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HORNBY 2021 RANGE



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- 35 new steam locomotives
- 29 new diesel and electrics



HORNBY

magazine

Issue 164 **February 2021**

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20/20 VISION

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MOVING VEHICLES
Installing the Faller Car System step by step

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- Heljan shows 2021 catalogue
- Accurascale Class 37 sample
- Locomotion 'V2' exclusives





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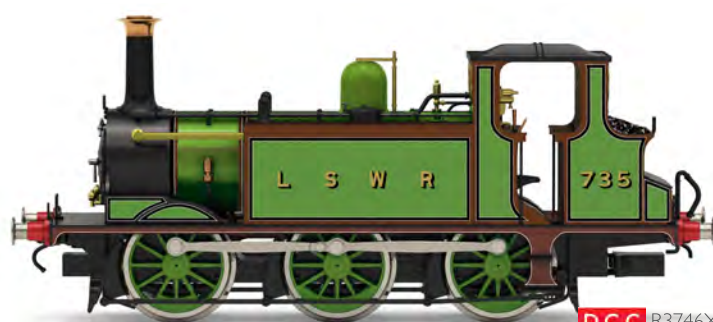
TERRIER 0-6-0T Locomotives



R3845/X LB&SCR, 'Terrier', 0-6-0T, 40 'Brighton' - Era 2

DCC FITTED R3845X

DCC READY 6 PIN CONNECTION



R3846/X LSWR, 'Terrier', 0-6-0T, 735 - Era 2

DCC FITTED R3746X

DCC READY 6 PIN CONNECTION



R3847/X SR, 'Terrier', 0-6-0T, W14 'Bembridge' - Era 3

DCC FITTED R3847X

DCC READY 6 PIN CONNECTION



R3848/X Transitional BR, 'Terrier', 0-6-0T, 13 'Carisbrooke' - Era 4

DCC FITTED R3848X

DCC READY 6 PIN CONNECTION

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HORNBY magazine

February 2021

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The Dapol GWR 'Mogul' for 'OO' gauge offers a simple route to sound installation and the flexibility to go the extra mile. Mike Wild explains all in this detailed step by step guide.

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Hornby's 2021 range has been revealed and we have a special eight-page report detailing all of the new locomotives, carriages, wagons and trainsets which are joining the collection this year. Plus we have news from Rapido Trains UK, Heljan, Accurascale, Locomotion Models and an exclusive competition to win Hornby models worth over £200.

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Mark Wilson has modelled the journey from the Midlands to the South West in his single garage to great effect in 'OO' gauge. Join us for a full tour of this brilliant home layout.

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British Railways prototype diesels and gas turbines are in the spotlight this time as we seek out a collection of realistic trains you can model with ready-to-run rolling stock.

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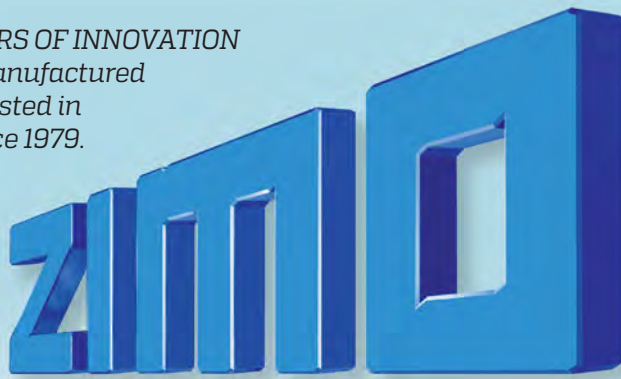
ALSO REVIEWED...

Another bumper month of new releases from Accurascale, Gaugemaster, DCC Concepts, Natural Scenics, Scale Model Scenery and more.



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Welcome

THE EDITOR'S PAGE



JANUARY BRINGS one of the most anticipated model railway catalogue releases of the year, as it marks the reveal of Hornby's new range for 2021. The announcement has become something

of a ritual for the *Hornby Magazine* team as we work round the clock excitedly to prepare our content for this issue in the run up to Christmas, working in secrecy to ensure the information is kept firmly under wraps until the official announcement.

Moreover, recent years have given us the opportunity to be able to offer our readers a multi-save promotion to buy the February issue of *Hornby Magazine* with

the new Hornby catalogue for the year ahead - and this year is no different. Plus, if you are a subscriber you can obtain the same discount on purchase of the Hornby 2021 catalogue through our mail order department by calling 01780 480404.

So how about the Hornby 2021 range, is it a good one? Emphatically yes, in fact when you dig down into what Hornby has to offer it is one of the most diverse and comprehensive we have seen across the eras and regions with models which reflect prototypes stretching back to 1829 with *Rocket* and right up the present day with the very latest liveries to be applied to the Class 390 and 800 units.

Beyond this there are lots of all-new items to look forward to. All in, you will find 26 brand-new tooled items in the 2021 range - and that doesn't count the tooling updates for the Gresley

'A1' 4-6-2 and Sentinel 4wDH which you can read about in our news.

Highlights of the new tooling lists are definitely the collection of three 'P2' 2-8-2s, the BR '9F', 88DS, Mk 4 carriages plus the continuation of the Hornby Dublo collection with the 'Merchant Navy'. There is so much more to see in the Hornby 2021 range and our comprehensive eight page news report brings together all the information you need to know about the new items joining the range. Plus, as 2021 dawns you can expect to see the remaining 2020 new items flowing through and we will keep you posted on all of those.

Happy modelling!

Mike Wild

Mike Wild
Editor, *Hornby Magazine*

IN YOUR MAGAZINE FEBRUARY 2021

REVEALED HORNBY 2021 RANGE

NEW PRODUCTS FOR THE NEW YEAR

Hornby's new 2021 catalogue is out now - join us for a full preview of this exciting collection of new 'OO' gauge products.

COMPETITION

Win brand new 2021 Hornby four-wheel coaches which haven't even reached the shops yet in our exclusive competition.

WE SHOW YOU HOW

- 36** 'ROYAL SCOT' MODIFICATIONS
Unique details for a Fowler 'Scot'
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Digital audio for the new 'OO' 2-6-0

SPECIAL EIGHT PAGE REPORT

08 25 brand-new toolings are being prepared by Hornby as part of its extensive list of new models for 2021. Read our full preview on pages 8-14 to find out everything you need to know.

REVIEWED

- 68** BACHMANN'S CLASS 20/3
Take a first look at this eagerly awaited new 'OO' gauge model.
 - 76** HORNBY'S GBRF CLASS 50s
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Hornby's first release for 2021
- PLUS THE LATEST ACCESSORIES, VEHICLES, BOOKS, KITS AND MORE**

PLUS

- Rapido Trains UK launches for 'OO' and 'N'
- Heljan shows 'OO' and 'O' 2021 catalogue
- Accurascale reveals Class 37 first sample
- Locomotion announces exclusive 'V2s'

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All-new 'P2' and

AN ALL-NEW 'OO' GAUGE London and North Eastern Railway (LNER) 'P2' 2-8-2 and BR '9F' 2-10-0 lead the way for Hornby's steam locomotive range in 2021, while partial new tooling sees improvements to the LNER 'A1'/'A3' 4-6-2s and an expanding range of Hornby Dublo branded locomotives.

With the P2 Steam Locomotive Company's aspirations to build all-new 'P2' 2-8-2 2007 *Prince of Wales* currently underway at its Darlington Works, Hornby is developing a brand-new model of this locomotive alongside. While the LNER 'P2' 2-8-2 has been within Hornby's RailRoad range for a few years now, this latest model will feature fresh tooling and faithfully recreate 2007 *Prince of Wales* as it will appear when complete.

Expanding on the 'P2' collection, Hornby's tooling suite will also enable the company to accurately reflect original 'P2s' as well, with 2002 *Earl Marischal* in lined LNER green (R3984) planned while a streamlined example, as 2003 *Lord President* in LNER lined green (R3985), will be tooled for the first time too.

These all-new models will feature accurate dimensions according to prototype, fully detailed bodysheils, five-pole motor, an 8-pin Digital Command Control (DCC) decoder socket and much more. Priced at £209.99, the all-new 'P2s' are currently scheduled for delivery at the end of 2021. The previous version of the Gresley 2-8-2 will remain in the RailRoad range.

One of the 'stars' of Hornby's centenary celebrations in 2020 – 92220 *Evening Star*, the last all-new model to be produced under Tri-ang Hornby in 1971 – is to benefit from all-new tooling in 2021 as the manufacturer introduces a state-of-the-art model of BR's '9F' 2-10-0. Three new models are planned initially as 92167 in BR black with early crests (R3986), 92194 in BR black with late



Hornby is producing fresh models of the LNER 'P2' 2-8-2 and covering the new build locomotive, 2002 in original condition and 2003 *Lord President* with its streamlined casing. 2003 stands on shed in the LNER era.

Photomatic/Rail Archive Stephenson.



Above: Two new versions of the Peckett 'B2' 0-6-0ST are on the cards including *Henry* in Port of Bristol lined green.



Above: The ever popular 'Terrier' will have three new liveries in 2021 including British Railways black with sunshine lettering.



Hornby is expanding its Hornby Dublo collection with a pair of air-smoothed 'Merchant Navy' 4-6-2s. These will feature the same mechanism as before, but with an all-new die-cast tooling for the locomotive body.

crests (R3987) and the National Collection's 92220 *Evening Star* in lined BR green with late crests (R3988), each with prototypical detail differences between them.

Hornby's tooling suite will include single and double chimneys, five new tender designs, representation of the coal pusher and more, while the specification also incorporates a five-pole motor, 8-pin DCC decoder socket, small tension lock couplings in NEM sockets and much more. Prices are set at £209.99 each, with delivery currently anticipated during October 2021.

Hornby is also planning to improve the tractive effort of its existing 'OO' gauge LNER 'A1'/'A3' 4-6-2s with a newly tooled diecast metal footplate which will add more weight to the model and improve its overall appearance. In addition, Hornby is taking the opportunity to add firebox flicker to the popular LNER 'Pacifics'.

Three new LNER 'A1' models are planned as 2564 *Knight of the Thistle* in LNER lined green (R3989), 2547 *Doncaster* in LNER lined green (R3990) and 45 *Lemburg* in LNER black (R30087), together with the Railway Museum's LNER 'A3' 60103 *Flying Scotsman* in BR lined green with early crests and single chimney without smoke deflectors (R3991). Priced at £209.99 each, they are planned for release during September 2021.

Another highlight from last year's Hornby 100 range was the Hornby

'9F' lead the way



The BR '9F' 2-10-0 is one of Hornby's all-new models for 2021. On September 17 1962 the last of the class to be built, 92220 *Evening Star*, passes through High Wycombe with a Banbury-Old Oak Common freight. Hugh Harman/Rail Archive Stephenson.

Dublo inspired LMS 'Princess Coronation' 4-6-2 6231 *Duchess of Atholl* with a diecast metal body. Such was the success of this release, Hornby is planning to further develop the Hornby Dublo brand with three new locomotives added this year including a further LMS 'Princess Coronation' 4-6-2 46252 *City of Leicester* in BR lined green with early crests (R3918), together with two Bulleid air-smoothed 'Merchant Navy' 4-6-2s as 35016 *Elders Fyffes* in British Railways lined malachite green (R3970) and 35011 *General Steam Navigation* in BR lined green with early crests (R3971). As with the 'Princess Coronation', the new Hornby Dublo 'Merchant Navy' 4-6-2s will feature an all-new diecast metal body, while retaining a plastic bodied tender, and will utilise the current high-fidelity motorised chassis with 8-pin DCC decoder socket. Prices are set at £264.99 each, with the 'Princess Coronation' due for release during March 2021, while the Hornby Dublo 'Merchant Navy' 4-6-2s are expected later during July. Just 500 of each will be issued.

Hornby's popular 'OO' gauge model of Stephenson's *Rocket* 0-2-2 gains a further release in 2021, as part of a special Royal Mail train pack containing first class carriage *Treasurer*, a third class open coach and an all-new Royal Mail carriage (R3956). The pack is priced at £199.99 and slated for release during September.



The 2020 range 'W1' 4-6-4 is back with three new liveries in 2021 including as BR identity 60700 in lined green with late crests.



The Gresley 'A1'/'A3' class 'Pacifics' are receiving tooling upgrades to the footplate as well as firebox flicker in 2021.



The BR 'Clan' 4-6-2s are returning in 2021, including this model of 72009 *Clan Stewart*.

TABLE 1 – HORNBY 2021 'OO' STEAM LOCOMOTIVES

MODEL	ERA	CAT NO.
L&MR <i>Rocket</i> Royal Mail train pack, Liverpool and Manchester Railway livery	1	R3956
GWR '51XX' 2-6-2T 5189, BR lined green with early crests	4	R3851
GWR '61XX' 2-6-2T 6147, BR black with late crests	5	R3850
LBSCR 'Terrier' 0-6-0T 3 <i>Bodiam</i> , Kent and East Sussex Railway (KESR) blue	2	R30005/R30005X
LBSCR 'Terrier' 0-6-0T 32646, BR black with British Railways sunshine lettering	4	R30006/R30006X
LBSCR 'Terrier' 0-6-0T 32640, BR lined black with early crests	4	R30008/R30008X
GWR 'Terrier' 0-6-0T train pack 5 <i>Portishead</i> , GWR green	3	R3960*
SR 'Merchant Navy' 4-6-2 35016 <i>Elders Fyffes</i>, British Railways lined malachite green	4	R3970**
SR 'Merchant Navy' 4-6-2 35011 <i>General Steam Navigation</i>, BR lined green with early crests	4	R3971**
SR 'Merchant Navy' 4-6-2 35017 <i>Belgian Marine</i> , BR lined green with early crests	4	R3861
SR 'Battle of Britain' 4-6-2 34051 <i>Winston Churchill</i> , BR lined green with late crests	5-11	R3866
LMS 'Coronation' 4-6-2 46252 <i>City of Leicester</i>, BR lined green with early crests	4	R3918**
LMS 'Princess Royal' 4-6-2 6205 <i>Princess Victoria</i> , LMS lined maroon	3	R3999/R3999X***
LMS 'Princess Royal' 4-6-2 6203 <i>Princess Margaret Rose</i> , LMS lined maroon	3	R30001/R30001X***
LNER 'A1' 4-6-2 2564 <i>Knight of the Thistle</i>, LNER lined green (diecast footplate)	3	R3989***
LNER 'A1' 4-6-2 2547 <i>Doncaster</i>, LNER lined green (diecast footplate)	3	R3990***
LNER 'A1' 4-6-2 45 <i>Lemburg</i>, LNER black (diecast footplate)	3	R30087***
LNER 'A2/2' 4-6-2 60502 <i>Earl Marischal</i> , BR lined green with late crests	5	R3977
LNER 'A2/3' 4-6-2 511 <i>Airborne</i> , LNER lined green	3	R3974
LNER 'A3' 4-6-2 60103 <i>Flying Scotsman</i>, BR lined green with early crests (diecast footplate)	4	R3991***
LNER 'P2' 2-8-2 2007 <i>Prince of Wales</i>, LNER lined green	11	R3983
LNER 'P2' 2-8-2 2002 <i>Earl Marischal</i>, LNER lined green	3	R3984
LNER streamlined 'P2' 2-8-2 2003 <i>Lord President</i>, LNER lined green	3	R3985
LNER 'W1' Class 'Hush Hush' 4-6-4 10000, LNER lined grey	3	R3979
LNER rebuilt 'W1' Class 'Hush Hush' 4-6-4 10000, LNER grey	3	R3978
LNER rebuilt 'W1' Class 'Hush Hush' 4-6-4 60700, BR lined green with late crests	5	R3980
BR '2MT' 2-6-0 78054, BR lined black with late crests	5	R3981
BR '2MT' 2-6-0 78006, BR lined green with late crests	5	R3982
BR 'Clan' 4-6-2 72004 <i>Clan Macdonald</i> , BR lined green with early crests	4	R3995
BR 'Clan' 4-6-2 72009 <i>Clan Stewart</i> , BR lined green with late crests	5	R3996
BR '9F' 2-10-0 92167, BR black with early crests	4	R3986
BR '9F' 2-10-0 92194, BR black with late crests	5	R3987
BR '9F' 2-10-0 92220 <i>Evening Star</i>, BR lined green with late crests	5	R3988
Peckett 'B2' Class 0-6-0ST 1203/1910 <i>The Earl</i> , National Coal Board blue	6	R3870
Peckett 'B2' Class 0-6-0ST 1264/1913 <i>Henry</i> , Port of Bristol Authority lined green	6	R3871

Note: Items in bold are new tooling projects for 2020.

*** Train pack including three new four-wheel coaches in GWR chocolate and cream**

**** New Hornby Dublo range model with die-cast locomotive body**

***** Firebox flicker installed from the factory**

In addition, Hornby's range will be further expanded with 21 reliveried steam locomotives including additional LNER 'W1' 4-6-4s, with 'Hush Hush' 10000 in original form with double blast pipe

together with two further rebuilt examples in streamlined form, plus re-introduction of two BR 'Clan' 4-6-2s, four new LBSCR 'Terrier' 0-6-0Ts, two GWR 'Large Prairie' 2-6-2Ts, two LMS 'Princess Royal'

4-6-2s, an air-smoothed Bulleid 'Merchant Navy', air-smoothed Bulleid 'West Country', a pair of Peckett 'B2' 0-6-0STs and more.

● See Table 1 for all of Hornby's 2021 'OO' steam locomotives.

Ruston 88DS leads a kaleidoscope of colour for 2021

DIESEL/ELECTRIC RANGE

Hornby is expanding its industrial locomotive portfolio in 2021 with an all-new model of the Ruston 88DS – the big brother of the 48DS. Four versions are planned for release with delivery expected in the summer.



WITH DEVELOPMENT work continuing to Hornby's new 'OO' gauge Class 390 APT and Class 91 electric from the 2020 range, this year sees the addition of two new tooling projects with the introduction of the Ruston and Hornsby 88DS 0-4-0 diesel shunter and detail revisions to the Sentinel 0-4-0 diesel shunter.

Built during the 1940s and 1950s, the diminutive Ruston and Hornsby 88DS was suited to light shunting duties at industrial sites and was a step up from the smaller and lower powered 48DS which was released in 2019 by Hornby. Hornby's all-new model of the 88DS will feature a three-pole skew-wound motor and six-pin Digital Command Control (DCC) decoder socket, with four models planned initially in North British Distillery Company (R3894), Rowntree and Company (R3895), BR lined green (R3896) and BR blue (R3897) colour schemes. Priced at £93.99 each, release is currently slated for July 2021.

Staying with the industrial theme, Hornby's 'OO' gauge Sentinel 0-4-0 receives a makeover for its release in Hitachi Rail livery, reflecting the prototype based at the company's Ashford depot which maintains Southeastern's fleet of Class 395 Javelin Electric Multiple Units (EMUs). New tooling has been developed to enable changes to

TABLE 2 – HORNBY 2021 'OO' DIESEL/ELECTRIC LOCOMOTIVES AND MULTIPLE UNITS

CLASS	ERA	CAT NO.
Class 08 08715, Stratford yellow	8	R3899
Class 43 43087 11 Explosive Ordnance Disposal Regiment Royal Logistics Corps/43098, FGW blue	10	R3958
Class 43 E43112/W43006 BR InterCity 125 livery	11	R3957*
Class 43 M43046/M43055, Midland Pullman Nanking blue and white	11	R30077**
Class 56 56047, BR blue	7	R30073
Class 56 56086, BR large logo blue	7	R30082
Class 60 60026, GBRf blue	11	R30026
Class 60 60028, Cappagh blue	11	R30027
Class 60 60095, GBRf orange and blue	11	R30025
Class 66 66113 Delivering for our key workers, DB red	11	R30074
Class 66 66623 Bill Bolsover, Bardon Aggregates blue	11	R30024
Class 66 66709 Sorrento, GB Railfreight/MSL livery	10	R30022
Class 66 66713 Forest City, GBRf orange and blue	11	R30020
Class 66 66721 Harry Beck, Metronet orange and blue	11	R30021
Class 66 66773 Pride of GB Railfreight, GBRf rainbow orange and blue	11	R30023
Class 66 66850 David Maidment OBE, Colas Rail Freight	11	R30019
Class 67 67014, Transport for Wales white/red	11	R30089
Class 87 87006 City of Glasgow, BR large logo grey	8	R30030
Class 87 87009 City of Birmingham, BR InterCity Executive	7/8	R30031
Class 153 153377, ScotRail Saltire active travel artwork	11	R30011
Class 153 153380, ScotRail Saltire active travel artwork	11	R30071
Class 390 390119 Progress, Avanti West Coast Pride livery	11	R30081***
Class 800 800008, GWR Trainbow livery	11	R3872^
Ruston and Hornsby 88DS 0-4-0 No. 4, North British Distillery Company Ltd	6	R3894
Ruston and Hornsby 88DS 0-4-0 No. 3, Rowntree and Company Ltd	11	R3895
Ruston and Hornsby 88DS 0-4-0 Departmental No. 84, BR lined green with late crests	6	R3896
Ruston and Hornsby 88DS 0-4-0 20, BR blue	7	R3897
Sentinel 0-4-0 Jean, London Carriers International blue	8	R30009
Sentinel 0-4-0 Chiaki Ueda, Hitachi grey/white	11	R30010^^

Notes: Items in bold are new tooling projects for 2020.

* LNER 'Farewell Tour' pack ** 1:1 Collection Midland Pullman pack *** Four-car train pack ^ Five-car train pack ^^ Tooling updates

the front and rear grilles, handrails, air cleaner on the footplate, new (non-working) headlight, optional cosmetic Scharfenberg couplings,

round buffers on the front and oval examples to the rear. Priced at £83.99, release is anticipated during November 2021.

Colourful contemporary liveries dominate the new release programme this year, spearheaded by the recently repainted Midland



Above: The Class 153 is being turned out in ScotRail's new livery applied to two units for cycle carrying duties.



Above: A collection of new liveries are being made available on Hornby's Class 66 and the manufacturer is maintaining its bundle offer to buy a Class 66 and Twin Track Sound decoder for £100.

Pullman liveried InterCity 125 High Speed Train (HST) set in Nanking blue and white. This eye-catching unit has been repainted by its new operator, Locomotive Services Limited. Hornby is releasing HST power cars M43046 and M43055 in a twin-pack (R30077), together with a full nine-car rake of matching Mk 3 vehicles – six Trailer First Opens, two Trailer First Restaurant Buffets and a Trailer Guard Standard.

The HST also appears in the original InterCity 125 livery it carried for LNER's Farewell Tour in late 2019, with power cars E43112 and W43006 (R3957), together with an accurate rake of blue and grey Mk 3s, while a First Great Western blue set is also planned with power cars 43098 and 43087 11 *Explosive Ordnance Disposal Regiment Royal Logistics Corps* (R3958) and matching Mk 3 trailers. Prices are set at £299.99 for LNER and GWR power car packs, while the Midland Pullman power car pack is priced at £314.99. Delivery of the LNER and GWR power car packs is expected during September, while the Midland Pullman power car pack is due by the end of the year.

Further vibrant colour schemes include Avanti West Coast's stunning Pride-liveried Class 390

Pendolino – 390119 *Progress* – as a five-car train pack (R30081) together with GWR's Trainbow-liveried Class 800 five-car InterCity Express Train (R3872). ScotRail's recently acquired Class 153 railcars, which have been converted to convey cycles on the West Highland Lines, will also appear with their highly decorative active travel bodyside artwork as 153377/153380 (R30011/R30071). Prices are set at £261.99 for the Pendolino pack, £414.99 for the GWR Class 800 and £125.99 for the Class 153s. Delivery is anticipated during December 2021, July 2021 and August 2021 respectively.

Hornby's Co-Co Cavalcade returns for another year, this time comprising seven Class 66s in various DB Cargo UK, Freightliner, GB Railfreight and Colas Rail Freight liveries along with three Class 60s and two Class 56s (see Table 2 for full details). Hornby's Class 87 Bo-Bo electric also receives new liveries as 87006 *City of Glasgow* in its unique BR 'large logo' dark grey scheme (R30030) and 87009 *City of Birmingham* in BR InterCity Executive colours (R30031).

● See Table 2 for the full list of Hornby 2021 diesel/electric locomotives and multiple units.



Above: The Sentinel 4wdH is to receive upgrades to its tooling in 2021 to accurately model the locomotive used at Southeastern's Ashford depot. It will have new handrails, optional Scharfenberg couplings and different buffer profiles amongst its new features.



Above: A release which is sure to be popular in 2021 is Hornby's model of the recently completed Locomotive Services Limited HST power cars and matching trailers in Midland Pullman Nanking blue.



Above: The Pendolino gains Avanti West Coast's unique Pride livery in 2021.



Above: The GWR Class 800 is to be released in 'Trainbow' branded GWR green in 2021.



Above: Two new colour schemes are planned for the Class 87 including the unique 'large logo' dark grey applied to 87006 *City of Glasgow*.

Carriages Galore



A new collection of four and six-wheel carriages has been produced by Hornby for 2021. The first batches are due for release in January and February. See reviews for more on these new releases.

LEADING THE WAY FOR Hornby's range of 'OO' gauge carriages and wagons for 2021 is a new series of four-wheel and six-wheel carriages in a wide choice of configurations and liveries - see Reviews, pages 78-79 and our competition on pages 14-15 for more on these new models.

The comprehensive tooling suite will enable multiple body and chassis configurations with eight different bodysells across the range including four six-wheel first class, third class, composite and brake third variants, while the four-wheel options include first class, third class, brake third and a baggage brake. Whilst generic in nature, the vehicles feature plenty of detailing including separate running boards, separately fitted door handles, accurate roof vents for gas, oil or electric lighting, wheel profiles to reflect the prototypes and they will be offered with or without interior lighting too.

In total 45 individually numbered carriages are planned across the range and all except the four-wheel baggage brake vehicles will also be available fitted with Hornby's new magnetic lighting system - resulting in more than 80 vehicles in all. Powered by a CR3032 battery, the interior lighting system can be turned on and off with the use of a magnetic tool which can be waved over the carriage roof to

TABLE 3 - HORNBY 2021 'OO' CARRIAGES AND WAGONS (NEW TOOLING)

VEHICLE	ERA	CAT NO.
Liverpool & Manchester Railway open carriage triple pack, L&MR light blue	1	R40102
Liverpool & Manchester Railway flat-bed wagon triple pack, L&MR green	1	R60014
Six-wheel First Class, NBR/LNWR/SR/LNER/BR	2-4	Various*
Six-wheel Third Class, NBR/LNWR/SR/LNER/BR	2-4	Various*^
Six-wheel Composite, NBR	2	R40091/R40137*
Six-wheel Brake Third, NBR/LNWR/SR/LNER/BR	2-4	Various*
Four-wheel First Class, LBSCR/LSWR/GNR/GWR	2	Various*
Four-wheel Third Class, LBSCR/LSWR/GNR/GWR	2	Various*^
Four-wheel Brake Third, LBSCR/LSWR/GNR/GWR	2	Various*
Four-wheel Brake (Baggage), NBR/LNWR/GNR/GWR/SR/LNER/BR/LBSCR/LSWR	2-4	Various
SR Luggage Van 2362, Southern Railway green	3	R60020
SR Luggage Van 2471, Southern Railway green	3	R60020A
SR Luggage Van S2477S, BR crimson	4	R60021
SR Luggage Van S2467S, BR crimson	4	R60021A
SR Luggage Van S2464S, Pullman umber and cream	5	R60057
SR Maunsell Third Class Dining Saloon 7864, Southern Railway green	3	R40030
SR Maunsell Third Class Dining Saloon 7867, Southern Railway green	3	R40030A
SR Maunsell Composite Dining Saloon 7841, BR green	5	R40031
SR Maunsell Composite Dining Saloon 7843, BR green	5	R40031A
BR Mk 1 Corridor Brake Composite W21083, BR chocolate and cream	4	R40021
BR Mk 1 Corridor Brake Composite E21106, BR maroon	4	R40022
BR Mk 1 Corridor Brake Composite W21178, BR blue and grey	7	R40023
BR Mk 1 Corridor Brake Composite 21274, BR InterCity Charter Unit	8	R40020
BR Mk 1 Corridor Brake Composite DB975280, Network Rail yellow	11	R40024
BR Mk 4 Open First, Coach M, BR InterCity/GNER/LNER/TFW	8/9/11	R40154/R40165/R40150/R40186
BR Mk 4 Open First (Accessible Toilet), Coach L, BR InterCity/GNER/LNER/TFW	8/9/11	R40153/R40164/R40149/R40185
BR Mk 4 Open First, Coach K, BR InterCity/GNER/LNER/TFW	8/9/11	R40152/R40163/R40148/R40184
BR Mk 4 Buffet/Catering Car, Coach H, BR InterCity/GNER/LNER/TFW	8/9/11	R40160/R40146/R40157/R40189
BR Mk 4 Open Standard (Accessible Toilet), Coach F, BR InterCity/GNER/LNER/TFW	8/9/11	R40159/R40145/R40155/R40188
BR Mk 4 Open Standard, Coach E, BR InterCity/GNER/LNER/TFW	8/9/11	R40156/R40166/R40151A/R40187
BR Mk 4 Open Standard, Coach D, BR InterCity/GNER/LNER/TFW	8/9/11	R40156B/R40166B/R40151/R40187B
BR Mk 4 Open Standard, Coach C, BR InterCity/GNER/LNER/TFW	8/9/11	R40156A/R40166A/R40151B/R40187A
BR Mk 4 Open Standard, Coach B, BR InterCity/GNER/LNER/TFW	8/9/11	R40191/R40193/R40192/R40194
BR Mk 4 DVT, BR InterCity/GNER/LNER/TFW	8/9/11	R40161/R40147/R40158/R40190

Notes: * Available with or without interior lighting ^ Third Class vehicles offered with two different running numbers per colour scheme, except NBR livery (one).



The 2020 announced Class 91 is gaining matching all-new coaching stock with Hornby's plans for a fresh set of Mk 4s and Driving Van Trailer for 'OO'.

activate the onboard reed switch.

Nine different colour schemes are being offered initially covering North British Railway (NBR), Southern Railway (SR), London North Eastern Railway (LNER) teal, BR crimson, London North Western Railway (LNWR), London Brighton and South Coast Railway (LBSCR), London and South Western Railway (LSWR), Great Western Railway (GWR) and Great Northern Railway (GNR) teal liveries (see Table 3 for more details). Prices are set at £29.99 for standard models and £35.99 for illuminated examples. Delivery is imminent with models expected to appear during January and February. The lighting system will also be available separately, priced at £12.99.

Meanwhile, following the success of Hornby's all-new 'OO' gauge Stephenson's *Rocket* 0-2-2 train packs last year and subsequent release of the Open Third vehicles, further vehicles will appear this year including a Liverpool and Manchester Railway (L&MR) Royal Mail coach, as part of a new train pack (see Table 1 on pages 8-9), while a triple-pack of new L&MR flat-bed wagons (R60014) is due imminently, priced at £69.99. A triple-pack of Open Third vehicles is also due during January (R40102).

At the other end of the era spectrum, to accompany last year's announcement of a new 'OO' gauge Class 91 Bo-Bo electric, new BR Mk 4 coaches are planned for



The Maunsell bogie passenger luggage van is joining the range with brand new tooling in 2021.

release in late 2021 with First Open, First Open with Accessible Toilet, Buffet/Kitchen, Open Standard and Open Standard with Accessible Toilet options, plus a new BR Mk 4 Driving Van Trailer (DVT). Liveries include BR InterCity, Great North Eastern Railway (GNER), London North Eastern Railway (LNER) and Transport for Wales (TfW) colour schemes (see Table 3).

Prices are set at £36.99 for the coaches and £69.99 for the DVTs. For those wishing to replicate the early years of electric operation on the East Coast Main Line, Hornby will also be releasing an unpowered buffer-fitted HST car for use as a DVT (R40162).

Southern modellers will gain an all-new Maunsell Dining Saloon in Third Class (Southern Railway) and Composite (BR) variants along with Maunsell bogie passenger luggage

vans in SR green (R60020/A) and BR crimson (R60021/A). A Pullman liveried luggage van (R60057) is also being produced, representing the vehicle used in Sir Winston Churchill's funeral train in 1965. Prices are set at £49.99 for the dining saloons and £36.99 for the luggage vans.

Hornby's expanding range of BR Mk 1 coaches is to gain an additional vehicle type in the form of a newly-tooled Corridor Brake Composite (BCK). Five vehicles are planned in BR chocolate and cream (R40021), BR maroon (R40022), BR blue and grey (R40023), BR InterCity Charter (R40020) and Network Rail (R40024) liveries. Priced at £34.99, they are expected to be released during June 2021. Allied to these, Hornby's new BR Mk 1 Restaurant Buffet (RB) gains three further releases in BR green (R40025), BR maroon (R40026) and DRS plain blue (R40027).

Further modern-era liveries are planned across Hornby's range of BR Mk 3 coaches including BR blue and grey, First Great Western, LNER

and Midland Pullman Nanking blue and white, to match High Speed Train power car packs in these colour schemes, while the Mk 3 sleeper coaches are also due to appear in BR blue and grey, InterCity and Caledonian Sleeper liveries, together with an interpretation of a BR Mk 2e Brake Unclassified Open (BUO) in the latter colour scheme. Also, five colourful Avanti West Coast Pride-liveried Class 390 Pendolino vehicles will be issued to further bolster the four-car train pack mentioned previously (see Table 2).

Hornby's 'OO' wagon range will be bolstered new liveries and identities on existing tooling including a series of HAA/HFA merry-go-round and CDA china clay hopper wagons individually and in triple wagon packs. Liveries include Railfreight red, Railfreight yellow and EWS liveries. There will also be a quartet of Beatles themed box vans. Further wagon releases include new private owner liveries on Hornby's latest four-wheel chassis, plus new identities for 12ton vent vans, 10ton quad vent meat van, oil and milk tank wagons and more.



The Beatles theme continues in 2021 with the addition of a quartet of collector edition wagons based around the group's famous albums.



The Hornby Mk 1 range is continuing to expand with addition of the Brake Composite Corridor which will be available in Western Region chocolate and cream as well as BR maroon, blue and grey and other colour schemes.

RailRoad range 2021



HORNBY'S RailRoad range of models increases by 23 new locomotives this year, plus two train packs. Amongst the standard releases are the GWR '101' 0-4-0T in GWR green (R30053), Bagnall 0-4-0DH shunter in BR blue (R30050), Class 20/9 Bo-Bo diesel 20905 in GB Railfreight livery (R3913), together with Class 121 diesel railcar 960015 in Network Rail yellow (R3915).

Fourteen of the new additions are RailRoad Plus models which feature enhanced decoration and separate nameplates, where appropriate. Highlights include Peppercorn 'A1' 4-6-2 60163 *Tornado* in BR lined green with late crests (R30086), Class 37 97305 *Ffestiniog and Welsh*

Highland Railways in Network Rail yellow (R30044), Class 47 47593 *Galloway Princess* in BR 'large logo' blue (R30080) and Class 57 57305 in Network Rail yellow (R30043) which utilises Hornby's Class 47 model as its basis.

In addition, six RailRoad Plus models gain Twin Track Sound (TTS) this year including 37521 in Colas Rail Freight (R30041TTS), 47583 *County of Hertfordshire* in its special version of BR 'large logo' blue, applied for the Royal Wedding in 1981 (R30040TTS), 47 712 *Lady Diana Spencer* in ScotRail blue stripe livery (R30079TTS) and 47813 *Jack Frost* in the distinctive Rail Operations Group colour scheme (R30042TTS). Two Class 55s receive TTS sound for the first time as D9018 *Ballymoss* in BR



two-tone green (R30048TTS) and 55013 *The Black Watch* in BR blue (R30049TTS), loaded with Hornby's

new Deltic TTS soundfiles.

● Visit www.hornby.com for more information.

HORNBY TRAIN SETS 2021



Hornby's latest HM6000 analogue control system appears in a train set for the first time this year as part of the iTraveller 6000 train set (R1271M).

This new control system allows the set to be controlled from a compatible smart phone or tablet and comes with a suite of audio sounds and a track planner too. The

set contains a Bagnall 0-4-0DH shunter, three wagons, an oval of track with a siding, a midi mat and a wall plug transformer. Priced at £129.99, it is due in May.

Hornby is also adding a further Coca Cola branded train set to the range this year, which will include a branded 0-4-0T, TTA tank wagon and

a bogie container flat with three 20ft containers. Due during August 2021, the Summertime Train Set is priced at £89.99. Further Coca Cola models are planned too including an 0-4-0T (R3955), refrigerator van (R60013) and small tank wagon (R60012).

Finally, the Valley Drifter Train Set (R1270M) contains an 0-4-0T named *Crimson King* and features a long wheelbase open wagon and a four-wheel coach in teak finish. The set includes a starter oval, wall plug transformer, controller and a midi mat.

