind deflectors aside the correct-lipped double chimney. A pair of cylinders set back in the frames completes the look of the front end.

Other highlights are the intricate valve gear, improved wheels with a reduced silver tyre profile and excellent cab detailing with painted dials and controls. *Earl Marischal* features an exquisite deep BR green - a substantial improvement over previous offerings – together with neatly applied orange lining on the running plate, boiler bands, cab side and tender. Printed elements are excellent, with the locomotive number, builder's plate and BR late crest all crisply applied. Separate brake rigging, drain cocks, Automatic Warning System (AWS) protection plate, flanged pony truck wheels and front steps are also supplied in a small details pack for customer fitment.

In the tender, an upgraded 21-pin Digital Command Control (DCC) socket resides. Performance was impressive, with our sample hauling nine Bachmann Mk 1s (and more if desired) on the *Hornby Magazine* office test layout, demonstrating smooth and quiet running characteristics throughout.

Thompson's 'A2/2' is a welcome return to Hornby's range and now – with its more pleasing shade of green - fully represents this unconventional but imposing LNER design. (BC)

BR GREEN 'TT:120' Class 08 lands

●**Gauge:** 'TT:120' ●**Price:** £149.99 ●**Cat No:** TT3028M
●**Site:** *www.hornby.com* ●**DCC:** Six-pin decoder socket ●**Era:** 5



Hornby has added a BR green Class 08 diesel shunter to its expanding 'TT:120' line-up.

BOLSTERING the selection of 'TT:120' Class 08 shunters is D3986, carrying BR green with late crests – an ideal pairing with Hornby's ever-growing range of BR era 'TT:120' steam locomotives.

Still working on the UK rail network after more than 70 years, albeit in smaller numbers, the venerable English Electric machines are used in yards, depots and on heritage railways.

As with the initial batch of 'TT:120' Class 08s (HM196), this latest model packs a lot of detail into a small package. Standout features are the finely produced metal buffers, crisp radiator fan grille, whistle and more. The outside frames feature distinct metal coupling rods with fine sand pipes enhancing the detailing.

Application of the BR green on our sample was superb, with the monotone colour contrasting nicely with the yellow ends and red coupling rods. Printed elements such as the BR late crest, locomotive number, builder's plate, fuel gauge and more are excellent.

Performance was solid both on DC and Digital Command Control (DCC). Five BR Mk 1 coaches were easily hauled, although at very slow speed the locomotive had a tendency to stall on insulated point frogs.

Another useful offering of a BR classic, which pairs perfectly with Hornby's 'TT:120' BR steam-era locomotives and rolling stock. (BC)



D3986 models an example built at Derby Works in 1960. Initially allocated to Tyseley depot, it was also based at Gloucester Horton Road, Llanelli, Danygraig and Landore in the 1960s.

GBRf 66705 GOLDEN JUBILEE

- **Gauge** 'OO'
- **Price:** £109.99
- **Site:** *www.hornby.com*
- **Cat No:** R30334
- **DCC:** 21-pin decoder socket
- **Era:** 11



HORNBY'S EXTENSIVE range of 'OO' gauge RailRoad Class 66s has been strengthened with the recent arrival of 66705 Golden Jubilee in GB Railfreight (GBRf) Europorte livery.

66705 arrived in the UK in 2001 and gained its Golden Jubilee nameplates in 2002 to mark Queen Elizabeth II's Golden Jubilee, as well as large Union flags on each side. It was repainted into GBRf Europorte livery in 2015, which it retains to this day.

Hornby's Class 66, while using inherited former Lima toolings, captures the angular proportions of the prototype well and at a more affordable price than more detailed versions. Detail is picked out nicely, with separately applied handrails and lamp irons on the cab ends of the model and a large silver exhaust silencer in a recess on the roof.

Application of GBRf's bright orange and blue is generally good – there are a few areas where the orange and blue blur – but this aside, colours are accurate and printed items are well applied. Pipework for both ends is supplied in a separate detailing pack for customer fitment, together with full air dams, coupling hooks (with moulded chains) and printed metal nameplates.

Another solid and affordable model of a UK freight stalwart. (BC)

IRM exclusive 35ton oil tanks



Irish Railway Models and Heljan have teamed up to produce these Coras Iompair Eireann 35ton tank wagons.

- **Gauge:** 'OO'
- **Price:** €169.99
- **Cat No:** IRM1171-3
- **Site:** *www.irishrailwaymodels.com*
- **Era:** 6-9

IRISH RAILWAY MODELS' (IRM) and Heljan's first collaboration provides a chance to inspect the re-released Charles Roberts 35ton tank wagons for 'OO' gauge.

These modified tanks saw use with Coras Iompair Eireann from the late 1960s and were used in block trains - notably on the 'Sligo Oil' trains from North Wall to Sligo with this service finishing in 2003.

Three four-wagon packs of uniquely numbered wagons have been produced, allowing for a block train to be created when purchasing all three.

IRM's exclusive wagon also features a new item of tooling unique to this exclusive commission in the form of support braces between the tank barrel and the chassis. These are well represented, with the rest of the wagon featuring neatly recreated ladders and etched walkways.

Fine sprung buffers populate each corner and a pre-fitted vacuum brake pipe appears on the bufferbeam. Underneath, the brake system is neatly formed, with fine brake linkage, cylinders and in-line brake shoes on all four blackened metal wheels.

Application of the wagon's muted livery was excellent, with the grey of the tank and supports contrasted by the black chassis and red solebar and axle boxes. Printing of small decorations such as the wagon numbers and flammable warning decals is excellent.

A welcome re-release and an attractive way to recreate an important Irish block train. (BC)



Irish Railway Models has commissioned newly-tooled support braces for this latest batch of 35ton tank wagons from Heljan.

Hornby's venerable 'OO' gauge RailRoad Class 66 gains a new outing as 66705 *Golden Jubilee* in GB Railfreight livery.

RailRoad Plus Parcels Railcar

Hornby's 'OO' gauge GWR parcels railcar gains RailRoad Plus treatment with enhanced decoration for its latest appearance.

- **Gauge:** 'OO'
- **Price:** £84.99
- **Cat No:** R30384
- **Site:** *www.hornby.com*
- **DCC:** 8-pin decoder socket
- **Era:** 3

HORNBY'S Great Western Railway (GWR) parcels railcar returns to the RailRoad range, this time featuring enhanced decoration over standard models in the range.

Between 1933 and 1942, 38 railcars were built by Park Royal, the Gloucester Railway Carriage and Wagon Company and Swindon Works. Early railcars had a smoother nose-end design with later versions built with a more angular one – Hornby's former Lima tooling models the latter.



Decoration and printed detail is generally very good throughout.

While the RailRoad Plus 'OO' gauge model may not possess the high-fidelity detail of more recently tooled releases, it does capture the distinct angles of the prototype well. Detail on the front is entirely moulded, although there is a representation of the interior of the vehicle which can be gleaned through the cab windows. Bogie detail is crisply moulded with the two different bogie styles reproduced well. Both feature removable NEM pockets with pre-fitted tension lock couplings.

Application of the GWR's chocolate and cream livery is to the high standard enjoyed on main range models. Colour accuracy is good throughout, with fine yellow and black lining snaking across the model, although we did notice one or two wobbles in places with the lining.

Inside, an 8-pin DCC decoder socket sits over the driven bogie, while power is collected from all eight wheels. Performance of our review sample proved smooth, with good slow speed control. (BC)

Collectors Club
PROTOTYPE HSDT



Departmental HSDT ADB975812 features a wraparound yellow nosecone and is available DCC Ready and DCC sound-fitted.

- **Gauge** 'OO'
- **Prices:** 35-110K £359.95 (BCC)/£399.95 (non-members)
  35-111K £179.95 (BCC)/£199.95 (non-members)
  35-111KSF £278.95 (BCC)/£309.95 (non-members)
- **Cat Nos:** Various (see above)
- **DCC:** PluX22 decoder socket
- **Site:** *www.bachmann-collectorsclub.co.uk*
- **Era:** 7

NEW to the Bachmann Collectors Club range of exclusive models are these all-new 'OO' gauge BR prototype High Speed Diesel Train (HSDT) power cars (HM213).

Bachmann's latest additions to the Collectors Club range model the HSDT power cars in two forms – during initial original testing and in-service phase in the 1970s with two power cars 41 001/41 002 (Cat No. 35-110K) when operating with Mk 3 carriages and in later revised Railway Technical Centre (RTC) departmental condition as ADB975812 with full yellow cab front (35-111K/SF). During this later period in its career, the power car worked test trains of RTC vehicles – and even coaches from the Advanced Passenger Train (APT) programme.

As with the Rail Icons version produced for Locomotion and Rails of Sheffield, each power car has a five-pole motor and twin flywheels (the twin-power car pack features two motorised vehicles), die-cast metal chassis, all-wheel drive and pick-up, PluX22 Digital Command Control (DCC) decoder interface, sprung metal buffers and a raft of lighting features.

Both packs are available DCC Ready, while the single departmental power car pack is also available DCC sound-fitted with a Zimo MS450P22 decoder. Our review samples included the sound-fitted example, which sounded superb on test on *Hornby Magazine's* office test layout and the distinctive Paxman Valenta scream has been reproduced well on this release. All models (DCC Ready and DCC sound-fitted) are supplied with factory fitted dual speakers – a single cube speaker and a 28mm diameter round equivalent, while the sound-fitted model includes 27 selectable digital functions.

Close inspection reveals a few decoration and detail differences between the two packs, such as the removal of the air horn cover on ADB975812. Application of the reversed BR grey and blue colour scheme was crisp on both models and roof panels and neatly printed small details such as overhead live wire flashes are well defined. Small details such as pipework, conduit and dampers were picked out in appropriate colours, with slight differences in places, while the full yellow nosecone of the departmental power car was particularly striking. The windscreens also feature commendably fine orange lines above and below.

These latest additions to the BCC range model an important milestone in railway history and arrive during Railway 200 celebrations. Could we see some appropriate matching Mk 3 trailers in due course? (MC)



New to the Bachmann Collectors Club range of exclusive models are two packs of BR prototype High Speed Diesel Train power cars for 'OO' in original and departmental condition.

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FIRST REVIEW

Rails of Sheffield CLASS 88 ELECTRO-DIESEL

The Class 88 was the first electro-diesel of its kind to combine overhead electric and diesel power in the Stadler Bo-Bo design. **MIKE WILD** reviews Rails of Sheffield's exclusive Dapol-produced 'OO' gauge model of the class.

The Class 88 is a striking new addition for 'OO' gauge from Rails of Sheffield, produced exclusively for the retailer by Dapol.



The servo-operated pantograph raises and lowers smoothly. Dapol has done an impressive job with the detailing around the roof here.



The exhaust silencer and roof fan grilles are neatly modelled. Etched metal grilles are used throughout the model.

TECHNICAL DETAILS	
Manufacturer:	*www.railsofsheffield.com*
Cat No:	4D-088-001-004/D/S
Description:	Class 88 Bo-Bo electro-diesel
Builder:	Vossloh/Stadler, Spain
Region:	Midland/Eastern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	270mm (over buffers)
Price:	£199.95 DCC Ready, £249.95 DCC fitted, £329.95 DCC sound-fitted
Couplings:	Small tension locks in NEM pockets
DCC:	Plux22 decoder socket
Speaker:	39mm x 20mm (DCC sound fitted)
Exterior lights:	Directional head and tail lights
Interior lights:	Cab lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Bo-Bo
Purpose:	Freight traffic
Haulage capacity (expected):	15-20 bogie wagons
Haulage capacity (actual):	20 bogie wagons (maximum tested)

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MODERN TRACTION modelling is leading the charge of late - and one of the most modern locomotives to be recreated in model form is the small fleet of Class 88 electro-diesels operated by Direct Rail Services (DRS).

This all-new model has been developed by Dapol exclusively for Rails of Sheffield and makes a perfect partner to Dapol's already established and popular Class 68 with which the real Class 88s share a huge 70% of their parts.

The Class 88s were built in 2015-2016 and entered service with DRS in 2017. These dual-mode locomotives were developed from Stadler's Eurolight platform to provide a locomotive which can use 25kV AC overhead electric power or a diesel engine to power a train. It was the first modern bi-mode locomotive to use overhead electric and develops 5,400hp when in electric mode or 950hp when operating using the Caterpillar C27 engine.

In service, the '88s' are most commonly seen on the West Coast Main Line on intermodal workings from Mossend to Daventry but have also been seen on the East Coast Main Line from time to time on diversions. They are also able to operate in multiple with the Class 68 diesel-electrics.

Just ten have been built, numbered 88001-88010 and a some have received names originally seen on Woodhead Class 76 and 77 1,500v DC electric locomotives.

THE MODEL

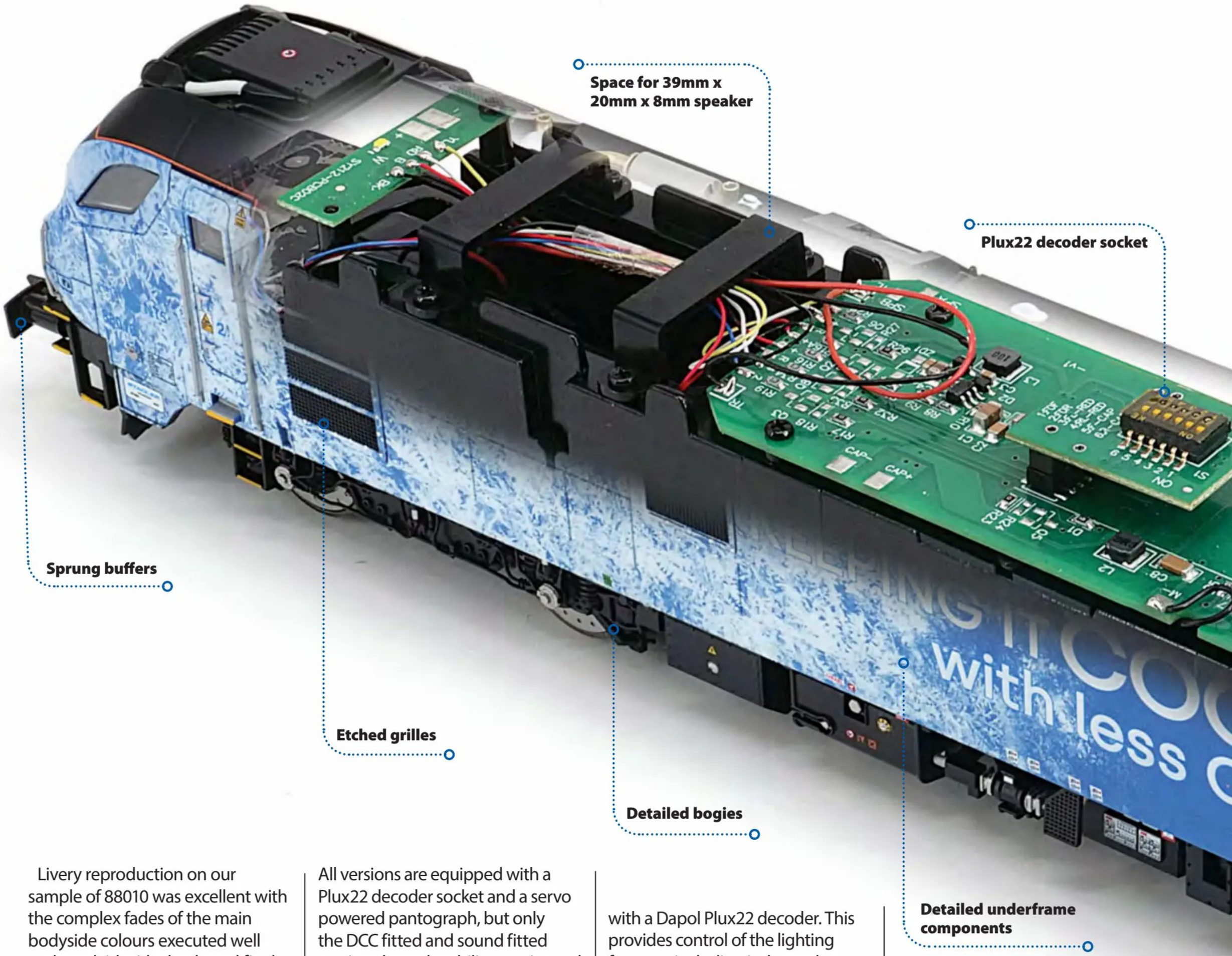
Rails of Sheffield announced it had commissioned the Class 88 from Dapol in July 2023 with a choice of four locomotives in the first batch. They are 88001 *Revolution*, 88003 *Genesis*, 88007 *Electra* and, as reviewed here, 88010 *Aurora* in its unique Refrigerated Rail livery. The other three are presented in Direct Rail Services 'Compass' livery.

