FIRST REVIEWS



BRAND-NEW FOR 'OO' AND 'OO9'

GWR AEC RAILCAR

PLUS LYNTON AND BARNSTAPLE BALDWIN *LYN*

HORNBY magazine

Issue 171 **September 2021** USA $13.99 · CAN $15.99 · AUS $14.99 **UK £4.99**

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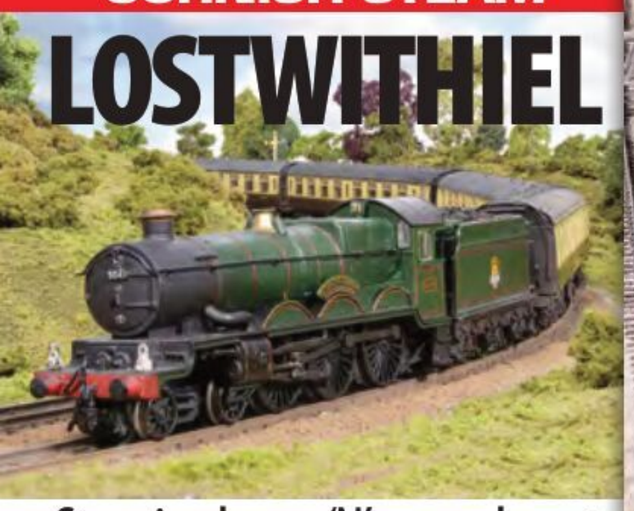


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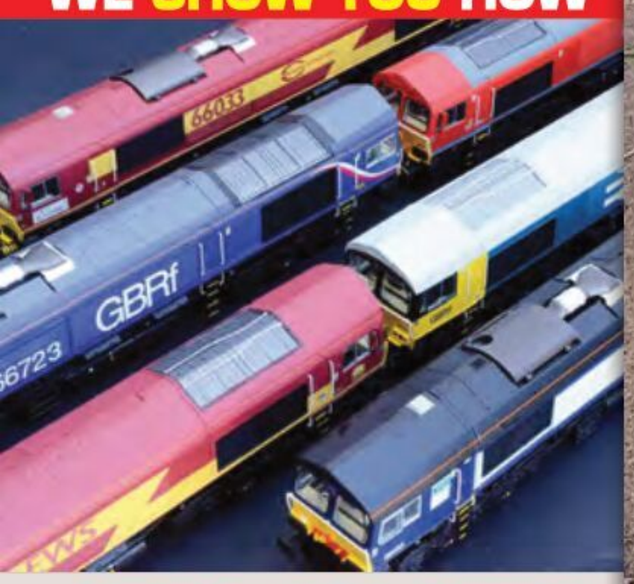
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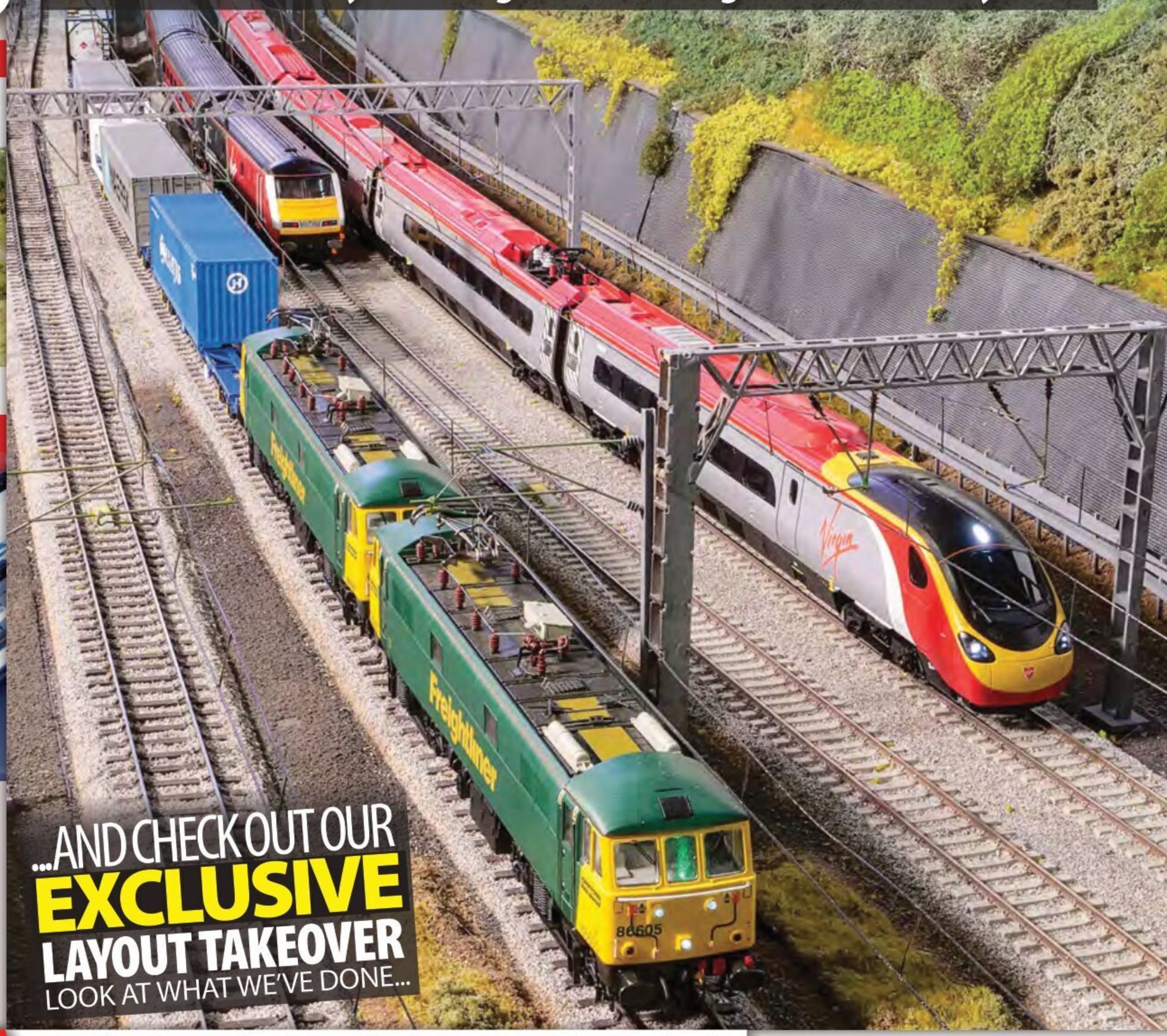
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- Make a burnt out car
- 3D locomotive design
- GWR 'Hall' sound guide

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In the summer of 2020 Rail Charter Services ran regular trips between Skipton and Appleby on the Settle to Carlisle railway with the hope of encouraging people to holiday in Britain while restrictions made overseas holidays difficult. The trains were formed of four first class ex-Greater Anglia Mk3 coaches along with a single Mk2 Crew Coach. The classic ScotRail liveried Class 47 447712 'Lady Diana Spencer' and BR Large arrow liveried 47593 'Galloway Princess' were chosen as the locomotives to head these special trains.



R30080 BR, Class 47, Co-Co, 47593 'Galloway Princess' - Era 7 — DCC READY, 8 PIN CONNECTION

DIGITAL TTS SOUND



R30079TTS ScotRail, Class 47, Co-Co, 47712 'Lady Diana Spencer' - Era 7 — DCC FITTED, 8 PIN CONNECTION



R40182 RCS, Mk3 First Open, 11076 Coach A - Era 11



R40182A RCS, Mk3 First Open, 11091 Coach B



R40182B RCS, Mk3 First Open, 11075 Coach C



R40182C RCS, Mk3 First Open, 11077 Coach D



R40183 RCS, Mk2D, Crew Coach, 17159 - Era 11

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APT Advanced Passenger Train



00 GAUGE MODEL RAILWAYS

The Advanced Passenger Train (APT) programme is remembered by many as one of British Rail's greatest embarrassments. The APT-P multiple units incorporated ideas that were well ahead of their time, most famously including a computerised tilting system which allowed the trains to navigate the tight turns of Britain's ageing railways up to 40% faster than anything else of the time. The first APT-P unit was introduced in 1979 and the trains were progressively developed until 1987, the highlight being a period of passenger service between 1983 and 1985. Ultimately the complexity and cost of the unreliable APT saw it replaced by the simpler and considerably cheaper IC125 HST programme, but lessons learnt were incorporated into the IC225 programme and later the tilting Alstom Pendolino trains still operating on the West Coast Mainline.



R3873 BR, Class 370 Advanced Passenger Train, Sets 370 003 and 370 004, 5-Car Train Pack - Era 7 — DCC READY 8 PIN CONNECTION

R3874 BR, Class 370 Advanced Passenger Train, Set 370 001 and 370 002, 7-Car Train Pack - Era 7 — DCC READY 8 PIN CONNECTION



R40011 BR, Class 370 Advanced Passenger Train 2-Car TS Coach Pack, 48203 + 48204 - Era 7

R40011A BR, Class 370 Advanced Passenger Train 2-Car TS Coach Pack, 48201 + 48202 - Era 7

R40012 BR, Class 370 Advanced Passenger Train 2-Car TRBS Coach Pack, 48403 + 48404 - Era 7

R40012A BR, Class 370 Advanced Passenger Train 2-Car TS Coach Pack, 48201 + 48202 - Era 7



R40013 BR, Class 370 Advanced Passenger Train 2-Car TU Coach Pack, 48303 + 48304 - Era 7

R40013A BR, Class 370 Advanced Passenger Train 2-Car TU Coach Pack, 48301 + 48302 - Era 7

R40014 BR, Class 370 Advanced Passenger Train 2-Car TF Coach Pack, 48503 + 48504 - Era 7

R40014A BR, Class 370 Advanced Passenger Train 2-Car TF Coach Pack, 48501 + 48502 - Era 7



R3948 BR, Class 370 Advanced Passenger Train Non-Driving Motor (NDM), 49004 - Era 7



R4970 BR, InterCity APT-U Ex-TS Development Vehicle, Sc48204/977527 - Era 7

For more information please visit your local Hornby stockist or go to: www.hornby.com

HORNBY magazine

September 2021

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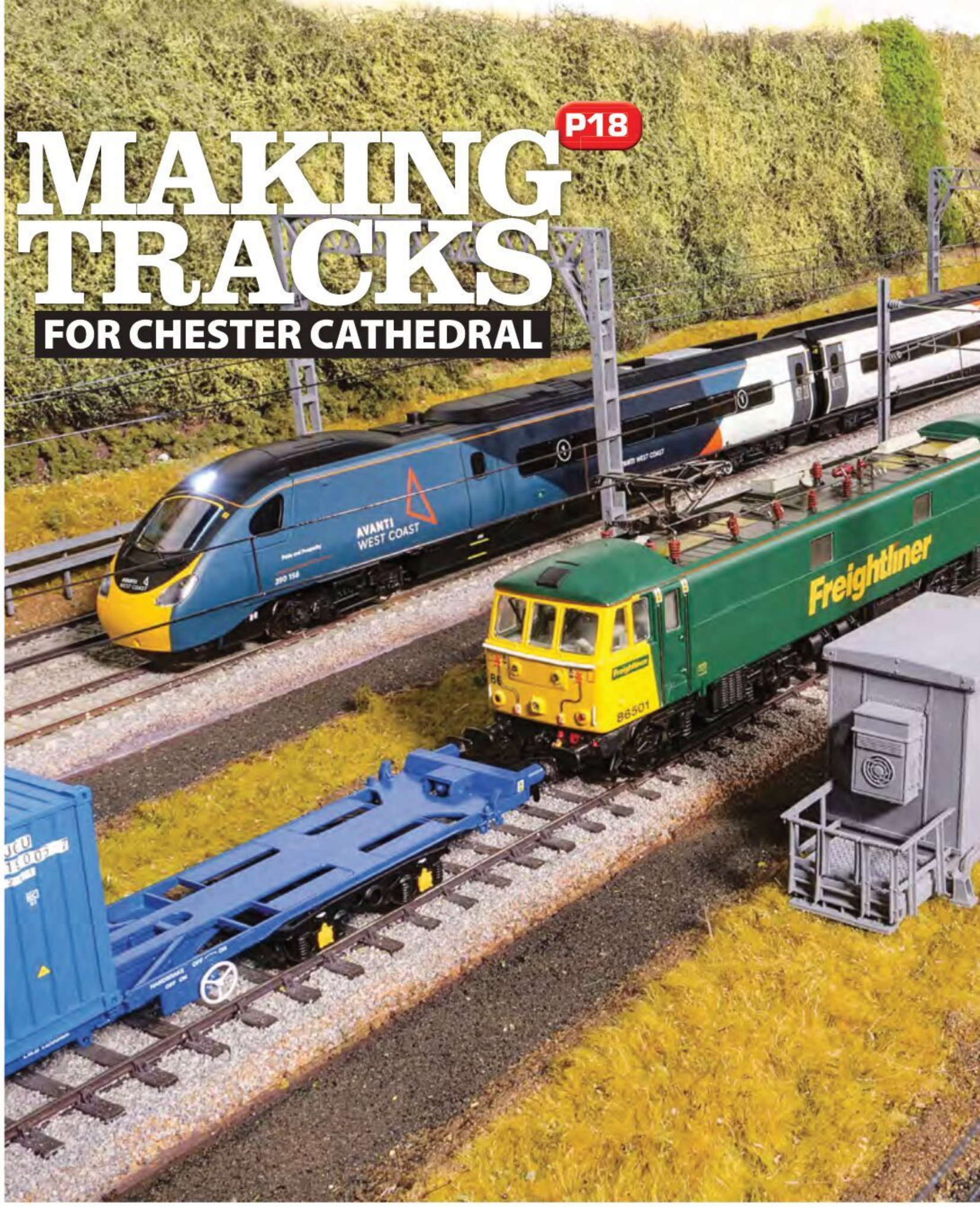
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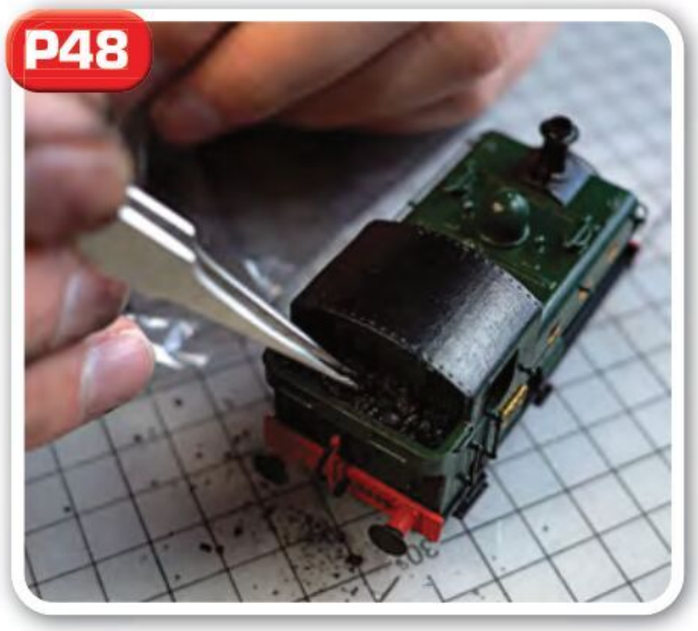
HORNBY magazine

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WE SHOW YOU HOW!



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To find a stockist near you, visit www.hornbymagazine.com

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The latest releases from Albion Alloys, Bachmann, DCC Concepts, DMG Electech, Hobby Trax, Hornby, Master Piece Figures, Pen and Sword and more.

STOP PRESS: All our earlier Class 24s are SOLD OUT. Due to great demand we will produce further runs including 1959 Derby & 1961 Darlington built locomotives (in original BR green without warning panels) as well as early and late (pre and post-TOPS) BR blue Class 24s with and without nose doors. Contact us for further details.



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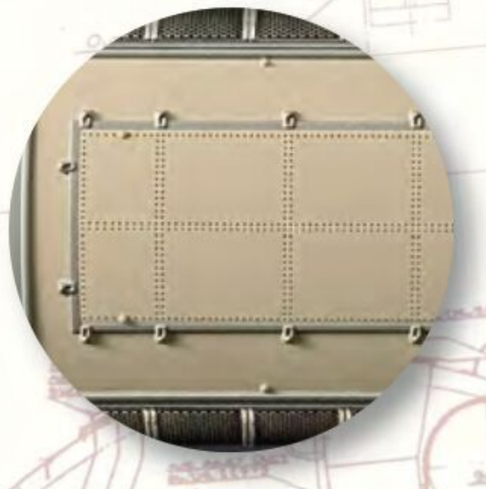














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The long awaited follow-up to the widely-acclaimed 4mm scale Class 24 is coming down the line! The new **Sutton's Locomotive Workshop Class 25**, slated for delivery later this year, is set to raise the bar even higher with an impressive feature list. Look for the photo-etched steel grilles and independent lighting functions. Cutting-edge decoder technology provides CD-quality sound through our dual-speaker system. And it all comes to you, ready-to-run, straight out of our famous biscuit tin!

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THE EDITOR'S PAGE

Welcome



HELLO, and welcome to a special issue of *Hornby Magazine*. Not only is it our biggest ever issue: we're also bringing you our comprehensive coverage of Pete Waterman's brand-new 'OO' gauge layout for Chester Cathedral.

We previewed this new West Coast Main Line layout in HM168, but at that time it was still under construction and had never been assembled in its full 64ft x 12ft glory. That all changed on July 12 when Pete Waterman and his team of friends transported the layout to Chester Cathedral for the summer-long Making Tracks exhibition.

We were there to record every moment, see the first trains run round the full circuit and capture this spectacular scene for your enjoyment both in this issue as well as in a special edition of our KeyModelWorld TV Show which goes live on August 6 at 8pm on *www.keymodelworld.com*.

Better still, Pete allowed us to take over the Making Tracks layout not once, but twice, to give it a full West Coast Main Line theme from the turn of the century with authentic rolling stock. The first time was for the feature in this issue and the second was for a public running day where we took control of the layout too.

This new layout is spectacular, and not just for its impressive size. It's the fact that the entire scenic section has overhead catenary across a four-track main line which is outstanding and replicates how the real West Coast Main Line looks. Its tremendous length means that even a nine-coach Pendolino looks small by comparison to its surroundings. It even has working block signalling.

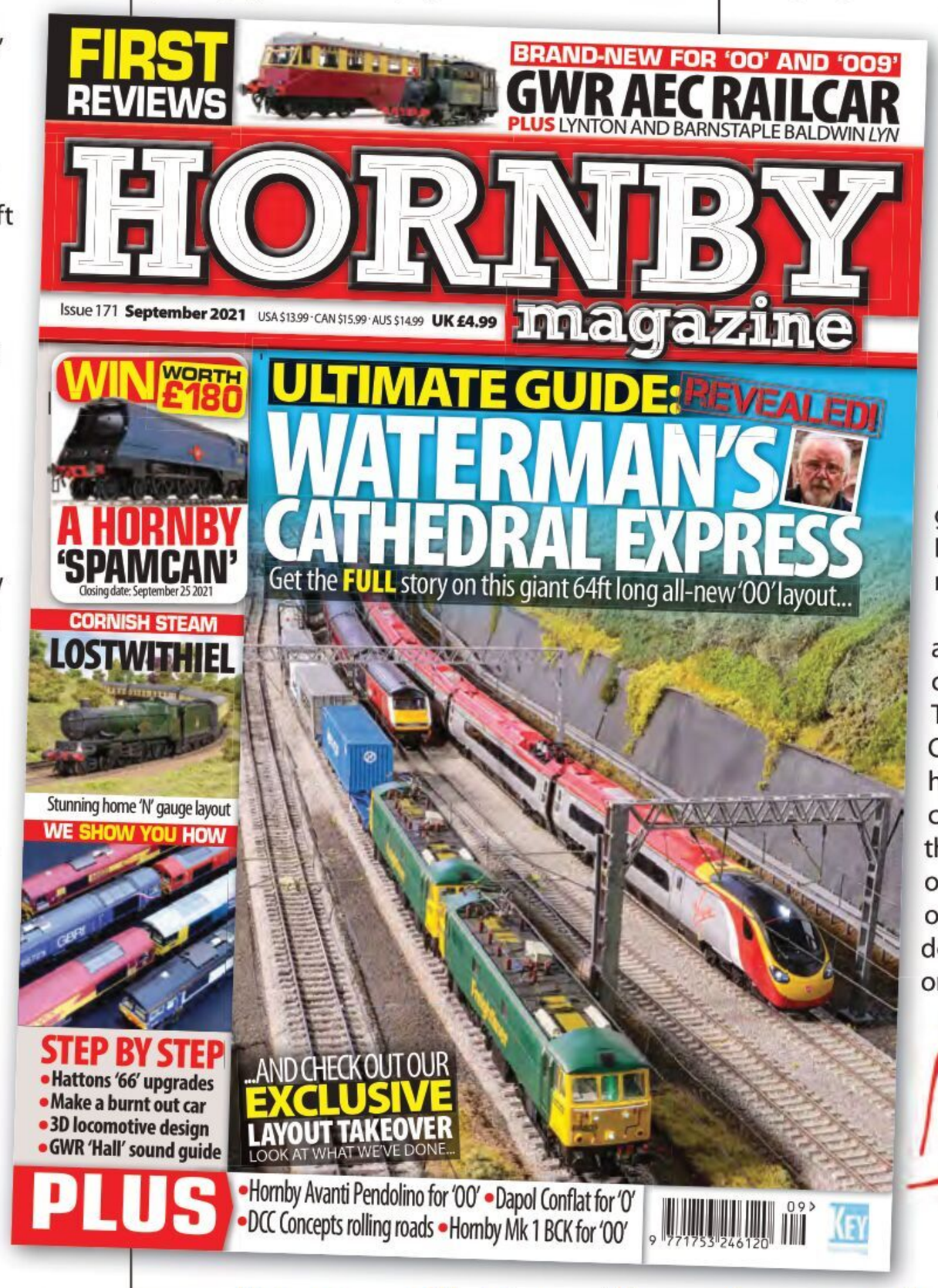
You can read the full feature on the Making Tracks layout on pages 18-29 of this issue, but to celebrate its public launch we've also gathered together a supporting cast of West Coast Main Line themed features. Firstly, we have a review of Hornby's latest model of the Pendolino in Avanti West Coast colours, while joining that we have an extended Reality Check class profile for the Class 390s – Britain's successful tilting train. Topping off the West Coast list is Railway Realism which explains how the route developed and its importance in the British Railway network.

Beyond the West Coast we've got more for you – much more! This issue is our biggest package yet with 240 pages included across three separate publications. Joining our main magazine is a free supplement to celebrate 70 years of the BR Standard steam locomotives plus a free puzzle book with a model railway theme with something to suit all age ranges, levels of knowledge and interests.

We've also got the latest model reviews including our first coverage of the new Heljan 'OO' gauge GWR AEC railcar – we thought the 'O' gauge one was good and the smaller version is another winner – together with the same manufacturer's second ready-to-run 'OO9' locomotive: the Lynton & Barnstaple Railway's Baldwin 2-4-2T *Lyn*.

Features include stunning layouts modelling the North London suburbs in 'OO' gauge at Rossiter Rise and Cornish scenery around Lostwithiel in 'N' gauge as well as our usual mix of modelling guides from Tim Shackleton, Dan Evason, Tristram Neal and myself.

We hope you enjoy the issue and we also hope you get the chance to visit the Making Tracks exhibition in Chester Cathedral, but if you can't we have you covered with our comprehensive feature in this issue and extended video online. It's a stunning example of our hobby in the public domain once more which can only be good for the future.



Mike Wild

Mike Wild
Group Editor, *Modelling*

"Better still, Pete allowed us to take over the Making Tracks layout not once, but twice, to give it a full West Coast Main Line theme from the turn of the century."

MIKE WILD

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HORNBY SHARES MK4 PROGRESS



Hornby has tooled a full range of BR Mk 4 carriages and Driving Van Trailers in original and refurbished conditions.

HORNBY'S development team has received running samples of its newly-tooled 'OO' gauge BR Mk 4 carriages for evaluation.

These latest arrivals cover all variants of the new 'OO' gauge BR Mk 4 vehicles including the distinctive Trailer Standard Open End (TSOE) carriage which correctly includes metal buffers at the locomotive end of the vehicle as well as omitting the corridor connection at this end.

Hornby's Mk 4s will be available in BR InterCity, GNER, LNER and Transport For Wales (TFW) colour schemes and will incorporate authentic detail differences according to the era represented. Hornby's extensive tooling suite will cater for variations to the catering/service vehicle in First Class and Standard Class orientations (RFB/RSB), while the Mk 4 Driving Van Trailer (DVT) will also be produced in original and later conditions – the latter identifiable by the inclusion of a Wi-Fi dome on the roof. Further detail differences between First and Standard Class vehicles are also being incorporated to enable accurate formations to be created.

Hornby has also designed a new close-coupling bar to enhance the vehicles' appearance when coupled together. The coupling bar clips into the NEM pocket on each vehicle and is suitable for use on second radius curves and above.

Prices are set at £36.99 for the Mk 4 carriages and £69.99 for the Mk 4 DVTs. Delivery is anticipated later this year/early 2022.

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





Above: **Prototypical detail differences have been incorporated. This is the Mk 4 Trailer Standard End coach (TSOE).**

Left: **Comparison shot of BR Mk 4 TSOE and TSO – note the inclusion of buffers and lack of gangway connection on the TSOE.**

Below: **Hornby has also developed a new NEM compatible close coupling bar for use with its all-new Mk 4 carriages.**



‘Clans’ destined for release soon



Hornby's BR ‘Clan’ 4-6-2s are set to return as 72004 *Clan MacDonald* and 72009 *Clan Stewart*.

Decorated samples of Hornby's eagerly-awaited ‘OO’ gauge BR ‘Clan’ 4-6-2s have arrived for assessment.

Based on Robert Riddles’ BR ‘Britannia' 4-6-2 design, ten ‘Clans’ were initially built at Crewe Works in the early 1950s. Further examples were planned, but this was never progressed. All were named after Scottish clans, reflecting their intended use on services to, from and within Scotland.

Hornby introduced its ‘OO’ gauge model in 2009 and since then only three models have been produced. These latest releases will appear as 72004 *Clan MacDonald* in BR lined green with early crests (Cat No. R3995) and 72009 *Clan Stewart* in BR lined green with late crests (R3996).

As with earlier releases, the models will feature locomotive drive, a five-pole skew-wound motor, 8-pin Digital Command Control (DCC) decoder socket in the tender, decorated cab interior, sprung metal buffers and small tension lock couplings in NEM pockets.

Priced at £179.95 each, they are due for release during the Summer.

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



Decoration to Hornby’s new ‘Clans’ extends to the intricately detailed cab interior.



COMPETITION

WIN A HORNBY ‘MERCHANT NAVY’ 4-6-2

QUESTION

QUESTION: When was the first ‘Merchant Navy’ 4-6-2 built?

a. 1941
b. 1943
c. 1945

WORTH £180

Hornby Magazine is offering a chance to win one of Hornby’s brand-new Bulleid air-smoothed ‘Merchant Navy’ 4-6-2s in our latest competition.

The prize is Hornby’s ‘OO’ gauge air-smoothed ‘Merchant Navy’ 35024 *East Asiatic Company* in BR lined blue with early crests (Cat No. R3632). 35024 first entered traffic with British Railways’ Southern Region in November 1948 and was allocated to Exmouth Junction Motive Power Depot (MPD) in air-smoothed form until 1959, when it was subsequently rebuilt at Eastleigh Works.

This latest release from Hornby features a highly detailed body, powerful five-pole skew-wound motor, 8-pin DCC decoder socket and space for a 28mm diameter speaker. The total value of the prize is £179.99 and to be in with a chance of winning this Hornby release, all you have to do is answer the question above by September 25 2021.

Even if you don’t win, Hornby’s latest ‘OO’ gauge air-smoothed ‘Merchant Navy’ 4-6-2s 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 form to complete your entry.

Online entries open at 9am on August 5 2021 and the closing date for entries is September 25 2021 at 5pm GMT. The winners will be notified no later than October 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.

Heljan reveals SUMMER UPDATE



First Engineering Prototype sample of Heljan's newly-tooled 'O' gauge BR Mk 1 Covered Carriage Truck (CCT).

HELJAN has received the first Engineering Prototype (EP) sample of its forthcoming 'O' gauge BR Mk 1 Covered Carriage Truck (CCT) for assessment by the development team. This and a host of other updates on current models have been shared by the company.

The all-new 'O' gauge CCT is currently being checked over before any corrections are made to the tooling. This new addition to the range will feature compensated axles, sprung buffers, flush glazing and fine wire handrails. Release is still on track for mid-2022.

Heljan has also approved the tooling for its new 'O' gauge BR Mk 2 carriages. Ahead of the artwork being completed, the company has issued images of a hand-decorated sample of a Tourist Open Second (TSO) vehicle in BR blue and grey to whet the appetite.

Continuing the 'O' gauge theme, the centre-headcode BR Class 40 diesels and refurbished Class 31/1s and 31/4s are currently en route to the UK, with arrival expected in August. Production is now focusing on the next batch of 'O' gauge BR Class 60 diesels, with liveries covering unbranded Railfreight triple grey and DB red, as well as fully-finished examples of 60021 *Penyghent* in GB Railfreight colours, 60059 *Swinden Dalesman* in Loadhaul

TABLE 1 – CURRENT HELJAN 'O' GAUGE PROJECTS

DESCRIPTION	STATUS	EXPECTED
GWR '2251' 0-6-0	Halted	N/A
Class 02 diesel shunter	Tooling approved. Deco samples awaited	2022
Class 26/1	Tooling approved. Deco samples awaited	2022
Class 27	Tooling approved. Deco samples awaited	2022
Class 31 (refurbished)	Complete	August 2021
Class 40 (centre headcode)	Complete	August 2021
Class 47	Final deco samples awaited	Late 2021
Class 56	Deco samples awaited	Late 2021/Early 2022
Class 60 (second batch)	Deco samples under assessment	Sept/Oct 2021
Class 73/1	First EP sample due shortly	2022
Class 117/121/122 DMUs	Final deco samples awaited	2022
BR Mk 1 CCT	First EP received	2022
BR Mk 2 coaches	Tooling approved. Deco artwork in progress	2022
LMS Inspection saloon	Design work in progress	TBA





A further seven 'O' gauge Class 37/4s will form a third tranche of the popular Heljan locomotives, with a mix of unnumbered and fully finished examples.



Hand decorated sample of Heljan's all-new 'O' gauge BR Mk 2 Tourist Standard Open (TSO) carriage in BR blue and grey.



Heljan's 'O' gauge centre-headcode BR Class 40 is due with retailers during August. This is 40155 in BR blue.



Heljan's 'O' gauge models of the refurbished BR Class 31/1 and Class 31/4 A1A-A1As are due shortly, including this Regional Railways liveried example.



Cappagh's distinctive blue colour scheme is also set to appear on Heljan's new 'O' gauge Class 60.



60059 *Swinden Dalesman* in Loadhaul livery is just one of seven 'O' gauge Class 60s due for release later this year.

orange and black, 60028 in Cappagh branded blue, 60081 *Isambard Kingdom Brunel* in GWR lined green and 60046 *William Wilberforce* in DC Rail Freight grey.

Heljan has also added a third tranche of its popular BR Class 37/4s. There will be two unnumbered examples in BR large logo blue (Cat No. 3741) and Trainload Freight triple grey (3745), along with fully-finished 37418 *Pectindae* in Railfreight Petroleum triple grey (3753), 37426 *Y Lein Fach/Vale of Rheidol* in BR large logo blue (3754), 37404 *Ben Cruachan* in weathered BR large logo blue (3755), 37425 *Sir Robert McAlpine/Concrete Bob* in weathered Railfreight Construction triple grey (3756) and 37413 *Loch Eil Outward Bound* in Railfreight Distribution triple grey (3757).

As *Hornby Magazine* closed for press a new batch of seven 'O' gauge Class 50s were confirmed. They include re-runs of the popular BR large logo blue scheme in unnumbered form with grey (4021) or black roofs (4029), together with 50036 *Victorious* in weathered BR large logo blue (4030). New identities include 50046 *Ajax* in large logo blue with black roof (4037), 50032 *Courageous* in weathered Network SouthEast livery (4038), 50033 *Glorious* in revised Network SouthEast livery (4039) and 50007 *Thunderer* in the new Hanson and Hall grey colour scheme (4034)

The previously-announced 'O' gauge GWR '2251' 0-6-0 has been suspended to enable the company to focus on 'O' gauge models with greater demand.

See the accompanying tables for the current status of Heljan's 'O' and 'OO' gauge products.

●Visit *www.heljan.co.uk* for further details.

TABLE 2 – CURRENT HELJAN 'OO' GAUGE PROJECTS

DESCRIPTION	STATUS	EXPECTED
LNER '02' 2-8-0 (new batch)	Improved samples awaited	2022
Class 02 diesel shunter	In tooling	2022
Ruston 165DE	awaiting deco samples	Late 2021/Early 2022
Class 25 (second batch)	awaiting deco samples	Late 2021/Early 2022
Class 47	Tooling approved. Deco samples in preparation	TBA
Class 86/4	Tooling approved. Deco samples in preparation	Q2 2022
GWR Diesel Railcar	In production	July/August 2021
Class 104 DMU	Design work in progress	2022



Heljan's 'O' gauge Class 37/4 is set to appear as 37404 *Ben Cruachan* in BR large logo blue



An 'O' gauge model of Class 37/4 37413 *Loch Eil Outward Bound* in Railfreight Distribution colours is also planned.

Dapol receives decorated 'MANOR' SAMPLES

DECORATED samples of Dapol's newly-tooled 'OO' gauge GWR 'Manor' 4-6-0 have been received by the company's development team for evaluation.

Eight models are planned initially including 7800 *Torquay Manor* in GWR green with roundels (Cat No. 4S-001-001), 7814 *Fringford Manor* in GWR green (4S-001-002), 7807 *Compton Manor* in GWR green with crests (4S-001-003), 7823 *Hook Norton Manor* in BR lined black with 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 early crests (4S-001-006), 7827 *Lydham Manor* in BR lined green with late crests (4S-001-007) and 7820 *Dinmore Manor* in BR lined black with early crests (4S-001-008).

Dapol's all-new 'OO' gauge models will feature a die-cast metal compensated chassis, high-torque motor, all-wheel pick-up, sprung pony truck, Next18 Digital Command Control (DCC) decoder socket, firebox glow, space for two speakers, detailed cab interior, four different tender variations, removable coal load and a wealth of separately fitted detail parts.

During analysis of these latest samples, the development team has highlighted areas for further improvement, which will be corrected before production starts in the summer.

Prices are set at £159.95 DCC ready, £189.95 DCC fitted and £259.95 DCC sound fitted. Delivery is anticipated later this year.

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





The cab interior and tender will also feature extensive detailing.



Above: **GWR 7800 *Torquay Manor* is one of eight 'OO' gauge 'Manor' 4-6-0s due later this year from Dapol.**









Right: **Dapol's tooling suite includes smooth and riveted tenders with wide or narrow hornplates – four variants in total.**

Peco's 'Small England' develops

Peco's forthcoming 'OO9' 'Small England' class 0-4-0TT has moved to the CAD/CAM stage of the development process.

Built in the 1860s, four 'Small England' 0-4-0TT locomotives were built for the Ffestiniog Railway by George England & Co. The first was introduced to service in 1863 for use on slate traffic and the line's new passenger service.

Peco's locomotive has been developed by Kato and the first batch is due to include 0-4-0TT No. 1 *Princess* in Ffestiniog Railway maroon (Cat No. 51-201-A) and 0-4-0TT No. 2 *Prince* in Ffestiniog Railway maroon. Each is expected to feature a coreless motor, flywheel and all-wheel pick-ups.

Prices and a delivery date have yet to be confirmed.

● **Visit *www.peco-uk.com* for more details.**



3D render of Peco's forthcoming 'OO9' 'Small England' 0-4-0TT currently under development by Japanese manufacturer Kato.

Dapol 'O' Class 66

Dapol has received the first mouldings from the tooling of its all-new 7mm scale Class 66 Co-Co diesel for evaluation, ahead of a full Engineering Prototype samples.

Six standard models are planned in the first batch, together with a series of specially-commissioned models too (see table 1). The extensive tooling suite includes two body styles for standard and low-emission examples together with ventilation and weld detail variations, alternative cab windows, headlight types, horn grilles, lamp styles, fuel tanks, early and late sand box styles and much more.

The specification also includes a heavy die-cast chassis, twin motors, 21-pin Digital Command Control (DCC) decoder sockets, independently controlled directional lighting (DCC – switch control via DC), cab lights, illuminated cab control panel, etched grilles, cab mirrors and aerials (as appropriate).

Prices for standard releases are set at £325 DCC ready, £355 DCC fitted and £475 DCC sound-fitted.

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

TABLE 1 – DAPOL 'O' GAUGE CLASS 66 LOCOMOTIVES

DESCRIPTION	CAT NO.	NOTES
Class 66/0 66001, EWS red	7D-066-001	
Class 66/5 66504, Freightliner Powerhaul	7D-066-002	
Class 66/7 66709 *Sorrento*, GB Railfreight/MSC	7D-066-003	
Class 66/4 66421, Direct Rail Services (new)	7D-066-004	
Class 66/7 66789 *British Rail 1948-1997*, GBRf/BR large logo blue	7D-066-005	
Class 66/7 66783 *The Flying Dustman*, GBRf/Biffa red	7D-066-006	
Class 66/7 66779 *Evening Star*, GBRf/BR lined green	7D-066-007	RoS
Class 66/0 66009, DB Cargo red	GM7210401	GM
Class 66/7 66720, GBRf Rainbow livery	7D-066-KMS1	KMS
Class 66/0 66036, Euro Cargo Rail (ex-EWS)	66036	CH
Class 66/0 66111, EWS (Highland stag)	FOOT66	FP

NOTES:
CH Chrezo **FP** Footplate **GM** Gaugemaster **KMS** KMS Railtech **RoS** Rails of Sheffield



Dapol has received first shots from the tooling of its new 'O' gauge Class 66.

FIRST SHOTS



Standard and low-emission Class 66s have been tooled. These are some of the first components from the tooling.

Revolution Mk 5 EPs roll in...

Revolution Trains has received the first Engineering Prototype (EP) samples of its newly-tooled 'N' gauge Mk 5 and Mk 5a carriages for scrutiny.

Revolution's new carriages represent the prototypes introduced by Caledonian Sleeper and TransPennine Express (TPE) for their services. Four Caledonian Sleeper vehicles have been tooled including a seated coach, club car, accessible sleeper and a Standard sleeper, which will enable full Highlander and Lowlander sleeper train formations to be recreated, as well as the shorter portions. The TPE vehicles to be tooled include a Standard Driving Trailer (DT), Standard Trailer with bicycle rack, Standard Trailer (two per set) and a First Class Trailer, with two accurate five-car Nova sets being produced.

These new models will include full interior detailing, separately applied plastic and photo-etched parts, working Dellner couplings between vehicles and interior illumination. The TPE Mk 5a DT will also feature directional head and tail lighting. Once the EP samples have been fully assessed, any alterations will be corrected before moving to the decorated sample stage.

Prices are set at £180 for the four-car Caledonian Sleeper car packs and £270 for the six-car Aberdeen portion, while the TPE five-car sets are priced at £225 each. Release is anticipated during late 2021/early 2022.

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



Revolution Trains is releasing two 'N' gauge TransPennine Express Mk 5a Nova five-car sets.

ACCURASCALE'S 'OO' COIL A EDGES CLOSER

Accurascale has received production samples of its forthcoming 'OO' gauge Coil A steel wagons, ahead of delivery later this summer.

Following a few minor improvements, production of these new 'OO' gauge wagons is almost complete and ready for shipping. Three triple-wagon packs form the initial batch of Coil As, each containing three individually numbered wagons (Cat No. ACC1100-CoilAA/B/C). Each triple pack also reflects the wagons through various stages of operation with solebar lettering depicting Coil A (pack a), Coil A-VB (pack b) and TOPS code KAV (pack c).

Prices are set at £74.95 per triple-wagon pack, while a bundle deal for all three packs is also available, priced at £199.95.

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



Production of Accurascale's new 'OO' gauge Coil A steel wagons is underway.

DAPOL RESUMES 'N' GAUGE CLASS 59 PROJECT

Dapol has restarted work on its all-new 'N' gauge Class 59, with tooling due to begin shortly. This is the Class 59/0.



DAPOL has resumed work on its previously-paused 'N' gauge Class 59 project.

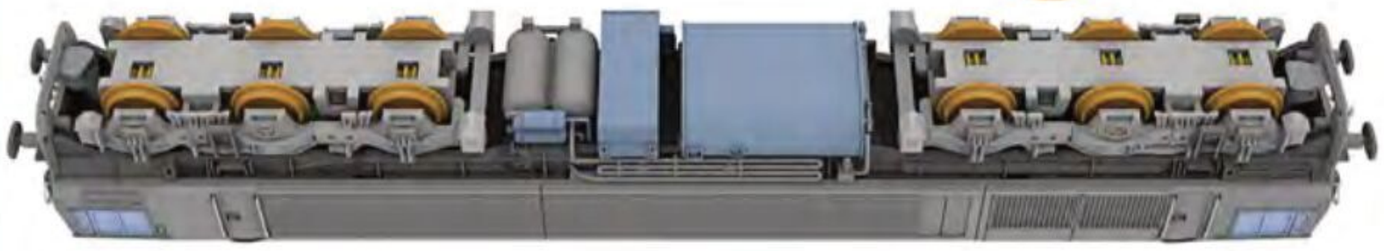
Having been mooted several years ago, development work has restarted on the project and is now well-advanced with the model currently at the CAD/CAM stage with tooling about to start.

Class 59 models planned initially include 59005 *Kenneth J Painter* in Foster Yeoman silver (Cat No. 2S-005-000), 59103 *Village of Mells* in ARC livery (2D-005-001), 59206 *John F Yeoman* in DB Schenker red (2D-005-002), 59204 in National Power blue (2D-005-003), 59104 *Village of Great Elm* in Hanson livery (2D-005-004), and 59001 *Yeoman Endeavour* in Aggregates Industries colours (2D-005-005) together with an exclusive model for Rails of Sheffield as 59206 *John F Yeoman* in Genesee and Wyoming (G&W) Freightliner orange and black (2D-005-RS1).

Dapol's model will be digital sound-ready with a redesigned die-cast chassis and electronics, five-pole motor, all-wheel pick-up and drive, Next18 Digital Command Control (DCC) decoder socket, independent directional lighting, etched metal nameplates and Rapido couplings with NEM pockets. Standard releases will be available DCC ready, DCC fitted and DCC sound-fitted – this latter option only available through the Dapol website.

Prices are set at £160 DCC ready, £190 DCC fitted and £270 DCC sound fitted. Release is scheduled for the second half of 2022.

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



Left: **Dapol's newly-tooled Class 59 will feature all-wheel pick-up and extensive detailing.**



Dapol's tooling suite will reflect detail differences between sub classes, including the Class 59/1 seen here.



Dapol is also producing the Class 59/2 in National Power, DB Schenker and G&W Freightliner orange and black (Rails of Sheffield exclusive).

First and last MGRs for Locomotion

Locomotion Models has commissioned a pair of Cavalex Models' all-new 'OO' gauge Merry-Go-Round (MGR) hoppers to represent the first and last examples built, now part of the National Collection.

British Rail introduced its MGR concept in the 1960s to improve the delivery of coal from pithead to power station on a continuous cycle utilising automatic loading and unloading facilities. More than 10,700 wagons were built, with all but 162 constructed at BR's Shildon Works.

Locomotion Models' exclusive 'OO' MGR hoppers will appear with BR Railfreight red cradles and TOPS codes as HAA 350000, the prototype MGR hopper built at Darlington Works in 1964 and the very last example, HDA 368459, built at Shildon Works two decades later.



Locomotion Models has commissioned Accurascale to produce 'OO' gauge examples of the first and last-built MGR hopper wagons.

Pre-production samples of the new MGRs have been received for assessment, with completed models expected later this year. The specification includes a zinc alloy chassis, extensive detailing, sprung buffers and full-depth hopper.

Priced at £65 per twin pack, pre-orders are being accepted now.

● **For more information visit *www.locomotionmodels.com***

KMRC Steam Railmotor EPs

Kernow Model Rail Centre (KMRC) has received the first Engineering Prototype samples of its forthcoming 'OO' gauge Great Western Railway (GWR) steam railmotor for evaluation.

Designed by G.J. Churchward, the GWR's steam railmotor was effectively a steam locomotive within a passenger carriage. 99 were built in the early 1900s for use across the GWR's territory.

KMRC is producing models of Diagram O and Diagram R steam railmotors, finished as preserved No. 93 in GWR lined crimson lake (Cat No. K2301), No. 97 in simplified GWR chocolate and cream (K2302), No. 63 in GWR lined brown (K2303), No. 85 in GWR lined crimson lake (K2304) and No. 61 in GWR fully lined chocolate and cream (K2305).

These all-new 'OO' gauge models will feature working valve gear and piston rods, all-wheel pick-up, directional oil lamps, working interior lights, 21-pin Digital Command Control (DCC) decoder socket and pre-installed 28mm diameter speaker. Uniquely, the motor will also be positioned vertically within the boiler of the power bogie.



Kernow Model Rail Centre is producing both variants of the GWR steam railmotor for 'OO'. This is the Diagram O example with double leaf doors.

KMRC's tooling suite will also incorporate detail variations between the two diagrams, including boiler room window, passenger door and bogie differences.

Following extensive assessment, any necessary tweaks will be made before the model progresses to the next stage in the development process. Livery artwork is also currently underway, with decorated samples expected later this autumn. Pre-order prices are set at £169.99 each, with a release date yet to be confirmed.

● **For more information visit *www.kernowmodelcentre.com***



Above: **KMRC's newly-tooled 'OO' gauge GWR steam railmotor will feature extensive detailing, working valve gear, all-wheel pick-up and directional oil lamps.**

Below: **Kernow's 'OO' gauge Diagram R GWR steam railmotor with single passenger door.**

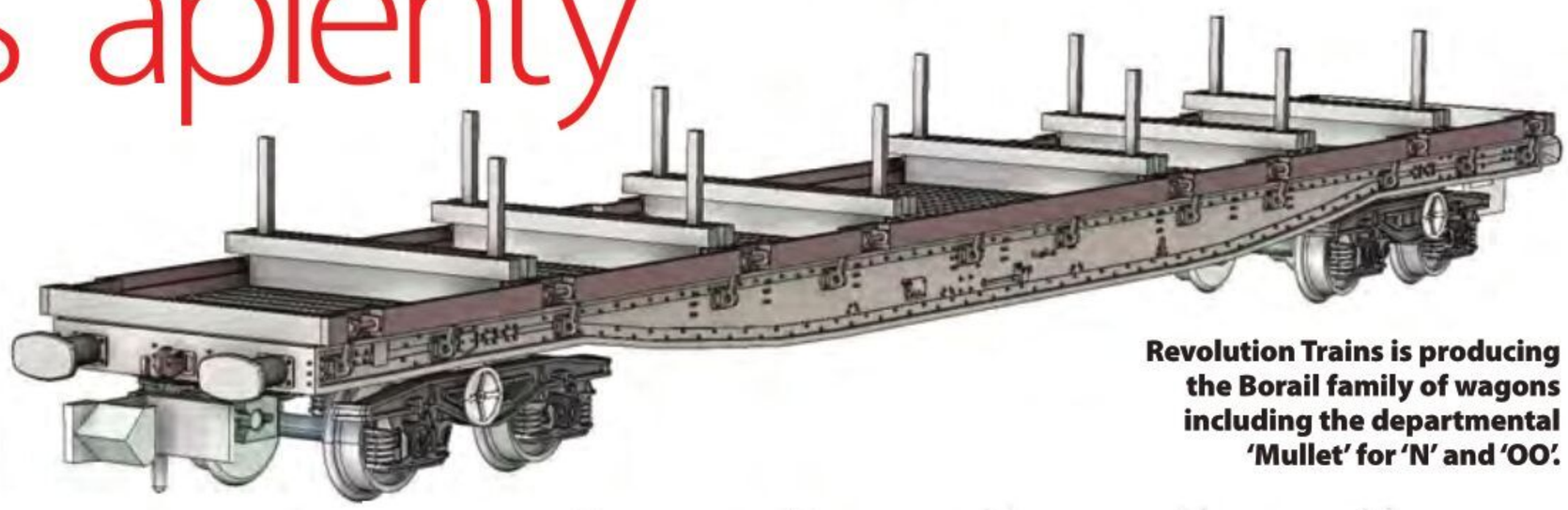


'Mullets' aplenty

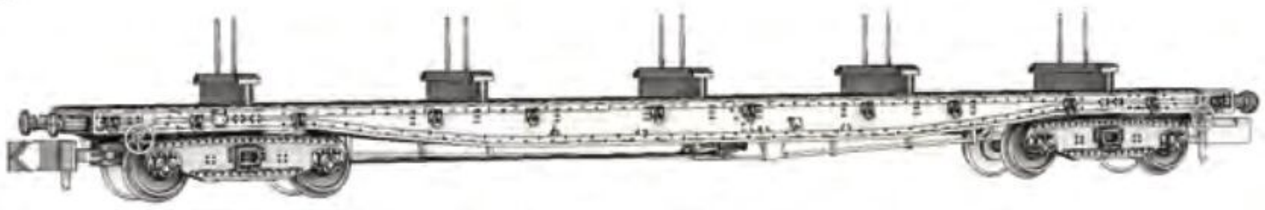
Revolution Trains has revealed its next wagon project for 'OO' and 'N' – BR's distinctive Borail wagons.

Revolution Trains' (RT) new models will represent the BR built examples from the late 1950s, which appeared as Borail B's (with bolsters) and Borail C's (without). They featured vacuum brakes, 8ft plateback bogies and solid underframes and were used for carrying heavy loads including concrete beams, girders and lengths of rail.

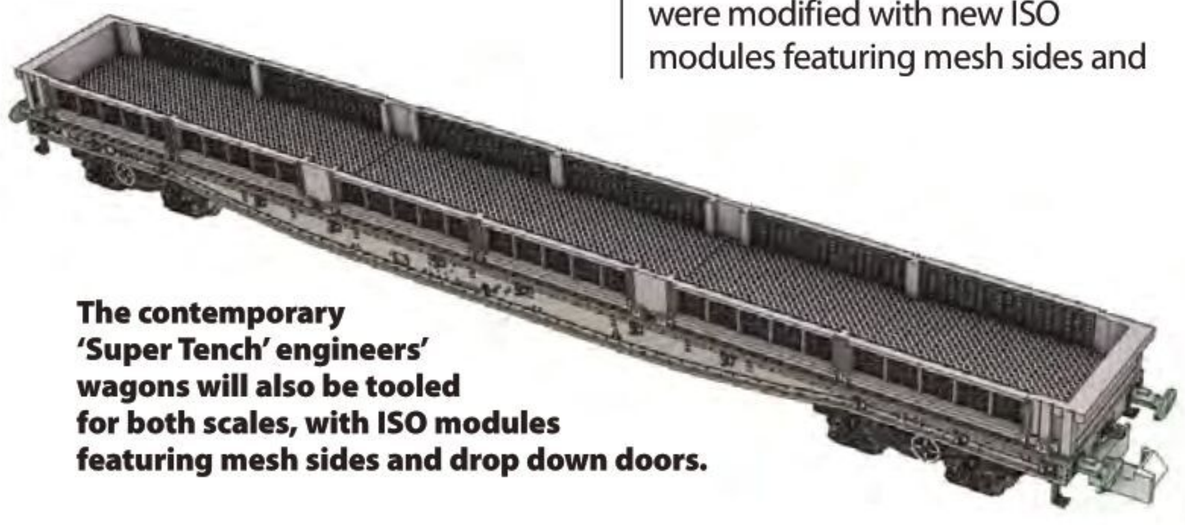
In the 1980s, most were refurbished with air brakes, revised decks and Y25 bogies. They were recoded BRA and used for a short spell on steel traffic. Most were later transferred to the civil engineers' fleet and recoded as YLA 'Mullet' (with bolsters) and YQA 'Parr' (with longitudinal timber beams) vehicles. Around ten years ago, some YQA wagons were modified with new ISO modules featuring mesh sides and reclassified as YQA 'Super Tench' wagons.



Revolution Trains is producing the Borail family of wagons including the departmental 'Mullet' for 'N' and 'OO'.



The original Borail wagons will be offered with and without bolsters.



The contemporary 'Super Tench' engineers' wagons will also be tooled for both scales, with ISO modules featuring mesh sides and drop down doors.

RT's 'OO' and 'N' gauge wagons will appear in Borail B, Borail C, 'Mullet', 'Parr' and 'Super Tench' forms and will reflect prototypical detail differences within the tooling suite including variations to bogies and braking equipment. Detailing will also include a wealth of separately applied plastic, wire and photo-etched parts, while liveries will reflect those carried in service through the years.

Development work is well-advanced with CAD work complete and the first engineering prototype samples expected shortly.

'N' gauge wagons will be supplied in pairs, with an early-bird pre-order price of £66 per twin-pack, while pricing for 'OO' gauge examples has yet to be confirmed. Release is slated for early 2022.

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

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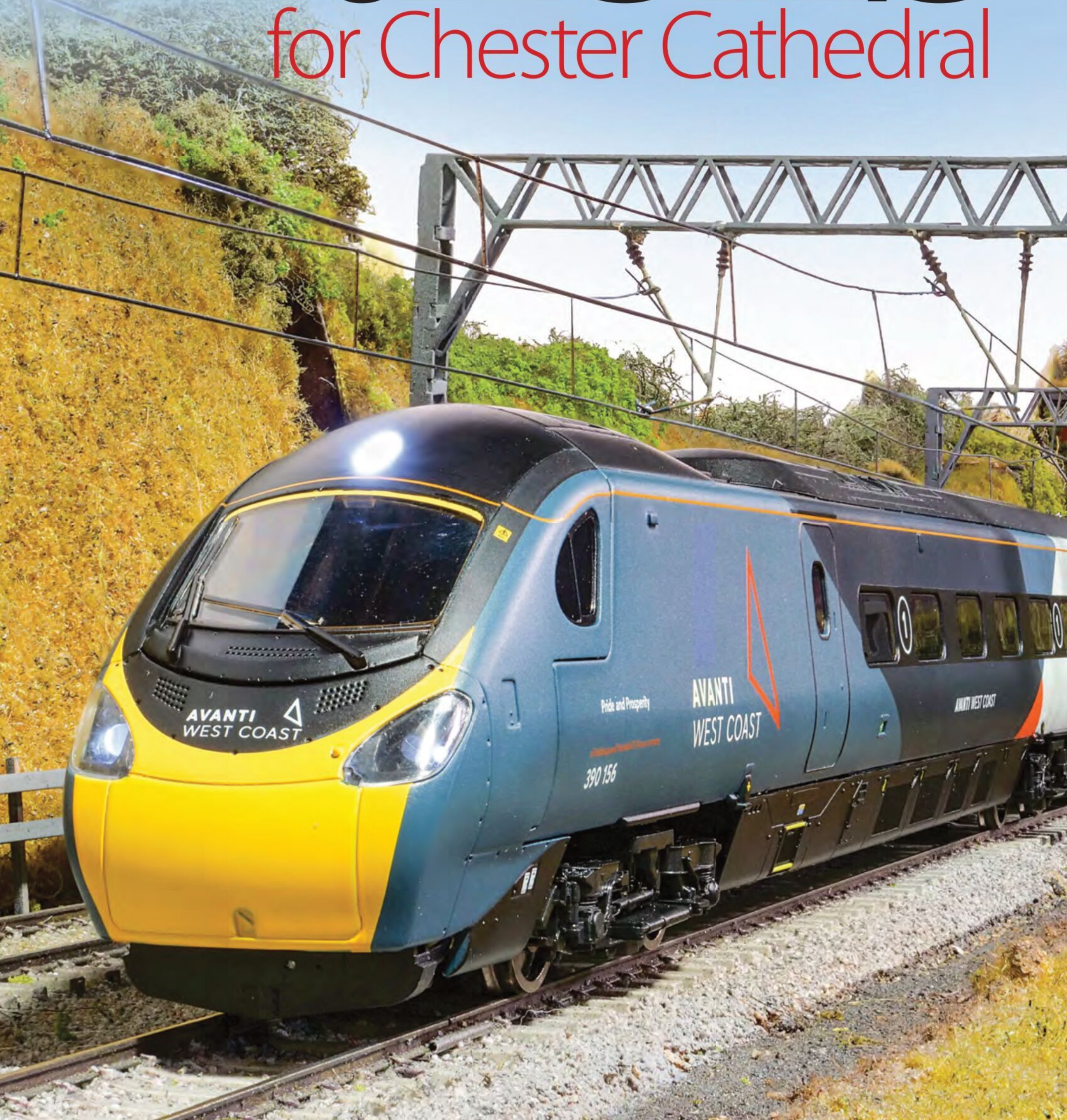


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MAKING TRACKS

for Chester Cathedral



GAUGE **'00', 16.5mm** | SCALE **4mm:1ft** | SIZE **64ft x 12ft** | REGION **MIDLAND** | PERIOD **2000-2021** | CONTROL **DCC, ZIMO**

Creating a brand-new model railway is one thing, building a giant 64ft long model of the West Coast Main Line for a three month long event in Chester Cathedral is quite another. **PETE WATERMAN OBE** relished the challenge and in our comprehensive guide to this fantastic 'OO' gauge layout he reveals the full story behind the project.

PHOTOGRAPHY, MIKE WILD



The total size of the Making Tracks layout is 64ft x 12ft. This elevated image shows the full scope of this impressive West Coast Main Line scene in 'OO'.



01 Avanti West Coast liveried Class 390 Pendolino 390156 speeds out of Watford Tunnel on the Down Fast heading for Glasgow. This is the latest Hornby model of the Class 390 modelling these impressive tilting trains in their current livery.

AFTER 30 years of modelling in 'O' gauge and being stuck in the period that shaped my life in the 1950s, it was about to change when I had a meeting with the Dean at Chester Cathedral.

He asked for some advice about a model railway show they were planning for the summer of 2020. The model railway was to be in 'OO' gauge and was a pretty standard sort of thing. Following a Lego show the year before where they had built a model of the Cathedral, it was perhaps a bit unambitious. I hadn't modelled in 4mm:1ft scale since the early 1980s – and that was 'EM' gauge.

Some of the boys that are part of the Leamington Spa group, who help me to look after and build my 'O' gauge model railway, are from the Manchester Model Railway Society and part of the Dewsbury layout operating team, so I knew they would have the skills I had forgotten. I also knew things had changed since I last worked in 4mm, but I had kept in touch because the lads sometimes brought their new models to the barn.

At this point, it was time to do some research, so I set off on a trip which I should have made years ago to the place that had been part of my Christmases - Margate and the Hornby factory. I had spent the weeks before Christmas in the 1950s with the Tri-ang catalogue planning what I wanted as presents - not that I ever got what I wanted, but I could dream! It was a nostalgic voyage to Hornby's Margate offices.

After lunch with my old friend Simon Kohler, and a visit to the Chester Model Centre and a long chat with Paul Boyland, who has a model shop that is full of goodies, with his help, I hatched a plan. The key was entertainment. Chester Cathedral had more than 15,000 visitors for the Lego show so we had to do something that would match that. I wanted it to be different from the layouts I see every year at Warley. With Warley in mind, I always remembered the layout that the public voted for was big, had lots of movement and most often was modern.

I talked with the guys. My first thoughts were of the blue and grey days of BR as we all loved that period, but that was a bit restrictive for a young audience. Then the penny dropped: why pick a time period at all? After all, we were not about to try and build the rolling stock (that was to be all out of the box). My idea was to build a backdrop I know well and which has changed little in 60 years and has been part of my weekly life for more than 50 years: the West Coast Main Line.

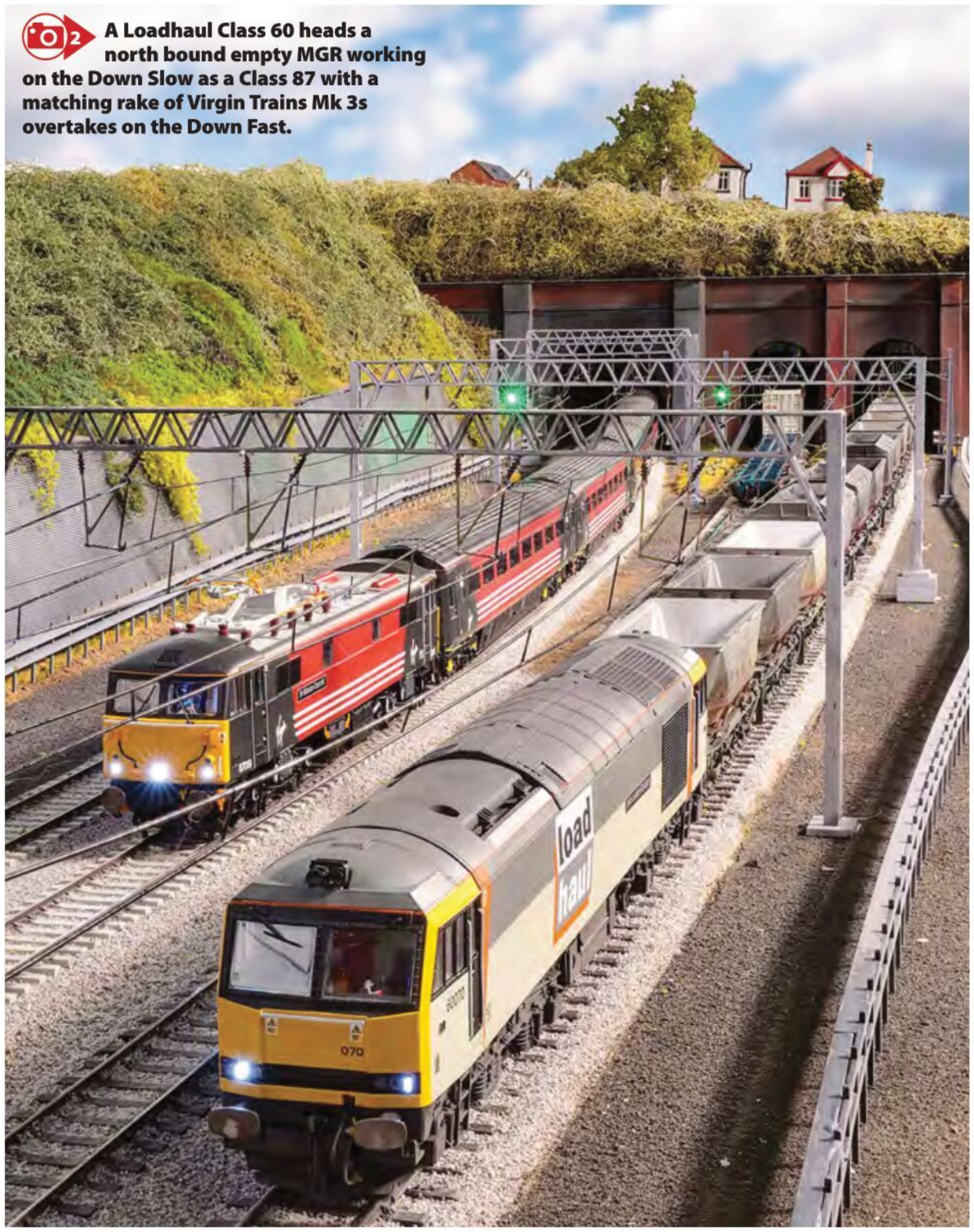
CLOSE TO HOME

Most weeks I make two trips to London travelling by train along the West Coast Main Line which has given me a strong connection with the freight and passenger artery which links London Euston with the Midlands, North West and Scotland. There was another connection too. The Dean made the point that the Cathedral had the Thomas Brassey Chapel.

Thomas Brassey was a civil engineer from Chester in the 19th century. He was born in 1805 and died in 1870 and is credited with being responsible for around a third of Britain's railways up to 1847 and it is claimed that by his death in 1870 he had »

"Most weeks I make two trips to London travelling by train along the West Coast Main Line which has given me a strong connection with the freight and passenger artery."

PETE WATERMAN



2 A Loadhaul Class 60 heads a north bound empty MGR working on the Down Slow as a Class 87 with a matching rake of Virgin Trains Mk 3s overtakes on the Down Fast.

built one in every 20 miles of railway in the world. His impact on civil and railway engineering was enormous and the Cathedral's connection to this great engineer provides another reason to focus construction of the layout for the event.

We had just started when in March 2020 we all got locked down, so that was that until later in the year when the Dean called and told us it would go ahead in July 2021.

It was then that I knew the answer! We would model the infrastructure that has been there since 1850. We could build a series of cameos on the West Coast Main Line which gave us the feel of the overall route. I had 70ft to play with so I broke it into parts. The final layout length is 64ft while its total width is 12ft with all baseboards measuring 8ft x 2ft.

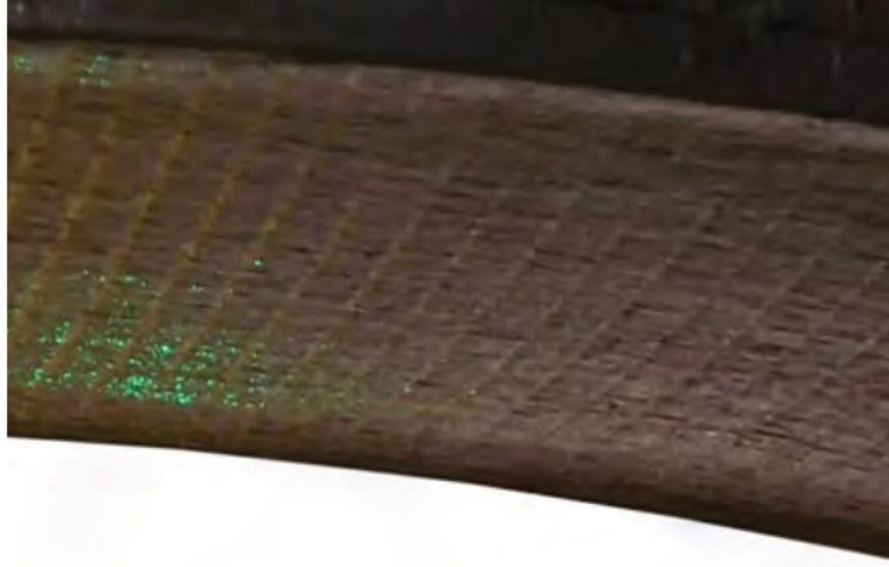
To include Thomas Brassey into the layout design, we started looking for his structures. One or two really stood out including Cefn Viaduct and Shugborough Tunnel. The first is on the Chester to Shrewsbury line and the other is on the Trent Valley near Stafford. In a funny way, that gave me the idea to model the infrastructure - an overall impression of the railway using well-known bits.