● Visit www.hornby.com for more information.



HORNBY PLAYTRAINS



IN 2021 Hornby is introducing an exciting new children's range of interactive train packs and sets – Hornby Playtrains.

Aimed at three to six-year olds, the new range has been designed to be fun, engaging and visually appealing and will include a series of character train sets, initially spearheaded by *Flash the Local Express* (Cat No. R9332), a three-vehicle 'OO' gauge express train. The set includes a new infra-red control system, easy-clip plastic track and a new track mat design, while the train features three running speeds and working lights. Up to two trains can be operated simultaneously from separate infra-

red remote controls, while sounds can be selected from buttons on the controller too. Downloadable character stories will also be available to accompany the sets.

Four additional track packs will allow the basic layout to be developed further, while additional character locomotives including *Bolt* (R9312) and *Thunder* (R9314) will appear in the range, together with a local express coach twin-pack (R9315), express goods closed van twin-pack (R9316) and express goods open wagon twin-pack (R9317).

Intended as an early and affordable introduction to model railways, prices range from £9.99 to £49.99.

● Visit www.hornby.com to find out more.

Hornby 2021 catalogue on sale now!



The 148 page 67th edition of the Hornby catalogue is out now and available to purchase from shop.keypublishing.com and subscribers can get £4 when placing an order by phone and quoting their subscriber number. Call 01780 480404 to get your copy and see the full collection of Hornby locomotives, rolling stock and more.

2020 model release dates

Hornby has provided an update on the arrival timescales for its remaining all-new products from the 2020 range. The current expected arrival dates are:

- LNER Thompson 'A2/2' and 'A2/3' 4-6-2s – January/February 2021
- LNER Gresley 'W1' 4-6-4 (original and rebuilt) – May 2021
- LMS 'Coronation Scot' carriages, all versions – May 2021
- BR Class 91 Bo-Bo electric – May 2021
- BR Riddles '2MT' 2-6-0 – June 2021
- BR Class 370 Advanced Passenger Train – July 2021

Visit www.hornby.com for more updates and the *Hornby Magazine* review pages in future issues as these models become available.

WIN! A Hornby 'Terrier' and four new four-wheel coaches

Which railway were the 'Terriers' built for originally?

- London Brighton and South Coast Railway
- London Bexhill and South Coast Railway
- London Bournemouth and South Coast Railway

HORNBY and *Hornby Magazine* are offering a chance to win a Stroudley 'Terrier' 0-6-0T and four matching LBSCR four-wheel carriages using Hornby's brand new 2021 toolings (see p12-13).

The competition prize consists of 'Terrier' 655 *Stepney* in LBSCR 'improved engine green' (Cat No. R3780) plus LBSCR liveried four-wheel coaches modelling First 474 (R40069), Third 882 (R40070),

Brake Third 941 (R40071) and Baggage car 102 (R40072). The total prize value is over £200.

To enter the competition and be in with a chance of winning this Hornby 'Terrier' and matching four-wheel carriages, all you have to do is answer the question above by February 25 2021.

Even you don't win, Hornby's new four-wheel carriages are available from www.hornby.com and its retailer network.



HOW TO ENTER

● For your chance to win, simply visit www.keymodelworld.com/hornby-magazine/competitions, click the competition tab on the menu and fill in the online entry form. Online entries open at 9am on January 7 2021 and the closing date for entries is February 25 2021 at 5pm GMT. The winners will be notified no later than March 1 2021. There is no cash prize alternative and the Editor's decision is final. Competitions are not open to employees of Key Publishing, Hornby, their family members or anyone else professionally connected to the company. No purchase necessary.

RAPIDO TRAINS UK LAUNCHES

The compact Hawksworth '15XX' 0-6-0PT has been selected as one of the launch models for Rapido Trains UK in 'OO' gauge. In April 1962 1504 stands at the bufferstops at London Paddington at the head of an empty coaching stock working from Old Oak Common. Railphotoprints.uk.



For 'N' gauge Rapido Trains UK has selected the Class 28 Co-Bo diesels as its first product. In July 1966 D5709 rests at Carlisle Upperby. Gordon Edgar Collection/Railphotoprints.uk.

RAPIDO TRAINS has officially launched its UK division - Rapido Trains UK - with a series of newly tooled British-outline models including three 'OO' gauge projects, one 'N' gauge locomotive and more 1:76 scale double-decker buses.

Leading the charge for 'OO' gauge is a Hawksworth designed '15XX' 0-6-0PT, with six different models planned. Whilst designed during the latter days of the Great Western Railway (GWR), the ten locomotives were built under British Railways' control at Swindon Works in 1949. Most were based at Old Oak Common depot in West London primarily for empty coaching stock moves to and from London Paddington and their short wheelbase offered a distinct advantage when negotiating tight track configurations. Their working careers were quite short, with the first withdrawal occurring in 1959. Three were subsequently acquired by the National Coal Board for further use into the late 1960s, while one example is currently preserved



Above: Artwork for one of the new 'OO' gauge gunpowder vans.

Right: First engineering sample of the West Midlands Passenger Transport Executive Fleetline.

at the Severn Valley Railway.

Rapido Trains' UK new 'OO' gauge model will feature die-cast metal construction, high quality motor, Next18 Digital Command Control (DCC) socket, sprung buffers and small tension lock couplings in NEM pockets. Factory-fitted digital sound options are also planned.

Six different identities are expected initially as 1506 in BR plain black without crests (Cat. No 904001), 1500 in BR plain black with early crests (904002), 1505 in BR lined black with early crests (904003), 1504 in BR plain black with late crests (904004), 1501 in BR lined black with early crest, as preserved (904005) and 1509 in National Coal Board (NCB) maroon (904006). Currently in the early stages of design, a price for the new '15XX' 0-6-0PT has yet to be confirmed. Delivery is anticipated in 2022.

With the popularity of industrial locomotives on the rise, the company's second 'OO' gauge locomotive project is the Hunslet 16in 0-6-0ST. Hunslet Engine Company of Leeds offered various 'standard' 0-6-0STs for industrial use including examples with 12in, 14in, 15in and 16in diameter cylinders. They were economical, easy to maintain and reliable. More than 40 16in 0-6-0STs were built by the company between 1923 and 1958 for use at various industrial concerns including collieries, mines and quarries.

Seven 'OO' gauge models are planned in a selection of liveries including 3716/1952 *Alex* in Oxfordshire Ironstone lined red (903001), 3782/1953 *Arthur* in Markham Main Colliery lined green (903002), 2705/1945 *Beatrice* in NCB lined red (903003), 3783/1953 *Holly Bank No. 3* in NCB lined blue (903004), 1953/1939 *Jacks Green* in Naylor, Benzon and Co. lined green (903005), 3715/1952 *Primrose No. 2* in NCB lined black (903006) and 3714/1951 *Thorne No. 1* in plain green (903007).

The specification follows a similar pattern to the '15XX' with die-cast metal construction, high quality mechanism, Next18 DCC decoder

socket, sprung buffers and small tension lock couplings in NEM pockets. Plans also include factory-fitted digital sound models - a first for an industrial steam locomotive in 'OO'. Currently at the CAD drawing stage, prices have yet to be confirmed, although delivery is expected during late 2021.

Rapido Trains UK's third 'OO' gauge model sees the resumption of the previously-announced (2017) Gunpowder Van (GPV) project. A standardised GPV design was produced by the Railway Clearing House (RCH) in the 1930s, which was adopted by the GWR, LMS, LNER and Royal Ordnance factories, albeit with minor detail differences. These distinctive low-height metal vans were wood-lined to safeguard the potentially explosive cargo while being transported to military and industrial sites by rail.

Ten different 'OO' gauge GPVs are planned covering RCH designs, GWR and BR diagrams as Diagram 1/260 B887021 in BR bauxite (902001), M701508 in BR bauxite (902002), B887001 in BR grey (902003), Diagram Z4 105777 in GWR livery (902004), 105708 in GWR livery (902005), RCH pattern 701016 in LMS livery (902006), 299031 in LMS livery (902007), N260936 in LNER livery (902008), 147511 in LNER livery (902009) and 11 in Royal Ordnance factory livery (902010). Key detail differences will be incorporated such as bufferbeams,



doors, 'W' irons and brake gear.

Rapido Trains UK's new 'OO' Gunpowder Van is at the design stage with a 3D test print of the wagon having been developed, ahead of progressing to the next stage of the process. Prices have yet to be confirmed, but delivery is currently slated for late 2021.

For 'N' gauge modellers, the manufacturer has unveiled plans to produce the Metropolitan Vickers Type 2 Co-Bo diesel. 20 of these characteristic locomotives were built at the company's Stockton-on-Tees factory in the late 1950s. Famed for their use on the 'Condor' Anglo-Scottish container services, the design was not as successful as anticipated, with troublesome mechanical issues and reduced route availability due to their unique axle configuration. Despite undergoing a rebuild in 1961, most had been withdrawn by the end of the decade. One was retained in departmental use until the mid 1980s.

Rapido Trains UK's new 'N' gauge model will be offered in six different identities in post-1961 condition with flat windscreens. Models planned include D5709 in BR green (905001), D5711 in BR green with yellow warning panels (905002), D5713 in BR

green with yellow warning panels (905003), D5707 in BR green with yellow ends (905004), D5705 in BR green with yellow warning panels (905005) and D5701 in BR blue with yellow ends (905006).

The specification includes separately fitted parts, high quality motor and mechanism, Next18 DCC decoder socket, directional lighting, NEM coupler pockets and digital sound options too. Design work is currently underway, with delivery anticipated in 2022. Prices have yet to be confirmed.

Finally, Rapido Trains UK is planning to expand its range of 1:76 scale buses with the addition of an all-new Leyland Fleetline double-decker in West Midlands Passenger Transport Executive guise.

Originally designed by Daimler, the Leyland name was adopted for the Fleetline in the 1970s when part of British Leyland. A choice of 20 different registration numbers and destinations will be offered with the company's new 1:76 scale model, and detail differences to reflect original and rebuilt front headlamp and indicator arrangements will also be incorporated within the tooling suite.

Currently at the first Engineering Prototype stage, the new Leyland Fleetline will feature injection-moulded plastic and metal parts, accurate screwhead and rivet detail, body weld lines, etched-metal interior grab poles, rubber tyres, steerable front wheels, flush glazing, working headlamps, interior illumination and more.

In addition, the manufacturer is also planning a new production run of its 1:76 scale 'New Look' Guy Arab Birmingham double-deck buses. 11 new versions are planned with different registration numbers and destinations.

Prices are set at £54.95 per model, with delivery of both vehicle types anticipated during Spring/Summer 2021.

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



The Hunslet 16in 0-6-0ST will be produced in 'OO' gauge by Rapido Trains UK.
Nathan Wilson/Rapido Trains.

ACCURASCALE CLASS 37

FIRST LOOK!



ACCURASCALE has revealed the first engineering sample of its all-new 'OO' gauge Class 37 modelling the first of the class - D6700. The manufacturer has received an array of tooling samples and bodies to allow it to assemble D6700, which celebrated its 60th anniversary in December 2020, while further samples are due to be revealed by the manufacturer illustrating the Class 37/4, 37/6 and 97301 variants which it is working on.

The all-new Class 37 was announced by Accurascale at the Warley Model Railway Show in

2019 and covers versions of the class which haven't previously been released in 'OO' gauge. The pre-production sample of D6700 illustrates the first five of the class which were built at English Electric's Vulcan Foundry between December 1960 and January 1961 which had subtle detail differences to the next batch including multi-part riveted cantrail grilles. Other features of the original Class 37/0 model include split-headcodes, front grilles, double riveted roof, bufferbeam cowling, large round Oleo buffers, bodyside water filler access door and steps and early bufferbeam pipework.

The Class 37 sample is now

being reviewed for any tooling amendments and refinements which will be carried out prior to the decorated samples arriving in Spring 2021. Release of the model is expected in the

second quarter of 2021 with prices starting from £169.99 DCC ready and rising to £259.99 for a DCC sound fitted version.

● Visit www.accurascale.co.uk for more information.

'OO' D6700 for Locomotion Models

LOCOMOTION MODELS has commissioned a special limited edition 'OO' gauge model of Accurascale's forthcoming English Electric Type 3 (Class 37) Co-Co diesel (see above) for its expanding National Collection in Miniature range.

Finished as D6700 in 'as-delivered' BR plain green, the model will represent the first-built example when released from English Electric's Newton-le-Willows factory in December 1960, ahead of taking up its duties at British Rail's Stratford Depot in East London sixty years ago.

Now part of the National Collection, D6700 was presented to the National Railway Museum



in late 1999 by English, Welsh and Scottish Railways (EW&S) following withdrawal from revenue-earning service. It received a makeover to near-1960s condition the previous year ahead of the company's Toton Depot open day.

Locomotion Models' limited edition split-headcode Class 37/0 will accurately reflect the prototype with original windscreens and bufferbeam cowling, open boiler exhaust and steam valve, early cantrail grille with riveted surround,

double-riveted roof with large cab roof vent, nose connecting doors and will correctly omit the nose corner grab irons. The specification also includes a heavy die-cast chassis, five-pole motor, twin flywheels, metal helical gear box, all-wheel pick-up and drive, 21-pin Digital Command Control (DCC) decoder socket, directional lighting, engine bay and cab illumination, fabricated bogies and more. A factory-fitted digital sound option is also available.

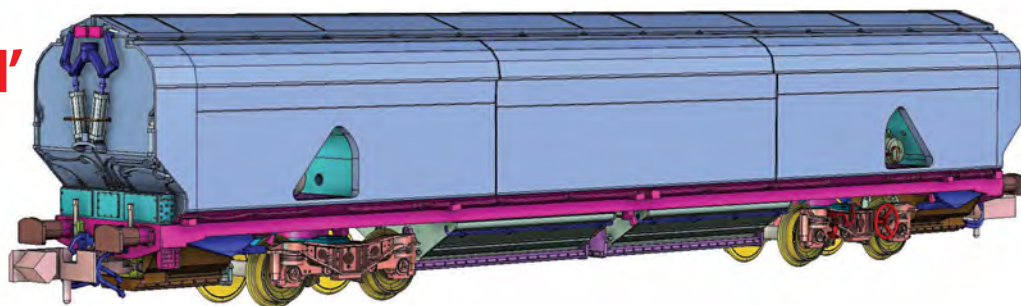
Priced at £169.99 DCC ready and £259.99 DCC sound-fitted, pre-orders are being accepted now (£30 deposit), with delivery anticipated during Autumn 2021.

● Visit www.locomotionmodels.com for more information.

Drax Biomass hoppers for 'N'

Revolution Trains has teamed up with Rails of Sheffield for its next 'N' gauge wagon, the IIA-D biomass hopper (UIC code: Tafoos) used on traffic to and from Drax power station.

Introduced in 2013, these impressive bogie hopper wagons were designed by WH Davis of Nottinghamshire to transport imported biomass to the UK's largest power station in North Yorkshire and are amongst the biggest wagons operating on the UK network. Each wagon features four hoppers and a pneumatically operated roof to keep the payload dry whilst it is being ferried to the power station



from bulk terminals at Liverpool, Immingham, Tyne, Redcar and Hull. On introduction they were outshopped with Drax Power vinyls, while more recently some have appeared with Northern Powerhouse branding.

Revolution Trains' new 'N' gauge models will feature highly detailed bodies, a wealth of separately

applied detailing including control gear, brake equipment, hopper roof door opening rams and more.

Available exclusively through Rails of Sheffield, six twin-packs of wagons are planned with liveries covering original Drax Power, Northern Powerhouse Drax livery and Renewable Pioneers Drax Power livery.

CAD work is complete and the wagons have progressed to the tooling stage, with the first Engineering Prototype (EP) samples awaited for evaluation.

Priced at £79.95 per pack. Delivery is anticipated during Summer 2021.

● Visit www.revolutiontrains.com and www.railsofsheffield.com for more information.

Revolution bags Gypsum containers in 'N'

Revolution Trains is planning to offer the distinctive 20ft British Gypsum containers as separate items for 'N' gauge modellers to utilise as loads for their bogie KFA or four-wheel PFA container flats.

Several different types of container are used to transport Gypsum and Revolution Trains has commissioned Accurascale to produce two 'N' gauge versions of the 20ft examples based on its 'OO' models, one with full height vertical ribs, while the other features a horizontal top bar. Two 'N' gauge triple packs will be produced - one



in British Gypsum white and one in British Gypsum blue.

The 'N' gauge containers have already been tooled and should enter production shortly.

Priced at £17.95 per triple pack, delivery is expected during the first half of 2021.

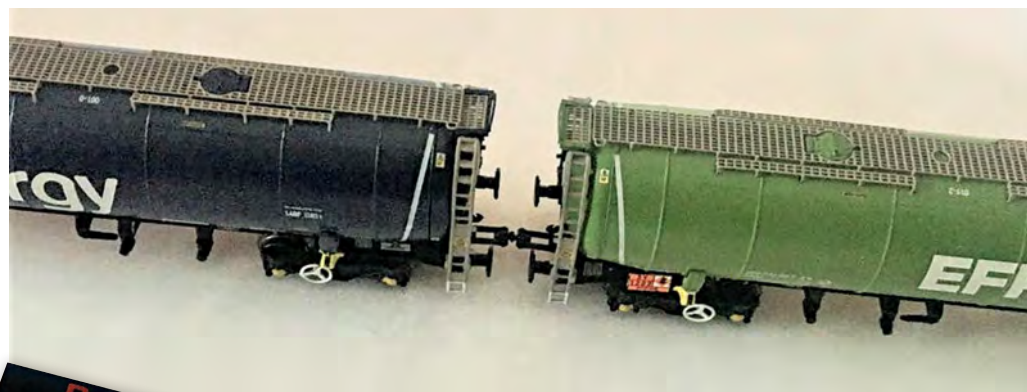


● Visit www.revolutiontrains.com for more details.

Couple up with Revolution Trains

Following customer feedback, Revolution Trains has added three new accessory packs containing its recently introduced 'realistic' fixed 'N' gauge NEM couplers to the range.

Originally intended for use with



its 'N' gauge IZA Cargowagon twin vans and IPA car carriers, the coupler bars form a scale length gap between vehicles.

Available in two different lengths - 14mm and 19mm - the all-in-one moulded plastic replicas of the hook and screw-link coupler are designed to simply slot into the NEM coupler pocket of compatible 'N' gauge wagons. The packs

are offered containing ten short 14mm couplers (Cat No. A-ACC-COUP-S), ten medium 19mm couplers (A-ACC-COUP-M) and a mixed pack containing five of each coupler type (A-ACC-COUP-MIX).

Priced at £4.95 per pack, they are available now.

● Visit www.revolutiontrains.com for more details.

Heljan reveals 2021 CATALOGUE



Locomotion and Rails commission limited edition 'V2s'

FOUR EXCLUSIVE EDITIONS using Bachmann's all-new model of the Gresley 'V2' 2-6-2 for 'OO' gauge have been announced by Locomotion Models and Rails of Sheffield. The limited editions are due for release in 2021.

The 184 'V2s' were built between 1936 and 1944 and were associated with the East Coast Main Line between London and Aberdeen as well as the Great Central Railway where their work included passenger, parcels and fast freights. Withdrawals started in 1962 and the last was withdrawn in 1966. One has been preserved in the National



Collection – 60800 *Green Arrow* which was the first of the class to enter traffic in 1936. It is currently on display at Locomotion in Shildon.

The specification for the all-new Bachmann 'OO' gauge model includes a 21-pin decoder socket, pre-fitted speaker, firebox flicker,

a new locomotive to tender coupling and five pole motor.

The exclusive models are split between Locomotion Models and Rails of Sheffield. Locomotion is offering 4771 *Green Arrow* in



LNER lined apple green (Cat No. 35-204NRM) and 60800 *Green Arrow* in BR lined green with late crests (35-205NRM) which will have polished motion and metal work while Rails of Sheffield has commissioned 4843 *King's Own Yorkshire Light Infantry* in LNER lined apple green (35-201Z) and 60964 *Durham Light Infantry* in BR lined green with late crests (35-203Z).

● The price per model is set at £229.95 (£329.95 with DCC sound) and pre-orders are now being taken with a £30 deposit through www.locomotionmodels.com and www.railsofshffield.com.

THE NEW 2021 HELJAN catalogue has been released offering new products for 'OO' and 'O' gauge covering steam, diesel and electric era locomotives and rolling stock. *Hornby Magazine* subscribers can view the new catalogue in PDF format on KeyModelWorld.com for free.

Headlining the new announcements in the 2021 Heljan catalogue is the announcement of the LMS 50ft inspection saloon for 'O' gauge plus livery details of the Class 02 0-4-0 diesel shunter promised for 'OO' gauge. In addition, there are new versions of the LNER 'O2' 2-8-0, Heljan's own general sale versions of the Ruston 165DE 0-6-0 shunter and new versions of the Cargowaggons in both bogie van and flat wagon formats.

The catalogue also gathers all of Heljan's announcements from 2020 into one place, including the all-new models of the Class 02, 26, 27 and Class 73/1 for 'O' gauge, Class 02 and 104 for 'OO' and reruns of the Class 37/4, Class 50 and Class 60 for 'O' gauge.

The LMS 50ft Inspection Saloon

for 'O' gauge is due for release in 2022 and its specification will include options for LMS or BR B4 bogies to suit era and livery, DCC controlled interior lighting, a 21-pin decoder socket and 12 livery options. They will cover LMS lined crimson (Cat No. 9100), BR carmine and cream (9101), BR lined maroon (9102), BR blue with full yellow ends (9103), BR blue and grey (9104), InterCity (9105), ScotRail (9106), LMS crimson with yellow ends (9107), Loadhaul black and orange (9108), EWS maroon and gold (9109), Regional Railways (9110) and BR carmine and cream with yellow ends (9111). Prices are to be confirmed.

In 'OO' gauge, the Class 02 0-4-0 diesel shunter is confirmed as having a Next18 decoder socket, directional lights, NEM coupling pockets and cab interior lighting. It is to be offered in BR green with 'wasp stripes' and red bufferbeams as D2861 (Cat No. 2840), BR green with 'wasp stripes' and yellow bufferbeams as D2864 (2841), BR green with 'wasp stripes' and no crests as 02004 (2844), industrial yellow (2847) and in industrial green as 'SAM'



(2850). The Ruston and Hornsby 165DE is being offered as a mainstream release in industrial yellow (9770) and NCB dark green (9771) and will have the same mechanical and electrical specification as the Class 02, except for directional lighting.

To expand on its 'OO' gauge collection, Heljan has announced new versions of the LNER 'O2' 2-8-0 as 'O2/2' 63937 in BR black with late crests with Great Northern cab and LNER flush-sided tender, weathered (Cat No. 3901), 'O2/2' 63938 in British Railways black with a Great Northern cab and

tender (3904), 'O2/1' 3481 in LNER post war black with a LNER cab and Great Northern tender (3932), 'O2/1' 63923 in BR black with a LNER cab and stepped tender (3934) and as 'O2/4' 63924 in BR black with a LNER cab and Great Northern tender with a weathered finish (3941).

Liveries for the new 'OO' gauge Class 86/4 and 86/6 have also been announced and will model 86404 in InterCity 'Executive' colours (Cat No. 8640), 86634 *University of London* in Railfreight Distribution grey (8641), 86416 in Rail Express Systems red and grey (8642), 86426/E3195 in BR retro blue (8643), 86622 in RfD European grey (8644), 86401 *Mons Meg* in Caledonian Sleeper livery (8645) and 86609 in Freightliner green and yellow (8646).

● Full details of all of Heljan's new 2021 products are listed in its new catalogue which is available to purchase from Heljan retailers for £3.



Display adds new kits



New laser cut kits have been released by Display expanding its product range. The latest releases cover access platforms for railway sidings and a MDF kit for a concrete underpass.

The access platform kits cost £45 and come as a double pack containing six kits in total. They are designed to be built onto a hardstanding, but can be modified to be free standing. Features

include railings and either open mesh or solid walkways and steps.

The concrete underpass includes self-adhesive texture sheets for graffiti or clean structures based around a MDF shell. An orange light film is included with the underpass to allow it to be illuminated. The underpass costs £16 and all kits come with instructions.

● Visit www.buildpaintdisplay.com for more information.

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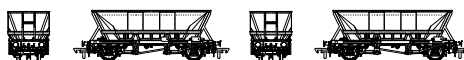


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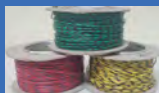
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Penmouth & Curzon Street

Unable to decide on one location, **MARK WILSON** set out to create an 'OO' gauge layout covering London, Birmingham and the South West – to grand effect.

PHOTOGRAPHY, MIKE WILD

PENMOUTH AND CURZON Street was inspired by all my memories and goes back to my interest in railways from being a seven-year-old in 1977. All

of a sudden, I came to understand that the trains that had been passing within 50 yards of my bedroom window on an embankment were actually all different sizes and shapes and had numbers on them. The line was the Midland Railway route from Birmingham to Leicester. As well as watching the trains, I started a number of layouts, but inspiration ran out before they were finished.

I have found out the hard way that my interest in many eras and locations was the problem. This has - after many years of searching and planning - resulted in a multi-era, multi-location model that keeps me interested.

I wanted to run and represent train movements of the Midlands, London, Cornwall and Devon. Having spent many hours at Birmingham New Street, for me the most interesting and unusual workings were to and from the South West. To model this the layout is based in three locations spread across the country but also has trains from further afield. The first station is sited in the Birmingham area but has a few details that remind me of items from other stations. It has a parcel bridge that was semi-modelled on the structure at Bristol Temple Meads while the road bridge is modelled on the Manchester Victoria Corporation Street which I used to stare at waiting for Class 40s to pass under.

I have tried to create a station throat feel with a retaining wall to one side and what remains of a steam shed on its last legs but being used by the diesel crews more as a wind break. Above the retaining wall in a tight unusual space I have created a typical industrial area with a small garage and some warehouse buildings.

The middle section is modelled on London and the approaches into the capital with multiple routes crossing each other. I have tried to represent the essence of London at three different scenes across the width of the rear loop section.

It starts in the left-hand corner with a typical street scene framed by a disused »



GAUGE
'OO', 16.5mm

SCALE
4mm: 1ft

SIZE
16ft x 8ft

REGION
MIDLAND/WESTERN

PERIOD
1977-1982

CONTROL
ANALOGUE



Left: The road bridge over Curzon Street frames a pair of Southern Region visitors – a Heljan Class 33 and a Lima Class 73.



Below: At Penmouth Class 47 47258 waits to depart with a parcels working as a Class 50 rumbles in with an arrival from the capital. All the locomotives here are detailed and weathered Lima products which have been overhauled.





3 Above: Inside the trainshed at Penmouth a pair of Class 47s stand side by side while tickets are checked at the entrance gate.

railway bridge against the backdrop. One side of the road has a cinema and a department store housed in art deco style buildings. On the opposite side is a typical London Underground station with its towers, signage and overbridge. The tracks at high level represent the Underground and third-rail lines. The overbridge and the disused bridge above the road have mirrors at the rear to create a bit of depth to the scene.

The central section has high rise flats to the rear in quite a tight space behind the railway arches. This has a three-track main line with signal gantries to represent the approaches to the capital. Just poking above the viaduct is a little bit of greenery with the tops of trees.

The right-hand corner filler is a locomotive depot with the feeling of Finsbury Park. It is a six-road building with details including a fuel point, general stores and tanks. The retaining wall is made up of a mixture of brick finishes to give the feeling of different



periods where walls have been added to over time. Behind the wall is a more modern industrial building. The whole corner is actually just another storage area for locomotives when they are not required on the layout.

The final area of the layout is based in the South West around the Devon/ Cornwall region, more the former, to be honest. Trains exit the middle section and enter through a divider screen that has a red cliff face and a tunnel portal based on Parsons Tunnel in Dawlish. I have modelled a small beach based on Dawlish with a railway overpass that

4 Filling one corner of the layout and disguising the join between the London suburbs and scenic Devon is a depot scene. This is used to store locomotives which aren't in use and today plays host to a Class 55 'Deltic' and a Class 08 shunter.





5 Above: The station forecourt at Curzon Street recreates the feel of a station in the BR blue era. A Class 52 'Western' in its final years of service is ticking over at the bufferstops while a Class 128 parcels railcar waits in the bay platform to the left.

6 Right: Class 50040 ticks over at the bufferstops at Penmouth after arriving from the Midlands.

leads down to the sea front. It has sea walls, railings, fishing boats, nets and scattered rocks at the base of the sea wall. I have also scratchbuilt a few brightly coloured beach huts to give the seaside feel with a few local seagulls lurking around for the odd chip or snack.

Another terminus building with an overall roof has the feel of Penzance about it - long platforms with semaphore signals perched at its extremities. Three tracks run into the main station roof area with a bay



 Under the canopy passengers arrive at Penmouth for the next departure towards London.



platform and two other tracks against the wall-side. This provides four platforms. The wall-side track ends at the Motorail platform end. This track stores coaching stock for the sleeper and Motorail trains.

In front of the station building entrance is a vehicle turning area and taxi rank leading into the Motorail entrance. The Motorail booking-in shed and reception buildings are scratchbuilt based on a downsized version of those at Kensington Olympia. It also has a few sections of canopy and a small loading ramp with white picket style gates similar to those at Penzance from the 1960s to the 1980s.

THE LAYOUT

The baseboards are all 9mm MDF for the tops supported by a 44mm x 22mm softwood frame and support legs where needed. There are three baseboards. The one running under the stairwell for the run round loop is 8ft x 4ft with a 4ft x 2ft 6in cut-out in the centre to allow cleaning access to the tracks. The two station baseboards that run down either side of the garage wall are 18in wide and 12ft long. This gives an actual modelling area of 17 square feet with a total footprint measuring 16ft x 8ft. It's basically a 'U' shape with two 12ft side sections against the garage walls and an 8ft joining section. Off the joining section runs a loop under the overhanging stairwell.

Control is analogue, and construction is relatively straightforward – ballasting in the usual way with a PVA/water mix and track painted to look used. The challenges were to give a representation of the three areas so that on first glance other people seeing them would have a good guess at the locations. I think I have achieved this with Curzon Street resembling Birmingham Moor Street and setting the location in the West Midlands but firmly on the former Great Western. The London section is easy to identify due to the London Underground buildings, flats and complex track layout. The South West should be obvious with the pastiche of Dawlish!

The most unusual aspect of the layout is probably the Motorail terminal.▶▶



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LAYOUT IN ACTION

 Penmouth station is a combination of Peco overall roof kits and Scalescenes kits joined together to create a large structure. A Class 43 HST set stands in the rear platform.





A Motorail terminal has been modelled at Penmouth including the arrival terminal. The Beetle has arrived for the 10.35am to Newcastle.

as I have rarely seen this side of the railway modelled. Looking into its history and the trains which ran, I only wish I could model more of this operation. Maybe a future layout devoted to a Motorail terminal could be on the cards for me one day?

I am probably proudest of Curzon Street station, which I scratchbuilt. All the early railways built things to last and had intricate details, which I had to model. I like the modification of kits such as the Peco overall roof at Penmouth station, which has been made wider and taller.

I made a point of building removable sections at the stations so that good camera angles have been created. It also enables very good views at platform height so it can be looked through at barrier/fence height to give the views I remember growing up. This is important to get the full feel of things.

Signals are all static Ratio models, but I also have some Knightwing colour light signals and old Dapol gantries with remodelled dummy signals. These are all removable and can be swapped out for other models depending on what period I am running.

OPERATION

In terms of operation, my favourite models are probably my elderly but characterful Lima 'Warships' and 'Westerns', but I also really like the Bachmann sleeper and Motorail GUV coaching stock. I have three timetables which represent movements of trains in the three periods.

Traffic is formed of local, regional and long-distance trains plus parcels, perishables and when operating in early periods, milk and van traffic. Trains depart one station, do a few loops in the central London section and then head either to Curzon Street or Penmouth, depending on where they started from.

The layout can operate through three different specific time periods at the moment. These are 1968-1972, 1972-1976 >>





The layout design includes a continuous run circuit linked into the 'London Suburbs' section which allows locomotives to stretch their legs. A Class 47 weaves across the junction from the hidden circuit to head to its destination at Penmouth.



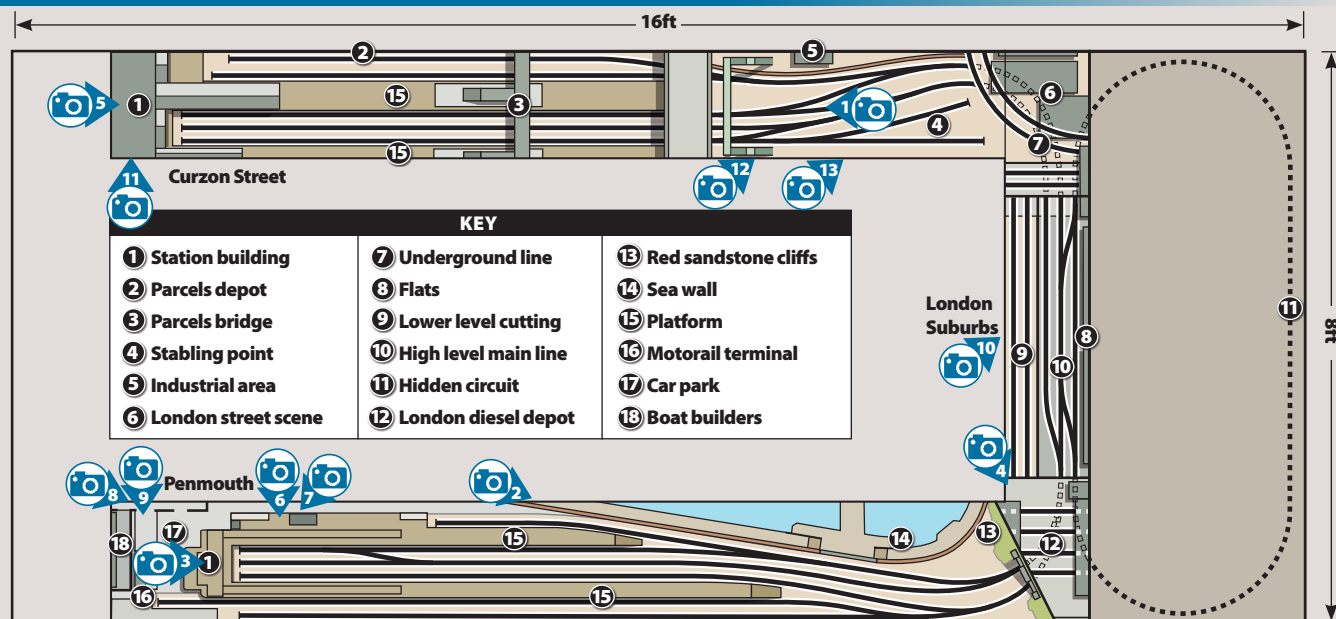


11 Left: The station forecourt at Curzon Street is packed full of detail and Mark has created removable panels to allow full viewing of its interior space.

12 Below: HSTs pass on the approach to Curzon Street while a Class 25 and 50 tick over at the servicing point.



PENMOUTH AND CURZON STREET TRACK DIAGRAM (Not to scale)



and 1977-1982. Each period has its own timetables and rolling stock changes that slowly blend into one another just as the real railway did. For this feature I focused on the 1977-1982 period. I change some of the buildings, vehicles, signals and so on to suit the running period. This allows me to transform maroon locomotives and coaching stock into the BR blue period ending in the popular 'large logo' livery. I am now in the process of adding two more periods – 1964-1968 allowing for the end of steam and the early green diesels with chocolate and cream Western Region coaching stock, and 1982-1986 for the beginning of Network SouthEast and InterCity 'Swallow' livery. For my next project, I have already

started a layout called Essence of Swindon Works, which is a small diorama project to display my diesel-hydraulic models and the occasional steam locomotive. They will shuttle in and out of the Works on an automated system and I will probably make the leap into DCC sound with this layout. It only measures 80cm x 40cm, but with the use of mirrors I hope to gain some apparent depth. The wall sections of the buildings will be removable for viewing and the periods will stretch from the 1950s to the closure of Swindon Works in 1985.

Penmouth and Curzon Street has taken a long time to come to fruition and a lot of work – but it gives me great enjoyment, and I hope *Hornby Magazine* readers appreciate it too. [John](#)



Class 50 50038 *Formidable* has just been prepared for the next departure from Curzon Street. The remains of the original steam shed provide shelter for the crews.



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A 'baseball cap' for a 'Royal Scot'

Sometimes, you want a model which is utterly unique, and as with many classes, the 'Royal Scots' had their fair share of modifications. **TREVOR JONES** shows how he converted a Bachmann model with unusual smoke deflectors.

