IN-DEPTH REVIEWS

HORNBY'S 'A2/2'
Brand-new for '00'

PLUS

'O' GAUGE TRIPLE
- Heljan AEC railcar
- Heljan Class 17
- Hattons' Gresleys

HORNBY magazine

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TRAIN FORMATIONS
Create realistic trains for your layout

BATH TO BOURNEMOUTH
The route remembered in 'OO' gauge

DIGITAL SOUND FOR THE '7F'
Installing YouChoos sound in the S&D 2-8-0

LATEST NEWS
- Bachmann's all-new Class 20
- Hornby reveals '9F' CAD
- Accurascale 'Deltic' in colour
- Dapol 'Manor' and 'Prairie'

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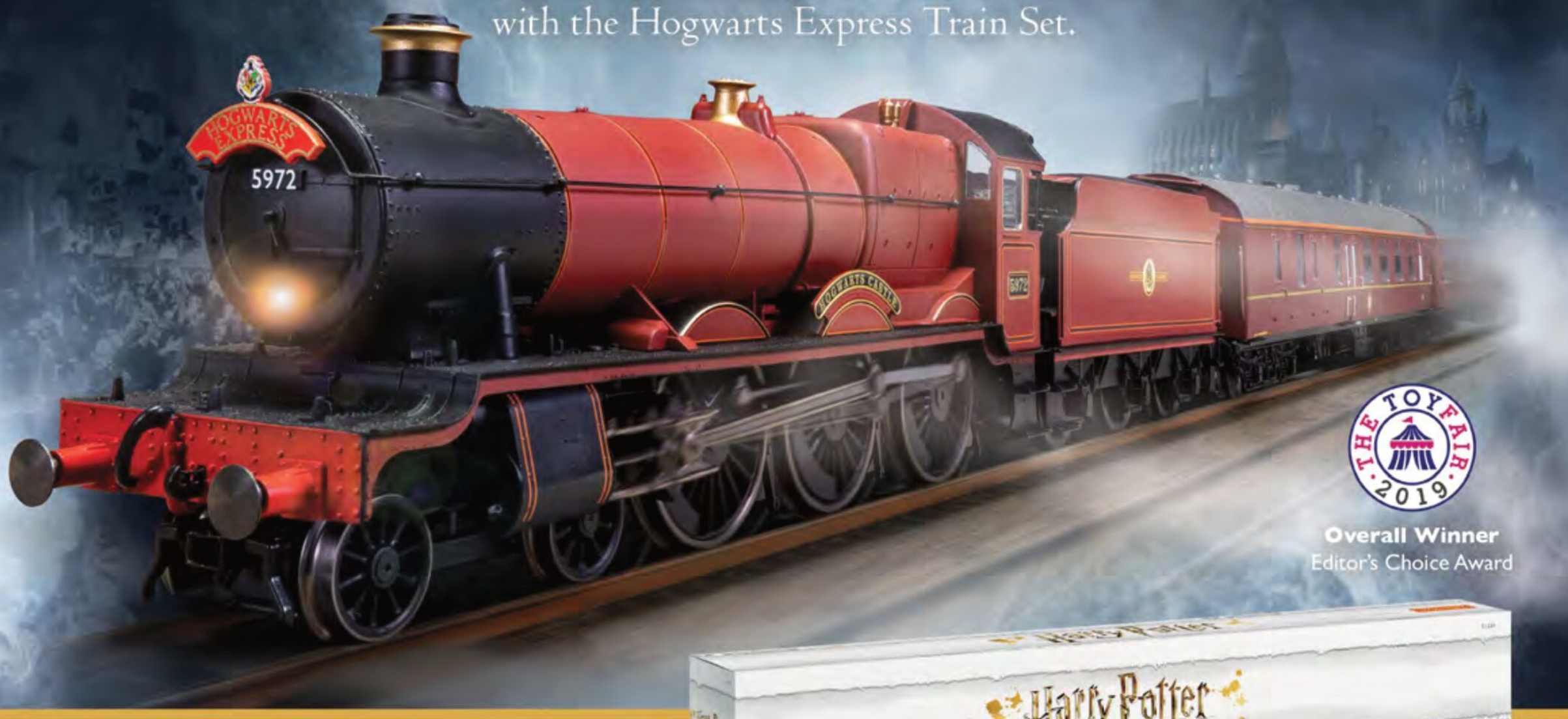

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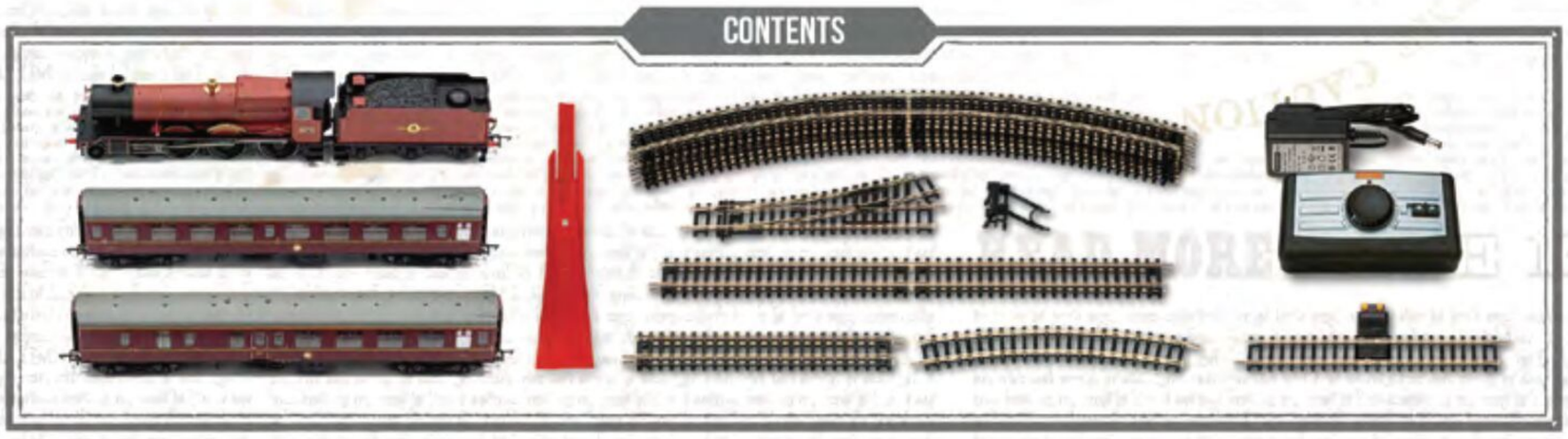
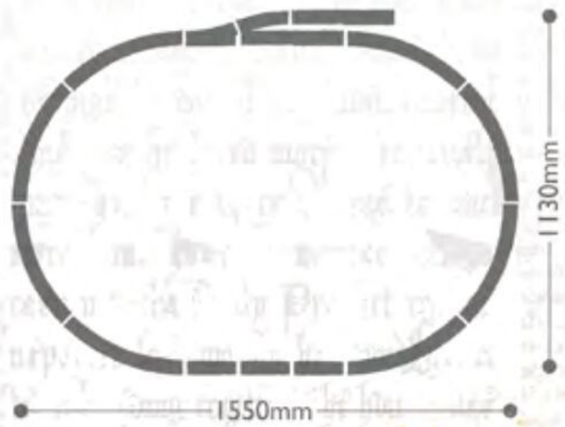
- Hogwarts Express Composite Coach '99716'
- Hogwarts Express Brake Coach '99723'
- 3rd Radius Oval with Siding, Power Track, Left Hand Point, Buffer Stop
- Train Controller





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Hogwarts, Mk1 SK
Nos. 99716/99721

R4935/A
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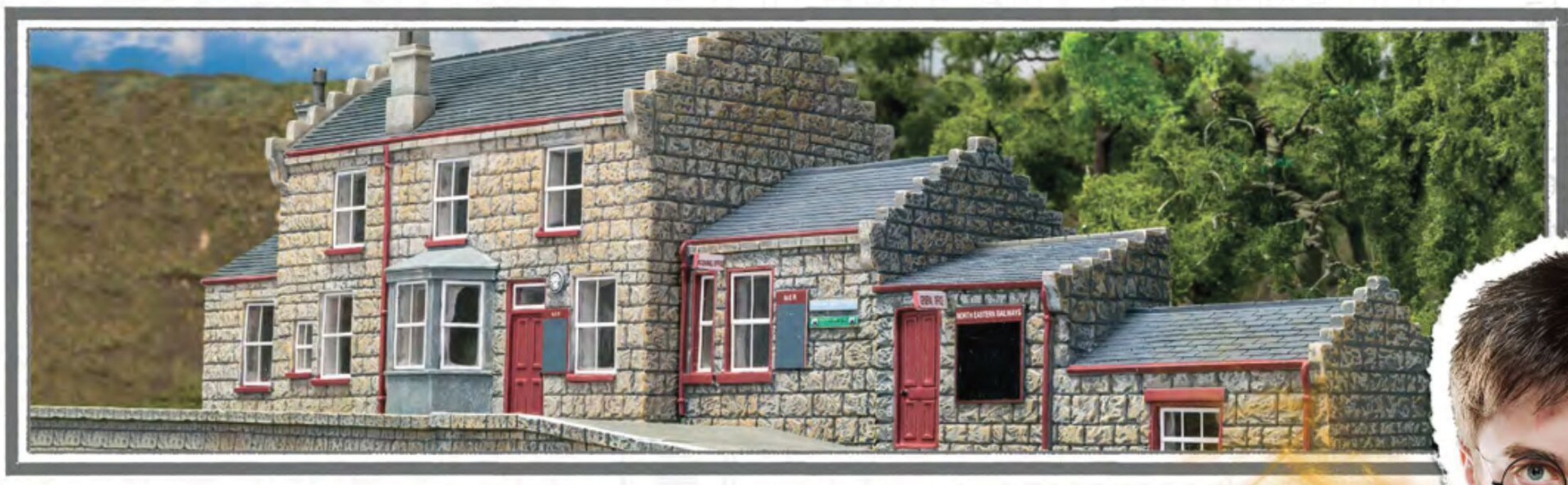
Nos. 99723/99312

R3804 DCC READY
5972 'Hogwarts Castle'
with Working Headlight

R3803TTS DCC FITTED
5972 'Hogwarts Castle'
with Sound and Working Headlight

A SELECTION OF HAND FINISHED PLATFORMS AND STATION BUILDINGS



R7236
Platform 9 3/4

R7230
Hogsmeade Station, Station Building

R7232
Hogsmeade Station, Booking Hall

R7231
Hogsmeade Station, General Office

R7235
Hogsmeade Station, Footbridge

R7233
Hogsmeade Station, Waiting Room

R7234
Hogsmeade Station, Signal Box

R7238
Hogsmeade Station, Platform Pack

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WIZARDING WORLD

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HORNBY magazine

APRIL 2021

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ISSUE 166

ISSN 1753-2469

HORNBY magazine

LATEST OFFERS

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Victorian Railways

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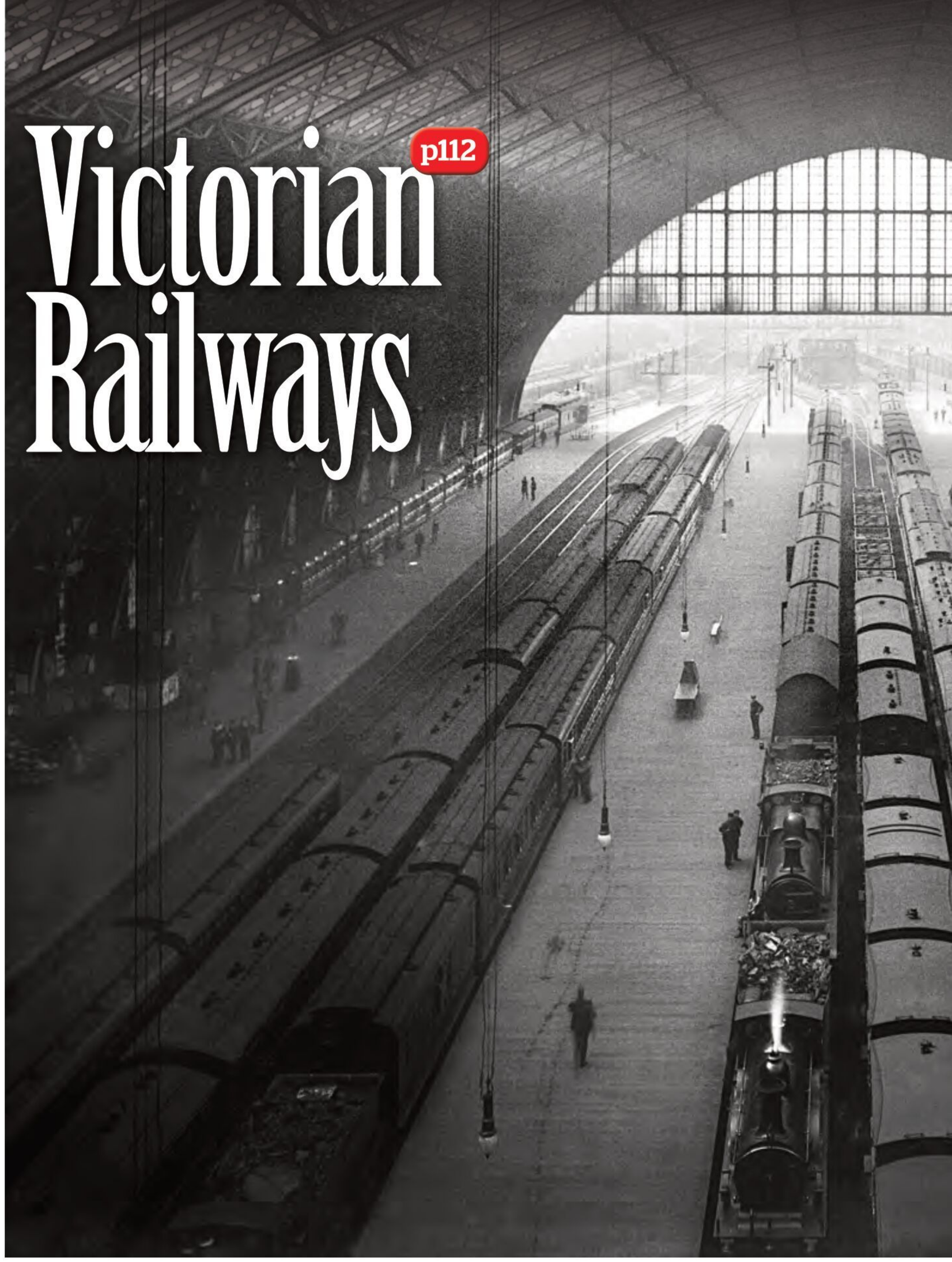

WE SHOW YOU HOW!

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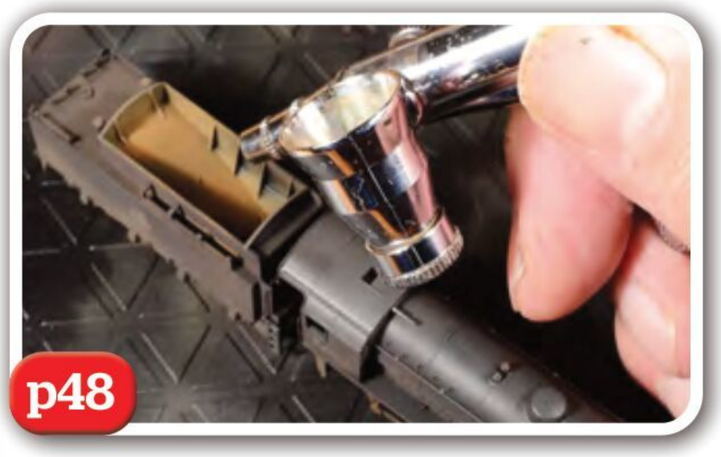
38 FORMATIONS
With its characteristic mix of Midland and Southern motive power and rolling stock, Mark Chivers offers 30 classic S&D train formations from the 1950s and 1960s.



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98 DIGITAL CONTROL
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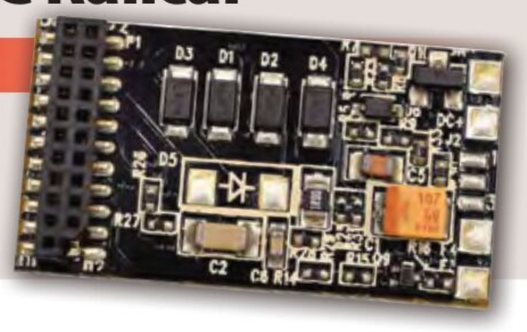

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Welcome

THE EDITOR'S PAGE

HELLO AND welcome to a feature packed edition of *Hornby Magazine*. This month marks 55 years since closure of the Somerset and Dorset Railway on March 5 1966, so we have brought together a collection of celebratory features to highlight this special line's place in railway history.

Sadly I never had the chance to travel on the S&D, but I have visited several of the stations along the line in more recent times. Even without the railway you can see its appeal, while it must have been incredible to watch in the BR steam era with its stunning scenery, challenging gradients and heavy trains.

Our celebratory features include layout plans based on actual locations, train formations recreating real workings with ready-to-run locomotives and rolling stock, a route profile using 'OO' gauge model railways and a guide to installing digital sound in a signature locomotive of the route - the Fowler '7F' 2-8-0.

However, that is just part of the story with this issue. We also have a busy news section with 12 pages of the latest model announcements and progress updates from Hornby, Bachmann, Accurascale, Rails of Sheffield, Ellis Clark Trains and many more together with an exciting list of new arrivals in reviews across 'OO', 'N' and 'O' gauge.

Topping the billing this month is Hornby's Thompson 'A2/2' 4-6-2 - a model we have been really looking forward to seeing in the flesh. You can read our full review on pages 66-69 as well as our Reality Check class profile on pages 70-73. Joining the 'A2' - amongst many other new releases - are a trio of 'O' gauge models covering the Class 17 and GWR AEC railcar from Heljan together with Hattons' Gresley corridor carriages for the scale.

Plus don't forget, *Hornby Magazine* no longer stops at the printed page - you can watch videos of all the new releases mentioned above (and more!) on our website at *www.keymodelworld.com* during March together with our monthly *Hornby Magazine* Show with Mark, Richard and I.

We hope you enjoy the issue and all of its extra videos too.

Happy modelling!

Mike Wild

Mike Wild
Editor, *Hornby Magazine*

IN YOUR MAGAZINE APRIL 2021

IN-DEPTH REVIEWS

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The latest LNER 'Pacific' is here

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The ever popular Type 1 upscaled

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The perfect single-car train

WIN!

08 You could win one of Hornby's brand-new Thompson 'A2/2' 4-6-2s in our latest competition worth £190. Turn to page 8 to find out how to enter.

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SOMERSET & DORSET Celebration

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LATEST NEWS

- Bachmann Spring 2021 announcements
- Hornby reveals '9F' CAD drawings
- Accurascale's all-new 'Deltics' in colour
- Dapol shows 'Prairie' and 'Manor' progress

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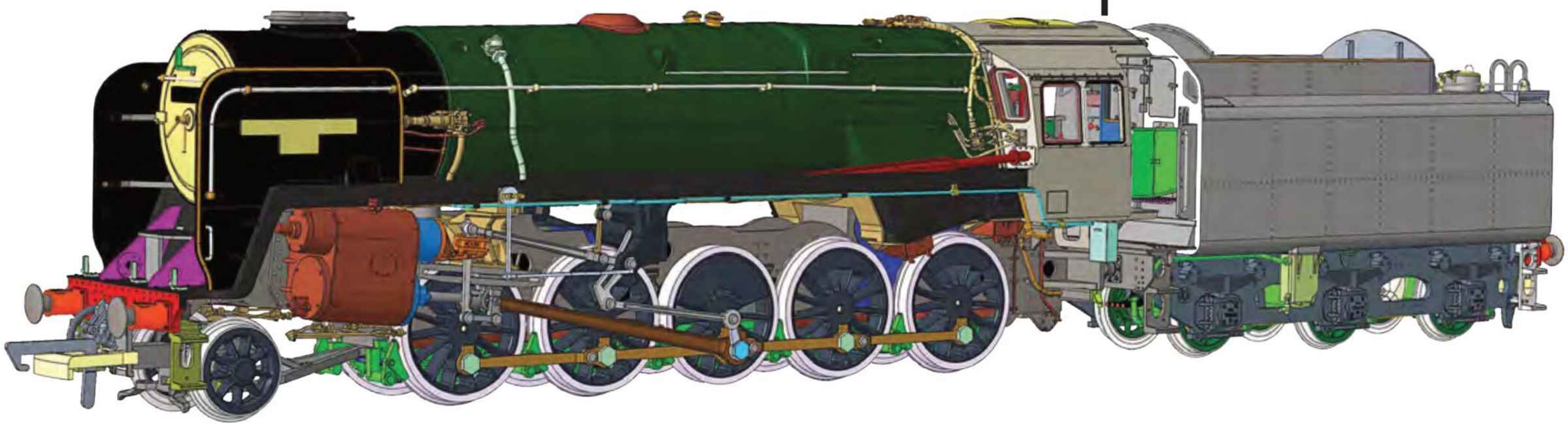
NEW HORNBY BR '9F' for 'OO' takes shape



Hornby's new 'OO' gauge BR '9F' 2-10-0 is in the CAD drawing stage of development. This is the latest drawing to be revealed of 92220 *Evening Star* (Cat No. R3988).

HORNBY has updated progress on its all-new 'OO' gauge BR Standard '9F' 2-10-0, sharing development drawings of the forthcoming heavy freight steam locomotive.

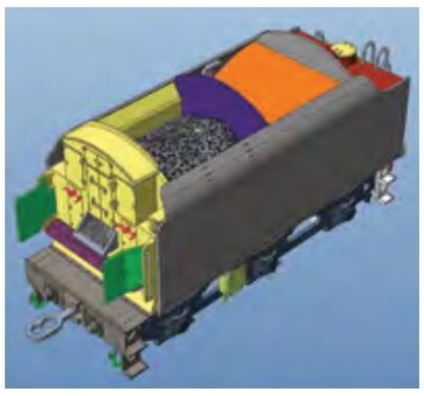
Announced as part of the Hornby 2021 catalogue range launch (HM164), this all-new model is being produced from new to ensure it reflects the latest manufacturing capabilities. Currently at the early CAD stage, three models will appear initially as 92167 in BR black with early crests (Cat No. R3986), 92194 in BR black with late crests (R3987) and the National Collection's 92220 *Evening Star* in BR lined green with late crests (R3988).

Hornby's tooling suite will enable most variants of the 251 '9Fs' to be produced, with differences such as single and double chimneys, representation of the mechanical stoker in the cab of 92167 and more, while five new tenders are also being developed – each of the three initial 2021 releases will feature a different tender – with BR1b (4,725gallon), BR1c (4,725gallon), BR1f (5,625gallon), BR1g (5,000gallon) and BR1k (4,325gallon) examples being tooled. CAD drawings of each variant demonstrate the level of detail being afforded to this all-new model of BR's '9F'.

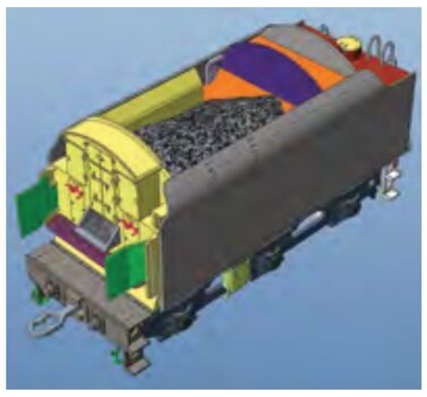
The specification also includes a five-pole motor, 8-pin Digital Command Control (DCC) decoder socket and small tension lock couplings in NEM pockets.

Prices are set at £209.99, with delivery planned towards the end of 2021.

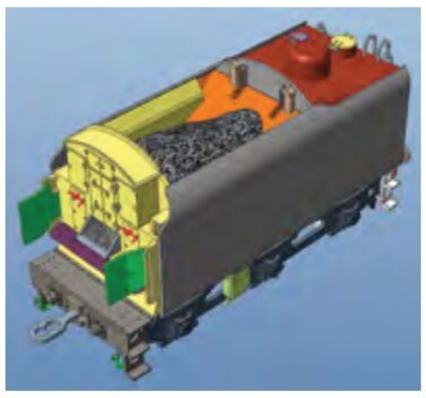
● **Visit *www.hornby.com* for more information.**



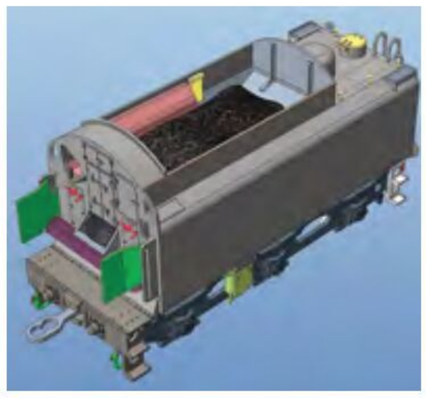
CAD drawing for the new BR1b tender with full height sides and a short coal space for the '9F'.



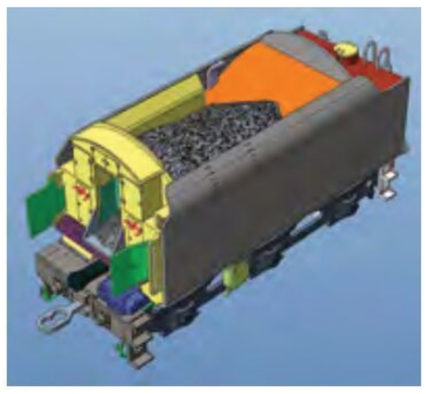
CAD drawing for the new BR1c tender with full height sides and a three-quarter length coal space for the '9F'.



CAD drawing for the new BR1f 5,625gallon tender for the '9F'.



CAD drawing for the new BR1g tender with lower sides and a 5,000gallon tank for the '9F'.



CAD drawing for the new BR1k tender for the '9F' which includes a mechanical stoker for 92167.

WIN A HORNBY 'A2/2' 4-6-2

WORTH £190

HORNBY MK 4 DEVELOPMENTS

Hornby has received the first Engineering Prototype (EP) sample of its newly tooled 'OO' gauge BR Mk 4 Driving Van Trailer (DVT) for evaluation.

Four models are planned initially in BR InterCity (R40161), GNER (R40147), LNER (R40158) and Transport for Wales (R40190) colour schemes, with accurate detailing according to the period modelled, together with directional lighting, sprung metal buffers, turned metal wheels and NEM couplings.

Meanwhile, Hornby has also revealed early CAD drawings of the all-new BR Mk 4 carriages, offering a first glimpse of these sought-after vehicles.

The initial views include the BR Mk 4 Standard Class end carriage (TSOE), accurately modelled for the first time without corridor connector at one end, and BR Mk 4 Restaurant vehicle – this will be produced in original First Class and later post-refurbishment Standard Class condition. All Mk 4 vehicles will accurately reflect their in-service appearance at the time and enable prototypical full InterCity 225 train formations to be assembled.

Prices are set at £36.99 for the Mk 4 carriages and £69.99 for the Mk 4 DVTs.

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

MAUNSELL GBL VANS PROGRESS

Hornby's newly tooled 'OO' gauge Maunsell Gangwayed Bogie Luggage (GBL) Vans have moved a step closer with production samples arriving with the development team for approval. Five vehicles are due to appear this year as 2362 in Southern Railway (SR) olive green (R60020), 2471 in SR olive green (R60020A), S2477S in BR crimson (R60021), S2467S in BR crimson (R60021A) and S2464S in Pullman umber and cream, as Sir Winston Churchill's Funeral Hearse (R60057).

Prices are set at £36.99 for SR and BR liveries and £40.99 for the Pullman liveried example.

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

QUESTION: Which locomotives were rebuilt to create the 'A2/2s'?

a. Gresley 'A4' 4-6-2 **b.** Gresley 'P2' 2-8-2 **c.** Gresley 'A3' 4-6-2

HORNBY MAGAZINE is offering a chance to win one of Hornby's brand-new 'OO' gauge Thompson 'A2/2' 4-6-2s as 60501 *Cock o' the North* in BR lined green with early crests – see review on pages 66-69 and Reality Check on pages 70-73 for more on this new model. This new release from Hornby features a highly detailed body, powerful five-pole motor, an 8-pin decoder socket and space for a 28mm round speaker while it also has metal valve gear, a full detailed cab interior, a full relief coal space and more. The total value of the prize is £189.99 and to enter the competition and be in with a chance of winning this Hornby locomotive, all you have to do is answer the following question by April 25 2021. Even if you don't win, Hornby's new Thompson 'A2/2s' 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 March 4 2021 and the closing date for entries is April 25 2021 at 5pm GMT. The winners will be notified no later than May 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.

HORNBY MAGAZINE PRIZE WINNERS!

Congratulations to the winners of *Hornby Magazine's* recent competition prizes. The winners are:

- HM161, November 2020: *Hornby Magazine* Awards vote Hornby Class 60 and subscription – David Haw from Norfolk
- HM162, December 2020: Bachmann Johnson '1P' 0-4-4T 58072 for 'OO' gauge – Malcolm Reid from Somerset
- HM163, January 2021: Hornby Family Fun Project Christmas Hamper – Jackie Graham from West Yorkshire

ALL-NEW CLASS 20
leads Bachmann Spring Announcements

BACHMANN has unveiled its Spring 2021 range with news of an all-new BR Class 20/0 diesel for 'OO' together with tooling revisions for its 'OO' gauge GWR 'Modified Hall' 4-6-0 and a list of new liveries on existing models across its 'OO', 'OO9' and 'N' gauge ranges.

Leading the way for its 'OO' gauge Bachmann Branchline collection is a newly-tooled BR Class 20 Bo-Bo, following close on the heels of the soon-to-arrive all-new Class 20/3 (HM164) for 'OO'. Bachmann's

Bachmann is producing a brand-new model of the original Class 20/0 in covering both headcode disc and headcode box locomotives. Highlights include directional lighting, cab lighting, PLUX22 decoder socket and a factory fitted speaker. BR green livery will be applied to D8015.

The third Class 20 for the initial batch of releases is 20227 with headcode boxes, cab-mounted high intensity headlights and fluted bogie equalising beams with weight reducing holes in BR Railfreight 'red stripe' livery.

new tooling suite will enable detail differences between class members to be reflected and the models will include cab interior and directional lighting for the first time on the Class 20/0, emulating the new Class 20/3. Digital Command Control (DCC) sound-fitted (SF suffix to catalogue number) versions will also be available.

Initial releases include D8015 in as-built condition with disc headcodes, oval buffers, plain bogie equalising beams and nose end ladders in BR green (Cat No. 35-351/SF), 20057 with disc headcodes, Oleo buffers and fluted bogie equalising beams in BR blue (35-355/SF) and 20227 with headcode boxes, cab-mounted high intensity headlights and fluted bogie equalising beams with weight reducing holes in BR Railfreight 'red stripe' livery (35-357/SF).

Bachmann's 'OO' gauge GWR 'Modified Hall' 4-6-0 has also been revised with an improved front end appearance for its latest releases, following enhancements to the tooling suite. Two models will appear initially as 6990 *Witherslack Hall* in BR lined green with early crests (31-785) and 6998 *Burton Agnes Hall* in BR lined green with late crests (31-786).

Further new 'OO' steam locomotives include two BR '4MT' 4-6-0s with BR2 tenders in BR lined black with early crests and BR lined green with late crests (31-785/31-786 respectively), an LMS 'Jubilee' 4-6-0 in British Railways experimental green (31-191) and an additional GWR '94XX' 0-6-0PT in GWR green as 9405 with a weathered finish (35-025A).

New additions to Bachmann's 'OO' diesel range include a general release Class 45/0 45060 *Sherwood Forester* in BR blue (32-677B/SF) and Class 66/0 66100 *Armistice 100 1918-2018* in DB Cargo red (32-734C/SF). Both will appear in DCC ready and DCC sound-fitted formats. Additional sound-fitted versions of existing 'OO' models have also been listed including Class 121 diesel railcars, headcode box Class 24/1s and the imminent new Class 20/3 Bo-Bo diesels.

New to the 'OO' gauge range of rolling stock, Bachmann's popular LMS design 'Porthole' stock will appear in BR blue and grey for the first time, with two Corridor Seconds (SK) and a Corridor Brake Second (BSK), while new 'OO' gauge wagons include a 27ton mineral wagon in NCB blue and a five-plank china clay wagon in weathered BR bauxite livery (see Table 1 for more information).

GRAHAM FARISH

Bachmann's Graham Farish 'N' gauge range will be bolstered with a new 'N' gauge Class 66/7 66783 *The Flying Dustman* in GBRf Biffa red livery (371-399), while the rolling stock roster is boosted with a BR Mk 1 Restaurant Unclassified (RU) in BR maroon together with another of Bachmann's newly- »

TABLE 1 – BACHMANN SPRING 2021 ANNOUNCEMENTS FOR 'OO'

PRODUCT	CAT NO.	PRICE
GWR '94XX' 0-6-0PT, 9405 in GWR green (weathered)	35-025A	£144.95
GWR 'Modified Hall' 4-6-0, 6990 *Witherslack Hall*, BR lined green with early crests	31-785	£184.95
GWR 'Modified Hall' 4-6-0, 6998 *Burton Agnes Hall*, BR lined green with late crests	31-786	£184.95
LMS 'Jubilee' 4-6-0, 45604 *Ceylon*, Experimental British Railways green	31-191	£199.95
BR '4MT' 4-6-0, 75014 in BR lined black with early crests (BR2 tender)	31-117	£209.95
BR '4MT' 4-6-0, 75029 in BR lined green with late crests (BR2 tender)	31-116A	£209.95
Class 20/0 Bo-Bo diesel, D8015, BR green	**35-351**	**£179.95**
Class 20/0 Bo-Bo diesel, D8015, BR green (DCC sound fitted)	**35-351SF**	**£279.95**
Class 20/0 Bo-Bo diesel, 20057, BR blue	**35-355**	**£179.95**
Class 20/0 Bo-Bo diesel, 20057, BR blue (DCC sound fitted)	**35-351SF**	**£279.95**
Class 20/0 Bo-Bo diesel, 20227, BR Railfreight red-stripe	**35-357**	**£179.95**
Class 20/0 Bo-Bo diesel, 20227, BR Railfreight red-stripe (DCC sound fitted)	**35-357SF**	**£279.95**
Class 20/3 Bo-Bo diesel, 20306, DRS blue (DCC sound fitted)	35-125SF	£279.95
Class 20/3 Bo-Bo diesel, 20311, Harry Needle Railroad Company (DCC sound fitted)	35-126SF	£279.95
Class 20/3 Bo-Bo diesel, 20312, DRS 'Compass' livery (DCC sound fitted)	35-127SF	£279.95
Class 24/1 Bo-Bo diesel, D5135, BR green (DCC sound fitted)	32-440SF	£279.95
Class 24/1 Bo-Bo diesel, D5149, BR green with small yellow panels (DCC sound fitted)	32-441SF	£279.95
Class 24/1 Bo-Bo diesel, 24137, BR blue (DCC sound fitted)	32-442SF	£279.95
Class 45/0 1Co-Co1 diesel, 45060 *Sherwood Forester*, BR blue	32-677B	£159.95
Class 45/0 1Co-Co1 diesel, 45060 *Sherwood Forester*, BR blue (DCC sound fitted)	32-677BSF	£279.95
Class 66/0 Co-Co diesel, 66100 *Armistice 100 1918-2018* DB Cargo red	32-734C	£159.95
Class 66/0 Co-Co diesel, 66100 *Armistice 100 1918-2018* DB Cargo red (DCC sound fitted)	32-734CSF	£259.95
Class 121 diesel railcar, W55027, BR green with 'speed whiskers' (DCC sound fitted)	32-525SF	£269.95
Class 121 diesel railcar, W55025, BR blue and grey (DCC sound fitted)	32-526SF	£269.95
Class 121 diesel railcar, 55024, BR Network SouthEast (DCC sound fitted)	32-527SF	£269.95
LMS 57ft 'Porthole' Corridor Second (SK), BR blue and grey	39-452	£79.95
LMS 57ft 'Porthole' Corridor Second (SK), BR blue and grey	39-452A	£79.95
LMS 57ft 'Porthole' Corridor Brake Second (BSK), BR blue and grey	39-462	£79.95
Five-plank china clay wagon with hood, weathered BR bauxite (TOPS)	33-085B	£22.95
BR 27ton steel tippler, NCB blue	37-281	£22.95

● **Note: New tooling shown in bold**

TABLE 2 – BACHMANN SPRING 2021 ANNOUNCEMENTS FOR 'N'

PRODUCT	CAT NO.	PRICE
Class 66/7 Co-Co diesel, 66783 *The Flying Dustman*, GBRf Biffa red	371-399	£149.95
BR Mk 1 Restaurant Unclassified, BR maroon	374-121B	£42.95
WD 50ton 'Parrot' Bogie Bolster B, BR grey (early)	374-352	£39.95
16ton steel slope-sided mineral wagon, riveted side door, BR grey (early)	377-450C	£18.95

The popular new 'OO' gauge GWR '94XX' 0-6-0PT (HM163) is gaining a new example finished as 9405 in GWR green with factory weathering.

Bachmann's 'OO' LMS 'Jubilee' is receiving experimental BR lined green as applied to 45604 *Ceylon*. This is the first time that this locomotive has been available ready-to-run.

The new Class 20 tooling will cater for detail differences between locomotives. 20057 in BR blue will have disc headcodes, Oleo buffers and fluted bogie equalising beams.

tooled 'N' gauge 50ton 'Parrot' wagons (see review on pages 74-75) as a Bogie Bolster B in BR grey and a 16ton steel slope-sided mineral wagon in BR grey (see Table 2 for more information).

'OO9' SCALE

Bachmann's narrow gauge 'OO9' Baldwin 10-12-D 4-6-0Ts are due to appear in DCC sound-fitted form with five models appearing this quarter in Railway Operating Division black (391-025ASF), Ashover Light Railway black (391-028SF), Glyn Valley Tramway lined black (391-029SF), Snailbeach District Railways weathered black (391-030SF) and Southern Railway (SR) Maunsell green (391-032SF), while a Welsh Highland Railway lined maroon example (391-031) will appear DCC ready, too (see Table 3 for more information).

SCENECRAFT

Bachmann's 'OO' gauge Scenecraft range of cast resin buildings is enhanced with additional structures for its recently created Lucston and Wigmore collections. The Lucston buildings see a bank, pharmacy, signalbox, yard crane, station building and footbridge added, while the Wigston examples include a new farmhouse

TABLE 3 – BACHMANN SPRING 2021 ANNOUNCEMENTS FOR 'OO9'

PRODUCT	CAT NO.	PRICE
Baldwin 10-12-D 4-6-0T, 542, Railway Operating Division black (DCC sound fitted)	391-025ASF	£259.95
Baldwin 10-12-D 4-6-0T, *Bridget*, Ashover Light Railway black (DCC sound fitted)	391-028SF	£259.95
Baldwin 10-12-D 4-6-0T, Glyn Valley Tramway lined black (DCC sound fitted)	391-029SF	£259.95
Baldwin 10-12-D 4-6-0T, No. 4, Snailbeach District Railways black (DCC sound fitted) (W)	391-030SF	£259.95
Baldwin 10-12-D 4-6-0T, Welsh Highland Railway lined maroon	391-031	£159.95
Baldwin 10-12-D 4-6-0T, E763 *Sid*, SR Maunsell green	391-032SF	£259.95

Above: **New to the collection of 'OO' gauge Class 66s is 66100 *Armistice 100 1918-2018* in DB Cargo red and grey.**

Left: **The new Parrot bogie wagon will be enhanced with optional bolster for 'N' gauge to create a model of a Bogie Bolster B.**

The Lucston railway buildings collection is being expanded for 'OO' gauge. New additions include this brick built signalbox.

TABLE 4 – BACHMANN SCENECRAFT SPRING 2021 ANNOUNCEMENTS FOR 'OO' AND 'N'

PRODUCT	CAT NO.	PRICE
Lucston signalbox	44-0115	£49.95
Lucston yard crane	44-0119	£27.95
Lucston footbridge	44-0120	£43.95
Lucston station	44-0125	£54.95
Wigmore farmhouse	44-0132	£39.95
Wigmore cattle grid	44-0138	£25.95
Low relief Lucston bank	44-0139	£38.95
Low relief Lucston pharmacy	44-0140	£31.95
Oast House	44-0146	£69.95
North Eastern Railway station	44-0155	£54.95
Goathland Garage	44-0156	£54.95
Field shelter	44-0158	£14.95
Low relief Lindene Hotel	44-0207	£49.95
Rail-built buffer stops (x2)	44-0506	£5.95
Braziers (x2)	44-0550	£11.95
Low relief factory ('N')	42-277	£29.95
Low relief Balti Towers takeaway ('N')	42-279	£29.95
Pent roof garden shed ('N')	42-544	£11.95

Above: **Extending the 'N' gauge Class 66 collection is 66783 *The Flying Dustman* in Biffa red and orange.**

Right: **Through popular demand, the Porthole carriages for 'OO' will be made available in BR blue and grey livery.**

Below: **An oast house will also be available from Scenecraft this quarter for 'OO'.**

Left: **Ready-made buffer stops are being added for 'OO' gauge in the Scenecraft collection.**

Narrow gauge modellers are to benefit from a collection of five new sound fitted versions plus 590 in Welsh Highland Railway lined maroon DCC ready.

and cattle grid. Other new 'OO' additions include models of a couple of familiar North Yorkshire buildings - Goathland garage and a North Eastern Railway station - together with an oast house, field shelter, low-relief hotel, a pair of rail-built buffer stops and two braziers.

For 'N' gauge modellers, three new additions to the Scenecraft range include a pent roof garden shed, low relief factory and a low relief restaurant (see Table 4 for more details).

All newly announced Bachmann 'OO', 'N' and 'OO9' releases are expected with retailers this Spring.

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

OXFORD RAIL ADDS BANANA VAN TO 2021 RANGE

OXFORD RAIL HAS updated the status of its in-development 'OO' gauge models and added a new Banana van to its range for 2021.

The new 'OO' gauge Banana van is a development of the previously announced Great Eastern Railway (GER) 10ton box van, with two models appearing as 632882 in NER bauxite (Cat No. OR76BAN001) and E632899 in BR bauxite (OR76BAN002).

Built in 1923, the banana vans were long-lived and remained in use into the 1960s. They featured hand and vacuum brakes, as well as steam-heating to help ripen the payload. Prices are set at £14.95 each and a delivery date has yet to be confirmed. The standard GER 10ton van is currently in tooling, with the first Engineering Prototype (EP) sample expected shortly after Chinese New Year.

Development work continues on Oxford Rail's new 'OO' gauge BR 20ton 'Pilchard' ballast and sleeper wagon with an EP sample arriving for assessment by the team. Two models are planned initially, as DB990099 in BR black (Cat No. OR76PIL001) and DB990092 in BR black (OR76PIL002). Priced at £14.95 each, delivery is anticipated during the second quarter of 2021.

Oxford Rail's eagerly awaited 'OO' gauge LNER 'J27' 0-6-0 is also a step closer to being released, with production now complete and awaiting shipping from China. Four models are expected as 1010 in LNER black (Cat No. OR76J27001), 65837 in BR black with early crests (OR76J27002), 65817 in BR black with late crests (OR76J27003) and 1214 in BR black with red lining (OR76J27004). Priced at £109.95, delivery is expected during the second quarter.

Meanwhile, development of the manufacturer's 'OO' gauge LNER 'J26' 0-6-0 continues with the model still on track for release during the final quarter of 2021. Offered in DCC ready and DCC sound-fitted formats finished as 5738 in LNER black (OR76J26001/XS), 65767 in BR black with early crests (OR76J26002/XS) and 65736 in BR black with late crests (OR76J26003/XS), it is priced at £109.95 for DCC ready examples and £209.95 for DCC sound-fitted models.

Similarly, development work continues on the first of Oxford Rail's 'OO' gauge Cowans Sheldon 15ton cranes which is currently at the CAD drawing stage. Models planned include Stoke Motive Power Depot's RS1023-15 (OR76SCS1001) and BR SR Stewart's Lane's DS316 (OR76SCS2001). Priced at £19.95 each, a delivery date has yet to be confirmed.

Finally, new Oxford Rail 'OO' gauge models due soon include LNER 'N7' 0-6-2T 69670 in BR black with late crests and DCC sound (OR76N7004XS), priced at £219.95 and 12ton tank wagon No. 113 Graham's Golden Lager (OR76TK2006), priced at £21.95 (both tankers were due in the shops at *Hornby Magazine* closed for press). Production has also been completed on BP tank wagon 1001 (OR76TK2007), priced at £18.95 and the long-awaited Virgin Trains liveried BR Mk 3a First Open 11042 (OR763FO003), Standard Open 10206 (OR763TO003) and Restaurant First 12145 (OR763RM003), priced at £37.95 each. These are expected to be shipped after Chinese New Year.

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

CAVALEX 'OO'
MGR EPS ARRIVE

THE FIRST ENGINEERING Prototype (EP) samples of Cavalex Models' forthcoming 'OO' gauge 32ton HAA Merry-Go-Round (MGR) hopper wagons have arrived for assessment by the development team.

More than 11,000 MGR hoppers were built, with the first appearing in the mid-1960s. They went on to form the mainstay of coal delivery from pit to power station until higher capacity wagons eventually replaced them from the early 2000s. A batch of similar hopper wagons with canopies continues on china clay duties in the West Country to this day.

Cavalex Models' newly tooled hoppers are being produced in collaboration with retailers KMS Railtec and Trains4U and will cater for HAA, HFA (with canopy) and CDA (china clay) variants initially, while further plans include the original galvanised steel bodied hoppers and CBA lime-carrying examples.

The specification calls for a zinc alloy chassis, detailed hopper and underframe, sprung buffers, small tension lock couplings in NEM pockets and more.

Cavalex Models' new 'OO' gauge hoppers will only be available through KMS Railtech and Trains4U with unique twin and triple packs offered. Each retailer has commissioned six exclusive HAA triple packs with Railfreight red cradles, plus one pack each with yellow and EWS liveried cradles, together with two twin-packs of CDA wagons in English China Clay (ECC) blue and one single DB liveried example. In addition, KMS Railtech is also offering an exclusive triple pack of Scottish-based HAA hoppers with blue cradles. Each exclusive pack will feature wagons with unique running numbers, enabling individually numbered rakes to be built using models from both retailers.

In addition, there will also be one triple pack of yellow cradled and one pack of EWS cradled HFA hoppers with canopies. These two triple-packs will be shared between KMS Railtech and Trains4U, with wagon numbers common to both retailers.

A few final modifications to the tooling have been identified, while decorated samples are expected to be produced shortly after Chinese New Year.

Prices are set at £32.50 for individual CDA hoppers, £64.95 for CDA twin packs and £89.95 for HAA/HFA triple-packs. A delivery date has yet to be confirmed.

● **Visit *www.cavalexmodels.com* for further development details, plus *www.kmsrailtech.co.uk* and *www.trains4u.com* to pre-order models.**

IN BRIEF

■ Scenic kit and materials specialist Wills has added the first in a series of new embossed plastic sheet packs with the release of its slate walling (Cat No. SSMP 232).

Suitable for 'OO' and 'OO9' use, the pack contains four plastic sheets of slate walling material. Priced at £4.15 per pack, the slate walling is available now from retailers.

● ***www.peco-uk.com***

■ Kernow Model Rail Centre (KMRC) has expanded its mail order operation with the introduction of a new warehouse. The new facility located in Camborne will handle the Cornwall based retailer's mail order business and recruitment is under way for staff to join the team. The existing shops at Camborne and Guildford will continue to serve customers in accordance with the latest Covid-19 restrictions and all existing contact details and order methods remain the same. The new warehouse will not be open to the public.

● **If you are interested in any of the new roles based in Camborne, Cornwall, contact *sales@kernowmodelrailcentre.com* for more information.**

■ Kernow Model Rail Centre (KMRC) has taken delivery of its exclusive Revolution Trains 'N' gauge Class 92 Co-Co electric 92017 *Bart the Engine* in Stobart Rail livery (Cat No. N92017).

Manufactured for Revolution Trains by Rapido Trains Inc, this exclusive all-new model is finished in Stobart Rail's distinctive blue and white colour scheme.

It joins general release 'N' gauge Class 92s from the company in BR RfD grey, DB Schenker, GB Railfreight and Caledonian Sleeper colour schemes (HM165). Priced at £179.95, *Bart the Engine* is available now.

● ***www.kernowmodelrailcentre.com***

DECORATED 'DELTICS' DEBUT

ACCURASCALE has revealed decorated samples of its 'OO' gauge Class 55 'Deltic' Co-Co diesels.

First announced at the Warley National Model Railway Exhibition in November 2018, Accurascale plans to produce 17 standard versions plus six exclusive special editions (see separate tables), resulting in all 22 class members - 23 different models in total - appearing with accurate detail differences between them. These differences include headcode panel arrangement, horn placement, bogie style, sandbox hatch variations, windscreen wiper arrangement, filling in of cabside windows where appropriate and more.

Examples of colour schemes spanning the full release programme have been received for assessment, from BR two-tone green to the unique Porterbrook purple liveried 9016 *Gordon Highlander*. As well as checking the shades used, the team has also been evaluating the application of the paint finish together with the fitment and appearance of parts before giving the go-ahead for production.

The impressive specification calls for a heavy-diecast metal chassis, five-pole motor, twin flywheels, metal helical gearbox, 21-pin Digital Command Control (DCC) decoder

● **Visit *www.accurascale.co.uk* for more information on standard models and *www.thedps.co.uk* *www.locomotionmodels.com* and *www.railsofsheffield.com* for more details on the special editions.**

DAPOL SHOWS 'PRAIRIE' PROGRESS

Dapol's latest decorated samples of its forthcoming 'OO' gauge GWR 'Large Prairie' 2-6-2Ts landed in February, covering the '5101' and '61XX' classes.

Highlights of the specification include a Next18 decoder socket on a pull-out Printed Circuit Board (PCB) mounted in the smokebox, tool-free sound installation, a 30:1 gear ratio for realistic speeds, five-pole motor, compensated die-cast chassis with pick-ups on all driving wheels, full profile cylinders and firebox glow. The model has been designed to operate on second radius curves.

Dapol's new 'Large Prairie' for 'OO' looks promising, with a high specification and extensive detailing. It is set to build on the recently released 'Mogul' (HM163).

The cab and coal load are removable for installation of a crew. Further features including different bunker profiles, locomotives with and without cabside shutters and liveries spanning the classes full service career.

The first locomotives to be modelled with the new tooling suite cover 5109 in Great Western lettered green (Cat No. 4S-041-001), 6129 in Great Western lettered green (4S-041-002), 5108 in GWR green with shirtbutton crests (4S-041-003), 5150 in GWR lettered green (4S-041-004), 5190 in BR lined black with British Railways lettering (4S-041-005), 4134 in BR lined green with early crests and bunker steps (4S-041-006) and 6167 in BR lined green with late crests and bunker steps (4S-041-007).

Prices start from £139.95 for DCC ready versions rising to £165.95 for DCC fitted models and £285.95 for DCC sound fitted versions. All locomotives are available in each format.

Dapol has also confirmed that its tooling suite for the 'Large Prairie' will allow future production runs to cover the '31XX', '51XX' and '81XX' series locomotives.

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

socket, Powerpack capacitor for uninterrupted power, all-wheel drive and pick-up, directional lighting, switchable marker lights, cab and driver's console illumination and engine bay lighting.

Further improvements have been identified such as positioning of the cantrail stripe on certain models, engine room glazing fitment, seam line reductions, refined masking and the inclusion of blanked quarter panel windows on some examples. A further tweak is required to the shade of purple used on the Porterbrook example, but the development team says it is happy with the BR green, BR blue and warning panel yellow shades used on these samples.

23 models are planned for release initially - there will be two versions of D9002/55002 plus one each of the remaining class members - displaying various livery and detail combinations, split between Accurascale and the Deltic Preservation Society/Locomotion Models/Rails of Sheffield (see Tables 1 and 2 for more details).

Following amendments to the decoration and tolerances, production is expected to get under way in March with delivery anticipated in the Summer (late Q2/early Q3 2021). Prices are set at £160 for Digital Command Control (DCC) ready models and £250 for DCC sound-fitted models.

TABLE 1 - ACCURASCALE 'OO' CLASS 55S (GENERAL RELEASES)

IDENTITY	LIVERY	CAT NO.
55001 *St Paddy*	BR blue	ACC2151D9001
55003 *Meld*	BR blue	ACC2153D9003
D9004	BR green	ACC2154D9004
55005 *The Prince of Wales's Own Regiment of Yorkshire*	BR blue	ACC2155D9005
D9006 *The Fife and Forfar Yeomanry*	BR green/full yellow ends	ACC2156D9006
D9007 *Pinza*	BR green	ACC2157D9007
D9010 *The King's Own Scottish Borderer*	BR green/full yellow ends	ACC2160D9010
55011 *The Royal Northumberland Fusiliers*	BR blue	ACC2161D9011
D9012 *Crepello*	BR blue (pre-TOPS)	ACC2162D9012
D9013 *The Black Watch*	BR green/small yellow panels	ACC2163D9013
D9014 *The Duke of Wellington's Regiment*	BR green/full yellow ends	ACC2164D9014
9016 *Gordon Highlander*	Porterbrook purple	ACC2166D9016
55017 *The Durham Light Infantry*	BR blue	ACC2167D9017
55018 *Ballymoss*	BR blue/white cabs	ACC2168D9018
D9020 *Nimbus*	BR green/small yellow panels	ACC2170D9020
9021 *Argyll and Sutherland Highlander*	BR blue (pre-TOPS)	ACC2171D9021
55022/D9000 *Royal Scots Grey*	BR blue with silver embellishments (1981 condition)	ACC2172D9022

TABLE 2 - ACCURASCALE 'OO' CLASS 55S (SPECIAL EDITIONS)

IDENTITY	LIVERY	CAT NO.	SUPPLIER
D9002 *The King's Own Yorkshire Light Infantry*	BR green/small yellow panels (as preserved)	CL55 (D9002)	RoS/LM
55002 *The King's Own Yorkshire Light Infantry*	BR green/full yellow ends (1980s)	CL55 (55002)	RoS/LM
D9008 *The Green Howards*	BR green (1961 ex-works condition)	CL55 (D9008)	RoS/DPS
D9009 *Alycidon*	BR blue (pre-TOPS/HI lights/mainline condition	CL55 (D9009)	RoS/DPS
55015 *Tulyar*	BR blue/white cabs	CL55 (55015)	RoS/DPS
D9019 *Royal Highland Fusilier*	BR green/small yellow panels (post 1965)	CL55 (D9019)	RoS/DPS

● **Notes: RoS Rails of Sheffield/LM Locomotion Models/DPS Deltic Preservation Society**

Dapol displays 'OO' gauge 'Manor'

The identities of Dapol's first 'OO' gauge 'Manor' 4-6-0s were announced as the company displayed the initial engineering sample.

The locomotives are 7800 *Torquay Manor* in GWR green with Monogram crests (Cat No. 4S-001-001), 7814 *Fringford Manor* in GWR lettered green (4S-001-002), 7807 *Compton Manor* in GWR green with crests (4S-001-003), 7823 *Hook Norton Manor* in BR lined black with small early crests (4S-001-004), 7819 *Hinton Manor* in BR black with large early crests (4S-001-005), 7810 *Draycott Manor* in BR lined green with small early crests (4S-001-006) and 7827 *Lydham Manor* in BR lined green with late crests (4S-001-007).

A Dapol exclusive version, in conjunction with the Gloucester Warwickshire Steam Railway will model 7820 *Dinmore Manor* in BR lined black with small early crests (4S-001-008). Dapol will be donating £5 from the sale of each model of *Dinmore Manor* to the Dinmore Locomotive Society. Prices are set at £159.95 DCC ready, £185.95 DCC fitted and £259.95 DCC sound fitted with a choice of seven main releases and one Dapol exclusive.

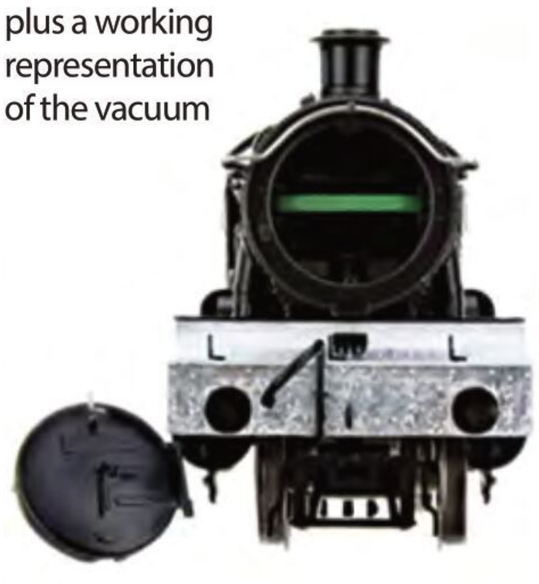
The model follows the electrical format laid out for the recently released GWR 'Mogul' for 'OO' including slide-out Printed Circuit Board (PCB) in the smokebox for decoder installation and wire-free tender-to-locomotive connection.

Improvements over the 'Mogul' include changing the gear ratio to 30:1, increased detail on the crosshead, accurate die-cast motion bracket and slide bars plus a working representation of the vacuum pump fitted to the 'Manors'. The firebox glow is also being improved for the new 4-6-0.

