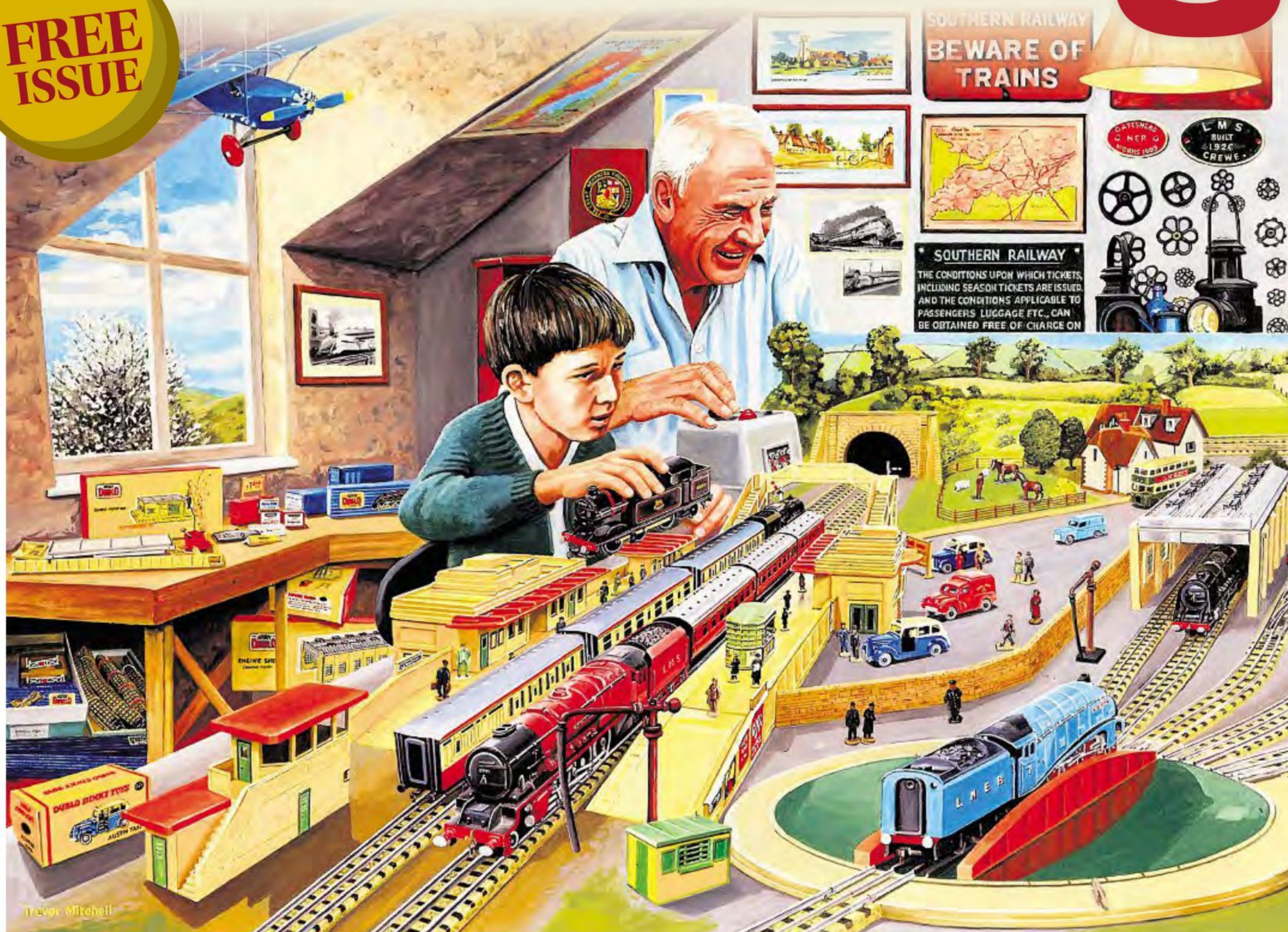


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Printing

Mortons Print, Horncastle, Lincs.
 Tel 01507 523456

Next edition

Find stockists online at
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 January 2020 issue of RMM is out on
 Friday, December 20, 2019.



Pete Kelly
Editor

From the editor

EVER SINCE I WAS A YOUNG BOY IN THE late 1940s, Christmas Day has always reminded me of train sets – primarily Hornby O-gauge tinplate – and to find myself writing about the subject of railway modelling 70 years later is something I would never have predicted in the wildest of dreams.

The amazing thing is that, despite the massive strides forward in accuracy, detail and sophistication in all scales that modellers enjoy today (see part one of Nigel Burkin's 'Top model choices from 2019' feature on pages 20-21), tinplate trains like the simple wind-up Hornby and its two stumpy carriages that I woke up to, wide-eyed, in 1949 have never lost their appeal, and the well-used, carefully stored or simply forgotten about remnants from that golden age remain eagerly sought-after at toy fairs and swapmeets all over the country to this day.

Wherever I have found tinplate train layouts at model railway exhibitions, the attention they have received often equals or even exceeds that of even the most sophisticated high-tech displays of this modern age.

Of course simple nostalgia, whether it be for early childhood in general or the real-life railways we might have known in particular, is the driving force behind so much of this, which is why I have chosen Trevor Mitchell's painting 'Grandad's Attic' for our December cover this year.

I introduced readers to this painting when I tucked it away somewhere inside the second issue of RMM that I became responsible for about 18 months ago, but I'm sure many of you will not have seen it before.

Fuelled by his own fond memories of Hornby Dublo trains, lineside accessories and Dinky Toys, the painting was a

complete 'one-off' for Trevor, who for much of the time concentrates on rural and agricultural paintings, among other subjects.

What I loved about it from the moment I first saw it in his Bradford studio was the simple message of family togetherness, along with the portrayal of how railway modelling can so easily span the generations. From the accuracy of the Hornby Dublo and Dinky Toy boxes, the model trains, the distinctive track and lineside accessories, it is obvious how much research Trevor put into this picture of pure happiness.

Seeing how much I was taken by 'Grandad's Attic' during that visit of almost eight years ago – at around the time I was just starting to build my very first oo-scale model railway layout, 'Slagdyke', as a so-called 'retirement hobby' – Trevor kindly took out print 19 of a limited-edition of 250 and scribbled on it the words: "Good luck with the layout, Pete!"

The painting itself, which was first commissioned as the subject of a Gibson's jigsaw puzzle, shows Grandad, whose face is crinkled into a beaming smile, with his right hand on the controller as his grandson holds a Hornby Dublo model of an N2 0-6-2 tank locomotive. Colourful tinplate accessories abound as an LMS 'Duchess' Pacific draws into the station close to the engine shed where LNER A4 Pacific No. 7 *Sir Nigel Gresley* (renumbered as such from No. 4497 in 1947, the year before nationalisation) sits on the turntable.

There's simply so much going on, from the blue model aeroplane hanging from the attic roof to the tunnel, with its lovely landscaping; the station buildings and platforms, one of them boasting a newspaper kiosk; the water column and

signalbox; the Dinky Toy taxis and Morris Minor Post Office van by the station entrance and so much more.

On the far wall can be seen carriage compartment paintings and other railway memorabilia including Southern Railway warning signs, builders' plates, lamps, wagon plates and a railway map of the South West. In true jigsaw style, every corner is crammed with interest – even beneath the bench on the left are carefully bound lengths of three-rail track, level-crossing gates and more Dinky and Hornby Dublo boxes.

Only nine of the limited-edition 32 x 45cm prints of 'Grandad's Attic' are now left, at £25 each including postage. To snap them up, visit rothburypublishing.com, email sales@rothburypublishing.com or phone 01963 250530.

The joy of railway modelling remains the same whichever generation we come from, or whichever aspect of railways appeals to us. Some of the keenest and most able modellers of today are creating modern-image layouts that simply take the breath away, utilising every amazing advance of the modern modelling age. Not only are the models themselves more accurate than they have ever been, but we also have DCC, ever-more-sophisticated lighting and signalling, and every surrounding sound imaginable, not to mention those of the trains themselves.

I hope 'Grandad's Attic' lifts you in spirit whichever generation you belong to, and wish you all a happy and peaceful Christmas.

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Special-edition OO van from Bagnall Locomotive Group

The Bagnall Locomotive Group has commissioned a special-edition OO-scale van lettered 'To work between Buxton & Longsight M&E stores' from Dapol, who have done such an excellent reproduction job that it even includes the gaps in the stencilling.

All proceeds from the new models, which cost £15 each plus £3.50 p&p for up to four, and are in a limited edition of 180, will go towards completion of the overhaul of Bagnall 'Austerity' No. 2746 *The Duke* at Wirksworth.

They can be ordered from Bagnall Locomotive Group, 13 Trenchard Drive, Buxton SK17 9JY.

Presumably the real-life van delivered parts to stores between Longsight and the depot at Buxton, but it hadn't seen main line use for many years after the Buxton depot closed in 1997, marooning it in the derelict shed.

It was only when the shed was finally demolished in 2016, requiring the creation of temporary road access, that the Bagnall Locomotive Group arranged to buy and remove it.

By then it was probably the last of its type left on the national network, and it is now under restoration at Wirksworth, on the Ecclesbourne Valley Railway, including the lettering from a careful tracing of the original.



In a limited edition of 180, this is the new van that has been commissioned from Dapol by the Bagnall Locomotive Group.

Pennine Wagons receive two N-gauge newcomers

Pennine Wagons, supplier of limited-edition ready-to-run N-gauge wagons by mail order via the internet, has just taken delivery of two new special-commission wagons from Peco – a seven-plank covered salt wagon in the very agreeable livery of Falk Salt of Winsford, and a 14-ton tank wagon bearing the colours of Clayton Aniline Co Ltd.



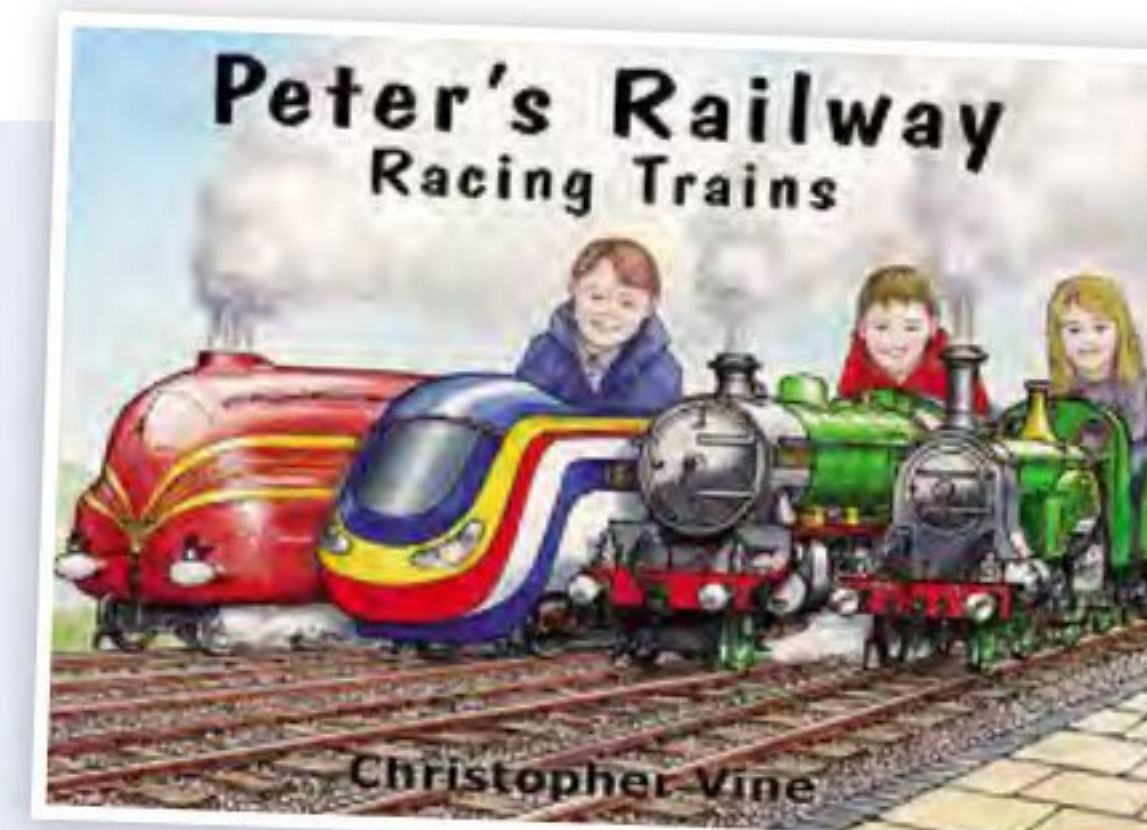
This is the handsome N-gauge Falk Salt wagon, whose complex lettering also includes "In cartons, salt only, non-pool" and "Salt Union Ltd".

The Falk Salt wagon is available for £16 and the Clayton Aniline tank wagon £17, or the pair can be bought for £30.

Further details, including information about how to order online, can be found by visiting the website at www.penninewagons.co.uk.



The Clayton Aniline tank wagon model is certainly something different, with additional lettering stating: "Stuart Street Sidings, L.M.S. Rly, Manchester".



The cover of Christopher Vine's sixth 'Peter's Railway' book, *Racing Trains*, shows a typically joyful scene.

How fast will they go, Grandpa?

Just in time for those Christmas stockings, the latest children's book in Christopher Vine's 'Peter's Railway' series is *Racing Trains*. It tells the story of how, with a new engine to complete, Grandpa and the children decide to find out how fast their trains can go. Colourfully illustrated, and with lots of the author's trademark engineering information, the 128-page 24 x 17cm book (ISBN 978-1-9088970-91) is the sixth in the series. Aimed at children between the ages of six and 12, it costs £11.99.

Replacement products from Peter's Spares



The PS95 replacement Hornby S5452 motor housing is suitable for a variety of locomotive models.

Peter's Spares of Middlesbrough has announced several new replacement products to fit Hornby model locomotives, including Ringfield gears, a motor housing unit and round and oval buffers. Replacement Lima oval buffers are now also available.

The new products comprise a PS92 replacement S9633 Hornby 33T Ringfield gear, PS93 replacement Hornby S9634 28T Ringfield gear and PS94 replacement Hornby S2290 11T brass Ringfield gear.

The PS95 replacement Hornby S5452 motor housing units fit the X33170/

X239/X337 motor bogies as found in the Class 37, Class 31 (Brush Type 2) and Class 35 Hymek.

The new replacement buffers, all in plastic in packs of four, comprise PS105 (Lima oval L5106-07); PS106 (Hornby oval S8910) and PS107 (Hornby round S8911).

More information is available from Peter's Spares Model Railway Ltd, 2J/2H Brighouse Business Village, Riverside Park, Middlesbrough TS2 1RT (01642 248584, 10am-5pm Mon-Sat) or by visiting www.petersspares.com



From left are replacement Hornby S9633 33T (plastic), Hornby S9634 28T (plastic) and Hornby S2290 11T (brass) gears. The Peter's Spares product numbers are PS92, PS93 and PS94 respectively.



There's life after the fall for those broken buffers. This is the PS106 pack of four replacement Hornby S8910 plastic oval buffers.

Spalding MRC celebrates gold with local coal wagons in three scales

Spalding Model Railway Club, whose latest exhibition took place over the weekend of November 2-3, will be celebrating its 50th anniversary in 2020, and to mark the occasion it has commissioned Dapol to produce a limited run of wagons that were operated by two local coal merchants – William Dods of

Donington Road and Willcox & Co of Spalding.

The wagons have been produced in O, OO and N gauges, with the O-gauge versions costing £45 each, those in OO £15 each and those in N £14 each.

To find out more, visit www.spaldingmodelrailwayclub.org.uk/

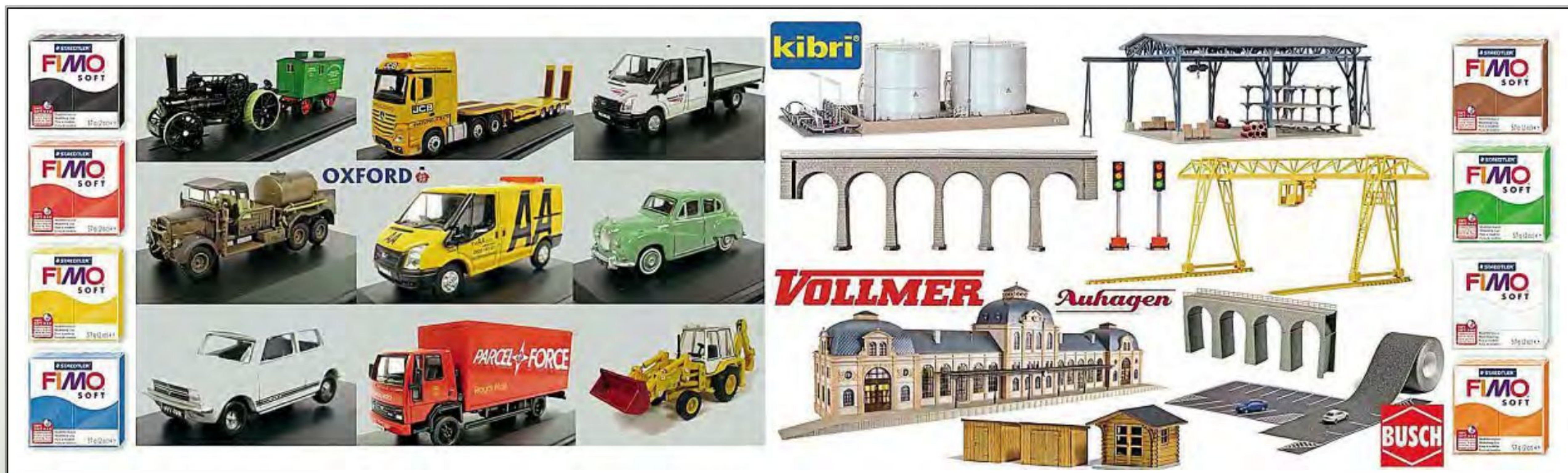


The specially commissioned wagons in the liveries of coal merchants William Dods and Willcox & Co are seen in all three scales.

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By customer demand – six-wheel Full Brakes for Hatton's 'Project Genesis'

BUOYED UP BY THE INITIAL reaction and feedback from customers about its 'Project Genesis' to produce a wide range of oo-scale pre-Grouping four and six-wheel coaches, Hatton's of Widnes has announced: "Through five evolving designs, we are now happy that we have addressed all of the feedback received, and are confident that the products will be the most realistic we can make."

The 2D drawings will now be turned into 3D CAD files that will show all the details that Hatton's is putting into these coaches. This will take a couple of months and the firm will keep readers informed as the project develops.

One of the most requested features was the addition to the range of Full Brake coaches, and these are now available to pre-order in a wide range of liveries.

Full Brakes were vital when the four and six-wheel coaches ran, for two reasons: many passengers took copious amounts of luggage with them, and such vehicles also allowed the transport of time-sensitive goods such as newspapers or milk.

As the vehicles were replaced in passenger service, many Full Brakes found new leases of life with railway engineers as tool or storage vans – and one even lasted into the 1980s!

Consequently, two batches of six-wheel Full Brakes have been announced by Hatton's, and all can be ordered at a cost of £30 unlit and £36 lit.

Batch 1: H4-6FB-101, GWR chocolate and cream; H4-6FB-201, GNR lined teal; H4-6FB-301, LNWR livery; H4-6FB-401, SECR livery; H4-6FB-501, LMS crimson lake; H4-6FB-601, LNER pre-war brown; H4-6FB-701, SR olive

green; H4-6FB-901A, full brake tool van in BR breakdown train + red.

Batch 2: H4-6FB-1001, GER chocolate brown; H4-6FB-1101, L&YR brown and umber; H4-6FB-1201, MR crimson lake; H4-6FB-1301, LSWR brown and umber; H4-6FB-1401, BR crimson; H4-6FB-1501, NCB blue; H4-6FB-801, GCR French grey and brown; H4-6FB-901B, BR black; H4-6FB-901C, BR olive green.

Requested more than any other was a livery that had not been included in the initial plan – that of the London Brighton & South Coast Railway – so a varied selection of four and six-wheel vehicles in LBSCR umber has now been added to Batch 2 to pre-order and run with the new 'Terriers' or any other LBSCR locomotives available.

H4-46 Pack-1601, pack of four coaches (4BT, 6CL, 4T and 6BT in LBSCR umber) costs £110 unlit, £135 lit.

The rest, at the normal price of £30 unlit and £36 lit, are H4-4BT-1601A, four-wheel Brake Third; H4-4BT-1601B, four-wheel Brake Third; H4-4C13-1601, four-wheel Composite (First/Third); H4-4F-1601, four-wheel First; H4-4T-1601A, four-wheel Third; H4-4T-1601B, four-wheel Third; H4-6BT-1601A, six-wheel Brake Third; H4-6BT-1601B, six-wheel Brake Third; H4-6CL-1601, six-wheel Composite Lavatory (First/Third); H4-6F-1601, six-wheel First; H4-6T-1601A, six-wheel Third; H4-6T-1601B, six-wheel Third; H4-6FB-1601, six-wheel Full Brake.



Even in British Railways days, an olive green six-wheel Full Brake went out on the line with the Ashford crane.



The London & North Western Railway's 'plum and spilt milk' is truly delectable livery.



Imagine a Wainwright D class 4-4-0 at the head of a rake of old-fashioned olive green carriages including a six-wheel Full Brake like this in Southern Railway days.



This is what the new six-wheel Full Brake will look like in Great Western Railway chocolate and cream.

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What's *in the* shops

Collett GWR main line stock

Hornby's popular OO-gauge Collett bow-ended corridor stock makes a welcome return finished in classic GWR livery, writes **Nigel Burkin**.



Collett's coaches were bow ended to reduce the length of the end gangways, and this is applied to the model with crisp mouldings.

COLLETT'S BOW-ENDED CORRIDOR stock became a standard for the Great Western Railway after 1925, when large numbers of the coaches were built at Swindon works at the rate, sometimes, of one coach every two to three days.

Construction consisted of steel panelling fitted over an oak wood frame mounted on a strong steel underframe, a design that would not meet the crash-worthiness requirements of the modern railway but was considered modern compared to the ageing 'toplight' stock! Collett introduced bow ends to shorten the length of gangways, making transfer from one coach to another more comfortable for passengers.

Bow ends continued to feature in the design of British coaching stock, including Mk.2, 3 and 4. Only in recent times have flat ends made a return with some modern designs.

The underframe was fitted with 7ft wheelbase single bolster bogies and external trussing. Vacuum brake equipment and dynamo were fitted to the underframe alongside the appropriate rodding to reach the brake blocks on the bogies. Buck-eye couplings were also catered for in the design, making Charles Collett's bow-ended 57ft coaches both clean in appearance and among the most modern coaches to operate on the GWR, becoming the defacto standard design.

It was so successful that many Collett coaches survived to see service with BR as late as the 1950s and 1960s, with some being allocated to departmental use long after they were withdrawn from main line service. It is the retention of Collett coaches for departmental use that enabled preservationists to secure them, even though interiors had been extensively altered.