The 'Royal Scots' have been produced in both original parallel boiler and later rebuilt forms, though currently only the rebuilt version is available for 'OO' gauge from Hornby. On shed, 6161 *Kings Own* with its unique smokebox deflector design poses with the four parallel boiler versions produced by Bachmann with a Bachmann 'Patriot' in the background.



OVER THE YEARS SEVERAL classes of locomotive have had experimental smokeboxes, chimneys, ACFI feed water heaters and smoke deflector designs which have radically altered their appearance. Amongst those, the LMS 'Royal Scots' stand out having appeared with parallel and tapered boilers, single and double chimneys, smoke deflectors and in its final form, 46106 *Gordon Highlander* was unique with its smoke deflectors.

Soon after introduction in 1927 with the single chimney and

parallel boiler, drivers complained of drifting smoke, culminating with a derailment in 1931 where drifting smoke was concluded to be a major factor. Trials were then carried out on four 'Royal Scots' with differing smokebox and smoke deflector designs, the most unusual being on 6161 *Kings Own*. These experiments lasted under a year during 1931/1932 and all the 'Royal Scots' were then fitted with similar smoke deflectors albeit with some subtle differences.

It's always nice to have an unusual locomotive on your layout

as it becomes a talking point with visitors, so I decided to convert a Bachmann 'Royal Scot' to be able to parade a very unusual model on my garden layout. The best pictures of 6161 were reproduced in *The Book of the Royal Scots* by Ian Sixsmith published by Irwell Press, an invaluable book to have when converting or changing the identity of any 'Royal Scot'.

The first job was to slice a wedge from the top of the smokebox. I used an Expo knife with a fine razor saw blade to do this. A piece of black plasticard was cut and

welded into place with Roket Deluxe plastic glue, then some filler was applied and then filed into shape. I had to estimate by trial and error the shape of the smokebox cowl by cutting and shaping a piece of thin card and holding it in place. When I was satisfied with the result I scanned it, changed its colour to black and printed it on to self-adhesive paper.

The self-adhesive template was stuck to a 0.4mm piece of brass shim. The hole where the chimney was to protrude had a series of small holes drilled around the edge»





The rebuilt 'Royal Scot' has been produced several times over for 'OO' gauge – it is available for 'N' gauge from Graham Farish too – with the latest generation model being the 2007 released product from Hornby, 6108. The LMS black version from Hornby is joined by a modified Airfix model as 46106 *Gordon Highlander* with its unique straight smoke deflectors from Jackson Evans etched parts and a previous Bachmann model of the rebuilt 'Scot' with standard smoke deflectors.

of the final aperture and a jeweller's saw was inserted to cut out the hole before it was finally fettled with a file. The outer edge of the cowling was cut away with scissors. The cowling was rolled with a large brass 23mm rod and then the front edge was hammered against a bevel which had been turned on the rod to produce a downward lip.

From another piece of brass, the smokebox door was turned on a lathe leaving a shaft to locate in a hole drilled in the centre of the

door. A thin plastic washer was glued to the back of the cone to represent the door's mounting.

The smokebox door and cowling were glued into position with Roket Cyano Glue Gel. The 'stovepipe' chimney had been acquired from Alan Gibson and was glued into a pre-drilled hole in the plasticard wedge beneath the cowling. I used thin plastic strip to replace the hinge straps on the smokebox door and fashioned a lamp bracket and soldered it to the cone. Pieces >>

6161 was fitted with an experimental smoke deflector and stovepipe chimney in the early 1930s. This Bachmann model has been modified to model the locomotive as it was during its early LMS career. It has been repainted and finished with new transfers and nameplates.



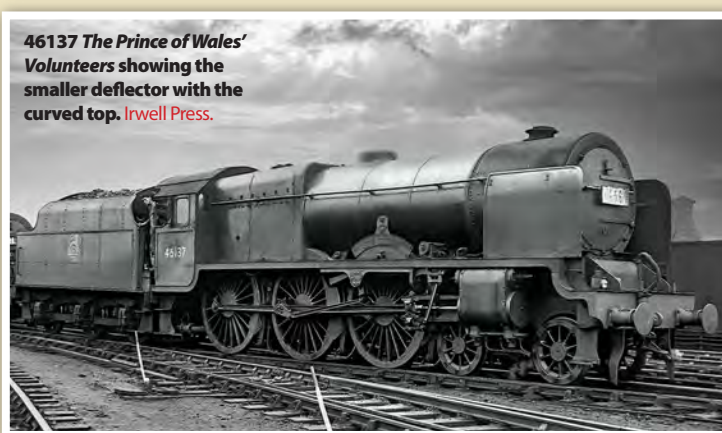
THE REAL 'ROYAL SCOTS'



Left: Another experimental deflector was applied to 6151 *The Royal Horse Guardsman*. Irwell Press.

Right: 6142 *Lion* displays the large flat smoke deflector applied to several 'Royal Scots'. Irwell Press.

Below: Drifting smoke obscuring the driver's view saw the LMS introduce a number of experimental smoke deflector designs in the early 1930s to the class. 6161 *Kings Own* is photographed on shed with the experimental smoke lifting modifications. Irwell Press.



46137 *The Prince of Wales' Volunteers* showing the smaller deflector with the curved top. Irwell Press.



6119 Lancashire Fusilier showing the smaller deflector with the angled top. Irwell Press.



Above: 46106 Gordon Highlander with its unique BR standard class smoke deflector. Irwell Press.



Left: 46118 Royal Welch Fusilier with the standard 'Royal Scot' smoke deflector applied eventually to all BR rebuilt 'Royal Scots' apart from 46106. Trevor Jones.

of a staple were used to make the missing smokebox door top clips. After preliminary cleaning up, the front section was sprayed with grey primer making it easier to see where further fettling was required.

I decided to simulate some missing pipework and valves which were made from various scraps and glued into place after which some further work with files and a glass fibre brush took place ready for painting.

I fitted tender pick-ups to improve the model's performance

but, for Mainline and Bachmann split chassis models, finding an easy electrical connection is difficult. My method is to drill two 10BA clearance holes in the plastic chassis keeper plate. This marks the metal split chassis where a 10BA tap hole is drilled with a No 54. drill. This can be tapped to 10BA. The keeper plate which just clips over the chassis front and back is refitted and two leads soldered on to 10BA brass washers and attached to a miniplug. The miniplug is cut from Squires Pin

strips. The socket is glued to the keeper plate and 10BA bolts of the appropriate length fasten the washers with leads to the chassis through the plate. This allows for future removal of the keeper plate for maintenance if required.

In model form, Bachman has produced an LMS liveried parallel boilered version without smoke deflectors and with the three standard types of deflector and a BR green version. Hornby has only produced the rebuilt tapered boilered 'Scot'

in LMS black without smoke deflectors and in BR green with the standard curved ones. No one has modelled rebuilt 'Royal Scot' 46106 *Gordon Highlander* with the BR standard deflectors in 'OO' gauge – it was done in 'N' gauge by Graham Farish, but Jackson Evans produced an etching so that modellers can carry out their own conversion.

With thanks to Irwell Press for allowing use of images from *The Book of the Royal Scots* to illustrate this article. 

STEP BY STEP MODIFYING A BACHMANN 'ROYAL SCOT' AS 6161 KINGS OWN



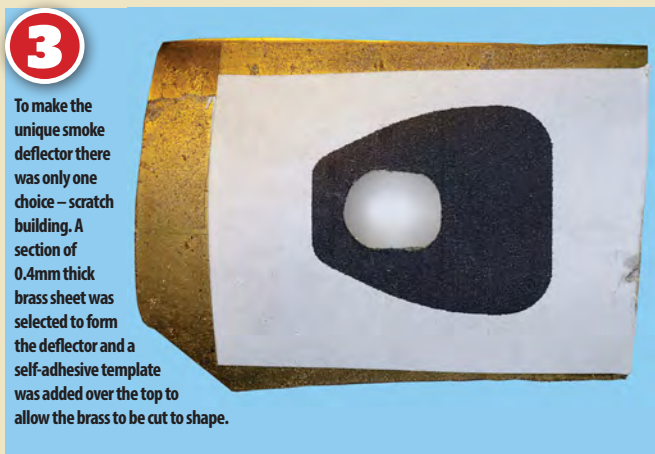
1

The subject of this modification process is 6161 *Kings Own*. The locomotive was built in 1930 at Derby Works and underwent smoke deflector trials in 1932 which resulted in modification of the smokebox top and a unique stovepipe chimney for this 'Royal Scot'.



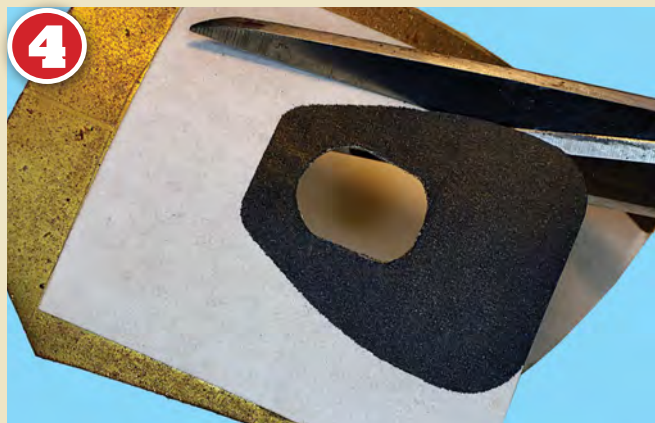
2

The Bachmann locomotive body with the first stage completed, the removal of the wedge shape from the top of the smokebox and the hole filled and sanded smooth.



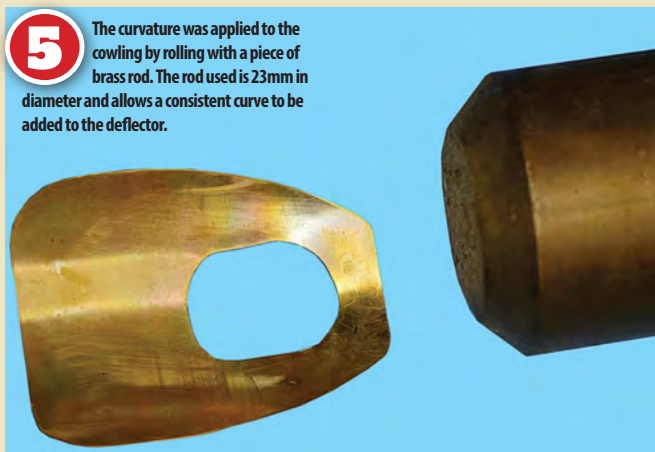
3

To make the unique smoke deflector there was only one choice – scratch building. A section of 0.4mm thick brass sheet was selected to form the deflector and a self-adhesive template was added over the top to allow the brass to be cut to shape.



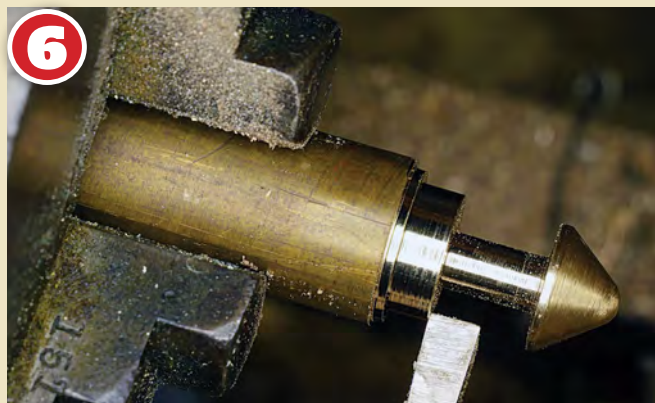
4

The thin brass sheet can be cut with scissors. The opening is for the stovepipe chimney.



5

The curvature was applied to the cowl by rolling with a piece of brass rod. The rod used is 23mm in diameter and allows a consistent curve to be added to the deflector.



6

Not everyone has access to a lathe, but you might have a friend or colleague that does. The cone for the smokebox door was turned from brass rod using a lathe.

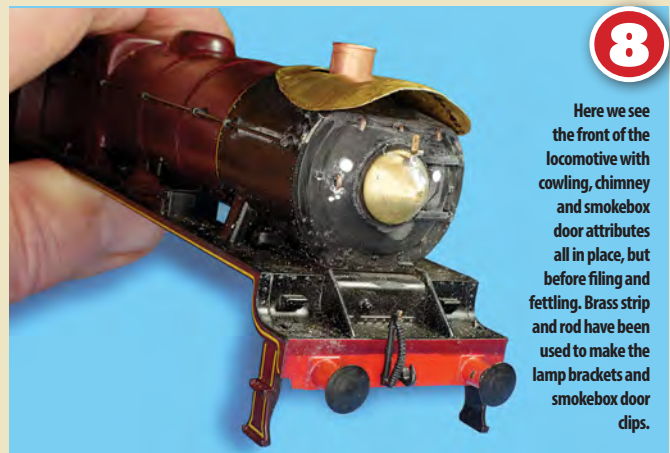


On shed a line up of parallel boiler 'Royal Scots' – all with different smoke deflector designs – stand proudly together. All are based on the Bachmann 'OO' gauge model.

Intermediate
Beginner **SKILL LEVEL** Advanced



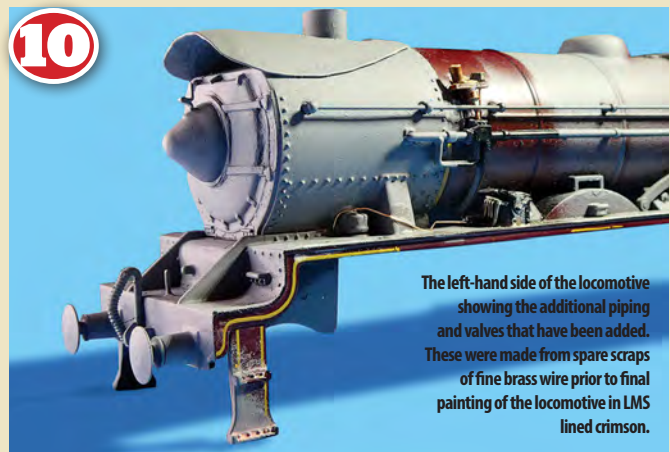
The finished cone ready for mounting replicates the shape of the unique fitting from 6161.



Here we see the front of the locomotive with cowling, chimney and smokebox door attributes all in place, but before filing and fettling. Brass strip and rod have been used to make the lamp brackets and smokebox door clips.



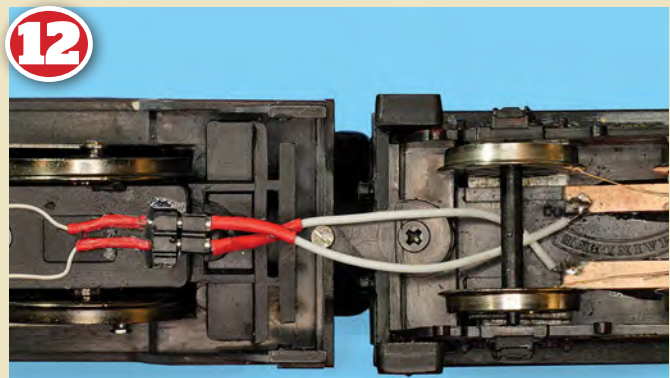
The front of the locomotive sprayed with grey primer after initial fettling. The primer application will show up any imperfections which need to be resolved before the final paint application.



The left-hand side of the locomotive showing the additional piping and valves that have been added. These were made from spare scraps of fine brass wire prior to final painting of the locomotive in LMS lined crimson.



To enhance the model's reliability additional tender pick ups were added. First the Bachmann split chassis was drilled and tapped, to allow a 10BA bolt to be screwed into the bottom of the chassis block on each side.



The underneath of the locomotive showing the plugged electrical connection to the tender. The plastic lugged tender coupling has been shortened and a bolt replaces the plastic lug, which dose couples the locomotive and tender to complete the project.

DIESEL PROTOTYPES

As British Railways started replacing steam, a new breed of prototype locomotives started to appear on passenger and freight workings in the 1950s and 1960s. **MARK CHIVERS** presents a selection of train formations utilising the new breed from this experimental period in BR's history.



DURING the 1950s and 1960s, the railway faced a great deal of change as considerations were being given to replacing steam traction and modernise operations, resulting in some rather eclectic – and colourful – locomotives appearing at the head of test trains, freight turns and passenger workings. Some had a distinct American feel about them such as the late-1940s built LMS Co-Co 'twins' 10000/10001 – and English Electric's Co-Co DP1 *Deltic* (1955), while others were a little more austere, such as the Swiss built Brown Boveri gas turbine A1A-A1A 18000 (1949) and Bulleid's 1-Co-Co-1 diesels 10201/10202 (1950) and 10203 (1954). The intention was to test these new locomotives on a variety of passenger and freight services with a view to them

ultimately replacing steam traction.

Some quite interesting operations followed, such as 10000/10001 on passenger turns ranging from the London Midland Region's (LMR) 'Royal Scot' to the Southern Region's (SR) 'Royal Wessex', while the SR's 10201-10203 were also shared on services ranging from the 'Atlantic Coast Express' and 'Bournemouth Belle' on their home region to the aforementioned 'Royal Scot' on the LMR. Some of these trains were amongst the longest formations on their respective regions, so it was a case of putting the new traction well and truly to the test.

Further prototypes were developed into the 1960s, which offered a kaleidoscope of colour at the time with the appearance of English Electric's (EE) beech leaf brown gas turbine GT3 (1961), EE Co-Co DP2 in BR green (1962), Brush

Traction's lime green and brown D0280 *Falcon* (1962), Birmingham Railway Carriage and Wagon Company's (BRCW) stark white D0260 *Lion* (1962) and Hawker Siddeley's yellow ochre and brown HS4000 *Kestrel* (1967) on various test trains and in-service passenger turns – this latter locomotive was even demonstrated at the head of a 50+ wagon test train formed of loaded merry-go-round (MGR) coal hoppers to showcase its capabilities.

MODELS

There has never been a better time to model these prototype locomotives in 'OO', with many of the popular examples now offered in ready-to-run form. In some cases, more than one version of a particular prototype has been produced. For example, the LMS 'twins' 10000/10001 have been the

subject of multiple 21st Century ready-to-run 'OO' gauge projects. FIA Trains unveiled its spectacular brass-bodied examples in 2007, followed by Hattons and Dapol's collaboration, first announced in 2011 and, most recently, Rails of Sheffield and Bachmann's models of 10000/10001 were released to high acclaim in 2015. These latter models were initially exclusive to Rails of Sheffield in their original form, with subsequent examples now available through Bachmann's main range.

Bachmann also worked closely with the National Railway Museum to produce an exclusive 'OO' gauge model of English Electric DP1 *Deltic*. It has appeared in a selection of guises, all of which are subtle takes on the distinctive bright blue livery it carried. Currently, it is available in East Coast and West

During the 1950s and early 1960s BR trialed a range of diesel and gas turbine prototypes in its search for the right form of traction. Many have now been produced as ready-to-run locomotives for 'OO' gauge including the English Electric prototype *Deltic*. Completed in 1955, this stylish blue liveried twin engine diesel-electric was like nothing else on the rails at the time and has since been immortalised by Locomotion Models for 'OO'.



Coast 'in-service' condition from the museum and Locomotion Models.

Danish manufacturer Heljan has created something of a niche having developed a series of 'OO' gauge prototype releases in recent years with Brush Traction's D0280 *Falcon* announced in 2008, followed by HS4000 *Kestrel* in 2009, together with BRCW D0260 *Lion* and English Electric Co-Co DP2 in 2011. More recently, the manufacturer has been working exclusively with Rails of Sheffield on the Brown, Boveri gas turbine A1A-A1A locomotive 18000 which is tantalisingly close to production.

Kernow Model Rail Centre's exclusive 'OO' gauge Bulleid 1-Co-Co-1 diesels first appeared in late 2017 with examples of 10201 and 10202 arriving initially, followed by 10203 in mid-2018. Livery options covered BR black

and BR green colour schemes.

Most recently, KR Models has been developing a 'OO' gauge ready-to-run model of English Electric Gas Turbine 'GT3' (HM163) in its eye-catching beech leaf brown colour scheme. Production models are expected to arrive in the UK imminently for those who pre-ordered the locomotive, while the manufacturer is also considering a second run for those who may have missed out on the initial production. KR Models is also developing further prototype locomotives with plans for the Fell 2-D-2 diesel locomotive 10100, Clayton Diesel Hydraulic Prototype 1 (DHP1) and Bulleid's Southern Railway 'Leader' experimental steam locomotive.

Mention should also be made of Silver Fox Models which has specialised in ready-to-run 'OO'

gauge models of specific prototype locomotives for some years now, with examples including LMS 10000/10001, Bulleid's 1-Co-Co-1 diesels and, currently, the Brown-Boveri A1A-A1A gas turbine 18000 and Metropolitan Vickers Co-Co gas turbine 18100. They feature decorated resin bodysells on modified ready-to-run chassis.

ROLLING STOCK

From a rolling stock perspective, most of the prototype locomotives were put to work hauling main line rolling stock (regional and BR Mk 1/Mk 2 stock), so there is plenty of choice when it comes to suitable 'OO' gauge carriages and wagons for them to haul from the main manufacturers – there is even a model of the LNER Dynamometer Car (Locomotion Models) for 'OO' should you wish

to use a little modeller's licence.

Given the purpose of utilising these prototype locomotives was to discover what they were capable of in regular service, some of the duties they performed operated with up to 14 or 15 carriages, in some cases. From a modeller's perspective we have reduced this to a maximum of ten vehicles through selective compression for some of the formations. Also, where a ready-to-run 'OO' gauge model of a particular vehicle is not currently available, a similar alternative may have been substituted.

By no means exhaustive, the following collection of train formations aims to offer just a taster of those headed by a selection of these eclectic prototype locomotives during the 1950s and 1960s. [Table](#)



LMS Co-Co 10000, LMS black + 10001, BR black with early crests (Bachmann/Dapol), BR Mk 1 BG, CK, FK, RFO, RK, RTO, TO, CK, CK, BTK – BR carmine and cream.

● **Date:** 1951 ● **Service:** 'Royal Scot' ● **Location:** Shap



Bulleid 1-Co-Co-1 10202, BR black with early crests (KMRC), Maunsell BTK, CK, BTK, CK, BTK – BR green.

● **Date:** 1952 ● **Service:** Yeovil to Waterloo ● **Location:** Surbiton



English Electric Co-Co *Deltic*, light blue (Bachmann), 'Porthole' CK, BR Mk 1 BSK, FK, SK, FO, RKB, CK, BSK, FK, BSK – BR maroon.

● **Date:** 1957 ● **Service:** Liverpool to Euston ● **Location:** Halton Junction



Brown-Boveri Gas Turbine A1A-A1A 18000, BR green with late crests (Rails of Sheffield), BR Mk 1 BCK, CK, FK, BCK*, FK*, RB, SK, SK, SK, BCK – BR carmine and cream, except *BR maroon.

● **Date:** 1957 ● **Service:** Weston-super-Mare to Paddington ● **Location:** Moreton Cutting



Bulleid 1-Co-Co-1 10203, BR green with late crests (KMRC), BR Mk 1 BG, CK, FK, RFO, RK, RSO, SO, SK, SK, BSK – BR maroon.

● **Date:** 1958 ● **Service:** 'Royal Scot' ● **Location:** Weaver Junction



English Electric Co-Co *Deltic*, light blue (Bachmann), BR Mk 1 FK, BSK, 'Porthole' SK, SK, Stanier PIII BSK – BR maroon.

● **Date:** 1958 ● **Service:** Unknown ● **Location:** Sutton Weaver



Bulleid 1-Co-Co-1 10201, BR green with late crests (KMRC), 20+ assorted 12ton vent vans, BR 20ton brake van – BR bauxite.

● **Date:** 1959 ● **Service:** Vans ● **Location:** Tring



English Electric 4-6-0 gas turbine prototype GT3, lined brown (KR Models), Stanier PIII BSK, SK, 'Porthole' CK, Stanier PIII SK, SK, SK, BSK – BR maroon.

● **Date:** 1961 ● **Service:** Test train ● **Location:** Moor Park



Brush prototype Co-Co D0280 *Falcon*, lime green and chestnut brown (Heljan), Pullman BPS, Mk 1 PSK, PFP, PFK, PFK, Pullman PBS – Pullman umber and cream.

● **Date:** 1962 ● **Service:** 'Master Cutler' ● **Location:** Grantham



English Electric Co-Co DP2, BR green with yellow warning panels (Heljan), BR Mk 1 CCT, Stanier PIII BSK, BR Mk 1 SO, SO, 'Porthole' FK, FO, BR Mk 1 FK, Stanier BFK, BR Mk 1 SK, SK – BR maroon.

● **Date:** 1962 ● **Service:** Euston to Perth ● **Location:** Warrington



BRCW Co-Co prototype D0260 *Lion*, white (Heljan), Pullman BPS, Mk 1 PFK, PFK, PFP, PSK, Pullman BPS – Pullman umber and cream.

● **Date:** 1963 ● **Service:** 'Sheffield Pullman' ● **Location:** Sheffield Victoria



LMS Co-Co 10001, BR green with late crests (Bachmann), Stanier 57ft suburban BS, S, S, C, C, S, BS – BR maroon.

● **Date:** 1964 ● **Service:** Bletchley to Euston ● **Location:** Carpenders Park



Brush Co-Co prototype D0280 *Falcon*, BR two-tone green (Heljan), BR Mk 1 SK, SK, BSK*, FK, FK*, RMB*, SO*, SK*, SK*, BG* – BR maroon, except *BR blue and grey.

● **Date:** 1967 ● **Service:** Bristol Temple Meads to Paddington ● **Location:** Bristol Temple Meads



Hawker Siddeley Co-Co HS4000 *Kestrel*, yellow and brown (Heljan), 30+ MGR coal hopper wagons – BR brown frames.

● **Date:** 1968 ● **Service:** Test demonstration run ● **Location:** High Marnham



Hawker Siddeley Co-Co HS4000 *Kestrel*, yellow and brown (Heljan), BR Mk 2a-c TSO, TSO, TSO, BR Mk 1 RB, RU, FO, FO, BFK – BR blue and grey.

● **Date:** 1969 ● **Service:** King's Cross to Newcastle ● **Location:** York



COACHING STOCK DESIGNATIONS

BC	Brake Composite
BS	Brake Second
BT	Brake Third
BCK	Corridor Brake Composite
BG	Gangwayed Brake
BSK	Corridor Brake Second
BTK	Corridor Brake Third
BSO	Brake Open Second
C	Composite
CCT	Covered Carriage Truck
CK	Corridor Composite
FK	Corridor First
FO	Open First
GUV	General Utility Van
PBPS	Pullman Brake Parlour Second
PBPT	Pullman Brake Parlour Third
PFK	Pullman Kitchen First
PFP	Pullman Parlour First
PSK	Pullman Kitchen Second
PSP	Pullman Parlour Second
PTK	Pullman Kitchen Third
PTP	Pullman Parlour Third
RB	Restaurant Buffet
RFO	Restaurant First Open
RK	Restaurant Kitchen Car
RMB	Restaurant Miniature Buffet
RSO	Restaurant Second Open
RU	Restaurant Unclassed
S	Second
SK	Corridor Second
SLC	Sleeper Composite
SLF	Sleeper First
SLSTP	Sleeper Second
SO	Open Second
T	Third
TK	Corridor Third
TO	Open Third
TSO	Tourist Open Second

USEFUL LINKS

Bachmann	www.bachmann.co.uk
Dapol	www.dapol.co.uk
Hattons	www.hattons.co.uk
Heljan	www.heljan.dk
Hornby	www.hornby.com
Kernow Model Rail Centre (KMRC)	www.kernowmodelrailcentre.com
KR Models	www.krmodels.co.uk
Locomotion Models	www.locomotionmodels.com
Rails of Sheffield	www.railsofsheffield.com
Silver Fox Models	www.silverfoxmodels.co.uk

REPAINTS...

FACT & FANTASY

TIM SHACKLETON

brings a little colour into our lives by imagining what a DB Cargo Class 68 might look like.

BETWEEN THEM, the ready-to-run manufacturers have covered most of the major livery variations among the available locomotive classes. Many of the remaining gaps – especially when it comes to one-offs and specials – have been filled by special commissions from retailers and magazines. Yet there will always be those liveries that are just too obscure to make sound commercial sense, as well as one-off fantasy paint jobs created

to suit the whims of the owner. This is where skill at repainting comes in extremely useful.

Another good reason for repainting a model is because the one you have isn't in the livery you want – or that a rare, limited edition has become simply too rare for your pocket. If you're particular about detail – and ready-to-run models these days come with a level of individuality that's light years from the one-size-fits-all philosophy that prevailed

for many years – you'll probably find that the manufacturers have already produced a bodyshell that suits your chosen prototype perfectly, except that it's not available in the livery you want. Conversely, it may be in the correct colours, but have the wrong points of detail for the prototype you want to model.

Repainting models to your own exact specification isn't difficult but it does involve following a procedure – and you

have to be careful about what you're doing and the order in which you do it. Don't rush it. I'd suggest getting any remedial work the model needs out of the way first – certainly if it involves any cutting, filling and filing – but adding or replacing any detail parts afterwards.

If you need any special paint colours or transfers, make sure you buy them before you start work. Plan ahead and work out a sequence. Never hurry and



DB Cargo has never had any Class 68s, but the red livery suits them admirably and forms an ideal way of demonstrating how to redo a model's colour scheme. For me, this fantasy is the continuation of a long tradition – with teenage impetuosity I repainted my Hornby Dublo *Duchess of Montrose* in BR blue with a yellow front end, something I've regretted ever since!

STEP BY STEP A GUIDE TO REPAINTING LOCOMOTIVES

1



You can't simply paint over the top of an existing scheme – modelling paint hasn't got the greatest covering power and all the livery elements will show through unless you take care to eradicate them. Rather than spend ages masking details such as windows and etched grilles, I'd be inclined to strip the model down to a bare shell before starting work.



2

An airbrush is pretty well essential, although you can use aerosols. For newcomers to airbrushing, a simple hobby spray tool such as this Badger 250 would be perfectly adequate for such work provided you accept its limitations. We took a long hard look at budget airbrushes like this in HM91 (January 2015).

3

The Iwata Revolution CR is my go-to choice for straight repainting projects. Its 0.5mm nozzle means it can put a lot of paint on without fear of blocking, while being an Iwata it has a wonderful subtlety of touch.



don't cut corners. Make sure the previous coat is absolutely bone dry before handling it, let alone moving on to the next stage. If you've never repainted a model before, I suggest you try it first on something that doesn't matter such as an old wagon, rather than on a cherished (and expensive) locomotive.

To demonstrate the processes involved, let's see what happens with some locomotives from my own collection. 

DETAILS TO WATCH FOR – A TEN-POINT PLAN

- It may be easier to partially dismantle the model before repainting it – masking small details can be laborious and time-consuming.
- Enamel paint is more durable than acrylic for basic livery applications – but aerosol car paint (also acrylic!) is tougher still.
- Don't stint on masking tape – overspray can and does travel further than you think. Use only high-quality tape intended specifically for model-making.
- Spray lighter colours first if at all possible, using a suitable primer/undercoat.
- Apply several light coats rather than one heavy one.
- Move your airbrush or aerosol steadily over the work at a constant distance.
- Wait until each application is totally dry (allow at least 24 hours) before masking up and applying the next colour.
- Remove masking tape immediately once the paint is touch-dry.
- Apply transfers and final detail only when all painting is complete.
- I rarely feel the need to use varnish or a protective finish.

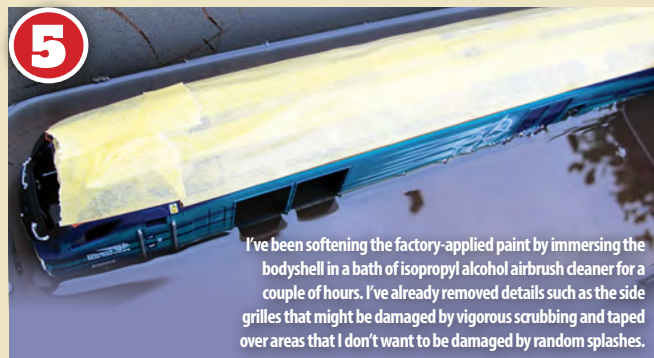


STEP BY STEP A GUIDE TO REPAINTING LOCOMOTIVES



4

The starting point – a 'factory second' Dapol Class 68 bodyshell, already stripped of components.



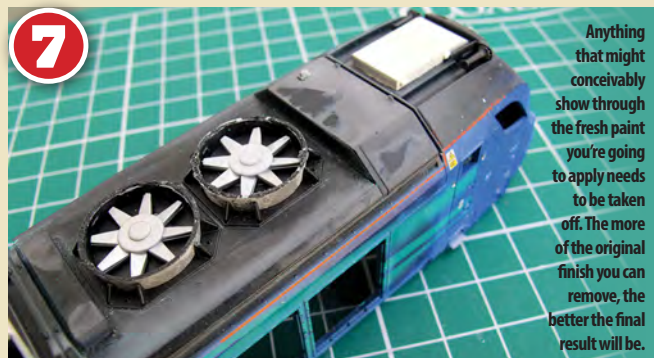
5

I've been softening the factory-applied paint by immersing the bodyshell in a bath of isopropyl alcohol airbrush cleaner for a couple of hours. I've already removed details such as the side grilles that might be damaged by vigorous scrubbing and taped over areas that I don't want to be damaged by random splashes.



6

I've done this before. Here, a Lima Class 73 gets the treatment. You'll need a powerful paint stripper such as SuperStrip to get down to bare plastic. Even cleaners can be almost as effective but take longer and require a lot more effort.



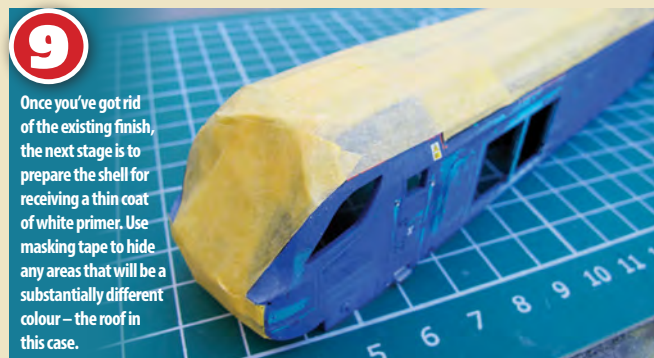
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Anything that might conceivably show through the fresh paint you're going to apply needs to be taken off. The more of the original finish you can remove, the better the final result will be.



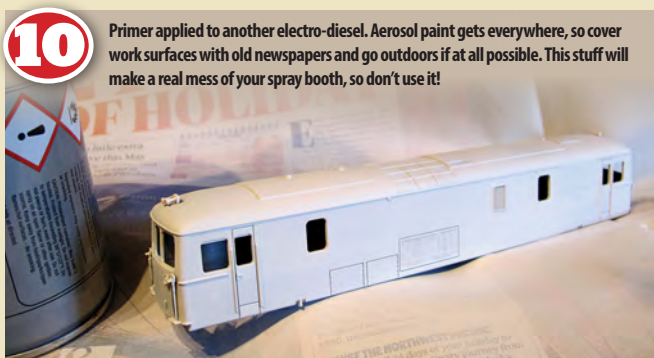
8

This is a typical outcome – a pair of Athearn Genesis SD70M-2s where the factory black paint has been removed to an acceptable level for respraying. A strong solvent (not Nitromors, which melts plastic!) is necessary to get paint out of all the nooks and crannies. Any thick encrustations must be ruthlessly removed.



9

Once you've got rid of the existing finish, the next stage is to prepare the shell for receiving a thin coat of white primer. Use masking tape to hide any areas that will be a substantially different colour – the roof in this case.



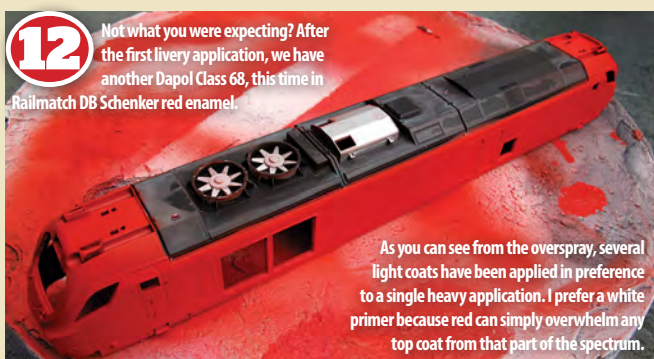
10

Primer applied to another electro-diesel. Aerosol paint gets everywhere, so cover work surfaces with old newspapers and go outdoors if at all possible. This stuff will make a real mess of your spray booth, so don't use it!



11

I'm as impatient as the next man, and once the shell of this Class 68 had been primed – a single light coat should be sufficient – I couldn't resist seeing what the custom-made transfers would look like in position.