The Class 88 follows in the footsteps of the Class 68 produced by Dapol but features an entirely new bodyshell as well as a new chassis to cater for the servo-operated pantograph and a switch to a Plux22 decoder socket.

The model is well packaged and comes with buffer beam parts fitted in full to the No. 1 end while an accessory pack is included with spare open air dams, couplings and additional buffer beam parts for the No. 2 end should you wish to change the arrangement.

The body tooling represents the Class 88 superbly with its impressive Eurolight design being beautifully captured in 'OO' gauge. Flush glazing is fitted throughout together with separately applied handrails, etched metal grilles in the body and roof, correct underframe equipment and finely detailed bogie sideframes.

The cab interior is detailed too, with the control desk and drivers seats completing a high value package. »



Livery reproduction on our sample of 88010 was excellent with the complex fades of the main bodyside colours executed well and overlaid with clearly and finely printed logos, labels, numbers and more.

PERFORMANCE

The Class 88 is available Digital Command Control (DCC) ready, DCC fitted and DCC sound fitted.

All versions are equipped with a Plux22 decoder socket and a servo powered pantograph, but only the DCC fitted and sound fitted versions have the ability to raise and lower the pantograph at the touch of a button.

Arriving first are the DCC ready and DCC fitted versions – sound versions were due imminently as this issue closed for press. Our sample of 88010 was factory fitted with a Dapol Plux22 decoder. This provides control of the lighting features, including independent head and tail lights plus cab lights, as well as the pantograph via the decoder. The finely modelled pantograph raises and lowers quietly and adds greatly to the operational value of this locomotive.

The Class 88 brims with physical and printed detail.

On track, 88010 ran superbly throughout the speed range and following light engine testing and running in, we positioned it at the head of a 15-wagon container train which it handled with absolute ease. The traction package, like the Class 68, provides a powerful all-wheel drive chassis with a five-pole motor and twin flywheels at the centre.

For those looking to upgrade to digital sound, there is space inside for a 39mm x 20mm x 8mm speaker while tabs are provided on the main Printed Circuit Board to connect a speaker to the decoder.

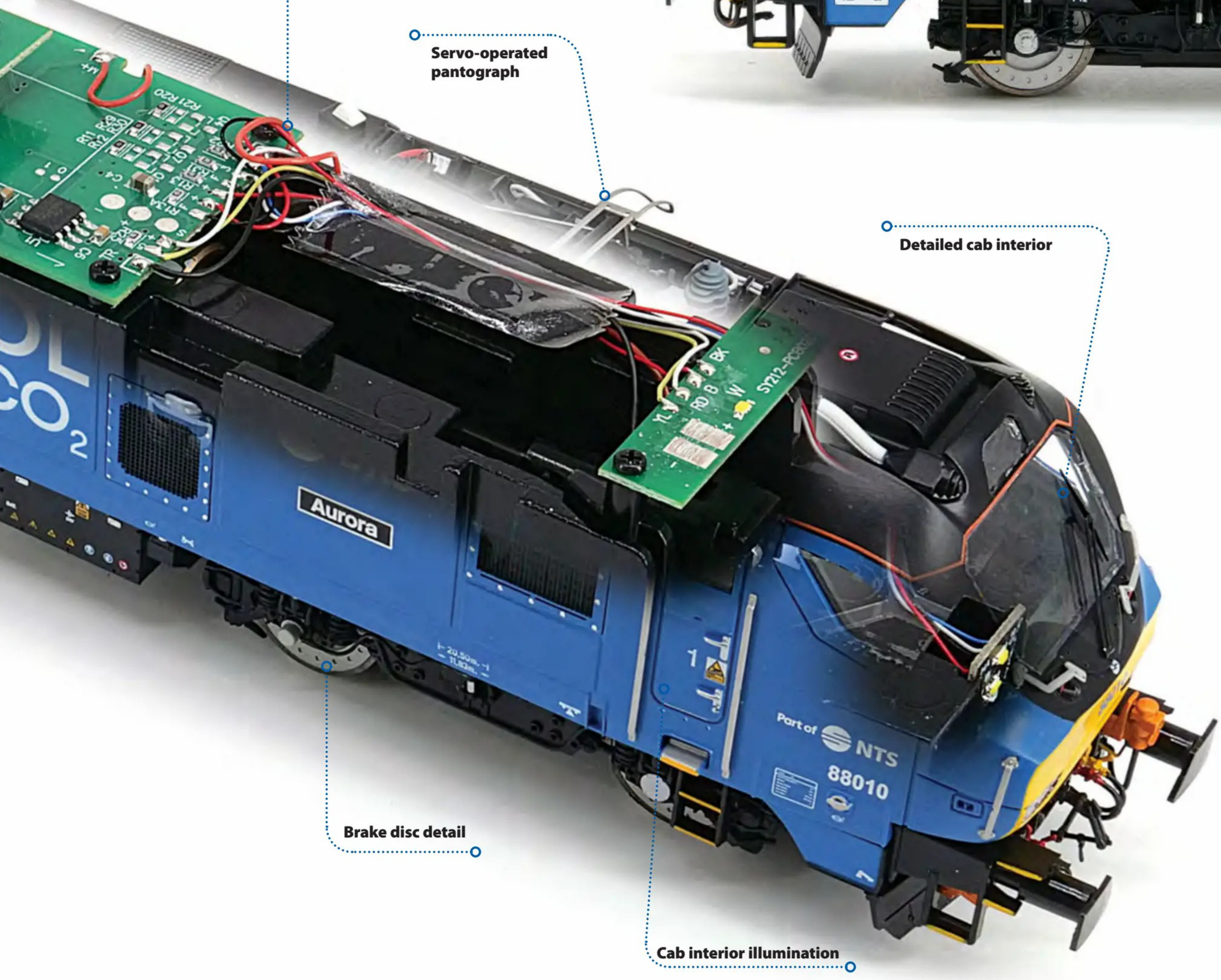
OVERALL

For modern day modellers, the Class 88 is another must-have locomotive which Dapol has done an excellent job of creating for Rails of Sheffield. Just like the real '88', this model is powerful and sure-footed on the track which make them great to operate on scale length trains. A super choice by Rails of Sheffield and one which is sure to be popular. (MW)

Below: **The Class 88 features a Plux22 decoder socket at the centre with space for a 39mm x 20mm speaker at one end and a servo operated pantograph at the other. The body has plunger connections which take away any trailing wires between the body and chassis.**

Right: **Printing of locomotive numbers, logos, data panels and builder's plates is done to an excellent standard.**







Four locomotives are offered in the first batch including 88010 *Aurora* in its unique Refrigerated Rail livery.

Market figures



●**Gauge:** 'OO' ●**Price:** £11.95 - £19.95 ●**Cat No:** Various (see text) ●**Site:** *www.modelu3d.co.uk*

RECENT arrivals from ModelU include these 3D-printed figures to help populate a traditional bustling market town scene.

For review, we received three 4mm scale packs, including street workers (Cat No: 1362-076), market traders (1363-076) and shopkeepers (1364-076), each pack containing three unpainted 3D printed figures. While our figures were supplied in 4mm scale, they are available in other scales too.

As we have come to expect, detail is excellent, with each of the 3D-printed figures having realistic creases in clothes, cleanly printed hands and subtle facial expressions. Some of the figures in the packs carry accessories such as crates and brooms, while shopkeepers are dressed in appropriate attire.

Care will need to be taken when removing figures from their supports before painting – but when finished they will really look the part. (BC)

New Peco bullhead 'Y' turnout

●**Gauge:** 'OO' ●**Price:** £46 ●**Cat No:** SLU1198 ●**Site:** *www.peco-uk.com*



NEWLY ARRIVED for Peco's Code 75 'OO' gauge bullhead track system is the large radius 'Y' turnout.

The company's code 75 bullhead track system aims to incorporate a higher level of detail than previous ranges and comes with sleepers more prototypically spaced for 'OO' gauge models than its code 75 flat bottom rail track.

The points feature nickel silver rail and are of Peco's Unifrog design which comes as supplied with an unpowered frog which can be made live by connecting the included wire to a frog juicer or a point motor with this capability. A spring locks the point blades in place once thrown manually or via a surface or below baseboard point motor using holes cut into the turnout.

The geometry of the turnout mirrors that of the already available Code 75 flat bottom 'Y' products, with a length of 220mm and a radius of 1829mm, providing another invaluable addition to Peco's growing bullhead range. (BC)

Northumbrian cast figures

●**Gauge:** 'TT:120' / 'OO' ●**Price:** £12 (passenger pack), £1 (crew) ●**Cat No:** N/A
●**Site:** *www.paintinghistory.co.uk* ●**Era:** Various



NORTHUMBRIAN Painting Services' range of white metal cast figures includes several packs ideal for quickly populating coach interiors or locomotive cabs.

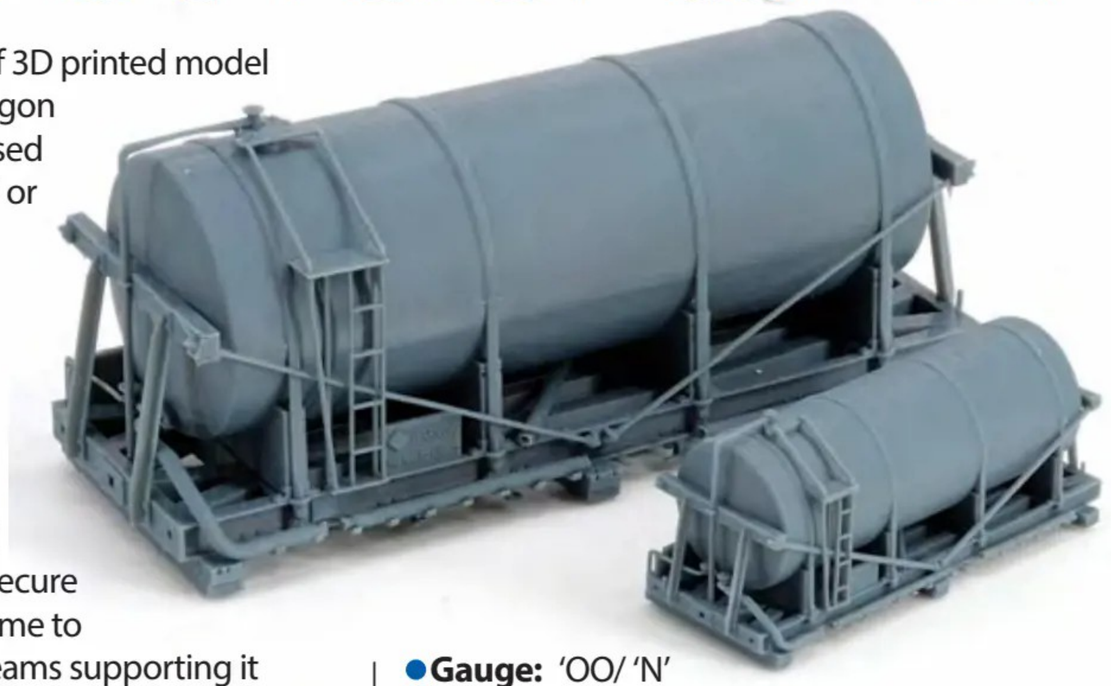
Most of the range is offered in scales ranging from 2mm to 7mm, with more also supported.

For evaluation, we were supplied with a complement of 'OO' and 'TT:120' locomotive crew figures and a pack of 1970/1980s coach passengers.

White metal castings may lack the precision of some 3D printed figures, but these castings look good and would not look out of place in a cab or coach. Each figure features neat detailing to their attire and accessories such as shovels or hats, while they are also posed appropriately for their respective roles, such as the driver sat with an arm outstretched and passengers oriented so they will fit into the moulded seats of coaches.

The figures are supplied unpainted, with passengers available in packs of 20 and locomotive crew figures supplied singly. (BC)

Depot fuel tank



BOLSTERING its range of 3D printed model accessories, West Hill Wagon Works has recently released a storage tank for fuel oil or diesel.

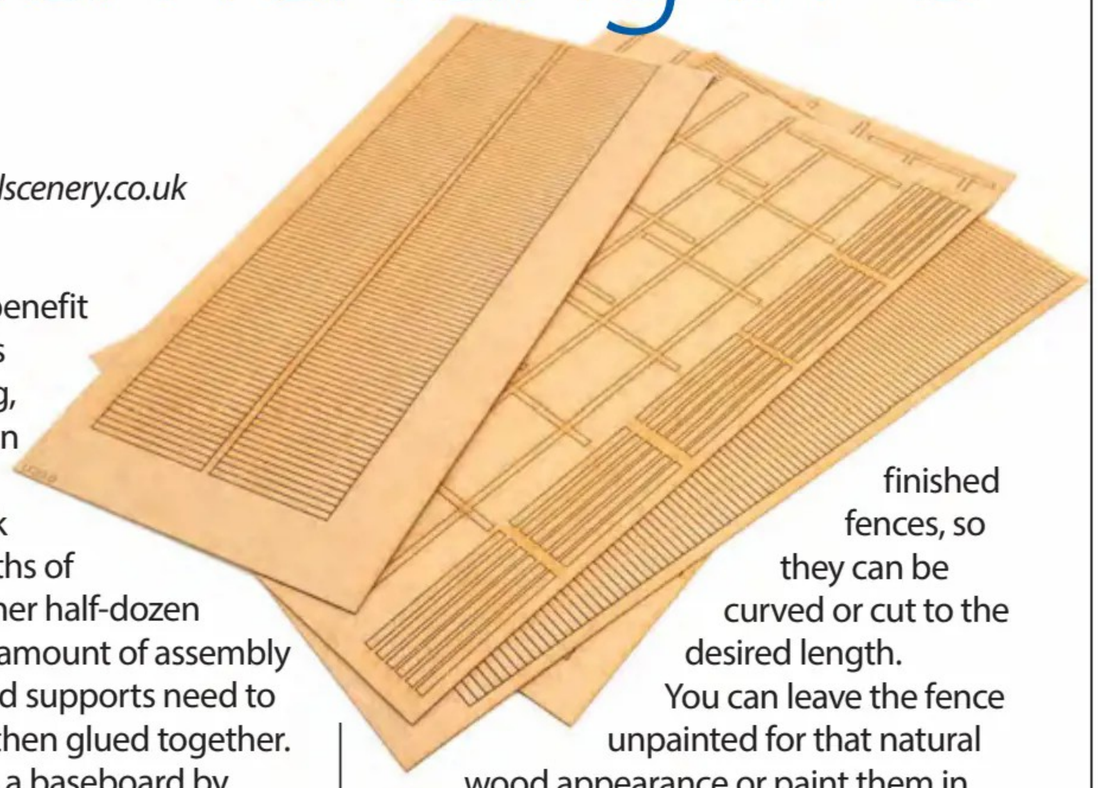
'OO' and 'N' gauge examples arrived for inspection. Both displayed excellent detail of scale with the model's grounded tank wagon origins recreated well. Supporting straps secure the ends of the tank's frame to the solebar, with steel beams supporting it underneath, while openings where buffers and coupling hooks were once fitted are modelled on the chassis, and at one end is a ladder and steps to the tank's top.