Hornby has an excellent article on its website detailing how it researched and developed the models with the assistance of the Didcot Railway Centre and other organisations. The result is a fine-looking collection of models which includes Corridor Brake Third stock in both 'left-hand' and 'right hand' (LH and RH) formats. A Corridor Third and two Corridor Composite, both LH and RH, coaches are included in the current batch of models, which are neatly dressed in GWR chocolate and cream livery with white roofs and black ends.

They impress as soon as they are removed from the box, sharing the same high level of specification as the recently released Collett bow-ended suburban coaches.

Coach body

Looking along the roofs and sides of the four review samples kindly submitted by Hornby for our critical appraisal, the

injection-moulded plastic body shells are perfectly straight, with no signs of bowing along the rain gutter line or imperfections in the roofs. The sides are consistently modelled with the slight tumblehome at the base of the body, while the bow ends are also accurately represented and nicely fitted out with separate end gangways.

The slightly recessed windows of the type are fitted with clean and clear flush glazing. Window openings match the shape and size of the full-sized coaches compared with photographs and drawings. The window arrangement is correct for the LH and RH versions of the coaches, with a good view of the compartments and corridors visible through them.

Moulded detail is refined and subtle, yet clearly visible, including foot steps on the ends, roof seams, door hinges and lines, destination board brackets and toilet water tank hatches.

FEATURES OF THE MODEL

- Die-cast running plate for added weight.
- Correct body styles for left and right-hand coaches.
- Neatly modelled bogies with added small details.
- Accurately modelled compartments.
- Flush glazing with smoking and no-smoking labels.
- Close coupling cams and NEM coupling pockets.
- Separate roof ventilators.
- Sprung metal buffers.
- Neatly moulded end gangways.
- Wire hand rails and water pipes.
- Moulded plastic commode handles.



No. 6527 (R4683A) is viewed from the compartment side.

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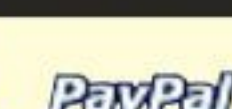
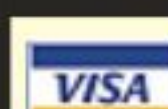
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Underframe

There isn't a great deal of detail fitted to the underframe of the main line stock models considering the level of detail applied elsewhere. Some of the brake linkages are not modelled, but the vacuum cylinders, cross-rod and V-hangers are neatly applied alongside battery boxes and a dynamo. Headstocks, solebars and the floor itself are produced as a one-piece moulding and are equipped with the external truss rods and long footboards along the solebars. It is all neatly assembled and shows no sign of distortion. On the ends are sprung buffers with metal heads and coupling hooks.

Bogies, couplings and wheels

Lovely reproductions of the short 7ft single bolster wheelbase bogies have been fitted to this model, and were chosen for the stock because they reduced wheel and flange wear yet performed well with a good ride.

Each bogie is a multiple-layered model in its own right, with a good level of moulded detail in the bogie frames including rivet, suspension springs, hangers and axle box detail. They feature a multiple-layer construction consisting of a number of components including tiny details such as the footsteps, spring planks, suspension springs themselves and brake shoes which are moulded in alignment with the wheels.

The wheels are composed of metal fitted to 26mm-long pinpoint axles and are of the correct diameter and pattern. They are fully concentric and run in inside bearings holes, producing free-rolling coaches with no sign of wobble either on the bogie pivots or the wheels themselves. Couplings are of the standard tension-lock type fitted to NEM coupling pockets mounted in kinematic coupling cams which are mounted and neatly concealed at the ends of the underframe. There's a curved slot in the leading spacer of the bogies to accommodate the coupling cam mechanism, and in the box Hornby provides alternative continental-style couplings that could be used on the inside of a rake of coaches.

While the supplied tension lock couplings result in a wide gap between the gangways, use of alternative NEM-compliant couplings will close the gap up to a more realistic level. There is very little slack in the cams, allowing the coaches to negotiate second-radius curves with the cams working as they should to avoid buffer and gangway lock.

Livery and finish

All four review models were beautifully and consistently finished with level lining, correct width cream bands down the sides of the coach and a pleasing semi-satin

finish which is consistently applied.

Colours appear to be accurate and match colour references and some GWR paint colours well. Small painted details include brass applied to the individually moulded and fitted commode handles, door handles and red to the frames of droplight windows fitted to each door.

Printed detail is clear and sharp, including the classic GWR logo which in itself has several different colours. Gold lining, GWR legends and the class labels applied to each door are neatly printed, too. The coaches match perfectly when coupled together in a short rake with linear details such as rain gutters and the solebar foot steps lining up well when the stock is viewed down the length on a piece of straight and level track.

Construction quality of the models is excellent, with the numerous small details being attached firmly, including the separate roof ventilators, always slightly vulnerable compared to other models. All details are coloured with the same consistent paint colours and level of finish, and particularly noteworthy in terms of finish, quality and durability are the bogies which, despite being composed of so many small components, are very strong and showed no signs of shedding details, including the tiny foot step details, during handling in the studio.

Hornby undoubtedly carries the gold standard for coaching stock models thanks to its recently developed and tooled steam-era models which are always well detailed, finished and assembled. The Collett bow-ended corridor coaches are as good as one could desire for less than £50 per coach, which compares well with many wagon models that can touch similar prices yet are finished with less complex liveries and considerably fewer components applied to them.

MODEL DETAILS: GWR Collett 57ft bow-ended main line corridor coaches.

Manufacturer:
Hornby Hobbies Ltd.

Scale:
4mm (1:76) scale, OO gauge.

Era:
1925 to 1963.

Web:
www.hornby.com

Suggested retail price:
£47.99.



Collett bow-ended gangway stock has been included in the Hornby range for 2019, with five different models being issued in GWR livery. One of the models is a Third Corridor coach numbered 4556.

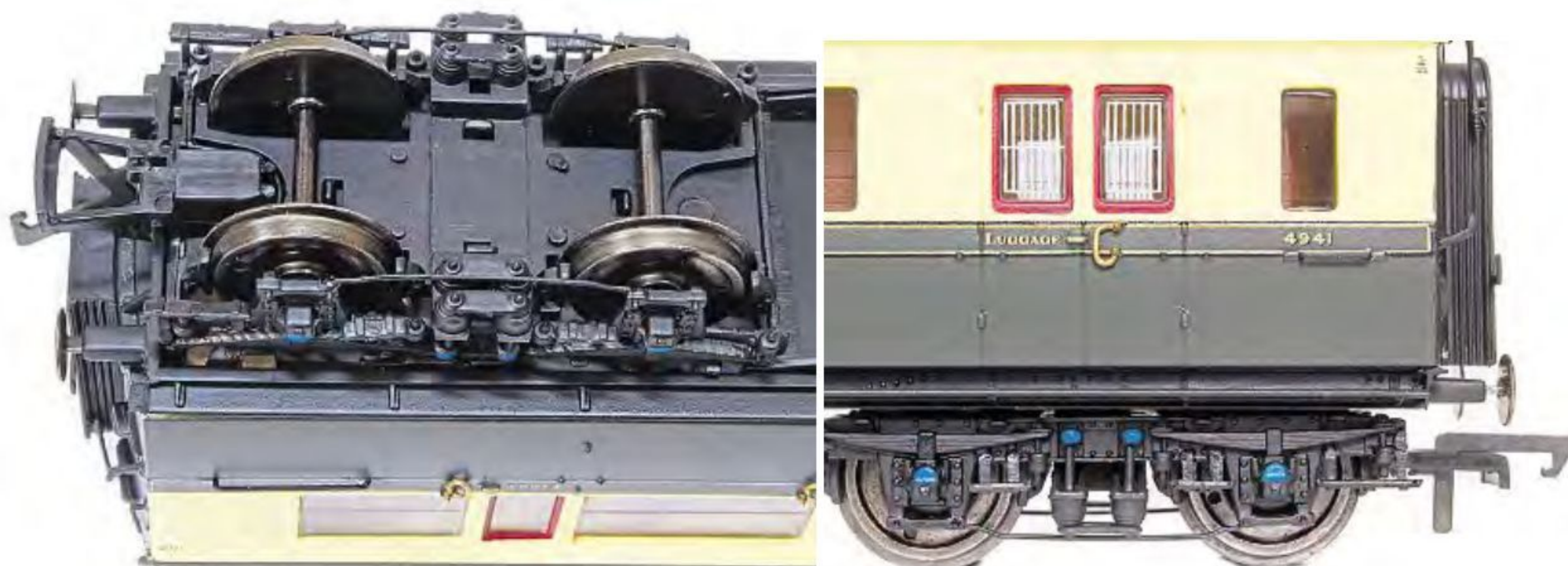


This close-up picture, normally a cruel thing to do to models, shows how well the coaches are assembled and finished.

Neatly printed details and logos are applied to all of the models, topped with a consistent semi-satin finish.



Corridor Composite (LH) No. 6528 is different from No. 6527 in having its corridor on the opposite side of the coach when the coaches are placed side-by-side with First Class compartments positioned to the right.



Metal coach disc wheels and close coupling cams are fitted to each model, resulting in a good ride and excellent performance on curves as tight as second radius.

Hornby's GWR 7ft single bolster bogies are fine models boasting numerous small details.

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What's *in the* shops

'The New Century Bar'

Nigel Burkin takes a look at Hornby's Pullman Standard 'K-Type' car that has returned to the range in the form of a bar car.

PULLMAN STANDARD 'K-TYPE' CARS were built in the mid 1920s (1923-1927) by various builders and were popular with the travelling public, remaining in traffic until the 1960s. These were superseded by the all-steel type from around 1928, a type also available from Hornby as a range of different vehicles alongside different Standard K-Type cars.

The pre-1928 standard cars were built with timber bodies mounted on steel underframes, a feature which is apparent in the planked lower body sides of the model. 'The New Century Bar' car (R4904) is the latest to be added to the Hornby range of coaching stock, modelled to a high standard and adorned with the flamboyant legend applied to the bar/pantry side of the vehicle. It features a detailed interior and some fine livery lining and printing.

Hornby's 00-gauge Pullman cars, including the later K-Type all-steel cars, are well regarded by modellers, so how does this impressive-looking vehicle measure up?

Body shell

From the roof profile to the recessed doors at the end of the coach body, Hornby has captured the character of the Standard K-Type Pullman bar car well. Tooling is subtle, with detail at the ends and along the lower body side quite refined in detail. The roof has the correct dome shape at the ends and some subtle tooling for seams and panels. Small details applied

to it include the torpedo vents and catering ventilator cowl.

In the sides are correctly shaped windows fitted with slightly and authentically recessed glazing which is well applied and as clear as is possible in plastic. They provide a good view of the tables and seating alongside a long bar counter which is finished in red with a white top and fitted with bar rails.

Passenger doors at the ends would open inwards and are correctly recessed with oval windows sporting a fine moulded frame and clear glazing. Vestibule glazing in the ends is also well modelled, alongside the lavatory compartment windows with their styled framing. Added details include correctly profiled commode handles and hand rails, gangways and water tank filler pipes.

Underframe and bogies

The position of Hornby as arguably the best coachbuilder in 00 gauge is reinforced by the modelling of its K-Type Pullman cars. This is emphasised not only by the quality of the bodywork but also the underframe and bogie details. The coach floor is fitted out with fine trussing which has no sign of moulding marks or flash on it. Other fine details include the vacuum brake cylinders and dynamo detail.

Good models of the Pullman roof bogies are fitted, of the correct pattern and finely produced in injection-moulded plastic. There is depth to the bogies, which are refined, including rivet and spring

This view of the bar/pantry side of the bar car shows its flamboyant legend, semi-recessed windows and end door detail. End detail is refined and enhanced with small components and a neatly modelled gangway.

detail. Axlebox covers have a high degree of crispness alongside the spring plank and secondary suspension detail. Brake shoes align with the metal wheels which collect current for the interior lighting through contacts with the axles.

At the ends of the coach are well-disguised close coupling cams, NEM coupling pockets and sprung metal-headed buffers. Both cams and buffers are lightly sprung and will allow close coupling on second radius curves when used with the appropriate swallow tail couplings. Alternatives are supplied in the box alongside information on the lighting system.

Interior detailing

Look through each window to see a white table fitted with a table lamp which is illuminated with a warm glow using the coach lighting system. When track power is removed, the lights glow for a second or two longer before going out through the use of a capacitor, effectively preventing light flicker when current is temporarily interrupted.

On the corridor side of the coach, a glimpse past the curtains reveals a red bar counter with bar handles and background too. Overall, the model is beautifully appointed internally, with the impression of white tablecloths. All that's needed to complete the scene are passengers and table settings.

Livery and finish

Comparing the model with photographs of full-sized Pullman cars of the era, the cream panels are a little out in colour, perhaps not being creamy enough in shade. The shade of amber applied to the ends and lower body sides is good, being

deep and rich. The roof is finished in a mid-grey colour, and like all of the other livery colours, is evenly finished with a slight sheen.

The quality of printing is excellent, with the Pullman logo well represented alongside small details such as the Pullman name above the windows and 'The New Century Bar' legends printed over the lower body planking on the corridor side.

Lining around the passenger doors, along the sides and along the rain gutter is pin sharp and of consistent width. The model is remarkably attractive and has the presence of the full-sized vehicles, enhanced by the detailed interior and small fittings, which are all correctly coloured.

It will be popular and likely to sell out in the same manner as Hornby's highly acclaimed all-steel K-Type cars.

FEATURES OF THE MODEL:

- Working table lamps.
- Flush glazing.
- Printed curtain detail.
- Wire water tank filler pipes.
- Interior details including tables and chairs.
- Bar counter detail visible through the flush glazing.
- Sprung metal buffers.
- Separate commode handles and hand rails.
- Close coupling cams.
- NEM coupling pockets.
- Neatly modelled roof bogies with wiper pick-up for lighting.
- Weight: 380g.
- Length over buffers: 280mm over buffers.

MODEL DETAILS: Pullman Standard K-Type bar car.

Manufacturer:
Hornby Hobbies Ltd.

Scale:
1:76 scale,
00 gauge.

Era:
1923-1960s.

Web:
www.hornby.com

Suggested retail price:
£58.99.



This is the corridor side of 'The New Century Bar' car.

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Rails enters the Jet Age!

Three OO-scale model versions of the 1949 Brown Boveri gas-turbine locomotive No. 18000 are under development by Rails of Sheffield and Heljan, and should be ready to buy at the end of 2020.

JUST TWO DAYS BEFORE WE WENT TO press with this issue, and in celebration of the 70th anniversary of the building of the unique Brown Boveri gas-turbine prototype No. 18000 in 1949, Rails of Sheffield and Heljan have announced the development of a museum-quality OO-gauge model of the locomotive, which worked on the Western Region of British Railways and was nicknamed, perhaps predictably, 'Kerosene Castle'.

Due for release at the end of 2020, the low production run models have been priced at £199.99 with pre-orders available from www.railsofsheffield.com for a deposit of £30.

Design work was completed over the summer, and tooling is now well underway on what should be a highly-popular model of this famous experimental locomotive. The model has been developed with the assistance of the National Railway Museum using original documentation from Brown Boveri and BR Western Region, including works drawings dating from the late 1940s.

Differences between the locomotive as built and as modified during the 1950s have been incorporated into the tooling to ensure absolute accuracy for each livery and period. Roof, cab front and grille details will vary between the BR black and

BR green versions.

First tooling samples are expected to be ready in early 2020, followed by decorated samples in mid-year and then production.

Three variants will be produced – BR gloss black with silver trim (1949-56), BR lined green with orange/black waistband lining and early BR crest (1956-57) and the same with late BR crest (1957-60).

Specification will include a 21-pin DCC socket with easy access; room to easily install a speaker for DCC sound; directional LED lighting; a heavy die-cast metal chassis with central motor and flywheels for powerful performance; separately-fitted hand rails and sand pipes; spoked wheels; etched grilles; sprung buffers and flush glazing.

An optional Western Region-style train reporting number frame and numerals will also be included in the package to allow modellers to add this distinctive WR feature to the front of the locomotive.

History

Although diesel power was beginning to prove itself as a viable alternative to steam traction before the Second World War, no single-unit locomotive of the time could match the power of large main line steam locomotives.

Rather than developing its own diesels, the Great Western Railway looked to gas-turbine power, ordering a 2500hp



The Brown Boveri gas-turbine locomotive No. 18000 stands in the Swindon Works yard after withdrawal from service on September 25 1960. M J Norman/Mortons Railway Magazine Archive photo.

prototype locomotive from Swiss company Brown Boveri in 1946.

Delays in construction, and foreign currency shortages, meant that the locomotive was not delivered until after nationalisation, so it was the fledgling British Railways that inherited the project from the GWR.

After tests on the Swiss Federal Railways network in late 1949, No. 18000 was hauled across Europe and arrived in the UK on the Harwich train ferry in February 1950.

Running on six-axle bogies with four traction motors arranged as an A1A-A1A, the 115-ton gas-turbine locomotive had a maximum speed of 90mph, and for low-speed shunting and light-engine moves, an auxiliary diesel engine was fitted – particularly useful in and around London

Paddington, where the noise and fumes of the main engine brought complaints from passengers and residents alike.

Although No. 18000 experienced many problems and failures in service, in its day it was capable of meeting the WR's expectations. As well as undertaking test runs, it was used on revenue-earning trains between Paddington, Bristol and the West of England, but a combination of heavy fuel consumption, poor reliability and a lack of suitable operations to achieve the necessary efficiency led eventually to the locomotive being set aside after long periods out of traffic.

No. 18000 was eventually withdrawn in 1960 and stored at Swindon Works until 1964, when it was acquired by the International Union of Railways (IUR) and modified for wheel/rail interface

experiments in Switzerland and Austria. No longer gas turbine-powered, it became a hauled vehicle, working with various types of electric locomotives.

By 1975 it was on display outside the Mechanical Engineering test building of the IUR's Arsenal Test Centre in Vienna, where it remained until the early 1990s.

Because so many British enthusiasts recognised No. 18000's significance, however, it returned to the UK in 1994 sponsored by BR's Railfreight Distribution sector, and went to Sheffield's Tinsley depot for external restoration.

Since then this tenacious survivor, now largely empty inside, has been resident at Crewe Heritage Centre, Barrow Hill and Didcot Railway Centre, where it is currently on display, now owned by the Pete Waterman Trust.

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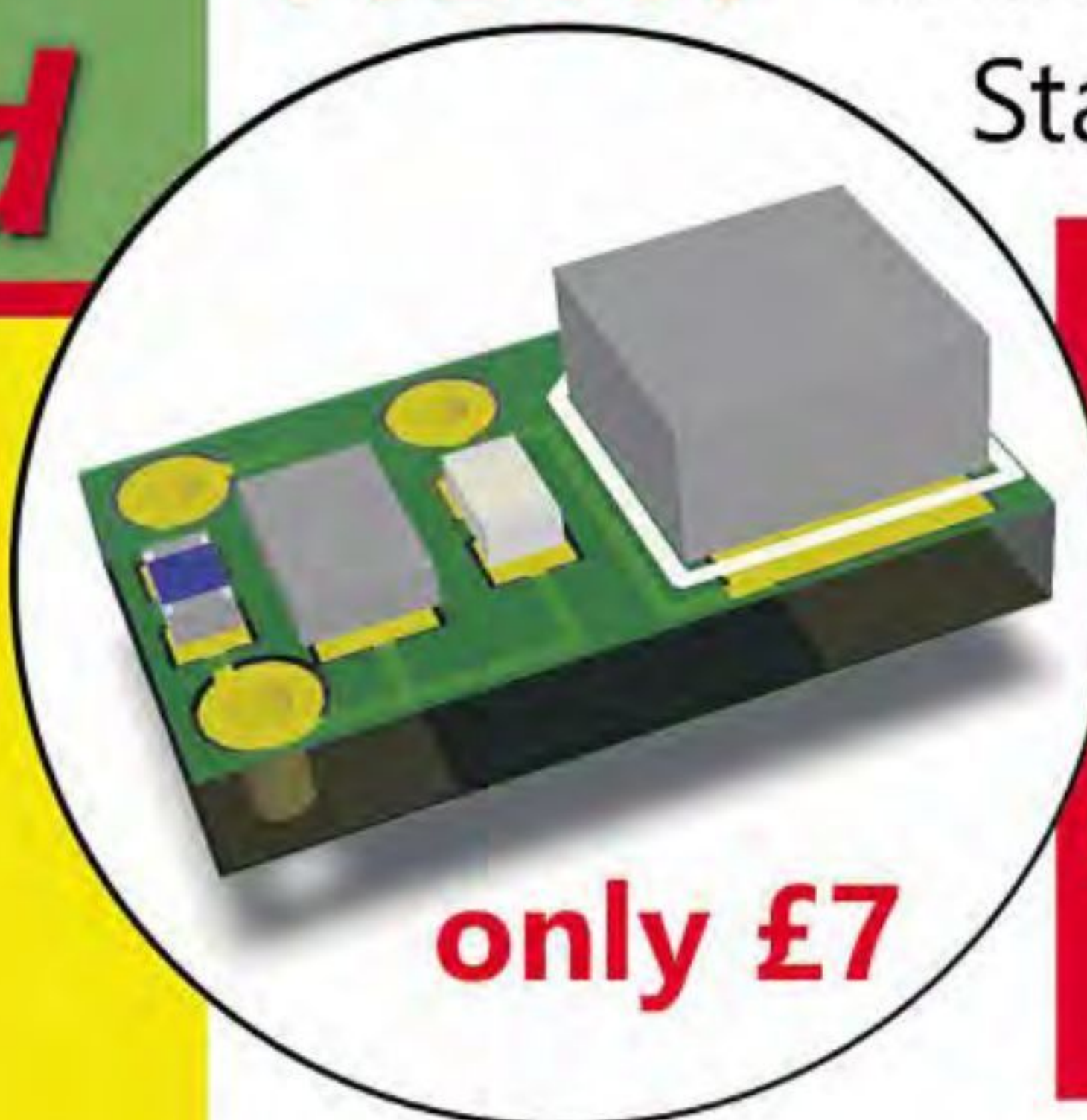


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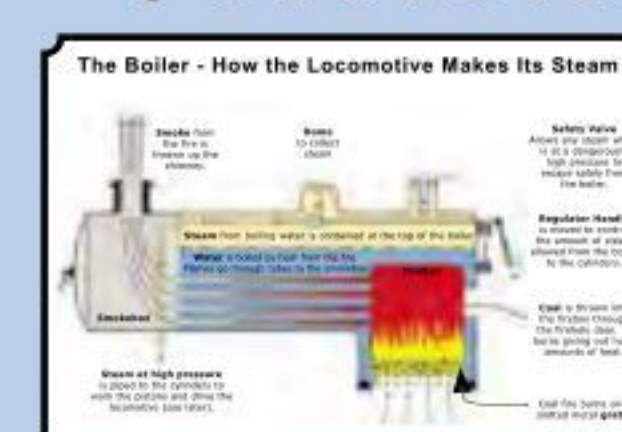
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Looking forward to old coaches

I was delighted to hear that Hatton's are proposing 'generic' models of late 19th century four and six-wheel coaches. I have made many scratch-built models for this period, but with the increasing number of ready-to-run models of locomotives from this period, welcome the arrival of ready-to-run coaches to go with them, even though they will not be 100% correct for each railway.

There are two points in the models that were illustrated that don't look right for any railway.