The specification includes a die-cast compensated chassis, detailed cab interior, full relief cylinder blocks, brass plated safety valve casing, original and redraughted chimneys, a Next18 decoder socket for tool free decoder and sound installation, electrical pick-up from 12 wheels and the option for factory fitted sound examples with Dapol's own RealDrive sound profile.

Dapol's first sample shows the 'Manor' coupled to a tender from the 'Mogul' with further options in tooling for the 4-6-0 to cover flush riveted and strengthened frame designs.

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



Accurascale adds SHORTENED HYAS

The cut down HYA bogie hopper wagon will be available in a range of liveries.

THE collection of HYA coded bogie hoppers from Accurascale for 'OO' gauge is expanding with announcement of the shortened version. Around half of the 368 strong HYA fleet was reduced in length between 2016 and 2021 to make the vehicles better suited to the high density aggregate traffic they are now used for.

Rebuilding was prompted by the doubling of the UK's carbon tax from April 2015 which saw a vast number of coal hoppers placed into store. Many were moved to aggregate traffic, but their length and carrying capacity weren't suited to their new role. VTG started the shortening process by commissioning WH Davis to remove the centre bay from HYA hopper wagons which are operated by GB Railfreight.

In service the shortened HYAs are mainly hauled by GBRf Class 66/7s on traffic flows for Aggregate Industries from Bardon Hill, Coton Hill and Grain, with Cemex from Peak Forest and Tarmac from Arcow and Rylstone.

The Accurascale cut down HYA is already at the decoration stage – alongside the full length HYA and IIA wagons – with Tarmac, Cemex and unpainted NACCO liveries planned for the first production run. The specification includes provision for conversion to finescale track gauges, prototype specific details, detailed printing and a working tail lamp on one wagon in Tarmac and Cemex colour schemes.

The price per twin pack is £74.95 with release planned in late quarter two of 2021 alongside the previously announced HYA and IIA wagons.

In addition Accurascale has received decorated samples of its full length HYA open hoppers in Fastline livery and IIA covered biomass hopper in GBRf livery. The samples are currently being inspected by Accurascale with matching pricing and delivery dates to the newly announced cut down wagons.

Both wagon types are being offered in twin packs with the HYA/IIA coal/aggregate wagon being released in Fastline, GBRf and unpainted Touax schemes while the IIA biomass wagon will be offered in four twin packs with GBRf and VTG lettering.

Bulk purchase prices for full rakes in each livery are also available via Accurascale's website

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

Rails of Sheffield DRS stone hopper

Rails of Sheffield has commissioned a limited-edition pack of Accurascale's forthcoming 'OO' gauge HYA bogie hopper wagons in Direct Rail Services (DRS) livery.

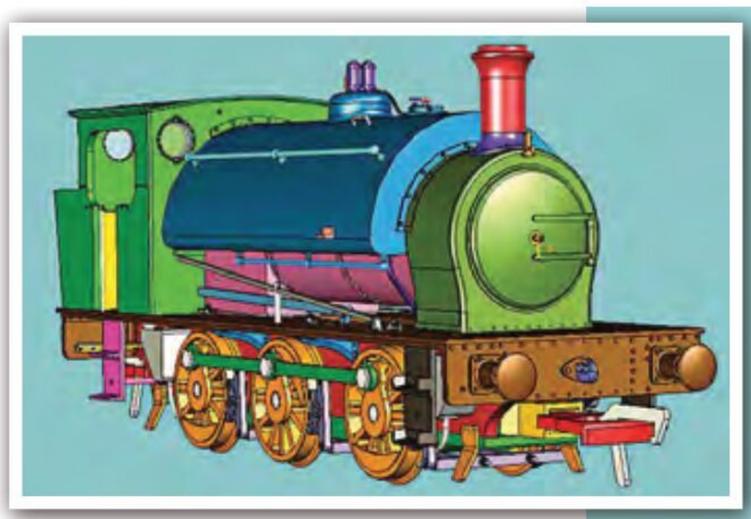
Two HYA bogie hopper wagons carried DRS branding in 2010/2011 when they operated on stone workings between Shap and Salford, mixed with other hoppers in Fastline livery.

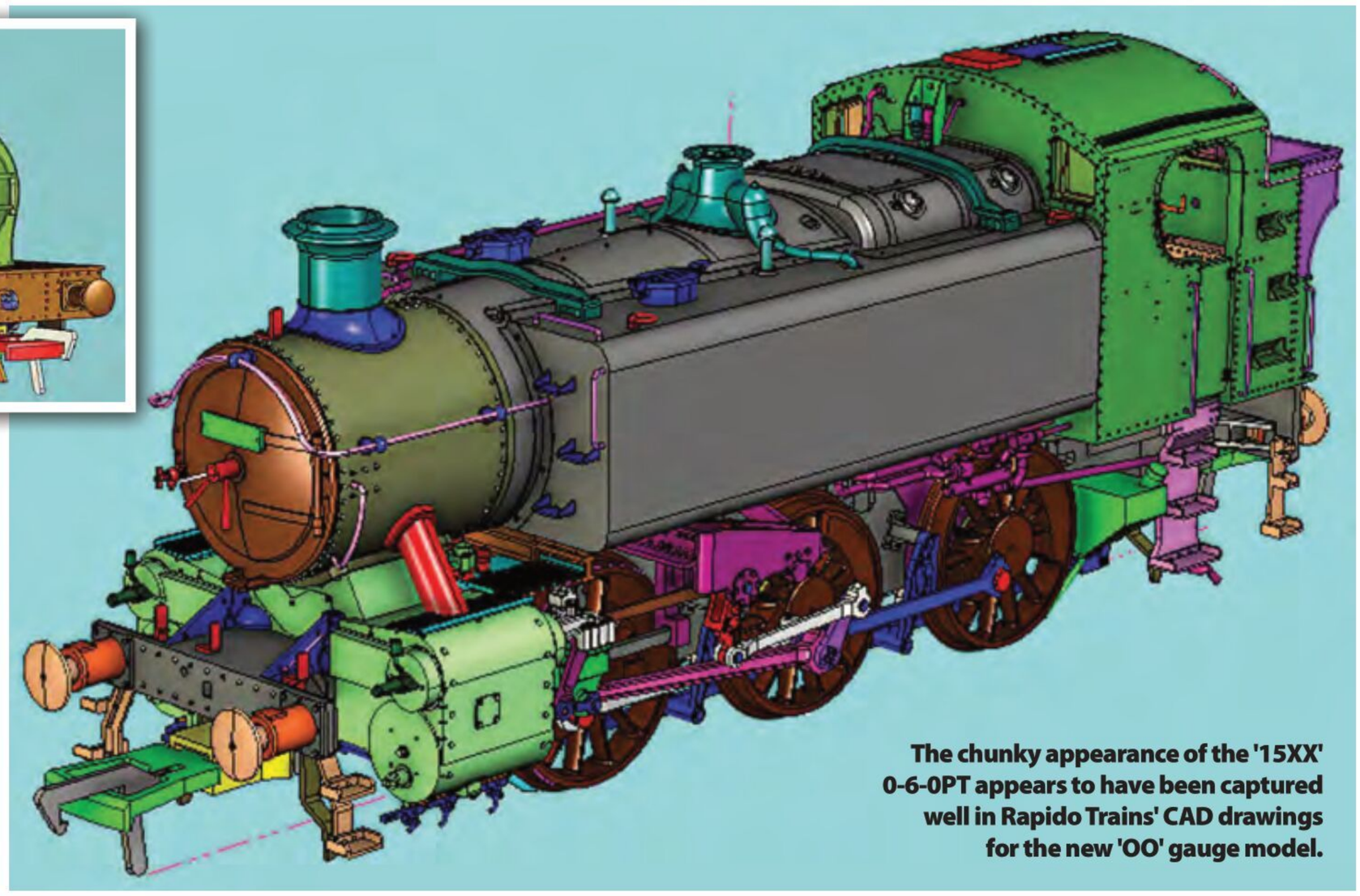
Exclusive to Rails of Sheffield, a small production run of the wagons will be finished as HYA 37 70 6791 014-3 and 37 70 6791 016-8 with Direct Rail Services bodyside logos and offered in a twin-pack, priced at £74.95 per pack.

Pre-orders are being taken now and delivery is anticipated during the second quarter of this year.

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

Rapido '15XX' and Hunslet 0-6-0ST for 'OO' take shape





The chunky appearance of the '15XX' 0-6-0PT appears to have been captured well in Rapido Trains' CAD drawings for the new 'OO' gauge model.

DEVELOPMENT of Rapido Trains UK's new 'OO' gauge BR Western Region '15XX' 0-6-0PT and Industrial Hunslet 16in 0-6-0ST (HM164) has gathered pace in recent weeks with design work nearing completion.

Images of the CAD drawings were shared by the company during February to show progress on these all-new 'OO' gauge locomotive projects, with a few minor modifications still required before they can progress to tooling.

Six of the Hawksworth-designed short wheelbase '15XX' 0-6-0PTs are planned initially covering BR and industrial liveries while seven of the Leeds-built Hunslet 16in 0-6-0STs are currently under consideration in a variety of industrial schemes.

Both locomotive projects will benefit from diecast metal construction, Next18 Digital Command Control (DCC) decoder socket, separately applied detailing, sprung buffers and more.

Prices are set at £129.95 for DCC ready models and £229.95 for DCC sound-fitted models. A delivery date has yet to be confirmed.

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

Revolution 'N' JNA/MMA EPs

Revolution Trains is checking the first Engineering Prototype (EP) samples of its new 'N' gauge JNA/MMA bogie box wagons.

More than 900 of these large bogie box wagons are in use across the rail network, with more on order.

Revolution Trains' new 'N' gauge wagons will replicate the variations between builds including nine and 11-rib bodysides, while further detail differences such as small bodyside doors (or not) and body or bogie mounted brake equipment will also be incorporated within the tooling suite.

The new 'N' gauge JNA/MMA wagons look promising.

Assessment of the samples has highlighted a few modifications which are required, with decorated samples now expected during March/April.

Pre-orders are being taken with a choice of different running numbers offered across contemporary colour schemes including DB red, Ermewa, Ermewa/Tarmac, Mendip Rail silver, VTG silver, VTG dark blue, VTG mid blue, GBRf dark blue, Cappagh blue and Touax oxide red. An end of train option for most colour schemes is also available featuring a JNA/MMA bogie box wagon with flashing tail lamp hidden beneath a false plastic floor in the base.

Pre-order prices are set at £34 for standard models and £38 for tail-lamp fitted wagons.

● **Visit *www.revolutiontrains.com* for more details.**

Decorated Darstaed Thompson EP breaks through

Ellis Clark Trains has received a factory-decorated Engineering Prototype (EP) sample of Darstaed's forthcoming finescale 'O' gauge Thompson carriages for evaluation.

This Corridor Brake Third (BTK) in BR carmine and cream is one of 12 vehicle types which are being offered numbered and un-numbered in simulated teak, BR crimson and cream and BR maroon liveries. An accurate 11-coach 'Elizabethan Express' train formation with fairings (where appropriate) in BR carmine and cream is also being produced.

Each of these coaches will feature brass sides, a die-cast chassis, fully detailed interiors with mirrors, pictures and brass luggage racks, interior lighting, sprung metal buffers, compensated metal bogies, magnetic corridor connectors, Kadee couplings and more. Separate carriage roof boards will also be provided.

Prices are set at £229 for individual carriages, with multi-purchase discounts available, and £2,449 for the 11-car 'Elizabethan Express' set. Delivery is anticipated during the second or third quarter of 2021.

● **Visit *www.ellisclarktrains.co.uk* for further information.**

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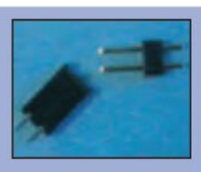

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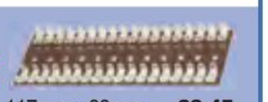

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Newton Grove 19F

A visit to a friend's 'O' gauge layout was all the inspiration **JONATHAN NEWTON** *needed to switch scales and start a new collection. Newton Grove shed is the result – a compact portrayal of the final years of steam in the North West.*

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE **'O', 32mm** | SCALE **7mm: 1ft** | SIZE **9ft x 18in** | REGION **MIDLAND** | PERIOD **1960s** | CONTROL **DCC**

1 Right: **Viewed across the road bridge, the yard at Newton Grove is full of life including locomotives raising steam, figures going about their business, barrows, sleepers, brake blocks and more.**

2 Below: **Stanier 'Black Five' 44871 and '8F' 48773 raise steam at Newton Grove, rekindling the final years of steam in the North West.**

DO YOU SEE ROSE GROVE in these photographs? Perhaps you see shades of another MPD as so many of them shared similar shed designs? It's not hard to imagine yourself standing there between the shed roads or looking from the coaling plant, camera in hand, recording the last few years of main line steam in Britain. That has been my inspiration and my greatest achievement. So, let me tell you how it all came about and how it grew into what it is today.

I grew up with steam running through my veins and it was only natural to want to build a model railway. However, I never had room for it. I started collecting 'OO' gauge locomotives in my late teens and by the time I was 27 I had more than 45 of them. Plans started to form in my mind of what to build one day - but all that was about to change.

While visiting a railway friend one day, he showed me an American 'O' gauge layout he was building, and I was awed! "How did you get into 'O' gauge?" I asked him. He said he started with one wagon kit and built up from there. I can be rather impulsive and so that day I went to my local model shop and bought an 'O' gauge Peco 16ton mineral wagon kit. I built it that evening and I was impressed with the size compared to its 'OO' gauge counterpart. I felt that it looked lonely and so I bought a second wagon kit and some track. Almost immediately I found myself pondering a locomotive to go with them, so I sold all my 'OO' gauge stock and bought an 'O' gauge 'Black Five'.

If I didn't have space for a 'OO' gauge layout, I certainly never thought I had space for one in 'O' gauge, but that didn't stop me from collecting many more locomotives and building wagon kits. My perception was changed forever when I saw an 'O' gauge micro layout in a modelling forum.

I had come across a layout called Cardiff Canton, built by Stephen Fay - and it was stunning! A slice of the WR/BR depot with lots of detail and all in a very tidy 6ft x 2ft. It featured a low-relief locomotive shed, »

it to be a simple and easy thing to do. The track for the pits inside and out of the shed has been made from Peco flexible track and the chairs are from C&L. Assembly of the track for the pits was a very long job, but the results have been worth it. I also removed all of the webbing on the track. This gives a far more realistic look to the railway, especially when the ballast goes down. This was very time consuming, as I had to remove every single bit of it from every single piece of track, however the results are noticeable. I planned ahead for Digital Command Control and so every piece of track has dropper wires attached to the underside of the rails. Once the track

3 Left: **A shed fitter heads down the yard to make adjustments to one of the locomotives and passes the empty oil barrels awaiting collection for disposal.**

2ft long footbridge, a coaling plant, ash pits and a few sidings. It was extremely impressive, and it has been featured in several publications. As soon as I saw it, I knew this was the approach for me.

ROSE GROVE REKINDLED

As my collection is all LMS/BR, it was natural for me to choose something in that region, so I chose the North West. The prototype for my layout was mostly Rose Grove (10F) MPD and I decided to add a little of Newton Heath (9D) in there too. I didn't want to build an exact replica of either of these particular depots as I wanted the flexibility to place things where it suited me and the layout design. Having said that though, my reference book was all about Rose Grove in the last years of operation and as I was constantly referencing the photographs, so the layout has turned out to look 95% like Rose Grove. For the name, I simply combined the names Rose Grove and Newton Heath to get Newton Grove. The shed code is a combination of 10F and 9D and I chose the letter 'F' on a 50/50 heads and tails game.

I designed the layout in RailModeller. I chose this software because it was the only one I could find that would work on a Macintosh computer. I didn't have a lot of space available and 'O' gauge takes up quite a lot of it, so before starting the design work I set myself a few rules. I wanted to use no more than two turnouts, the layout had to be long enough to capture the detail of a busy shed scene, but not too short to miss adding a shed that could hold at least one locomotive per road. I wanted to feature ash pits inside and in front of the shed and have access to the yard from the main line. The size of the layout is only 9ft x 18in and is made up of three 3ft x 18in boards. The scenic area of the layout is 7ft 6in and the remaining 1ft 6in acts as an off-scene storage yard.

Baseboards are made in the traditional way and I used 3mm plywood for the baseboard top. I did this because I had to cut the pits out (six in total) and I wanted

was all down, a test was made to ensure that the whole layout worked well under power.

SCENERY

One of the biggest things that lets a model railway down is the size of the ballast. I've seen far too many layouts where the ballast is way out of scale and looks more like boulders around the track. If you're building a locomotive depot then you need to refer to what the track actually looks like around them - so get out there and visit a few heritage lines. You will find that they are mainly covered by ash, a little ballast and many lumps of coal that have fallen off tenders/bunkers.

To achieve the look and scale of ash I used kiln dried sand for the entire layout. Not only does it look like ash once it's weathered, but it also scales so well in 'O' gauge. This was applied in the traditional way that any form of ballasting is done using diluted PVA glue. Once dry, the entire layout was sprayed in matt black - track, sand, the lot! Finally, I cleaned the rail head to remove every drop of paint and cleaned up around the turnouts where needed.

The layout has been extensively weathered to give a dirty, grimy and grotty appearance. For this I used the excellent Humbrol powders (Dark Earth and Smoke) and blended them as you would for any form of weathering. I also mixed other colours and shades together to make a light grey which I added in several patches. This process was, again, quite lengthy but a true three dimensional and well-textured look has been achieved. Using satin or matt finishes takes away that 'model train' look and really brings more realism to the scene as a whole. The rails were then painted with rust wash. I found that when this wash is coated over the rails (which were already matt black) it gives a very dirty rust look, rather than the typical orange that too many layouts have. Static grass was applied around the viewing side of the layout. This really helps to bring your eye into »

4 Newton Grove may only be 9ft long, but it still allows realism to be created in 'O' gauge. Riddles, Stanier and Ivatt locomotives gather in the superbly weathered yard.

Late 1960s era locomotive fleet.

Oxford Diecast BR Austin K8 van.

Detailed and weathered Peco bullhead track.

Part relief locomotive shed.

Redundant sleepers and chairs add detail around the railway while the weathered track really looks the part of a steam era shed.

Railwaymen's bothy and mess room.

the yard and gives it a perfect edge, plus the green/yellow shades contrast so well against the darkness of the coal and ash.

Most model railways have hills, cuttings and/or tunnels. Not Newton Grove. A small embankment was made either side of the road bridge which helps to hide the massive brick wall and fill out that part of the layout. Beyond the bridge I have added another embankment with a retaining wall. On top of that I have placed a low-relief 'OO' gauge factory which helps to add a sense of depth. A few trees hide the road and factory a little and make things softer and more natural. I have a neutral backscene - a panoramic photograph of a dull grey sky taken in West Yorkshire - as the model serves mostly as a photographic diorama for me, I often place a digital backscene in to create a more realistic look to the edited images.

Detail is what brings the layout and the cameo scenes within it, to life. Oil drums, sleepers, rail chairs, discarded rails, weeds, flowers, coal, tools, brake blocks, buckets, fire irons, water columns, fire drums, inspection pits as well as shed staff and locomotive crews all go to making the scene far more believable. 90% of all the figures on the layout are from ModelU with a few others from S&D and Slaters. ModelU has been absolutely amazing and I cannot recommend Alan's products highly enough. There is so much variety and they are constantly bringing out new items which means that no two figures are ever the same. I had commissioned Alan to make up some brake blocks for the layout; singularly and also in a stack. They look incredible on the layout and he has since added them to the ModelU range for anyone to purchase from their website.

5 **A Fowler '4F' 0-6-0 eking out its final years of service joins a relatively new pair of BR Standards – 'Britannia' 70049 *Solway Firth* and 'Clan' 72006 *Clan Mackenzie* at the shed. Note the crushed coal around the shed lines and ash ballast style of the ground cover.**

STRUCTURES

One of the most impressive structures that changed the entire look and feel of the layout right away was the yard lamps. These have all been scratchbuilt from rail, plastic strip and an 'O' gauge Peco ladder. They are fitted with a balsa wood base and some plaster to create the effect of a concrete block. Each lamp has a warm LED and the wires are fed between the rails, through the balsa wood and under the layout. They are all individually powered by two AA batteries and are easily removed to transport the layout.

The bothy is from Skytrex, but I cut off a third of the building to make it fit on one board and give it a unique look for Newton Grove. The bridge is scratch built apart from the girders which are also from Skytrex. It is made up from 3mm plywood which has been covered in Slaters brick embossed plastic sheet and weathered. Road vehicles are from the Oxford range and the bus was a very lucky find in the model shop in Haworth village. Water columns are also from Skytrex, the 44 gallon drums are from Langley as are the street lamps on the bridge. Other details are from S&D models, Dart Castings and of course ModelU.

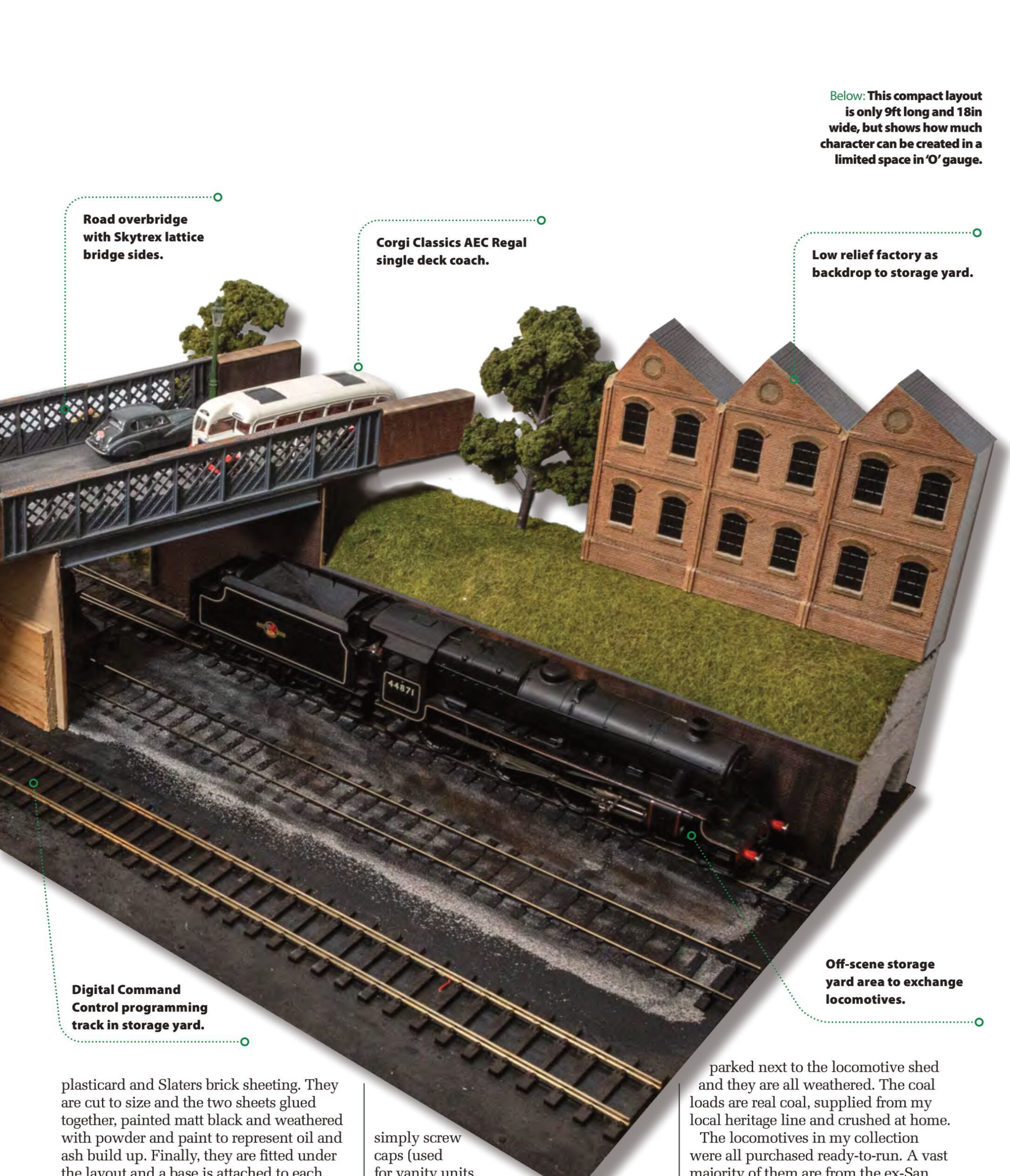
The inspection pits are scratchbuilt from

Below: **This compact layout is only 9ft long and 18in wide, but shows how much character can be created in a limited space in 'O' gauge.**

Road overbridge with Skytrex lattice bridge sides.

Corgi Classics AEC Regal single deck coach.

Low relief factory as backdrop to storage yard.



Digital Command Control programming track in storage yard.

Off-scene storage yard area to exchange locomotives.

plasticard and Slaters brick sheeting. They are cut to size and the two sheets glued together, painted matt black and weathered with powder and paint to represent oil and ash build up. Finally, they are fitted under the layout and a base is attached to each. The shed itself is also scratchbuilt. The inner wall of the shed, on the backscene side, is actually a mirror. I added this to make the shed look like it's six roads deep rather than three and when you get in there with a camera and the lights are all turned on, it really looks like a large lengthy shed. To achieve the look of concrete for the support to the roof and also the piers inside the shed, I've used a fine grade of wet and dry sandpaper, cut to size and heavily weathered to make it look like old, grimy concrete. The 'lamp shades' are simply screw caps (used for vanity units, kitchen cabinets, etc) which worked out to be the perfect shape and scale for what I needed. They've been painted green and there are around 20 of them in and on the shed alone. The effect they give is absolutely sensational - especially at night.

LOCOMOTIVES

Being an MPD, rolling stock is quite limited, but a few 16ton wagons are based on the layout, some empty and some loaded with coal. They are usually parked next to the locomotive shed and they are all weathered. The coal loads are real coal, supplied from my local heritage line and crushed at home.

The locomotives in my collection were all purchased ready-to-run. A vast majority of them are from the ex-San Chen range such as the 'Black Fives', '8F' and 'Jubilee'. Others are from Fine Scale Brass/55H models and Dapol. I do have a few Gladiator kits, one of which is 90% completed, but they are a long way off and I'm not a kit builder - it's just not my skill. I am slowly converting everything to DCC as and when funds permit. I have numbered my locomotives to represent a mix of ones that eventually survived into preservation and some that did not. My layout is based in the North West of England in the mid-late 1960s and therefore»

classes typical to that region feature.

The fleet comprises of a pair of 'Black Five' 4-6-0s, an '8F' 2-8-0, '9F' 2-10-0, 'Jubilee' and 'Royal Scot' 4-6-0s, a 'Jinty' 0-6-0T, '4F' 0-6-0 and 'Clan' 4-6-2 along with two '2MT' and two 'Crab' 2-6-0s together with a pair of 'Britannia' 4-6-2s. The kits include a Stanier 'Mogul' (90% completed), a 'Patriot' 4-6-0 and a 'Duchess' 4-6-2, the latter two of which still require building.

Some of the locomotives have been weathered and others I will get around to doing eventually. When it comes to weathering, I use reference photographs to match a look for that particular class. It's essential to pay attention to detail and find what is unique - such as oil streaks, rust patches, what parts get hot and discoloured, and so on. I use Humbrol paints, powders and washes for all my weathering, as well as using coal dust now and then for some real texture. All weathering is secured with matt varnish which helps to dull the tones down and give a very realistic appearance to each model.

HOMAGE

Sadly, Rose Grove shed is no more. The M65 runs directly over the very ground that once housed those giants of the steam era. How sad it is indeed that, being one of the last three sheds to survive to the very end of steam, all that remains is the shed entrance wall and gate, accessible from Lower Rose Grove Lane. For such an iconic end-of-steam location, it's a great shame it's gone forever. However the memory of MPDs such as Rose Grove lives on in archive photographs and films and I'd like to think that I have paid homage to what life on the railway was like at 10F all those years ago, for others to enjoy and hopefully want to learn more about.

Newton Grove was started in January 2015 and it's now nearing the end of the build. The greatest thing I've learnt though is that you do not need to have been to a location in order to model it. Everything I have achieved has been through researching archive photographs and constantly referencing them as I go, as well as reaching out for advice through online communities.

Lastly, I live in Australia and when I started to build Newton Grove I was 33 - so this isn't a model of what I remember in my youth. If anything, it's a model depicting what I wish I had been around to see and experience.

The layout has never been exhibited, however never say never. I might get it out to a show in 2022 after I move to the UK in 2021 – yes, it's definitely coming with me!

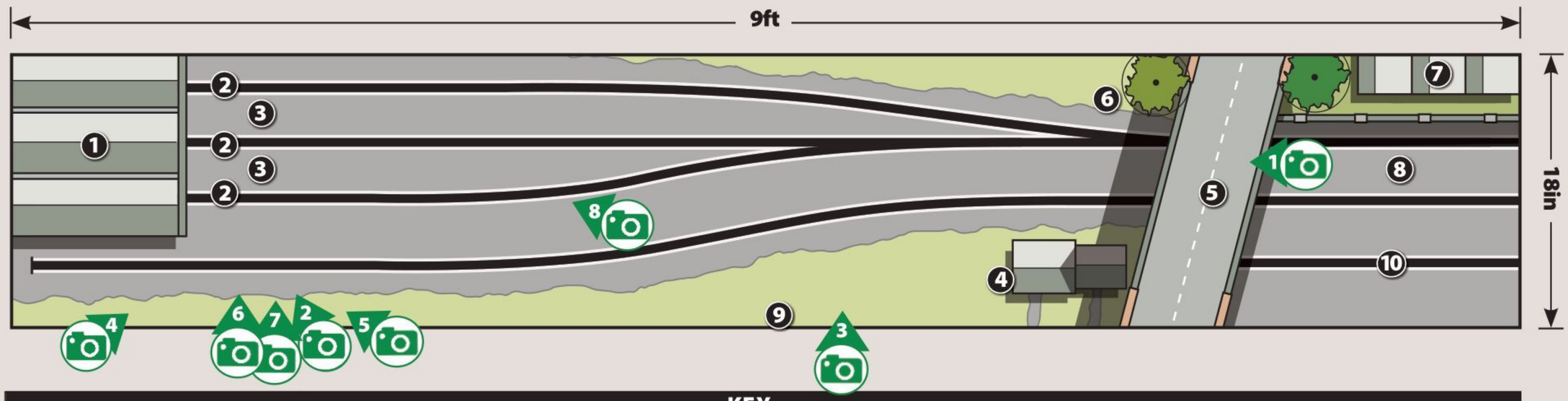
In conclusion, Newton Grove has taken my modelling skills from a modest beginner to a standard that I am very proud of. The greatest feeling though has been the feedback I've had from photographs I've taken of the layout, as so many people have commented that they thought they were looking at the real thing.

If you haven't built a layout in 'O' gauge yet, perhaps you could consider something like this too. Just as Stephen Fay's Cardiff Canton inspired me all those years ago, I hope that Newton Grove 19F inspires you too. HMm

6 The crew of *Solway Firth* catches up over a brew outside the shed while their stead raises steam.

7 A heavily rusted wheelbarrow stands in the yard while the foreman questions the crew of 45000 about the locomotive.

NEWTON GROVE TRACK DIAGRAM (Not to scale)



KEY				
1 Locomotive shed	3 Water column	5 Road bridge	7 Factory	9 Viewing side
2 Ash pits	4 Bothy	6 Embankment	8 Storage yard	10 Programming track

Newton Grove models the final years of steam in the North West in fantastic detail. The compact design of the layout still allows for a three road shed to be modelled, inhabited here by a 'Britannia' 4-6-2, 'Black Five' 4-6-0 and '8F' 2-8-0.

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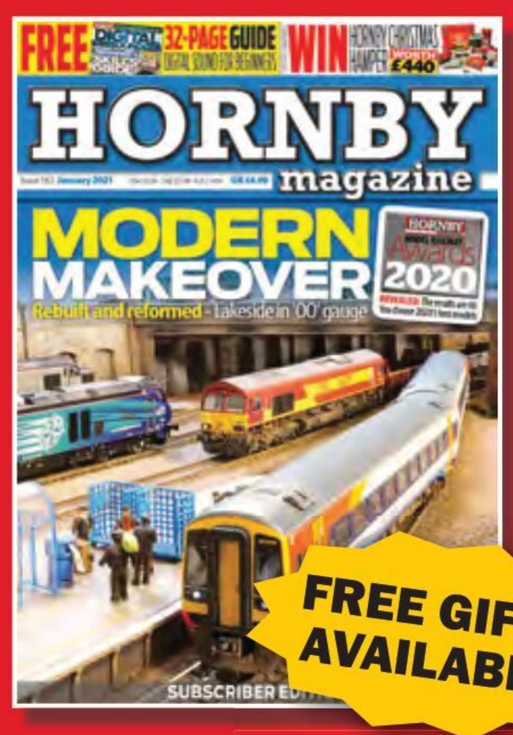

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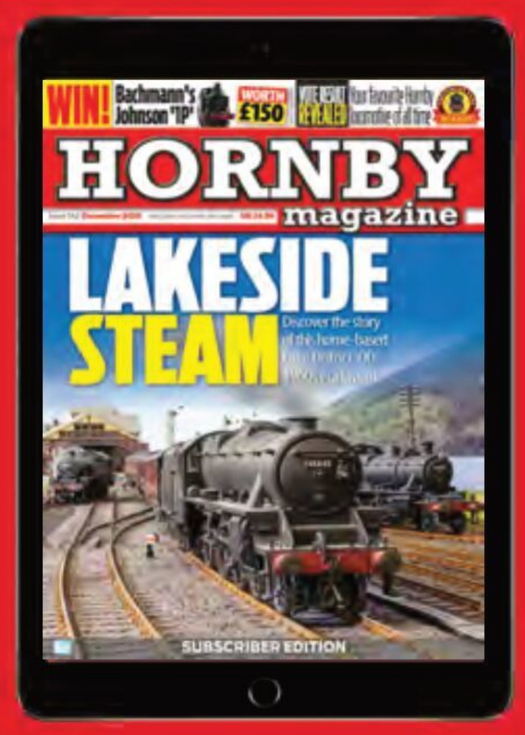

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S&D DESIGNS

SOMERSET & DORSET Celebration

There is plenty of variety in the Somerset & Dorset Joint Railway's stations - from classic country single platform affairs to busy junctions. **MIKE WILD** takes inspiration from four locations to create three track plans designed to fit in a spare bedroom or single garage.

LAYOUT PLANNING is one of the great pastimes of railway modelling and something to enjoy. It's the opportunity to dream big, plan wildly and think about what you could create. Once the dreaming is over, most of us then need to think 'inside the box' and plan a layout which fits in a given space. That's exactly what we have done here with a trio of track plans taking inspiration from the Somerset & Dorset route which have been drawn to fit into a 12ft x 8ft spare room or a 16ft x 8ft garage.

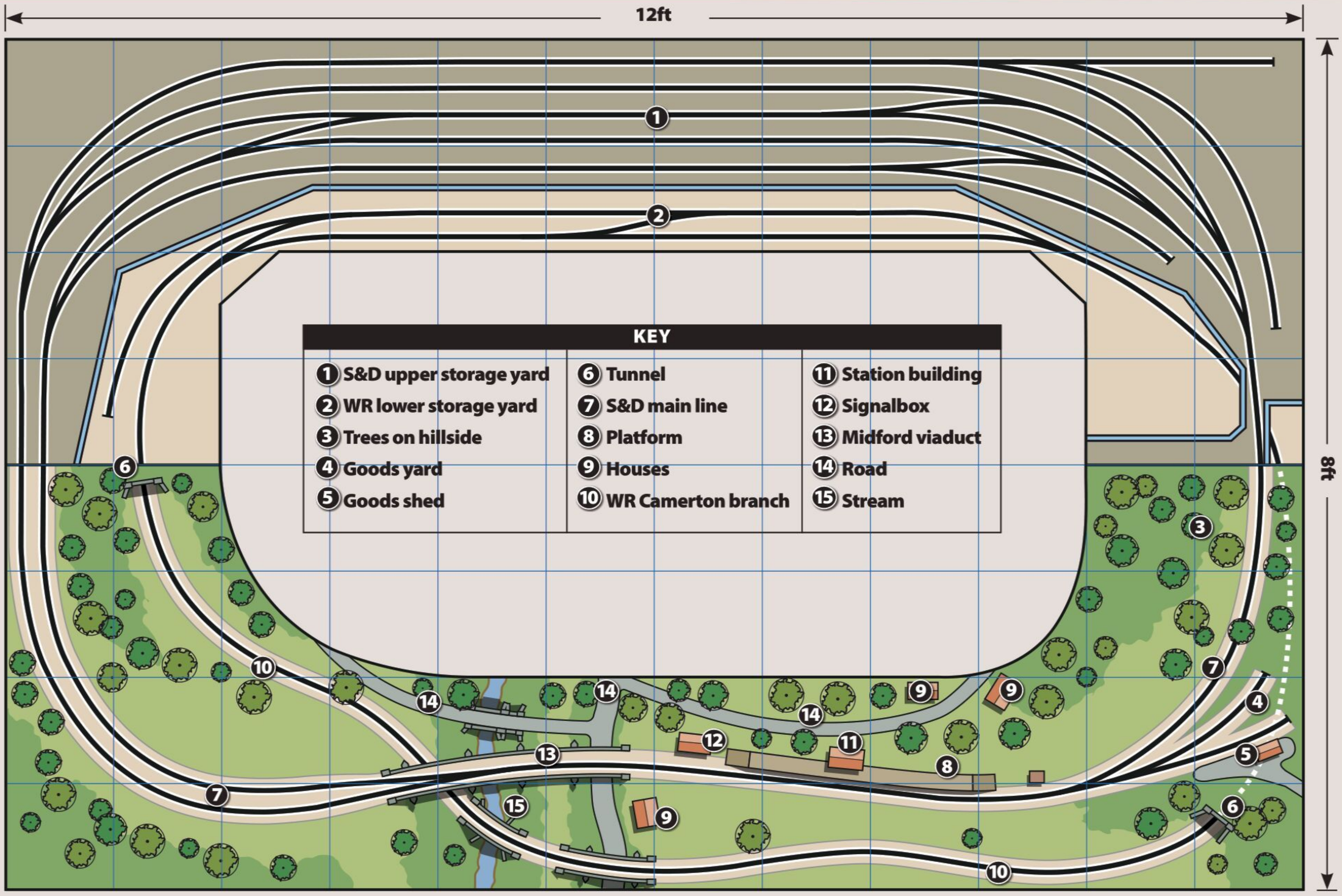
Choosing the locations for these plans was the first step. Having researched a number of stations along the line, there were four which stood out: Midford which had the divide from single to double track midway across the viaduct, Radstock North for its curved platform, Midsomer Norton South for its compact goods yard and Evercreech Junction for its sidings and operational value.

When designing the plans, we considered what could and couldn't be included and based each one on BR era arrangements, although naturally there are compromises to fit in with a model railway space which results in a reduction in the number of sidings or curving elements to take the plan around a room. All are continuous run designs, and all could be expanded to 16ft x 8ft, or longer, if more room is available.

The plans have all been created with 'OO' gauge in mind but 'N' gauge would allow an increase in space around the railway to offer dramatic scenery around the railway line and much greater scope for off scene train storage.

The curved platforms of Radstock North see Fowler '2P' 4-4-0 40564 and '7F' 2-8-0 53810 rattle through with a Bournemouth-Sheffield service with on September 2 1961.
Dave Cobbe Collection/ Railphotoprints.uk.

PLAN 1 MIDFORD TRACK DIAGRAM (NOT TO SCALE)



PLAN 1 – 'MIDFORD'

The first layout plan is based on Midford. This was the first station on the S&D after trains had left Bath Green Park and marked the point where the line moved from single to double track. It had a single platform station, a stone built viaduct, the WR Camerton branch line passing underneath as well as a road and stream.

The location is fantastically scenic with attractive changes in ground levels around the railway, and you can still see elements of the railway today on a visit to Midford. Roads rise above and fall below the height of the railway while the crossing of the Camerton branch adds great character.

Our plan fits the style of Midford into a 12ft x 8ft space, but there are compromises in order to make a working model railway. Most prominent is the proximity of the Camerton branch in front of the station while the viaduct is also shortened to fit the length of the layout. On the positive side, the curving layout of Midford lends itself to this medium sized space while the small goods yard is located on the curve before the station.

The WR and S&D lines are on separate independently worked levels – just as they were in the real world – and there are storage yards for the two levels at the rear. Woodwork will be key to making this operational with particular consideration to the heights of the two railway routes and how they interact. Open frame baseboards will be needed throughout the scenic section.

The end of the landscaped section is carried off by walls of trees at each end of the S&D section while the WR line enters single track tunnels to leave the scene using 'modellers licence'. In the storage yard, curved points are used extensively to maximise the length of each road and most will accommodate two four-coach trains on the S&D section or one longer formation. On the WR line there are two long lines with a crossover in the middle plus a dead end siding which means four trains could be hosted in the sidings with one available to run around the full circuit at all times.

With a layout of this size, train lengths would look best restricted to around five or six coaches for a passenger formation and up to 20 wagons for a goods working on the S&D line – the WR branch would typically have a single-coach autotrain and a short goods of around five or six wagons. If you are looking to watch the trains go by, this could be a great way forward. »

PLAN 2 – 'RADSTOCK NORTH TO MIDSOMER NORTON SOUTH'

For the next plan, we move down the line to take inspiration from Radstock North and Midsomer Norton South. When this plan started out, the original idea was to draw the line from Midsomer Norton South to Chilcompton station – including Chilcompton Tunnel – but in order to accommodate Chilcompton station a layout length of 16ft would be needed.

The main compromise in this plan is length – both of the stations are shorter than in reality but could potentially be lengthened over what we have shown with careful arrangement of the pointwork. There are also a reduced number of sidings at each station, but both still carry off the flavour of the station designs.

To understand the plan, we need to start on the approach to Radstock North signified by the road bridge at the top left-hand corner of the plan which is used as a scenic break between the two locations. As the line curves round, trains pass the goods yard before sweeping through the platforms which follow the curved profile of the real location. There are part-relief buildings on the road side of the station modelling Radstock market while the inner side has the Wellow Brook and mill building represented. Trains pass over the level crossing at the end of the station then follow the curve around to a tunnel as a scene break between Radstock North and Midsomer Norton South.

On exiting the tunnel, the main line runs around the edge of the baseboard while on the inside of this 3ft wide section is a version of Norton Hill Colliery to provide additional shunting opportunities. There is space for a trio of short sidings, a single road engine shed and a short run down a branch to the connection with the main line just before Midsomer Norton station.

Midsomer Norton South was a compact station, and our version is even more restricted. It has the double track main line passing through and both crossovers as shown on the BR era track plans plus access to a pair of sidings in the goods yard before the line curves away again to head back round to Radstock North.

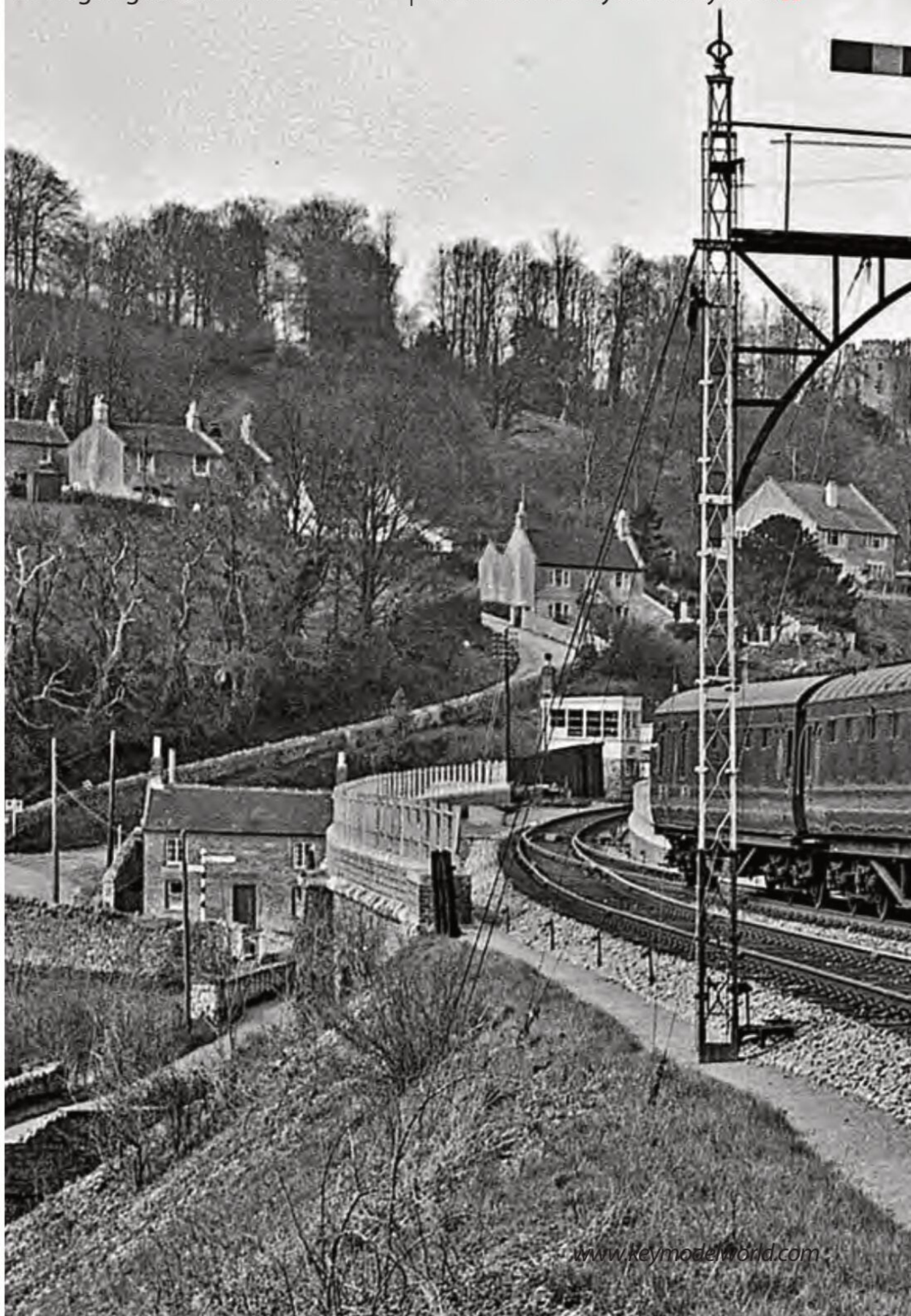
The operation of this layout could be very rewarding. Trains could circulate on the main line while shunting takes place at Radstock North or Norton Hill Colliery while coal trains could also operate between the colliery and Radstock's goods yard. Curves would come down to second radius in the goods yard while the main lines could all follow third and fourth radius as a minimum as they sweep around the circuit.

If more space is available, the extra 4ft to make this plan 16ft long would make a big difference to its design as it would allow the platforms to be extended and the goods yard plan for Radstock to be softened, perhaps with the addition of a couple of extra sidings.

In its 12ft x 8ft form, train lengths would need to be considered with a maximum length similar to Midford consisting of five or six-coach passenger trains and 20 wagon goods. Also worth noting is that there is no storage yard with this as we have used all the baseboard space for scenery. Another option would be to replace one or other of the stations with a storage yard which would allow a greater number of trains to be hosted on the layout at any time. »

Midsomer Norton South was a compact location hemmed in both sides by tall trees and with a restricted goods yard. Fowler '7F' 2-8-0 53808 passes Midsomer Norton South with the Nottingham-Bournemouth Saturday only service on August 4 1962. Dave Cobbe/Railphotoprints.uk.

Norton Hill Colliery was just to the north of Midsomer Norton South and its sidings were accessed from the main line. Hunslet 0-4-0T 1684, built in 1931, shunts at Norton Hill Colliery exchange sidings on July 1 1965 with the S&D main line just visible below. Derek Fear/Railphotoprints.uk.



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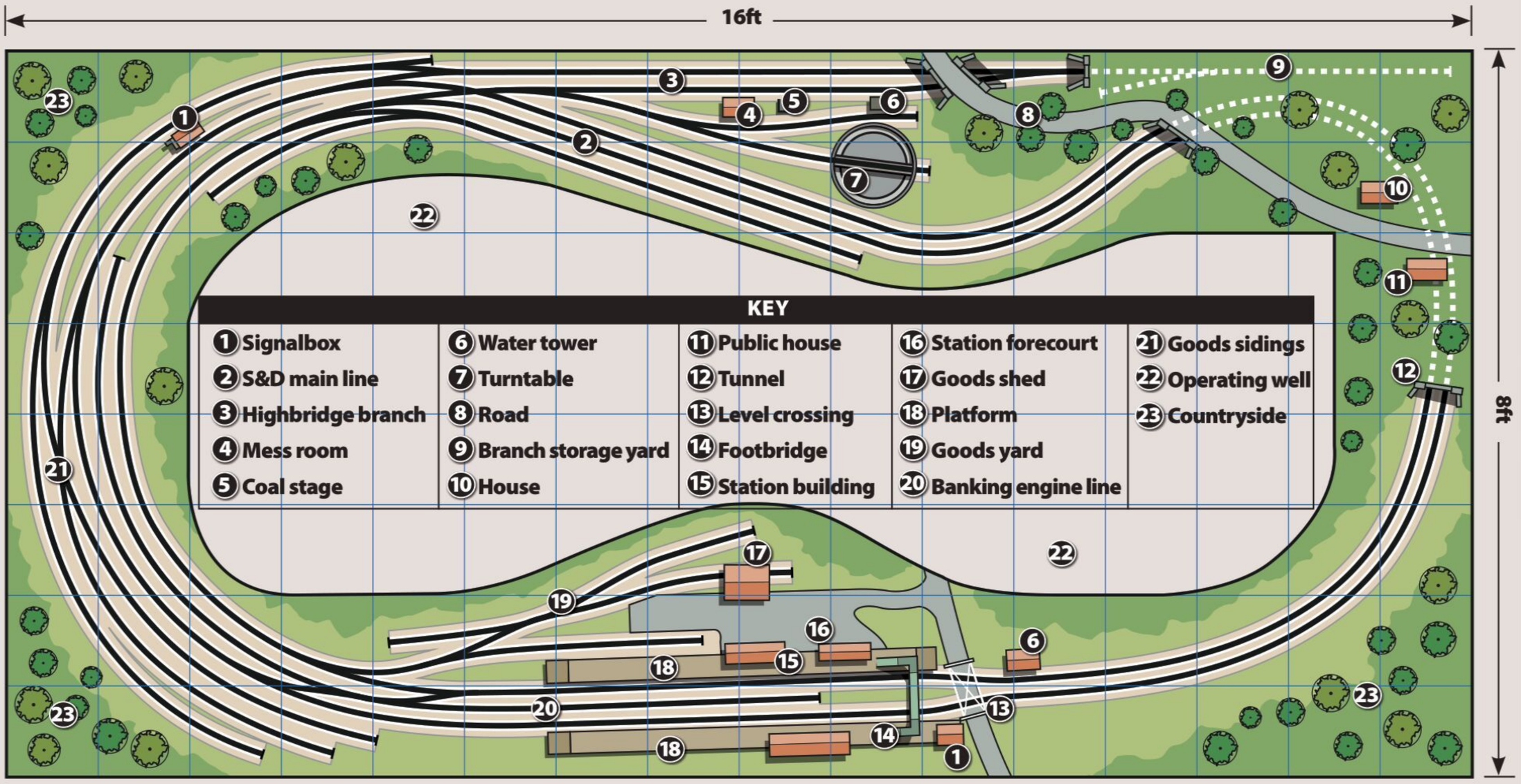
PLAN 2 RADSTOCK TO MIDSOMER NORTON TRACK DIAGRAM (NOT TO SCALE)

BR '4MT' 4-6-0 75002 leaves Midford with the 3.20pm Bath-Templecombe on April 23 1962. The signalbox at the end of the single platform station can be seen behind the rear coach as the train enters the double track section.

Mike Fox/Rail Archive Stephenson.

PLAN 3 EVERCREECH JUNCTION TRACK DIAGRAM (NOT TO SCALE)



PLAN 3 – 'EVERCREECH JUNCTION'

Completing our trilogy of Somerset & Dorset themed layout plans is a take on Evercreech Junction. The plan takes the main elements of the station and wraps them around on a 16ft x 8ft baseboard size to incorporate all the main elements including the station, goods yard, junction, engine shed and a suggestion of the Highbridge branch.

Like Radstock and Midsomer Norton, there is no storage yard as drawn, but it would be possible to put the main line on a gradient around the circuit to add a hidden storage yard underneath each side to expand its capacity for on track train storage. The tunnel area (top right) would be the location where the lines would cross in this instance to reach a hidden yard turning the plan into a giant figure of eight.

The design as drawn starts with the double track line from Bath swinging round past the turntable and locomotive servicing point with the Highbridge branch approaching along the outside edge of the baseboard. This is supported by a very compact single track storage yard which would require magnetic uncoupling to allow locomotive changes to take place hands-free at the back of the plan. A short headshunt is included on the Highbridge branch storage yard for a spare engine to be held to work return journeys to Evercreech Junction – careful planning would be needed to ensure the siding is long enough to hold two locomotives and two coaches to allow for the engine change behind the scenes.

At the main junction, the two routes converge and then pass representations of the goods yard at Evercreech Junction on the way round to the station. Importantly, the centre sidings between the main lines and between the platform lines are both included – these were used to accommodate banking engines for the climb north to Masbury Summit and stock storage. The main set of sidings is reduced in number to accommodate the points and wrapped around the 8ft wide end of the plan, although it may be possible to add a fourth in this area bringing it a step closer to the real railway.

The station board expands to 3ft wide to accommodate the goods sidings and shed behind the station while the road entrance to the goods yard and station forecourt are all included together with the level crossing. After the station, the line continues out into open countryside before starting the circuit again.

Operationally the plan benefits from the option to run main line trains alongside the branch line, servicing point and goods yards while there are plenty of opportunities for shunting and preparing trains for departures.

At Evercreech Junction heavy trains would gain a pilot or banking engine to assist for the steep 1-in-50 climb to Masbury Summit. On September 1 1962 '7F' 2-8-0 53809 has joined air-smoothed 'West Country' 34103 *Calstock* to work a Summer Saturday service from Bournemouth north towards Bath.

Dave Cobbe Collection/Railphotoprints.uk.

INSPIRATION

The Somerset & Dorset route is full of inspirational locations and attractive settings and these plans are just a small representation of what the line has to offer. Depending on the space you have available, the plans could be adjusted to suit larger or smaller spaces, but they all show that you can model the S&D at home.

When it comes to locomotives and rolling stock there is a huge choice of models on the market for 'OO' which can be used for these layouts including the '1P' 0-4-4T, '3F' 0-6-0, '4F' 0-6-0 and '7F' 2-8-0 from Bachmann plus the '8F' 2-8-0, 'Black Five' 4-6-0, '4MT' 4-6-0, Bulleid 'West Country' 4-6-2 and many more from Hornby. To find out more about the available S&D rolling stock, keep reading for our Train Formations feature on pages 38-43 which focuses on this legendary line. HM

Somerset & Dorset Joint Railway

1950-1966

SOMERSET & DORSET Celebration

With its famed Southern and Midland influences, the Somerset & Dorset Joint Railway carried a wide-ranging variety of trains through the years. **MARK CHIVERS** looks back at some typical passenger and freight formations that traversed the route during the 1950s and 1960s that you can recreate in model form with ready-to-run motive power and rolling stock.

Right: **One of the first workings of a Bulleid Pacific over the S&D came in 1951 when 'West Country' 34037 *Clovelly* worked an afternoon Templecombe-Bath. Here the train nears Midford formed of a Maunsell three-car set with four-compartment brakes and an ex-GWR Siphon H van.** J.D. Mills/Rail Archive Stephenson.

Below right: **BR '9F' 2-10-0 92006 leaves Chilcompton tunnel with the 2.50pm Bath Green Park to Bournemouth on August 12 1961. The '9F' 2-10-0s were regular performers on the S&D on passenger workings, including the famous 'Pines Express'.** M.J. Fox/Rail Archive Stephenson

Below: **The Somerset and Dorset was renowned for double-headed express passenger workings, often with motive power from two different regions at the head. Recreating one such working, a Bachmann Fowler '7F' 2-8-0 pilots a Hornby Bulleid 'West Country' 4-6-2 at the head of a rake of BR maroon coaches.**

THE FABLED SOMERSET & DORSET Joint Railway (SDJR) linking Bath with Bournemouth was multi-purpose - it served the local communities, carried a great deal of freight and then took on a completely different feel as holidaymakers flocked to the South Coast by train in the summer.

These summer Saturday services reflected the route's former Midland Railway operating influences with long distance trains from Birmingham, Bradford, Derby, Nottingham, Sheffield and more. Following a reversal at Bath Green Park, these heavily loaded trains would usually be piloted over the steeply graded route, affording impressive views of double headed passenger trains in the rolling countryside – even on single track sections – while at the head locomotives could vary from Fowler '2P' 4-4-0s to BR '9F' 2-10-0s leading the charge.

Even outside the season there was a daily long-distance service – the 'Pines Express' – from Manchester to Bournemouth West, which could often boast a '9F' at its head in the early 1960s. That said, '9Fs' and even Stanier '8F' 2-8-0s could be found at the head of three-coach sets of Southern Region carriages too, so if you were looking for an almost 'anything goes' approach to operating your layout, the SDJR may provide the inspiration. Rolling stock was equally diverse with Midland, Southern, Western and Eastern region stock operating side-by-side together with, increasingly, BR Mk 1 carriages.