12

Not what you were expecting? After the first livery application, we have another Dapol Class 68, this time in Railmatch DB Schenker red enamel.

As you can see from the overspray, several light coats have been applied in preference to a single heavy application. I prefer a white primer because red can simply overwhelm any top coat from that part of the spectrum.



13

The masking process in reverse. I've taped off the areas that are to remain red and sprayed the roof area grey using LifeColor's Railfreight Grey (UA830) which seems a pretty good match. There's no truth in the rumour that you can't use acrylic and enamel paints on top of each other or even on the same model, although you can't physically mix them. For best results, remember to lower the spraying pressure with acrylics – around 18psi rather than 25psi for enamels.

14



The Vossloh-liveried Class 68 after I've started reapplying the detail parts that I'd removed prior to repainting. The white livery is satin-finish car paint applied over primer – I couldn't believe how many shades of white are available!

15



Waterslide transfers add the finishing touch. Almost everything you could conceivably need is available from specialist suppliers – for the steam era I generally rely on Cambridge Custom Transfers. A search of Railtec's impressive online catalogue gave me everything I needed for the DB-liveried Class 68.

16

DB Cargo's simple but elegant livery suits the Class 68s well, I feel. For a four-axle design, these locomotives are a lot longer than you might imagine – less than a metre shorter than a six-axle Class 66.



17



With a few detail modifications and upgrades along the way, the Lima Class 73 has morphed into a wholly imaginary 73302 from the long-vanished (and much missed) Fastline fleet. The branding, intended for a Class 56, came from Fox Transfers.

TIP

One of the most important steps in repainting a locomotive is removing the original livery from the bodyshell – and particularly printed detail. Not doing this will result in impressions under the paint. Using a suitable model paint stripper is the best method.

18

This Heljan Class 47 began life as an undecorated bodyshell but was repainted using LifeColor acrylics – yellow ends first, then blue – to represent one of the final Brush-built batch, the only ones to be blue from the start. Uniquely, they had oversized logos and carried their worksplates on the cab doors at No. 1 end. I don't know if this version has ever been covered in ready-to-run form – there were only nine of them.



19

I know some extremely good locomotive painters and they assure me a measure of retouching is always necessary. As you can see, the paintwork on the Class 47 is more than a bit rough in places.



20

A steady hand and a long-bristled 000 brush are required. Touch in the lighter tones first, using the same livery colours you used to paint the bodyshell.



MOVING VEHICLES

The Faller Car System is a brilliant way of introducing moving road vehicles alongside a railway, and it's much simpler to add than you might think. **MIKE WILD** opens up the Gaugemaster starter set to add a circuit to the *Hornby Magazine* test track.

TOOLS

- » Scissors
- » Scraper
- » Plastic tubs
- » Paint brush

A FedEx liveried Mercedes four-wheel lorry crosses the new river bridge as a Mercedes Sprinter heads towards the railway underbridge. Above Mainline blue Class 37/0 37055 leads a rake of Accurascale PFA coal container wagons through the developing scene.



IT'S EASY TO BECOME OVER FOCUSED on the railway side of a model scene – we are definitely guilty of that – but there are a wide range of operating accessories on the market including the long-standing Faller Car System which can add to the scene outside the railway boundary.

The Faller Car System offers a way of adding moving road vehicles to a model railway which can be as simple or as complex as you want it to be. It is made to operate with 'HO' scale 1:87 road vehicles, most of which are of modern era designs, but it is equally usable on a 'OO' gauge layout as the vehicles won't look out of place alongside British outline locomotives and rolling stock. Plus, as we plan to show in future issues, it is perfectly possible to adapt the powered road vehicle chassis for use in British outline 1:76 scale vehicles.

The basis for this project is a standard Faller Car System starter set produced for the British market by Gaugemaster and available from its retailer network across the UK. The kit combines a Mercedes Sprinter van (in 'HO' scale) with a custom set of vehicle transfers which include Network Rail and Gaugemaster logos together with Faller contact wire, roadway filler, roadway paint, roadside accessories and an instruction sheet.

STEP BY STEP INSTALLING THE FALLER CAR SYSTEM

1



The Faller Car System is a comprehensive range of products allowing all manner of road systems to be created from the simple to the complex. The starting point for this guide is the Gaugemaster branded starter set (Cat No. FA161504) which contains all the components required to start including vehicle, contact wire, roadway plaster and paint plus additional accessories.

There are a number of additional starter sets available with lorries included while you can also buy additional packs of contact wire, roadway filler, paint and other accessories as well as individual vehicles of varying types.

MAKING A ROAD

Use of the Faller Car System means thinking about how the road will operate.

It requires a circuit in order for vehicles to run continuously and, depending on the length of the road, multiple vehicles can run around the circuit. The vehicles can also master gradients up to a maximum of 12%.

Our scheme provides a 20ft circuit running around the diversion route on Topley Dale which includes a turnback at each end. These have been hidden behind scenic features to provide a sort of 'storage yard' for the vehicles – although they don't stop in these areas. The scheme employs laying of the Faller contact wire on top of our previously created roadbed followed by a skim of Faller roadway filler. However, if you are planning a layout from scratch which you wish to add the car system to, you can consider use of the laser cut road sections. These include curves, straights and junctions to allow a fully working street scene to be created.

The road route for our layout is quite simple as it is a continuous run without junctions, but again you can build beyond this with additional accessories to introduce multiple route options for vehicles to follow with either control devices or multiple contact wires laid adjacent to each other for different vehicles to follow.

The complications of the road on our scene include a gradient over the small river bridge, two tight corners to pass underneath the railway and a long 5ft gradient rising from below to above the railway along the back scene. The starter pack supplied all the components we needed to complete this scene for the Faller Car System (we even had contact wire left over), although we did add a second vehicle in the FedEx Mercedes lorry to expand its operational value.

STEP BY STEP

In this step by step guide we will show you how we went about installing the Faller Car System on the Topley Dale diversion route to complement the railway scene and you can see video of the finished scene on our latest *Hornby Magazine Show* which is available to watch now at www.keymodelworld.com/online-exclusives together with footage of the scenery around the road and the baseboard expansion taking shape.

Having installed the basic starter system, we already have ideas about expanding the vehicle fleet and adding Faller chassis to British vans, buses and lorries. As soon as we do, we'll show the process here in *Hornby Magazine* as we continue to develop the potential of this exciting system. 



STEP BY STEP INSTALLING THE FALLER CAR SYSTEM



In order to accommodate the circuit for the Faller Car System on our test track, we extended the baseboard with an extra section of 9mm plywood. This was set lower than the original board to allow for a water feature which will be added later.



Our road will be two-way which requires a turnback at each end. To accommodate each of these returns, a space was made with the lower return underneath the main trackbed.



Most of the road had already been built. It passes under the bridge then climbs up behind the railway to a second turnback at the top of the hill. The front section of road will be extended onto the new baseboard.



The extension to the already completed road was built in the same way using redundant Foamex from signage. This is easily cut to shape with a craft knife and is flexible enough to allow it to take in small gradients. Using a pair of '00' gauge lorries, we marked the width of the road and its route.



A mistake in the shaping of the road meant that it went outside the width of the baseboard. We cut the Foamex road bed into two sections and flipped one over to change its route slightly which solved the problem.



The roadbed was then glued in place over blocks of polystyrene to create a route to a small bridge and then taped over with masking tape to ensure it stayed in place while the glue dried. The red lines indicate the position of the Faller contact wire which will guide the vehicles.



With the roadbed complete, the next step is to lay down the Faller contact wire. It is held in place with double-sided sticky tape which has been laid along the road in the position where the wire will go. The wire guides the vehicles, so its position is important.



Peel back the covering from the double sided tape and the contact wire can be laid along the road. Lay it in 500mm-700mm lengths with 2mm gaps in between each section to avoid expansion problems.

Loadhaul liveried ViTrains Class 37/7 37710 crosses the road bridge. The Faller contact wire is just visible in the road. The starter set used in this project provided enough contact wire for the full 20ft circuit as well as roadway filler, paint and rub on road markings.



Both contact wires have now been laid on this section. They have been set far enough apart to allow two lorries to pass in all places.



It doesn't look pretty at this stage, but this is the tumbuck at the bottom of the road system. Tight curves can be accommodated but be aware that a smooth surface like this isn't conducive to operating the Faller cars – Faller's roadway filler and road paint provide the right grip and traction for the cars.



The Faller roadway filler (also called knitting filler) is supplied in the starter pack in a 500g pack. It is mixed in a 2:1 ratio with water to create the road surface. Start by pouring one part water (we used half a cup).



Next add one cup (of the same size) of roadway filler into the water and start mixing it immediately to avoid clumps and lumps.

STEP BY STEP INSTALLING THE FALLER CAR SYSTEM



14 Stir the mixture thoroughly with the supplied spatula until all of the powder has been mixed into the water and its consistency is smooth.



15 Once mixed the filler can be applied over the roadway. The aim is to get the filler as near as possible to the level of the contact wire as it is essential that the contact wire sits at the surface of the road for best operation.



16 The first skim of filler will need sanding. As you can see, our road has some lumps while other areas were either too low or too high against the contact wire.



17 Work around the road looking for problem areas including lumps on top of the contact wire which will stop the magnet on the bottom of the vehicles from moving.



18 Coarse grade sandpaper was used to smooth back the first layer of filler which exposed more of the areas which needed reskimming with a second coat of roadway filler.



19 When sanding, ensure that the contact wire is at the surface of the road all the way around the circuit, as shown here.



20 Having completed the first round of sanding, we mixed a second batch of roadway filler and added small amounts at the points where there were dips or where the contact wire was sitting too proud from the surface.



21 Once the second layer of filler had set, it was sanded back again and a quick test run was carried out to check for any further issues around the circuit.



22 The Faller Roadway Paint is specially formulated to provide grip and traction for the Faller cars so they are able to drive around reliably. It can be applied by brush and has a thick consistency.



23 The freshly applied paint now needs to dry before we carry out another test run. It has a tarmac colour.



24 Testing time – a Faller Mercedes four-wheel lorry takes a trip around the freshly painted circuit. This proved that the Roadway Paint provided the results we were expecting. The ground cover around the road can now be added to begin taking the scene towards completion.



25 Road markings are included in the starter sets. These are prefix products which are easily positioned on the road surface. The sheet also includes German outline turn arrows, speeds and other features. These complete the roadway for the time being.

WHAT WE USED

Product	Supplier	Cat No.
Faller Car System starter set	www.gaugemaster.com	FA161504



Faller road vehicles can climb gradients up to 12%. The Mercedes lorry and Sprinter climb the gradient behind the railway as a Class 37 and 158 pass.

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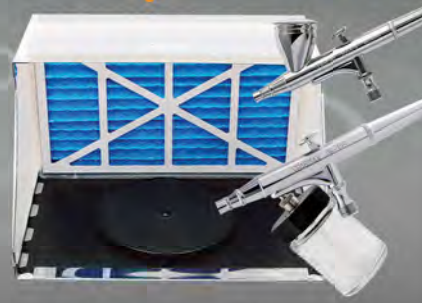
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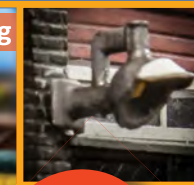
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Fence Houses

NCB

*Drawing on the heavy industry of North Eastern England, **IAN FORSYTH** created this atmospheric colliery layout in 'OO' which showcases a long disappeared railway scene.*

PHOTOGRAPHY, TREVOR JONES





A Kitson 'Consett' class 0-6-0T rests on the shed between duties. This is a Judith Edge kit with a High Level gearbox fitted and it also has a compensated chassis. In the background is another Judith Edge kit this time a 16in Hunslet 0-6-0ST. The postman appears to be leaving the signing on office.



Below: A very busy scene at Fence Houses NCB. A Dave Alexander 'N10' 0-6-2T takes a short train of empty steel wagons back to the steelworks while a Kitson 0-6-0T is heading back to the shed. In the foreground an Andrew Barclay 0-4-0ST is shunting a couple of old NER hoppers while a Hornby Peckett 'B4' 0-6-0ST is waiting to enter the run round loop with a rake of full BR 16ton coal wagons. Notice the standing water on the bridge along with the rust.



I HAVE BEEN INTERESTED in model railways since I was very young when my dad brought home some Tri-ang models, a black Stanier 'Princess Royal' 4-6-2 as 46201 *Princess Elizabeth* and a 'Jinty' 0-6-0T with a couple of Mk 1 coaches and several wagons. That was it - I was hooked.

The actual layout Fence Houses NCB (National Coal Board) came about a couple of years ago. We had decided to move house, so I had to dismantle my large and very incomplete loft layout. All my stock had to be boxed up, track bundled up, boards dismantled and so on. The house move didn't happen as planned, so I decided to build a small layout based on an NCB shed having been inspired by John Cook's Keiper Colliery after seeing it at Stevenage exhibition a couple of years ago. I rebuilt a baseboard along with a frame to support it, typically 4ft x 2ft with 6mm

plywood laid on 3in x 1in timber framing.

Prior to starting the layout I had been collecting and building a number of NCB locomotives and my last layout, Kiln Road, was based on BR North Eastern Region and NCB practices. With all that together I had a really clear idea of what I wanted to achieve right from the start so I could see and use all my NCB collection together. I had plenty of track and points to reuse from the Peco code 100 range with live frog points.

Track laying started with the main board, but it soon became apparent that this was not going to be large enough for the full scene, so I rebuilt another board from the original loft layout and in the end the layout grew to 13ft x 2ft. I now had a BR running line and separate industrial coal board line which I decided needed an incline. It also soon became clear that the storage yard wasn't going to be large enough either, so another 18in long board was added. >>



A Yorkshire Engine Co 'Janus' 0-6-0DH rumbles down the incline with a rake of loaded ex-NER hoppers. The tunnel mouth is very tight and the idea came from pictures of Tyneside docks where the two steepie cab electric locomotives used to work.



4 Left: A Manning Wardle 0-6-0ST approaches the run round loop. This is an Agenoria kit with a Mashima motor, branch lines gearbox and Markits wheels while the outside cylinder 0-6-0ST is an Agenoria kit. The postman has just arrived at the shed office, along with a large digger on the back of a low loader. The building is of unknown origins but is now the depot signing on office.

5 Right: A Worsdell 'J27' 0-6-0, a Dave Alexander kit which has a rolled brass boiler, simmers in the headshunt alongside a High Level kit for an Andrew Barclay 0-6-0T. Real ash and cinders add to the scene. The 'J27' crew is building up the fire ready to head back to its home shed.

TRADITIONAL CONTROL

I wired up one board at a time, each wire being tagged at the start and end of its run. These are soldered to tag strips at the board ends and from these the connections are soldered to 25 or 37-way 'D' plugs. Each board is dealt with in the same way. To avoid any confusion, where there are two plugs on the end of a board, one with male ends and the other female which match up with their counterparts on the other board so the cable routes cannot get mixed up. All wires are colour coded, black for rail common return, red for rail sections, green for signals, blue for point motors, pink for point motor common.

Control is purely analogue. I use a Gaugemaster transformer and two panel mounted controllers. In the control panel it is wired up as cab control so either controller can be used on any rail section. All section switches are double-pole, double-throw centre-off. Up selects controller A, and down for B. Testing took place and to my amazement it all worked with only a few adjustments. I used this control system on my previous Kiln Road layout. Once complete, I spent a considerable length of time test running the locomotives and stock up and down all the sections of track until I was completely happy with it.

Once smooth running had been obtained and I was happy with the track plan and every length of track had a reason for being there, I painted the rails and sleepers in various shades of brown, rust and black. Ballasting then started using fine cinders or ash. Referring to photographs of the real thing comes in useful. Some considerable time was taken on this task as I didn't want to get ballast into the point mechanisms! I used an old wagon to check for any problems with ballast on the track and check rails.

SHED SCENE

Next I turned my attention to the engine shed area. I'd already cut an inspection pit into the board and I really liked the look of a shed area with block stonework. A chance visit to Barnstaple's Osbourne

Models turned up laser cut stone/block, exactly what I wanted. I also acquired some very good dry-stone walling. I painted and weathered the block stone and then carefully fitted them in the engine shed area by gluing and pinning as required - they give a very good effect. The engine

shed building is a Bachmann Scenecraft model made of resin and is a typical North Eastern Railway design. I have used real crushed clinker and ash in this area to try and capture the feel of a shed. Unable to find the right type of water crane, I have used two Highland Railway water cranes. They are quite old models, but the design is not far off. To fill a space, I built a fire iron tool rack from nickel silver wire.

I've tried to capture the atmosphere of a Durham and Northumberland coalfield engine shed. I can't stress enough the use of reference books. If looking at a locomotive, take a closer look at the surrounding >>

6 A 'WD' 2-8-0 clanks into the yard with a rake of empty 16ton mineral wagons for transfer to the NCB system. The Kitson 0-6-0T is about to leave the shed head shunt for its next duties. The signals are for the NCB lines to the left of the 'WD'.







**A new Bachmann
Class 24/1 arrives
at Fence Houses with
a rake of empty 21 ton
hoppers.**

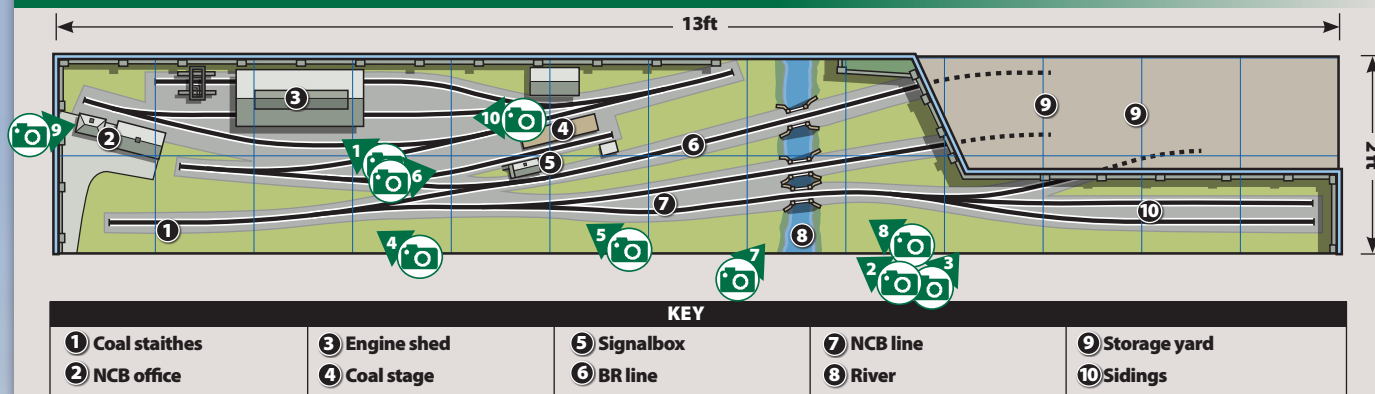
area as there is always detail there.

To provide a backdrop to the railway I opted for the Metcalfe card system, for all 15ft of it. The scenery was built up using broken polystyrene blocks which was then covered with either wet glued paper and plaster of Paris or Polyfilla. The raw landscape was painted green or brown when fully dried.

The actual scenery is from various sources such as the excellent Footpath range, along with static grass, but you will notice there are no trees on the layout. This may seem a bit strange but I didn't see any in my reference books and I'd talked to somebody at an exhibition who'd lived in the Sunderland area during the 1960s and he said virtually the same - running lines



FENCE HOUSES NCB TRACK DIAGRAM (Not to scale)



all over the place but hardly any trees. I worked on the scenery one board at a time but had the next board in place to keep the scene 'flowing'. The dry-stone walling was superglued down before any scenic work was carried out and being foam, it took up

the shape I needed to good effect. I tried to take any harsh edges out as I went along.

The two signalboxes are from the Hornby range and, being of North Eastern Railway design, look really good. They were installed as I went along doing the

scenery. It is amazing what your friends can come up with. There was this odd little plastic shed on a layout that was going to be broken up and it's now the engine shed signing on office. The cobble stone effect is card from Metcalfe, although I have »

➡ ⑧ A Peppercorn 'K1' 2-6-0 propels an ex-LNER 'Toad' brake van over the bridge to the run round loop. The little Peckett is heading off to another part of the NCB network to start its shift.



weathered and toned it down along with some grass growing amongst the stones.

ON SHOW

This was always going to be an exhibition layout from the start, so I had to make sure that it would fit into my estate car along with all the boxes required for the layout. Just before the lockdown, it went to its first exhibition at East Grinstead, behaved itself and everything ran well. I like exhibiting at shows and this layout is something slightly different. Roll on when things get back to normal.

I have so far built nine Slaters NER hopper wagons, these being finished in a NCB red oxide livery and each one has been filled with real coal and weathered. The fine details include transfers from Railtec plus buffers from Lanarkshire Models. Many hundreds of this type of wagon ended their days in NCB ownership and I have another six to build. To see this rake of wagons behind a Kitson Consett class locomotive is very satisfying. I got a bit carried away with kit building: there are two Ayrshire NCB locomotives and others from out of the area running, but rule one applies - it's my layout and I like them. There are also two Ratio Midland Railway coaches finished in a washed-out brown and are used for a local miners' train.

In terms of operation, the British Railways locomotives bring in empty wagons for the NCB to then take away to the various parts of the industrial system. They in turn bring in the full wagons and the BR locomotives take them away. Various other supplies

such as steel are brought in by rail. I also run a special consisting of three Gresley suburban coaches hauled by a 'J21' 0-6-0 with a prototypical reporting number. This in turn has a NCB locomotive coupled up which then takes it onto the NCB system. BR and the NCB share running rights over the 'main line' at the back of the layout along with the use of the run-round facilities. All other lines are for the coal board only. In the shed area I generally just keep the BR locomotive to the coaling and water area.

The locomotives on the layout are a mixture of ready-to-run and kit-built models, the latter being my favourite part of railway modelling along with the research. Most if not all of the locomotives have a crew, and the newer models have the excellent ModelU figures wherever practical. The kits are a mix of Dave Alexander Models, High Level, Judith Edge and Agenoria Models. The wagons are a mix of ready-to-run and kit built. All are weathered, as are the locomotives.

EXTRA FEATURES

The layout had to have working signals. As I was one third of the owning group of friends who owned Frank Dyers' Borchester Market layout a few years ago, just seeing and having to operate the signals on the layout had an effect, never to be forgotten: the signals on that layout were the work of a pure genius. I saw the Dapol motorised signal system working and decided that was what I wanted and settled for its GWR lower quadrant signals for the NCB system, these being a close

representation of the prototype. I used the SR lattice signal for the LNER type. The signals have their own 12v DC supply and 'bounce' effect which works well.

During construction of the baseboards, I added a riverbed. I have used the Bachmann water system along with their Woodland Scenics paints and am generally quite pleased with the results, except for the bit the cat stood on. The rocks (small pebbles) are from a riverbed on the North Yorkshire Moors. The two rail bridges are from the South Eastern Finecast range and were added as the scenery was being built up. The wider of the two bridges has a collection of water on it and I added some rust to the steel platenwork.

I must thank Trevor Jones for the excellent photographs and several members of the Newhaven MRC - Charlie Bloomfield, Ray Warner and Bob Smith - for allowing me to bounce ideas off them, especially in these difficult times. I must not forget my better half Denise who has had to put up with the mess whilst I built Fence Houses NCB and other model railway activities.

I have several plans for Fence Houses NCB, the main one being to add a couple of static sidings on top of the storage yard with a low or half relief model of a screening plant. I also have a MPD layout based in the York area, Holly Bank Grove, several main line and industrial locomotive kits still to build and the typical stockpile of future modelling projects. I'm also building a large finer 'OO' gauge BR(NE) 'tail chaser' layout. I'm going to be busy - but in these strange times, that can only be a good thing! [Helen](#)





Above: A Kerr Stuart 'Victory' 0-6-0T, built from an Agenoria kit, sits under the gantry at the back of the shed while a Hornby Peckett 'W4' 0-4-0ST raises steam. An NCB operated 'USA' 0-6-0T tank pushes a flat wagon to the back of the shed.



Below: The new Sentinel diesel is on shed along with one of the Hatton's Andrew Barclay 0-4-0STs. The 'J27' is about to head home along with its brake van on the BR system. The Sentinel appears to be receiving some attention from a fitter to prepare it for its first days in service.





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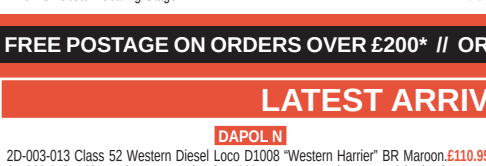
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42-299 Low Relief Turbine Hall.....	£37.95

TYPE 1 REVISION

FIRST REVIEW

The Class 20 has been a long-standing part of the Bachmann 'OO' gauge range, but only now has the missing piece of the 'Chopper' jigsaw been completed – the Class 20/3. **MIKE WILD** takes a detailed look at this revised Class 20 which models the rebuilds completed for DRS in the 1990s and early 2000s.

THE ENGLISH ELECTRIC Class 20 is an understated icon of the early diesel era. The first entered service in 1957 and the fleet of 228 locomotives became the standard Type 1 (1,000hp or less) for British Railways and went on in front line service until the arrival of the Class 60s at the start of the 1990s.

That should have been the end of the Class 20 story on the mainline, but Direct Rail Services – which was created by British Nuclear Fuels for the transport of nuclear traffic by rail – saw the opportunity to refurbish this hardy workhorse for a new lease of life. In turn it created a brand-new sub class – Class 20/3 – with each of its 15 locomotives going through a rigorous rebuilding and refurbishment process. The first was completed in 1996 and the last entered service in 2005 and, following subsequent withdrawal by DRS, some have since gone on to find new work with Harry Needle Railroad Company for spot hire and stock movements as well as the seasonal Railhead Treatment Trains.

Reality Check looks back at the genesis of the Class 20/3 on pages 72-75 while here we will be focusing on the all-new model of this distinctive sub class from Bachmann for 'OO' gauge.

THE MODEL

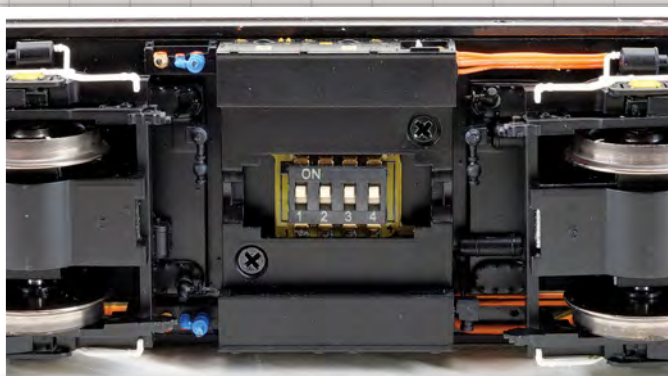
Bachmann has had the Class 20 in its portfolio for two decades and has modelled both the disc headcode and centre headcode versions in a variety of BR and preservation era colour schemes. However, the Class 20/3 refurbished fleet has never been available as a ready-to-run model in any scale making this all-new release from Bachmann all the more important.

The refurbished 20/3s were significantly different to the original locomotives. The front end layout received modern WIPAC light clusters, multiple working sockets, radio aerials and improved glazing while along the body they gained long range fuel tanks and the internals were completely refreshed too. The bonnet end nose received similar treatment to the cab front with either the headcode discs or box giving way to a flush design, matching lighting to the cab and DRS' own specification of multiple working socket was added. Interestingly the Class 20/3s could (and did) work in multiple with the Class 37/6s for DRS as well as in pairs of the same type.

Bachmann's new 'OO' gauge model has been created fresh from the ground up – nothing you see here has any heritage with the previous version of the original condition locomotives. As you would expect there are sprung metal buffers at all four corners together with NEM coupling pockets which support small tension lock couplings. An optional pack of accessories includes a full set of bufferbeam pipes which fit straight into the holes as supplied without any modification. There are also additional parts which can be fitted to the underside for static models plus a spare small tension lock coupling for the cab end should you wish to have couplings at both ends.

Above the bufferbeam those defining WIPAC light clusters have been modelled and, for the first time, the Bachmann Class 20 has working lights. The upper light works too while the modified cab windscreens look just so and are finished with separately >>





TECHNICAL DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	35-126 (reviewed)
Description:	Class 20/3 20311, HNRail orange
Builder:	English Electric/refurbished by Brush and Wabtec
Region:	All
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	186mm
Price:	£179.95
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, Plux22 socket
Speaker:	15mm x 11mm 8ohm cube
Exterior lights:	Directional head and tail lights
Interior lights:	Cab lights
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Bo-Bo
Purpose:	Light freight
Haulage capacity (expected):	20 wagons
Haulage capacity (actual):	30 wagons (maximum tested)

"The refurbished Class 20/3s have been a missing link in the modern era diesel scene since they were introduced."

MIKE WILD



"Bachmann's new 'OO' gauge model has been created fresh from the ground up."

MIKE WILD

Hallmarks of the Class 20/3 include extra fuel tanks ahead of the cab plus square framed windows to the cab sides. Bachmann's model has it all.



15mm x 11mm cube speaker

Five-pole motor with twin flywheels

Flush glazing

Pick up cables

Detailed bogies

Battery boxes

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TO SEE THIS IN ACTION

20311's Harry Needle Railroad Company orange livery is neatly applied to the new Class 20/3 from Bachmann for 'OO'.

fitted windscreen wipers. The cab roof has a radio pod while there is flush glazing to the side windows, separately fitted metal handrails at the doors and a neatly detailed interior which includes control desk features, handbrake wheel and seating.

Moving along the locomotive and the impressive detailing continues. The bogies are fabulously finished with separately fitted pipework which has even been painted white, die-cast sand boxes, sandpipes, brake shoes and neatly moulded spring detail. The axleboxes even have the BR Timken legend moulded on to them. The

central battery box is equally well done and features full relief detail underneath while the central air tank moulding is removable for access to the lighting switches.

Completing the locomotive is a neatly detailed engine compartment with all of its 'cupboard doors' and finely moulded grilles while the roof fan grille is an etched part which allows a full view of the fan inside.

Our sample model of 20311 in its current HNRail orange livery which is really quite eye catching. The simple body colours have been reproduced to Bachmann's usual exacting standard, while the detail finishing of the printed detail such as electrification flashes, locomotive numbers, data panels and warning labels is nothing short of outstanding.

PERFORMANCE

It's not just the outside of the Class 20/3 that is new – the internals have been completely reworked too to provide space for a comprehensive suite of electronics. For starters this new model has a Plux22 decoder socket while there is also a factory fitted 15mm x 11mm 8ohm cube speaker mounted on the main Printed Circuit Board (PCB) to make sound installation as simple as removing the decoder blank and plugging in your choice of decoder.

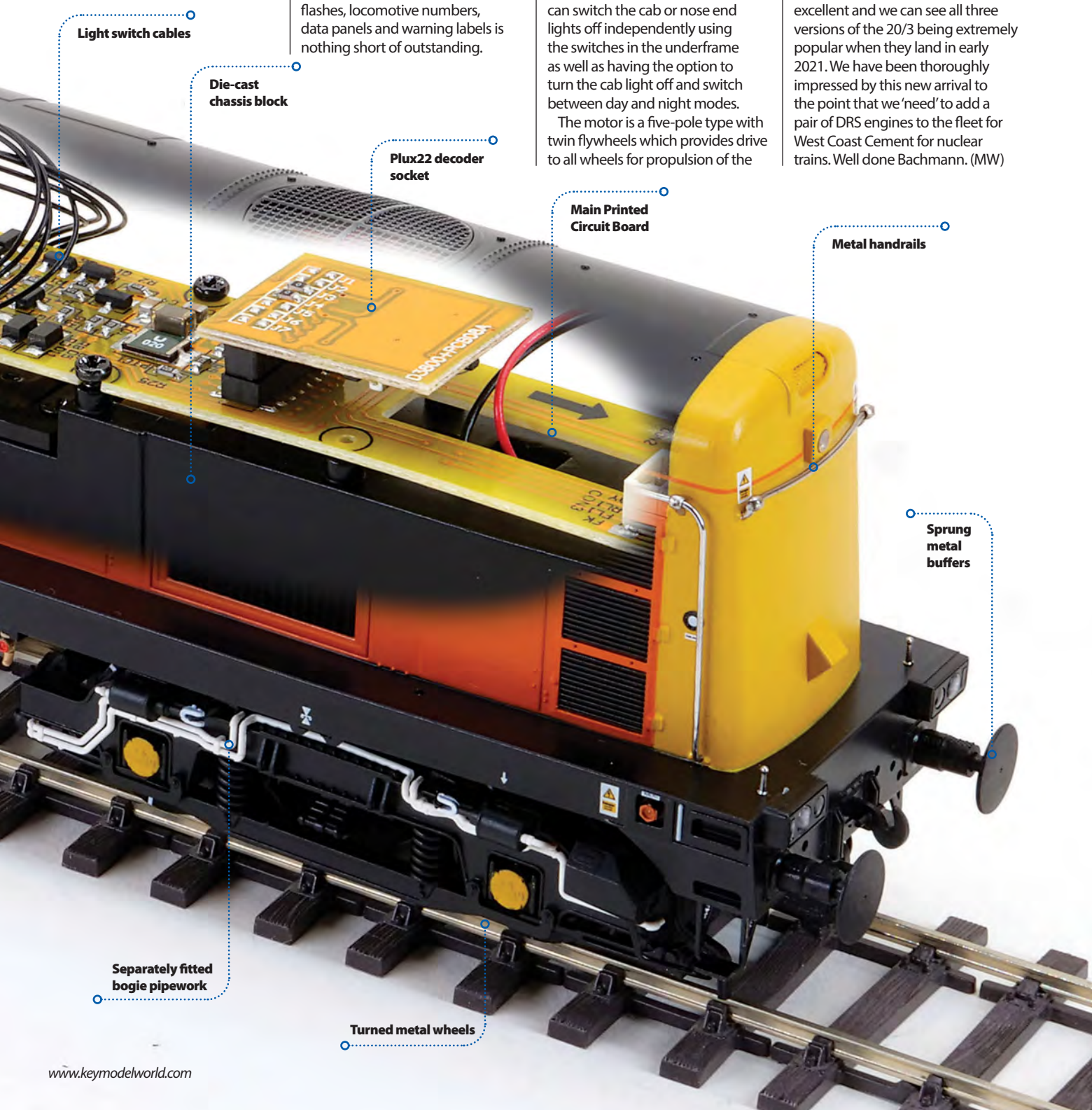
There is also now much more wiring inside to allow full operation of the lighting which consists of directional lights and cab lights. Impressively, even with analogue control, you can switch the cab or nose end lights off independently using the switches in the underframe as well as having the option to turn the cab light off and switch between day and night modes.

The motor is a five-pole type with twin flywheels which provides drive to all wheels for propulsion of the

Class 20. On the track we found the mechanism to be responsive straight from the box while offering smooth speed transitions throughout its range and ample haulage capacity to keep a 30 wagon rake of HAA hoppers on the move – more than enough for this Type 1 1,000hp single cab diesel.

OVERALL

The refurbished Class 20/3s have been a missing link in the modern era diesel scene since they were introduced, and it is pleasing to see that Bachmann has gone the extra mile to create this locomotive from the ground up with the modern features which it deserves. The finish, detailing and performance are all excellent and we can see all three versions of the 20/3 being extremely popular when they land in early 2021. We have been thoroughly impressed by this new arrival to the point that we 'need' to add a pair of DRS engines to the fleet for West Coast Cement for nuclear trains. Well done Bachmann. (MW)



Light switch cables

Die-cast chassis block

Plux22 decoder socket

Main Printed Circuit Board

Metal handrails

Sprung metal buffers

Separately fitted bogie pipework

Turned metal wheels

DRS' CLASS 20/3

Throughout railway history there have been many instances of obsolete equipment being repurposed for a second life, with few being as successful as the rebuilding of a small fleet of almost 40-year-old locomotives to become the Class 20/3s, as
EVAN GREEN-HUGHES explains.

THE EARLY YEARS OF privatisation were turbulent times. Money was tight and the future of some forms of traffic uncertain. One of the problem areas was that which dealt with strategically or nationally important materials, such as nuclear waste, which it was felt should not be handed over to the new privatised operators.

To deal with this traffic, a company called Direct Rail Services (DRS) was formed in 1994 as a directly-owned subsidiary of British Nuclear Fuels, a nationalised company, ensuring this vital traffic was retained under the Government's control. Its primary function was to handle nuclear flask traffic, but it was also employed in transferring imported nuclear waste to its site at Sellafield in Cumbria. Later it expanded into other areas, such as intermodal trains, and today continues to operate, although it is now part of the Nuclear Decommissioning Authority.