The wide panel shown adjacent to the left-hand end of both the four and six-wheel coaches indicates that the end compartment is wider on one side than the other. This is particularly odd on the six-wheel coach, where the partition between the compartments is right up to the edge of the window. This was just not normal practice

for any carriage builder. The second feature is the provision of brakes on the centre axle of the six-wheel coach. Six-wheel coaches generally had side play on the centre axle, which was generally unbraked. Leaving the brakes off will also make it easier for modelling.

Hopefully these two sillies will be rectified before design is progressed into tooling, and I look forward to seeing the models. Both of those shown fit well into my requirements.

Peter Swift,
Spondon, Derby

A news story on page 6 about Hatton's plans to add Full Brakes to the pre-grouping coaches makes it clear that, through customer feedback, many of the issues you raise will be addressed before the coaches are put into production. — Ed

Back to railway modelling after almost 40 years

My husband Barry and I are gradually being sucked back into the world of railway modelling after a gap of almost 40 years. We're probably among those that Channel 5 TV's *Great Model Railway Challenge* hoped to inspire.

Watching the programme showed us how much the hobby has evolved over the decades, particularly in the emerging road transport systems and in 009 narrow gauge. In our garage Barry is creating an 009 layout full of individual dioramas using imagination and a mixture of available kits. His favourite new tool is the Peco static grass spreader, which makes the grass look so realistic.

At the numerous railway modelling shops and events in our region, I enjoy hunting for those small accessories that enhance his 3D artwork further.

009 gauge is an ideal size of model railway to have as it is large enough for details to be seen easily but small enough to fit into a confined space. Our layout is folded up against a wall when not in use.

Bunny Harris,
Binbrook, Lincolnshire



Above: At the end of each modelling session, the beautifully-crafted and evolving layout folds up against the garage wall.

Left: This is just one of the intricate dioramas on Barry and Bunny's new 009 garage layout.

Maintenance trolley restored at Severn Valley Railway

In Memories of the East Kent Light Railway by Peter Harding (ISBN 978-0-9523458-2-X) are four photographs of 13hp BR maintenance trolley No. 7, powered by a 1300cc JAP petrol engine, that were taken in 1951. A very similar trolley dating from 1934 was restored

at the Severn Valley Railway (see <http://www.highleystation.co.uk/wickham.htm>).

Although the friction drive allowed forward and reverse running, the vehicle is effectively single-ended, having one wooden end with windows and canvas side curtains.

The East Kent was in a very open and windswept part of the county and running open-end first on anything other than a summer's day would have been extremely disagreeable.

A small, dismantlable turntable is part of the kit carried on board which

would allow for the trolley to be turned for the return journey.

The rails were stowed on one footboard beside the longitudinal seat and the pivot and stretcher assembly carried on hooks across the open end.

The lack of built-in stowage suggests that the turntable was not

intended to be taken on the trolley, and this might be a local adaptation.

One photograph shows the trolley being put away on its turntable with the right-angle track into the shed butting up to the running line.

Emma Keir,
Email

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Bringing your layout to life

Train-Tech – where imagination has no bounds!

RMM looks at Train-Tech's ever-evolving range of lighting, signalling, sound and other products.

TRAIN-TECH, WHICH GREW from the 1981 family-run DCP Microdevelopments, and designs and produces a growing range of signalling, control, lighting, sound and other modern modelling products, is guided by the conviction that technology should make life better and easier rather than more complicated – a conviction that perhaps the many modellers who still remain afraid to embrace it should also take to heart.

All research, design and technical support originates from its Norfolk headquarters, with most of the custom components such as mouldings and circuit boards being made at plants in Britain, and then assembled in Norfolk and Cambridgeshire before they are tested, packed and distributed from the Norfolk warehouse to destinations all over the world.

"After being established by my father and me, DCP Microdevelopments specialised in control and science data acquisition products for use in education for the first 30 years," said director David Palmer, "and in that time we sold more than 50,000 data loggers and 100,000 sensors around the globe."

"In 2010, with a global recession, the education market started to become particularly tough, so for the first time in my career I had to think about diversifying the business so that we could keep everyone employed. As model

railways had always been a hobby, and my father-in-law was also keen, we thought we would put a modest range together and launched it at the Alexandra Palace Exhibition in March 2012."

Since then, Train-Tech has built up the range to well over 200 products, variations of which have now won three Innovation of the Year awards, the most recent earlier this year for the 'Smart Screen' animated message board.

One glance through Train-Tech's outstandingly well-detailed, full-colour catalogue of model railway products will have all but the most deeply committed technophobes licking their lips in anticipation of what they could do for their own layouts.

Fitting Train-Tech's OO/HO-scale automatic colour-light signalling, with an infra-red sensor built into every signal to detect any train and thus rule out the need for circuit boards, is as simple as ABC. By simply clipping or wiring the signal into your track for fully automated two, three or four-aspect signalling, you can mimic today's main-line signalling to your heart's content – and better still, they can be powered from both analogue DC and digital DCC.

The catalogue doesn't just list the very wide range of signalling equipment, including an SC3 dual Dapol semaphore signal DCC controller designed specifically to control one or two Dapol N or OO-scale semaphore



Train-Tech's Sound Track recorder (SR1 Sound Track, £69) is seen in use at the North Norfolk Railway. The recorder enables modellers to record their own sounds, take them home and replay them automatically on their layouts.

signals, but also explains in great detail how they work and how to fit them, along with the code number and price for every single item.

Easy-to-fit DCC point controllers allow the control of points and uncouplers at

a touch. All the modeller has to do is connect two wires to nearby DCC rails while screw terminals connect three wires to any standard point motor (Peco, Hornby etc.). Once again, the process is explained in detail. Apart from colour-light

signalling, Train-Tech's development of other lifelike lighting effects has been rapid, the latest sensation being the miniaturised smart screens for stations, motorways and roadsides, trains and coaches which have become a part of

everyday life – and of course you can fully customise your own screen messages. The small modules have everything built inside, so the modeller needs only connect two wires to DC or DCC power to make them come alive.

Train-Tech's Smart Lights lighting effects, embracing everything from the blue flashing lights of emergency vehicles to bright white arc-welding flashes (followed by a slowly dimming red glow from the weld cooling down), can be used to make a layout really come to life.

There are also real fire effects with flickering shades of amber and yellow flames mixed with the red embers of a real fire; TV simulators that fit inside model houses or shops and look just like a TV with multiple colours and flickering; and even party or disco lights that use a mixture of lighting colours and flashes to simulate a party or disco in a house, night club, pub and so on.



The award-winning Smart Screens can be customised to the modeller's own choice, giving yet more reality to modern station scenes.



One of the many varieties of colour-light signals is seen here, along with a set of buffer-stop lights.



With animated information displays becoming part of everyday life, even on-board Smart Screens can be utilised.



S Stock rail sparks are another great possibility.



Fitting Train-Tech coach-lighting strips requires just the temporary removal of the roof. Note also the carriage's tail-light.



Another type of colour-light signal and rear-lit brake van are seen in this photo.

They really let the imagination rip, and the catalogue even tells how modellers can make a barbecue by taking one of the small metal casings that hold rubbers at the bottom of pencils, filling the case with cotton wool and mounting a fire effect Smart Light at the top!

Traffic lights, barrier crossing lights, home and shop lighting and even random lighting that turns on and off to simulate the similar activity in various rooms of houses and other buildings are also available.

Train-Tech's AL automatic lighting effects for trains involve the fitting of a tiny module to brake van, carriage and locomotive models. No switch is involved, because the modules incorporate a motion sensor that detects train movement and turns on the lighting automatically.

Various effects, from constant lighting for coaches and headlights to modern flashing tail-lights and flickering flame effects for steam locomotive fireboxes or oil lantern tail lights (which flicker more as the train bumps over the track) make the experience so much more realistic.

After the ever-changing signalling, smart screens, emergency vehicle and other lighting effects, the application of sound will complete the picture of absolute reality. Sound Track is Train-Tech's easy-to-use portable sound recorder that enables modellers to record their own sounds, take them home and replay them automatically on their layouts.

The recorder has four separate



Flashing blue lights for emergency services vehicles (SL30 Emergency Vehicle, £15) are always a popular choice.



The barriers are down, and the red crossing lights are animated.

sound tracks, each of which can be replayed either by a controller command, touch of a button or triggered by a track sensor when a train reaches a particular place. This means that a whistle can be sounded on the approach to a 'whistle' sign, or a station announcement made when the train comes into a platform.

The Sound Track recorder is so easy to use, with just three buttons to select the track,

record and play back. It can be battery-powered for recording and playing back the sounds on location, then, when back home, connected up and your sounds controlled by switches, sensors or DCC commands.

For more information about Train-Tech's products, visit www.train-tech.com or phone 01953 457800. Products can also be bought from the www.dccexpress.com webshop.



Using a mixture of lighting colours and flashes, model buildings can really come to life to simulate a party with the £15 SL10 Party/Disco Lights. Painting the floor in bold colour squares can make it look as if it's really moving!

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JAN 12 - GUILDFORD - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, **GU2 7AD**. Sunday 10-5. WWW.ASTOLATMRC.CO.UK

JAN 18/19 - CALNE Model Railway Show, The Beversbrook Sports Facility, Beversbrook Road, Calne, Wiltshire, **SN11 9FL**. Sat 10 - 5, Sun 10 - 4.30. ****NOTE CHANGE OF VENUE****

JAN 19 - BOLTON - IPMS SCALE MODEL SHOW, The Premier Suite, University of Bolton Stadium, De Havilland Way, Bolton **BL6 6SF**. Sunday 10 - 4pm.

JAN 25/26 - KENDAL Model Railway Exhibition, Kendal Leisure Centre, Burton Road, Kendal, Cumbria, **LA9 7HX**. Sat 10 - 5. Sun 10-4.30

JAN 26 - BRISTOL 0 Gauge Group Model Railway Exhibition, The University of the West of England, UWE Exhibition and Conference Centre, Filton Road, Bristol, **BS34 8QZ**. Sun 10 - 4. (Follow signs for North Entrance) ****FREE on-site Parking****

FEB 1/2 - ALTON - FebEx 2019 Alton Model Railway Group Exhibition Eggars School, Anstey Road, Alton, Hants, GU34 4EQ. Saturday 10.30 - 5. Sunday 10.30 - 4.00.

FEB 15 - TONBRIDGE Model Railway Exhibition, Angel Centre, Tonbridge, Kent, **TN9 1SF** 10-5 www.tonbridgemrc.com, Less than 5 minutes walk from Tonbridge Railway Station.

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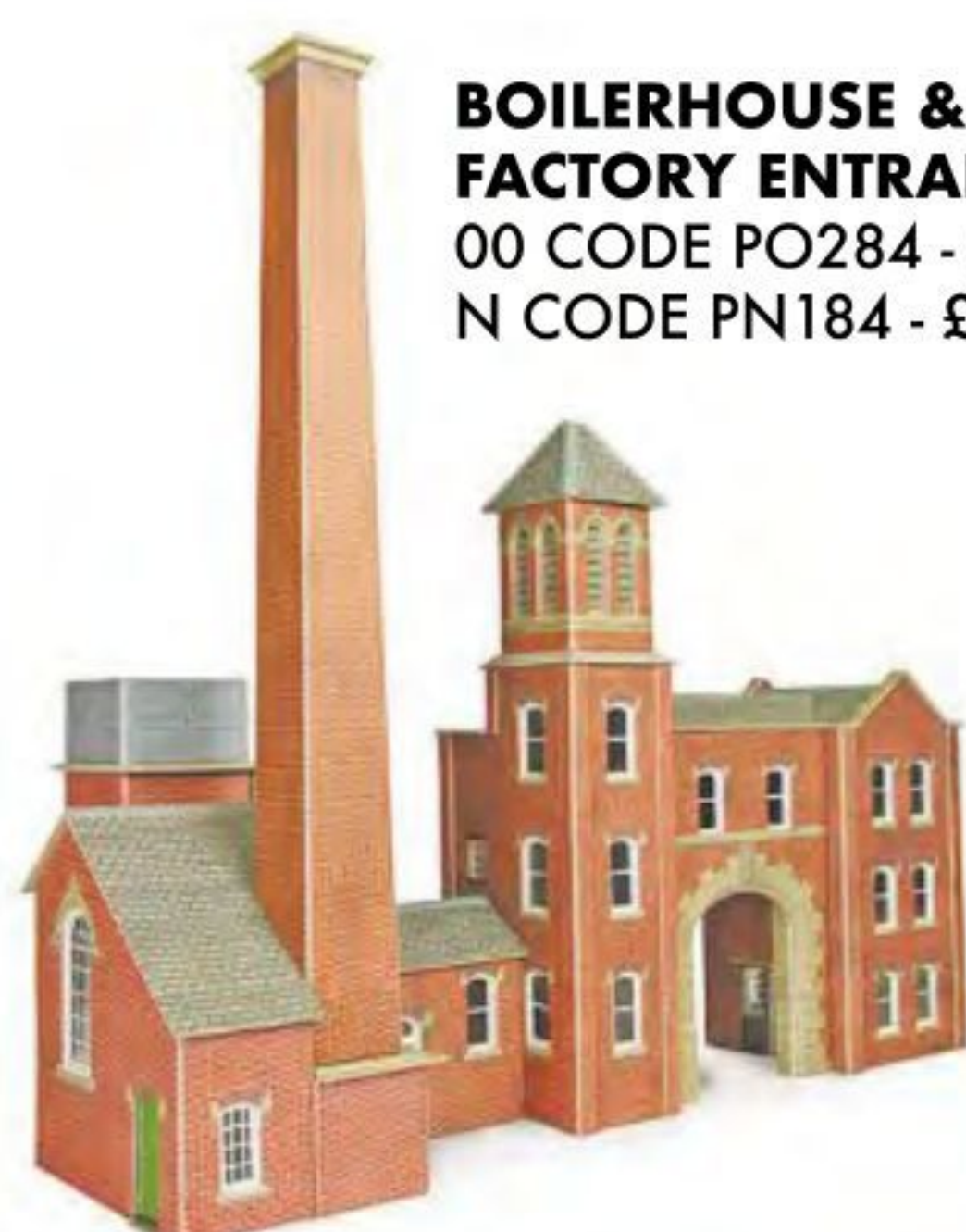


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What's *in the* shops



The model retains all of the original features of the Lima model, including large tension lock couplings.

Hornby re-releases the Mk.1 GUV

The former OO-gauge Lima Mk.1 General Utility Van (GUV), which became part of the Hornby range when it acquired the Lima business in late 2004, has reappeared decorated in BR maroon. **Nigel Burkin** takes a look.

THE LATEST LIVERY TO BE APPLIED to the former Lima 'OO' gauge GUV model by Hornby is lined BR maroon with the number W86468 (R4936) providing an early-condition version of the model. It remains very much the same as when produced by Lima, except that the livery finishes are now generally better researched and applied.

Despite its age, the model remains highly regarded, and even today offers a great deal of modelling opportunities including detailing, repainting projects and some conversions.

Body shell

The construction of the body shell is the same, with a removable roof with integrally moulded and undersize roof shell vents. The body moulding

is finely detailed with fine side grille detail below the window line and crisp double-leaf door details including the external hinges, door stops and handles. End loading door detail is also well represented with neatly moulded strapping and bolt head detailing.

By today's standards, the level of detail applied to the body shell moulding is good, and helps the model capture the character of the slab-sided Mk.1 GUVs well.

Glazing is not flush with the sides as would be seen on the full-sized GUVs. Safety bars are moulded on the reverse side of the windows which can be fitted with hand-made glazing and wire window bars. Fortunately, the window frames are moulded as part of the body and not the glazing inserts, making a re-glaze project relatively simple to complete.

Underframe and bogies

A separate floor is clipped into the body shell, which has a very neatly moulded set of trussing fitted to it. Underframe detail includes vacuum brake cylinders, separate dynamo moulding of the correct pattern, brake wheels and battery boxes. The detail is correct for an 'as built' GUV and matches the early condition livery well.

Bogies are Lima's interpretation of B1 bogies, and have retained the large tension lock couplings, being moulded as part of the bogie frames. No NEM coupling pockets have been fitted to the model, yet there is room behind the headstocks for a close coupling mechanism such as the Kean system.

Hornby has fitted undersize three-hole disc wheels which would have to be replaced with 14mm coach disc wheels to be correct – B1 bogies would have been fitted with larger coach disc wheels. They have 25mm long axles to fit the narrower bogie frames, making conversion to closer-to-scale gauges difficult unless the bogies are replaced with etched frames.

Livery and finishing

A nice dull shade of BR maroon is applied to the body shell, with pin-sharp lining above and below the window line which is opaque and of a consistent width. Lettering of the data panel is also accurately researched and nicely printed, the lettering being legible. The roof is finished in the correct grey shade for BR maroon livery, and small details including door handles are picked out in unpainted metal.

The former Lima GUV is not a bad model by today's standards except for the bogies. It remains a good source of conversion and repainting material for experienced modellers and the slightly narrow bogies are fine for operation on an OO-gauge layout. The oversize couplings do detract from the model's overall appearance, and while some modellers might consider the £36.99 price tag a little steep for an unaltered model from the Lima range, retailer discounting should bring the price down to a more reasonable level.

MODEL DETAILS: BR Mk.1 General Utility Van.

Manufacturer:
Hornby Hobbies Ltd.

Scale:
4mm (1:76) scale, OO gauge.

Era:
1957-1980s.

Web:
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Suggested retail price:
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FEATURES OF THE MODEL

- Neatly applied BR maroon livery.
- Incorrect 12mm diameter three-hole disc wheels.
- Neatly detailed underframe with separate trussing.
- Fine bodysheet detailing.
- Window bars moulded as part of the glazing inserts.
- Pin-sharp livery lining.
- Original tension lock couplings retained
- Original B1 bogie mouldings.



The body moulding features some fine tooling for the doors, hinges, hand rails and side ventilators which is as good as on some of today's models.

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Model review of the year

Top model choices from 2019

Making a choice from the diverse range of models released during 2019, all of which were produced to a high standard, is not an easy task, but **Nigel Burkin** rises to the challenge to make his own top picks for 2019. We begin with the steam locomotive models, followed by diesel, electric, rolling stock and a rail head treatment train in the January issue.

TRADITIONAL NORMS IN THE HOBBY are being challenged by the rise of small and emerging manufacturers which are also raising standards in accuracy and technical innovation. During 2019 they grew alongside more traditional manufacturers, with some interesting releases arriving in the shops or being made available through dedicated channels.

Accurascale and Irish Railway Models successfully introduced the concept of runner packs for OO-gauge wagon models with packs of two, three and five models being made the norm, all with individual running numbers and bespoke markings in some cases.

Cavalex showed what can be done with care and enthusiasm with the release of its Redland hopper wagons, the second release of which is imminent.

O gauge continues to grow in popularity, and manufacturer support is keeping pace, with Dapol and Heljan producing some exemplary models at attractive prices. From exquisite steam locomotives to rolling stock, both companies have models in the 2019 top picks.

As we went to press, Dapol released its O-scale lower quadrant signals which would be included in the cut for 2019 for layout accessories (see page 45).

Technological developments are also being advanced, with ever-more-sophisticated electronics being built into models for lighting effects, digital sound

and control. The Bachmann OO-gauge Class 90 stands out, with its dedicated decoder for operation of the pantograph and advanced locomotive lighting. Dapol's N-gauge Class 50 has electronics for advanced lighting effects when fitted with the appropriate NEXT18 decoder.

Its Version 2 OO-gauge Class 73 also featured more advanced lighting circuitry for cab and running lights, exploring what can be done with multiple-pole plug and play decoders and circuit board switching.

Rolling stock is increasing steadily in price, with a single OO-gauge coach priced between £35 and £75 and wagons typically £30 to £55 each, which could be a factor in pushing some modellers towards O gauge when the cost of the O-gauge Dapol HAA wagon came in at £55 and its new 9ft wheelbase salt wagons were priced at £50, with other models based on the same underframe being attractively priced.

Hornby has been one of the most prolific manufacturers in 2019, with a host of new coaches for GWR and BR modellers including the Collett GWR main line stock reviewed in this issue alongside the Maunsell suburban coaches and BR Mk.2f stock.

Its 2019 release programme is far from complete, but the delightful Peckett B2 0-6-0ST locomotive arrived in time to make the cut.

Most of the diesel and electric model releases for 2019 consisted of reissues

of the Class 31, HST and Class 60 locomotives, and Hornby won a lot of friends by producing some interesting versions of the Class 66 in various liveries using the former Lima tooling as a basis for the budget models.

Its TTS digital sound package was included in these models and many others, including a DB Schenker Class 60, at competitive prices.

There is no doubt that wallets and payment cards took a little beating this year. The following is the final cut of models that have done much to enrich the hobby and inspire layouts and dioramas.

Some of the models represent progress made in the hobby, while others are included for the simple pleasure they have given.

Here are some of my top steam locomotive choices for the year.

Heljan O-gauge 43XX

In O gauge, the Heljan GWR/BR 43XX class 2-6-0 finished in lined BR green livery romps in with its amazing likeness to the full-sized locomotives.

A masterpiece in injection-moulded plastic, it is detailed to a very high standard including cab backhead and a wealth of detail on the engine itself, and photographing it was a real pleasure. When its £779 price tag is considered for the level of detail and fine running, it is good value for money and difficult to have one built for that price.



One of the more useful accessories is the KPF-Zeller rolling road that was used to test the superb Heljan O-gauge 43XX 2-6-0 locomotive.

Its features include:

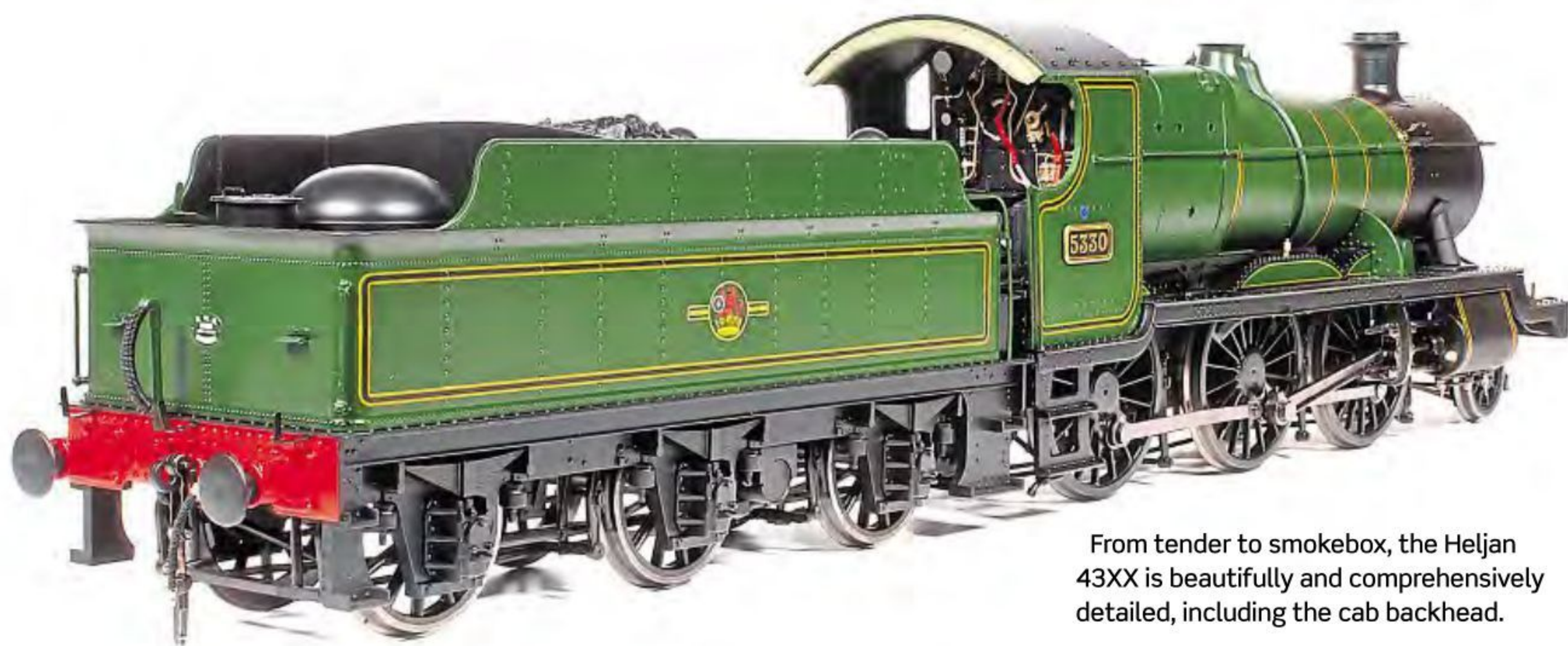
- Finely tooled body shell assembly with subtle detail for rivets and boiler bands.
- A detail-rich moulding for the tender.
- Tender fitted with brake rodding and water chute detail.
- Sprung plastic buffers.
- Separately applied wire hand rails and hand rail knobs.
- Five-pole motor with brass flywheel.
- Designed to accept an ESU Loksound L4.0 digital sound decoder.
- Illuminated firebox with fire glow.
- Detailed cab with separately fitted pipes and controls to the backhead.
- Cab interior details painted with appropriate colours.
- Adjustable sprung screw link couplings and coupling guards.
- Separate footplate to tender fall plate.
- Separately moulded number plate.
- Separate whistle and safety valve detail.