For modellers, there is plenty of scope to recreate these passenger and freight formations. In terms of 'OO' motive power, the main manufacturers offer signature locomotives such as Bachmann's Johnson '1P' 0-4-4T, '3F' 0-6-0, Fowler '4F' 0-6-0, '7F' 2-8-0, Collett '2251' 0-6-0, Ivatt '2MT' 2-6-2T, BR '3MT' 2-6-2T, '4MT' 2-6-4T, '4MT' 2-6-0, '4MT' 4-6-0, '5MT' 4-6-0 and '9F' 2-10-0, while Hornby's roster also includes a Fowler '4F' 0-6-0, '2P' 4-4-0, Stanier 'Black Five' 4-6-0, BR '4MT' 4-6-0, Bulleid 'Light Pacifics', Stanier '8F' 2-8-0 and BR '9F' 2-10-0.

Much of the rolling stock to replicate passenger formations on the line at this time in 'OO' is available off-the-shelf, with Stanier Period III carriages, 'Porthole' stock, Maunsell vehicles (including four-compartment Brake Corridor Seconds (BSK) that were prevalent), 59ft and 63ft Bulleid coaches, plus BR Mk 1s supplemented with Gresley, Hawksworth and 60ft Collett corridor stock from the main manufacturers. For dining options, Hornby's LMS 12-wheel restaurant car may prove useful as will its recently released BR Mk 1 Restaurant Buffet. Bachmann's range also includes several BR Mk 1 catering vehicles which could also be used, while development work on its forthcoming all-new 'OO' 63ft Bulleid carriages continues.

Much of the representative freight stock is also available ready-to-run with a particularly prolific selection of 12ton ventilated and non-ventilated vans, wooden-bodied and steel open wagons offered through the Bachmann range.

Hornby and Dapol's 'OO' gauge range also includes vans and open wagons, while Oxford Rail offers a few suitable wagons within its 'OO' range. Accurascale is currently developing a useful 'OO' gauge 21ton steel mineral open wagon, while The Model Centre (TMC) is working with Bachmann to produce a 24.5ton steel mineral open wagon, which will offer further variety for freight trains.

The following selection includes passenger and freight trains that operated on the SDJR during the 1950s and 1960s. In some circumstances where a particular vehicle is not currently available in model form, an alternative 'OO' gauge example may have been substituted and some of the longer passenger formations (such as the 'Pines Express') may have been selectively compressed where possible.

Whilst by no means exhaustive, the formations provide a tantalising snapshot of the line's diverse traffic during its latter years using models that you can buy off-the-shelf. Hm

PASSENGER FORMATIONS

Bulleid air-smoothed 'West Country' 4-6-0, BR lined green with early crests (Hornby), Maunsell BTK (4), CK, BTK (4), GWR Siphon H* - BR green, except *BR crimson
● **Date:** 1951 ● **Service:** Templecombe to Bath Green Park ● **Location:** Midford

---

Johnson '1P' 0-4-4T, BR lined black with early crests (Bachmann), Stanier 57ft BT, BT, Stanier 50ft BG – BR crimson
● **Date:** 1952 ● **Service:** Branch passenger ● **Location:** Bridgwater North

---

Fowler '2P' 4-4-0, BR lined black with early crests (Hornby), Maunsell BSK (4), CK, BSK (4) – BR green
● **Date:** 1958 ● **Service:** Templecombe to Bath Green Park ● **Location:** Wellow

---

BR '4MT' 2-6-0, BR lined black with early crests (Bachmann), Stanier PIII BSK, SK, CK, BSK – BR maroon
● **Date:** 1959 ● **Service:** Templecombe to Bath Green Park ● **Location:** Binegar

---

Fowler '2P' 4-4-0, BR lined black with early crests (Hornby) + BR '5MT' 4-6-0 BR lined green with late crests (Bachmann), BR Mk 1 BSK*, Gresley 61ft 6in SK, BR Mk 1 SK, SK, BR Mk 1 SK, SK*, BSK – BR maroon, except *BR carmine and cream ● **Date:** 1959 ● **Service:** Birmingham NS to Bournemouth West ● **Location:** Shepton Mallett

---

Fowler '4F' 0-6-0, BR black with late crests (Bachmann/Hornby), Maunsell BSK (4), CK, BSK (4) – BR green
● **Date:** 1960 ● **Service:** Templecombe to Bath Green Park ● **Location:** Midford

---

Johnson '3F' 0-6-0, BR black with late crests (Bachmann), Stanier 57ft non-corridor BS, Stanier Period III SK – BR maroon
● **Date:** 1961 ● **Service:** Highbridge and Burnham to Evercreech Junction. ● **Location:** Evercreech Junction

---

Fowler '4F' 0-6-0, BR black with late crests (Bachmann/Hornby), Bulleid 59ft BSK, CK, BSK – BR green
● **Date:** 1962 ● **Service:** Bath Green Park to Templecombe ● **Location:** Wellow

---

Fowler '7F' 2-8-0, BR black with early crests (Bachmann), Stanier PIII BSK, CK, SK, BSK, 'Porthole' CK, Stanier PIII SK, SK, BSK – BR maroon
● **Date:** 1962 ● **Service:** Nottingham to Bournemouth West ● **Location:** Wyke Champflower

---

BR '9F' 2-10-0 92220 *Evening Star*, BR lined green with late crests (Bachmann/Hornby), Gresley 61ft 6in SK, SK, BR Mk 1 BCK, CK, FO, RB, SO, SK, CK, BSK – BR maroon
● **Date:** 1962 ● **Service:** 'Pines Express' to Bournemouth West ● **Location:** Devonshire Tunnel

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BR '4MT' 4-6-0, BR lined green with late crests (Bachmann/Hornby) + BR '9F' 2-10-0, BR black with late crests (Bachmann/Hornby), BR Mk 1 SK, BSK, CK, BSK, SO, RB, FO, CK, BCK, SK, SK – BR maroon ● **Date:** 1962 ● **Service:** 'Pines Express' to Manchester ● **Location:** Masbury

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Bulleid air-smoothed 'West Country' 4-6-2, BR lined green with late crests (Hornby), BR Mk 1 CK, Gresley 61ft 6in SK, BR Mk 1 BCK, FO, RB, SO, BSK, Gresley 61ft 6in SK, BR Mk 1 BSK, CK – BR maroon ● **Date:** 1962 ● **Service:** 'Pines Express' to Bournemouth West ● **Location:** Cole

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BR '9F' 2-10-0, BR black with late crests (Bachmann/Hornby), Stanier PIII BSK, BR Mk 1 CK, SK, Stanier PIII SK, BSK, SK, CK, SK, SK, BSK – BR maroon
● **Date:** 1962 ● **Service:** Bradford to Bournemouth West ● **Location:** Shepton Mallet

---

BR '4MT' 4-6-0, BR lined green with late crests (Bachmann/Hornby) + Bulleid rebuilt 'West Country' 4-6-2, BR lined green with late crests (Hornby), BR Mk 1 SK, SK, BCK, CK, FO, RB, SO, SK, BSK, CK, BSK, Gresley 61ft 6in SK – BR maroon ● **Date:** 1962 ● **Service:** 'Pines Express' to Bournemouth West ● **Location:** Midford

---

BR '5MT' 4-6-0, BR lined green with late crests (Bachmann), BR Mk 1 BSK, CK, BSK, four six-wheel milk tanks* - BR green except *weathered silver
● **Date:** 1964 ● **Service:** Bath Green Park to Templecombe ● **Location:** Wincanton

SUITABLE 'OO' GAUGE PASSENGER AND PARCELS STOCK		
TYPE	**LIVERY**	**MANUFACTURER**
BR Mk 1 BG/BSK/CK/FK/FO/RB/RMB/SK/TSO/GUV	BR carmine and cream/maroon/green	Bachmann
BR Mk 1 CCT	BR maroon	Bachmann
BR Mk 1 BG/BSK/BSO/CK/FO/RB/SK/SO/TSO	BR carmine and cream/maroon/green	Hornby
GWR 60ft Collett BCK/BSK/CK/FK/SK	BR chocolate and cream/crimson and cream/maroon	Bachmann
GWR 'bow ended' 57ft BT(L/H), BT(R/H)	BR crimson	Hornby
GWR 'bow ended' BTK(L/H), BTK(R/H), CK(L/H), CK(R/H), TK	BR crimson and cream	Hornby
GWR Hawksworth BSK/BCK/CK/SK/TK/BG	BR carmine and cream/maroon	Hornby
GWR 'Siphon H'	BR crimson	Hornby
SR Bulleid 63ft semi-open BSK/CK/SK/SO	BR carmine and cream/green	Bachmann
SR Bulleid 59ft BSK/CK	BR green	Hornby
SR Maunsell BCK/BSK (4)/BSK (6)/CK/FK/SK/SO/RB	BR carmine and cream/green	Hornby
LMS 57ft PI BTK/CK/TK	BR maroon	Bachmann
LMS 57ft Stanier non-corridor BT, C, T	BR maroon	Hornby
LMS 12-wheel dining car	BR crimson and cream/maroon	Dapol/Hornby
LMS 'Porthole' BFK/BTK/CK/FK/FO/TK	BR crimson and cream/maroon	Bachmann
LMS Stanier PIII 50ft BG	BR maroon	Bachmann/Hornby
LMS Stanier PIII BSK/FK/SK	BR crimson and cream/maroon	Hornby
LMS Stanier PIII BSK/CK	BR crimson and cream/maroon	Dapol
LMS Stanier 'Stove R'	BR crimson/maroon	Key Publishing/Dapol
LNER 61ft 6in Gresley BCK/BG/FK/TK/Buffet	LNER/BR teak/BR crimson and cream/maroon	Hornby
LNER Thompson BCK/BTK/CK/FK/TK	LNER 'faux' teak/BR carmine and cream	Bachmann

SK, Gresley 61ft 6in SK*, CK,

BR '4MT' 2-6-0 76026 leaves Evercreech Junction with the 3.30pm from Templecombe on the last day of S&D services, Saturday March 5 1966.
J.D. Mills/Rail Archive Stephenson

COACHING STOCK DESIGNATIONS	
BC	Brake Composite
BS	Brake Second
BT	Brake Third
BCK	Corridor Brake Composite
BG	Gangwayed Brake
BSK	Corridor Brake Second
BSK (4)	Corridor Brake Second (four-compartment)
BSK (6)	Corridor Brake Second (six-compartment)
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
RB	Restaurant Buffet
RK	Restaurant Kitchen Car
RMB	Restaurant Miniature Buffet
S	Second
SK	Corridor Second
SO	Open Second
T	Third
TK	Corridor Third
TO	Open Third
TSO	Tourist Open Second

Stanier '8F' 2-8-0, BR black with late crests (Hornby), Bulleid semi-open BSK, CK, semi-open BSK – BR green
● **Date:** 1965 ● **Service:** Bath Green Park to Bournemouth West ● **Location:** Evercreech Junction

---

BR '4MT' 2-6-4T, BR lined black with late crests (Bachmann), BR Mk 1 BSK, CK, BSK – BR green
● **Date:** 1965 ● **Service:** Templecombe to Bath Green Park ● **Location:** Radstock

---

Ivatt '2MT' 2-6-2T, BR lined black with late crests (Bachmann), Hawksworth BCK, SR bogie van B* - BR maroon, except *BR green
● **Date:** 1965 ● **Service:** Highbridge to Templecombe ● **Location:** Wincanton

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BR '3MT' 2-6-2T, BR lined black with late crests (Bachmann), Hawksworth BCK – BR maroon
● **Date:** 1965 ● **Service:** Bath Green Park to Binegar ● **Location:** Bath

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Ivatt '2MT' 2-6-2T, BR lined black with late crests (Bachmann), BR Mk 1 BCK, SR bogie van B* - BR maroon, except *BR green
● **Date:** 1966 ● **Service:** Highbridge to Templecombe ● **Location:** Highbridge

FREIGHT FORMATIONS

Fowler '7F' 2-8-0, BR black with early crests (Bachmann), two 16ton steel mineral opens, three seven-plank opens, 16ton steel mineral open, seven-plank open, 16ton two five-plank opens, seven 16ton steel mineral opens, five-plank open, BR 20ton brake van – BR grey ● **Date:** 1956 ● **Service:** Coal ● **Location:** Radstock

---

Fowler '7F' 2-8-0, BR black with early crests (Bachmann), 12ton vent van, five-plank open*, 12ton vent van, five-plank open*, six assorted 12ton vent vans, BR 22ton SR 25ton 'Pillbox' brake van – BR bauxite, except *BR grey ● **Date:** 1957 ● **Service:** Northbound SDJR freight ● **Location:** Masbury

---

Fowler '4F' 0-6-0, BR black with late crests (Bachmann/Hornby), 21ton steel mineral open*, five-plank open*, two 13ton high-sided steel open, LMS 12ton vent van withn sliding doors, LMS 20ton brake van – BR bauxite, except *BR grey ● **Date:** 1958 ● **Service:** SDJR pick-up freight ● **Location:** Wellow

---

Fowler '7F' 2-8-0, BR black with late crests (Bachmann), 12ton vent van, BR 20ton brake van – BR bauxite
● **Date:** 1960 ● **Service:** SDJR short freight ● **Location:** Writhlington

---

Fowler '7F' 2-8-0, BR black with late crests (Bachmann), 16ton steel mineral open, five-plank open, 16ton steel mineral open, eight-plank open, 21 16ton steel mineral seven-plank open, BR 20ton brake van* - BR grey, except *BR bauxite ● **Date:** 1960 ● **Service:** Coal empties ● **Location:** Evercreech

---

Fowler '7F' 2-8-0, BR black with late crests (Bachmann), three-plank open wagon, LMS 20ton brake van – BR bauxite
● **Date:** 1960 ● **Service:** Southbound SDJR freight ● **Location:** Shepton Mallet

---

Fowler '7F' 2-8-0, BR black with late crests (Bachmann), three 16ton steel mineral open wagons, two seven-plank open wagons, 16ton steel mineral open wagon*, 16ton steel mineral open wagons, 16ton steel mineral open wagon*, 16ton steel mineral open wagon, BR 20ton brake van* - BR grey, except *BR bauxite

---

Fowler '7F' 2-8-0, BR black with late crests (Bachmann), five-plank open*, BR 12ton plywood vent van, two LMS 12ton vent vans, 15 five-plank open wagons*, BR 20ton brake van – BR bauxite, except *BR grey ● **Date:** 1963 ● **Service:** Southbound SDJR freight ● **Location:** Midsomer Norton

---

Stanier '8F' 2-8-0, BR black with late crests (Hornby), 29 assorted 16ton steel mineral opens, BR 20ton brake van* – BR grey, except *BR bauxite
● **Date:** 1966 ● **Service:** Coal empties ● **Location:** Devonshire tunnel

---

BR '4MT' 2-6-4T + BR '4MT' 2-6-4T (back-to-back), BR black with late crests (Bachmann), LMS 20ton brake van*, 12 'Warwell' well wagons – BR grey, except *BR bauxite
● **Date:** 1966 ● **Service:** Military traffic ● **Location:** Spetisbury

steel mineral open, seven-plank open, six 16ton steel mineral opens,

Tube wagon, seven-plank open*, eight assorted 12ton vent vans,

opens, two eight-plank opens, two 16ton steel mineral opens,

two 16ton steel mineral open wagons, 16ton steel mineral open wagon*, nine

● **Date:** 1960 ● **Service:** Southbound SDJR freight ● **Location:** Bath

SUITABLE 'OO' GAUGE FREIGHT ROLLING STOCK		
TYPE	**LIVERY**	**MANUFACTURER**
8ton GWR cattle wagon	BR bauxite	Bachmann
10ton SR cattle wagon	BR bauxite	Hornby
10ton LMS cattle wagon	BR bauxite	Bachmann
10ton LNER cattle wagon	BR bauxite	Oxford Rail
12ton BR banana van	BR bauxite	Dapol
12ton BR fruit van	BR bauxite	Bachmann
12ton GWR fruit van	BR bauxite	Bachmann
12ton NE fruit van	BR bauxite	Bachmann
12ton GWR 'Mogo' wagon	BR bauxite	Bachmann
12ton BR Pipe wagon	BR bauxite	Bachmann
12ton BR vent van corrugated ends	BR bauxite	Bachmann
12ton BR vent van planked	BR bauxite	Bachmann
12ton BR vent van plywood	BR bauxite	Bachmann
12ton GWR vent van	BR grey	Bachmann
12ton GWR vent van	BR bauxite	Bachmann
12ton LMS vent van	BR bauxite	Bachmann
12ton LNER non-vent van	BR bauxite	Bachmann
12ton LNER vent van corrugated ends	BR bauxite	Bachmann
12ton SR vent van 2+2 planks	BR bauxite	Bachmann
12ton SR vent van planked	BR bauxite	Bachmann
12ton SR vent van plywood	BR bauxite	Bachmann
12ton Insulfish Van	BR white/BR light blue	Hornby
13ton high-sided steel open	BR bauxite	Bachmann
14ton tank wagon	Shell/BP black	Bachmann
16ton steel mineral open wagon	BR grey	Bachmann
16ton slope-sided steel mineral open wagon	BR grey	Bachmann
21ton steel mineral open wagon	BR grey	Hornby
21ton steel mineral open wagon	BR grey	Accurascale^
21ton hopper wagon	BR grey	Hornby
22ton BR Plate wagon	BR grey	TMC/Bachmann
22ton BR Tube wagon	BR bauxite	Bachmann
24.5ton steel mineral open wagon	BR grey	TMC/Bachmann^
24.5ton hopper wagon	BR grey	Accurascale
27ton Iron ore tippler	BR grey/bauxite	Bachmann/Hornby
BR 20ton brake van	BR grey/BR bauxite	Bachmann
BR 20ton brake van	BR grey/BR bauxite	Hornby
BR bogie bolster A wagon	BR grey	Bachmann
BR bogie bolster E wagon	BR bauxite	Dapol
LMS 20ton brake van	BR grey/BR bauxite	Hornby
Midland Railway 20ton brake van	BR grey/BR bauxite	Bachmann
SR 25ton 'Pill Box' brake van	BR grey/BR bauxite	Bachmann
'Warwell' bogie well wagon	WD/Army green	Hattons
'Warwell' bogie well wagon	WD/Army green	Oxford Rail
One-plank 'lowfit' open wagon	BR bauxite	Bachmann
Three-plank open wagon	BR bauxite	Bachmann
Five-plank open wagon	BR grey	Bachmann
Five-plank open wagon	BR bauxite	Hornby
Six-plank open wagon	BR grey	Oxford Rail
Seven-plank open wagon	BR grey	Bachmann
Eight-plank open wagon	BR grey	Bachmann
Nine-plank open wagon	BR grey	Hornby
Notes: ^ forthcoming model		

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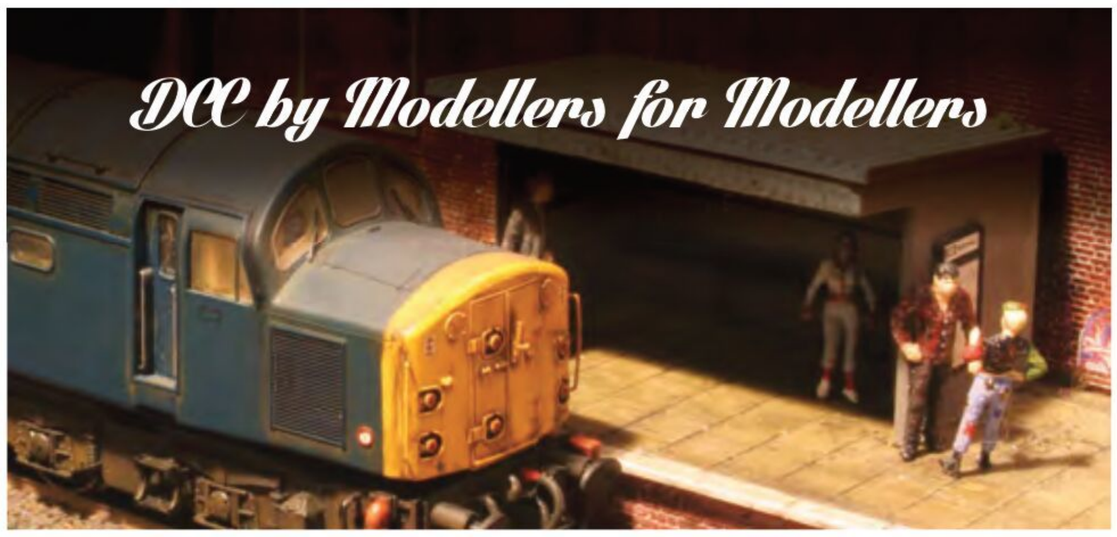
Oxford Rail	*www.oxfordrail.com*



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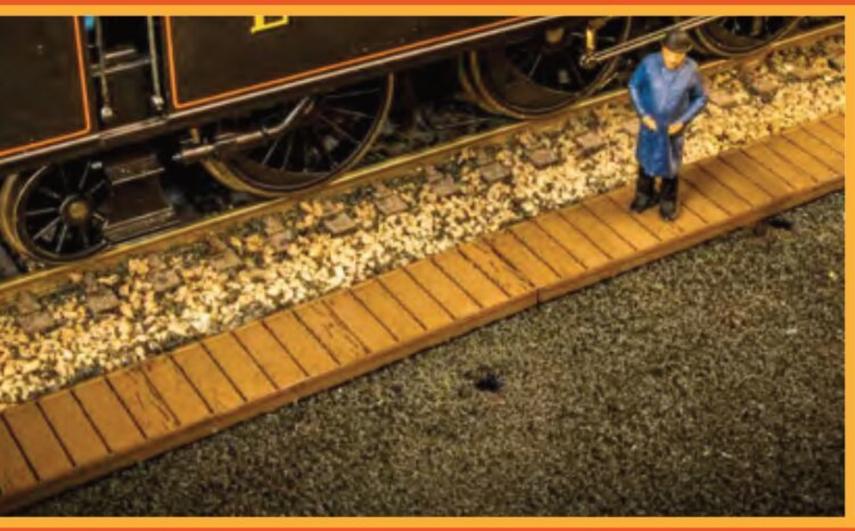

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'N' GAUGE HEAVY METAL

PART ONE: GOING TO EXTREMES

Weathering in the smaller scales hasn't always received the attention it deserves. **TIM SHACKLETON** tries different approaches as he weathers a selection of big freight locomotives in 2mm scale.

On April 15 1967, time is running out for the 'WD' 2-8-0s, which were in an increasingly degenerate condition. At the south end of Normanton station one of the regulars, 90722, works coal loads tender-first while '8F' 48352 of Royston approaches with empties. Tim Shackleton.

NO BRITISH LOCOMOTIVE looked as heroically filthy as a heavy freight engine, and I've often wondered if methods I'd successfully used in weathering 4mm scale models could be translated into the smaller scale.

I've not written – or even read – much that deals specifically with weathering in 'N' gauge. Most of the published wisdom relates primarily to 4mm and 7mm scale models, and I felt the techniques described would very likely need adaptation. For a start, restraint and understatement are especially important – colours, as you might expect, need to be more subdued, and coats of paint as thin as practicable. Eyeball-searing rust patches look great on a bombed-out 1:48 scale tank, but use those same MIG powders on an 'N' gauge model and they look positively lurid.

Colour scales in proportion to distance and most modellers will have realised that from 150 scale yards away (a 'normal viewing distance' in 'N' gauge) the yellow front end of a diesel needs to be more of a creamy primrose than the banana colour of the real thing (or in a pre-mixed tin of 'Warning Panel Yellow'). If you don't instinctively scale down your colours, there's a strong case for airbrushing everything with a thin mist of greyish-beige simply to bring it more into line with reality.

If this sounds complicated – and you might want to take a while to think about it – then the upside is that, compared with other scales, 'N' gauge weathering is much simpler to execute and far faster.

Few locomotives could be relied on to present such a consistently filthy appearance as a 'WD' 2-8-0. Here we see 90633 at Low Moor in 1967. It had just been withdrawn from service but in truth it would have looked much the same at any stage of its 20-year career. Jacy Collection.

To my eyes – better accustomed to 3.5mm and 4mm:1ft scale models – one of the great glories of 'N' gauge modelling (and 3mm:1ft for that matter) is how much can be left out without it affecting the overall picture. Details such as locomotive back heads and wagon brake gear can be greatly simplified or omitted altogether by comparison with what is the minimum acceptable standard in 'O' gauge. The same applies to weathering. With its concentration on textures and surface finishes, a highly detailed approach is fine for 7mm scale models, but it simply doesn't scale down, and below 4mm it quickly starts to look fussy and overworked. What is needed is a rationalised, minimalistic approach that leaves out more than is actually depicted. The power of suggestion is what counts.

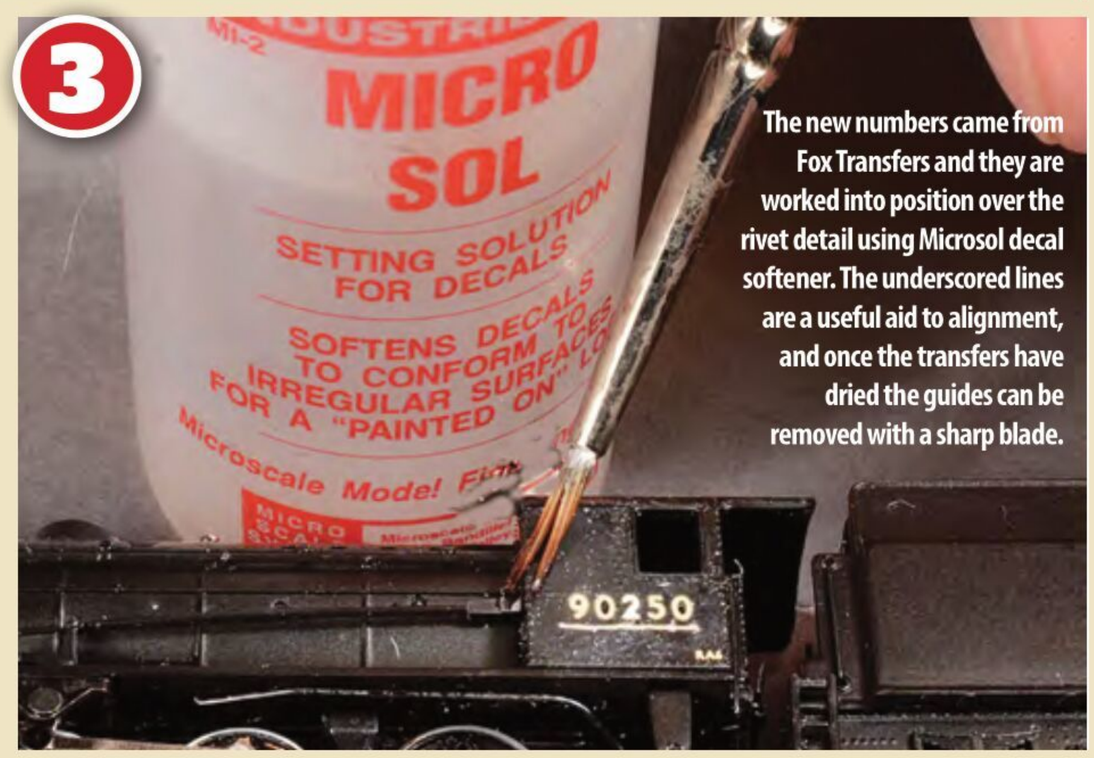
Most locomotive weathering is essentially a variation on a theme of browny-grey and I suggest you use no more than two tones, both mixed from the same core colours and both only a few shades apart. If you add any more, it just looks cluttered and forced. What remains, however, must be exactly in scale (or appear to be) and above all must not draw attention to itself. Strong colours, thick paint, obvious brush marks and overscale textures must be studiously avoided.

Restraint is everything in weathering, and once we've got this shell-shocked 'WD' complete, we'll look in more detail at how this all works in 'N' gauge. It's probably easier to go to extremes first and then cut back a little, so let me first show you how I do the heavy stuff. Hmm »

WEATHERING 'N' GAUGE FREIGHT LOCOMOTIVES

This Graham Farish 'WD' 2-8-0 is a stunning model by any standards. Part of the attraction of the prototype was its go-anywhere ubiquity and the choice of *Vulcan* – the only one in a class of 733 to carry a name – rather undermines this commonplace quality. This example, however, was to be renumbered to represent Mexborough's No 90250 and weathered to characteristic 'WD' standards – filthy beyond imagining.

Tampo-printed numbers rub off easily using a cotton bud moistened with a solvent such as isopropyl alcohol (IPA) or methylated spirits.



The new numbers came from Fox Transfers and they are worked into position over the rivet detail using Microsol decal softener. The underscored lines are a useful aid to alignment, and once the transfers have dried the guides can be removed with a sharp blade.

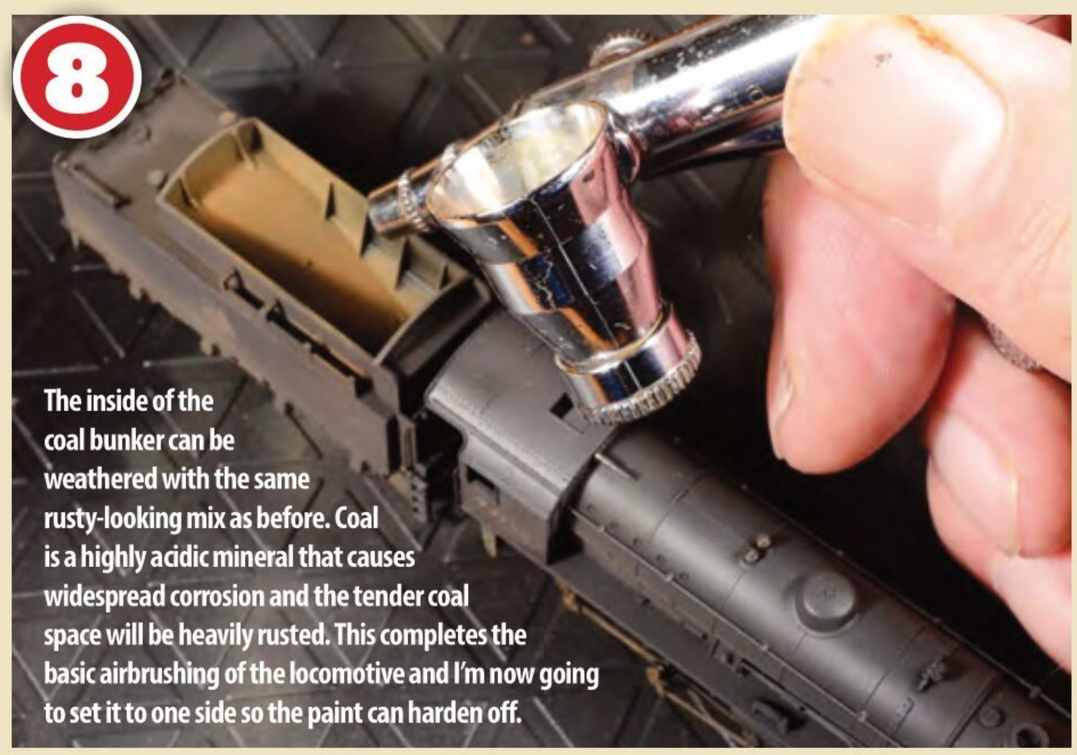
Exploring the possibilities offered by different paint colours is part of the learning curve in weathering. Most proprietary shades of 'rust' or 'mud' seem balanced towards the larger scales favoured by military modellers and need toning down for use with small-scale model railways. Lifecolor's Weathered Wood pack, on the other hand, provides some excellent rust shades for 'N' gauge.

Because of its ability to merge colours with infinite subtlety, for 2mm weathering I like to use the HP-SB Plus airbrush from Iwata's 'High Performance' range. It has a 0.2mm needle/nozzle assembly that's perfect for delicate work like this, while the side-cup feed ideally suits the small quantities of paint we need. Most budget airbrushes have 0.5mm needles and great big paint buckets – far too heavy-handed, in my view, for this kind of application.

I've sprayed the upper works with two subtly varied acrylic shades from Lifecolor's 'Black Rubber' set. I normally find UA733 Tire Black works well on steam locomotives. UA736 Burned Black is one of my favourite weathering tones, a warm shade of black with a hint of purple-brown. I used it on the smokebox, cab roof, and tender top.

I've blended the two blacks together with further warm colours mixed roughly 50:50 from UA736 and a fusion of UA714 Wood Warm Base Colour and UA715 Wood Warm Light Shade from Lifecolor's Weathered Wood set. A passenger coach is one thing but on a grubby steam locomotive there are no clear divisions between weathering shades.

Beginner — Intermediate — Advanced — SKILL LEVEL



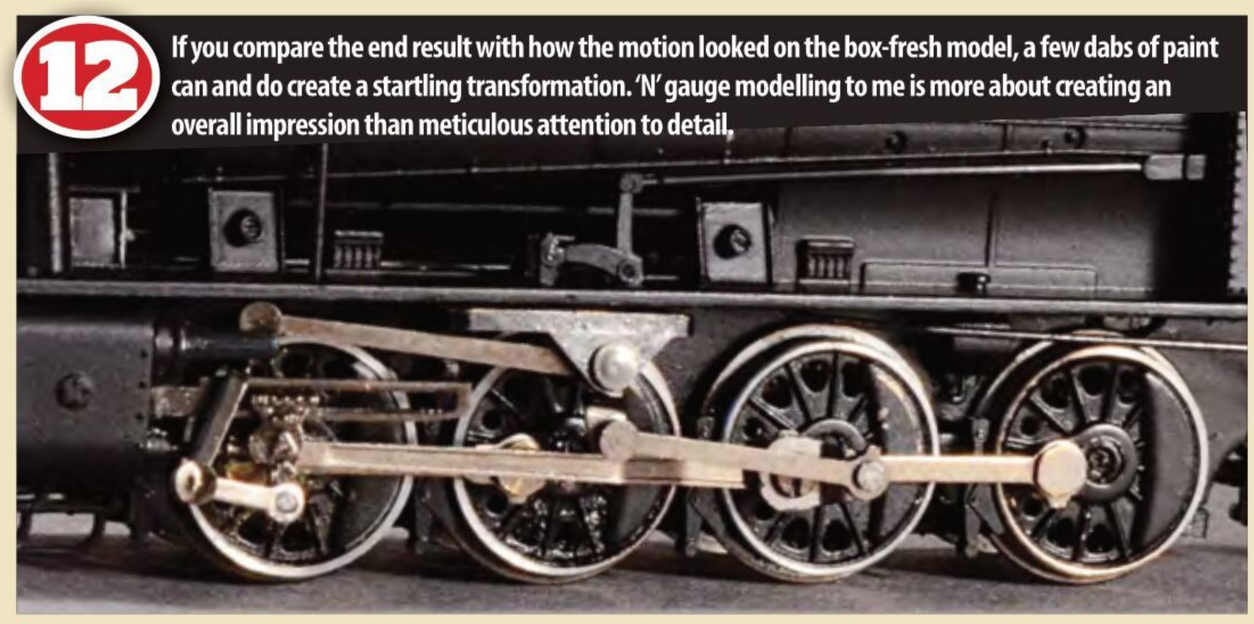
8 The inside of the coal bunker can be weathered with the same rusty-looking mix as before. Coal is a highly acidic mineral that causes widespread corrosion and the tender coal space will be heavily rusted. This completes the basic airbrushing of the locomotive and I'm now going to set it to one side so the paint can harden off.

9 Detail weathering begins by picking out the tender axleboxes, springs and compensating beams with paint to represent the caked-on oil always found in this area. I use the scrapings from an almost dried-out tin of Humbrol Metalcote Gunmetal (27004), applied with an equally worn brush with gummed-up bristles that makes pleasingly random marks.

10 Do the same with the driving-wheel centres, and then paint the wheel rims – using a proper No. 0 brush this time – with Warm Dark Wood (UA713) from the Weathered Wood set. This reduces the apparent thickness of the rims and gives a far more true-to-scale appearance. Remember to give the wheels a half-turn under power so you can reach the sections behind the motion.

11 Weathering alone can't alter the overscale proportions of the screws and rivets that hold the valve gear together, but it can make them less prominent. I dabbed Metalcote Gunmetal on to the relevant parts and then painted the rods with Pledge Future floor polish to replicate their characteristic oily sheen.

The North East was famous for its filthy locomotives – a Gateshead 'Pacific' was a remarkable sight. 'WD' 2-8-0 90624 climbs to Norton South Junction with a rake of coal empties on May 7 1965 in typical work stained condition. Chris Davies/Railphotoprints.co.uk



12 If you compare the end result with how the motion looked on the box-fresh model, a few dabs of paint can and do create a startling transformation. 'N' gauge modelling to me is more about creating an overall impression than meticulous attention to detail.

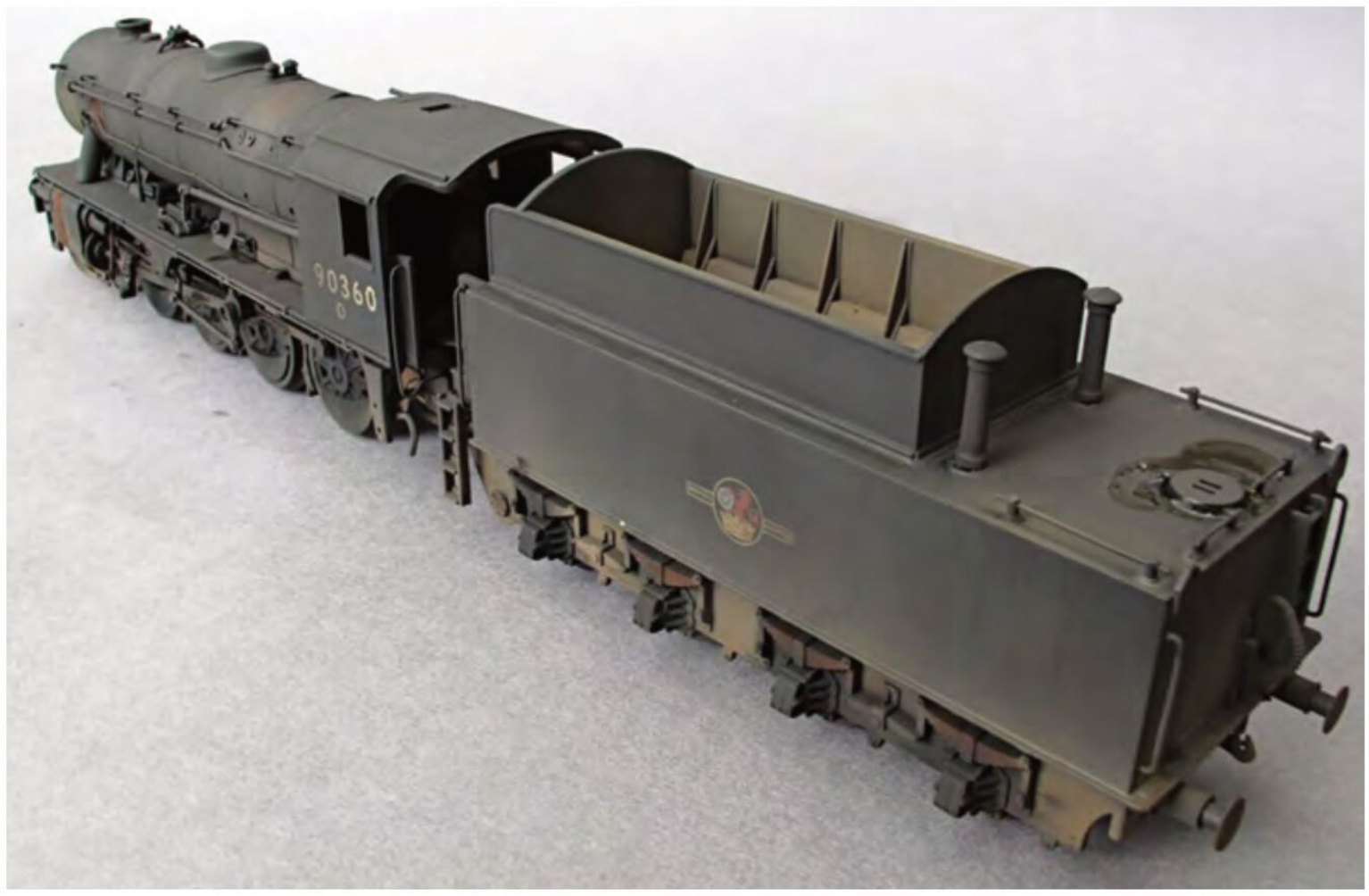
13 Above: I wanted to avoid the cliché of limescaling all over the boiler – as a Mexborough engine, 90250 wouldn't have suffered from this problem, which is generally encountered only in hard water areas. Instead, I stippled a representation of priming and corrosion on the smokebox using respectively Cold Wood Base Colour (UA717) and Warm Wood Base Colour (UA714) – the latter is also used to suggest the characteristic rust streaks below the fire-iron tunnel. In the jar it doesn't look much like rust, but it scales down beautifully.

14 Above: Smokebox char on the front running plate is represented by a light dusting of Industrial City Dirt in the MIG range of weathering powders. I lightened the footplate with Rubble Dust and used Future floor polish for the inevitable oily patches around the mechanical lubricators. Details like these bring real life touches to a model locomotive in any scale, but with 'N' gauge you do need to be careful about the quantities of powder used.

15 Right: I replaced the moulded coal with some middling-sized lumps from the bottom of the scuttle, held in place with cheap hairspray. 90250 spent its whole life working in a mining area and I'm sure it did well out of the arrangement.

'WD' 2-8-0s IN 'OO'

Just so 4mm modellers don't feel neglected, here's a Bachmann 'WD' finished in the classic style. The larger scale permits closer attention to fine weathering detail, but the techniques used are substantially the same as with the 'N' gauge model. In the next part of the story, I'll look at a more restrained approach to weathering locomotives in 2mm scale.



Intermediate
Beginner SKILL LEVEL Advanced

16 **Freight engines were rarely, if ever, cleaned between overhauls and the grime built up in layers, one on top of the other. The idea behind this kind of project is to suggest effects that have built up over years of service rather than in the course of a weekend's weathering session.**

17 **Even filthy engines are not entirely matt, and the odd shiny area helps bring them to life. In the case of 90250, it's the coal in the tender, the little pool of water by the tank filler and the oil spills on the footplate. Even in a scale as small as 'N' gauge, these subtle contrasts are not difficult to reproduce.**

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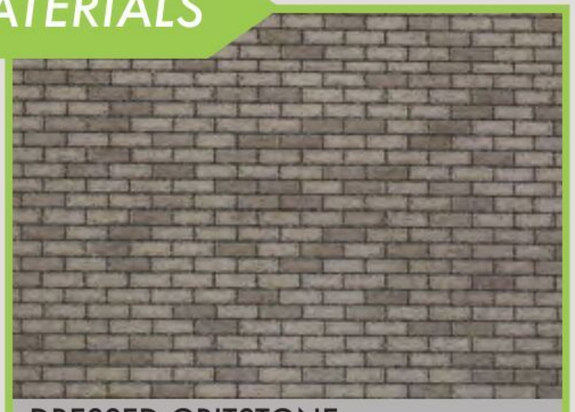
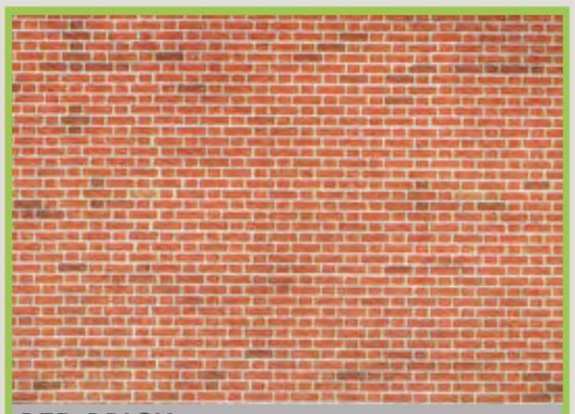


DRESSED GRITSTONE
00 CODE M0052

ENGINEER'S BLUE BRICK
00 CODE M0053



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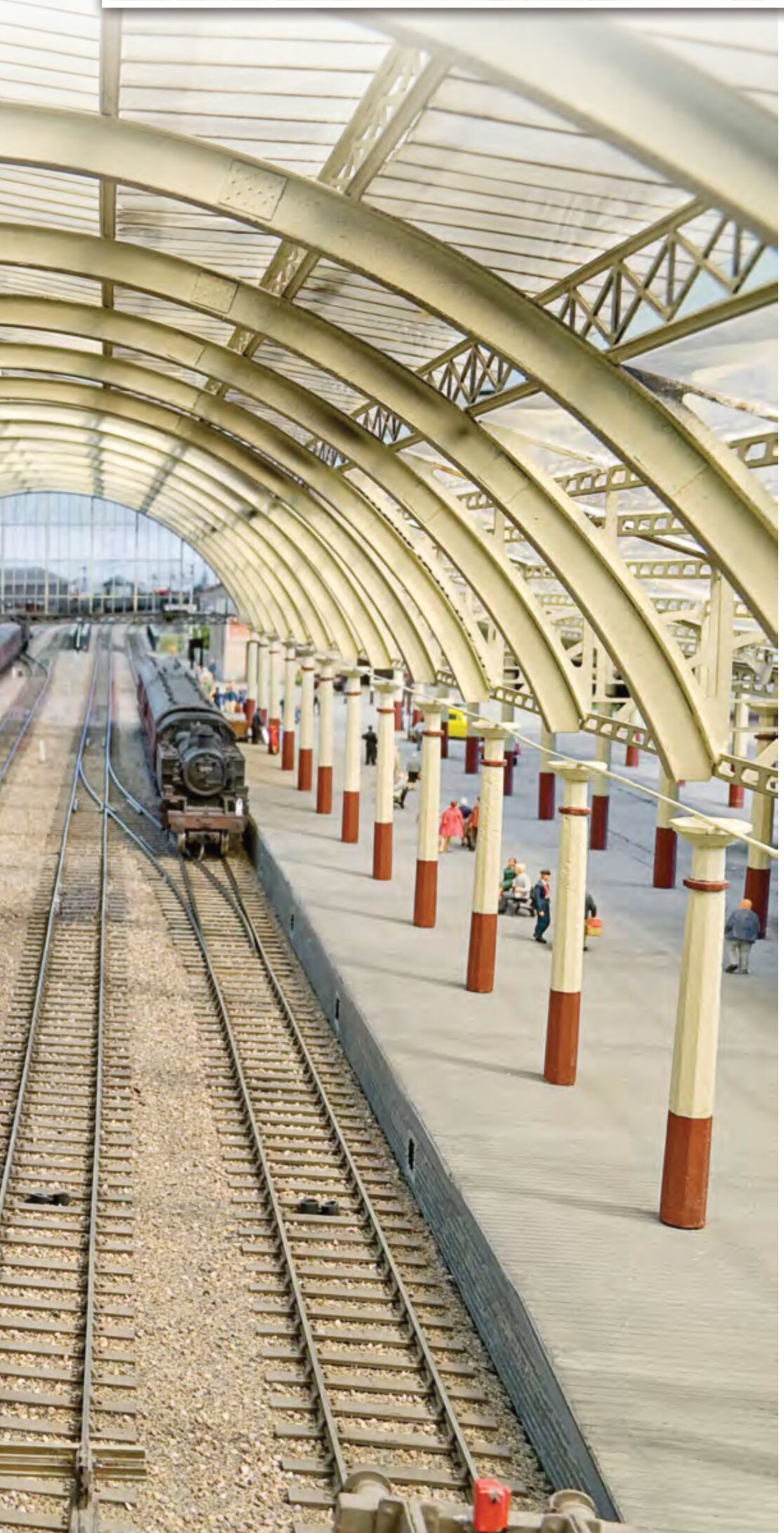
Somerset & Dorset CELEBRATION

The famous Somerset & Dorset Railway is a modeller's dream with double-headed passenger workings, locomotives and rolling stock from across the regions and stunning scenery. **MIKE WILD** celebrates the S&D 55 years after its closure in March 1966 by recreating the journey from Bath to Bournemouth West in model form.

PHOTOGRAPHY, TREVOR JONES, CHRIS NEVARD AND MIKE WILD

Bath Green Park is the gateway to the Somerset and Dorset Railway for trains approaching from the Midland Region. Today Stanier 'Black Five' 4-6-0 44908 has just arrived with a through working from the Midland which already has new motive power ready to take the rake of ex-LNER Thompson coaches south to Bournemouth. On the right is an Ivatt '2MT' 2-6-2T at the head of a stopping train.

Taunton MRG's model of Bath Green Park includes the famous shed with its wooden frontage. Fowler '2P' 4-4-0s join a solitary 'Black Five' on shed.



FEW RAILWAYS had the sheer variety of motive power of the Somerset & Dorset Railway (S&D) in the British Railways era, but it's just one of the big draws to this line which once carved a path from Bath through the Mendips and North Dorset to reach the south coast resort of Bournemouth.

The S&D passed through charming locations including Midford, Wellow, Midsomer Norton, Chilcompton, Evercreech Junction, Templecombe, Shillingstone, Blandford Forum and more on its journey to Bournemouth West on the south coast. The twisting line crossed viaducts, dived through narrow tunnels and had a combination of single and double track sections to make it interesting for enthusiasts but a challenge for the operating department. Stiff gradients added to its appeal which often called for double-heading on heavy passenger trains and banking of freight trains to reach the summit at Masbury which was approached by torturous 1-in-50 gradients on both sides.

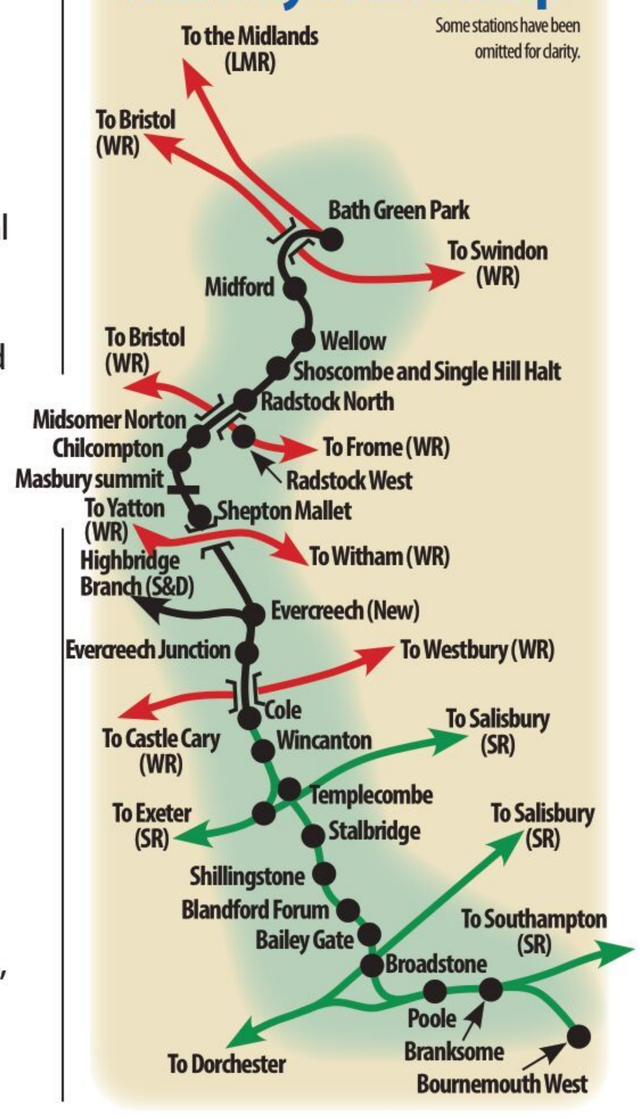
It was famed for its inter-regional workings, including the ever popular 'Pines Express', while its place in history has been recorded with stunning and evocative images from the likes of famous railway photographers including Ivo Peters – he was the S&D's unofficial official photographer whose connection with the railway and its staff created spectacular images like no others.

Over the years, many model railways have recreated exacting replicas and drawn from its style across the scales and gauges. In *Hornby Magazine,* we have featured a number of these which, to mark 55 years since closure of the route in March 1966, we have brought together to recreate the journey from Bath to Bournemouth West in miniature.

The journey starts at Bath Green Park – the northern terminus of the S&D and its link to the Midland Region for inter-regional trains coming to and from the route. The grand station with its overall roof had just two platforms with a pair of carriage sidings between but boasted a stone-built station building in Georgian style which opened in 1870. The S&D began using the station in 1874 and it became synonymous with the line and the likes of the 'Pines Express' (which reversed at Bath) and classic S&D traction such as Ivatt '2MT' 2-6-2Ts, Fowler '7F' 2-8-0s and BR '9F' 2-10-0s.

Taunton Model Railway Group's (TMRG) model of Bath Green Park »

Somerset & Dorset Railway route map



Alan's attention to detail throughout Braysdown and Writhlington is impeccable.

Heading south, our train has passed through Midford and Wellow and now romps past Writhlington Colliery. This superbly detailed 4mm scale layout was built by Alan Parr and includes the main line, exchange sidings and colliery setting. Bulleid rebuilt 'West Country' 34046 *Braunton* is being piloted by BR '4MT' 4-6-0 75009 to ensure its heavy holiday train reaches the summit of the line at Masbury.

OFF THE BEATEN TRACK - S&D 'MIGHT-HAVE -BEENS'

It's not just models of real locations which replicate the feel of the Somerset & Dorset Joint Railway, there are those that create fictional settings with an S&D theme. Here are just four which have featured in past issues of *Hornby Magazine*, starting with Cobdown Model Club's Wouldham Town...

S&D 'MIGHT-HAVE -BEEN' - WOULDHAM TOWN

● This eye catching 'OO' gauge exhibition layout was built by Cobdown Model Club and measures 24ft x 10ft. Wouldham Town originally featured in HM12 and is a fictional take on the S&D and uses a trackplan based on Yeovil Junction. The main feature which focuses Wouldham Town on the S&D is its collection of locomotives and rolling stock which set the scene. The collection includes '7F' 2-8-0s, '3F' 0-6-0s, double-headed workings with Bullied 'Pacifics' piloted by '9F' 2-10-0s and '2P' 4-4-0s on maroon coaching stock plus local workings formed of ex-Southern Railway carriages in the hands of BR '4MT' 2-6-4Ts. It may not be a real S&D location, but Wouldham Town is instantly recognisable as a location which 'might have been' part of the network.

is perhaps the most famous of the S&D layouts and measures a tremendous 57ft in exhibition format. The station section also fits into the TMRG's base where it is connected to a continuous run layout called Tamerig Central.

Our first feature with Bath Green Park was in HM4 followed by a second full feature on the layout in its home environment in HM75. The level of detail invested in the S&D terminus station, its surroundings and the extensively photographed engine shed is nothing short of outstanding and includes a scale model of the overall roof, station building, river crossing, approaching sidings and the junction between the Midland and S&D routes.

Our train is now ready to depart from Bath Green Park for its journey along the S&D to Bournemouth West. The guard checks the doors, blows his whistle and the driver replies with a whistle from the locomotive. As we draw out of the station, the train crosses the River Avon and then Bath shed appears on our right hand side. A little further along the line, our train swings to the left at the junction to join the S&D route for its journey south and begins the stiff climb at 1-in-50 on a single track alignment through Devonshire Tunnel before reaching the summit inside Combe Down Tunnel and dropping down grade to reach the first station on the line at Midford. The line returns to double track as it crosses the viaduct at Midford then continues to Wellow and Shoscombe and Single Hill Halt.

WRITHLINGTON

A few miles further along the line it reaches the Somerset colliery at Writhlington. Coal was an essential traffic to the S&D throughout its lifetime to the extent that a class of 11 '7F' 2-8-0s was built for the line at the Midland Railway's Derby Works to a Fowler design in two batches in 1914 and 1925 – you can read the full story on their development at *www.keymodelworld.com/reality-check*. Every S&D main line layout needs at least one of these workhorses and Bachmann has produced a ready-to-run 'OO' gauge model of the class in its later form – you can read our sound installation guide on pages 98-102.

Writhlington Colliery was connected to the main line with a signalbox controlling movements »

A Fowler 'Jinty' shunts coal wagons out of Writhlington Colliery. All of the buildings have been scratchbuilt.

on and off the main line. It stood a mile north of Radstock and included double track passing the colliery, exchange sidings and the connection to the colliery. Alan Parr built his model of Braysdown and Writhlington as the culmination of years of research (HM27). The result is an outstanding recreation of the location in just 12ft x 4ft 6in. Handbuilt 'EM' gauge track with individual chairs and sleepers brings phenomenal detail to the railway scene, while the scratchbuilt colliery buildings are nothing short of exceptional. Coal trains naturally play a big part in the rolling stock collection, but there are also passing express and stopping trains typical of the S&D in the BR era.

CHILCOMPTON TUNNEL

Next the line continues through Radstock then on to the award-winning station at Midsomer Norton via a 1¼ mile section at 1-in-50. Midsomer Norton had a small goods yard and a link to Norton Hill Colliery on the approach from Radstock. Another 1¼ miles later, the line passed through one of its more famous tunnels – the twin bores of Chilcompton Tunnel where, after climbing at 1-in-53, the gradient relents (a little) to 1-in-60.

Trains were always working hard on this stretch of the line and Chilcompton Tunnel gave way to many stunning images of southbound workings. So much so that Steve Jones selected it for a 'OO' gauge exhibition layout to stunning effect (HM150). The track plan may be the picture of simplicity, but the overall scene more than makes up for the plain double track arrangement as it allows the spectacle of long heavy freights and express trains plying the S&D in its final decade to be captured. Locomotives and rolling stock have all been researched and fitted with appropriate detailing and weathering to bring them to life.