The first problem is where you put Cefn Viaduct on the layout. This took some time working out. We built this first as it is so big and would need a bespoke baseboard. We then could stand back and look at how to work it into the railway.

This is important as it is the only straight track on the layout so it could be built and then fitted in to whatever we decided. I'm glad we did it this way, as it almost made my task easy. I don't like unnaturally sharp corners visible on a layout so it meant I had to hide the track once it crossed the viaduct. So that would mean it would need to go into a tunnel - and why not Shugborough Tunnel? It might not have stood next to Cefn Viaduct, but it had similar materials involved and it's about as grand as tunnel entrances get.

The position of the tunnel had to be chosen carefully too as it had to be long enough for you not to see the curve. As I wanted you to see the train disappear in a straight line, this also dictated that the viaduct had to be at the front and at the left-hand end of the layout. Which made us reverse the lines on the rest of the layout.

With the viaduct setting the tone, the ultimate West Coast Main Line layout was under way. The 64ft length would feature a four-track main line for the majority of the scenic section with only Cefn Viaduct »



3 In a busy scene from the turn of the millenium, Class 37 37055 heads a train of Accurascale PFA coal containers as Class 56 56003 heads south with a rake of cement wagons. On the fast lines a Class 90 has been brought to a stand as a Class 87 heads south.




C3
800

being a double track section. The main lines were designed to sweep through the central vista, keeping them away from being a dead straight formation – this makes a big difference to the layout's appearance. There's also a representation of Roade Junction which is modelled considerably shorter than in real life – a similar arrangement for high speed 125mph operation covers the best part of a mile to achieve the same result, that would have been most of the layout length we have just for a junction in scale.

OVERHEAD OVERLOAD

At this point it was time to decide how modern we wanted to be. For me it was simple: present day with overhead wires. The team looked at me as if I'd gone mad. Nobody in the UK has built that much catenary before, but we had a secret weapon - our Aaron who just couldn't wait to start. Thank God for Aaron. His knowledge is fantastic and he is a driver so he sees it every day and had worked out a way of tensioning the wire.

With few products to choose from Dave went to work with Computer Aided Design



4 Above: **Impressive laser cut signal gantries span the four track main line at strategic locations. All of the signals are fully operational, using Absolute Aspects colour lights, and sequence their aspect with the next signal along the line.**

5 Below: **The colourful liveries of GB Railfreight are captured as Class 50s 50049 *Defiance* and 50007 *Hercules* double head a railtour while unique BR large logo Class 66 66789 *British Rail 1948-1997* heads a container train. Scale length trains are dwarfed by the size of the layout.**





6 The four-track main line makes for busy scenes. Class 390 390156 heads north on the Down fast while a pair of Freightliner Class 86s head south towards Watford Tunnel. On the Down slow the distinctive New Measurement Train has been held for a signal check.



to create the two- and four-track masts and gantries and then built them. There are four different types. Dave also made jigs for the erecting and distancing. For the single track we used the Peco single mast and wire. The distancing is critical as the Peco wire is in 500mm or 380mm packs. Let's take a step back though.

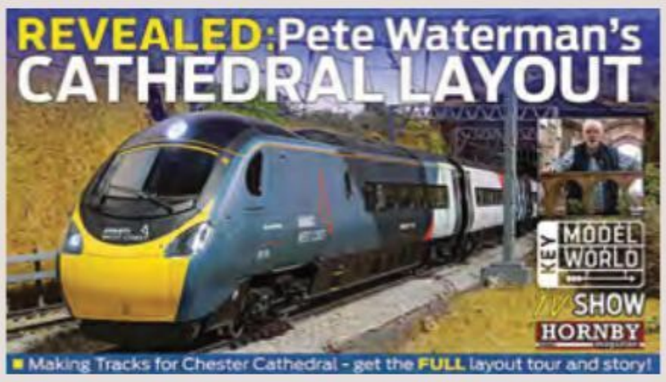
Having made this decision, we now had to work out what it would look like. I approached the layout in the same way you would a television show's set – to create an illusion. To do this you have to create breaks so the eye can't pick up everything in one view.

Having built the viaduct and adding Shugborough Tunnel's north entrance, we then had to look at the layout south of the viaduct. I decided to split the layout by placing a tunnel in the middle. Dave built a box and loosely fitted it to the layout and moved it up and down until it actually looked in the right place. We then added some tunnel entrances again, adjusting these by eye, to get the entrances right. The final arrangement starts with Shugborough on the left-hand side of the layout. In the middle is North Church Tunnel and at the far right of the layout is Watford Tunnel.

We could have picked either Leighton Buzzard or North Church for the middle tunnel which is just north of Berkhampstead, but North Church had a particularly interesting feature as it has two houses you can see from the railway on top. This would allow us to do some rather fine scale modelling work rather than the broad brush approach we would take for the rest.

You have to make sure the track flows when you're laying more than 200ft of track. The last thing you want is it to be straight because the real railway very »

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rarely is. Plus we had to consider just how much track would be needed – just for the scenic section there is more than 280ft of track along the length of the layout. That huge task was also repeated in ballasting, creation of the cable trunking, the amount of catenary wire required and even the wiring which runs beneath the baseboards.

At this point we had to move away from the West Coast Main Line layout in terms of absolute realism. Because of where Cefn Viaduct is on our layout with no overhead line equipment (OLE), we had to reverse the West Coast track layout. So the old London to Birmingham railway is now on the inside and the Northampton Extension is on the outside with a junction which represents Roade junction.

The track was laid by Kevin and Dave and the process started with the laying of 4mm cork fixed with PVA in a rough shape, weighted down and allowed to dry for 48 hours. We then made jigs that would allow us to align all the tracks in the right spaces which meant they always ran perfectly together. This was then pinned.

Now came the ballasting, I used Woodland Scenics ballast and always apply it with my thumb and forefinger. I start with small amount glued with PVA, detergent and water. I then go back once this has gone off and ballast the rest of the track. I always use masking tape on the shoulders to keep them neat. Always remember to remove the tape before the PVA goes off.

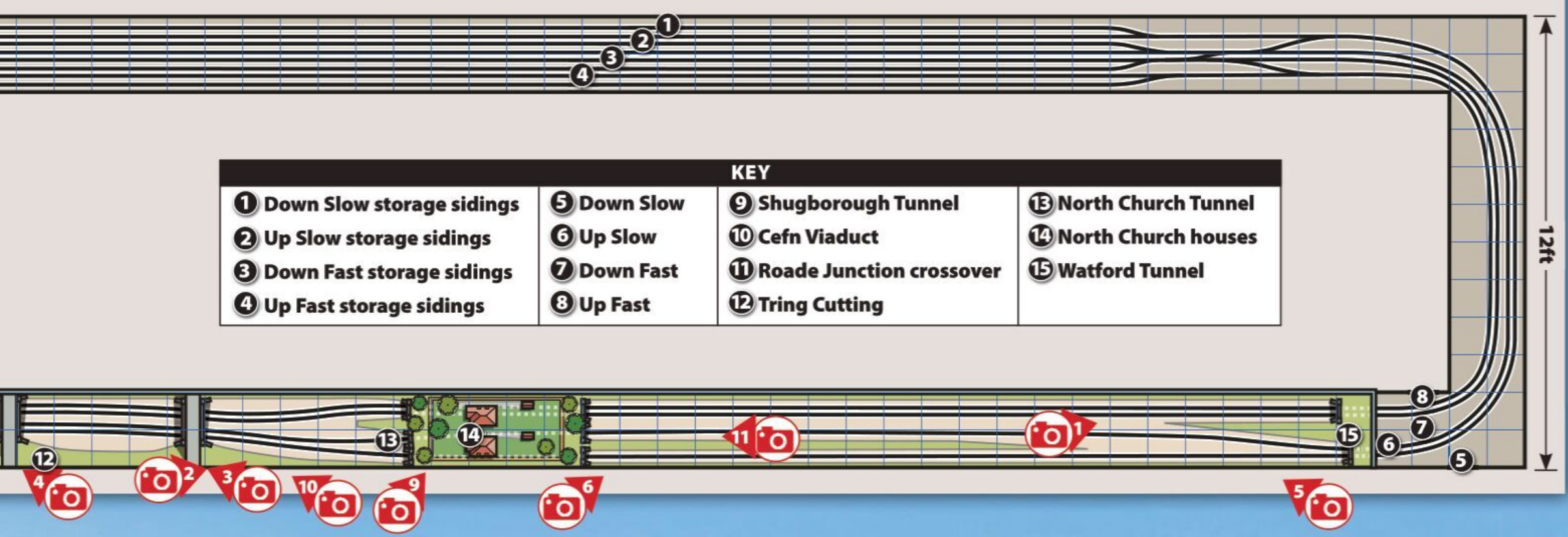
There are only six points on the front of the layout and they are from Peco allied to code 75 concrete sleeper track for the fast lines and Peco bullhead code 75 track with wooden style sleepers for the nearside lines.

At the rear the storage yard uses points and track from Hornby to offer two exceptionally long storage tracks for each circuit. Because we are reliant on volunteers operating the layout, we had to make the storage sidings as easy to use as possible. It has never been our intention to run in any sort of order as we felt our audience wouldn't be looking for this. »

MAKING TRACKS LAYOUT TRACKPLAN (NOT TO SCALE)



The route learning Class 122 operated by Loadhaul crosses the nine arches of Cefn Viaduct.



KEY			
1 Down Slow storage sidings	5 Down Slow	9 Shugborough Tunnel	13 North Church Tunnel
2 Up Slow storage sidings	6 Up Slow	10 Cefn Viaduct	14 North Church houses
3 Down Fast storage sidings	7 Down Fast	11 Roade Junction crossover	15 Watford Tunnel
4 Up Fast storage sidings	8 Up Fast	12 Tring Cutting	

7 Cefn Viaduct was built in 1846 and is one of the key Thomas Brassey structures on the layout alongside Shugborough Tunnel entrance in the distance. Class 37 37710 leads a rake of MEA coal box wagons across the impressive scratchbuilt nine-arch viaduct.

OPERATION

Finding a means of operating the layout on this scale was another important decision to make. Digital Command Control was going to be the only way forward. The four circuits can be operated independently or trains can cross over at the end of the four-track OLE section.

Point control is through Mega Points Controllers equipment which controls points in the storage yard and on the scenic section too. Signal control has also been developed with Mega Points Controllers prototype units which operate the Absolute Aspects four-aspect colour light signals which are installed along the length of the line.

Signalling is broken into blocks – three on the outer circuits and two on the inner electrified circuits. The signals are all linked together and trigger a signal to change to red as a train passes through a current sensor. The signals along each line are all linked together and show the correct aspect for the route ahead.

Rolling stock is a combination of ready-to-run products which at times will model different eras of the West Coast Main Line, although there will be a definite leaning towards the modern era. Hornby has supplied some of the latest products including a full nine-car Avanti West Coast Class 390 Pendolino in the latest livery (see Reviews on pages 78-79) as well as a specially wrapped model of the HST and trailer cars in Midland Pullman blue livery.



8 **Buildings are few and far between away from the railway except for this pair of suburban houses which stand above North Church Tunnel.**

You will also be able to see stock from *Hornby Magazine's* Mike Wild and Mark Chivers in action on the layout throughout the event including the Network Rail New Measurement Train HST, a pair of Heljan Class 86s in Freightliner green at the head of a Freightliner working, a Virgin Trains Class 390 Pendolino and a block train of cement tanks.

For the feature shoot at Chester Cathedral, the *Hornby Magazine* team took over to stock the layout as the West Coast Main Line was in the first years of the 2000s (with interlopers from the most modern era) with highlights including a pair of GBRf Class 50s for a railtour, a Class 66 at the head of cement tanks, Class 87 and Class 90 hauled rakes of Mk 3s and much more as you can see from the images.

TEAM WORK

Construction of the West Coast Main Line layout for Chester Cathedral has been a huge team effort and it was only assembled



9 **The Midland Pullman liveried HST speeds south on the Up Fast and overtakes Class 57 57307 *Lady Penelope* with a pair of KUA multi-bogie flask wagons.**



10 **No West Coast Main Line layout set after 1965 would be complete with the Class 86 AC electrics. 86605 and 86501 exit North Church Tunnel on the Up Slow.**

for the first time as a complete layout on the day of its arrival at the Cathedral in mid-July – you can see the process in the separate panel.

Although we had two years, we didn't start to lay the track until November 2020, and we had it basically finished by March 2021. It was a lot of work for two days a week. I think at the last count, I re-wired everything four times! I enjoyed every minute of building my first 'OO' gauge layout for three decades and I am now looking forward to building something different – perhaps an electrified railway in 'O' gauge? **HM**

● **THE BUILDERS:** Pete Waterman OBE, Dave Douglass (Woodwork, CAD and OLE), Aaron Moran (OLE, wiring and ideas), Andy Gyde (3D CAD), Kevin Treeby (track), Tony Crowther (scenics), Paul Morgan (scenics, North Church housing estate), Ralph Robertson (3D CAD and build, Tring Bridges and North Church houses), Mike Raithby (backscene painting), Phil Morton (signal wiring), Ray Reed (electrics) and Alisdair Macdonald (electrics). Special thanks to Hornby and Simon Kohler, Paul Boyland at Chester Model Centre, Dave at Mega Points, and Matt at Absolute Aspects.

VISIT MAKING TRACKS

● Making Tracks is open Monday-Saturday from 10am-5pm at Chester Cathedral from July 16-September 3. Entry costs £2.50. Visit *www.chestercathedral.com/event/making-tracks/* for more information.

11 With the stained glass windows of Chester Cathedral behind, Class 66 66088 leads a cement working out of North Church Tunnel as a Class 390 Pendolino heads north on the fast lines.

MAKING TRACKS

On July 16, the Making Tracks exhibition at Chester Cathedral opened to the public. The model railway built by Pete Waterman and his team has taken centre stage in the Cathedral nave. *Hornby Magazine* was on hand to capture the process as this giant 64ft long layout was assembled for the very first time. *Photography, Richard Watson*.



Loading of the 64ft long layout started at Pete Waterman's workshop on July 12 to transport it to Chester Cathedral.



Transport of the mammoth 768sq ft railway took three van trips to and from the venue.



The first piece to enter the Cathedral is the model of Thomas Brassey's Cefn Viaduct. It occupies a full 8ft long baseboard.



Assembly of the layout begins at Shugborough Tunnel which is connected to the board containing Cefn Viaduct.



Construction took over the full floor space of the Nave at Chester Cathedral as all the components were brought together.



The 64ft scenic section is together inside the cathedral while work begins on the storage yard.

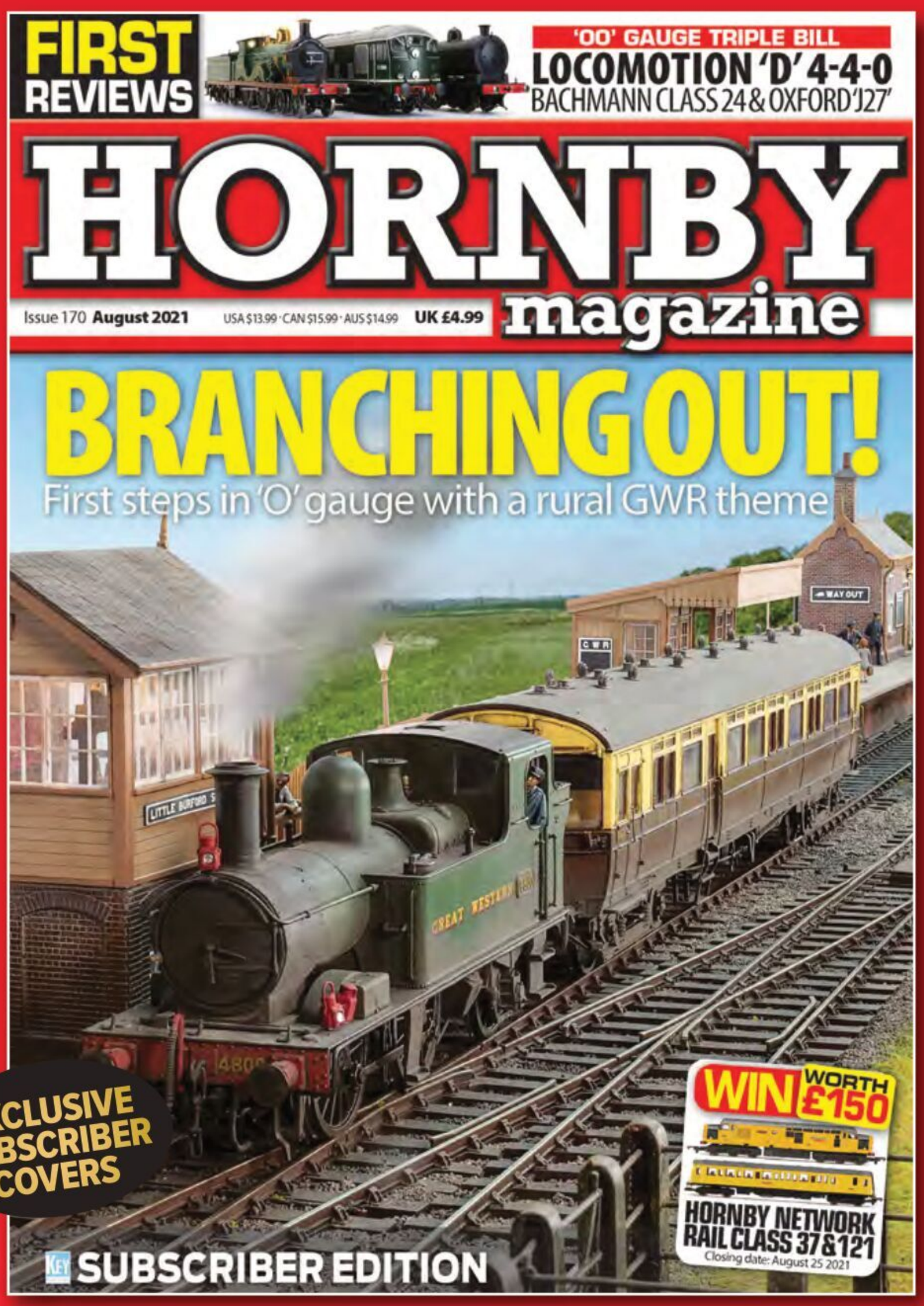


The storage yard may only have eight tracks, but each is more than 40ft long!



At the end of the second day, the layout was operational and ready for dressing of the fascias for presentation during the event which runs from July 16 to September 3 2021.

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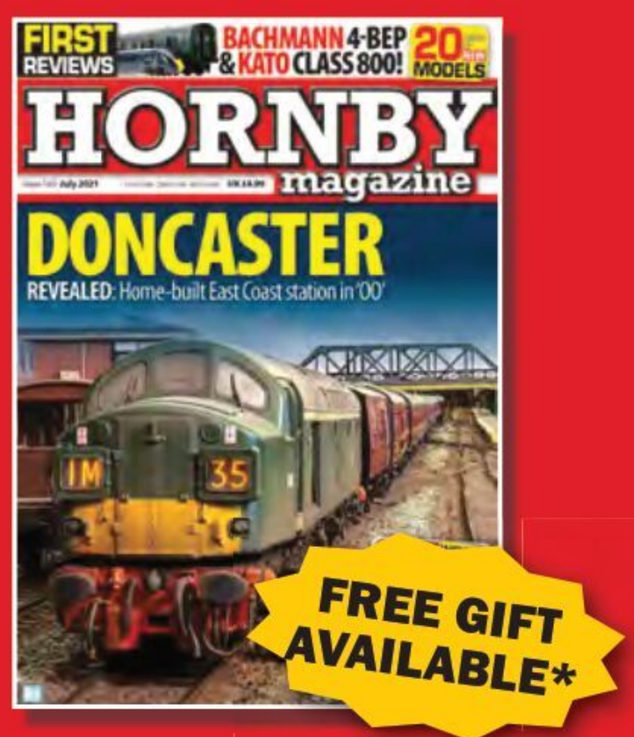
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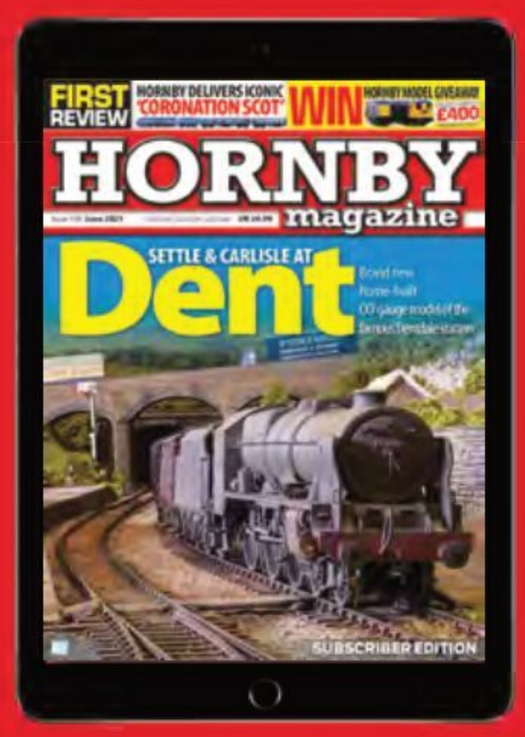
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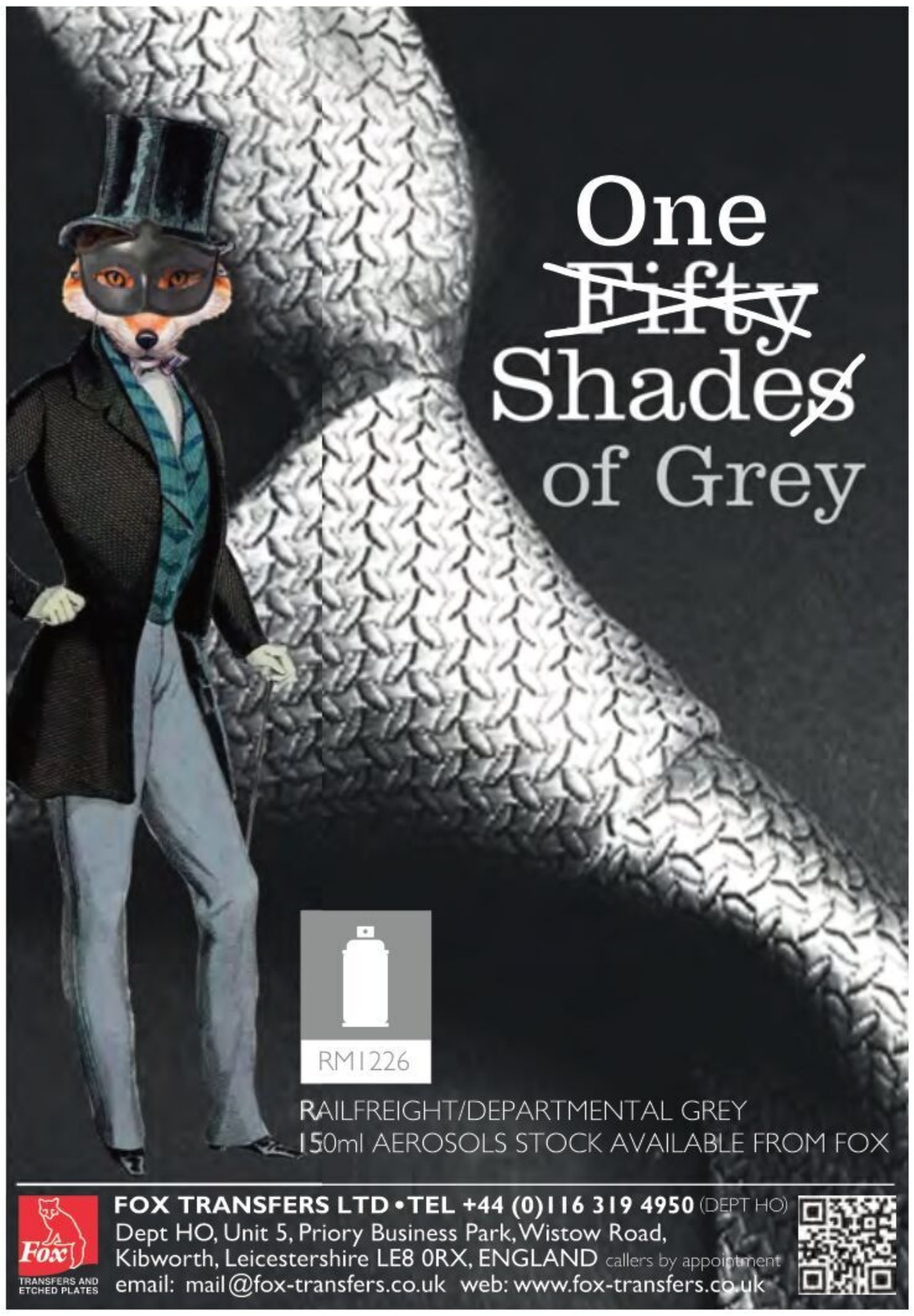
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SUPER 'SIXTY-SIX'

Using simple tools and techniques, **TIM SHACKLETON** gets to grips with the options to enhance the Hattons Class 66 and shows how you can make these attractive heavy freight locomotives stunning in every detailed respect.

The Hattons Class 66 has been released in more than 30 colour schemes including unique one-offs such as 66783 *The Flying Dustman* in Biffa branded red and orange. Here 66783 leads a cement train across the viaduct scene on Topley Dale.

EVERY NOW AND THEN a model appears that pushes the bar higher than you'd ever have thought possible. In the early 'noughties we had the Hornby Class 60, then there was Dapol's dazzling Class 68, and a little over a year ago we had the eagerly anticipated Hattons Class 66 for 'OO'. It had the specification to top the charts and myriad colour schemes to attract our attention too.

My first experience of this model, however, was not so happy. I'd bought two Freightliner models – they looked fantastic but the running quality was disappointing. After consulting Hattons, I returned them for replacement under warranty but the substitutes had similar problems with wobbly running characteristics. It took a lot of to-ing and fro-ing to get a pair of models I was happy with.

So what's the problem? With modern hyper-detailed models I accept that you're always going to have issues with tiny plastic parts coming loose, which is one good reason why the dependable Bachmann Class 66 enjoyed renewed popularity. But that's not the real issue – revolving axle boxes flying off into the ballast is one common problem, and wobbly running is another, while taking the body off the chassis seems to be an issue in itself due to the proliferation of detail.

I've read lots of so-called solutions to the running problem, most of which seem to involve massively enlarging the holes in the bogie sideframes so the revolving axle boxes have room to move. The core problem, however, has nothing to do with this and I found the answer (which I'll describe in a moment) through Tom Homewood.

Lesser issues relate to cosmetic detailing and specifically to bits falling off. To me it's not usually a problem to make a new component or remanufacture an old one, but many people aren't keen on this kind of hands-on remedial modelling, especially if it involves soldering. As one highly regarded commentator put it to me: "It seems some people don't want to have to care for their models or make essential repairs, because they think it's too hard and requires skills they don't have. So they prefer to reject and return rather than spend a few minutes putting things right."

My argument has always been that there's no benefit whatsoever in not having basic model-making abilities, or knowing how to dismantle a locomotive, or how adhesives work. Repairing and making good an otherwise sound model is a great way to learn core skills and it's not in the least hi-tech – I can't imagine there'll be many readers who'd struggle with refitting a loose buffer or reseating a bodyside grille that's come adrift.

The good news is that Hattons has responded to feedback to its Class 66s and confirmed to *Hornby Magazine* that it has taken steps to ensure future batches will have the faults rectified.

Everyone wants this fine model to reach its full potential and to do that I'm offering solutions that are straightforward, achievable and effective. **HM**

HATTONS' CLASS 66s

- The Hattons 'OO' gauge Class 66 is available to purchase from *www.hattons.co.uk*. You can read our full review online at *www.keymodelworld.com* or in HM152 (February 2020) while highlights of their specification include all-wheel drive, a 21-pin decoder socket, switchable lighting for analogue, DCC operation of lighting with the correct decoder type (including ESU LokSound from Legomanbiffo/DC Kits – HM163), a powerful five-pole motor, detail variations and more. The step by step guide here explains how to resolve occasional problems with the model.

ENHANCING HATTONS' CLASS 66 FOR 'OO' GAUGE



Mention the Hattons 66 and people automatically think of missing axle boxes. These tiny components only fly off because there is friction within the bogie frame and mechanically they'll always take the line of least resistance. As we'll see, there's often a misalignment on the left-hand bogie, which probably explains why it's unusual to see missing axle boxes on the right-hand set. The key is to eliminate friction by ensuring the axle stubs, bearings and holes are aligned more accurately.





Another big issue that many have encountered with their Hattons Class 66s is the way they rock and roll in motion. In most cases the problem is caused by the same moulding error that forces the revolving bearings out of alignment. These are basically 2mm diameter plastic tubes glued to short stub axles that are extensions of the wheelsets. They pass through 2.4mm diameter holes in the sideframes, which locate in a separate component that plugs into the main bogie moulding. The dummy axle boxes on the ends are 3mm diameter.



Look carefully at the axle boxes and their supports on the left-hand bogie – above them and to each side you'll see some spring detail and above that, the horizontal stretcher bar that supports it. It shouldn't be visible – because of a moulding error it's not seated correctly and this is what causes the tremors. Fortunately, the remedy is quick and simple.



To gain access to the spring detail you need to take the revolving axle boxes off. They're only lightly glued in place and the bond can be broken with a scalpel blade, after which you can prise the axle boxes free with tweezers and put them in a safe place. This problem is usually only found on the left-hand bogie sideframe – on the right-hand one (a mirror image of the first) the spring detail is correctly located and no modification appears to be necessary.



With the axle boxes on the left-hand side removed, I can all but guarantee your 66 will run as smoothly as you always hoped it would. But this is a pretty crude solution, even if you cut off the ends of the axle boxes and glue them back in place. Another lash-up I've seen is to drill these gaping holes out still further to anything up to 3.5mm in a bid to give extra clearance to the axle boxes. As the latter are only 3mm in diameter across their outer faces, it means you can see the wheels through the bogie frames. You should never use a drill to enlarge a hole anyway – it's not accurate enough.



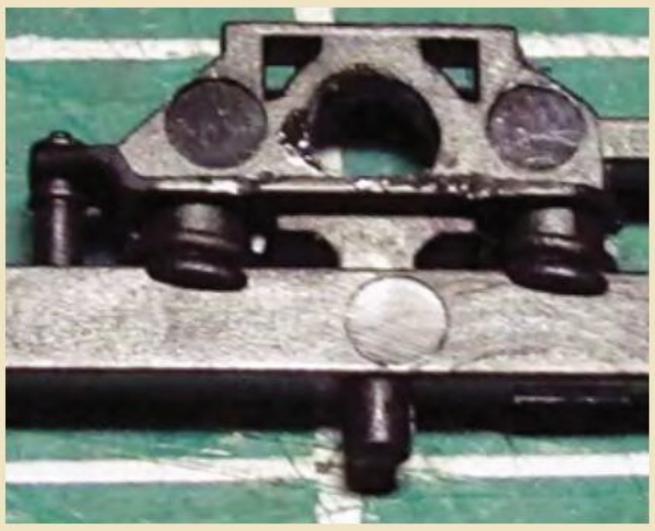
The problem is nothing to do with the size of the axle holes – there should be plenty of clearance - but misalignment caused by a moulding error means the holes end up in the wrong place. This is the component that causes the problem. It carries the spring detail and has spigots that locate very precisely in the main bogie frame. If you look carefully at the reverse side, however, you can see arrows pointing to three pieces of spring detail that have somehow overflowed on to the flat stretcher piece that carries the locating spigots.

Intermediate
Beginner SKILL LEVEL Advanced



Once its issues are addressed, the Hattons Class 66 is an astonishingly good model – handsome, accurate, powerful and smooth running. Putting the small faults right is a quick and simple process that the majority should feel confident in tackling for themselves.

7 **This surplus plastic stops the stretcher locating properly in the bogie moulding and so the holes are forced down by an equivalent amount, pressing hard on to the axle boxes. This impairs the running because the axle boxes on this side are pushed way off centre and consequently the bogie isn't sitting level, hence the trembling and shuddering while the locomotive is in motion. The size of the axle hole has nothing to do with it, nor does the amount of glue on the axle box (unless it's glued up solid, as sometimes happens).**



8



The solution couldn't be simpler. Slice off the offending pieces of spring detail with a sharp blade so the stretcher is flush – it will now slot back into place automatically. Once the detail piece is correctly oriented, the 2.4mm holes will be pretty well 100% concentric with the axle boxes and 2mm diameter stub axles, with more than adequate running clearance.

9 **Once cleaned of any surplus glue, the axle boxes can be fixed back in place with nothing stronger than PVA. It doesn't need to be a permanent bond: it just has to prevent the axle box from shifting. Making sure the stretcher bar/spring assembly is correctly seated will ensure an adequate running clearance all round, while preserving the scale appearance of the model and the function of the axle boxes. The locomotive will now run perfectly smoothly and steadily.**



10



Electrically the Hattons Class 66 is pretty sound as shown in our Digital Sound guide from HM163 or online at *www.keymodelworld.com/trains/digital-control*, though there are problems with variants that have 'bug eye' lighting clusters, which don't seem to display as they should under digital operation – though they do work with analogue. They require jumper wires between the main lights for correct illumination on DCC.

11 **I'm not the only one to have found other faults. On opening the box, the first thing I noticed with this Freightliner version was that the nameplate was skew-whiff. Fortunately it's only fixed in place with a flexible gum and, with firm persuasion and bated breath, it came free without damage, ready to be repositioned. My eagle Class 66 eye also spotted that the roof-mounted silencer on this example is higher at one end than the other, with a 'hump' in the middle. Correcting this means taking the body off.**



12



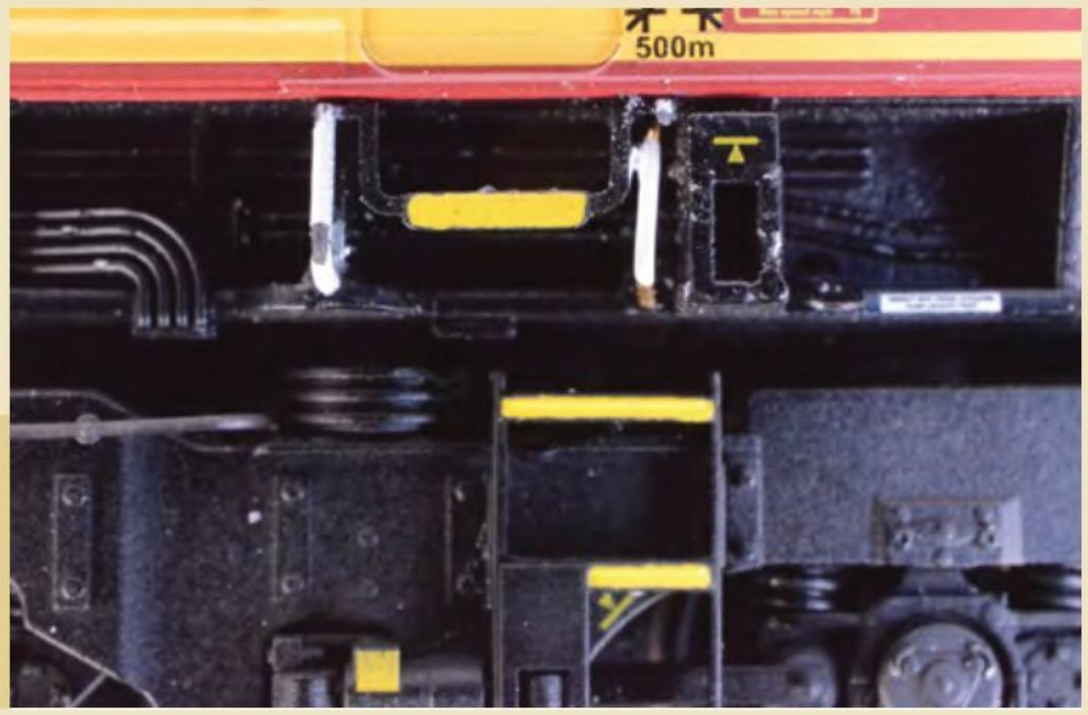
Most repairs and modifications to the Hattons Class 66 – including fitting the alternative air dams – seem to involve gaining access to the chassis, especially if you want to modify the internal wiring or add sound. But with all that extra detail, getting the body off is no small challenge.

13



The body securing clips locate in recesses in the chassis casting, so you need to insert slivers of thickish card (I use old business cards or postcards) to free them up before gently prising them loose. There's some fragile step detail directly alongside the forward mounting clips, so go cautiously. Getting the bodyshell back on the chassis is tricky – the cab handrails get in the way.

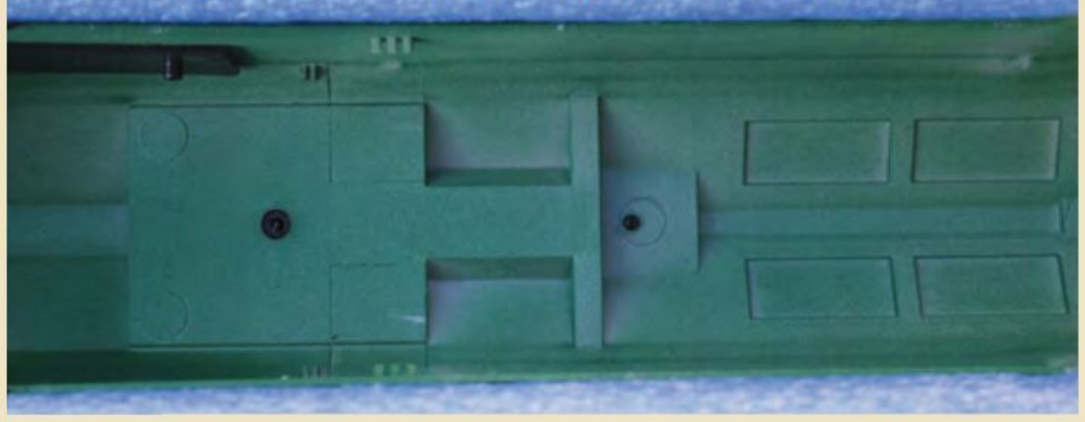
14 **The cab step assembly is a one-piece moulding that clips into the bodyshell from the inside. The small vertical handrails locate in holes in the chassis, so they need to be cautiously prised free before the chassis can be released. On pre-owned models these are often damaged or missing altogether. In this instance the right-hand one had disappeared so I made a replacement from 0.45mm wire.**



15 **On this 'large logo' model, the whole of one cab step assembly had vanished, so I used 0.45mm brass wire to make a replacement. For the step itself the wire is filed flat and then carefully formed to shape with pliers. The handrails are bent into an L shape and fixed to the step (I used solder, but cyano will work). Finally, the step edging (painted yellow on the prototype) can be added in 0.010in styrene strip.**



16 **The problem with the silencer is rare and something that my eye for the Class 66 has only picked up once. It's easily fixed: two stubs hold it in place. Drill through these to break the bond so the silencer can be removed.**

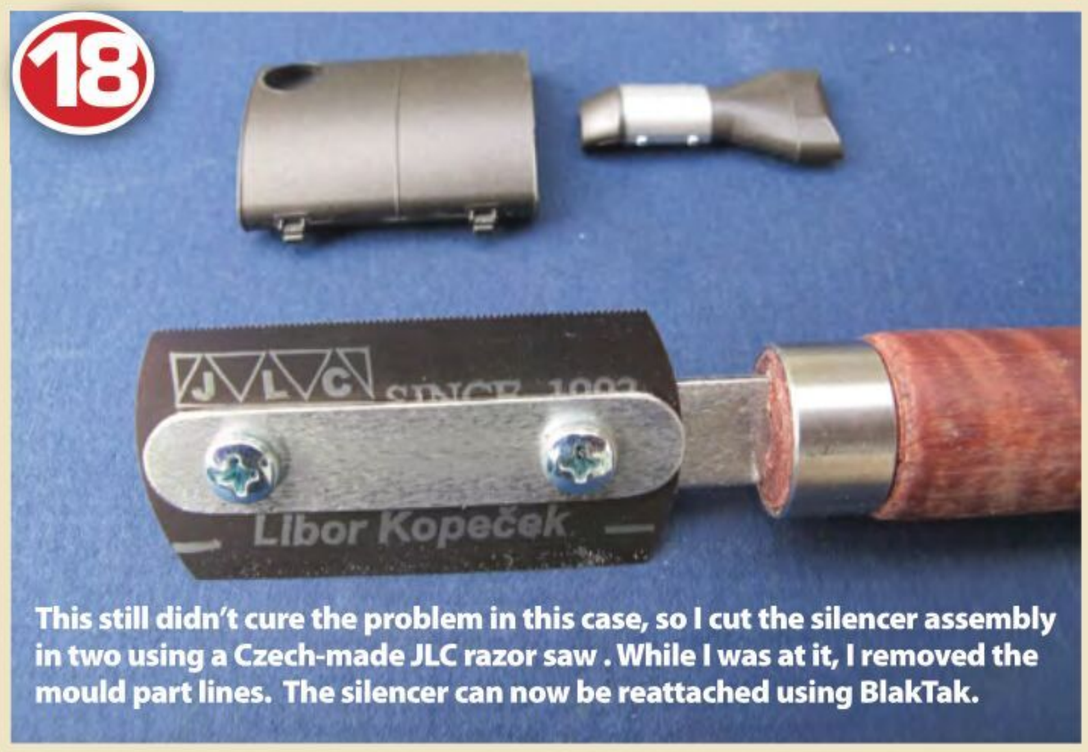


17



It looked to me as if the stubs and the holes weren't quite aligned, causing the silencer to bow when it was force-fitted through the holes (on some of these Class 66s, the silencers appear to be mounted marginally too high, which amounts to the same thing). So I opened the holes up slightly with a drill.

18



This still didn't cure the problem in this case, so I cut the silencer assembly in two using a Czech-made JLC razor saw . While I was at it, I removed the mould part lines. The silencer can now be reattached using BlakTak.

Intermediate
Beginner SKILL LEVEL Advanced

The Hattons Class 66 is brimming with detail from the ground up and even inside the cab. 66088 stands in the headshunt at Topley Dale Quarry between duties.





19 Silencer well and truly sorted. When the models are reassembled a bit of weathering makes all the difference and you can read our full guide to this process at *www.keymodelworld.com/artofweathering* or in HM154.



20 A Hattons Class 66 stands next to its predecessor – the Bachmann model. The former offers a great deal more functionality, the latter is dependable and long since proven in service. When you get down to brass tacks, it's the model equivalent of Audi or Mercedes against VW and Ford.

Burnt out car

Disaster has struck in the country for the unlucky owner of a Vauxhall Astra GSI. **DAN EVASON** shows how he modelled a burnt-out car scene in 'OO' using readily available die-cast models and scenic products.

THE 1980s was the decade of fairy tale royal weddings, conflict, great movies, everlasting gobstoppers, shell suits and the explosion of hot hatches from Peugeot, Vauxhall, Volkswagen and the others.

Sadly, a by-product of this explosion of performance cars was a rise in joyriders and car theft. It was a common sight up and down the country to see cars burnt out in lay-bys, fields and under archways, but the owner of the Astra GSI in this mini build didn't suffer the plight of joyriders: in this case it was an unexpected electrical fire during a drive through the country.

The scene models the aftermath. The car has caught fire, but not burnt out fully, there is glass on the floor, the hedge has been charred by the flames and the

Cones, signs and a broom waiting to be used to sweep up the broken glass add detail to the scene. Note the burnt section of hedging alongside the car.

ground beneath the vehicle has blackened. The police are on site, as is the recovery driver in his careworn Mk 1 Ford Transit waiting to take away the Astra.

All of the products used in this diorama are readily available from Oxford Diecast, War World Scenics, Modelu, Green Scene and Woodland Scenics. The techniques are simple too and a matter of a few hours takes this blank piece of MDF into the scene you see here.

The important part of any scene like this is the techniques employed in creating hedges, road surfaces, trees and grass can be used on a much larger scale to suit a full model railway scene.

The step by step guide goes through the full process from start to finish and explains the tricks and techniques used to make the model. **HM**

This diorama could easily be incorporated into a larger layout project as a cameo scene.

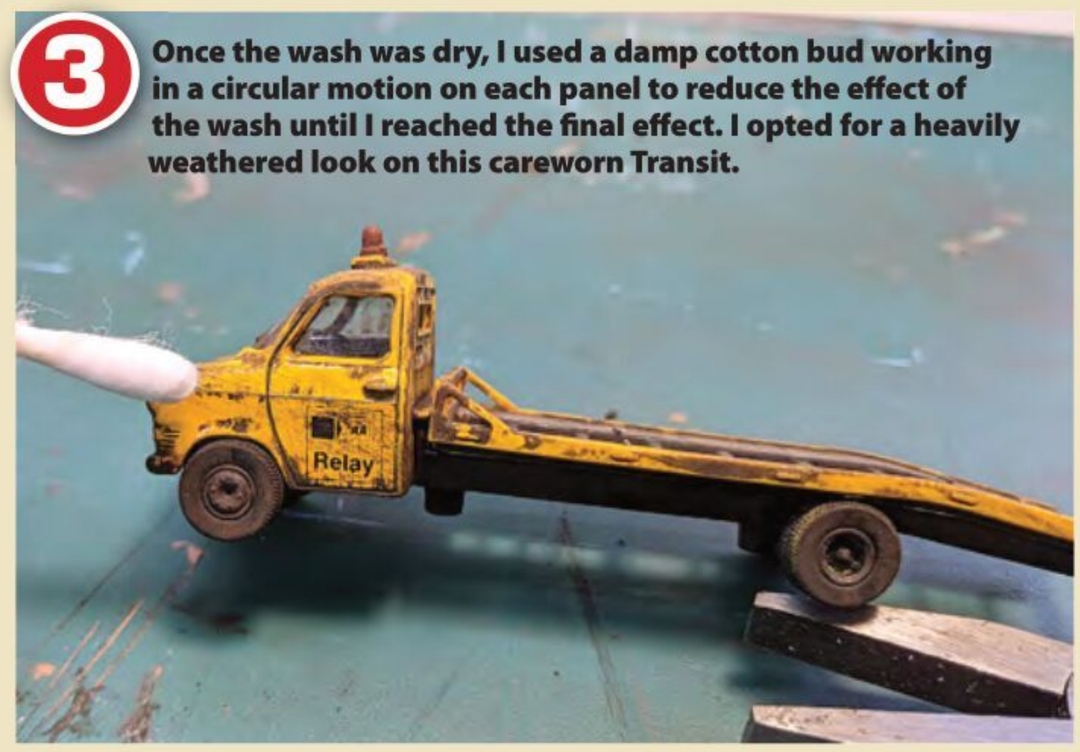
CREATING A ROADSIDE BURNT OUT CAR SCENE



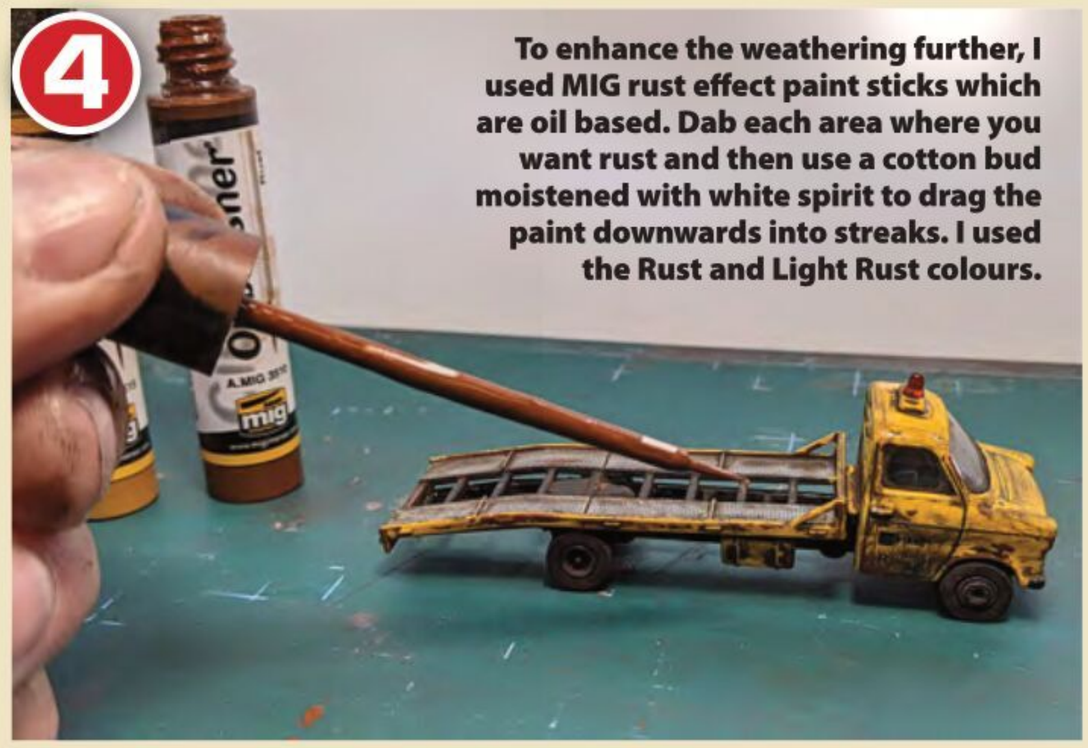
1 To start the project off, I began working on an Oxford Diecast Ford Transit Mk 1 recovery truck. As delivered it is much too clean and need weathering for the scene. Using a scouring pad I gently rubbed all the bodywork just enough to take the shine off, being very careful not to catch the glazing.



2 Next, the transit is washed over with Flory Dark Dirt weathering wash. It is a natural product which can easily be removed with a damp tissue. I used a medium flat brush, working it all around the recovery truck and into the nooks and crannies.



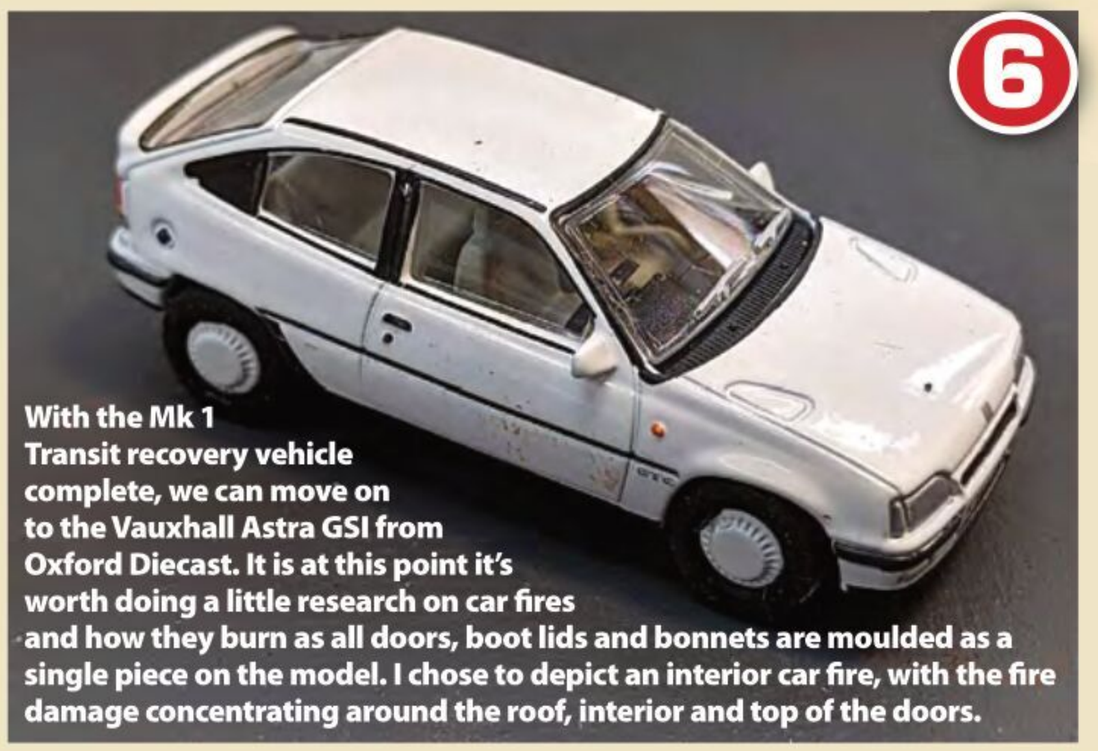
3 Once the wash was dry, I used a damp cotton bud working in a circular motion on each panel to reduce the effect of the wash until I reached the final effect. I opted for a heavily weathered look on this careworn Transit.



4 To enhance the weathering further, I used MIG rust effect paint sticks which are oil based. Dab each area where you want rust and then use a cotton bud moistened with white spirit to drag the paint downwards into streaks. I used the Rust and Light Rust colours.



5 To finish the Transit I applied Tamiya Flat Earth colour, slightly thinned, through an airbrush around the wheel arches, chassis and wheels to replicate general road dirt and grime.



6 With the Mk 1 Transit recovery vehicle complete, we can move on to the Vauxhall Astra GSI from Oxford Diecast. It is at this point it's worth doing a little research on car fires and how they burn as all doors, boot lids and bonnets are moulded as a single piece on the model. I chose to depict an interior car fire, with the fire damage concentrating around the roof, interior and top of the doors.

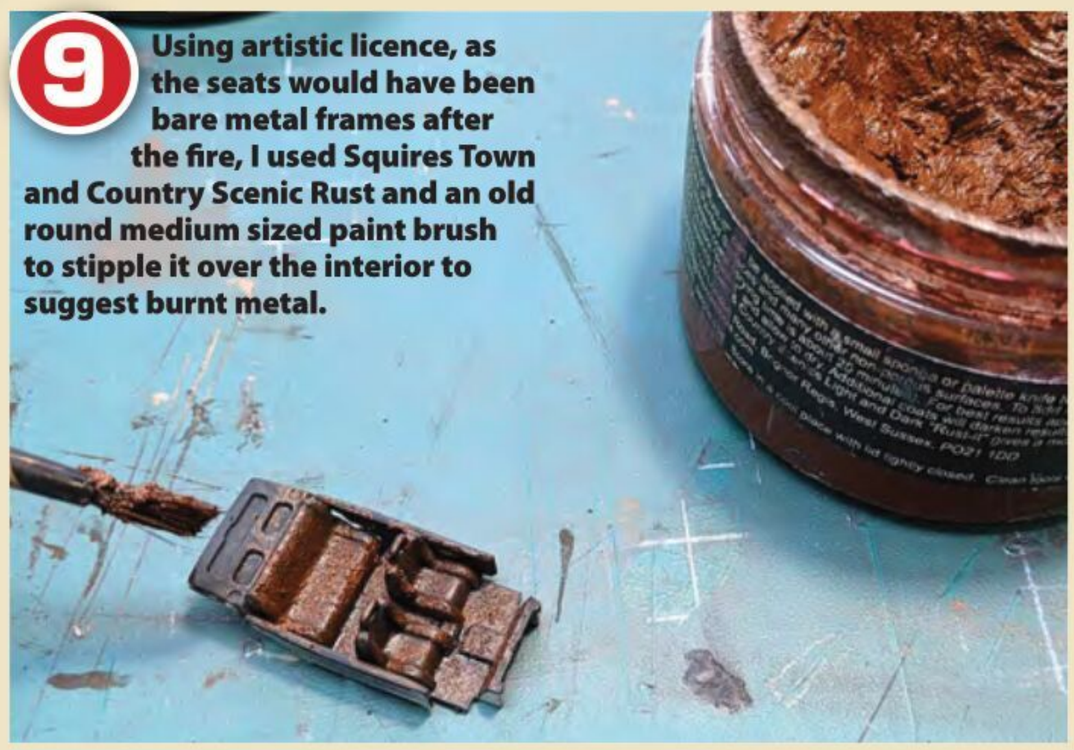


7 Step one is to dismantle the car. Turn the model upside down and use a crosshead screwdriver to take out the securing screws after which the model can be separated into its component parts.



8 With the interior removed, I then painted it Tamiya Nato Black as a base colour for the fire damaged interior. I also painted the inside of the roof black to add to the overall effect.

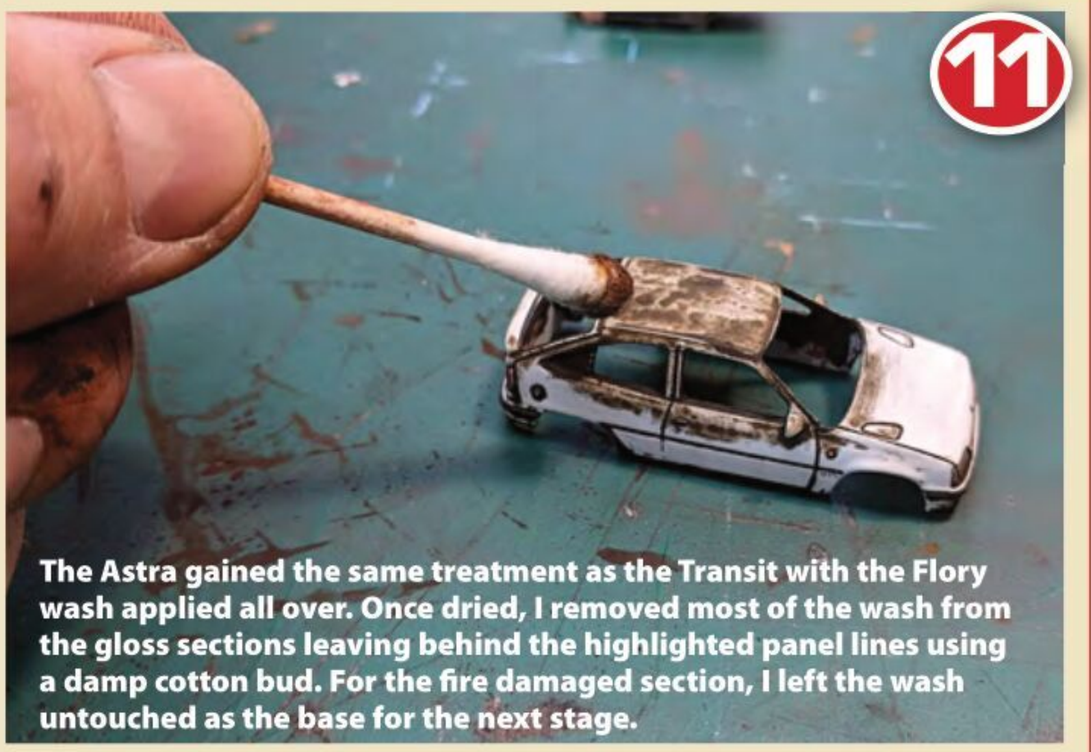
Intermediate
Beginner SKILL LEVEL Advanced



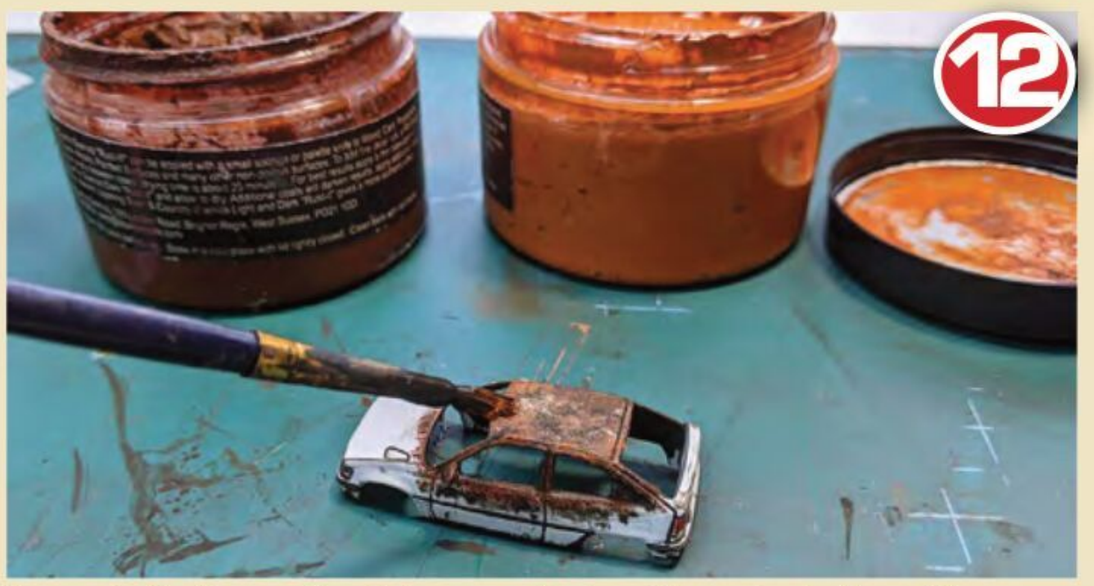
9 Using artistic licence, as the seats would have been bare metal frames after the fire, I used Squires Town and Country Scenic Rust and an old round medium sized paint brush to stipple it over the interior to suggest burnt metal.



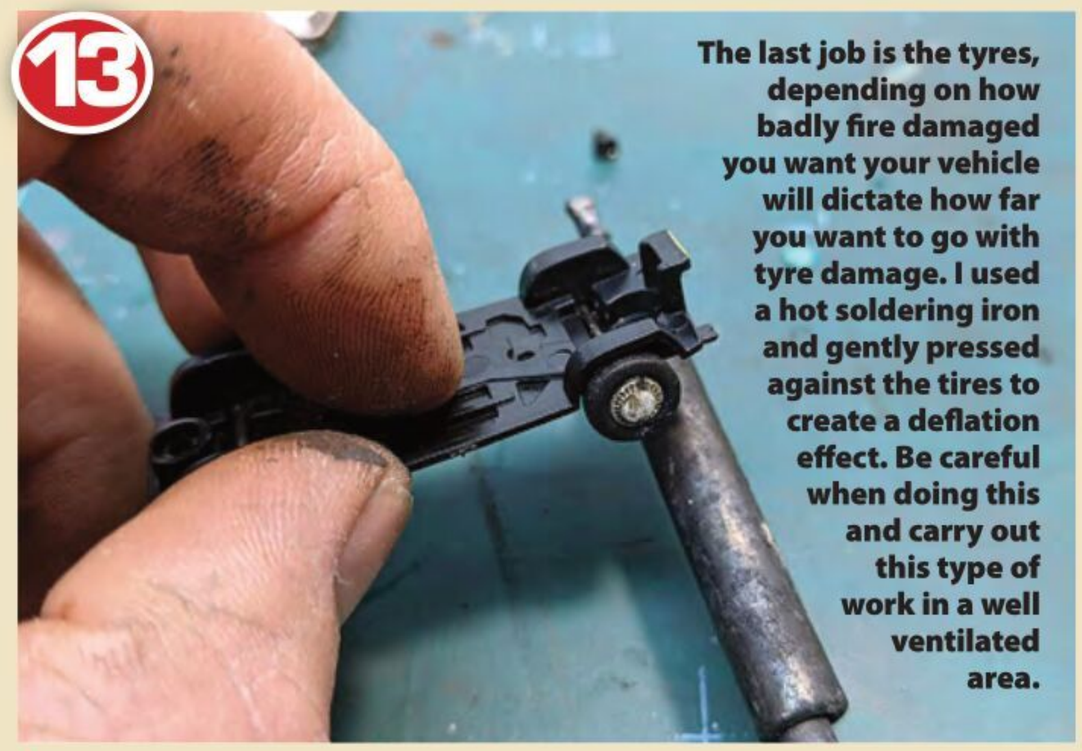
10 On the outside, I started with a scotch pad and lightly sanded the fire damaged area of the paintwork leaving the rest as glossy as possible. I wanted to depict it as if an electrical fire had started.



11 The Astra gained the same treatment as the Transit with the Flory wash applied all over. Once dried, I removed most of the wash from the gloss sections leaving behind the highlighted panel lines using a damp cotton bud. For the fire damaged section, I left the wash untouched as the base for the next stage.



12 To create the fire and heat damage effect on the car body, I used Town and Country Scenics Medium and Light Rust weathering paints. These were applied using an old paintbrush and a stippling motion building up the effect as the paint dried.