- Brake details fitted in line with the driving wheels.
- Length: 410mm over the buffers.
- Weight fully assembled including tender: 1540g.

Hornby 'Princess Coronation' Pacifics

Hornby is particularly good at large main line steam locomotives, and its 'defrocked' LMS 'Duchesses' made a good impression on the team at RMM. The two review models are a great representation of what the company is capable of.

Both models, blue-liveried BR No. 46225 *Duchess of Gloucester* (R3682) and LMS lined black No. 6241 *City of Edinburgh* (R3681), were featured this year and are reissued models following the successful introduction of the model in 2017, which included a new mechanism which performed well.



From tender to smokebox, the Heljan 43XX is beautifully and comprehensively detailed, including the cab backhead.



Hornby's main line steam locomotive models continue to impress, and its 'defrocked' 'Duchess' Pacifics issued this year will have been welcome additions to LMS/BR transition and BR eras. The brand new 'Princess Royal' locomotives were still to be released at the time of writing.

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Hornby adds to its industrial steam locomotive range by releasing a brand new model of the Peckett B2 0-6-0ST in Portland Cement and National Coal Board liveries.

Model finishing included a great deal of detail painting alongside a host of separate detailing parts which enhances the well-proportioned body and tender of both models.

Their vital details are summarised thus:

- 'Defrocked' condition locomotive with the correct taper in the top of the smokebox.
- Removable coal load in tender.
- Detailed coal chute with coal pusher.
- Sprung metal buffers.
- Five-pole motor fitted to the locomotive.
- Numerous stand-alone fittings including safety valves, whistle and hand rails.
- Smooth running motion at slow speeds.
- Brake shoes on both locomotive and tender are lined up with the wheel tyres.
- Current collection in both locomotive and tender.
- Flanged trailing bogie wheel supplied in the box.
- NEM coupling pocket fitted to the tender.

- Wire hand rails fitted to separate hand rail knobs.
- Detailed and painted cab backhead.
- Eight-pin DCC socket.

Oxford Rail LNER Class N7 0-6-2T tank locomotive

The diversity of manufacturers in British outline model railways has added greatly to the richness of the hobby, and Oxford Rail's contribution is no exception, topped by its new LNER N7 0-6-2T tank locomotive.

The review model was finished in plain unlined black and is delightfully detailed, with a lot of fittings applied to a relatively small model. It represents a Stratford-built locomotive with condensing equipment and air brakes for use on suburban trains – workaday traffics that made up an important part of railway operations.

It has been tooled to incorporate the differences in various Class N7 sub-classes, including Belpaire and round top fire boxes to cover different time periods, liveries and traffics. Die-cast metal was a dominant material in its construction, providing much weight

where it is needed in a small locomotive. Its specification includes:

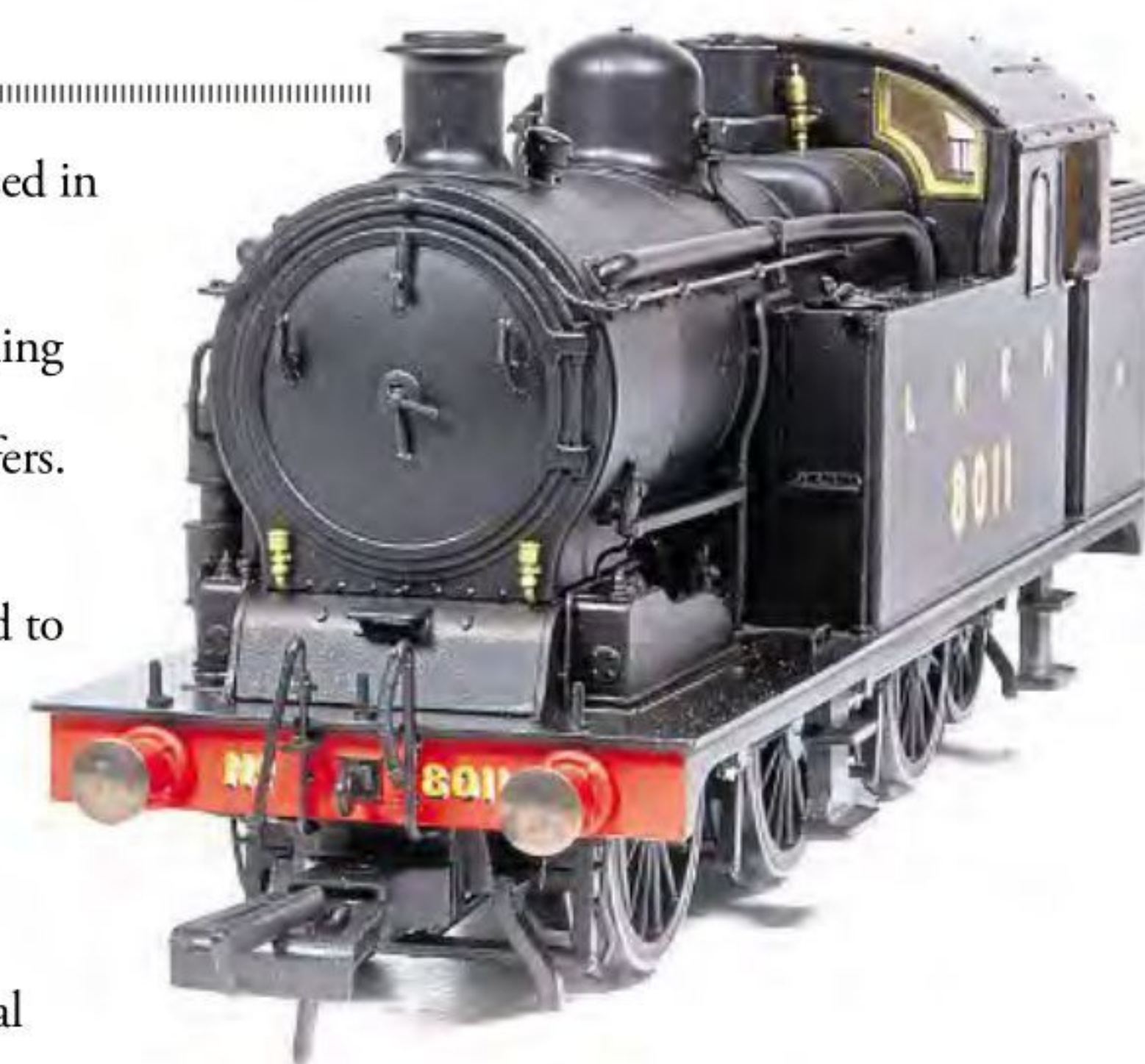
- Main structure composed of die-cast metal.
- Sprung metal buffers.
- Motor located in the boiler.
- Eight-pin DCC interface located in the bunker.
- Current collection through all six driving wheels.
- NEM coupling pockets.
- Separate wire hand rails.
- Representation of detail between the frames at the front of the model.
- Separate whistle and safety valve detail.
- Lamp irons and water tank filler hatch covers fitted separately.
- Detailed cab and back head with separate fittings.
- Flush glazing applied to the cab windows.
- Brake details fitted in line with the driving wheels.
- Length: 140mm over the buffers.
- Weight: 295g.

Hornby Peckett B2 0-6-0ST locomotive

The beauty of industrial shunting engines is that most modellers can find an excuse to own at least one. Hornby has been clever with its choice of liveries, too, with the green *Westminster* perfect for some refinishing and customisation for freelanced industrial railways.

So far, two models have been issued for review, including a model of the locomotive that worked at Ryhope Colliery. Superbly detailed, including some lovely cab fittings and a smooth running mechanism, the Pecketts are well on their way to selling out in many shops at the time of writing.

- A mix of metal and plastic used in the body.
- Die-cast running plate.
- Numerous fine details including whistle and safety valves.
- Unsprung metal-headed buffers.
- Detailed cab backhead and controls.
- Separate brake standard fitted to the cab.
- NEM coupling pockets fitted to the chassis.
- Six-pin DCC interface.
- Flush glazing applied to the cab.
- Wire hand rails fitted to metal hand rail knobs.
- All wheel electrical pick-up.
- Accurately modelled motion.
- Three-pole skew-wound motor.
- Weight: An impressive 180g through the use of a die-cast metal saddle tank.
- Length over buffers: 98mm.



Small locomotives are equally important, and Oxford Rail's lovely but heavy (!) LNER black N7 0-6-2T is highly detailed and an important small tank locomotive for suburban railway modellers.



The Peckett B2 is highly detailed, and in some instances finished in intricate liveries with complex lining. It's the perfect partner to the smaller 0-4-0ST of a couple of years ago and which is set for reissue in several liveries.

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Solutions, not problems

Ian Lamb ponders the future of our railway modelling hobby, and visits Model Railway Solutions of Poole, Dorset, while nearing completion of his walking and cycling exploration of what remains of the former Somerset & Dorset line.

IT WAS ONLY WHILE RESPONDING TO an enquiry by a young man at the London Festival of Railway Modelling who wanted to take up the hobby that I realised how difficult it sometimes can be to always give a positive answer.

Railway modelling is such a vast subject that it's virtually impossible to give a 'one system suits all' approach, and in this instance I managed to whittle down our conversation to the key elements outlined by the enquirer, who now lives in London but spent his childhood fascinated by Indian railways.

With the help of immediate fellow MRC members, I managed to convince him that, being locally based, he should spend time at Keen House talking to as many enthusiasts as possible, viewing various layouts for variety, and take as many trips as he could on preserved lines to experience the ideal atmosphere for his intended layout before making his first model purchase.

Then I suddenly realised that this approach was a major part of *RMM's* philosophy.

In it together

We're all in this together, and unless everyone's needs are met, whether as groups or individuals, we cannot expect the hobby to continue and prosper. Face-to-face contact, along with regular shared experience, can only be achieved locally, so relevant retailers must be on hand.

By coincidence, I was completing a five-year project exploring on foot and by bicycle what remains of the former Somerset & Dorset Railway from Bath to Bournemouth. I had only the section from Blandford Forum to do, so sought the support of long-standing railway friend Dave Coasby, who now lives in the area. Through his links with the Wimbourne Railway Society and retailer Model Railway Solutions of Poole, I have managed not only to complete my railway venture, but also see at how all model railway aspirations can be so easily achieved when all sources are truly linked in a common purpose – and long may it continue!

Exhibition layouts

Two modelling friends – Steve Knight and Martin Forder – established Model Railway Solutions in 2010 to operate the specialist machinery required for producing their flat-pack baseboard kits.

The current, much larger premises on the edge of Bournemouth was located almost two years ago, enabling them to provide full model railway services, and they are well known on the exhibition circuit with layouts 'Horfield', 'New Kensal Green' and location for 'Bournemouth West' featuring the southern terminus of the S&D line.

Expansion of the premises has resulted in Jamie (Steve's son) joining the staff, along with Nick Prior. Truly a 'one-stop shop', additionally offering its own products including locally-sourced



A piece of original track at Sturminster Newton might not encourage the return of the Somerset & Dorset Railway, but ignoring or totally removing one's heritage would surely be vandalism. This memorial garden in place of a former bustling railway conurbation exists to remind residents and future historians of what has been sadly lost, but could yet be modelled. IAN LAMB

back-to-back gauges, self-adhesive cork underlay cut to shape for all popular track and point geometry, electrical items and tools.

Collections are purchased, and a part-exchange service is available, along with the sale of pre-owned items. Mail order, weathering, respraying, DCC decoder fitting and sound installation services are also available. A fully-functioning website with real-time stock control enables those outside the area to order with confidence.

Strong links exist with both Poole and Wimbourne model railway clubs, including a five-year sponsorship of the Poole exhibition.

Steve concluded: "Our goal is to provide a quality environment in

which products are well displayed and where customers can receive the advice they so often require. Why not call by if you're in the area and see what we can offer. We have free parking outside the door, and the kettle is usually on!"

Wimbourne Railway Society has a membership of around 100 of all ages, coming from all occupations and backgrounds, and do their best to have fun. On most club nights you can join the argument about which engines are the best, use the test track, read a book from the society's library or just relax. There is also a video and DVD hire section.

The society tries to be as inclusive as possible, and ladies and younger members are always welcome. Juniors under 18 also have free access to

the clubroom and meetings when accompanied by an adult. Any prospective member is encouraged to visit Wimbourne for up to three times before deciding whether or not to join.

Thursdays are for speakers, presentations or simply to run your new locomotive on the multi-gauge test track while chatting with other members about anything that takes your fancy.

Tuesday evenings are for modellers to work on the Wimbourne Model Railway Society's layouts or maybe preparing for an exhibition. You can put your skills to work or even learn new ones by working alongside more experienced modellers, and 'Wimbourne's' colour-coded control system is quite something!



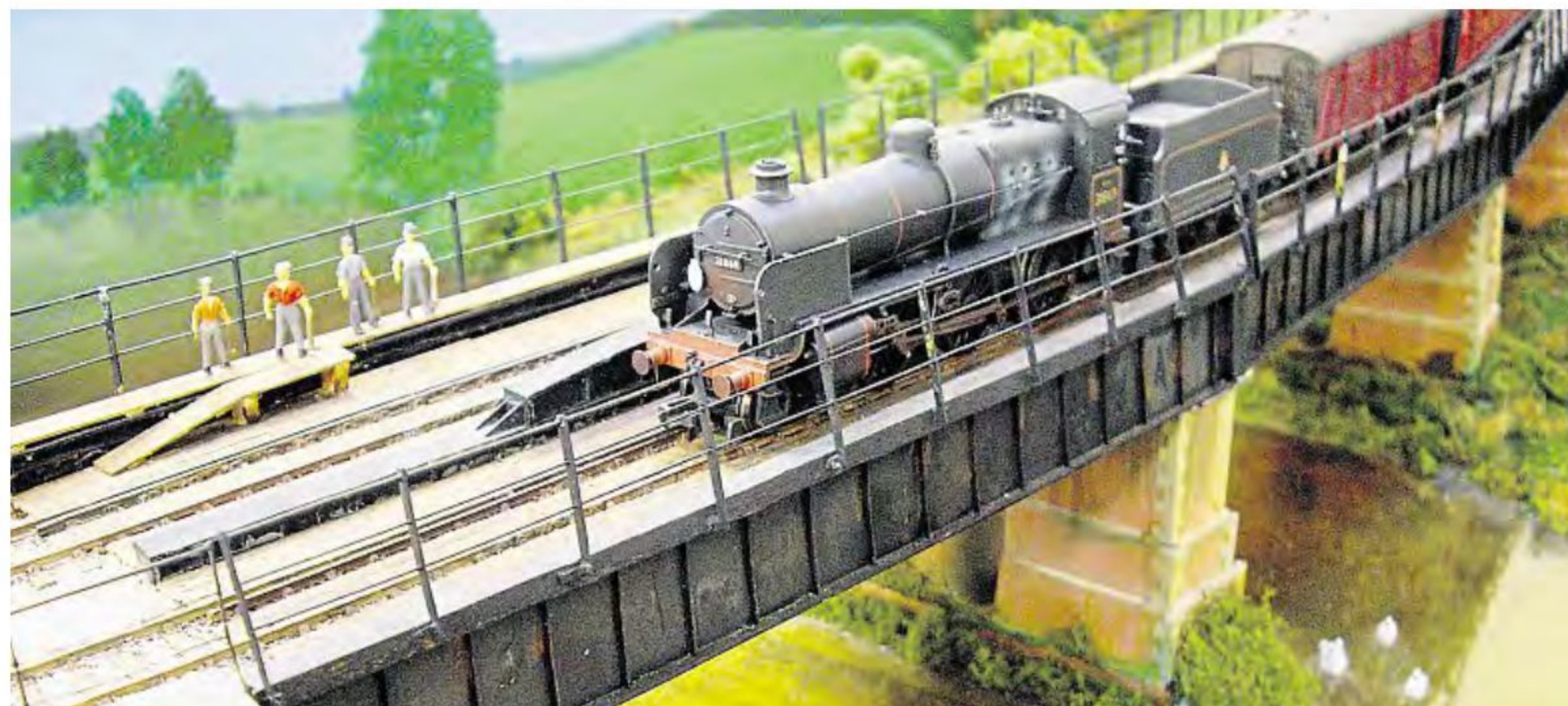
The perennial question is "Which scale, which gauge, which manufacturer?" Steve Knight helps a potential customer to make the right personal purchase. DENNIS LOVETT; COURTESY BACHMANN TIMES.



Flat-pack baseboard kits under construction.



Proof that the society's membership covers all ages can be seen in this group of layout operators who were there when Ian (third from left) visit the clubrooms. DAVE COASBY



The Wimbourne Model Railway Society's main layout, 'Wimbourne', depicted its home town in late BR Southern Region days, with great attention to detail as seen in these two images. The one on the left shows how well the back scene merged with the immediate foreground, while the view on the right captures real scenes of permanent way staff on the viaduct, and swans on the river presentation. DAVE COASBY



Steady progress has been made at Midsomer Norton station since the writer's first visit, with track now laid near the entrance of Chilcompton Tunnel.



Bournemouth West in early British Railways days. PHOTOGRAPHER UNKNOWN.

As shown in Sturminster Newton – and plenty of other places throughout Britain – it is good to record a moment in time in the landscape.

Whether or not your interest is in exploring old railways, walking, taking a nostalgic trip into the past or developing your modelling skills, a local club and supporting model shop are essential for success. Here in sunny Dorset they have it all. Much of the former S&D Railway track is there to be walked or cycled on, and heritage experiences at Midsomer Norton and Shillingstone are also worth a visit.

Vast knowledge

The Wimbourne Model Railway Society has vast modelling knowledge, and Poole's Model Railway Solutions will provide you with the proverbial 'needle to an anchor' as far as model railways are concerned. What more could you want?

I'll certainly make at least one more trip to

complete my walk/cycle to the one-time terminal station at Bournemouth West.

Alas, most of the route is now simply impossible due to urbanisation, and in some instances it's difficult to locate any trace of where the railway once ran. Bath Green Park may well be just be a car park, but at least the primary infrastructure of the former S&D northern terminus is magnificently preserved. As far as 'Bournemouth West' is concerned, there may no longer be any physical site to seek, but no doubt many past images exist.

Thanks to superb modellers like Roger Sunderland, Dave Bayman and friends, a very accurate and stunning exhibition layout has been created which was seen at 'The Great Electric Train Show' in October. When I walk my way through today's Bournemouth to complete my project, these craftsmen have ensured that a one-time scene will never be forgotten.



It's easy to imagine from this image of 'Bournemouth West' the build-up of excitement as the 'Pines Express' of the day starts its journey towards the distant Mendip Hills, Bath and the industrial north. DAVE COASBY



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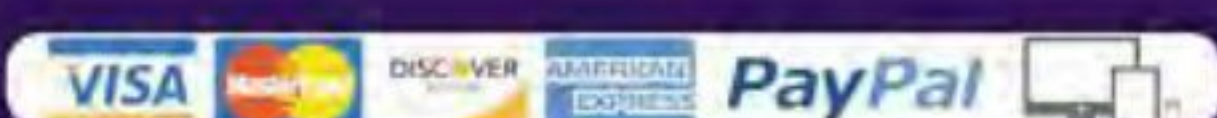
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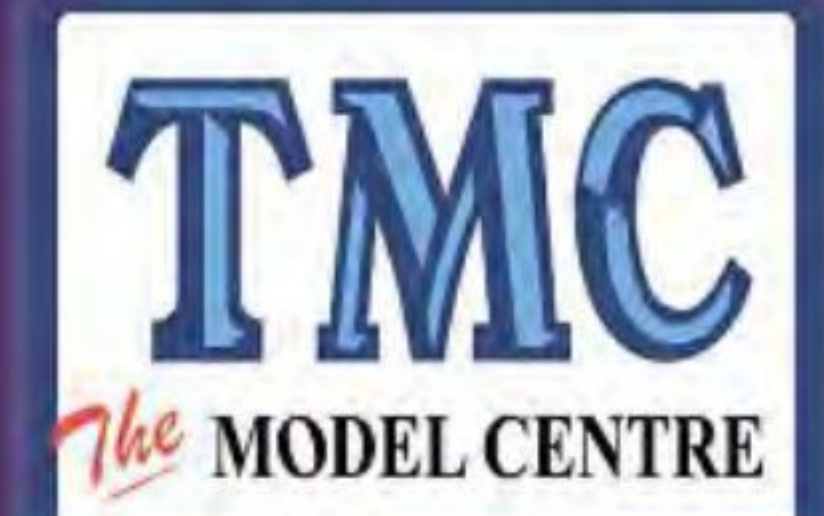


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O-Scale corner *by Barry Allen*

Constructing a road bridge adds interest and height

ONE END OF MY GREAT EASTERN loco shed layout features a long road bridge comprising a short girder section and a long lattice structure. The bridge spans the single line leading to the shed, with the track dropping below the baseboard directly beneath it.

An engine climbs the incline to the shed, adding to the interest. Construction involved lowering that section of the baseboard by using a jig saw, and it will provide quite a challenge when the layout is in operation.

Invertrain supplied the girder sides, and Skytrex the lattice bridge. The lattice sides

did require a bit of work removing flash, which happens with many resin models these days, but once this had been done, the bridge certainly looked the part.

For lightness, the rest of the bridge structure was made from balsa, clad with Slater's dressed stone and duly painted. I constructed the entire bridge to the width of the lattice structure, adding pavements on each side and so somewhat narrowing it. The scene was enhanced by a couple of 1930s-era Oxford model cars, various figures and a little of the horse manure that was omnipresent back then.