Chilcompton station is the next port of call where we see Midland '1P' 0-4-4T 58086 pause with a two coach stopper.

Leaving Chilcompton Tunnel, our train now has another half mile climb to reach Chilcompton station and the setting for our next model railway built by Redditch Model Railway Club.

CHILCOMPTON STATION

Our original feature on Redditch MRC's Chilcompton came in the very early days of *Hornby Magazine* – issue eight. It models the station and its approaches in 'OO' gauge as well as the characteristic goods yard. Highlights include a full set of scratchbuilt buildings, all faithfully researched from photographs and local visits.

The layout, like all of those featured here, is set in the BR steam era covering 1950-1966 and all of the locomotives reflect that period. However, the model was built in the early 2000s, well before Bachmann had announced a number of recent S&D connected locomotives so its fleet includes

S&D 'MIGHT-HAVE -BEEN' - ENGINE WOOD

● This 4mm scale layout was built by Tim Maddocks and originally started life with the intention of being a 1930s Great Western Railway branch line setting. It featured in the first issue of *Hornby Magazine* – HM1 – in March 2007 and models an S&D theme which features a single track line with a passing loop station and a compact goods yard. It makes for a marvellous recreation of the S&D's branch line extension with its collection of Midland Railway and GWR locomotives taking centre stage at the head of the trains.

At Chilcompton Tunnel, a BR '5MT' 4-6-0 thunders south with a four-coach stopper as a Stanier '8F' 2-8-0 heads north. The twin bores of Chilcompton Tunnel are in the distance.

kit-built '7F' 2-8-0s, '3F' 0-6-0s and a Midland '1P' 0-4-4T – all three are now available ready-to-run.

After Chilcompton the line continues to climb through Binegar to reach Masbury Summit, 811ft above sea level, before starting the desent towards Shepton Mallet via Winsor Hill and Winsor Hill tunnel. After a brief climb through Shepton Mallet, the gradients eased for southbound trains once more as they rushed downhill to Evercreech Junction at 1-in-50 once more. Naturally northbound trains had more of a challenge working up from Evercreech to Masbury Summit.

EVERCREECH JUNCTION

As the line approached Evercreech, it passed through Evercreech (New) before approaching Evercreech Junction North where the Highbridge branch joined to the right-hand side of southbound trains on the other side of the shed. The shed was located in the 'V' between the main line and branch line and was used to service locomotives for banking and freight duties on the S&D.

Having passed the shed, a complex junction followed together with a set of sidings with access to both the branch and main line routes on the approach to Evercreech Junction station.

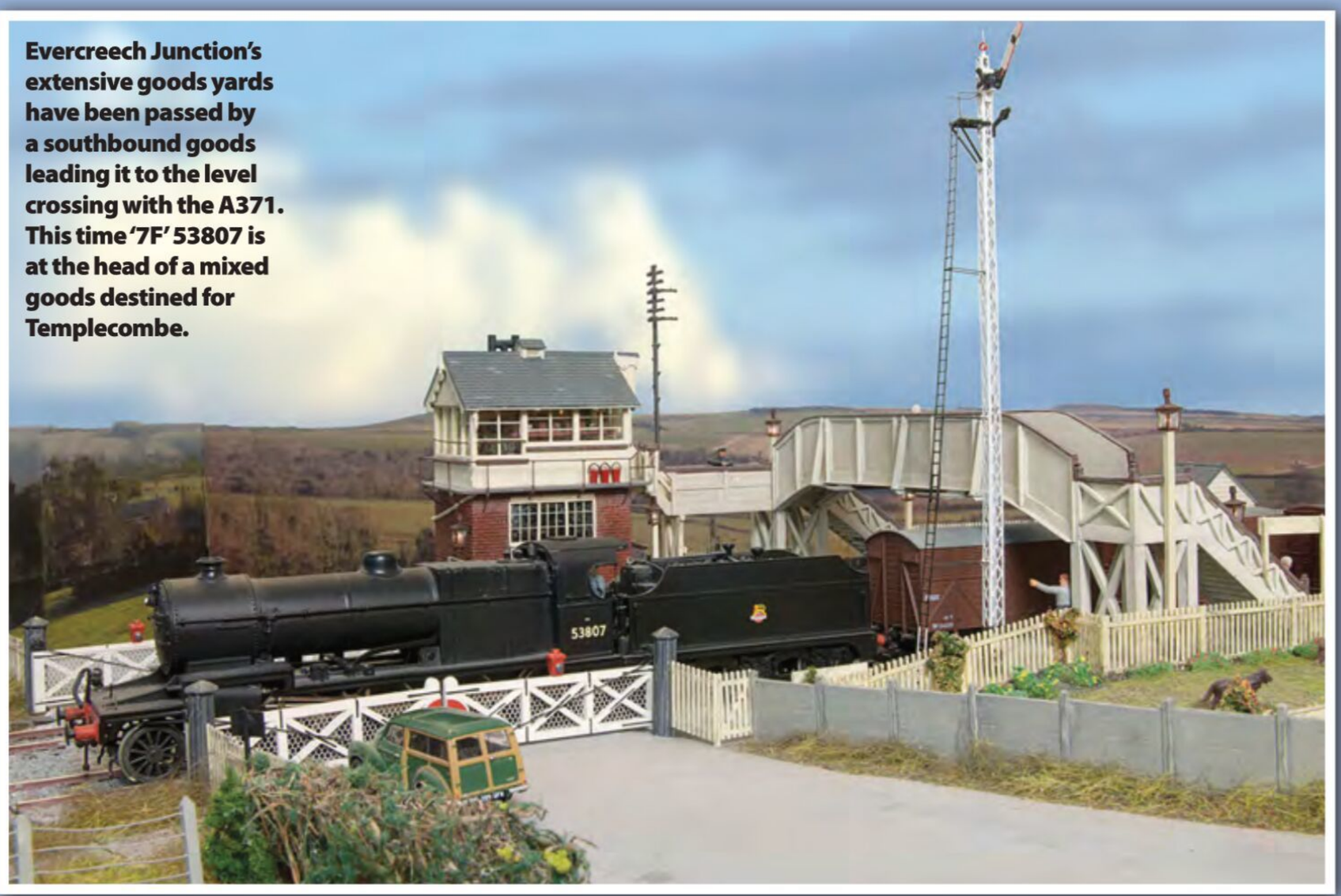
The station had an unusual layout with a siding as a centre road between the two platform lines. This was used for stock storage and banking engines for use in assisting heavy trains up the climb to Masbury summit heading north. The platforms were linked by a footbridge followed by a level crossing at the station throat before the line departed on its journey towards the Southern Region.

Laurie Poulton created a superb home-based layout modelling Evercreech Junction within the space available in his loft using a clever track plan which wraps all the important features into a spiral design to extend the scenic running line (HM64). Hidden storage yards behind backscenes provide a means to hold additional trains while the main running lines can feature a procession of realistic formations. The Highbridge branch is modelled too as it leaves Evercreech Junction and even has its own turnback storage yard nestled underneath the main lines as they curve away from the engine shed.

All of the buildings are scratchbuilt replicas of real structures and even the gates at the station are operational. Everywhere you look, this giant 24ft x 11ft replica of the S&D's famous junction oozes detail and character.

ON TO BOURNEMOUTH WEST

As we leave Evercreech Junction and cross the A371 at the level crossing, our train has moderate and less challenging gradients »



Evercreech Junction's extensive goods yards have been passed by a southbound goods leading it to the level crossing with the A371. This time '7F' 53807 is at the head of a mixed goods destined for Templecombe.

to cross. We head through Cole, Wincanton, Henstridge, Stalbridge, Shillingstone, Blandford Forum, Bailey Gate and Broadstone before reaching a level section running through Poole.

By now, our train from Bath is just four miles from its destination on the south coast as it passes first through Branksome before cresting another gradient for the desent for the final run from Bournemouth West Junction to the terminus at Bournemouth West.

The end of the journey is represented by a recently completed layout built by the South Coast Model Railway Development Group led by Roger Sunderland and Dave Bayman (HM146). This is another outstanding example of a group of modellers' desire to replicate the Somerset and Dorset Railway in the twilight of its lifetime when Southern Region motive power ran alongside engines of Midland descent and either could be at the head of green or maroon coaching stock.

The 'OO' gauge model of Bournemouth West is awe inspiring with its superbly scratchbuilt structures both for the railway and outside the boundary fence. Subtle weathering, stunning attention to detail in the gardens, fencing and signalling all recreate the terminus to an exacting

Bournemouth West station captures the details of the real location superbly, right down to period posters and signage.

S&D 'MIGHT-HAVE -BEEN' - MELCOMBE MAGNA

● Mike Baker set his 'O' gauge home-based layout, Melcombe Magna, on the S&D network and we featured it in HM31 in 2010. In the feature Mike commented: "Like many rail enthusiasts, the Somerset & Dorset Joint Railway (S&D) has worked its spell on me over the years. Perhaps it's the mixture of local passenger and goods trains pottering between bucolic country stations or the unusual mixture of Southern and London Midland stock, or maybe just that it evokes a slower, gentler way of life."

Whichever the reason, Melcombe Magna is another brilliant example of a 'might have been' S&D layout, which would have joined with the main line at Stalbridge in Mike's back story. It measures 20ft x 10ft 6in including its storage yard and includes a combination of standard and narrow gauge operations in 7mm scale.

S&D 'MIGHT-HAVE -BEEN' - BLEAKHOUSE ROAD

● This 'OO' gauge layout is set on the Somerset Levels and is also the work of Tim Maddocks. Bleakhouse Road featured in HM13 in 2008 and has an 8ft x 2ft scenic area modelling a terminus station alongside a canal which connects to the S&D network at Glastonbury. Highlights of Bleakhouse Road including C&L track with handbuilt points, scratchbuilt buildings, superbly detailed locomotives and rolling stock and all the charms of rural Somerset.

Journey's end comes at Bournemouth West station on the Southern Region. Here S&D trains intermingle with SR workings including a new arrival behind a Maunsell 'Q' 0-6-0. All of the buildings have been scratchbuilt by the builders.

standard – there is even a full suite of sound fitted locomotives which haul the equally well detailed coaching stock that fills the layout.

With all the model railways featured here, the desire is the same – to rebuild a slice of one of Britain's most loved lost railway lines. It had a unique character and hold over enthusiasts which remains to this day and has even seen preservation return to the route at Midsomer Norton to rebuild the original station and bring full size steam operation back to the S&D. That group's accomplishments are fantastic achievements, but there is more which can be enjoyed of an S&D nature including two of the 11 '7F' 2-8-0s (53808 and 53809), S&D theme galas at other railways, the S&D Trust's collection of rolling stock, equipment and historic references and more besides.

In bringing together the features for this issue our inner desire to build our own piece of the S&D in miniature has been brought to the fore. Maybe we should make that our next project? Hmm

A BR '9F' 2-10-0 restarts the 'Pines Express' from Bournemouth West in the company of an Adams 'B4' 0-4-0T on shunting duties and a Fowler '7F' 2-8-0 preparing another departure for the S&D.

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THOMPSON'S 'A2/2'

Hornby has expanded its range of Eastern Region 'Pacifics' with the arrival of the first ever ready-to-run model of the Thompson 'A2/2' fleet. **MIKE WILD** takes a detailed look at both versions of this exciting new addition for 'OO' gauge.

60505 with lower numberplate.

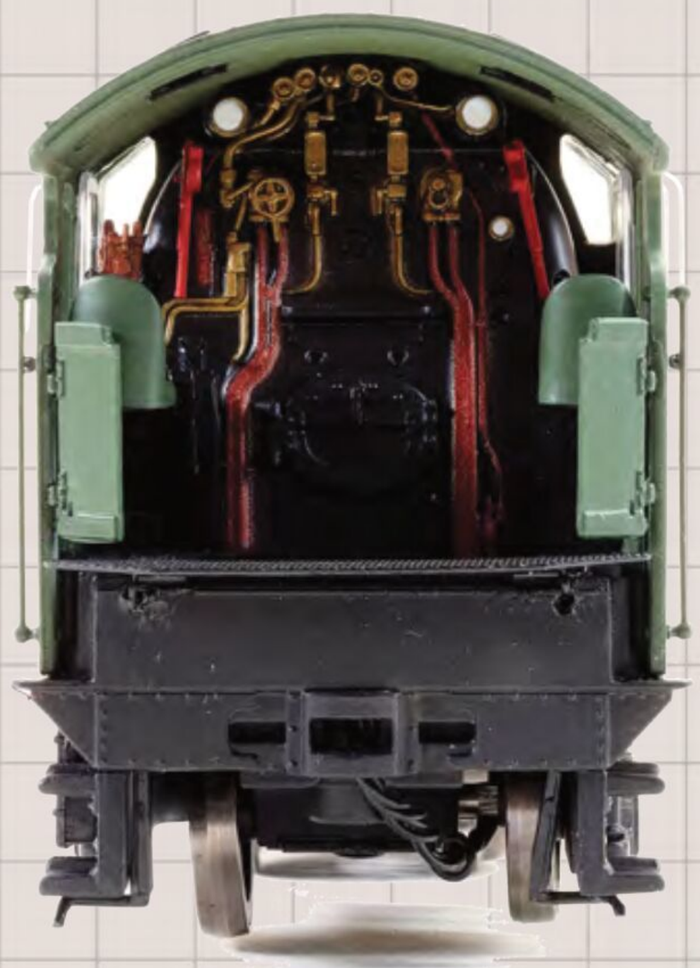
FIRST REVIEW

WE'VE had the Gresley 'A3' and 'A4' together with the Peppercorn 'A1' and 'A2' 4-6-2s and now it is the turn of something all the more unusual for the Eastern Region – the small fleet of six 'A2/2s' which were created by Edward Thompson between 1943 and 1944 through the rebuilding of Gresley's powerful but restricted 'P2' 2-8-2s.

The 'A2/2s' were unusual in their layout as the cylinders sat behind the leading bogie and in front of the driving wheels making this small class of six locomotives stand out from the crowd. They took the names from the 'P2s' from which they were rebuilt and saw service both in Scotland as well as on the East Coast Main Line. As mixed traffic designated engines, they could be seen at the head of passenger and freight workings too making this a versatile new addition for 'OO' gauge. For more on the history for these Thompson 'Pacifics', see Reality Check on pages 70-73.

Hornby announced its plans to produce the first ever ready-to-run model of the 'A2/2' in its 2020 catalogue along with the closely

60501 with upper numberplate.



Detailed cab interior.

TECHNICAL DETAILS	
Supplier:	*www.hornby.com*
Cat No:	R3830 (60501), R3831 (60505)
Description:	Thompson 'A2/2' 4-6-2 60501 *Cock o' the North* Thompson 'A2/2' 4-6-2 60505 *Thane of Fife*
Builder:	Rebuilt from 'P2' 2-8-2s at Doncaster Works
Region:	Eastern
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	295mm (scale 73ft 9in)
Wheelbase:	255mm (scale 63ft 9in)
Price:	£189.99
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 8-pin socket
Speaker:	28mm round
Exterior lights:	None
Interior lights:	None
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Five-pole
Flywheel:	None
Wheel arrangement:	4-6-2
Purpose:	Mixed traffic
Haulage capacity (expected):	Eight-ten coaches
Haulage capacity (actual):	Ten coaches (maximum tested)

"The view inside the cab is outstanding with attention to detail in both moulded detail and the paint finish."

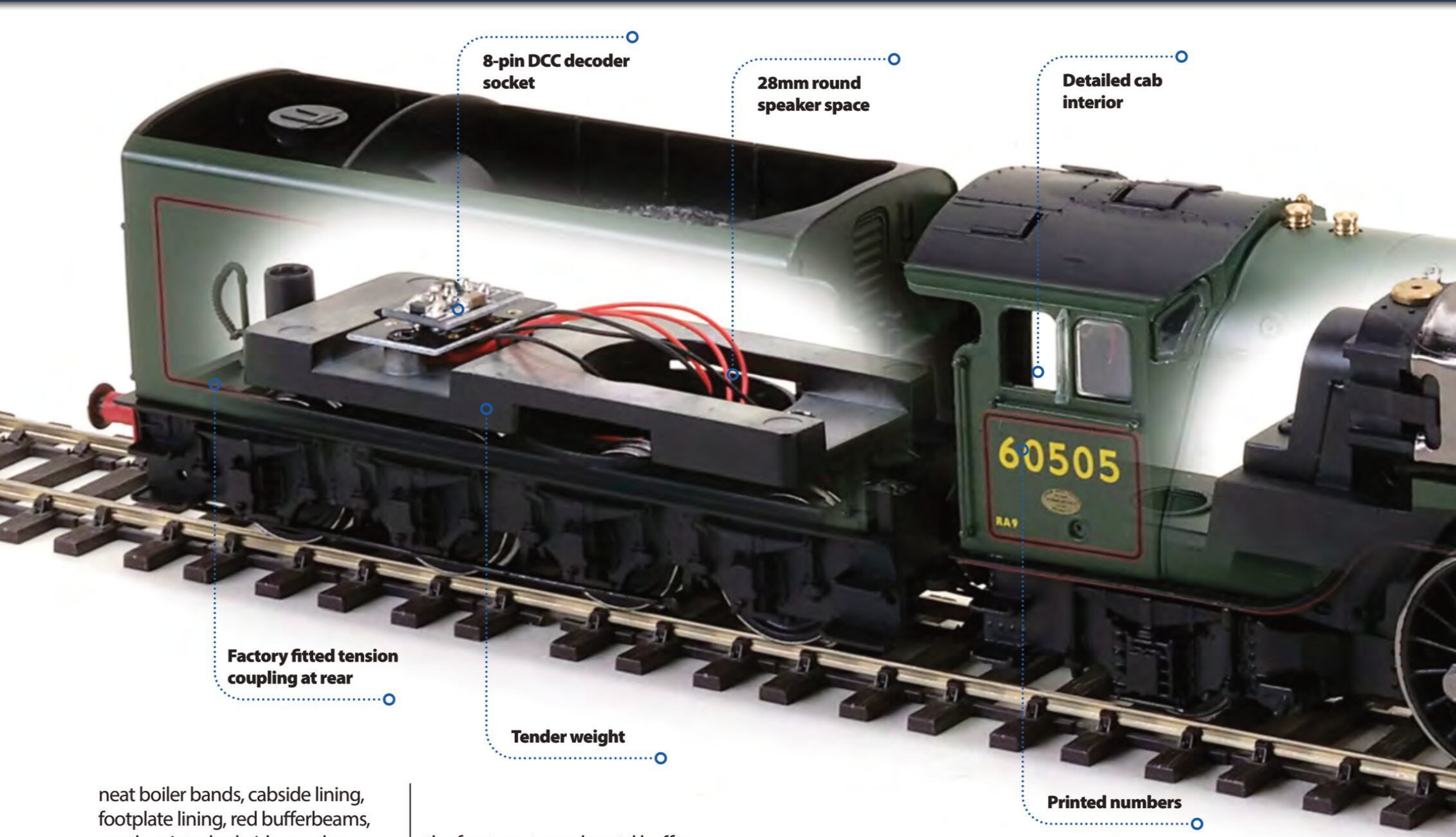
MIKE WILD

related 'A2/3' fleet – the latter being new build locomotives which shared the same underpinnings as the 'A2/2s' but had a higher working pressure for the boiler and smaller diameter pistons. We will be taking a detailed look at the 'A2/3' in a separate review in *Hornby Magazine* when those versions arrive from Hornby.

THE MODEL

For this review dedicated to the new Hornby 'A2/2' we are looking at both 60501 *Cock o' the North* (Cat No. R3830) and 60505 *Thane of Fife* (R3831). Both are presented in BR lined green livery with 60501 featuring large early crests on the eight-wheel tender sides suitable for the 1948-1955 period while 60505 has late crests instead making it suitable for *Thane of Fife's* final years in service between 1956-1959.

As we have come to expect from Hornby, presentation of the livery over both of our samples was excellent. While there has been some debate over the BR green colour used on these models, it sits comfortably with our eyes in 'OO' gauge. It is overlaid with »



neat boiler bands, cabside lining, footplate lining, red bufferbeams, neatly printed cabside numbers and route restriction markings and a collection of brass coloured components including the safety valves and lubricator boxes.

Better still, the view inside the cab is outstanding with attention to detail in moulding and paint finish. Pipework is picked out in copper and brass while there are also the driver's controls (including dual regulators), a superbly detailed firehole, seats and more. The gauges at the top of the firebox backhead have plain white faces.

Moving outside the cab, the locomotive is superbly detailed, though we did notice a couple of assembly points with our samples including a glue mark on one of the cab side windows and the shape of the running plate which had a tendency to undulate along its length. Those points aside, Hornby's model is very detailed. At the front are turned metal buffers, a factory fitted brake pipe and a dummy coupling hook while the bogie underneath has guard irons. Additional parts are included in the box to allow fitting of front steps, cylinder drain cocks and a full set of brake rigging for the locomotive. There is daylight through the lifting eyes in the front frame extensions, and more below the smokebox ahead of the steam pipes. The smokebox door is neatly appointed with a number and shedplate while Hornby has also gone to the trouble of producing different numberplate and handrail positions for these two locomotives – 60501 has its plate in the higher position above the handrail and 60505 has its numberplates below the handrail.

Detailing continues with separately fitted lamp irons on the footplate and smokebox door while the double chimney - different designs for 60501 and 60505 - on top sits comfortably between the small 'wing' smoke deflectors. All of these elements look in proportion and capture the face of the 'A2/2' superbly.

The long taper boiler of these locomotives follows complete with the distinctively shaped dome. The firebox sits across the rear of the chassis in front of the cab and includes washout plugs and the double level handrails of the prototypes. Completing the upper part of the locomotive is its cab which follows typical Gresley pattern with streamlined faces and glazed windows to the front openings.

Below the frames the fine detailing continues. Hornby has done an excellent job in recreating the outside Walschaerts motion used on the 'A2/2s' with the cylinders set in the right position. The metal tyred wheels feature fine spokes while the front bogie has correct splashers over each wheelset. The rear truck is a standard Hornby design which consists of a flangeless rear wheelset which allows the locomotive to negotiate second radius curves – a big ask for a long wheelbase 'Pacific' like this. No replacement flanged wheelset is included with the 'A2/2'.

The tenders paired with both locomotives are of the same design. Each locomotive is coupled to a non-corridor Gresley eight-wheel tender which features a full relief coal space with a removable

"Hornby has done a sterling job of creating this new 'OO' gauge model. It has all the looks, performance and styling of the real locomotives."

MIKE WILD

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TO SEE THIS IN ACTION

plastic coal load, water filler plus water scope and handbrake handles in the cab area.

An adjustable length drawbar is provided to connect the locomotive and tender, though the second closer position is designed for static display purposes only. Sprung metal buffers decorate the rear bufferbeam while below you will find a factory fitted small tension lock coupling in a NEM pocket ready to couple up to a train.

PERFORMANCE

The 'A2/2s' are equipped with a powerful five pole motor mounted at the rear of the chassis which provides drive to the centre driving axle via a gearbox. Electrical connections are via the 8-pin DCC decoder interface in the tender where there is also space for a 28mm round speaker as designed by Hornby – it would have been nice to see firebox flicker included in these 4-6-2s as Hornby did with the Stanier 'Princess Royal' to take the electrical specification further as there is plenty of space behind the firebox for this to be installed.

On the track both our samples proved to be smooth running and quiet locomotives straight from the box. Following running in light engine for 30 minutes in each direction the two were put to work at the head of typical train formations including an eight-coach rake of Bachmann Mk 1s and a rake of 30 12ton box vans. Both of these loads were handled with ease, so we increased the passenger formation to 10 coaches which they still hauled comfortably on level track.

The quality of performance on both analogue and digital control systems was nothing short of excellent with the two locomotives – we couldn't fault them on the track.

OVERALL

The Thompson 'A2/2s' are a great addition to the Hornby collection and have been eagerly awaited by Eastern Region modellers as a way to expand their 'Pacific' fleet with something that little bit different to the normal Gresley and Peppercorn designs. The assembly points mentioned here are small marks against what is otherwise a thoroughly well designed and authentic replica of these mixed traffic engines.

In conclusion, the 'A2/2' has all the looks, performance and styling of the real locomotives and, moreover, they are ideal for use at the head of a variety of train formations through their mixed traffic use in service. An excellent addition which is set to be joined by the 'A2/3' class from Hornby very soon – watch this space. (MW)

THOMPSON'S 'A2/2s' and 'A2/3s'

Although the 'Pacifics' of the LNER are generally considered to be some of the best-looking locomotives ever built, there was one batch of locomotives that defied this rule. **EVAN GREEN-HUGHES** *and* **ANDREW RODEN** *look into the history of the 'A2/2s' and 'A2/3s' which, while they looked ungainly, were an intelligent response to wartime pressures.*

1941 WAS A BLACK YEAR for the London and North Eastern Railway (LNER). The perennially financially-strapped company was struggling to cope with the demands placed upon it by the war effort and the consequent reduction in engineering standards. Worse still, that April had seen the death of Sir Nigel Gresley, the world-famous locomotive engineer, who had produced some of the best steam engines in the world for the East Coast Main Line.

He was succeeded as Chief Mechanical Engineer by Edward Thompson, a man of academic background who had studied mechanical sciences at Cambridge and who was the son-in-law of Sir Vincent Raven, formerly Chief Mechanical Engineer of the North Eastern Railway. Thompson had very different views to Gresley on a number of subjects, including mechanical arrangements and standardisation of parts, and this was to lead to great changes at Doncaster.

Above: **LNER 'A2/3' 60512 *Steady Aim* draws attention from a young onlooker as it leaves York with a down express in 1951.** Kenneth Field/Rail Archive Stephenson.

Left: **The 'A2/2s' were rebuilds of the six Gresley 'P2' 2-8-2s as 4-6-2s and they entered traffic in 1943 and 1944. In the late summer of 1948, 'A2/2' 60502 *Earl Marischal*, still with LNER on its tender, heads south out of York with an up fitted freight.** Cecil Ord/Rail Archive Stephenson.

On his appointment Thompson began a programme of standardisation, with the intention of reducing the number of locomotive designs in service and replacing them with easy-to-maintain and reliable alternatives. A central plank of this policy was to be a mixed-traffic 4-6-2 with 6ft 2in driving wheels based on the 'A4', but without the streamlining and with the substitution of conventional valve gear for Gresley's tricky-to-maintain conjugated motion. This design would replace the 'P1', and 'P2' 2-8-2s and surviving Gresley 'A1' 4-6-2s completely and partly displace some 'B7' and 'B16' 4-6-0s and 'K3' 2-6-0s. There were ambitious plans for a large number to be built.

Unfortunately, the war effort prevented an immediate start on new production and so Thompson decided to rebuild Gresley's 'P2' 2-8-2s instead to prove his design concept. These large tender engines had been built for the Edinburgh-Aberdeen route, but their long wheelbase proved troublesome and therefore they were failing to live up to their potential. Reliability and availability were awful. To get permission to proceed, Thompson had to promise to use as many parts as possible from the original engines. In wartime this was a sensible measure which would result in the machines being built quickly and efficiently, but undoubtedly contributed to their unusual appearance.

FIRST REBUILD

The first engine to enter works was 2005 *Thane of Fife* which would eventually become 505 when rebuilt as a class 'A2/2'. The locomotive's main frames were cut between the first and second sets of driving wheels and the front portion was replaced to allow for the fitting of a four-wheel bogie. The original boiler was altered by cutting away almost 2ft from the front ring and fitting shorter superheater elements. A Kylchap double chimney was also fitted.

At company insistence, all the original coupling rods had to be re-used, including the short ones that provided drive from the outside cylinders, and to cope with this the cylinders had to be placed further back than »

Above: **The mixed traffic 'A2/2' and 'A2/3' classes were used for a mixture of duties including passenger and freight work. On July 6 1955 'A2/3' 60519 *Honeyway* passes Haymarket shed as it leaves Edinburgh with a service for Aberdeen with express lamps at the front.** David Anderson/Railphotoprints.uk.

LNER 'A2/2' AND 'A2/3' MIXED TRAFFIC 'PACIFICS'		
LNER class:	**'A2/2'**	**'A2/3'**
Designer:	Edward Thompson	Edward Thompson
Rebuilt from 'P2' class:	1943-1944	
Built new – 'A2/3':		1946
Builder:	Doncaster Works	Doncaster Works
Purpose:	Mixed traffic	Mixed traffic
Power classification:	'8P'/'7F'	'8P'/'7F'
Wheel arrangement:	4-6-2	4-6-2
Weight (locomotive):	101tons 10cwt	101tons 10cwt
Weight (tender):	60tons 7cwt	60tons 7cwt
Front bogie wheel dia'	3ft 2in	3ft 2in
Driving wheel diameter:	6ft 2in	6ft 2in
Trailing wheel diameter:	3ft 8in	3ft 8in
Wheelbase (including tender):	63ft 9in	63ft 1in
Boiler diameter:	6ft 5in (max)	6ft 5in (max)
Boiler pressure:	225psi	250psi
Cylinders:	Three, 20in x 26in	Three, 19in x 26in
Valve gear:	Walschaerts	Walschaerts
Tractive effort:	40,320lbs	40,430lbs
Number in class:	6	15
Coal capacity:	9tons	9tons
Water capacity:	5,000gallons	5,000gallons

ideal, meaning that they ended up behind instead of beside the leading bogie. Gresley's conjugated valve gear was done away with and instead three sets of Walschaerts were fitted, which meant that for clearance the middle cylinder had to drive the leading axle. The original front-end casings were discarded and the so exposed smokeboxes were fitted with small wing-type smoke deflectors.

After rebuilding of the 'P2s' as 4-6-2s, all six engines were returned to their former duties in Scotland where they were found to steam well and produce a great deal of power. Unfortunately, the reduction in weight arising from the rebuild meant that they had a very high power to weight ratio, which coupled with the reduction in the number of driving wheels made them suffer from slipping. There were also issues with the frames and with components working loose, meaning that they required a great deal of mechanical attention. This led to the operating department placing maximum loads on the class which were below those allowed for the earlier 'A4s'. It should be remembered, however, that these rebuilds were not intended to be the equal of the 'A4s' – more of a general purpose design built with higher availability than the 'P2s'.

By early 1946, the engines were mainly being used for express goods workings, including fish and parcels and in 1949 they were moved to England where they were shared out between York and New England sheds where the work was less arduous and involved a lot of lighter passenger trains and express goods.

SACRILEGE?

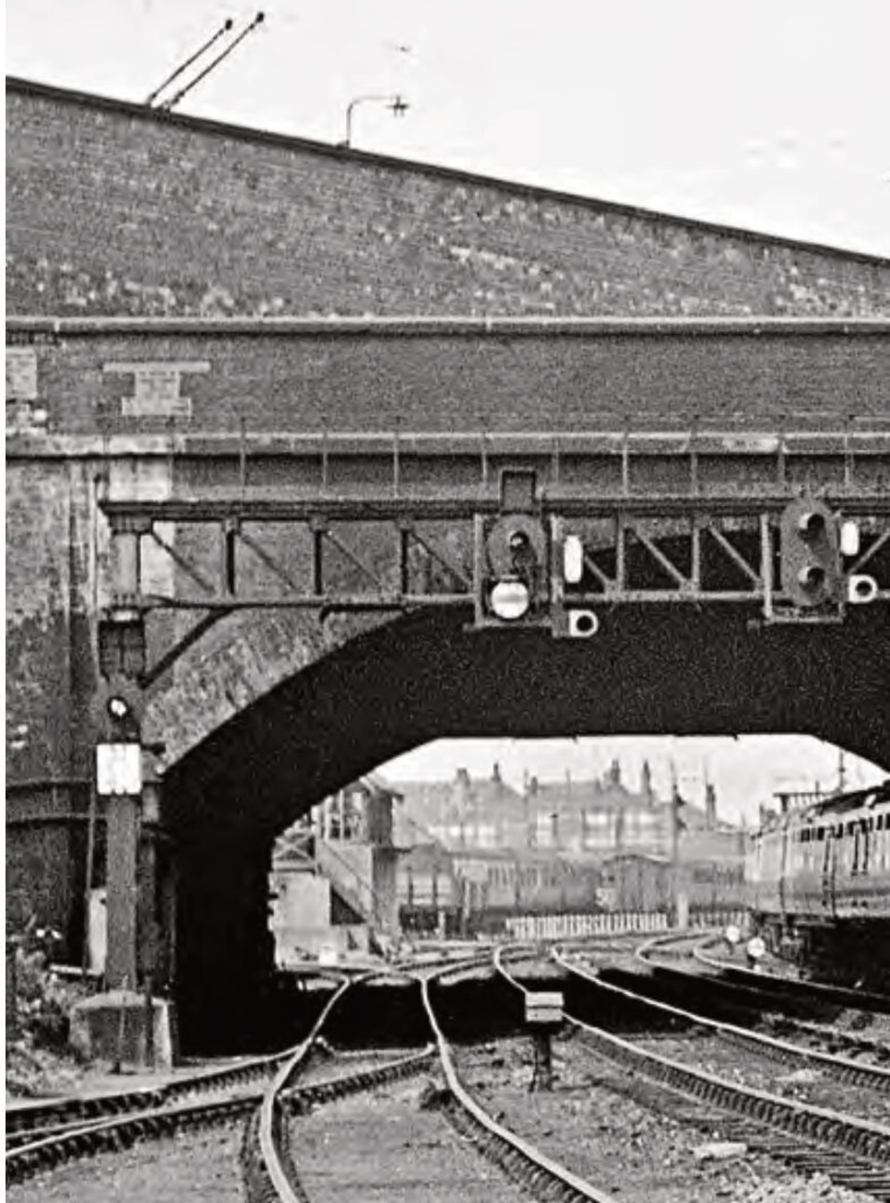
Despite the issue with the conversions, Thompson obtained permission in 1944 to construct 30 new locomotives to the same basic design. The first of these, 500, was the first new 'Pacific' to come out of Doncaster for eight years and it incorporated a number of modifications and improvements, including self-cleaning smokebox, hopper ashpan and electric lighting. The boilers for this batch, which became 'A2/3', were built at Darlington before being shipped to Doncaster for fitting. These were around seven inches longer than on the rebuilds, largely due to changes in the firebox area and this was compensated for by shortening the smokebox by the same amount. Large smoke deflectors were fitted. Under the footplate were changes to the frame arrangement, with different bracing being used as well as frame spacing.

This class soon began to have issues of its own. In particular there was a problem with the steam pipe from the dome to the injectors which was prone to admitting boiler water and the class proved wasteful on fuel when not being worked hard (an operating challenge for all locomotives with large fireboxes as the grate has to be covered all the time regardless of the load behind). As built, the tenders had buffers fitted at the front but these led to riding issues and were soon removed.

Production of these new engines continued uninterrupted from May 1946 to September 1947 during which time they were designated as 'A2' and were considered to be the new standard second-line 'Pacific' for the LNER.

However, when only 15 of the allocated 30 had been built, Thompson retired and was replaced by Arthur Peppercorn, who immediately instigated a redesign, while at the same time redesignating the engines under construction as 'A2/3s'. It is said that this work was completed in record time because a number of staff at Doncaster had secretly been working on revised drawings without Thompson's knowledge. The upgraded engine had the cylinders in the conventional place, with better weight distribution and other improvements which produced a workmanlike and practical mixed-traffic 'Pacific', as

Above: **Thompson's 'A2/2' and 'A2/3' had an unusual appearance amongst 4-6-2s with the cylinders set behind the front bogie and in front of the driving wheels. 60514 *Chamossaire* demonstrates the design while waiting to leave the engine yard at King's Cross station on April 21 1953.** R.O. Tuck/Rail Archive Stephenson.



Right: **Thompson 'A2/3' 4-6-2 60522 *Straight Deal*, one of the fleet of 15 locomotives built new in 1946, passes Balthy Bridge as it heads south from Doncaster with the up 'Norseman' (Newcastle Tyne Commission Quay - Kings' Cross) on June 28 1952.** Norman Preedy Archive/Railphotoprints.uk.

'A2/2' class 'Pacifics' 60503 *Lord President* and 60502 *Earl Marischal* wait to go off shed at Grantham on September 5 1953. The 'A2s' rebuilt from the 'P2s' were easily distinguished by their small smoke deflectors mounted either side of the chimney. T.G. Hepburn/Rail Archive Stephenson

Thompson had originally intended. All subsequent engines were built to this revised design which became the 'A2'.

Apart from the prototype, which was given the name of its designer, all the remaining 'A2/3s' were given the names of famous racehorses. Ten were allocated to work in the North East, five were sent to the southern area of the East Coast Main Line and the final example went to Scotland. When they arrived, they were put to work on principal expresses, mainly because many other engines were completely worn out at this time, but they soon exhibited the same issues with adhesion and mechanical problems that had plagued the rebuilds. Therefore, as soon as the Peppercorn 'A1s' and 'A2s' began to come on stream the 'A2/3s' were downgraded to lighter work which again included many express goods workings as well as some of the less onerous passenger turns. There were many reallocations during their short careers with examples moving up and down the ECML sheds and being got rid of again once alternative power became available.

END OF THE LINE

Withdrawals of the 'A2/2s' began in 1959 with first-converted 60505 *Thane of Fife* being the chosen engine, quickly followed by 60503 *Lord President* in the same month. A further engine went in 1960 with the final three following in 1961, the last in service being 60502 *Earl Marischal*. A start wasn't made on the 'A2/3s' until 1962 when eight were withdrawn, followed by a further four in 1963 and the final three in 1965. By this time there were sufficient diesels available to allow for the wholesale withdrawal of steam.

There is no doubt that the 'A2/2s' and 'A2/3s' steamed well and were capable of some very good work. Their big downfall was the front-end design and in particular the positioning of the outside cylinders which made the class prone to slipping when starting from rest. Frame cracks and vibration issues could also be traced back to this design feature. The class achieved poor levels of reliability as a result and most examples were scrapped before they were able to achieve one million miles in service.

That, at least, is the conventional history. However, recent reappraisal suggests that a change in approach to maintenance which sought to use preventative measures to avoid failures in service contributed to their regular works visits. They may have visited more often than the likes of the 'A4s', but the visits were short, and the locomotives quickly returned to traffic. The records show without doubt that actually, Thompson's 'Pacifics' had very high availability for service, and mileages which reflected that.

Perhaps the choice of pioneer Gresley 'Pacific' 100 *Great Northern* for conversion into what was intended to be the new generation of East Coast express locomotive coloured some people's views of the effectiveness of Thompson's designs. Certainly though, even Peppercorn recognised the limitations of Gresley's conjugated valve gear with his locomotives, choosing Thompson's more pragmatic solution instead.

The 'A2/2s' and 'A2/3s' were products of their time from a railway under huge pressure to increase the availability of its fleet in wartime. As mixed-traffic locomotives, it isn't surprising they couldn't match the performance of dedicated express locomotives like the 'A4s' – but they were a quantum leap in power from many of the designs they were intended to supplant. Thompson will rightly be remembered for his versatile 'B1' 4-6-0, but the reputation of his 'Pacifics' isn't deserved. With the arrival of Hornby's new 'OO' gauge models, these unusual looking machines will surely show their worth on many layouts. HM

NUMBERING AND NAMES

Class	LNER no.	BR number	Name
'A2/3'	500	60500	*Edward Thompson*
'A2/2'	501	60501	*Cock o' the North*
'A2/2'	502	60502	*Earl Marischal*
'A2/2'	503	60503	*Lord President*
'A2/2'	504	60504	*Mons Meg*
'A2/2'	505	60505	*Thane of Fife*
'A2/2'	506	60506	*Wolf of Badenoch*
'A2/3'	511	60511	*Airborne*
'A2/3'	512	60512	*Steady Aim*
'A2/3'	513	60513	*Dante*
'A2/3'	514	60514	*Chamossaire*
'A2/3'	515	60515	*Sun Stream*
'A2/3'	516	60516	*Hycilla*
'A2/3'	517	60517	*Ocean Swell*
'A2/3'	518	60518	*Tehran*
'A2/3'	519	60519	*Honeyway*
'A2/3'	520	60520	*Owen Tudor*
'A2/3'	521	60521	*Watling Street*
'A2/3'	522	60522	*Straight Deal*
'A2/3'	523	60523	*Sun Castle*
'A2/3'	524	60524	*Herringbone*

Notes: 60507-60510 were class 'A2/1' which were similar locomotives but based on the 'V2' 2-6-2. 60525-60539 were standard Peppercorn-designed 'A2s'.

EFE RAIL 'SHARK'

● **Price:** £36.95 ● **Cat No:** E87518 ● **Site:** *www.bachmann.co.uk* ● **Era:** 5-9 (8 for 'Dutch' sample illustrated)

EFE RAIL'S ALL-NEW 'N' gauge BR 20ton 'Shark' ballast plough brake van arrived with retailers in early February.

More than 200 of these short wheelbase ballast plough brakes were built for British Railways from the mid-1950s for use on engineering duties. Developed from a previous LMS design, the majority featured self-contained buffers, distinctive tall vacuum pipes and manually operated ploughs at each end which were lowered ahead of being slowly propelled over freshly discharged deposits of ballast, levelling the aggregate in the process. A final batch of 20 'Sharks' were fitted with

LMS 'Parrot' flat

● **Price:** £39.95 ● **Cat No:** 373-351 ● **Site:** *www.bachmann.co.uk* ● **Era:** 3

The 'Parrot' may be a simple looking flat wagon, but it is neatly made by Graham Farish and holds great potential for transporting interesting loads.

BALLAST PLOUGH

Above: **The underframe of the EFE Rail 'Shark' is richly detailed with brake components and has turned metal wheels.**

Oleo buffers from new and in later years some examples received air brake and further modifications enabling them to continue working well into the early-2000s.

Originally developed by DJ Models, the 'Shark' has endured a somewhat protracted gestation over the past four years or so but following a change of ownership the models are now complete and being distributed on behalf of Kernow Model Rail Centre by Bachmann's evolving EFE Rail brand.

Four 'N' gauge models form the initial releases in BR departmental bauxite (Cat No. 87516), BR engineers' black (87517), BR departmental 'Dutch' grey and yellow (87518) and BR olive green (87519). Our review sample was finished as ZUV 'Shark' DB993860 in 'Dutch' yellow and grey, a Birmingham Railway Carriage and Wagon built example from 1957.

First impressions are very good with the model checking out well against official diagrams and photographs of the real thing, our sample measuring 42mm over headstocks and 15mm wide over roof. It features well-defined planking and rooftop rainstrips, separately applied metal handrails, full-length step boards, glazed interior (including the duckets), neatly moulded chimney and if you look closer you can also appreciate representation of the metal bracing strips in the lower corners and verandah ends.

Buffer shanks are separate mouldings while brake levers and large white plough control wheels feature within the verandahs. The interior is neatly detailed, while the half-height doors are also well-captured. That said, they do appear to be missing the small door catches fitted to the full-size counterparts and the control wheels are lacking the distinctive 'handles' that gave them a ship's wheel appearance.

Decoration is excellent throughout, with our review sample featuring an evenly applied grey and yellow paint finish with crisp separation between colours. Lamp irons and handrails are picked out in white, while a darker grey has been applied to the roof. Printed detail is equally well applied with crisp data panels, boxed lettering and TOPS codes while, interestingly, there are no live wire warning flashes on this example – which appears to be correct for DB993860 for a period in the 1980s.

Underneath, the chassis is well appointed with brake gear and neatly moulded brake shoes, turned metal wheels, NEM coupling socket and distinctive ballast ploughs at each end. These are a simple push-fit into sockets in the underframe and, as fitted, feature a cut-out for the Rapido coupling, while a replacement pair of full ploughs is included in the separate detailing pack, although you will need to remove the NEM socket for these to fit as intended. The pack also contains two sets of alternative couplings and a pair of tall vacuum pipes.

It may have been a long time coming, but EFE Rail's new 'N' gauge 'Shark' can at last take up its rightful place in a realistic ballast train formation alongside vehicles such as the Graham Farish 'Seacow'. (MC)

NEW for 'N' gauge from the Graham Farish stable is the utilitarian 'Parrot' bogie flat wagon. These vehicles were built between 1917-1919 and were originally designed for War Department use, but later moved across to serve the LMS and BR.

'Parrot' is the code name given to these wagons in revenue service and they were used to transport a wide range of large loads including crates, motors, vehicles and more. The Graham Farish model is brand new to the range and our sample reflects ex-WD 40ton 'Parrot' 279158 in LMS grey.

Being a flat wagon, its design is fairly simple, but there is plenty of detail to appreciate including moulded planks on the deck, neatly produced buffers, rivet patterns on the frame, a full relief underframe below the deck, excellent bogies and more. Turned metal wheels on pinpoint axles sit in each bogie while there are also NEM coupling pockets with standard 'N' gauge Rapido couplings at each end. You also get an accessory pack with a full set of bufferbeam details.

Decoration follows the standard we expect from a Graham Farish product with crisp lettering over an evenly applied base colour. Delivered in pristine condition, the 'Parrot' is ripe for subtle weathering to bring out its details.

For the steam era modeller, this will prove to be a useful addition which will breathe new life into goods formations in 'N' gauge. (MW)

HELJAN UPSCALES CLASS 17 FOR 'O'

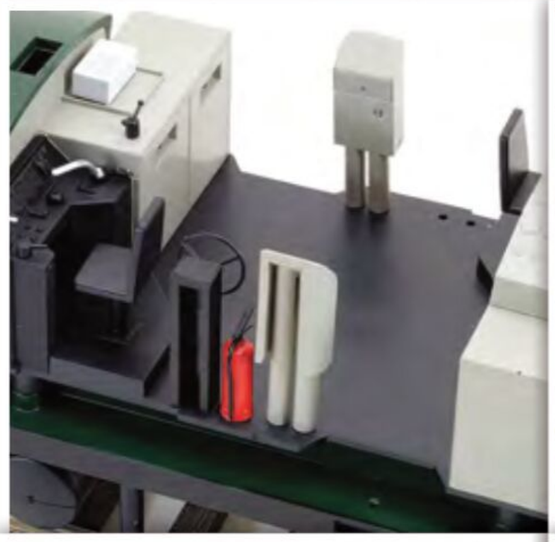
FIRST REVIEW

It may have been one of the least successful 1960s era diesel locomotives, but the Clayton Type 1s continue to be exceptionally popular in model form. **MIKE WILD** reviews Heljan's all-new and eagerly awaited Class 17 for 'O' gauge.

WHEN BR PLACED the first order for 88 twin-engine centre cab Bo-Bo diesels with Clayton in 1961, little did the board realise just how much of a disaster these locomotives would be. In total, 117 were built between 1962 and 1965, with the final 29 completed by Beyer, Peacock in Manchester.

The class had been designed as the standard Type 1 diesel where the all-round visibility from the cab was seen as an advantage, though the driver had to look over a long bonnet in both directions. Each was equipped with two Paxman 6ZHXL engines (apart from D8586 and D8587 which had Rolls Royce power units), but they were dogged by reliability issues related to cylinder heads, crankshaft movement and oil contamination.

So poor was their availability that BR opted to place more



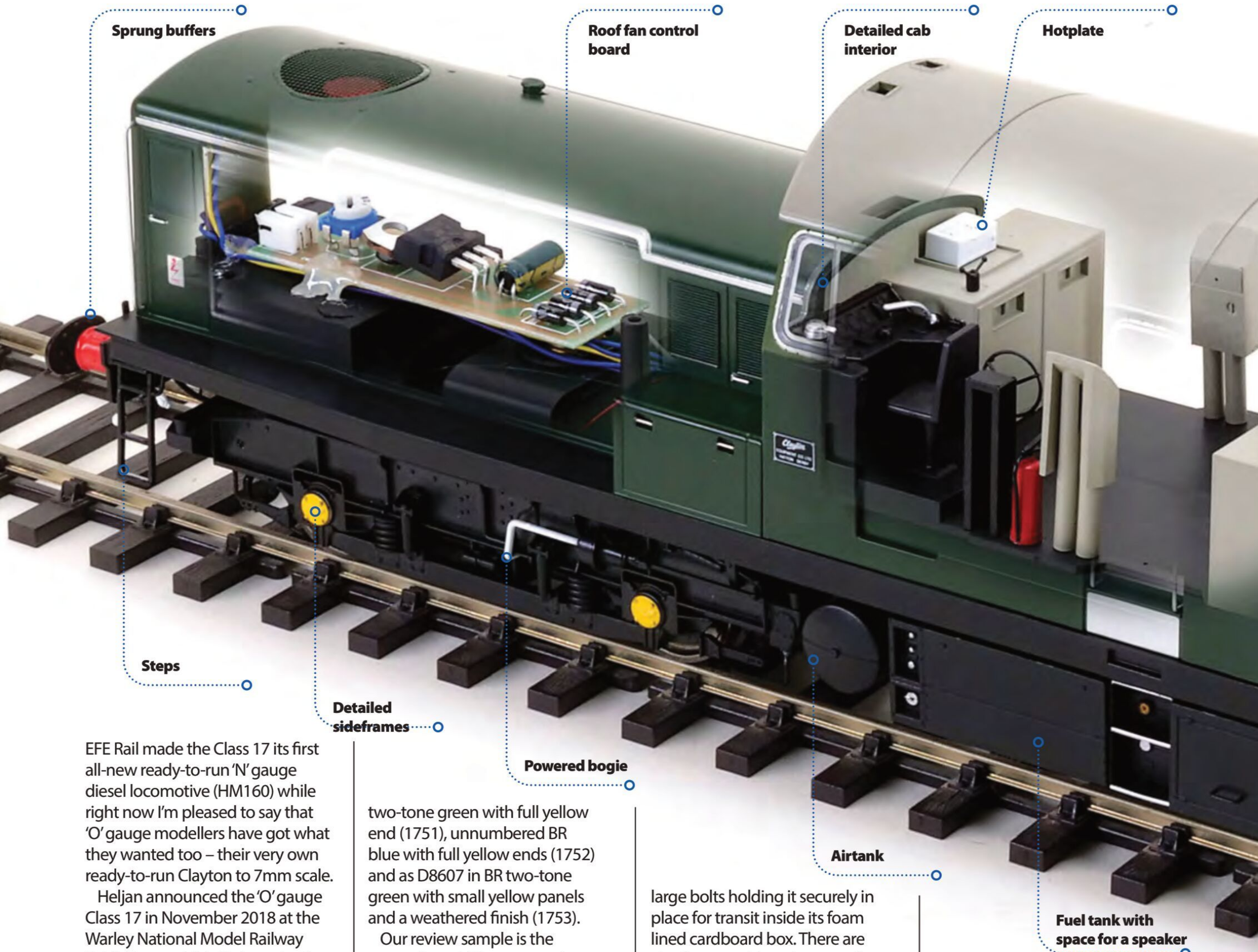
TECHNICAL DETAILS	
Supplier:	*www.facebook.com/heljanas*
Cat No:	1750 (featured)
Description:	Class 17 Bo-Bo diesel, BR green with small yellow warning panels
Builder:	Clayton Equipment/Beyer Peacock
Region:	North Eastern and Scottish
Gauge:	'O'/32mm
Scale:	7mm:1ft
Length (over buffers):	354mm (scale 50ft 7in)
Bogie pivot centres:	197mm (scale 28ft)
Price:	£549
Couplings:	Working screw link couplings
DCC:	DCC ready, LokSound L socket
Speaker:	40mm round
Exterior lights:	Directional head and tail lights
Interior lights:	None
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Two, five-pole
Flywheel:	None
Wheel arrangement:	Bo-Bo
Purpose:	Freight
Haulage capacity (expected):	20 wagons
Haulage capacity (actual):	30 wagons (maximum tested)

orders for more English Electric Class 20s as the standard Type 1 rather than pursue the Class 17s meaning that the 117 Claytons were gradually phased out in the late 1960s with the last being withdrawn in 1971. One, D8568, has been preserved and it is currently based at the Chinnor and Princes Risborough Railway in Buckinghamshire. For more on the history of the Class 17s, read our Reality Check class profile at *www.keymodelworld.com/reality-check*.

THE MODEL

The fortunes of the Class 17 have been much better in model terms – and in preservation D8568 has garnered a strong following too with guest appearances at the South Devon and Severn Valley railways in recent years.

The first ready-to-run model came from Heljan in 2009 (HM24) when it released its 'OO' gauge Class 17 for the first time. Five production runs later and it still continues to sell through! More recently in 2020, »



EFE Rail made the Class 17 its first all-new ready-to-run 'N' gauge diesel locomotive (HM160) while right now I'm pleased to say that 'O' gauge modellers have got what they wanted too – their very own ready-to-run Clayton to 7mm scale.

Heljan announced the 'O' gauge Class 17 in November 2018 at the Warley National Model Railway Exhibition and this first production run offers four livery choices: unnumbered BR two-tone green with small yellow warning panels (Cat No. 1750), unnumbered BR two-tone green with full yellow end (1751), unnumbered BR blue with full yellow ends (1752) and as D8607 in BR two-tone green with small yellow panels and a weathered finish (1753).

Our review sample is the unnumbered BR green version and first impressions are instantly good. Presentation of the Bo-Bo is excellent. It comes mounted on a sturdy MDF base with two large bolts holding it securely in place for transit inside its foam lined cardboard box. There are also foam packing pieces under each bogie and the fuel tanks to keep everything in check - plus you will also find an accessory pack containing miniature snowploughs in the box too.

Heljan's new 'O' gauge Class 17 captures the looks of the real locomotives superbly.

The looks of the model really capture the shape of the Class 17s with the long bonnets, multi-window centre cab and highly detailed bogies. The major dimensions match that of the real locomotives.

At each end is a fully detailed bufferbeam with sprung oval buffers of the correct pattern with neatly moulded shanks, sprung working screw link couplings, brake pipes and multiple working connections. Above, the relatively plain front of the '17' is relieved by red marker lights and a four-character headcode panel with a small moulded horn grille above. The marker lights can be turned off manually with a slide switch in the underframe.

Moving along the bonnets, it is pleasing to see the main engine room side grilles modelled partially open - while the fine mesh fan grilles above are etched metal and give a clear view of the fans which work when the model is under power. The different patterns of each side of the bonnets are modelled faithfully together with the chrome trim, painted in silver, which runs along the top edge.

The cab is modelled to the same level inside and out with clear glazing to all windows which gives a full view of the interior with its full range of controls and cabinets – it even has a fire extinguisher and a hotplate modelled! Access to the cab interior can be achieved without removing the full body – two small crosshead screws hold the cab section in place allowing it to be eased up from its mounting position to allow for installation of a crew and, potentially, interior lights.

The quality of detail continues below the frames with the bogie underframe mouldings. Here Heljan has replicated the Class 17's underpinnings superbly including detailed bogie side

"The looks of the model really capture the shape of the Class 17s with the long bonnets, multi-window centre cab and highly detailed bogies."

MIKE WILD

frames, sandboxes, sandpipes, brake shoes and more.

Completing the exterior package is a high quality paint finish which replicates the BR two-tone green livery in fine detail. The window frames, door handles and yellow warning panels are all finished to the highest standard while the cabside crests and Clayton builder's plates are excellent.

PERFORMANCE

The Class 17 follows Heljan's tradition for twin-motor diesel locomotives, but this time it uses a pair of under floor motor bogies to provide traction. This means that all wheels are driven and the two power bogies are linked back to a central Printed Circuit Board (PCB) onto which a LokSound L decoder socket has been mounted.

The L decoder socket means upgrading to DCC or DCC sound is a plug and play process for the Class 17 which simply requires removal of the body for access with eight screws holding the body in place. Removal is then a case of sliding it upwards, taking care not to snag the wires which run from the chassis to the roof fan motors. Interestingly, Heljan has also made provision for installation of an ESU smoke unit (Cat No. 54678) with exit points available via the exhaust ports fore and aft of the cab. Finally, the chassis is designed to accommodate a 40mm round speaker in the central underframe tank.

On the track with both analogue and digital control our sample ran smoothly and quietly throughout the speed range with excellent slow speed control. Lights were flicker-free with our only point of note being that one of the roof fans was a little noisy at certain speeds.

OVERALL

The Class 17 has been repeatedly requested for 'O' gauge and Heljan's decision to model this unsuccessful but highly popular class already appeared to be a good one as *Hornby Magazine* closed for press.