Ideal for adding to a depot or yard scene. (BC)

- **Gauge:** 'OO/ 'N'
- **Price:** £9.95 'OO', £5.95 'N'
- **Cat No:** 'OO' 4WH1405401, 'N' 2WH1405402
- **Site:** *www.westhillwagonworks.co.uk*
- **Era:** 5-8

Wooden fencing in 'O'

- **Gauge:** 'O'
- **Price:** £16.49
- **Cat No:** LX223-O
- **Site:** *www.scalemodelscenery.co.uk*
- **Era:** Any



'O' GAUGE modellers can benefit from Scale Model Scenery's 7mm scale wooden fencing, which can be used on urban and rural scenes.

Our 'O' gauge review pack contained six 254mm lengths of wooden fencing plus another half-dozen supporting pieces. A small amount of assembly is required as the fences and supports need to be cut from the sheet and then glued together. These can then be fitted to a baseboard by drilling a 3mm hole or cutting the posts to length. There is a good deal of flex in the finished fences, so they can be curved or cut to the desired length.

You can leave the fence unpainted for that natural wood appearance or paint them in a suitable colour for the scene. An easy to construct kit which looks the part. (BC)

7mm '3MT' crew

- **Gauge:** 'O'
- **Price:** £12.95
- **Cat No:** 11284-043
- **Site:** *www.modelu3d.co.uk*

MODELU has produced a pack of footplate crew specifically for Lionheart Trains' recently introduced 'O' gauge model of the BR Standard '3MT' 2-6-2T (HM212).

Those familiar already with ModelU products will find much familiarity here and each of the 3D-printed figures needs separating from the printing supports and both are supplied unpainted.

Once freed from the base, the high-fidelity detail can be inspected: both figures are dressed in appropriate footplate attire with the fireman leaning on his shovel and the driver sitting down to lean out of the cabside window.

Uniforms feature realistic creases, and facial features on both figures are easy to make out.



A steady hand when painting will undoubtedly benefit the completed crew, enhancing an already superbly detailed cab on the '3MT'. (BC)

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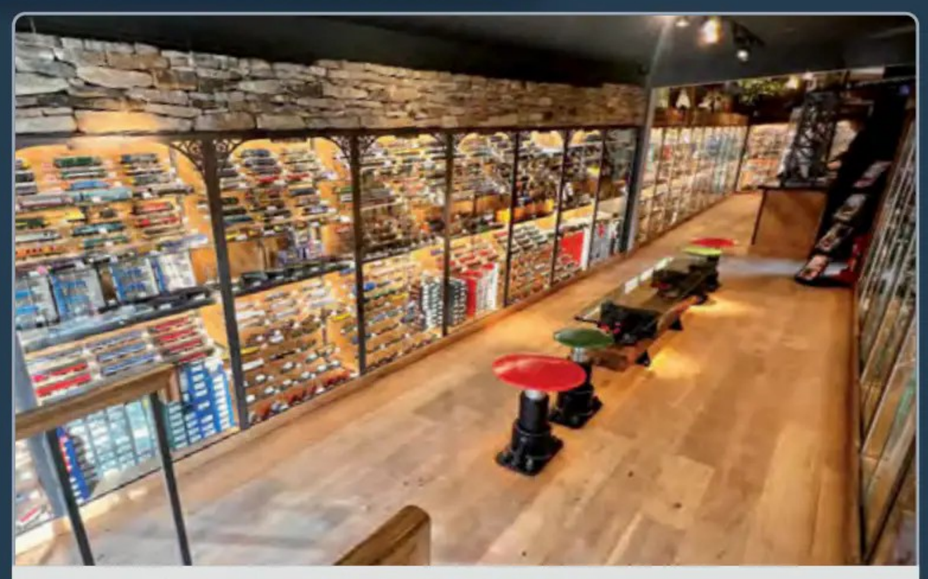

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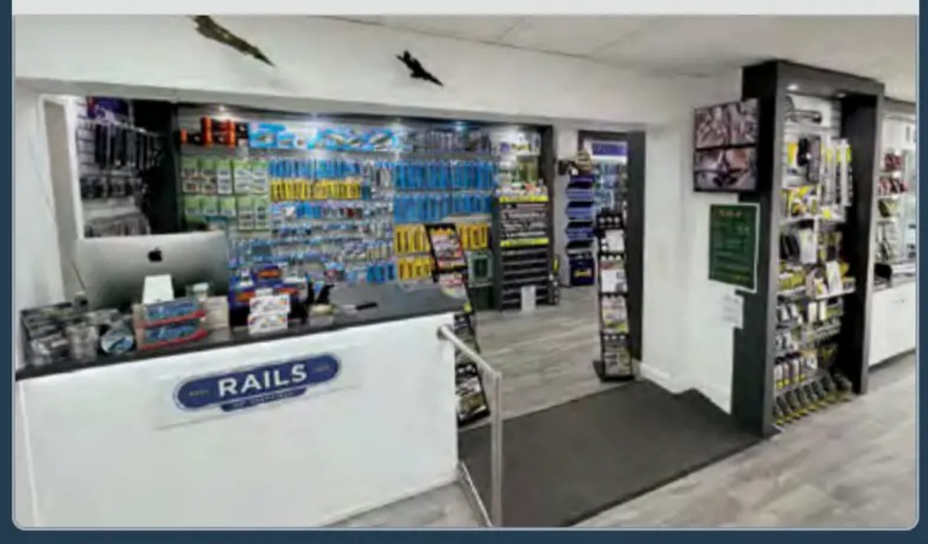



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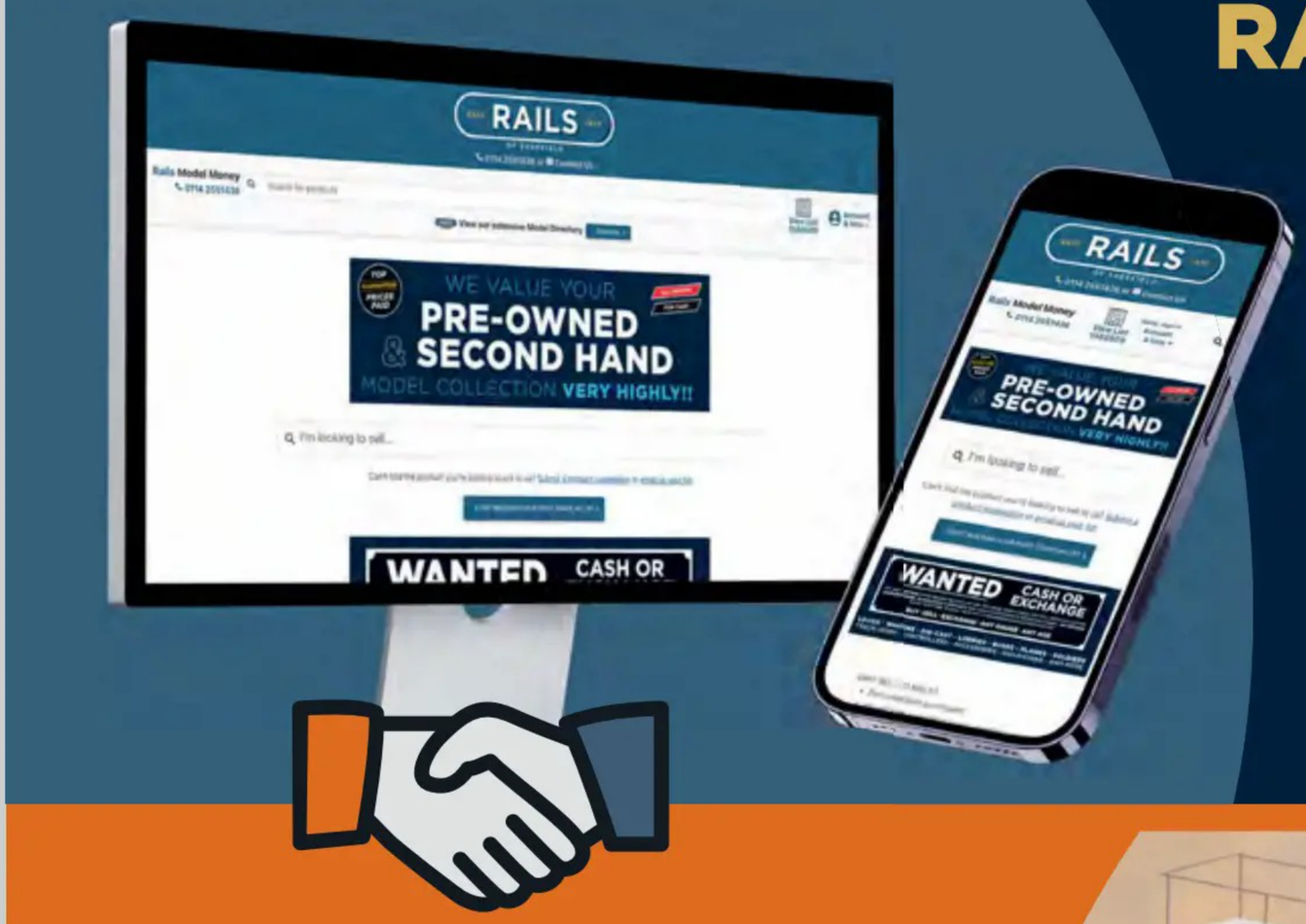

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Excellent service and very competitive prices on my recent online purchases. Deliveries were very swiftly expedited and arrived well packaged.

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

T. Rogers ★★★★★

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

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T. Shakespeare ★★★★★

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

P. Woodcock ★★★★★

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

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

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

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BSC ORGREAVE

A South Yorkshire industrial scene is the setting for **ALEX ROUGHSEDGE's** 'OO' gauge layout, which captures the grime and grit of a coking plant between 1970 and 1990.

PHOTOGRAPHY, JONATHAN NEWTON

A HORNBY *Flying Scotsman* and a small oval of track one Christmas in the early 1990s sparked my love of all forms of modelling. I eventually focused on aviation and military modelling, but my interest in railways never really went away.

More recently, I started to get back into the railway side of the hobby - after a few false starts and a couple of forgettable attempts at layouts, I quickly realised that my childhood desire of wanting to watch trains belting around large circuits had given way to an appreciation of much more compact but ultra-detailed cameo layouts offering realistic, slow operation.

With a sudden increase in modelling time over lockdown came my first more serious attempts at micro layouts. The first was based on a long-demolished flour mill in the Ellesmere Port area of Cheshire and had manual point control and analogue operation, but with quite complex 3D printed buildings and scenery. The second had simpler scenery but was more adventurous technology-wise, as by this time I'd started to move over to Digital Command Control (DCC) and I made an effort to get some servo-controlled points installed.

The setting was a small Welsh goods yard in deepest winter, with icicles, snow, working lamps and a very chilly looking guard from Modelu trying to warm up next to a flickering brazier. It was very atmospheric, interesting enough to operate, and stood up to being exhibited a couple of times at our local Sheffield Model Railway Enthusiast Club's open day, followed by our first post-Covid annual exhibition.

By 2022, my very understanding partner Katherine and I had moved house, and I was incredibly lucky to now have a larger, dedicated modelling room. Just before I started building BSC Orgreave, I'd built an 'N' gauge layout based around a Sheffield steelworks using a 'Layout in a Box' kit

1 Yard shunters take a lunch break outside the mess. The rail and road excavator has been parked up for the weekend, amidst abandoned equipment, scrap metal and traffic cones.

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	7ft 3in x 9in	INDUSTRIAL	1970s-1990s	DIGITAL COMMAND CONTROL



2 English Electric Type 1 Bo-Bo 8164 clatters into view with a short rake of work-weary HBA coal hopper wagons.

from Scale Model Scenery - a flat-pack laser-cut baseboard kit designed to fit in a Christmas tree storage box. These are roughly 3ft 3in x 9in, a bit larger than the baseboards I'd been using previously, meaning I could fit in more complex track. They're also incredibly easy to transport and exhibit. I had a long list of ideas by this point so I knew that these would be an excellent base to form an easy to store, sort-of modular layout system which could share storage yards.

The area we'd moved to on the border between Sheffield and Rotherham is the site once occupied by Orgreave Coking Plant, now a pleasant new-build estate. The plant closed in 1990, a year before I was born, and was subsequently razed. The whole area was turned into an opencast mine so my memories of passing on the Sheffield Parkway consist of a big hole in the ground surrounded by towering spoil heaps. Once the coal deposits were exhausted, the soil that had been removed was washed and used to fill the hole back in, with the contaminants contained in a large chamber under a hill to the West. The result of this being that no trace of the plant is left except for the bridge abutments which used to support the main rail access point – the bridge was only demolished in the early 2010s.

This all proved an irresistible opportunity for my next layout as I suspect few of us in the hobby can say they live in the exact location that their layout is based! Another set of SMS baseboards was purchased, and I drafted a few track plans »

BR Class 03 shunter 03162 eases forward with a train of loaded 24.5ton coal hoppers, as a Class 08 shunter slowly edges away from the tippler with empty steel mineral wagons.

using the software package SCARM. The real site was immense - a sprawling web of tracks surrounded by conveyor towers, coke ovens, gas holders, oil tanks, even a concrete viaduct – all very unsuitable for a micro layout. To come up with something as interesting to operate as possible which still fitted comfortably in the space I had, I was faced with no choice but to use a completely fictional track plan. However, I wanted the rest of the scenery to be as representative of the real place as possible in the hope I could still capture the atmosphere.

The track plan is quite simple – the front and rear tracks disappear off-scene into the storage yards at each end which enables the operator to run trains through the scene to create the illusion of it being a part of a larger operation. A smaller spur to the left-hand end runs to a working end-tippler which gives a nice on-scene objective for shunting to and from. This makes for a surprisingly engaging layout to operate in an exhibition environment, particularly in some cases when two to three trains can end up on-scene, and some careful manoeuvring is needed to not 'snooker' yourself.

Track is Peco code 75 bullhead, which helps to disguise the gauge and scale compromise of 'OO'. This was superglued in place before applying some coloured tile grout over the top. This is a technique I would not repeat as I found it to be messy and difficult to control. Although it doesn't look too bad, it's easily my least favourite aspect of the layout, and if I were to do it again, I'd start with a base of fine sand more traditionally applied like ballast, before going over with a slurry of filler.

The groundwork has been treated to MIG Ammo and AK Interactive mud/dirt washes but the final iteration was achieved with a thin wash of pure black oil paint. Static grass applied with a cheap applicator, plus tufts, bushes and plants from Tajima Miniatures finishes off the overgrown, slightly neglected look.

TERRIFIC TIPPLER

The working tippler was something I decided on early in the build process as this was a significant part of the operation of the site. Loaded coal trains would be brought in from nearby Orgreave and Treeton Collieries via a direct rail link. Both end and side tipplers were present on the site which would be used to dump the coal into underground hoppers. Conveyors would then move the coal to the coke ovens for processing. The resultant coke was loaded into distinctive hoppers (of which Hornby has recently produced an excellent model) before being moved by the resident shunters over to the Rotherwood/Orgreave exchange sidings to be hauled by a BR locomotive for their journey off to feed the blast furnaces at British Steel's Scunthorpe Works.

The tippler is 3D printed in resin and operated very simply by a servo mounted underneath which pushes a lever attached to the bottom. A grate to the rear of this gives somewhere for the coal to be dumped »

4 **The Yorkshire Engine Company Janus is stabled alongside the workshops at the head of several loaded 24.5ton coal hoppers. Alongside is Sentinel shunter 4044/22 on the tippler siding.**



5 The plant's Kerr, Stuart 'Victory' 0-6-0T rumbles by with three internal user tippler wagons. These feature working end doors.