I was a little out on the 90% angle of the sides supporting the girder bridge, so had to hide my mistake (we all make them!) by using dark green foliage to represent ivy on the uprights, and fortunately this is not really noticeable. I confess that the girder bridge aperture is a little narrow, but it fits nicely into the 2ft x 5ft baseboard. I also incorporated a lot of greenery in front of the bridge, located beside a church.

Two tracks sit on the baseboard below the latticed structure. One is the single track running line, and the other leads up to the coaling point. There was also enough room for a road leading to the small coal yard, consisting of a point and siding, adjacent to the running line, and adding the line allows a small goods or local passenger train to be featured for yet more interest.

I put the running track at the front of the layout, allowing the use of an



An old lady is stooped against the wind as two 1930s-era cars pass by. The 'EMU' on one of the enamel advertising signs has nothing to do with electric rail traction, by the way. It was the brand name for an Australian wine of the day!



Well-painted Slater's dressed stone surrounding the balsa supports and some imaginatively applied greenery weather the bridge amazingly well.



The same technique has been applied to the walls separating the tracks.



The old maroon car passes over a pile of 'dobby-horse muck' which many residents would shovel into wheelbarrows for their back gardens!



An appropriately positioned post box adds to the interest – and how many modellers think of adding the litter as well?

extra baseboard if required, but for the moment I'll just stick to the shed!

Since Pete's visit to take the photos, more detail has been added in many areas. The track is now ballasted, with the running line using Woodland coarse stone

ballast and the rest using smokebox char. No wiring has yet been done, and I still have to add track colour and paint the rails, so there's still plenty to do!

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Busy weekend for Caistor Model Railway Show

Dedicated to the memory of Ian Coo, whose passing was the first of a club member in almost 25 years, the Caistor Model Railway Show on October 26-27 turned out to be one of the busiest in recent years

THE TOWN HALL VENUE WAS PACKED from the moment the doors opened, and by Sunday afternoon even the food in the kitchen, where members had been serving up bacon rolls, hot drinks and other snacks without a break, almost ran out!

Traders including Booklaw, Caistor Loco and Elaine's Trains had a great weekend, and Grimsby-born railway author Paul King was there to sign his books about The Railways of North East Lincolnshire (see Book Reviews on page 31).

Visitors found a carefully chosen variety of layouts large and small, in various gauges, including Hull Miniature Railway Society's 00-scale 'Driffield', a time capsule in which the area around the East Yorkshire market town's railway station has been faithfully re-created to depict the steam/diesel crossover period – and one of the operators, Arthur, was celebrating his 91st birthday!

From Ian Johnson's P4-gauge 'Tredethy Wharf', inspired by the former goods-only Wenfordbridge branch of the Bodmin & Wadebridge Railway, to Hull Model Railway Club's 009-gauge 'High Stamley' (Paul Windle), depicting a branch line in its final days of operation from Stamley station to a quarry in the hills above, there was something for every visitor to ponder over.

Different again was Sleaford Model Railway Club's 00-scale 'Operation Bolero' (Eddie King), based around a small goods yard at a secret Midlands location where wagons and other military equipment was being loaded in preparation for the D-Day landings, and much thought had also gone into Martin Lichfield's O-scale 'Crompton Road Stabling Point', based somewhere in the north of England in the Rail Blue period, with locomotives laying over and refuelling in preparation for their next duties.

Another great layout for modern traction fans was the N-scale 'Millfield Yard' (Pauline McKenna), set around London in the period between 1990 and privatisation, with a dazzling selection of freight loco liveries at the lower level and an upper level allowing mainly third-rail passenger operation.

Based loosely on the present-day Colton Junction, to the south-west of York where the East Coast Main Line meets that between York and Leeds, the 00-scale 'Appleton Junction' (Pete Brackenbury) supposes that mining subsidence has meant the junction being moved to Appleton. The 1957-63 era in which the layout is set allows an interesting mix of steam and diesel motive power.



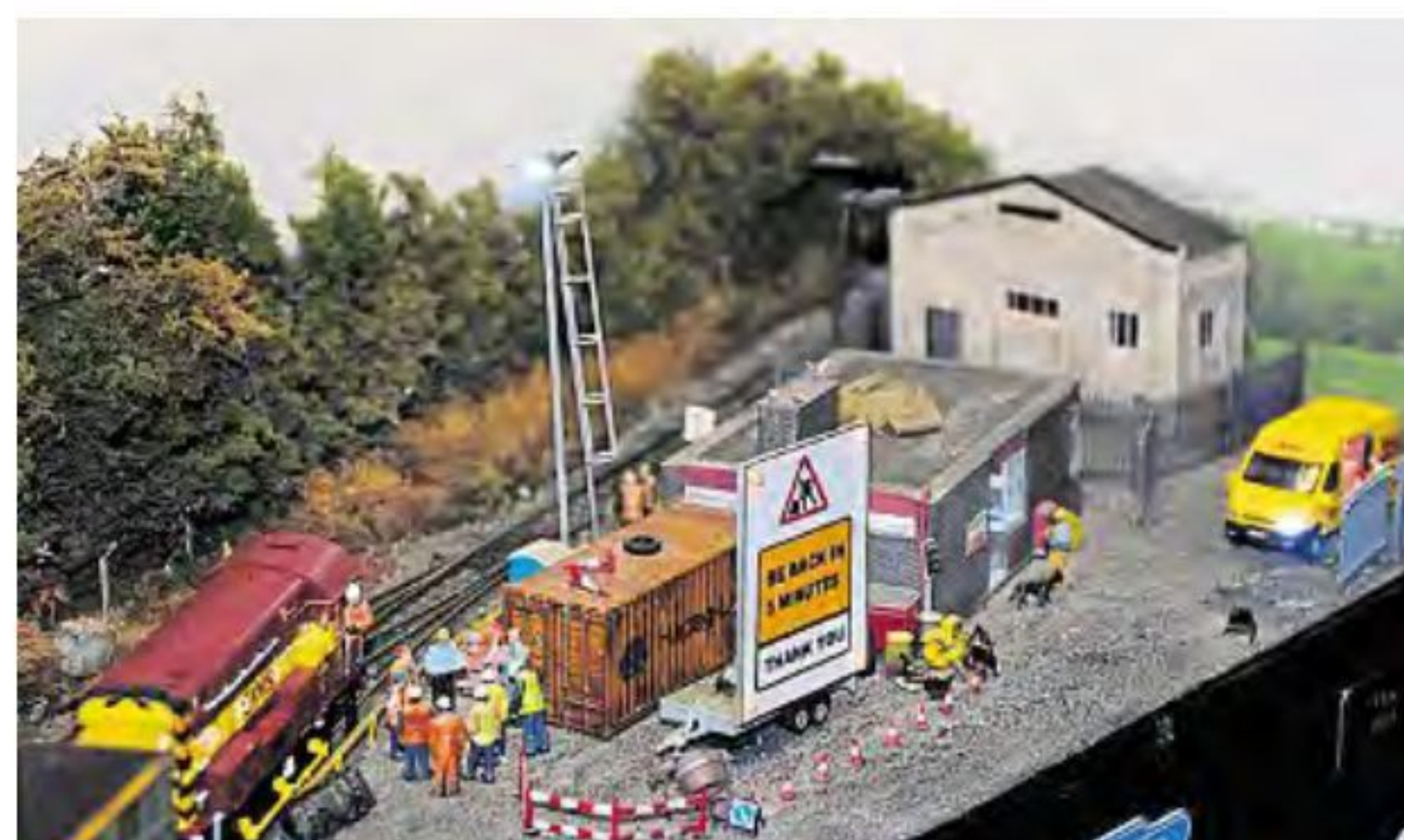
This was the scene in Caistor Town Hall on the afternoon of Sunday, October 27. Photos by David Hammonds.

Set around Breydon Water and the surrounding marshes, the 00-scale 'Breydon', an imaginary small community branch line leaving the main Great Yarmouth line between Breydon Junction and Berney Arms station, was exhibited by Kenneth Bannister.

Much interest was shown in Shaun Holland's 'Entering the Yard', again in 00 scale, a micro layout set in modern times and showing just how much can be fitted into a really small space. Visitors were asked to identify as many animals and other objects as possible

among the scenic dioramas.

In 7mm narrow gauge, the end-to-end 'Mill Lane' layout (Dave Holmes) was based on what might have been the North Holderness Light Railway, with scenic features including a goods and coal yard and an abandoned quarry branch.



Shaun Holland's 00-scale 'Entering the Yard' aroused plenty of interest.



Pauline McKenna's N-scale 'Millfield Yard', set between 1990 and the beginning of privatisation, featured two-level interest, the upper one allowing mainly third-rail passenger operation.



Talking point beside Pete Brackenbury's neat 00-scale 'Appleton Junction'



Martin Austin's N-scale 'Aldergrove' layout depicts a fictional former through station that has become a terminus thanks to the Beeching axe, and is seen in the Rail Blue period.



Up in the hills in Paul Windle's 009-gauge 'High Stamley', exhibited on behalf of Hull MRC.



A pleasant corner of Ian Johnson's P4-gauge 'Tredethy Wharf'.

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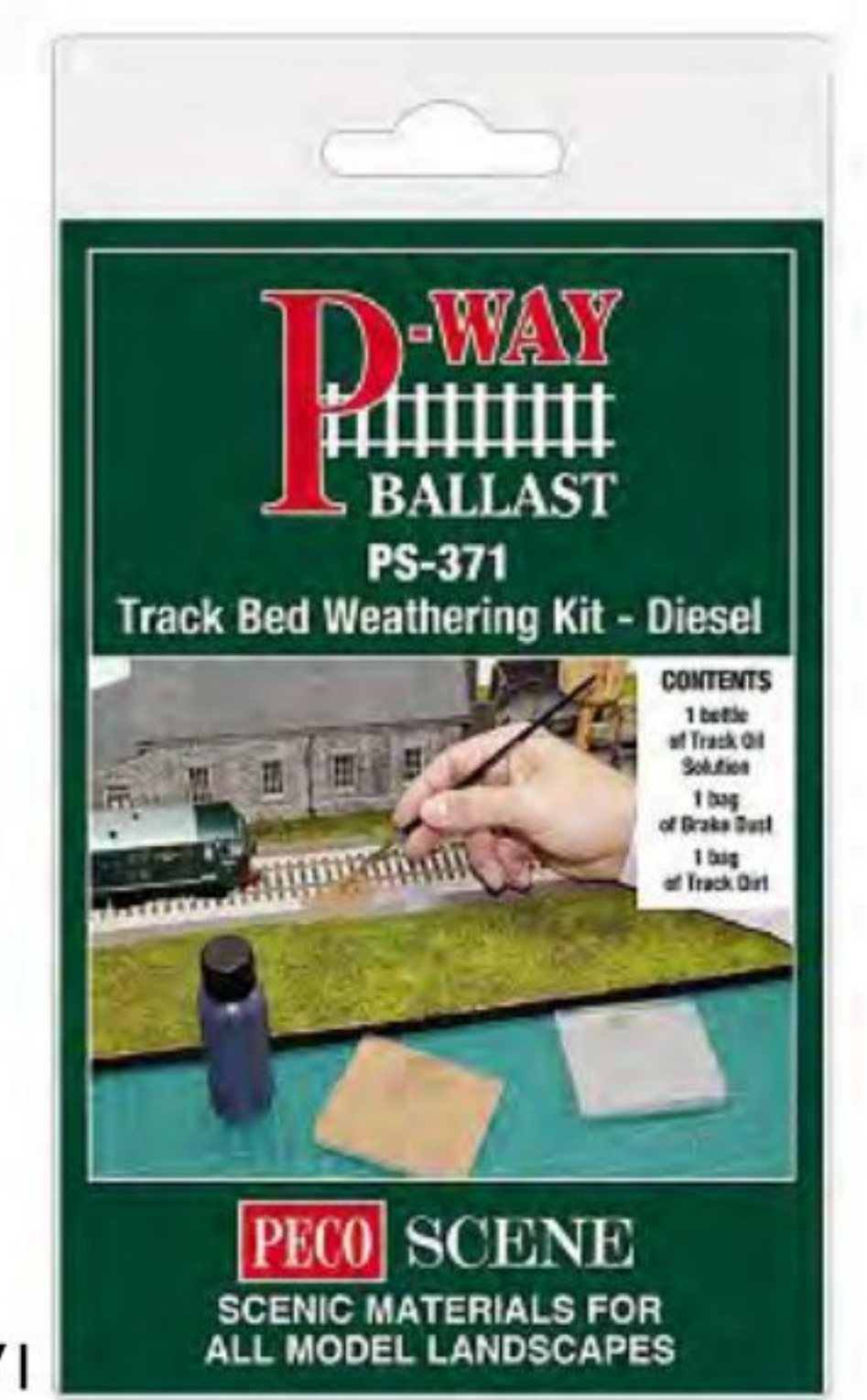
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Book reviews

Land of the lost

Pete Kelly reviews two outstanding books by Paul King looking at the history of the railways of North East Lincolnshire.

Since moving to rural Lincolnshire 18 years ago, I have had more than enough time to lament the virtual elimination of the once-intricate web of railways that once linked towns, villages and holiday resorts throughout the county.

While many of the beautiful Great Northern Railway station buildings remain intact, the lines they once served have long disappeared, axed without mercy following the publication of Dr Richard Beeching's 1963 report 'The Reshaping of British Railways' – but to put everything into perspective, many such closures in the county had occurred years before anyone even knew who Dr Beeching was!

I'd been meaning to review Paul King's two A4-sized glossy paperbacks – The Railways of North East Lincolnshire, Part 1 The Engine Sheds and their Allocations, and Part Two The Stations – for some time, but when I realised he was doing book signing sessions at October's Caistor Model Railway Show in Caistor, I could put off buying them no more.

Printed on thick, high-gloss pages, both 112-page titles are richly illustrated with black and white photographs taking readers back to the times when holiday-making crowds poured from trains arriving at Mablethorpe or Cleethorpes from Nottingham, Sheffield, Doncaster, Leicester, Leeds

and many other places, and when express fish trains and the humble pick-up goods were everyday sights.

Many of the places I drive through, such as Louth, Alford, Mablethorpe, Woodhall Spa, Spilsby, New Bolingbroke, Wragby and Horncastle, have had no railway links for at least half a century, yet Lincolnshire's rural roads are among the most dangerous in the country. That's progress, I suppose!

Wherever I look, the roots of old station buildings and large cleared areas that were once goods yards are still clearly identifiable, but from the all-important modelling point of view, Paul King's immaculately researched titles showing them just as they used to be are invaluable.

If I wanted to model, say, the station at Willoughby, where GNR C12 Atlantic tanks once handled the local passenger trains to Louth via Mablethorpe, a superb succession of photos rolls back the curtain of time and everything becomes crystal clear, from the main canopied platform building and the much smaller one on the other side, the diverging Mablethorpe loop, the lattice-girder footbridge and even the well-kept station gardens. Not only that, but the author has also amassed a collection of old timetables, along with details of many rail excursions, that are invaluable in understanding the rail traffic flows of the day.

THE RAILWAYS OF NORTH EAST LINCOLNSHIRE A CELEBRATION OF STEAM PART ONE THE ENGINE SHEDS AND THEIR ALLOCATIONS



PAUL KING



The same applies to the wonderful old engine sheds of North East Lincolnshire that were rich in Great Northern, Great Central and London & North Eastern Railway locomotive types that served all these purposes, but which have also vanished from the face of the earth.

With very full appendices, Paul carefully lists all North East Lincolnshire depot allocations followed by descriptions of every class of locomotive involved. The shed in the busy market town of Louth, for instance, saw everything from N5 0-6-2Ts to C12 4-4-2Ts, Great Northern D2 and D3 4-4-0s, J52 0-6-0STs and J2 0-6-0s, Great Eastern J69 0-6-0Ts, Great Central D9 4-4-0s, J10 and J11 0-6-0s

and even A5 4-6-2Ts – and if you think that's interesting, Immingham (which has been expertly modelled at the town's civic centre) was one of the biggest and most desirable sheds to visit in the county, with a huge allocation of locomotives of every conceivable type and antiquity – all faithfully listed, of course.

The book about stations includes a seven-page timeline of significant dates in the history of North East Lincolnshire railways, listing all the openings and closures along the way.

Yes, the East Coast Main Line still runs through Lincolnshire, and there are still a few main stations left, but on the whole the second biggest county in England has

THE RAILWAYS OF NORTH EAST LINCOLNSHIRE A CELEBRATION OF THE DAYS OF STEAM PART TWO STATIONS



PAUL KING



become a vast emptiness as far as railways are concerned – and don't forget that Paul King's two books (with a third one about docks, trams, ferries, excursions and freight still to come) cover only one area of the county.

● Each glossy hardback book costs £18.95 and is published by Pyewipe Publications and Paul King, 4 Mersey Way, Grimsby DN37 9DY. The Engine Sheds and Their Allocations (ISBN 978-1-9164603-0-0) has 204 black and white illustrations and diagrams, and The Stations (ISBN 978-1-9164603-1-7) has 326 black and white illustrations and three gracing the cover and inside cover.

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Opening times: 9am-5pm Monday to Saturday

www.scc4dcc.co.uk **01865 730455**

32. Grimy Times

Location: 187 Orford Lane Warrington Cheshire WA2 7BA
Opening times: 10am-5pm (closed Sunday and Monday)

www.grimytimes.co.uk **01925 632209**

33. SAT Model Rail

Location: Unit G5 The Old Granary Hawk Hill Battlesbridge Wickford Essex SS11 7RE
Opening times: Monday Wednesday Thursday Saturday Sunday 10am-5pm
 Tuesday Closed
 Friday 1.30pm-5pm

www.satmodelrail.co.uk **01268 562588**

34. J & J Models

Location: 8 Packhorse Buildings 17 Newgate Street Morpeth Northumberland NE61 1AW
Opening times: Monday-Saturday 9am-5pm

www.jandjmodels.co.uk **01670 503885**

35. Going Loco

Location: 38 Potovens Lane Lofthouse Gate Wakefield West Yorkshire WF3 3JF
Opening times: Monday to Friday 10am-5pm
 Thursday 2pm-7pm Saturday 10am-4pm

www.goinglocomodels.com **01924 824748**

36. Rhuddlan Models

Location: High Street Rhuddlan Denbighshire LL18 2TU
Opening times: Tuesday to Friday 10am-5:30pm
 Saturday 10am-4pm

www.rhuddlanmodels.co.uk **01745 590048**

37. The Goods Yard

Location: Station Lodge Lodge Lane Industrial Estate Tuxford Notts NG22 0NL
Opening times: Wednesday to Saturday 10am-4pm

www.thegoodsyard.co.uk **07930 557601**

38. Colletts Models

Location: 20 Albion St Exmouth Devon EX8 1JJ
Opening times: Tuesday to Saturday 9.30am-5pm
 Sunday & Monday closed

www.collettsmodelshop.co.uk **01395 224608**

39. Famous Trains Shop

Location: Famous Trains Model Railway Markeaton Park Derby DE22 3BE
 Park entrance off Derby Ring Rd
Opening times: Every Sat Sun and Monday 11am-4pm

www.famoustrains.org.uk **0781 256 4708**

40. Model Junction

Location: 10 Whiting Street Bury St Edmonds Suffolk IP33 1NX
Opening times: Mon-Sat 9am-5pm Closed Sun

www.model-junction.com **01284 753456**

41. Chasewater Railway The Railway Shop

Location: Chasewater Country Park Brownhills West Station Pool Lane (off the A5) Burntwood Staffs WS8 7NL
Opening times: Wed-Fri 10am-4pm Sat-Sun 10.30am-4pm

www.chasewater railwayshop.com **01543 452 623**

42. Edwinstowe Trains & Things @ Benham

Location: 45 High Street Edwinstowe NG21 9QR
Opening times: Mon-Sat 10.30am-5.30pm
 Closed Sunday

www.benhamonline.com **01623 822302**

43. The Model Centre

Location: Beck Hole Whitby Nth Yorkshire YO22 5LF
Opening times: Monday to Friday 8am-5pm
 Saturday 8am-2pm

www.themodelcentre.com **01947 899125**

44. Sawyer Models

Location: 119 Bradshawgate Leigh Greater Manchester WN7 4ND
Opening times: Mon-Fri 10am-5.30pm
 Saturday 10am-5pm

www.sawyermodels@hotmail.com **01942 202334**

45. Broughton Rail

Location: The Post Office 11 Princes Street Broughton in Furness Cumbria LA20 6HQ
Opening times: Mon-Fri 06.30am-5pm
 Sat 06.30am-2pm Sun 9am-11am

www.broughtonrail.co.uk **01229 716220**

46. The Model Shop Northampton

Location: 230 Wellingborough Rd Northampton NN1 4EJ
Opening times: Mon-Fri 9am-5.30pm
 Sat 9am-5pm Sunday closed

www.modelshop-northants.co.uk **01604 631223**

47. Salisbury Model Centre

Location: 37 Fisherton Street Salisbury Wiltshire SP2 7SU
Opening times: 6 days 9.30am-5pm (3.30pm Wed)

www.salisburymodelcentre.co.uk **01722 334757**

48. The Model Train Centre

Location: Clarks 96-104 Every Street Nelson Lancs BB9 7LS
Opening times: Mon-Sat 9am-5pm

www.themodeltraincentre **01282 601488**



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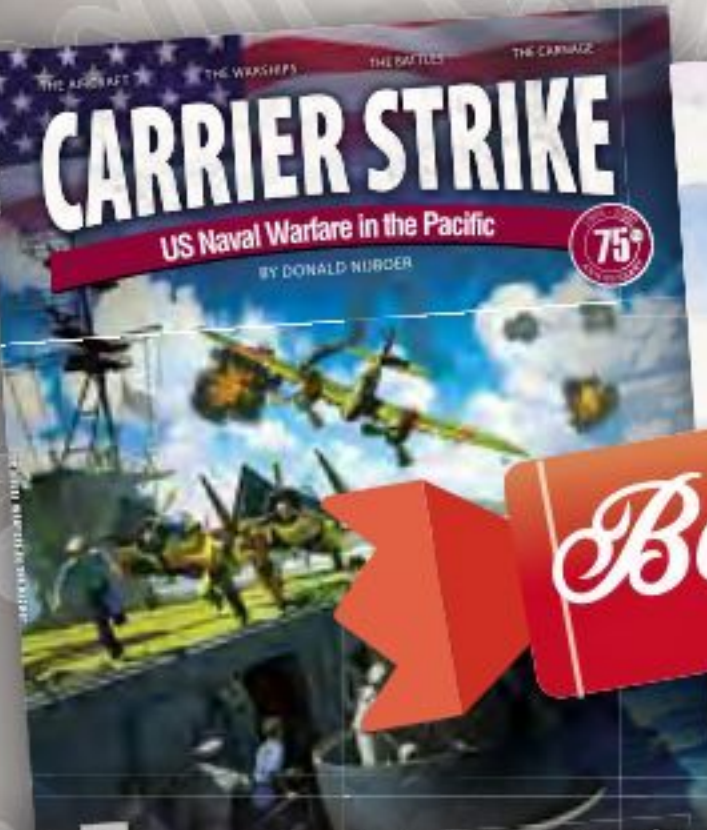