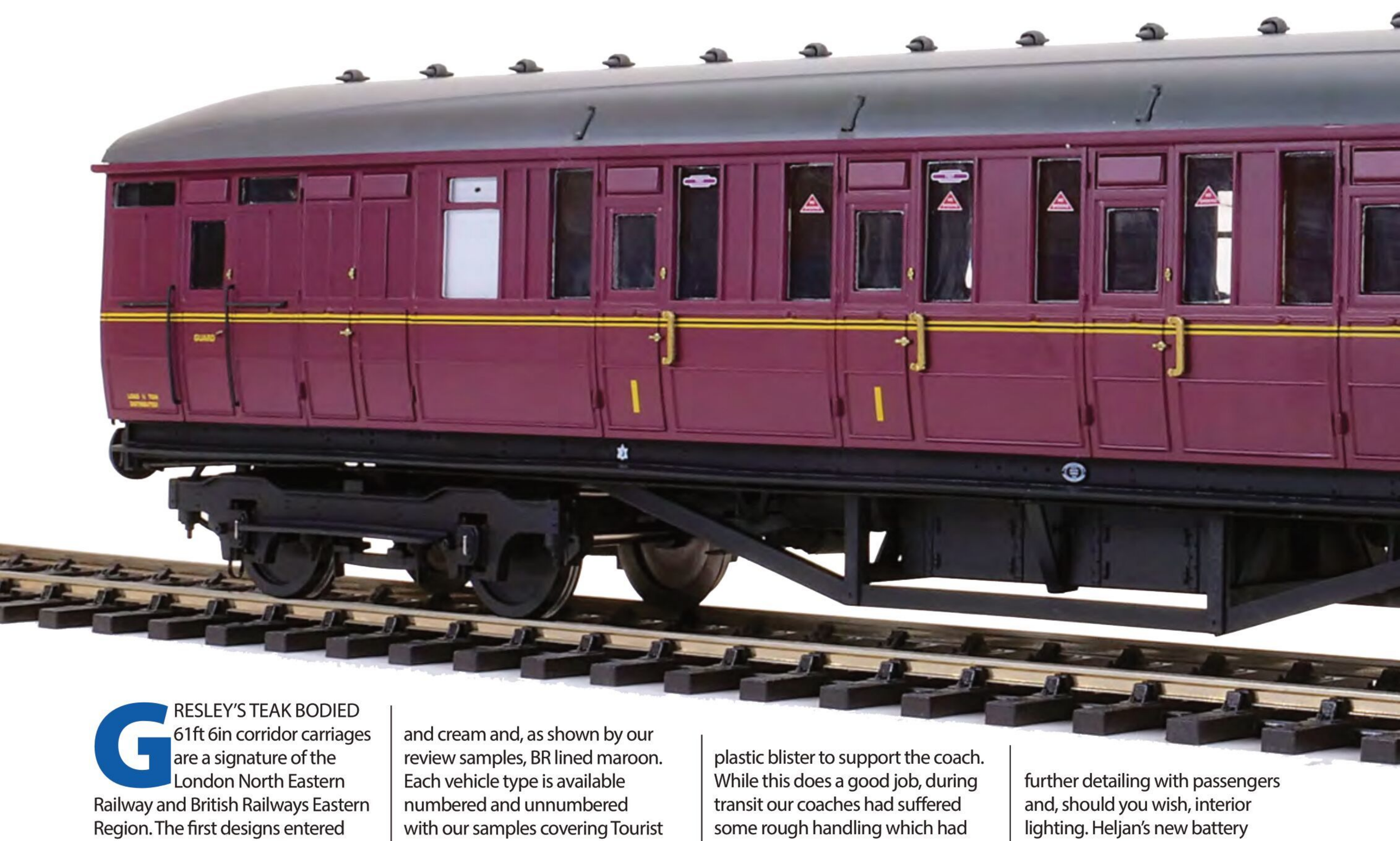
Initial deliveries were selling through fast with Heljan retailers and Heljan also confirmed that all of the stock from its warehouse has now been allocated.

The popularity of the Class 17 seems to know no bounds and we think Heljan has done an excellent job in creating this short-lived Type 1 diesel for 'O' gauge. Excellent and available now. (MW)

Hattons 'O' gauge

GRESLEYS DEBUT

2021 looks set to be the year of the carriage for 'O' gauge with new collections due to cover LNER and BR designs from three different manufacturers. Hattons Model Railways has set the ball rolling with its trio of Gresley 61ft 6in corridor coaches. **MIKE WILD** takes a closer look.



GRESLEY'S TEAK BODIED 61ft 6in corridor carriages are a signature of the London North Eastern Railway and British Railways Eastern Region. The first designs entered traffic in the 1920s and there were many variations through the years.

Hattons announced its plans for a series of 'O' gauge ready-to-run Gresley coaches in August 2016 working with Heljan to cover the Diagram 186 Tourist Third Open, Diagram 115 Third Corridor and Diagram 175 Brake Composite Corridor from the 1930s.

The new coaches are being offered in LNER teak, BR carmine and cream and, as shown by our review samples, BR lined maroon. Each vehicle type is available numbered and unnumbered with our samples covering Tourist Third Open E13372E - built 1934 in Lot 559 at York and withdrawn in December 1961; Third Corridor E12493E – built 1931 in Lot 9037 by Metropolitan Cammell and withdrawn in September 1960 (now preserved); and Brake Composite Corridor GE10078E – built 1937 in Lot 700 at York and withdrawn in October 1964 (now preserved).

Each coach is supplied in a cardboard outer which contains a plastic blister to support the coach. While this does a good job, during transit our coaches had suffered some rough handling which had caused several windows and footboards to become dislodged. This is a shame, but all the loose parts were straightforward to refit – our advice is to open the box carefully to ensure you don't lose any parts on arrival.

The good news is that the need to refit windows showed how simple access to the interior is – the roof simply unclips from the sides giving full access to the seating to allow for further detailing with passengers and, should you wish, interior lighting. Heljan's new battery powered lighting bars can be used for this purpose with the final section cut off at the cut line marked on the strip. Other highlights of the interior include partitions for the toilet compartments, handrails on the corridor windows, and colouring of the seats for First (blue) or Second (red) class. However, there are no luggage racks.

Externally, the BR lined maroon paint application looks smart

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TECHNICAL DETAILS	
Manufacturer:	*www.hattons.co.uk*
Cat No:	H7-TC115-006, H7-TC175-006, H7-TC186-006
Description:	LNER Gresley 61ft 6in corridor coaches
Region:	Eastern
Gauge:	'O'/32mm
Scale:	7mm:1ft
Length (over buffers):	430mm
Price:	£179 per coach
Couplings:	Sprung screw link couplings
Purpose:	Express passenger

Left: **The interior of each carriage design has a matching seating layout. This is the Third Open.**

Left: **The carriage ends capture the shape and style of the Gresley corridor stock and include flexible rubber covers over the gangway connections.**

and is enhanced with correct BR straw-black-straw lining together with straw coloured lettering and numbering as appropriate. Door handles and grabrails are all picked out with brass paint for the passenger compartment doors while the guard's compartment door has black handrails.

The window arrangement matches that of the real vehicles – although the droplight windows in the doors appear too small in depth and width. Otherwise, these are good looking models of the distinctive Gresley corridor coach fleet with hallmarks including the bow ends, domed roofs, roof vent patterns, excellent panel detail, Gresley bogies and underframe equipment modelling the real vehicles well. There are also sprung 'clip top' buffers, neatly moulded gangways and sprung coupling hooks with dummy drop-head buckeyes. Screw link couplings are supplied separately in the box with each coach.

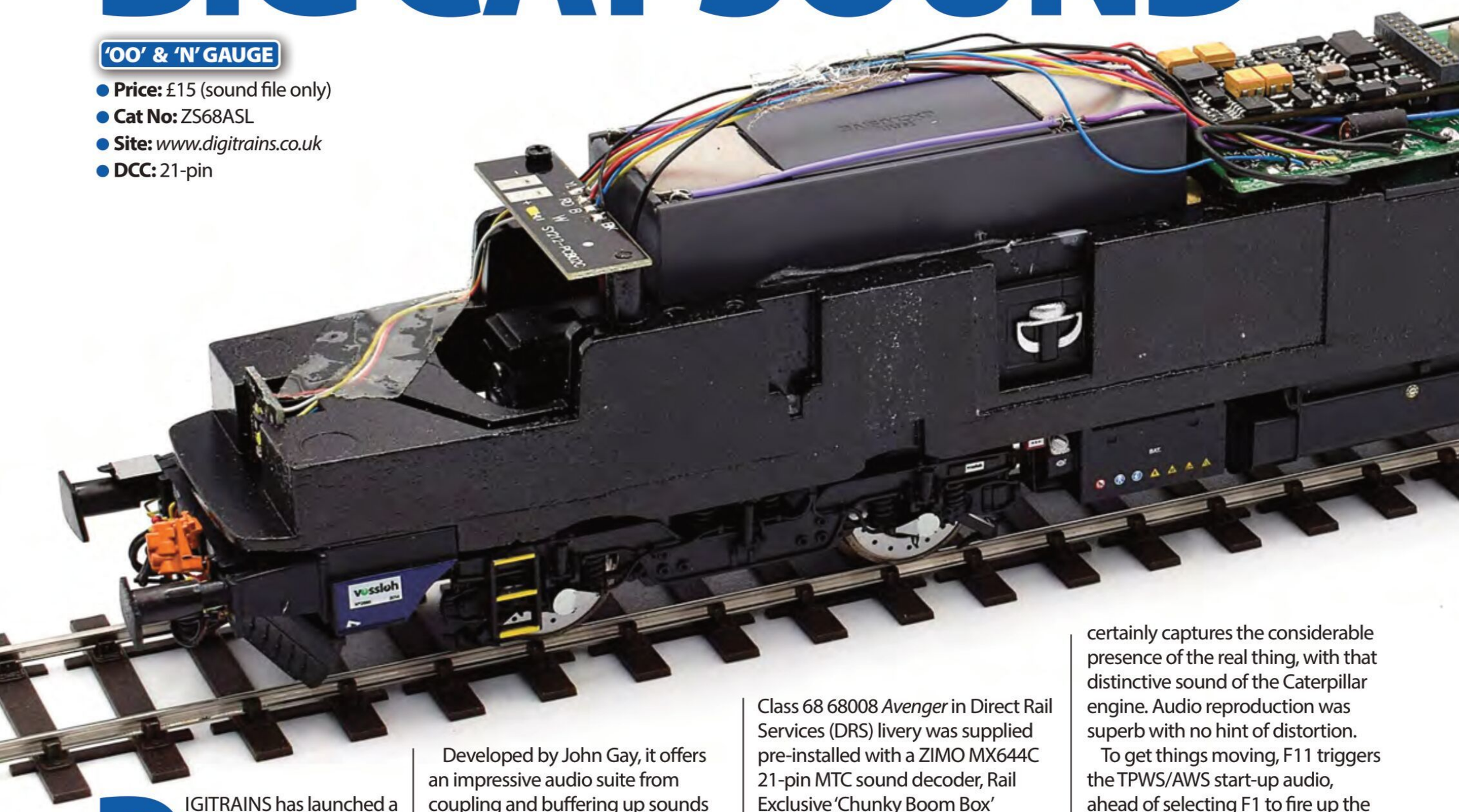
Our samples ran smoothly and passed through Peco points and double slip crossings straight from the box – the double slip is a test of an 'O' gauge model's back to back wheel gauge due to its narrow profiles. Each coach weighs around 790grams which assists with their smooth running characteristics.

Overall, while there have been niggles over the windows, we have been impressed with the Hattons Gresley corridor coaches for 'O' gauge. They fill an important gap in the market for ready-to-run passenger stock in 7mm scale. (MW)

BIG CAT SOUND

'OO' & 'N' GAUGE

- **Price:** £15 (sound file only)
- **Cat No:** ZS68ASL
- **Site:** *www.digitrains.co.uk*
- **DCC:** 21-pin



DIGITRAINS has launched a new Class 68 Activedrive digital sound project for ZIMO decoders.

Developed by John Gay, it offers an impressive audio suite from coupling and buffering up sounds to compressor, warning horns and notable engine transitions.

For review, Dapol's 'OO' gauge Class 68 68008 *Avenger* in Direct Rail Services (DRS) livery was supplied pre-installed with a ZIMO MX644C 21-pin MTC sound decoder, Rail Exclusive 'Chunky Boom Box' speaker (Cat No. SP55X20X10) and LaisDCC stay alive kit (872007).

From the outset, this project certainly captures the considerable presence of the real thing, with that distinctive sound of the Caterpillar engine. Audio reproduction was superb with no hint of distortion.

To get things moving, F11 triggers the TPWS/AWS start-up audio, ahead of selecting F1 to fire up the engine sounds. F0 activates the directional headlights – if operating as a light engine, pressing F10

'OO' & 'O' GAUGE

TRS Trains water-based smoke generators

- **Price:** from £100 (excluding decoder)
- **Site:** *www.facebook.com/trs.trains/*
- **Email:** *trstrains@yahoo.com*

TRS Trains is a new name in modelling and is offering a custom digital controlled smoke generator and sound installation as part of its range of services. Interestingly, this isn't using conventional smoke generators such as the oil-filled Seuthe type – the TRS Trains products make steam with bottled water with the exhaust effect synchronised to the sounds of the locomotive for added realism.

Our sample model was a Hornby Stanier 'Princess Coronation' 4-6-2 for 'OO' gauge, although TRS Trains can install these smoke generators in almost any locomotive in both 'OO' and 'O' gauge. The smallest locomotive it has tackled yet is an EFE Rail Hunslet 'J94' 0-6-0ST.

The smoke generator installation is invisible from the outside with the decoder and speaker positioned

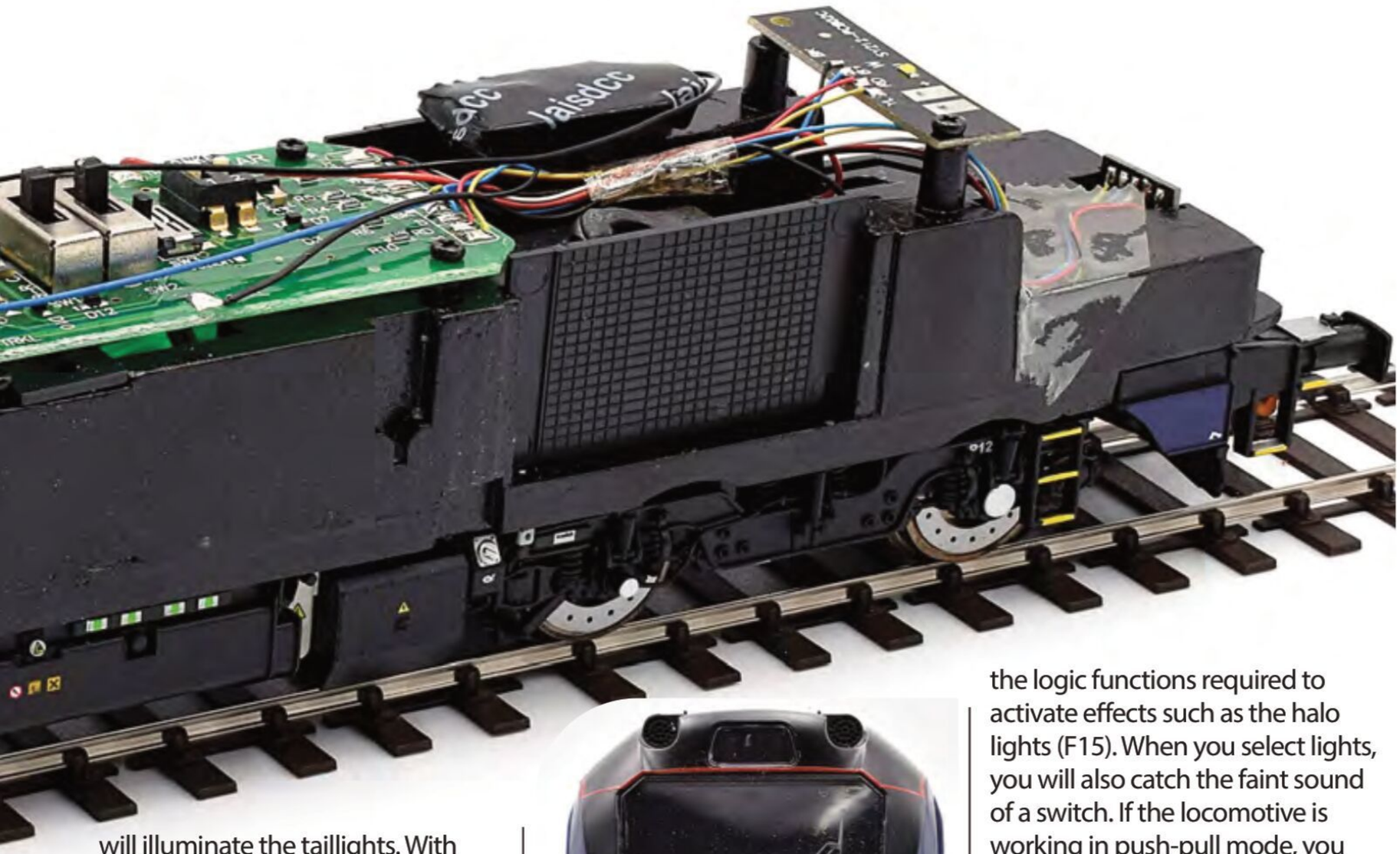
in the tender and the smoke generator and working lamps on the locomotive. The smoke generator is filled via an opening in the top of the boiler backhead in the cab using a pipette and, as we said, with nothing more exotic than bottled water. The filling process is straightforward and requires the locomotive to be tilted forward for access and the addition of two pipettes of water. The right type of pipette is supplied with the model making it easy to get up and running.

Having filled our 'Coronation' sample with water, we were impressed to see that the steam effect was instant when it was turned on with Function 20 on a digital handset – there was no wait for elements to heat, just immediate steam. On start-up, the steam effect creates a vertical column from the chimney, but when you start moving, the steam pulses with the exhaust beat of the locomotive to represent individual cylinder movements. You can also intensify the steam effect by turning the Blower function on with F8 – a neat feature that increases the flow of steam.

In service, the steam effect is clean and mess free whereas oil based smoke generators can leave a film behind over a model, but there is none of that from the water-based design shown here.

We have been impressed by the performance and operation of the TRS Trains smoke generator and its sound choice too. The 'Coronation' shown here was powered by a ZIMO MX645R 8-pin decoder, but TRS Trains can achieve the same results with a range of decoders from the ZIMO and ESU families. If you want to know more about these custom installations, get in touch with TRS Trains – we're already 'testing the water' further with an 'O' gauge 'A4' installation. (MW)

- **Visit *www.keymodelworld.com/hornby-magazine-videos* to see this model in action.**



SOUND FILE V20.11	
F0	Headlights
F1	Sound on/off
F2	Brake key
F3	Horn low (playable)
F4	Horn high (playable)
F5	Light load
F6	Compressor
F7	Speed lock
F8	ETH mode (electric train heating)
F9	Flange noise
F10	Taillights
F11	TPWS and AWS startup (F1 off)/Lo-hi horn (F1 on)
F12	Wipers
F13	Buffer up
F14	Coupling
F15	Halo lights
F16	Sanders
F17	Air release
F18	Guard whistle
F19	Mute if on
F20	Parking red lights
F21	Lo-hi horn
F22	Hi-lo horn
F23	Ack. horn
F27	Volume -
F28	Volume +

will illuminate the taillights. With tickover underway, a quick blast of F3 (playable low horn) and you can gently open the throttle. As the engine revs increase, the locomotive begins to move. If you wish to come to a stand, shut off the throttle and depress F2 (brake) to slow down/stop. If coupled to carriages, choose Electric Train Heating mode (F8) which increases the engine revs while the locomotive remains stationary.

As Dapol's 'OO' gauge Class 68 features multiple lighting options, the ZIMO MX644C decoder enables the logic functions required to activate effects such as the halo lights (F15). When you select lights, you will also catch the faint sound of a switch. If the locomotive is working in push-pull mode, you can also turn off the headlight while 'pushing' and simply select the taillight (F10). When stabling the locomotive, F20 will activate red parking lights at each end.

Additional horn sounds (F4, F21, F22, F23) also add to the driving experience, while volume can also be altered in operation via F27/F28. For light engine movements, the light load mode (F5) can be selected, which introduces slightly more sprightly characteristics to the model's throttle response.

Digitrains' new Activedrive Class 68 is an incredibly immersive sound project and great fun to operate, showcasing the considerable capabilities of Dapol's highly regarded 'OO' Class 68 well and is sure to prove popular with those wishing to add authentic sound to their fleet. (MC)

● **Visit *www.keymodelworld.com/hornby-magazine-videos* to see this model in action.**

'OO' & 'O' GAUGE

DMG Electech DCC Decoder

● **Price:** £21.95 ● **Cat No:** ET201-6
● **Site:** *www.dmgelectech.co.uk* ● **DCC:** 21-pin

DMG ELECTECH has introduced a new range of digital accessories including 8-pin and 21-pin Digital Command Control (DCC) decoders.

We received a sample of the 21-pin decoder which features six 100mA function outputs, adjustable braking, Back EMF with silent motor control and advanced consist addressing. It is rated for 1.5Amp continuous and 2Amp peak motor control.

Measuring 28mm x 15.5mm x 5mm, the 21-pin example allows users to select a raft of lighting options such as firebox flicker, ½ second flash, two ¼ second flash options, strobe effect and more through straightforward CV value changes for each of the function outputs.

Another useful pre-set function is the electronic brake set to F7. This overrides the throttle control and will slow the locomotive down until the button is released. By default, it is set to a value of 5 (CV63) – we set it to a higher value of 50 and set CV4 (deceleration rate) to 100, which increased the coasting ability for our tests and it delivered slow, smooth braking control with the throttle returned to zero. Motor control was smooth, responsive and silent, while directional lights and function outputs F1-F4 operated as expected.

Excellent and available now. (MC)

Heljan 'O' gauge

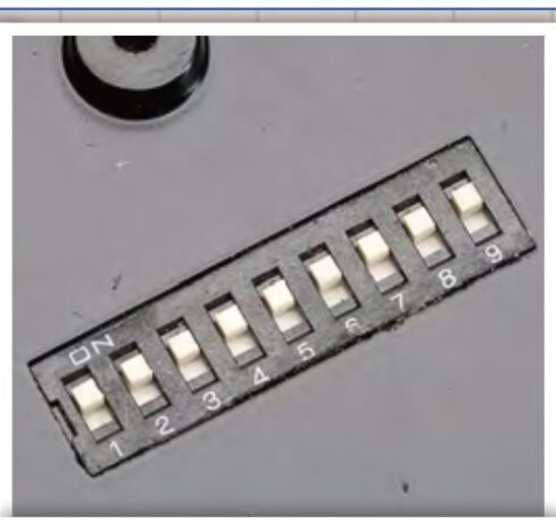
GWR RAILCAR

FIRST REVIEW

The Great Western Railway was amongst the first in the world to introduce self-contained diesel railcars for passenger services. Now the classic 'Razor Edge' is available for 'O' gauge with the arrival of this brand-new model from Heljan – **MIKE WILD** investigates.

"The exterior captures the characteristic shape of the Swindon built railcars superbly with crisp lines to the angled front and neat panel detailing."

MIKE WILD



TECHNICAL DETAILS	
Supplier:	*www.facebook.com/heljanas*
Cat No:	1903 (featured)
Description:	GWR AEC railcar, W20W, BR carmine and cream
Builder:	Swindon Works
Region:	Western
Gauge:	'O'/32mm
Scale:	7mm:1ft
Length (over buffers):	458mm (scale 65ft 6in)
Wheelbase:	305mm (scale 43ft 6in)
Price:	£549
Couplings:	Working screwlink couplings
DCC:	DCC ready, 21-pin socket
Speaker:	66mm x 29mm
Exterior lights:	Directional head and tail lights
Interior lights:	Independent saloon and cab lights
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Five-pole
Flywheel:	None
Wheel arrangement:	Railcar
Purpose:	Passenger
Haulage capacity (expected):	Railcar plus two vans
Haulage capacity (actual):	Railcar plus three vans (maximum tested)

HELJAN IS CUTTING A path to serve a widening sphere of 'O' gauge modellers by producing models which suit both large and small layout designs and one of the undeniably user friendly items of rolling stock is the Great Western Railway diesel railcar.

The first of the breed were introduced in 1933 and featured a streamlined body in keeping with the 1930s era styling. These were built by Park Royal and Gloucester Railway Carriage and Wagon with AEC engines, but in 1940-1941 the GWR built its own batch of railcars at Swindon Works with all-new styling as shown by this new Heljan model. The new styling earned them the nickname 'Razor Edge' because of the more angular design, while they also had conventional bufferbeam equipment which allowed them to haul a trailing load.

Numbered 19-33, the railcars were used on branch line services where their low running costs made them ideal for lightly used lines – their twin AEC engines providing ample propulsion for these duties. They were withdrawn between 1960-1962 and two of the 'Razor Edge' type have survived into preservation – W20W at the Kent and East Sussex Railway and W22W at Didcot Railway Centre. Read our full class history for the GWR railcars at *www.keymodelworld.com/reality-check* or in HM127.

Roof detailing, including the exhaust cowl, is excellent.

THE MODEL

Heljan has enlisted the support of the Great Western Society at Didcot Railway Centre in development of this enticing new release – in fact, it is very well timed as there has been a run of GWR/Western Region models arriving for 'O' gauge over the past couple of years with more to come in the near future.

The product list for the railcar covers No. 22 in GWR chocolate and cream (Cat No. 1900), No. 29 in GWR post-war chocolate and cream (1901), W21W in BR crimson and cream with a dark grey roof (1902), W20W in BR crimson and cream with white cab roofs – the subject of our review sample (1903), W32W in BR green with white cab roofs (1904) and W26W in BR green with a dark grey roof (1905). The specification for the railcar includes detail differences between GWR and BR era models including changes to the windscreen wipers and the bogie drive shafts.

Having seen pre-production decoration samples, we were looking forward to a high standard of paint finish on the finished product, and our model of W20W in the attractive BR carmine and cream didn't disappoint. Application of the main body colours is immaculate while the lining between the carmine and cream portions is superbly reproduced, even around the angles of the cab front. In fact it appears seamless – a tricky thing to do – and adds greatly to the quality feel of this model. Beyond this, W20W has white cab roofs and a black main roof section, again with neat edges, while finishing touches include neatly printed vehicle numbers, brass coloured door furniture and red bufferbeams.

The interior features a single colour moulding for the passenger compartment with bulkheads at the doorways and for the guard's section. The colour closely matches that on the preserved example at Didcot but would have benefitted from cream bulkheads – an easy fix as part of an interior detailing project to add passengers and driver. The cabs meanwhile feature neatly moulded control desks with exceptionally fine controls including »

power handles, brake, handbrake and more. All it really needs is a driver to complete the scene.

Also worth knowing is that access to the interior is very straightforward. Four crosshead screws hold the body in place and once released the body simply slides up from the chassis without any connections – all of the lighting components are on PCBs mounted to the chassis which pass light to the various lenses on the unit.

Heljan has done its homework in generating this model. The exterior captures the characteristic shape of the Swindon built railcars superbly with crisp lines to the angled front and neat panel detailing. Even the subtle tumblehome to the lower body is represented. Glazing is well done while highlights include separately fitted handrails to the passenger compartment, windscreen wipers, lamp irons and even etched brass grilles for the radiators with the cooler groups represented by an additional plastic moulding mounted behind. There are also individually fitted roof vents on the roof together with an authentic exhaust cowl.

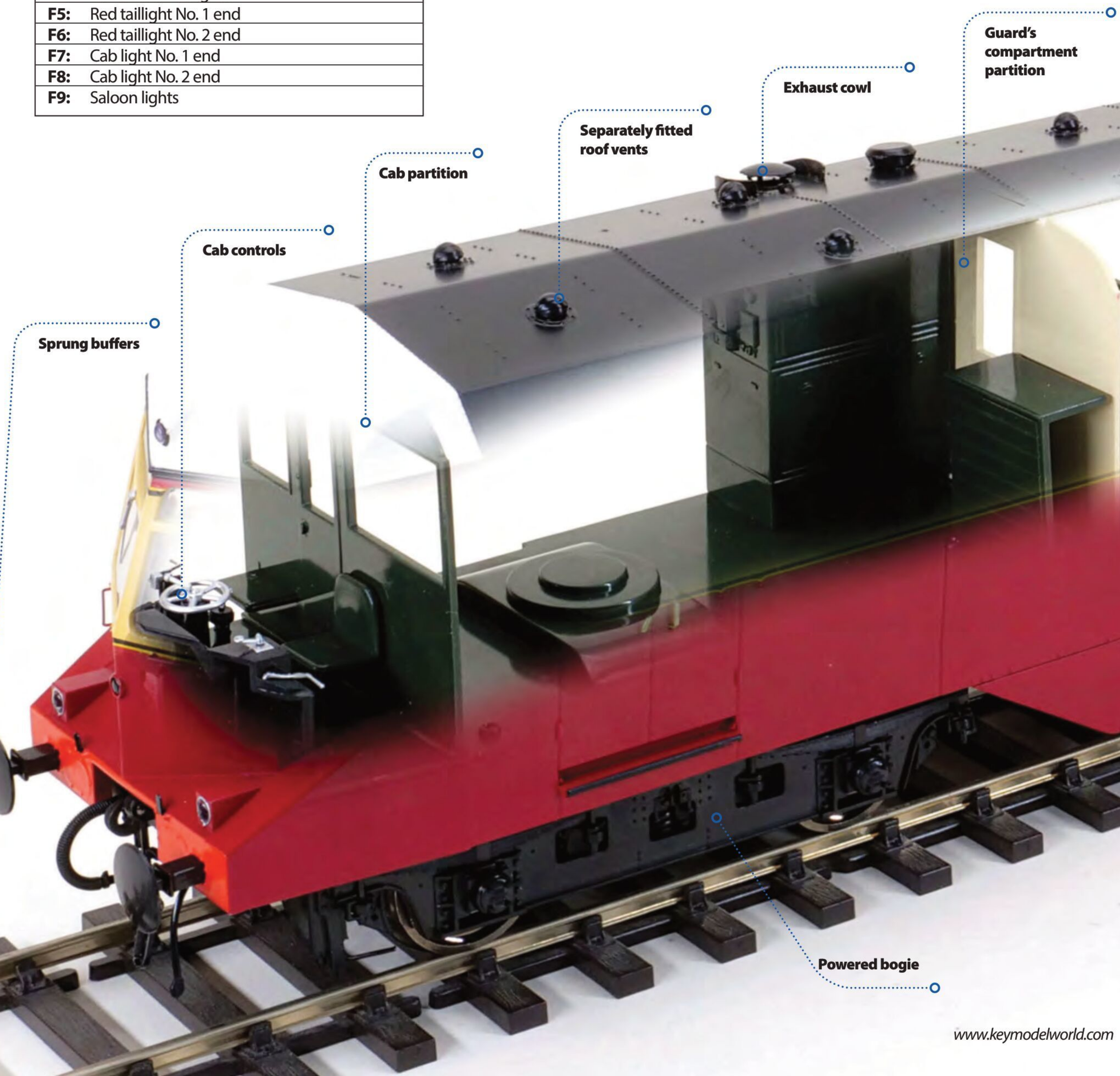
PERFORMANCE

The chassis design for the railcar follows on from the Class 128 parcels railcar. It has a die-cast spine with a single powered motor bogie at one end and a free running bogie at the other. All wheels collect electricity for smooth running and we were impressed by the silky operation of our sample with analogue and digital control.

The big step up with this model is its lighting and sound preparation. It has the option to control nine different lighting functions through either analogue or digital control systems. For analogue there are nine switches in the base of the metal chassis which control the directional, cab and main saloon lights allowing each vehicle to be configured to personal tastes. Additionally, DCC users can take control of these lighting functions with a decoder. The wiring has been based around the ESU LokSound and LokPilot decoders and we tested the model with a LokPilot 59629 chip which provided instant access to all lighting functions without the need for remapping. We've included a table (below left) detailing which function buttons control which lights for reference, but note that if your controller has a momentary action on F2 you may need to consider remapping the chip to move operation of the No. 2 end upper light to F3 or F4 which aren't used in the lighting scheme.

Installation of either a decoder or sound chip and speaker is a

HELJAN RAILCAR DCC FUNCTIONALITY	
Decoder type tested: LokPilot 21-pin decoder	
F0:	Directional lower lights for No. 1 and No. 2 end
F1:	Top light No. 1 end
F2:	Top light No. 2 end
F3:	No function assigned
F4:	No function assigned
F5:	Red taillight No. 1 end
F6:	Red taillight No. 2 end
F7:	Cab light No. 1 end
F8:	Cab light No. 2 end
F9:	Saloon lights



straightforward task. A plastic panel on the base of the chassis provides access to the decoder socket – a 21-pin interface – though it is worth noting that it is configured upside down meaning that the decoder installs face up when fitted. Be careful of the wiring in this area too – with so many lighting functions there are a large number of wires around the decoder socket. In addition there are screw mountings suitable for use with a Earth Mover 2 66mm x 29mm speaker on the underside of the chassis for sound. This is great to see and we will be exploring the sound installation potential of this model further in the future.

OVERALL

The GWR railcar is an excellent addition to the Heljan ready-to-run collection which has been produced to a high standard and with new electronic features. The decoration of the BR carmine and cream sample shown here was nothing short of superb and we can see this new release being a very popular addition for 'O' gauge. It bodes very well for the new 'OO' gauge GWR railcar from Heljan which is now expected to be released in the Spring.

GWR and Western Region 7mm scale modellers will doubtless be delighted with this model – it's certainly got our attention. (MW)

2+2 seating

Interior lighting bar

Independent cab interior lights

Crisp lining

Detailed bogies

Speaker space under chassis

Etched metal radiator cover

Decoder socket mounted under chassis

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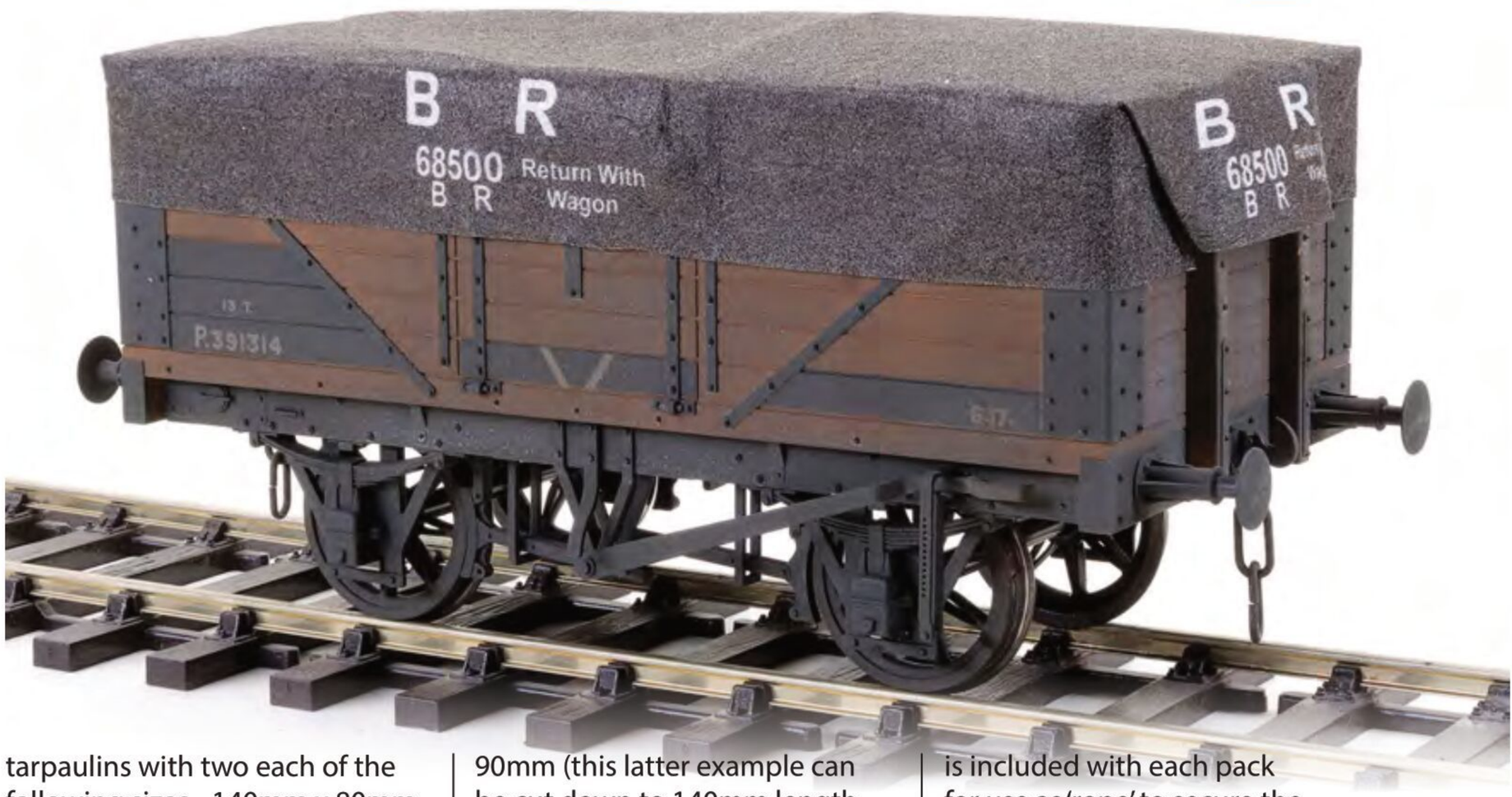
"The wiring has been based around the ESU LokSound and LokPilot decoders and we tested the model with a LokPilot 59629 chip which provided access to all lighting functions without the need for remapping."

MIKE WILD

BR wagon TARPAULINS

'OO' & 'O'GAUGE

- **Price:** £12
- **Cat No:** BR O/BR OO
- **Site:** *www.geoscenics.co.uk*
- **Era:** 4/5



NEW FROM GEOSCENICS are these wagon tarpaulin sheets suitable for 'OO' and 'O' gauge. Our review samples included 7mm and 4mm scale BR wagon tarpaulins intended for use on standard wooden-bodied open and longer 'Tube' wagons – the range also includes GWR, SR, LMS, LNER and bespoke printed examples. Printed on fine fabric style material, each tarpaulin can be cut from the sheets using the dotted lines as a guide and fitted to a wagon. We used double sided tape for our test wagon.

The 4mm scale pack contains 16 tarpaulins with 12 85mm x 50mm examples suitable for standard open wagons and four longer 150mm x 50mm tarpaulins. The 'O' gauge pack includes six tarpaulins with two each of the following sizes - 140mm x 80mm, 150mm x 90mm and 180mm x 90mm (this latter example can be cut down to 140mm length, if required). Fine beige thread is included with each pack for use as 'rope' to secure the tarpaulin to the wagon. (MC)

'OO' GAUGE

MILITARY MATERIALS

- **Price:** £10.50-£13.75
- **Cat No:** GM440/GM441/GM442
- **Site:** *www.gaugemaster.com*
- **Era:** Various

Gaugemaster has added three new 1:76 scale military themed packs to its 'OO' gauge structures range, with the addition of a collection of tents, barbed wire and sandbags. Produced for Gaugemaster by Faller, the military tents pack builds up into seven individual tents of various sizes - the largest measuring 109mm x 46mm x 32mm. Also included are two medium-sized 50mm x 50mm x 30mm structures and four small one-piece 45mm x 22mm x 22mm tents. Minimal assembly is required, with just the medium and larger tents requiring additional finishing by adding the textured canvas roof and rolled-up sections. Adding to the military manoeuvres feel, the barbed wire pack includes sufficient parts to make 15 army barrier style barbed wire fences. Finally, to complete the compound, a set of 200 individual plastic sandbags can be glued together to form differently shaped defences. Each is moulded in sand-coloured plastic. (MC)

'OO' GAUGE

LNER 'A1'/'A3' ACFI conversion kit

- **Price:** £14.50 (kit only)/£19.50 (kit + nameplates)
- **Cat No:** ACFI Water Feed
- **Site:** *www.niumodels.co.uk*
- **Era:** 3

For those wishing to add variety to their fleet of London and North Eastern Railway (LNER) 'A1'/'A3' 4-6-2s, this ACFI water feed heater conversion kit may fit the bill.

Two LNER locomotives – 'A1' 4-6-2 2576 *The White Knight* and 'A3' 4-6-2 2580 *Shotover* – were selected in the 1930s to undergo trials with ACFI water feed heater when a pump was fitted to the left-hand side of the running plate. This increased the boiler feed temperature and helped reduce the amount of coal used.

Niu Models' conversion kit contains a small number of 3D printed parts including the ACFI pump, support bracket, boiler feed cleat, zenith separator and smokebox mixing chamber which have been designed to fit the current Hornby 'OO' gauge LNER 'A1' and 'A3' 4-6-2 models. Offered with or without nameplates 0.5mm, 0.8mm and 1.0mm brass rod are required to complete the installation. (MC)

'OO' GAUGE

Diesel headcodes

● **Price:** £10 ● **Cat No:** 4DMU15
● **Site:** *www.pacificmodels.co.uk* ● **Era:** 5-7

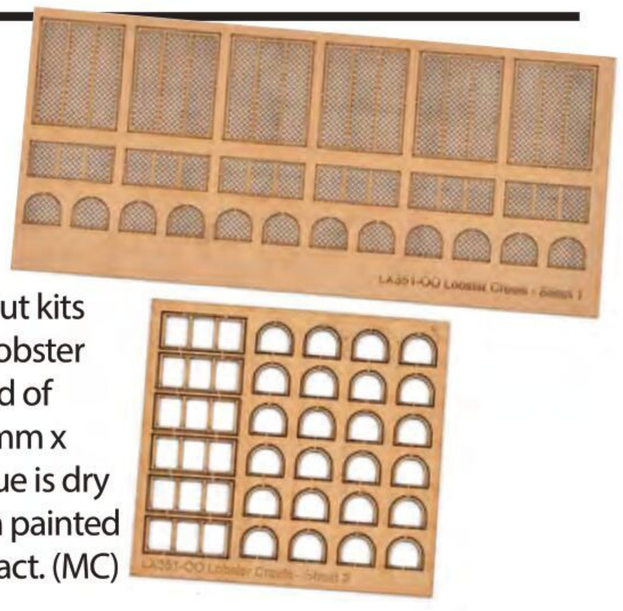
Pacific Models has added this new pack of 4mm scale two and four-character headcodes suitable for BR diesel locomotives and DMUs. This latest pack will enable you to customise diesel locomotives and DMUs with a selection of express, secondary/empty stock and goods train headcodes, together with a couple of light engine and 'domino' style dots too.

Printed on high-quality self-adhesive paper, the pack includes 112 standard four-character headcodes, 49 split character (2+2) headcodes and 102 individual characters for DMU headcodes, suitable for the mid-1950s to mid-1970s. Each is neatly printed and requires cutting from the sheet with a sharp knife before applying to the model. The sticky backing will enable them to be stuck directly over the top of previous examples. Ideal for adding variety to your diesel locomotive and DMU fleet. (MC)

'OO' GAUGE

SMS lobster pot

● **Price:** £4.39 ● **Cat No:** LX351-OO
● **Site:** *www.scalemodelscenery.co.uk* ● **Era:** 8-11



Scale Model Scenery (SMS) has bolstered its range of laser-cut kits and detailing accessories with this new 4mm scale pack of lobster pots/creels. Each lobster creel is built up from laser-cut board of various thickness, with enough parts to build six 14mm x 6mm x 6mm creels per pack. They are a little fiddly, but once the glue is dry the fine laserboard 'netting' can be trimmed to size and then painted ready for placing in a harbour scene. Small details – big impact. (MC)

'OO' GAUGE

Sandstone Wall Coping

● **Price:** £4.79 ● **Cat No:** LX354-OO
● **Site:** *www.scalemodelscenery.co.uk* ● **Era:** 8-11

New from Scale Model Scenery is this 4mm scale pack of sandstone wall coping. Ideal for adding that finishing touch to a wall (up to 4mm thick), the pack contains seven 132mm x 5mm x 0.8mm chamfered strips – 920mm length in total. In addition, the fret also contains six 8.5mm x 8.5mm x 0.8mm gate post/pillar copings. The strips feature realistic mortar lines and distinctive chamfered surface, which certainly look the part. (MC)

'OO' GAUGE

Dockside developments

● **Price:** £27.50/£17
● **Cat No:** GM432/GM433
● **Site:** *www.gaugemaster.com*
● **Era:** 3-7

New to the Gaugemaster Structures range are these 'OO' gauge dockside warehouse and dockside crane kits.

As with other kits in the range, both have been produced by Faller with the warehouse building up into a pleasing 225mm x 90mm x 140mm structure, which can stand alone or be incorporated into a larger warehouse scene by adding extra kits. It stands over five storeys (including basement) and features large double doors to each floor along with smaller strategically placed windows and doors.

Adding to the scene is the dockyard crane kit which measures 178mm x 244mm x 80mm and comprises a rail-mounted base (plastic rails included) with ladders and walkway, operator cabin and girder jib with hook. While the crane is intended as a static model, the operator cabin and jib can be rotated.

Perfect for developing an industrial dockyard scene or diorama. (MC).

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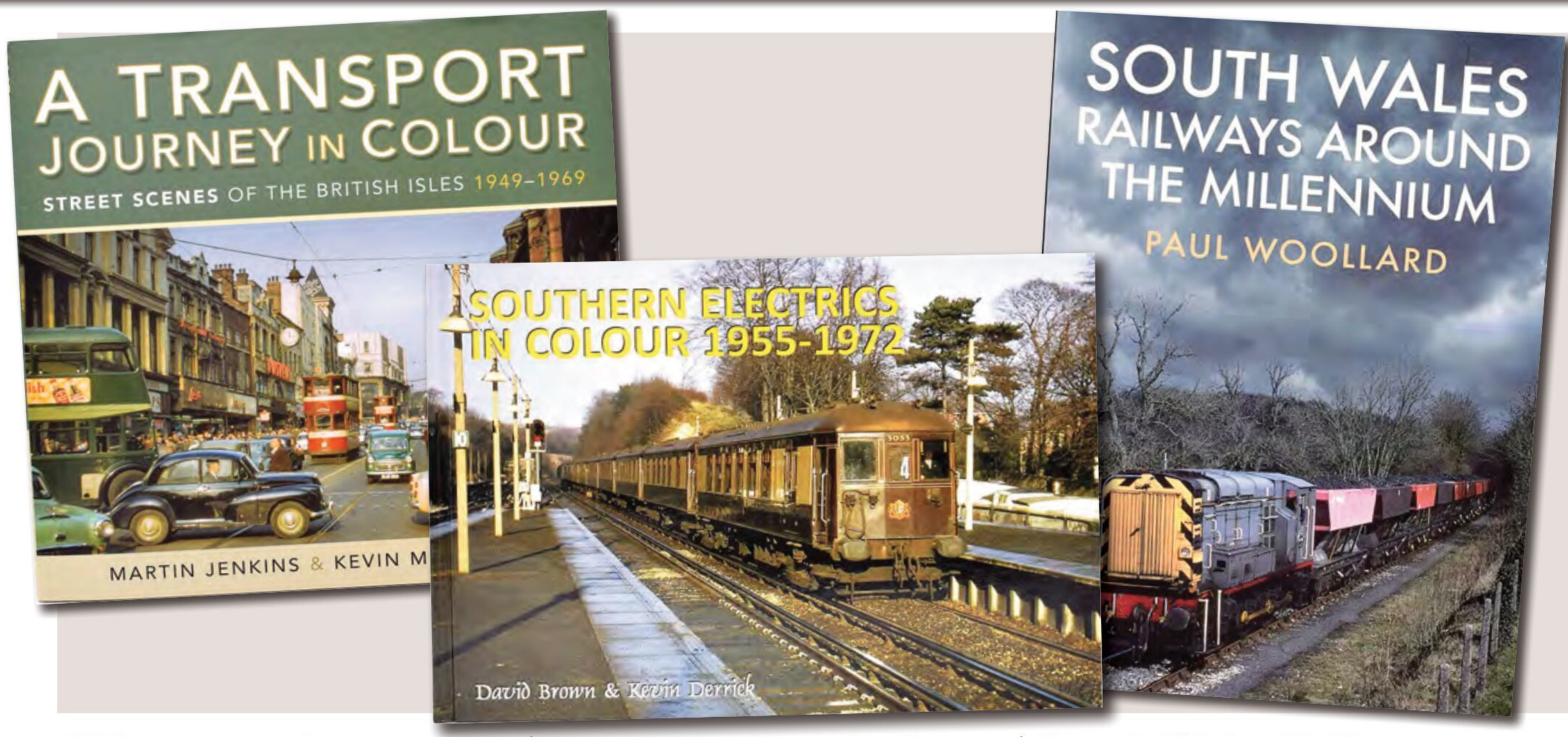


A Transport Journey in Colour

Author:	Martin Jenkins and Kevin McCormack
Publisher:	*www.pen-and-sword.co.uk*
Title:	A Transport Journey in Colour
ISBN:	978-1-52676-412-6
Price:	£25
Spec:	181 pages, hardback

PICTURE books such as this latest volume from Pen and Sword provide excellent research material for modellers aiming to recreate an authentic scene in miniature for a layout or diorama.

For this delightful picture book, the authors have gathered a great deal of material from around the British Isles during the 1950s and 1960s and, while aimed primarily at transport enthusiasts, there is plenty to attract the casual reader too, with well-researched and detailed captions accompanying the well-scanned colour photographs.

Many of the views are either long forgotten or no longer possible due to the progress of time and modernisation. Martin Jenkins and Kevin McCormack have cross-referenced and scoured present day scenes to add further background too. Indeed, one scene in Eastbourne remains pretty much the same today as it was in 1961, albeit without the Leyland TD5 in the bus layby.

Continuing the transport theme, the book takes us on a journey from the far South West and heads eastwards along the South Coast before working North, and incorporates scenes from England, Scotland, Wales, Isle of Man, Northern Ireland and the Republic of Ireland.

Public transport is the focus with photographs of many of the local authority corporations and major bus companies that formed these services around the country, prior to the formation of the National Bus Company in 1969. Of course, not all services were operated by bus, with plenty of trolleybuses, trams, coaches and even a brief glimpse of the Romney, Hythe and Dymchurch Railway and Great Orme Railway funicular, amongst others. (MC)

Southern Electrics in Colour 1955-1972

Author:	David Brown and Kevin Derrick
Publisher:	*www.strathwood.co.uk*
Title:	Southern Electrics in Colour 1955-1972
ISBN:	978-1-913390-99-0
Price:	£22.95
Spec:	96 pages, hardback

AS the title suggests, this latest offering from Strathwood Publishing features a wealth of Southern Electric traction from locomotives to multiple units – lots of them.

The Southern Electric third-rail network was and still is an intensively operated system, and as a result a great variety of Electric Multiple Units (EMUs) have plied the lines through the years. This landscape format volume covers the mid-1950s to the early 1970s with plenty of early EMUs including veteran 2-BIL, 2-HAL, 4-SUB, 4-LAV, 4-COR/BUF/RES, 6-PAN/PUL units, later 4-EPB, 2-HAP and 4-CEP/BEP stock together with examples of the 'new' breed including 4-CIG, 4-VEP, 4-REP, 4-TC and more. While EMUs formed the mainstay of services, electric locomotives were also necessary for newspaper traffic, parcels, freight and the odd passenger turn, so examples of the Southern's Bulleid/Raworth Co-Co electric, Class 71 Bo-Bo electrics and Class 73 electro-diesel locomotives are also featured.

The book's large picture format enhances each of the photographs with good colour reproduction and plenty of detail to savour – bodyside differences between the Bulleid/Raworth Co-Cos being a good example - while the evolving liveries of the period are captured too, including Pullman umber and cream on the 'Brighton Belle' together with BR plain green, BR green with small yellow panels, BR green with full yellow ends, BR blue with small yellow panels, BR blue with full yellow ends and BR blue and grey ('Brighton Belle' again). Captions are excellent and well-written throughout.

A super showcase of classic Southern Electric traction. (MC)

South Wales Railways around the Millennium

Author:	Paul Woollard
Publisher:	*www.amberley-books.com*
Title:	South Wales Railways around the Millennium
ISBN:	978-1-4456-8900-5
Price:	£14.99
Spec:	96 pages, softback

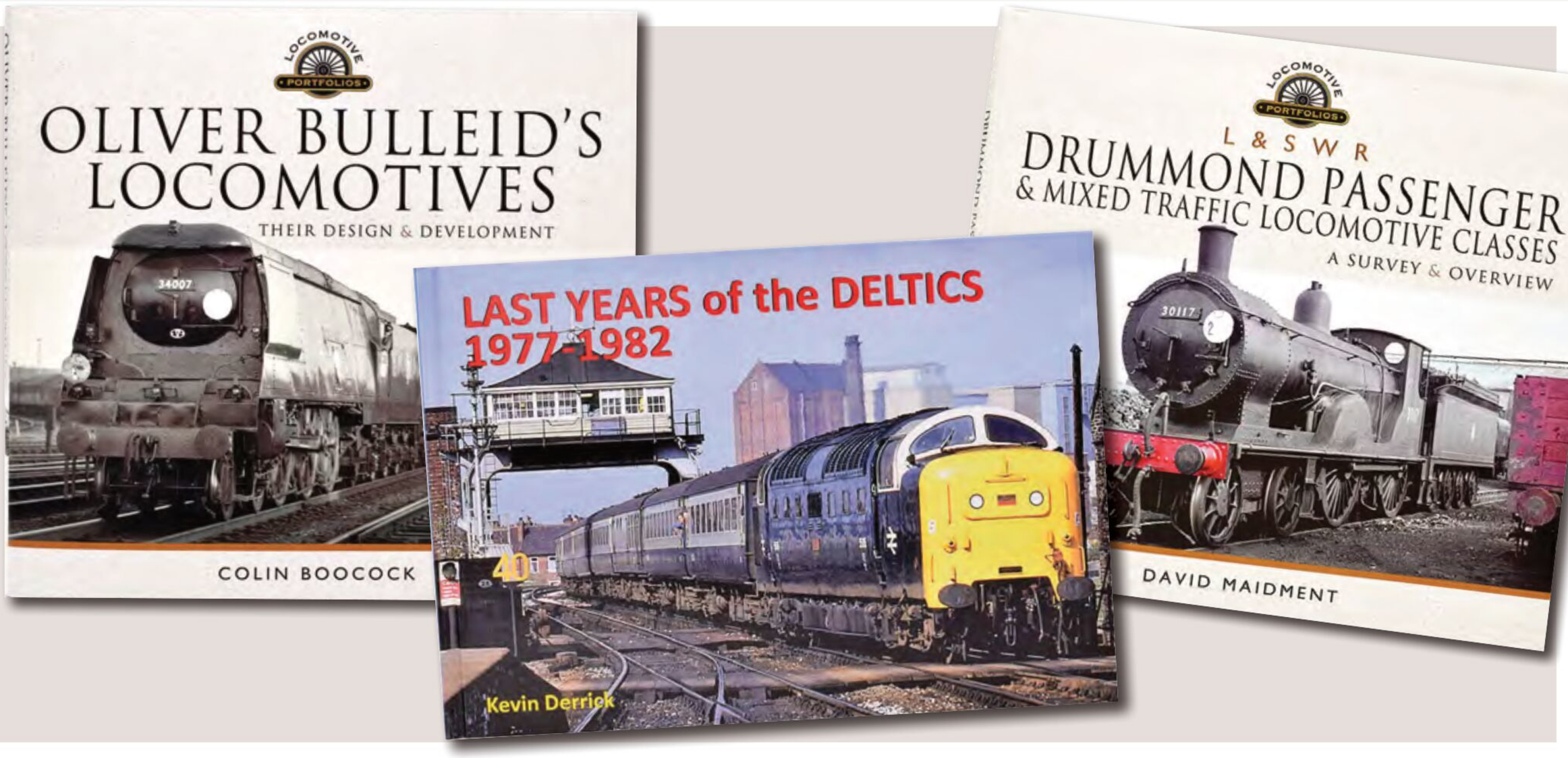
THIS picture volume from Amberley Books focuses on the rail network in South Wales, from the early/mid-1990s into the early 2000s.

Primarily focused on freight workings during this time, the book takes an east-west approach and features neatly composed images of classic traction including classes 08 (standard and cut-down examples), 37, 56, 60 plus the new breed of Class 66s and 67s. Passenger and postal services hauled by Class 37, 47 and 50 are also included.

This was a colourful time for freight workings with sub-sector liveries still in evidence together with the pre-privatisation Loadhaul, Mainline and Transrail schemes and post-privatisation EWS and Freightliner liveries. Freight traffic includes a multitude of coal, fuel, iron ore, propane gas, timber, steel and more, while passenger trains are mainly those that were locomotive hauled at this time and typically quite short.

Each of the images is crisp and clear on good quality paper, while captions are well-researched and informative with details of the train being worked as well as further details on the location, traffic carried and even when this traffic may have ceased. Some of the locations also reveal the manual nature of how these freight trains were loaded, such as by mechanical shovel, in some cases.

By this time, many of the freight trains were block workings, yet there is still plenty of variety together with a selection of engineers' trains and passenger workings. The author has gathered a well-considered collection of images from a time when information on specific workings was gathered via a local telephone box, rather than the internet! (MC)



Oliver Bulleid's Locomotives

Author:	Colin Boocock
Publisher:	*www.pen-and-sword.co.uk*
Title:	Oliver Bulleid's Locomotives - Their design and development
ISBN:	978-1-52674-923-9
Price:	£30
Spec:	222 pages, hardback

NEW from Pen and Sword is this hefty tome dedicated to Oliver Vaughan Snell Bulleid's railway career and development of his locomotive designs through the years.

Within the 222 pages, Colin Boocock has aimed to encapsulate Bulleid's railway story, covering his time with the Great Northern and London and North Eastern Railways, in which he held assistant roles, the Southern Railway where he was Chief Mechanical Engineer (CME) and his later move to Ireland's Coras Iompair Eireann (CIE) as Consulting Mechanical Engineer.

From the get-go it is clear that the author was well-placed to pull the facts together through contacts and experience having started his railway career as an engineering apprentice at Eastleigh Locomotive Works during the period that Bulleid's 'Pacifics' were being rebuilt.

Chapters cover the Southern Railway (SR) locomotive classes from the time Bulleid took up the CME role and his subsequent designs such as the SR's first diesel shunters, austere 'Q1' 0-6-0s, and the magnificent 4-6-2s. But these were just part of the story with many more designs under his belt including the Bulleid-Raworth Co-Co electrics, 'Leader' 0-6-6-0T project, 1-Co-Co-1 diesel-electrics and more. The book also charts Bulleid's later move to Ireland in 1949 and the Irish diesel mechanical, diesel electric, diesel hydraulic and turf-burning locomotives, which are covered in some detail too.