As with the other companies, DRS had to obtain some motive power of its own but in the mid-1990s there was not much to choose from. Most of the available main line traction had been supplied as part of BR's 1950s modernisation plan and as a result, some four decades later, the majority of locomotives were reaching the end of their working lives. New equipment was also

hard to come by, with BR's own workshops undergoing the upheaval of privatisation and the principle of importing new traction from abroad not yet fully established.

DRS' requirement was for a small number of medium-powered locomotives of simple, robust and reliable design and, after examination of what was available, the choice fell on the Class 20, a 1,000hp design which had been one of the first types to be obtained by BR as it turned from steam to diesel. By this time, most of the class had been stood down, and many had been scrapped. There was little work for what remained due to an emphasis on newer and more powerful designs which hauled longer and heavier bulk trains.

Five of the best survivors were selected for upgrade and a contract was let with Brush at Loughborough for the work to be carried out. Included in this was replacement of some of the electronic components with more reliable, modern versions and a comprehensive cab upgrade which saw better side windows fitted, which can easily be identified by their square shape. In the process, all the locomotives selected lost their headcode discs or indicator boxes and were fitted with prominent multiple working connections and modern light clusters. The external appearance was further changed by the addition of extra fuel tanks next to the cab. »



The Harry Needle Railroad Company operated Class 20/3s have been used on rolling stock movements including delivery of Bombardier built S Stock to the London Underground network. On November 7 2012 20311 and 20314 head an S7 set for delivery to Amersham at East Goscote with BR blue Class 20s 20107 and 20096 at the rear. [Paul Biggs](#).



DRS' Class 20/3s have had a strong following since the first entered service in 1996. On July 27 1999 20311 and 20301 pass Narrowways Hill Junction on the outskirts of Bristol with the 1.58pm Bridgwater-Sellafield nuclear waste service. [John Chalcraft/Railphotoprints.uk](#)

While DRS was making its decision, others were going through the same process and this led to some other Class 20s passing to new owners. These included Hunslet-Barclay, Racal-BRT and Waterman Railways with some of the locomotives selected in later years passing to DRS either for subsequent modification or for use as they were.

'NEXT GENERATION' CLASS 20

The first pair of DRS upgrades, 20301-20302 were outshopped in January 1996, with trials being operated between Sellafield, Drigg and Barrow-in-Furness on January 28. Two days later they were tested on a nitric acid train from Ince. Fame followed in the May when the pair was commandeered to work the Royal Train over the Cambrian Main Line to Aberystwyth, where weight restrictions prevented the use of the usual motive power. There was a further notable working on June 1 when the first three engines, 20301-20303, were used in multiple to work the 'Cumbrian Coaster' railtour between Crewe and Workington.

They were first used for their intended work on September 19 when 20301-20302 took four nuclear material-carrying wagons from Sellafield and Barrow. Once the first five engines were in traffic, DRS found that the class was ideally-suited to the lightweight trains that it usually operated and as a result a decision was made to place a second order for further refurbished machines.

During 1997, DRS purchased a further 18 Class 20s, including the remaining part of the Racal-BRT fleet and five locomotives that had been employed on Channel Tunnel work but which had ended up as part of the Waterman empire. Most of these were taken to RFS at Doncaster, which had won the contract for the second batch of conversions, and from them ten were selected which in time became 20306-20315. The upgrade work undertaken was very similar to the first batch, although there were differences to the fuel tank arrangements,

Initially the Class 20/3s were dedicated to nuclear fuel traffic, but DRS also sought to expand its portfolio and the class were used in trials of 'Piggyback' services for the transport of road trailers. On July 19 1997 20303 and 20304 stand at Penrith before departing for Chadwell Heath Dairy in London. [Gordon Edgar](#).



FACTS AND FIGURES

Introduced:	1995 (rebuilt from locomotives introduced in 1957)
Number built:	15
Number series:	20301-20315
Converted by:	Brush, Loughborough (20301-20305) RFS, Doncaster (20306-20315)
Engine:	English Electric 8SVT Mk 2
Cylinders:	8
Horsepower:	1,000hp
Generator:	English Electric EE819/3C
Traction motors:	English Electric 526/5D
Train heating:	N/A
Brakes (locomotive):	Air
Brakes (train):	Air
Maximum tractive effort:	42,000lbs
Continuous tractive effort:	19,500lbs
Length:	46ft 9½in over buffers
Width:	8ft 9in
Weight:	73tons (20301-20305) 76tons (20306-20315)
Wheel diameter:	3ft 7in
Maximum speed:	60mph (20301-20305) 75mph (20306-20315)
Fuel capacity:	640gallons (20301-20305) 1,081 gallons (20306-20315)

Below: DRS 20303 and 20309 head 6M22, Hunterston-Kingmoor DRS, at Mossband on May 26 2011. [Gordon Edgar/Railphotoprints.uk](#).



which affected the overall weight.

On March 11 1998, 20306-20307 were the first to emerge, being tested between Doncaster and Newcastle on the East Coast Main Line. On March 30, the first of these appeared on an intermodal trial for Eddie Stobart, double heading with 37611, and running from Daventry to Hunterston in Scotland. Some of this second batch also spent some time working freight from Cardiff to Crewe.

EXTENDED REACH

With more of the type available and with DRS expanding its operations into other areas it was inevitable that the Class 20/3s would appear on a wide range of workings. The type was often used for route learning and as such made appearances in Glasgow, Ayr, Bridgewater and Dungeness amongst other places. A pair has also worked a rake of empty Mk 1 coaches from Carnforth to Bounds Green in London and return in connection with railtour workings and the class was also used on a well-publicised trial Penrith-Cricklewood milk train.

DRS also bid for and was successful in gaining some of the lucrative Railhead Treatment Train work, and the Class 20/3s became staple traction on these turns for a number of years. More mundane duties saw many of the class working between Barrow and Sellafield with nuclear waste trains but also to and from nuclear power stations all over the country with nuclear flasks.

Although the conversions were successful and gave the locomotives a further life of almost 20 years, the expansion of the

FORMER IDENTITIES

Class 20/3 identity	Original number
20301	20047
20302	20084
20303	20127
20304	20120
20305	20095
20306	20131
20307	20128
20308	20075
20309	20187
20310	20102
20311	20190
20312	20042
20313	20194
20314	20117
20315	20104



In recent years the Class 20/3s have become associated with the autumn Railhead Treatment Trains. HN Rail's 20311 works top and tail with DRS classmate 20302 on October 19 2019 at Ferrybridge. [Gordon Edgar](#).

DRS fleet, particularly into Class 37s, saw their sphere of work reduced. In addition, spares, many of which had been supplied by cannibalising other locomotives, were becoming harder to obtain. Subsequently the three locomotives that were in the worst mechanical condition were taken out of service and were used as a source of spares for the rest.

As demand further declined, 20311/20314 were sold to Harry Needle Railroad Company based at Barrow Hill and added to that company's contract fleet. In early 2013, several locomotives were moved from store to CF Booth's scrapyards at Rotherham where they were broken up. These included 20306/307/310/313/315 and these were all cut up by around March that year. Three more locomotives, 20304/308/309, were advertised for sale in 2018 with all being listed as having defects including worn wheelsets and other issues. Those locomotives that remained were placed in store at Barrow Hill Roundhouse near Chesterfield, with some such as 20301 being in a heavily stripped condition. The two passed on to HNRC remained active until relatively recently, although a failure during November has caused the company to examine whether the pair should be retained or withdrawn from service. Meanwhile, DRS itself used 20302/303/305 sporadically in the 2019 railhead season and there was a 'Class 20 Farewell Tour' in January 2020 with a run from York to Crewe, which was hauled by 20302 and 20305.

REMARKABLE SURVIVORS

With DRS having published a traction policy in August 2018 which stated that

it wished to eliminate much of its heritage traction, and with the first to go said to be the Class 20/3s, it is remarkable that the remaining locomotives have managed to hang on as long as they have. The remaining examples have been out of use now for some time, although there are rumours that at least two could be used for the experimental fittings of European Train Control System equipment.

Currently one, 20303 is stranded at York with what are said to be wheelset issues.

Given that the Class 20/3 upgrade was performed on locomotives that were already almost 40 years old, the fact

that some have survived for another quarter of a century in main line service is nothing short of remarkable and says a great deal about the simplicity and robustness of the original English Electric design. With the official farewell tour for the class now being almost a year ago and with still a couple of examples still theoretically being around on the main line, it would be premature to write the final epitaph for this class. Even final withdrawal may not be the complete end as so popular are these engines that at least one may end up at one or other of our heritage railways. [Helm](#)

During August 1999 a short-term nuclear waste flow commenced from Winfrith to Crewe Basford Hall (for Sellafield) powered by DRS Motive Power. Demonstrating the Class 20/3s ability to work in multiple with the DRS Class 37/6s, 20314 pilots 37607 past Moreton, Dorset on September 3 1999.

[John Chalcraft/Railphotoprints.uk](#)



GBRF LIVERY FOR H

● Price: £179.99 ● Cat No: R3882 (50007/50014) and R3883 (50049) ● Site: www.hornby.com ● Era: 11 ● DCC: DCC ready, 8-pin socket

THE CLASS 50s HAVE always been popular, but the repainting of 50007 and 50049 into

GB Railfreight blue and orange in 2019 has catapulted the class to a new level of enthusiast attention.

The two locomotives were placed on loan with GBRf in January 2019 by the Class 50 Alliance Preservation Group and are regularly used for new train deliveries, rolling stock movements and railtour duties. They were repainted at Eastleigh Works and unveiled in the new colour scheme in March 2019 when 50007 was turned out with dual identities – 50007 *Hercules* on one side and 50014 *Warspite* on the other.

Hornby announced its plan for ready-to-run 'OO' gauge versions of 50007 *Hercules*/50014 *Warspite* and 50049 *Defiance* in its 2020 catalogue and we, like many others, have been eagerly



looking forward to their arrival. The two versions touched down in December and were selling fast through Hornby's stockists at the end of 2020. Both are delivered DCC ready with an 8-pin decoder and directional lighting as standard while the accessory pack differs between the two locomotives in that 50049 has the option to add three-part miniature snowploughs to the model.

Externally, the two Class 50s



look superb with separately fitted handrails, windscreen wipers, multiple working cables, opening cab doors and movable side grilles,

although we'd venture to say that the blue is a shade lighter than the real engines. Nevertheless, paint application and printing of the

ARC livery for Accurascale tipplers



● Price: £149.95
● Cat No: ACC2106-ARC1
● Site: www.accurascale.co.uk
● Era: 8

THE HIGHLY ANTICIPATED ARC liveried version of the all-new Accurascale PTA/JTA/JUA family of

bogie tippler wagons has now arrived, completing the first batch of releases (HM163). Like the Yeoman, British Steel and VTG wagons reviewed last month, the ARC wagons are available in two five packs – one containing only inner wagons with buckeye couplings and one containing two outer wagons with buffers and standard NEM coupling pockets

and three inner wagons. The latter is the subject of our review sample.

The five pack received for review models a set of JTA coded wagons suitable for use on ARC aggregate trains which were seen in the hands of Class 47s, 56s, 59s and 60s during their careers on workings from the Somerset quarries to London.

Each wagon is lavishly detailed with a full complement of underframe equipment and pipework, factory fitted brake pipes on the inner wagons, factory fitted buckeye couplings on the inner



HORNBY CLASS 50s



locomotive numbers, nameplates and GBRf logos are all first rate, delivering an eye-catching locomotive perfect for the most

modern of contemporary layouts. The performance of the Hornby Class 50 chassis matches the good looks of their externals

with the twin flywheel five-pole motor having plenty of power to move a scale length train of 10 coaches individually or

working as a pair. These are an excellent pair of additions which expand Hornby's collection of modern day locomotives. (MW)



vehicles and small tension lock in NEM pockets for the outer ends to allow coupling of a locomotive. In addition, you get turned metal wheels, fine models of the BSC axle motion bogies (even down to cast lettering) and a superbly finished square body with the all-important side and end ribs. Plus, one outer

wagon has a battery powered flashing tail lamp which can be switched on and off using a small slide switch under the bufferbeam.

Decoration is excellent with the ARC mustard base colour being overlaid by individual vehicle numbers on each wagon, TOPS data panels, Caib



branding, wheelbase, minimum curve restrictions and more.

These new ARC wagons are a perfect finish to this first collection of bogie tippler

wagons from Accurascale and produced to the same standard that the company set with its first ready-to-run model in 2019. Long may it continue. (MW)

'OO' GAUGE

HORNBY SIX-WHEEL

HORNBY is jumping into 2021 with immediate delivery of its new collection of four and six-wheel carriages for 'OO' gauge, with a first sample arriving in the *Hornby Magazine* office just in time to make it into the review pages.

The new collection of carriages offers a assortment of four four-wheel and four six-wheel carriage designs with or without interior lighting. Livery choices include Great Northern Railway teal, Great Western Railway chocolate and cream, London, Brighton and South Coast Railway crimson, London North Western Railway 'plum and spilt milk', London North Eastern Railway teal and – as per our sample – BR crimson and others.

Our sample reflects a six-wheel Brake Third which features three passenger compartments and a guard's compartment with end windows – and it has lights too. These highlight the interior detail and showcase the planked floor in the guard's compartment together with the handbrake while the seating shape of the passenger compartments is also clear to see.

The Brake Third is neatly detailed with panel lines, guard's duck at

the rear, turned metal buffers, full length step boards, battery boxes and roof vents. In addition, there are turned metal carriage wheels – the centre axle floats side to side to allow it to negotiate second radius curves – while there are NEM coupling pockets with small tension locks at each end of the carriage.

Completing the package is the lighting system. This is battery powered with a reed sensor which allows the supplied magnet to be 'waved' over the carriage roof to turn the lights on and off to give characteristic warm white lighting to the interior. It's very effective and the use of battery power reduces the impact of pick up drag on the wheels to make these coaches free running vehicles. When you receive the carriages with lights you will need to remove a paper tab from the chassis to connect the battery to the lighting circuit.

These new carriages are hot off the press and the full range is due for delivery progressively from January to the Hornby retailer network. Excellent additions which are ready to roll this month. (MW)

● Visit www.keymodelworld.com to see the new Hornby carriage lighting in operation.



ALL SCALES

Legacy detector

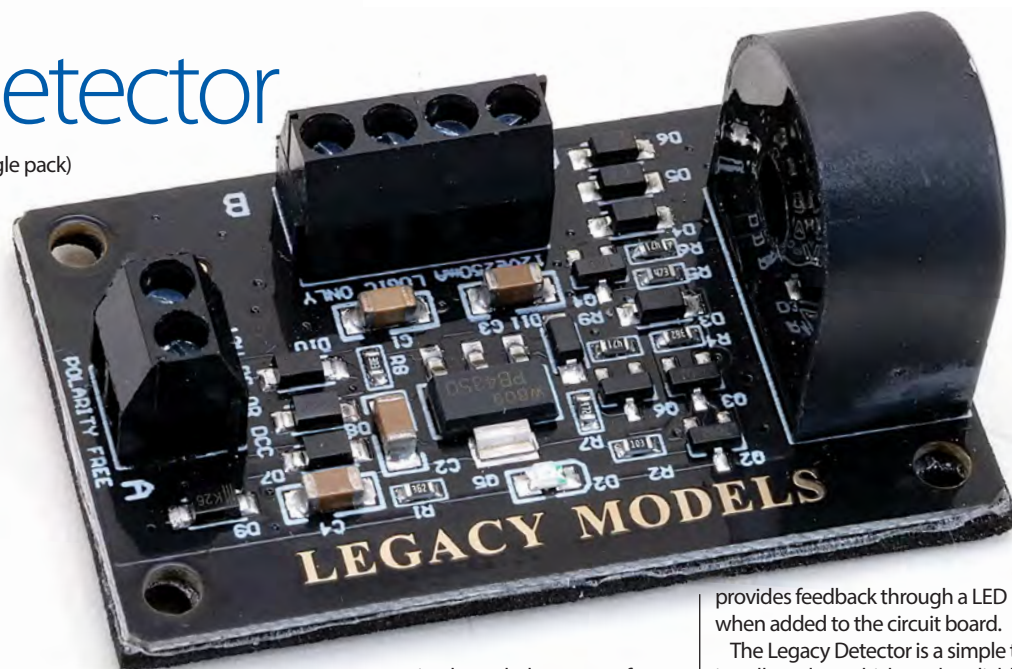
● Price: £18.95 ● Cat No: LM-iD-1 (single pack)

● Site: www.dccconcepts.com

DCC Concepts has launched the first in a series of new products under the Legacy Models banner. This intelligent little device is a detector which is simple to install on layouts new and old by using an inductor to sense current load on a section of track.

The circuit board measures 50mm x 30mm and provides options for connection of a DCC (or regulated 12v DC) power supply to allow the detector to illuminate a LED or operate another accessory through a relay. The aim of the Legacy Detector is to sense that a train has entered a specific section of track and in turn it can be used to illuminate an LED to show occupation of a section or to operate a signal or accessory through additional devices.

Connection of the sensor is



straightforward as it is fitted with screw terminals for all external connections to power sources and LEDs. The sensing part is taken care of by taking a feed from an individual track section and passing

one wire through the centre of the detector. When a train with a powered vehicle (a locomotive or carriage/wagon with lights) enters the section which the wire is connected to, the detector senses the load through the wire and

provides feedback through a LED when added to the circuit board.

The Legacy Detector is a simple to install product which works reliably and can make hidden tracks easier to manage through visual aids and they are available in single and triple packs. You can watch our installation guide video at KeyModelWorld.com during January. (MW)

COACH DEBUTS

- Price: £35.99
- Cat No: R40126
- Site: www.hornby.com
- Era: 4



'OO' GAUGE

Natural Scenics pre-cut cork

- Price: from £0.95
- Cat No: Various
- Site: www.naturalscenics.co.uk

Natural Scenics has introduced a new collection of pre-cut cork track underlay sections to suit Hornby and Peco set-track systems. The new range is made from 3mm cork sheet to provide noise reduction and a ballast 'shoulder'.

The full range has been designed to mirror the shape and sizes of set-track components making them simple to use in layout construction while also offering the opportunity to begin adding more detail with a realistic ballast shoulder. For review we received a selection of samples including a second radius single curve, double length first radius curve, short straight and right hand standard point.

All of our samples were cut to the same high standards and



matched the shape of the track components they were designed to work with. As well as single packs shown here, Natural Scenics is offering multi-packs of four and 10 for each product type to allow easy expansion of a layout with pre-cut cork underlay.

These are useful additions which will make adding underlay to a set-track model railway even simpler. (MW)

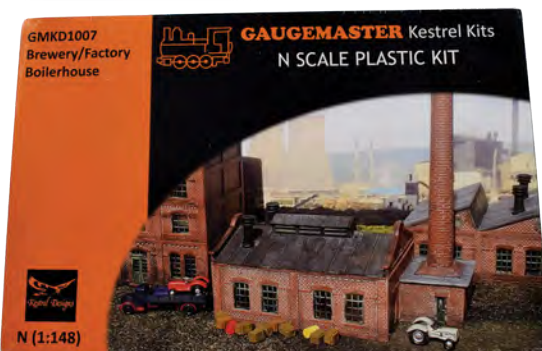
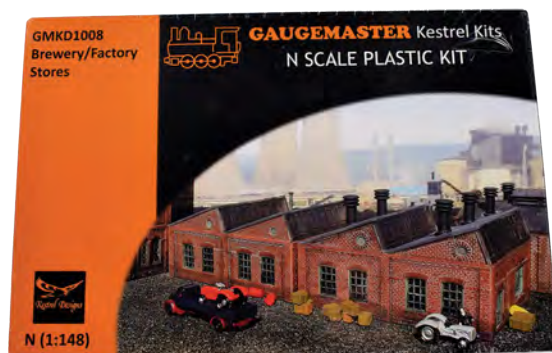
Gaugemaster brewery is 'ALE AND HEARTY'

'N' GAUGE

● Price: £24-£24.25 ● Cat No: GMKD1006/1007/1008 ● Site: www.gaugemaster.com ● Era: Any



GAUGEMASTER has added a collection of brewery buildings to its range of 'N' gauge Kestrel kits with a four-storey main building, boiler house and stores. Reminiscent of large industrial brick-built factory buildings, the main brewery building (Cat No. GMKD1006) measures 94mm x 81mm x 124mm when assembled, while the boiler house and chimney (GMKD1007) measures 126mm x 74mm x 135mm. The stores kit (GMKD1008) builds into two stores units, each measuring 92mm x 68mm x 50mm. Moulded in pre-coloured plastic, the kits contain the elements required to complete the structures including window parts, paper overlays and instructions – you just need glue to complete. Although the buildings are pre-coloured, further painting and/or detailing will enhance the final appearance and is sure to result in an impressive looking brewery or factory scene. (MC)



'HO' GAUGE

Busch pandemic action sets

German manufacturer Busch has adopted a slightly tongue-in-cheek approach for a selection of topical 'HO' scale shopper action sets, reflecting the start of last year's pandemic.

Three action packs have been produced and each includes figures in a series of poses all with a common theme – the

mass-purchasing of toilet tissue! Packs cover a dispute between two shoppers alongside a set of empty shelves, a shopper with a full trolley and a Mercedes vehicle pack for transporting the purchased goods. A set of topical paper signs and plastic hoardings are also included. Be quick before they disappear... (MC)



● Price: £17.26-£25.45

● Cat No: BUS7910/7911/7912

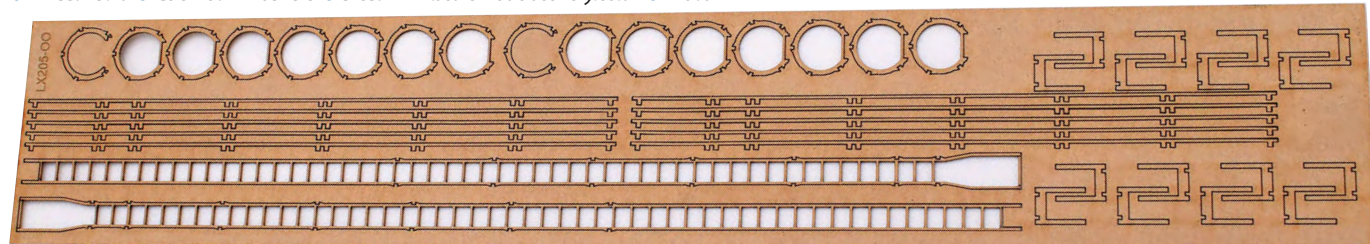
● Site: www.goldenvalleyhobbies.com

● Era: 11

'OO' GAUGE

Scale Model Scenery industrial ladders

● Price: £5.49 ● Cat No: LX205-OO ● Site: www.scalemodelscenery.co.uk ● Era: 9-11



New from Scale Model Scenery is this pack of 4mm scale laser-cut industrial ladders.

The pack contains enough 0.8mm pre-cut laserboard parts to construct two industrial

ladders with safety cages. Each completed ladder measures 210mm x 12mm x 22mm and is suitable for buildings up to 195mm tall, although the kit has been designed to join

two ladders together for a longer length if required.

Assembly is straightforward with ladders, safety cage strips together with open and split rings held in place with tiny tabs

on the fret. Cut through the tabs carefully to avoid distortion and glue the parts together. Instructions are also included.

The perfect finishing touch to an industrial or depot building. (MC)

ALL SCALES



Gaugemaster spray can trigger grip

● Price: £7 ● Cat No: GM573 ● Site: www.gaugemaster.com ● Era: N/A

New to the Gaugemaster collection of modelling tools is this spray can trigger grip.

Moulded in durable plastic, it features a black ergonomic handle with large red trigger which has been designed to deliver a refined application of pressure to the spray can nozzle, at just the level required for a more precise application of paint from spray cans. The more you squeeze the

trigger, the more pressure is applied to the spray can nozzle, plus it should reduce the risk of getting paint on your fingers too. Clipping the unit in place takes seconds.

Intended primarily for spray can paint application, it could also be used with other types of aerosol spray cans as it has been designed for universal use. Quick and simple to use. (MC)



www.harder-airbrush.eu

'OO' GAUGE

New identities for 'Large Prairies'

● Price: £10 ● Cat No: 4BRW04CS ● Site: www.pacificmodels.co.uk ● Era: 4/5

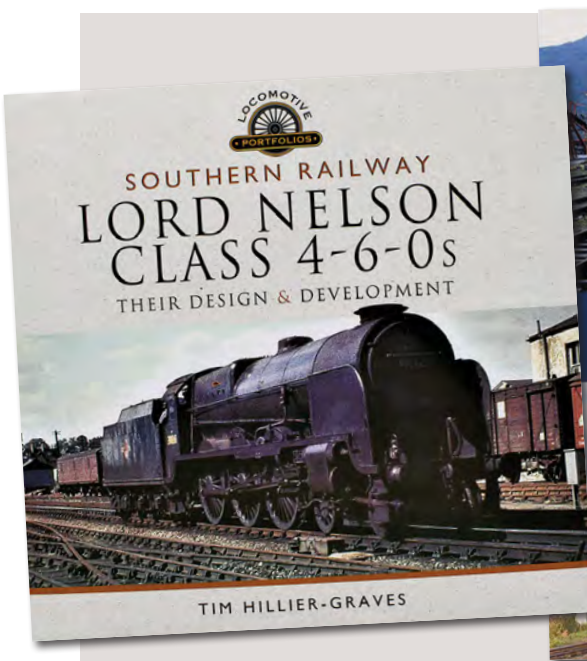
NUMBERPLATES - CABSIDE & SMOKEBOX
BR(W) Large Prairie Tanks
SELF-ADHESIVE For customising the Hornby R3732 model
Instructions:
For model use, please note that numbers can be applied to any scale locomotive. Please note that numbers can be applied to any scale locomotive. Please note that numbers can be applied to any scale locomotive.

6100 Class 2-6-2Ts... 6100-6109

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6190	6191	6192	6193	6194	6195	6196	6197	6198	6199

3100 & 8100 Class 2-6-2Ts... 3100-3104 & 8100-8109

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Southern Railway 'Lord Nelson' Class 4-6-0s

Author:	Tim Hillier-Graves
Publisher:	www.pen-and-sword.co.uk
Title:	Southern Railway Lord Nelson Class 4-6-0s
ISBN:	978-1-52674-473-9
Price:	£30
Spec:	176 pages, hardback

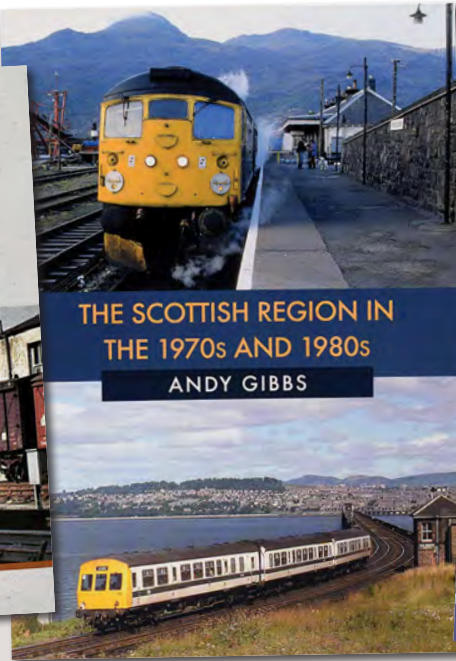
THIS latest volume from Pen and Sword charts the history of the Southern Railway's (SR) 'Lord Nelson' 4-6-0s, from introduction in 1926 to their withdrawal during 1961/1962.

Just 16 of the class were built and while they performed well, they did not quite live up to expectations.

The book covers the evolution of the 4-6-0 design and its subsequent adoption for the class with easy-to-follow text, while further chapters include diagrams and photographs of the various stages of construction, tender design and more, plus the full production programme, Bulleid's influence and the final years. A history of some class members is also included with depot allocations, miles covered, liveries carried, modifications, boiler and tender details and more.

Illustrated throughout with a wealth of mainly black and white images of the locomotives during development and in service through the years, it also features invaluable detail shots such as locomotive head signal positioning and headboard placement. The book also captures the class' final days, the occasional accident and concludes with a focus on 'Lord Nelson' 852/30852 *Sir Walter Raleigh* and the extensive damage it received during the Blitz on London in 1941, following a direct hit at Nine Elms depot. Happily, it was subsequently rebuilt.

This latest release in Pen and Sword's Locomotive Portfolios series is a thoroughly enjoyable and informative read and a very useful reference tool for modellers wishing to reflect a particular 'Lord Nelson' 4-6-0 and period in its career. (MC)



The Scottish Region in the 1970s and 1980s

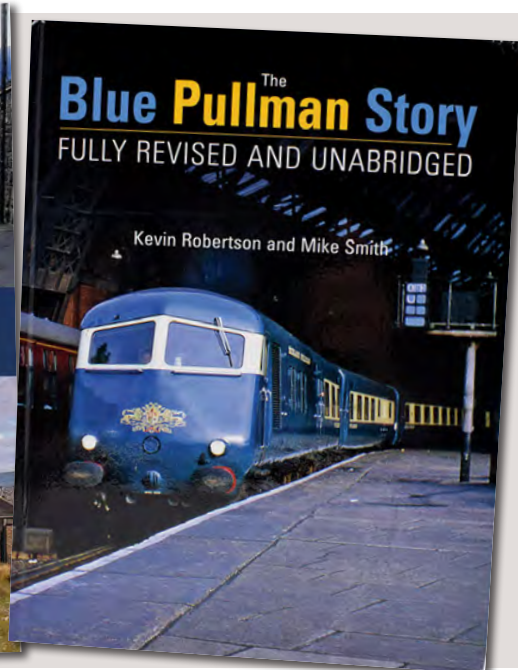
Author:	Andy Gibbs
Publisher:	www.amberley-books.com
Title:	The Scottish Region in the 1970s and 1980s
ISBN:	978-1-4456-8189-4
Price:	£14.99
Spec:	96 pages, softback

AS the title suggests, this latest picture volume from Andy Gibbs focuses on British Rail's Scottish Region traction in the 1970s and 1980s. It was a period when diesel and electric locomotives provided the lion's share of motive power for passenger workings, ably assisted by Diesel Multiple Units (DMUs) and Electric Multiple Units (EMUs) where services demanded.

Locations from the Scottish borders to the Far North Line are included, providing a wealth of nostalgic images from the period of main line and secondary passenger services in the landscape, together with freight workings. For those wishing to replicate many of the typically shorter Scottish Region train formations in miniature, images are sharp and nicely reproduced enabling clear recognition of much of the stock used.

In addition, locomotive activity at main line stations including Aberdeen, Edinburgh Waverley, Glasgow Central, Glasgow Queen Street and Inverness is captured, as is shunting, such as at Perth at the time. The changing livery scene is also reflected with the splashes of colour as the transition from BR's corporate blue to Large Logo, InterCity 'Executive', ScotRail blue-stripe, Strathclyde Passenger Transport Executive (PTE) orange and grey, Sealink livery and more took hold.

As with previous Amberley Publishing volumes from the author, this latest title includes plenty of pictorial delights and acts as a nostalgic reminder of locomotive haulage in Scotland during the 1970s and 1980s and will no doubt serve as valuable inspiration for modellers wishing to recreate the period in model form. (MC)



The Blue Pullman Story

Author:	Kevin Robertson and Mike Smith
Publisher:	www.crecy.co.uk
Title:	The Blue Pullman Story – Fully Revised and Unabridged
ISBN:	978-0-86093-688-6
Price:	£40
Spec:	392 pages, hardback

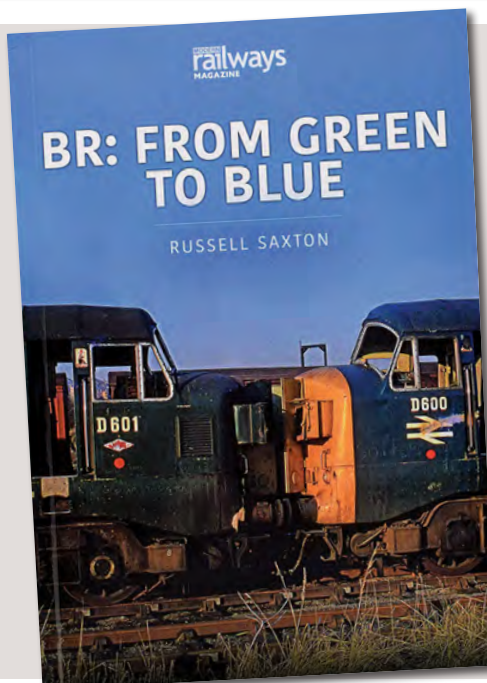
NEW from Crecy Publishing is this fully revised history of the eye-catching Metropolitan Cammell Midland Pullman/Western Pullman Diesel Electric Multiple Units (DEMUs).

This latest volume runs to a forensic level of detail within its 392 pages with revised narrative, many previously unseen images and even includes reference to the recent repaint of a former InterCity 125 High Speed Train set in Midland Pullman Nanking blue and white livery.

Chapters cover the concept and design, testing, publicity, introduction to service, catering and much more. The construction of each vehicle is covered in detail and illustrated with copious images and diagrams. This sets the scene for the rest of the book as a great deal of detail is incorporated within each chapter and lavishly illustrated throughout, offering a tantalising glimpse of the onboard experience as Pullman stewards in their crisp white jackets silver-served guests at their seats. Further behind-the-scenes photographs provide a view of every aspect of the train's operation including kitchen layout, luggage compartments, driver's cabs, engine room compartments – even the lavatories.

As you might expect, there are also plenty of in-service images of the units in action in their original Nanking blue and white livery, revised warning panel variations and the later reversed Pullman grey and blue livery, as carried during their tenure on the Western Region. Some lesser-known examples of units in mixed liveries and even short empty workings and covered too.

This is a superb document of the highs and lows of these outstanding and distinctive trains, with many previously unseen images. First Class in every sense. (MC)



BR: From Green to Blue

Author: Russell Saxton
Publisher: www.keypublishing.com
Title: BR: From Green to Blue
ISBN: 978-1-913295-91-2
Price: £14.99
Spec: 96 pages, softback

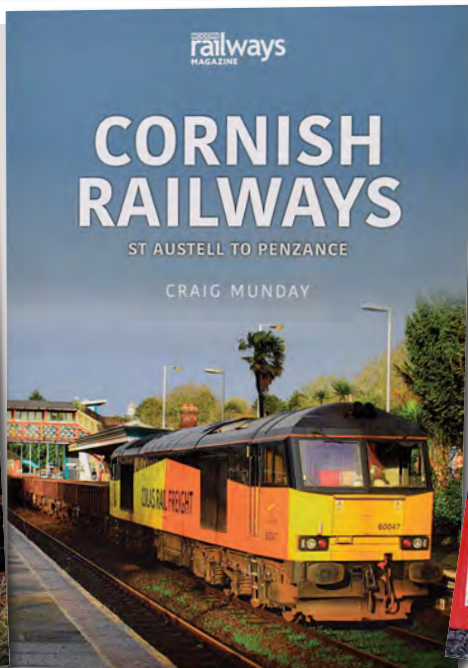
THIS new pictorial album from Key Books offers a fascinating insight into the transition from BR green to the new BR blue corporate scheme and aims to include the major changes along the way such as small yellow warning panels, full yellow ends and more. Indeed, despite the desire to move to a new corporate scheme, there were still a few anomalies in service into the mid-1970s, with the BR green colour scheme still in evidence in some quarters - making a change of corporate identity never happens overnight.

Just some of the standout photographs include BR Class 25 25218 retaining faded BR green with full yellow ends in 1974 and BR Class 20 20075 in worn BR green with coaching stock roundels in 1976.

Conversely, some locomotives due to be withdrawn in the late 1960s appear to have received BR blue late in their lives such as D600 'Warship' A1A-A1As including D602 in BR blue with small yellow warning panels and D600 in BR blue with full yellow ends in 1967, despite imminent withdrawal later that year.

This sets the scene for the book which features a super selection of diesel and electric locomotives in various takes on BR green, BR maroon and BR blue liveries, while coaching stock and multiple units are also featured within the pages too to illustrating the changing livery scene, with examples including a Gresley buffet car in BR blue/grey and even a BR Mk 1 Corridor Brake Second (BSK) surviving in chocolate and cream at the head of blue/grey stock, hauled by a BR two-tone green Brush Type 4 in 1968.