6 NCB shunter DL16 stables under cover at BSC Orgreave awaiting its next turn of duty.

through to a tub mounted below. Refilling wagons can then be done by hand in the storage yard. The internal user tipplers are based upon the now 63-year-old Airfix/Dapol 16ton mineral wagon kit, still one of the more accurate offerings available and much cheaper than the alternative kits or ready-to-run models. A completely 3D printed operating end door allows the contents to be tipped. A small piece of wire underneath the wagon forms a latch to hold the door closed, which can be accessed from the side with a shunter's pole.

The tippler tower consists of 3D printed resin girder 'sides', with the upper part made from plasticard. The large workshop façade, shunters' mess, and the tanks to the right of the layout are completely 3D printed in resin and are very accurate to the real structures and are based on images found online. These were painted with various AK Interactive brick colours, an initial blotchy airbrushed brick red colour followed by some individual bricks being picked out in different shades, before a final light grey mortar wash.

The windows are formed of small squares of black self-adhesive vinyl cut to size on my Silhouette Cameo desktop cutter– a technique I think worked well. The concrete conveyor tower near the centre of the layout is the only structure 3D printed in plastic on an FDM printer. This was rendered with AK Interactive Concrete before being sanded and painted. The windows and door were resin prints which 'plug' into the main structure.

A feature of the layout I particularly like is the front fascia board. This was purchased via one of the many online companies who will cut materials to your specifications. In this case, it is 6mm MDF which was given a few good coats of satin Black. The full layout name - British Steel Corporation, General Steels Group, Scunthorpe Division, Orgreave Works – was taken from the sign located at the entrance to the site which can be seen in photographs and even news footage from 1984. This was cut in white vinyl on the Cameo. A second piece of MDF forms a lighting rig 'ceiling' covered with warm white LED strips, a hugely important feature which really makes the scene 'pop'. I think both features go a long way to finishing the appearance of the layout, making it look far neater and presentable than it might otherwise be. It also gives the viewer the impression of looking into a larger scene, as the 'letterbox' view helps to disguise the ends of the layout.

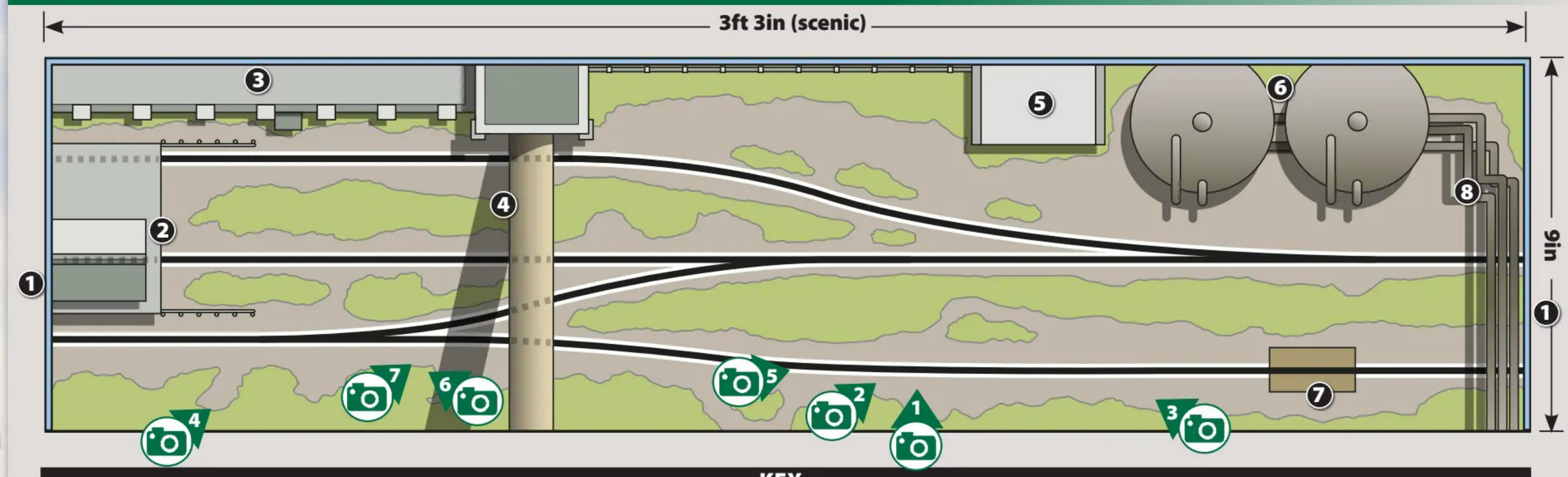
INDUSTRIAL STOCK

Stock consists of two main shunters. The first is Janus 2444-18/No.3, works number YE2866, built for the United Steel Company (the owner of the Orgreave site before BSC) nearby at the Yorkshire Engine Company Meadowhall Works in 1962. The second is four-wheel Rolls Royce Sentinel 4044-22 built in 1966. These are courtesy of Oxford Rail and Hornby, respectively. Both underwent extensive repainting and weathering to represent the real locomotives that worked on the site as closely as possible. The Janus is factory sound fitted, with the Sentinel receiving a non-sound Zimo chip.

The layout is loosely set between 1970 and 1990, so anachronistically we also have a pair of steam locomotives appearing from time to time allowing some pseudo steam era operation. These are an EFE Rail Hunslet 'Austerity' 0-6-0ST in the guise of RSH7094 12 built by Robert Stephenson and Hawthorn in 1943. This spent most of its post-war life at Orgreave Colliery until being scrapped on-site in the mid-1960s. The excellent Planet Industrials Kerr, Stuart 'Victory' class also makes an appearance as USC's *Rothervale No. 8* (works number 3075). This locomotive was also scrapped at around the same time and would have been the predecessor to the later Janus and Sentinel locomotives.»

7 Yorkshire Engine Company Janus BSC 244418 shunts a rake of loaded 24ton coal hoppers through the yard and past the large storage tanks in the distance.

BSC ORGREAVE TRACK DIAGRAM (NOT TO SCALE)



KEY			
1 To/from storage yard	3 Workshop	5 Shunters' mess	7 Crossing
2 Working tippler	4 Conveyor	6 Storage tanks	8 Overhead pipes



Other, more fanciful visitors include a Thomas Hill Vanguard – my own 3D printed bodyshell on a surplus Hornby 48DS chassis, an 0-6-0 Sentinel, plus various BR locomotives including classes 03, 08, 20, 25 and 40. It's very unlikely that any BR locomotives would have ever operated on site, but they certainly look the part. All locomotives on the layout are DCC and stay alive fitted – a bit of a game changer for me as they ensure smooth and slow running over the industrial track.

Rolling stock primarily consists of the internal user tipplers alongside a fleet of tar/oil tanks of which I currently only have a single example based on the Hornby 20ton model. Most famous, perhaps, were the large coke hoppers which were a regular sight on the very modellable Orgreave-Scunthorpe coke trains often hauled by a Class 31. These often featured one or two random 16ton minerals in the formation as well. 24ton hoppers and 21ton mineral wagons also don't look out of place and will be occasionally seen trundling through.

All stock is heavily weathered, somewhere my other interest of aviation and military modelling comes in handy. There is a wide range of excellent products aimed at that market which prove to be hugely useful weathering locomotives and rolling stock. My usual techniques involve a coat of airbrushed grime followed by more careful application of chipping, washes and streaking, using real life reference images where possible. All models are finished with a good coat of matt varnish which always helps making them look less toy-like.

The layout only took around two months to build, and despite its smaller size and limited scope, is a joy to operate at exhibitions. I've lost count of the number of people who come up to me and say that they or a relative used to work at Orgreave and immediately recognised it which is probably one of the biggest compliments a railway modeller can get. **HM**

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Electro-diesel LOCOMOTIVES

Bi-mode trains are in vogue at the moment but combining diesel and electric power is far from a new concept, as **EVAN GREEN-HUGHES** explains.

TODAY, BI-MODE TRAINS capable of operating on third-rail or 25kV AC electric power and diesel or battery on non-electrified routes are seen as an essential way of reducing emissions from rail travel. Trains such as the Hitachi Class 80x fleets use their diesel engines for part of their journeys, switching to electric power when available. However, it was not a desire to reduce pollution that first led to the use of the bi-mode, but rather the requirement to solve a unique operational problem that arose from the early days of electrification and the subsequent elimination of steam traction.

The background to this began in the early 1900s when electrification of the railway system south of London got under way. It expanded rapidly following the 1923 Grouping when the newly formed Southern Railway competed aggressively for the burgeoning commuter traffic. As new construction spread further out, the electrified railway developed with it, until Southern England had an unparalleled commuter system operated with modern Electric Multiple Units (EMUs).

The development of the commuter network did not remove the requirement for the railway system to carry freight, with this being hauled by steam power, even on electrified line routes. Steam



Above: **Standing in the shadow of the former furniture depository, Class 73/1 ('JB') 73133 awaits its next turn of duty at Stewarts Lane depot in South London on October 4 1978.** Colin J Marsden.



GB Railfreight's 73961 *Alison* and 73964 *Jeanette* pass Stracey Arms with the Norwich-Great Yarmouth stretch of the 'GBRF 15' special on September 9 2016. Class 66/7 66707 was at the other end. John Day/Railphotoprints.uk.

was also used on some long-distance express trains, particularly those that ran to Southampton and Weymouth from Waterloo, as these ran beyond the limit of the then electrified railway.

By the late 1950s, it was becoming apparent that the end was in sight for steam traction and this left the management of the Southern Region with a unique problem - how best to use the electrified system while at the same time eliminating steam traction in the most efficient manner? A big issue was that most yards and freight depots were not electrified, although there had been a largely unsuccessful experiment to install low-voltage overhead lines in some yards, but this was not seen as a viable long-term solution.

BI-MODES BEGIN

One solution to this problem was to fit batteries in an electric locomotive which would enable it to operate for short periods away from the electrified system. This idea was taken forward with the provision of a series of Motor Luggage Vans which were essentially baggage cars fitted with electric motors, pick-ups and a set of batteries which could power them when away from the main system. Unfortunately, while these had their uses, they were of limited power and range, so were unsuitable for use on the majority of former steam duties.

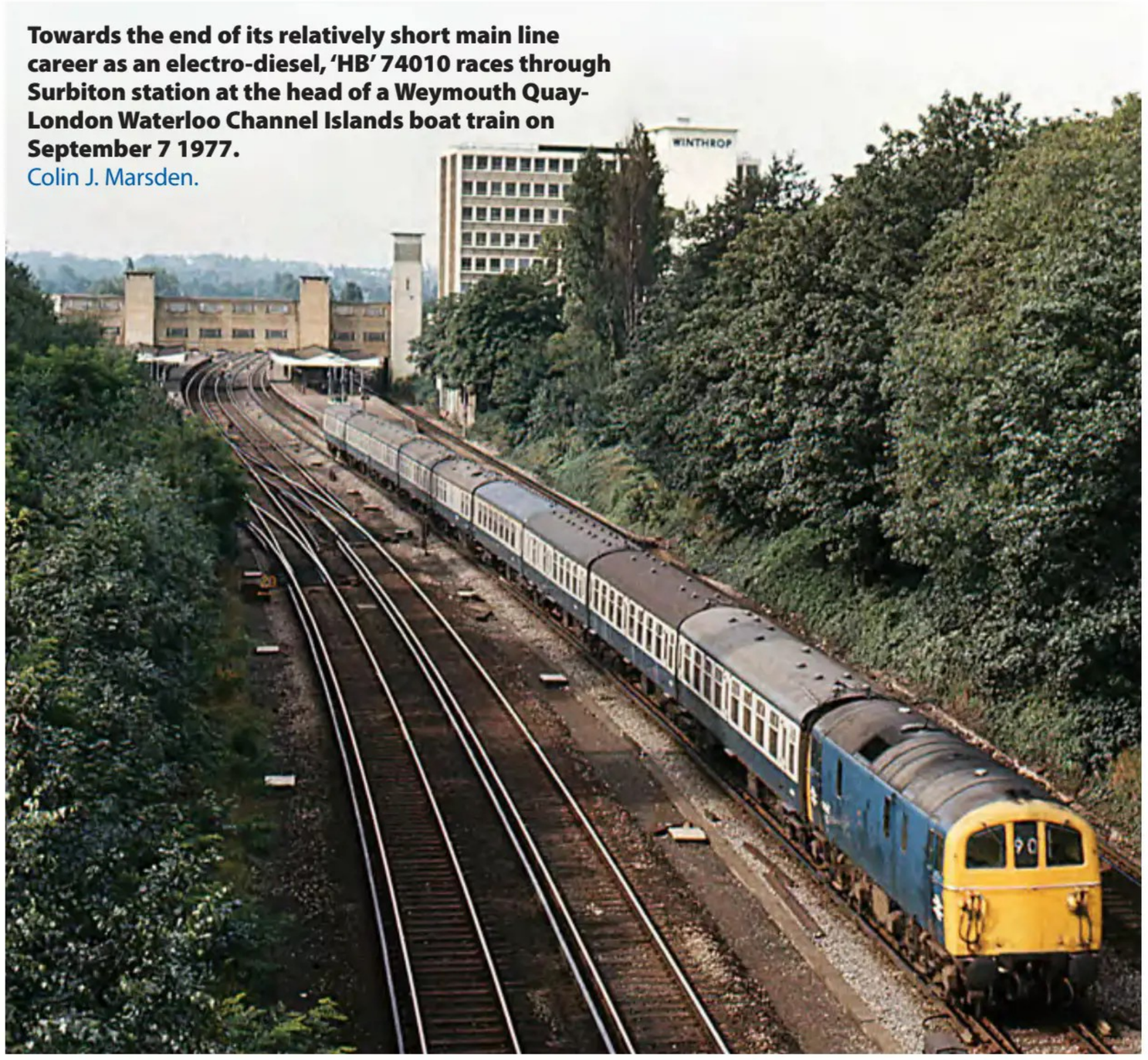
As a result, British Railways began work on a locomotive that would be capable of working on the third-rail system but incorporating a small diesel engine powering a generator to provide current for the locomotive when it was required to work in yards or sidings where there was no third-rail. Initial designs were for a centre-cab design of the body type that was then common for mixed-traffic electric locomotives elsewhere, but this was later amended to incorporate two cabs and a body profile more along the lines of a conventional coach or diesel locomotive.

BR wanted the new locomotive to be as familiar as possible to railway staff, which would keep training costs to a minimum. To this end, the auxiliary diesel engine specified was similar to that being used in the region's 'Thumper' (Class 201-207) Diesel-Electric Multiple Units (DEMUs), while the bogies and traction motors were similar to those used on 4-REP and 4-VEP EMUs. Control systems and electronics were also similar to those used in other applications on the region.

The first of what were later to be known as the Class 73 electro-diesels emerged from Eastleigh Works in 1962 and contained a number of novel features, particularly in the cab where two sets of controls were provided one above the other, their usage depending on which power source was powering the train at the time. Initially put to work on their intended freight duties, the six Class 73s, or 'JAs' as they were then known, proved able performers, and a production batch of 43 more engines followed, with construction this time undertaken by English Electric at its Newton-le-Willows factory. In the light of experience there were some changes made, with the production locomotives designated 'JB'. Alterations included revised air intakes for the traction motors and the ability to start the diesel engine remotely, for instance when the locomotive was propelling a train of EMU stock, with which it was completely compatible. This batch was also upgraded to run at 90mph.

PASSENGER USE

Although it had been intended that the electro-diesels would only be used on freight and parcels trains where access to yards and sidings was required, the class proved so capable its duties were expanded to include passenger work, such as London to Brighton expresses and they »



Towards the end of its relatively short main line career as an electro-diesel, 'HB' 74010 races through Surbiton station at the head of a Weymouth Quay-London Waterloo Channel Islands boat train on September 7 1977. Colin J. Marsden.

also proved particularly useful for boat trains due to their ability to work into the docks on diesel power, saving having to have a locomotive change.