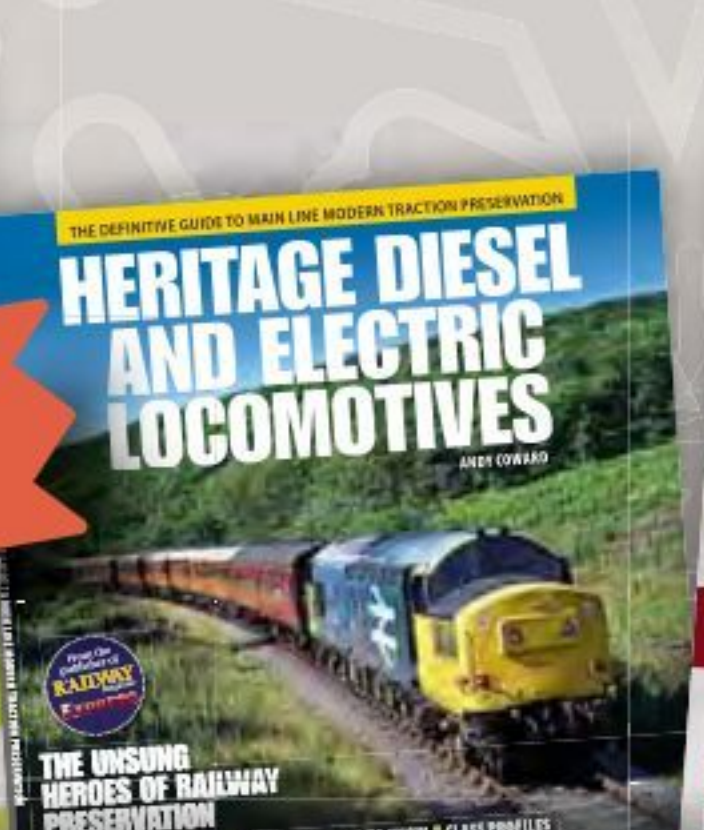

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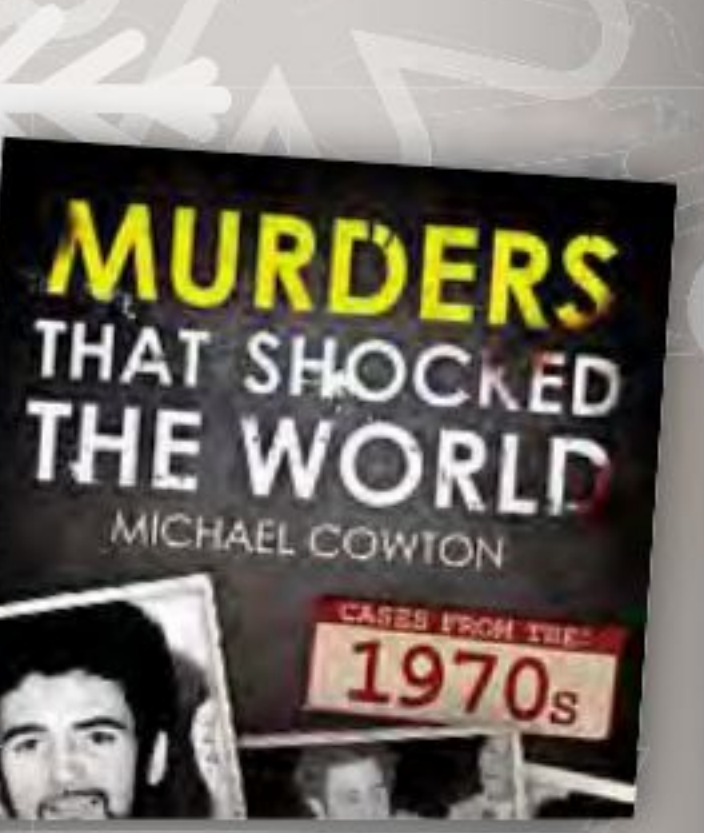
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RM MODELLING LISTINGS December 2019

Compiled by Jon Longman

At RMM we make every attempt to include all diary date listings but due to the increasing popularity and limited space we can no longer guarantee to include all events. Paid-for listings will always be included. Please contact: lyoung@mortons.co.uk

NOVEMBER 21

Illustrated talk on steam trams. Lutterworth Railway Society, United Reformed Church, George Street, Lutterworth LE17 4EF. www.lutterworthrailwaysociety.co.uk

NOVEMBER 23

SRP Toy Fair. North Romford Community Centre, 32 Clockhouse Lane, Collier Row, Romford RM5 3QL. Opening times: 10am-2pm. Prices: adult £2, child free. www.srptoyfairs1.co.uk

NOVEMBER 24

SRP Toy Fair. The Grange, Bepton Road, Midhurst, West Sussex GU29 9HG. Opening times: 10am-2pm. Prices: adult £2, child: free. www.srptoyfairs1.co.uk

NOVEMBER 26

Amersham Classic Model Train Show. St John's Methodist Church Hall, 60 Woodside Road, Amersham, Bucks. Opening times: 10am-4.30pm. Prices: adult £4, child £2, family £10.

SRP Toy Fair. Angel Centre, Angel Lane, Tonbridge, Kent TN9 1SF. Opening times: 10am-2pm. Prices: adults £2, child free. www.srptoyfairs1.co.uk

NOVEMBER 30

SRP Toy Fair. Hawkinge Community Centre, Heron Forstal Avenue, Hawkinge, Kent CT18 7PF. Opening times: 10am-2pm. Prices: adult £2, child free. www.srptoyfairs1.co.uk

Rainhill Model Railway Club — Christmas

Model Railway Show. Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU. Opening times: 10am-5pm. Prices: adult £3.50, child £4 (includes a visit to and a gift from Santa). www.rainhillmrc.co.uk

DECEMBER 1

Gainsborough Model Railway Society. Florence Terrace, Gainsborough, Lincs DN21 1BE. Opening times: 1.30-6pm. Prices: adult £4, concession £3, child £3, family £10. www.gainsboroughmodelrailway.co.uk

Southampton Toy Fair.

Blighmont Barracks, Millbrook Road West, Southampton SO15 0AJ. Opening times: 10am-2pm (last entry 1.30pm). Prices: adult £1, child under 12 free. www.facebook.com/events/379745642734195/

SRP Toy Fair. Langham Community Centre, School Road, Colchester, CO4 5PA.

Opening times: 10am-2pm. Prices: adult £2, child free. www.srptoyfairs1.co.uk

The Model Railway Club Mini Exhibition Open Day. Keen House, 4 Calshot Street, London N1 9DA. Opening times: 11am-4pm. Prices: adult £3.

Gauge One Vintage Tinsplate Trains Group Christmas Party. Avoncroft Arts Centre, Redditch Road, Bromsgrove, Worcs B60 4JR. Opening times: 10am-5pm.

DECEMBER 5

Illustrated talk on the London Underground. Lutterworth Railway Society, United Reformed Church, George Street, Lutterworth, LE17 4EF. www.lutterworthrailwaysociety.co.uk

DECEMBER 6

Great Eastern Model Railways Annual DCC day. 199 Plumstead Road, Norwich, Norfolk NR1 4AB. Opening times: 9.30am-3pm.

DECEMBER 7

St Paul's Church Model Railway Open Day. St Paul's Church, Vicarage Road, Blackheath, West Midlands BS62 8HX. Opening times: 10am-4pm. Prices: adult £3.50, child £1.50, family £9.

Hayle MRC Christmas

Show. Hayle Day Care Centre, Commercial Road, Hayle, Cornwall TR27 4DE. Opening times: 10am-4.30pm. Prices: adult £2, child £1.

Rhyl and District Model Railway Club Annual

Exhibition. Parish Church and Community Hall, High Street, Prestatyn. Opening times: 10.30am-4pm. Prices: adult £3.50, child £1.50.

Sandown Railway Enthusiasts' Club

Christmas Model Railway Show. Lake Community Centre, New Road, Lake, Sandown, Isle of Wight. Opening times: 10am-4pm. Prices: adult £3, child free.

Cupar & District Model

Railway Club Christmas Show. Castlehill Community Centre, Castlehill, Cupar, Fife. Opening times: 10am-3pm. Prices: adult £2, child £1.

Crawley Signal Box

Preservation Society Open Day. High Street, Crawley, West Sussex. Opening times: 10am-4pm. Prices: donations.

DECEMBER 7-8

Blyth & Tyne Model Railway Society Open Weekend. Redpath House, 40 Saville Street, North Shields. Opening times: 10am-4pm.

Manchester Model

Railway Society Christmas Show. The Barnes Wallace Building, Altrincham Street, Manchester. Opening times: 10am-4pm. Prices: adult £10, child free. www.MMRS.co.uk

National Festival of

Railway Modelling. East of England Event Centre, Alwalton, Peterborough PE2 6XE. Opening times: Saturday 10am-5pm; Sunday 10am-4pm. Prices: adult £10, child £5, family £30.

DECEMBER 8

SRP Toy Fair. Chartham Village Hall, Station Road, Chartham, Kent CT4 7JA. Opening times: 10am-2pm. Prices: adult £2, child free. www.srptoyfairs1.co.uk

Stevenage and District

Model Railway Club Mini Exhibition. Howards Shopping Centre, Howards Gate, Welwyn Garden City. Prices: free event.

Stoke Park Railway

Christmas Event. Stoke Park, London Road, Guildford, Surrey.

DECEMBER 13

Scarborough Railway Society annual meeting and social evening. https://en-gb.facebook.com/scarboroughrailwaysociety/

DECEMBER 14

Heywood Model Railway Group. Unit 3, Park Works, River Street, Heywood, Oldham OL10 4AB. Opening times: 10am-4pm. Prices: admission by donation. www.hmrg.co.uk

DECEMBER 14-15

Sedgemoor Rail Somerset Model railway Show. King Alfred School, Burnham Road, Highbridge TA9 3EE. Opening times: 10am-4pm. Prices: adult £5, family £10. http://www.burnhamanddmrc.co.uk

DECEMBER 15

Bexleyheath Model Rail Show. Bexleyheath Academy, Graham Road, Bexleyheath, Kent DA6 7EG. Opening times: 10am-4pm. Prices: adult £6, concession £5, child £5. www.modelrailwayexhibition.com

Selkent Model Railway

Group — Bexleyheath Model Railway Show. Bexleyheath Academy, Graham Road entrance (behind Asda), Bexleyheath, Kent. Opening times: 10am-4pm. Prices: adult £6, concession £5, child £5, family £15.

DECEMBER 19

Illustrated talk on narrow gauge railways

and tramways.

Lutterworth Railway Society, United Reformed Church, George Street, Lutterworth LE17 4EF. 7.30pm. www.lutterworthrailwaysociety.co.uk

DECEMBER 22

SRP Toy Fair. Crofton Halls, Station Road, Orpington, Kent BR6 8PR. Opening times: 10am-2pm. Prices: adult £2, child free. www.srptoyfairs1.co.uk

DECEMBER 27

SRP Toy Fair. Charmandean Centre, Forest Road, Worthing BN14 9HS. Opening times: 10am-2pm. Prices: adult £2, child free. www.srptoyfairs1.co.uk

Llandudno Transport

Festival. Llandudno Toy & Train Fair. Venue Cymru, The Promenade, Llandudno, Conwy LL30 1BB. Opening times: 10.30am-3.30pm. Prices: adult £2.50, concession £2, accompanied child £1. www.lantransfest.co.uk

DECEMBER 28

Annual Christmas Charity Show (North Wales area group of N Gauge Society). St Michael's Church, Rosemary Lane, Conwy LL32 8HY. Opening times: 10.45am-4pm. Prices: adults £2, accompanied child free

SRP Toy Fair. St Barnabas Church, Sea Road/Cantelupe, Bexhill-on-Sea TN40 1JG. Opening times: 10am-2pm. Prices: adult £2, Child free www.srptoyfairs1.co.uk

Wimborne Railway

Society Open Day. United Reformed Church Hall, Chapel Lane, Wimborne BH21 1PP. Opening times: 10am-4pm. Prices: adults £2.50, accompanied child free. www.wimrail.org.uk

DECEMBER 28-29

Gainsborough Model Railway Society. Florence Terrace, Gainsborough, Lincs DN21 1BE. Opening times: 1.30-6pm. Prices: adult £4, concession £3, child £3, family £10. www.gainsboroughmodelrailway.co.uk

Taunton Model Railway

Group. Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX.

Famous Trains Model

Railway Christmas Event. Markeaton Park, Derby. (nearest postcode for sat nav users is DE22 3BG). Opening times: 11am-4pm. www.famoustrains.org.uk/

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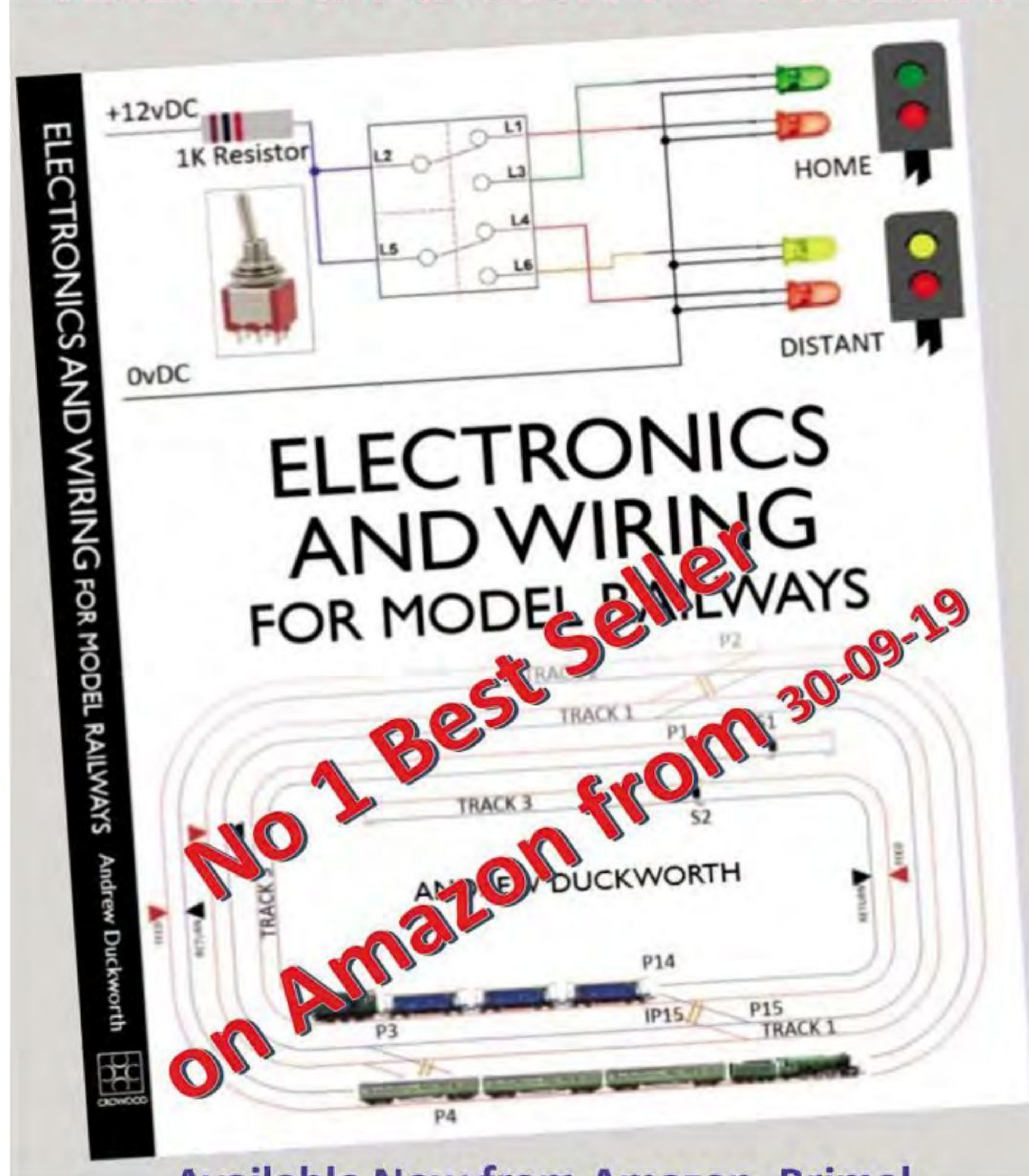
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Model painting and weathering is better done with an airbrush than by hand for an even and thin coverage of paint. The Class 47 projects in this picture were sprayed with the Neo model by Iwata, a great entry-level airbrush suitable for spraying large areas such as the blue body sides on the Class 47 models.

Painting basics part 2: airbrushes

With so many different airbrushes available, which type is best for railway modelling? **Nigel Burkin** investigates.

AIRBRUSHES COME IN ALL SHAPES AND SIZES, yet to a certain degree, each is designed to do a specific job. They have different features, different ways of accepting colour medium, and deliver subtly different results depending on needle and nozzle sizes. So how do you choose an airbrush for railway modelling applications?

For modellers, repainting locomotives and rolling stock is the primary reason for owning an airbrush, followed by the need to apply weathering techniques and painting small details on a layout. Which airbrush suits this purpose? There's no single answer to that question because everyone has a different approach to painting and weathering which demands slightly different things from an airbrush.

My personal preference is for mid-to-higher-end dual-action airbrushes with gravity feed and internal paint to air atomisation. However, choices are personal and not everyone would find my painting station set-up ideal. Some modellers achieve great things from budget airbrushes, and might find the simplicity of external mix airbrushes better than more refined internal mix types.

There are other factors also to consider, some of which are determined by the paints we use in model railway applications.

Making choices

You have to decide what you need from an airbrush (or two if applications vary a great deal). The most important is your level of experience. High-end airbrushes might be too much for a newcomer to model railway painting, yet provide fine spray patterns suitable for N-gauge modelling, fine weathering and detail painting in larger scales. On the other hand, some entry-level airbrushes cope well

with the coarser paints we regularly use, so I'll start with exactly that question.

1. Which type of paints will you need to spray? Primarily, railway modellers use acrylic and enamel-based paints which are relatively coarse compared to artist inks and other media. This precludes airbrushes with very fine needle assemblies. The smaller the needle and nozzle diameter, the finer the spray pattern. However, do you really need a fine spray pattern from needle and nozzle assemblies smaller than 0.35mm? They can be awkward to clean of solvent-based paints and require particular care.

2. What is your budget? Bear in mind you might need a compressor, moisture trap and some safety equipment when allocating scarce funds to setting up a spraying station!

3. Desired performance is an important factor. Most quality airbrushes can spray down to a fine line with practice, including entry-level ones. The Iwata Revolution series is an excellent entry-level airbrush which can spray very fine lines and also works well with detail painting. On the flip-side, a higher-end airbrush might provide more control over an entry-level one for fine painting effects. Furthermore, the level of control is determined by whether the airbrush is single-action or dual-action. This might be a factor when deciding what you want to paint – be it weathering, fine detail or broad stroke repaints of larger models.

4. What are you planning to paint? This comes down to whether you plan to undertake full repaints of ready-to-run models; are involved in kit-building work; plan to do fine weathering work; or wish to complete simple refinishing projects. The choice of airbrush and its needle and nozzle assembly will be a factor in achieving the desired spray pattern and coverage rates for those applications.

5. How good is your air supply? Depending on how much you have spent on a compressor, how



A pair of Type 5 locomotives grace the author's layout, both of which have been re-sprayed using multiple colours using an airbrush. A Sparmax 'MAX4' was used on the Class 60, while the Class 56 was painted with an Iwata Revolution.

powerful it is and whether it has an air-receiving tank, check specifications to see if your choice of airbrush works well at low air pressures.

Airbrushes are also designed for particular applications and skill levels. Experience also has a part to play to achieve the best from them. It's hard to teach someone to spray paint – all one can do is demonstrate use of the equipment and, as in photography, practice will do the rest. So what features should be considered when selecting an airbrush beyond the tip and needle size?

Internal or external mix?

The paint is mixed with the air supply and atomised within the body of the airbrush at the tip but within the cap of the airbrush, providing a very fine level of spray and finer spray patterns that can be brought down to a fine line.

In comparison, external-mix airbrushes do not mix the paint and air within the body. The air flows over the spray tip to atomise paint outside the body of the airbrush. Both types have different applications. Experienced modellers usually prefer internal mix because it delivers a finer spray pattern and provides better control over paint flow.

Single-action airbrush basics

Having made the link between needle and nozzle size and spray pattern, the next consideration is the generic airbrush type. Single-action hobby airbrushes are generally cheaper than dual-action airbrushes and may be supplied with larger needle and nozzle assemblies, being used for more generic spray painting.

Control of air and paint flow are independent of each other. Paint flow is pre-set using a screw fitted at the end



An example of a high-end airbrush with a sufficiently fine spray pattern for fine detailing and weathering is the Iwata Hi-Line HP-BH model.



Another excellent entry-level airbrush used in the author's studio is the dual-action Sparmax MAX4 which is a gravity-feed airbrush with internal mix and a pre-set handle for limiting paint flow. It has a 0.4mm nozzle and needle assembly which delivers some fine spraying patterns.



Iwata's Revolution range has a couple of excellent dual-action mid-range airbrushes which perform well for broad stroke repainting of models and also fine line work. It is an excellent starting point for newcomers to spray painting, with its 0.5mm needle and nozzle assembly more than capable of handling the heavier paints used in railway modelling.

of the airbrush handle which adjusts the position of the needle. The air flow is started by pressing on the trigger but that is all the control one has during painting. To reduce or increase paint flow, spraying must cease to allow the needle position to be adjusted. They are useful airbrushes for long spraying bouts using a single colour applied over a large area. Some modellers also have difficulty with dual-action triggers making this type a better option.

Dual-action airbrush basics

In this type of airbrush, the control of air and paint flow is done together using the trigger. It is pressed to start airflow and then pulled back to withdraw the needle from the nozzle to increase paint flow gradually from nothing to full flow. While the trigger action takes practice for newcomers to get used to, it provides a greater range of control which is particularly useful for weathering and fine painting technique.

The clear benefit of dual-action airbrushes is the greater control over paint flow which can be adjusted instantly

during painting to vary the spray pattern, particularly helpful when applying weathering effects. It also reduces splatter through build-up of paint at the tip.

Gravity-feed airbrush

Gravity feed refers to airbrushes equipped with a paint cup moulded integrally on top of the airbrush where the paint flows downwards into the paint chamber itself before flowing to the tip where the air flow atomises it for spraying. It is by far the most convenient type for modelling.

Paint cups can vary in size depending on the airbrush, and some, like the Neo model, have interchangeable cups for different quantities of paint. Lids are supplied with gravity-feed airbrushes fitted with cups to prevent spillage. Those with what appears to be a slot in the top of the airbrush body, called a fluid cavity, are not suitable for model railway applications, being designed to handle tiny quantities of colour medium such as inks.

Side-feed

Designed to accept cups or bottles fitted



Here is another look at the high-performance Hi-Line HP-BH model which could be the second airbrush to buy for the studio to undertake fine line weathering and detail painting. N-gauge modellers will find it useful for spraying small areas with precision. It has a 0.3mm needle and nozzle diameter.



Dual-action airbrushes offer more control over paint and air flow than single-action ones. They are characterised in having both paint and air control through the trigger. Press for air, pull back for paint flow.