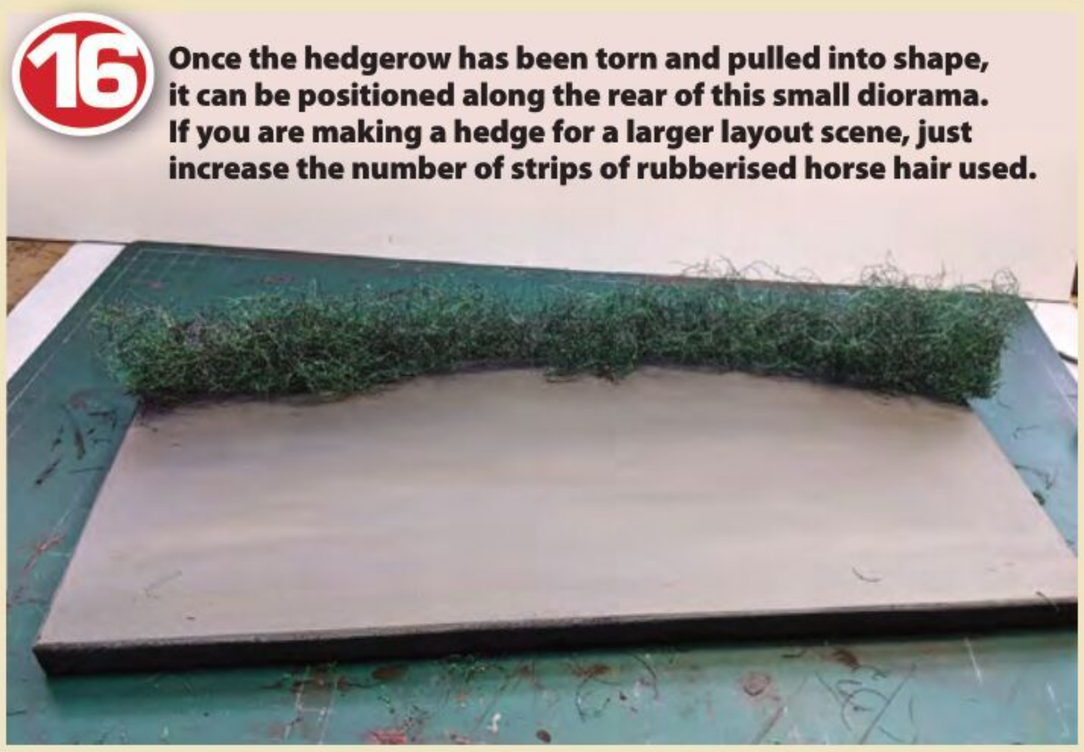
13 The last job is the tyres, depending on how badly fire damaged you want your vehicle will dictate how far you want to go with tyre damage. I used a hot soldering iron and gently pressed against the tires to create a deflation effect. Be careful when doing this and carry out this type of work in a well ventilated area.



14 The baseboard for the scene is made of moisture resistant MDF painted with Ronseal Grey Primer. Once dry, I added a light grey, burnt umber mix of acrylic paint with a wide flat brush. I then followed along with a tissue while the paint is still wet to help lose the brush marks and give the road surface a more realistic look and texture.



15 Now it's time to start the scenery, using rubberised horse hair from War World Scenics (WWS). Cut the horse hair to the basic shape of a hedge and then pull chunks out of the length by hand to create a natural unkempt hedgerow appearance.



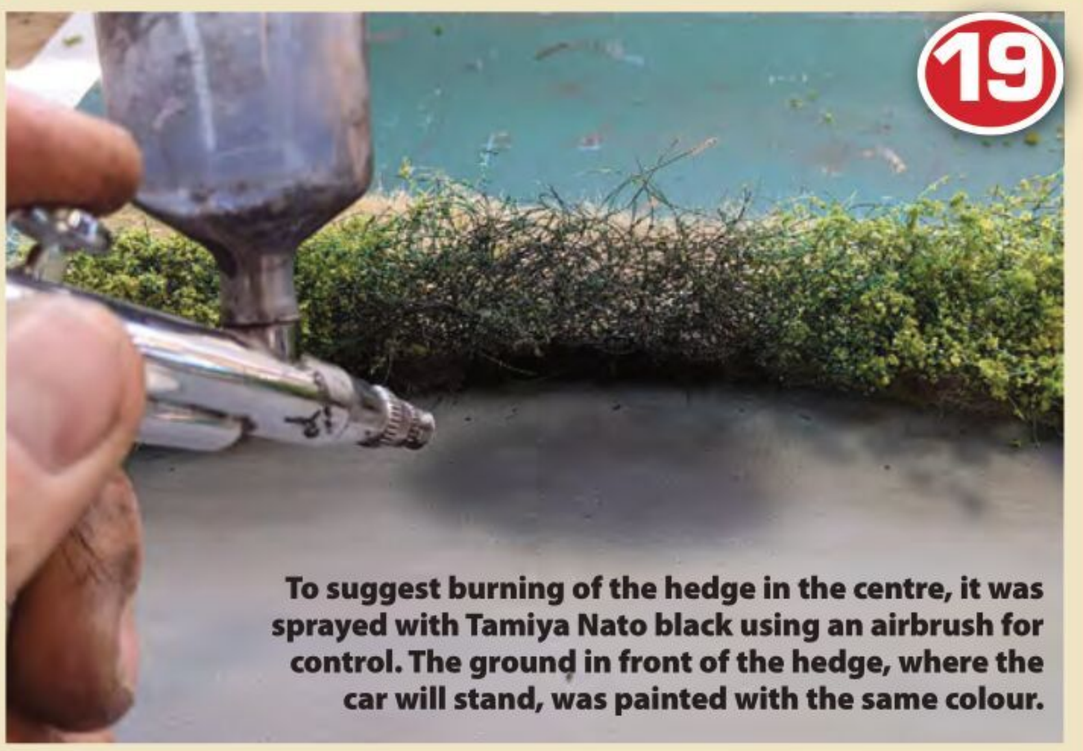
16 Once the hedgerow has been torn and pulled into shape, it can be positioned along the rear of this small diorama. If you are making a hedge for a larger layout scene, just increase the number of strips of rubberised horse hair used.



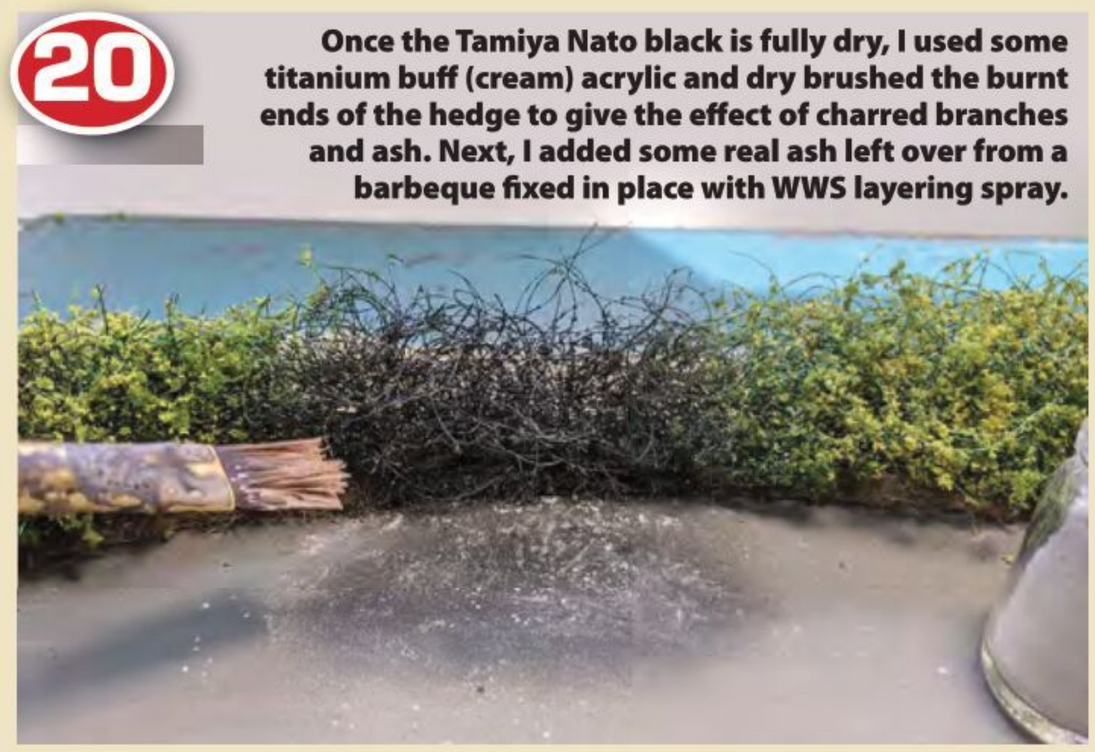
For the basis of the grass, I used hanging basket liner cut to shape with scissors to suggest the shape of a lay-by for the burnt out car to rest in. I attached the grass using PVA glue and once dried weeded out any random colour weaved in to the grass matting to achieve a realistic look.



To make the hedge more convincing, the rubberised horse hair needs additional layers of greenery. Using WWS layering spray, additional layers of Green Scene light and medium flock can be added over the core while leaving the centre of the hedge bare as if it had been caught by the fire.



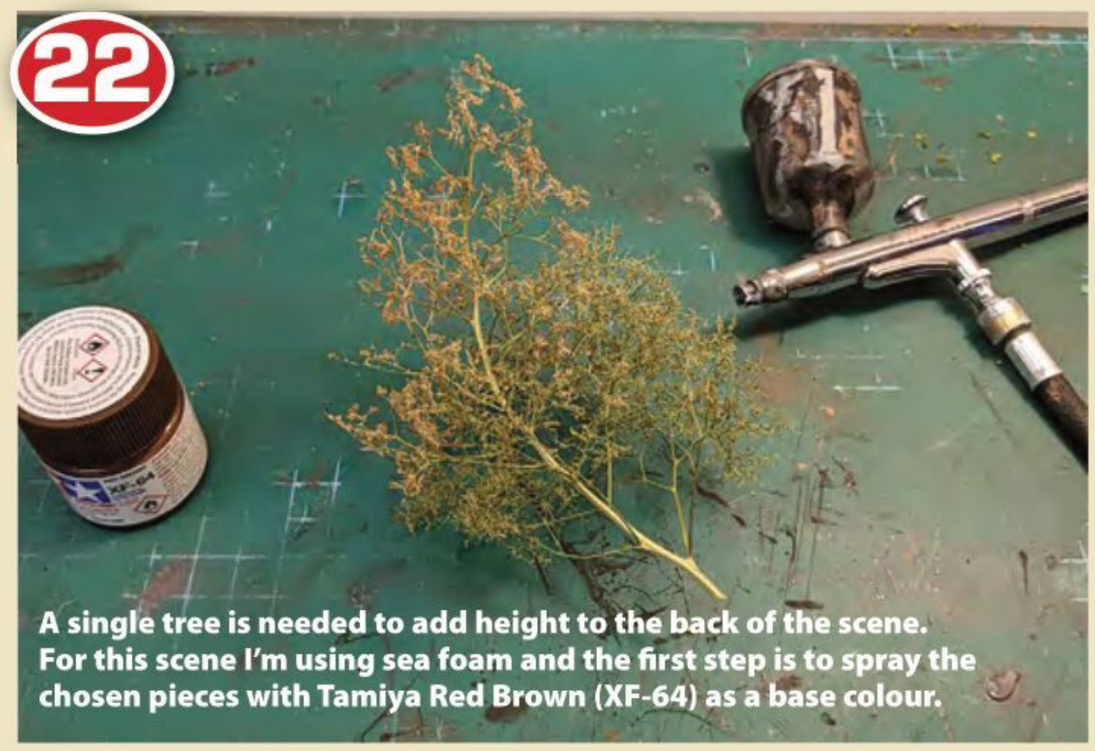
To suggest burning of the hedge in the centre, it was sprayed with Tamiya Nato black using an airbrush for control. The ground in front of the hedge, where the car will stand, was painted with the same colour.



Once the Tamiya Nato black is fully dry, I used some titanium buff (cream) acrylic and dry brushed the burnt ends of the hedge to give the effect of charred branches and ash. Next, I added some real ash left over from a barbeque fixed in place with WWS layering spray.



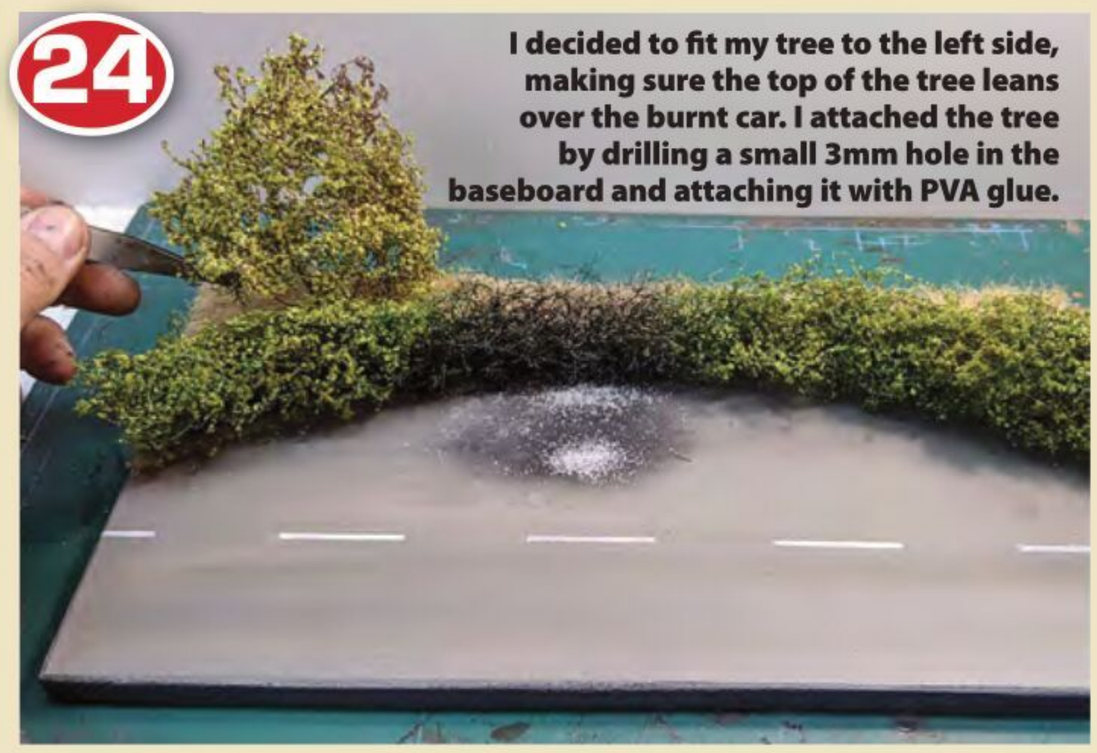
With many high temperature fires you see broken glass. For this I used a simple but effective method which is to sprinkle table salt over the ground fixed in place with the same layering spray from WWS.



A single tree is needed to add height to the back of the scene. For this scene I'm using sea foam and the first step is to spray the chosen pieces with Tamiya Red Brown (XF-64) as a base colour.



To add foliage, apply a liberal coat of layering spray to the tree and then sprinkle a selection of Woodland Scenics turfs over it. As the tree is bent over the car fire, I decided not to add foliage to the very top to give it that singed brown look from the heat.



I decided to fit my tree to the left side, making sure the top of the tree leans over the burnt car. I attached the tree by drilling a small 3mm hole in the baseboard and attaching it with PVA glue.

Intermediate
Beginner SKILL LEVEL

25 **Figures are always a key part to any model scene and with this diorama Modelu figures fitted the bill perfectly. Using 1355 Police, 1100 Shunter Leaning, and a scan of myself, I set to work painting them to suit the period.**



26



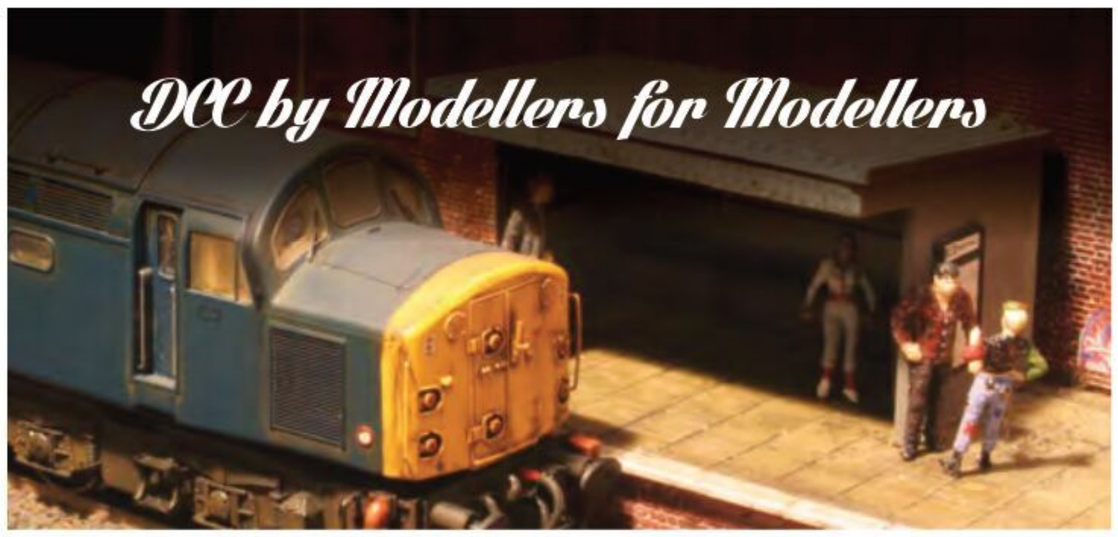
For me this is the fun part, bringing the scene alive. The vehicles and figures were attached using a spot of superglue including 'me' and the police officer having words about the incident.

27 **Traffic cones, a brush by the recovery lorry and its driver leaning against the load bed all add interest to the scene. It's always the small details which bring a cameo like this together.**

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Vauxhall Astra GSI	*www.oxforddiecast.co.uk*	76VX001
Ford Transit Mk 1 recovery lorry	*www.oxforddiecast.co.uk*	76FTB002
Police officer	*www.modelu3d.co.uk*	1355
Shunter leaning	*www.modelu3d.co.uk*	1100
'Little Dan'	*www.modelu3d.co.uk*	Special order
Nato Black acrylic	*www.tamiya.com*	XF-69
Flat Brown acrylic	*www.tamiya.com*	XF-64
Red Brown acrylic	*www.tamiya.com*	XF-10
Light flock	*www.green-scenes.co.uk*	T63
Medium flock	*www.green-scenes.co.uk*	T65
Light Rust paint pen	*www.migjiminez.com*	A.mig3515
Medium Rust paint pen	*www.migjiminez.com*	A.mig3510
Dark Dirt weathering wash	*www.florymodels.co.uk*	Dark Dirt
Rubberised horse hair	*www.wwscenics.co.uk*	05-1217-WWS291
Layering spray	*www.wwscenics.co.uk*	3U-0KX5-QT53
Sea foam	*www.wwscenics.co.uk*	02-1020-WWS002
Hanging basket liner	Garden centre	n/a
Neutral Grey acrylic	*www.daler-rowney.com*	084
Burnt Umber acrylic	*www.daler-rowney.com*	247
Titanium Buff acrylic	*www.daler-rowney.com*	024
Light Rust weathering paint	*www.squirestools.com*	n/a
Medium Rust weathering paint	*www.squirestools.com*	n/a





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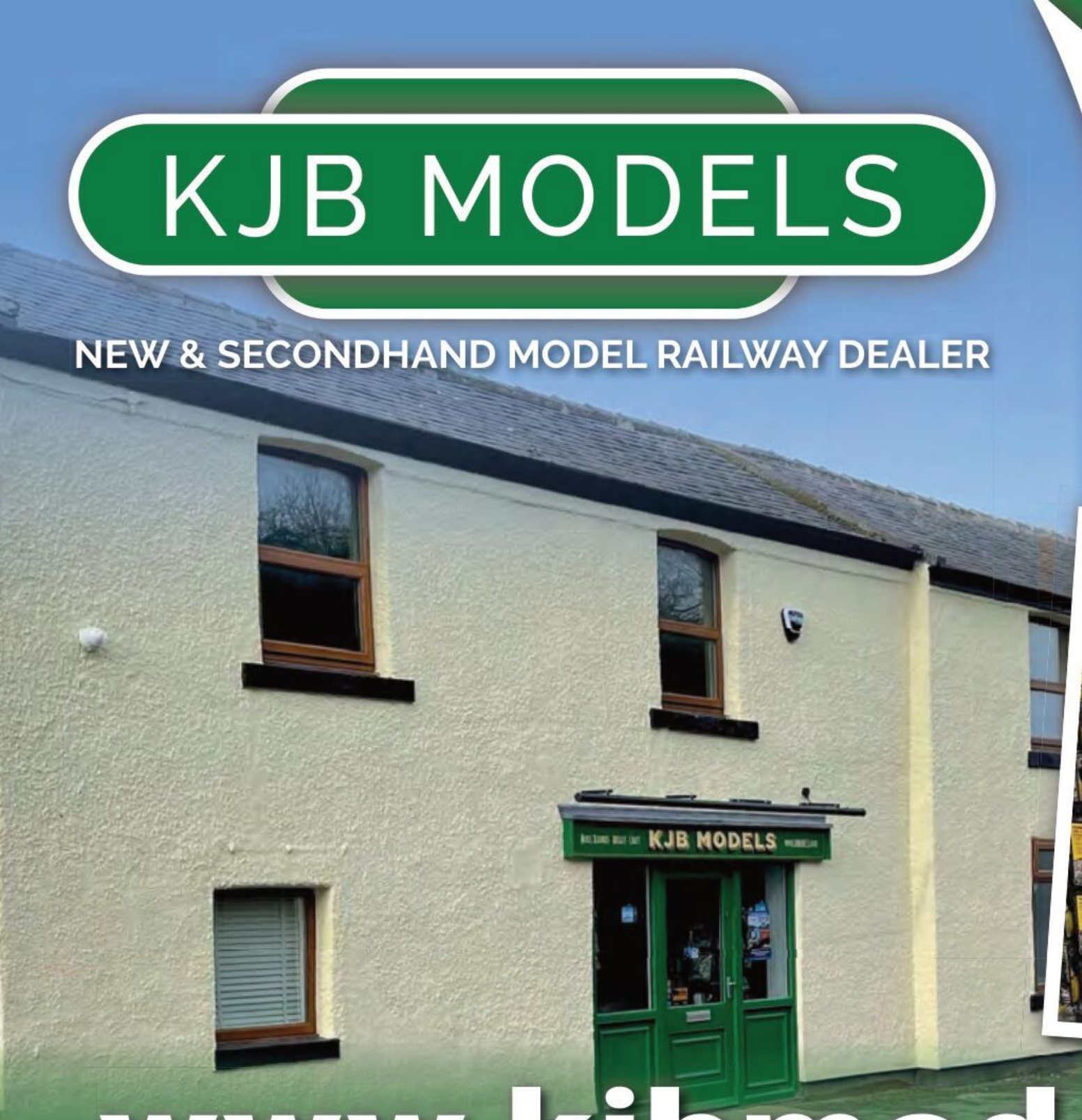
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SCRATCH BUILDING WITH TECHNOLOGY

TRISTRAM NEAL was inspired to build his own 0-4-0PT for 'OO' gauge using modern 3D printing and milling techniques to develop it from scratch. In this guide Tristram reveals why he chose the design and how he developed it into the finished locomotive.

Using a combination of 3D printing, a custom milled brass chassis block, a Mashima motor and Branch Lines gearbox, the GWR '95XX' 0-4-0PT adds character alongside a period GWR locomotive fleet.

THERE are many ways to make your own model locomotive. Skilled scratch builders form wonderfully detailed models from plasticard, brass and card with donor parts from an old locomotive, or white metal bodies with brass chassis kits.

As a child I watched with admiration as my father built numerous models. His skills and craftsmanship have always been something I try to aspire to reach. When I came back into the hobby two years ago, I enjoyed acquiring and learning new skills and growing my own railway set in my loft and documenting this journey on my YouTube Channel (OONeal).

Having amassed an increasing collection, I liked the idea of making my own locomotive to run alongside all the new products coming out from model railway manufacturers. With my background in engineering, as a design engineer for a radio control car company, I wanted to use my skillset to achieve this.

My thoughts turned to a GWR '64XX' 0-6-0PT as a good project, but the Bachmann ready-to-run version is hard to beat so my thinking moved to something more creative.

I have seen modellers make



"I used 2D drawings of pannier tanks in 4mm scale so I could work out roughly the look I was going for in the 0-4-0PT design."

TRISTRAM NEAL

versions of a fictitious 0-4-0 variant of the pannier tank using the Hornby 0-4-0 chassis. I have always loved the 'Pug' type locomotives with their small wheels, as well as the '1366' 0-6-0PTs which gave me a direction to go with. With the use of CAD (Computer Aided Design), a CNC (Computerised Numerical Control) milling machine, and a 3D printer, I would make most of the locomotive myself from scratch.

After a great deal of research and thinking, the first port of call was to speak with my father John Neal to find out where to source items for the build of the locomotive. Branch Lines was my first stop, as the foundation of the design would start around one of its gearboxes, followed by the wheelbase and then wheel size.

For slow smooth running, the 50-ML gearbox option looked to fit my needs, with this being a little shunter; it wouldn't be going fast. To maximise the room on the inside of the body, and to fit the intended DCC sound decoder, I wanted to use a small motor. I chose the Mashima 9x16, with a small flywheel attached to the back for smoother running. With the small attractive 'Pugs' in mind with their small wheels, I opted for Romford 14mm diameter wheels and appropriate axles.

Once the package arrived, I needed to reverse engineer all the parts and model them up in CAD to start building the 3D model. This started with the basic chassis having a wheelbase of 25mm, which would be 8ft 2in in 1:1 scale. I chose to make it from solid brass, to add some weight, which I would CNC machine on a home built mill in my garage. I went through the process of using CAM (Computer Aided Manufacture) programming to generate the G Code for the machine to read, and ended up making a number of the chassis until I felt I had the perfect design.

I used 2D drawings of pannier tanks in 4mm scale so I could work out roughly the look I was going for in the 0-4-0PT design. This took some time as modelling of all the parts on the locomotive had to be done as you will see in the pictures. The 3D model took around a month of evenings to draw up, which during lockdown gave me something to keep me entertained.

To make the body, I utilised my entry level resin 3D printer Anycubic Photon, which I use for many purposes. However, through this process I found I could not get the quality I desired. This pushed me to invest in an Anycubic Photon Mono X, which works well but still requires the right setting up of the part. However, the extra effort was worth it for a better finish. The printer could print much larger parts and had many improvements in technology than the entry level printer I originally bought.

In developing the 3D parts the main issue I faced was getting the features and details nicely formed, and to do this you need to print more parts separately. The resin printer works by printing in layers of 0.05mm (or even finer increments, if you wish), and on each layer, with the use of ultra violet light, it sets the UV curing resin in the shape that a 4K resolution LCD screen emits. This builds up in layers and gives you a near perfect part, providing you have given it enough supports from the build bed.

After assembly of the body, I had fun with the airbrush: admittedly I am not very experienced and didn't achieve the smooth finish that I was originally hoping for, but I learnt a lot about the process for next time.

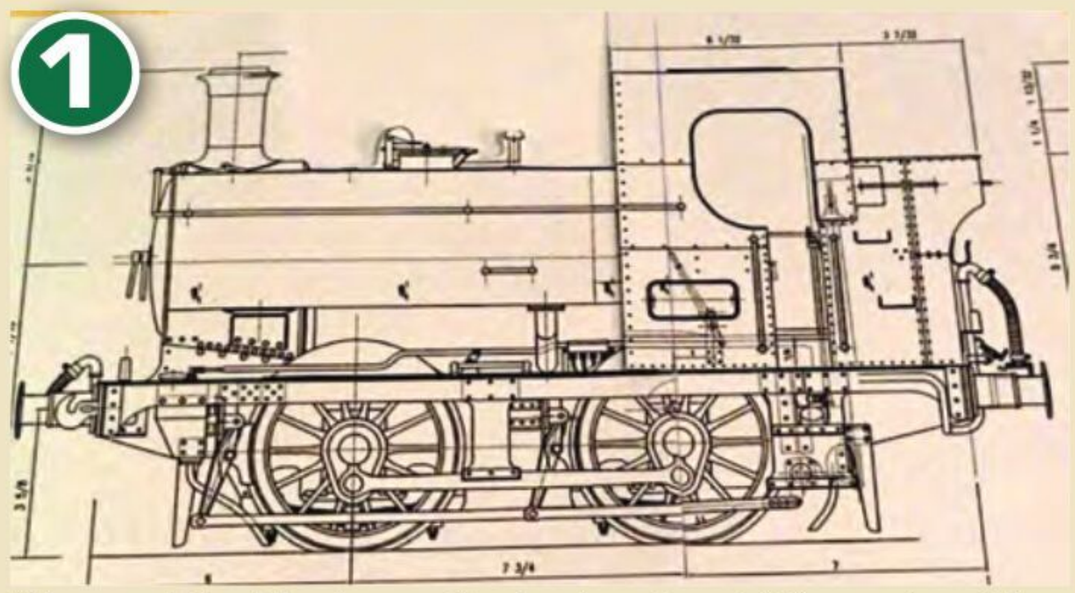
Throughout the whole 0-4-0PT build I hadn't decided what to call it, and after looking at options, I felt calling it a '95XX' and numbering it 9500 seemed fitting, as though the locomotive was planned, it was never built.

After a great amount of time, effort and planning it gave me enormous satisfaction to see my very own locomotive running around my track, the cherry on the cake of this whole project I started.

The following step by step guide shows how the locomotive came together from the ground up and you can see video of the finished '95XX' running at *www.keymodelworld.com*. I hope this feature shows an alternative route to scratch building and how modern technology, with the right software and equipment, can generate a detailed model. **HM**

USEFUL LINKS	
Branch Lines	*sales@branchlines.com*
Anycubic 3D printers	*www.anycubic.com*
Historical Model Railway Society	*www.hmrs.org.uk*

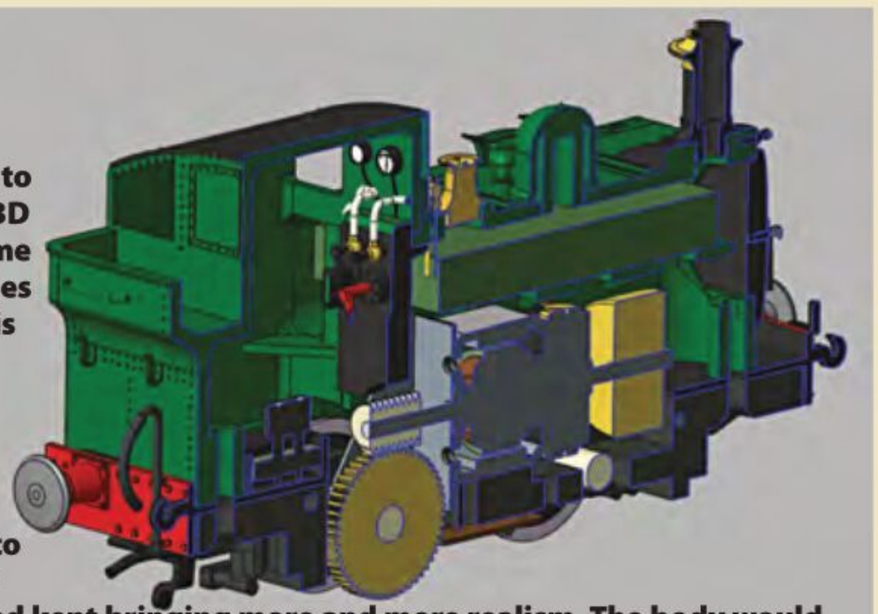




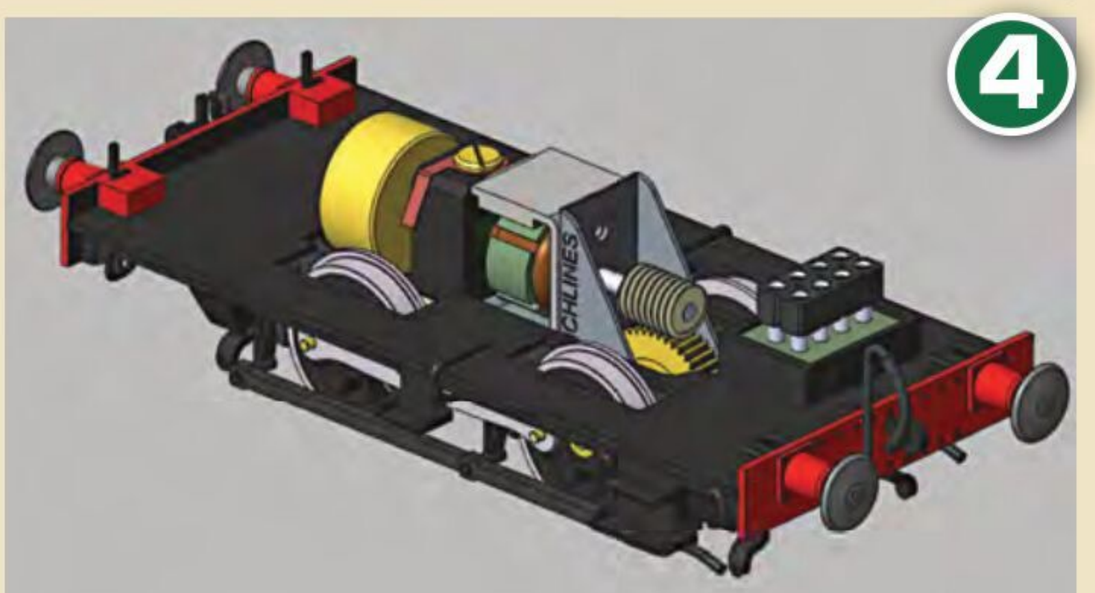
Using my old Ian Allan Locomotive drawings, I overlaid images to get the look of the fictitious GWR '95XX' 0-4-0PT that I wanted to create. The wheels were oversize, but that gave the general look of it and I knew which path I was going down.



Researching and parts collection: this was essential to be able to start drawing anything. The motor, gearbox, wheels and flywheel were all obtained from Branch Lines to allow reverse engineering of the chassis design.



Using CAD to create my 3D models came in two stages - the chassis design and then the body. The body was very satisfying to do, as each detail added kept bringing more and more realism. The body would be 3D printed, but it was essential to include space for the mechanism and digital sound too.



The chassis design was built around the gearbox, Mashima motor and Romford wheels. I also integrated an 8-pin decoder socket at the rear of the locomotive inside the coal bunker.

Intermediate
Beginner SKILL LEVEL Advanced

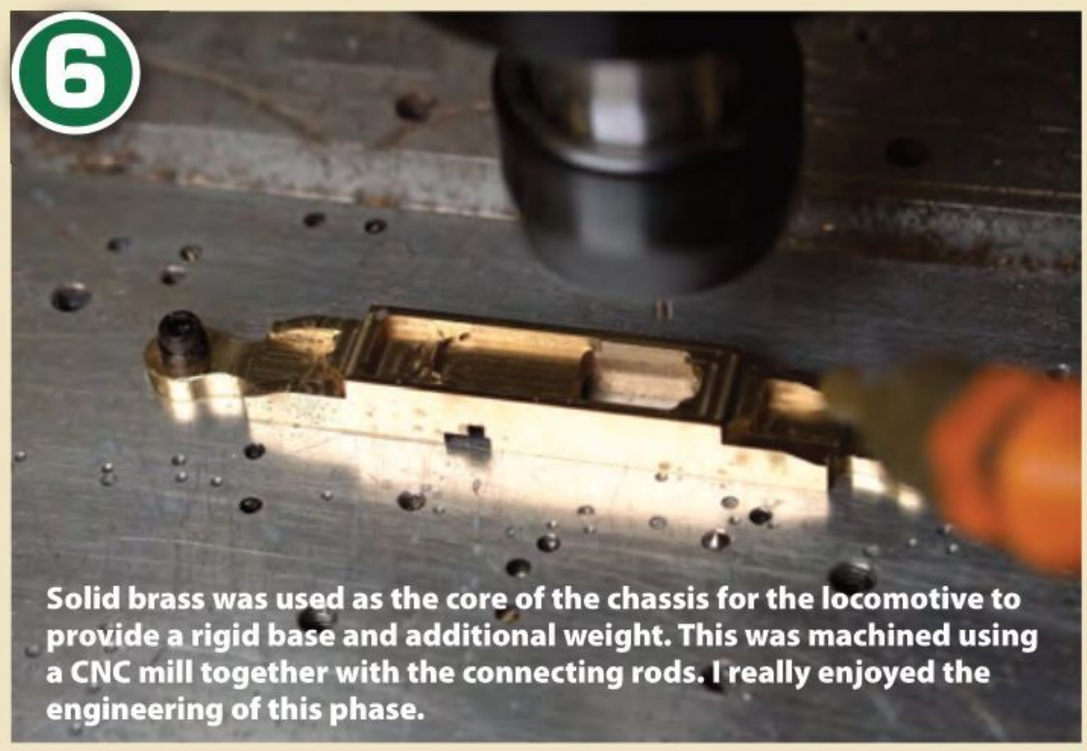
This little 0-4-0PT was never part of the GWR fleet, but it looks at home working as a yard shunter on the coaling ramp.

5 Once the model design was complete, the software generated 3D renders which showed how the finished model would look. These images gave me a lot of motivation to get the locomotive completed.

Thanks to Dave Foster for the help on this part.

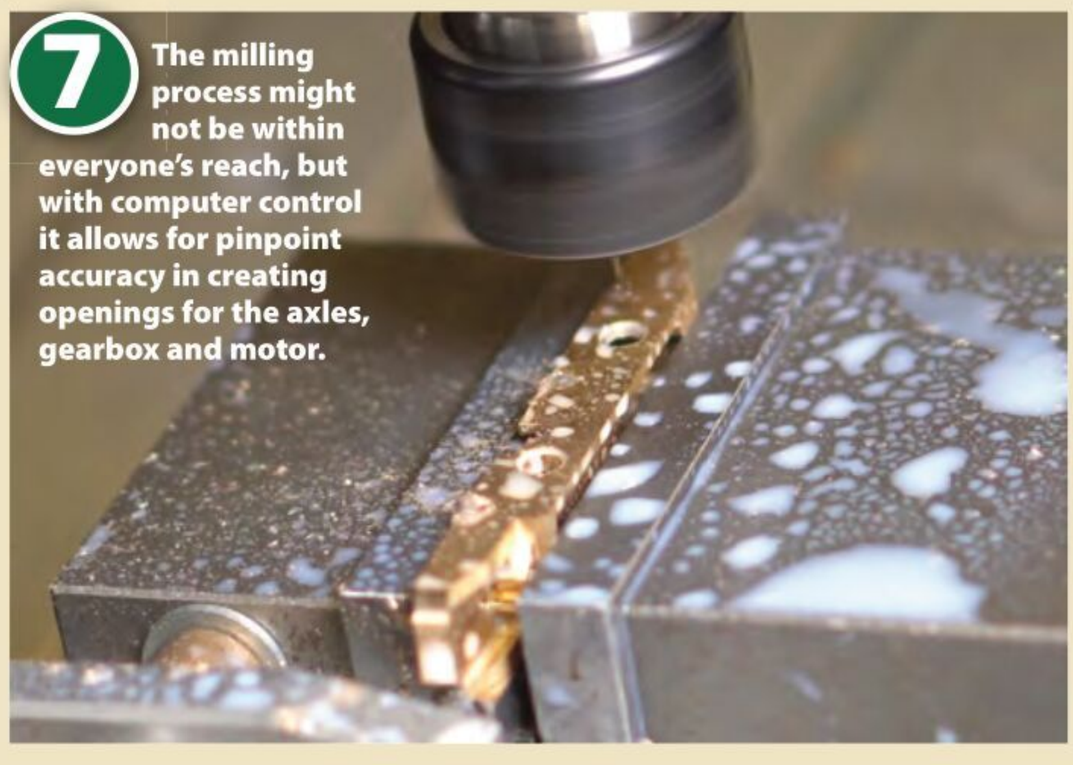


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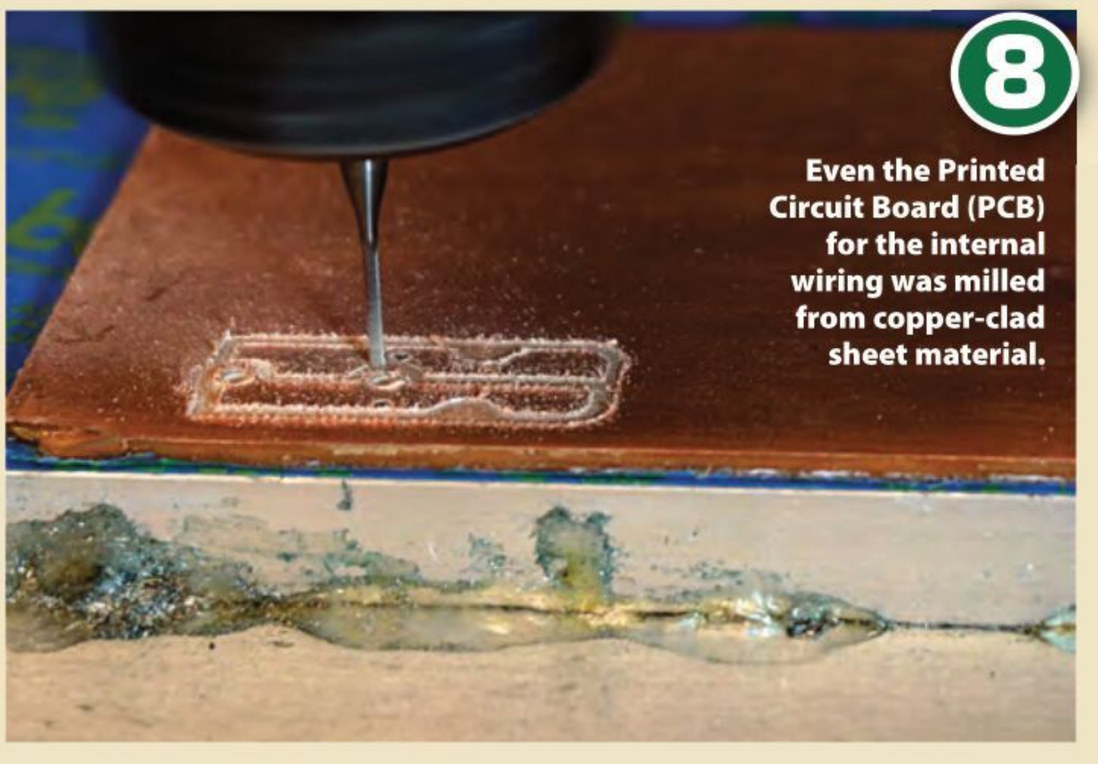


Solid brass was used as the core of the chassis for the locomotive to provide a rigid base and additional weight. This was machined using a CNC mill together with the connecting rods. I really enjoyed the engineering of this phase.

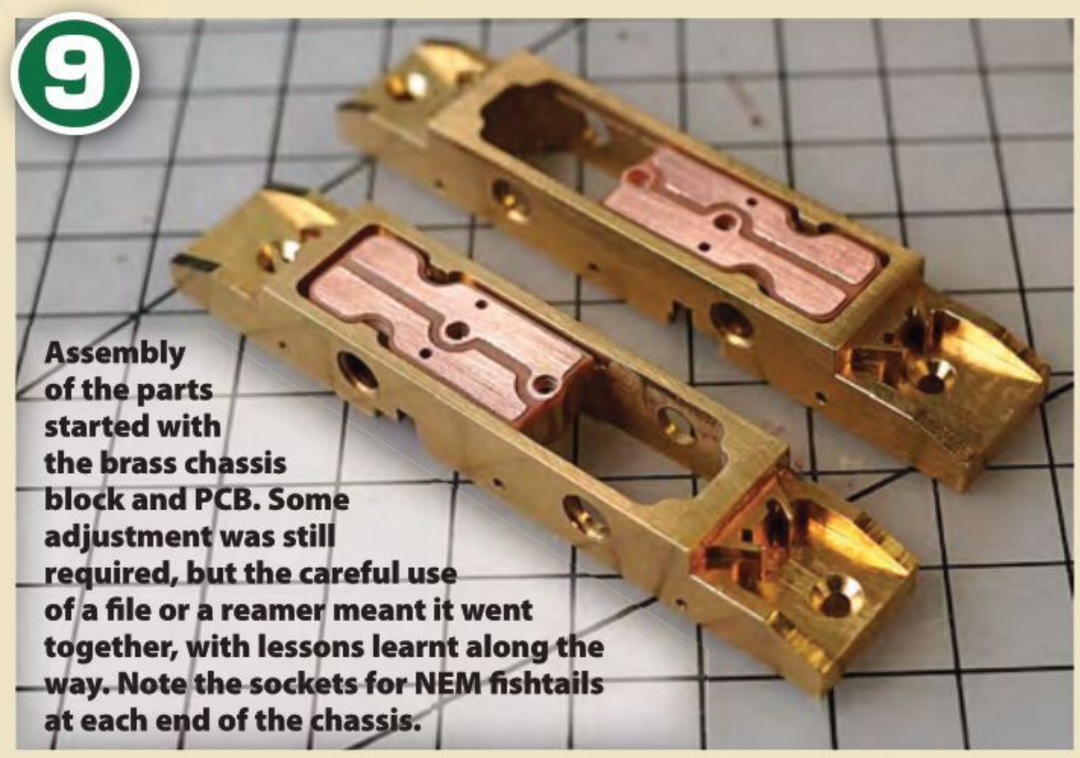
7 The milling process might not be within everyone's reach, but with computer control it allows for pinpoint accuracy in creating openings for the axles, gearbox and motor.



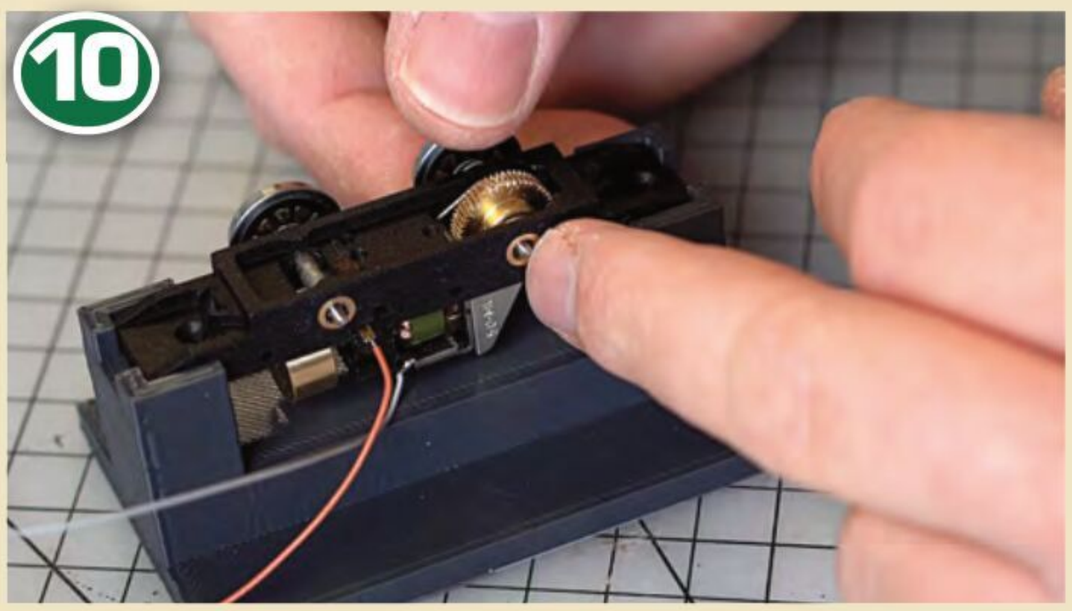
8



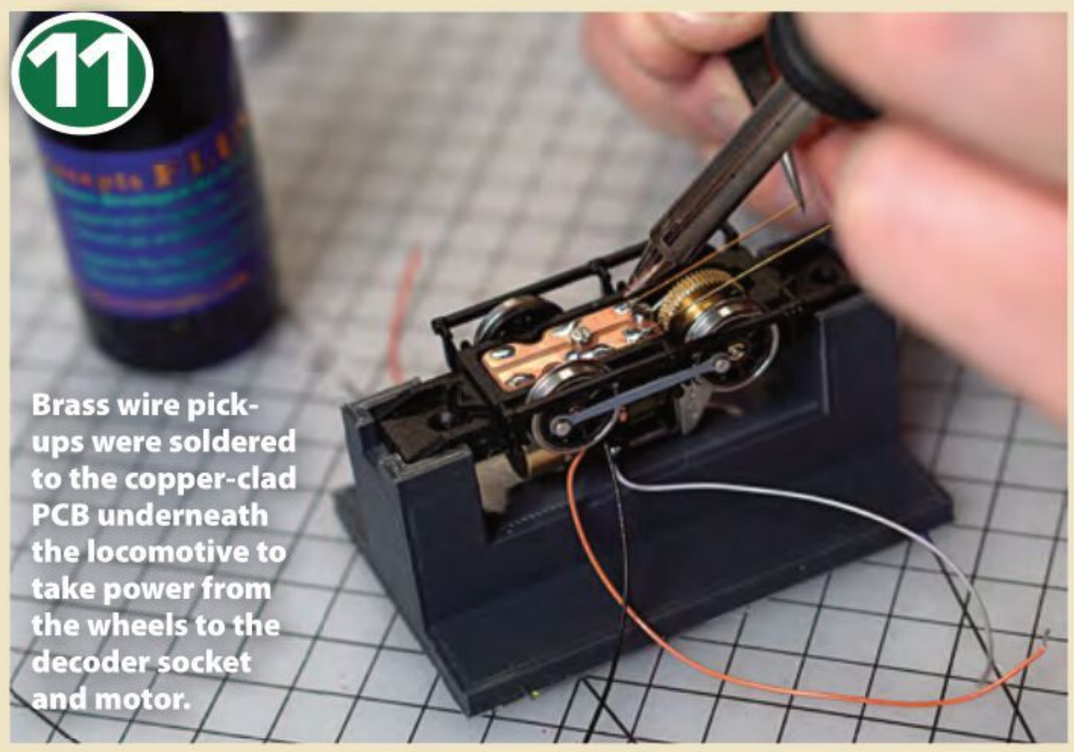
Even the Printed Circuit Board (PCB) for the internal wiring was milled from copper-clad sheet material.



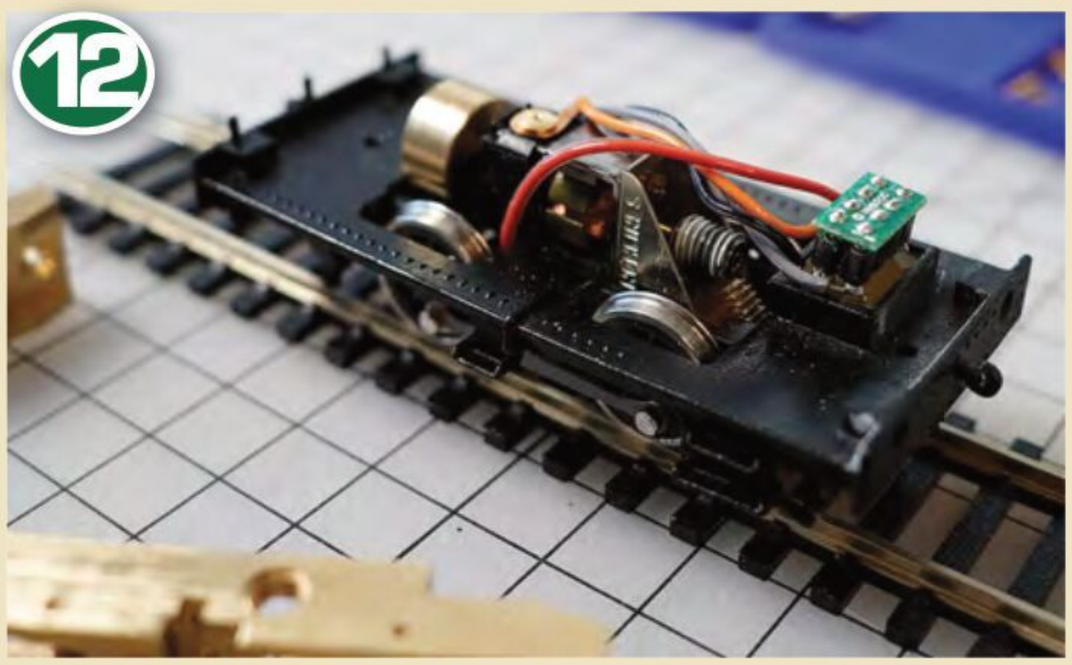
9 Assembly of the parts started with the brass chassis block and PCB. Some adjustment was still required, but the careful use of a file or a reamer meant it went together, with lessons learnt along the way. Note the sockets for NEM fishtails at each end of the chassis.



10 After assembling the chassis in a dry run it was painted black and the final build took place ensuring everything fitted correctly. To assist in assembly I made a 3D printed support for the chassis.



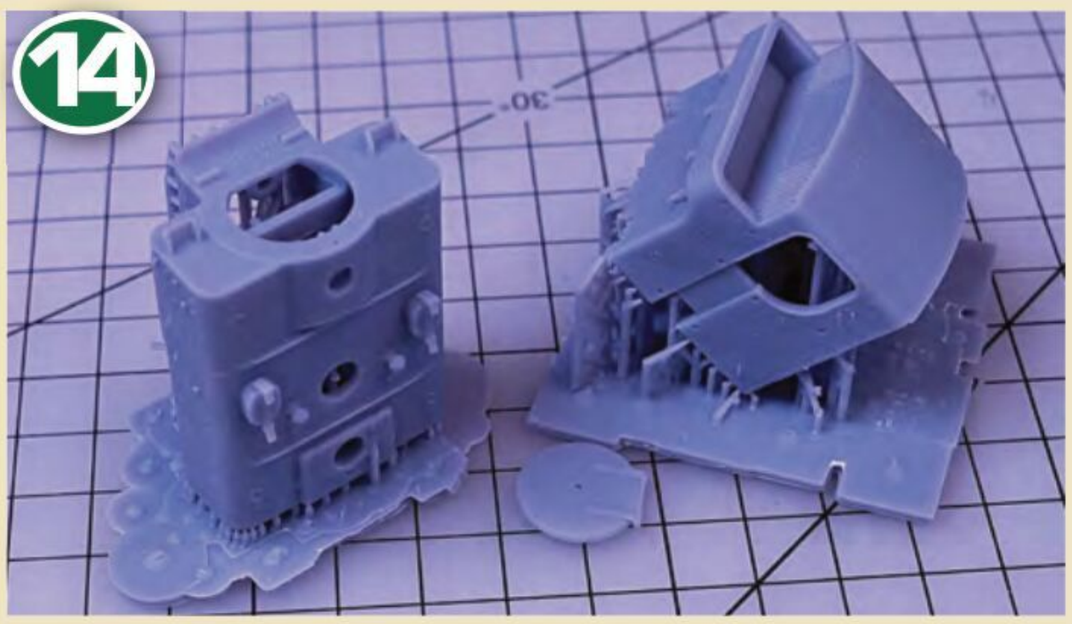
11 Brass wire pick-ups were soldered to the copper-clad PCB underneath the locomotive to take power from the wheels to the decoder socket and motor.



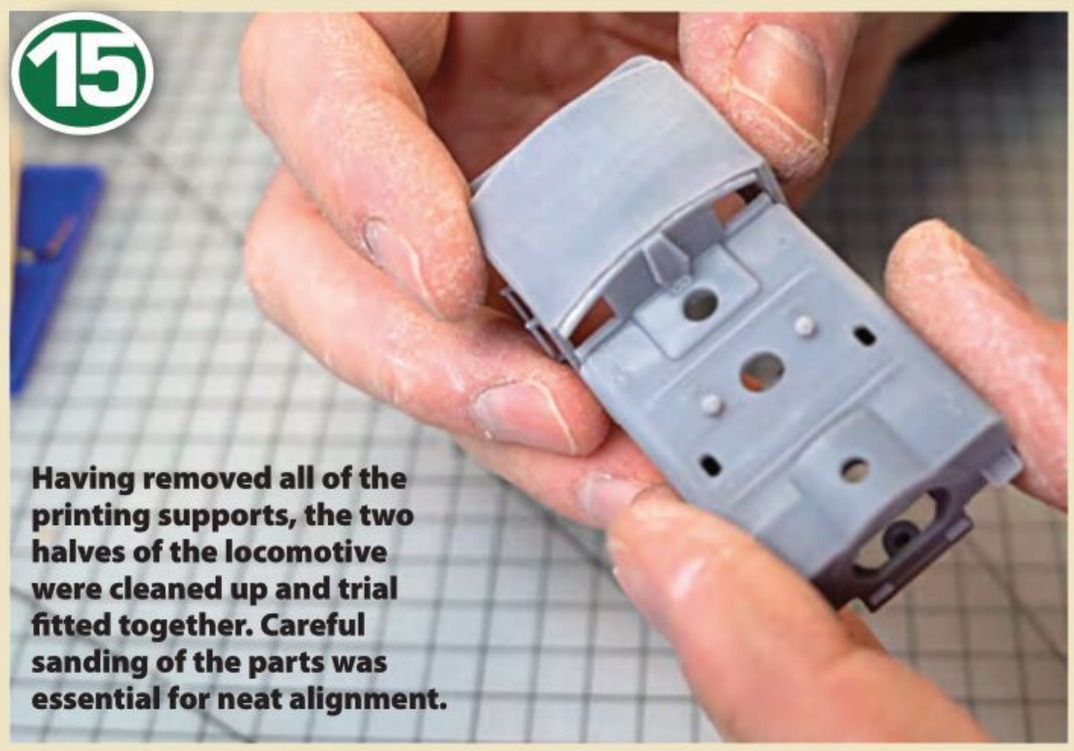
12 Once built, the chassis mechanism was run in on my own layout until everything was running smoothly.



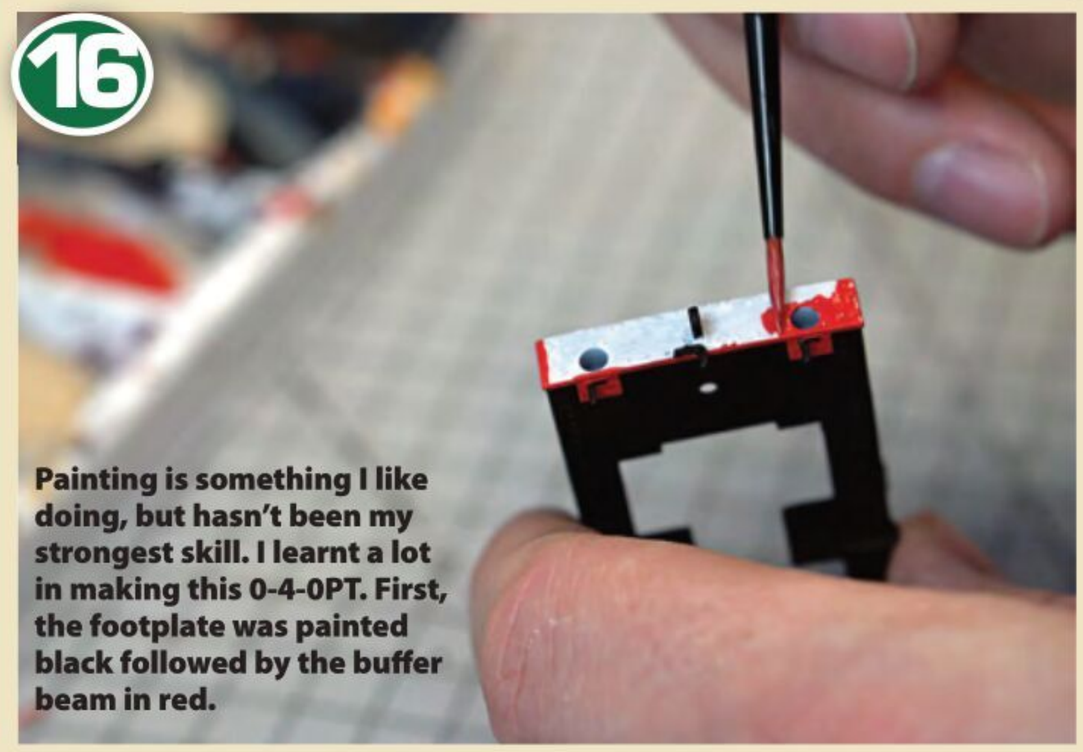
13 3D printing the body took the most amount of time out of the entire build, with various prints not forming all the details properly. I cured this by adjusting the angles of my prints or separating them from the main body.



14 The final version of the main prints for the locomotive body saw the cab and pannier tank sections printed separately. Here you can see the inclined angle used for the cab to assist in its printing and curing.



15 Having removed all of the printing supports, the two halves of the locomotive were cleaned up and trial fitted together. Careful sanding of the parts was essential for neat alignment.



16 Painting is something I like doing, but hasn't been my strongest skill. I learnt a lot in making this 0-4-0PT. First, the footplate was painted black followed by the buffer beam in red.

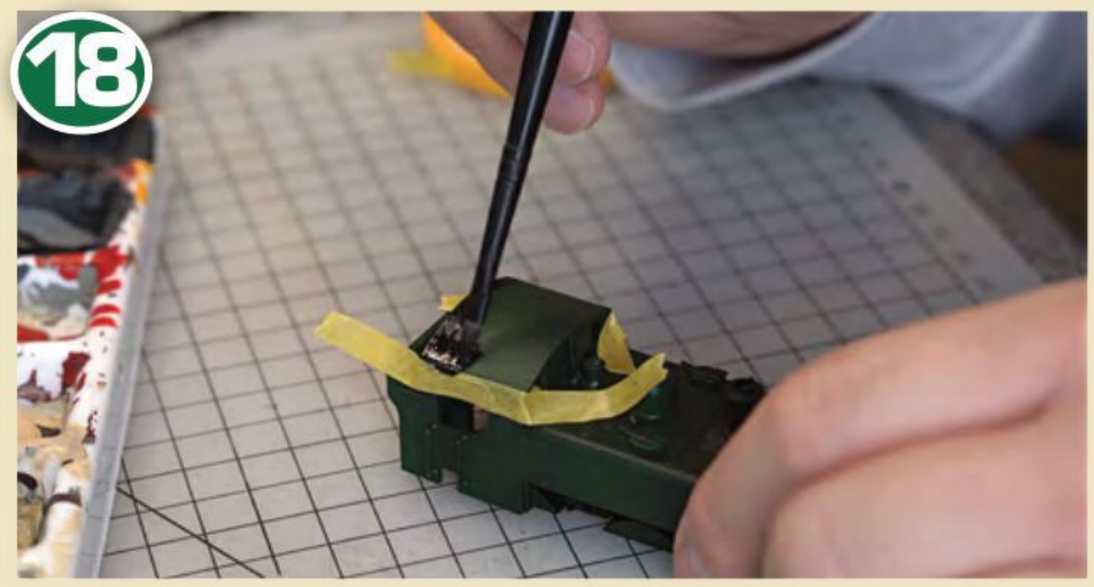
Intermediate
Beginner SKILL LEVEL Advanced



The '95XX' 0-4-0PT eases through the pointwork in the shed yard alongside its larger '64XX' 0-6-0PT sibling.

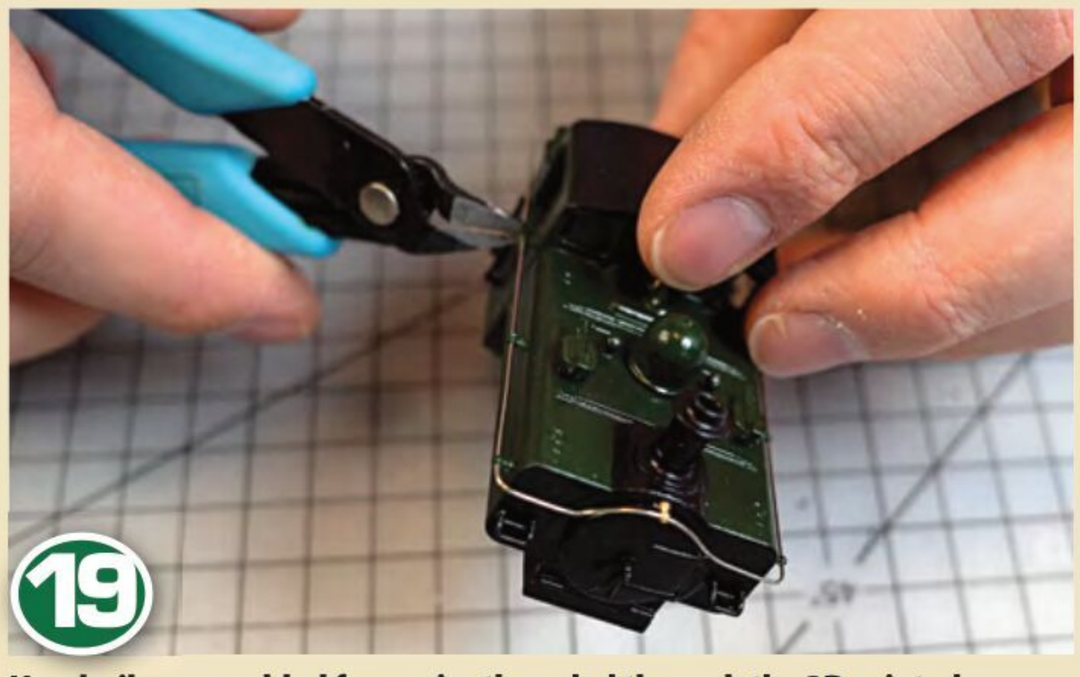


17 Using an airbrush on the body, I didn't get the paint as smooth as I would have liked, but after a few coats of varnish it came out quite nicely. It's a case of building up the paint in thin layers for the best result.



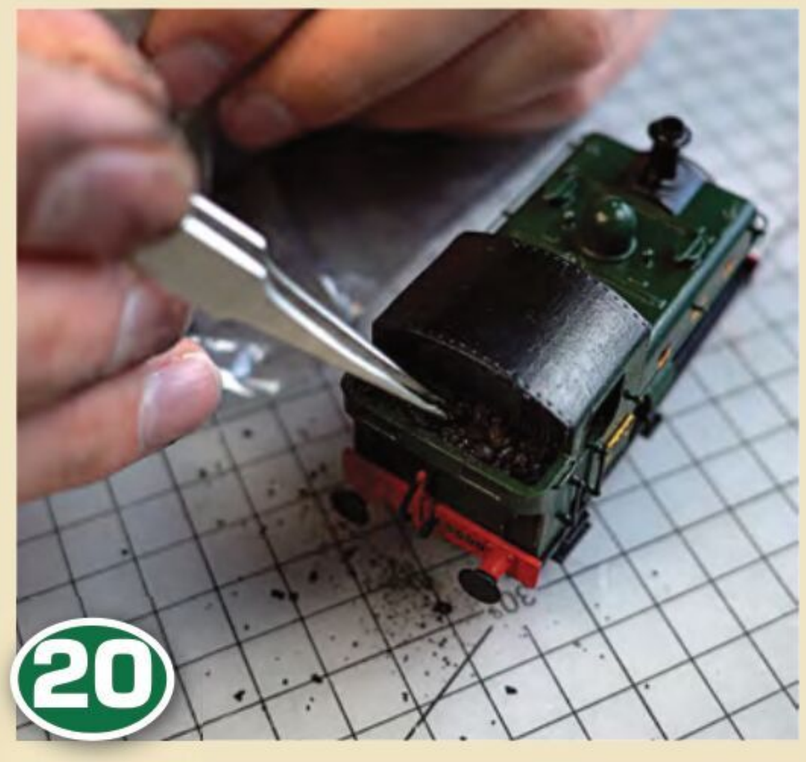
18

The finishing touch for the main body colours was to paint the roof black together with the smokebox door, pannier tank fronts and chimney. I used Tamiya masking tape to ensure there was no bleed over the airbrushed GWR green body colour.