Such was the success of the electro-diesel concept that at times there was a shortage of the type and as a result investigations took place to see if members of the slightly older Class 71 electrics could be upgraded to a similar specification. This opportunity arose because the electro-diesels had taken over some of the work originally performed by the older class due to their versatility.

Ten of the 24 Class 71s were sent to Crewe Works where they were extensively reworked, in the process gaining a Paxman 650hp diesel engine and the ability to work off the electrified system when required. These locomotives were deployed on Waterloo to Southampton Docks cruise liner and Channel Islands boat trains (as well as freight, parcels and newspaper traffic), but their time on such duties was relatively short. The conversions were not as successful as the Class 73s and as a result they began to fall by the wayside, the last withdrawn at the end of 1977.

Meanwhile the Class 73s continued to be in demand and in 1974 a small sub-fleet was formed to work Gatwick Express trains, which they operated in push-pull mode with a converted motor luggage van at the other end of the train. While intended for service improvements, the use of the Class 73 meant that whenever there was an interruption in the power supply or a short diversion was required the train could be kept on the move using the diesel engine.



Displaying a fresh coat of BR blue paint, Class 74 'HB' electro-diesel E6101 undergoes conversion from Class 71 E5015 at Crewe Works in early 1968. Colin J. Marsden.

However, as time went on, both boat train and freight work declined to the point that there was little for the remaining electro-diesels to do. Privatisation saw those that remained, apart from the Gatwick Express fleet, pass to EWS but they were soon passed on or laid aside. Eurostar had a couple which it fitted with special couplers as rescue locomotives and Merseyrail took four for use on engineering trains. Others went into departmental work or into preservation. Both GB Railfreight and Network Rail subsequently acquired examples for use on infrastructure work and test trains.



Pioneer Class 73/0 ('JA') Bo-Bo 73001 basks in the sunshine at East Wimbledon, coupled to a single BR Mk 1 Brake Corridor Composite coach on August 26 1976. Note the additional cab front pipework and fittings compared with the Class 73/1s. Colin J. Marsden.

UPGRADED '73S'

Such was the versatility of the design, though, that in 2013 11 locomotives were rebuilt with more powerful MTU engines and upgraded and improved electronics, cabs and bodywork. Owned by GB Railfreight, five of these were deployed to Southern England for use on engineering trains where they retained their electro-diesel capabilities, being able to operate on site using diesel power but on the electrified network when moving to and

Displaying its sleeker modified appearance, Network Rail's Class 73/9 73951 *Malcolm Brinded* passes through Northfield station with a Derby Railway Technical Centre-Cardiff Canton sidings train on January 11 2022. 73952 *Janis Kong* is coupled to the rear. John Whitehouse.



from the worksite. Another six were similarly upgraded and in a surprising move found use in Scotland hauling the overnight Caledonian Sleeper trains north of Edinburgh. These initially retained their dual-working capabilities but have since had their pick-up shoes removed as they never now venture into third-rail territory. Network Rail also upgraded three of the class, but in its case using two Cummins engines in each locomotive, for use on infrastructure monitoring trains but these saw little use and were sold on in 2023, remaining in storage since.

The concept of the electro-diesel was a very sound one, with the Class 73s and 74s fulfilling their intended duties very successfully. Their design was years ahead of its time and it is only now, some six decades later, that the concept is coming to the fore once again, with several new dual mode locomotives due for delivery in the coming years. It will be interesting to see if the new versions with their improved technology last as long, or are as successful, as those which preceded them.

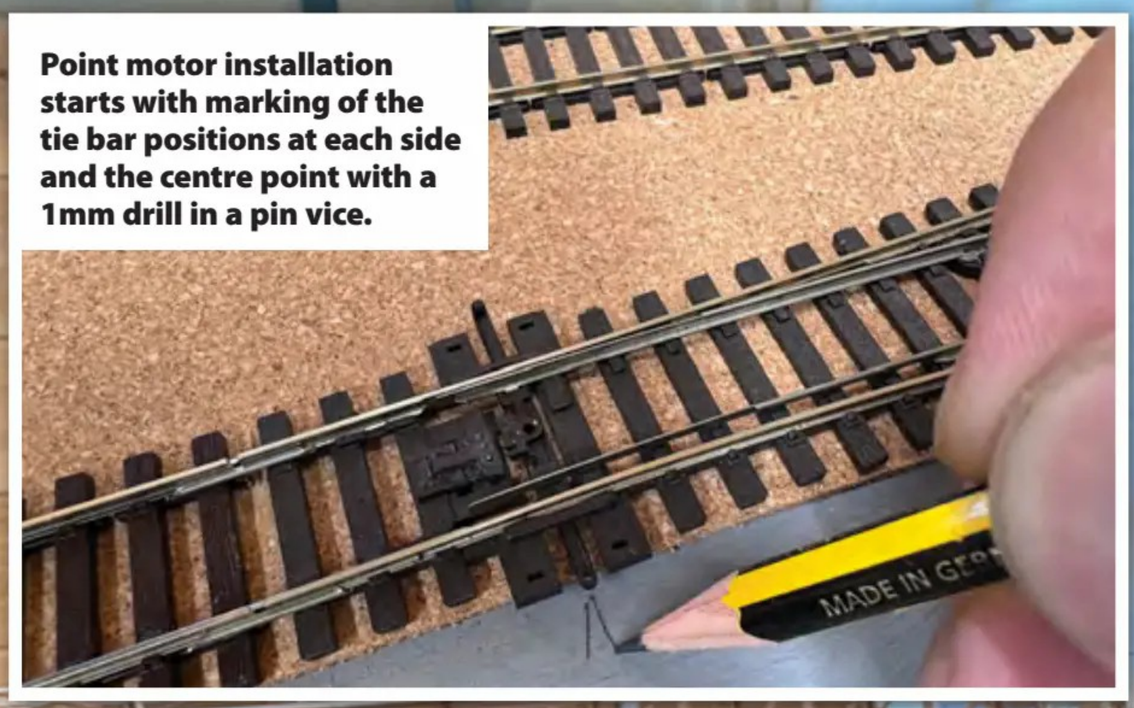
HM

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

STAFF PROJECTS

Motorised

The reconstruction of Topley Dale has taken a small detour from baseboard construction as point motors needed to be installed first. **MIKE WILD** catches up on the latest progress.



Point motor installation starts with marking of the tie bar positions at each side and the centre point with a 1mm drill in a pin vice.



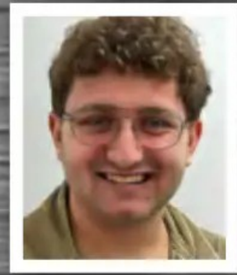
MIKE WILD
Mike continues his transformation of Topley Dale with further building works and point motor installation.



MARK CHIVERS
Mark has been busy installing DCC decoders and readdressing his Southern EMU's.



JONATHAN NEWTON
Jonathan has built the baseboards for his new 'O' gauge layout project.



BEN CHURCH
Ben has been building new low level locomotive storage boards to support the ever growing fleet.

Right: **A 12mm square of cork is cut away at the centre point and a 9mm drill is used to open a hole for the point motor actuating rod to pass through.**

Below: **The junction at the station approach is now fully fitted with point motors to control route changes at this point. This has allowed continuation of the gradient construction below.**







Beneath the board, DCC Concepts point motors are installed. Some of the locations are quite tight with the right-hand motor using a DCC Concepts adapter assembly to turn it on its side.

IT is amazing how complex the Topley Dale rebuild project can be at times. The difficulty stems from using the original solid top baseboards which were built in 2012 and 2017 to form the basis for the layout while introducing gradients beneath them which has meant relocating wiring and, at times, pauses in progress to allow other important tasks for the 'top deck' to be completed first.

One of those is installation of point motors. Such is the route of the gradient that in places it would be very difficult to go back and install point motors, let alone feed the wiring through, and the most critical areas have been around the station throat and motive power depot.

Below the main lines is the gradient linking to the future lower-level scenery and while in some ways I wasn't really thinking about point motors, I soon realised it was an essential step. With that in mind I lifted the track through the main junction, added 9mm diameter holes beneath each tie bar, relaid the track and then set about spending an afternoon underneath fitting the motors and wiring.

INSTALLATION

I'd previously started refitting and replacing point motors in the depot, but there were still motors to install here too. Happily, using DCC Concepts' Cobalt Analogue and Digital IP motors recovered from the original layout has made this a swift project.

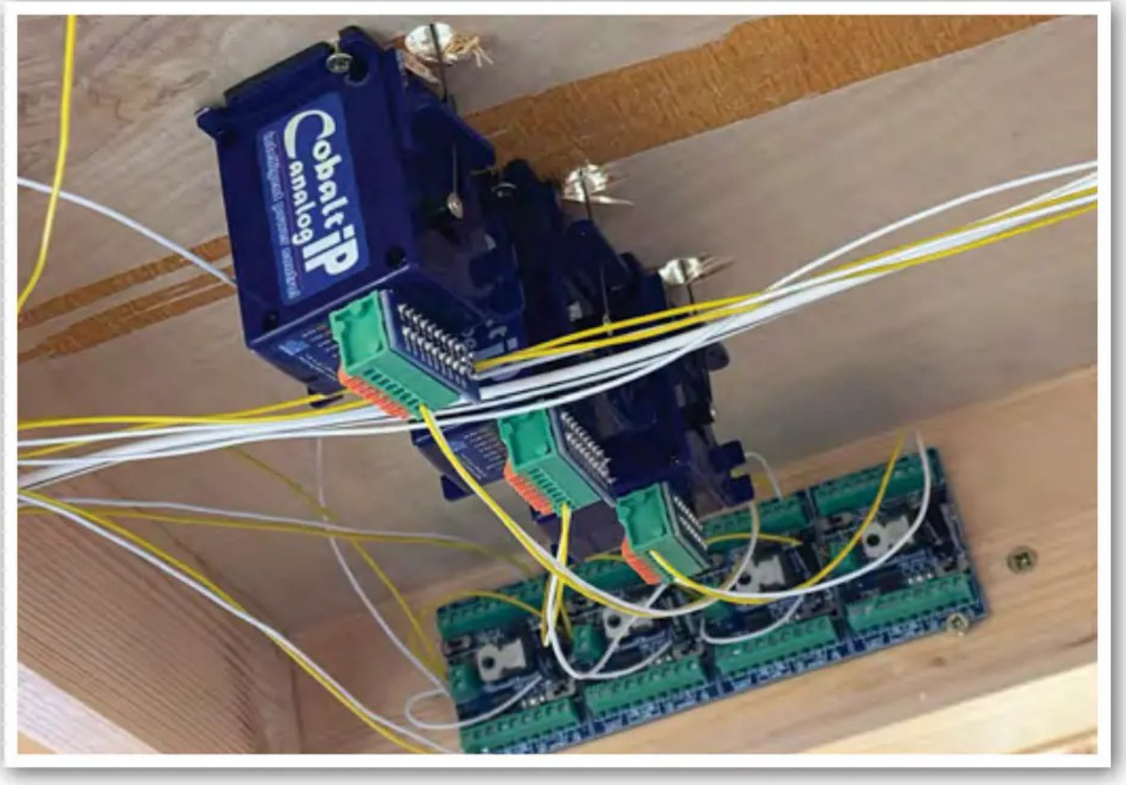
The process involves creating the hole beneath the tie bar – something I usually do during the initial track laying process – followed by fitting a new double sided foam pad to the top of each DCC Concepts motor to aid its installation and add a little sound deadening between it and the baseboard. Once installed it's a simple case of adding a pair of wires either from the previous Digital motor or with the Analogue Cobalts from a DCC Concepts accessory decoder to provide power to the motor. There is then a simple set function available on each accessory output to give the motor a unique address.

One afternoon took care of a dozen motors around this area and had them all wired up and working. There are handy features built into the DCC Concepts Digital Cobalts and accessory decoders including easy switching of the direction throw while there is also future potential to add alternative control methods and feedback to a control panel from the boards.

USER FRIENDLY

To make the layout more operationally friendly I've also now set a numbering sequence for the motors on the layout. Inner circuit motors will be numbered from left to right from 20 to 39, outer circuit motors will be numbered from right to left from 40 to 59 while the locomotive depot will be in the number range 0-19. I'll use a similar method to set up the point accessory addresses for the lower-level scene and storage yard to make it easier to identify which motor is which and where it is located.

With this batch of motors installed, construction of the gradient has continued and has now reached the lower-level scenic section which is where the fun really starts as this will have tracks on three levels – or at least that's the plan… watch this space! **HM**



A combination of Cobalt IP analogue and digital motors has been used. These analogue motors are controlled by a DCC Concepts accessory decoder designed specifically for them.

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.

MARCH 2025

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' 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 NORFOLK RAILWAY SOCIETY SHOW

Hosts: Norfolk Railway Society
Location: Wymondham Central Hall, Back Lane, Wymondham NR18 0QB
Times: 10.30am-4.30pm
Prices: Adults £4, children £2, family £12
Website: *www.norfolkrailwaysociety.org.uk*
Features: Layouts, trade support, societies, 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: Aldworth Science College, 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 10am-4pm, 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: Adults £6, under 16s £3, family £16
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.

15 NORTH DOWNS MODEL RAILWAY CIRCLE SPRING SHOW

Hosts: North Downs Model Railway Circle
Location: The Good Shepherd Church Hall, Station Approach Road, Tadworth KT20 5AH
Times: 10am-5pm
Prices: Adults £6, concessions £5, children £3
Website: *www.ndmrc.info*
Features: 29 layouts, demonstrations, trade support, refreshments, parking and disabled access.

15 WORKSOP SPRING MODEL TRANSPORT EXHIBITION

Hosts: Model Bus Federation
Location: The Crossing Church, Newcastle Street, Worksop, Nottinghamshire S80 2AT
Times: 10am-4pm
Prices: Adults £5, concessions £5, children £1
Website: *www.model-bus-federation.org.uk*
Features: Ten layouts, trade support, displays, refreshments, parking and disabled access.

22 BELPER MODEL RAILWAY EXHIBITION

Hosts: Belper Model Railway Group
Location: Strutts Centre, Derby Road, Belper DE56 1UU
Times: 10.30am-4pm
Prices: Adults £6, children £2
Contact: *belpermodelrailwaygroup@outlook.com*
Features: Layouts, demonstrations, trade support, refreshments, parking and disabled access.

22 BOURNVILLE EUROPEAN AND NARROW GAUGE MODEL RAILWAY EXHIBITION

Hosts: Bournville Model Railway Club
Location: The Austin Sports & Social Club, Tessall Lane, Longbridge, Birmingham B31 2SF
Times: 10am-4.30pm
Prices: Adults £5, acc. children free, family £9
Contact: *www.bournvillemrc.co.uk*
Features: Layouts, demonstrations, trade support, refreshments, parking and disabled access.

22 ROTARY GREAT AYCLIFFE MODEL RAILWAY SHOW

Hosts: Rotary Club of Great Aycliffe
Location: Newton Aycliffe Youth and Community Centre, Burn Lane, Newton Aycliffe, Durham DL5 4HT
Times: 10am-5pm
Prices: Adults £6, family £12
Contact: *www.rotarygreataycliffe.org*
Features: 22 layouts, demonstrations, trade support, refreshments, parking and disabled access.