As well as the technical information and diagrams, the volume is also illustrated with a good selection of mainly black and white images with detailed and easy-to-follow captions.

Another fine addition to the library. (MC)

Last Years of the Deltics 1977-1982

Author:	Kevin Derrick
Publisher:	*www.strathwood.co.uk*
Title:	Last Years of the Deltics 1977-1982
ISBN:	978-1-913390-95-2
Price:	£22.95
Spec:	96 pages, hardback

FIRMLY focused on the final few years of Class 55 operation on BR, this new picture album from Strathwood Publishing presents the class as they were being replaced by InterCity 125 High Speed Trains. While many of the class were looking work-weary by this time, they still managed to maintain some impressive performances.

For this album, the author has gathered a great selection of images which are enhanced by the large landscape format and presented largely with one photograph per page. There are classic shots 'on-the-buffers' at King's Cross as well as plenty of depot and Works photographs too. Some of the photographs also offer scenes that are no longer possible due to infrastructure changes such as the departure shot from Newcastle bound for Edinburgh (and the complicated nature of the trackwork on view) and also an aerial view of the east end of Edinburgh Waverley station.

As you might expect, there are plenty of 'line-of-route' shots such as Peterborough, Doncaster, Hull, York and Edinburgh, as well as railtour and special train territory. BR's final 'Deltic' special – 'The Deltic Scotsman Farewell' - on January 2 1982 is also captured at various points on its journey, while the final couple of images are a little more forlorn, as withdrawn examples are captured at Doncaster Works.

From a railway modelling perspective, there is plenty to appreciate from the large format photographs such as recreating many of the featured train formations or checking detail differences and livery application between class members – particularly useful with the impending arrival of the new Accurascale model for 'OO'. (MC)

LSWR Drummond Passenger & Mixed Traffic Loco Classes

Author:	David Maidment
Publisher:	*www.pen-and-sword.co.uk*
Title:	L&SWR Drummond Passenger & Mixed Traffic Locomotive Classes
ISBN:	978-1-52676-981-7
Price:	£35
Spec:	344 pages, hardback

CONTINUING the Southern theme, this new title from Pen and Sword is dedicated to Dugald Drummond's passenger and mixed traffic locomotive designs from his time as the London and South Western Railway's Locomotive Engineer between 1895 and 1912.

David Maidment introduces this volume and sets out the parameters for subsequent chapters, as well as a few personal anecdotes of 'spotting' Drummond engines during his childhood. Opening with an overview of Dugald Drummond's railway career and explanation of the locomotives already in service when he joined the LSWR, chapters work through the various Drummond designs starting with the long-lived 'M7' 0-4-4Ts. Subsequent chapters cover the 'double-single' 'T7' and 'E10' 4-2-2-0s, together with 'C8' 4-4-0s, 'T9' 4-4-0s, 'K109' 4-4-0s, 'L11' 4-4-0s, 'S11' 4-4-0s, 'L12' 4-4-0s, 'F13' and 'E14' 4-6-0s, 'G14' and 'P14' 4-6-0s, 'T14' 4-6-0s and 'D15' 4-4-0s. Drummond's goods locomotive designs will be covered in a later book.

As you might expect, the chapters on the 'M7' 0-4-4Ts and 'T9' 4-4-0s command a sizeable chunk of the book, with plenty of black and white images covering all stages of the locomotives' careers from introduction to withdrawal, accompanied by allocations and more.

The book is illustrated throughout with a superb collection of black and white photographs while there is a colour section towards the end with vintage and contemporary images of prototypes, together with a handful of models, all crisply reproduced with succinct captions. (MC)

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‘7F’ SOUND

SOMERSET & DORSET *Celebration*

Bachmann’s Fowler ‘7F’ 2-8-0 can be brought to life with digital sound using space in the tender to install a 21-pin decoder, speaker and stay alive pack. **MIKE WILD** shows you how using components from YouChoos.

Above: **Bachmann’s ‘7F’ is highly detailed and is simple to upgrade to digital sound. We also added a Modelu 3D printed Midland crew and lamps plus crushed coal in the tender for finishing touches. Weathering will be next.**

Below: **The Fowler ‘7F’ 2-8-0s were built specifically for the Somerset and Dorset Joint Railway at Derby Works in 1914 and 1925. Our project locomotive, 53808, recreates a typical S&D mineral working on the Topley Dale Diversion Route displaying the correct lamp code with black painted Midland lamps.**

GO ONLINE!
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FOR ANY SOMERSET & DORSET LAYOUT to really set the scene, it needs a Fowler '7F' 2-8-0. The class of 11 locomotives were built for the S&D to a Fowler design at Derby Works in two batches in 1914 and 1925 and through their association with the line have become as important to the S&D as its name.

Bachmann released its model of the '7F' in 2010, offering the first chance to own a dedicated S&D only locomotive which has since been joined by a number of other useful classes including the Midland '3F' 0-6-0, Fowler '4F' 0-6-0, Midland '1P' 0-4-4T and more besides. Since then it has been offered with different BR numbers as well as in SDJR lined blue and LMS black colour schemes.

The Bachmann 2-8-0 replicates the real locomotives superbly and is also a simple locomotive to upgrade to digital sound - making it ideal as a first step into this high-tech world. All of the work is confined to the tender, meaning there is no need to interact with the locomotive at all. Moreover, the 21-pin decoder socket provides a clean interface and there is plenty of space inside the tender for a speaker and stay alive circuit.

Our choice of sound project for this locomotive is from the YouChoos stable, from which the company supplied one of its 28mm x 18mm twin speakers and a 17,000uF SuperCap for onboard energy storage to cover momentary breaks in track power. The main advantage of a capacitor pack with a sound locomotive is that if the power supply is interrupted, the decoder will continue operating the sound and motor so there is no break in operation.

The decoder being used to power the locomotive and speaker is a ZIMO MX644D chip. This powerful and capable decoder measures 30mm x 15mm x 4mm and has a continuous rating of 1.2amps – plenty for 'OO' gauge locomotives. It is also suitable for connection to stay alive packs, up to 3W speakers and has eight function outputs.

The YouChoos sound file loaded onto the decoder has 24 sound functions plus the option to operate directional lights and provide live volume control. Highlights of the Immersive Drive sound file include Active Brakes on F2 which provide realistic braking to slow the locomotive down, multiple whistles,

The real 53808, now preserved and based at the Mid-Hants Railway, approaches Shepton Mallet with a southbound coal working from Radstock on June 15 1956. Rail Archive Stephenson.

the option to switch between a standard heavy and light exhaust sound with F5 plus a shunting mode on F20. In addition, the sound profile has a comprehensive range of features including coal shovelling, injector and blower sounds together with guard's whistle, station announcement and water filling sounds.

A comprehensive manual including function and programming options is supplied with the decoder for further reference and you can see our full sound demonstration online at *www.keymodelworld.com*.

The following step by step guide shows how we installed the ZIMO MX644D from YouChoos into the Bachmann '7F' 2-8-0 in simple steps. Hmm »

WHAT WE USED

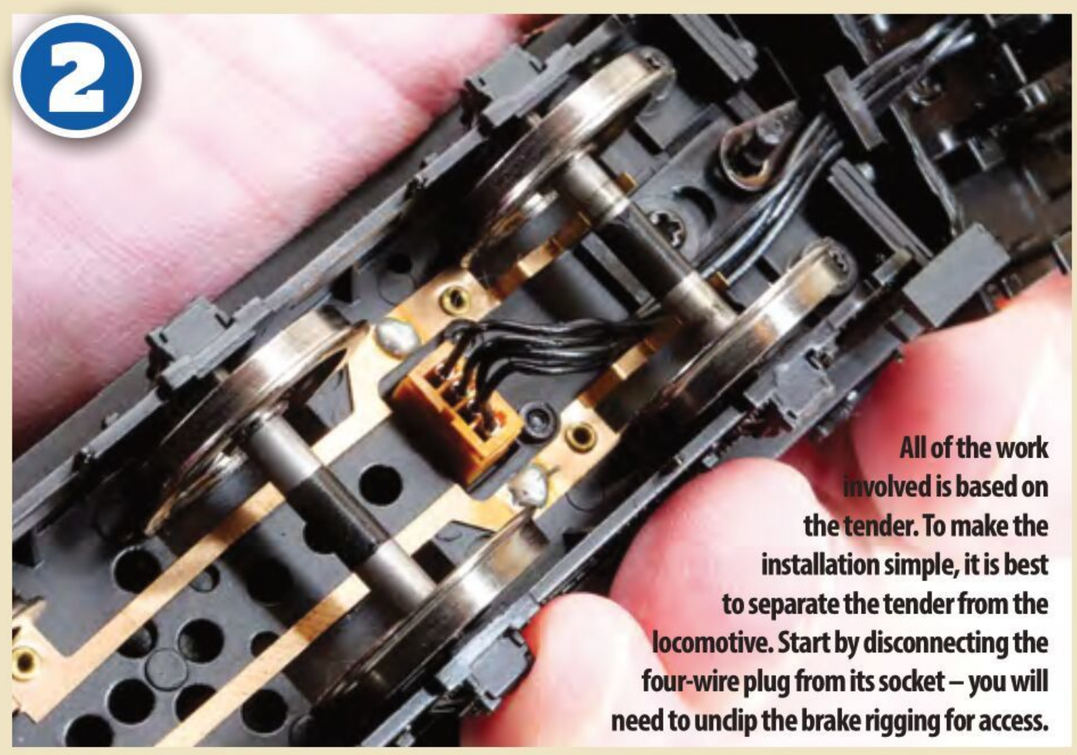
PRODUCT	SUPPLIER	CAT NO.
ZIMO MX644D 21-pin sound decoder	*www.youchoos.co.uk*	MX644D
Fowler '7F' 2-8-0 sound file	*www.youchoos.co.uk*	SDJR 7F YC-7F
Twin 2watt output speaker	*www.youchoos.co.uk*	SPK-ICE28x18x08-2W
Lifelink stay alive circuit and SuperCap	*www.youchoos.co.uk*	LIFELINKSC17000
Modelu 3D printed Midland Crew Pack	*www.modelu3d.co.uk*	1011-076

INSTALLING DIGITAL SOUND IN A BACHMANN FOWLER '7F'

TOOLS

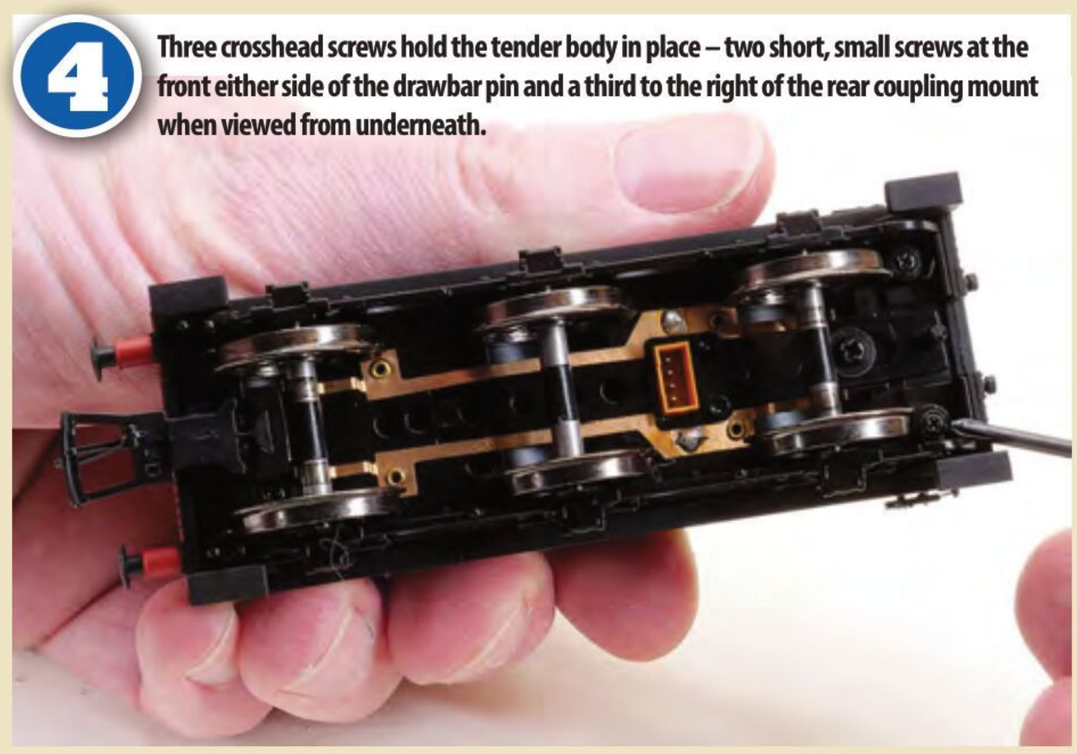
- Crosshead screwdriver
- Soldering iron
- Solder
- Wire strippers
- Black Tack
- Insulation tape
- Roket Rapid superglue
- Tacky Wax adhesive

1 Bachmann's Fowler '7F' 2-8-0 first arrived on the scene in 2010. It features a 21-pin decoder socket in the tender and space for a speaker to be installed. As sound installations go, it is a simple process which should take around 20-30 minutes including adding a stay alive capacitor.



2 All of the work involved is based on the tender. To make the installation simple, it is best to separate the tender from the locomotive. Start by disconnecting the four-wire plug from its socket – you will need to undip the brake rigging for access.

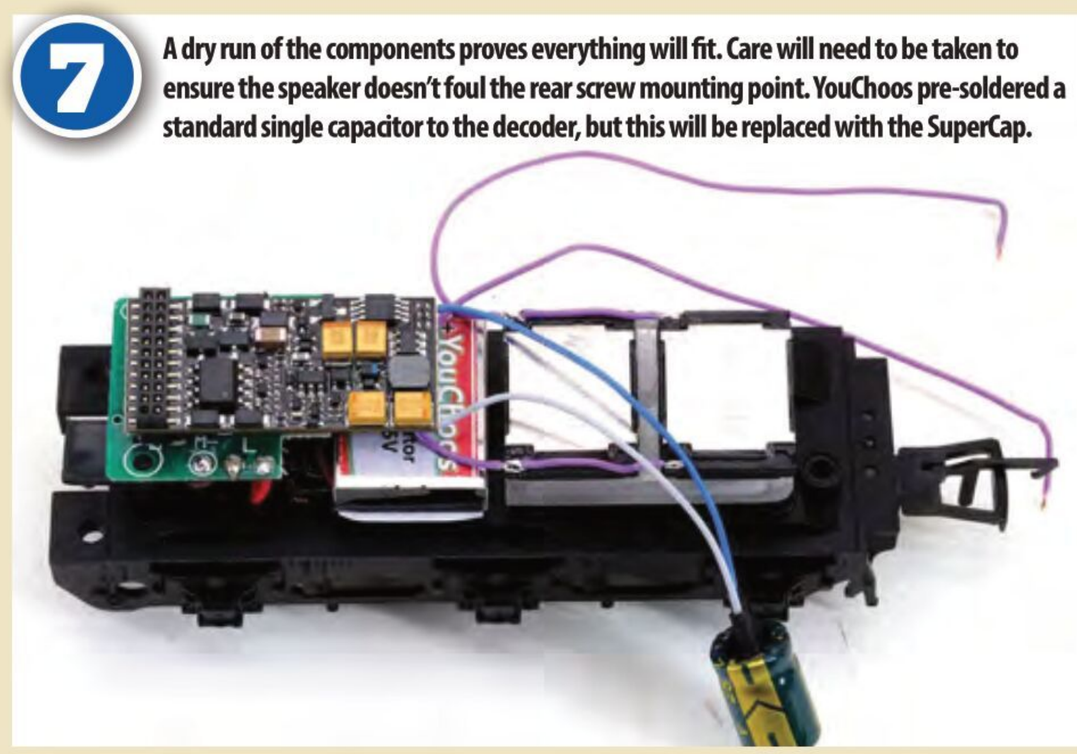
3 To remove the plug, we used a Hornby X6468 plug extraction tool - don't pull by the wires as you will most likely damage the connections. The locomotive can now be set aside ready for reconnection at the end of the process.



4 Three crosshead screws hold the tender body in place – two short, small screws at the front either side of the drawbar pin and a third to the right of the rear coupling mount when viewed from underneath.

5 With the tender body removed, the space available is clear to see. The speaker can be mounted at the rear while the 21-pin socket position provides ample space for the decoder to be connected within the tender body.

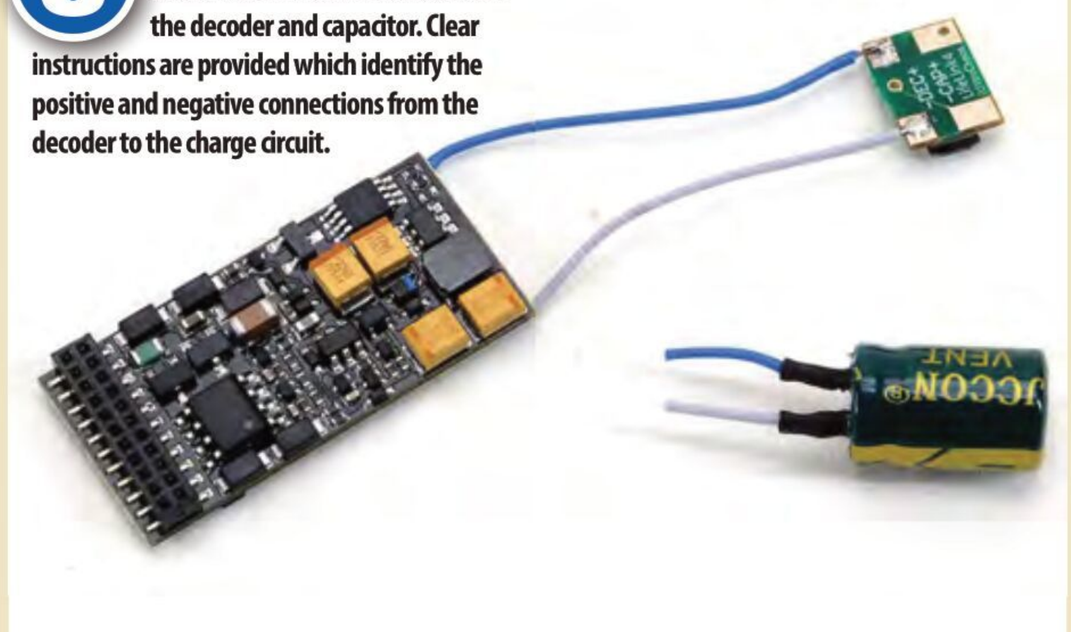
6 The sound decoder chosen this time is a ZIMO MX644D 21-pin chip loaded with YouChoos sound file for the Fowler '7F'. Also being installed is a YouChoos 28mm x 18mm ICE speaker and a 17,000uF SuperCap stay alive system to maintain consistent performance.



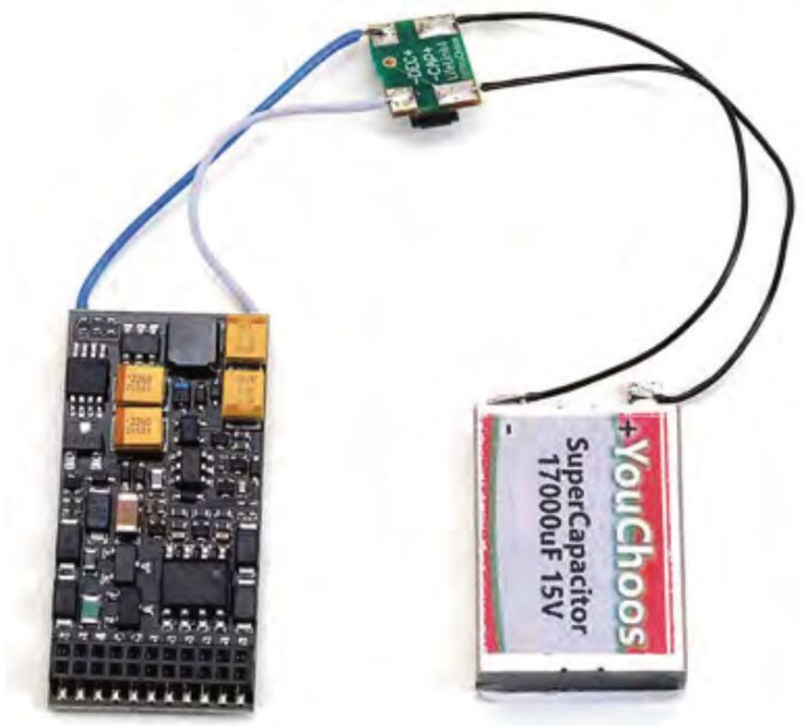
7 A dry run of the components proves everything will fit. Care will need to be taken to ensure the speaker doesn't foul the rear screw mounting point. YouChoos pre-soldered a standard single capacitor to the decoder, but this will be replaced with the SuperCap.

Intermediate
Beginner SKILL LEVEL Advanced

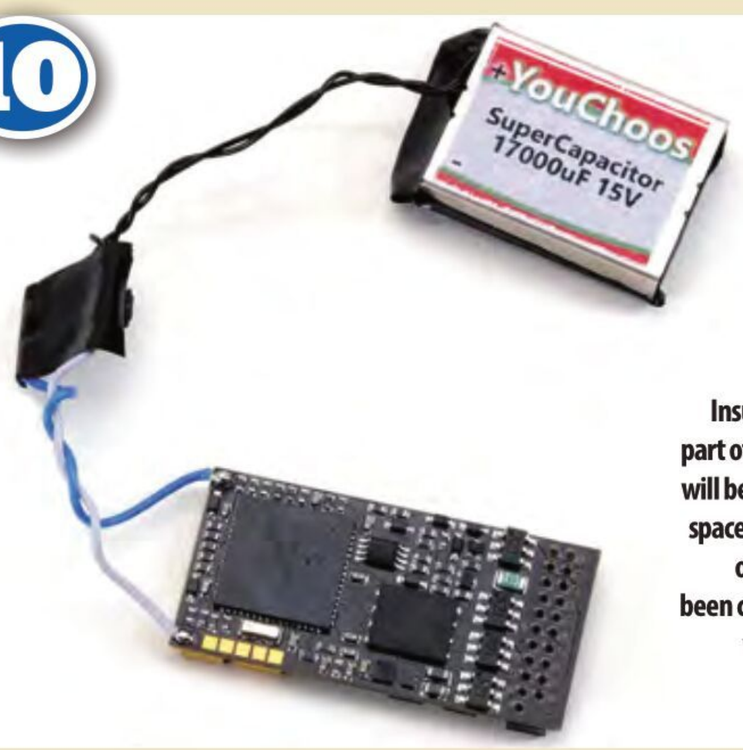
8 The SuperCap comes with a charge circuit which is connected between the decoder and capacitor. Clear instructions are provided which identify the positive and negative connections from the decoder to the charge circuit.



9 Polarity is critical when connecting a stay alive to any decoder. Ensure the negative and positive leads are soldered to the charge circuit and SuperCap as per the instructions with each component.



10

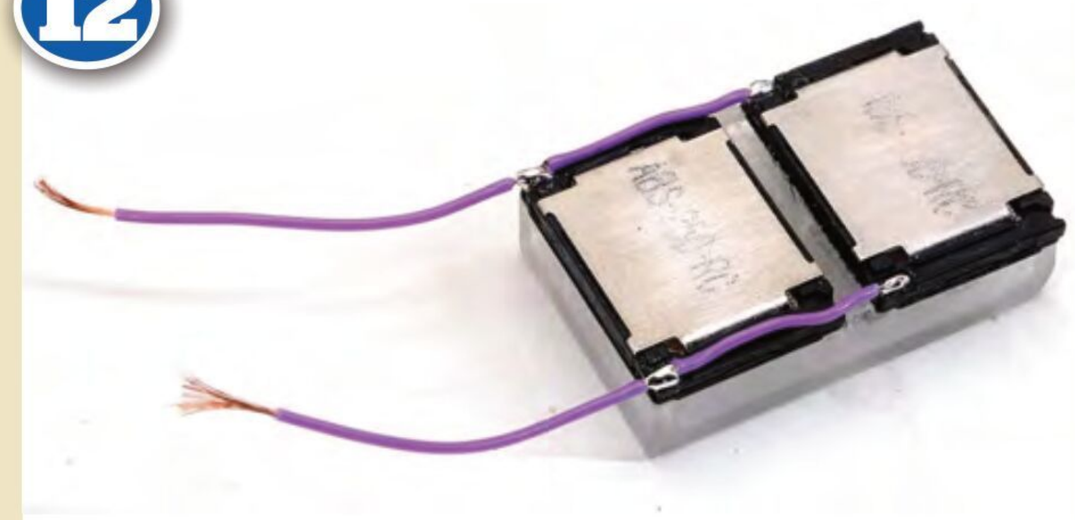


Insulation is an important part of this installation as we will be using all the available space in the tender. The rear of the charge circuit has been covered with insulation where we soldered the connecting wires to it.

11

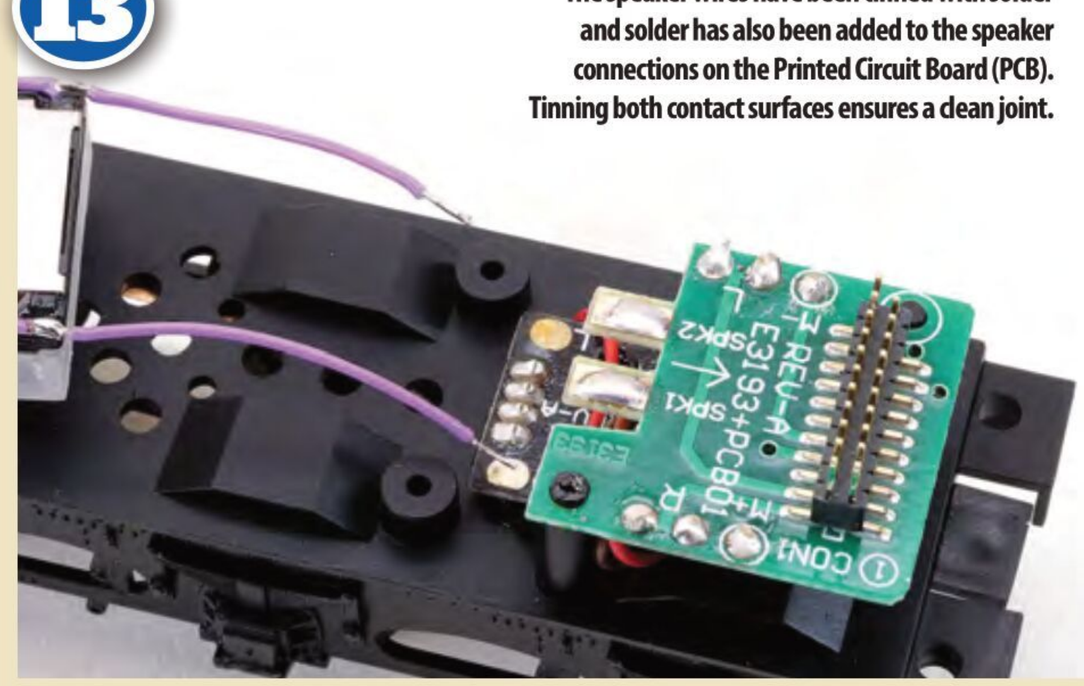
Similarly the SuperCap has been carefully insulated with tape to ensure its metal contacts aren't exposed. This completes preparation of the decoder for connection to the 21-pin socket.

12

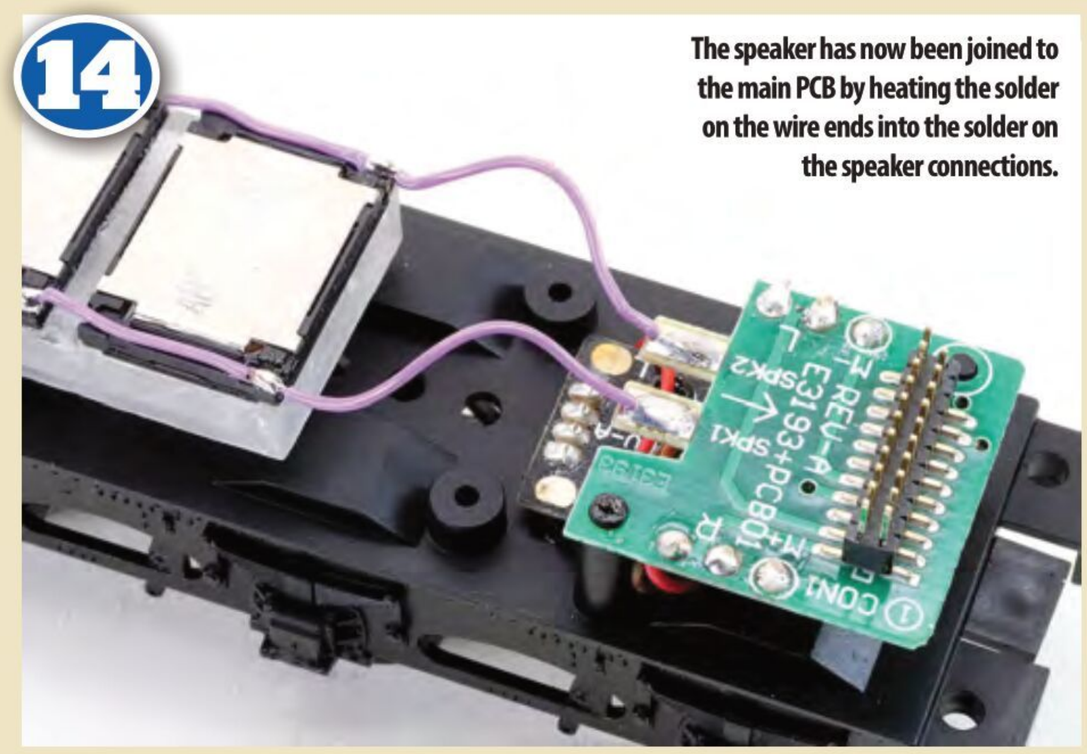


Before adding the decoder, the speaker needs to be fitted. First the purple wires were measured against the space and shortened to around 40mm. The ends have been stripped of insulation.

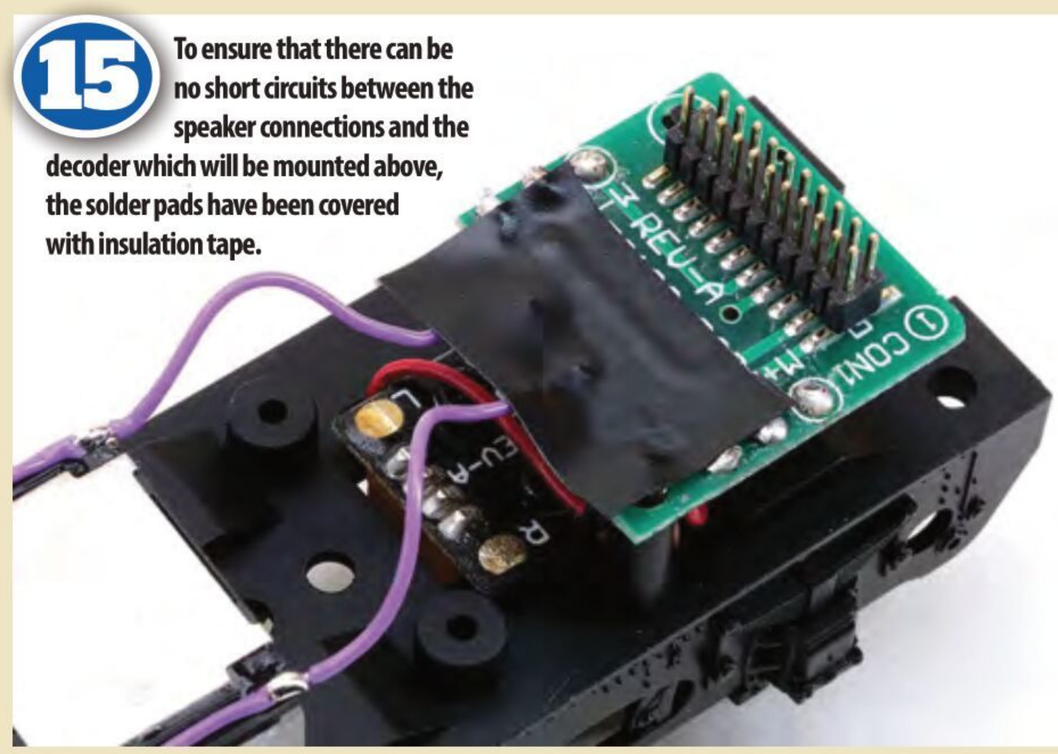
13 The speaker wires have been tinned with solder and solder has also been added to the speaker connections on the Printed Circuit Board (PCB). Tinning both contact surfaces ensures a clean joint.



14 The speaker has now been joined to the main PCB by heating the solder on the wire ends into the solder on the speaker connections.



15 To ensure that there can be no short circuits between the speaker connections and the decoder which will be mounted above, the solder pads have been covered with insulation tape.

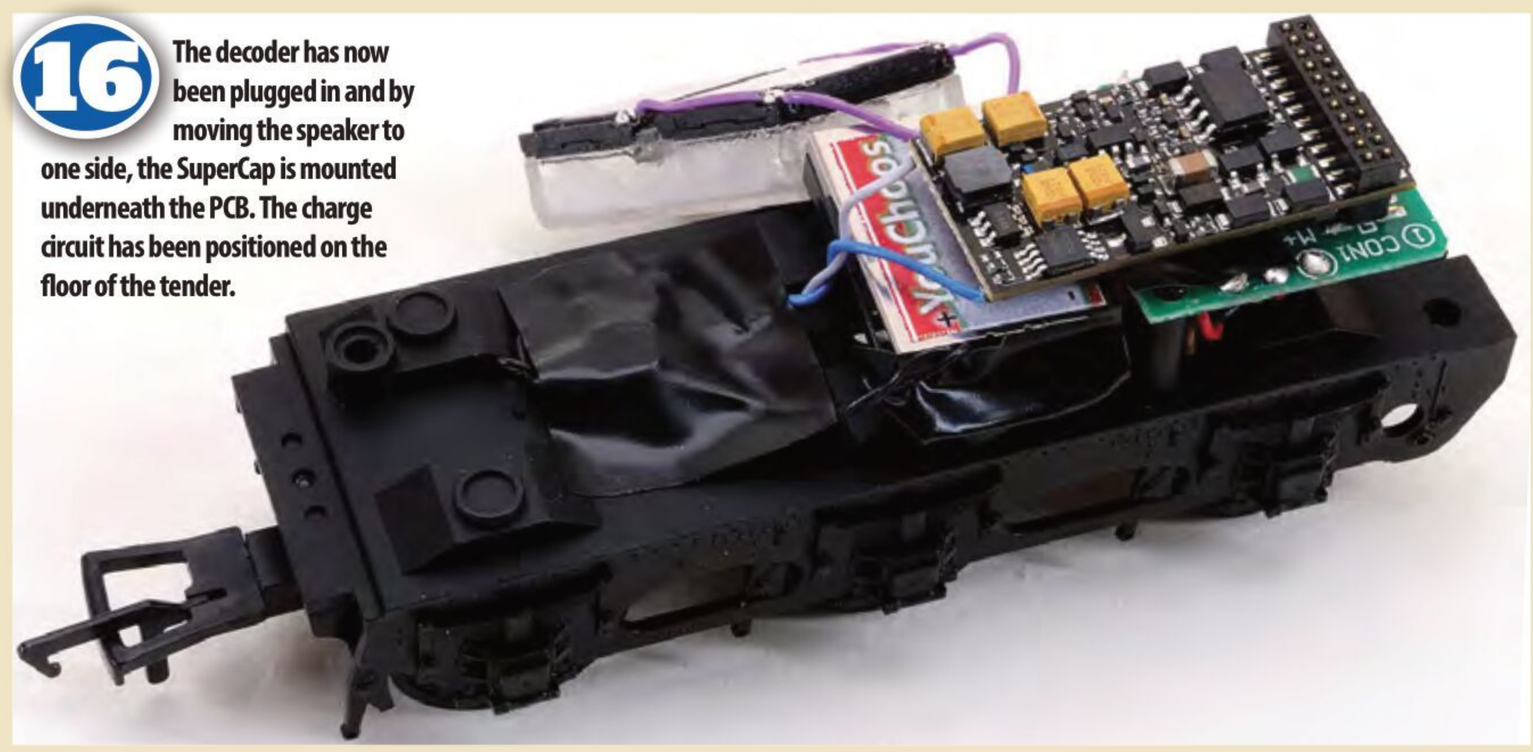


STEP BY STEP

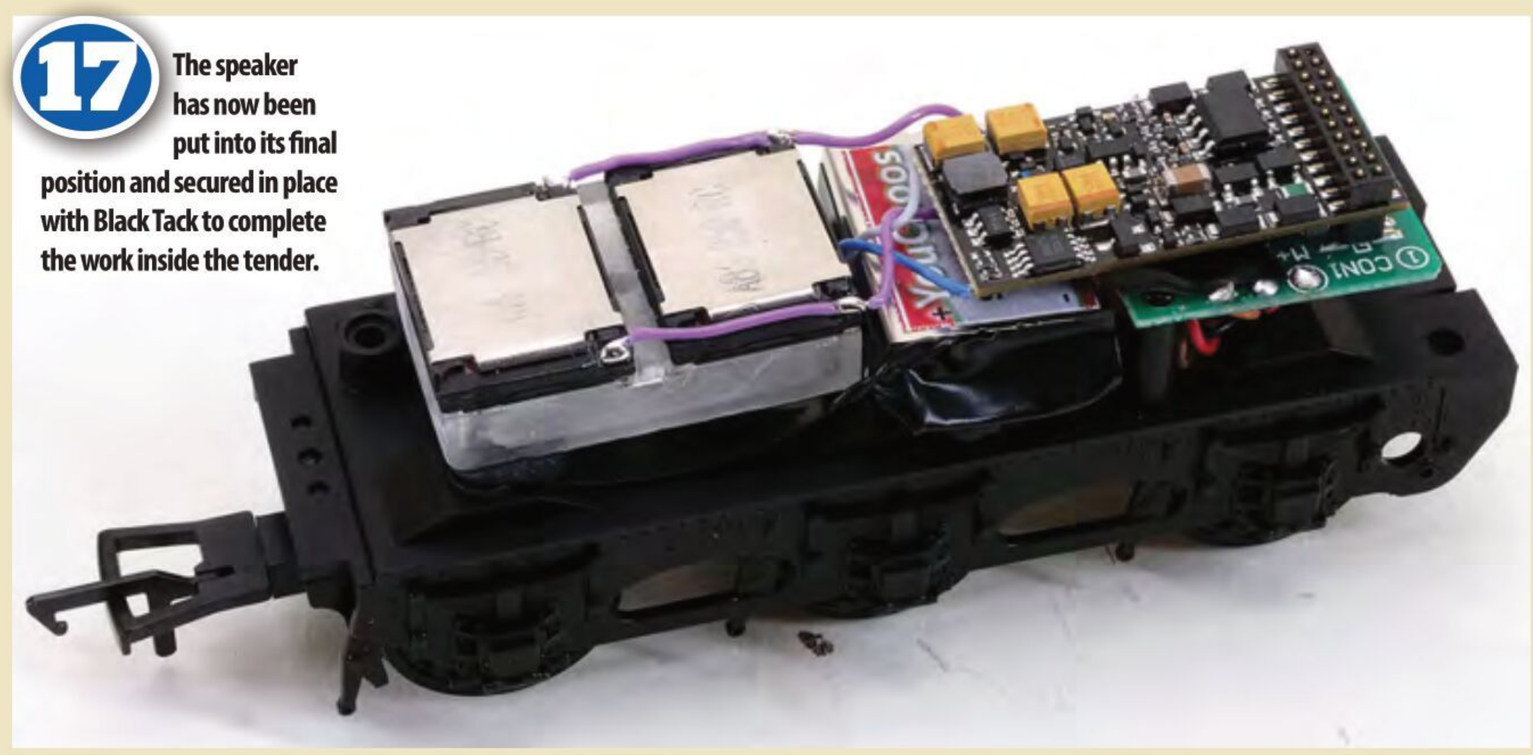
INSTALLING DIGITAL SOUND IN A BACHMANN FOWLER '7F'

Beginner — Intermediate — Advanced — SKILL LEVEL

16 The decoder has now been plugged in and by moving the speaker to one side, the SuperCap is mounted underneath the PCB. The charge circuit has been positioned on the floor of the tender.



17 The speaker has now been put into its final position and secured in place with Black Tack to complete the work inside the tender.



SOUND FILE	
F0	Lights on/off if fitted
F1	Sound on/off
F2	Active brake
F3	Whistle
F4	Whistle
F5	Heavy/light exhaust sounds
F6	Coal shovelling
F7	Blower
F8	Steam hiss
F9	Guard's whistle
F10	Injector
F11	Water hatch
F12	Function Output 2
F13	Announcement
F14	Flange squeal
F15	Coach rattle
F16	Wheel slip
F17	Water filling
F18	Whistle
F19	Come to a halt
F20	Shunting mode/half speed
F21	Blower
F22	Ejector
F23	Whistle
F24	Coupling up
F27	Volume down
F28	Volume up

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- Visit our website – *www.keymodelworld.com* - to see a video weathering guide for the Fowler '7F' 2-8-0.

18 With all the components inside, the tender body can be refitted using the original fixing screws to complete this part of the installation.

19 Before reconnecting the locomotive to the tender, we painted a Modelu 3D printed crew from the Midland Crew Pack (Cat No. 1101-076) and glued the figures in place on the footplate with Deluxe Materials Roket Rapid superglue.

20 Two lamps from the same Modelu Crew Pack have also been added to the smokebox using Deluxe Materials Tacky Wax to allow them to be repositioned. They have been painted black with Tamiya XF-1 Matt Black, as per Midland practice.

21 With crushed coal in the tender secured in place with Deluxe Materials Ballast Bond adhesive, the '7F' is now ready to move to testing, addressing and service. We will be showing how to weather this locomotive online in a subscriber-only video on *www.keymodelworld.com*.

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GWR: 2251 Collett Goods; 28XX; Castle; Prairie; Hall; Mogul; 57XX Pannier; 94XX Pannier; Manor; King; 56XX; Earl/Dukedog; Steam Railmotor; 42XX/52XX; City; 14XX
LMS/LNWR: 3F Jinty; 4F; Duchess/Coronation; Fairburn Tank; Jubilee; Patriot/Royal Scot; Princess; Black 5; Ivatt 2MT; Beyer Garratt; Midland Compound; G2 Super-D; Crab 2-6-0; Stanier 8F; Webb Coal Tank; Stanier Tank; Fowler Tank; Johnson 1P
LNER: A1; A2; A3; A4; B1; B12; B17; Thompson O1; Gresley O2; O4 ROD 3000; K1; K4; D11; D49; J15; Q6; J52 Saddle; V2; J50 Tank; W1 Hush Hush; J36; N7; Steam Sentinel; J27; J72
SECR: N Class; Wainwright C; Wainwright H; P Class
LSWR: N15 King Arthur; M7 Tank; T9; Beattie Well Tank; S15; B4
SR: West Country/Battle of Britain; Lord Nelson; Schools; Q1; Merchant Navy; USA Tank
BR/WD/Misc: 3MT; 4MT; 5MT; Britannia; Duke; 9F; 9F Crosti; WD Austerity 2-8-0; J94 Saddle; Clan; Andrew Barclay; Peckett W4; Stephenson's Rocket
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PHOTOGRAPHY, MIKE BISSET

1 Class 31 31110 idles in the loop adjacent to the factory with a rake of VDAs as a Metro set passes on the way to Bank Foot station.

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'EM', 18.2mm	4mm: 1ft	28ft x 10ft	NORTH EAST	1985	DCC, GAUGEMASTER PRODIGY

IT IS TUESDAY JUNE 25 1985 and we are with trip working 6P11. Our day starts with driver Davies and secondman Thornton signing on at Tyne Yard. They are allocated Class 31 31283 and after a thorough inspection they couple up to a rake of six VDA vans from the Rowntree's Chocolate Pool, five with white roofs and 'celebrity' VDA 200987 painted all white. After a brake check, they ease the train out of the yard and head north. They cross the King Edward VII Bridge, take the freight lines through Newcastle Central station and continue north through Heaton until they are signalled on to the South to West Junction at Benton. They bring their train to a halt at Signal 64 and when the call-on signal illuminates, they ease into the Rowntree's factory reception line.

Four-wheel diesel mechanical Ruston & Hornsby 88DS shunter 421419 is under repair outside the locomotive shed, and 03162 with match truck has been hired from BR with driver Furmage and shunter Weston to perform shunting duties. Shunter Weston asks Metro Control to release the ground frame and the vans are pushed up the 1-in-85 bank where they are received by the shunter in the headshunt. The loaded vans are pushed into the factory. Empty vans are returned to the headshunt and the return trip working is assembled in the departure line.

Frequent Metros pass on the main line. An explosives train, with driver Anderson in charge of a short wheelbase gunpowder van and HEA barrier wagons, passes on its way to the ICI depot at Callerton.

Metro Control is advised that the train is ready to depart, but the return to Tyne Yard is held up while supervisor Harrison is extricated from a particularly embarrassing predicament via a toilet window! Eventually the ground signal is cleared and the train leaves the departure line and crosses to the main to retrace the route to Tyne Yard.

Bank Foot station plays host to a Tyne and Wear Metro unit and a Plasser & Theurer track tamper.

DEVELOPMENT

In summer 2002, local DEMU members organised Area Group meetings, and in an idle moment over a cup of tea it was suggested that the group enter the DEMU Showcase Competition to build an exhibition layout for display at Showcase 2005, the model railway exhibition of DEMU. 'Nay bother,' as they say in the North East!

After countless discussions, the group eventually focussed on the Newcastle suburb of Fawdon in the summer of 1985 as the location for the exhibition layout.

This location had a series of eye-catching features including the Tyne and Wear Metro system using overhead catenary, sidings serving the Rowntree's chocolate factory with trip workings from Tyne Yard plus gunpowder trains running to the Callerton Explosives Depot.

The group developed a unique model railway that was interesting to build, enjoyable to operate and entertained visitors at model railway exhibitions – even when there were no trains running. »

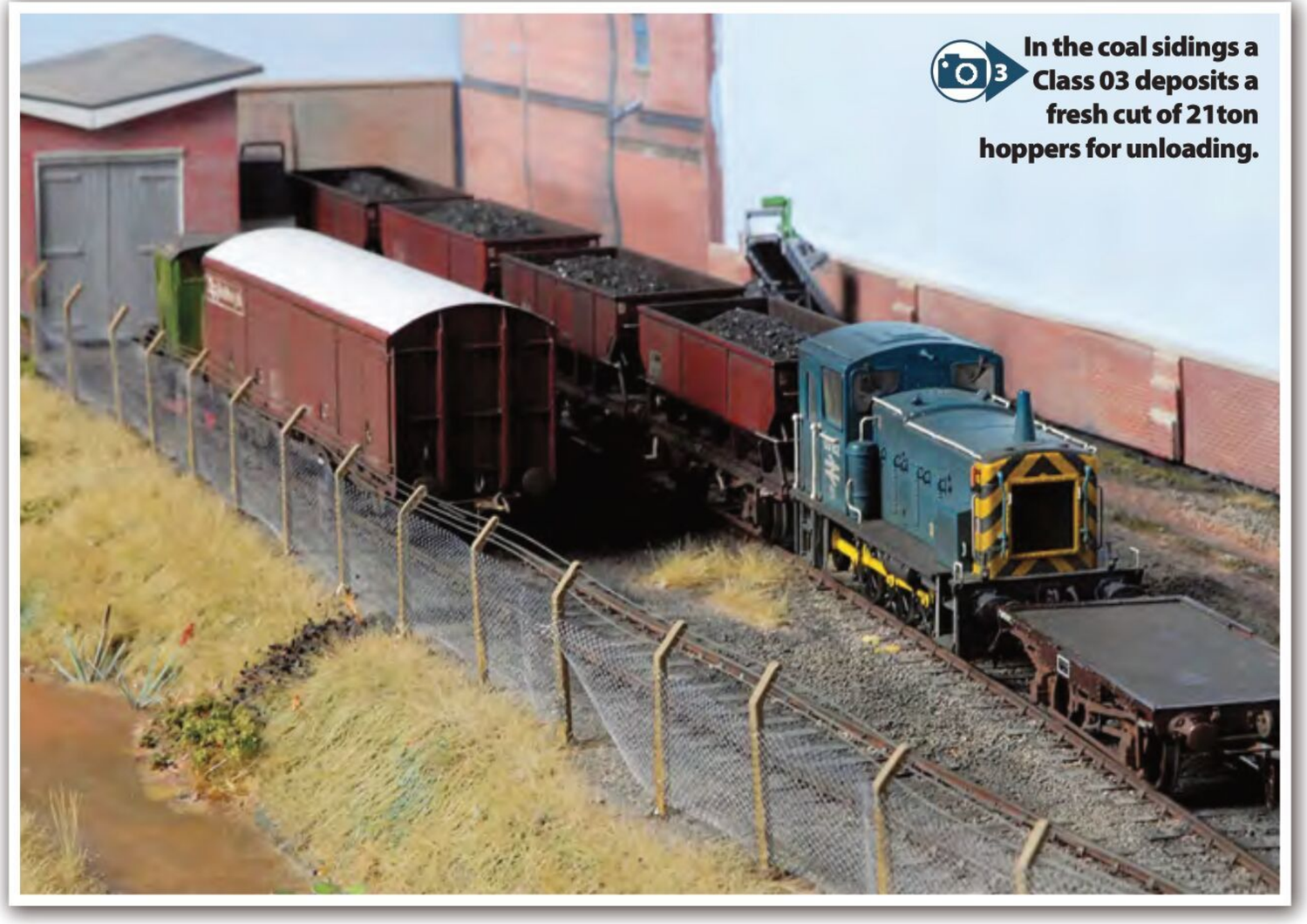
The competition demands and short time scale led to many short cuts, compromises and Heath Robinson solutions to problems. Without a permanent home and with constant movement of boards, the layout soon showed elements of wear and exposed the poor baseboard construction. However, it had been well received at exhibitions and feedback confirmed the layout concept had worked well and the decision was made to rebuild the it to a higher specification. All the research was still relevant, the stock could be reused and we had the collective experience and lessons learned from our first group layout.

A new enlarged track plan was drawn up in Templot in 2007, and with a large space provided in the clubrooms of the Blyth and Tyne Model Railway Society, a start was made on a new Roundtree Sidings. The layout was booked to appear at the Cleethorpes Model Railway Show in the spring of 2010. This provided us with a completion deadline, but developments have been a continuous and ongoing process for 10 years. Since completion it has travelled more than 6,000 miles in the back of a van and attended 26 exhibitions.

PLANNING & FOUNDATIONS

To facilitate large radius curved track, fitting in the back of a van and in a lift, we made our boards a nominal 4ft x 2ft but trapezoid in shape with a curved front edge on the public viewing side. We used large sheets of sugar paper to make a 2D plan of the boards we intended to build and sketched out a track plan. The benefit of using an actual size plan is that we could use our models to check clearances.

When we were happy with the basic plan, Alan Weston took the mock-ups home and used Templot to create an accurate track plan. With Templot, Alan could plan pointwork that flowed on our curved main line and create templates that we could use in construction and these were further used to ensure that points didn't conflict with baseboard frames and that all the track fitted without compromise.



3 **In the coal sidings a Class 03 deposits a fresh cut of 21ton hoppers for unloading.**

The baseboard frames were constructed from 4in x 1in timber and the top surface was best quality 9mm birch plywood. Trevor Smith and Dave Anderson built the baseboards in the craft workshop of a local secondary school, allowing us to use large table saws and bandsaws to cut timbers accurately. The legs were made in the same place using a simple home-made jig and fitted with adjustable feet.

One Templot printout was used to locate the cork roadbed for gluing to the baseboards with PVA. A second Templot printout was then glued to the cork to position individual sleepers for plain track and a third print was used by members of the group to guide point-work construction.

TRACK

The accuracy and appearance of the track is the most commented on aspect of the layout when viewed at exhibitions.

The Bank Foot pointwork was built by Dave Furmage using plastic sleepers from C&L, Pandrol clips from Peco, EM Gauge Society filing jigs and code 82 rail from Intercity Models.

Pointwork at the Regent Centre end was built by Lee Davies using components from the EM Gauge Society while the factory pointwork was built by Trevor Smith using components from the same source.

At a club open day, we experienced a problem that needed a creative solution. With only one operator it was difficult to run Metros off the traverser to Bank Foot and stop in the correct position in the station. The solution to this problem was a sprung point. This point uses traditional copper-clad soldered construction but the point blade tie bar is attached to a spring so it remains in the straight ahead position. The spring is positioned and adjusted so the weight of the Metro car can push the point blades across when the Metro enters from the diverging route. A single operator can now run an intensive service from the Bank Foot end without having to align the traverser for each movement.

The main line and run round siding concrete sleepered track is constructed from Exactoscale Fast-Track flexible track bases. We found the sleeper spacing to be inaccurate so the webbing was cut and the sleepers slid on to code 82 nickel silver rail. Sleepers were spaced and glued using a 9mm wedge of plasticard to ensure correct spacing - a very tedious task! The track was glued on to the cork base with a sliver of foam under the outer ends of the sleepers to create about a millimetre of cant on the curved track. We also used a small plastic jig to ensure the correct distance between track centres.

At baseboard ends, the track was held in place with baseboard track end protectors from C&L Finescale. This enabled us to dispense with copper-clad sleepers or screws normally used to protect rail ends on a portable layout. The rails were hand painted with a brown acrylic paint - another task requiring a great deal of patience.

A layer of fine sand was carefully spread in the areas to be ballasted, extending about 5mm beyond the edge of the ballast. This

4 **The Metro station uses many photographically reproduced posters and signage together with an Alexander bodied Leyland Leopard on route 77 to Darras Hall.**

was glued in place with Johnsons Klear floor polish. Johnsons Klear can be used without pre-wetting the sand, (the spraying process disturbed the sand and left 'puddles'). Woodland Scenics Medium Buff Ballast was then carefully spread with a teaspoon between the sleepers, tamped in place and then tidied with a flat artist's brush. With the ballast in place, Johnson's Klear floor polish tinted with Indian ink was carefully drizzled on with an eye dropper. The Indian ink darkens the sand and tints the ballast.

DIGITAL CONTROL

A successful funding bid to the Blyth and Tyne Model Railway Club enabled the group to purchase a Gaugemaster Prodigy Advance 2 DCC system with an additional handheld controller. Two NCE Single Output Circuit Breakers provide two bus circuits, one for track power and one for the signal to the accessory decoders. A 16v AC bus provides the power to the Tortoise point motors. The points and signals are operated with Lenz LS110 and LS150 accessory decoders. The main line colour light signals are Roger Murray products and the shunting signals are Eckon. To minimise wiring across baseboard joints, each decoder controls only the signals or points on that board.

All the electrical feeders and bus wires are housed in two electrical boxes at each end of the baseboards and are linked by colour coded jump leads. This DCC controller is housed in a modified storage box with a programming track and a test track glued to the surface. The control box can be plugged in at either end of the layout. Five Xpressnet adapter plates are placed around the layout so we can operate from any position.

CATENARY

A significant feature of the Metro system is the overhead catenary. Most of the system comprises traditional H-beam masts, with 'trolley' pole spans in specific locations and roof supports in the tunnels. 310mm x 0.4mm Sommerfeldt catenary wires are used throughout.

The spans were scratchbuilt for the Bank Foot station area in place, and the catenary masts for the main line were positioned so that the contact wires remained straight. The masts had to be positioned carefully to allow for the track curvature. Where the wires cross a baseboard joint, the hook and loops are left free so they can be removed for transportation.

The traverser tracks do not have catenary wires. For the metro cars to exit the traverser and enter the scenic element of the layout, the pantograph needs to be lowered to follow the catenary wire. To achieve this action on the move, a 'ski slope' was created from brass rod and brass tube.

The catenary wires are not live, but they do need to be tensioned. With all the catenary either soldered or hooked in place, tension was applied to the catenary before the final contact wires were soldered to the ski slope assembly.

SCENICS AND BUILDINGS

Scenic construction uses tried and trusted methods of plaster impregnated cloth, plaster, paint, scenic scatters and autumn shade static grass applied with a Noch Grassmaster. The trees are made from wire, polyfilla, horsehair, hairspray and various scatter materials from a variety of manufacturers. The road vehicles are a mixture from various manufacturers; photographs from 1985 were used to make sure models, paint schemes and number plates matched our chosen period.

The two ponds and outfall pipes use traditional construction methods. Bare earth is represented by beach sand that has been washed and then dried. It is sieved in place and then fixed with Johnson's Klear. A light scatter of ground foam and home-made grass tufts are used to create small bushes and scrub.

The Rowntree's factory modelled by David Anderson uses brick pattern embossed plastic sheet laminated to hardboard. Its size was calculated by reviewing available photographs and estimating dimensions. The buffer stops were adapted by Lee Davies from kits by PH Designs: the Metro system 'buffers' are small pads of foam.

The locomotive shed is a scratchbuilt »

5 Tyne and Wear Metro unit 4024 comes to a stop at Bank Foot station alongside a stabled track tamper. The platforms started life as Hornby plastic mouldings.

representation of the structure in plasticard by David Anderson with dimensions estimated from photographs while Bank Foot station has platforms made from Hornby platform sections purchased second hand. They have been cut down in height to match the Metro door height and glued together with the joints reinforced with plasticard. The concrete sections have been replicated with plasticard while the sculpted concrete sections have been made from suitable Evergreen textured plastic card, matched by eye from a model shop display stand.