19

Handrails were added from wire threaded through the 3D printed handrail supports. A whistle and crew were also added.



20

Real coal was added to the top of the bunker for a realistic effect. It is held in place with PVA glue which dries clear. GWR lettering from Historical Model Railway Society (HMRS) sheet PX7P was also added to the model together with a 3D printed 9500 numberplate on the cabside to complete the project.

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Rossiter Rise

Rossiter Rise is **TERRY TEW'S** second North London-based 'OO' gauge layout. In its debut feature, Terry explains why he decided to build a new layout and why he stayed with the North London theme.

PHOTOGRAPHY, TREVOR JONES

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	11ft 6in x 2ft 8in	NORTH LONDON	1950s	DCC, NCE Powercab

ROSSITER RISE is a fictitious through station set somewhere in West/North West London during the mid-late 1950s.

My previous layout, Earl's Court, had appeared at almost 50 exhibitions and a new project was beckoning. I had spent a lot of time and effort producing a range of ex-North London Line/Euston-Watford EMUs and these had always been popular at shows and having done so I really wanted to be able to continue running them in a new scenario. In addition I had accumulated a large collection of London Transport items including passenger and engineering stock. I wanted a layout that would allow all this stock to be run alongside and also be able to provide varied and almost continuous movements which paved the way for Rossiter Rise.

The layout consists of a main scenic section placed centrally with a traverser storage yard to the left and a second off-scene yard to the right. This section also has scenic interest in front with the interior of a London Transport (LT) works portrayed.

I constructed the main board and storage yard myself but purchased a kit to build the traverser. The layout »



Below: **A BR built Class 501 three-car unit eases into the main line platforms at Rossiter Rise alongside a pair of Q Stock vehicles on the London Transport line. The background has been built up to suggest distance in this compact scene.**

"I love producing and collecting unusual items of rolling stock and much of this is in evidence on Rossiter Rise."

TERRY TEW

is in the 'cameo' style, being fully enclosed including a hood. Lighting is provided by a mixture of 'daylight' bulbs controlled by a dimmer switch and LED strips with controllable colour, hue and brightness. This enables me to obtain the optimum lighting whatever the surroundings.

At the front of the main scenic section is a small LT depot with two tracks leading into the works plus a headshunt leading to a single road steam shed. Directly behind this is a London Underground bay terminus platform. Then there is a pair of through tracks constructed as four-rail DC in the style of LT and the North London Line. Finally, at the back, is a through bay platform which is non-electrified.

The points in the depot are hand-built and the remaining track is a mixture of scale brands. I spent a lot of time detailing the LT track including cables, timber blocks and the like to really help set the scene.

There are three working signals on the layout – a Dapol semaphore to the main line bay platform, a scratchbuilt colour light signal in the unusual style installed on the Euston-Watford line by the LMS and finally a 3D printed 'pigs ear' LT colour light signal.

SCENERY

The structures on the layout are a mixture of scratchbuilt, kit-built and modified off the shelf. The row of terraced houses to the rear of the layout is scratchbuilt using my own resin castings. They are based on typical





Above: **A two-coach Standard Stock unit formed of a Control Trailer and Driving Motor Coach enters Rossiter Rise through the narrow London Transport bore while an ex-LNWR 'Oerlikon' unit waits in the station. The Standard Stock set replicates similar two-car units which were used off-peak on the Northern City Line between Moorgate and Finsbury Park.**

Left: **London Transport rolling stock is a particular interest to builder Terry. Battery locomotive L59 awaits its next turn of duty alongside 'F' 0-6-2T L52 outside the works building.**

Right: **Ex-Metropolitan 'F' 0-6-2T L52 stands in the yard with a scratch-built sump wagon while a 1957 BR Class 501 EMU enters the station and a North British Type 1 passes through with a parcels working.**

London houses but in particular those in Rillington Place where the infamous Christie murders occurred. This provided me with a vast amount of film and stills to use as inspiration. The block of flats is from the Skytrex range and the overbridge station building uses Auhagen parts. The buildings over the lines to the left are scratchbuilt, mainly in styrene.

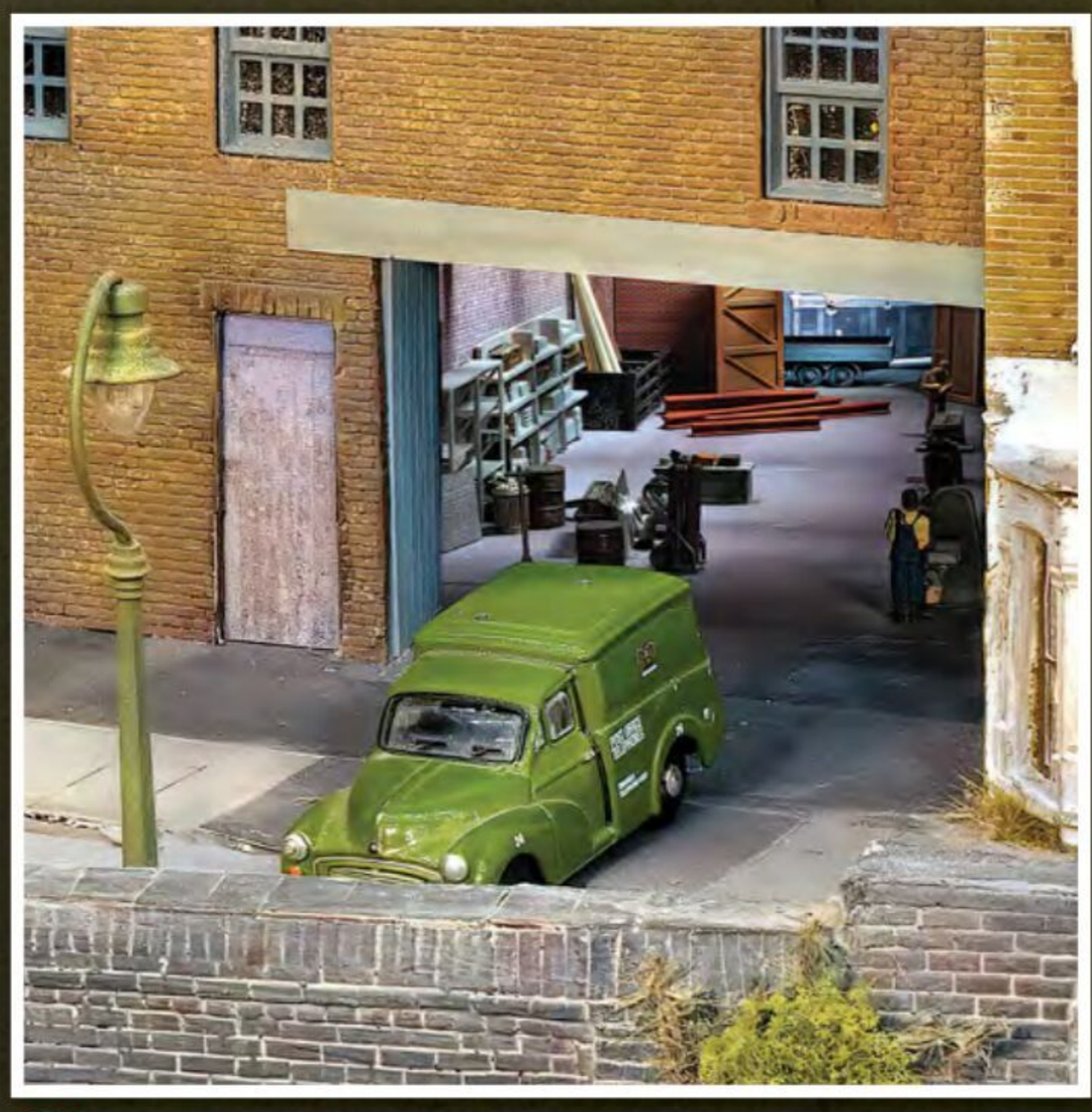
The platform station building utilises LNWR parts (now available via Peco) and the roof is scratchbuilt, being based on the one which existed at Belmont.

The LT steam shed is from an unknown kit while the water tower and LT depot are modified 'ready to plant' items. The signalbox and small depot hut are from the Severn Models range. »





5 **Ivatt '2MT' 2-6-0 46440 draws to a halt in platform 4 with a local service as a Sulzer Type 2 chatters through the station on the DC lines with a parcels working. Positioning of the buildings adds depth to this compact scene.**



6 **To expand the apparent depth of the layout, forced perspective has been used, including through the warehouse at the back.**

Tucked away at the rear of the layout is an open industrial doorway through which can be viewed an engineering works. This is actually a small box which hangs on the outside of the backscene and is created using 'forced perspective'. Those exhibition visitors that spot it are often confused by how it's done and some have been invited around the back of the layout to see the illusion for themselves first hand.

I have tried to arrange the buildings in such a way that obvious thin, low relief is avoided. Also in one rear corner, the block of flats is angled and in the opposite corner a small cameo including a partly hidden London bus helps to create an illusion of depth.

To the front of the right-hand storage yard I have created a viewing panel which allows the modelled interior of the depot to be seen. This adds additional interest rather than it being just a blank board covering unseen stock. The traverser yard is visible behind the operator at the front of the layout, this means there is something for the visitors to see along practically the whole length of the layout both on and off scene.

Rossiter Rise is run using Digital »

Rossiter Rise is a compact scene which is DCC operated using the NCE Powercab. It is presented with full lighting for impact on the exhibition circuit.

Command Control with the majority of motive power sound fitted. It is designed to be run by two operators, one at the front and one at the back, but can be operated by one person if necessary. Tony Dean and Harry Pollard (both members of Maidenhead & District Model Railway Club) both regularly operate the layout with me. One operator controls the LT depot and bay platform from the front whilst the rear operator controls all the main line movements.

ROLLING STOCK

I love producing and collecting unusual items of rolling stock and much of this is in evidence on Rossiter Rise.

"The structures on the layout are a mixture of scratchbuilt, kit-built and modified off the shelf."

TERRY TEW

The following items are regular performers. In the LT depot are 'F' 0-6-2T L52, ex-District Railway 0-6-0T L30, wheel carrier L9, ballast driver L64, a pair of battery locomotives, '57XX' 0-6-0PTs L91 and L92 and Metropolitan Railway Bo-Bo No. 9. There is also a selection of engineering stock. The LT bay shuttle service is operated by a two-car Standard Stock unit based on examples which ran off-peak on the Northern City Line, and a two-car Q Stock unit.

On the main line tracks are a three-car LNWR 'Oerlikon' unit, a three-car LMS unit and a three-car 1957 BR Class 501 EMU. There are also three-car BUT/ACV experimental units, Ivatt '2MT' 2-6-2Ts with two push-pull coaches, a Webb 2-4-2T, '2MT' 2-6-0s, and Classes 15, 16 and 24 from the BR diesel fleet.

When helping to operate the layout, Harry and Tony bring their own stock to supplement mine. There are also numerous projects in production including Metropolitan T Stock (panelled and flush-sided versions), LT 'H' (ex-District C & D) Stock, Ashbury (Chesham branch) coaches, an LNWR origin driving trailer and more.

ON SHOW

The layout took about four years to build with the scratchbuilt structures being particularly time consuming – but I'm pleased with the outcome.

Pre-2020, Rossiter Rise appeared at three exhibitions. Unfortunately some high profile shows at which it was booked have been postponed, including Alexandra Palace, Doncaster, and Bristol, but hopefully these will be fulfilled during 2022 or 2023.

Confirmed bookings for late 2021 (subject to restrictions being lifted) include Tring & District Model Railway Club on September 25, Epping Railway Circle on November 13 and South Hants MRC on November 20.

I would like to thank Tony Dean and Harry Pollard for their assistance and advice and also my partner Linda whose support and tolerance contributes greatly to my modelling. **HM**



7 An ex-LNWR 'Oerlikon' unit is standing at platform 2 while an Ivatt 2-6-2T is on a push/pull service on the non-electrified line. In the yard LT Bo-Bo No. 9 shunts a brake van while a trio of steam locomotives simmer between duties.

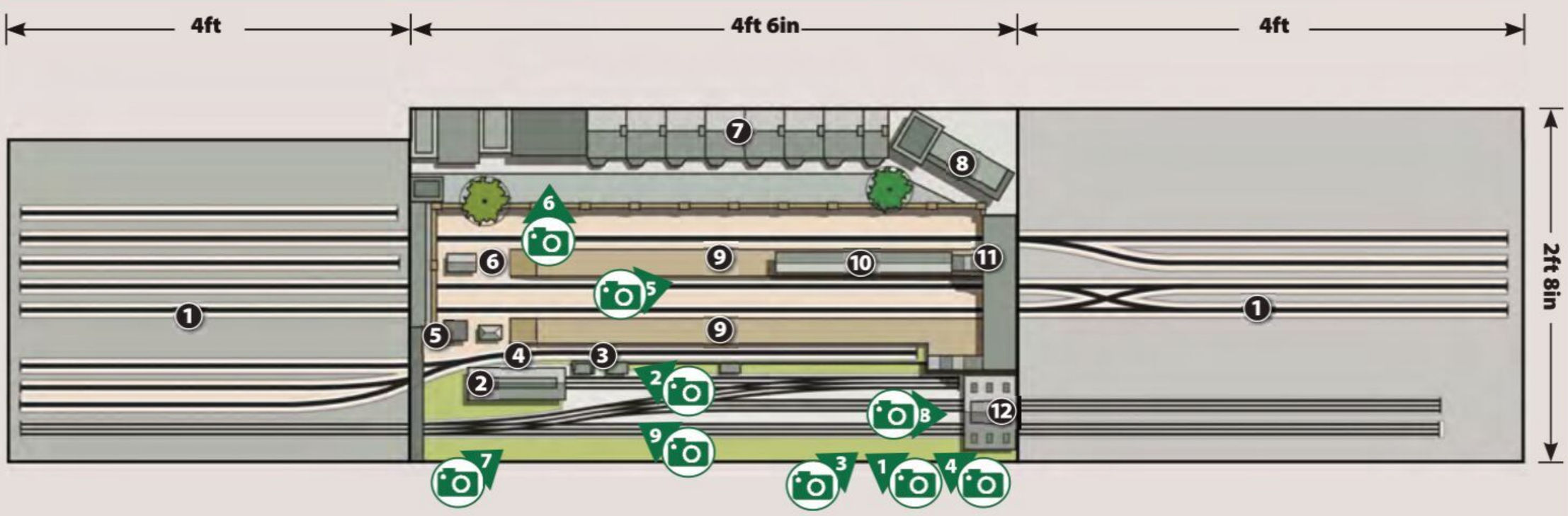


8 To add interest in front of the right-hand storage yard, the interior of a works building has been created. Ballast Driver L64 and battery locomotive L59 stand inside the works.



9 Ex-GWR 'Panniers' are an essential part of the late steam era London Transport network. L91 simmers in the steam shed as electric units pass behind.

ROSSITER RISE TRACK DIAGRAM (NOT TO SCALE)



KEY			
1 Storage yard	4 London Transport line	7 Terrace houses	10 Canopy
2 London Transport steam shed	5 Water tower	8 Flats	11 Station building
3 Coal stage	6 Signalbox	9 Platform	12 London Transport works

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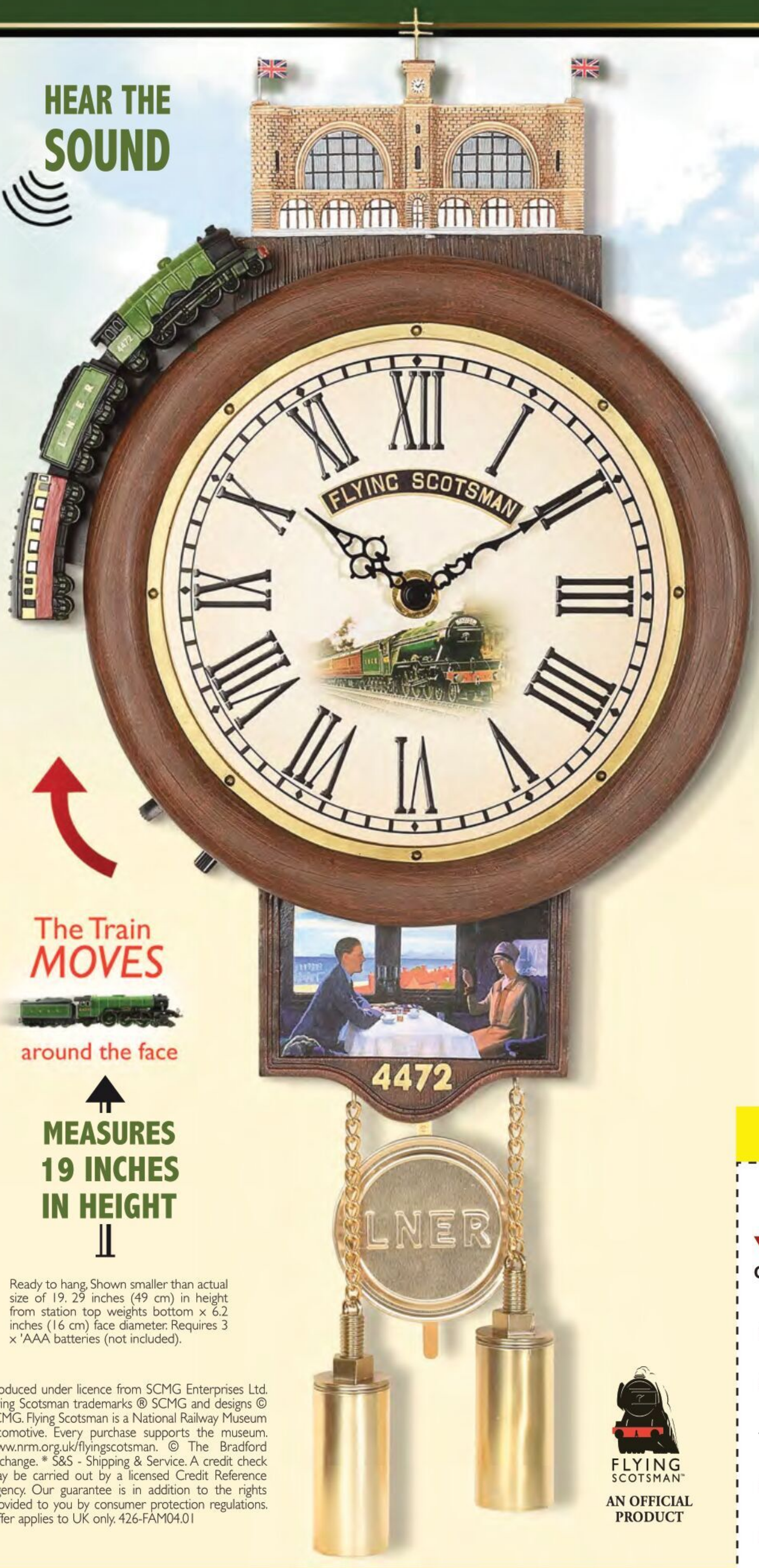
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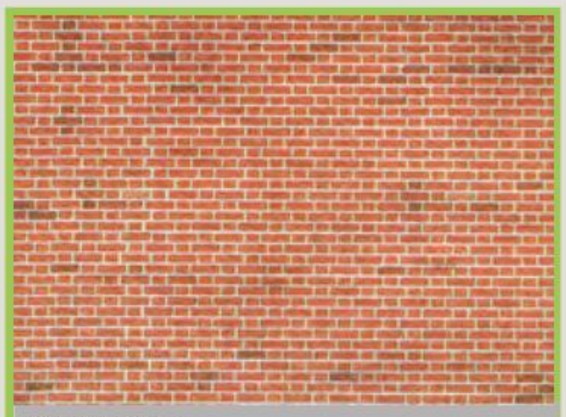
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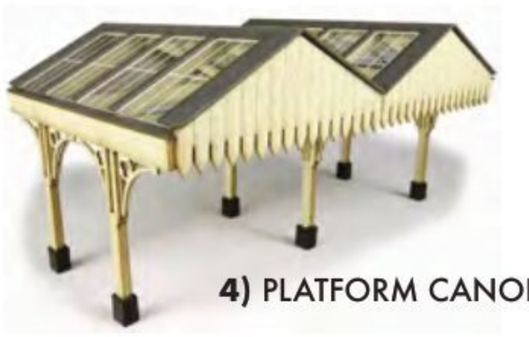
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A brand-new model of the final batch of GWR AEC railcars has been produced for 'OO' gauge for the first time since the Lima version of the 1980s.

MIKE WILD inspects Heljan's new release.

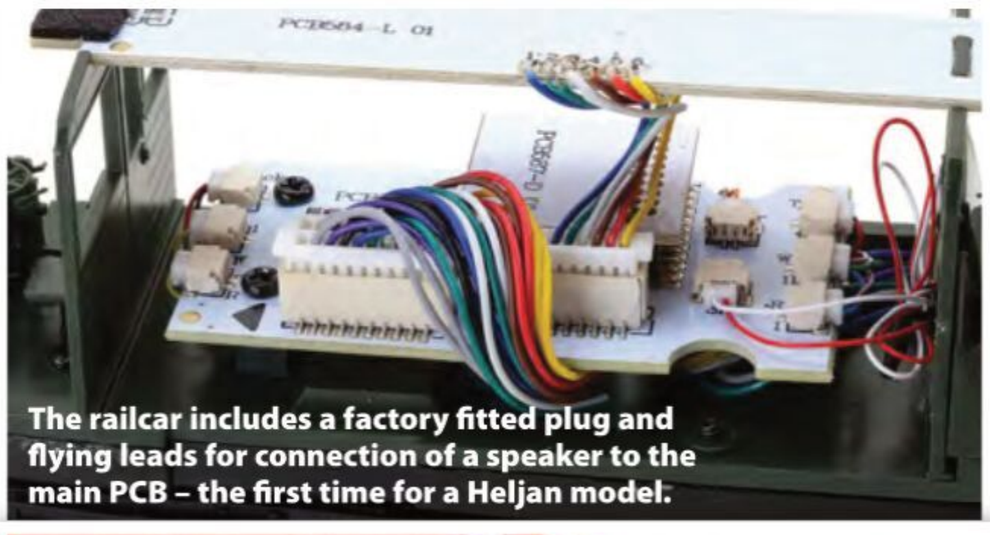


W21W is resplendent in BR carmine and cream livery.

IT'S hard to believe that the last time an all-new model of the Great Western Railway AEC railcar was attempted for 'OO' gauge from scratch was 41 years ago. It was 1980 and the manufacturer of the era was Lima. That model has stood the test of time and even went on to become part of the Hornby range in 2004, but while it has been upgraded with a new mechanism, it was showing its age alongside contemporary products, not least for its lack of lighting.

Heljan saw fit to change that with its 2018 announcement of all-new ready-to-run models of the 1940-1941 Swindon built railcars

The all-new 'OO' gauge GWR AEC railcar models these characterful single vehicle trains superbly.



The railcar includes a factory fitted plug and flying leads for connection of a speaker to the main PCB – the first time for a Heljan model.



For analogue control, the lighting can be controlled with the bank of nine switches underneath the unit.

TECHNICAL DETAILS

Manufacturer:	*www.heljan.co.uk*
Cat No:	19402
Description:	GWR AEC railcar, W21W, BR carmine and cream
Builder:	Swindon Works
Region:	Western
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length (over buffers):	262mm (scale 65ft 6in)
Wheelbase:	174mm (scale 43ft 6in)
Price:	£189.00
Couplings:	Optional small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker:	26mm x 20mm
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:	Two
Wheel arrangement:	Railcar
Purpose:	Passenger
Haulage capacity (expected):	Railcar plus two vans
Haulage capacity (actual):	Railcar plus two vans (maximum tested)

covering 'O' and 'OO' gauges. First to arrive was the 'O' gauge version which touched down in March (HM166), but now we have the 'OO' gauge model to savour too.

The GWR was a pioneer of self-propelled trains in the 1930s. The first railcar for the forward thinking railway company was built in 1934 by Park Royal and had a single AEC 130hp engine and a striking streamlined body style. Park Royal built three more in 1934 with twin AEC 130hp engines and these were followed in 1935-1937 by a series of 14 further railcars built by Gloucester Railway Carriage and Wagon to a revised design. This has been modelled in 'OO' gauge by Dapol and will soon be available for 'O' gauge. »



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The final railcars were built by the GWR at Swindon Works with vehicles 19-33 being conventional single passenger railcars, 34 a parcels railcar and 35-38 were power twins which had single driving cabs. You can read more on the history of the GWR railcars in our Reality Check feature at *www.keymodelworld.com/railway-history*.

THE MODEL

The same six identities have been chosen for the all-new 'OO' gauge model as those used for the 'O' gauge railcar from Heljan. The full list models 22 in GWR chocolate and cream with a white roof (Cat No. 19400), 29 in GWR chocolate and cream with a grey roof (19401), W21W in BR carmine and cream with a grey roof – the subject of our review model (19402), W20W in BR carmine and cream with white cab roofs and a black saloon roof (19403), W32W in BR green with white cab roofs and a grey saloon roof (19404) and W26W in BR green with a grey roof (19405).

Presentation of the railcar is excellent. The sturdy Heljan box is packed with foam inserts to protect the model in transit and its box end covers the important details including Heljan's new icons. These highlight that the model is feature rich and has directional lighting, sprung buffers, a 21-pin decoder socket, NEM coupling pockets and the era which the livery belongs to – 4/5 in the case of W21W.

Decoration is excellent with crisp application of the main body colours – which look accurate to our eyes – while the icing on the cake is the superbly fine lining around the waistline and upper windows which is applied without any visible joints continuously around the railcar and is arrow-straight too. Finishing touches include neatly printed unit numbers, guard door bump stops picked out in black and silver windscreen wipers.

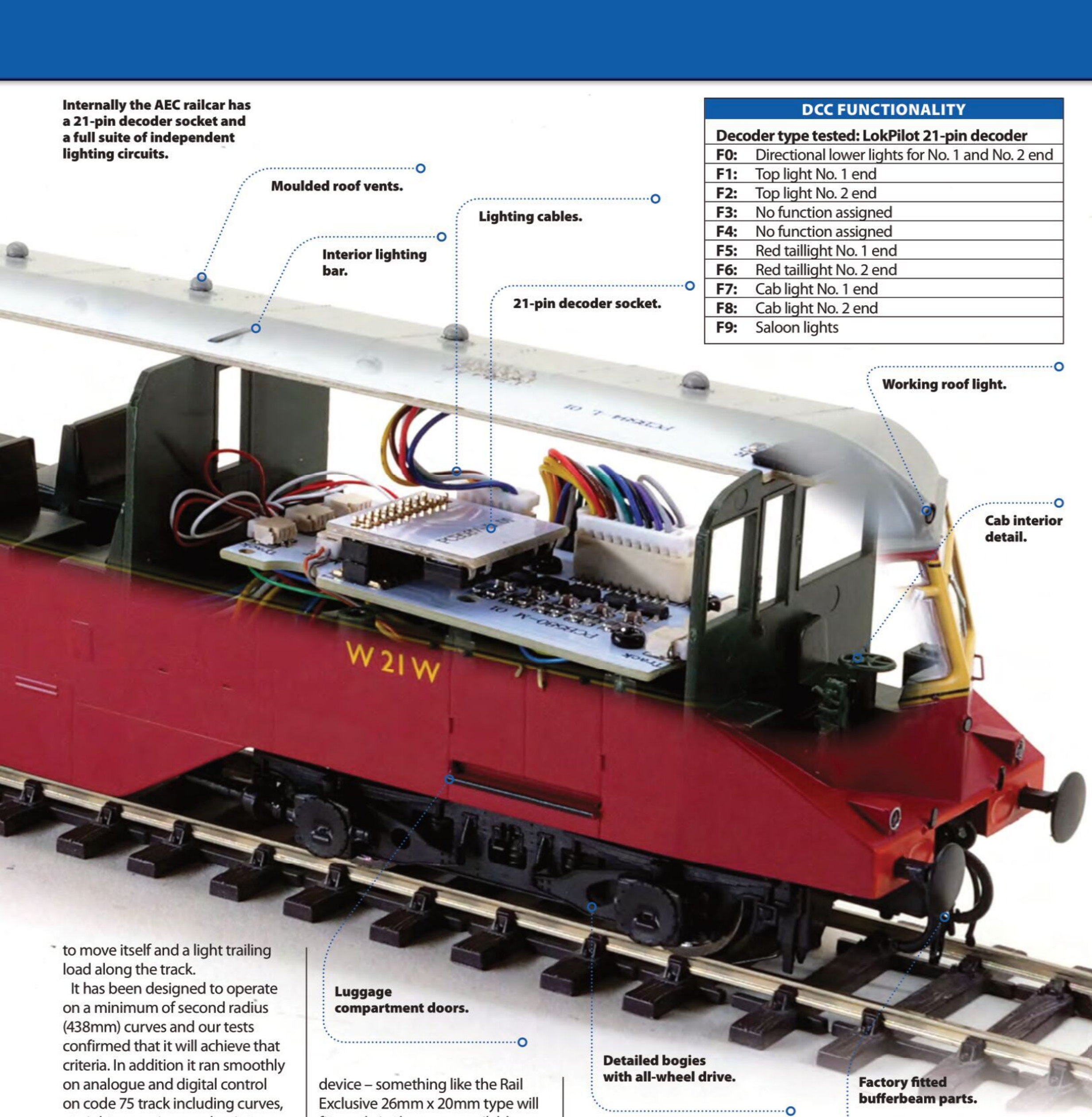
The body moulding for the railcar captures the angled design of the prototype superbly and measures 262mm over buffers – a scale 65ft 6in. The body scales correctly at 62ft between the headstocks while the bogie centres also scale correctly at 173mm (43ft 6in).

Detailing of the model follows the accurate exterior profile and includes factory fitted buffer beam pipework and dummy screw link couplings, sprung buffers, separate handrails throughout, individually fitted windows, early and late period windscreen wipers to suit different vehicles and even an etched metal radiator cover on each side of the railcar. The interior has a full array of seating for the passenger saloon while the cab interior has matching colour mouldings with detail on the control desks and handbrakes.

Printing of the yellow and black lining was flawless on our sample.

PERFORMANCE

The mechanism of the railcar is cleverly concealed below the floor using a centrally mounted five-pole motor with twin flywheels. This drives all wheels via cardan shafts to each bogie giving the AEC railcar smooth and consistent performance and plenty of power



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

to move itself and a light trailing load along the track.

It has been designed to operate on a minimum of second radius (438mm) curves and our tests confirmed that it will achieve that criteria. In addition it ran smoothly on analogue and digital control on code 75 track including curves, straights, crossings and points.

A 21-pin decoder socket is provided inside the luggage compartment which is straightforward to access. Four screws hold the body in place and once released the body can be eased away from the chassis for the latter to be lowered out of it. There is space in the luggage area for a speaker, though you will need to devise your own means of mounting an audio device – something like the Rail Exclusive 26mm x 20mm type will fit neatly in the space available above the decoder. In addition we were pleased to see Heljan has responded to feedback by providing a factory fitted plug with trailing wires to allow a simple and convenient means of connecting a speaker direct to the main Printed Circuit Board.

Like the 'O' gauge model, the 'OO' AEC railcar has a comprehensive suite of lighting functions which covers directional upper lights, directional lower lights, directional tail lights, independent cab lights and saloon lights on a separate circuit too. These can all be controlled manually using the bank of nine switches under the chassis for analogue control while DCC users can operate them using a ESU LokPilot/LokSound V5 decoder as supplied – other decoder brands may require remapping to operate all functions.

Lighting operation is simple when a correctly specified decoder is used. Happily, DCC sound developers have already set about creating specially arranged sound chips to suit the lighting for the AEC railcar, but be aware that if you are using a handset with a momentary Function 2 (including the Gaugemaster Prodigy and TCS wireless handset) that the No. 2 end upper light will only operate on a LokPilot decoder while the Function 2 button is held.

OVERALL

An all-new GWR AEC railcar has been much needed for 'OO' gauge for many years and Heljan's model is a brilliant addition to its roster. It is detailed, smooth running and accurate in all respects and for the GWR and WR modeller will be a sure-fire choice. Plus, if you have a limited space layout, what more could you want than a complete train in a single box? This is a super addition to Heljan's collection which is available now. (MW)

"An all-new GWR AEC railcar has been much needed for 'OO' gauge for many years and Heljan's model is a brilliant addition to its roster."

MIKE WILD

Hornby delivers BR Mk 1 BCK

● **Price:** £34.99 ● **Cat No:** R40020/R40021 ● **Site:** *www.hornby.com* ● **Era:** 5/8



Above: **Hornby's all-new 'OO' gauge BR Mk 1 Brake Corridor Composite (BCK) resplendent in BR chocolate and cream.**

HORNBY'S expanding 'OO' gauge range of BR Mk 1 carriages is bolstered with the arrival of these newly-tooled Brake Corridor Composite (BCK) vehicles.

BR's Mk 1 BCKs were built between 1954 and 1964 and were amongst the most versatile carriages on the network as they incorporated First and Second (Third until mid-1955) Class accommodation, two toilets, a guard's office and secure parcels area.

Hornby's all-new BR Mk 1 BCK was announced for the 2021 catalogue range earlier this year (HM164) with five models planned initially in BR chocolate and cream, BR maroon, BR blue and grey, BR InterCity and Network Rail yellow.

For review we received examples of W21084 in BR chocolate and cream and penultimate BCK, 21274, in BR InterCity charter train colours, with both models representing Diagram 172 vehicles which provided accommodation for 12 First and 24 Second Class passengers.

Detailing follows previous releases with neatly moulded pipework, conduit, handrails, door handles, grab handles and vestibule end steps. Subtle moulded panel lines feature along the roof, together with roof ventilators and rain strips, while the interior comprises brown

Express Dairy 48DS

● **Price:** £89.99
● **Cat No:** R3943
● **Site:** *www.hornby.com*
● **DCC:** DCC ready, 6-pin socket
● **Era:** 4-6



Hornby's delightful 'OO' gauge Ruston and Hornsby 48DS receives Express Dairy livery for its latest outing.

Hornby's popular 'OO' gauge Ruston and Hornsby 48DS four-wheeled diesel shunter and Conflat wagon is back, this time in Express Dairy colours.

Built in 1945, the 48DS initially took up shunting duties at the Express Dairy bottling plant in Cricklewood before transferring to the company's facility at South Morden in the mid-1950s, where it remained until withdrawal in 1972.

As with earlier releases (HM150), this latest model of the diminutive 48DS features a three-pole skew-wound motor, 6-pin Digital Command Control (DCC) decoder socket and semi-permanently coupled Conflat (to aid electrical pick-up), together with an open cab, flush glazing, round metal buffers, metal handrails, superb radiator grille detail and cosmetic 'silvered' lamps.

Decoration is first-rate, with an evenly-applied dark blue paint finish, relieved with cream lining beneath the cab windows, red buffer beams and red buffer heads. Crisply printed Express Dairy lettering and exquisite legible multi-colour Royal crests complete the appearance. Allied to this is a bauxite finish to the Conflat wagon, with neatly printed lettering and markings.

These characterful locomotives have proved popular since their release and this one is perfect for a milk depot scene. (MC)



Above: **InterCity liveried BCK 21274 features the distinctive white roof applied to vehicles allocated to InterCity's Special Trains Unit into the 1990s.**



Right: **Hornby's newly-tooled BCKs also incorporate bogie detail differences such as BR1 and Commonwealth examples.**

compartment doors and well proportioned seating. Glazing is flush and clear, while First Class and No Smoking window labels are crisp and legible. Underneath, the chocolate and cream liveried vehicle correctly features BR1 bogies while the InterCity charter train example is fitted with Commonwealth bogies.

Decoration is up to Hornby's usual high standard with evenly applied paint finishes, crisp numbers and lettering, together with roundels and fine lining to the BR chocolate and cream BCK, while the InterCity liveried model additionally features white-edged footboards and a white roof – notable additions to the prototypes allocated to InterCity's Special Trains Unit in the late 1980s/early 1990s.

Each vehicle is neatly weighted – 138grammes – and should you wish to dismantle them, they follow Hornby's previous method of using the glazing material to clip-fit to the underframe, thus securing the body in place and you will need to prise them gently from each corner of the underframe to gain access to the interior. Free rolling turned metal wheels in clip-fit bogies and small tension lock couplings in NEM pockets complete the package.

Another delightful vehicle type in a colourful collection of liveries. (MC)

Hornby 'Terrier' returns

- **Price:** £99.99
- **Cat No:** R30006
- **Site:** *www.hornby.com*
- **DCC:** DCC ready, 6-pin socket
- **Era:** 4



Hornby's latest 'OO' gauge Stroudley 'Terrier' 0-6-0T sports British Railways plain black with 'sunshine' lettering.

Hornby's 'OO' gauge Stroudley 'Terrier' 0-6-0T (HM143) makes a welcome return to the range as 'A1X' 32646 in BR plain black with Bulleid 'sunshine' lettering.

Built at Brighton Works in the late 1870s, No 46 entered traffic with the London, Brighton and South Coast Railway in 1877. It enjoyed a varied 86 year career on the mainland and Isle of Wight, was named twice (*Newington* and *Freshwater*) and was even mounted on a plinth outside a pub on Hayling Island! It is now preserved at the Isle of Wight Steam Railway.

This latest 'OO' release represents the full-size example following its return to the mainland in 1949 after several decades on the Isle of Wight. It retained its plain black British Railways livery (by now with BR numbers) into the early 1950s, when it received BR lined black with early crests.

Application of the plain BR black paint finish on our review sample was superb, with shaded British Railways lettering and BR style numbers. For added colour, pipework and interior detail are picked out in brass and copper shades, while the cab interior is finished in cream.

Available DCC ready and DCC fitted, this new arrival is a useful variation on the 'Terrier'. (MC)

L&B LYN debuts!

FIRST REVIEW

Narrow gauge modellers are being treated to a brand-new locomotive with the arrival of Heljan's model of the Lynton and Barnstaple Railway's one and only Baldwin 2-4-2T. **MIKE WILD** inspects *Lyn* for 'OO9'.



The characterful Baldwin lines of *Lyn* are captured superbly.



***Lyn* is Heljan's second Lynton and Barnstaple Railway locomotive to be produced for 'OO9'.**

THE LYNTON and Barnstaple Railway was one of the great narrow gauge railways of Britain. Stretching 19 miles from the coastline at Lynton to a connection with the standard gauge Southern Railway at Barnstaple, it opened in 1898. Its spectacular scenery was a great challenge to the engineers which built the line and it was worked by a fleet of three Manning Wardle 2-6-2Ts initially which have already been recreated for 'OO9' by Heljan.

However, there was a fourth locomotive built for the line which was completely different – *Lyn*. This 2-4-2T was built by Baldwin Locomotive Works in America for the L&B because Manning Wardle couldn't build another engine in time to meet rising traffic demands on the line. The 2-4-2T was typically American in its styling and stood out from the crowd alongside the large Manning Wardle 'Prairies'.

Lyn was built in 1898 and ran alongside the 2-6-2Ts for the next 37 years until it was withdrawn and then scrapped in 1935. It had outside cylinders, a tall stovepipe chimney and initially carried Lynton and Barnstaple Railway lined green. Following overhaul at Eastleigh Works in the late 1920s (by which time the line had become part of the Southern Railway network) *Lyn* emerged in lined Southern Region olive green carrying number E762.

However, while all seemed lost for *Lyn* with its scrapping in 1935, in 2009 the Lynton and Barnstaple Railway Trust revealed it would be building a brand new locomotive to the original Baldwin design and »



Bufferbeams have the option for a cowcatcher to be fitted.



The cab features wood coloured window frames and interior detail plus *Lyn* nameplates on each side.

TECHNICAL DETAILS	
Manufacturer:	*www.heljan.co.uk*
Cat No:	9985
Description:	Baldwin 2-4-2T *Lyn*, SR green
Builder:	Baldwin Locomotive Works, America
Region:	Southern
Gauge:	'OO9'/9mm
Scale:	4mm:1ft
Length (over buffers):	94mm
Wheelbase:	70mm
Price:	£239.95
Couplings:	Hook and loop couplings in NEM pockets
DCC:	DCC ready, 6-pin socket
Speaker:	None
Exterior lights:	Directional head lights
Interior lights:	None
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Five-pole
Flywheel:	None
Wheel arrangement:	2-4-2T
Purpose:	Passenger
Haulage capacity (expected):	Five bogie coaches
Haulage capacity (actual):	One bogie coach and five four-wheel coaches (maximum tested)

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"It really is a lovely model to look at and captures the spirit and detail of the real locomotive very well."

MIKE WILD

it was completed eight years later in 2017. It has become a permanent part of the revived section of the 2ft gauge railway operated from Woody Bay station on the edge of Exmoor in North Devon.

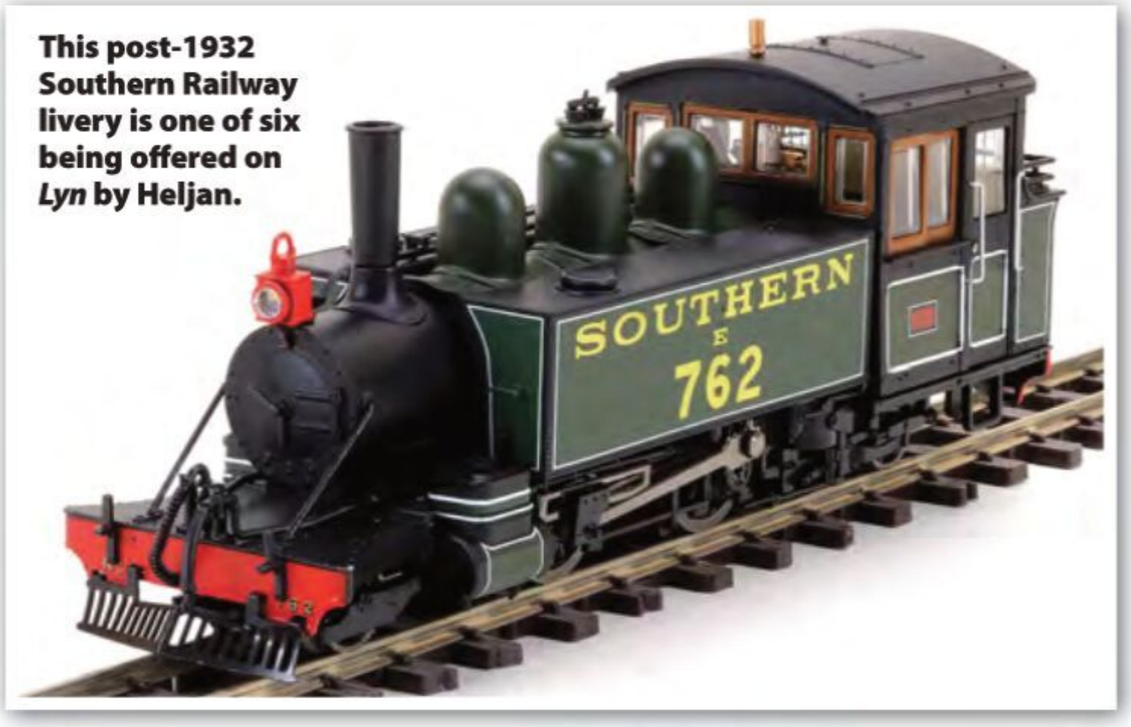
For more on the Lynton and Barnstaple Railway read our Railway Realism feature in HM142 together with our review of the Heljan Manning Wardle 2-6-2T or visit *www.keymodelworld.com/lynton-and-barnstaple-railway* to find out more about the railway, available models and digital sound for the Heljan Manning Wardle.

THE MODEL

Lyn has been released in six different guises modelling the locomotive through its career with the Lynton and Barnstaple Railway. Available now are versions in plain works black (Cat No. 9980), L&B pre-1906 lined green (9981), L&B post-1906 lined green (9982), as E762 in Southern Railway era L&B lined green (9983), E762 in 1928-1932 Southern Railway lined olive green (9984) and the same running number on post-1932 Southern Railway lined olive green (9985).

Our review sample models *Lyn* in its final colour scheme (9985) and it is resplendent in its olive green colours. The Southern branding, locomotive number and cabside nameplate are all neatly reproduced on the locomotive while the red buffer beams have 762 printed to the lower right-hand corner too. A red painted working lamp sits above the smokebox door while further livery embellishments include wood coloured window frames and silver handrails to the enclosed cab. The cab interior has backhead detail too which is visible through the windows.

Externally the model replicates the American design of *Lyn* superbly with its characterful Baldwin smokebox and front running plate, outside framed bogies, chunky side tanks and trio of domes along the boiler. The underframe is fully detailed with outside cylinders, metal valve gear and neatly proportioned driving wheels which sit behind the complex array of plastic brake rigging parts.



This post-1932 Southern Railway livery is one of six being offered on *Lyn* by Heljan.

Stove pipe chimney.

Working lamp.

Optional cowcatcher.

Outside cylinders.

Metal motion.



It really is a lovely model to look at and certainly captures the spirit and detail of the real locomotive very well.

PERFORMANCE

Immediately on putting our sample on the track, we were impressed by the smooth running and quiet characteristics of this lovely model. It seems Heljan has continued to learn from its 'OO9' experience with the Manning Wardle 2-6-2T as the new 2-4-2T ran faultlessly around our tight second radius circuit of Peco 'OO9' track light engine and with a load.

Following a period of running in for 30 minutes in each direction, we loaded the 2-4-2T up with a collection of Peco 'OO9' carriages – all with plastic wheels – which it ambled happily around our simple test track with. The largest load we had behind the locomotive during our tests was six coaches.

Inside is a 6-pin decoder socket, but there is a restricted space to add a chip. The maximum size of decoder which will fit without modification is 10mm x 8mm. However, those looking to add sound will find the potential of a useable space inside the cab. Although it isn't designed this way, it will be possible through careful selection of components.

Access to the inside of the model, unsurprisingly for such a complex little tank engine, is a little tricky, but with care it is all achievable. Three screws hold the body in place, but beware of the smokebox support stays and the brake pipes on the rear buffer beam during dismantling and reassembly as they are tiny.

Narrow gauge hook and loop couplings are fitted to each pony truck from the factory, but they can be removed from their NEM pockets to allow fitting of one or both of the etched metal cowcatchers supplied with the model for use at the head of trains or display purposes if both are fitted.

OVERALL

The lure of the Lynton and Barnstaple Railway never ceases to amaze and with the influx of passenger rolling stock from Peco there are plenty of choices to run behind this charismatic locomotive with more on the way too.

Heljan's model of *Lyn* is an excellent step forward from its L&B Manning Wardle tanks and we can see it being the pride of the fleet for many 'OO9' narrow gauge layouts. Excellent and available now. (MW)

Avanti West Coast Pendolino

FIRST REVIEW

HORNBY'S 'OO' gauge Class 390 Pendolino makes a welcome return following an extended break from the range.

Surprisingly, since its announcement in 2006, Hornby's 4mm scale model of the popular West Coast Main Line (WCML) Electric Multiple Units (EMUs) has only appeared as 390012 *Virgin Star* and 390045 *101 Squadron* in Virgin Trains' distinctive red and silver colour scheme. Since then, there has been much transformation to the WCML with a new operator and a new colour scheme applied to the existing fleet of nine and 11-car Pendolino sets.

Hornby's latest Class 390 reflects the new look to WCML operations with a four-car train pack and five additional carriages in Avanti West Coast's striking colour scheme. Finished as 390156 *Pride and Prosperity*, enough vehicles to complete a nine-car Pendolino set have been produced – although as one of the last-built units in the fleet, the real thing was delivered as an 11-car set. That said, those wishing to create a full-size example could renumber an additional pair of vehicles without difficulty.

Hornby's four-car train pack (Cat No. R3952) contains Driving Motor Restaurant First Open (DMRFO) 69156, Pantograph Trailer First Open (PTFO) 69556, Motor First Open (MFO) 69556 and Driving Motor Standard Open (DMSO) 69256. Also available separately are Pantograph Trailer Standard Restaurant Miniature Buffet (PTSRMB) 69856, Trailer Standard Open (TSO) 68856, MFO 69456, Motor Standard Open (MSO) 69756 and MSO 69956 (R40015-R40019 respectively).

Detailing is limited in terms of separately applied parts, but the tooled elements certainly look the part across the nine-car set. Both the pantograph vehicles feature non-working plastic examples, although they can be raised or lowered manually, when required. Electrical equipment, conduit and air-conditioning cabinets are also included along

- **Price:** £249.99 (train pack), £44.99 (trailer cars)
- **Cat No:** R3952 (train pack), R40015-19 (trailer cars)
- **Site:** *www.hornby.com*
- **DCC:** DCC ready, 8-pin socket x2 (train pack)
- **Era:** 11



Detailing includes poseable plastic pantograph.



Hornby has produced sufficient vehicles to complete a nine-car Pendolino set.

Hornby's latest 'OO' gauge Class 390 Pendolino is finished as 390156 *Pride and Prosperity* in Avanti West Coast's striking new livery.

the roofline and vestibule ends of the various cars.

Each vehicle is resplendent in Avanti West Coast's distinctive dark green, black, white, grey and orange livery. Application of the complicated colour scheme is generally very good, although our review sample did exhibit a few slightly ragged and fuzzy edges between colours in places. Glazing remains smoked throughout, which disguises the motor bogie in the powered car and the need for detailed interiors - the model was originally intended for the train set market, after all.

Meanwhile, small printed details are crisp and legible including carriage letters (which will aid forming an accurate set), Avanti West Coast logos, vehicle numbers, overhead live wire labels, small hazard warning indicators, door button detail and the electronic door destination panels.

As with previous releases, this latest example features a three-pole skew wound motor bogie at the rear of the DMRFO vehicle which powers the entire formation. To aid tractive effort, the motor bogie also features two traction tyres on opposing wheels, while a small pack containing four spare traction tyres is also included. Both the powered and dummy driving cars feature directional lighting, which illuminates as it should, while digital users will need to add two 8-pin Digital Command Control (DCC) decoders for this to operate correctly under digital control – each driving car features an 8-pin DCC decoder socket.

Whilst the neatly moulded bogies may appear a touch loose, this helps with the model's tilting capability on the track, while couplings between vehicles are similar to NEM fishtail and socket examples, except that they are fixed bars rotated through 90° on a sprung cam system and, as such, are bespoke to this model. On test, our nine-car review sample ran without issue on *Hornby Magazine's* office test layout, which features second radius curves and standard Peco code 75 turnouts.

It seems incredible to think that the full size Class 390s have now been in use for the best part of two decades and despite the model now being around 15 years old, Hornby's 'OO' gauge Pendolino still scrubs up well and certainly looks the part in this current West Coast colour scheme – the Avanti Pride liveried version is also due to appear soon. Sure to add a splash of colour to a contemporary West Coast scene. (MC)

The four-car train pack features both driving cars and a pair of intermediate First Class carriages.



'OO' & 'N' & 'O' GAUGE

DCC Concepts PREMIUM ROLLING ROADS

- **Price:** £99.95 per set (all scales)
- **Cat No:** DCM-RRH.10 ('OO'), DCM-RRN.10 ('N'), DCM-RRO.6 ('O')
- **Site:** *www.dccconcepts.com*

Below: **DCC Concepts has introduced a new Premium collection of rolling roads for 'N', 'OO' and 'O' gauges.**

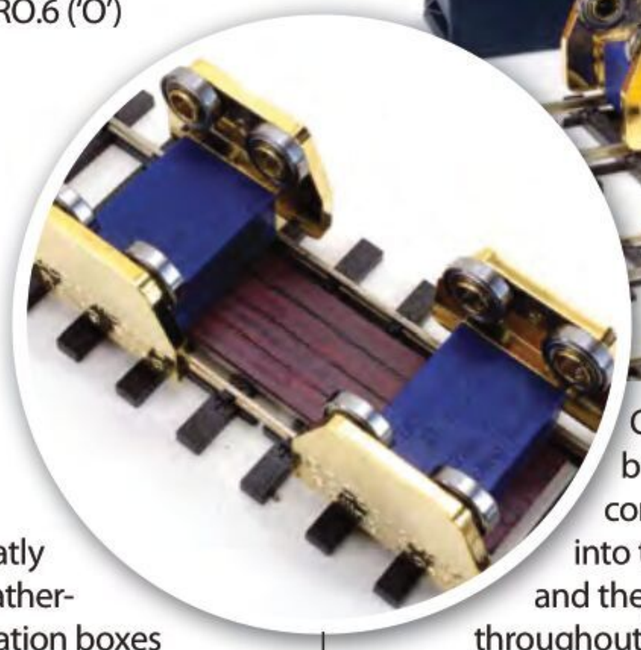
Below inset: **The 'O' gauge rolling road bases have magnets in them to help their stability. Etched metal magnetic plates painted like sleepers are included in the pack which can be glued to the top of track sleepers.**



DCC Concepts rolling roads are a respected part of its collection of model railway accessories, but now the specialist has introduced a new premium collection featuring gold plated rollers together with a new option for 'O' gauge.

Rolling roads are ideal for running in new locomotives, examination and setting DCC decoder parameters with access to the model in operation.

For review we received samples of the 'N'/'TT', 'OO'/'HO' and 'O' gauge designs. All feature adjustable track spacers to suit different gauges with the 'OO' version including options for 'EM' and 'P4' finescale gauges as well as Marklin/Trix three-rail locomotives with a special adapter.



The rolling roads come neatly packaged in leather-bound presentation boxes and once opened up you find 10 sets of rollers in each of the smaller scale packs or six in the case of the 'O' gauge set. The gold plated finish benefits electrical pick-up for models using the rollers, while DCC Concepts' high build standards continue through into these products and they were stable throughout use during our testing.

The big news is the addition of the 'O' gauge rolling road. These follow the same overall style as the smaller 'OO' and 'N' gauge versions, but with consideration to the size and weight of locomotive that will be using them. DCC Concepts has considered stability and has built magnets into the base of the central plastic spacer as well as including a set of etched magnetic plates which have been painted to represent wooden sleepers. These sit between the rails and can be glued in place after which the rollers can be placed over the magnetic strips when required for use.

In service the 'O' gauge rollers offered excellent electrical contact, stability and simplicity in setup, making them a great choice for a workbench or layout situation. The presentation case makes them easy to keep in perfect order for a long service life. Full use and maintenance information is included with each set.

A rolling road is a useful and practical tool in model locomotive testing, perfecting and adjustment and we can highly recommend these new Premium versions for all scales. (MW)



New to the rolling road collection is a set of six gold plated rollers for 'O' gauge capable of supporting heavy-weight diesels like this Class 50.



The smaller scale packs contain 10 sets of rollers each as well as optional spacers to change the gauge.

'OO9' GAUGE

Bachmann steel bodied BOGIE THIRD COACH

- **Price:** £44.95
- **Cat No:** 394-001
- **Site:** *www.bachmann.co.uk*
- **Era:** N/A



NEW to Bachmann's 'OO9' narrow gauge collection is this steel bodied bogie third coach.

Announced as part of Bachmann's summer 2021 announcements earlier this year (HM166), the coach has previously appeared within the company's European Liliput HOe range. For its new outing within Bachmann's 'OO9' range it has received a maroon and cream makeover, with Third Class markings and 101 running number.

Measuring 134mm long x 29mm wide, this delightful new addition features a steel-bodied appearance with gated vestibule ends, detailed interior, separately fitted handrails, footboards, clear flush glazing, neatly moulded underframe and bogies. Seven silver framed windows feature on one side of the carriage, while the other has six similarly finished windows and a smaller opaque toilet window. Neatly glazed passenger doors feature at each corner of the vehicle.

Decoration is neatly applied and reminiscent of BR carmine and cream, helping to give this European prototype a familiar appearance, which should stand up well with British outline 'OO9' vehicles. The roof features a mid-grey paint finish, while crisply printed numbers have been applied to the sides and doors. A pseudo-Southern Railway lined green model is also available (Cat No. 394-002).

Underneath, the underframe includes trussing and moulded brake equipment, while the bogies have been fitted with small plastic wheels and compatible NEM hook and loop couplings.

On test, our review sample proved smooth running and stable and is sure to add some modern variety to the 'OO9' rolling stock roster. (MC)

Above: **New to the Bachmann narrow gauge collection is this all-steel Third Class coach.**

Below left: **Neatly moulded bogies are occupied by plastic wheels to 'OO9' 9mm gauge.**

Below: **Gated vestibule ends feature on the new coach.**















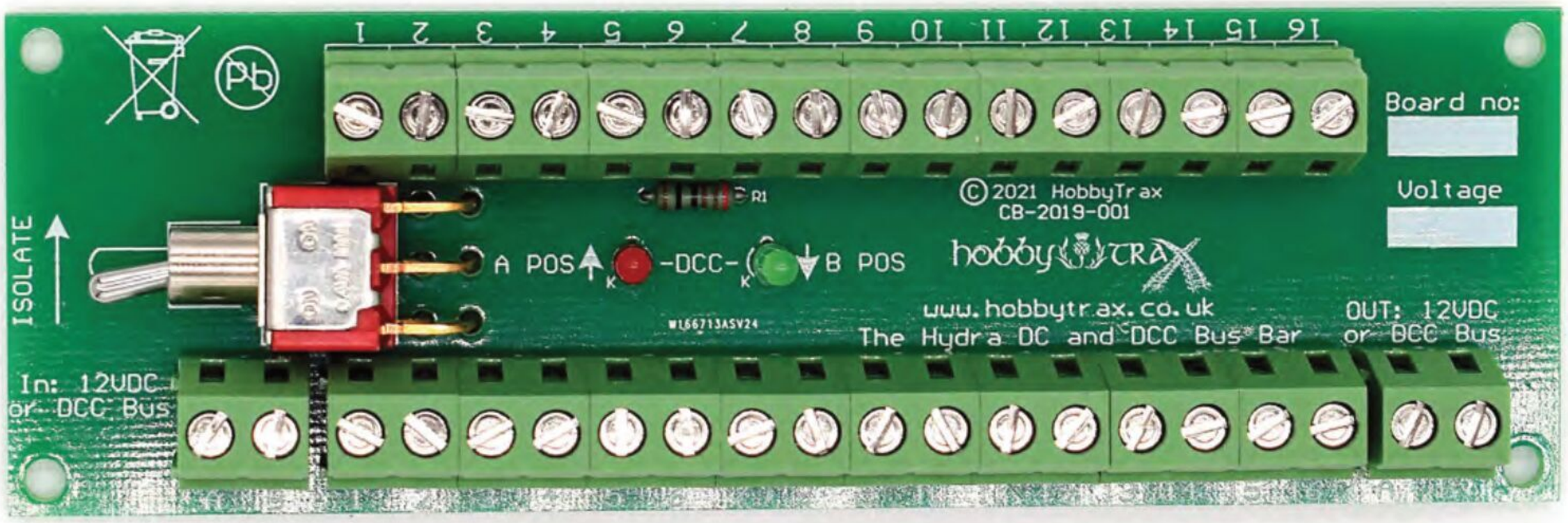


HARDER & STEENBECK

www.harder-airbrush.eu

ALL SCALES

Hobby Trax Bus Bar



● **Price:** £5.95 ● **Cat No:** 6782-0943 ● **Site:** *www.hobbytrax.co.uk*

HOBBY TRAX has added this very useful bus bar to its range of model railway electronics.

A bus bar helps distribute power on a layout and this latest release can be used for traditional analogue (DC) and digital (DCC) operation. The device comprises a 125mm x 40mm x 26mm printed circuit board (PCB) with 16 pairs of screw connector terminals, power indicators, an isolation switch and can be connected to further bus bars to extend its capabilities. Each board can handle a maximum current of 5amps, and a useful isolation switch is included to aid fault-finding.

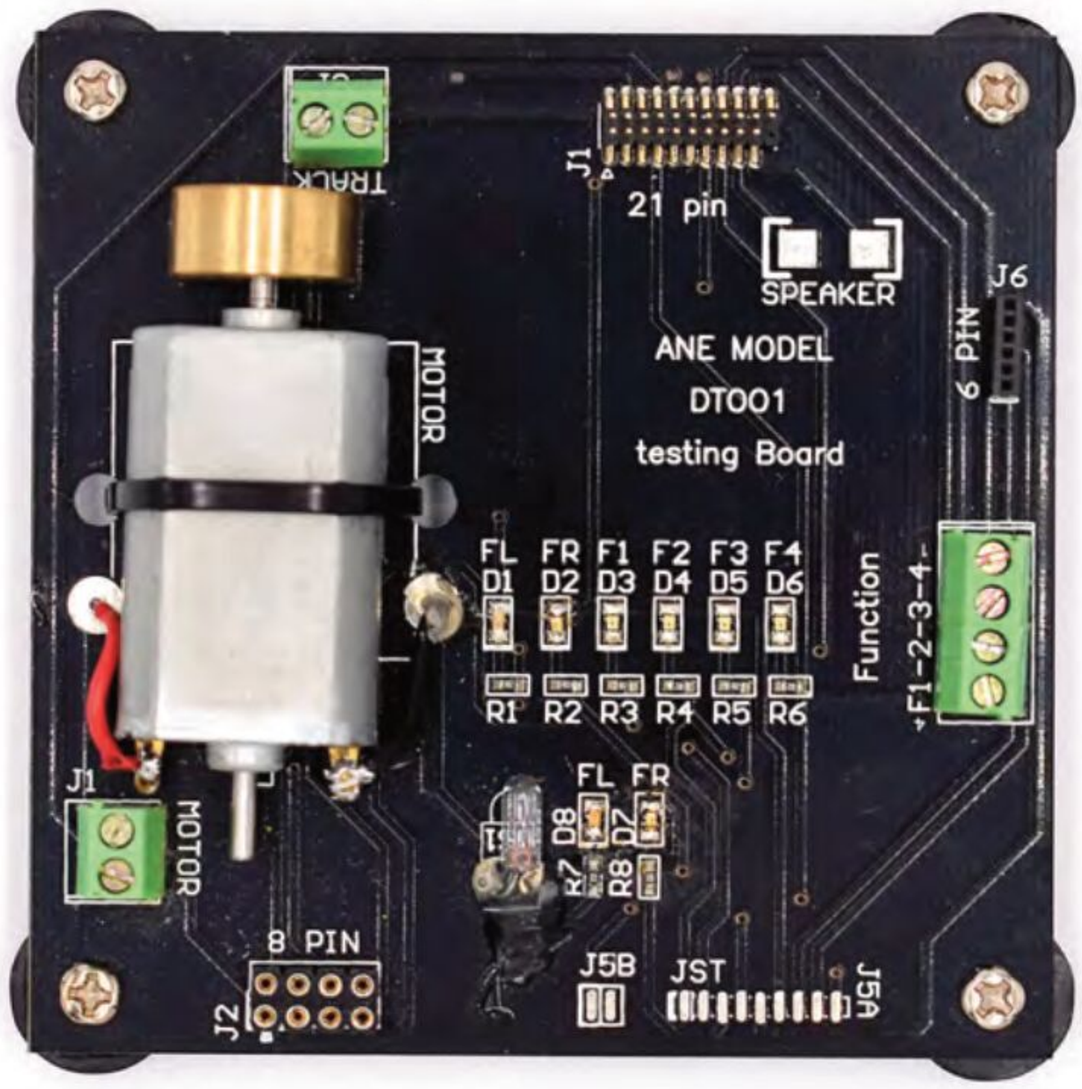
A series of wiring diagrams for DC and DCC use are included and it really is as simple as methodically connecting wires to the connectors. For DCC use, you may need to create track sections if you wish to use the isolating switch function, but this is explained in the instructions. The isolating switch works without modification on DC. Incidentally, power will continue to flow through to other connected bus bars should you need to isolate one section. Blank labels have also been printed on the PCB so board numbers and voltage details can be added for easy reference.

A simple, yet versatile device which is sure to prove popular. (MC)

ALL SCALES

DMG Decoder Tester

● **Price:** £28.99
● **Cat No:** DT001
● **Site:** *www.dmgelectech.co.uk*
● **DCC:** 6-pin/8-pin/21-pin sockets



With the popularity of Digital Command Control (DCC) continuing to rise, DMG Electech has added two new DCC decoder testers to its growing range of electronic accessories.

For review, we received this motorised version of the decoder tester – an un-motorised version (Cat No. DT002) is also available. Each measures 82mm x 82mm and features rubberised feet at each corner. Our sample featured 6-pin, 8-pin and 21-pin interfaces, together with a JST 9-pin connection and solder pads for connecting a speaker. The powerful motor provided with the DT001 is fitted with a brass flywheel and there are further connections for the motor, wired decoder functions and track power inputs.

The board also features a series of LEDs which illuminate according to the direction of travel selected, as well as indicating illuminated front or rear lights and functions 1 through 4 (F1-F4). In addition, a traditional small bulb illuminates as power is increased to the motor. There are no interfaces for Next18 or PluX22 decoders on this tester, although the popular examples (6/8/21-pin) are there and it worked as expected while on test, with the onboard function LEDs lighting up and motor running smoothly.

A useful device for the Digital Command Control tool kit. (MC)

ALL SCALES

Scenery glue

● **Price:** £11.50
● **Cat No:** N/A
● **Site:** *www.geoscenics.co.uk*



New to the Geoscenics range is this specially formulated ballast and scenery glue.