22/23 WIMBORNE RAILEX

Hosts: Wimborne Railway Society
Location: Allendale Community Centre, Hanham Road, Wimborne BH21 1AS
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, under 15s free, family £10
Website: *www.wimrail.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

29 BECKENHAM AND WEST WICKHAM MODEL RAILWAY SHOW

Hosts: Beckenham and West Wickham Model Railway Club
Location: Forest Hill Boys School, Dacres Road, Forest Hill, London SE23 2XN
Times: 10am-4.30pm
Prices: Adults £10, under 16s free
Website: *www.bwwmrc.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

29 TAVISTOCK MODEL RAILWAY EXHIBITION

Hosts: North Road Model Railway Club
Location: Tavistock Methodist Church, Chapel Street, Tavistock, Devon PL19 8DX
Times: 10am-4pm
Prices: Adults £4, children £2
Contact: 07759 797323
Features: Layouts, trade support, refreshments, parking and disabled access.

29 TRENT VALLEY MODEL RAILWAY SOCIETY EXHIBITION

Hosts: DBC Club for Young People/Trent Valley Model Railway Society
Location: DBC Club for Young People, Cadogan Road, Dosthill, Tamworth B77 1PQ
Times: 10am-4.30pm
Prices: Adults £5, concessions £5, accompanied children £2, family £12
Website: *www.tvmrs.org.uk*
Features: 12 layouts, trade support, refreshments, parking and disabled access.

29/30 NAILSEA MODEL RAILWAY EXHIBITION

Hosts: Nailsea and District Model Railway Club
Location: Nailsea School, Mizzymead Road, Nailsea, Bristol BS48 2HN
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, children £2, family £18
Website: *www.nailsea-district-mrc.co.uk*
Features: 17 layouts, trade support, demos, societies, refreshments, parking and disabled access.

29/30 SHEFFIELD MODEL RAILWAY EXHIBITION

Hosts: Sheffield Model Railway Enthusiasts
Location: Birkdale School, Oakholme Road, Sheffield S10 3DH
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: TBA
Website: *www.sheffieldmodelrailwayenthusiasts.com*
Features: 14 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

29/30 NORTH EAST MODEL RAIL

Hosts: South Tyneside Community Railway Modellers
Location: Nissan Sports and Social Club, Washington Road, Sunderland, Tyne and Wear SR5 3NS
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £8
Website: *www.nemr.co.uk*
Features: 12 layouts, trade support, societies, refreshments, parking and disabled access.

April 2025

5/6 BINGHAM MODEL RAILWAY CLUB EXHIBITION

Hosts: Bingham Model Railway Club
Location: Cotgrave Welfare, Woodview, Cotgrave NG12 3PJ
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £5, accompanied under 16s free
Website: *www.bingham-model-rail.co.uk*
Features: Ten layouts, trade support, refreshments, parking and disabled access.

5/6 CHELTENHAM MODEL RAILWAY EXHIBITION

Hosts: Cheltenham Great Western Modellers Group
Location: St Margaret's Hall, Coniston Road, Hatherley, Cheltenham GL51 3NU
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children £2, family £12
Website: *www.cheltmodrail.org.uk*
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

5/6 SHILDON MODEL RAILWAY CLUB SPRING EXHIBITION

Hosts: Shildon Model Railway Club
Location: Locomotion, Dale Road Industrial Estate, Shildon DL4 2RE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Free
Website: *www.shildonmodelrailwayclub.co.uk*
Features: 25 layouts, trade support, refreshments, parking and disabled access.

5/6 MACCLESFIELD MODEL RAILWAY EXHIBITION

Hosts: Macclesfield Model Railway Club
Location: Tytherington School, Manchester Road, Macclesfield SK10 2EE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £10, accompanied under 16s free
Website: *www.macclesfieldmrg.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

5/6 ORPINGTON AND DISTRICT MODEL RAILWAY EXHIBITION

Hosts: Orpington and District Model Railway Club
Location: Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom, Orpington BR6 7PQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £1.50
Website: *www.odmrs.uk*
Features: Layouts, trade support, refreshments and parking.

12 DE HAVILLAND MODEL RAILWAY EXHIBITION

Hosts: De Havilland Model Railway Society
Location: Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City AL7 3PN
Times: 10am-5pm
Prices: Adults £6, children £2, under 5s free
Website: *www.dhmrs.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

12 EPSOM AND EWELL MODEL RAILWAY CLUB OPEN DAY

Hosts: Epsom and Ewell Model Railway Club
Location: Ruxley Church, Ruxley Lane, West Ewell KT19 0AF
Times: 10am-5pm
Prices: Free
Website: *www.eemrc.org.uk*
Features: Club layouts in 'O', 'OO' and 'N' gauges, demonstrations, trade support, refreshments, parking and disabled access.

12 FORDINGBRIDGE CHARITY MODEL RAILWAY EXHIBITION

Hosts: Fordingbridge Rotary Club
Location: Avonway Community Centre, Shaftesbury Street, Fordingbridge SP6 1JF
Times: 10.30am-4.30pm
Prices: Adults £7, concessions £7, children £1, family £14
Website: *www.fordingbridge-rotary.org.uk*
Features: 20 layouts, trade support, refreshments, parking and disabled access.

12 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.

12 HIGH WYCOMBE MODEL RAILWAY EXHIBITION

Hosts: High Wycombe and District Model Railway Club
Location: Cressex Community Centre and Social Club, Cressex Road, High Wycombe HP12 4PZ
Times: 10am-4.30pm
Prices: Adults £6, under 16s £1
Website: *www.hwdmrs.org.uk*
Features: 12 layouts, trade support, refreshments, parking and disabled access.

12 NORWICH MODEL RAILWAY EXHIBITION

Hosts: Norwich Railway Heritage and Model Society
Location: Hellesdon High School, Middletons Lane, Norwich NR6 5SB
Times: 10am-4pm
Prices: Adults £6, accompanied under 16s free
Website: *www.norhams.org.uk*
Features: 17 layouts, trade support, demonstrations, refreshments, parking and disabled access.

12 NORTH EAST N GAUGE SHOW

Hosts: N Gauge Society – North East Group
Location: Gateshead Masonic Hall, Alexandra Road, Gateshead, Tyne and Wear NE8 1RB
Times: 10am-5pm
Prices: Adults £6, children £3, family £12
Contact: *robert_appleby@icloud.com*
Features: 11 layouts, trade support, refreshments, parking and disabled access.

12 ROYSTON AND DISTRICT MODEL RAILWAY EXHIBITION

Hosts: Royston and District Model Railway Club
Location: Bassingbourn Village College, Bassingbourn SG8 5NG
Times: 10.30am-4pm
Prices: Adults £5, accompanied children free
Website: *www.roystondmrc.co.uk*
Features: 20 layouts, trade support, refreshments, parking and disabled access.

12/13 ASHFORD FESTIVAL OF RAILWAY MODELLING

Hosts: AIMREC
Location: Ashford College, Elwick Road, Ashford TN23 1NN/ The Elwick Club, Church Road, Ashford TN23 1RD
Times: Sat 10am-5pm, Sun 10.30am-4pm
Prices: Adults £12.50, under 16s £2.50
Website: *www.aimrec.co.uk*
Features: 40 layouts, trade support, refreshments, parking and disabled access. Multi-venue event.

12/13 LOTHIANS MODEL RAILWAY SHOW

Hosts: Pentland Model Railway Group
Location: Heriot-Watt University Students Union, Riccarton, Edinburgh EH14 4AS
Times: Sat 10am-4.30pm, Sun 10.30am-4.30pm
Prices: Adults £6, accompanied under 15s free
Website: *www.pentlandmrg.uk*
Features: 16 layouts, trade support, refreshments, parking and disabled access.

12/13 NORTH DOWN MODEL RAILWAY SOCIETY EXHIBITION

Hosts: North Down Model Railway Society
Location: Bangor Grammar School, Gransha Road, Bangor, County Down, Northern Ireland BT19 7QU
Times: Sat 10am-5pm, Sun Midday-5pm
Prices: Adults £7, children £4, family £18
Website: *www.ndmrs.org.uk*
Features: 40 layouts, displays, trade support, refreshments, parking and disabled access.

PLANNING AN EXHIBITION?

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

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

FULL LISTING ONLINE!

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

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OO Gauge 350/450 EMUs - Due September/October

31-033 - Class 350/4 4 Car EMU 350407 First TransPennine Express.....£424.96
31-033SF - Class 350/4 4 Car EMU 350407 First TransPennine Express **DCC Sound Fitted**.....£509.96



31-034 - Class 350/3 4 Car EMU 350372 London Northwestern Railway.....£424.96
31-034SF - Class 350/3 4 Car EMU 350372 London Northwestern Railway **DCC Sound Fitted**.....£509.96



31-042 - Class 450/0 4 Car EMU 450036 South Western Railway.....£424.96
31-042SF - Class 450/0 4 Car EMU 450036 South Western Railway **DCC Sound Fitted**.....£509.96

OO Gauge Mk1 Coaches - Due October



39-806 - BR MK1 BSO Brake Second Open Coach BR West Highland Green & Cream SC9312.....£57.76



39-830 - BR MK1 FO First Open Coach BR InterCity Charter Swallow 3118.....£57.76
39-830A - BR MK1 FO First Open Coach BR InterCity Charter Swallow 3120.....£57.76



39-856 - BR MK1 RB(R) Restaurant Buffet Refurbished BR InterCity Charter Swallow 1693.....£57.76



39-829 - BR MK1 FO First Open Coach BR InterCity Executive IC3107.....£57.76



39-855 - BR MK1 RB(R) Restaurant Buffet Refurbished BR InterCity Executive IC1705.....£57.76



39-831 - BR MK1 FO First Open Coach BR (SR) Green S3064.....£57.76

EFE Rail

OO Gauge Class 74s - Due September



E82006 - Class 74 Electro Diesel E6101 BR Blue.....£182.71
E82007 - Class 74 Electro Diesel E6104 BR Blue.....£182.71
E82008 - Class 74 Electro Diesel 74007 BR Blue.....£182.71
E82009 - Class 74 Electro Diesel 74010 BR Blue.....£182.71
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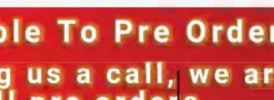

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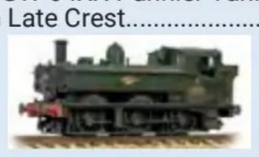

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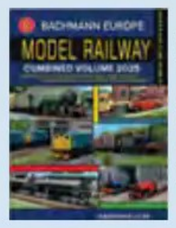

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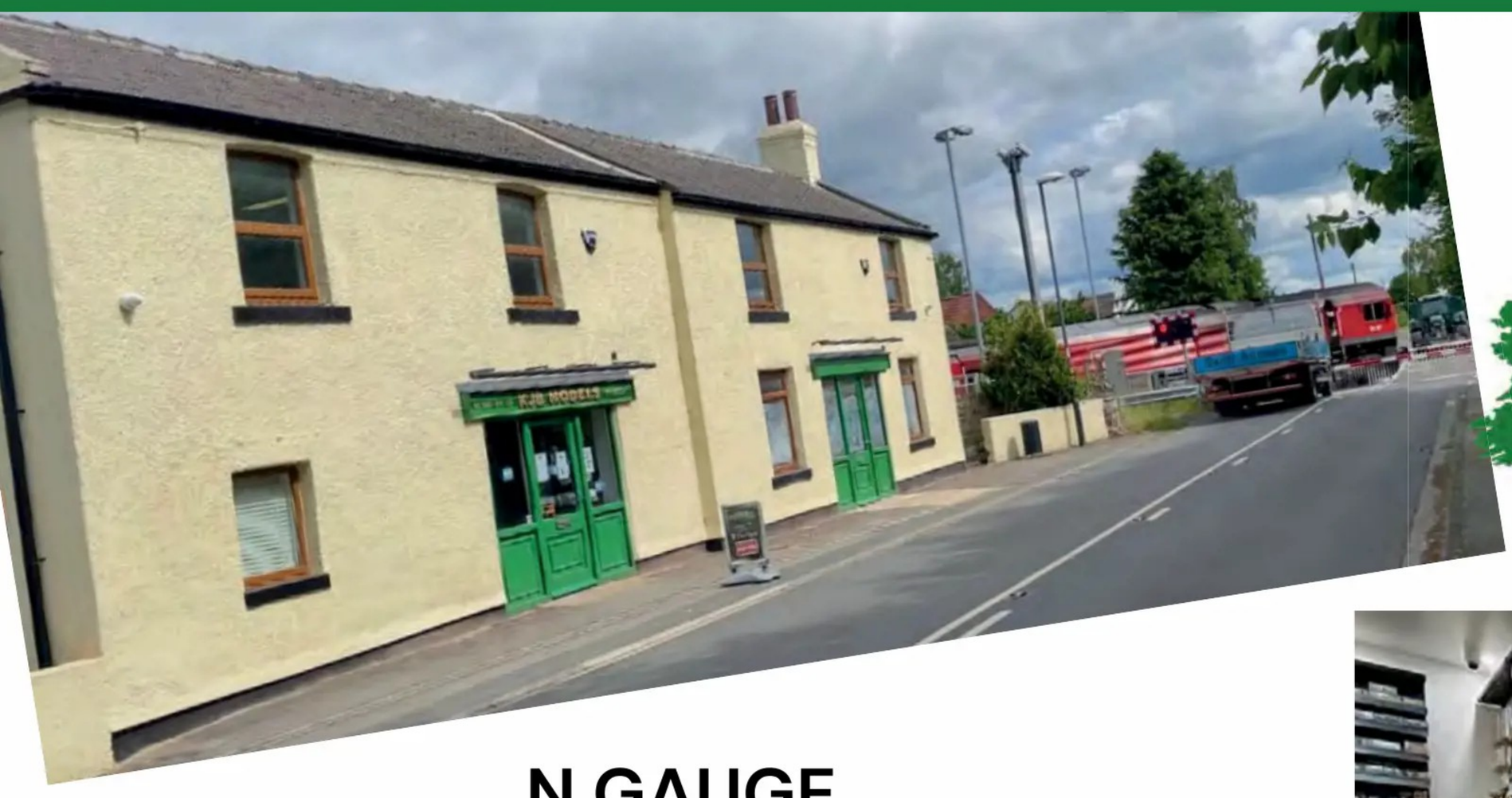



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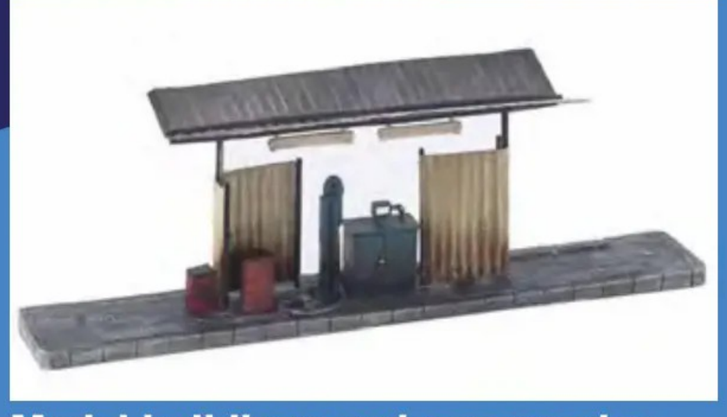

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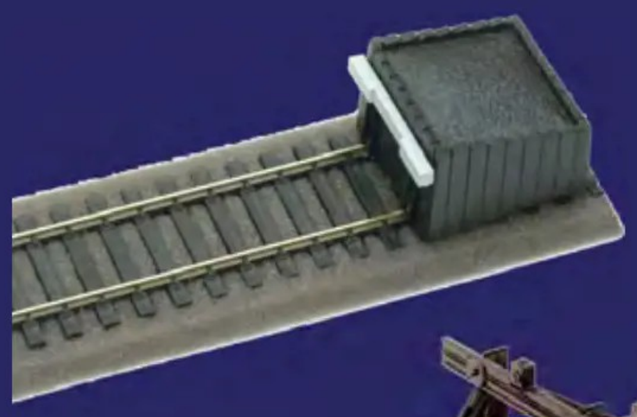