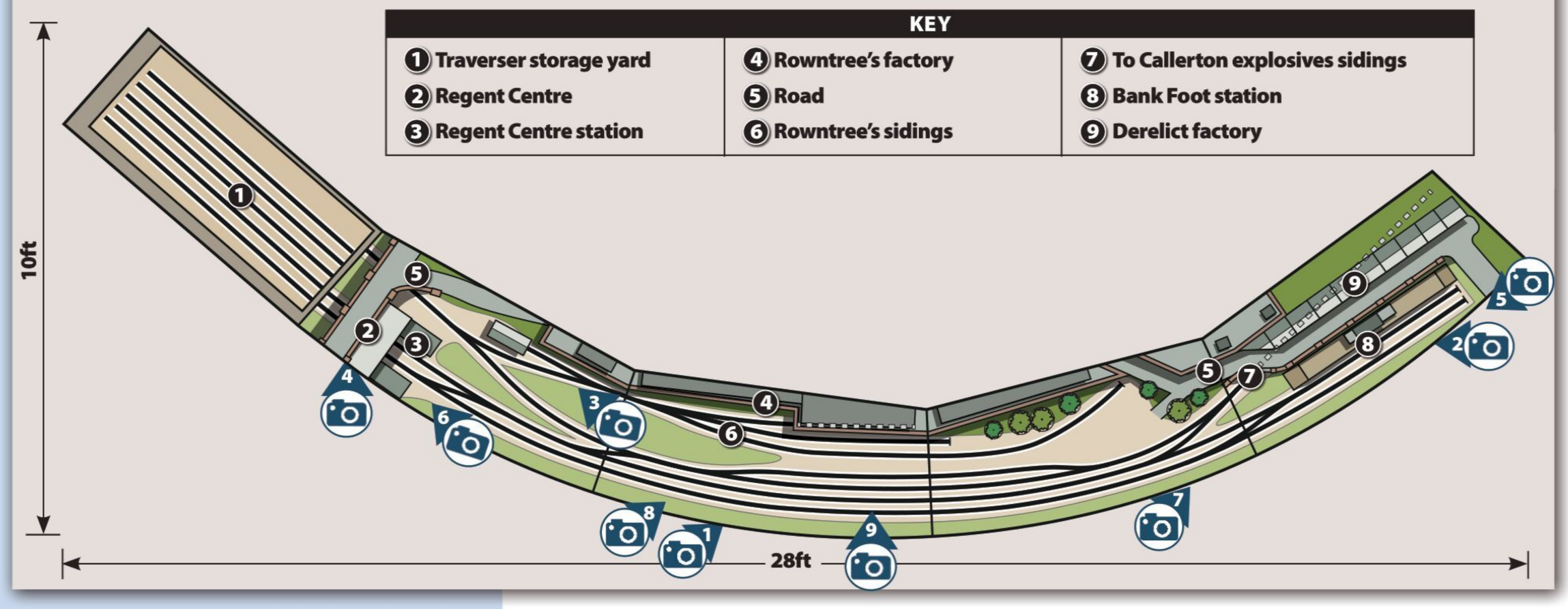
The cream coloured panels are made from glossy photographic paper printed with a photograph of the real panel. This ensures a good colour match. The yellow Bank Foot name panels were also made in the same way. The advertising panels are made from the 2mm rod with the appropriate curved corners, made by holding the rod near a hot soldering iron. The adverts were researched by looking at a collection of 8mm films made in the 1980s and then using the internet to find suitable images. The images were printed on glossy photographic paper and then glued in place. The ticket machines are photographic images printed on to glossy paper and then folded up to create the 3D effect. The Metro maps were produced from photographs, but the eagle eyed will notice that the airport extension has been omitted but the South Hylton extension remains!

6 **Metro unit 4020 departs Regent Centre station as a classmate arrives.**

Signature features of Metro stations are the curved canopies. This canopy is made by creating six roof formers from plasticard and then gluing thin plasticard to the formers in stages to create the distinctive shape. The distinctive corrugations were made by adding plasticard strip of the appropriate width. The model was spray painted with B&Q Suedecote paint to represent concrete before all the coloured panels were added.

The derelict factory hides the line used as the Callerton explosives depot. The basis for the factory is a Walthers Cornerstone factory

ROUNDTREE SIDINGS TRACK DIAGRAM (Not to scale)



acquired second hand. The original square building was dis-assembled and then made up in low relief. The weathering is felt tip pen blended with a soft paintbrush soaked with isopropyl alcohol. The broken window effect is created by a wash of grey paint to the rear of the windows and then picking out broken panes with a black fine line pen.

7 Weathered 'large logo' Class 56 56084 draws a rake of wagons away from Callerton explosives sidings and runs alongside the Tyne and Wear Metro lines.

Rowntree's Sidings needed a scenic break at the traverser end of the layout. The original Regent Centre Metro station was designed as an interchange centre with bus access and a car park built over the station. The station was larger than most on the system with a large canopy covering the station approaches and the bus stands, an ideal structure for a scenic break with the added advantage of hiding the traverser from public view.

The first stage in making the model was a site visit with camera to take photographs. The station concourse has distinctive murals made from 6in x 6in ceramic tiles printed with life-size images of Metro cars with passengers. The intention was to use photo-realistic techniques to represent these murals, relevant station signage, station furniture and surface details. The mural photographs were taken in stages with the camera square-on to the image so they could be merged and scaled using computer software.

The second stage was to measure the area on the baseboard to work out the footprint of the model, with all other measurements proportioned from the footprint to create the model. The real station is large, and the model has to be compressed to match the compression on the layout as a whole. The height of the model was limited by the need to match the end board height for transportation.

The walls at the back of the station were made from plywood covered with images of the platform cladding designed in Microsoft Publisher and printed out on glossy photographic paper. A platform mirror was scratchbuilt and three passengers were added. Lighting was introduced using grain of wheat bulbs connected to a 9 volt battery.

The station concourse and lower canopy came next, assembled from plywood. The concourse interior was modelled with photo-realistic cladding and illuminated with more grain of wheat bulbs. The ticket machines and ticket barriers were researched and digitally manipulated.

The concourse exterior has the mural image printed on glossy photographic paper glued to the plywood base with PVA. The cladding of the small canopy and the exterior of the car park are images created in Microsoft Publisher. Final details included a canopy over the bus stand, girders from Scalelink brass etchings, Wills brick plasticard for the wall and coping stones made from 1mm thick plasticard.

When complete, the structure was painted with Precision and Humbrol enamel paint and weathered with artist's pastels. The yellow paint is the specific Tyne and Wear variety, the brown is GWR chocolate.

ROLLING STOCK

Unusually for the UK, the Tyne and Wear Metro adopted a rolling stock design that was incompatible with national standards. Designed and constructed by Metro-Cammell, each set is formed of articulated six-axle twin vehicles, each 27.8m long, with seats for 68 to 84 passengers and standing room for a further 188. 90 twin-car sets were built. Power is provided at 1,500V DC through overhead wires. The units were originally designed to be coupled in trains of up to three twin-car sets. Each set is equipped with air brakes and air-operated doors, with electro-magnetic emergency track brakes.

The Metro cars on Roundtrees Sidings are Dave Alexander white metal kits powered by re-gauged 25mm wheelbase Tenshodo motor bogies with 10mm wheels. The bogies are wired together to give eight-wheel pickup and one Lenz Gold decoder controls both motor bogies. Top speed is not high, but using 128 speed steps we can get some very realistic acceleration and braking.

OPERATIONS

With two experienced train drivers in the group, we had the knowledge to make our signalling and operations mimic the real railway. DCC was our choice of control to enable us to drive the trains anywhere on the layout. Lenz Gold decoders give excellent control of the model motors and enable accurate response to speed commands and encourage slow and precise shunting. Our stock is fitted »

with Spratt and Winkle couplings that couple by pushing a small hook under a wire 'goalpost' on the buffer-beam and uncouple over a magnet under the track. Uncoupling requires a precise stop over the magnet and then a slight reverse to allow the magnet to attract the dropper and free the hook on the next vehicle.

To drive a train from the traverser to Bank Foot station and return would potentially require the changing of eight points and four signals – 60 key strokes on the hand held controller! In addition, the operator would have to remember the address of each point and signal. At early exhibitions this was not a pleasant method of operating the layout and we had many errors with a lot of short circuits and 'wrong road' incidents.

In 2004 we visited the Metro System Control Centre at South Gosforth where we learnt that the drivers of the Metro cars set their own routes from within the cab using code numbers. A very helpful Metro driver allowed a quick cab visit at Airport station to see the on-train computer touch screen in action. As the train progresses, track sensors monitor the train's position and the relevant points change to set up the route and the signals change to indicate the route is clear to proceed. The Metro cars trigger track circuits and transponders that illuminate LEDs on the South Gosforth control panel. A controller monitors the Metro cars from a large schematic panel. Signals and points change automatically, but if there is an incident that requires intervention, the controller can set individual points and signals and over ride the automatic system.

Our solution to our operating problems was to use the route setting facility of our Gaugemaster Prodigy 2. The route setting facility allows an operator to use just three keystrokes on the handheld controller to set a route from the storage yard and return to Bank Foot Metro station, Bank Foot engineers' sidings, the Callerton branch or Rowntree's factory arrival siding.

During operating sessions, our Metro driver sits at the front of the layout and operates an intensive service with a train

Metro units cross paths on the double track section. Both are built from Dave Alexander kits which run on regauged Tenshodo motor bogies for the 'EM' gauge track.

every three minutes using two four-car units. All points and signals change in sequence.

The end of the traverser has a sponge pad and a driving technique we use every so often is to run the metro cars against the sponge so that the wheels spin and therefore keep themselves clean. With an intensive Metro service, shunting can take place within the factory without needing access to the main line. There are two handheld faceplates on the two middle boards so two operators can work the layout from behind the backscene. Just as on the real railway, we wanted a fail-safe method of working to ensure freight trains could be operated without colliding with the Metros and to ensure the Metros did not access the factory sidings in error. Our solution is to have a 'token'. Whoever holds this token has control of the main line.

Our original main line locomotives were purchased in the mid 2000s. Photographic evidence provided us with our fleet requirements and Lima locomotives were purchased second-hand. Lee stripped each down, gave them a thorough clean, added Ultrascale wheels, extra pick-ups, and additional weight and then rebuilt the locomotives. Alan Weston added the fittings for the Spratt and Winkle couplings and Trevor Smith added weathering using Phoenix paints and chalk pastels. Recent locomotives are from Hornby and Bachmann modified to EM. Newer models include sound.

Any normal railway modelling group would have used the Hornby VDA as the base model to represent the classic air-braked vans used on the Fawdon workings. Cutting off the circular vent on the roof, renumbering and maybe changing the wheels would suffice for most people. However, our group has two wagon fanatics who wanted to make the definitive model. They worked in partnership with Colin Craig to provide accurate and detailed underframe etchings with options for long and short handbrake levers. Lee Davies provided the detail photographs of a van stabled in Tyne Yard for Colin to use as source material. Alan provided the measurements, Colin made the drawing and sent it back to the group for approval and when satisfied with the result had brass etchings made for us. Alan put all the elements together to produce some very accurate models with liveries and running numbers that matched the originals in our chosen time period.

Class 03 03162 has been drafted in to take over from Rowntree's own 88DS shunter due to its failure earlier today.

SUMMARY

Our aim was to create an illusion. We want the viewer to be transported back to the summer of 1985 as though they were trainspotting in this location. Through the planning and construction process, we hope we have created a believable stage, with accurate track, relevant buildings, suitable nature and an atmosphere that reflects our location and chosen time. We want train movements that mimic our real location. The layout has invitations to exhibitions into 2022 and continues to be in demand.

This article is dedicated to David Anderson who died suddenly in summer 2019 at a young age. He is sadly missed by our small group and by the larger membership of DEMU where he was a key committee member for many years. Hm

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Illustration shows detail pack fitted and number transfers (not supplied) plus minor detail changes and painting.

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Left: Cat No. 2408A:
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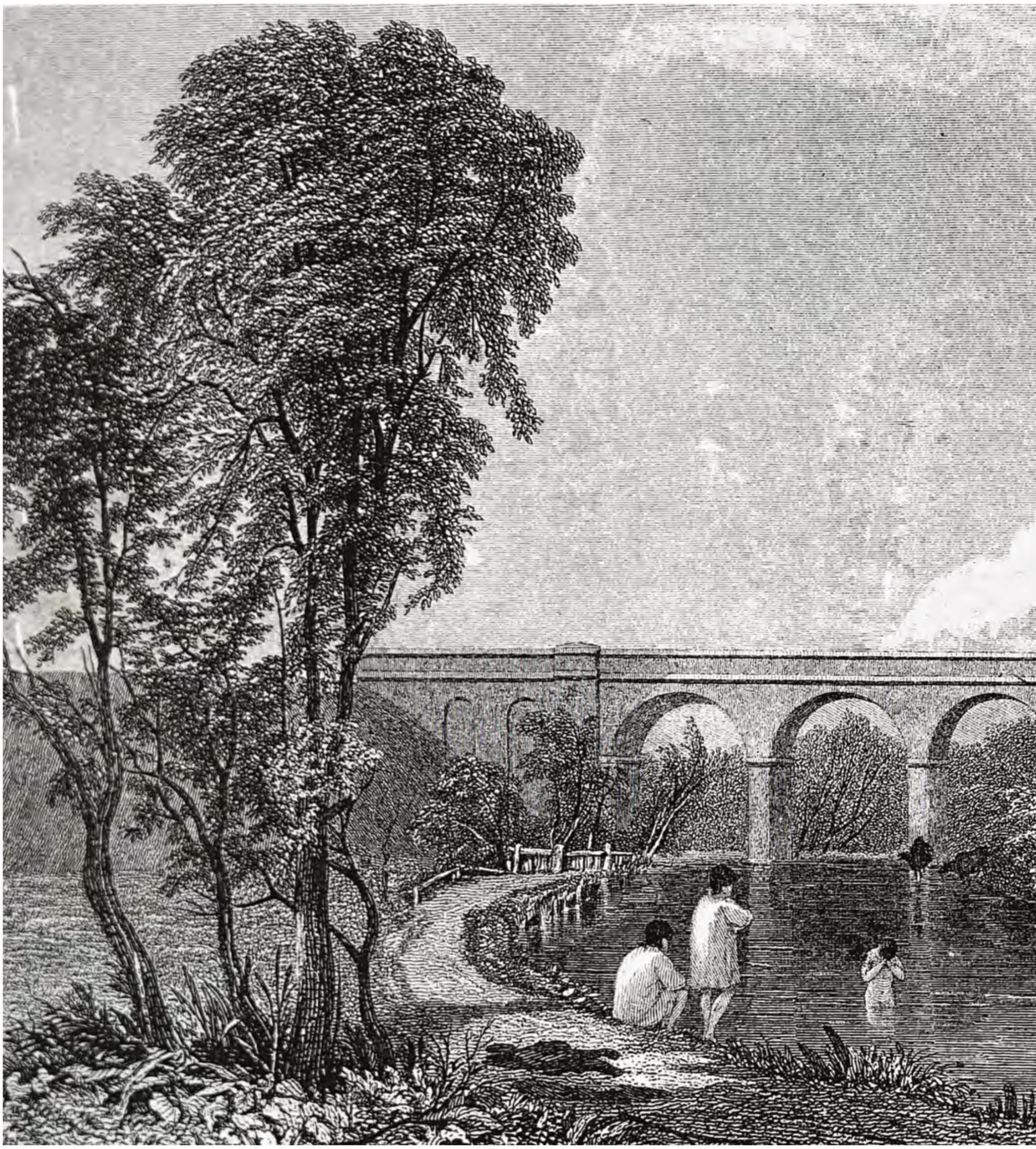
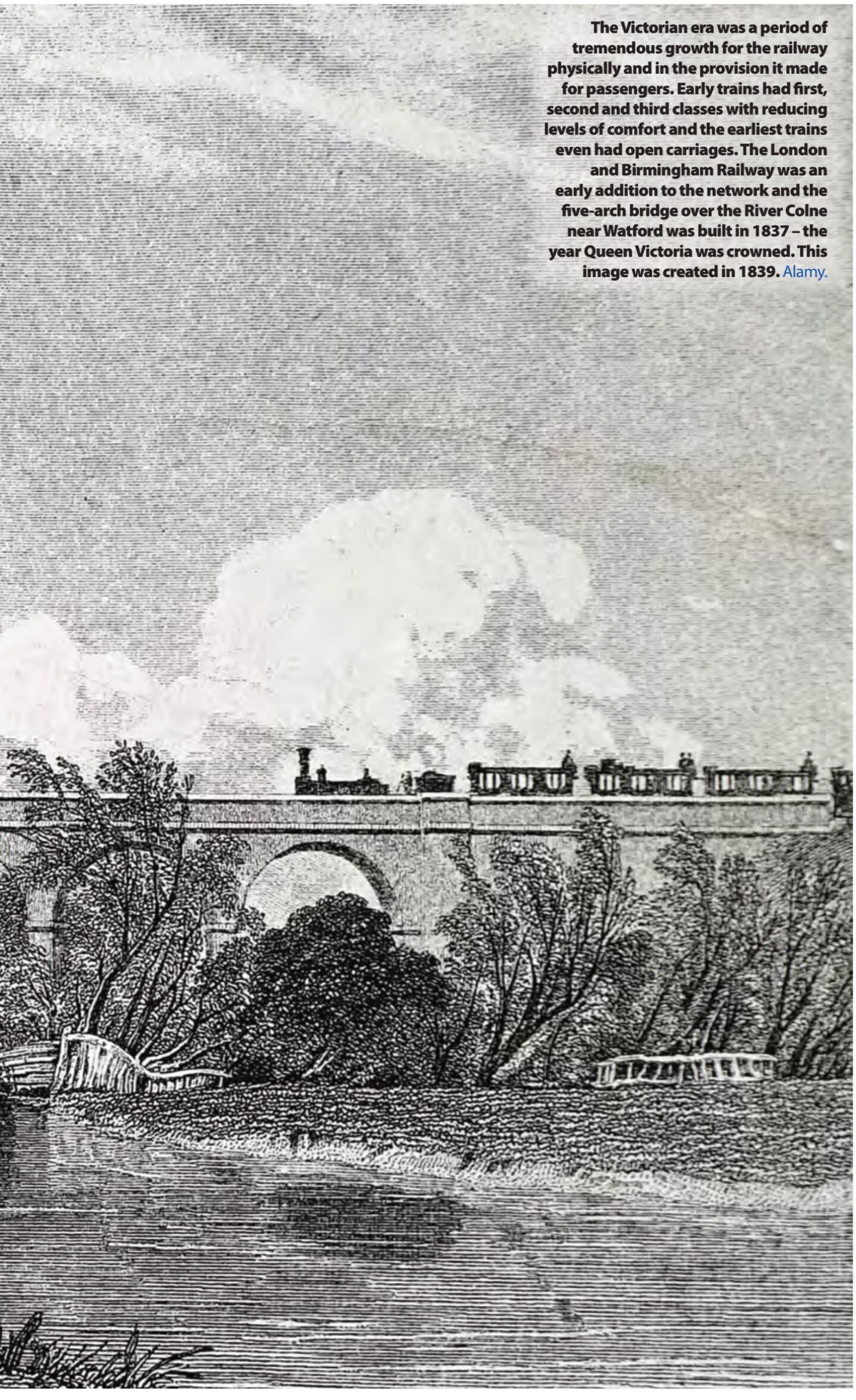
Victorian Railways



The arrival of a series of four and six-wheel coaches from the Victorian era will raise interest in modelling the trains of this long-forgotten period. **EVAN GREEN-HUGHES** *takes a closer look at what the railways were REALLY like in the 19th century.*



The Victorian era was a period of tremendous growth for the railway physically and in the provision it made for passengers. Early trains had first, second and third classes with reducing levels of comfort and the earliest trains even had open carriages. The London and Birmingham Railway was an early addition to the network and the five-arch bridge over the River Colne near Watford was built in 1837 – the year Queen Victoria was crowned. This image was created in 1839. Alamy.

WHEN QUEEN VICTORIA ascended to the throne on the death of her uncle in 1837, Britain was in the early years of an industrial revolution that would change the face of the whole country. A fairly basic railway network was about to be massively expanded by the great 'railway mania' which saw 272 new Acts of Parliament passed for the construction of 9,500 miles of new lines. Rail travel, which up to that point had been the prerogative mainly of the rich, was to become more accessible - and with increased opportunity for travel came the breakdown of many of the country's ancient social customs and divides.

Early rail travel was largely a matter of class. The first railways provided open wagons onto which those with appropriate funds could have their horse-drawn carriages mounted, while others were conveyed in luxurious carriages with individual compartments. The luxury vehicles bore more than a passing resemblance to the road carriages from which their bodies had obviously been derived. Those less fortunate still had compartments, usually with doors and perhaps with windows, but their accommodation was on unpadded seats, with each area having only drab varnished walls and nothing by way of luxury. At the bottom of the pile was the lowly working man who had the unfortunate experience of passing his journey in an open coach with hard wooden seats and no protection from the elements.

These arrangements would probably just suffice for a short journey but on a long run could become quite insufferable. One miserable passenger, who had just travelled from London to Birmingham on the Grand Junction wrote to the *Leeds Mercury* in 1841 saying he had witnessed several instances of clothing being burned and 'utterly spoilt' by ashes from the engine, continuing; "Some pieces the size of a walnut were precipitated, red-hot, into the midst of us and if the seat and floor of that part of the carriage in which I rode had been swept out not less than half a pint of cinders might have been gathered."

THE TRAVEL BUG

Despite all this rail travel became very popular: only two years after Victoria came to the throne the London and Birmingham Railway carried more than 267,000 people in six months while the line between Sheffield and Rotherham attracted 330,000. Numbers increased dramatically after 1844 when railway companies were obliged to fit all carriages with roofs, and many companies took the opportunity to give the lower classes even more comfort by providing doors and windows too.

Carriages in the first half of the Victorian era were all of rigid chassis design, at first based on four wheels but with many later being provided with six, as a method of obtaining additional length and »

carrying capacity. The first bogie vehicles didn't make a general appearance until around 1874, so early Victorian travellers were denied many of the facilities with which later generations were to regard as commonplace. Chief amongst these was the lack of corridor connections, which meant that it was impossible, once located in a compartment, to move from one part of the train to another.

The *Train Travellers' Handbook* of 1862 provided this advice; 'The fair sex *must* complete their toilet to their entire satisfaction, whatever the consequences may be *before* commencing their journey'. Quite what the gentlemen were supposed to do is not explained - although it is known that trains would allow a couple of extra minutes at certain stops so that desperate passengers could rush to the 'facilities'.

FOOD STOPS

Extra time was also allowed at some places so that refreshments could be served. Where time was short catering staff would line the platform and offer drinks and snacks to hungry and thirsty travellers, with service being made directly through the compartment windows. Some early expresses had scheduled meal stops which would see passengers swarm the refreshment rooms, and there are many tales of people being left behind where service was slow or where the food was particularly hot. There are even stories of a certain refreshment room where the tea was deliberately served so hot that the customers could not drink it, with the resulting 'slops' being poured back into the pot ready for serving to the next set of unsuspecting customers!

Where the journey was outside daylight hours, travellers at first had little by way of artificial light provided. However, within a short space of time oil lighting became the norm with individual lamps being inserted from above by boys walking along the carriage roofs while trains were stationary at a station. As might be expected, the higher the fare, the more lamps were provided for your carriage, with First Class vehicles having one lamp per compartment and Third Class perhaps only having one for the whole coach.

Four and six-wheel rigid chassis carriages continued in service throughout the pre-grouping era and into the post-1923 'Big Four' period. On June 17 1923 SECR 'H' 0-4-4T 309 prepares to depart Lewisham Junction with a suburban working for Hayes or Addiscombe formed of four and six-wheel 'Birdcage' carriages. Marcus Gaywood/Rail Archive Stephenson.

Contemporary writers complained about the stink from these lamps and of the feeble yellow light which they gave out and it is fair to say the system was both inefficient and universally unpopular. It was later replaced with gas lighting supplied from a tank underneath the coach, a system that was to lead to extensive loss of life when collisions and accidents occurred. Oil lamps did not disappear completely though and even as late as 1930, the Great Western Railway still had 500 vehicles lit by this method.

Coach heating was as rudimentary as the lighting and was nothing more than a foot warmer containing hot water, supplied at the start of the journey and changed at various points en route. This facility was only available for First Class passengers and those travelling elsewhere in the train were advised to wrap up warm so as to be suitably equipped to endure the hardships ahead. Another version used a chemical reaction within the warmer to generate heat and required a vigorous shake by railway staff to get it activated. Steam heating was patented in the 1850s, but it was to be some 30 years before it was to become widespread, so until then travel remained an uncomfortable experience in winter.

By the mid-1890s passenger accommodation had changed radically to include bogie coaches, improved lighting and covered carriages for all ticket types. The railway network had also increased to more than 20,000 route miles with 100 train companies moving passengers and goods. This is London St Pancras Station in 1895. Campbell's Press Studios Limited/Alamy.

SAFETY CONCERNS

An issue far more worrying to many was the safety of travellers, isolated as they were in individual compartments. Females were thought to be most at risk from being accosted but incidents of this were extremely rare. It was to be 1864 before the first on-train murder took place, which was that of Thomas Briggs, who met his end between Hackney Wick and Bow in a North London Railway coach but whose body was found out on the line. In an infamous case in which a top hat provided crucial evidence, a man called Franz Muller was convicted of the crime and chased all the way to America before finally meeting his end by the hangman's rope. Partly as a result of this crime, four years later the Regulation of Railways Act mandated the provision of a cord for use by passengers in an emergency: at first this merely rang a bell on the locomotive but it was later connected to the brake system.

Travelling by train in the Victorian era was also very different to today as far as manners and etiquette are concerned. Generally

Non-corridor stock continued to be a daily part of railway operations throughout the Victorian and Edwardian periods with a combination of four and six-wheel rigid chassis being used as well as bogie stock. An 'M7' 0-4-4T crosses Petersfield level crossing at the turn of the 20th century hauling a rake of non-corridor bogie stock. Alamy.

speaking, those from the upper circles would complete a journey in complete silence if they had not been formally introduced to the other occupants of the compartment and, in any case, ladies were not expected to converse with the men at all. Those from the middle classes were warned in the *Train Travellers' Handbook* not to be attracted by the lowness of the fares in Third Class otherwise; "They may be destined to pass the next few hours of their existence tightly compressed between two rough specimens of humanity." Porters and other railway employees were expected to be as deferential as servants and no self-respecting gentleman would be expected to handle his own luggage, with items such as suitcases and trunks being placed on top of the carriages where they would be watched on by guards sitting on postilions at the ends of vehicles, much as had been the case with stagecoaches.

By the middle of Victoria's reign, the railway system had matured to be more recognisable to the traveller of today. Corridor coaches brought with them on-board catering, easily accessible toilets and the safety of not being isolated in a full-width compartment. Steam heating and better lighting brought improved comfort even in winter and by this time railways had reached a much wider audience enabling the breaking down of some of the social barriers that had previously existed. By the time she died in 1901, the country was barely recognisable from that which she had inherited, the rail network had expanded to 23,351 route miles and the 100 train companies were carrying 127 million passengers a year.

There is no one alive today who can remember rakes of wooden four-wheel carriages lurching and rattling along the main line behind a tiny and primitive engine, but there are some places, in particular the Foxfield Railway and the Isle of Wight Steam Railway, where some idea of what this must have been like can be gleaned. Perhaps we will be able to recreate this interesting era in our model railways instead, now that suitable rolling stock is available. HM

The Great Western Railway ran standard and broad gauge trains during the Victorian era and continued to improve the level of comfort for its passengers. In 1890 a GWR 'Rover' 4-2-2 leads a down express near Acton. Alamy.

WARDLE BAY EXPANDS

Hornby Magazine's 'OO9' narrow gauge layout is back in the works for an upgrade which will double its scenic length. **RICHARD WATSON** begins the process by building a new board and creating the landscape.

NARROW GAUGE modelling is increasing in popularity. Having built our first 'OO9' layout in 2019 (HM142) and displayed it at the Warley National Model Railway Exhibition that November, I thought it was high time we came back to it and created an extension.

The original layout plan consisted of a 4ft x 1ft station scene with a 2ft x 1ft storage yard. However, it didn't provide much of a scenic run, and that is where this project started. The idea was to build a new module which could be bolted in between the existing station and the storage yard when we wanted or left out if space was at a premium. Equally, with the modular concept, I could create further scenic sections to continue expanding the layout beyond the 10ft x 1ft footprint which I have now generated with the extension.

Part of the premise for starting the project now was to have a model railway build on the go during lockdown on the side of bigger projects in 'OO'. It mainly uses spares and off-cuts from other layouts and past projects and gives me the chance to try out new techniques on a smaller scale before progressing to the big 'OO' venture. It's also a great opportunity for some messy modelling (my favourite type) in crafting the scenery around the railway.

The new scene has a very simple track plan – it's a single track running line spanning the 4ft length of the baseboard sitting on top of an embankment. It takes inspiration from the famous Ffestiniog Railway in North Wales which I filmed for *Hornby Magazine* in 2020 – and that footage will form part of the *Hornby Magazine Show* video series on *KeyModelWorld.com* about construction of this narrow

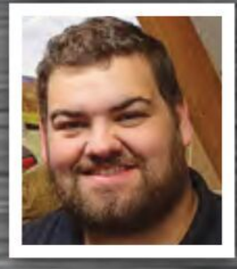
A Bachmann Baldwin 10-12-D 4-6-0T tests the new trackbed for Wardle Bay's extension with a trio of Peco 'OO9' carriages.

MIKE WILD

Having completed the marathon build of Topley Dale (for now) Mike made the time to clean up the 'O' gauge test track which has been out of action lately.

MARK CHIVERS

Work continues on Mark's 'OO' gauge engineers' wagon fleet with another SR 'Tunny' and a 'Ling' added to the ever-expanding roster.



RICHARD WATSON

Richard is enjoying building the Wardle Bay narrow gauge layout extension and trialling new techniques. Keep watching for more on this layout.

The second module is the same size as the original – 4ft long and 1ft wide. It has a matching style fascia and will slot in between the end of the station scene and the storage yard.

The trackbed is made from polystyrene blocks which have been surrounded by expanding foam for the landscape. The expanding foam is carved to shape once it has set.

gauge layout over the next three editions. The first goes live at 8pm on Friday March 5.

SETTING THE SCENE

As the line leaves the station area from the original board, it crosses onto the embankment which has a Wills cattle creep and river bridge as scenic features. The landscape around these bridges is based around polystyrene blocks for the trackbed while the areas either side have been filled with expanding foam which was carved to shape.

To make a hard shell for ground cover materials, the shaped foam has been covered with Sculptamold – although this proved to be a challenge to dry during the recent cold spell of weather. Finally, it received a coat of Woodland Scenics Earth Undercoat paint to provide a base colour for the grasses and textures which will follow in the near future.

The layout is now at the stage where scenery is starting to take shape. The bridges have been painted – we'll be showing the method for that process in detail next issue – and dry stone walling has been installed behind the railway to make the scene ready for the first layers of grass, bushes and trees. Products on the shopping list for this scene include Primo Trees ready-made trees, Green Scene static grasses and leaves, War World Scenics glues and Woodland Scenics ballast and foliage. It's going to be great fun bringing this small scene together while showing a wide range of scenic products.

JOIN US ONLINE!

- Don't miss the monthly *Hornby Magazine Show* video at *www.keymodelworld.com/hornby-magazine-show* where you can join the *Hornby Magazine* team on video. In this month's show, Richard starts construction of the Wardle Bay Extension and talks about narrow gauge railways at the Ffestiniog Railway, Mark brings you the latest model railway news and Mike sits quietly in the corner (a first!).

Woodland Scenics Earth Undercoat paint has been applied over the full landscape following a layer of Sculptamold to form a hard surface on top of the expanded foam.

ON CAMERA

What you are reading here is just the start though as the full build for the Wardle Bay Extension project has been captured on film for our monthly *Hornby Magazine Show* – a video extension to *Hornby Magazine* demonstrating modelling techniques and more - which will be available to watch for free from 8pm on March 5 via *www.keymodelworld.com/hornby-magazine-show*. We have three episodes focusing on this narrow gauge layout which also include a guide to narrow gauge railway operations and the fabulous Ffestiniog Railway where we take a close look at this 2ft gauge former slate railway in North Wales. HM

NEXT MONTH

- In Staff Projects we will be looking at the stone bridge painting process in detail as Richard demonstrates his technique for that all-important weathered look.

The extension is making progress and will give a much better running line for the narrow gauge stock on Wardle Bay.

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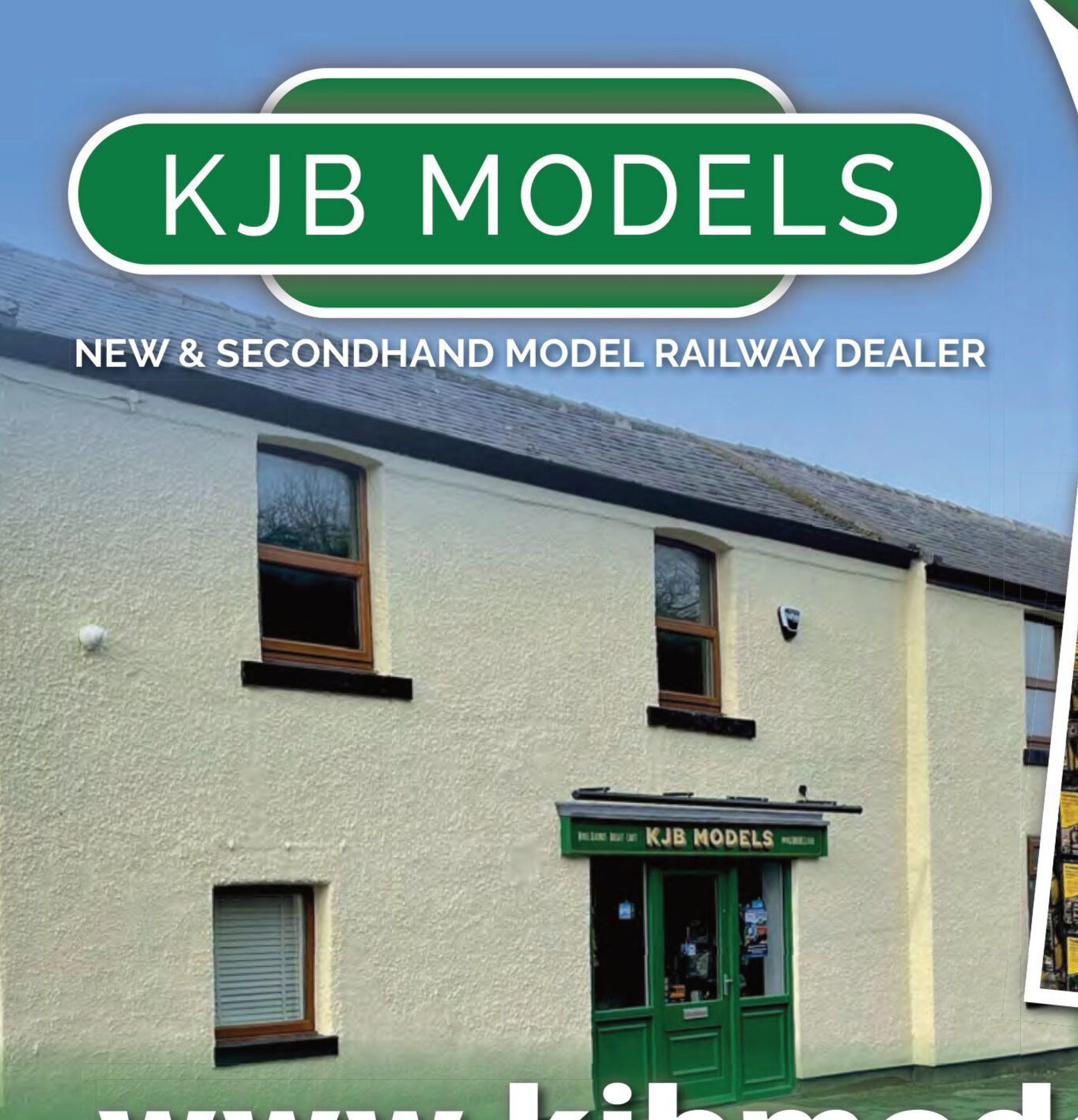

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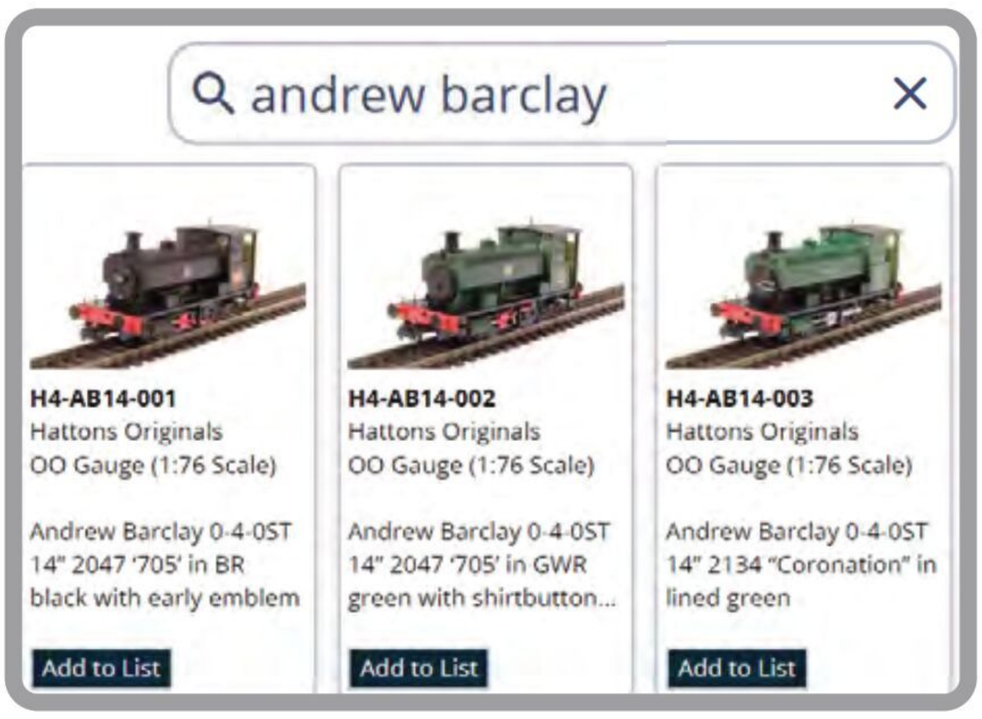

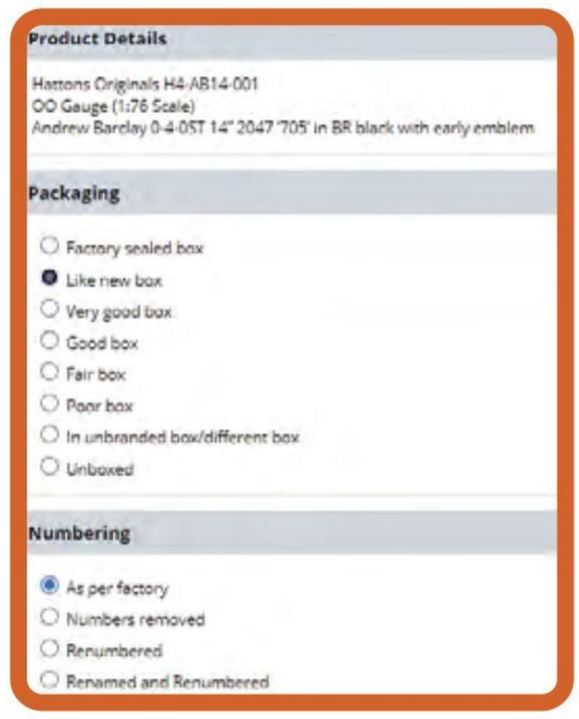

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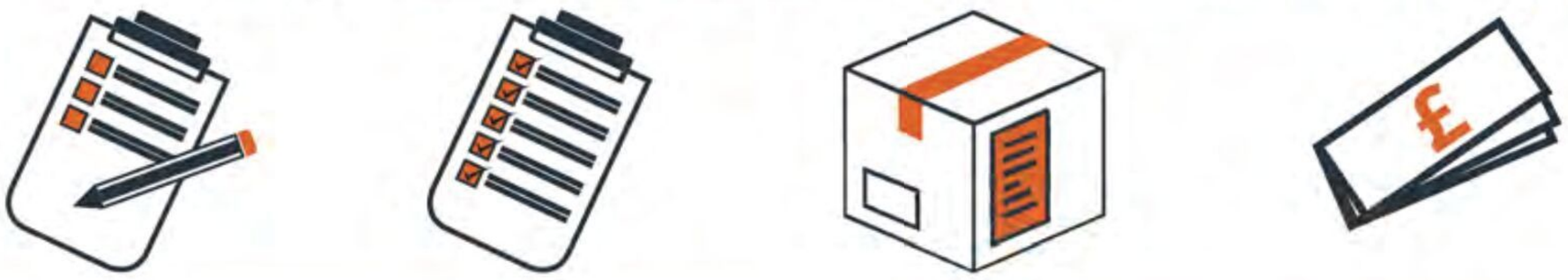

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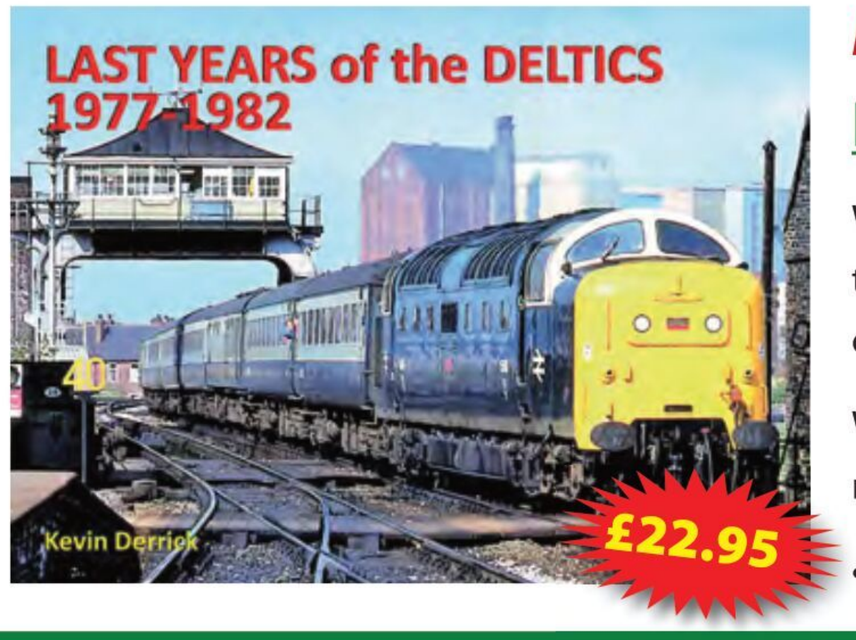

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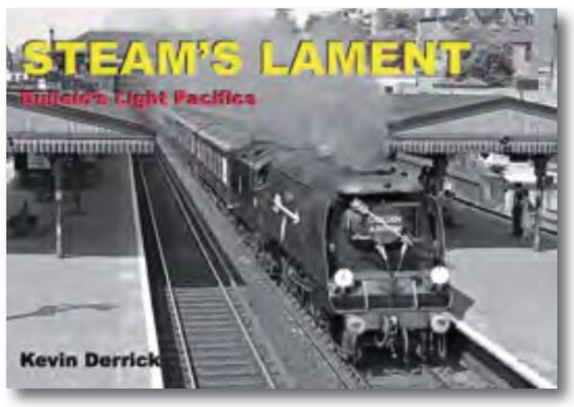

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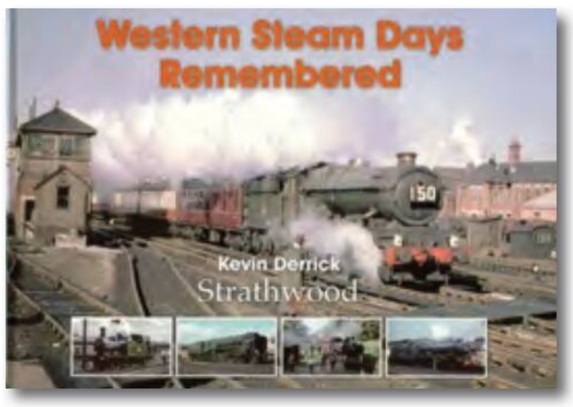

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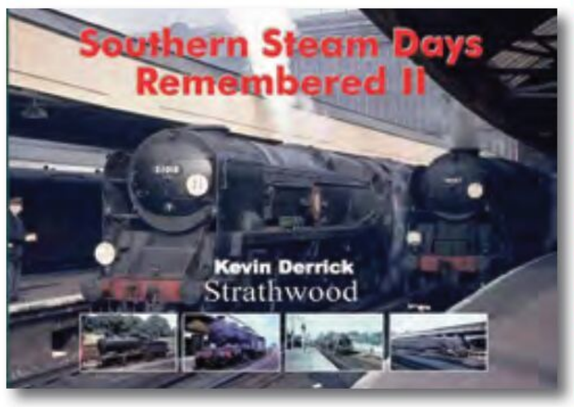

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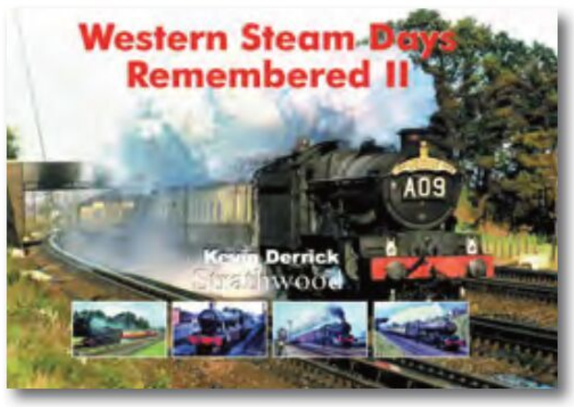

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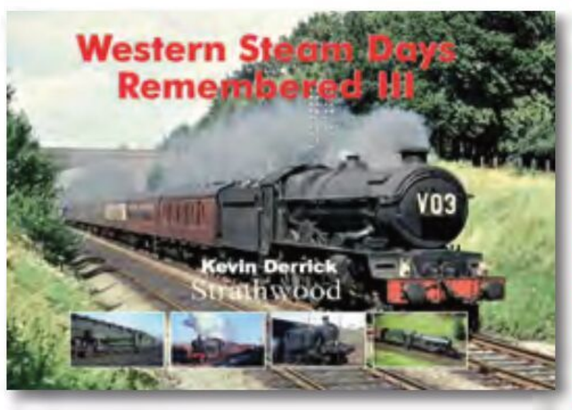

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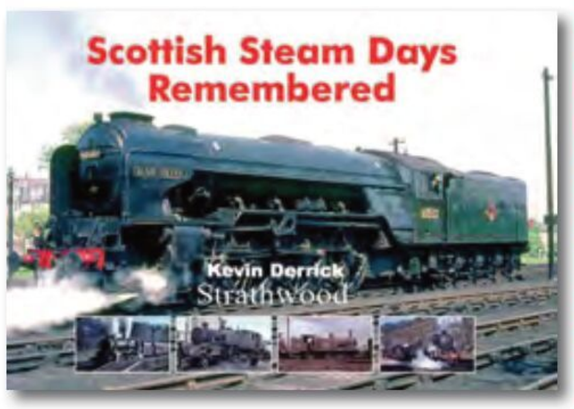

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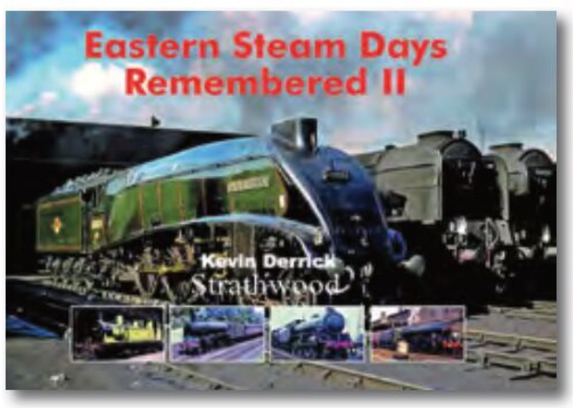

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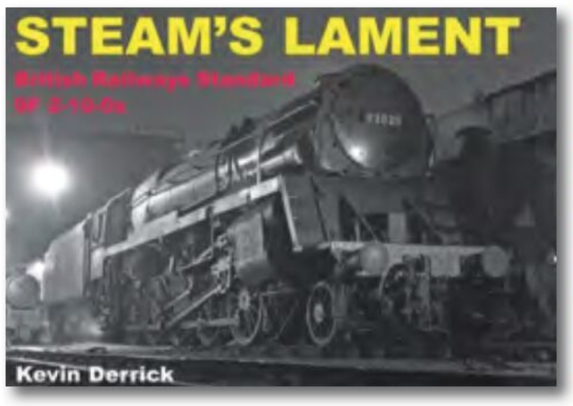

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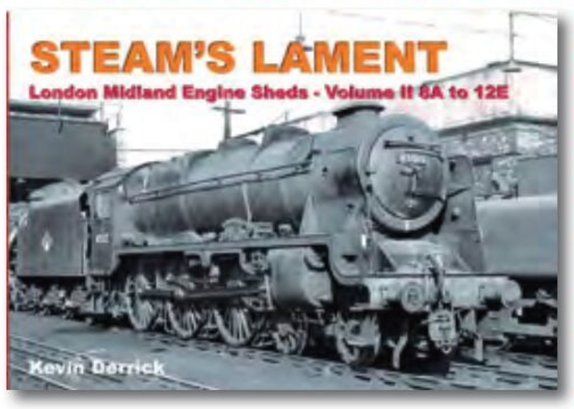

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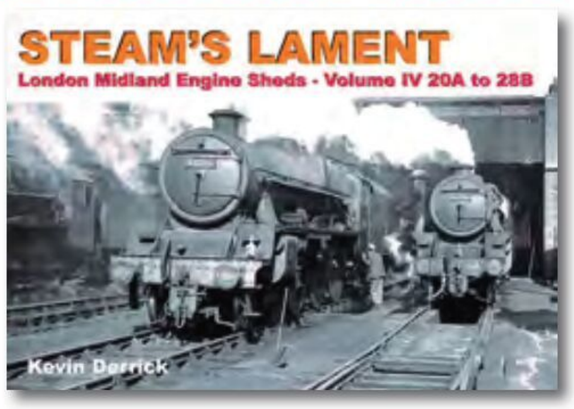

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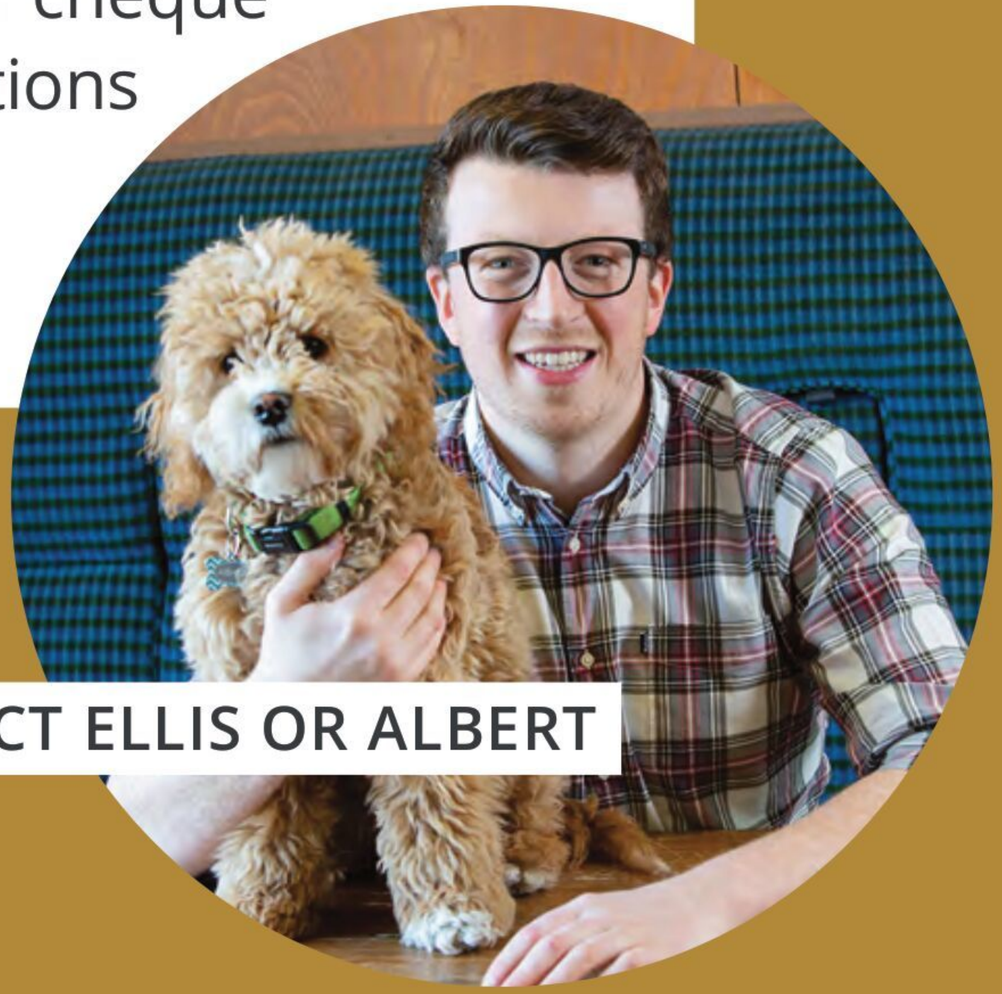

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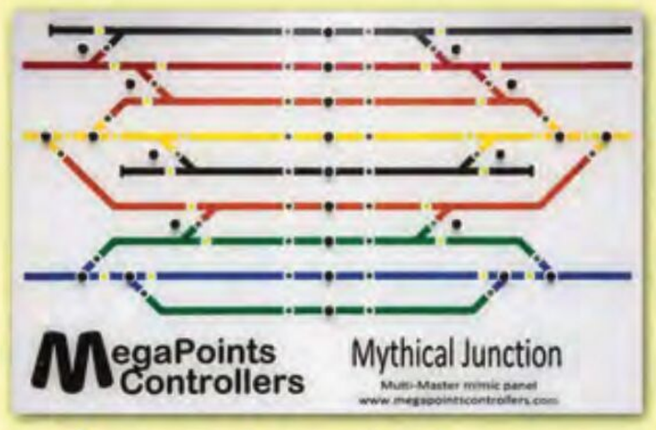

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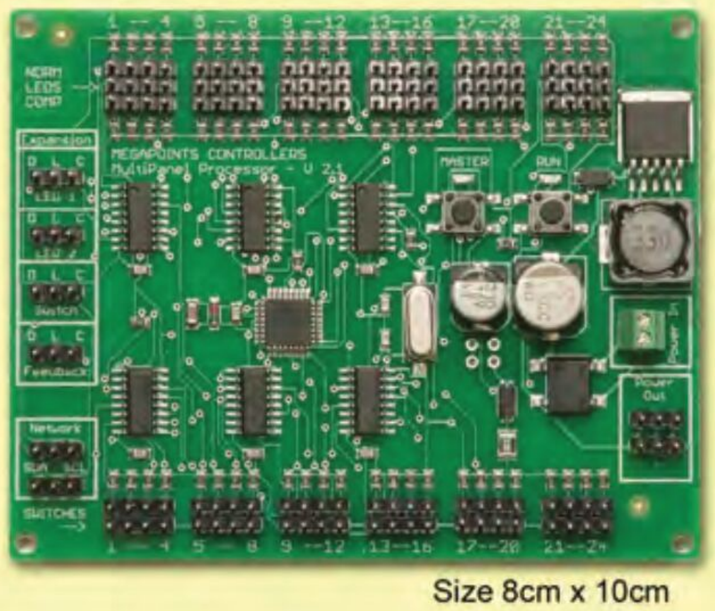

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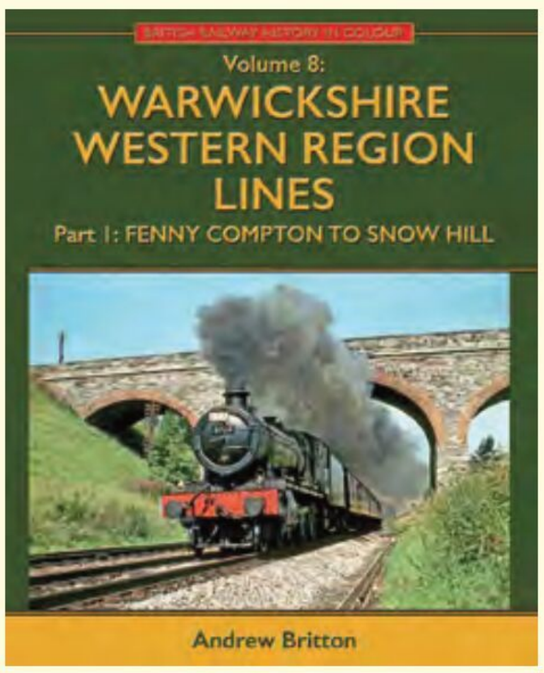

BRITISH RAILWAY HISTORY IN COLOUR

Vol. 8: WARWICKSHIRE WESTERN REGION LINES

Part 1: FENNY COMPTON TO SNOW HILL Andrew Britton

North from Oxford, the construction of the main line from London to Britain's second city was projected by the Birmingham & Oxford Junction Railway but by the time the first part of it opened, between Oxford and Banbury in 1850, the company had been absorbed by the Great Western Railway. The section covered by this book, north from Banbury to Birmingham, was opened by the GWR on 1st October 1852 and we begin our journey along this route just south of Fenny Compton, where the line crossed the county boundary between Oxfordshire and Warwickshire. This was a line built originally to the broad gauge that proved eminently suitable for fast running and which, in steam days from the late 1920s, became the preserve of 'Kings' and 'Castles' hauling crack expresses between London, the Midlands and the north-west. Between Banbury and Birmingham it also served the historic towns of Leamington Spa, Warwick and Solihull, as well as the important industrial and manufacturing region that had grown up on the approach to Birmingham city centre. There was also therefore a plethora of interesting freight to be photographed, with 'BR '9F' Class 2-10-0s to the fore in the period covered herein but with a varied selection of other types involved as well. Finally, north from Leamington, there were also the stopping services to and from Birmingham, plus some to and from Stratford-upon-Avon via the junction at Hatton. To add to all this interest, there was a medium sized steam shed at Leamington and a major locomotive depot at Tyseley, both of which we visit in detail, the fearsome 2½ mile climb of Hatton Bank (requiring a banker for most northbound freights), Rowington Troughs and the sadly now lost GWR city centre station at Snow Hill. Author Andrew Britton grew up in Leamington, trainspotted on the platforms and made regular visits to the shed courtesy of neighbour who was a driver, and now lives in Warwick so is intimately acquainted with the area. Whilst the line and most of the stations within are still open, much has changed, so this is a welcome chance to step back in time and enjoy the sights of a busy ex-GWR main line in the last decade of steam – with Blue Pullmans and a few early diesels – and all in glorious colour!