Supplied in a 500ml bottle, the glue has been developed by Geoscenics to the correct consistency, ready to be applied straight from the bottle – there's no letting down required. The PVA based solution can simply be applied straight to the ballast, although the usual pre-misting process to reduce surface tension should still be followed. The bottle features a nozzle with a push-fit lid to secure it after use and the liquid can easily be decanted to a smaller container for direct use, if required.

No more mixing to the right consistency. A time-saver and less mess. (MC)

ALL SCALES

Mini Sanding Sticks

- **Price:** £3
- **Cat No:** 360
- **Site:** *www.albionhobbies.com*



Albion Alloys' range of modelling tools and supplies includes this useful pack of mini sanding sticks.

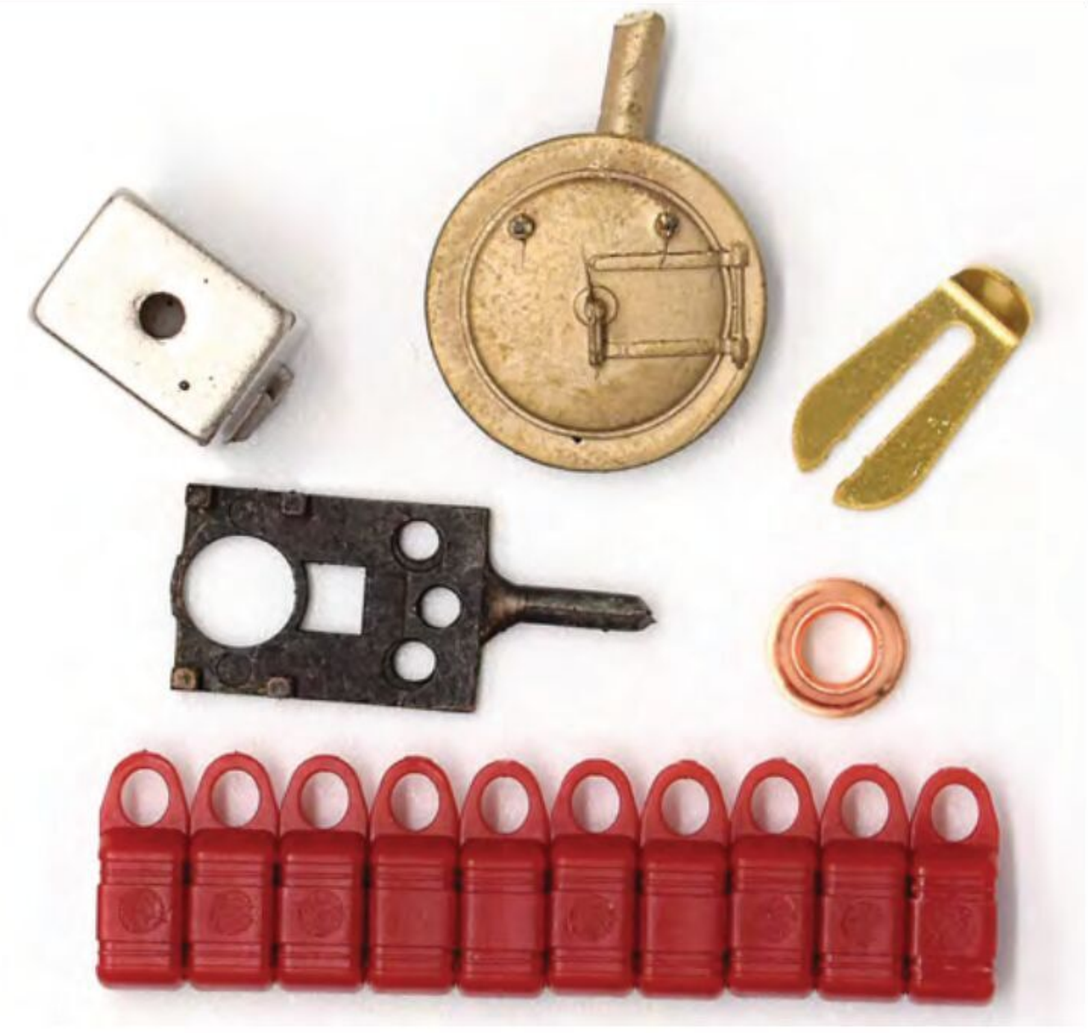
Each pack contains 15 assorted colour-coded 146mm x 3mm x 3mm sanding sticks in a selection of grit grades with three each of 100 (brown), 180 (zebra), 240 (blue), 320 (yellow) and 400 (orange) – the higher the number, the finer the grade. The sticks are quite flexible in use and our samples proved useful when cleaning up small detail parts on a 'OO' wagon kit.

Ideal for those hard-to-reach modelling tasks, with a good selection of grades included to suit most requirements. (MC)

'OO' GAUGE

Peter's Useful Spares

- **Price:** Various (see text)
- **Cat No:** Various (see text)
- **Site:** *www.petersspares.com*



Peter's Spares has expanded its extensive range of model railway spare parts with a collection of new 'OO' gauge replacements for Bachmann, Hornby and Lima products.

Amongst the new items are a replacement copper chimney cap for Hornby 0-6-0s (Cat No. PS120), cast bronze rear motor bracket for Hornby 'T9' 4-4-0s (PS119), replica mail bags for Hornby's Travelling Post Office (TPO) coach (PS121) and new neodymium magnets for Hornby X03/X04 motors (PS138) – intended for Hornby Dublo and Wrenn models.

Further replacement parts include copper dummy bogie clips for Lima models (PS122), new nickel silver smokebox door for Hornby's LBSCR 'E2' 0-6-0T (PS128) and alternative geared axle sets with square ends for selected Bachmann locomotives (PS117/PS118).

All items are exclusive to Peter's Spares with prices ranging from £1.99 for the Lima dummy bogie clip to £9.99 for the replacement Bachmann axle sets. (MC)

'O' GAUGE

Master Piece 'O' gauge figures



- **Price:** £5 each, plus p&p
- **Cat No:** Various (see text)
- **Contact**: 01428 727341
- **Era:** 3-5

Following Heljan's recently released 'O' gauge GWR diesel railcar (HM166), Master Piece Figures has forwarded a selection of suitable 7mm scale cast metal passengers from its extensive range for populating the vehicle.

Amongst the figures supplied for review were a GWR/BR driver (Cat No. FF113), a driver in more modern clothing (FF114), a trilby-wearing gentleman (FF148), a lady with handbag (FF149), an elderly lady (FF150), a man holding a newspaper (FF151) and a lady with child sat on her lap (FF163). All are in a seated position, ready for placement within the model.

Each figure is neatly cast with super detailing, which can be enhanced further with careful painting (our samples were supplied unpainted) – these particular figures don't look out of place in terms of attire for Heljan's recent releases. The driver will be particularly useful to populate the model's well-appointed cab.

Small details such as these can make a big difference to a model and these figures are very well executed additions. (MC)

'O' GAUGE

Door to door with DAPOL CONFLAT

- **Price:** £67.22
- **Cat No:** 7F-037-004
- **Site:** *www.dapol.co.uk*
- **Era:** 4/5



Below: **Sprung buffers and a sprung screw link coupling provide function and form on the bufferbeams.**

NEW FROM DAPOL in its expanding collection of 'O' gauge BR 10ft chassis goods wagons is the Conflat-A container wagon. The first batch arrived in early July and the model is being offered with a choice of GWR and BR era liveries with and without BD containers as their loads.

The Conflat wagon was introduced in 1931 by the Great Western Railway and the type continued to be built by British Railways, initially to GWR diagram H11 and H10, but with revisions to create the Diagram 1/061 13ton design (as illustrated by our sample model) and later a 12ton variant to diagram 1/062. There were also 14 and 21ton Conflat wagons built in the mid-1950s.

Our sample models B735200 which is the first of the second batch of BR diagram 1/061 wagons to be completed as part of an order for 200 vehicles completed by Swindon Works. It encompassed vehicles B735200-B735399 which were built between October 1950 and January 1951 as Lot 2125.



The Conflat can be run with or without its container load. The deck is fully detailed.

The chassis features die-cast metal construction, Morton four-shoe vacuum brake gear, compensation to one side of the chassis and die-cast wheels with turned metal tyres. In addition there are sprung buffers at all four corners, vacuum brake pipes and an operational screw link coupling on a sprung mount.

The flat wagon is neatly detailed with lamp irons, chain hooks and a planked floor while our BR era example featured neat bauxite colouring to the outer frame and pristine printing of the wagon numbers, Conflat-A lettering and tare weight.

Our sample was supplied with a BD container in British Railways door to door branded bauxite livery and, like the wagon, its printing and lettering was excellent. The body is smartly detailed with moulded plank lines, chain hooks and hinges while the

'OO' GAUGE

More Class 33s for 'OO'

- **Price:** £159.00 (pristine), £169.00 (weathered)
- **Cat No:** 3458 (reviewed)
- **Site:** *www.heljan.co.uk*
- **Era:** 9
- **DCC:** DCC ready, 8-pin socket



33025 is one of six new Class 33/0s to arrive for 'OO' from Heljan. It models the locomotive in its final condition before withdrawal in 2001.

The latest arrival for 'O' gauge from Dapol is this new model of the Conflat-A and BD container.

roof is removable to allow for more weight to be added inside should it be necessary.

Another nice touch is the inclusion of a set of optional plastic container securing chains. These are supplied on a sprue and hook to the underframe at one end and lock into holes on the container.

Dapol's new Conflat-A for 'O' gauge is an excellent and useful addition to its range of BR steam and transition era goods wagons and follows the highly detailed route for previous box and open wagons. The first batch has already proved popular with 7mm scale modellers and we are sure that there will be more of these from Dapol in the future. (MW)

THE POPULARITY OF Heljan's reworked modern era Class 33/0 from June 2020 prompted the manufacturer to make quick work of a second production run for 'OO' gauge. On the review desk is one of six versions which arrived with Heljan stockists in July and it models 33025 (Cat No. 3458) in work worn, weathered BR 'Dutch' grey and yellow.

Below: **Dirt build up around the cab front and lights is realistic.**



Above: **Patches where the nameplate, crest and depot plaque were once fitted add to the character of the weathering.**

33025 is joined by new models of 33029 in DRS blue (3459), D6508 *Eastleigh* in modern era BR green with small yellow warning panels (3462), 33023 in BR blue with a grey roof and weathering (3463), 33025 in West Coast Railways maroon (3465) and 33052 *Ashford* in BR blue (3466). There is another version on the way too modelling 33021 in Fragonset black due for release in August (3464). Prices for these models are set at £159.00 for pristine examples while the weathered editions of 33023 and 33025 are priced at £169.00.

Our sample model of 33025 exhibited excellent weathering for a factory completed model including general dirt across the underframe, bodysides and roof together with faded paint panels where the nameplates, crests and cabside depot plaques were once positioned. Impressively, there is ingrained dirt around the cab front lights and lamp brackets which all go towards an authentic out of the box appearance, although there are still ways to add more to this model in terms of weathering.

The model features Heljan's latest packaging style which confirms it has directional lighting (with bulbs), an 8-pin DCC decoder socket, NEM coupling pockets with small tension lock couplings and that it is suitable for an Era 9 layout.

On the track our sample was another excellent example of a smooth running and powerful Heljan mechanism and, as one of the last two Class 33s in service, 33025 will make a perfect partner to the model of 33030 in EWS maroon and gold which was released in June 2020 (HM157) – you can even run them on a Scottish Region layout as the two locomotives were allocated to Motherwell and outbased at Aberdeen between October 1999 and February 2001.

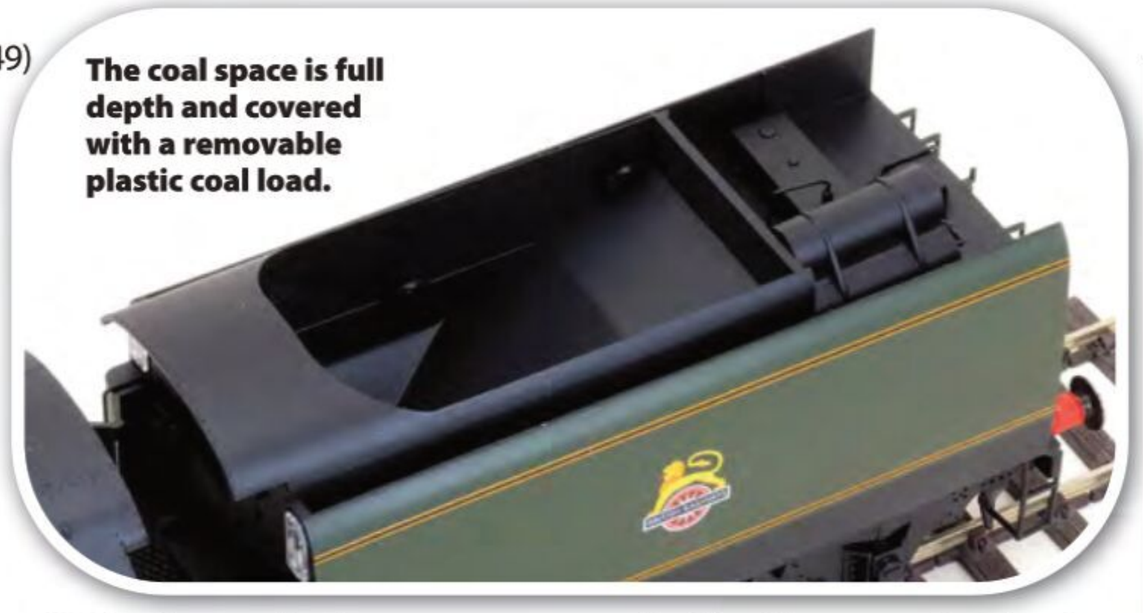
Excellent and popular additions which are available now. (MW)

Second-series tender for HORNBY 'MN'

- **Price:** £189.99 (R3861)/£179.99 (R3649)
- **Cat No:** R3861/R3649
- **Site:** *www.hornby.com*
- **Era:** 4
- **DCC:** DCC ready, 8-pin socket

HORNBY'S EXPANDED collection of Bulleid air-smoothed 'Merchant Navy' models has bolstered the off-the-shelf options with the arrival of 35017 *Belgian Marine* (Cat No. R3861) and 35029 *Ellerman Lines* (R3649). Both are finished in matching BR lined green livery with early crests, but what sets them apart from the rest is the first use of the second series 5,100gallon tender.

Previous issues of the 'Merchant Navy' have modelled the class either with the original 5,000gallon tender or the final BR built batch of 6,000gallon tenders. Of these new arrivals, 35017 was paired with a 5,100gallon tender from new (when built as 21C17), but 35029 *Ellerman Lines* - being a third-series BR built locomotive, was originally paired with a 6,000 gallon tender. However, it did run with the second series tender in BR service.



The coal space is full depth and covered with a removable plastic coal load.

Both locomotives offer excellent detailing throughout, as we would expect, while livery application is equally superb. Separately fitted printed nameplates are fitted on each side of the streamlined casing while printing of the locomotive numbers on the smokebox and cab sides is faultless, as is the orange-black-orange BR lining.

The tenders are beautifully moulded and capture the style of the real thing including rear ladders, vacuum tanks, water filler and the correct shaping to the upper sides for pairing with air-smoothed 'Merchant Navy' class locomotives. The plastic coal load is removable to reveal a full depth coal space while at the rear the sprung metal buffers stand either side of a neatly positioned tension lock coupling.

Inside the tender there is space for an 8-pin decoder and 28mm round speaker in the metal weight.

On the track, both of our samples ran smoothly and quietly straight from the box matching the running characteristics of previous releases (HM168/HM169) under analogue control. That includes running through a range of points and crossing with code 75 rail and negotiating second radius curves.

If you have been looking to expand your 'Merchant Navy' fleet, there has been no better time, though the best is yet to come with the impending arrival of Hornby's Hornby Dublo inspired versions. Watch this space. (MW)



The latest 'Merchant Navy' releases differ in featuring a second series 5,100gallon tender. They model 35017 *Belgian Marine* and 35029 *Ellerman Lines*.



The second series 5,100gallon tender was distinctly shorter than the later 6,000gallon tender paired with the BR built 'Merchant Navys'.

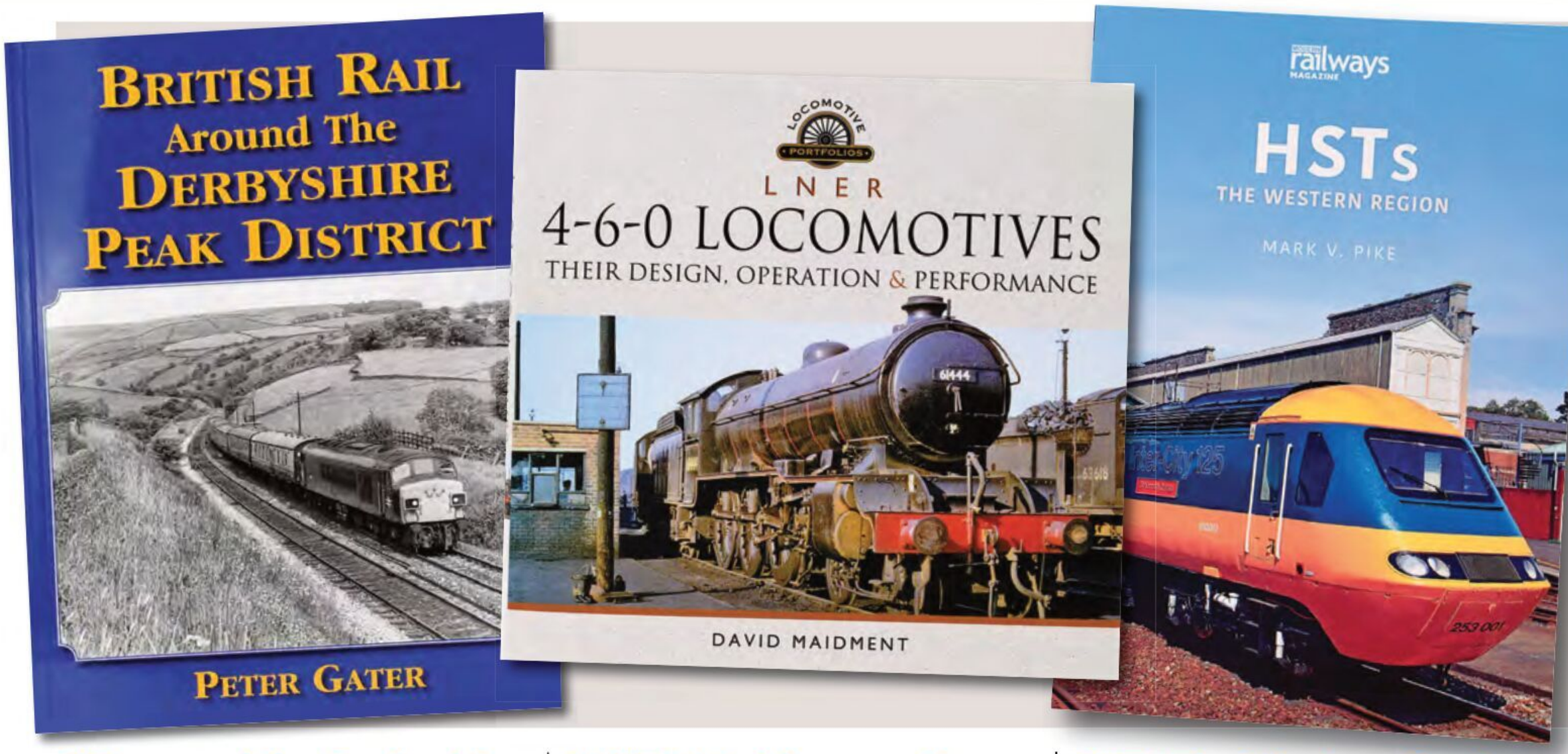
35017 is one of two new releases paired with a 5,100gallon Bulleid tender.





Ellerman Lines may be a third series locomotive, but it ran with an earlier second series tender in BR service.





BR around the Derbyshire Peak District

Author:	Peter Gater
Publisher:	*www.pynotpublishing.co.uk*
Title:	British Rail around the Derbyshire Peak District
ISBN:	978-0-9562-7068-9
Price:	£9.95
Spec:	92 pages, softback

THIS volume of photographs showcasing the work of the late Peter Gater, takes a nostalgic look back at British Rail workings in the Peak District.

Reflecting the changing rail scene in Derbyshire's peaks and dales from the mid-1970s to early-1990s, the book features a superb selection of classic diesel motive power on passenger and freight workings with typical classes associated with the area throughout this time. As well as classic Class 20, 25, 31, 37, 40, 45 and 47 motive power, examples of Class 50, 58 and new Class 60s also appear, as do Diesel Multiple Units (DMUs) of classes 104,108,120,123 and 128 together with the new breed of 'Pacer' and 'Sprinter' classes including 141, 142, 143 and 150 – some of which were captured during test runs.

Typical mineral trains from the period also feature including a good selection of limestone workings utilising the ageing and distinctive ICI bogie hopper wagons, as well as more up-to-date vehicles. Passenger and parcels turns also feature as do a few out-of-the ordinary images of inspection saloons, together with a few steam-hauled excursions. Locations such as Wirksworth, Peak Forest, Matlock, Great Rocks Junction, Dove Holes tunnel, Chinley and Buxton are included, along with images of the now demolished Buxton Traction Maintenance Depot.

This is an excellent picture volume with well-composed black and white images on quality gloss art paper throughout. A lovely snapshot of the varied and changing rail scene in the area at this time. (MC)

LNER 4-6-0 locomotives

Author:	David Maidment
Publisher:	*www.pen-and-sword.co.uk*
Title:	LNER 4-6-0 Locomotives – their design, operation and performance
ISBN:	978-1-52677-254-1
Price:	£35
Spec:	380 pages, hardback

THIS recently released weighty tome from Pen and Sword references all 4-6-0 locomotives that operated over the London and North Eastern Railway (LNER) routes between 1923 and 1947, as well as those LNER engines that continued in BR service from 1948 until the late 1960s, when steam operation ceased.

Running to 380 pages, the book opens with an introduction outlining the inherited 4-6-0 locomotives of Great Central, Great Eastern and North Eastern origins, together with the LNER built examples and outlines their intended use. This is followed by a series of mini biographies on the various locomotive engineers involved with their construction before delving into the various locomotive builds by railway company.

Each chapter is accompanied with a wealth of detailed information including key dimensions for each locomotive type, numbering and operational data, such as allocation details, together with anecdotal recollections and timing charts.

A superb collection of more than 400 photographs has been gathered, many of which have never previously been published. Most are black and white images, although there is a colour section towards the rear of the volume which also includes a few model photographs. Many are, as you might expect, focused on the locomotives, but there are still plenty of full train images included too – ideal for modelling.

The volume closes with a series of appendices which include diagrams, dimensions, allocation details and information on names carried (where appropriate) and bar a couple of unfortunate text errors, is a super reference work and thoroughly enjoyable read. (MC)

HSTs: The Western Region

Author:	Mark V. Pike
Publisher:	*www.keypublishing.com*
Title:	HSTs: The Western Region
ISBN:	978-1-913870-68-3
Price:	£15.99
Spec:	96 pages, softback

INTEREST in British Rail's InterCity 125 High Speed Trains (HSTs) is at an all-time high thanks in part to some recent high profile retirements from service, so this timely new picture book from Key Publishing is sure to prove popular.

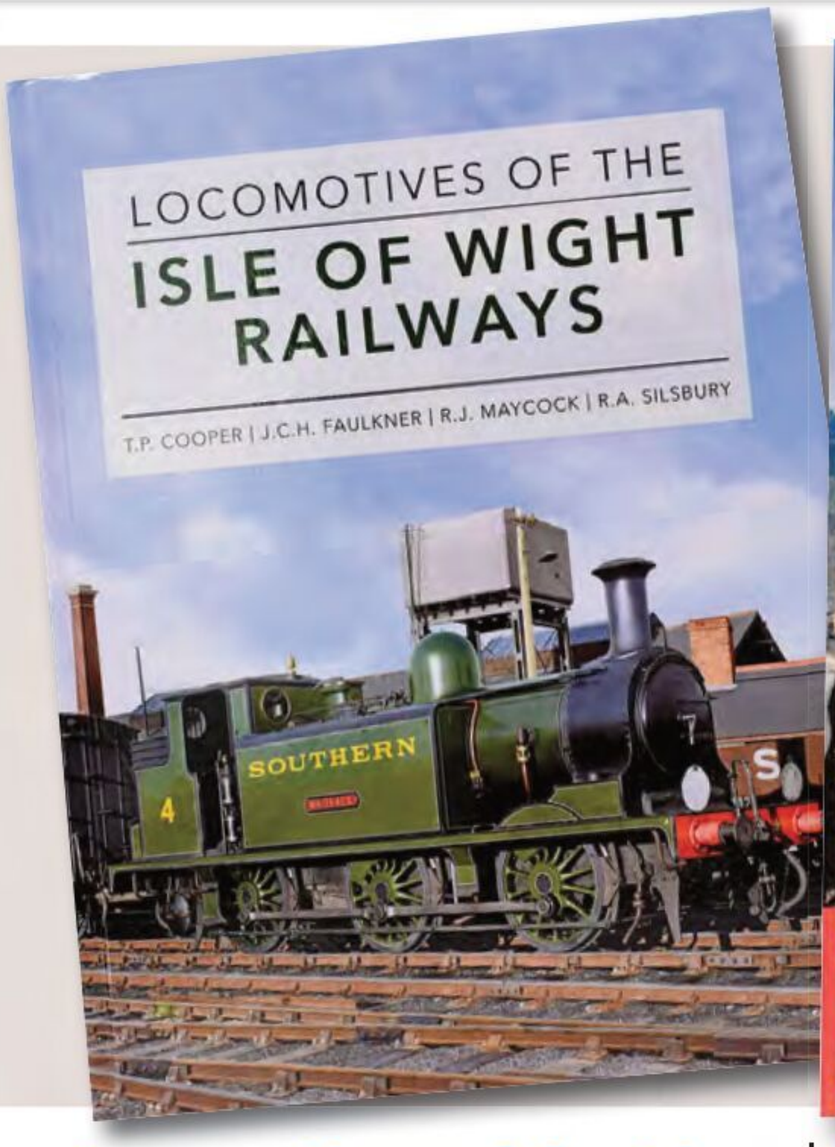
It is now two years since Great Western Railway (GWR) stood its HST fleet down from long-distance express passenger work to/from London Paddington, but some repurposed sets remain in use on longer distance regional services around the South West.

Mark Pike's book picks up the HST story on BR's Western Region in the mid-1980s, just as InterCity's new 'Executive' livery was being introduced. This in turn morphed into InterCity 'Swallow' followed by a series of brightly coloured schemes in due course, following privatisation.

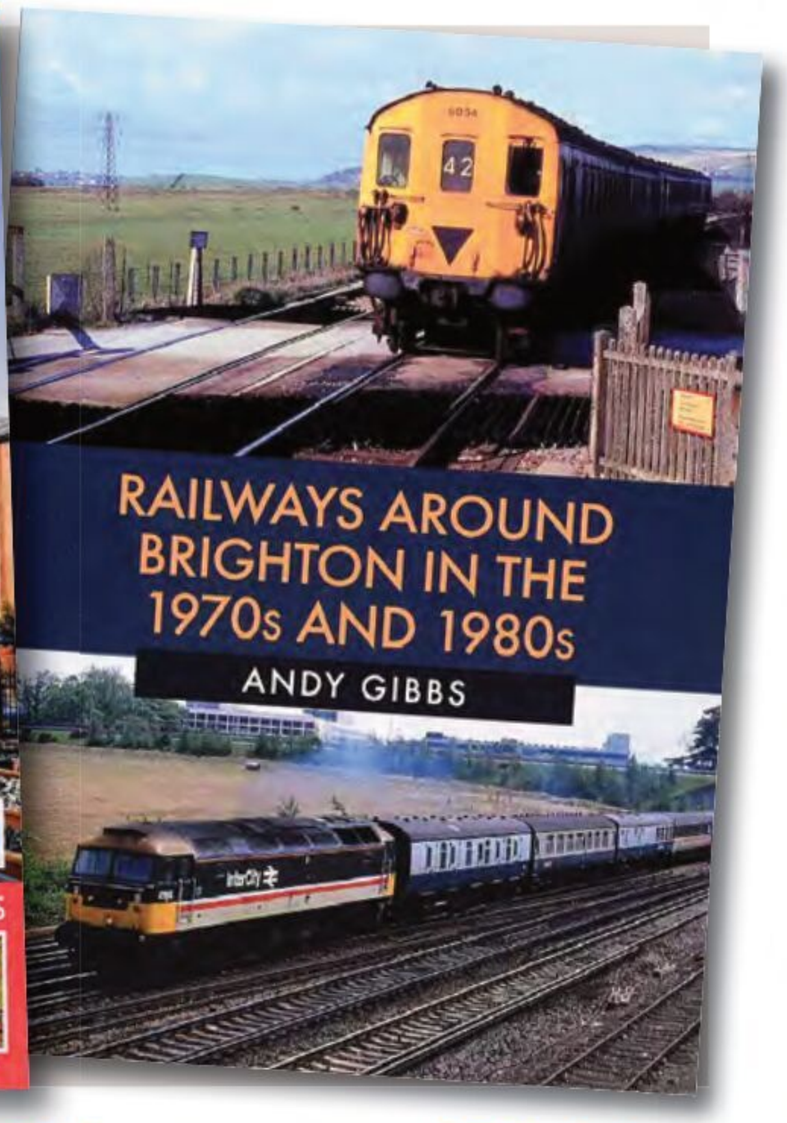
Much of the volume is devoted to the later colour schemes, particularly the First Great Western 'dynamic lines' and GWR green examples. During this period a great deal of livery variations adorned the power cars from adverts (both external and internal campaigns) to commemorative wraps. In addition, GWR commissioned two power cars to be backdated into original InterCity 125 and InterCity 'Swallow' colour schemes for their final few years in service.

Finally, GWR's retained fleet of 'Castle' HST sets with reworked sliding door Mk 3 carriages are also featured on South West workings to bring the story up to date.

Photography is well-composed with outstanding images of the HSTs in action within their surroundings, some of which are off their normal 'patch', while reproduction is equally good, with crystal clear views throughout. (MC)







Locomotives of the Isle of Wight Railways

Authors:	TP Cooper/JCH Faulkner/RJ Maycock/ RA Silsbury
Publisher:	*www.crecy.co.uk*
Title:	Locomotives of the Isle of Wight Railways
ISBN:	978-1-91080-987-7
Price:	£25
Spec:	192 pages, hardback

CONSIDERING its size, the Isle of Wight once enjoyed an extensive network of railway lines and this latest volume from Crecy sets out to detail these operations from the beginning to the present day.

Jointly authored by members of the Isle of Wight Steam Railway, this impressive work is primarily focused on the steam locomotives which operated on the island, although the electric units and diesel locomotives that appeared from the late 1960s are also included, together with images of the various vehicles and liveries carried – even the 'new' former London Underground electric stock, which is due to enter service soon, is featured.

The bulk of the book charts the history of railways on the Island with an in-depth look at each of the independent railways with potted histories on their operation, together with the Southern Railway, British Rail (steam and electric), Network SouthEast and present-day Island Line workings.

Throughout, the informative text is illustrated with a superb selection of photographs together with detailed appendices providing a summary of all the locomotives which operated on the Isle of Wight over the years, as well as principal dimension data, overhaul dates, liveries carried, route restrictions in SR days, route indicator disc codes used and shed allocations.

The story also comes full circle with coverage of the Isle of Wight Steam Railway's operation and the motive power that has been sympathetically restored for generations to enjoy.

An insightful and comprehensive volume. (MC)

Modelling BR Engineers' Wagons: Part two

Author:	Simon Bendall
Publisher:	*www.keypublishing.com*
Title:	Modelling British Railways Engineers' Wagons: Modernising the fleet
ISBN:	978-1-9138-7095-9
Price:	£8.99
Spec:	114 pages, bookazine

FOLLOWING on from the first volume (HM164), this latest bookazine from Key Publishing continues the story of British Rail's (BR) departmental wagon fleet.

With volume one's emphasis on unfitted and vacuum braked wagons, this time attention focuses on BR's evolving air-braked engineers' wagon fleet into the mid-1990s. As such, this edition of the bookazine covers the civil engineering, signal and telecommunications and Mercury project fleets, as well as touching on the Rail Stores fleet of wagons. Also included is the departmental fleet of cranes and supporting vehicles.

Opening with a chapter outlining the modernisation of the wagon fleet, the bookazine continues with an explanation of the Civil Link network as well as covering in some detail the various air-braked wagon types (and associated 'fishkind' names), experimental wagons, cranes, rail stores vehicles and more. Further chapters cover the introduction of Sat Link and its associated striking colour scheme and the Mercury telecommunications project fleet with its distinctive light blue coloured wagons.

As well as prototype details and images in each section, there are also plenty of modelling projects too, through a series of mostly 'OO' ready-to-run, kit and scratchbuilt methods, along with images of the finished models too, providing much inspiration for modellers.

Lavishly illustrated, it makes for a fascinating read which showcases the diverse fleet of engineering vehicles during the final decade or so under BR. (MC)

Railways around Brighton in the 1970s and 1980s

Author:	Andy Gibbs
Publisher:	*www.amberley-books.com*
Title:	Railways around Brighton in the 1970s and 1980s
ISBN:	978-1-4456-8191-7
Price:	£15.99
Spec:	96 pages, softback

NEW from Amberley Publishing is this latest picture volume from Andy Gibbs.

As the title suggests, the book is primarily focused in and around BR Southern Region third-rail territory and, as you might expect, a good selection of Electric Multiple Units (EMUs) have been included such as 4-BEP, 4-CEP, 4-BIG, 4-CIG, 4-VEP, 5-BEL, 2-BIL, 2-HAL, 2-HAP, 4-CAP, 4-SUB and more. However, this is just part of the story as during the 1970s and 1980s, there were still plenty of locomotive-hauled passenger and freight workings in the area too. Many of these have been captured including cross-country hauled passenger trains, parcels turns, freight and even the odd mishap and accident.

Brighton was, for many years, the home of a few stored steam locomotives kept securely under cover within the former Preston Park Pullman works, with an occasional glimpse of the contents at regular open days held at Brighton during the 1970s. Indeed, the author has captured some of these movements in the book, offering a fascinating glimpse at the shunting moves, which on at least one occasion appears to involve a Class 73 electro-diesel and a pair of 4-VEP driving cars propelling the stored steam locomotives into Brighton station!

While Brighton is the focus for the book, it is by no means the only location included, with its sphere extending to Bognor Regis and the Chichester area to the west, Gatwick Airport to the north and Hastings to the east.

A happy reminder of childhood spotting visits to the area. (MC)

The Class 390 Pendolino

One of the most successful trains in service is the Alstom-built Class 390 Pendolino, which has monopolised West Coast Main Line express services for almost two decades. **EVAN GREEN-HUGHES** looks into the history of this ground-breaking design.



Viewed from the air, 11-car Class 390 390104 crosses Birk Beck north of Tebay forming the 4.40pm Glasgow-London Euston working on June 6 2018. Bruce Galloway.

PRIVATISATION OF THE railways brought with it a large number of changes, some good and some not so good, but one route which was to see significant improvements as a result of this process was the West Coast Main Line (WCML). In the late 1990s, services there were operated by conventional electric locomotives and hauled stock, much of which was beginning to show its age, and with performance unable to compete with the airlines for Anglo-Scottish passengers.

Virgin Trains won the franchise to operate the route and it made ambitious promises for service improvements which would include better trains, speeded up timetables and better service frequency. To achieve this, substantial investment in the permanent way and signalling would be required as well as a fleet of brand-new trains.

Infrastructure-owner Railtrack failed to come up with the track and signalling improvements but Virgin acquired a fleet of state-of-the-art 140mph electric trains which employed the latest in technology, including the use of tilt, which was designed to maintain passenger comfort while traversing curves at greater speeds. The trains were to be supplied by Alstom and would be assembled at the former Metro-Cammell plant at Washwood Heath in Birmingham using components transported from Italy.

What was to become known as the Class 390 Pendolino was designed using principles common in Europe but at that point unknown in this country. Lightweight aluminium bodies were built to incredibly strong standards and were fitted with a number of power bogies distributed along the train. The tilt technology came from Fiat Ferroviaria and used pairs of electro-mechanical actuators to achieve a satisfactory ride for the passengers, something it did more successfully than the British APT by limiting the angle of tilt to only eight degrees. Even so, due to the British loading gauge the coaches had to be made narrower than usual so they remained within the usual operating envelope.

Inside, the Pendolino owed much in its design to an aircraft, something which Virgin was keen to encourage, and featured mainly airline-style seating, air conditioning, at-seat entertainment and electronic seat reservations. An on-board shop was also included, which was something of a novelty for a British train at that time.

The first bodyshell of the £500 million order was unveiled at a press launch on December 14 1999 when Richard Branson, typically dressed in a Santa suit and surrounded by models dressed as elves, announced that squadron service would start in 2002 and that the new trains would double usage of the route within two years. He promised to slash journey times by 25%, double service frequency and create 2,300 jobs. Four or five trains a month would be completed. »

RED REVOLUTION

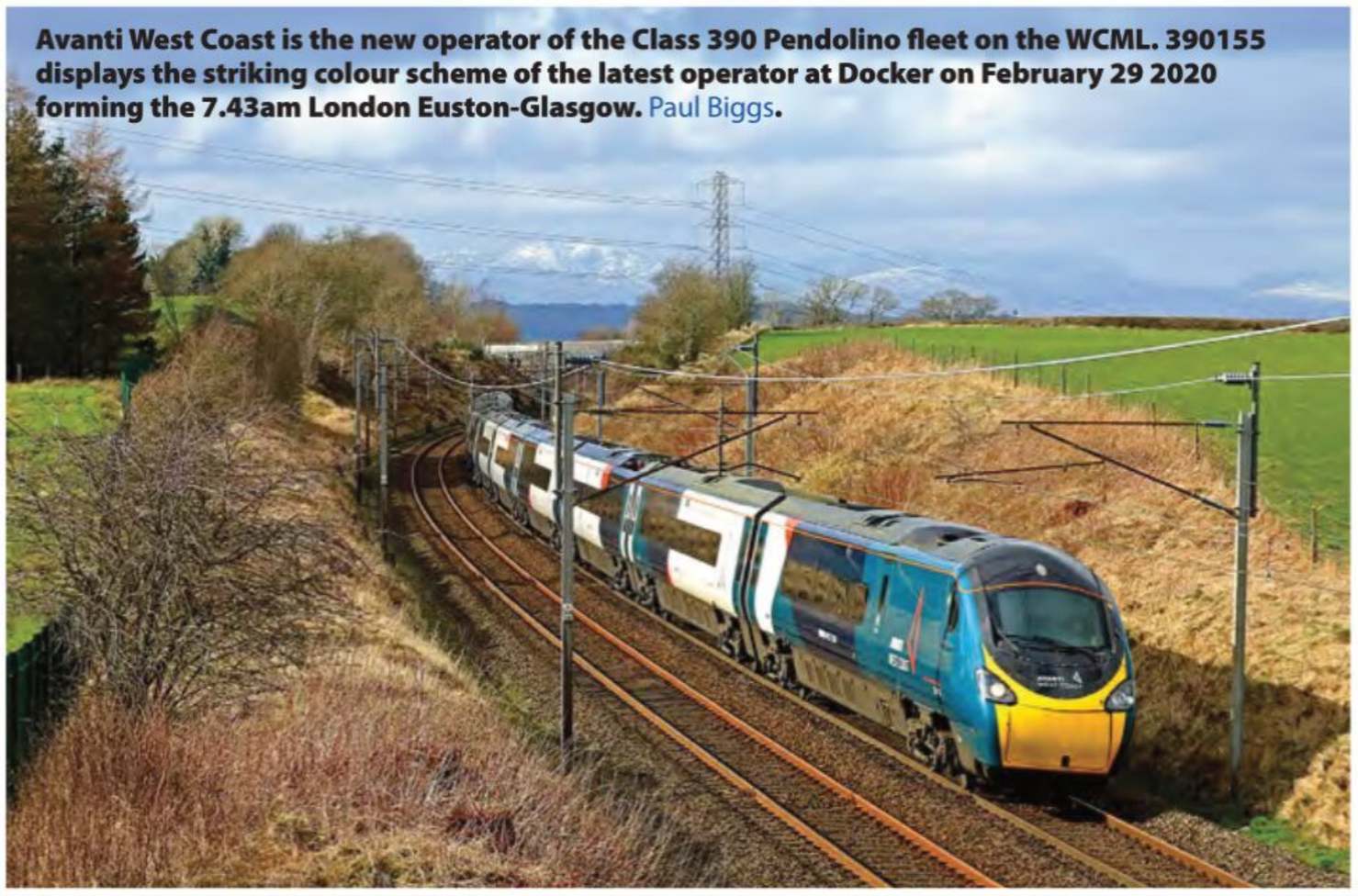
A completed train then made its first public run the following February at the Old Dalby test track when 390001 in eight-car form was rolled out for invited guests. The train was commencing its shake-down trials at the former BR test track, which had been acquired and electrified by Alstom for the purpose. 390002 was completed shortly afterwards and after it had undergone some trials at Old Dalby was despatched to the Lake District for further evaluation.

By the end of April 2000 the first Pendolino, 390006 *Mission Possible,* was at Euston where it was unveiled to the public in another high profile ceremony, but there was a sour note when it was confirmed there that the proposed 140mph running would no longer be on the cards as Railtrack had failed to deliver the promised track and signalling improvements.

The first 34 units were ordered and built as eight-car sets but 390035-390053 were constructed with nine cars. Initial testing went relatively smoothly, although there were a lot of issues arising from the change of policy by Railtrack and the subsequent lack of investment in the infrastructure over which the trains were to operate. This led to the initial introduction being delayed but the type did make its entry to revenue-earning service on July 23 2002 when one was used on a Birmingham to Manchester diagram in connection with the Commonwealth Games. However, it was not until the following January, later than originally announced, that the Pendolino came into normal service, initially between London Euston and Manchester Piccadilly.

By this time it had been announced that the new units would be limited to 110mph south of Crewe, instead of 140mph, until track works had been completed, following which 125mph would be possible.

Over the next two years the Pendolinos gradually took over other express duties, starting with the Liverpool-London services and ending with the Anglo-Scottish diagrams, with all services north of Preston passing to the class in 2004.



Avanti West Coast is the new operator of the Class 390 Pendolino fleet on the WCML. 390155 displays the striking colour scheme of the latest operator at Docker on February 29 2020 forming the 7.43am London Euston-Glasgow. Paul Biggs.



Avanti West Coast Pride liveried Class 390 390119 passes through Rugeley North Junction forming1R19, the 7.00am Liverpool Lime Street-London Euston on August 24 2020. John Whitehouse.



On June 17 2021 a new attempt was made to break the record for a non-stop run between London Euston and Glasgow with 390004 *Royal Scot*. Here the Class 390 speeds through Lichfield Trent Valley as 1Z57, the 10.36am London Euston-Glasgow – it missed out on the record by 21 seconds. John Whitehouse.

During this time the Pendolinos were also allowed to be used on the North Wales Coast line, where they had to be hauled by specially-equipped Class 57s, which were attached and detached at Crewe station. This period was not without its problems, however, particularly regarding software issues, one of which was responsible for a buffer-stop collision at low speed at Liverpool Lime Street station.

Even before the original order was completed, Virgin Trains announced that it was taking up an option for an additional 34 coaches which would be inserted into the eight-car sets to produce a uniform fleet of nine-car trains. These were completed during 2004-2005 and added into the sets as soon as they were available to extend the capacity of the intensively used trains.

POWER AND SPEED

With the full fleet of 53 trains now in service, the type settled down to become the predominant motive power on the West Coast Main Line, but tragedy struck on February 23 2007 when 390033 *City of Glasgow* came off at high speed at Grayrigg with 115 people on board due to a set of faulty points. Fortunately, the strength of the friction-welded construction and the small size of the windows resulted in only one fatality, although the complete train set had to be written off afterwards due to the impact damage. Some of the less-damaged vehicles are, however, retained at training facilities.

As anticipated, passenger numbers rose dramatically after the introduction of the Pendolinos and subsequently the Department of Transport authorised spending on further vehicles in 2009. These were to comprise 62 additional motor seconds, which would be used to extend 31 sets from nine to 11 cars and four completely new 11-coach sets. Due to the closure of the Washwood Heath plant, all were built in Italy with the additional motor seconds being sent by boat while the complete sets came via the Channel Tunnel by rail. The first 11-coach set to operate was 390156 which entered service in April 2012.

The lengthening of the Pendolinos was accompanied by significant investment in depots, which had to be extended to accommodate them. A substantial new facility was constructed at Widnes which had over 13,000sq ft of buildings and this was used for the lengthening project and later became the centre for repainting the Pendolino fleet.

A further enhancement project in 2015 saw Virgin Trains converting one First Class carriage into Standard Class, which gave the sets a better balance of seating and in 2019 the whole fleet was transferred to new operator Avanti West Coast which set about providing an interior refurbishment, which included new seats.

COLOUR CHANGES

The Pendolinos have carried three different fleet liveries. They were delivered in a striking version of Virgin's red and silver house colours but this was later changed to a red and white version of the same livery. Avanti has repainted the fleet in a grey and white livery since taking over the franchise.

Every set was originally named with many having a name prefixed with the »

"The first bodyshell of the £500m order was unveiled at a press launch on December 14 1999."

EVAN GREEN-HUGHES



Carrying plain white livery and with snow covering the hills in the distance, Class 390 390002 passes through Docker on February 27 2020 heading south from Glasgow to Euston. Paul Biggs.

word 'Virgin' and others wearing names celebrating cities served by the units. However, many sets have not retained the same name throughout their lives, with some being given promotional names while others have been given names to ally them to one cause or another. This has led to some units carrying three or four different names in their service lives. Nameplates which contained the Virgin company name were removed between 2017 and 2019.

Unfortunately, the full potential of the Pendolinos is still to be realised as now,

FACTS AND FIGURES	
Built:	1999-2012
Builder:	Alstom, Washwood Heath, Birmingham UK and Savigliano, Italy
Number built:	57
Number series (as built):	390001-390034 (eight-cars)
	390035-390053 (nine-cars)
	390154-390157 (11-cars)
Number series current (nine-car sets):	390001-390002, 390005-390006, 390008-390011, 390013, 390016, 390020, 390039-390040, 390042-390047, 390049-390050
Number series current (11-car sets):	390103-390104, 390107, 390112, 390114-390115, 390117-390119, 390121-390132, 390134-390138, 390141, 390148, 390151-390157
Types of vehicle:	Driving Motor First with kitchen Motor First Trailer First with pantograph Motor Standard Trailer Standards Trailer Standard with pantograph and buffet Driving Motor Standard
Maximum power:	6,840hp (nine-car set) 7,980hp (11-car set)
Power requirement:	25kv AC overhead
Traction motors:	Two Alstom Onyx800 per power car
Bogies:	Fiat-SIG
Braking:	Disc, rheostatic and regenerative
Couplings:	Dellner
Length per coach:	78ft 5in (intermediate cars) 82ft 4in (driving cars)
Width:	8ft 11in
Height:	11ft 8in
Weight:	459-558tones
Doors:	Sliding plug
Sets withdrawn:	One, 390033 (2007)

even 20 years since they were conceived, they are still restricted to a maximum of 125mph due to track constraints. However there have been some notable high-speed runs with the class holding the speed record for a journey between Glasgow to London with a time of 3hrs and 55mins at an average of 102mph and recently just missing out by 21 seconds on the record for the return journey which stood at 3hrs 52mins, which was set by an Advanced Passenger Train in 1984.

Despite not being favoured by some passengers who dislike the restricted width of the interior and the small windows, the Pendolino has largely been a great success and once teething troubles were resolved has become one of the most efficient and reliable ever to see service in this country. It is a great pity that the original design brief has never been able to be realised and the sets used to their full potential. **HM**



Above: **Carrying the interim Virgin Trains colour scheme, Class 390 390119 *The Unknown Soldier* passes under the signal gantry at Grendon forming the 8.07am London Euston-Liverpool Lime Street on September 14 2019.** John Whitehouse.

On entry to traffic the Class 390s carried a silver based version of Virgin Trains livery. On May 26 2012 390020 threads through the Lune Gorge at Borrowbridge destined for London Euston. John Whitehouse.

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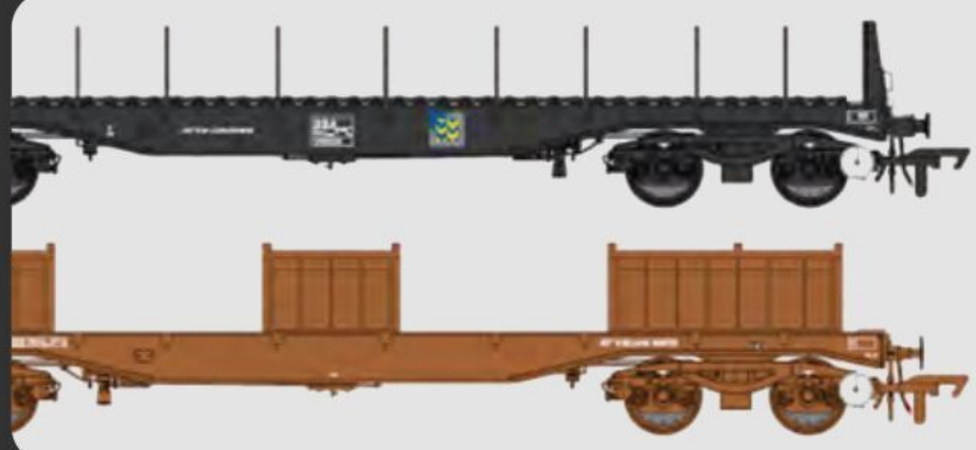
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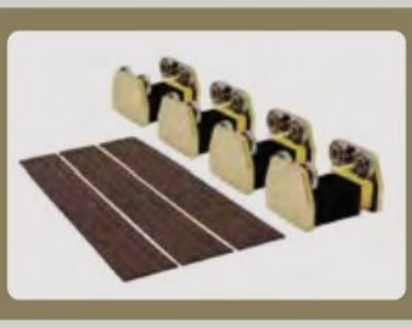


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sound

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THE Great Western Railway 'Hall' 4-6-0 was a go-anywhere mixed traffic locomotive. The first of the breed were introduced in 1928 by Charles Collett with their ancestry coming from the successful Churchward 'Saint' 4-6-0 but with smaller 6ft diameter driving wheels.

In total, 258 were built at Swindon Works by 1943 to the Collett design and so useful and successful were the 'Halls' that his successor, Frederick Hawksworth, created a revised version known as the 'Modified Hall'. 71 were built over six years from 1944 with the last being constructed under British Railways.

In model form, the 'Hall' has been a longstanding part of the Bachmann collection in original

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- Insulation tape
- Black decoder wire (TCS)

The GWR 'Modified Hall' is a useful and purposeful locomotive. This model of 6990 *Witherslack Hall* now sounds as well as it looks with the addition of a ZIMO MX648 sound decoder and EM2 speaker.

and modified forms. This summer presented a new batch of 'Modified Halls' for 'OO' gauge and having previously completed a standard 'Hall' sound installation – one which I wasn't totally satisfied with, partly because it was one of my early projects – I wanted to take a fresh look at this versatile locomotive with modern sound decoders.

The latest arrivals from Bachmann model 6990 *Witherslack Hall* in BR lined green with early crests (Cat No. 31-785) and 6998 *Burton Agnes Hall* in BR lined green with late crests (31-786). Both are equipped with an 8-pin decoder socket in the locomotive and paired with a Hawksworth tender.

To begin upgrading our project locomotive, the first port of call was Digitrains, which supplied a ZIMO MX648R 8-pin decoder with compact measurements – it is 20mm long, 11mm wide and 4mm deep. It can provide 1watt of sound and six function outputs as well as a continuous motor rating of 0.8amps so despite its small size it still has plenty of functionality.

Allied to the decoder, I've used an Earth Mover 2 65mm x 28mm twin speaker which provides excellent tonal range and more of the 'bark' you really want from a typical Great Western steam locomotive. It's a tight fit inside the Hawksworth pattern tender of our project locomotive – the preserved 6990 *Witherslack Hall* – but perfectly possible.

In addition, Digitrains loaded the MX648R with its Tony Molyneux sound profile for the GWR 'Hall'. This includes active brakes on Function 2 and the option to switch to light engine mode with Function 5 as part of its 18-function line-up.

Beyond the decoder and speaker, all that we added to this project were consumables consisting of TCS black decoder wire, heatshrink insulation and solder. The full project start to finish will take in the region of one hour to an hour and a half as there are some tricky steps to be taken around the cab area to fit the decoder and run wires through to the tender for the speaker.

The following step by step guide walks you through the full process from start to finish and, having completed 6990 with the latest speaker and sound file, it will be interesting to compare it against my previous version – maybe that will need an upgrade now. **HM**



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INSTALLING DIGITAL SOUND IN A BACHMANN 'MODIFIED HALL' 4-6-0



1 Bachmann's latest batch of GWR 'Modified Hall' 4-6-0s includes 6990 *Witherslack Hall* in BR green with early crests and a Hawksworth pattern tender. It has an 8-pin decoder socket, but no specific space for a speaker to be installed.



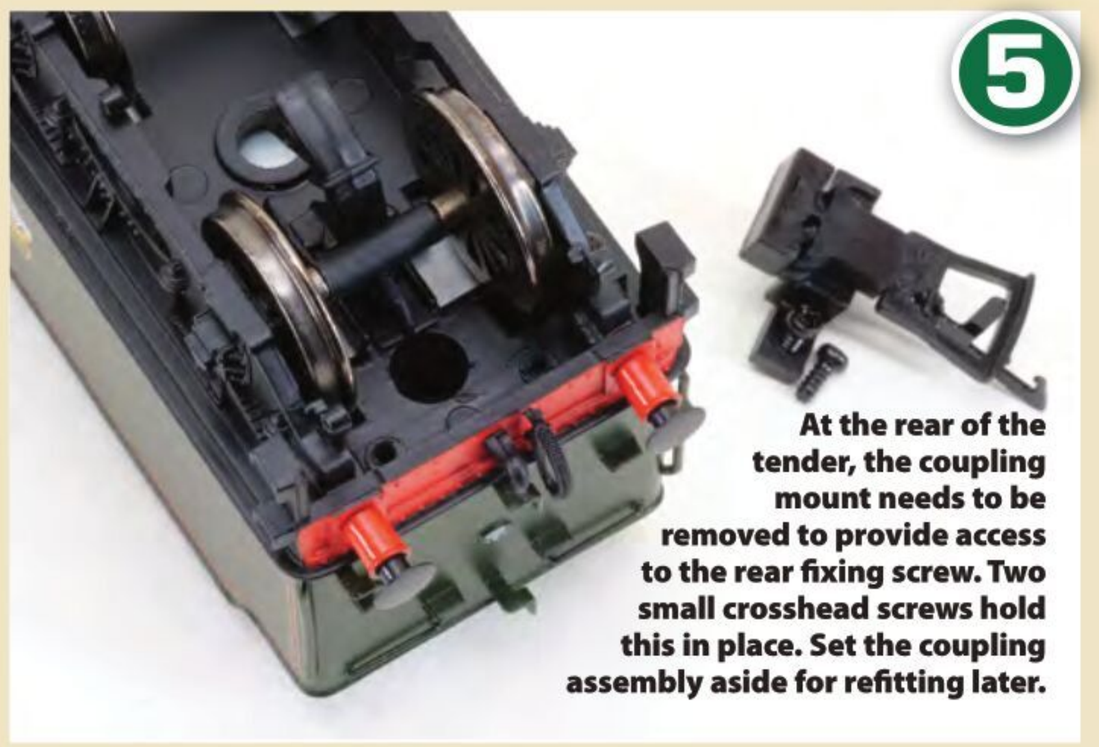
2 Our sound decoder for this project is the compact ZIMO MX648R with an 8-pin harness. It measures just 20mm x 11mm x 4mm, but still has plenty of power for the locomotive and sound.



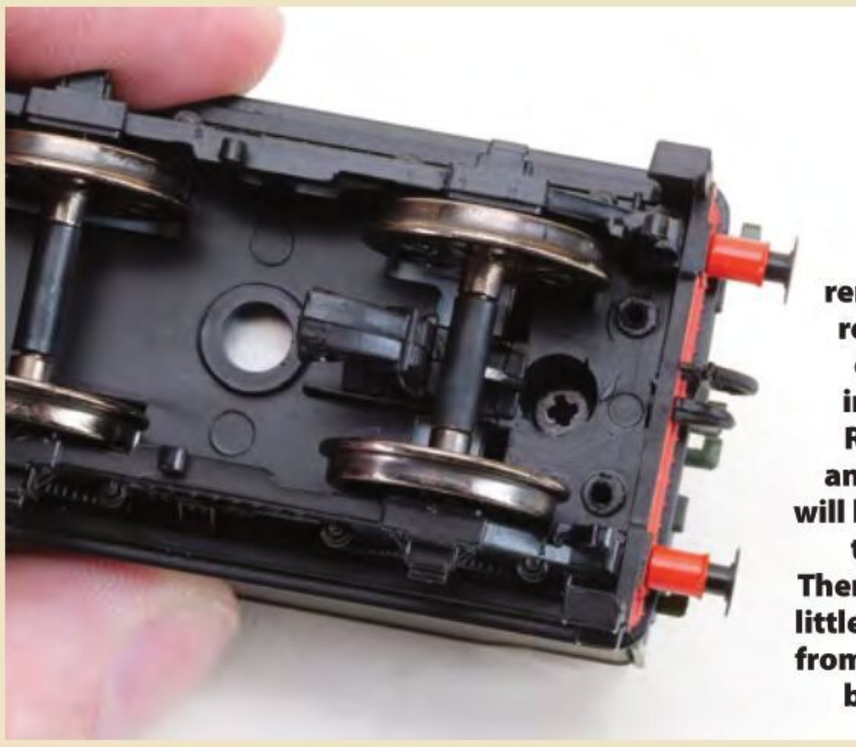
3 We need to take the locomotive and tender apart for this installation. To begin, unclip the brake rigging from the underside of the tender to gain clear access to the body securing screws.



4 There are two crosshead screws which hold the tender body and chassis together. One is mounted at the front ahead of the leading axle.



5 At the rear of the tender, the coupling mount needs to be removed to provide access to the rear fixing screw. Two small crosshead screws hold this in place. Set the coupling assembly aside for refitting later.



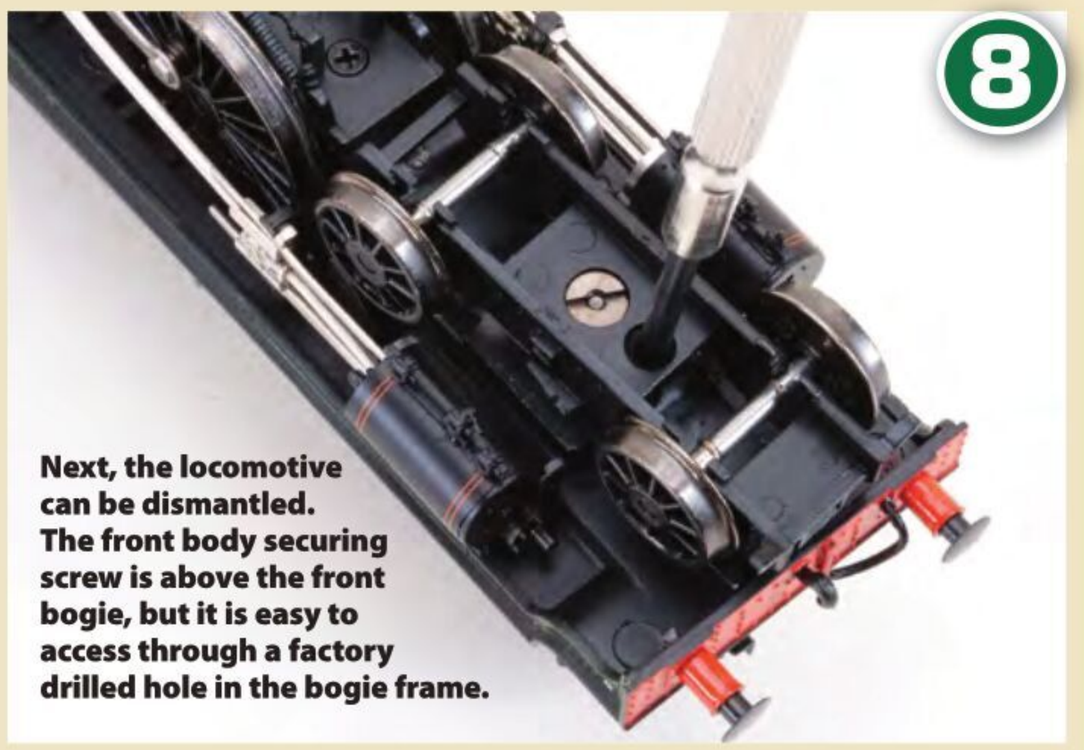
6 With the coupling mount removed, the rear screw is clear to see in its recess. Release this and the body will lift up from the chassis. There may be a little resistance from the buffer beam parts.



7 Being an older generation model, the tender for the 'Hall' doesn't have a full relief coal space which, in this case, is quite useful. We can make full use of the space available here.

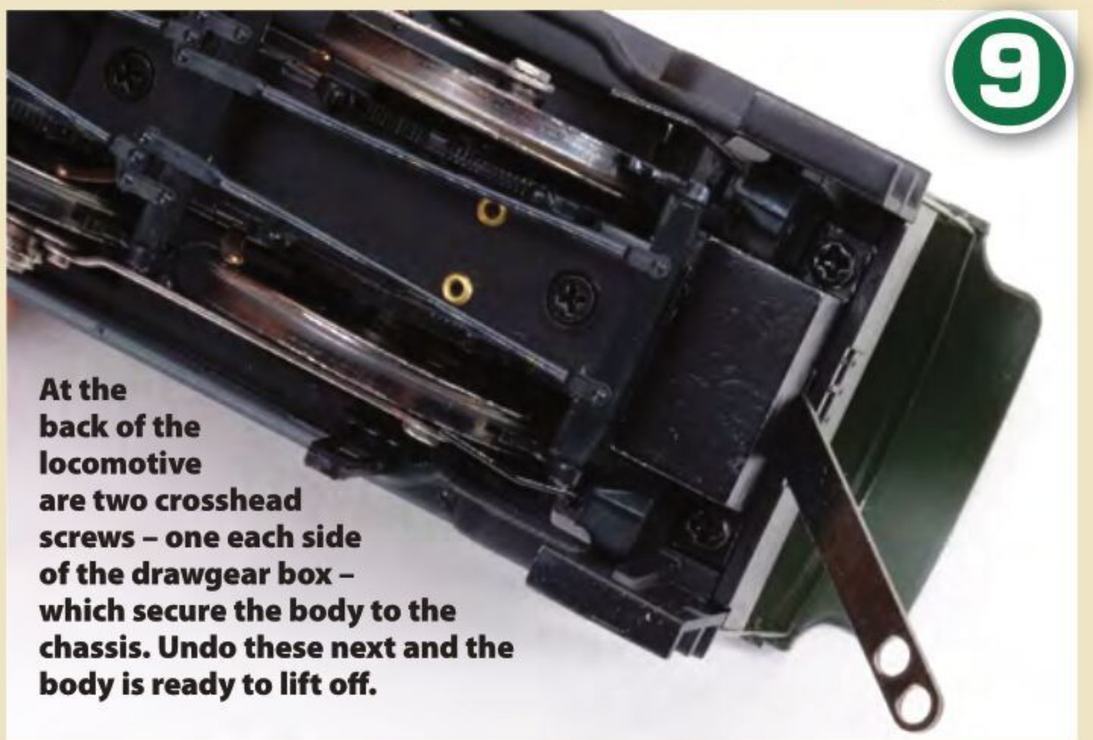
Intermediate
Beginner SKILL LEVEL Advanced

8



Next, the locomotive can be dismantled. The front body securing screw is above the front bogie, but it is easy to access through a factory drilled hole in the bogie frame.

9



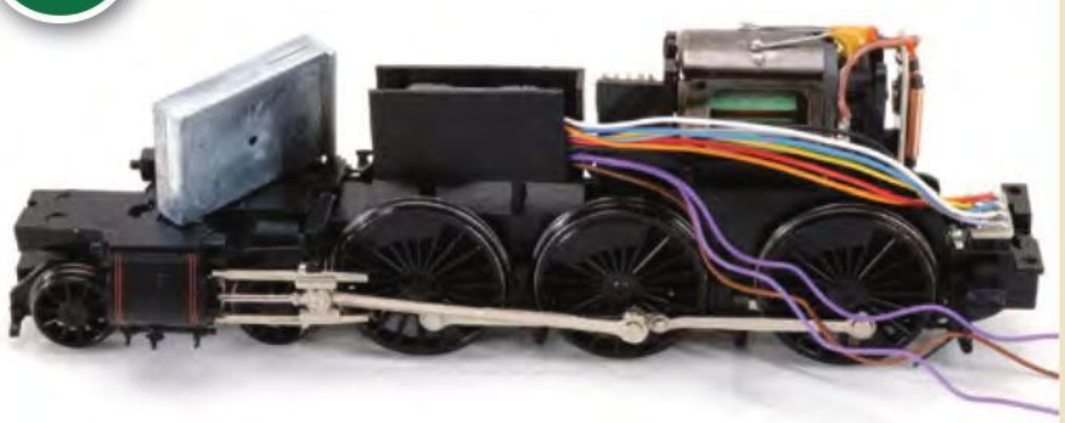
At the back of the locomotive are two crosshead screws – one each side of the drawgear box – which secure the body to the chassis. Undo these next and the body is ready to lift off.