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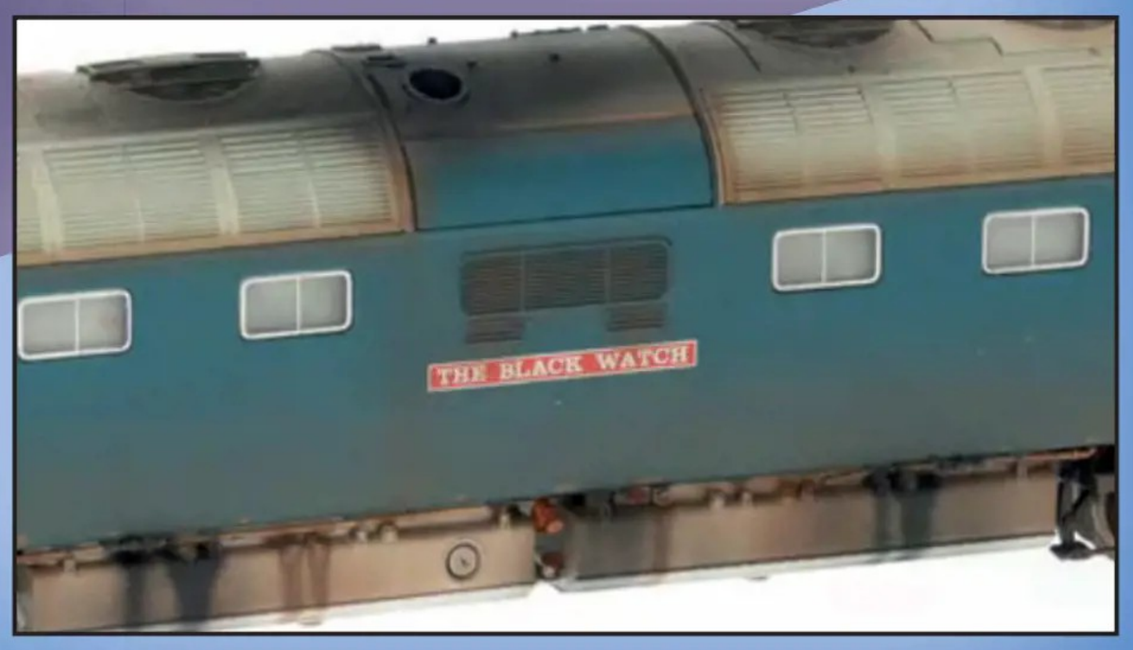

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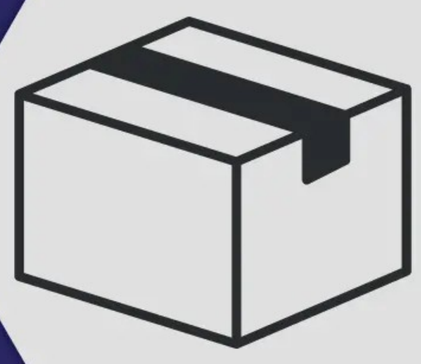

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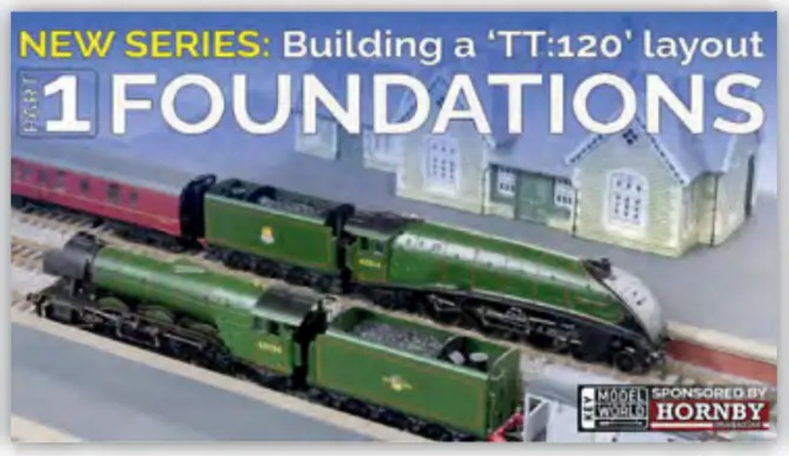

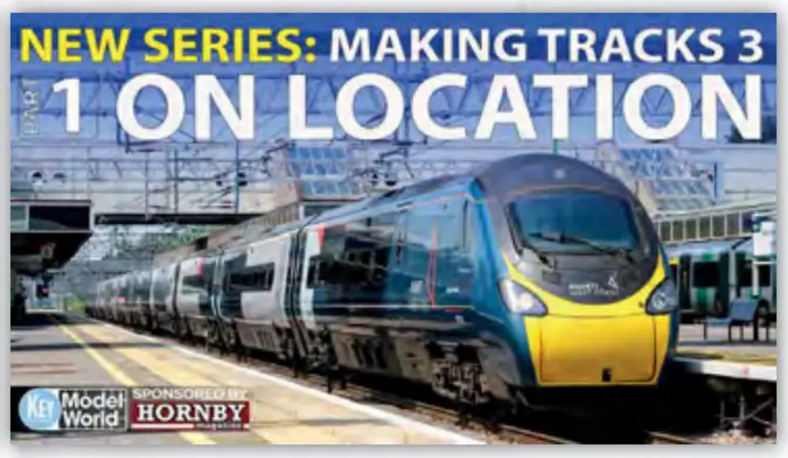

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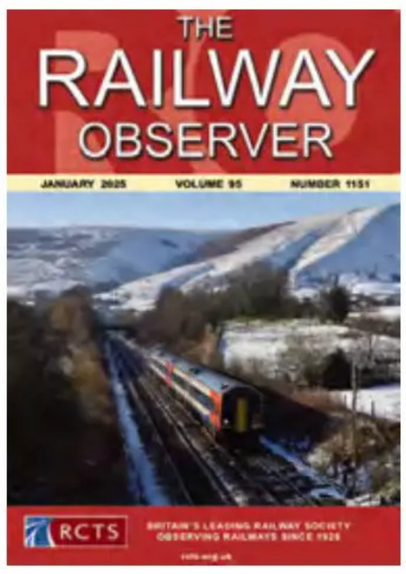

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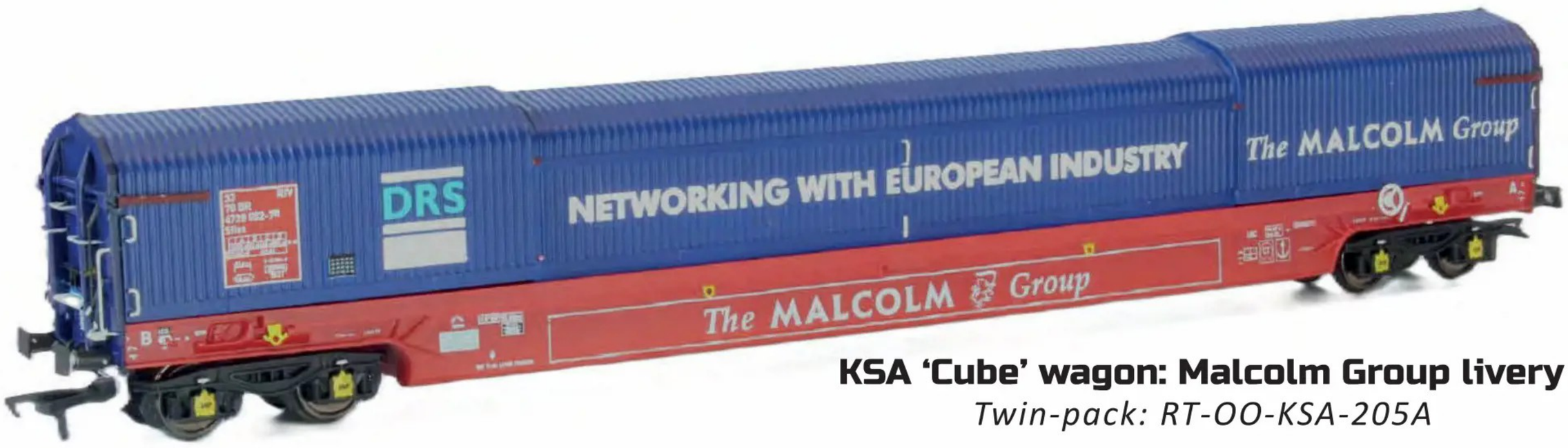

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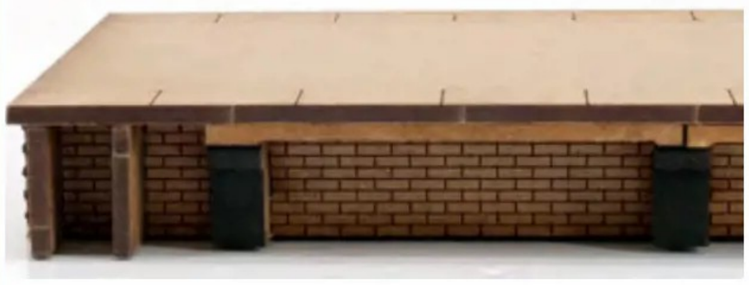

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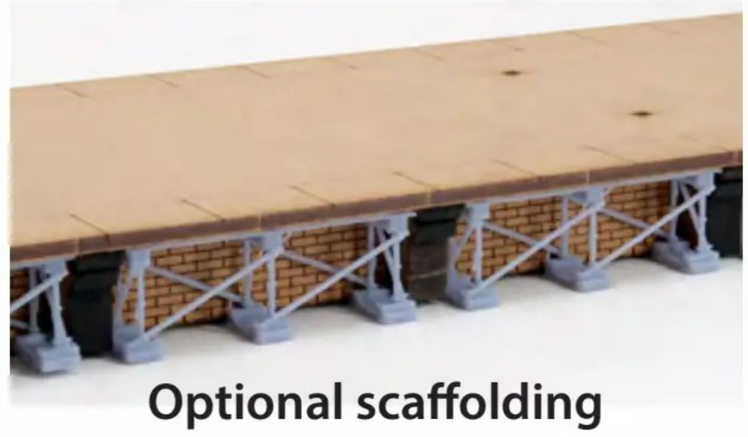

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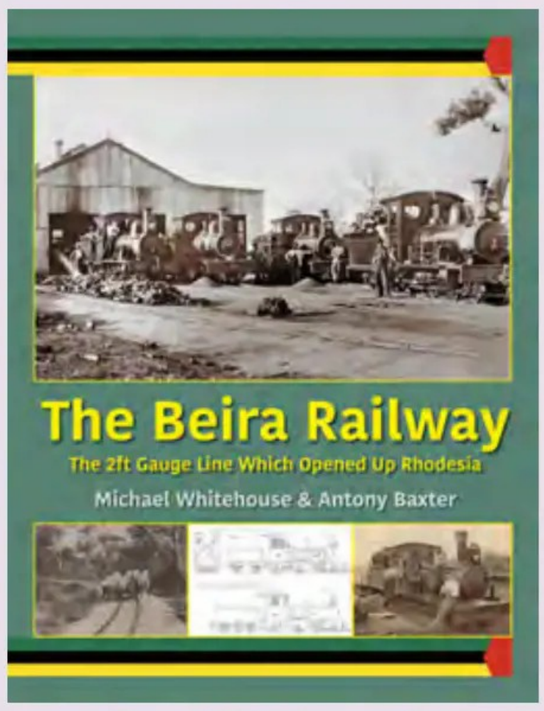

The Beira Railway

The 2ft Gauge Line Which Opened Up Rhodesia

Michael Whitehouse & Antony Baxter

The Beira Railway, in its 2ft gauge form, only operated over the whole of its 222 mile length, from the African eastern seaboard port of Beira in Mozambique to Umtali on the borders of the new Rhodesia, for two years – in 1898 and 1899 – but it took ten years in the building. As soon as it was completed, it was converted to the 3ft 6ins Cape gauge and connected with the rest of what was later to become Rhodesia Railways. The railway was promoted by Cecil Rhodes' Chartered British South Africa Company to open up the central African tribal lands of the Ndebele and Shona peoples to white rule, and to begin the colonisation of the Rhodesias. The lure of gold and profit for the promoters was the driving force behind its construction, together with Rhodes' fervent desire to develop an Africa governed by Britain as a great Imperial power. With finances to build it initailly not forthcoming, George Pauling & Co., the contractors and initial operators, chose the 2ft gauge and built the railway in sections. Its construction was basic and conditions were challenging, with rain, heat, marauding lions and deadly diseases carried by the Tsetse fly all taking their toll on the builders, both African and European. Hundreds died. Operated by delightful British-built 4-4-0s, two of which survive today in operation on the Sandstone Estates Railway, an average journey over the line took the best part of a day with up to forty derailments! Illustrated with a superb collection of previously unpublished photographs of the construction, along with images of the original stations, locomotives and rolling stock, including modellers plans, this is a detailed account of the impecunious beginnings of an important African railway artery, which reopened again throughout in 2024. DUE LATE MARCH. NOTE: Strictly limited edition of 500 copies only.

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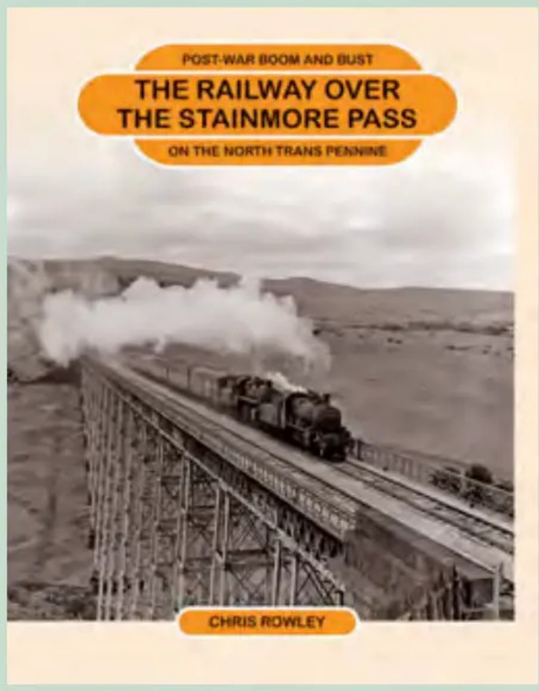

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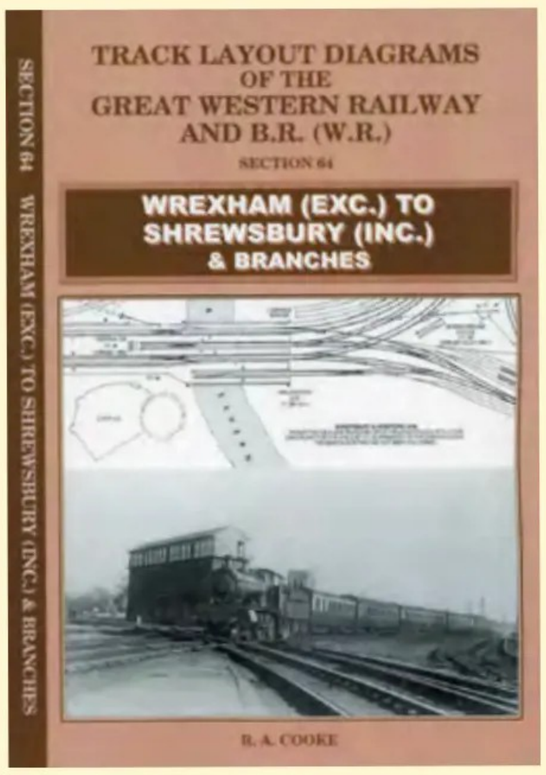