Key to the performance of an airbrush is the needle and nozzle size within the airbrush cap. For most work, nothing smaller than 0.3 to 0.35mm is required, so check airbrush specifications carefully.



There is barely a model in this scene at the throat of the staging yard on the author's layout that has not been spray-painted with one colour or another, even if it is just one or two colours for refinishing or a complete re-spray as was applied to the Dapol Class 73s in the foreground.



Selective repainting and refinishing adds character to a collection of ready-to-run models, stamping one's own personality on them. Airbrushes and associated spraying equipment are a vital part of the customisation process.

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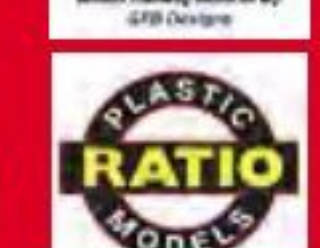
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Keeping your airbrush clean is important. Specialist cleaners are available for internal cleaning. Externally, spillages can be cleaned off with Deluxe 'Brush Magic'.

to the side of the airbrush, these provide a different range of handling positions over a top-cup-down gravity-feed type. Line of sight along the top of the airbrush is clear of a moulded cup, which can be important for fine artistic work, but while they are perfectly good designs, they are generally avoided by railway modellers.

Bottom suction-feed

A paint jar or bottle is clipped into the bottom of a bottom suction-feed airbrush with a tube leading to the bottom of the jar to siphon the paint up and into the body of the airbrush – perfect for larger spraying jobs where a sizeable quantity of prepared paint is required.

Larger-scale modellers will find the larger paint capacity ideal for covering large areas on S and O-gauge models without having to constantly stop and top up paint cups. The jars and lids take a little more cleaning than a moulded paint cup, but spillage is less likely to occur.

Pre-set handle

In a sense, dual-action airbrushes fitted with a pre-set handle are a hybrid between single and dual-action airbrush designs.

This cut-away handle reveals the chucking nut that secures the needle. This slot allows the needle to be pulled back to quickly clear colour and to assist with cleaning.

A screw is fitted at the end of the handle which pre-sets the flow rate by limiting how far back the needle can be pulled with the trigger. If you find you have a tendency to apply too much paint or struggle to control the pull-back action on the trigger, a pre-set handle is a very useful feature.

Cut-away handle

A feature of higher-end airbrushes is the cut-away handle fitted to dual-action airbrushes providing access to the needle securing nut. It allows you to pull the needle back further than is possible with the trigger to clear the airbrush of colour and makes cleaning easier too. It saves removing the handle to reach the securing nut.



Wagons painted and weathered using spraying techniques and two airbrushes, one for livery colours and the other for weathering.

Keep airbrushes safe during painting

Don't forget to buy an airbrush stand or dock when setting up a spraying station. This simple device provides a safe place to stow airbrushes during painting sessions so that they are not damaged or don't topple over, causing spillage from the paint cup. You can buy a stand that will hold more than one airbrush if you're doing complex

layered weathering effects. Also consider using a spray-out pot as both an airbrush dock and a convenient way of clearing the remnants of paint from an airbrush before cleaning, rinsing with solvent and recharging with a different paint colour.

Next month

The featured airbrushes that are used regularly in the author's studio provide a

good range of spray patterns for a range of applications. The nozzle and needle assemblies range from 0.5mm to 0.3mm, providing excellent coverage for mass spraying through to detailing in N gauge. Nothing finer is required. In the next episode of this series, the use and care of an airbrush is explained together with common painting mistakes and how to avoid them.

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What's *in the* shops

GB Railfreight Class 92

Hornby updates its OO-gauge Class 92 with a new livery as GBRf No. 92043, writes **Nigel Burkin**.

A CLASS 92 HAS BEEN PART OF THE Hornby range for many years, for it developed its own model after introduction of the 46-strong class between 1993 and 1996. It also acquired the tooling for the Lima model that was regarded as the better of the two by modellers despite its poor drive.

Today, it appears to be the original Hornby model that is released on a regular basis, the most recent version being that of No. 92043, finished in GBRf orange and blue livery with simple GB Railfreight logos on the cab sides (R3741) and no name plate or tunnel rings.



Post-2016 GBRf livery has been applied to the Hornby Class 92 for the 2019 catalogue. DB Cargo Romania and Caledonian Sleeper versions are also part of the Hornby catalogue for this year.



A single self-contained drive bogie fitted with a five-pole skew wound motor is fitted at one end of the model.

Hornby also added No. 92023 (R3740) finished in Caledonian Sleeper teal and No. 91 53 0 472 001-3 as operated by DB Cargo in Romania (R3742F) to its 2019 range. The firm has also released a Class 92 in GBRf Europorte livery with the red embellishments to the livery in the past as No. 92032 (R3135).

The full-size No. 92043 was one of nine locomotives owned by SNCF that were sold to the Europorte business. It came into GBRf ownership through the acquisition of First GB Railfreight in 2010. Europorte divested itself of the business in 2016, around the time that the real No. 92043 was repainted in the classic blue and orange GBRf scheme.

Many members of the GBRf Class 92 fleet carried the Europorte logo, and it seems that the repainting date of No. 92043 post-dates the acquisition of the business by EQT Partners.

The model

The livery places the model in the late 2016 to present-day time frame during which it would be used to haul intermodal and other revenue freight trains for the GBRf business. Class 92s are also used on Caledonian Sleeper services, with the first service in April 2015 being hauled by a Caledonian Sleeper teal-liveried No. 92018. However GBRf blue and orange-liveried locomotives have also been used with the featured No. 92043, being documented with CAF Mk.5 stock on the lowland sleeper in June 2019.

Its body shell is a single-piece moulding including the cab side hand rails and the single hand rail on the cab front. Grilles are well tooled, as is the shape of the cab front and the curved corners. It is fitted throughout with flush glazing, two plastic pantographs with springs, separate air horns and insulator detail on the roof.

A basic unpainted cab interior moulding is seen clearly through the flush-glazed cab windows which are also fitted with separate windscreen wipers. The running light covers are generally a good fit, but could be improved when detailing the model.

Underframe and bogies

The underframe is a single-piece moulding with fairly basic detail, and incorporates the buffer beams, which have some moulded detail and separate plastic buffers of the correct shape. No air pipes or coupling details are supplied with the model. Bogie mouldings are also single-piece toolings with thick side frames.

Detail relief is pretty good, with some well-defined spring detail and gaps where there should be gaps between the frame members and the springs. Sand box and bogie foot step detail are all present, the single-piece moulding

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Kits marked with a ** require a Tenshodo motor bogie, £30 if bought with a kit.

NU-CAST Partners are a joint venture between Branchlines and S.E. Finecast. We will be re-issuing a number of the former Nucastr / K's range of kits as quickly as we can. Contact Brian or Dave for further details.

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making this area of the model quite durable, yet perfect for some simple detailing. Shoe beams are fitted as separate details, clipped firmly in place.

Wheels and couplings

Wheels are composed of metal and have fairly coarse flanges, not quite being to RP25-110 standards. They were found to be fully concentric during testing, and traction in such a light (by today's standards) locomotive is assisted by two traction tyres on the single drive bogie. Coupling boxes are moulded as part of the bogie frames and not fitted to close-coupling mechanisms. Hornby's standard small tension lock couplings are fitted to the coupling pockets, which are mounted at the correct height.

Drive and electronics

A single self-contained drive bogie with a five-pole skew wound motor is fitted to one end of the model, which proved smooth and controllable during tests. A moderate top speed was noted, and it emitted little noise. As the model was run, the mechanism became quieter.

The bogie is clipped into the underframe moulding with wiring linking it to the small circuit board fitted at the opposite end of the model. There is an eight-pin DCC socket installed alongside headlights which illuminate all of the lighting positions. Current collection is through all 12 wheels using conventional phosphor-bronze wiper contacts which bear on the rear of the wheels.

Overall

Livery finish is nicely done, with the details matching the full-size locomotive well. The livery is correct for a locomotive painted in late 2016, adorned with simple GB Railfreight logos on the cab sides, and no red in the curved element of the livery where it meets the orange cab sides.

It is a basic model compared to many diesel and electric locomotives in the Hornby range, particularly the

relatively new Class 87.

Nonetheless, it is a useful one for detailing and priced according to its specification. Its body shape is good enough for most modellers, and flush glazing and other small details give it a degree of finesse in places. The level of detail and contemporary livery, together with the technical improvements to the electrics, drive and couplings, keeps the Hornby Class 92 reasonably up to date.

Features of the model include plastic pantographs, working headlights, flush glazing and an accurately applied livery.

FEATURES OF THE MODEL:

- Working headlights.
- Eight-pin DCC interface socket.
- Updated single drive bogie.
- Traction tyres applied to two wheels.
- All-wheel current collection.
- Sprung plastic pantographs.
- NEM coupling pockets fitted to the bogie frames.
- Individual details applied to the roof recess.
- Weight: 380g.
- Length over buffers: 280mm over buffers.

MODEL DETAILS:

GBRf Class 92 dual voltage electric locomotive.

Manufacturer:
Hornby Hobbies Ltd.

Scale:
1:76 scale, 00 gauge.

Era:
Late 2016 to current (in applied livery).

Suggested retail price:
£84.99.

Web:
www.hornby.com

The model is finished in GBRf blue and orange, a livery applied to the full-sized locomotive in late 2016.



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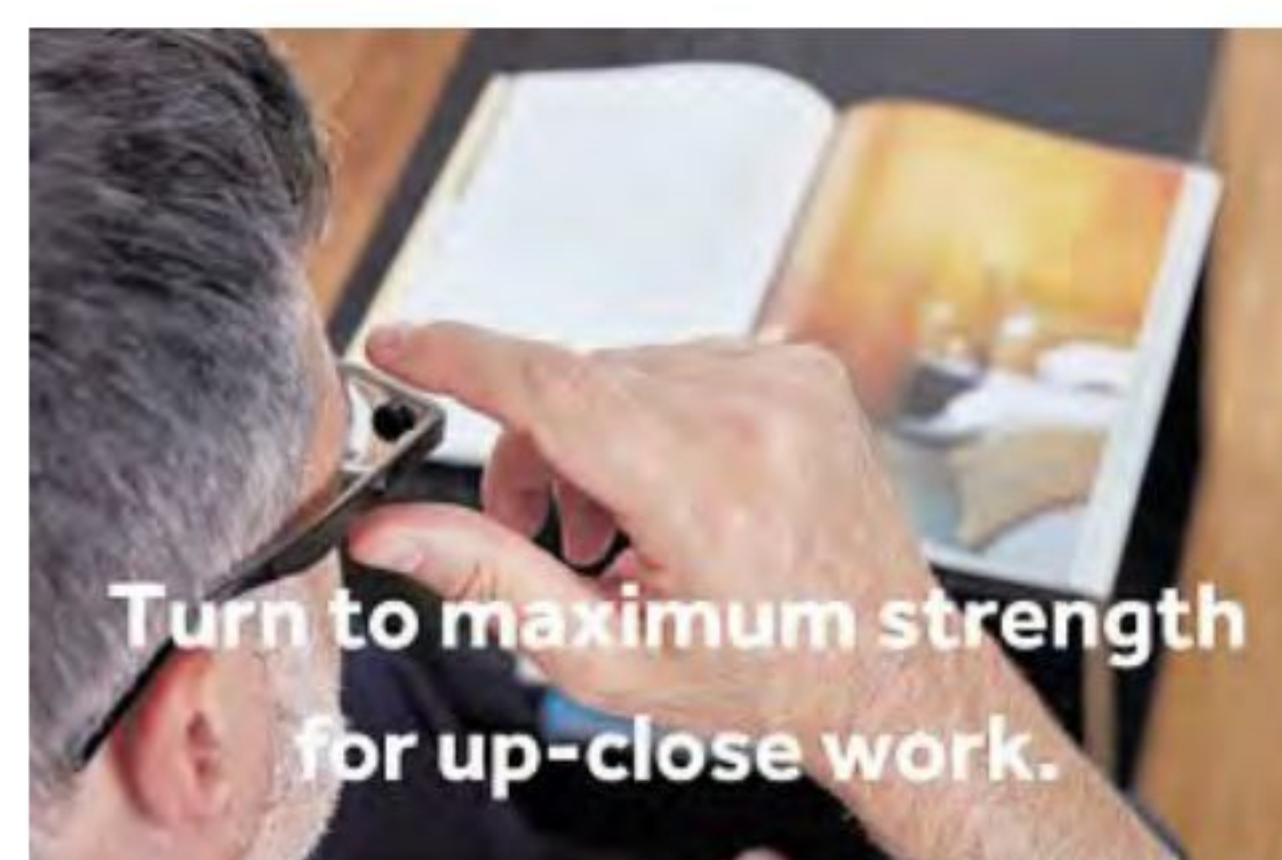


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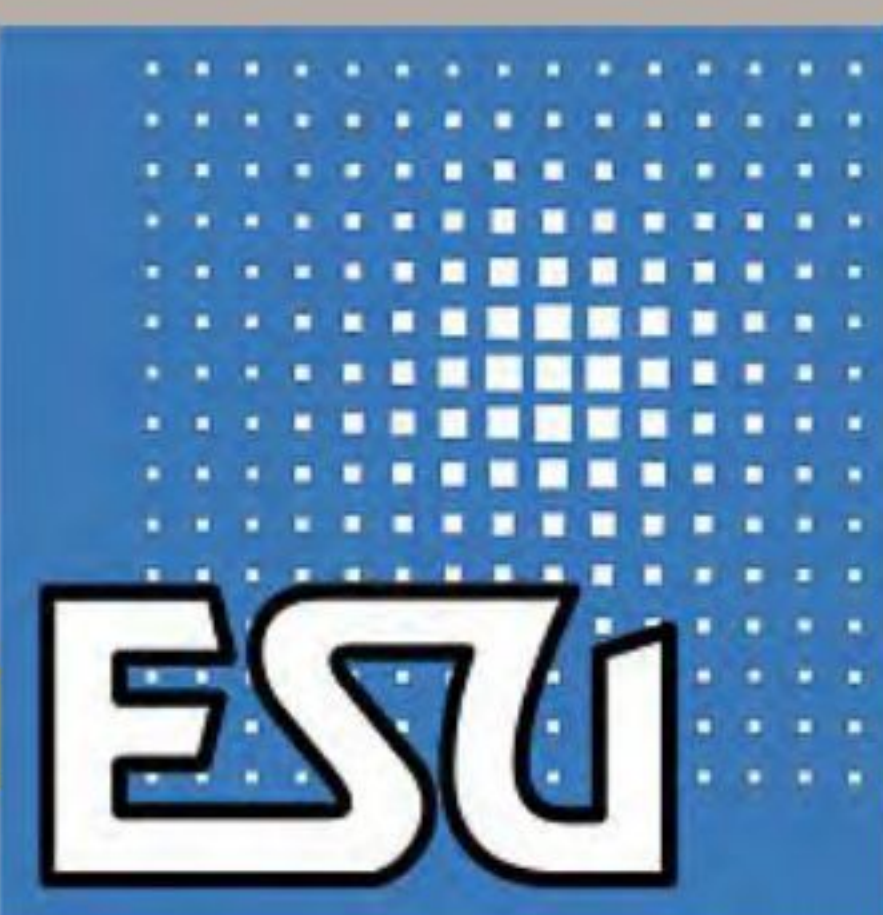


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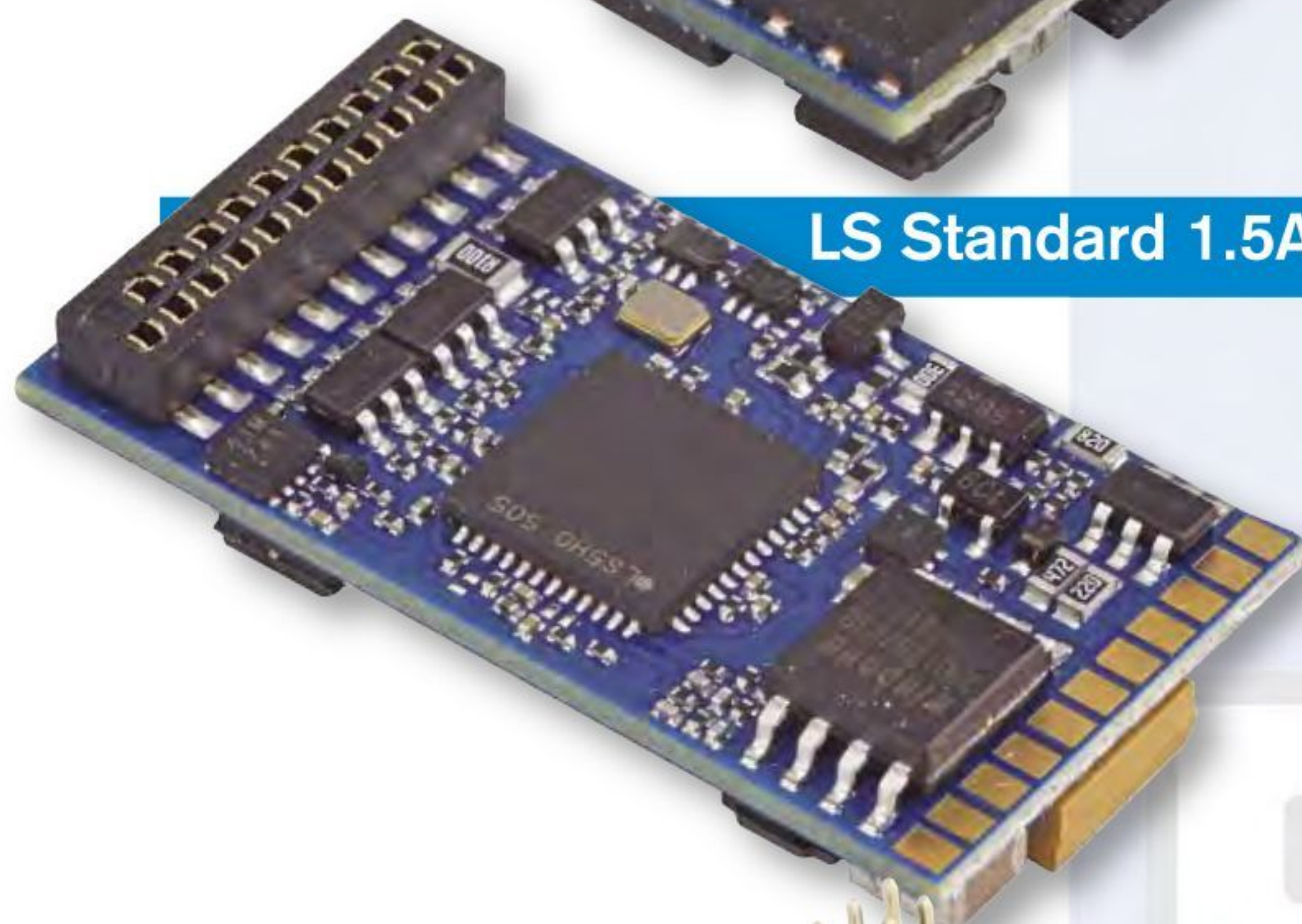
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Many shows take place in comparatively small village halls and similar premises where there might be room for just four or five large layouts, but where several table-top dioramas (that can be handled by one or two people and transported easily in the boot of a car) can always be squeezed in to add to the showgoers' interest.

Scale Model Scenery, renowned for an imaginative and seemingly endless stream of small laser-cut model railway accessories, has come up with a lovely micro-layout diorama baseboard (BB017) measuring 1110mm long, 300mm high and 225mm deep. It would form an ideal basis for a richly detailed layout, especially in N scale, that could be stowed in a Christmas tree storage box with handles at each end of the kind readily available at a modest price from outlets such as Argos.

Costing £38.49, the Scale Model Scenery diorama baseboard is provided with clear and simple paper instructions, and intending buyers can also go to www.railwaymodellers.com/layout-in-a-box-demo-micro-project-part-one to find more detailed instructions.

RMM's Lynsey Young sent for the Scale Model Scenery kit as a starting point for her intended Harry Potter diorama. It comes as two sections, which can be bolted together beneath the plinth using the spacers, M5 nut,



One of the ends is attached.

bolt and washers provided with each, to create a long, smooth model display area of 1102mm long, 250mm high and 221mm deep.

The board components fit snugly to each other by pushing square teeth into matching slots, and to ensure no mistakes have been made, dry-fitting is advised before gluing.

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Once assembled, the BB017 laser-cut diorama baseboard kit will easily fit into a plastic box like this, making transport to model railway exhibitions a doddle.



The two units are fitted together in readiness for Lynsey's Harry Potter diorama.



The bottom plinths are joined together at the centre using the spacers, M5 nuts, bolts and washers provided.

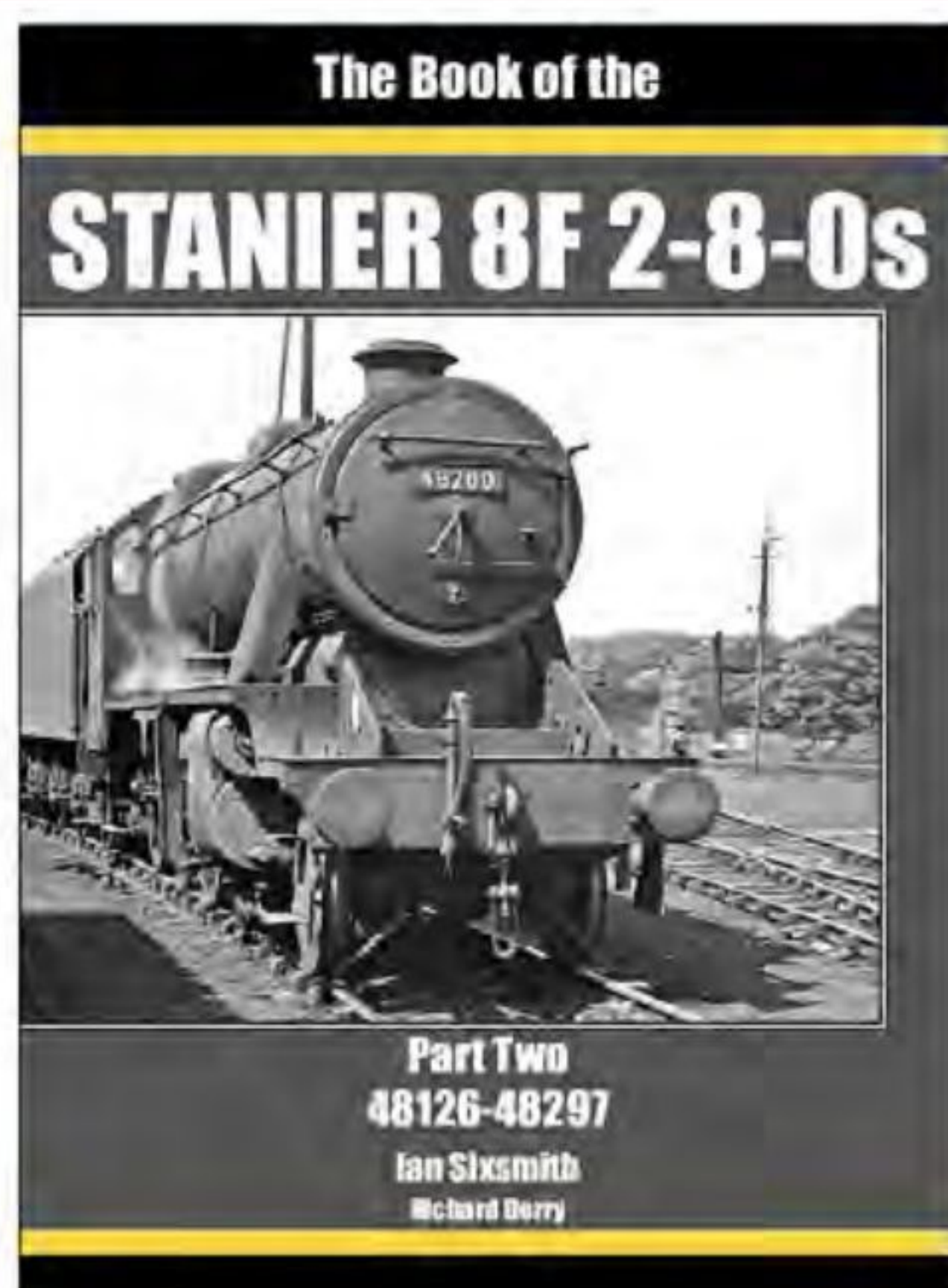


With the built-up diorama baseboard fitting snugly inside the plastic transport box, Lynsey looks well pleased with the result.