10



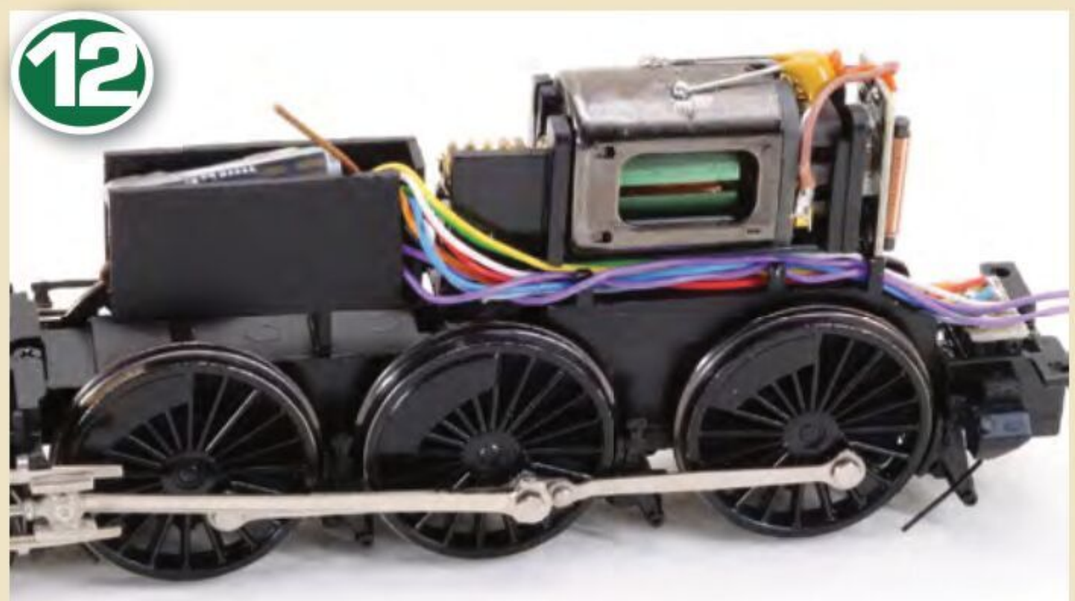
The motor is a tight fit through the base of the locomotive body, but with careful movement it will wiggle out to release the chassis. The 8-pin decoder socket is positioned below the cab floor and on first glance there is no space for a decoder...

11



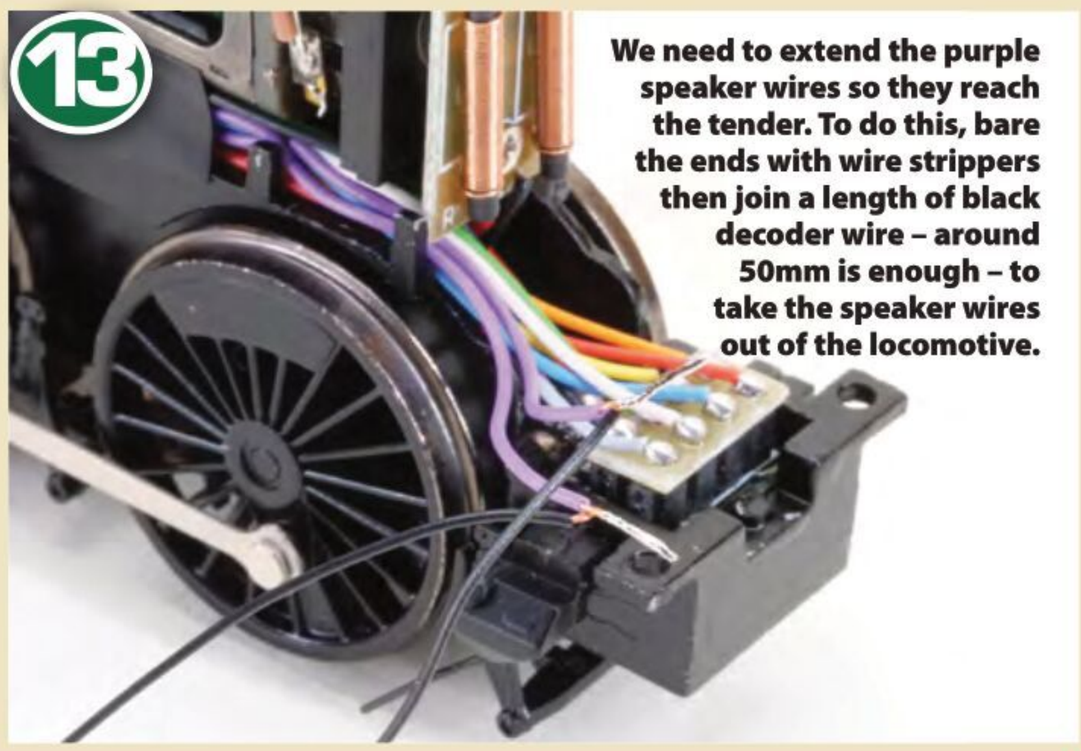
...To make room for a decoder, the metal weight inside the plastic frame ahead of the motor needs to be taken out. The decoder can then sit in the free space available there and be connected back to the 8-pin socket.

12



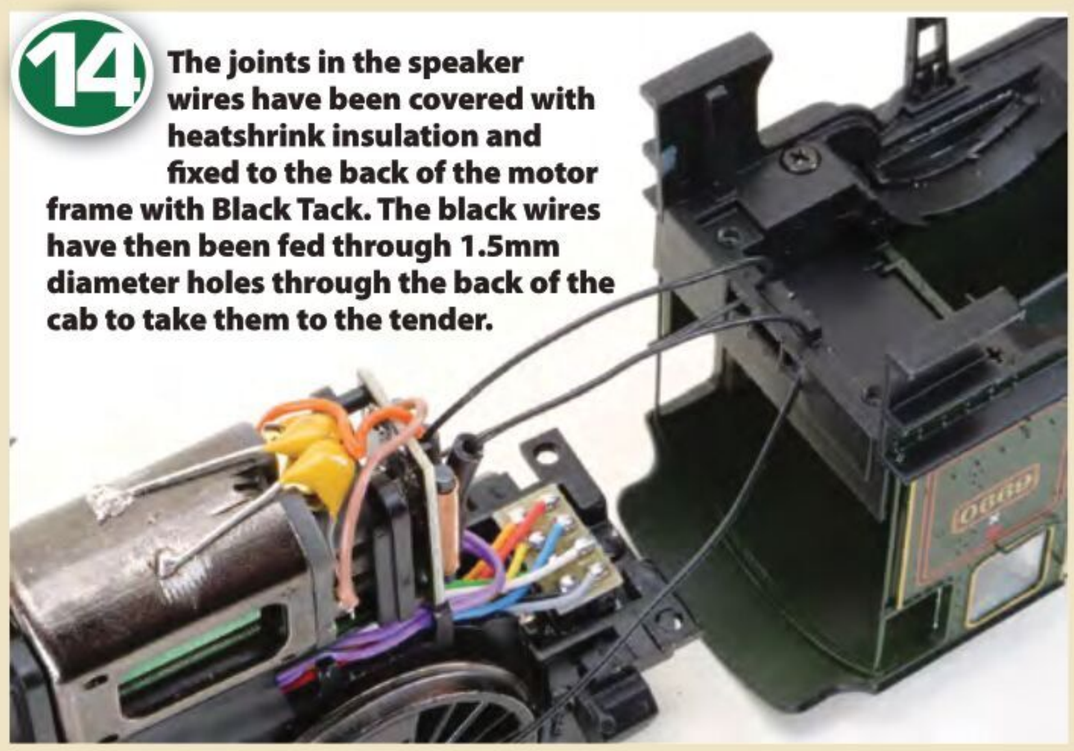
There is a channel along the base of the motor frame which can be used to neatly arrange the wiring of the 8-pin harness from the decoder to the socket.

13



We need to extend the purple speaker wires so they reach the tender. To do this, bare the ends with wire strippers then join a length of black decoder wire – around 50mm is enough – to take the speaker wires out of the locomotive.

14



The joints in the speaker wires have been covered with heatshrink insulation and fixed to the back of the motor frame with Black Tack. The black wires have then been fed through 1.5mm diameter holes through the back of the cab to take them to the tender.

15



The body can now be refitted to the locomotive chassis, taking care to ensure none of the wires get caught or cut during reassembly. The extra length of the speaker wires protrudes from below the cab floor.

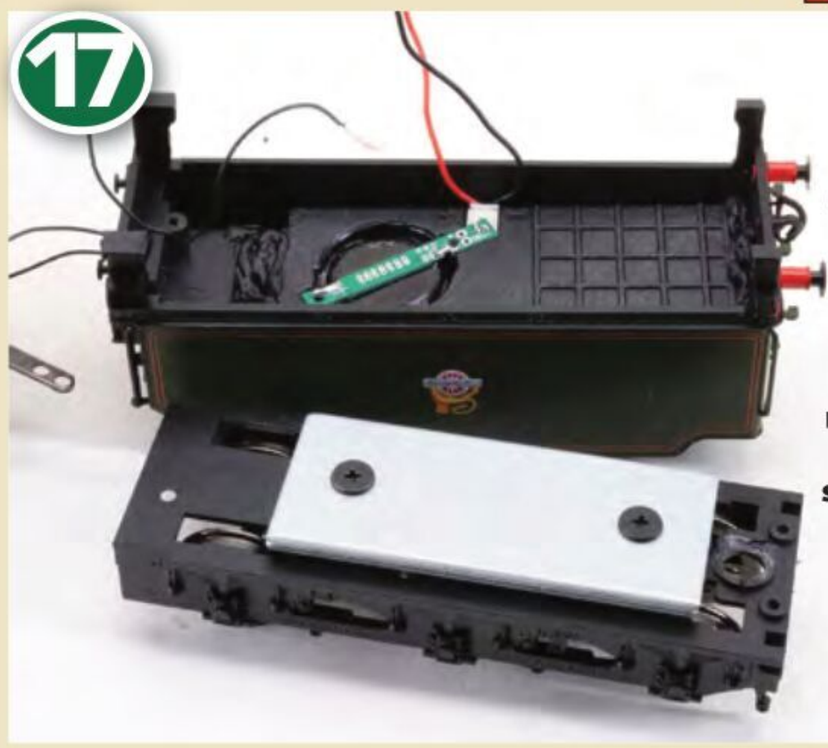
INSTALLING DIGITAL SOUND IN A BACHMANN 'MODIFIED HALL' 4-6-0

Beginner — Intermediate — Advanced — SKILL LEVEL



16

To take the speaker wires into the tender, we need to repeat the drilling process. Two holes are made through the lower face of the tender below the cab floor to take the wires inside.



17

Our speaker is a large 65mm x 28mm Earth Mover 2 type which just fits inside the tender. However, it does mean removing the rear fixing screw mounts inside the tender and on the chassis for clearance.



18

The speaker wires have been joined to the wires from the locomotive. This time to save space, each wire joint has been covered with insulation tape to prevent short circuits.



19

To provide additional support for the speaker, three spots of Black Tack were added to the metal tender weights. These were positioned so as not to touch the base of the open speaker frame. The tender body was then refitted using only the front fixing screw.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
ZIMO MX648R 8-pin sound decoder	*www.digitrains.co.uk*	MX648R
EM2 65mm x 28mm speaker	*www.dckits-devideos.co.uk*	1256EM-2
GWR 'Hall' sound file	*www.digitrains.co.uk*	ZS012A

SOUND FUNCTIONS

F0	Light on/off if fitted
F1	Sound on/off
F2	Active brakes
F3	Long whistle
F4	Short whistle
F5	Light engine mode
F6	Coal shovelling (plus Aux 1 for firebox glow)
F7	Injector
F8	Blower
F9	Flange squeal
F10	Ejector
F11	Wheelslip
F12	Safety valves
F13	Buffering up
F14	Coupling
F15	Drain cocks
F16	Water filling
F17	Smoke generator (if fitted – Aux 2)
F18	Guard's whistle

20

The old style of Bachmann steam locomotive drawbar can sometimes droop meaning that the locomotive uncouples from its tender. To prevent that, we removed the plastic lug and drilled a 1.5mm hole to make use of the spare fixing screw from the rear of the tender as the drawbar screw.



21

Our model of *Witherslack Hall* is now ready for testing and addressing. We adjusted CV267 for the exhaust beat to 45 to match the wheel revolutions, trimmed the volume in CV266 to 50 and set its address to 6990. Job done.

● **You can check in to *www.keymodelworld.com* during August to see our full sound demonstration video for this sound fitted GWR 'Modified Hall' illustrating its operational value.**



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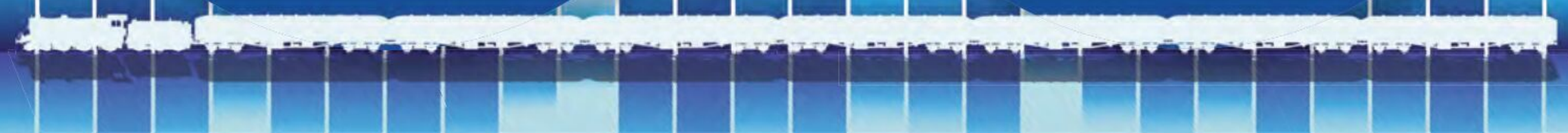
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Lostwithiel

The Cornish main line station of Lostwithiel has been the subject of three layouts for **ROB ELLIOTT**. Here he reveals the full story behind this inspirational 'N' gauge layout which encompasses the main line and the Fowey branch – all in a spare bedroom!

PHOTOGRAPHY, MIKE WILD

Recreating a classic Cornish main line scene, a Dapol 'Manor' 4-6-0 pilots a Graham Farish 'Castle' 4-6-0 through Lostwithiel at the head of an express. To fit the station into the space available, the curve of the original platforms had to be omitted.

GAUGE 'N', 9mm | SCALE 2mm: 1ft | SIZE 9ft x 9ft | REGION WESTERN | PERIOD 1950s/1960s | CONTROL ANALOGUE

THIS IS MY THIRD LAYOUT based on Lostwithiel in Cornwall. When my wife and I were looking for our first house six years ago, one of the conditions was a spare room to house a permanent 'N' gauge layout and modelling desk. I was lucky enough that my wife agreed so long as she got a sewing room as well.

Work commenced on one of the smaller back bedrooms (9ft x 9ft) almost immediately after moving in which involved painting the walls a plain, sky blue colour which would make a simple, clean backscene to the new layout.

My main requirements for the layout were to create a reasonable representation of Lostwithiel station, crossing and adjacent sidings, the branch line to Fowey station incorporating Golant causeway and the clay docks at Carne Point, a scaled down version of the goods shed and dairy at Lostwithiel together with a continuous run double track main line and up and down goods loops for clay trains. It was an ambitious list, but with 'N' gauge as the choice of scale it was achievable in the space that I had available at home in a spare room.

I came up with a design using Anyrail software, which although a bit limited, did the job reasonably well. The plan suited all my requirements in the space available and enabled me to run some interesting trains including clay, parcels, milk, general goods and local/express passenger. There are several areas for shunting, an end-to-end element for local autotrain services between Lostwithiel and Fowey, and a continuous circuit.

I decided not to include a storage yard »



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2 **Fowey station includes its characterful platform mounted signalbox.**

as they take up too much potential scenic space. By not having a storage yard I could include a double track main line running through countryside on a sweeping curve. This area is good for photography and just watching the trains run by in the landscape.

People who know the area well may wonder why Lostwithiel station platforms are not curved. I soon realised that I would not be able to make a completely accurate model of the real place and that compromises would need to be made. Including the curved platforms in the space I had available would mean removing a lot of pointwork and significantly shortening the loops. This would then limit the running and operational capabilities. As this was not desirable, I therefore opted for straight platforms. Similar compromises have been made in the Fowey/Carne Point area, which is even more of a 'representation' of the area rather than a faithful reproduction.

CONSTRUCTION

The baseboard is built out of 2in x 1in timber and 12mm chipboard. The track is all Peco code 55, laid on cork tiles. I didn't want the complication and expense of digital control, so everything is DC operated using a Gaugemaster Model D twin track controller, which suits my needs perfectly. There is a switch which enables me to control the Fowey branch and/or Lostwithiel bay and sidings independently using an additional Model HH walkabout controller, meaning I can have three trains running at any one time:

"By not having a storage yard I could include a double track main line running through countryside on a sweeping curve."

ROB ELLIOTT

the Up main, Down main and branch. Points are currently all hand operated.

Once laid, wired up and thoroughly tested, the track was ballasted with Woodland Scenics fine grey ballast which was then lightly sprayed with Humbrol brown aerosol and weathered using Tamiya acrylics through an airbrush. I'm fairly happy with the result, which hopefully represents the distinctive reddish-brown hue seen in many of the colour photographs of the area. To some eyes it may look a bit dull and uniform but I often find many layouts suffer from ballast being too bright and clean, which although often faithful to the real railway, does not look right in model form.

Platforms are made from Peco brick platform edging. The bricks were painted with a mix of dark browns and greys, allowed to dry and then lightly sanded with wet and dry paper to reveal the red plastic underneath. This seems to give the

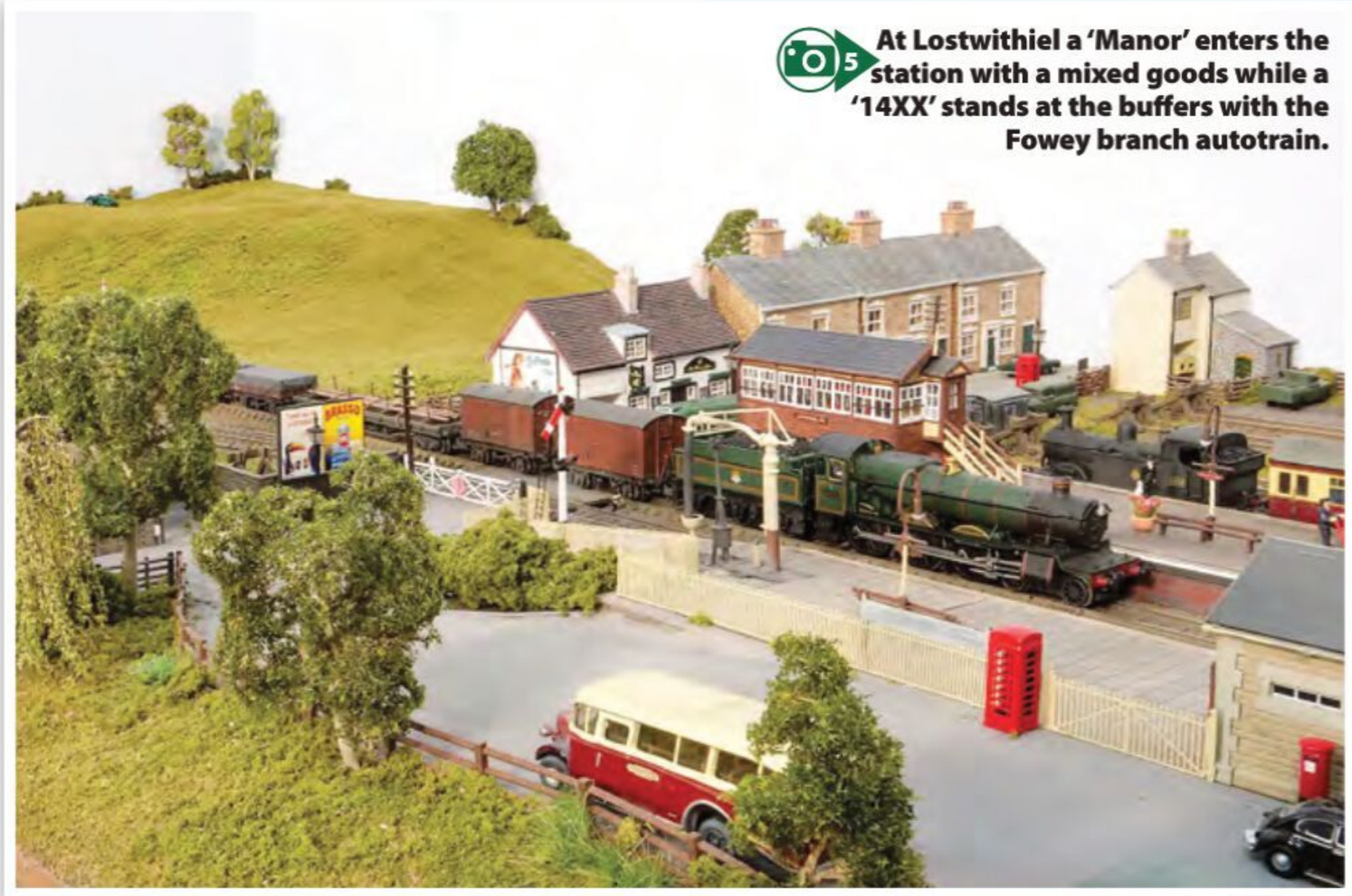
appearance of well weathered brickwork where the face of the bricks has fallen off, revealing the red colour of the brick contrasting with the dark mortar. The surface is made from Plasticard with Metcalfe paving slabs added after a light weathering with the airbrush to tone down the brightness. The gravel areas were made from fine grit, crushed to almost a powder. The distinctive Cornish palms are from The Model Tree Shop.

Scenery is made from Modroc, painted dark brown and Woodland Scenics fine turf applied. I use Woodland Scenics materials for 90% of my scenic work as although it's not cheap, it is very good quality. I have settled on a late summer theme and used the Burnt Grass colour as it's quite subdued and tones in nicely with the track work. In my opinion, there's nothing worse than overly bright or lurid grass on layouts. The trees are a mix of homemade sea foam, commercially »



3 **Looking down the road to the level crossing, a '14XX' 0-4-2T crosses on the main line.**

4 **The end of the Fowey branch scene includes Fowey station and Carne Point clay docks. A pair of Dapol '57XX' 0-6-0PTs simmer in the yard after arriving with empty wagons while a '14XX' 0-4-2T pauses in the station behind with an autocoach.**



05 At Lostwithiel a 'Manor' enters the station with a mixed goods while a '14XX' stands at the buffers with the Fowey branch autotrain.

available brass etches and cheap examples bought online.

The few buildings I have on the layout so far are mainly from the Farish Scencraft and Hornby Lyddle End resin ranges. The goods shed at Lostwithiel was a large wooden building which I have represented with one of the Farish wooden models. One day I will attempt a more accurate scratchbuilt one, but for now the resin model suffices.

The distinctive platform mounted signalbox at Lostwithiel is made from two Ratio kits on a scratchbuilt brick base. The original station buildings at Lostwithiel and Fowey were both wooden structures. My scratchbuilding skills weren't up to the task of making one entirely from scratch so Ratio stone built kits were used until I can find something more suitable.

The dairy building posed a problem as there was nothing commercially available that I could find which looked remotely similar to the building at the real location. Thanks to some help from members of the N Gauge Forum, I was recommended the Walthers Cornerstone range of modular buildings. Despite it being American in its original design, I used the Red Wing Milling kit as a base and played about with it until it resembled a British looking concrete building. After adding some P&D Marsh aluminium storage tanks, various bits of pipework, brass railings and a concrete base, it looks the part.

I again turned to the Walthers range for the china clay facilities along the dockside. I found the New River Mining kit suited well, being made from corrugated material, and this was modified using brass etch »

"The lockdown over the past year gave me the time to finish off the Fowey area, but there are still more details to be added."

ROB ELLIOTT

and plastic girder to create three separate structures to represent the loading terminal. The structures are all roughly based on the originals at Carne Point. I must thank the Cornwall Railway Society for their excellent website covering all aspects of clay operations in the area.

The unusual wagon tipplers represent those which were used in the early 1900s and again in the 1970s/1980s to tip the clay out of wagons onto conveyor belts to be loaded onto ships. These were built from rail encased in Plasticard and brass strip mounted on small brass hinges. The traverser was also built in a similar way and is not something I've seen modelled in 'N' before.

All semaphore signals are Ratio kits, with a few parts from MSE. The latticework on the bracket signals is from Scalelink Fretcetera as I was keen to be as accurate as possible with signalling of the layout.



I've also had a go at adding point rodding, which in 'N' is naturally difficult, and something you don't often see modelled even in 'OO' gauge. My first attempt was to glue lengths of 0.3mm brass wire together, held in place by Plasticard strips to represent the stools. This worked well on straight sections but proved impossible on curves. My second attempt was to create a jig out of thick plastic with the appropriate number of holes drilled in. A thin Plasticard strip was then inserted into the jig and holes drilled to form stools – the jig making sure the holes were drilled exactly the same in each stool. These were then superglued in position at a spacing of one stool every four sleepers. 0.3mm brass wire was then carefully threaded through the holes and cranks, pulleys and compensators added from 2mm Society etches. Once painted, this method looks acceptable, although I feel it's a little over scale.



6 Representing part of the non-Western Region fleet, a BR '9F' 2-10-0 and Stanier '8F' 2-8-0 cross paths at the road overbridge on the main line.

7 The double track main line scene provides a perfect place to watch trains pass. A Graham Farish 'Warship' takes a parcels working around the continuous run section.



WATER

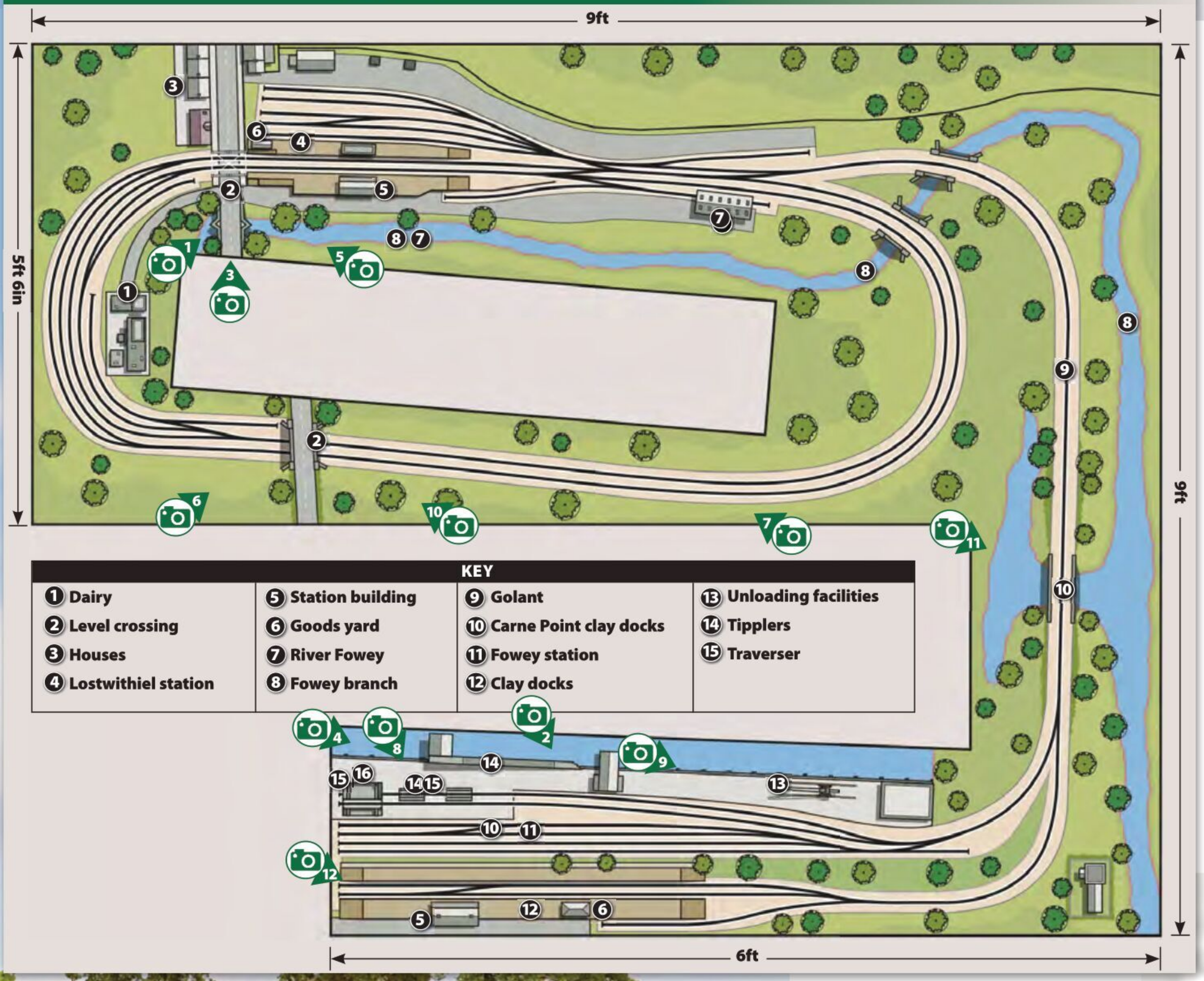
The River Fowey runs past the station at Lostwithiel and follows the branch line for the entire journey down to Fowey/Carne Point, so it had to be a major feature of the layout. I'd had little experience with modelling water so having to create more than 15ft of river plus a harbour was a little daunting. Having looked at various commercially available water products, I settled on Woodland Scenics Deep Pour. The resin was left to cure for 24 hours, by which time it became rock hard and glass like. The water looks very still so I'm currently deciding whether to add some ripples to the surface to make it look like it's flowing. It does currently give a nice reflective surface and I'm especially pleased with the water effect around Golant and the dockside area.

Lostwithiel has a distinctive 13th century bridge over the River Fowey, between the

8 At the docks manually operated wagon tipplers have been built into the dockside.

9 A '64XX' shunts the yard at Carne Point clay docks. The buildings are a modified Walthers American outline kit while the dock crane is an etched brass kit.

LOSTWITHIEL TRACK DIAGRAM (NOT TO SCALE)





station and the main town. I really wanted to include this on the layout but didn't have space for the full five arch structure. I've instead compromised on a two arch laser cut bridge made by Ancorton Models, which also includes a nice representation of the cutwaters – triangular projections that offer pedestrian refuges.

THE TRAINS

The layout is primarily set in the late '50s/early '60s as is the majority of the rolling stock. Although I try to keep things reasonably sensible regarding what I run (primarily Western Region), I do stretch things a little with the odd Southern Region service from Wadebridge or even a London Midland or Eastern Region visitor, perhaps on an inter regional working but most likely because I like the class in question. An example of this is the recent Farish Wainwright 'C' which is a lovely model and a BR black one soon ended up in my fleet. Although these little locomotives never left the South East, my layout imagines that they could possibly have been used on cross Cornwall services from Padstow to Fowey.

I was especially pleased when Farish produced its clay wagons for Kernow



10 Left: **'Western' D1045 *Western Viscount* stretches its legs on the main line. In the distance Lostwithiel Dairy can be seen.**

11 Below: **At Golant a Class 22 B-B hydraulic leads a rake of empty clay wagons back down the branch to Lostwithiel. The background is taken from the real location.**

Model Rail Centre a few years ago – both the flat tarpaulin and clay hood variety. These are a vast improvement on the Peco offering and a couple of rakes spend a lot of time trundling up the branch line to Carne Point and back. The plastic sheets are still a little bulky for my liking so I made my own using thin cigarette paper, kindly donated by one of my local club members at Lichfield District Model Railway Society.

All rolling stock is either Farish or Dapol with the one exception being a Peco Collett goods. As well as having fire irons, crew, brass lamp irons and real coal added, all stock is weathered, something which I find most enjoyable and satisfying. I normally can't wait to get the airbrush and powders out on a new locomotive or wagon - if only to get rid of the shiny black plastic look and bring out all the amazing detail that is now included on our models.

All trains run with head lamps/discs and tail lamps – the lamps being provided by ModelU. As no steam era trains were officially allowed to run without a headcode, be it lamps or discs, or a tail lamp, the omission of such on model trains is very obvious, to me at least.

WHAT'S NEXT?

The layout is now more or less complete. The lockdown over the past year gave me the time to finish off the Fowey area, but there are still more details to be added. The river scene is waiting to be adjusted slightly, new point rodding and various buildings are to be updated. I've also been thinking as to how I could add a Burngullow type clay facility next to the main line.

Many thanks to my friend Rob Mason (a 'OO' gauge expert) for helping me build the baseboard and for being a critical eye on my weathering, my Dad Brian whose expert knowledge from 50 years as a train driver helps answer my many questions and to my wife Ruth, for allowing me to have a whole room in the house dedicated to trains: I appreciate how lucky I am in that regard. **HM**

12 Right: **At Fowey station GWR '14XX' 0-4-2T 1450 arrives at the terminus with its single coach autotrain. The station building uses a Ratio kit as its basis.**



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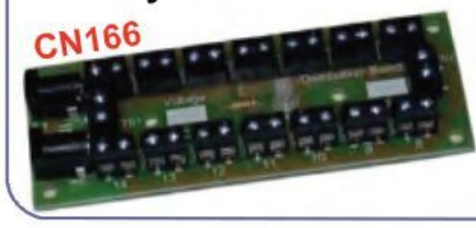
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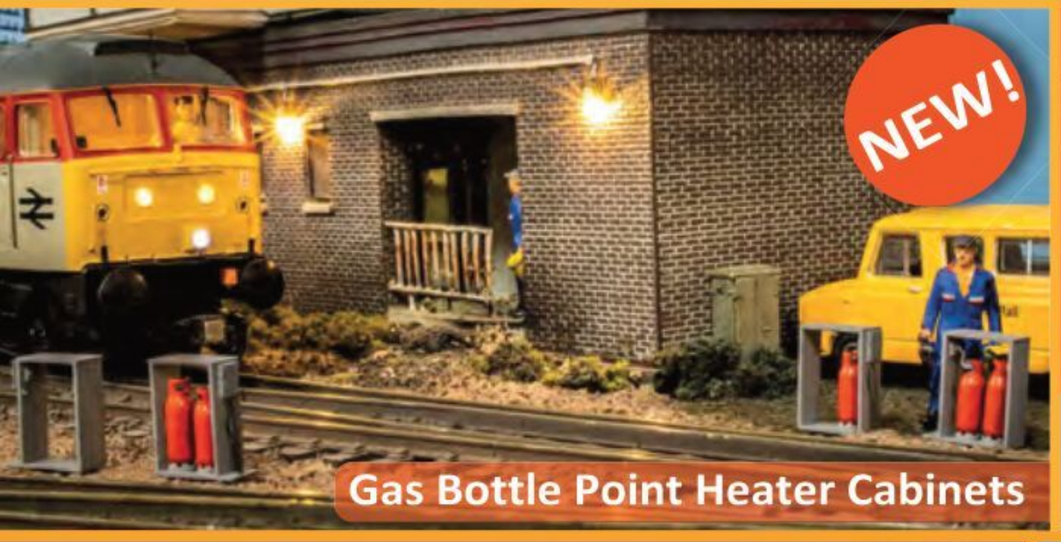












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WCML
IN THE MODERN ERA

Throughout its 172-year history, Britain's West Coast Main Line has been at the forefront of railway development, and never more so than in recent years when the route has hosted some of the most advanced trains ever to run on our network, as **EVAN GREEN-HUGHES** describes.



Right: **Direct Rail Services Class 66/4 66410 leads a Mossend-Daventry Malcolm container train at Scout Green on August 23 2005.** John Chalcraft/ Railphotoprints.uk.

Below: **The Class 390 Pendolino fleet is the flagship of WCML passenger services today. In original Virgin Trains livery, a Class 390 heads south at Greenhole on August 22 2005.** Railphotoprints.uk.



ALTHOUGH the railway line from London Euston to Scotland was not conceived as a single project, continuous construction from 1837 to 1849 saw a number of independent railways link up to provide one of the most important routes in the country.

The 399 miles of railway runs via Rugby, Stafford, Crewe, Preston, Lancaster, Penrith and Carlisle - and almost from the start attracted considerable passenger and freight traffic. It became known as the West Coast Main Line (WCML), although it only briefly skirts the sea.

The route was not easy to work, being much more sinuous in nature than the rival East Coast route and it contained a number of hefty gradients - notably at Shap and Beattock. As a result, the motive power employed was always the latest and most powerful available at the time.

The railway races of the 1880s saw average speeds on the route rise to over 50mph end-to-end while competition in the 1930s brought the 'Princess Coronation' class 'Pacifics' on streamlined trains and a journey time of 6hrs 30min between London and Glasgow. Freight continued to be threaded between these important expresses, particularly in the central section of the line which ran through the Midlands, Cheshire and Lancashire.

MODERNISATION

The West Coast route was one of those which benefitted early from the introduction of diesels, with the 1955 Modernisation Plan allowing for the provision of a large number of English Electric Type 4s (Class 40) for express passenger and heavy freight work with an assortment of smaller Type 2s for lighter freights and short-distance passenger trains.

However, British Railways had its eyes firmly set on electrification in the longer term and it was appropriate that the WCML was chosen to be the first line to be electrified on what was to become the new standard system of 25kv AC overhead power supply. In 1959, the section between Crewe and Manchester was completed, followed by Crewe to Liverpool in 1962.

After this, work started on the route to London with the wires gradually being erected southwards from Crewe, reaching the capital three years later.

To work these services, British Railways ordered a series of powerful Bo-Bo electric engines, designated AL1 to AL6 when built and later becoming Classes 81-86, which revolutionised timings on the line. They were supported north of Crewe by Class 50 diesels working in pairs until electrification was finally completed all the way to Glasgow, with this section of the upgrade being finished in 1974.

Completion of the overhead electrification to Glasgow meant the addition of more electrics, this time in the form of the Class 87, which was a development of the earlier engines, featuring yet more power but more importantly a revised motor and suspension arrangement which was kinder to the track. London to Glasgow timings came down to 5hrs and the power and acceleration of the electrics enabled more traffic to be shoehorned onto the line. The locomotives were also featured predominantly on long-distance freights, coming into their own on the new container services introduced under the brand name of Freightliner, at that time still part of British Railways.

Local services were catered for by a succession of Electric Multiple Units, the AM4 (Class 304) being introduced in 1960 in the Manchester/Crewe area and later spreading to Liverpool and Birmingham while the AM10 (Class 310) followed in 1965 for suburban services at the southern end of the line around London. These units featured acceleration and deceleration characteristics far superior to the diesel and steam services that they replaced and reduced journey times became possible. Although lacking the spectacular nature of the locomotives, the units did encompass some very advanced technical features, in particular the AM10 which was the first multiple unit to feature disc brakes.

SPARKS EFFECT

Electrification had a profound effect on the WCML with passenger numbers doubling between 1962 and 1975, and with the line being able to hold on to a considerable portion of the freight traffic that it had

once handled, despite the closure of much of the country's goods network. However, rather than rest on its laurels, BR wanted to upgrade and modernise still further and this led to what was to become the most unsuccessful episode in the line's history.

The Advanced Passenger Train (APT) was designed to run at higher speeds than ever before in Britain, but in order to do this and to cope with the numerous curves of the WCML, it incorporated novel features, in particular a tilt system for the body and hydrokinetic braking within the axles. Development was tortuous but in December 1981 the type made its first runs between London and Glasgow having already clinched the UK speed record of 162.2mph.

The 4hr 15min time achieved on a press run was remarkable but reporting of this was eclipsed by the sea-sick sensations which affected some passengers (because the APT completely counteracted centrifugal forces, providing a mismatch between what passengers' eyes could see and their bodies felt). The APT ran in irregular service until 1986 when the project was dropped and the almost new trains were scrapped in the full glare of adverse publicity.

Meanwhile the route had benefited from

"Electrification had a profound effect on the WCML with passenger numbers doubling between 1962 and 1975."

EVAN GREEN-HUGHES

the introduction of the much simpler Class 90 electric locomotive, which replaced a number of the early classes, which had become worn out. At the same time a number of Driving Van Trailers were constructed which enabled operations to move over to push-pull mode, reducing shunting at termini and also increasing the availability of stock. Push-pull operation was so successful that it was adopted on the ECML when new stock was specified there.

The 90 was a development of the Class 87 and proved very successful, so much so that when they were eventually replaced on front-line work, most of the class was retained to work freights, with the type being predominant on long-distance container trains even today.

WCML REBORN

As the 1990s came along, by which time the railways had been privatised, the West Coast was still seeking the advantages that might have been offered by the APT. New passenger operator Virgin Trains obtained a fleet of Class 390 Pendolino trains from Alstom which promised speeds of up to 140mph while Railtrack, the owner of the infrastructure, promised track and signalling upgrades (which were only a concept and still haven't seen widespread deployment anywhere in the world) that would allow this to happen.

The Pendolinos are also tilting trains, although they do not make people travel sick in quite the same way as the APT, due to tilting less than BR's train. Unfortunately, as with many promises Railtrack failed to keep up its end of the agreement and the upgrades never appeared, meaning that the Pendolinos were and still are limited to 125mph in service. Nevertheless, due to the type's impressive performance a class member has achieved a Glasgow to London time of 3hrs 55mins, while a recent attempt to beat the APT's London to Glasgow time of 3hrs 52 mins recently failed by only a few seconds. The Pendolino has



The WCML is a route of contrasts including busy multi-track sections and the steeply graded climbs to Shap and Beattock. Freightliner Class 66/5s 66518 and 66546 near Carpenders Park, Watford, with a northbound Freightliner working on November 23 2017 where the WCML runs adjacent to London Underground tracks. John Vaughan/Railphotoprints.uk.



Colourful liveries are now part of the daily scene on the WCML. TransPennine Express Class 350 350401 adds to the colour on an Edinburgh-Manchester Airport working near Lamington in the Clyde Valley on August 15 2017. John Chalcraft/Railphotoprints.uk.



The Class 92 electrics are regulars on freight traffic along the WCML. Class 92 92001 passes Cowroast, Tring, with Bescot-Dollands Moor china clay tanks on August 1 2008. Les Peters/Railphotoprints.uk.

been an outstanding success, and has been partially responsible for increasing demand which has seen most trains extended from eight to 11 coaches and a few extra trains built to add to the fleet. These units are now operated by Avanti West Coast.

Privatisation also brought a great deal of change to freight services on the West Coast Main Line. In the early years the almost monopoly of English, Welsh & Scottish Railways (EWS) saw the introduction of the Class 66 diesels to most flows, and this type is now seen in the livery of many other operators, such as Freightliner, Colas and EWS's successor, DB Schenker. While some freight continued to be electrically-hauled, diesels became more predominant again, with this drift set to be reversed as railways pursue the increasing use of more eco-friendly electric locomotives.

Over recent years the line has seen the introduction of new operators, particularly DC Rail, which has its Class 60s hauling spoil and aggregates, DRS with its containers and nuclear traffic while recently Locomotive Services, based at Crewe, has begun operating an eclectic mixture of diesels and electrics on its special workings, with the company now also operating a couple of HST sets, one of which is in Blue Pullman livery.

Freight flows over recent years have been assisted by the provision of new facilities, such as Daventry International Rail Freight Terminal, which was established in the 1990s and has expanded ever since. It contains a Tesco delivery hub and acts as a distribution centre for rail traffic from the Channel Tunnel.

One traffic which was once very common on the West Coast but which today is but a shadow of its former self is that of mail and parcels. Even until comparatively recent times, Travelling Post Offices were common but over the years this form of traffic has dwindled to the extent that it is handled by a few Class 325 freight multiple units. However, a new era may be dawning as the Rail Operations Group has had a number of former Class 319 EMUs modified into freight configuration and is intending imminently to launch a service from the Midlands to Mossend in Scotland.

Also recently modernised has been the stock used on the daily sleeper services between London and Scotland which have been upgraded to incorporate the new Mk 5 coaches. These use Class 92 electric locomotives, surplus from Channel Tunnel duties but in the recent past sleeper services have comprised Mk 3 stock with Class 90 haulage, with the two types being operated side by side for a short period during introduction of the new generation of sleeper stock.

PROSPERITY

With the development of new freight terminals, the reintroduction of parcels trains, new sleeper stock and the recent appearance of brand new bi-mode locomotives such as the Class 88 it would appear the WCML will continue to prosper. Today the biggest issue facing the line is one of lack of capacity, and in particular for freight traffic, and it will be interesting to see how this problem is eventually solved, with many assuming that the Northern portion of HS2 will provide the necessary additional capacity.

What is certain is that the West Coast Main Line - Europe's busiest mixed use railway - will always feature some of the most modern and up to date trains that the network has to offer. The London & North Western Railway claimed to be the 'premier line'. For many, the WCML always will be. **HM**

There and back again



At DCC Concepts in Settle, Richard Brighton explains the ABC braking module on the in-house demonstration board.

RICHARD WATSON'S New Junction garden railway was always going to be a challenge as an end-to-end layout. With a little help from DCC Concepts and its ABC braking modules to create automated stopping and starting, running in the garden was about to become much easier.

Operation of this DCC Concepts Zen Black 21-pin decoder fitted Heljan Class 128 is now automatically controlled for starting and stopping by a Zen ABC module.



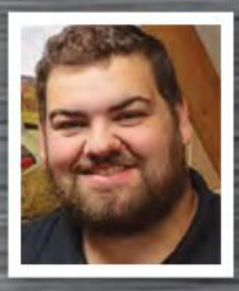
MIKE WILD

Modern traction locomotives have taken over Mike's workbench for use in photography and filming of Pete Waterman's Chester Cathedral layout.



MARK CHIVERS

With the arrival of the Cavalex Models/Trains4U 'OO' gauge 'Warflat' wagons, Mark has been expanding his horizons to include a few military manoeuvres.

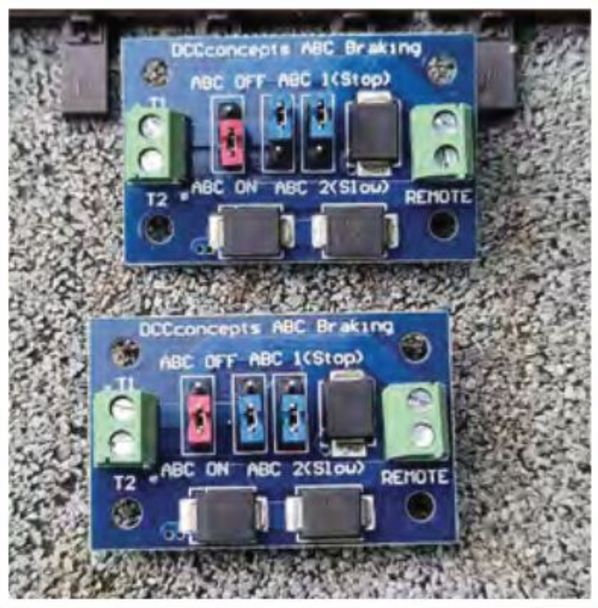


RICHARD WATSON

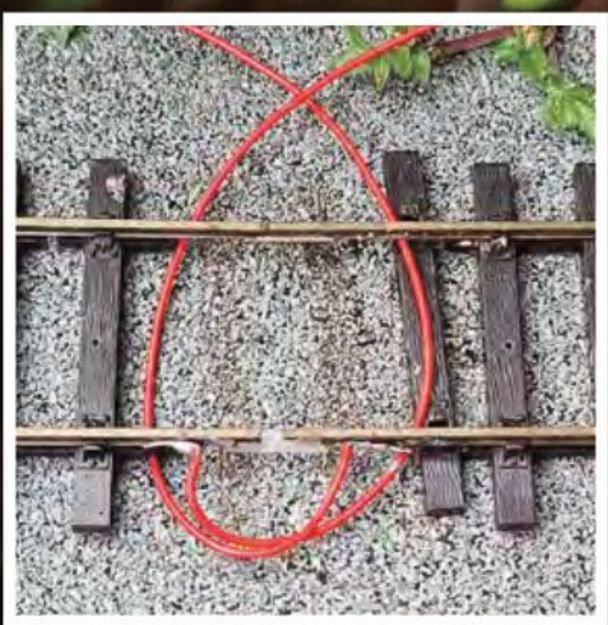
Richard's 'O' gauge garden project has been taken centre stage this month, but it hasn't stopped him continuing planning for a new 'OO' layout.



Above: **The parts required for the project were remarkably simple, as this picture demonstrates. From left is a soldering iron, metal and plastic rail joiners, a triple pack of DCC Concepts ABC modules and solder.**



Right: **Here are the two configurations for the ABC braking module. The top configuration will stop a train while the lower configuration will only slow a train down.**



Right: **The wires are now soldered to the rails either side of the insulating rail joiner ready to be attached to the ABC braking module. It would be easy to disguise the wire if needed.**

USEFUL LINK

DCC Concepts *www.dccconcepts.com*

WHEN planning my 'O' gauge garden railway, I decided to build it in two halves to stop an already big challenge running away with itself and keep the project manageable. For now, this leaves me with a terminus station.

One of the big advantages of having a garden railway is being able to sit back and enjoy trains running while relaxing in the garden. The down side of my construction plan in the short term is not being able to put the controller down to properly relax. Yes, it's great fun to drive trains – but I'd like to leave them running from time to time. To find a solution I got in touch with the team at DCC Concepts to see if they had any options and, pleasingly, they did.

Model railway electrics were never my strong suit, so the best bet was to pop up to see them at the Settle based store for some advice. I returned home with all the kit needed to create a shuttle for the railway. The components required were surprisingly simple. I needed two DCC Concepts ABC braking modules and a Zen Black Z218.6 21-pin decoder for my Heljan Class 128 railcar.

The DCC modules can be configured to either slow a train down (perfect for tight corners) or bring it to a stand. By changing the configuration of the modules, you can achieve either result and the installation process is the same.

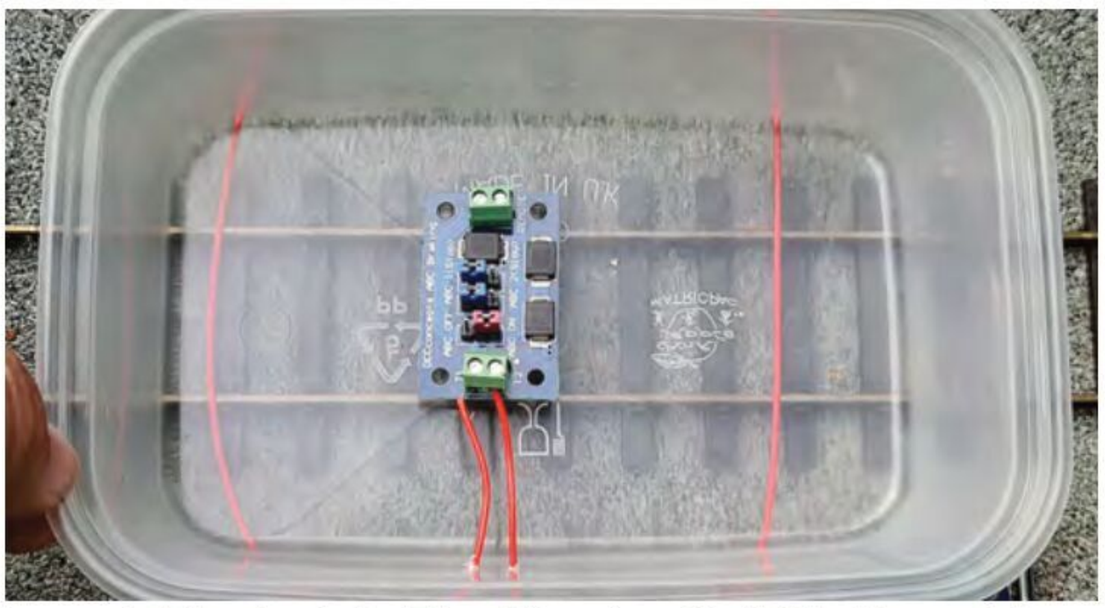
To create the shuttle, you'll need two ABC braking modules and a locomotive fitted with a ZEN Black decoder. Picking a spot on the approach to the station, I placed the module, cut one rail and inserted a Peco insulating rail joiner. Either side of the Rail Joiner I used some solder paste which I was given to try. This is applied from a syringe as a paste, and you marry up the bare wire and rail. I found that while it worked and was simpler to apply, it wasn't the cleanest of soldering joints, although I think with a bit more practice it could be a good option for the garden.

Once the two wires have been soldered to the rails, I threaded them under the track and into a plastic tub. DCC Concepts recommends providing power from the power bus rather than the rails, but I'm using the rails as a bus wire in the garden.

With the ABC module now fixed inside the tub, wires can be attached to the respective ports, in this case T1 and T2. Altering CV4 on the Zen Black decoder changes the deceleration time to suit your section to slow the train down at different rates. Fine tuning of this means that the distance the Class 128 takes to stop can be adjusted until it stops in exactly the right position.

In service, the Class 128 runs well, and I can put the controller down and enjoy watching it run. In the future I can use the same modules to create a stop/start at the station before continuing on the yet to be built full circuit. Now I have a working shuttle, I'm looking forward to the new DMU releases from Dapol and Heljan in the future as they will be able to shuttle back and forth around the railway without constant control. **HM**

● **For our original feature on DCC Concepts Zen Black ABC shuttle modules, see HM142 or visit *www.keymodelworld.com/step-step-guides***



I connected the wires to the T1 and T2 ports on the ABC braking module and placed the module inside a plastic tub to keep the worst of the weather out. The tub can be hidden following completion of the installation.

HORNBY magazine

SHOW GUIDE

Welcome to the *Hornby Magazine* Show Guide – your guide to the exhibitions that are taking place throughout the country every weekend. This listing is a guide to events planned by model railway clubs and societies and is updated each issue. Entries marked in blue are new shows to the listing. With the gradual resumption of events, we recommend checking the society website or using the contact details provided to check a show or event is on before travelling, as changes may occur at short notice. All information is provided in good faith, and *Hornby Magazine* cannot be held responsible for any changes that may take place following publication.

August

14 BEXHILL MODEL RAILWAY CLUB EXHIBITION

Hosts: Bexhill Model Railway Club
Location: **St Richard's Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex TN40 1SE**
Times: 10am-5pm
Prices: Adults £5, children £2, family £12
Website: *www.bexhillmrc.org.uk*
Features: **Layouts, trade support, refreshments and parking.**

21 BOURNVILLE MODEL RAILWAY EXHIBITION

Hosts: Bournville Model Railway Club
Location: The Austin Sports and Social Club, Tessall Lane, Longbridge, Birmingham B30 2SF
Times: 10am-4.30pm
Prices: Adults £5, concessions £4, accompanied children free, family £9
Contact: *bournvillemrc2010@gmail.com*
Features: Layouts, trade support, refreshments and parking.

21 NORTHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Northampton and District Model Railway Club
Location: Roade Village Hall, Bailey Brooks Road, Roade, Northampton NN7 2LS
Times: 10am-4pm
Prices: Adults £5, children £2, family (2+2) £10
Website: *www.ndmrc.org*
Features: Layouts, trade support, parking and disabled access.

26 BEXLEY CHARITY MODEL TRAIN FAIR

Hosts: Association of Bexley Charities '78
Location: Falconwood Community Centre, The Green, Welling, Kent DA16 2PG
Times: 5.30pm-9.30pm
Prices: Adults £1.50, accompanied children free
Website: *www.bexleych.wix.com/bexley-charities-78*
Features: Trade support, refreshments and parking.

29 HODDESDON MODELLING EXTRAVAGANZA

Hosts: Hoddesdon Model and Railway Club
Location: Club site, The Old Mill, Mill Lane, Broxbourne, Hertfordshire EN10 7AX
Times: 10am-4pm
Prices: Adults £3, children £1
Website: *www.hoddesdonmrc.org.uk*
Features: Layouts, trade support, displays, radio-controlled models, refreshments, parking and disabled access.

GET MORE ONLINE!

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

September

4/5 LIVERPOOL MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Liverpool Model Railway Society
Location: Old Christ Church, Waterloo Road, Liverpool L22 1RE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £2, family (2+2) £12
Website: *www.lmrs.org.uk*
Features: 16 layouts, trade support, demonstrations, refreshments, parking and disabled access.

5 BIRMINGHAM MODEL RAILWAY CLUB EXHIBITION

Hosts: Birmingham Model Railway Club
Location: Tutbury Castle, Castle Street, Tutbury, Staffordshire DE13 9JF
Times: 11am-5pm
Prices: Adults £4.40, children £4
Contact: 07766 923361
Features: 12 layouts, trade support, demonstrations, refreshments and parking. Admission also includes entry to castle and grounds.

11 ROMILEY METHODIST MODELLERS' 30TH ANNIVERSARY MODEL RAILWAY EXHIBITION

Hosts: Romiley Methodist Modellers
Location: Romiley Methodist Church, Stockport Road, Romiley, Stockport, Cheshire SK6 3AH
Times: 10.30am-4.30pm
Prices: Admission by donation
Contact: *pickupgoods@hotmail.com*
Features: Layouts, trade support, displays, parking and disabled access.

11/12 INTERNATIONAL N GAUGE MODEL RAILWAY EXHIBITION

Hosts: Meridienne Exhibitions
Location: Warwickshire Event Centre, A425, Southam Road, Radford Semele, Nr Leamington Spa, CV31 1FE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £11, concessions £10.50, children £5.50
Website: *www.ngaugeshow.co.uk*
Features: 25 'N' gauge layouts, trade support, displays, demonstrations, refreshments, parking and disabled access.

18 LICHFIELD MODEL RAILWAY EXHIBITION

Hosts: Trent Valley Model Railway Society
Location: The Life Church, Netherstowe, Lichfield, Staffordshire WS13 6TS
Times: 10am-4.30pm
Prices: Adults £5, children £3, family (2+2) £13
Website: *www.tvmrs.co.uk*
Features: Ten layouts, trade support, refreshments, parking and disabled access.

25/26 BOSTON MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Boston Model Railway Society
Location: Stickney Village Hall, Hall Lane, Stickney, Boston, Lincolnshire PE22 8BG
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3, children £1, family £7
Contact: 07958 137122
Features: Seven layouts, trade support, refreshments, parking and disabled access.

October

9 CRADLEY HEATH MODEL RAILWAY EXHIBITION

Hosts: Cradley Heath Model Railway Club
Location: Ormiston Forge Academy, Wrights Lane, Cradley Heath, West Midlands B65 6QU
Times: 10am-4.30pm
Prices: Adults £5, children £2.50, family (2+2) £11
Website: *www.cradleyheathmrc.co.uk*
Features: Layouts, trade support, refreshments and parking.

- DON'T MISS! -

9/10 GREAT ELECTRIC TRAIN SHOW 2021

Hosts: *Hornby Magazine*
Location: Marshall Arena, Stadium MK, Stadium Way, Milton Keynes MK1 1ST
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Advance tickets available now: Adults £12 (£10), children £8, VIP £40 – subscriber advance ticket price in brackets
Website: *www.keymodelworld.com/greatelectrictrainshow*
Contact: 01780 480404
Features: 25+ layouts, 40+ trade stands, skills zone, refreshments, free parking and disabled access. Advance tickets gain entry 30 minutes early. Free bus to/from Milton Keynes Central railway station both days. Accompanied children admitted free on the Sunday (max. 2 per paying adult) – additional children £5

PLANNING AN EXHIBITION? LET US KNOW!