With more than 160 colour photographs, it serves as a useful reference of this colourful period in British Rail's history which will assist modellers in recreating the period. (MC)



Cornish Railways: St Austell to Penzance

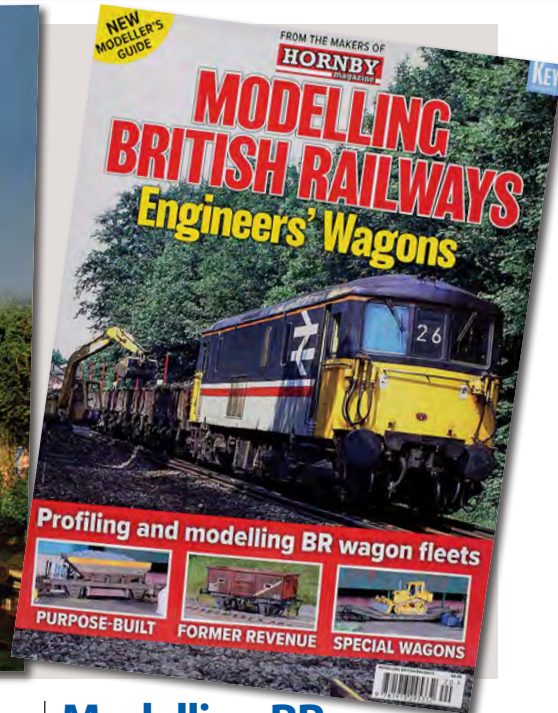
Author: Craig Munday
Publisher: www.keypublishing.com
Title: Cornish Railways: St Austell to Penzance
ISBN: 978-1-913295-98-1
Price: £14.99
Spec: 96 pages, softback

NEW from Key Books is this second volume from Craig Munday highlighting the Cornish Main Line between St Austell and Penzance.

Picking up where the previous pictorial album left off (HM161), our journey heads west and covers mainline and branch line activity with a good deal of passenger and freight services included from the early 1970s through to the present day. Existing passenger and freight-only branch lines in the Duchy are covered, together with the line to Hayle Wharves which lasted until the 1980s.

While freight flows today are much reduced and passenger services are mainly in the hands of multiple units, the Cornish Main Line remains remarkably busy with an improved passenger timetable. The author has included a superb selection of photographs charting passenger and freight highlights through the years with many capturing the stunning landscape as well as the all-important subject matter. Captions are well-written, informative and include suggestions for the right time of year to capture certain locations at their best.

For railway modellers, the outstanding collection of photographs of infrastructure and track layouts will be perfect for researching specific locations, while the clear image reproduction will help those wishing to recreate some of the passenger and train formations in miniature form. Factor in impressive viaducts, stunning scenery, and a superb selection of motive power within west Cornwall through the years and the result is another outstanding volume. Excellent and available now. (MC)



Modelling BR Engineers' Wagons

Author: Simon Bendall
Publisher: www.keypublishing.com
Title: Modelling British Railways Engineers' Wagons
Price: £8.99
Spec: 132 pages, bookazine

THIS latest 132-page modeller's guide from Key Publishing explores the fascinating subject of British Rail's motley collection of engineers' wagons.

Focusing primarily on the unfitted and vacuum-braked wagon fleet used on Civil Engineers' trains between the 1970s and mid-1990s, the A4 bookazine opens with an introduction to the fleet and an overview of the different vehicle types, as well as their intended duties within engineering train formations, from new ballast and spoil to rails, track panels and more. 'Fishkind' monikers, the numbering system and three-letter Total Operations Processing System (TOPS) codes are outlined.

Each of the featured wagon types includes a concise history accompanied with prototype images, while the wagon modelling projects range from scratchbuilt and kit-bashed examples to modified ready-to-run models. Further specialist wagons, ballast ploughs and the like are covered in detail, as are former revenue earning wagons that ended up in departmental use, with suggested routes to modelling them and what is available, together with brake vans, tank wagons and more.

Some of the available kits and ready-to-run wagons - in 'OO' and 'N' - are highlighted, as are further materials to help complete projects, such as transfers and paint colours. A selection of informative articles and step-by-step guides provide further modelling inspiration on improving ready-to-run wagons, building wagon kits, developing specialist vehicles, creating realistic loads, weathering and more.

This is a well-researched and invaluable resource for the modelling library. (MC)



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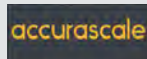
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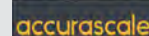
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'MOGUL' MAGIC

Dapol's new 'OO' gauge GWR 'Mogul' has been designed with simplicity in mind when it comes to digital sound upgrades. **MIKE WILD** explores its potential by installing twin speakers and a few details to make this already stunning locomotive even better.

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TECHNICAL DETAILS

Manufacturer:	www.dapol.co.uk
Cat No:	4S-043-004 (featured)
Description:	GWR '43XX' 2-6-0 6324, BR black
Builder:	GWR, Swindon
Region:	Western Region
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	235mm
Price:	£159.95 (DCC ready), £183.95 (DCC fitted), £309.95 (DCC sound fitted)
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm cube (locomotive) 40mm x 20mm (tender)
Exterior lights:	None
Interior lights:	Firebox flicker
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Five-pole
Flywheel:	One
Wheel arrangement:	2-6-0
Purpose:	Mixed traffic
Haulage capacity (expected):	Eight coaches
Haulage capacity (actual):	Eight coaches (maximum tested)



Completing this model for the time being is the addition of a real coal load in the tender, crew on the footplate and a lamp at the front.

IT'S NOT THAT LONG AGO THAT sound was an afterthought for ready-to-run locomotives, but recent releases have been following a trend to make the process simpler for modellers. Each manufacturer has its own outlook on how to achieve this, with Dapol's new 'OO' gauge GWR 'Mogul' being amongst those to put digital and sound installation high on the list of priorities for locomotive design.

The advantage is that Dapol has considered how the model will be used from the start of the design process. Provision has been made for two speakers, wiring is provided from the factory to connect these to the decoder and, moreover, access to the decoder socket is straightforward too. These considerations combined with a new no-wire power coupling between the locomotive and tender make this a very user-friendly locomotive, as we will show here.

When it comes to installing sound there are two choices with the 'Mogul'. You can go for the completely tool-free route by adding a 15mm x 11mm cube speaker and Next18 sound decoder inside the smokebox or, if you want the very best from the sound file, you can add a speaker in the tender as well for enhanced audio. Adding the second speaker requires a small crosshead screwdriver

and the use of a soldering iron in order to connect the speaker to the pre-fitted wires in the tender.

Even so, it is a straightforward process throughout and there is no cutting, drilling or modification required to introduce a twin speaker set up to the Dapol 'Mogul'.

Our project uses Digitrains' ZS012P GWR two-cylinder sound file loaded onto a ZIMO MX659N18 sound decoder. The Next18 plug and socket is very neat and saves space too. The decoder is highly capable and features 23 functions including live volume control through F27 and F28 (avoiding the need to use CV programming to adjust the locomotive's volume) as well as the F2 Active Brakes and F5 heavy/light engine sound sets which are hallmarks of the Proto and Active Drive sound decoder profiles sold by Digitrains.

To complete our 'Mogul' project – at least until it is weathered anyway – we added a Modelu GWR crew and lamp using the manufacturer's new locomotive crew pack (HM162) as well as a crushed coal load in the tender to improve its appearance. 6324 is now ready for service with sound to match its super-detailed exterior.

The following step by step guide shows how we installed a ZIMO MX659N18 decoder and two speakers into the Dapol 'OO' gauge GWR 'Mogul'. [View](#)

Dapol's GWR 'Mogul' is a stunning new ready-to-run model for 'OO' gauge and it has been designed with sound in mind. This model of 6324 in BR black now has a ZIMO MX659N18 decoder and twin speakers installed.

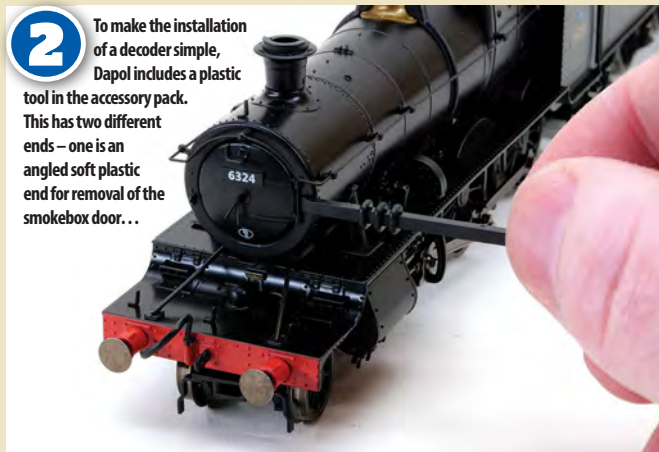
WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
ZIMO MX659N18 sound decoder	www.digitrains.co.uk	MX659N18
GWR 'Hall' two-cylinder Proto-Drive sound file	www.digitrains.co.uk	ZS012P
15mm x 11mm cube speaker	www.dccsupplies.co.uk	112965
Rail Exclusive 40mm x 20mm speaker	www.digitrains.co.uk	LS40x20x7
Modelu GWR locomotive crew pack	www.modelu3D.co.uk	1010

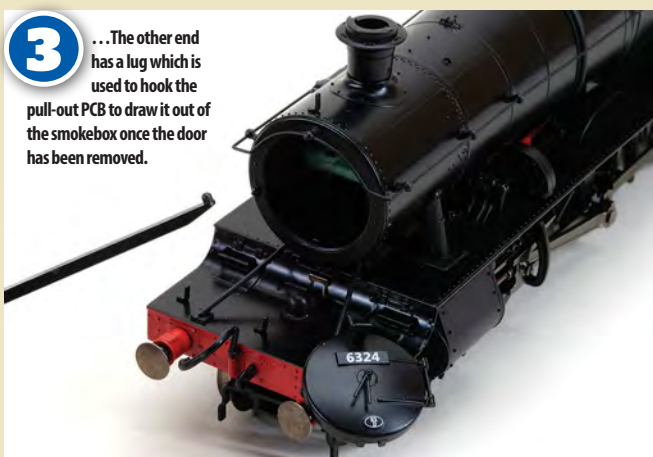
STEP BY STEP DAPOL GWR 'MOGUL' SOUND INSTALLATION GUIDE



Dapol's new GWR 'Mogul' has been designed with DCC and sound modellers in mind. It has a Next18 decoder socket in the smokebox on a pull-out PCB together with space for two speakers.



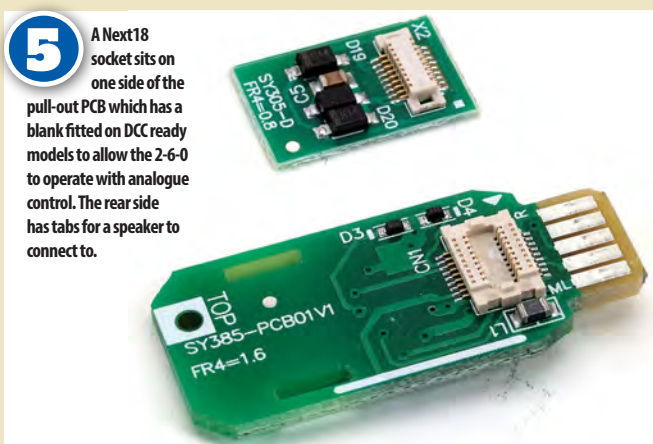
2 To make the installation of a decoder simple, Dapol includes a plastic tool in the accessory pack. This has two different ends – one is an angled soft plastic end for removal of the smokebox door...



3 ...The other end has a lug which is used to hook the pull-out PCB to draw it out of the smokebox once the door has been removed.



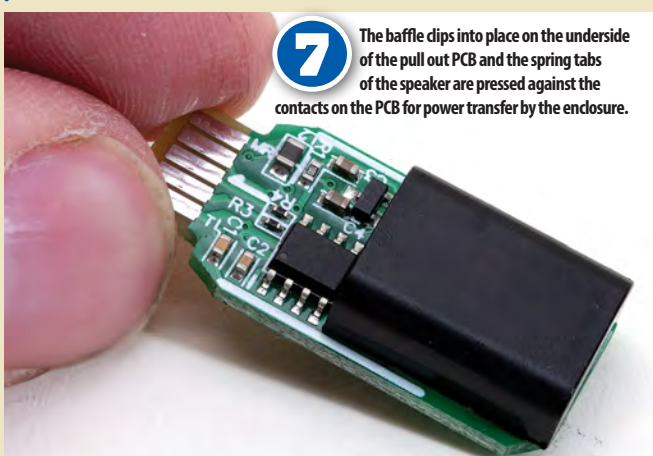
4 The PCB dips into place inside the boiler but slides out easily with the supplied tool offering full access to the PCB.



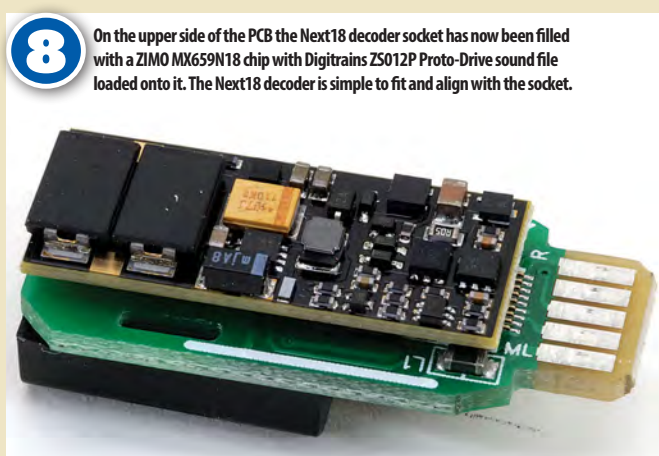
5 A Next18 socket sits on one side of the pull-out PCB which has a blank fitted on DCC ready models to allow the 2-6-0 to operate with analogue control. The rear side has tabs for a speaker to connect to.



The accessory pack contains a 15mm x 11mm cube speaker baffle with clips to allow its connection to the PCB for power transfer. A standard 15mm x 11mm cube speaker without a baffle fits into the supplied plastic enclosure.



7 The baffle dips into place on the underside of the pull out PCB and the spring tabs of the speaker are pressed against the contacts on the PCB for power transfer by the enclosure.



8 On the upper side of the PCB the Next18 decoder socket has now been filled with a ZIMO MX659N18 chip with Digitrains ZS012P Proto-Drive sound file loaded onto it. The Next18 decoder is simple to fit and align with the socket.

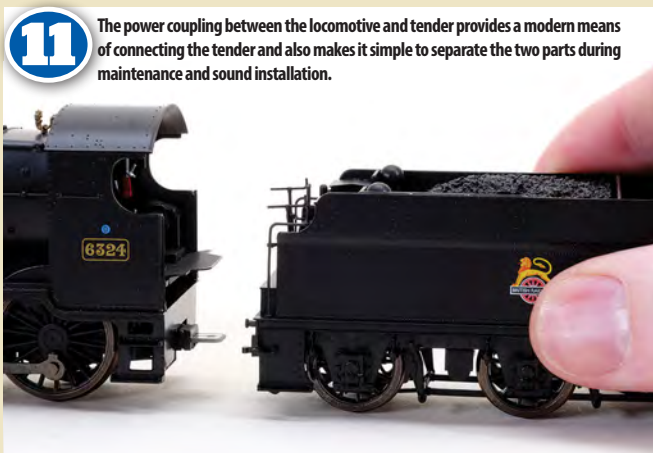


9 With the speaker and decoder connected, the PCB slides back into the smokebox. Push it back until it clips into place inside the smokebox.

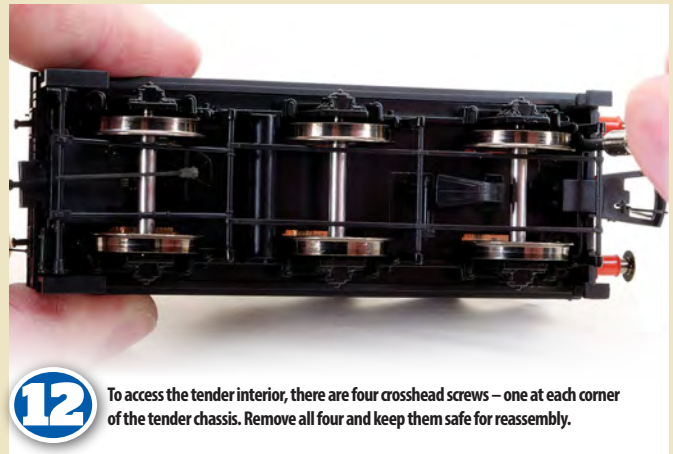


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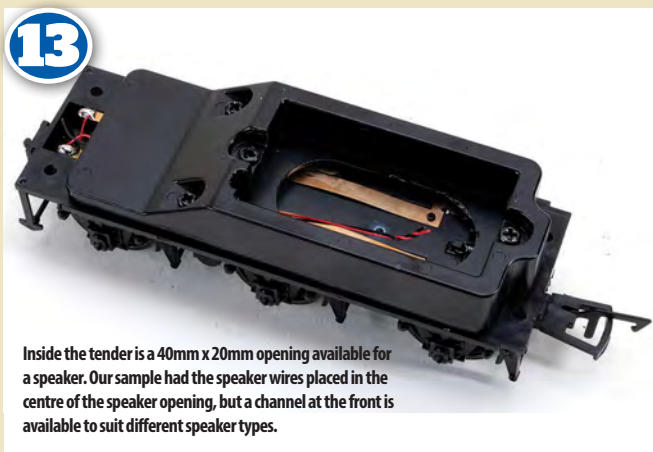
10 The smokebox installation process is clean, neat and tidy and fills the space available. However, the '43XX' has space for a second speaker in the tender too expanding the performance of the sound decoder. Adding a second speaker is optional - the sound will play through the 15mm x 11mm cube speaker on its own if you prefer.



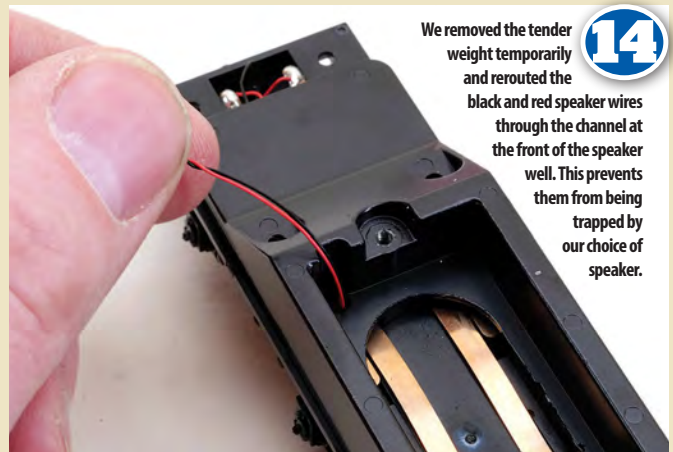
11 The power coupling between the locomotive and tender provides a modern means of connecting the tender and also makes it simple to separate the two parts during maintenance and sound installation.



12 To access the tender interior, there are four crosshead screws – one at each corner of the tender chassis. Remove all four and keep them safe for reassembly.



Inside the tender is a 40mm x 20mm opening available for a speaker. Our sample had the speaker wires placed in the centre of the speaker opening, but a channel at the front is available to suit different speaker types.



14 We removed the tender weight temporarily and rerouted the black and red speaker wires through the channel at the front of the speaker well. This prevents them from being trapped by our choice of speaker.



15 We installed a Rail Exclusive 40mm x 20mm x 7mm single speaker. It is a tight fit into the opening, so we sanded the front and rear faces of the plastic speaker enclosure to reduce its overall length slightly.



16 Next, the purple wires can be removed from the speaker so the black and red wires can be soldered to the speaker connections completing the speaker circuit.

STEP BY STEP DAPOL GWR 'MOGUL' SOUND INSTALLATION GUIDE

Intermediate
Beginner SKILL LEVEL Advanced

17



The tender body fits neatly back over the chassis as it did before, completing the sound installation. The tender speaker is an optional step in the sound fitting process but does enhance the decoder's audio performance.

18

The plastic coal load supplied with the model is removable. We lifted it out and replaced it with a real crushed coal load secured in place with Deluxe Materials Ballast Bond.



19



A locomotive crew will enhance the superbly detailed open back cab of the '43XX'. For this model we are using Modelu's new GWR locomotive crew pack which consists of a driver, fireman and a set of GWR pattern lamps. All require painting.

20

To start the painting process, we added white to the crew shirts first followed by black for their grease tops, jackets and boots.

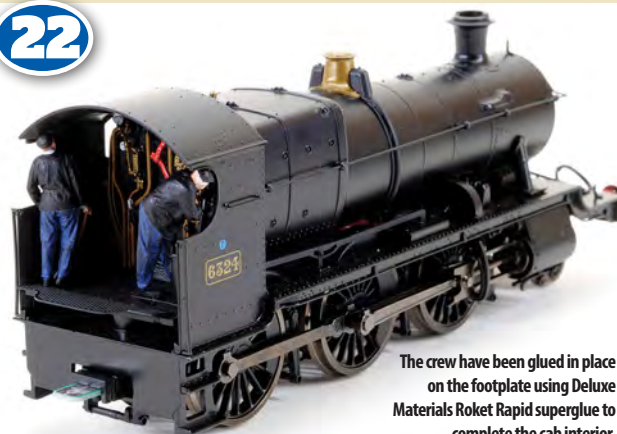


21

The finishing touches were Humbrol No. 25 for their trousers, No. 61 for faces plus dry brushed matt black to take away the fresh paint finish.



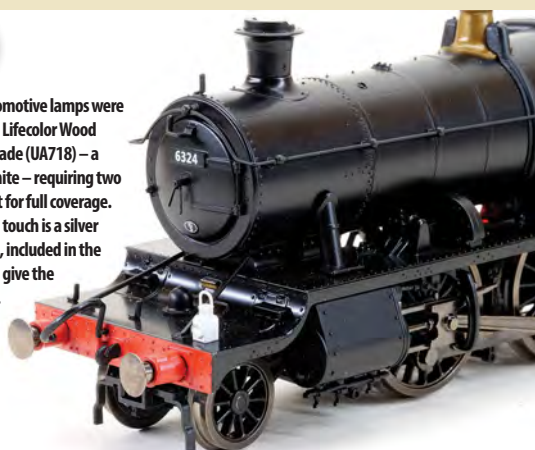
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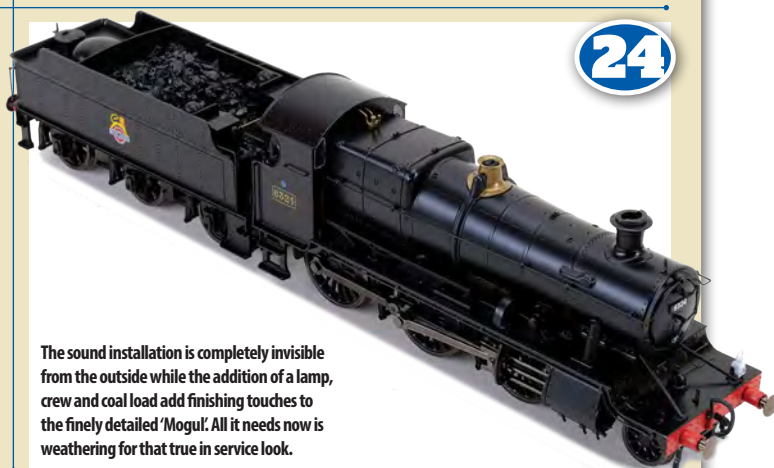
The crew have been glued in place on the footplate using Deluxe Materials Rocket Rapid superglue to complete the cab interior.

23

The GWR locomotive lamps were painted with Lifecolor Wood Cold Light Shade (UA718) – a subtle off-white – requiring two coats of paint for full coverage. The finishing touch is a silver backed jewel, included in the crew pack, to give the lamp its lens.



24



The sound installation is completely invisible from the outside while the addition of a lamp, crew and coal load add finishing touches to the finely detailed 'Mogul'. All it needs now is weathering for that true in service look.



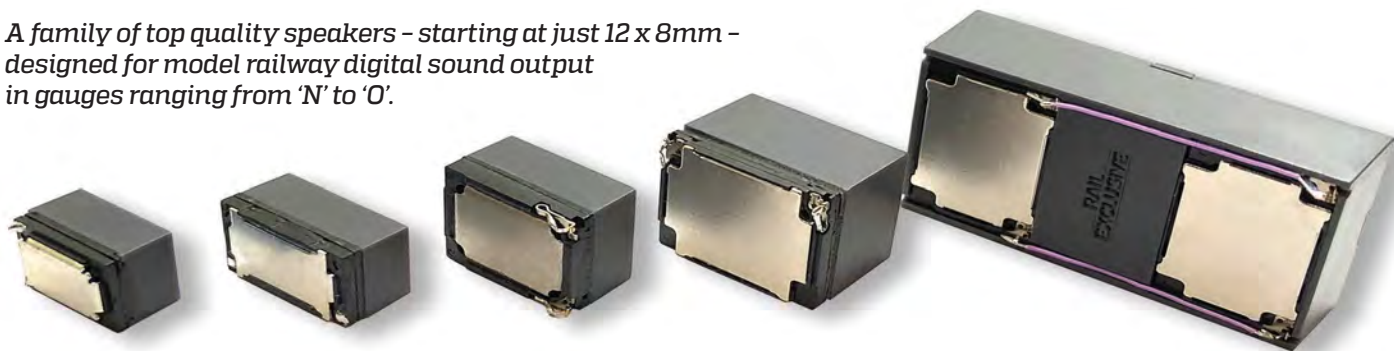
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The 'Boomer'	18x13x13	Single	8 Ω	1.0 W
Baby 'Boomer'	26x20x8	Single	8 Ω	1.0 W
Big 'Boomer'	40x20x7	Single	8 Ω	1.0 W
The 'Boom Box'	40x20x10	Twin	4 Ω	2.0 W
Slim 'Boom Box'	50x15x15	Twin	4 Ω	2.0 W
Chunky 'Boom Box'	55x20x10	Twin	4 Ω	2.0 W
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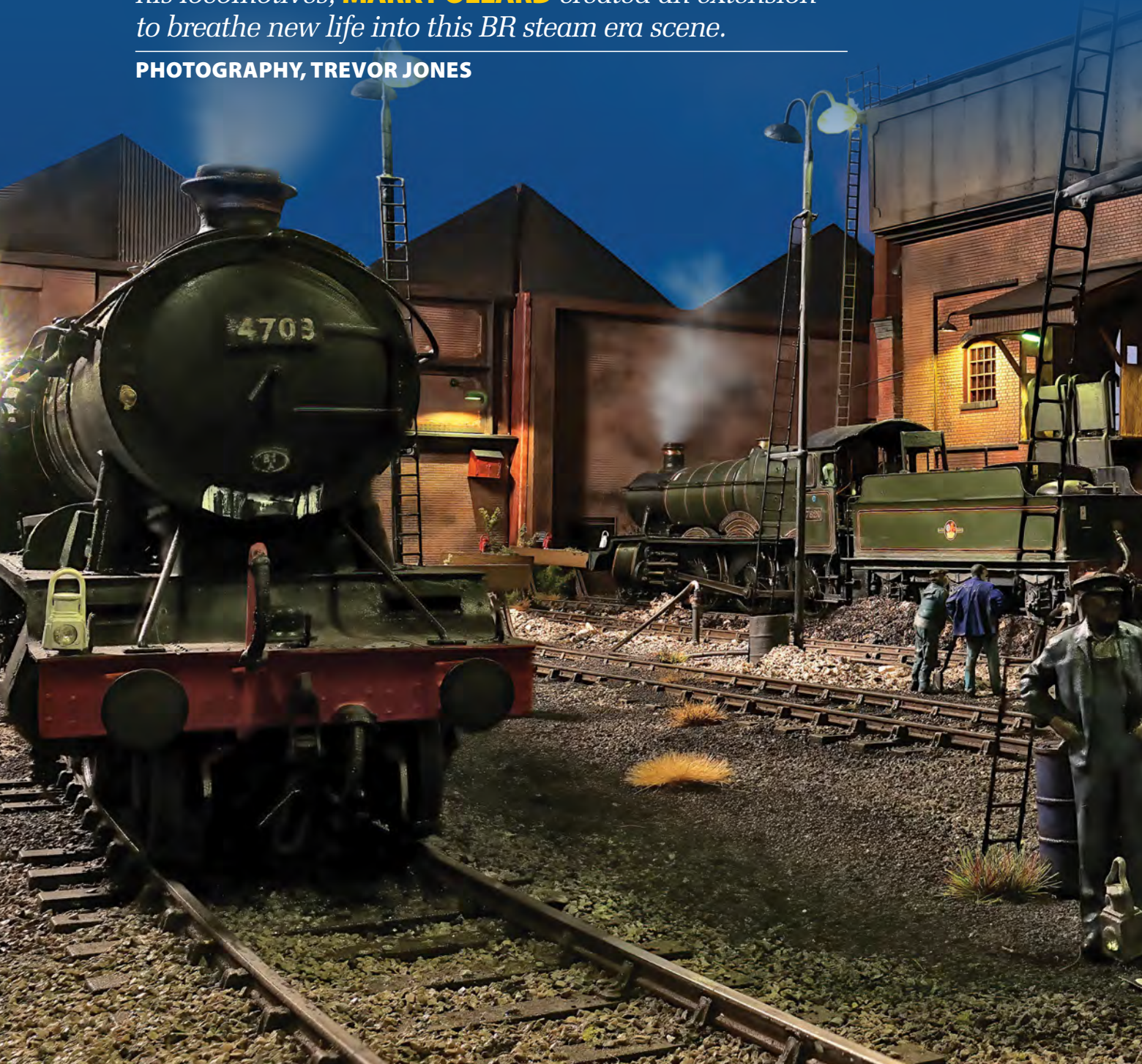
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OLD ELM PARK

THE Yard

*Having built a stunning 'O' gauge roundhouse to display his locomotives, **MARK POLLARD** created an extension to breathe new life into this BR steam era scene.*

PHOTOGRAPHY, TREVOR JONES





The last steam locomotive to be built by BR, 92220 *Evening Star*, arrives at Old Elm Park and heads for the shed.



OLD ELM PARK STARTED off with the idea to build the inside of a roundhouse and create a minimum space 'O' gauge diorama layout.

Measuring just 4ft x 4ft the roundhouse appeared in HM141 and at the Great Electric Train Show in October 2019 at the Marshall Arena in Milton Keynes.

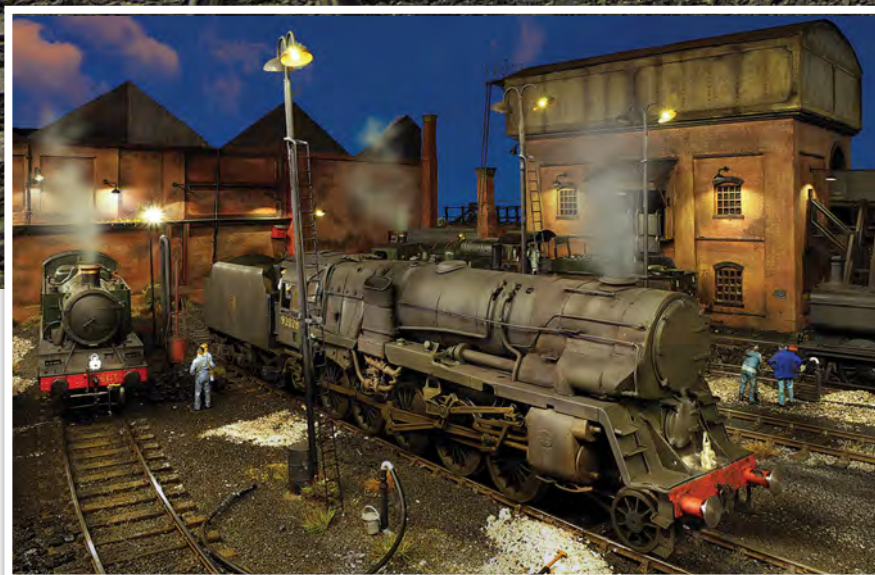
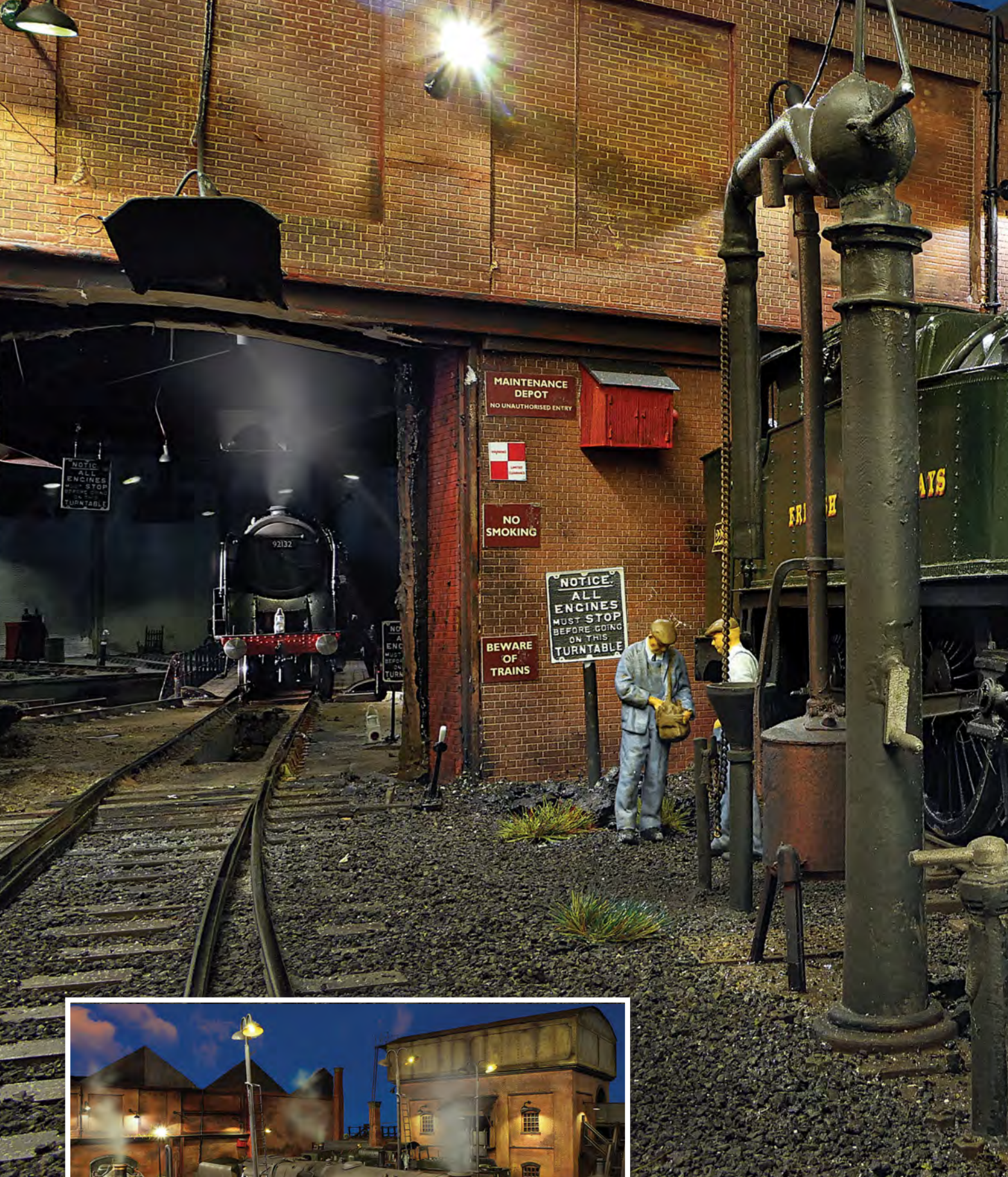
The model gives the impression that you are standing in the shed looking through the smoke at the locomotives resting between their duties. I have added a smoke generator since the last article which adds to the effect; the only thing I have not been able to recreate is the smell, and its compact design with locomotives shuffling in and out and turning on the turntable has attracted great attention at model railway exhibitions.

As a keen locomotive builder, I wanted to create a scene to display my models and the roundhouse scene offered the perfect backdrop. I have always enjoyed visits to Didcot and a couple of years ago the Great Western Society magazine arrived with a superb image from inside Old Oak Common. At the time, I was considering construction of the roundhouse section of this layout, but it was that single image which really inspired me to go and build it.

The roundhouse is a 4ft x 4ft box with the turntable a quarter of the way back with 24 lines off it. The front roads are cut short to give the impression that you are inside the building adding further to its atmosphere. It's also positioned around eye level so that onlookers at exhibitions »



Left: GWR '47XX' 2-8-0 4703 simmers in the yard illuminated by the yard lamps of Old Elm Park while a 'Manor' 4-6-0 takes coal at the GWR coaling stage.



Above: Churchward 'County Tank' 4-4-2T 2222 – one of the class of 30 introduced in 1905 – wears British Railways lettering on its side tanks while the crew discuss the day's events. A glimpse inside the shed reveals a '9F' about to leave the turntable.