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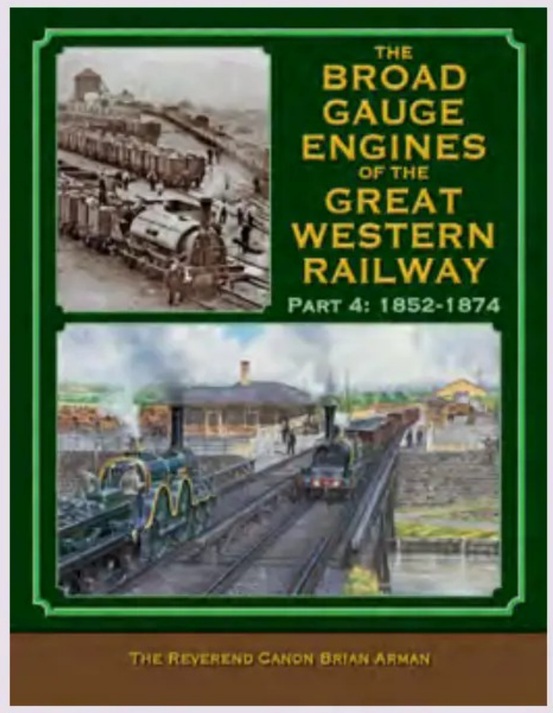

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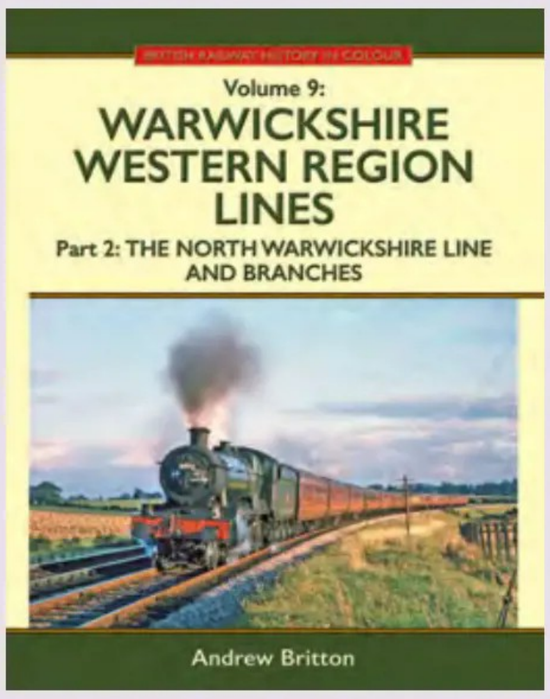

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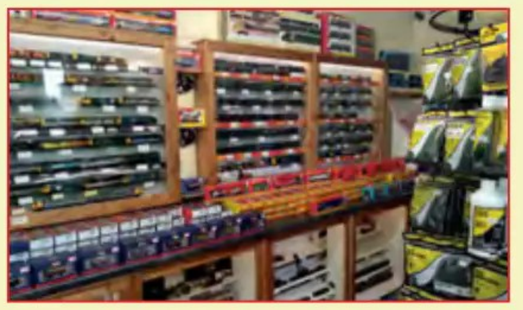



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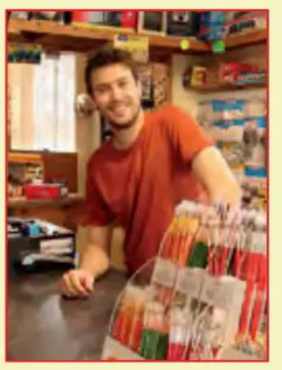

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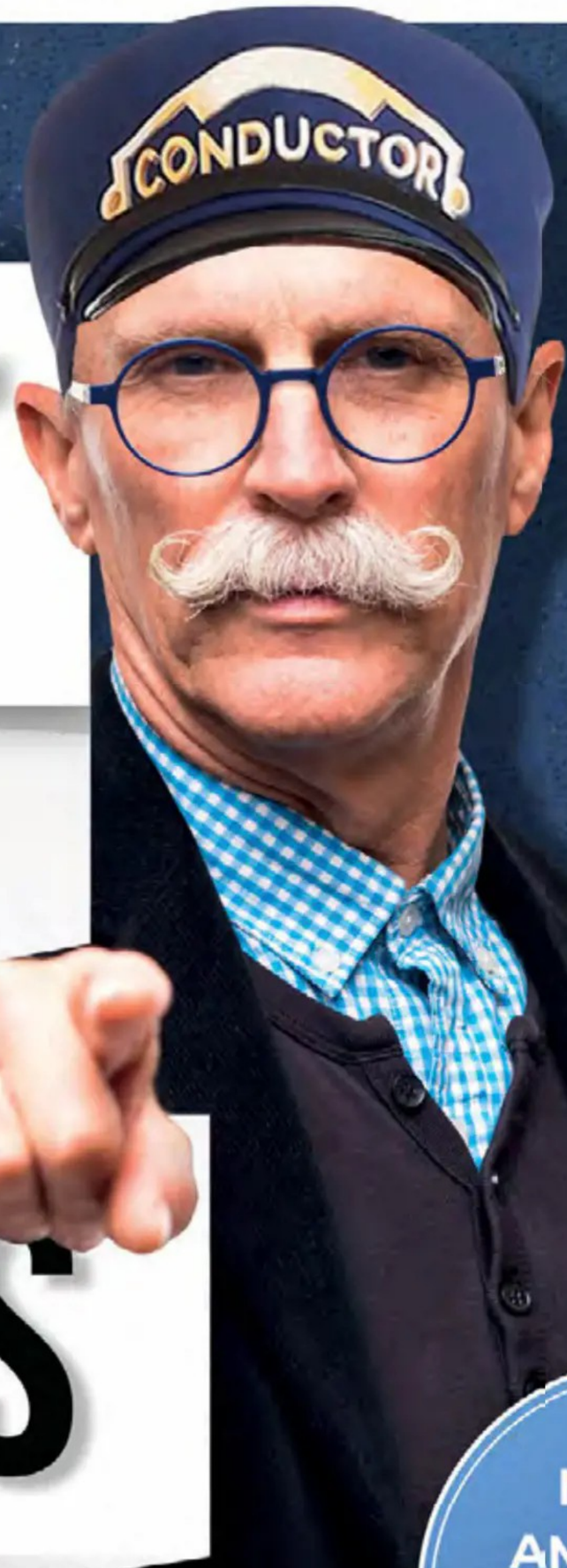

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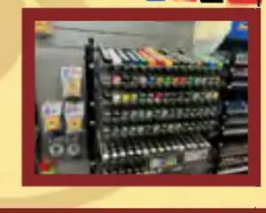

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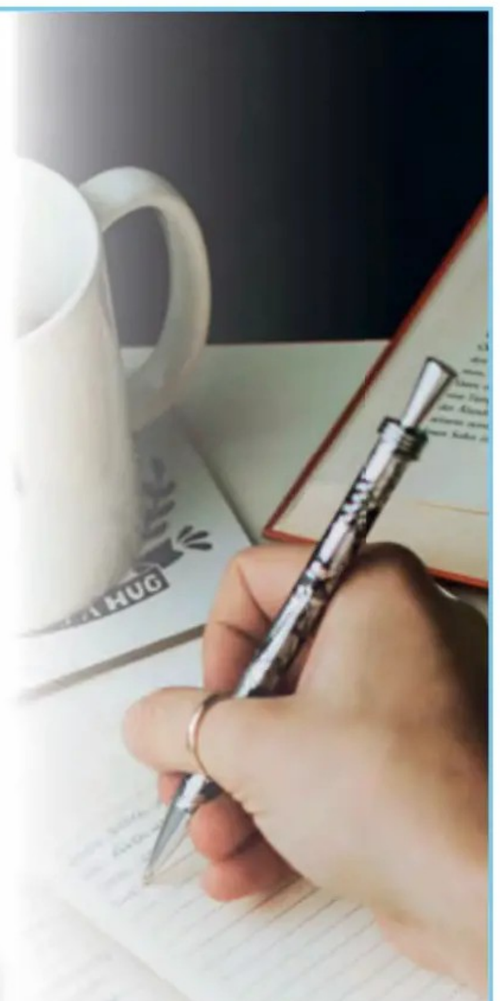

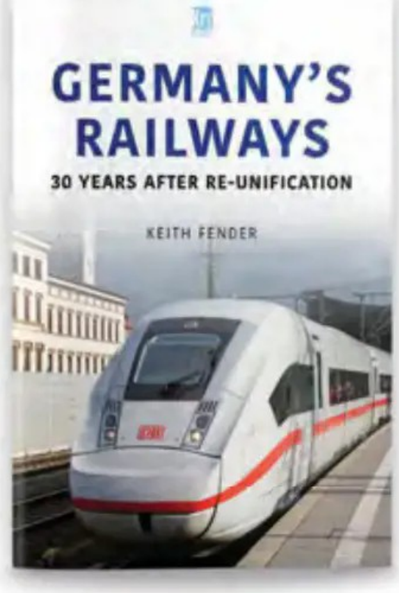

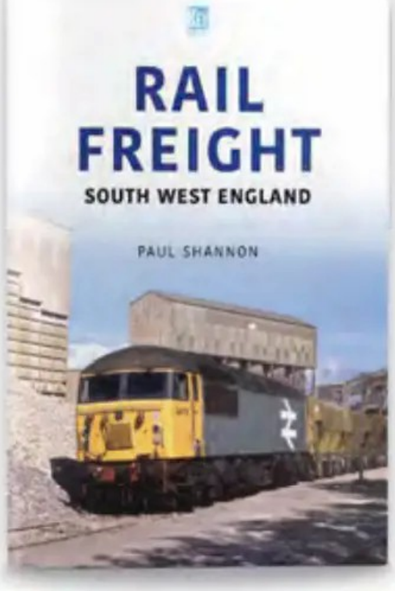

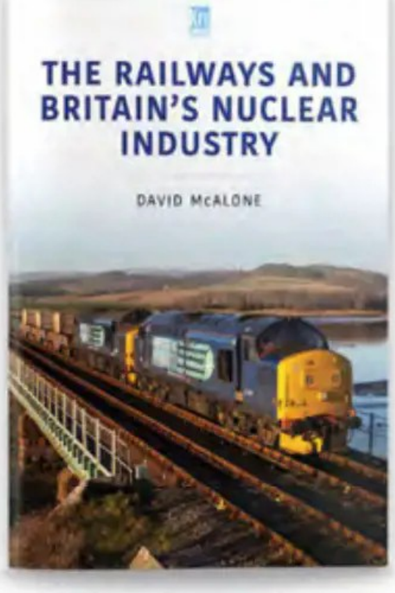

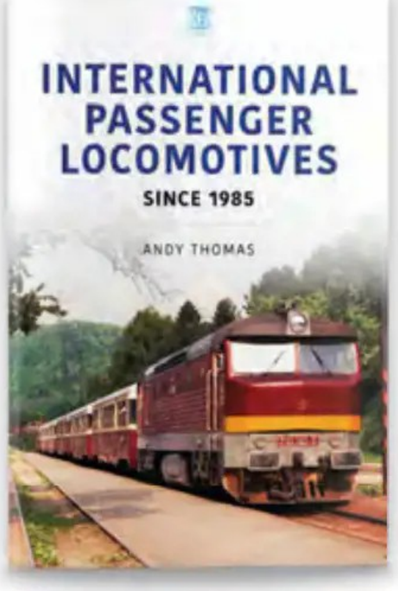

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NEXT ISSUE

EASTFIELD TMD

DEPOT SPECIAL

Next month is a special issue on motive power depots – and we take a guided tour of Mick Worrall's sensational 'O' gauge model of Glasgow's Eastfield Traction Maintenance Depot set in the 1980s ahead of its showcase appearance at **Model World LIVE 2025**.



PLUS

- The latest reviews
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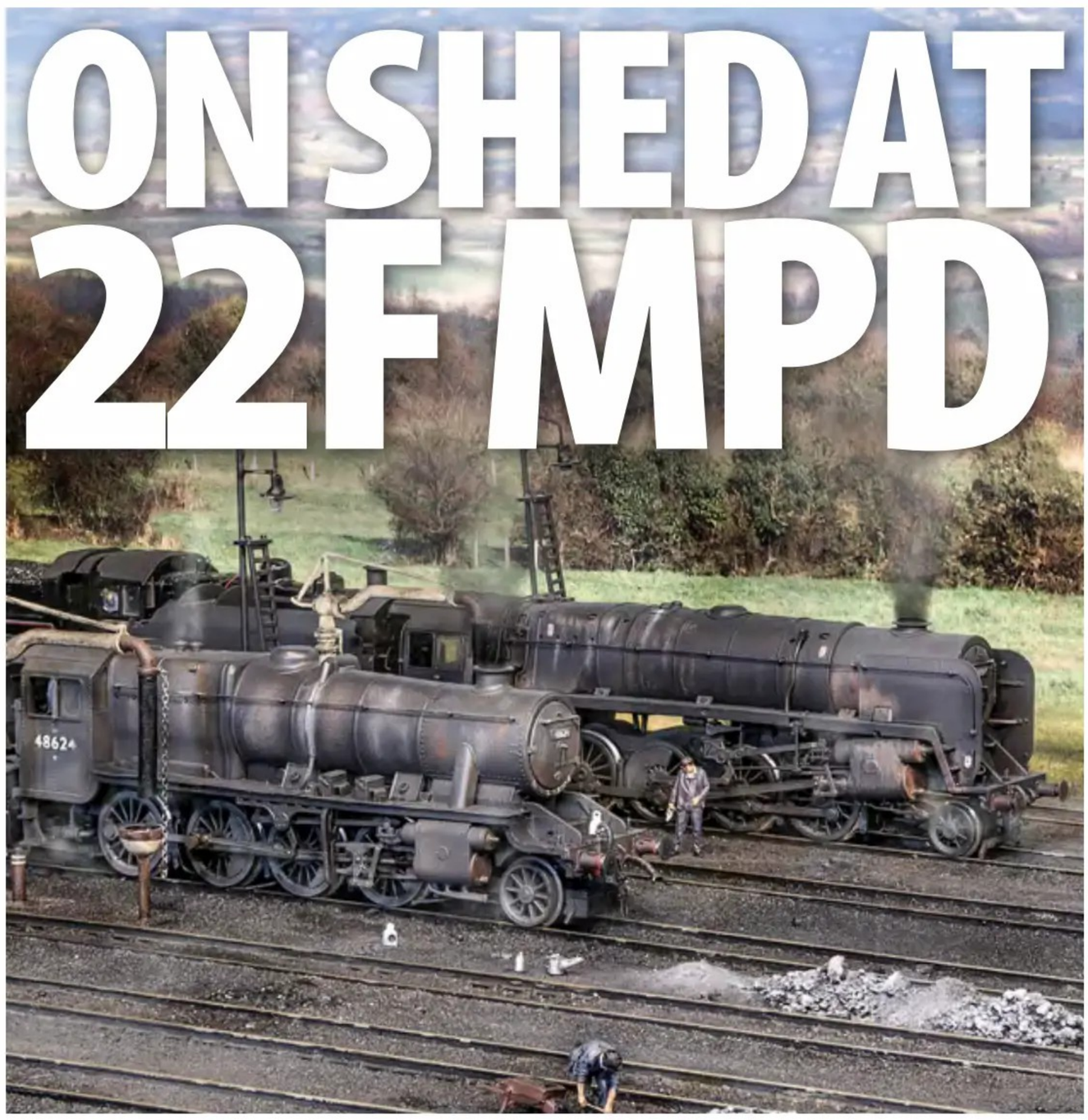
PREVIEW: MODEL WORLD LIVE 2025

Key Publishing's National Modelling Exhibition Model World LIVE takes place in Hall 2 of the NEC in Birmingham on April 26/27 2025. With an outstanding selection of more than 150 stands featuring model railways, scale modelling, radio control, demonstrations and traders, Mike Wild previews this UNMISSABLE event.

ON SHED AT 22F MPD



We visit Tobi Johnson's superb 'OO' gauge 22F Motive Power Depot, inspired by childhood visits to the Llangollen Railway with its varied fleet of locomotives.

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