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

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H4-66-036 Class 66 66623 in Freightliner/G&W orange (Hat) (RRP £150).....BARGAIN....£119



H4-66-024 Class 66 66727 in GBRf/First group "Andrew Scott CBE" (Hat) (RRP £150).....BARGAIN....£119



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

Electric locos



8655 Class 86/0 86036 in BR blue (Hel) £161.46

Wagons



5028 IWB Cargowaggon bogie van in CARGOWAGGON (Hel) £42.46
4F-010-009 JNA 'Falcon' bogie ballast wagon in Network Rail yellow - NLU29008 (Dap) NEW..... £25.50



4F-010-010 JNA 'Falcon' bogie ballast wagon in Network Rail yellow - NLU29042 (Dap) NEW..... £25.50
4F-010-011 JNA 'Falcon' bogie ballast wagon in Network Rail yellow - NLU29099 (Dap) NEW..... £25.50
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Track - Code 100 Setrack

R8072 Left Hand Standard Point (Hor) £9.50
R603 Long Straight - 670mm (Hor) £4



ST-100 Setrack Starter Track Set - Second Radius (Pec). £59

Track - Code 100 Streamline

SL-100 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £3.10
SL-100 Pack of 25 (Pec) £76
SL-E88 Right hand large point - electrofrog (Pec) £12.50

Track - Code 75 Finescale

SL-100F 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £3.20
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Buses



76IR6005 Irizar i6 - Guideline / Official England Football Team Coach - Collector's Edition (Oxf) £21

N Gauge

Steam locos



2S-002-010 Class V 'Schools' 4-4-0 30915 "Brighton" in BR green late crest (Dap) NEW..... £127.52



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O Gauge (1:43 Scale)

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1750 Class 17 'Clayton' in BR green small yellow panels - unnumbered (Hel)..... £466.65

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H7-TC115-002 Gresley Teak coach Diagram 115 Corridor Third 23896 in LNER Teak (Hat).....£179



H7-TC115-003-GA Gresley Teak coach Diagram 115 Corridor Third unnumbered in BR carmine & cream (Hat)..... £179
H7-TC115-001 Gresley Teak coach Diagram 115 Corridor Third unnumbered in LNER Teak (Hat).....£179



H7-TC175-002 Gresley Teak coach Diagram 175 Brake Corridor Composite 24068 in LNER Teak (Hat) £179
H7-TC175-001 Gresley Teak coach Diagram 175 Brake Corridor Composite unnumbered in LNER Teak (Hat).....£179



H7-TC186-002 Gresley Teak coach Diagram 186 Open Third 23956 in LNER Teak (Hat).....£179
H7-TC186-001 Gresley Teak coach Diagram 186 Open Third unnumbered LNER Teak (Hat) £179



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7P-001-001 Mk1 BSK brake second corridor E34010 in BR crimson and cream (Dap) NEW..... £175.07



4944 Mk1 RMB mini buffet in BR blue and grey (Hel) £186.15



7P-001-201 Mk1 SK second corridor E24154 in BR crimson and cream (Dap) NEW..... £175.07

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7F-037-004 Conflat 'A' flat wagon B735200 in BR bauxite BD type container in BR bauxite "Door to Door" (Dap) NEW..... £57.14



7F-037-102 Conflat 'A' flat wagon B735201 in BR bauxite (Dap) NEW £39.54



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R8249 Box of 6 (Hor) £92
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DCR-8PIN-Direct Box of 5 (Hat) £77
DCR-8PIN-Direct Box of 10 (Hat) £136
R8101 TTS DCC Sound Decoder 8 pin plug - Class 31 diesel (Hor).. £39

Digital controllers



DCC01 Prodigy Express 1.6 Amp DCC controller - complete starter pack (Gau) £182.50

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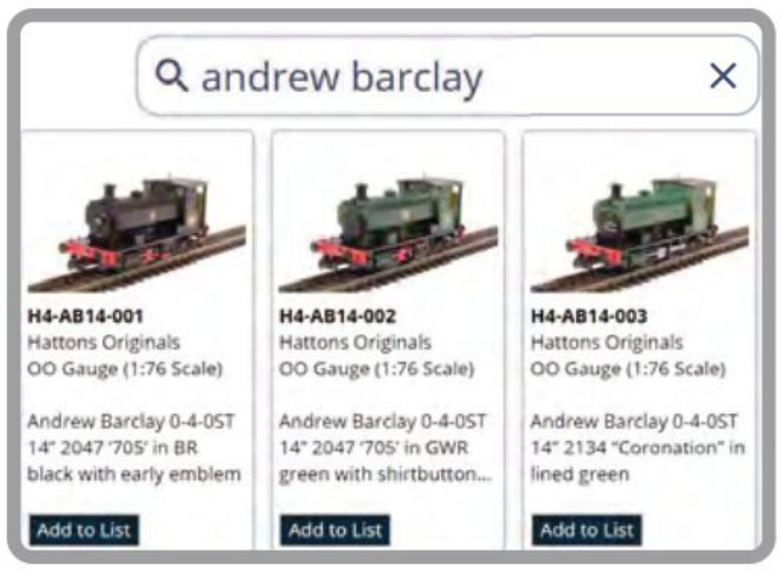
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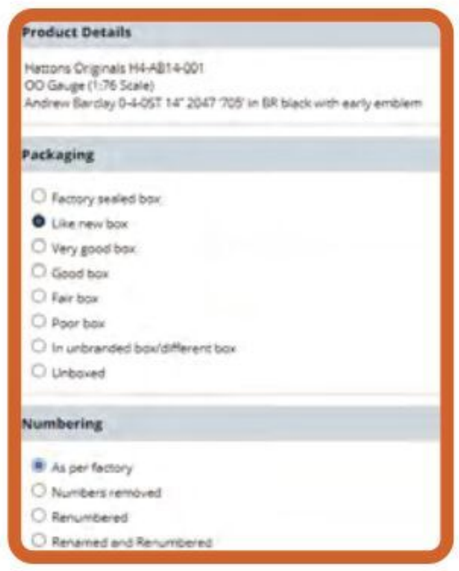
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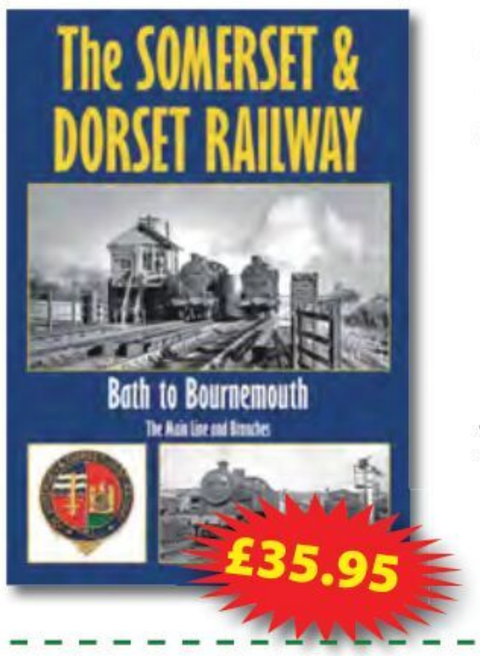
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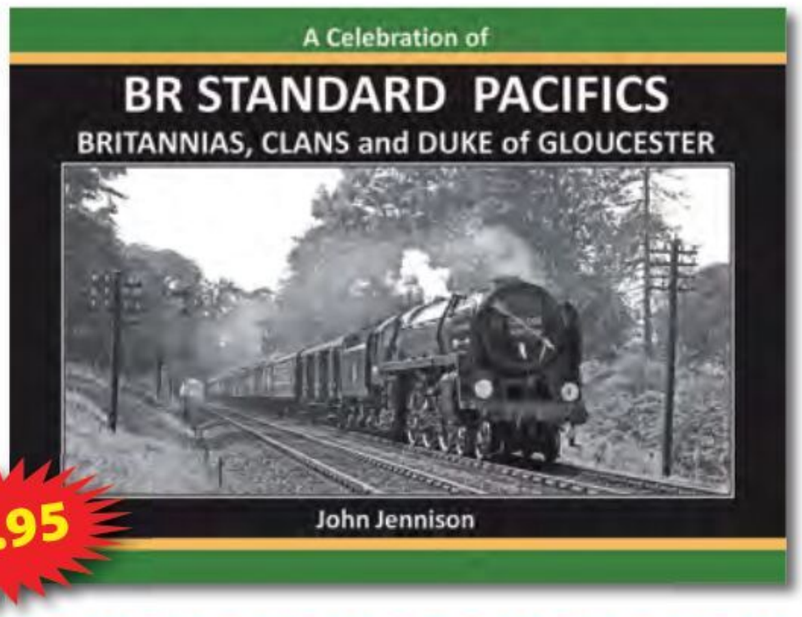
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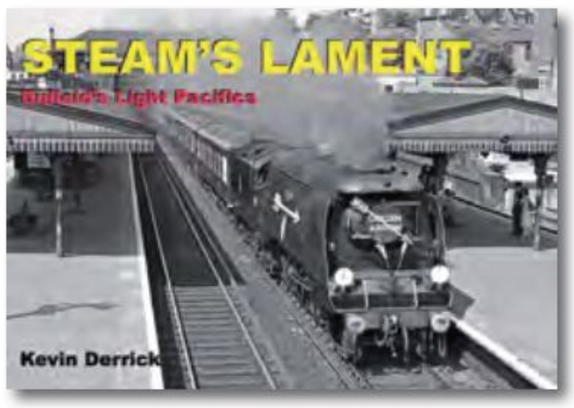
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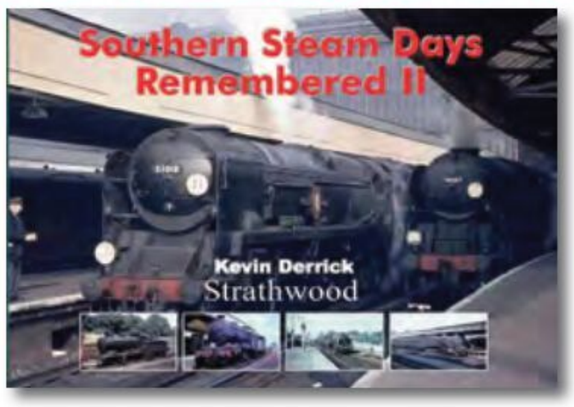
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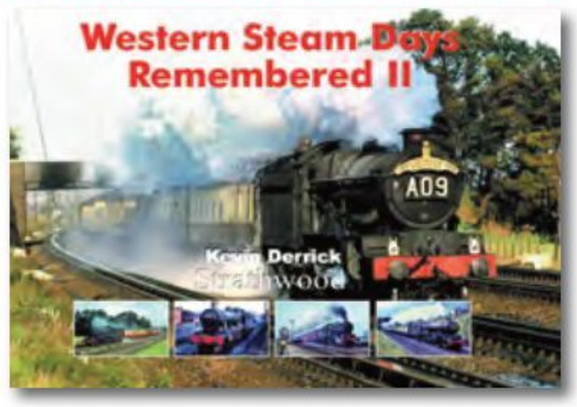
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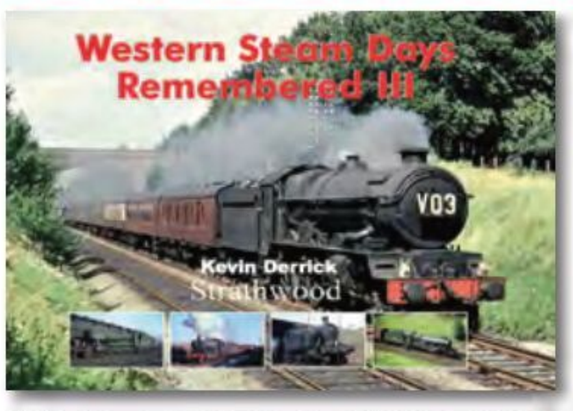
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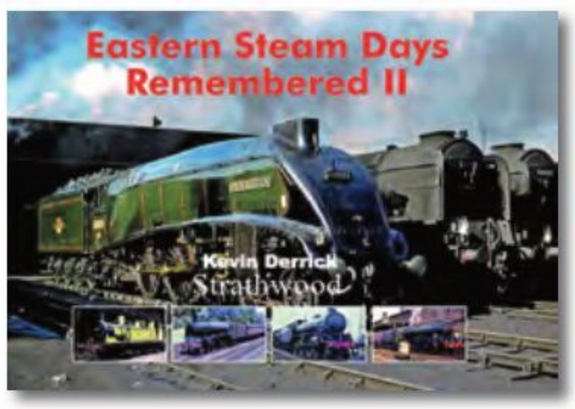
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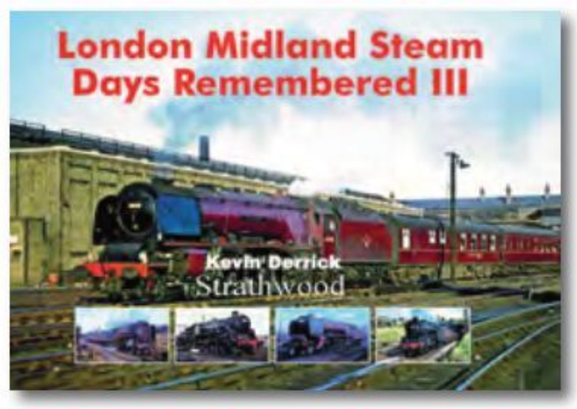
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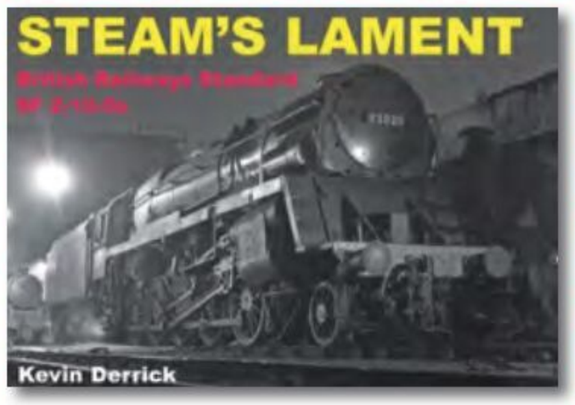
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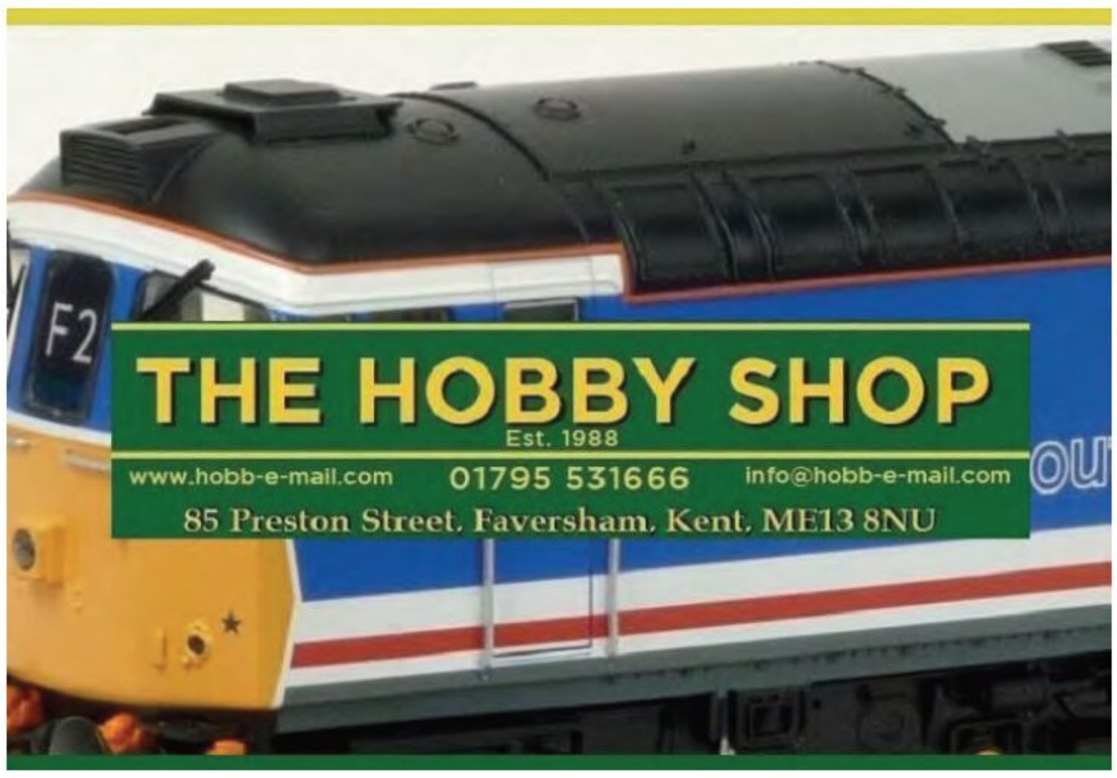
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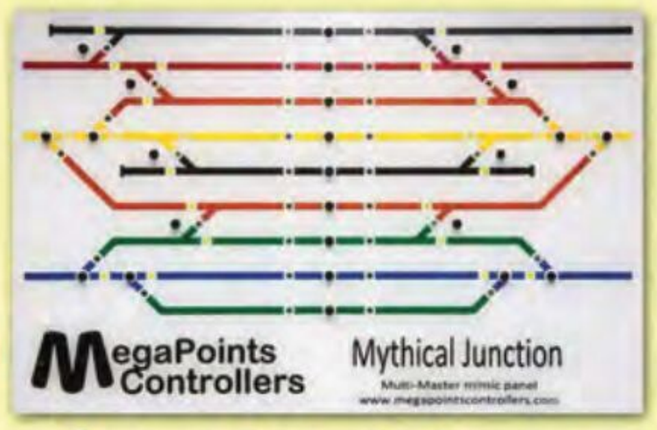
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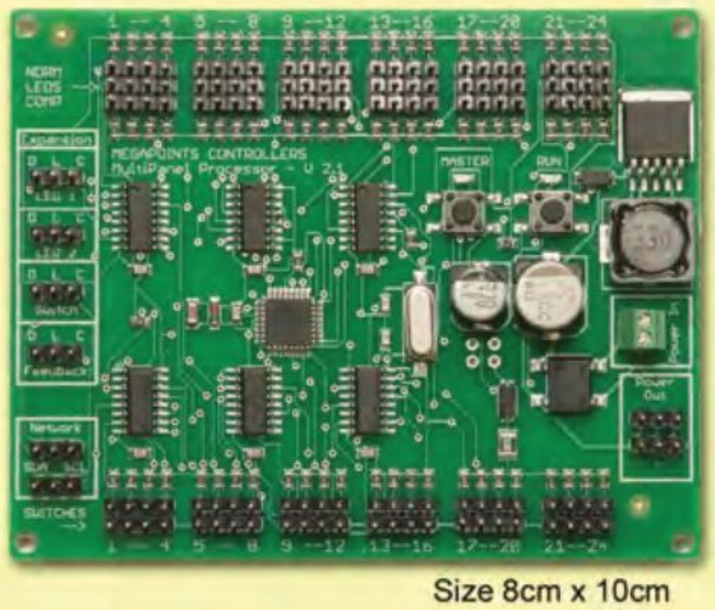
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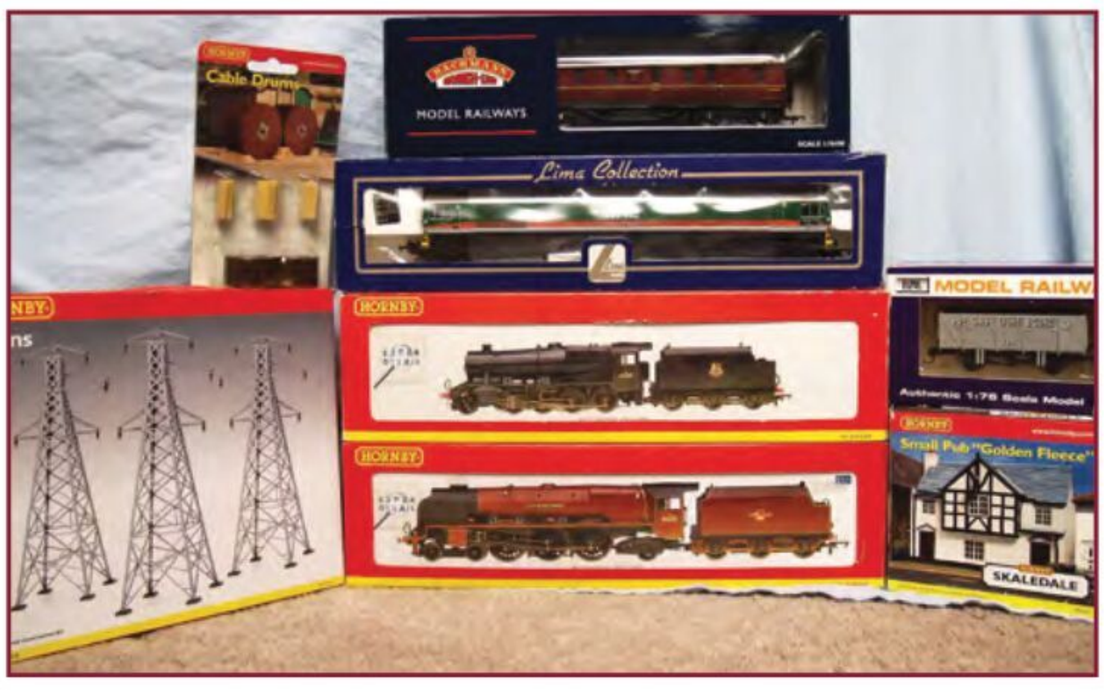
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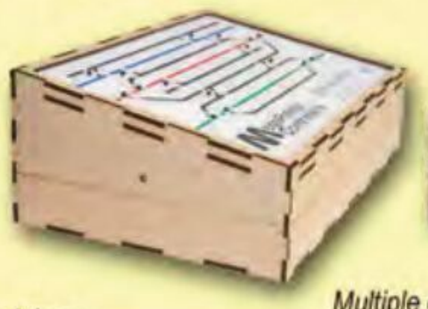
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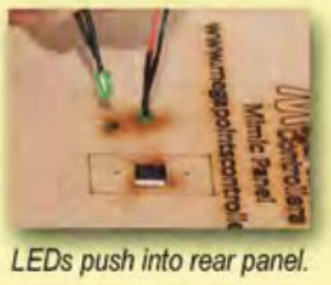


Multiple enclosure styles

No soldering! Plug-n-play panel wiring.



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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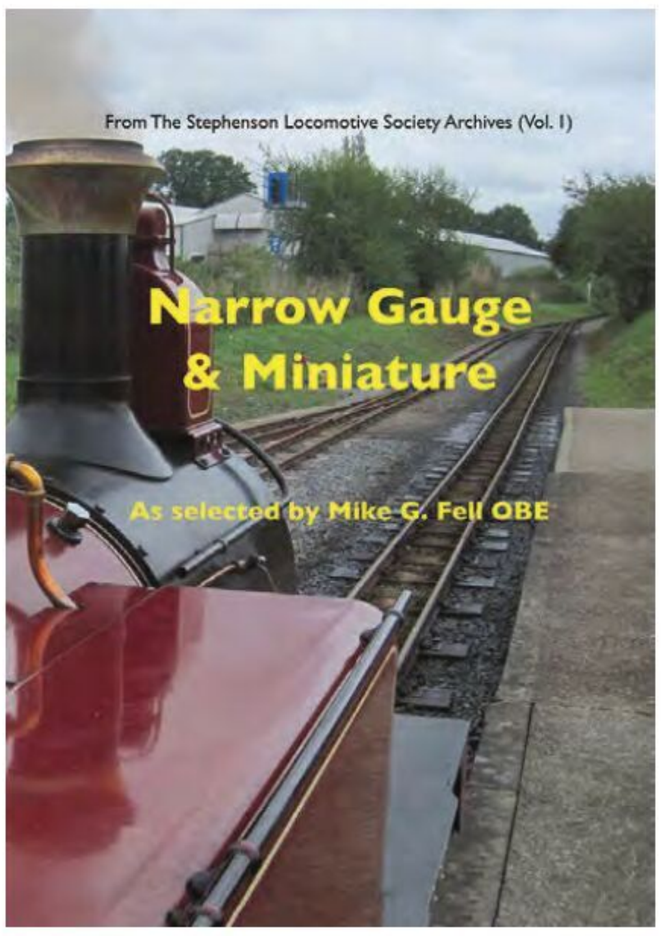
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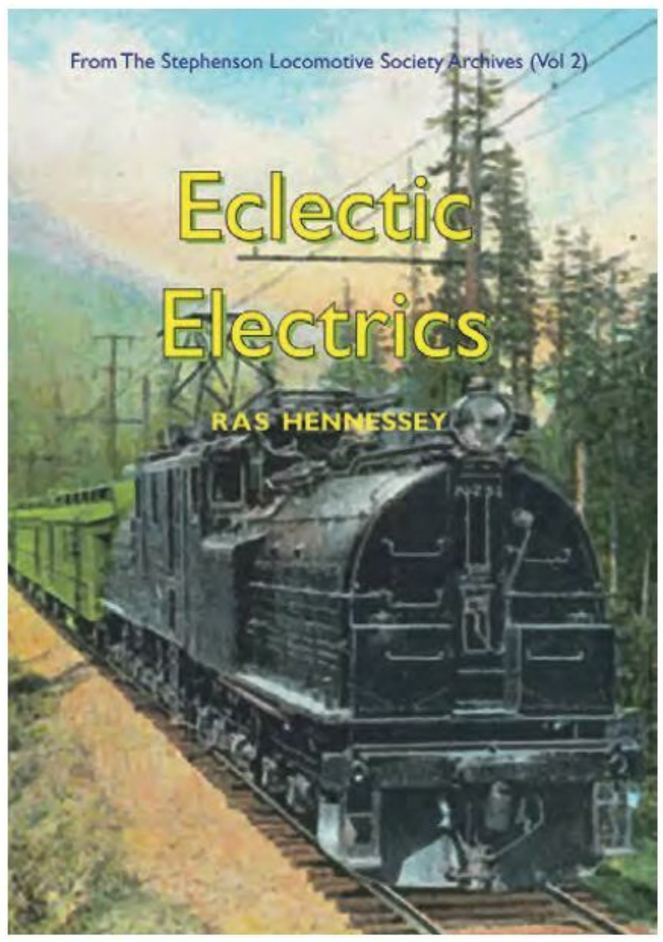
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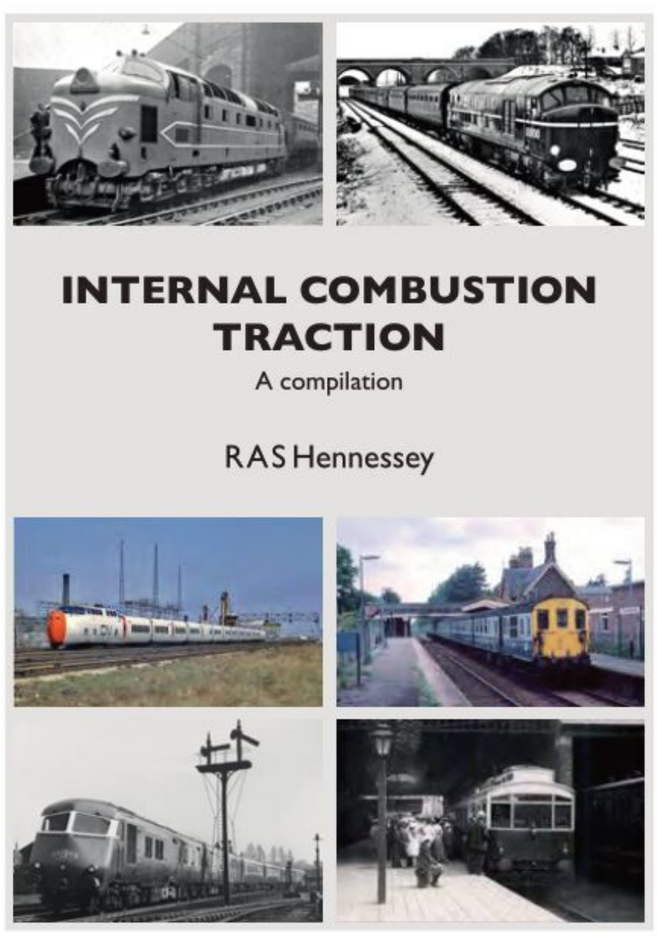
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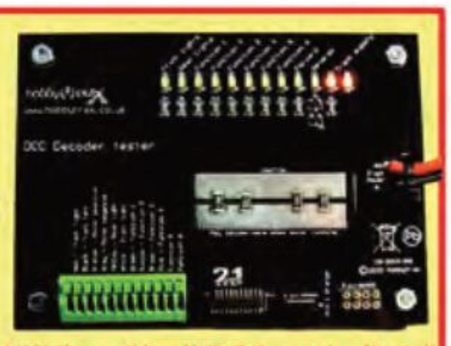
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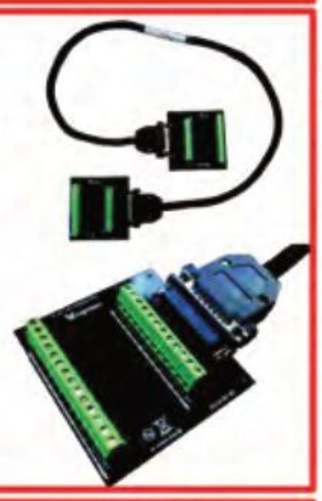


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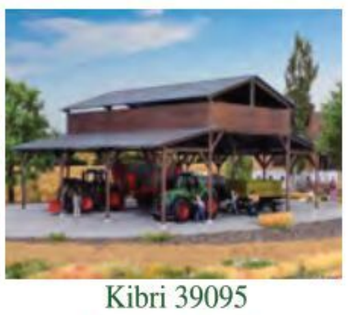
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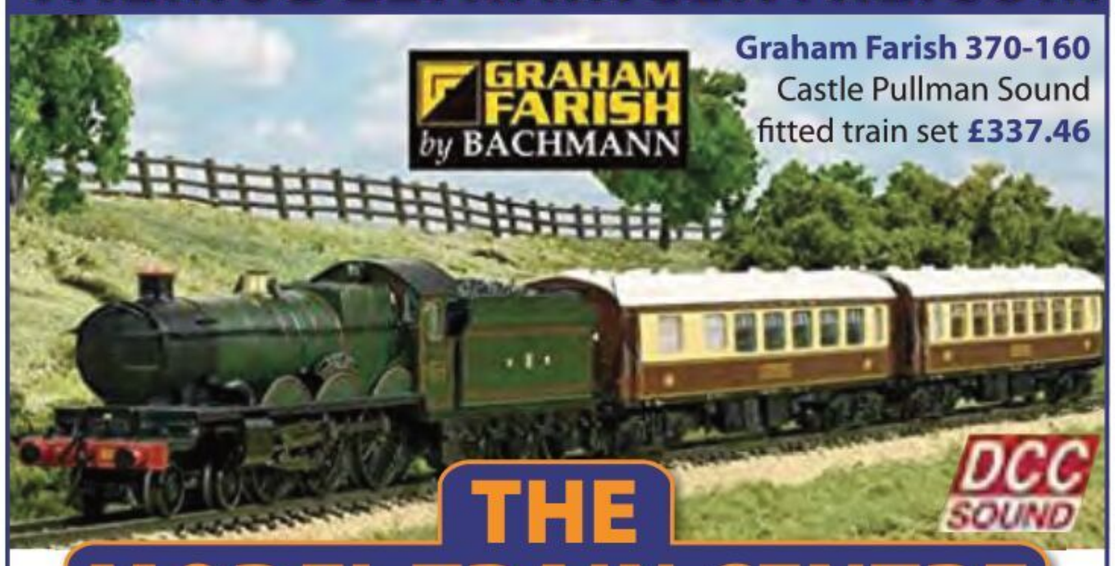
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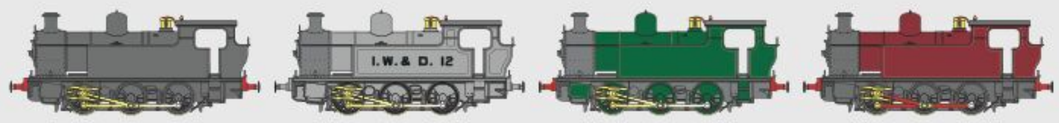
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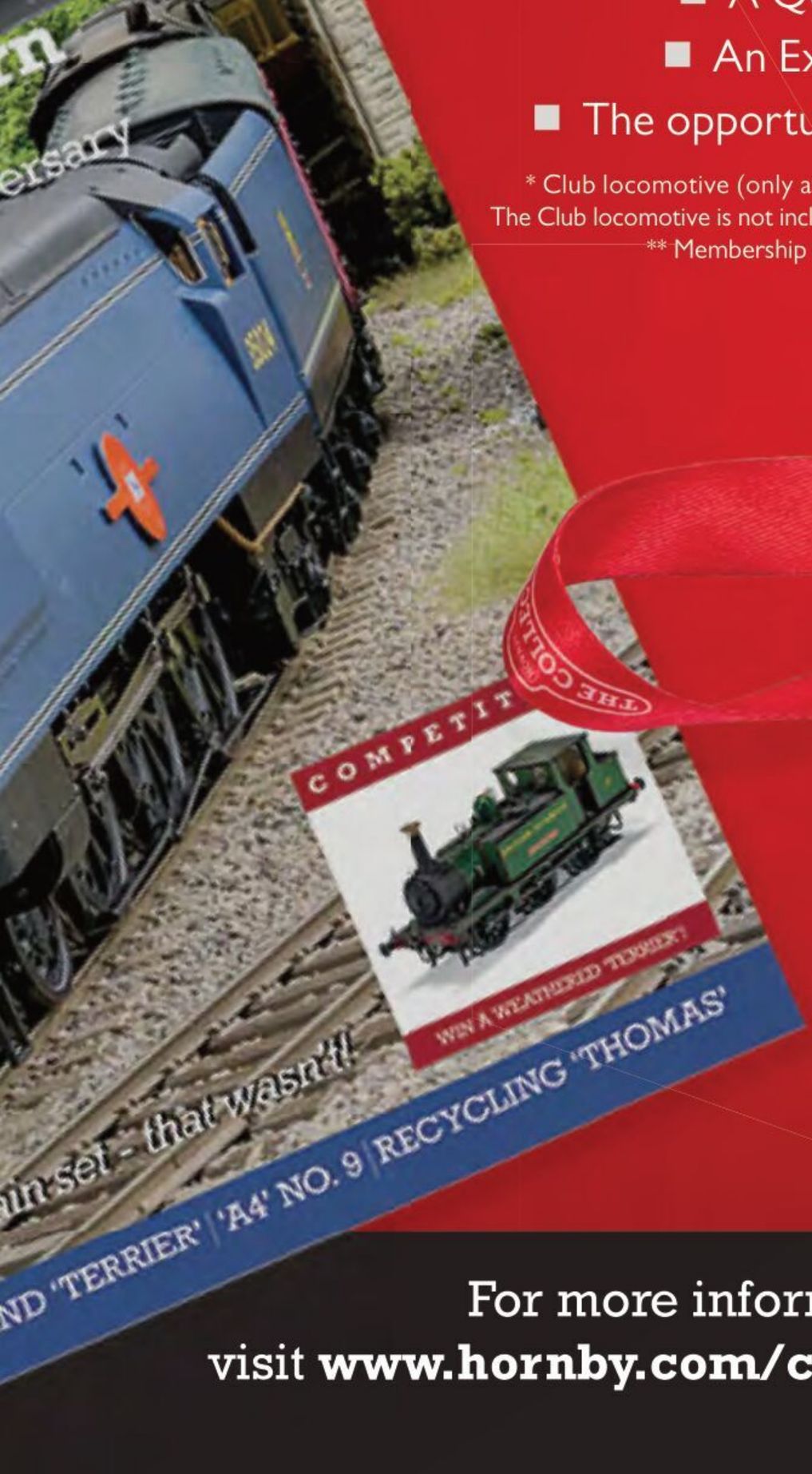
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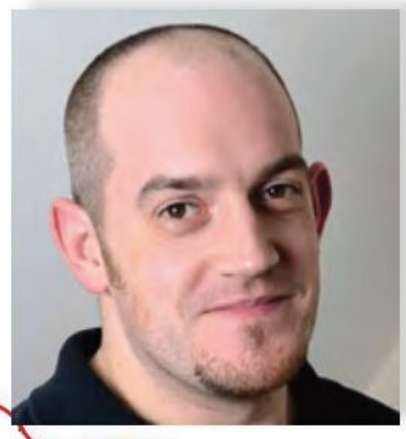
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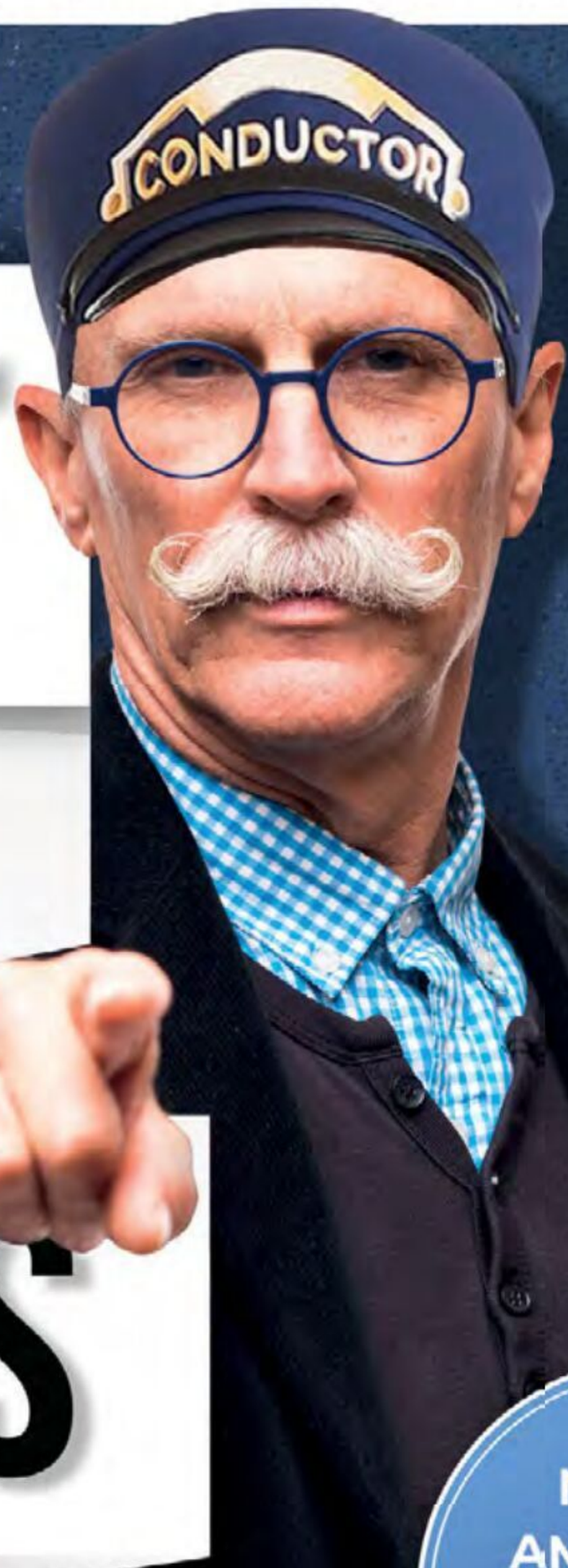
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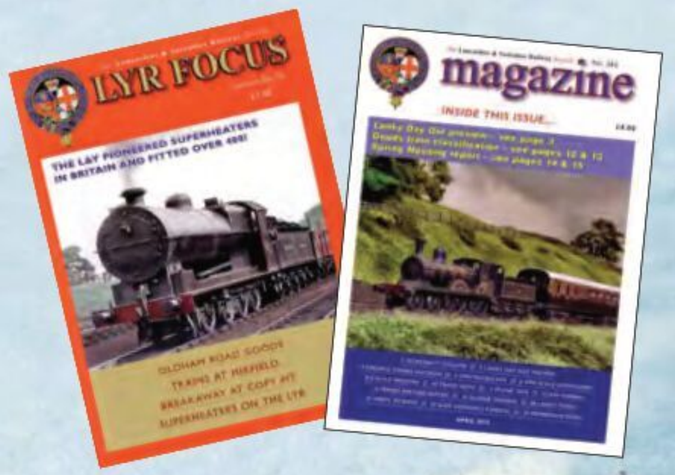
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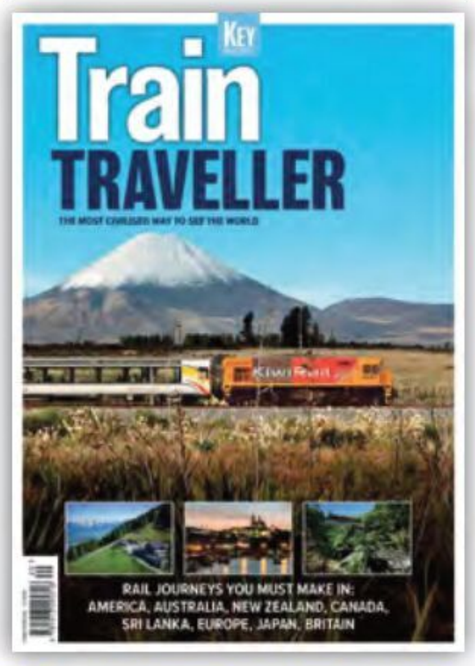
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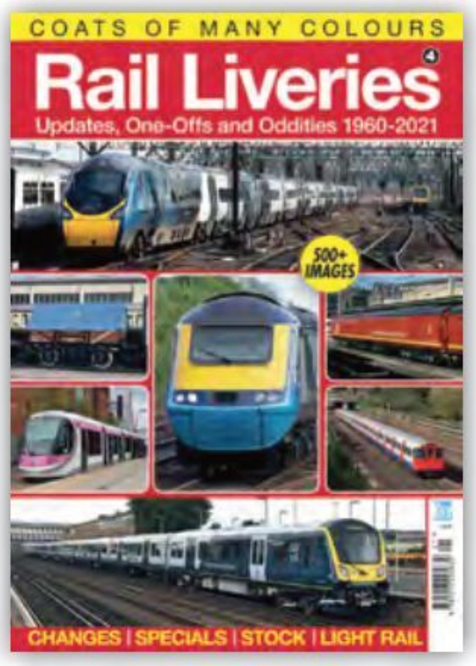
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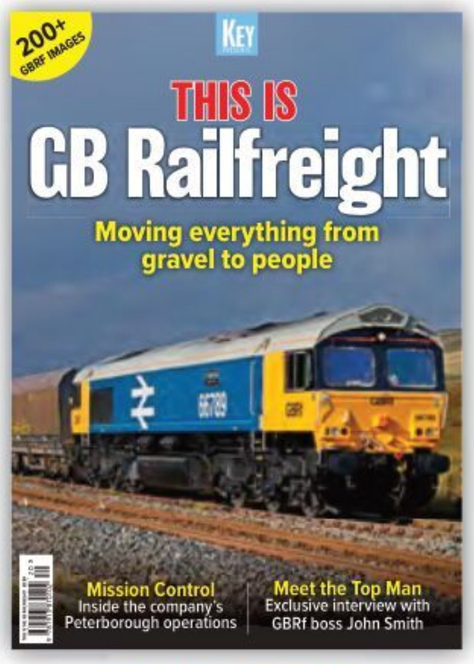
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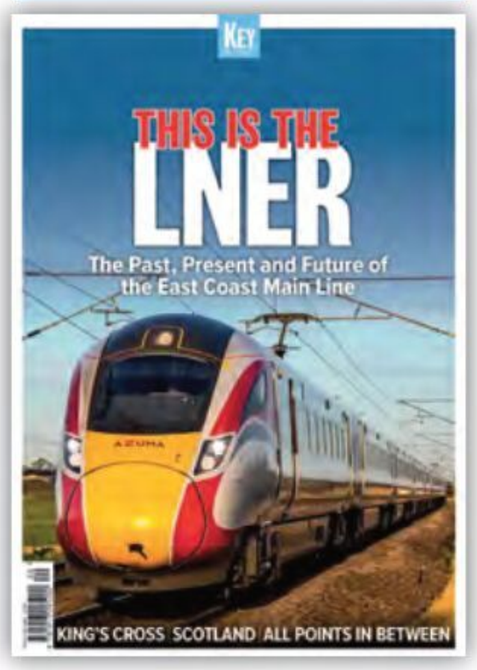
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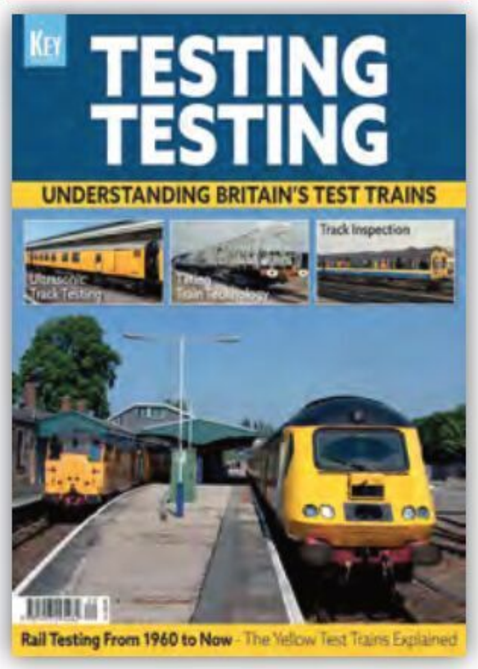
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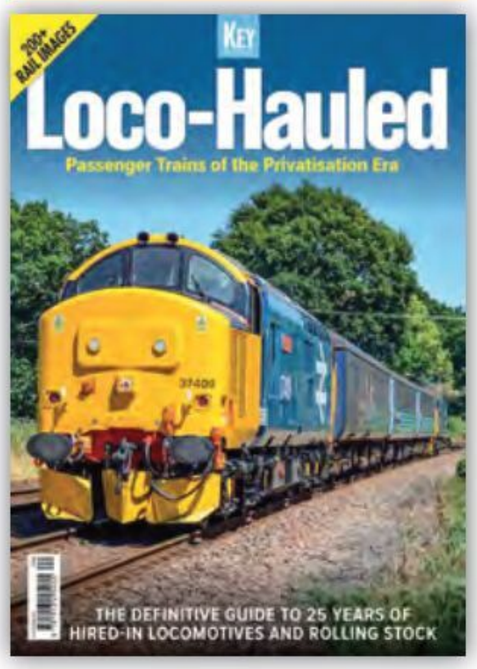
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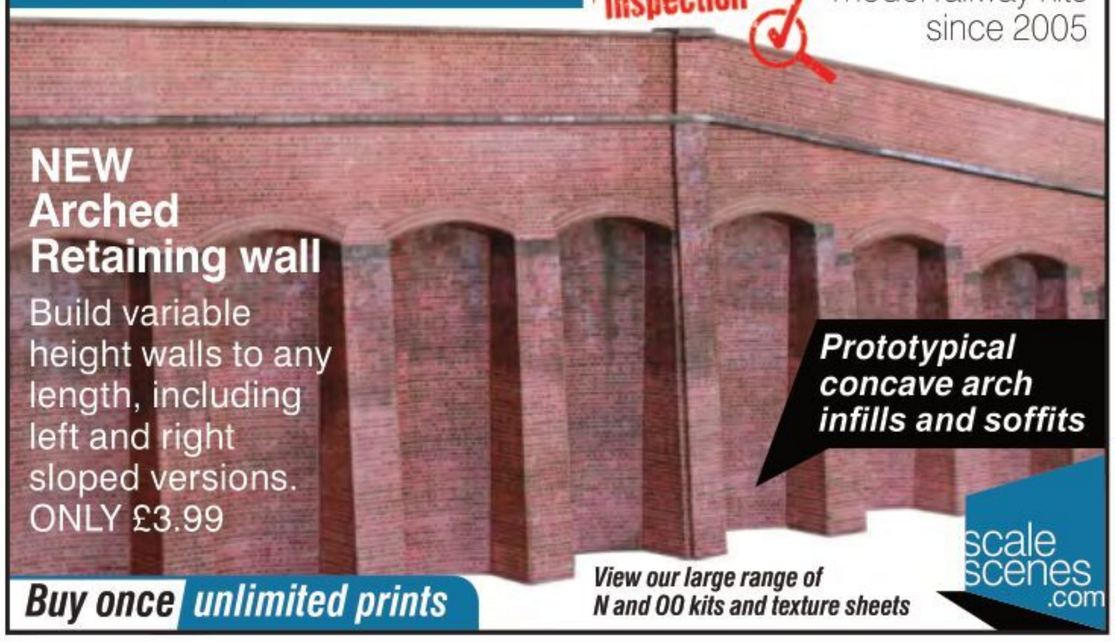
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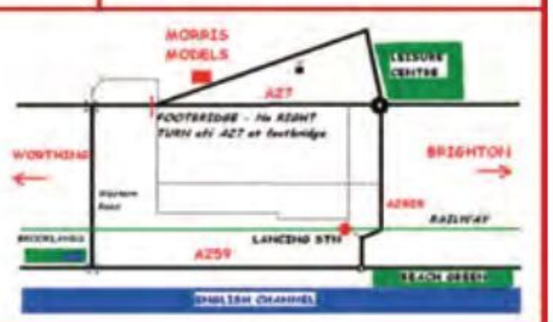
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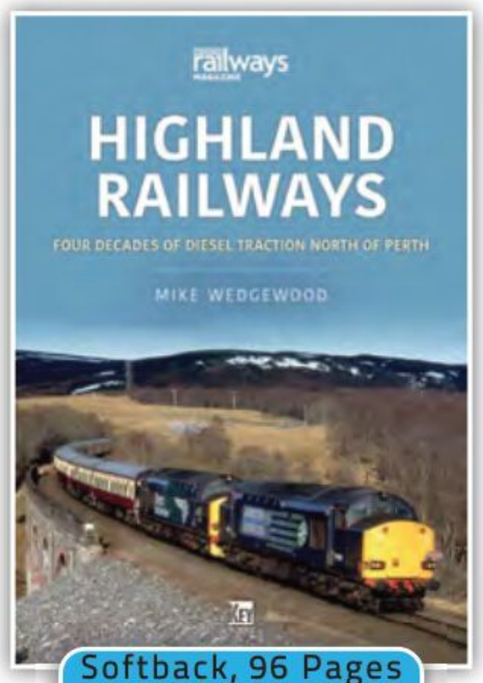




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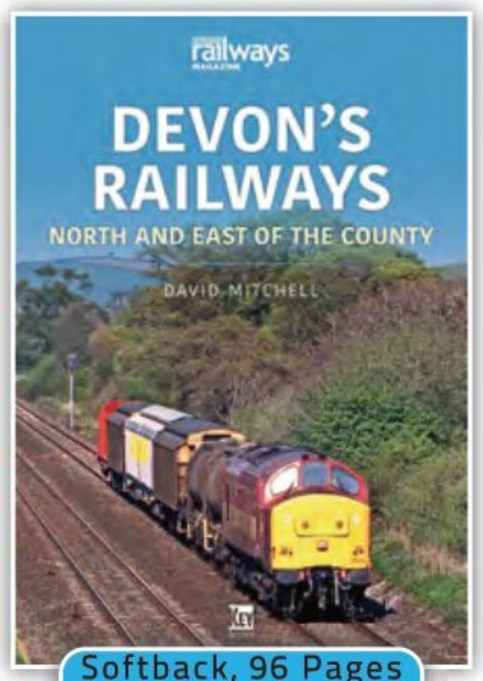
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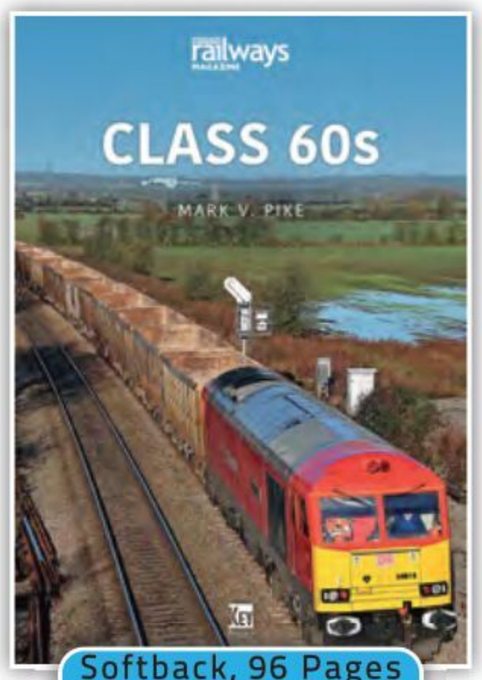
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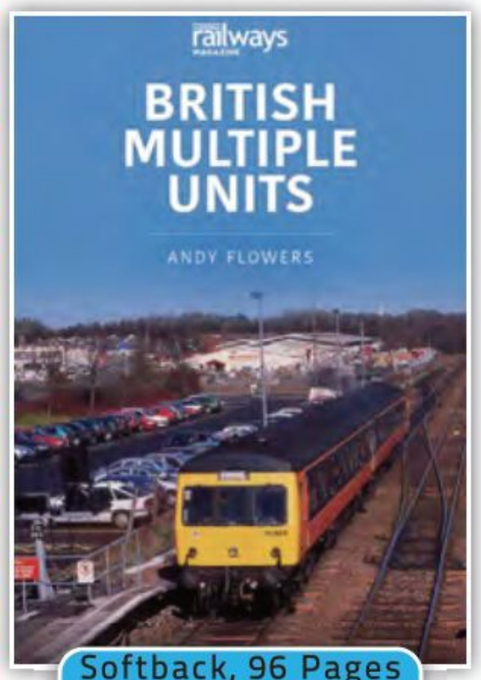
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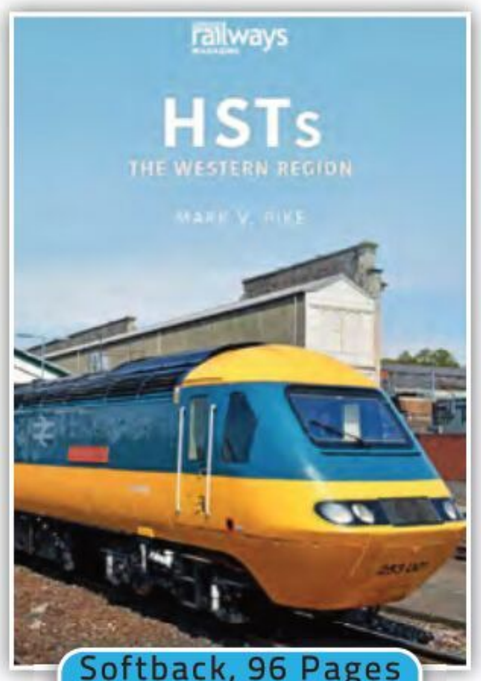
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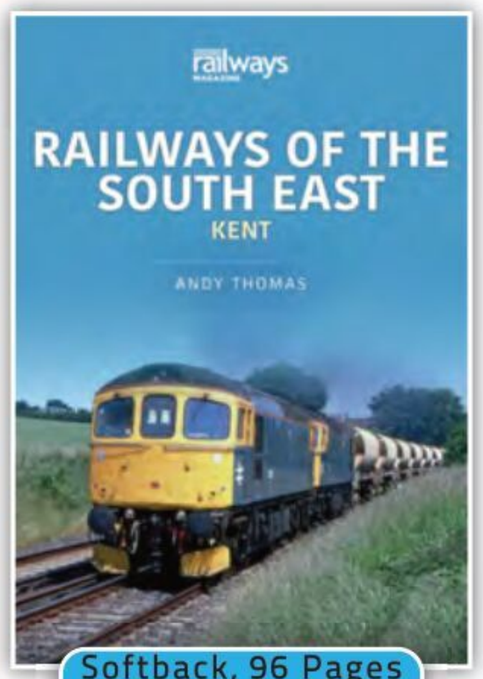
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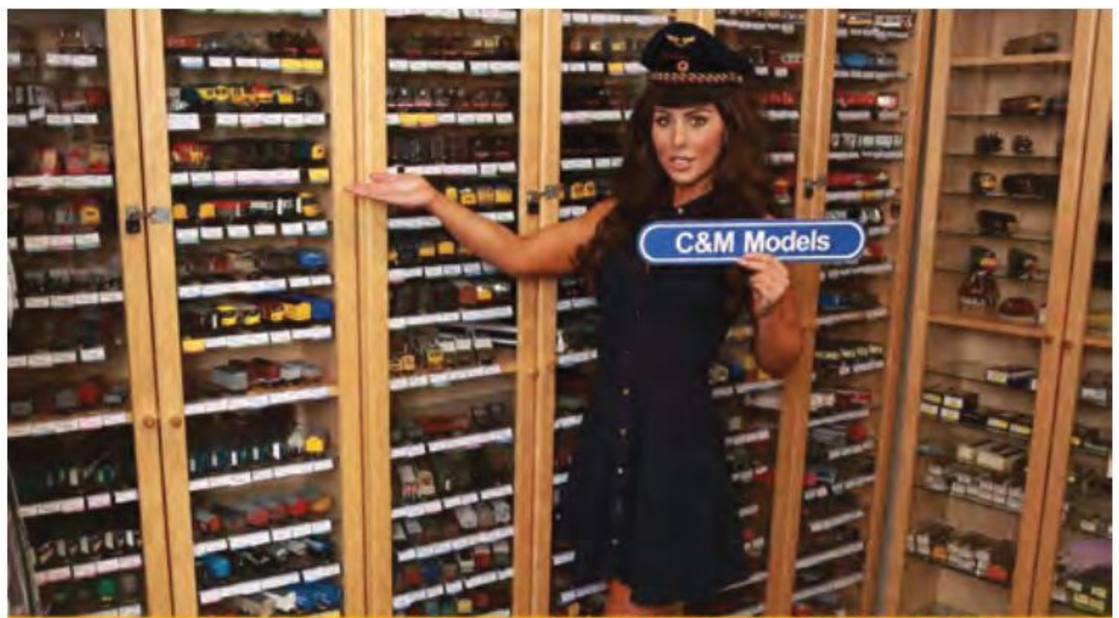
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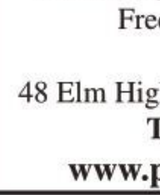


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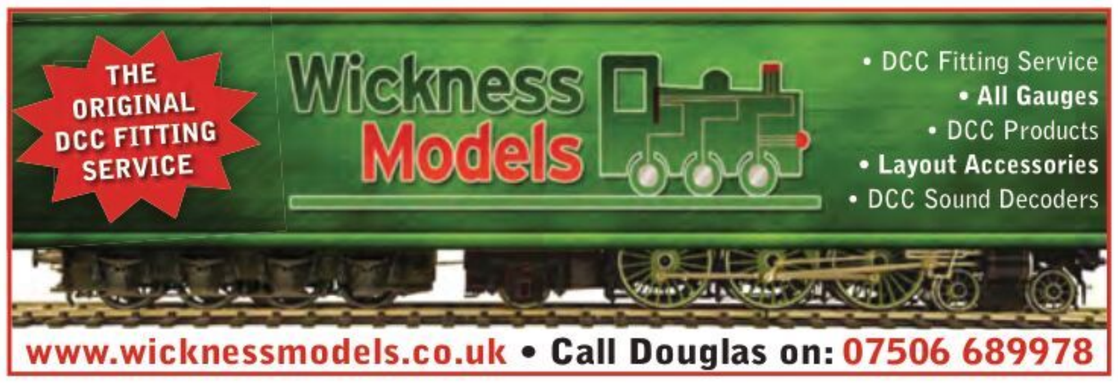
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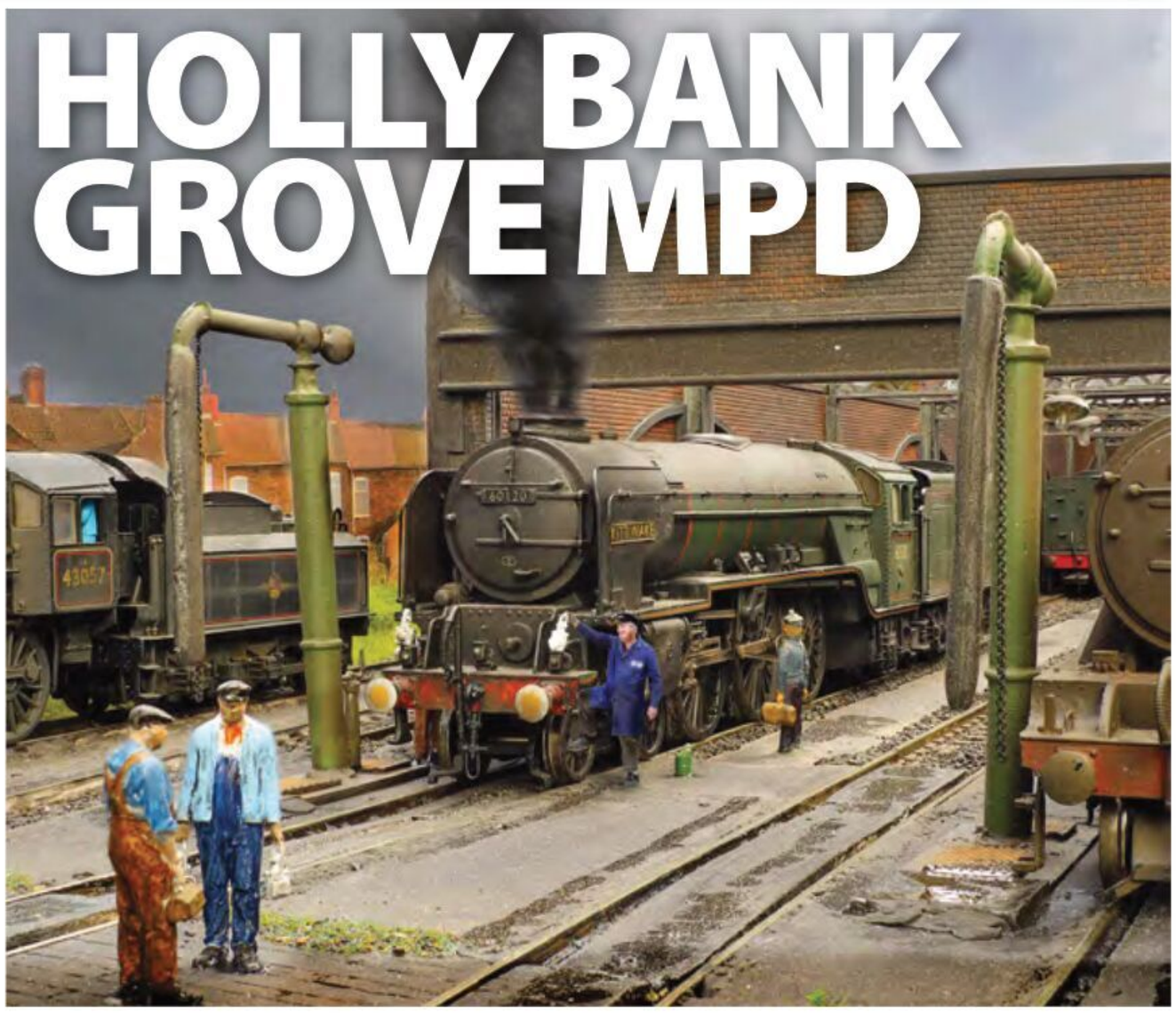
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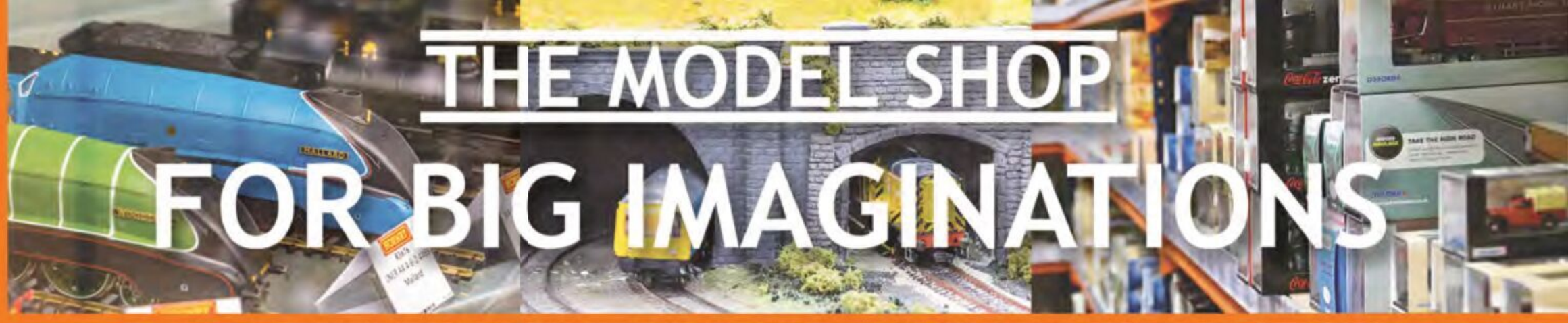
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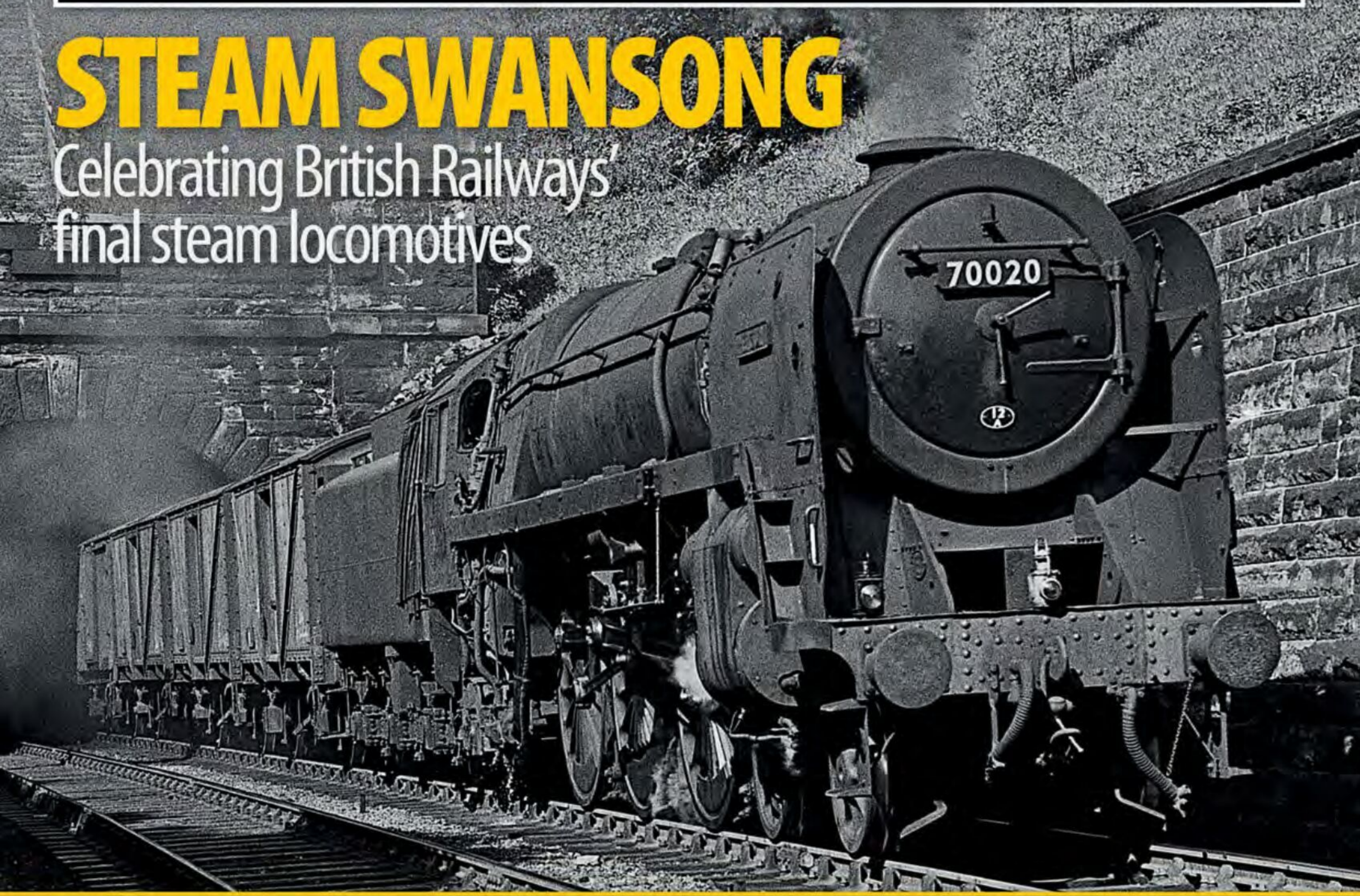
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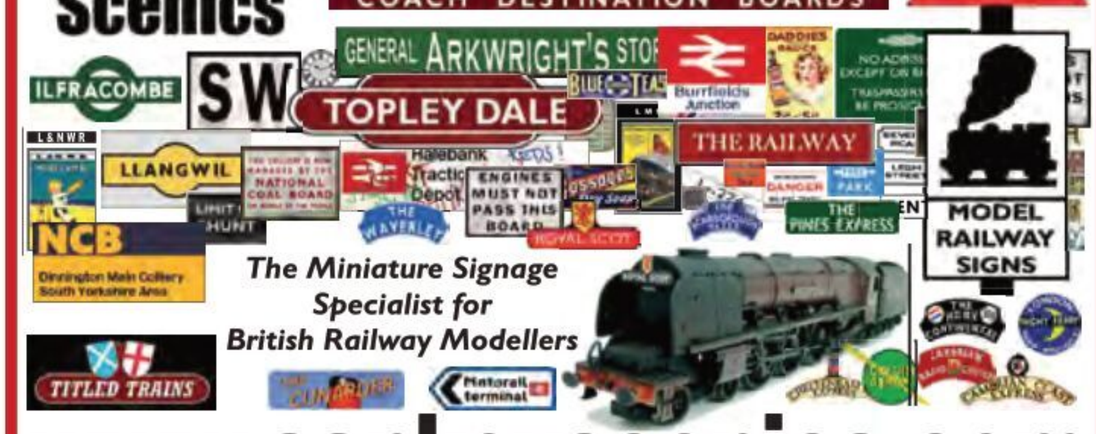
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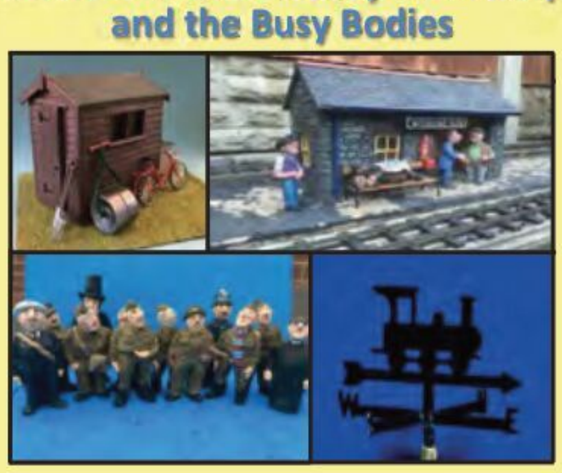
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Standard HISTORY

British Railways' Standard steam engines were amongst the most advanced ever built in this country, yet were destined to have short lives. **EVAN GREEN-HUGHES** looks into their development, and examines how each class came to be built.





Right: **Standard locomotive designs included tank engines. Amongst the breeds were the '2MT' 2-6-2Ts which drew heavily on the Ivatt LMS design. On April 30 1960 '2MT' 2-6-2T 84007 gallops away from Seaton with the 9.20am branch train to Uppingham.** Gordon Hepburn/Rail Archive Stephenson.

Below: **The BR '9F' 2-10-0s were designed to haul heavy freight trains. In July 1965 92009 approaches Birkett Tunnel with a Long Meg-Widnes anhydrite train as Bill Anderson's eldest son Graeme waves to the train.** W.J. Verden Anderson/Rail Archive Stephenson.



WHEN THE COUNTRY'S four main line railway companies were compulsorily nationalised on January 1 1948, the newly-formed Railway Executive found itself in charge of a mixed bag of assets, many of which were worn out from under-investment and overuse during the war years. Of particular concern was the state of the locomotive fleet which represented hundreds of different types, some of which were almost new, but others dated from as far back as the previous century.

Placed in charge of this aspect of the railways was R.A. Riddles, formerly principal assistant to Sir William Stanier of the London Midland & Scottish Railway, and he was given the task of integrating the best design features of the four companies – although how seriously this was taken is open to question. To assist him he chose two other former LMS men, R.C. Bond as Chief Officer – Locomotive Construction and E.S. Cox as Executive Officer – Design, both of whom he had worked with before. With three ex-LMS engineers it was always likely that LMS practice would be prominent in any further locomotive construction.

Nevertheless, a series of trials was organised during which the best designs from the four companies were pitched against each other, with the idea being to see which were best, and a committee of senior railway engineers was formed to advise on what form future developments might take. All this work was completed in the commendably short time of nine months.

STANDARD OUTLOOK

From the outset it was taken as read that British Railways would eventually design its own range of locomotives and that production of these would follow the principles of standardisation set out by Churchward at the Great Western Railway. The new fleet would use as many interchangeable parts as possible and there would be as few classes as possible in order to ease maintenance requirements and cut production costs.