Left: Crosti '9F' 92028 raises steam at Old Elm Park in the company of the more usual Western Region motive power. It is visiting from the Midland Region having arrived in the area on a cross London freight.



look straight into the roundhouse at eye level and framed with a fascia to give the impression of a moving picture. There are LED lights hanging from the roof and lots of details like buckets, tools, barrows, headboards lying around and also members of staff going about their duties (except the one lying in the wheel barrow if you can spot him).

For those who missed the first article,

the shed is based on an imaginary location in the Reading area, hence the name - a mix of Old Oak Common and Elm Park, Reading football club's old ground. The location gives the option to have locomotives on shed from the Southern Region coming up from Guildford or the Basingstoke line, Western Region and the odd Midland Region locomotive on an inter-regional working. You can also

see the Eastern Region locomotives from railtours or football specials. This means there is a large variety of locomotives visiting the yard and shed for water, coal, minor repairs and attention – and handily this also suits my own varied collection of 'O' gauge models. Other services are supplies for the shed and the local breakdown train, inspector's saloon and a short engineering train. »



The yard is busy with BR Standards, a Bulleid 'Pacific' and GWR locomotives as the night draws in. The lighting from the yard lamps and buildings adds greatly to the atmosphere of the scene.





 **GWR '64XX' 0-6-0PT 6435 simmers at the roundhouse in the company of an '8750' 0-6-0PT and '15XX' 0-6-0PT.**

EXPANSION PLAN

Like so many modelling projects, this grew! A hole to the outside world was cut in the shed wall for a 'storage yard' to help get locomotives in and out of the roundhouse. This was the format the layout was displayed last year. To expand on the design a yard has now been built where locomotives are watered, coaled and serviced before going on and off shed.

The main building in the yard is a large Great Western Railway coaling stage built from a Timbertracks kit. The outside wall of Old Elm Park shed is scratchbuilt, as are other structures except the bothy from one of the excellent Intention laser cut wood kit range. There are LED lights throughout the yard which add to the night scene and a couple of working signals to further embellish the scene.

The baseboards are made from plywood, and the layout is now 14ft long including the shed and a traverser storage yard which allows locomotives to move in and out of the yard to follow the servicing process of a steam depot. Control is by a Lenz DCC system and many locomotives are sound fitted and kit built by me - except for a few ready to run examples which have entered the market in recent years.

Track work is a mixture of Marcway and C&L finescale. The layout is on a curve and the front line has a radius of 12ft. The tightest radius is 6ft so even the largest models can reach all parts of the layout. It is mainly ballasted with 'N' gauge cinders and ballast along with some real ash from the log burner and real coal crushed up to recreate the typical ground cover of a steam shed. The foliage is mainly from the Woodland Scenics range, and the grass is the first attempt at static grass which I think has turned out acceptably. There are many detail parts - some like the fire iron rack built from scrap brass - and the boardwalk from scrap timber. »



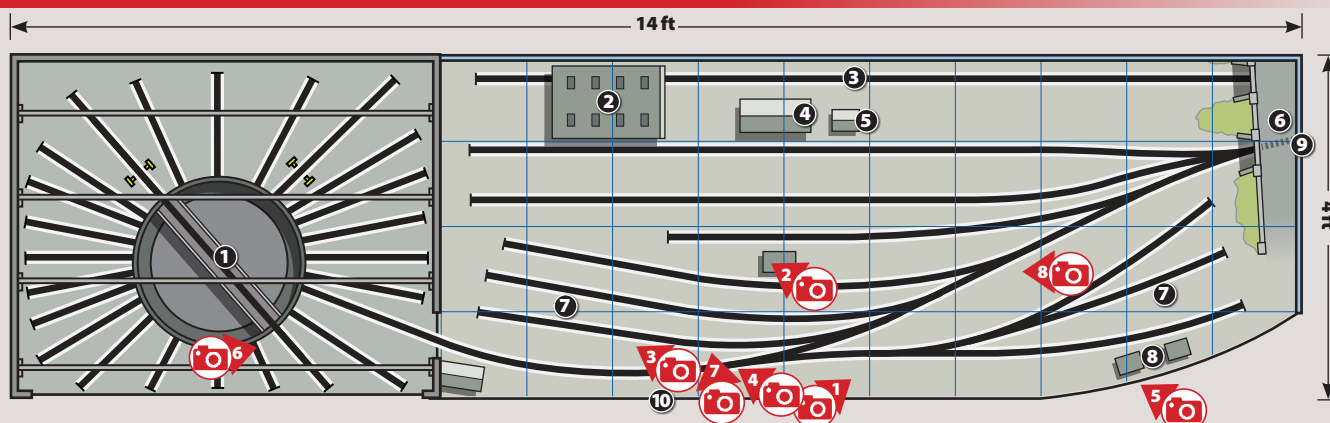


017 Left: GWR 'King' 4-6-0 6006 King George I adds a splash of colour to the shed with its smart BR lined blue colour scheme. It is joined on the coal roads by GWR '14XX' 0-4-2T 1444.

018 Below: The track catches the moonlight at Old Elm Park as locomotives simmer in the yard in light steam. Staff are still busy attending to their duties before the end of the shift.



OLD ELM PARK TRACK DIAGRAM (Not to scale)



OPERATION

Arrivals at Old Elm Park enter the yard and pass through a three-way point leading into the curved track pattern. To the right is the coaling stage while to the left (at the front of the layout) is a series of three stabling sidings where locomotives and rolling stock are held between duties. There are more sidings adjacent to the coaling stage, all of which have the roundhouse exterior as their backdrop.

Once at the shed locomotives move to the coaling line for fresh coal and water before moving back across the yard to take their place in either the stabling sidings or inside the roundhouse where they use the turntable for access to the inside tracks for maintenance.

The variety of locomotives available to Old Elm Park continues to expand with the majority on shed for this photoshoot being of Great Western and Southern Railway origins. Highlights include a BR lined blue GWR 'King' 4-6-0 as 6006 *King George I*, a GWR '47XX' 2-8-0 finished as 4703, one of Dapol's new GWR '14XX' 0-4-2Ts as 1444 in BR lined green with a weathered finish plus last built BR '9F' 2-10-0 92220 *Evening Star* in its unique (for the class) BR lined green livery.

For added variety the coaling line is separately operated from the main yard allowing coal wagons to be propelled up the incline to deliver fresh fuel to the coal stage.

STEAM ATMOSPHERE

Old Elm Park has been an exercise in recreating the atmosphere of the steam operated railway and has given me great pleasure to build and develop. The new yard serves to expand the operational value of Old Elm Park and I'm looking forward to being able to take the layout back out to events in the future.

For now I hope you enjoy the photographs and if it gives you the impression of standing in a busy yard taking in the atmosphere and watching the comings and goings then I have succeeded in my aims. 



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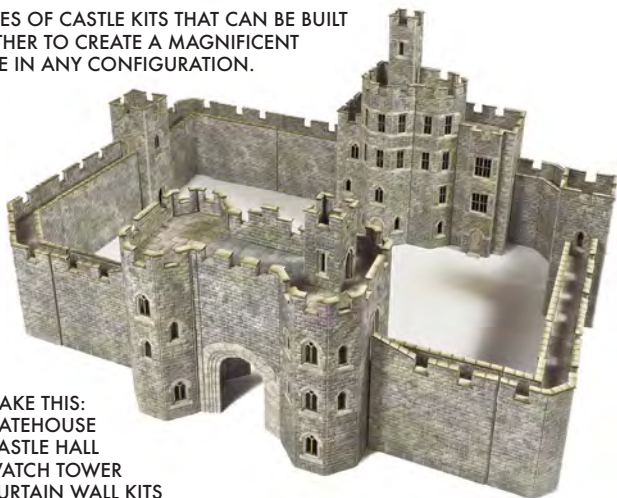
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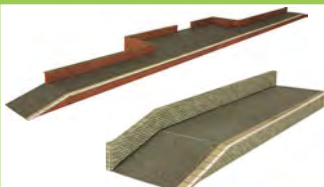
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BR's TRACTION OPTIONS

Much has been written about British Railways' post-war traction policy and in particular its decision to continue constructing what many regarded as obsolete and outdated steam engines.

EVAN GREEN-HUGHES looks again at the dilemma BR faced and reviews whether, with hindsight, it came to the right decision.

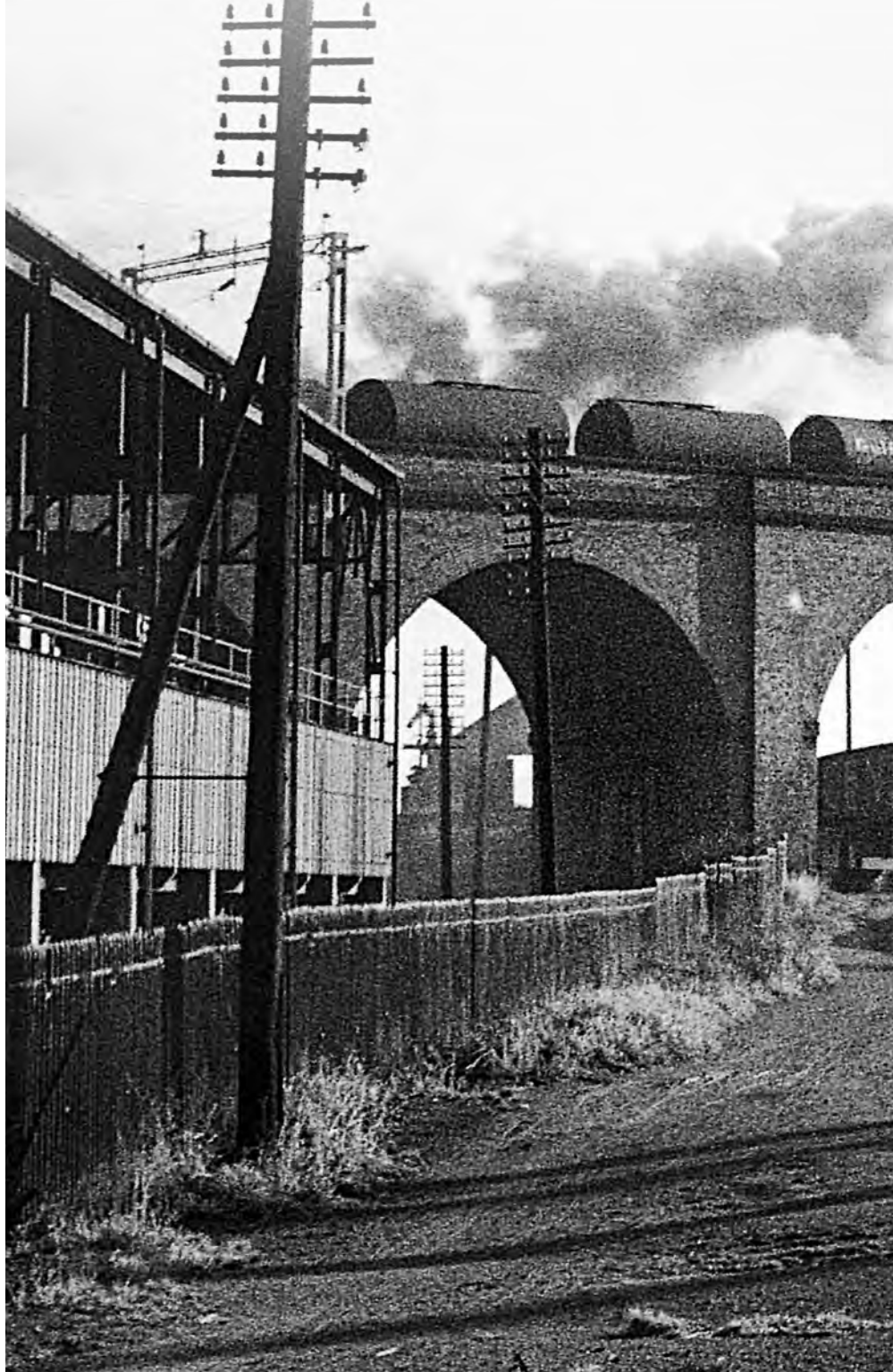
WHILE STEAM locomotives were the dominant traction in the newly-nationalised British Railways,

the company also had an array of potential replacements. These included electric propulsion, gas turbines, diesel engines and even completely rethought external combustion engines such as Bulleid's 'Leader' class.

The search for a replacement had been under way for almost half a century with the basic issue to tackle being one of the relative inefficiency of the steam engine, particularly when coupled with its limited availability and heavy manpower requirements. Balanced against this was the fact that the fuel source for the steam engine, coal, was very easy to obtain, steam engines were relatively cheap to construct and maintain and did not require a highly-trained workforce to operate them or keep them running.

Electrification had begun as early as 1909 with the celebrated South London line between Victoria and Peckham Rye and soon spread widely to other suburban services, particularly in the south of England, the North East and in Lancashire. Electric trains enabled the railways to compete with the clean and direct electric trams, but also saved manning costs as only one person was required on the footplate. These trains were also available for a higher proportion of the day than steam and were cheaper to run, as long as traffic was sufficiently regular to pay for the cost of the necessary power-supplying infrastructure.

The greatest proponent of electrification had been the Southern Railway which already had a great deal of its system equipped with the third-rail system by nationalisation in 1948 - but other companies had successfully dabbled with electric trains, in particular the North Eastern Railway, which had some electrified freight services in the area around Shildon and which at >>





Left: 1,500v DC power supplies used for lines including the Woodhead route were soon outdated by the arrival of the 25kV AC system which was more cost effective to assemble. On July 25 1965 Class 81 E3011 passes Cathiron, north of Rugby, with a van train on one of the first sections of electrified West Coast Main Line. [Ranwell Collection/Railphotoprints.uk](#)

Below: At nationalisation BR faced tough decisions about the future of railway traction. It chose to stay with steam power initially resulting in construction of 999 all-new BR Standard steam locomotives including the powerful '9F' 2-10-0s. In March 1966 '9F' 92046 climbs to Wolverhampton High Level with an Ellesmere Port-Oldbury oil train. [Brian Robbins/Railphotoprints.uk](#)



one time had planned to electrify the East Coast Main Line north of York.

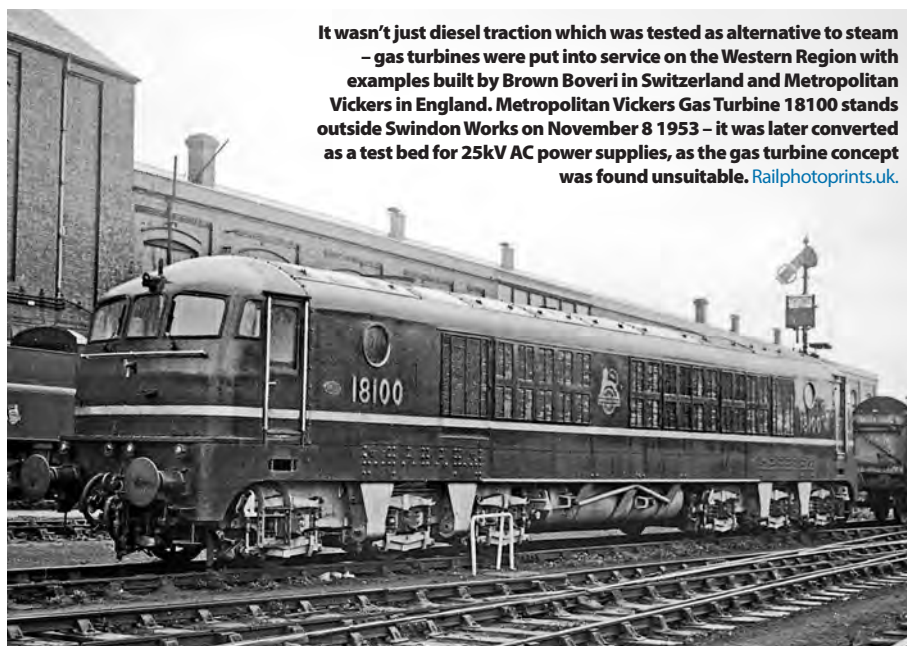
At the time of nationalisation, electrification of the former London and North Eastern Railway's Manchester-Sheffield-Wath route was well underway, although progress had been badly hampered by the war. This was being equipped with the 1,500v DC overhead system, which had found much favour in mainland Europe, and it was thought that this would be the prototype for electrification of much of the UK's main line system. Unfortunately, while the 1,500v DC system worked very well, it required heavy catenary to supply the power to the trains, and the electrical sub-stations had to be close together, all of which increased the capital cost. In the cash-strapped post-war years it was obvious that the sort of money required for widespread electrification was not going to be forthcoming, so another way forward had to be found.

INTERNAL COMBUSTION

The London Midland & Scottish and Southern Railway had commissioned viable main line diesel locomotives in the 1940s, with one of these actually being completed before nationalisation, but internal combustion engines had been around for many years before that. The North Eastern had had its petrol-electric railcars in the early years of the century and the Great Western made a success of its railcars in the 1930s and 1940s, while most companies had taken advantage of low-powered shunting engines, the use of which had become widespread since the 1930s.

Diesels, however, were not very fully developed in the late 1940s, the biggest problem being the available power to weight ratio which arose due to the relatively low power outputs of the diesel engines of the time.

The LMS 'twins' and the Southern's equivalents had power units that were only rated at around 1,750hp, which when put into steam terms put them a little bit below what was available from a steam mixed traffic 4-6-0 in top form (although the diesels



It wasn't just diesel traction which was tested as alternative to steam – gas turbines were put into service on the Western Region with examples built by Brown Boveri in Switzerland and Metropolitan Vickers in England. Metropolitan Vickers Gas Turbine 18100 stands outside Swindon Works on November 8 1953 – it was later converted as a test bed for 25kV AC power supplies, as the gas turbine concept was found unsuitable. Railphotoprints.uk.

were generally able to deploy that power for longer). Trials proved that for most express work diesels had to be worked in pairs and only then did they become the equivalent of a modern 'Pacific'. With construction costs vastly more for diesel locomotives than for steam and with more locomotives needed to perform the same work, the economic advantages were not as great as they should have been for long-distance expresses and heavy freights and this, when coupled with the necessity to use expensive imported oil as a fuel instead of home-dug coal, swung the balance in favour of steam.

THE 'JET TRAINS'

The matter of low-powered engines was also to have great relevance with regard to trains intended for short-distance work. While the GWR had had much success with its streamlined railcars, the 125hp engines fitted could not match the stop-start performance of equivalent steam engines. In addition, after the war there was a shortage of suitable power units as everything that was being built was being diverted to

road vehicles, and in particular buses.

Recognising the issue of power versus weight the Great Western's last Chief Mechanical engineer, F.W. Hawksworth, had shown great interest in the work of Brown-Boveri of Baden in Switzerland which was developing gas turbines for use in the rail industry. Experimental work with a prototype in Europe had shown that a turbine could produce 2,200hp, driving the wheels through electric transmission, while development work was also under way on a turbine that would deliver 4,000hp.

The GWR ordered an experimental locomotive of its own, with this arriving after nationalisation and being numbered 18000. It is fair to say that there was little enthusiasm for this locomotive from British Railways and it did spend a lot of time out of service with various mechanical faults. One of the biggest issues was that gas turbines are at their best when running at a constant load but do not react well when spending a lot of time idling or in the typical rail operation of alternating high and low power demands. They are also high consumers of



The LMS and the Southern had both commissioned diesel-electric prototypes at the end of the 'Big Four' era, though only 10000 for the LMS was completed before the end of 1947 – it was joined by its twin, 10001, the following year where it was found that their 1,750hp engines meant double heading was necessary on express work. 10001 and 10000 (still carrying LMS lettering) pass under the line from Liverpool at Birdwood as they head south with the 8.55am Perth-Euston in 1949. RA.Whitefield/Railphotoprints.uk.



Electrification was seen as the future, even at the time of construction of the BR Standards. Overhead wiring was installed on the Woodhead route using the then proved 1,500v DC power supply, but it was soon overshadowed by 25kV AC power supplies. 'EM1' Bo-Bo electric 26016 rumbles off Dinting Viaduct at the head of eastbound coal empties in April 1965. Colin Whitfield/Railphotoprints.uk.

fuel, which again the authorities would have had to import at a time when the balance of payments situation was very dire.

Nevertheless, the performance of the GW turbine was good enough that a second one was ordered, this time built in the UK, and which was to be rated at no less than 3,000hp. This came from Metropolitan Vickers, a company that had also been involved with the steam turbine fitted to the LMS's steam turbine 6202 of the 'Princess Royal' class. With the new Metropolitan Vickers locomotive, 18100, the emphasis had been on power output and as a result fuel consumption was very high, with aviation grade fuel being specified, which was much more expensive than the heavy oil used on 18000.

Within a short space of time BR, was able to come up with some comparative costs which showed that a typical ex-GWR 4-6-0 such as a 'Castle' would cost around 21d a mile to run, while the LMS diesels cost around the same. The Swiss gas turbine cost about 19d per mile while the British-built one cost a whopping 50d per mile, more than twice as much any of its competitors. It was felt that, compared with steam, the better efficiency of the diesel was outweighed by its increased construction cost while there was little interest in the gas turbine, which had not proved entirely satisfactory in service but might have warranted further development.

The same fate befell all of the innovative improvements being applied to steam engines, with the result that the BR Standard steam engines were very much a traditional product, with little

in the way of technological advances.

However, one other factor that might have had some bearing on the choice was that BR itself was only really set up for steam locomotive construction, and that to go for any other form of traction would have involved potentially taking work away from the state-owned industry's workshops and placing it in the private sector.

THE RIGHT CALL?

So, was British Railways right to continue with the production of steam engines, and in turn produce the standard classes, many of which had a scandalously short life? The answer probably is yes, given the information and facilities that were available in 1948.

BR's chief mechanical engineer, Robert Riddles, believed that a new generation of steam locomotives could 'hold the fort' until widespread electrification was possible with diesels running on those routes it was not viable to wire. What those making that decision could not have fully anticipated would be the developments in other forms of traction over the next few years. The cost of providing electrified railways was to be revolutionised by the introduction of the 25kv AC system, which vastly reduced the cost of the overhead equipment and allowed lineside facilities such as sub-stations to be sited much further apart. As far as diesels were concerned, power unit developments over the following decade brought with them the possibility of locomotives that could develop 2,750hp, or even 3,300hp in the case of the 'Deltics', while new construction techniques allowed the

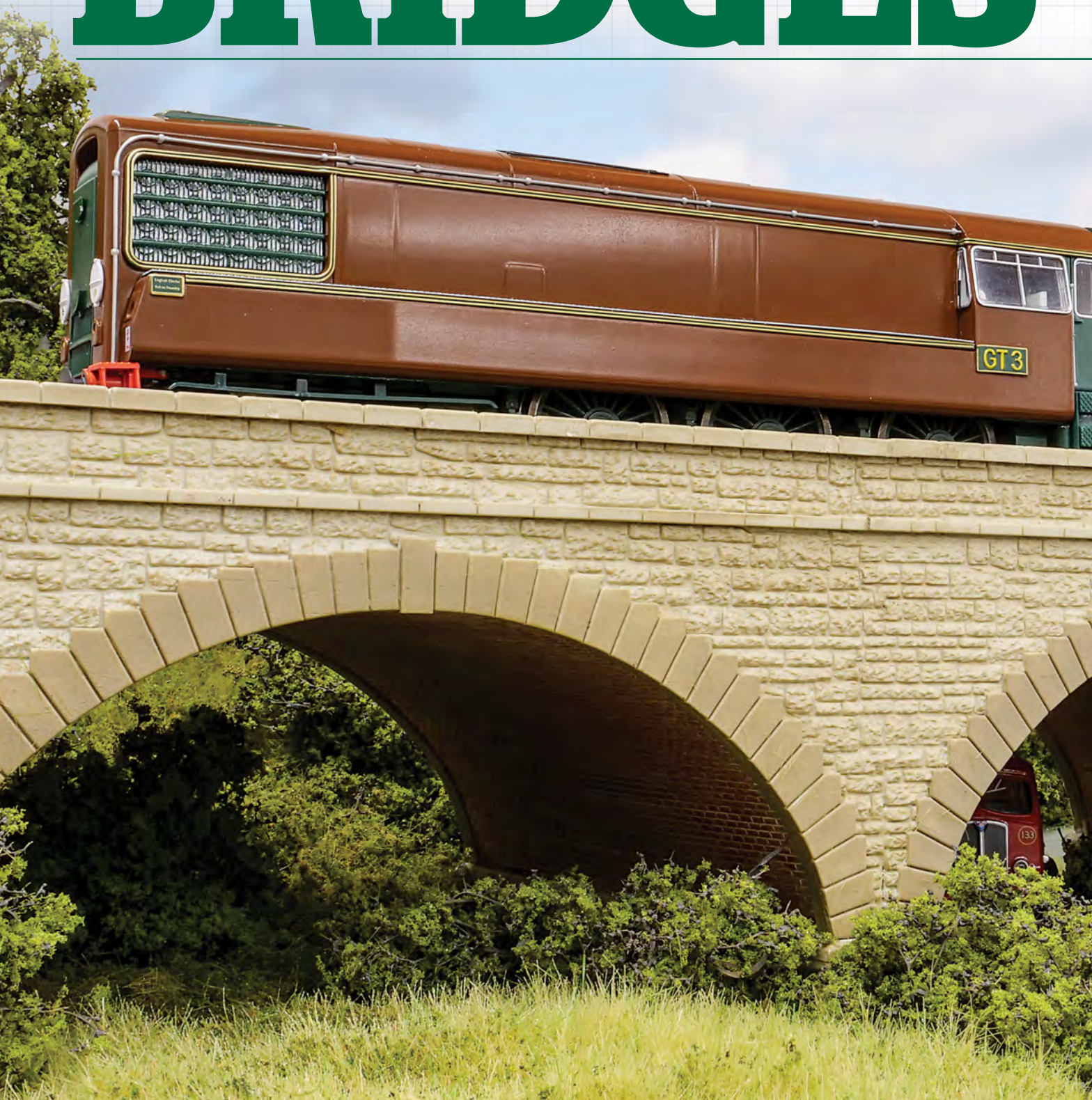
development of load-bearing structures that would do away with the heavy underframes that were necessary on early diesels, further improving power to weight ratios. Local trains were also revolutionised by the development of 150-230hp engines that allowed viable diesel multiple units to be introduced in their thousands. No serious development took place with gas turbines and so there were no real advances in this area and as a result this type of locomotive found only limited use in the world.

Once it became apparent, only a few years later, that technological advances had tipped the balance away from steam, the matter was considered again and this time steam lost out, leading to BR's Modernisation Plan, the widespread introduction of diesels, the spread of main line electrification and the early demise of some relatively modern steam engines.

Had some of these developments come a few years earlier it is likely that BR might never have built its standard steam engines, but today, given the information we now know, it would be hard to criticise those who did authorise them. That diesels were later chosen over steam and also competitors such as gas turbines was as a result of improved technology, which by that time had left its rivals far behind. Electrification, meanwhile, continues slowly – despite being by far the cheapest and cleanest way of operating trains. However, with stiff decarbonisation targets for the rail industry, it is likely that ultimately, Riddles' ambition will be achieved, although with battery and fuel cell trains covering the routes which can't viably be electrified. 

STAFF PROJECTS

BUILDING BRIDGES



**MIKE WILD**

Recent stock changes on Topley Dale have reminded Mike that he really needs to break out the airbrush and add weathering to the latest additions to his fleet.

**MARK CHIVERS**

With the long winter evenings upon us, Mark has been gathering a collection of plastic wagon kits together to keep him occupied.

**RICHARD WATSON**

Richard is itching to continue construction of the magazine's new Great Central Railway theme 'OO' gauge layout project in the New Year.

Topley Dale has gained a third bridge scene with a new four-arch low height viaduct being built for the diversion route.

MIKE WILD explains how it was assembled using the popular Wills kit.

TOOLS

- » Cutting mat
- » Craft knife
- » Steel ruler
- » Plastic cement
- » Sanding boards

The new four-arch viaduct has created an attractive new vista on the Topley Dale diversion route. KR Models' GT3 crosses with a passenger working as an Oxford Diecast Volvo Amazon passes underneath.



THE DESIGN FOR TOPLEY Dale's diversion route features a road under the railway and I wanted a waterway to pass under the line too to create that sense of the railway cutting through a rolling landscape. Those two elements combined meant bridges were required to allow the railway to cross both in a realistic manner.

When I started on the project I had always envisaged two separate bridges – one for the road and one for the waterway – but on measuring up the scene it soon became apparent that the original vision wasn't going to work as I had hoped. The separate structures meant replicating the style of the road over bridge nearby or a structure type which just wasn't suited to its purpose or the style of the area.

Having considered everything, tested a couple of different ideas against the trackbed and thought a little further there was an obvious route forward – a third Wills viaduct to carry the railway over the new lower level features. The layout already has two Wills viaducts which will be well known to regular readers. The first was built to carry the railway over a river on the exit from the tunnel while the second provides a scenic break as a road over bridge at the centre of the main scenic run. Both of these were built as the kit instructions intended as three-arch structures with tall supports, but the new location of the diversion route allowed for a longer bridge. Happily, Wills produces an Extra Arch kit for the viaduct so that it can be expanded to any length.

The area available provided enough room for a four-arch viaduct, but this time its piers would be much lower at just 20mm from the baseboard surface to the base of the arches. This would give the new viaduct a considerably different appearance to the original structures from Topley Dale while maintaining a consistency in its style.

The kit is straightforward to build on the whole with the only tricky part being adding the curved brick inlays for the arch tops. These need patience and careful cleaning up to ensure they fit correctly, as they also go in under

tension. My solution to reduce the tension during assembly was to score the back of each brick panel every 5mm to introduce a greater degree of flexibility into the sheets.

Only basic tools are required to build this kit – a craft knife, steel ruler, Deluxe Materials Plastic Magic liquid cement and a sanding board; one of Albion Hobbies coarse grade boards in this case. The process starts by building up each of the arches and we also used the supplied bridge deck in this project too. Once each arch had been assembled the brick inlay was slotted into place and the sections were then joined together to create the basis of the four arch structure.

Next the mounts for the supports were glued in place followed by the piers themselves which were cut down from the supplied sheets to the required 20mm height to suit the location of the viaduct.

To finish the model a mortar course was added to the brick sheeting using watered down Woodland Scenics concrete coloured paint. This flows neatly into the embossed brick sheeting while also toning down the brick red plastic colouring of the sheets. The main colour for the stonework is Humbrol 187 which was dry brushed over the structure as well as being painted on to the key stones around each arch opening.

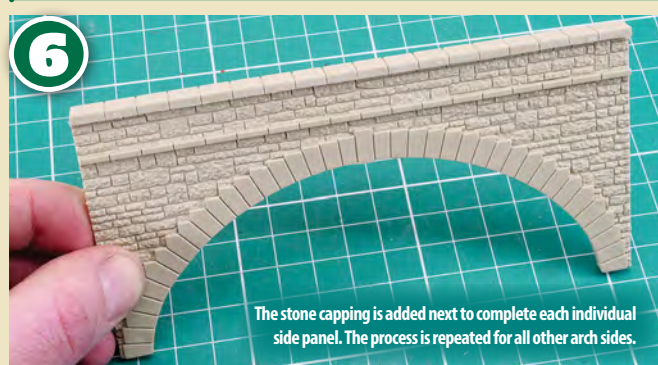
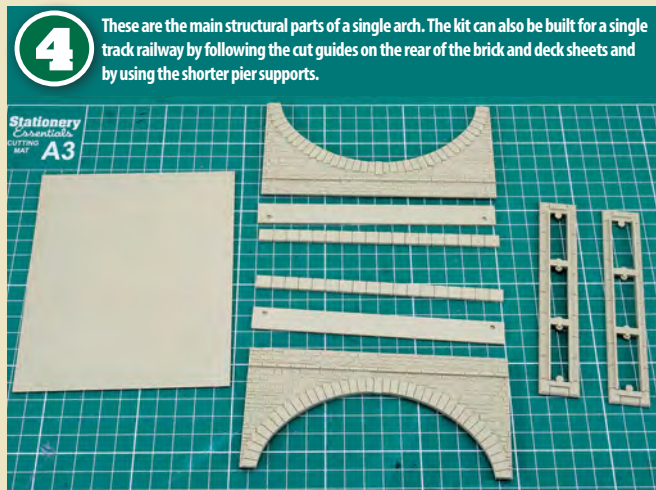
The baseboard surface from the diversion was cut away to allow the new bridge to be inserted and the track was reinstated by gluing down the cork track underlay using multi-purpose adhesive onto which the track was glued using the same medium. Finally the track was ballasted making way for trains to run across the new structure.

There are still finishing jobs to complete around the bridge, including the waterway and backdrop, while I'd like to add more depth to the stonework of the bridge with weathering. Nevertheless, the diversion route scenery is coming along nicely now and you can watch more of our latest steps to add the Faller Car System to this area in our *Hornby Magazine* Show from December 24 which is ready to watch at www.keymodelworld.com/online-exclusives now along with previous video updates.

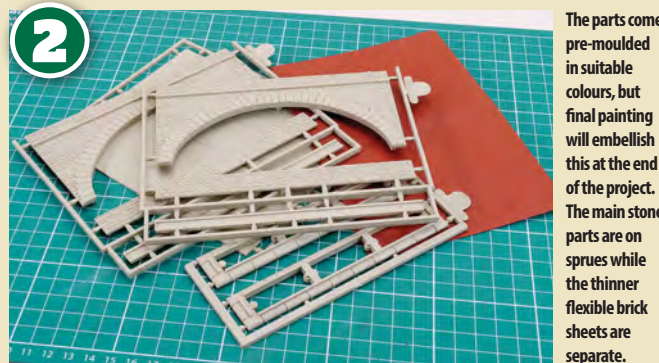
STEP BY STEP BUILDING A WILLS VIADUCT IN 'OO' GAUGE



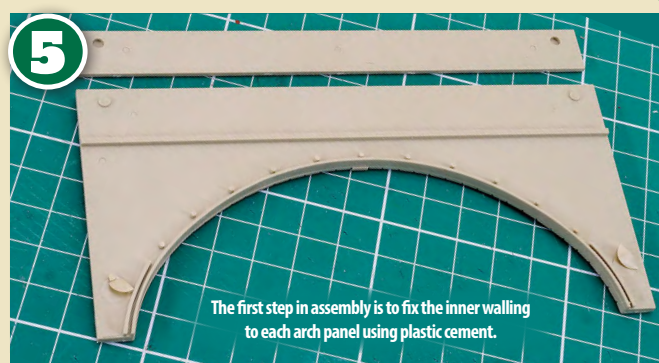
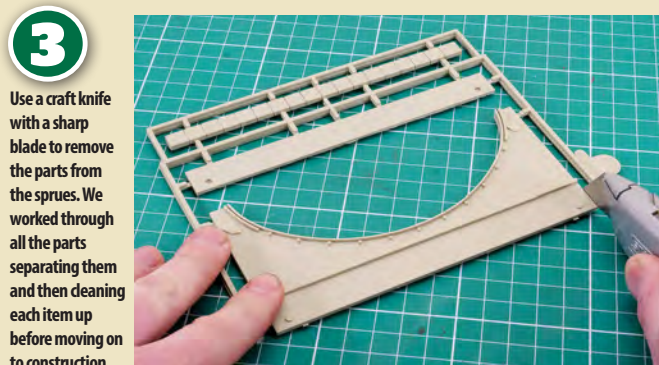
The starting point for the project is a Wills three-arch bridge kit and an extra arch. All you need to build the viaduct is a cutting mat, craft knife, plastic cement (Deluxe Materials Plastic Magic in our case), a steel ruler and a sanding board.



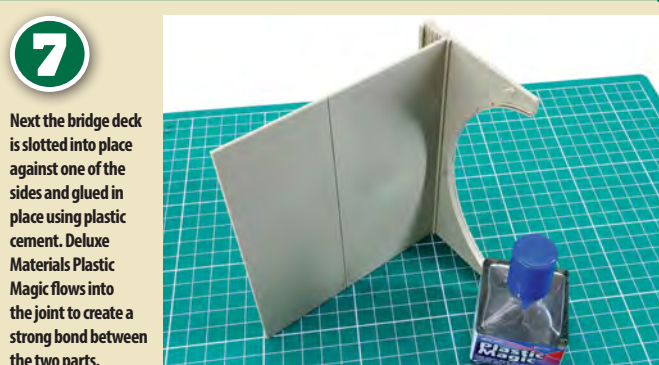
The second side has now been added setting the section up for the addition of the brick arch inlay.



The parts come pre-moulded in suitable colours, but final painting will embellish this at the end of the project. The main stone parts are on sprues while the thinner flexible brick sheets are separate.



The first step in assembly is to fix the inner walling to each arch panel using plastic cement.



Next the bridge deck is slotted into place against one of the sides and glued in place using plastic cement. Deluxe Materials Plastic Magic flows into the joint to create a strong bond between the two parts.