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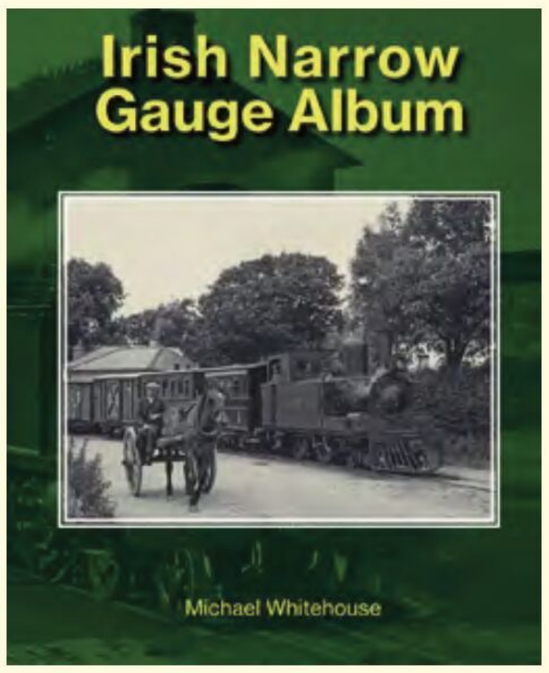
Irish Narrow Gauge Album Michael Whitehouse



Mysterious, quirky, obscure, obsolete, quaint, bizarre, fantastic, mad – all adjectives that could and have been applied to the myriad narrow gauge railways to be found in Ireland, both north and south. Indeed, most at one time or another have probably been applied to the Listowel & Ballybunion, an almost unique monorail system on the far west coast in County Kerry. A glance at a map of Ireland shows the areas that these lines generally served were rural, remote and sparsely populated. Thus whilst such lines could be cheaply built and maintained in comparison to standard gauge railways, it also meant that they quickly became an anachronism as the 20th century progressed and apart from the Guinness Brewery system, closed in 1965, all of them had gone by 1961, some in the 1950s but several much earlier than that. Fortunately a few hardy souls made regular trips over to Ireland to explore some of these lines, having discovered the delights that the country offered in terms of scenic settings and, in later years, a certain laissez-faire attitude to access and authority. Many, in the first quarter of the 20th century, also enjoyed the attentions of Ireland's pre-eminent photographer of that time, Walter Lawrence of Dublin, whose stunning collection of glass plate images now resides with the National Library of Ireland. So sit back and in the company of Michael Whitehouse, who has once again delved deep into the family archive established by his late father P.B. 'Pat' Whitehouse, which includes the work of many other well-known names such as W. 'Cam' Camwell, Henry Casserley, A.W. Croughton and Ron Jarvis, revel in the joys of a visit spanning the fifty year period from circa 1910 to around 1960 and mostly to the remoter parts of the country. We will reach such remote outposts as Kilkee and Kilrush on the West Clare Railway, Castlegregory and Dingle on the Tralee & Dingle, Schull and Skibbereen, Coachford and Donoughmore on the Cork & Muskerry, and Crosshaven on the Cork, Blackrock & Passage in the Republic of Ireland, along with the aforementioned Listowel & Ballybunion and Guinness Brewery systems. And in Northern Ireland, to Cardonagh and Burtonport (Londonderry & Lough Swilly), Glenties, Killybegs and Ballyshannon (County Donegal), Arigna, Dromod and Belturbet (Cavan & Leitrim) and Maguiresbridge and Tynan (Clogher Valley), as well as the Giant's Causeway Tram. Each pictorial chapter is accompanied by an historic essay from a well-known railway historian, in a style that harks back to the original narrow gauge albums compiled by Pat Whitehouse and others in the 1950s and '60s, and replicated in the two colour volumes son Michael has already produced for Lightmoor.

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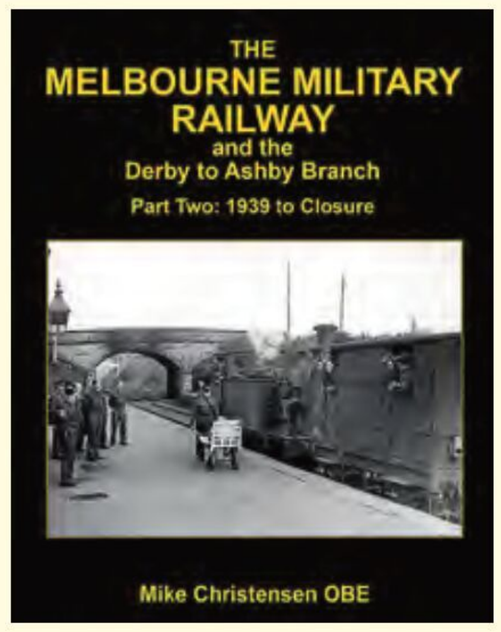

From late 1939 to the end of 1944, the War Department leased most of the branch line from Derby to Ashby de la Zouch to provide for training Army Railwaymen. The first of this two part work covered the history of the Ashby Canal railway and the Midland Railway and LM&SR line, and the industries that they served, up to 1939. This second part recounts the operation of the line by the War Department for civilian traffic as well as training purposes, and the post-war years up to closure.

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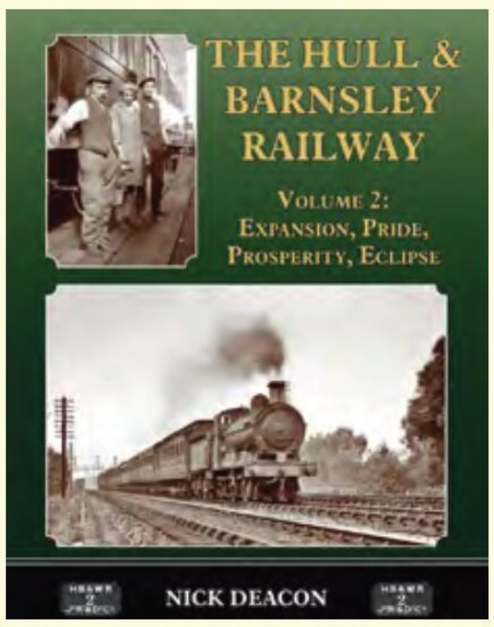

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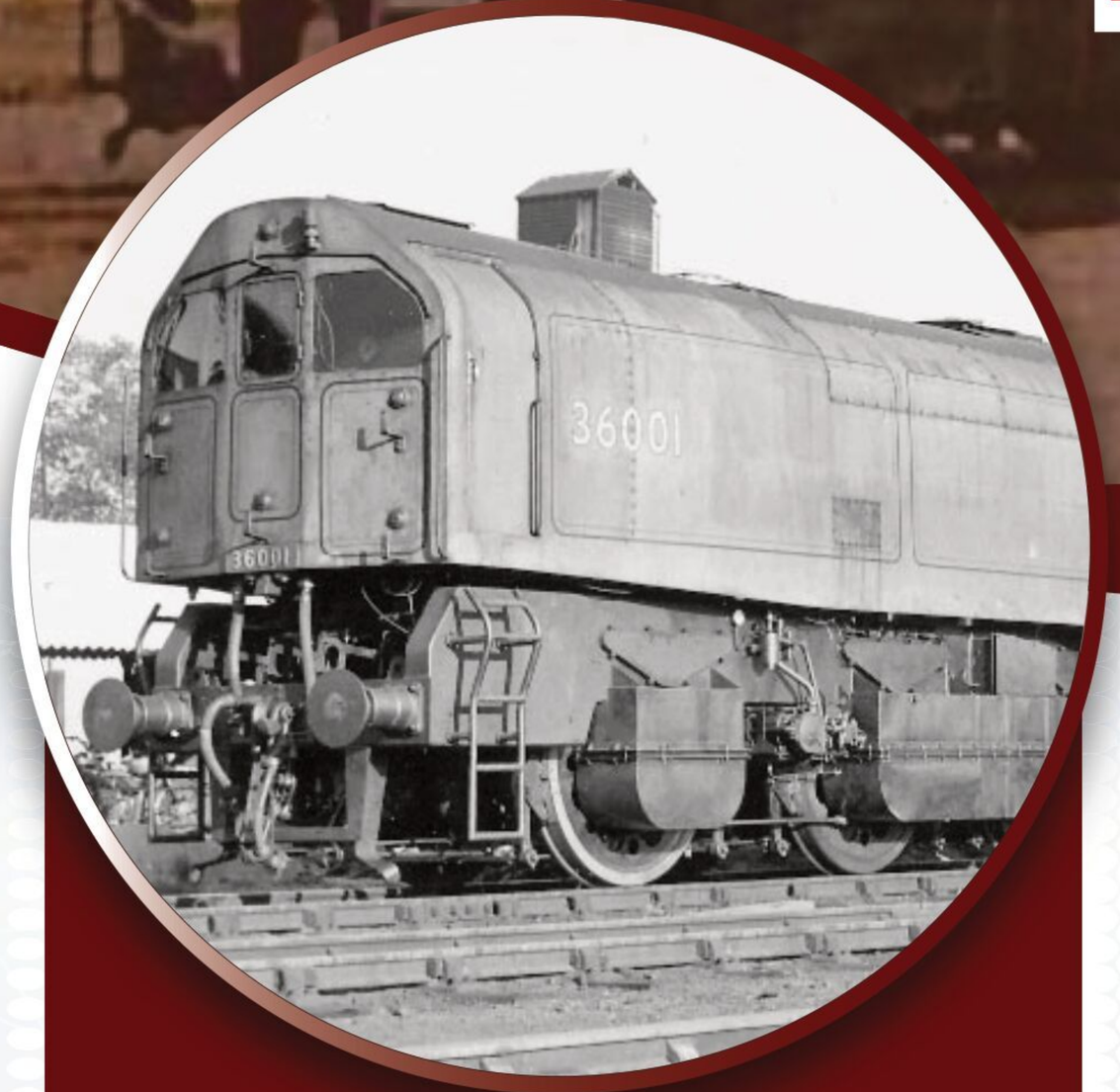

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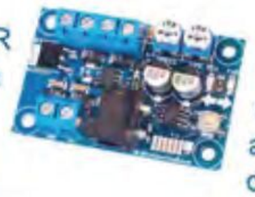

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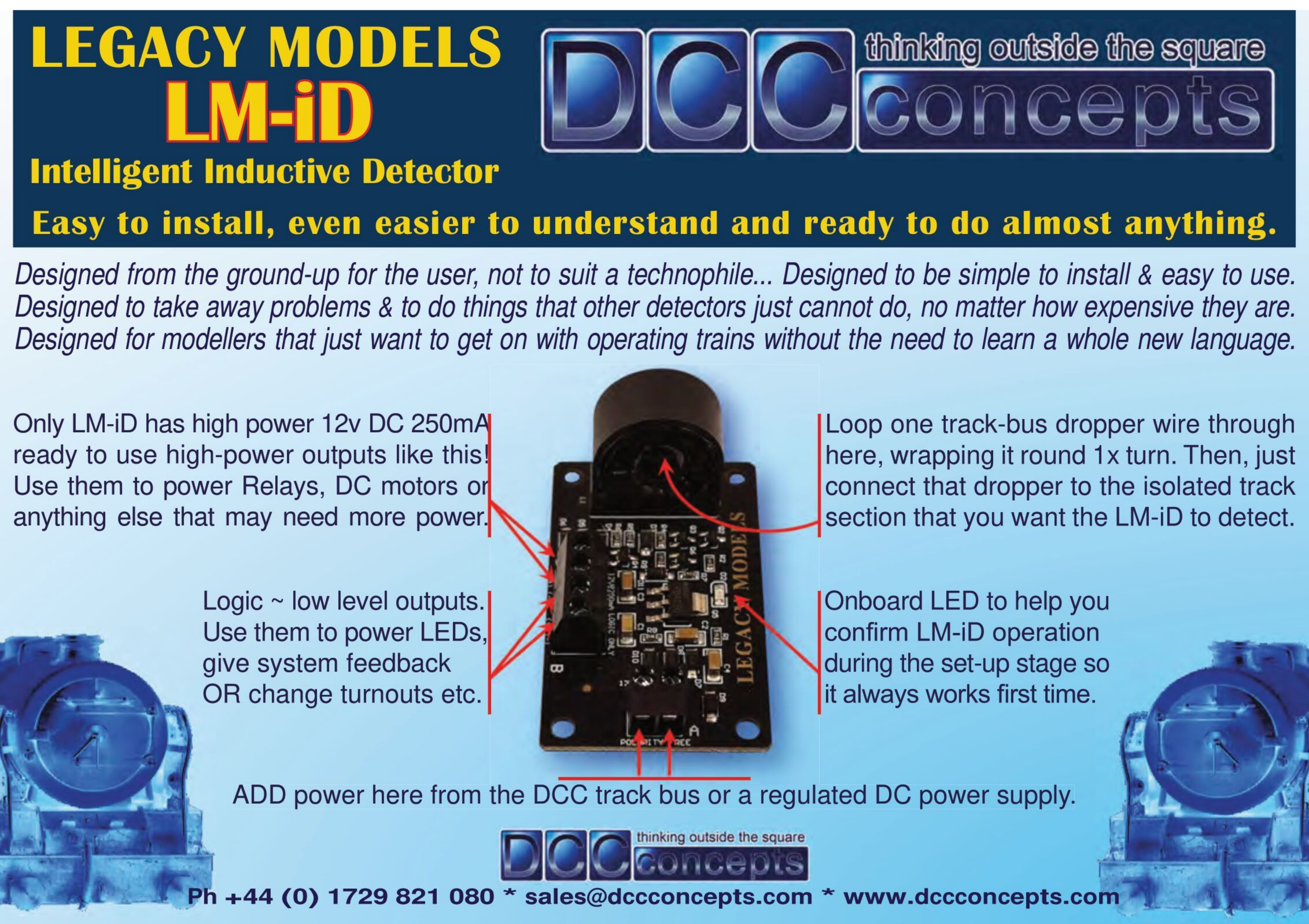

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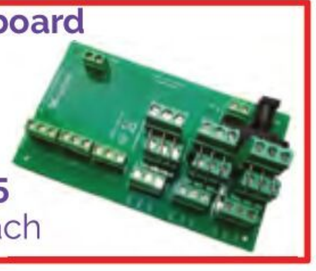

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FOR ADULT COLLECTORS

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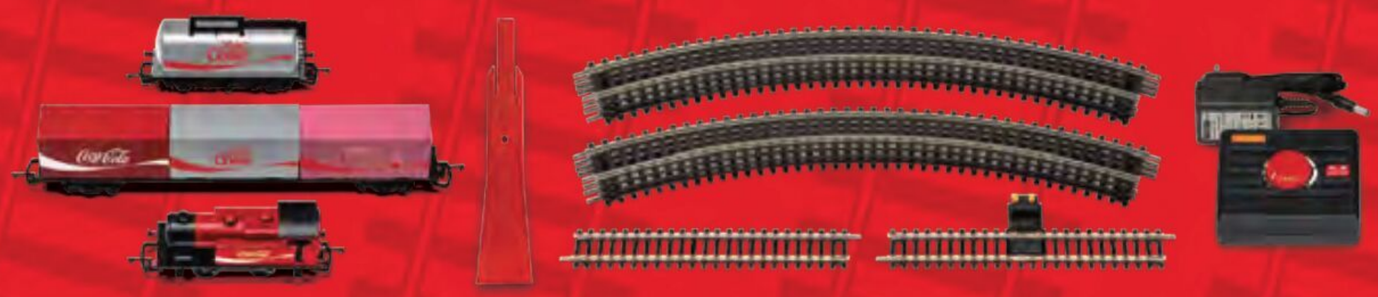

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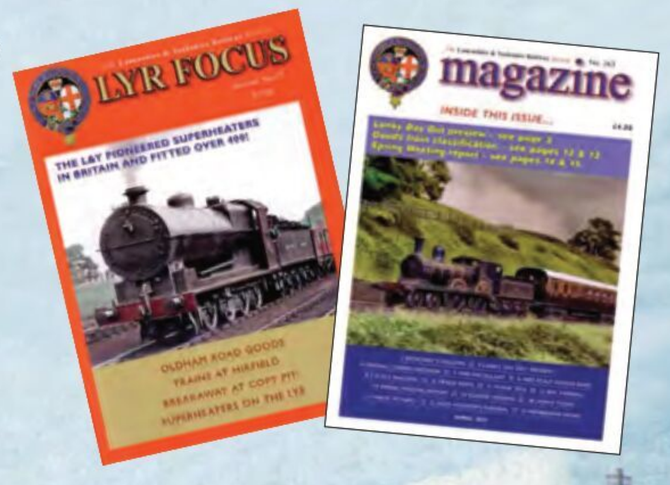

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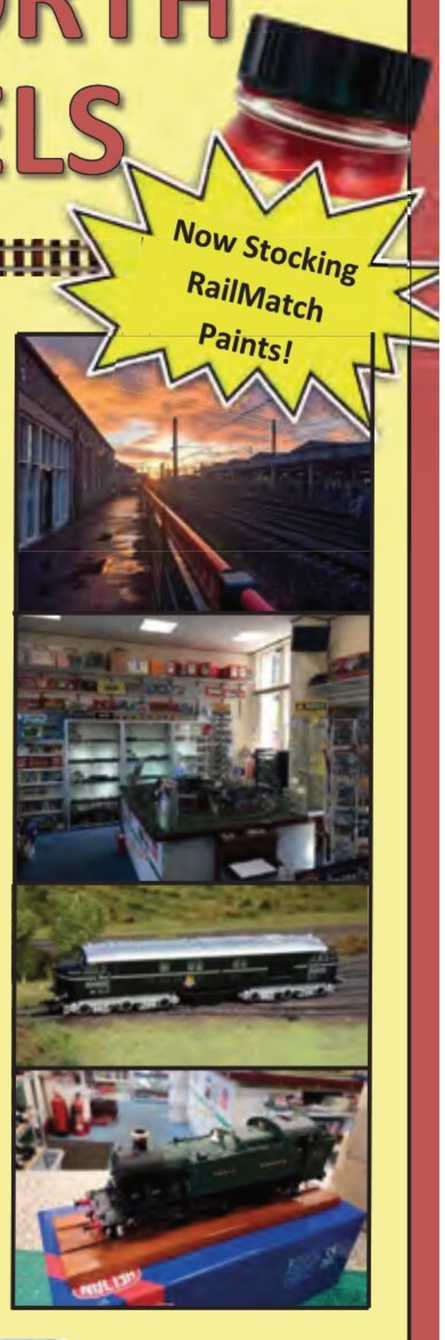

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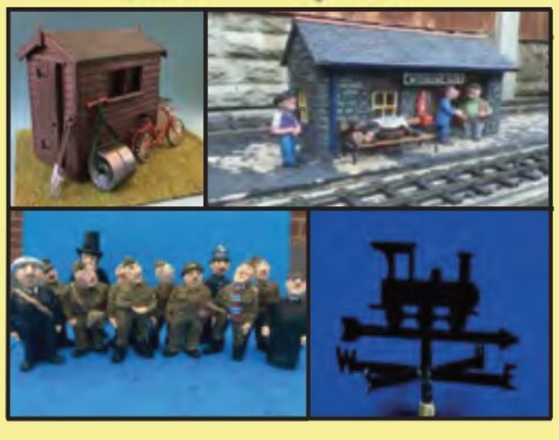

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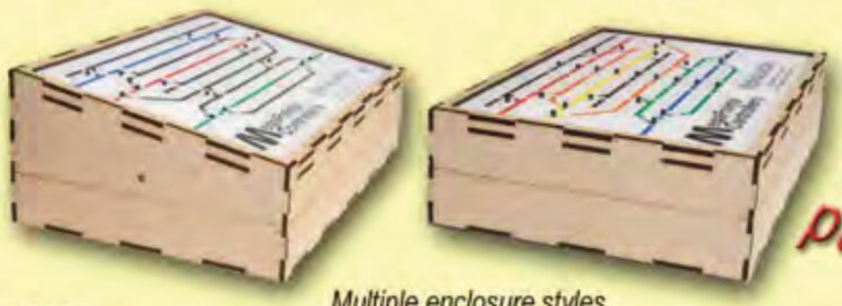

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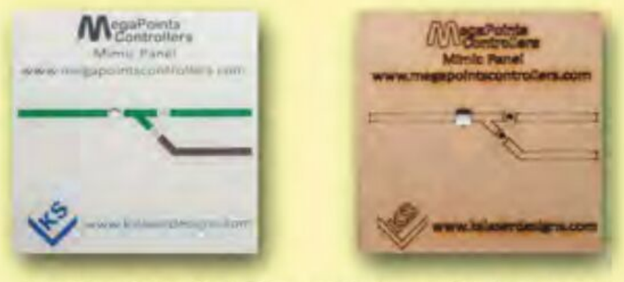
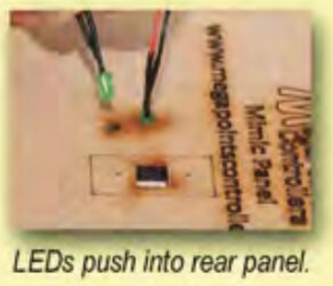


Locating holes for LEDs and buttons clearly marked.



LEDs push into rear panel.

Buttons attach from the rear, held with screws (supplied).

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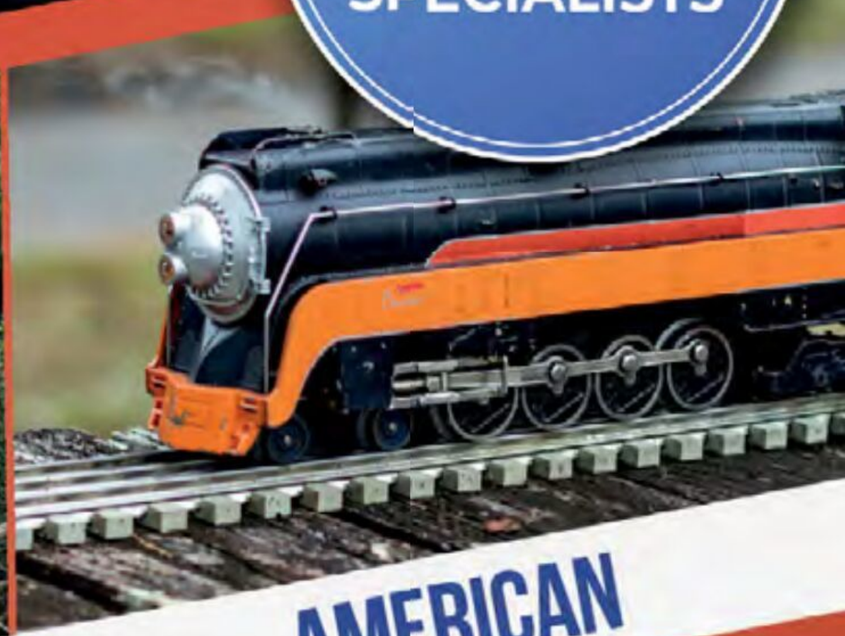

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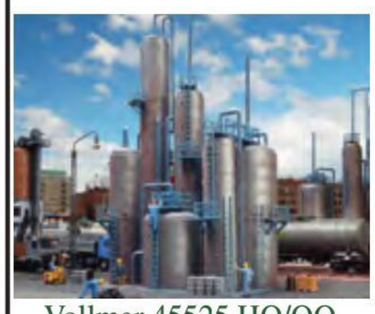

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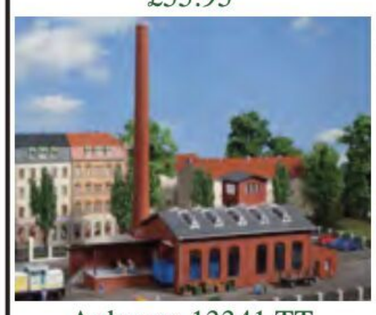

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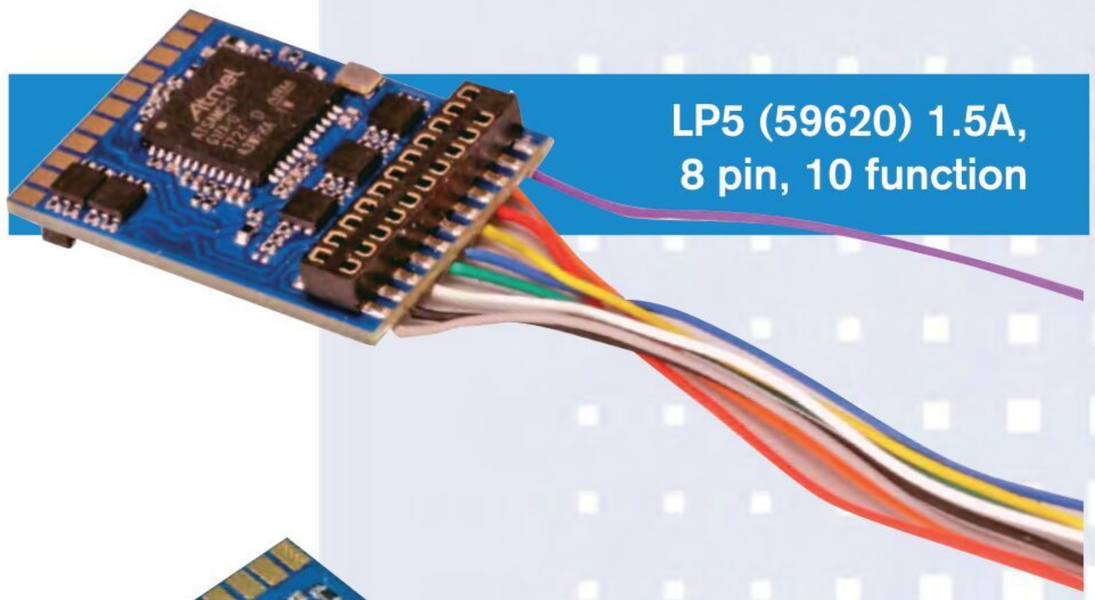

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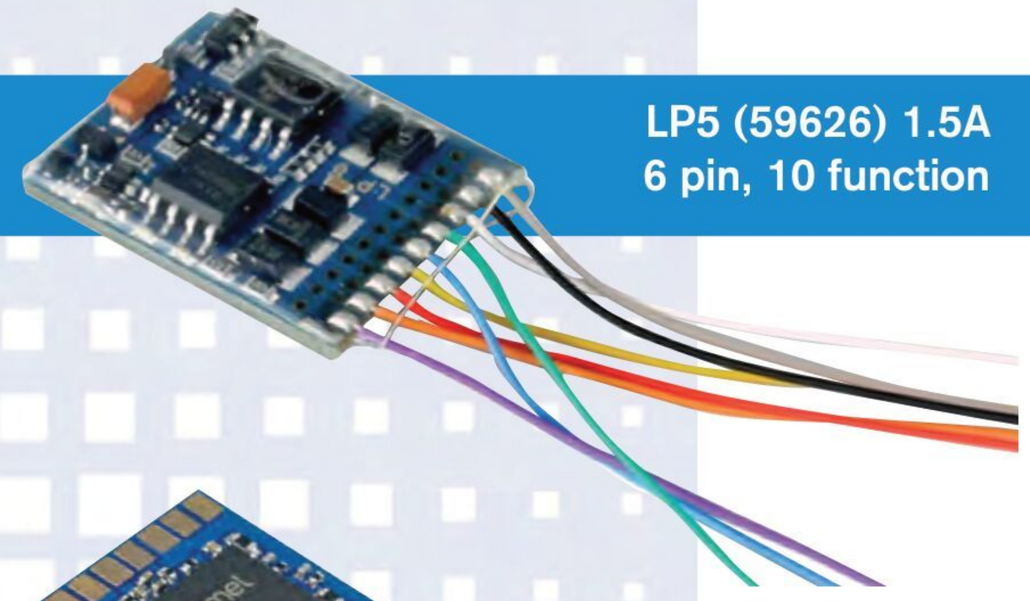

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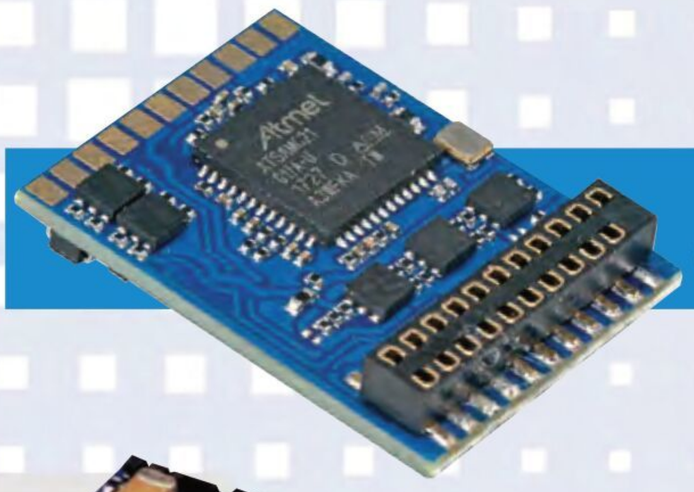

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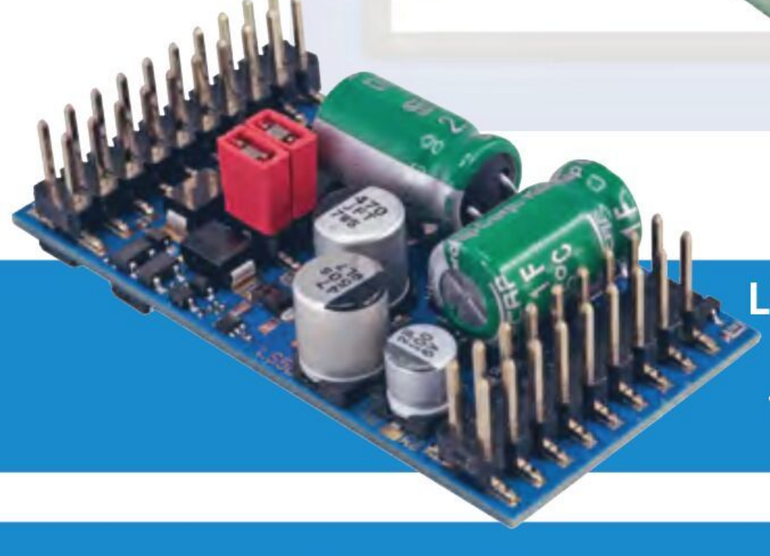

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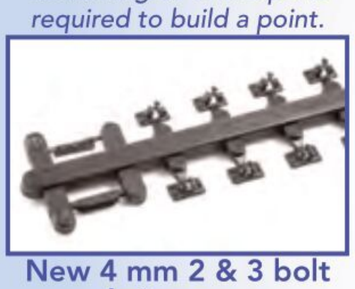
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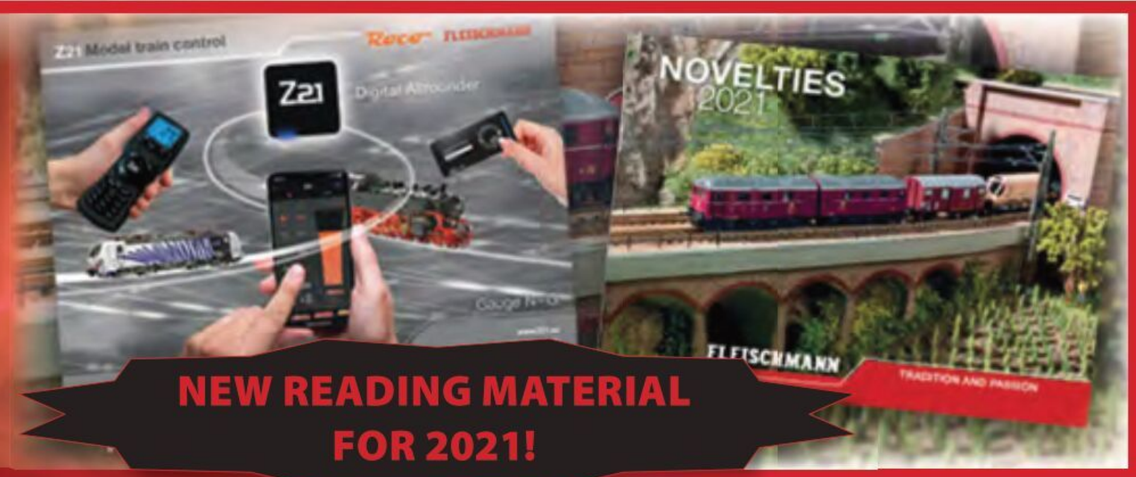

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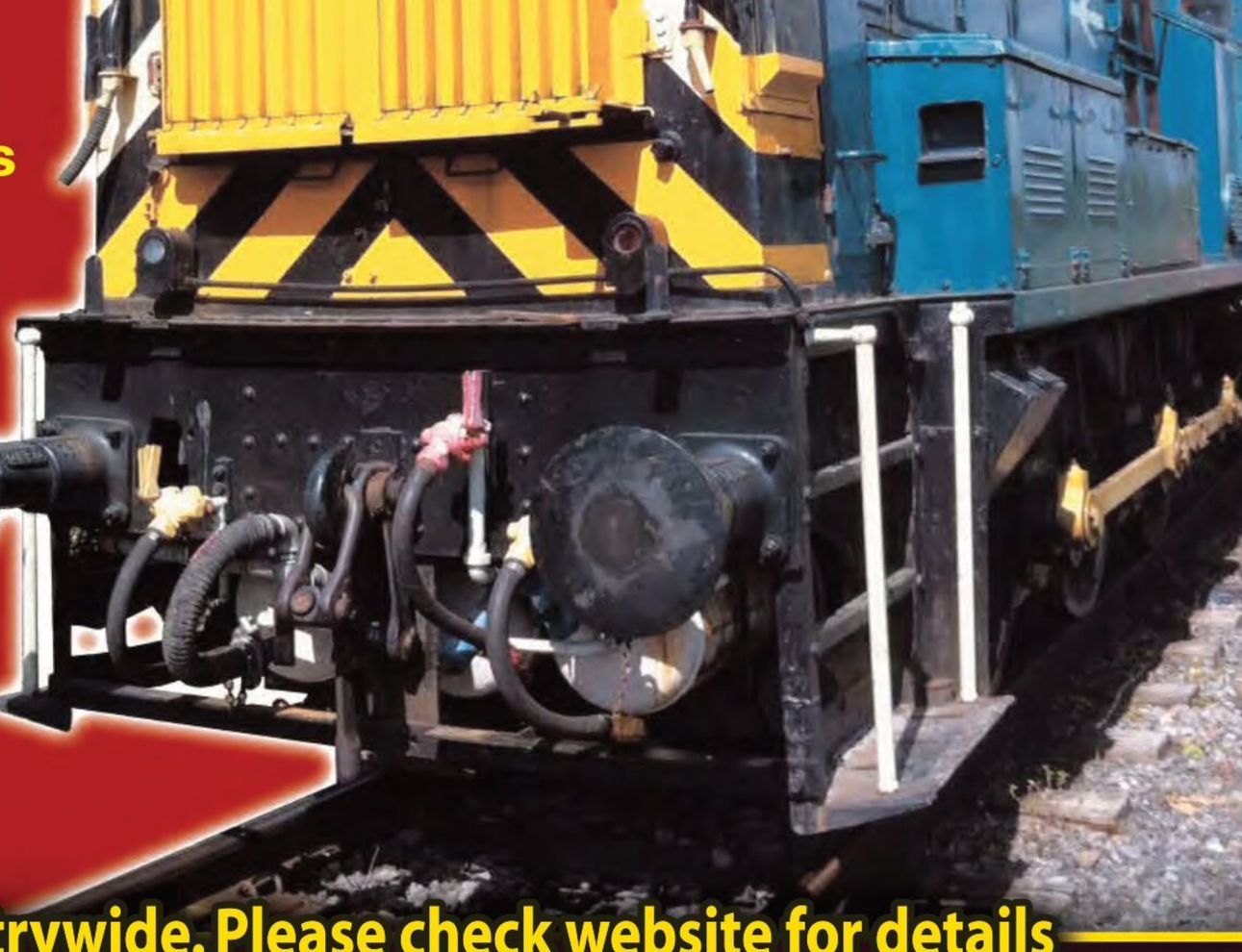

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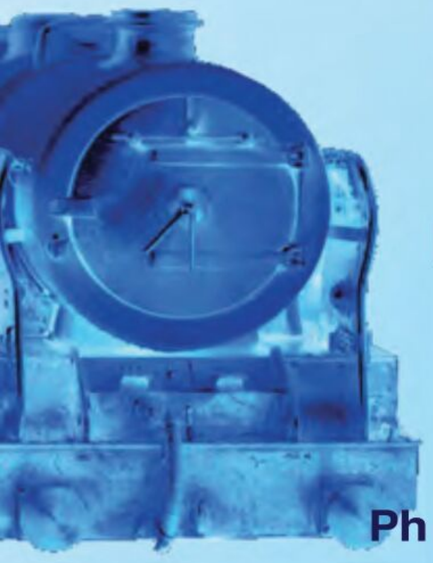

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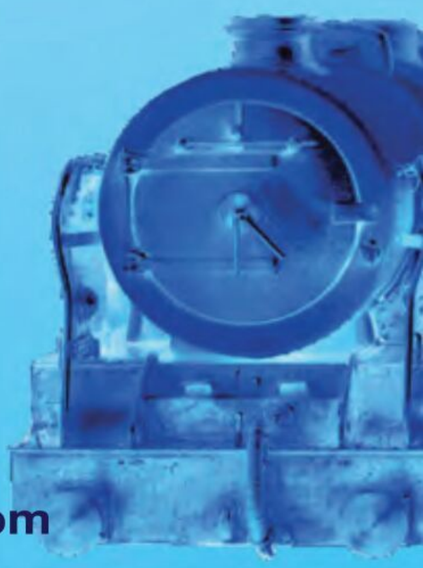

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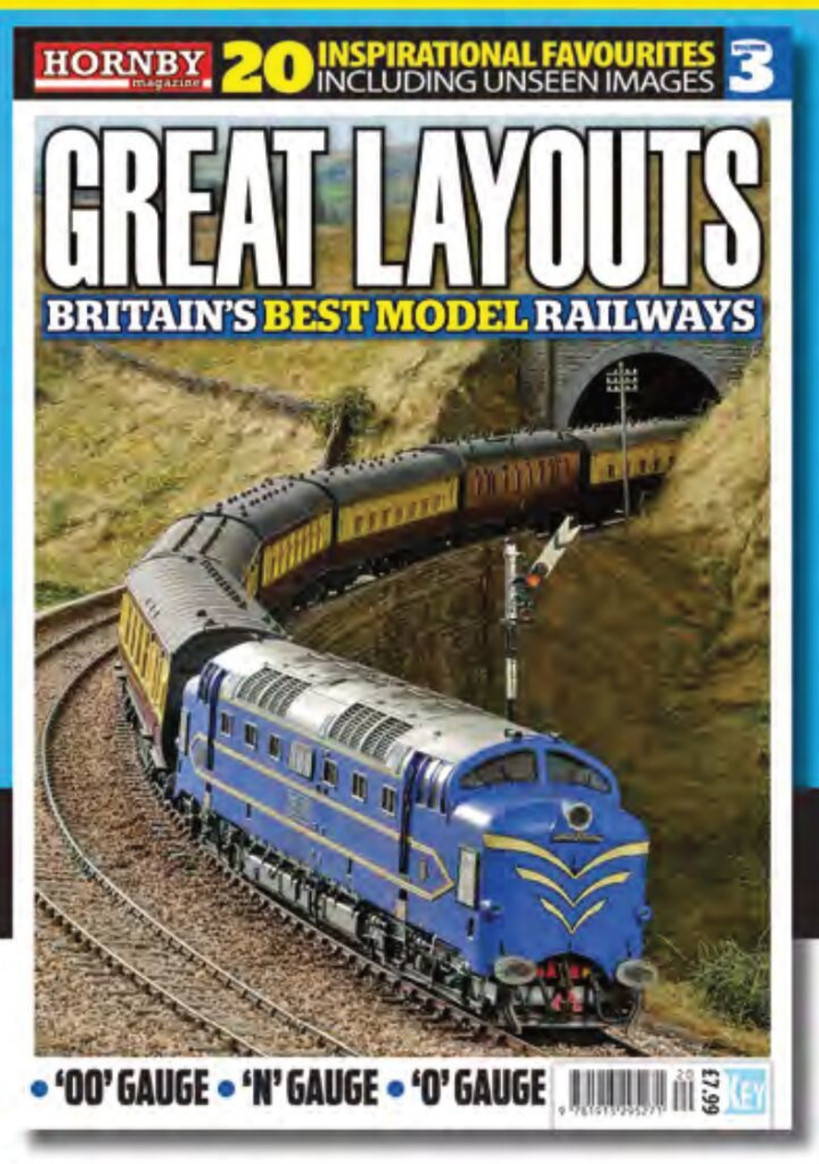

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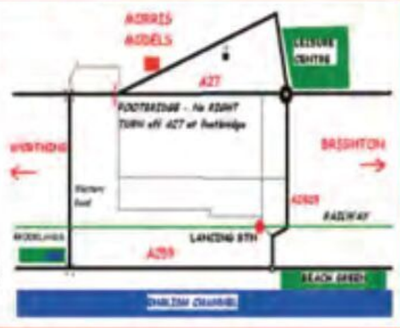

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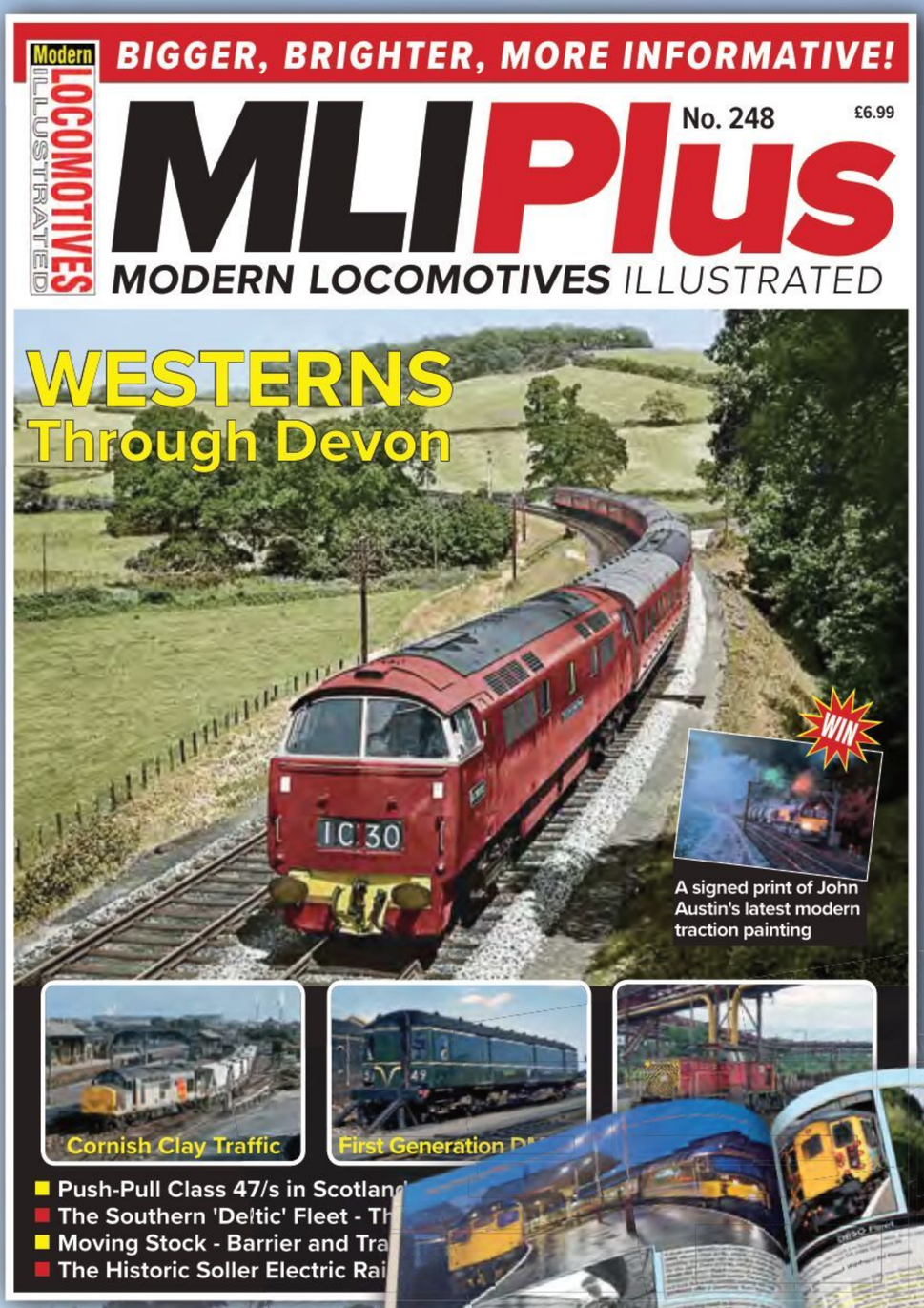

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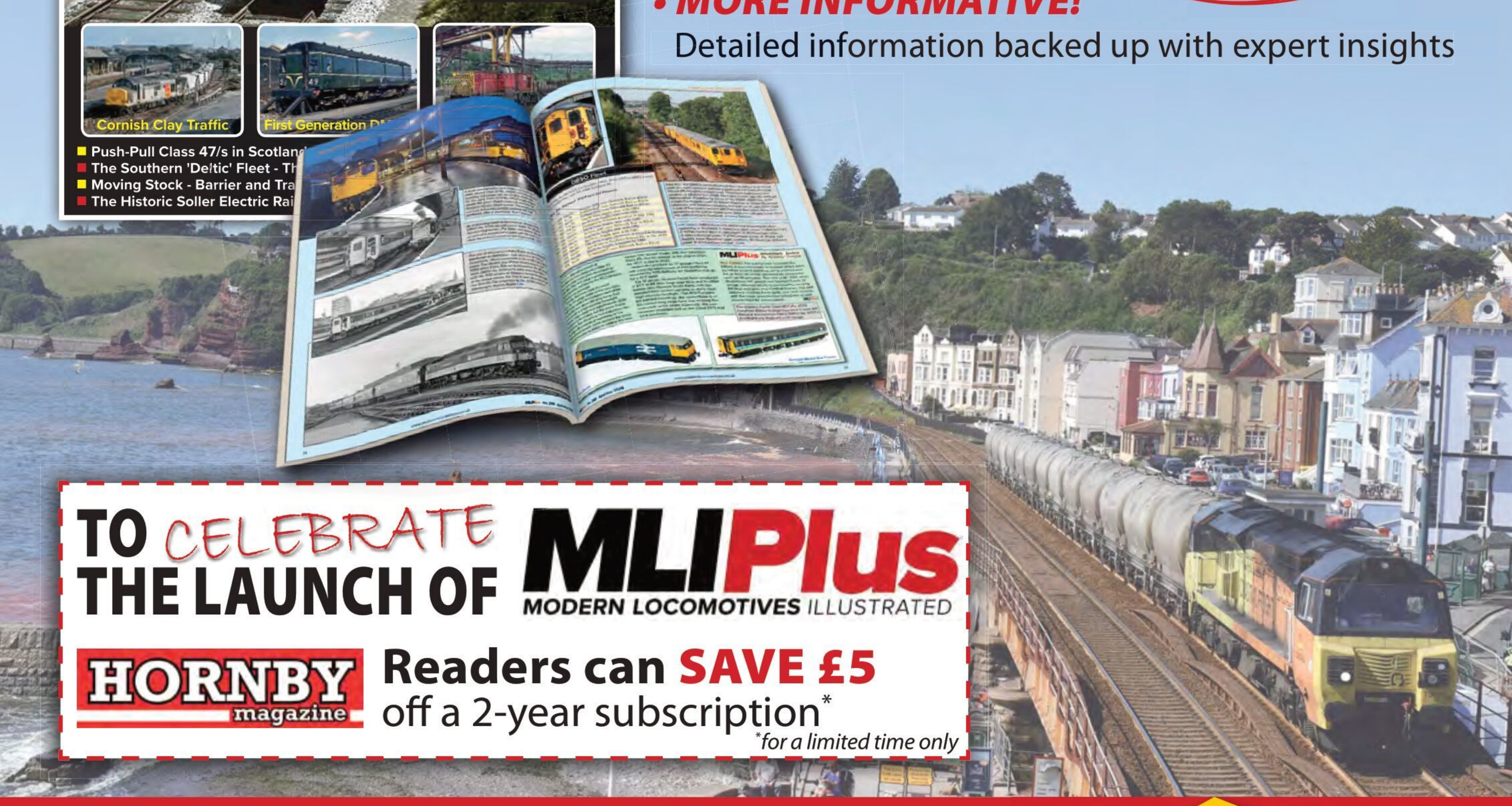

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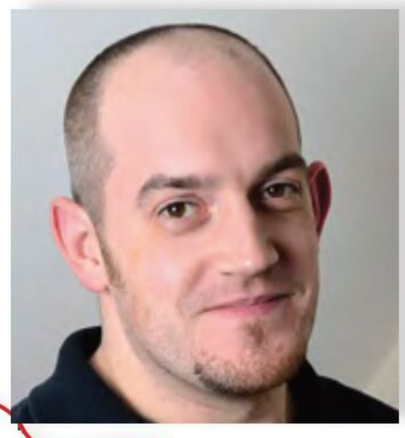

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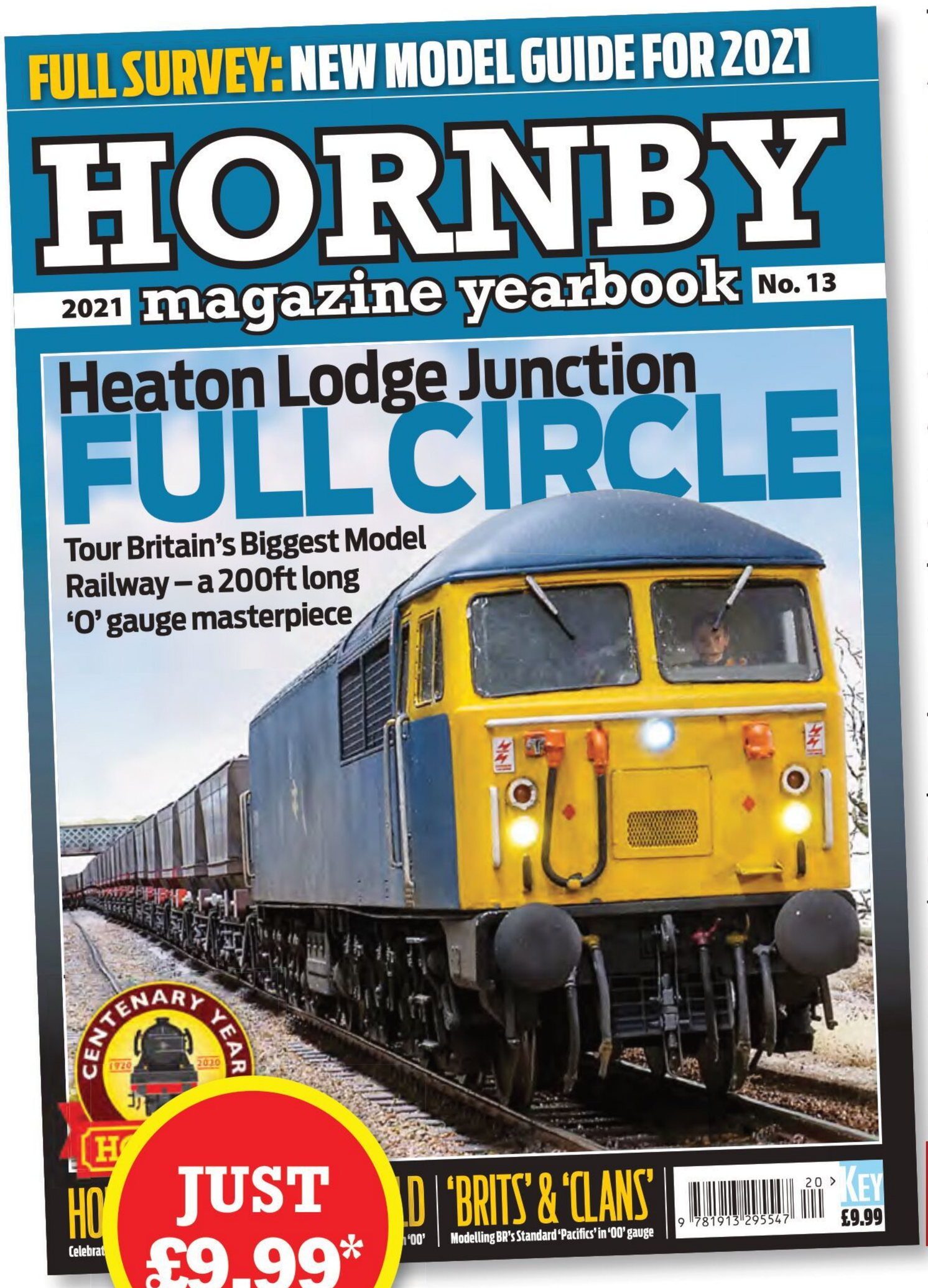

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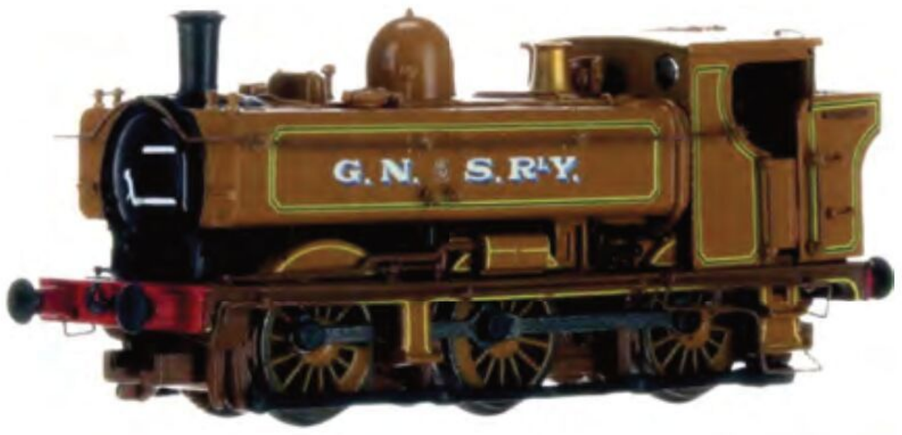

2S-007-028 - Pannier Ex 5775 GNSR Lined Early Cab

2S-007-026 - Pannier 9677 BR Black Early Crest Later Cab

DCC Versions also available

Decorated samples and previously produced models shown for illustration only

2S-007-024 - Pannier 5742 BR Black Early Crest Early Cab

2S-007-025 - Pannier L95 London Transport Red Early Cab

2S-007-027 - Pannier 9770 BR Black Later Crest Late Cab

Telescopic Hood

4F-039-009 - Telescopic Hood Tiphook Blue Grey Livery # 589 9 024-9
4F-039-010 - Telescopic Hood Tiphook Blue Grey Livery # 589 9 057-9
4F-039-011 - Telescopic Hood Tiphook Blue Grey Livery # 589 9 063-7
4F-039-012 - Telescopic Hood Tiphook Blue Grey Livery # 589 9 072-6

4A-002-002 - Water Tower Choc & Cream Conical Motorised
4A-002-004 - Water Tower Light & Dark Stone Conical Motorised
4A-002-006 - Water Tower Choc & Cream Flat Top Motorised
4A-002-008 - Water Tower Grey Flat Top Motorised

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