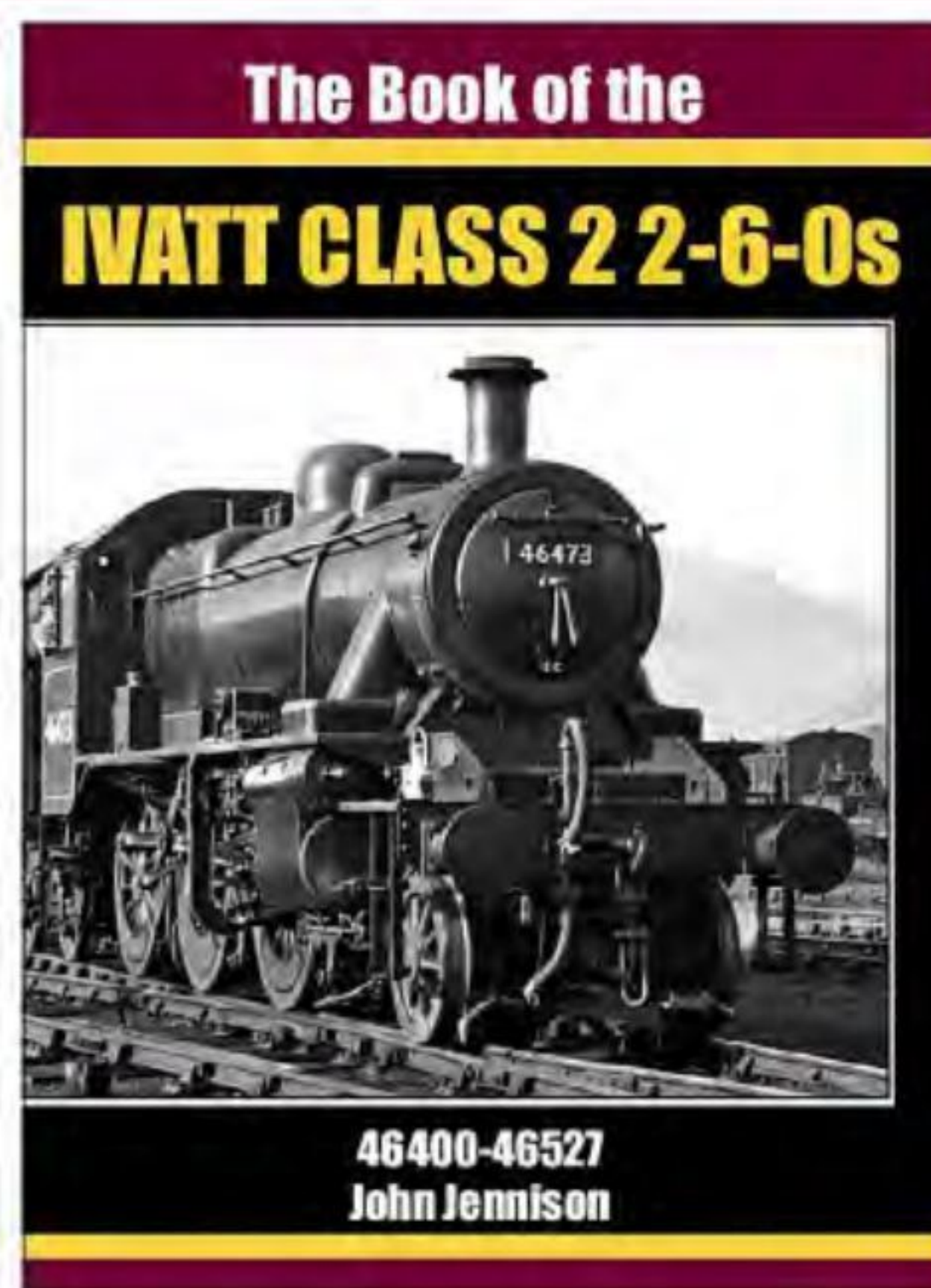
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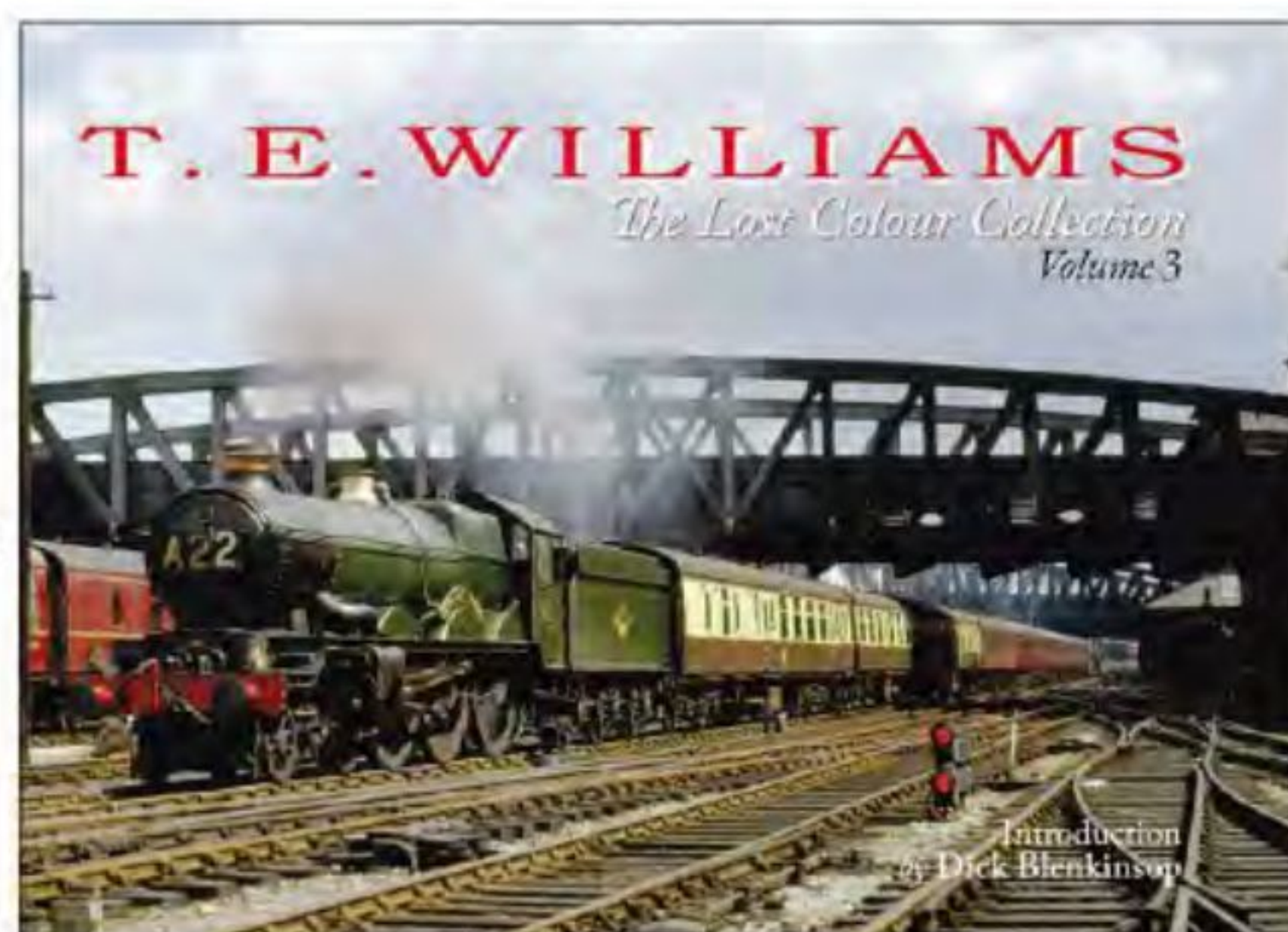
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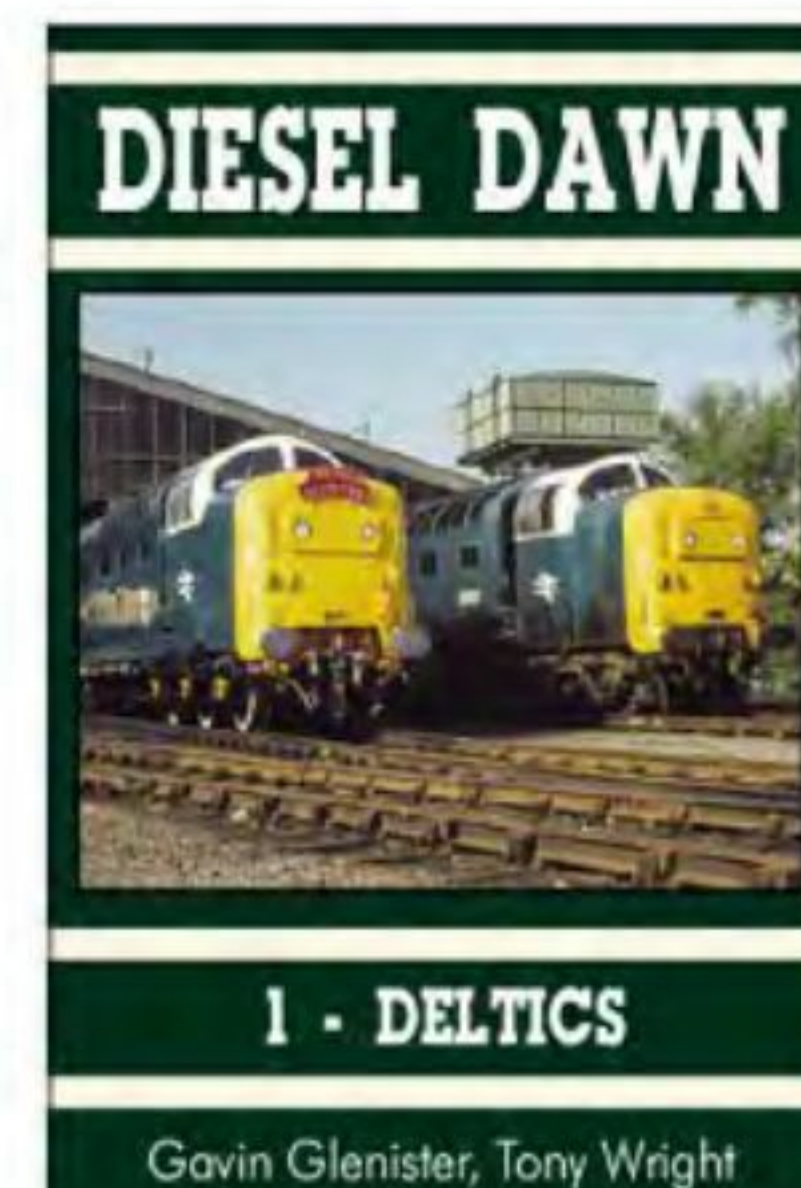


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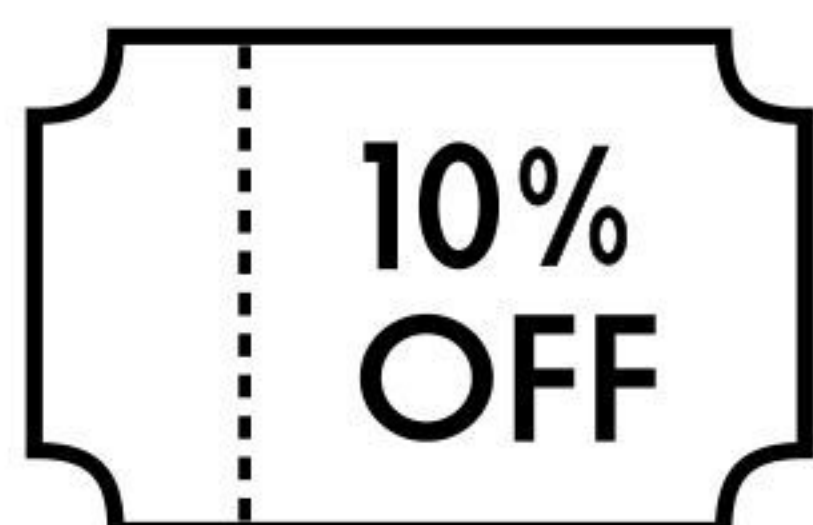


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New 0241 touch controller from Protocab

Model railway control equipment is becoming more sophisticated all the time, and the 0241 Touch Controller from Acc + Ess Protocab, the second hand-held and wire-free controller from the firm, builds on the well-regarded 0201 direct controller with a range of new functions and added capacity.

The 0241 provides the option of a 25mm rotary control knob (0241R) or a 75mm slider control (0241S); a 3.5in full-colour touch screen for management functions and output of key performance information; support to store details of up to 128 locomotives, each easily selected through the touch screen from a descriptive menu; and an improved radio frequency (RF) component.

The 0201 controller's reliability of reception and control is not only retained, but also further improved, on the 0241, and the combination of a physical control and detailed touch

screen means that the user does not have to look at the screen when driving the Protocab-fitted locomotive other than to view battery load, charge, speed and so on.

The 'free running' provided on the 0201 direct controller is much simpler to set up on the 0241, and when used with the new 0554 and 0505 locomotive control units, the battery on the locomotive is switched on through the touch screen on the 0241, removing the need for a loco switch on the LCU.

Capacity in the 0241's internal battery is shown on most screens by a coloured bar and, optionally, showing the percentage of charge in the battery. The charge in the battery attached to the 0554 or 0505 LCU is now shown on the main menu and drive screen of the selected locomotive both during operation and charging, again with a coloured bar and optional percentage.



Just look at the amount of information and control functions on the colourful touch screen of Protocab's new 0241 touch controller.

Just in – Dapol signals and Bachmann mobile crane

Several new models arrived just as *RMM* went to press, so we thought this short preview would whet your appetite before they are given a thorough examination in the January issue.



This is the new OO-scale gauge lower quadrant junction signal from Dapol.



Dapol's O-scale lower quadrant home signals are finely detailed. Both the O and OO-scale models are powered by servos and have illuminated lamps.



The brand new Bachmann OO-gauge Ransomes & Rapier 45t steam breakdown crane No. ADM1097 boasts a grand array of functions.

Bachmann has also released samples of its OO-gauge Ransomes & Rapier 45t steam breakdown crane, including BR No. ADM1097 finished in departmental red livery (38-803). Comprising a large number of different components, it is worked manually using a special knob which plugs into the crane body. It also features an operational piston rod and has the appropriate fittings, including outriggers for posing the model on a layout. Visit www.bachmann.co.uk for more information.

Elgin Modelfair shield for 'Chawton' team

At the Elgin Model Railway Club's 2019 Modelfair in Elgin Town Hall on Sunday, November 3, *RMM* contributor Ian Lamb received the Fred Dille Shield for Model Railway Excellence on behalf of the 'Chawton' beginners' layout and its operating team.



Ian Lamb gives a message of thanks after receiving the Fred Dille Shield.



The 'Chawton' layout and operating team are seen at Elgin Town Hall on Sunday, November 3. From left are Paul Barron from Forres, Patsy Burr from Boat of Garten, David Childs from Dulnain Bridge, Ian Lamb from Grantown-on-Spey and Jeremy Burr from Boat of Garten.

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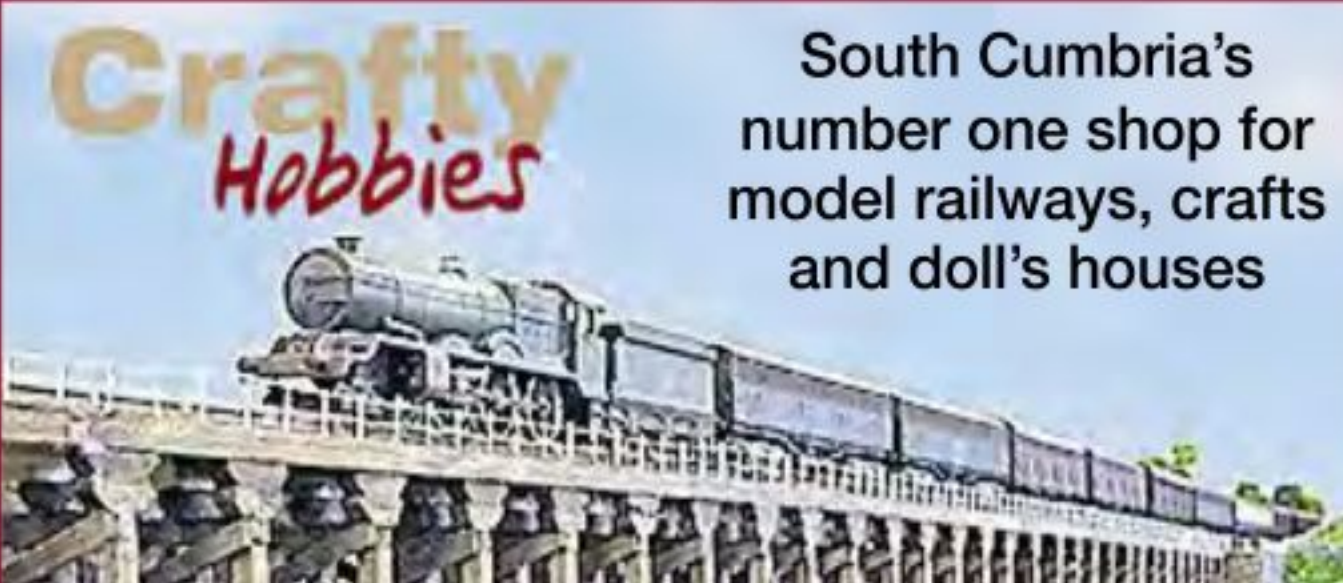
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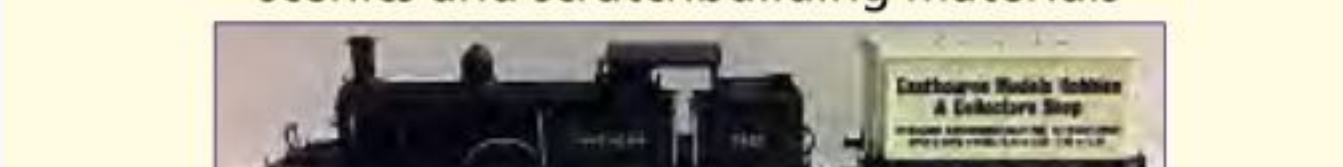
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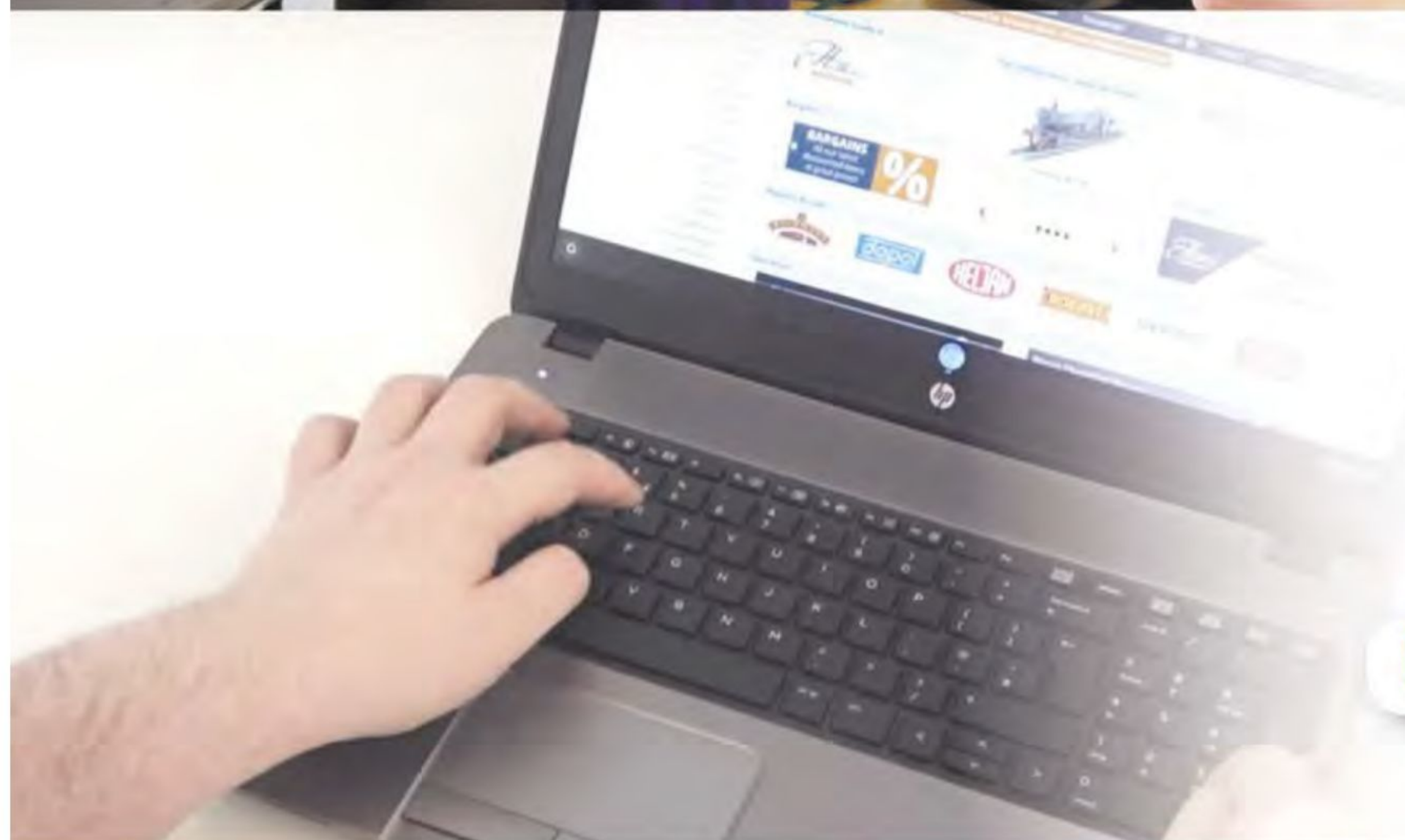
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