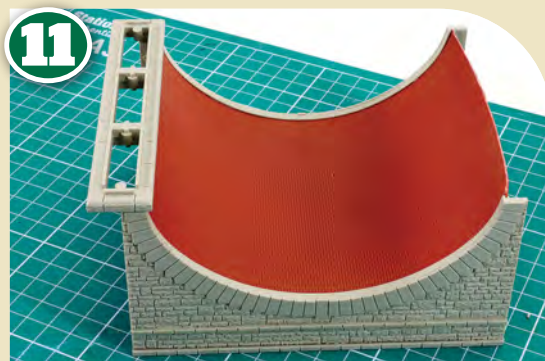
To assist the brick sheets in following the shape of the arch we scored the back of each sheet lightly every 5mm to add to its flexibility which made feeding it into the arch a little easier.



Guides are positioned around the arch for the brick inlay sheet to follow. This is the trickiest part of the build. We have added one set of pier supports to this section as it will be at one end of the bridge.

TIP

Our top tip for this stage of the viaduct is to take your time - that will be rewarded with a successful build and neat inner arches.



Once the brick inlay has been added the brick arch feels strong. These steps now need to be repeated for the remaining sections to assemble all the arches.

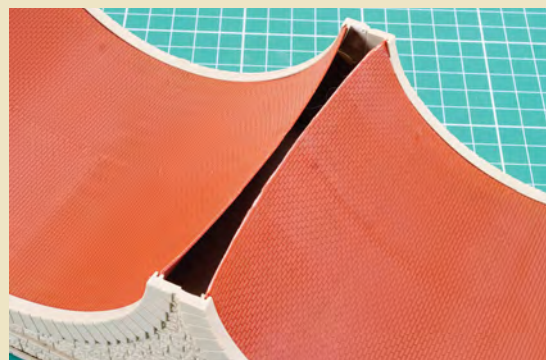
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The four arches were then bonded together with the same plastic cement to create a single piece structure ready for the next stage. It is important to allow the glue to cure fully before moving onto the next step.



13

The pier supports fit between each pair of arches, but due to the flex of the brick sheets they need to be inserted carefully to support the brick sections.



14



Deluxe Materials Plastic Magic was used again to join the supports to the arches. The result is that the support sections hold the brick inlays in the correct position.

15



The piers supplied with the kit are much taller than we needed for our chosen location. Each sheet and side panel was cut down to create 20mm tall supports for the bridge. This height brings the finished bridge to the same level as the trackbed.

16



The piers were then built up as per the instructions to form the base of the bridge.

17



To complete the bridge additional three-sided piers were made for the outer ends using off-cuts from the main piers. The bridge is now ready for painting.



18

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Wills three-arch viaduct plastic kit	www.peco-uk.com	SS80
Wills extra arch and pier plastic kit	www.peco-uk.com	SS81
Woodland Scenics concrete paint	www.bachmann.co.uk	ST1454
Humbrol 187 enamel paint	www.humbrol.com	187

Painting started with a wash of Woodland Scenics Concrete (ST1454) which was thinned with water to allow it to flow into the bricks. The stonework was then dry brushed with Humbrol 187 to give it a natural look. Weathering will follow in the future.

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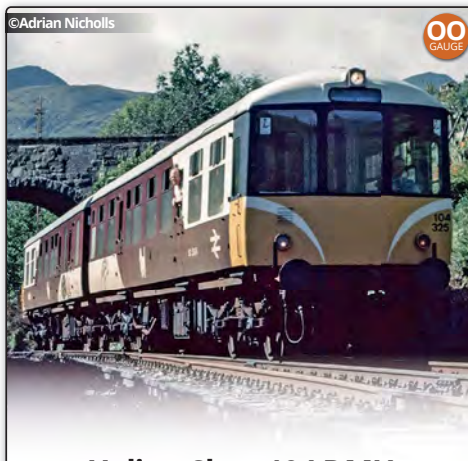
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Heljan Class 104 DMU

Heljan have announced a newly tooled range of Class 104 DMUs in OO gauge covering a selection of BR blue, green, Scotrail and Network South East liveries.

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Hornby LNER Thompson A2/3

Hornby have shown painted samples for their newly tooled Class A2/3. Available in LNER and BR colour schemes, these models are expected by early 2021.

www.hattons.co.uk/tmah125



Kato Class 800 BiMU

Full details for Kato's N gauge Class 800 have been announced. LNER & GWR variants will be available as 5-car train packs or premium starter train sets.

www.hattons.co.uk/tmah126



Heljan Class 33/0

Heljan have shown painted samples for their new batch of hi-intensity headlight fitted Class 33s in OO gauge. Expected during Q1 2021.

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Dapol Class 43xx Mogul 2-6-0

Dapol's highly anticipated newly tooled 'Mogul' locomotives have now arrived in stock, covering a selection of GWR and BR colour schemes.

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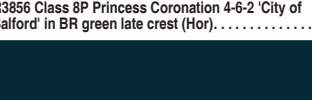
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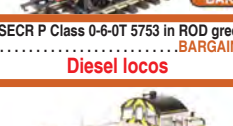
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H4-66-025 Class 66 66731 GBRf/First group (Hat) (RRP £150) BARGAIN...£119



H4-66-033 Class 66 66743 in GBRf/Royal Scotsman (Hat) (RRP £150) BARGAIN...£119
H4-66-034 Class 66 66746 GBRf/Royal Scotsman (Hat) (RRP £150) BARGAIN...£119



H4-66-027 Class 66 66756 in GBRf Europorte "Royal Corps of Signals" (Hat) (RRP £150) BARGAIN...£150



H4-66-035 Class 66 66780 in GBRf/Cemex "The Cemex Express" (Hat) (RRP £150) BARGAIN...£119



H4-66-032-D Class 66 66783 in Biffa red GBRf branding "The Flying Dustman" - Digital Fitted (Hat) (RRP £165) BARGAIN...£139



GV2014XS YEC Janus 0-6-0DE shunter in British Petroleum green - DCC sound fitted (Go!) £150



1097 Class 33 trainpack Class 33/0 D6560 in BR green full yellow ends and four 'B' tank wagons in Esso - weathered (Hat) £203.15



R3580 Class 87 87035 "Robert Burns" in BR Blue (Hor) £144



4D-009-HAT04 Class 121 single car DMU "Bubblecar" 121020 in Chiltern Railways blue - Hatton's limited edition (Dap) (RRP £129.95) BARGAIN...£89



4D-009-HAT05 Class 121 single car DMU "Bubblecar" 55027 in revised Network South East - Hatton's limited edition (Dap) (RRP £129.95) BARGAIN...£99



4D-009-HAT03 Class 121 single car DMU "Bubblecar" 960011 in Railtrack blue and green - Hatton's limited edition (Dap) (RRP £129.95) BARGAIN...£99



4D-009-009 Class 121 single car DMU "Bubblecar" 97723 in Railtrack red and white (Dap) (RRP £145) BARGAIN...£79



4D-015-HAT01 Class 122 Gloucester RCW "Bubblecar" single car DMU TDB975023 in Route Learning BR blue - Hatton's limited edition (Dap) (RRP £129.95) BARGAIN...£99



4D-015-010 Class 122 single car DMU "Bubblecar" M55003 in BR blue (Dap) £123.25



4D-015-008 Class 122 single car DMU "Bubblecar" W55018 in BR green speed whiskers (Dap) £123.25



R3775 Class 153 single car DMU 153379 in ex-Central Trains green East Midlands Trains branding (Hor) £74



R3773 Class 156 2-car "Super Sprinter" DMU 156401 in Provincial (Hor) £112.50



4D-011-009 Streamlined Railcar 16 in GWR chocolate and cream twin cities crest (Dap) £126.40



R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels (Hor) £149



R3215 Class 373 Eurostar 4 car EMU in new (post-2014) Eurostar (Hor) £99



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £70.50



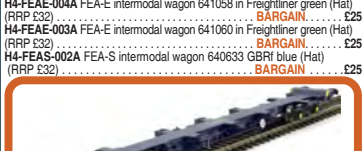
R1269 "Stay at Home" - Hornby trainset hamper (Hor) £180



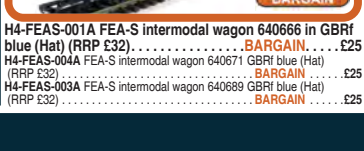
R1167 "Flying Scotsman" starter train set 4472 "Flying Scotsman" loco in LNER green and three Gresley teak coaches (Hor) £157



H4-BH-005 Bellhack snow plough (ex Class 45) ZZA ADB966098 in BR yellow NSE Branding (Hat) (RRP £43) BARGAIN...£35



H4-FEAE-001A FEA-E intermodal wagon 641003 in Freightliner green (Hat) (RRP £32) BARGAIN...£25



H4-FEAS-001A FEA-S intermodal wagon 640666 in GBRf blue (Hat) (RRP £32) BARGAIN...£25



H4-RHTT-001 Rail Head Treatment Train "Sandite" 2 wagons and sandite modules (Hat) (RRP £118) BARGAIN...£99



H4-RHTT-004 Rail Head Treatment Train "Sandite" 2 wagons and sandite modules - weathered (Hat) (RRP £126) BARGAIN...£119



H4-RHTT-002 Rail Head Treatment Train "Water Jet" 2 wagons and water jetting modules (Hat) (RRP £118) BARGAIN...£99



H4-RHTT-003 Rail Head Treatment Train "Water" wagon 3 water modules to extend either RHTT pack to 3 wagons (Hat) (RRP £59) BARGAIN...£49



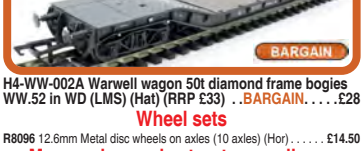
H4-RHTT-006 Rail Head Treatment Train "Water" wagon 3 water modules to extend either RHTT pack to 3 wagons - weathered (Hat) (RRP £63) BARGAIN...£57



H4-WW-010 Warwell wagon 50t diamond frame bogies DW160619 in BR brown steel/rail carriers - weathered (Hat) (RRP £37) BARGAIN...£30



H4-WW-003A Warwell wagon 50t diamond frame bogies M360337 in BR grey (Hat) (RRP £33) BARGAIN...£28



H4-WW-005 Warwell wagon 50t diamond frame bogies MODA95534 in MOD 1970s olive (Hat) (RRP £33) BARGAIN...£28



H4-WW-002A Warwell wagon 50t diamond frame bogies WW.52 in WD (LMS) (Hat) (RRP £33) BARGAIN...£28



R8096 12.6mm Metal disc wheels on axles (10 axles) (Hor) £14.50



PO244 Retaining wall in red brick - 4 sections per pack - card kit (Met) £11.50



PO245 Retaining wall in stone - 4 sections per pack - card kit (Met) £11.50

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Track - Code 100 Setrack

- R607 2nd radius double curve track (8 make a circle) (Hor) £2.60
 R607 Circle of 8 (Hor) £2.70
 R609 3rd radius double curve track (8 make a circle) (Hor) £2.70
 R609 Circle of 8 (Hor) £2.20
 R601 Double straight - 335mm (Hor) £2.20
 R601 Box of 24 (Hor) £48
 R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R605, 1 x R603 (Hor) £31.50
 R8223 Extension Pack C. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606 (Hor) £24.50
 R8224 Extension Pack D. 1 x R8072, 3 x R605, 1 x R608, 1 x R636, 1 x R603 (Hor) £41.50



R8074 Left hand curved point (Hor) £15



R8072 Left Hand Standard Point (Hor) £9.50



R8075 Right hand curved point (Hor) £15
 R8076 Right hand Express point (Hor) £15



R8073 Right Hand Standard Point (Hor) £9.50
 R610 Short straight - 38mm (Hor) £1.30
 R621 Single 970mm length of flexible track (Hor) £4
 R621 Pack of 24 (Hor) £90

Buses



UK6519 ADL Enviro400 MMC - "Stagecoach Oxford Gold" (Nor) £51



23323 AEC RF Coach "Valliant / Silverline" (EFE) (RRP £24.95) BARGAIN £11



UK1502 Alexander ALX 400 bodied Dennis Trident opentop - "Stagecoach North West - The White Lady" (Nor) £51



12121 Harrington Cavalier coach "Northern General" (EFE) (RRP £24.95) BARGAIN £6



12120 Harrington Cavalier coach "Timpsons & Sons" (EFE) (RRP £24.95) BARGAIN £6



12310 Harrington Grenadier "Birch Bros." (EFE) (RRP £24.95) BARGAIN £6



12307 Harrington Grenadier coach "North Western" (EFE) (RRP £19.95) BARGAIN £6

Cars



76S3002 Audi S3 Cabriolet Mythos Black (Oxf) NEW £5.50



76LRDF013 Land Rover Defender 90 "Safari" (Oxf) NEW £5



76TR6004 Triumph TR6 Black (Oxf) NEW £5.50



76VWS009 VW T1 Samba Bus Mouse Grey/Pearl White (Oxf) NEW £6

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76ESC004 Ford Escort Mk2 - Police (Oxf) NEW £5.50



76J4005 J4 Van "Greater Manchester Police" (Oxf) NEW £6

Commercial vehicles



76TPU005 Ford Transit Dropside White (Oxf) NEW £12



76FT036 Ford Transit MkV SWB Low Roof Frozen white (Oxf) NEW £5.50



EM76641 NCB Electric High Top Van "British Railways" (Poc) (RRP £4.50) BARGAIN £2



76SCA02LT Scania Houghton Parkhouse Livestock Transporter Ian S Roger (Oxf) NEW £24



76SC110004 Walls Ice Cream Scania 110 40ft Box Trailer (Oxf) NEW £17

Military ground vehicles



76LAN180009 Land Rover Series 1 80 Canvas "RAF Tripoli Desert Rescue Team" (Oxf) NEW £5

009 Narrow Gauge

Coaches



GR-550 4-wheel Ffestiniog "Bug Box" first class coach in FR victorian plum and cream (Pec) £23



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 SL-400 Box of 25 (Pec) £86

N Gauge

Steam locos



2S-010-005 Class 49xx "Hall" 4-6-0 4953 "Pitchford Hall" in GWR green GW lettering - as preserved (Dap) £124.38
 2S-010-005D Class 49xx "Hall" 4-6-0 4953 "Pitchford Hall" in GWR green GW lettering - as preserved - Digital fitted (Dap) £149.88

Diesel locos



2D-018-007 Class 35 "Hymek" D7003 in BR green no yellow panels (Dap) £98.30



2D-003-013 Class 52 "Western" D1008 "Western Harrier" in BR maroon yellow bufferbeams (Dap) NEW £110.46
 2D-003-013D Class 52 "Western" D1008 "Western Harrier" in BR maroon yellow bufferbeams - Digital fitted (Dap) NEW £135.96
 2D-003-016 Class 52 "Western" D1016 "Western Gladiator" in BR maroon full yellow ends (Dap) NEW £110.46



2D-003-014 Class 52 "Western" D1034 "Western Dragon" in BR maroon small yellow panels (Dap) NEW £110.46
 2D-003-014D Class 52 "Western" D1034 "Western Dragon" in BR maroon small yellow panels - Digital fitted (Dap) NEW £135.96



2D-007-011 Class 66/0 66002 in EWS DB branding and six megafret container wagons (Dap) £194.65

HSTs



2D-019-012 Class 43 HST 4-car book set in East Midlands Railway (ex LNER) red and white - 43295 and two coaches (Dap) £170

DMUs



2D-021-003 Class 156 156403 in Regional Railways express Central Trains branding (Dap) £114.71

Coaches



2P-014-001 Maunsell high window 4 coach set SR olive green - set 193 (Dap) NEW £106.21



2P-005-339 Mk3 TSO second open 42579 in GWR green (Dap) £24.61

Track - Code 55 Finescale

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 SL-302F 1 Yard of Nickel Silver Flexible Track Concrete Sleepers (Pec) £3.50
 SL-302F Pack of 30 (Pec) £99

Public Service vehicles



NGG002 Green Goddess Glamorgan Fire Service (Oxf) NEW £5.50

Commercial vehicles



NFT035 Ford Transit MkV SWB Low Roof National Grid (Oxf) NEW £5

O Gauge (1:43 Scale)

Steam locos



7S-006-021 Class 14xx 0-4-2T 1405 in BR black early emblem (Dap) £191.25



7S-006-020S Class 14xx 0-4-2T 1432 in GWR unlined green GWR lettering - DCC Sound Fitted (Dap) £340



7S-006-001S Class 48xx 0-4-2T 4800 in GWR green Great Western lettering - DCC Sound Fitted (Dap) £340



7S-006-002 Class 48xx 0-4-2T 4871 in GWR unlined green shirtbutton logo (Dap) £191.25



7S-007-011 Class 57xx 0-6-0PT pannier 7714 in BR black late crest - as preserved (Dap) £199.75



7S-006-051 Class 58xx 0-4-2T 5809 in GWR green shirtbutton logo (Dap) (RRP £225) BARGAIN £174



7S-006-050 Class 58xx 0-4-2T 5811 in GWR green Great Western lettering (Dap) £191.25



7S-006-052 Class 58xx 0-4-2T 5819 in BR black early emblem (Dap) (RRP £225) BARGAIN £174



6104 Class 61xx "Large Prairie" 2-6-2T 6132 in BR lined green late crest (Hel) (RRP £699) BARGAIN £495

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7S-010-014 Class A1 'Terrier' 0-6-0T 734 in LSWR green (Dap). £191.25



7S-010-012 Class A1X 'Terrier' 0-6-0T 32650 in BR lined black early emblem (Dap).£191.25



H7-A3-003 Class A4 4-6-2 2745 'Captain Cuttle' in LNER black streamlined non-corridor tender (Hel) (RRP £750). **BARGAIN** . . .£579



H7-A3-001 Class A3 4-6-2 2750 'Papyrus' in LNER Grass green streamlined corridor tender - 'Record Breaker' (Hel) (RRP £750).**BARGAIN**. . .£579



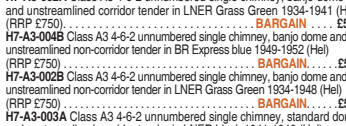
H7-A3-005 Class A3 4-6-2 60035 'Windsor Lad' in BR green early emblem and streamlined non-corridor tender (Hel) (RRP £750).**BARGAIN**. . .£579



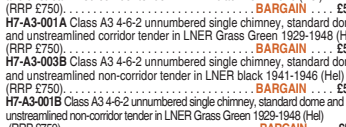
H7-A3-004 Class A3 4-6-2 60072 'Sunstar' in BR Express blue streamlined non-corridor tender in LNER Grass Green 1934-1948 (Hel) (RRP £750). **BARGAIN** . . .£579



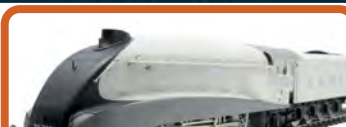
H7-A3-007 Class A3 4-6-2 60103 'Flying Scotsman' in BR green late crest and streamlined corridor tender (Hel) (RRP £750).**BARGAIN**. . .£579



H7-A3-008A Class A3 4-6-2 60077 'The White Knight' in BR green late crest and streamlined corridor tender in BR green late crest 1958 (Hel) (RRP £750). **BARGAIN** . . .£579



H7-A3-008B Class A3 4-6-2 60077 'The White Knight' in BR green late crest and streamlined corridor tender in BR green late crest 1958 (Hel) (RRP £750). **BARGAIN** . . .£579



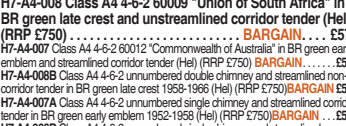
H7-A4-001 Class A4 4-6-2 2509 'Silver Link' in LNER silver streamlined corridor tender (Hel) (RRP £750). **BARGAIN** . . .£579



H7-A4-006 Class A4 4-6-2 60007 'Sir Nigel Gresley' in BR express blue streamlined corridor tender - 'Record Breaker' (Hel) (RRP £750).**BARGAIN**. . .£579



H7-A4-009 Class A4 4-6-2 60008 'Dwight D Eisenhower' in BR green late crest and streamlined non-corridor tender (Hel) (RRP £750). **BARGAIN** . . .£579



H7-A4-008 Class A4 4-6-2 60009 'Union of South Africa' in BR green late crest and streamlined corridor tender (Hel) (RRP £750).**BARGAIN**. . .£579



H7-A4-007A Class A4 4-6-2 60012 'Commonwealth of Australia' in BR green early emblem and streamlined corridor tender (Hel) (RRP £750). **BARGAIN** . . .£579



H7-A4-008B Class A4 4-6-2 60012 'Commonwealth of Australia' in BR green early emblem and streamlined corridor tender (Hel) (RRP £750). **BARGAIN** . . .£579



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H7-A4-006D Class A4 4-6-2 60012 'Commonwealth of Australia' in BR green early emblem and streamlined corridor tender (Hel) (RRP £750). **BARGAIN** . . .£579



3742 Class 37/4 in Intercity Mainline - unnumbered (Hel) (RRP £599).**BARGAIN**. . .£450



4027 Class 50 50015 'Valiant' in BR civil engineers 'Dutch' grey and yellow (1990s Railtour condition) - Exclusive to Hatton's (Hel) (RRP £699). **BARGAIN**. . .£495

Wagons



H7-WW-707 Warwell wagon 50t diamond frame bogies ADRW96501 in BR engineers yellow (Hat) (RRP £85). **BARGAIN** . .£69



H7-WW-706 Warwell wagon 50t diamond frame bogies M360329 in BR gulf red (Hat) (RRP £85). **BARGAIN** . .£69



H7-WW-704 Warwell wagon 50t diamond frame bogies MODA95560 in MOD 1970s olive (Hat) (RRP £85). **BARGAIN** . .£69



H7-WW-702 Warwell wagon 50t diamond frame bogies WW.55 in War Department (LMS) (Hat) (RRP £85). **BARGAIN**. .£69



H7-WW-703 Warwell wagon 50t diamond frame bogies WW.36 in War Department (LNER) (Hat) (RRP £85). **BARGAIN**. .£69



H7-WW-709 Warwell wagon 50t Gloucester GPS bogies MODA95537 in MOD 1990s olive (Hat) (RRP £85). **BARGAIN** . .£69

Analogue controllers

100MO Single track controller for O gauge - 2.5amp (Gau).£80

Public Service vehicles



43LR3S007 Land Rover Series 3 SWB Station Wagon HM Coastguard (Oxf) **NEW**.£14.50

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D Double/Twin track power controller (Gau).£86



Q Quadruple 4 circuit power controller (Gau). £191.25

Analogue point control

PL-55 Turntable control motor - for use OO and N scale Peco turntable kits (Pec). . .£54

Digital decoders

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF (Hat).£16.50

DCO93 6 pin 2 function small digital decoder - 'Ruby Series' (Gau). . .£21

DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat). . .£17

DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin (mini) decoder back EMF (Hat). . .£16

DCR-8PIN-HarnessMini Box of 5 (Hat). . .£72

DCR-8PIN-HarnessMini Box of 10 (Hat). . .£128



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat). . .£120

DCR-8PIN-Harness Single (Hat). . .£15

DCR-8PIN-Harness Box of 5 (Hat). . .£68



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor). . .£92

R8249 Single (Hor). . .£16

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat).£17

DCR-8PIN-Direct Box of 5 (Hat). . .£77

DCR-8PIN-Direct Box of 10 (Hat). . .£136



R8103 TTS DCC Sound Decoder 8 pin plug - Class 47 diesel (Hor). . .£38

R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 4-6-2 steam locos (Hor). . .£36

Digital control accessory decoders

36-561 EZ Command Dynamics 4-output point decoder (similar to Hornby R8247) (Bac) (RRP £45.30).**BARGAIN** . .£23

Digital controllers



524-042 NCE Power Cab 2 Amp Digital DCC controller (NCE). . .£159.50



DCC01 Prodigy Express 1.6 Amp DCC controller - complete starter pack (Gau). . .£182.50



DCC06 Prodigy Express 1.6 Amp Digital controller WiFi capability - complete starter pack (Gau). . .£267.50



BPDC080 Pack of three DCC autoflow polarity reversal switches - for electrofrog points (Gau). . .£17

524-037 S85 5 amp Power Booster DCC system for use Power Cab controller (NCE). . .£184

Point motors

PM-2 Seep point motor (Gau). . .£3.50

PM-2 Pack of 6 (Gau). . .£20

PM-1 Seep point motor accessory switch (Gau). . .£5



HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat). . .£6.50

HAT-PM-01 Pack of 6 (Hat). . .£35

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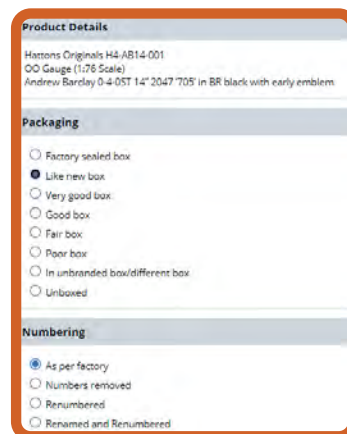
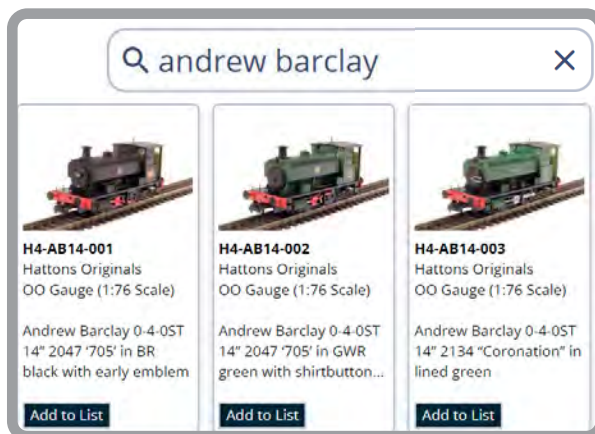
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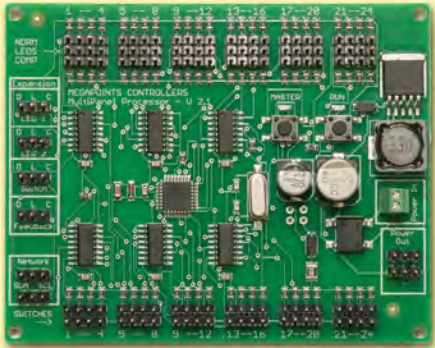
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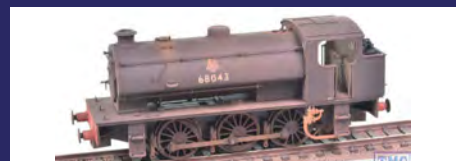
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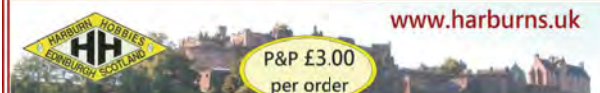
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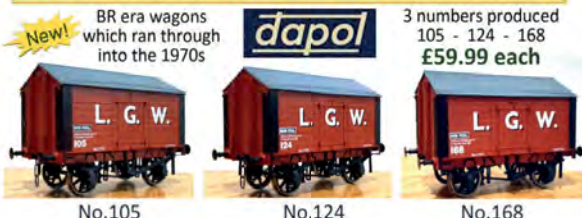
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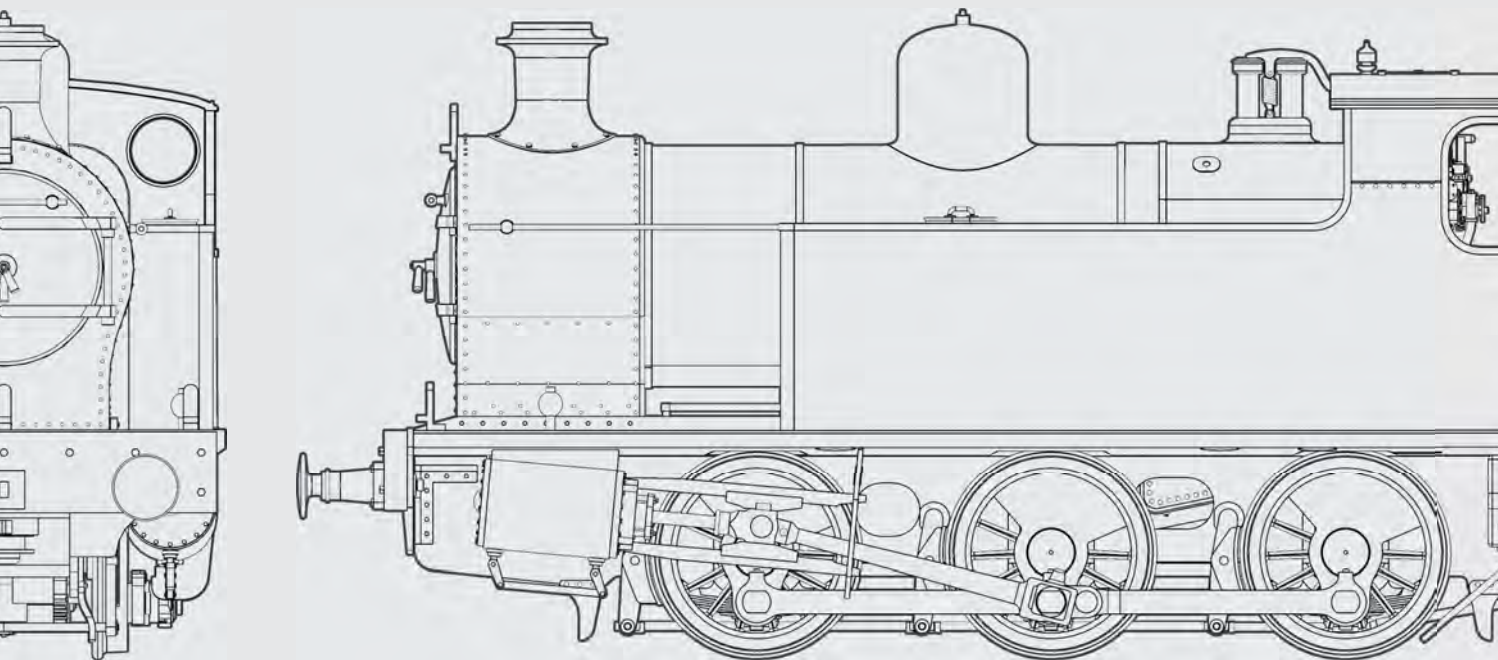
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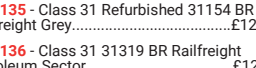
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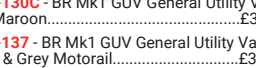
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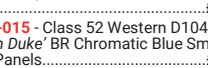
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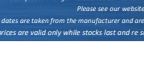
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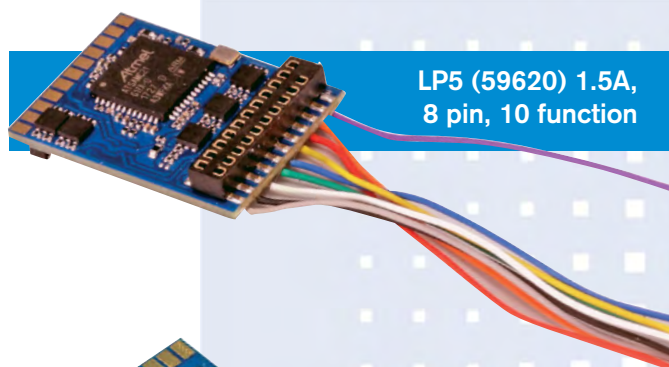


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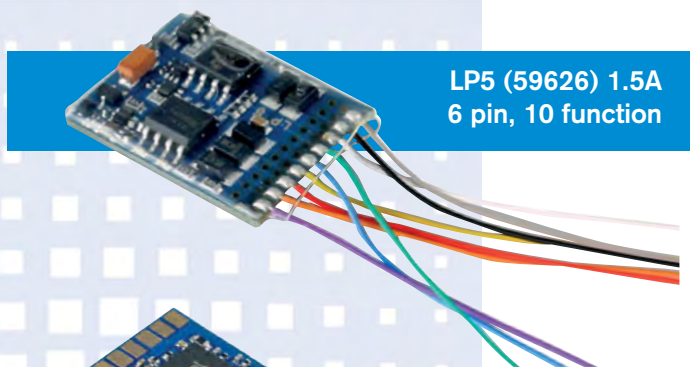


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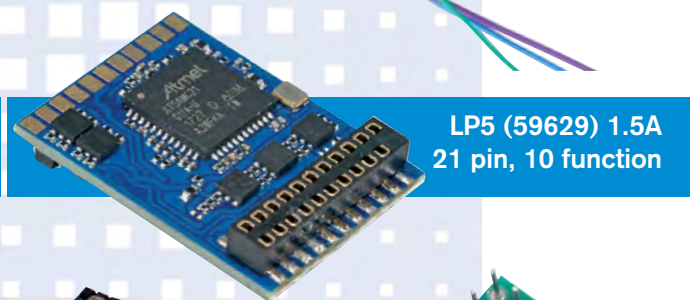
LP5 (59620) 1.5A,
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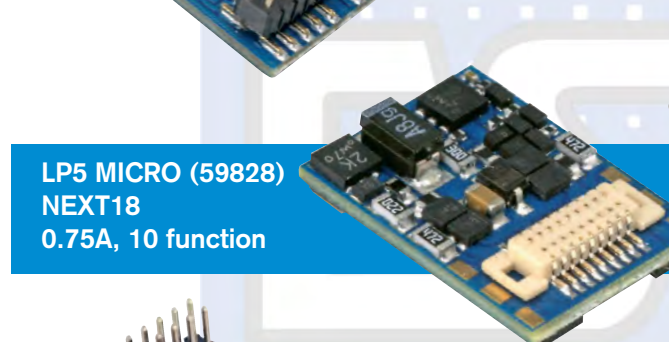
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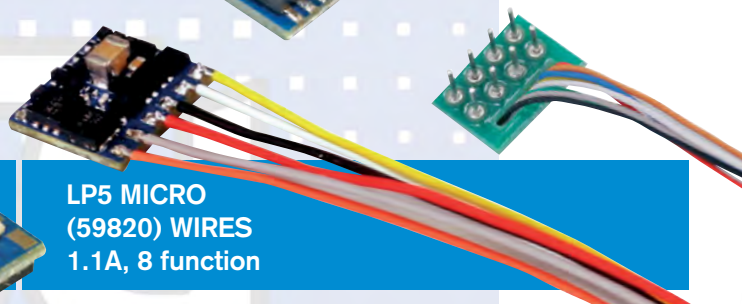
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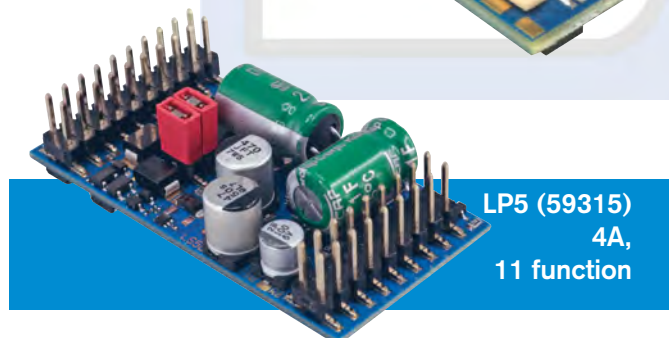
LP5 (59629) 1.5A
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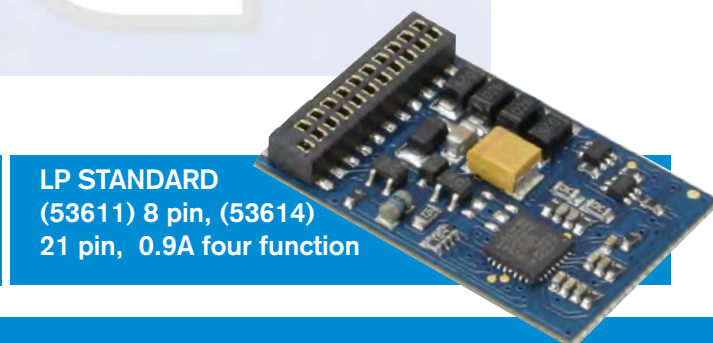
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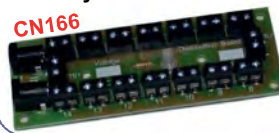
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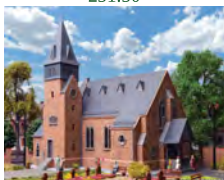
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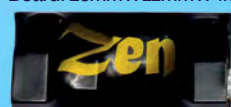
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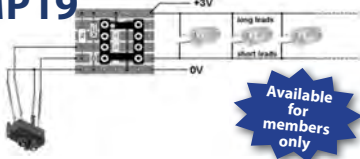
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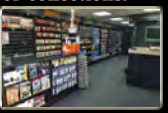
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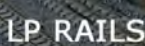
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