At this point, though, these plans were some way from fruition and there was an urgent need for locomotives to replace those which were already worn out, to fulfil existing orders and maintain production at the various works around the country. As a result, each of the former regions was allowed to continue with the production of some of its previous designs, with a total of 1,538 new engines being built in this way, a number which exceeded that of the total of Standard engines eventually built.

While this was going on, Bond and Cox prepared a report as to what future locomotive construction should look like. As they saw it, essential features should be ease of construction, maximum commonality of parts including boilers, good access to all parts for maintenance and maximum availability. Not surprisingly, the recommendation was to build these locomotives based on the latest types constructed for the LMS, which both men considered to be more suitable than those from the other companies.

This decision was not as partisan as some have since suggested as for maintenance reasons the future standard designs would not have inside cylinders, which precluded many London and North Eastern Railway designs and most of the humble 0-6-0 goods engines. »

Designs were to be as simple as possible, which ruled out Bulleid's latest offerings from the Southern Railway, and they were to conform to up-to-date principles including a high degree of superheat, which had not been favoured by the Great Western Railway. Nevertheless, some innovations from other companies were included in the Standard designs.

At this point it was thought 12 different types would be required to cover all the duties which existed on the country's railways. Four of these would be completely new, four more would be developments of existing designs while the final four would be LMS designs differing in detail only from those already built.

The four new designs included two 'Pacifics', one for express passenger duties and one for mixed traffic, which would be similar except that the driving wheels which would be 6ft 6in diameter on the passenger version and 6ft for the other. There was to be a mixed traffic 4-6-0 with power roughly equivalent to a 'Black Five' or a 'B1' and a completely new freight 2-8-2. All would have two cylinders as large as possible within the loading gauge, bar frames, wide fireboxes, and only two types of boiler would suffice for all.

The BR '5MT' 4-6-0 was the Standard answer to the GWR 'Hall', LMS 'Black Five' and LNER 'B1' classes. 73120 stands on shed at Perth in 1959. Railphotoprints.uk.



The modified designs were to be for a further 'Pacific', a 4-6-0, a 2-6-0 and a 2-6-2T. The 'Pacific' was to have been based on the LMS 'Duchess', the '4MT' 4-6-0 on the LMS 2-6-4T, while the 2-6-0 and the 2-6-2T were existing designs incorporating some of the features of the new standard engines. The last four were existing Ivatt LMS designs, namely a 2-6-2T and a 2-6-4T together with '2MT' and '4MT' 2-6-0 tender engines. Only the 2-6-4T was to receive modification, with work required to the cylinders and the cab to improve route availability when allocated on other regions outside of the Midland.

In the event, only 10 of the 12 suggestions went forward. The larger 'Pacific' was not required as it was deemed there were enough existing locomotives to allow for traffic requirements already while the Class 9 2-8-2 freight engine was also postponed due to the number of War Department heavy freight 2-8-0s that were available at that time.

FIRST OFF THE LINE

Once the fine detail had been agreed, production commenced



with priority being given to the Class 7 and Class 6 'Pacifics', with these becoming the 'Britannias' and the 'Clans'. However, design on all the others took place concurrently with the principle being established of having only six sizes of coupled wheel, five cylinder sizes and seven sets of flanging blocks used to make the boilers. Identical fittings were to be used in each class wherever possible, while cab layouts were to be the same throughout the fleet.

As might have been expected, there was some resistance from both the staff and the management of the 'Big Four' companies to the new designs, but eventually everyone was persuaded to co-operate, with this being achieved in some respects by parcelling out some of the design work to regions other than the former LMS.

The original plan was for the standard engines to have bar frames, as used in the USA, rather than the plate type used in this country. This would have eliminated the issue of frame fracture which was then a problem, but it was discovered the railway's workshops could not handle this type of construction and so design reverted to the traditional British plate style. The eventual frame design was adapted from that used by Bulleid on his recent 'West Country' and 'Battle of Britain' classes, which also had wide fireboxes. A high running plate was used which would aid access to the motion for maintenance and a completely new cab of revolutionary design was produced which provided a solid floor right the way to the tender and incorporated an ergonomic layout where all controls were conveniently situated.

The first Standard steam locomotive to appear was 70000 *Britannia* which emerged from Crewe Works in January 1951, being followed by the rest of the 55-strong class in three batches over the next three years. Initial problems with driving wheels moving on their axles were solved by changing from the LNER type of fixing to the LMS style, there were also problems with a surging action from the engine onto the carriages due to the two cylinder design eliminated by changing the springing between the locomotive and its tender.

The class was appreciated by »

The unique BR '8P' 4-6-2 71000 *Duke of Gloucester* is prepared for the road at Camden in 1962. This locomotive only fulfilled its potential in preservation through modifications to its draughting. John Day Collection/Railphotoprints.uk.



The first of the 'Clan' class 'Pacifics' 72000 *Clan Buchanan* is captured at speed at Thankerton with a Liverpool-Glasgow train on May 19 1960. Just ten of these locomotives were built as part of the Standard programme. David Anderson/Railphotoprints.uk.



both crews and by maintenance staff, achieving what its designers had hoped by way of ease of operation. The other 'Pacific' type, the 'Clan', which was to amount to only 10 engines, had a smaller boiler in order to achieve a lower axle weight for use in Scotland, but never found much favour and fewer were built than originally anticipated.

MIXED TRAFFIC

The mixed-traffic Class 4 4-6-0s and Class 3 2-6-0s were built next, along with the Class 3 2-6-2T. The 4-6-0s were intended for secondary routes where existing mixed traffic engines, such as the 'B1' and the 'Black Five' were too heavy and would replace locomotives such as the Great Western 'Manor' class. They were based on the LMS 2-6-4T and used the same running gear, and examples were sent to the London Midland Region, the Western and the Southern. The 2-6-0 had smaller driving wheels and was intended more for freight work, but in the event was used as a true mixed traffic engine, having very wide route availability.

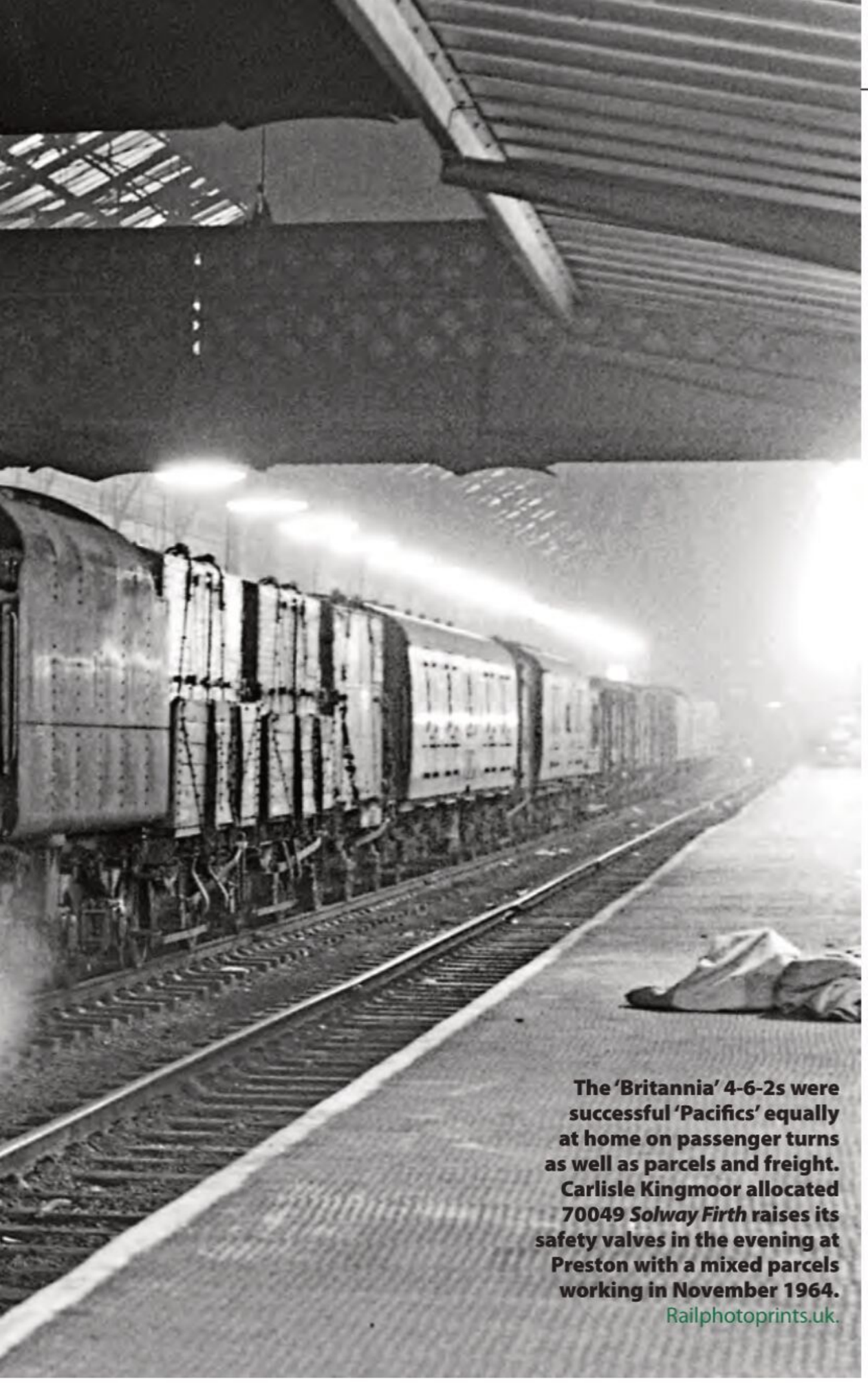
The final design, the 2-6-2T, had frames based on the LMS Ivatt '4MT' tank but its boiler owed its ancestry to that fitted to the Great Western's 'Large Prairie' 2-6-2T. This was clearly to be a replacement for older engines of similar wheel arrangement on branch line work and found itself allocated to the Western, Southern, North Eastern and London Midland Regions.

Following on from this attention turned to producing a '5MT' 4-6-0, which was to be used on similar duties to the GWR 'Halls', the LNER 'B1s' and the LMS 'Black Fives'. As might have been expected, this was a development of the 'Black Five' and, due to its usefulness, eventually amounted to 172 engines. Production began at Derby Works in 1951 with 30 being built before a gap in production with the rest of the class completed at Derby and Doncaster.

The Class 4 2-6-4T was intended for the sort of main line commuter services that were previously operated by Great Western 'Prairies' or LMS 2-6-4Ts but were eventually allocated to a much wider sphere of operation. Although they were closely based on Fairburn's engines for the LMS, Brighton Works had to modify the design to enable



The '3MT' 2-6-0s were a small fleet of locomotives which saw service in the North East and on the Southern Region. 77000, the first of the class, raises steam at Hull Botanic Gardens in 1956. Railphotoprints.uk.



The 'Britannia' 4-6-2s were successful 'Pacifics' equally at home on passenger turns as well as parcels and freight. Carlisle Kingmoor allocated 70049 *Solway Firth* raises its safety valves in the evening at Preston with a mixed parcels working in November 1964.
Railphotoprints.uk.



BR '4MT' 2-6-4T 80025 reverses into Glasgow St Enoch station in July 1953. 155 of these all-purpose 2-6-4T tank engines were built.
Don Greenwood/Rail Archive Stephenson.

BR STANDARD STEAM LOCOMOTIVES

CLASS	POWER	NO. BUILT	YEARS	NUMBERS
'2MT' 2-6-2T	2MT	30	1953-1957	84000-84029
'2MT' 2-6-0	2MT	65	1952-1956	78000-78064
'3MT' 2-6-2T	3MT	45	1951-1953	82000-82044
'3MT' 2-6-0	3MT	20	1953	77000-77019
'4MT' 2-6-4T	4MT	155	1951-1957	80000-80154
'4MT' 2-6-0	4MT	115	1952-1957	76000-76114
'4MT' 4-6-0	4MT	80	1951-1957	75000-75079
'5MT' 4-6-0	5MT	172	1951-1957	73000-73171
'Clan' 4-6-2	6P5F	10	1952	72000-72009
'Britannia' 4-6-2	7P6F	55	1951-1954	70000-70054
'8P' 4-6-2	8P	1	1954	71000
'9F' 2-10-0	9F	251	1954-1960	92000-92250
Total:		999	1951-1960	

them to fit within a more restrictive loading gauge. This was achieved by curving the cab and the tanks inwards and inclining the cylinders and slightly reducing their size. Although they were very successful, the work for which they were intended soon went to new diesels and multiple units, meaning they were often transferred around the country before suffering an early withdrawal.

For work on lightly-laid lines the new standard types included both a 2-6-0 tender engine and a 2-6-2T, both of which were closely based on LMS designs, and which were mechanically very similar to each other. Some of the tank engines were push-pull fitted but as might be expected the work for which these two classes was intended was disappearing almost as fast as they were being built and many of them had a very short working life.

SUPER POWER

Although all the designs were constructed as intended two others, which had failed to make the original cut, did finally emerge: the '8P' express 'Pacific' and the '9F' freight engine.

The country's freight needs had been well catered for, but in the years after the war a requirement for more efficient engines which could haul heavier trains at faster speeds came to the fore in the early 1950s. The original proposal for a 2-8-2 was discarded in favour of a 2-10-0, largely as a result of the success Riddles had with his War Department locomotive of the same wheel arrangement. This enabled the locomotives to be sure-footed but also brought the axle weight down to 15tons 10cwt, a remarkably low figure. In using 5ft diameter driving wheels, the engines also turned out to have a surprising turn of speed while the use of a tender cab ensured they could be used in either direction if the circumstances required it.

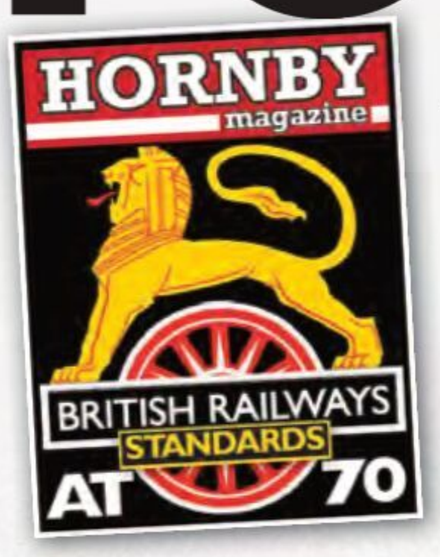
The '9Fs' were not a direct replacement for any other particular class and could tackle a new type of freight train, which ran greater distances at higher speeds and with heavier loads than had previously been possible. This class of 251 engines, which included the last steam locomotive to be built for British Railways, 92220 *Evening Star*, was not completed until 1960 by which time dieselisation was well under way and in consequence many of them had very short working lives, in some cases of only about five years, before being withdrawn.

The final, and perhaps most spectacular, of the standard designs was the solitary '8P' 4-6-2 71000 *Duke of Gloucester* which was built in 1954. This locomotive would never have been built had it not been for the unfortunate crash at Harrow and Wealdstone in 1952, which had seen one of Stanier's 'Princess Royals' 46202 *Princess Anne* (actually a rebuild of the steam turbine locomotive and something of a hybrid of the 'Princess Royals' and 'Duchesses') written off, necessitating a replacement.

The Duke was effectively built to the original plan for an '8P' and was a three-cylinder version of the 'Britannia' with Caprotti valve gear, giving it a tractive effort of 39,000lbs as against the 32,000lbs of the 'Britannia'. Unfortunately it suffered from poor draughting and was never a free steamer, also suffering from a lack of air supply to the fire when working at speed. Crews hated it and it had a very short lifespan, and while intended to be a prototype was destined to be the only one of its class ever built. Interestingly it did pass into preservation, since when many of its problems have been solved, proving that it could have satisfied the aspirations of its original designers, had developments been allowed to continue.

As is well known, only four years after the first Standard steam engine emerged from BR workshops there was a major change of direction in favour of diesel traction, and from that time on the locomotives were on borrowed time. That the Standards, with possibly a couple of exceptions, were very capable engines is not in doubt and in the short time that they were in service they were to fulfil the expectations of those who both designed and operated them. It would be interesting to know whether they would have also been as economical to operate over the long term as had been intended, had their lives not been cut short by the arrival of diesel traction. **HM**

BR Standard train FORMATIONS



As British Railways' new Standard steam locomotives began to appear in the early 1950s, they were soon pressed into service, replacing older motive power in the process.

MARK CHIVERS presents a selection of typical BR Standard train formations from the 1950s and 1960s which you can replicate in 'OO' gauge.

The Standards were tasked with all manner of duties and for classes like the 'Britannia' that variety only increased towards the end of their career. On April 1 1967 70042, now without its *Lord Roberts* nameplates, drifts down grade past Thrimby Grange with a ballast train from Shap Quarry. Brian Stephenson.

BR'S new '7MT' – subsequently 'Britannia' Class – 4-6-2s were the first of the new Standard steam locomotives to appear in 1951. These powerful new engines quickly took up duties on former Great Eastern lines initially, with further allocations on Eastern, London Midland, Scottish, Western and even Southern Region territory, where two examples – 70004 *William Shakespeare* and 70015 *Iron Duke* - were regularly rostered for use on the prestigious Golden Arrow Pullman duty.

Further types including BR 'Clan' 4-6-2s, together with various 4-6-0s, 2-6-0s, 2-6-2Ts, 2-6-4Ts and more followed. Of these new Standard locomotive designs, most were for mixed traffic use, with tank engine and tender types making them suitable for a range of freight and passenger turns on branch lines, secondary routes and main lines across the network, from Scotland to the South Coast (see pages 4-9 for a full overview). Around the same time, BR's new Mk 1 carriages were also starting to appear, which certainly helped improve the perception of BR's public image.

For 'OO' gauge modellers, many of BR's Standard classes are available in ready-to-run model form, with just a few exceptions. The main manufacturers have gradually been adding BR Standards to their respective ranges with Bachmann's roster including an impressive line-up with a 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.

Hornby's 'OO' gauge line-up features some of the more glamorous BR Standards including 'Clan' and 'Britannia' Class 'Pacifics' and the one-off '8P' 4-6-2, 71000 *Duke of Gloucester*. Inevitably, duplication between manufacturers can occur and Hornby's range also includes a 'OO' BR '4MT' 4-6-0 and '9F' 2-10-0 (in standard and 'Crosti'-boilered variants). Hornby is also currently developing an all-new super-detailed 'OO' gauge model of the '9F' with the tooling suite enabling almost all examples of the class to be modelled accurately, together with a super selection of tenders.

Meanwhile, another gap is about to be filled with release of Hornby's newly-tooled BR '2MT' 2-6-0 for 'OO', which is due with retailers very soon – see pages 18-23 for an in-depth survey of available BR Standards across the scales.

To accompany these powerful new locomotives, a superb selection of rolling stock is also available, from 'Big Four' carriages to BR Mk 1 examples. Bachmann's extensive 'OO' gauge range includes Great Western Railway (GWR) 60ft Collett coaches, Southern Railway (SR) Bulleid carriages, London Midland & Scottish (LMS) 'Porthole' vehicles and London and North Eastern Railway (LNER) Thompson types, together with an impressive line-up of BR Mk 1 carriages covering many of the variants introduced through the years. Development work is also ongoing to Bachmann's new fleet of 'OO' gauge SR Bulleid carriages, which are due soon.

Hornby's 'OO' gauge range covers GWR carriages of Hawksworth and Collett parentage, together with SR Maunsell and Bulleid 59ft types, LMS Stanier Period III coaches, LNER Gresley main line stock, Gresley and Thompson Suburban vehicles and an expanding range of BR Mk 1 carriages including a recently added Restaurant Buffet (RB) and a newly tooled Brake Corridor Composite (BCK) coach. Dapol's 'OO' gauge LMS Stanier Period III Corridor Composite (CK) coach also fills a gap for Midland Region formations, while for modellers of West Country branch lines, Replica Railways' 64ft BR Mk 1 Suburban Composite (C), Second (S) and Brake Second (BS) vehicles will also add variety.

Wagons are equally abundant with a superb selection of suitable 'OO' gauge wagons from across the manufacturers, including open wagons, bogie bolsters, box vans, hoppers, tank wagons and more. Bachmann has recently added a newly tooled 24.5ton steel mineral open wagon to its 'OO' gauge repertoire (HM170), available exclusively through The Model Centre (TMC), while Accurascale's forthcoming 'OO' gauge 21ton mineral wagons and Coil-A steel coil wagons will also prove useful.

Further 'OO' gauge in-development models include KR Models' Consett iron-ore bogie wagons, Oxford Rail's Great Eastern 10ton box and banana vans and Rapido Trains' GWR/BR gunpowder vans.

Given the sphere of operation the BR Standards enjoyed, the following selection of prototypical train formations is certainly not exhaustive but aims to provide a brief taster of their widespread freight and passenger turns during the 1950s and 1960s. For ease of operation, you may need to apply selective compression to some of the longer formations, such as the 'Golden Arrow'. Where possible, we have aimed to keep train lengths to a maximum of around 10 carriages or 30 wagons. In certain circumstances, where a like-for-like model is not currently available for 'OO', a similar alternative may have been supplemented. »

PASSENGER FORMATIONS



BR 'Britannia' 4-6-2, BR lined green with early crests (Hornby), BR Mk 1 BTK, CK, TK, TK, FK, RU, TO, TK, BCK – BR carmine and cream
Date: 1951 **Service:** Liverpool Street-Norwich/Sheringham **Location:** Mark's Tey



BR 'Britannia' 4-6-2, BR lined green with early crests (Hornby) BR Mk 1 BG*, TSO**, TSO***, Pullman PPF, PKF, *Trianon Bar*, PPF, PKF, PPS, PGPS, Maunsell Bogie Van B*** - Pullman umber and cream, except *BR maroon, ***BR green. **Date:** 1958 **Service:** 'Golden Arrow' (Victoria-Dover Marine) **Location:** Shortlands



BR '4MT' 2-6-0, BR lined black with late crests (Bachmann), Stanier PIII BSK, CK, SK, BSK – BR maroon
Date: 1959 **Service:** Bournemouth West-Bristol **Location:** Evercreech Junction



BR '3MT' 2-6-2T, BR lined black with late crests (Bachmann), Thompson BS, Gresley CL, Thompson BS – BR crimson
Date: 1961 **Service:** Malton-Whitby **Location:** Levisham



BR '3MT' 2-6-2T, BR lined black with late crests (Bachmann), Bulleid 59ft BSK, CK, BSK – BR green
Date: 1961 **Service:** Sidmouth Junction-Sidmouth **Location:** Tipton St John's



BR Standard '8P' 4-6-2, BR lined green with late crests (Hornby), Stanier Period III CK, BSK, SK – BR maroon
Date: 1962 **Service:** Euston-Crewe (from Rugby) **Location:** Stafford



BR '9F' 2-10-0, BR black with late crests (Bachmann/Hornby), Stanier PIII BSK, Mk 1 CK, Gresley 61ft 6in SK, Stanier PIII SK, Stanier PIII BSK, Porthole SK, CK, Stanier PIII SK, Stanier PIII BSK – BR maroon. **Date:** 1962 **Service:** Bradford-Bournemouth West **Location:** Binegar



BR '3MT' 2-6-2T, BR lined black with early crests (Bachmann), Maunsell BSK (4), CK, BSK (4) – BR green
Date: 1963 **Service:** Bath Green Park-Bristol Temple Meads **Location:** Bath Green Park



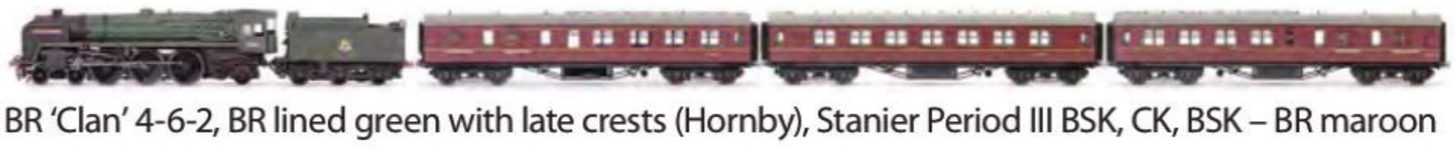
BR '4MT' 2-6-4T, BR lined black with late crests (Bachmann), Maunsell two-car push-pull set (SO+DBSK) – BR green
Date: 1963 **Service:** Tunbridge Wells West-Oxted **Location:** Hurst Green Junction



BR '4MT' 2-6-0, BR lined black with late crests (Bachmann), Maunsell BSK, CK, BSK, CK – BR green
Date: 1963 **Service:** Reading-Redhill **Location:** Wokingham



BR '4MT' 4-6-0, BR lined black with early crests (Bachmann/Hornby), Stanier 57ft C, BS, S, S, BS – BR maroon
Date: 1963 **Service:** Coventry-Nuneaton **Location:** Webster's Sidings



BR 'Clan' 4-6-2, BR lined green with late crests (Hornby), Stanier Period III BSK, CK, BSK – BR maroon
Date: 1963 **Service:** Carlisle-Glasgow Central **Location:** Abington



BR '5MT' 4-6-0, BR lined black with early crests (Bachmann), LMS Period III BSK, SK, CK, BR 12ton vent van* - BR maroon, except *BR bauxite
Date: 1964 **Service:** Stafford-Wellington **Location:** Donnington



BR '4MT' 4-6-0, BR lined black with late crests (Bachmann/Hornby), BR Mk 1 SK*, BSK, SK, CK, BSK** - BR chocolate and cream, except *BR carmine and cream and **BR maroon. **Date:** 1964 **Service:** Pwllheli-Machynlleth **Location:** Morfa Mawddach



BR 'Clan' 4-6-2, BR lined black with late crests (Hornby), BR MK 1 BSK, CK, SK, BSK, BG, Gresley BSK, BR Mk 1 CK, Stanier BSK – BR maroon
Date: 1964 **Service:** Crewe-Aberdeen **Location:** Beattock







BR Standard 2-6-4Ts were go-anywhere machines. 80142 calls at Clapham Junction with a Victoria-Tunbridge Wells West via Oxted train on June 30 1962. Brian Stephenson.





BR '9F' 2-10-0 92108 approaches Syston with a Corby to Birmingham goods formed entirely of BR Tube wagons on July 27 1963. These 2-10-0s were used for the heaviest goods workings on the BR network.
Mike Fox/Rail Archive Stephenson.



The '4MT' 2-6-0s were mixed traffic engines. In 1961 at an unidentified location 76006 coasts at the head of a mixed freight.
John Day Collection/Railphotoprints.uk.



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
F	First
FK	Corridor First
FO	Open First
GUV	General Utility Van
PGPF	Pullman Guard Parlour First
PGPS	Pullman Guard Parlour Second
PKF	Pullman Kitchen First
PKS	Pullman Kitchen Second
PPF	Pullman Parlour First
PPS	Pullman Parlour Second
RB	Restaurant Buffet
RC	Restaurant Car
RFO	Restaurant First Open
RK	Restaurant Kitchen Car
RMB	Restaurant Miniature Buffet
RU	Restaurant Unclassified
S	Second
SK	Corridor Second
SLF	Sleeper First
SLSTP	Sleeper Second
SO	Open Second
T	Third
TK	Corridor Third
TO	Open Third
TSO	Tourist Open Second

SUITABLE 'OO' GAUGE PASSENGER AND PARCELS STOCK	
TYPE	**MANUFACTURER**
BR Mk 1 BG/BSK/CK/FK/FO/RB/RFO/RMB/RU/SK/TSO/GUV	Bachmann
BR Mk 1 SLF/SLSTP/CCT/57ft Suburban BS/C/S	Bachmann
BR Mk 1 BG/BSK/BSO/CK/FO/RB/SK/SO/TSO/BCK	Hornby
BR Mk 1 64ft Suburban BS/C/S	Replica Railways
GWR 60ft Collett BCK/BSK/CK/FK/SK	Bachmann
GWR 'bow ended' 57ft BT(L/H), BT(R/H)	Hornby
GWR 'bow ended' BTK(L/H), BTK(R/H), CK(L/H), CK(R/H), TK	Hornby
GWR Hawksworth BSK/BCK/CK/SK/TK/BG	Hornby
GWR 'Siphon H'	Hornby
SR Bulleid 63ft semi-open BSK/CK/SK/SO	Bachmann
SR PMV/CCT	Bachmann
SR Bulleid 59ft BSK/CK	Hornby
SR Maunsell BCK/BSK (4)/BSK (6)/CK/FK/SK/SO/RC/Van B/C	Hornby
LMS 57ft PI BTK/CK/TK	Bachmann
LMS 57ft Stanier non-corridor BT, C, T	Hornby
LMS 12-wheel dining car	Dapol/Hornby
LMS 'Porthole' BFK/BTK/CK/FK/FO/TK/BSK/SK	Bachmann
LMS Stanier PIII 50ft BG	Bachmann/Hornby
LMS Stanier PIII BSK/FK/SK	Hornby
LMS Stanier PIII BSK/CK	Dapol
LMS Stanier 'Stove R'	KeyPublishing/Dapol
LNER 61ft 6in Gresley BCK/BG/FK/TK/SK/Buffet	Hornby
LNER Thompson BCK/BTK/CK/FK/TK/BSK/SK	Bachmann



BR 'Britannia' 4-6-2, BR lined green with late crests (Hornby), BR Mk 1 BSK, SK, CK, CK – BR maroon
Date: 1965 **Service:** Nottingham Victoria-Marylebone **Location:** Sudbury.



BR 'Britannia' 4-6-2, BR lined green with late crests (Hornby), Stanier Period III BSK, SK, SK, SK, Porthole CK, CK, SK, SK, SK, BSK – BR maroon
Date: 1965 **Service:** Euston-Glasgow Central **Location:** Beattock



BR '5MT' 4-6-0, BR lined black with late crests (Bachmann), BR Mk 1 BSK, TSO*, RB, Bulleid CK, BR Mk 1 TSO*, BSK – BR green, except *BR maroon
Date: 1966 **Service:** Brighton-Plymouth **Location:** West Worthing



BR '5MT' 4-6-0, BR lined black with late crests (Bachmann), BR Mk 1 BSK, Bulleid SK, SO, CK, CK, SO, SK, BSK – BR green
Date: 1967 **Service:** Waterloo-Weymouth **Location:** Brockenhurst



BR 'Britannia' 4-6-2, BR lined green with late crests (Hornby), LMS 'Porthole' BSK, BR Mk 1 SK, CK*, SK, BSK*, BSK*, SK, CK*, SK, BSK, CK, SK* - BR maroon, except *BR blue and grey. **Date:** 1967 **Service:** Glasgow-Liverpool **Location:** Hincaster

FREIGHT FORMATIONS



BR 'Britannia' 4-6-2, BR lined green with early crests (Hornby), 12ton vent van, SR 12ton vent van, two 12ton vent vans, two five-plank open wagons, eight-plank open
eight-plank open wagon*, five-plank open wagon, three 16ton steel open mineral wagons*, 12ton vent van, five-plank open wagon, 12 16ton steel open mineral wag



BR '4MT' 2-6-4T, BR lined black with late crests (Bachmann), nine 12ton Insul-fish vans*, Stanier 50ft BG – BR maroon, except *BR white (weathered)
Date: 1960 **Service:** Fish (Fraserburgh-Aberdeen) **Location:** Mormond



BR '9F' 2-10-0, BR black with late crests (Bachmann/Hornby), two 13ton high-sided steel open wagons, 25 Class B tank wagons*, two 13ton high-sided steel
open wagons, BR 20ton brake van – BR bauxite, except *Esso black. **Date:** 1962 **Service:** Bromford Bridge-Fawley empties **Location:** Oxford



BR '5MT' 4-6-0, BR lined black with late crests (Bachmann), 11 six-wheel milk tanks, Hawksworth BG – heavily weathered, except *BR maroon
Date: 1963 **Service:** Milk empties **Location:** Westbury



BR '4MT' 2-6-0, BR lined black with late crests (Bachmann), two 12ton BR vent vans, 16ton steel mineral open wagon*, two 13ton high-side steel open wagons, 12ton B
20ton brake van – BR bauxite, except *BR grey. **Date:** 1964 **Service:** Mixed goods **Location:** Guildford



BR 'Britannia' 4-6-2, BR lined green with late crests (Hornby), three 12ton vent vans, eight Conflat wagons with BD containers, BR 20ton brake van, 15+ Conflat
wagons with BD containers, BR 20ton brake van – BR bauxite. **Date:** 1964 **Service:** Up freight **Location:** Hartford Junction



BR 'Britannia' 4-6-2, BR lined green with late crests (Hornby), two six-wheel milk tanks, BR 20ton brake van*, two six-wheel milk tanks – weathered, except *BR bauxite
Date: 1965 **Service:** Milk (Lockerbie-Glasgow) **Location:** Beattock



BR '9F' 2-10-0, BR black with late crests (Bachmann/Hornby), HOP21, HOP24, four HOP21s, HOP24, four HOP21s, BR 20ton brake van* - BR grey, except *BR bauxite
Date: 1966 **Service:** Coal **Location:** Consett



BR '5MT' 4-6-0, BR lined black with late crests (Bachmann), 24+ assorted 12ton vent vans, BR 20ton brake van – BR bauxite
Date: 1967 **Service:** Tomatoes (Weymouth-Westbury) **Location:** Yeovil Pen Mill



BR '9F' 2-10-0, BR black with late crests (Bachmann/Hornby), two 16ton steel mineral open wagons*, 18 45ton TTA tank wagons, two 16ton steel mineral open
wagons*, BR 20ton brake van* - Shell/BP grey, except *BR bauxite. **Date:** 1967 **Service:** Oil tanks (Leeds Neville Hill-Stanlow) **Location:** Normanton









ngon*, two 13ton steel high-sided open wagons, 12ton vent van, 13ton steel high-sided open wagon,
s*, BR 20ton brake van – BR bauxite, except * BR grey. **Date:** 1951 **Service:** Mixed goods **Location:** Thetford





vent van, 16ton steel mineral open wagon*, 12ton BR vent van, 12 16ton steel mineral open wagons*, BR







SUITABLE 'OO' GAUGE FREIGHT ROLLING STOCK

TYPE	MANUFACTURER
8ton GWR cattle wagon	Bachmann
10ton SR cattle wagon	Hornby
10ton LMS cattle wagon	Bachmann
10ton LNER cattle wagon	Oxford Rail
12ton BR banana van	Dapol
12ton BR fruit van	Bachmann
12ton GWR fruit van	Bachmann
12ton NE fruit van	Bachmann
12ton GWR 'Mogo' wagon	Bachmann
12ton BR Pipe wagon	Bachmann
12ton BR vent van corrugated ends	Bachmann
12ton BR vent van planked	Bachmann
12ton BR vent van plywood	Bachmann
12ton GWR vent van	Bachmann
12ton GWR vent van	Bachmann
12ton LMS vent van	Bachmann
12ton LNER non-vent van	Bachmann
12ton LNER vent van corrugated ends	Bachmann
12ton SR vent van 2+2 planks	Bachmann
12ton SR vent van planked	Bachmann
12ton SR vent van plywood	Bachmann
12ton Insulfish Van	Hornby
13ton high-sided steel open	Bachmann
14ton tank wagon	Bachmann
16ton steel mineral open wagon	Bachmann
16ton slope-sided steel mineral open wagon	Bachmann
20ton anchor-mounted tank wagon	Bachmann
21ton steel mineral open wagon	Hornby
21ton steel mineral open wagon	Accurascale^
21ton hopper wagon	Hornby
22ton BR Plate wagon	TMC/Bachmann
22ton BR Tube wagon	Bachmann
24.5ton steel mineral open wagon	TMC/Bachmann
24.5ton hopper wagon	Accurascale
35ton Class A tank wagon	Heljan
35ton Class B tank wagon	Heljan
45ton TTA tank wagon	Bachmann
BR 20ton brake van	Bachmann
BR 20ton brake van	Hornby
BR bogie bolster A wagon	Bachmann
BR bogie bolster E wagon	Dapol
LMS 20ton brake van	Hornby
Midland Railway 20ton brake van	Bachmann
SR 25ton 'Pill Box' brake van	Bachmann
One-plank 'lowfit' open wagon	Bachmann
Conflat wagon (plus containers)	Bachmann
Three-plank open wagon	Bachmann
Five-plank open wagon	Bachmann
Five-plank open wagon	Hornby
Six-plank open wagon	Oxford Rail
Six-wheel milk tank	Dapol
Six-wheel milk tank	Hornby
Seven-plank open wagon	Bachmann
Eight-plank open wagon	Bachmann
Nine-plank open wagon	Hornby
Notes: ^ forthcoming model	

USEFUL LINKS

Accurascale	*www.accurascale.co.uk*
Bachmann	*www.bachmann.co.uk*
Dapol	*www.dapol.co.uk*
Hattons	*www.hattons.co.uk*
Heljan	*www.heljan.co.uk*
Hornby	*www.hornby.com*
Oxford Rail	*www.oxfordrail.com*
Replica Railways	*www.replicarailways.co.uk*

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Mike Wild *Editor - Hornby Magazine & Key Model World*

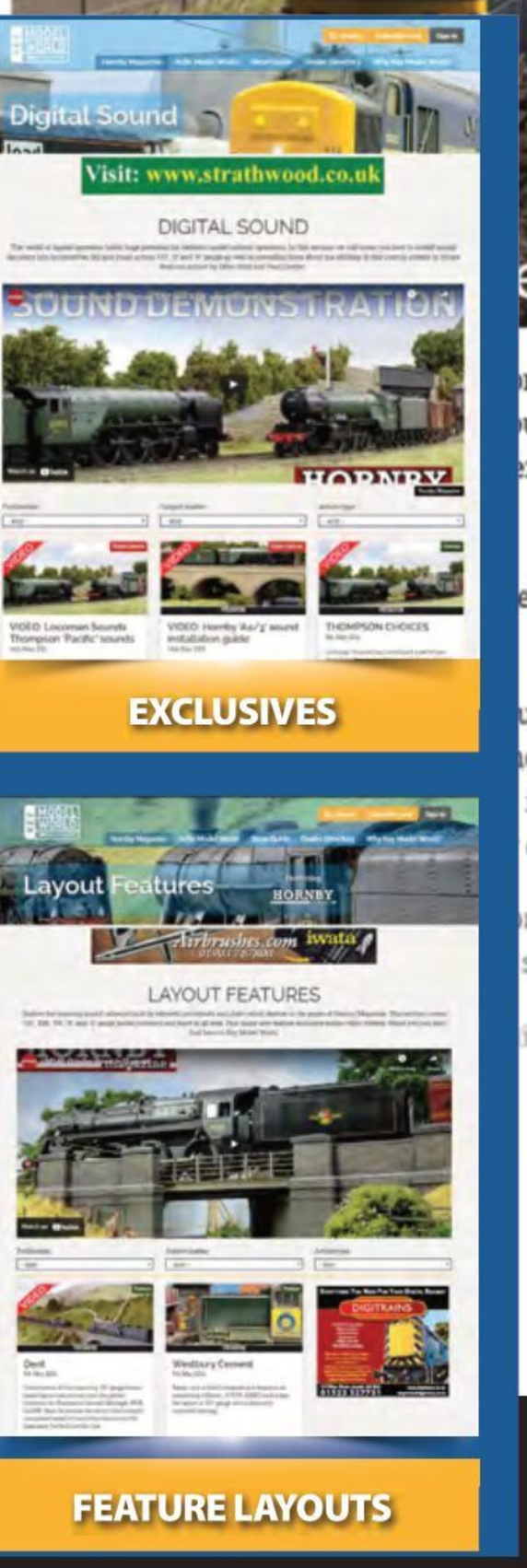
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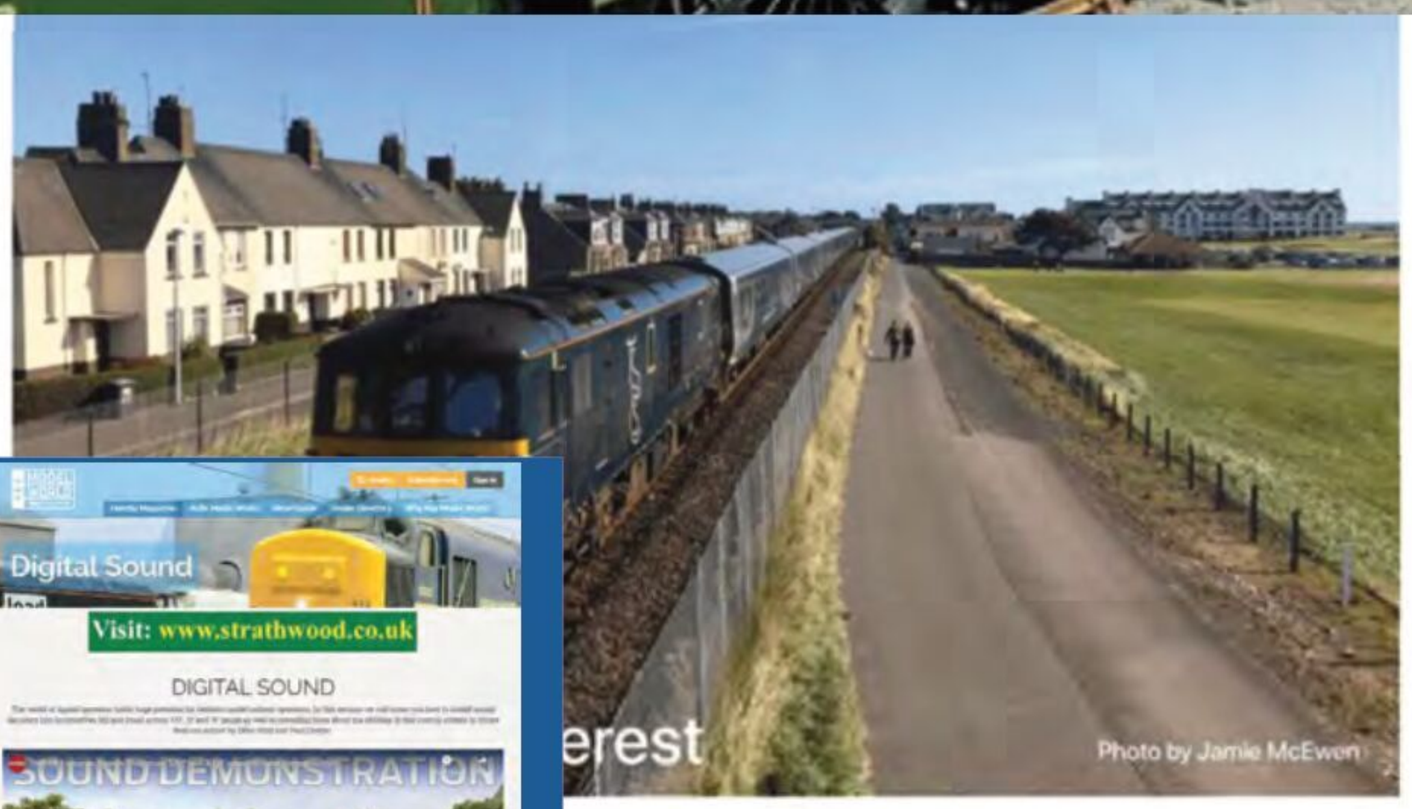
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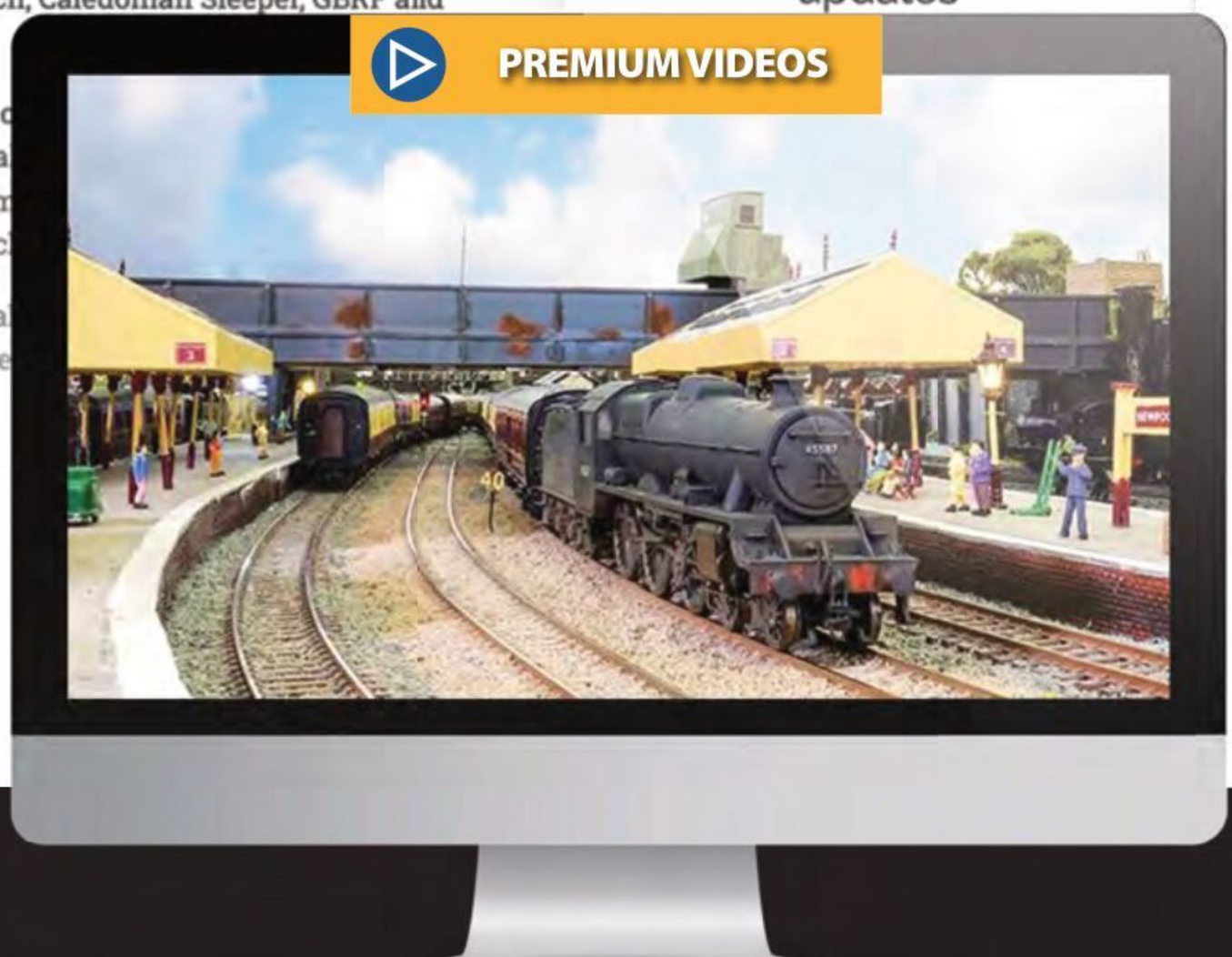
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BR STANDARD Survey

HORNBY magazine
BRITISH RAILWAYS STANDARDS AT 70

A vast array of BR Standards are currently available across 'OO', 'N' and 'O' gauge, as **MARK CHIVERS** outlines.

IT IS INTERESTING TO NOTE QUITE HOW many models of British Railways' Standards have been produced in model form over the years. In fact, just two prototypes have yet to appear in ready-to-run model form – the '3MT' 2-6-0 and '2MT' 2-6-2T – the rest have either already appeared or are in development.

Not surprisingly, the more glamorous Standards have been targeted by manufacturers more frequently than perhaps some of the more workaday examples. That said, Hornby Dublo was quick off the mark with a 'OO' gauge '4MT' 2-6-4T in the mid-1950s, which subsequently transferred to G&R Wrenn in the late 1960s and appeared in a wide selection of identities and liveries, not all of which were accurate.

However, it is BR's 'Britannia' 4-6-2 which has been particularly well-served in model form across the scales. Trix introduced its 'HO' scale model in the late 1950s (together with a '5MT' 4-6-0), while Tri-ang added a 'OO' gauge locomotive drive example in 1960. The manufacturer also introduced the 'Brit' to its expanding 'TT' table-top range in 1960. With a new decade, an all-new model of the 'Britannia' 4-6-2 with tender drive appeared in the Hornby range in 1973 and the 'Brit' has been a regular in the range ever since, culminating in an all-new super-detailed model in 2006. 'N' gauge examples have also appeared from Hornby Minitrix and Dapol, while a selection of 'O' gauge brass ready-to-run examples have also been produced.

Hornby's 'OO' gauge Standards have mostly been examples of the standout locomotive types such as the 'Britannia' 4-6-2, 'Clan' 4-6-2, '9F' 2-10-0 and unique '8P' 4-6-2 *Duke of Gloucester*, although it did also add a super detailed model of the BR '4MT' 4-6-0, which unfortunately duplicated a new version of the type in development with Bachmann at the time.

Meanwhile, 'OO' Standards currently in development with Hornby include all-new '2MT' 2-6-0s and '9F' 2-10-0s to the latest specifications, and in the case of the '9F', extensive tooling and tender options to enable almost the entire class to modelled. The Hornby RailRoad range also includes a '9F' 2-10-0 in standard and eye-catching Crosti-boilered form.

Bachmann's 'OO' gauge Standard releases have tended to focus on the more 'standard' Standards with examples of BR '3MT' 2-6-2Ts, '4MT' 2-6-4Ts, '4MT' 2-6-0s, '4MT' 4-6-0s, '5MT' 4-6-0s and '9F' 2-10-0, each of which is very well-detailed with excellent running qualities too.

For 'N' gauge modellers, Bachmann's Graham Farish range and Dapol's extensive catalogue are the main routes for Standards in the scale today, while 'O' gauge modellers have to look to the hand-assembled brass ready-to-run ranges for examples which, while exquisite, are naturally more expensive than the injection-moulded ready-to-run 'O' gauge diesel (and occasional steam) models that are appearing for the scale from Heljan and Dapol.

For starters, we look at what's available for 'OO'.



'OO' GAUGE STANDARDS

BR 'Britannia' 4-6-2



BR's 'Britannia' Class 4-6-2 has featured heavily in the Hornby 'OO' gauge range for many years, first introduced by Tri-ang in 1960 with locomotive drive version, which was subsequently followed in the early 1970s with a new tender drive model. This model initially utilised the same tender tooling as Hornby's '9F' 2-10-0 and was further improved and enhanced through the years until a newly-tooled superdetailed example appeared in 2006 with locomotive drive and a five-pole skew-wound motor, as illustrated.

Hornby's all-new 'Britannia' has since appeared in many guises including an example of Southern Region allocated 70004 *William Shakespeare* with Golden Arrow regalia (Cat No. R3096) and a DCC sound-fitted example as 70040 *Clive of India* with factory-fitted DCC sound decoder (R2992XS). It has also since been released with Hornby's Twin Track Sound decoder onboard as 70001 *Lord Hurcomb* (R3387TTS).

The model's specification incorporates a wealth of separate detailing including sprung metal buffers, wire handrails, ladders, speedometer cable, brake rodding, detailed cab interior and much more. Models produced since 2010 have included an 8-pin Digital Command Control (DCC) decoder socket within the tender and space for a digital sound speaker.

INFORMATION	
Manufacturer:	Hornby
Availability:	Current
DCC:	DCC ready, 8-pin socket (21-pin DCC sound)
Website:	*www.hornby.com*
Price:	£199.99

Hornby BR '4MT' 4-6-0 75005 replicates a steam era ballast train as it draws out of Topley Dale Quarry with a rake of Trout and Dogfish hoppers.

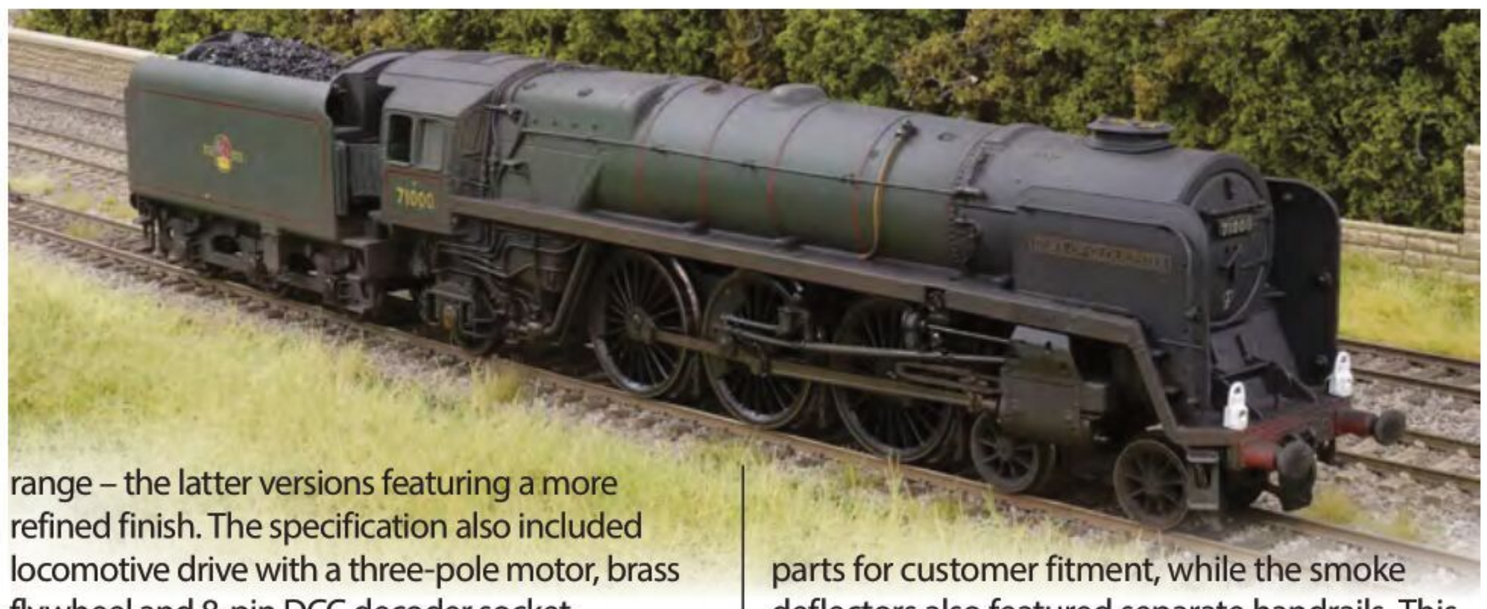
BR '8P' 4-6-2

Hornby introduced its 'OO' gauge model of unique '8P' 4-6-2 71000 *Duke of Gloucester* in 2013 and it has appeared in numerous guises from 1960s era to contemporary condition, together with a train set and train pack.

Hornby's model of 71000 was developed during the company's 'design clever' period and as such was added to the RailRoad and main Hornby range – the latter versions featuring a more refined finish. The specification also included locomotive drive with a three-pole motor, brass flywheel and 8-pin DCC decoder socket.

As well as enhanced printed detail, the main range model also came with additional detail parts for customer fitment, while the smoke deflectors also featured separate handrails. This locomotive debuted Hornby's in-house Twin Track Sound (TTS) system in 2014.

INFORMATIONL	
Manufacturer:	Hornby
Availability:	Recent
DCC:	DCC ready, 8-pin socket
Website:	*www.hornby.com*
Price:	£130



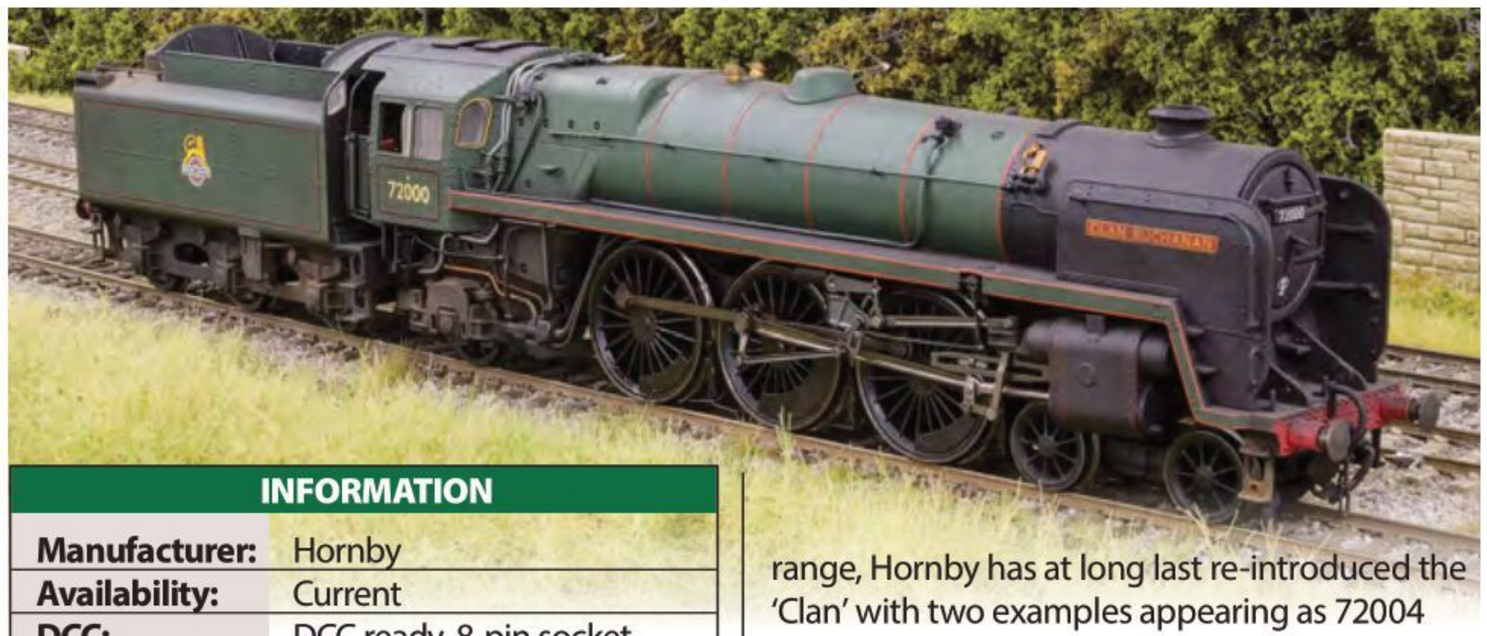
BR 'Clan' 4-6-2

Hornby's 'OO' gauge BR 'Clan' 4-6-2s debuted in 2009, with three models appearing to date in BR lined green with late crests as 72000 *Clan Buchanan* (Cat No. R2846), 72005 *Clan Macgregor* (R2925) and 72008 *Clan Macleod* (R2847).

They were a natural addition to the range as while they featured smaller boilers than the 'Britannia' 4-6-2s, they could utilise the common super-detailed locomotive and tender chassis. As a result, the 'Clans' also feature locomotive drive, a five-pole skew-wound motor, 8-pin DCC decoder socket and separately fitted detailing, including metal handrails, pipework, smoke box door dart, glazed cab interior and sprung buffers amongst other details.

This year, following a decade or so out of the range, Hornby has at long last re-introduced the 'Clan' with two examples appearing as 72004 *Clan MacDonald* in BR lined green with early crests (R3995) and 72009 *Clan Stewart* in BR lined green with late crests (R3996).

INFORMATION	
Manufacturer:	Hornby
Availability:	Current
DCC:	DCC ready, 8-pin socket
Website:	*www.hornby.com*
Price:	£179.99



BR '4MT' 4-6-0

Hornby's 'OO' gauge superdetailed model of the BR '4MT' 4-6-0 arrived in September 2009 in direct competition with Bachmann's all-new 'OO' gauge model of the same locomotive which had appeared the previous year.

Despite this duplication, the wait had certainly been worth it with refined detailing including separately applied pipes, lamp irons, sprung metal buffers, whistle, wire handrails, decorated cab interior and locomotive drive mechanism featuring a five-pole skew-wound motor.

The tooling suite catered for alternative chimneys and BR1B, BR2 and BR2A tenders. Inevitably, comparisons between this and the Bachmann models were made as to which model is best – but both displayed excellent detailing, decoration and running characteristics.

To date only seven 'OO' models of Hornby's '4MT' 4-6-0 have appeared including two examples which appeared last year as 75053 in BR lined black with early crests (R3548) and 75008 in BR lined green with late crests (R3547).

INFORMATION	
Manufacturer:	Hornby
Availability:	Current
DCC:	DCC ready, 8-pin socket
Website:	*www.hornby.com*
Price:	£170.99



BR '4MT' 2-6-0

Bachmann's 'OO' gauge model of the BR '4MT' 2-6-0 was added in 2007, offering a highly-detailed example of these mixed traffic locomotives. It boasted plenty of separately applied parts including smoke box door dart, lamp irons, fine wire handrails and sprung buffers.

Mechanically, Bachmann's 'OO' gauge model features locomotive drive, 8-pin DCC decoder socket and has been issued with high-capacity BR1B and standard BR2 tenders for its previous releases. The tenders also include removable coal loads.

Two models are currently available in Bachmann's range finished as last-built example 76114 in BR black with early crests and paired with a BR2A tender (32-954A) and 76066 in BR lined black with late crests, a BR1B tender and an overall weathered finish (32-956).

INFORMATION	
Manufacturer:	Bachmann
Availability:	Current
DCC:	DCC ready, 8-pin socket
Website:	*www.bachmann.co.uk*
Price:	£189.95



BR '4MT' 4-6-0

Bachmann's current 'OO' gauge model of the BR '4MT' 4-6-0 first appeared in September 2008 and had been in development at the same time as Hornby's all-new model of the 'Standard Four' was announced. Bachmann's range had previously included the former Palitoy-tooled model, which had been upgraded for Replica Railways in 1990. Both the newly tooled models were in direct competition, but Bachmann's model appeared first, the Hornby example following around a year later.

Bachmann's model featured locomotive drive, an 8-pin DCC interface, separately applied metal handrails, sprung buffers, opening cab roof vent, decorated cab interior, alternative chimneys, opening smokebox door, removable coal load and it has appeared with BR1B and BR2 tenders.

More recently, an exclusive example was produced for the Bachmann Collector's Club as a special commemorative edition, remembering the 50th Anniversary since the end of steam on BR's Southern Region. Finished as 75075 in weathered BR lined black with late crests (Cat No. 31-115K) it featured a BR1F tender on this occasion and a series of chalked markings on the smokebox door and front of the locomotive. Just 504 certificated examples were produced.



Further standard releases as 75029 in BR lined green with late crests, double chimney and BR2 tender (31-116A) and 75014 in BR lined black with early emblems, single chimney and BR2 tender (31-117) were added as part of the 2021 Spring announcements, earlier this year.

INFORMATION	
Manufacturer:	Bachmann
Availability:	Current
DCC:	DCC ready, 8-pin socket
Website:	*www.bachmann.co.uk*
Price:	£159.95 (31-115K)/£209.95 (31-116A/31-117)

BR '5MT' 4-6-0

Bachmann added the BR '5MT' 4-6-0 to its 'OO' gauge range in 2002 with examples issued in BR lined black with early crests, BR lined black with late crests and BR lined green with late crests.

Despite the tooling dating back almost two decades, detailing is impressive and stands up well to the most recently tooled models with separately fitted metal handrails, sprung buffers, darkened metal motion, removable coal load, brake rodding and more. It features locomotive drive and, since the mid-2000s, an 8-pin DCC decoder socket. As with the prototypes, alternative tender types have been paired with the releases over the years including BR1, BR1B, BR1C, BR1F and BR1G examples to date.

Some have also appeared with names, reflecting the examples allocated to the Southern Region, including 73082 *Camelot* in BR lined black with early crests (Cat No. 32-502) and 73110 *The Red Knight* in BR lined black with late crests (32-506), while a further example, 73118 *King Leodegrance*, in BR lined black with early crests (32-510) is due to appear later this year. A BR lined green example with late crests as 73051 (32-511) is also planned.



INFORMATION	
Manufacturer:	Bachmann
Availability:	Current
DCC:	DCC ready, 8-pin socket
Website:	*www.bachmann.co.uk*
Price:	£184.95 (pristine)/ £199.95 (weathered)

USEFUL LINKS	
55H	*www.55h.co.uk*
ACE Trains	*www.acetrainslondon.com*
Bachmann	*www.bachmann.co.uk*
Dapol	*www.dapol.co.uk*
Hornby	*www.hornby.com*
Masterpiece Models	*www.masterpiecemodels.co.uk*
Replica Railways	*www.replicarailways.co.uk*

'O' GAUGE STANDARDS

The amazing growth in popularity for 'O' gauge modelling has led to an influx of 'O' gauge ready-to-run models in recent years.

Amongst these is 55H which has produced a series of hand assembled, fully finished 'O' gauge brass BR Standards with outstanding running characteristics. They are supplied for analogue control as standard, although Digital Command Control and synchronised smoke options are available as add-ons. Each is assembled by SAM Models of Korea with the aim of offering a ready-to-run locomotive that looks the part with good haulage capability.

Amongst the Standards produced to date are BR 'Britannia' 4-6-2s, BR '9F' 2-10-0s and '8P' 4-6-2 71000 *Duke of Gloucester*. Development is now focused on producing BR '5MT' 4-6-0s, '4MT' 2-6-0s and '4MT' 4-6-0s. Standard '5MTs' will be supplied with a choice of six tender types – BR1, BR1B, BR1C, BR1F, BR1G and BR1H, while Caprotti valve gear locomotives are also being developed and these will be supplied with BR1B or BR1C tenders. 55H's BR '4MT' 2-6-0s will be paired with one of three tenders – BR2, BR2A or BR1B, while the '4MT' 4-6-0s will feature the same tender types with a choice of single or double chimney.

Masterpiece Models has also made great strides with its outstanding range of exquisitely detailed handbuilt ready-to-run 'O' gauge brass locomotives. BR Standard models released to date include 'Britannia' and 'Clan' 4-6-2s which appeared in early and later conditions for 'O' gauge. Proposed models include BR '5MT' 4-6-0s, which will also include the Caprotti valve gear examples, together with plans for '3MT' 2-6-2Ts and '9F' 2-10-0s also in the pipeline for the future.

Finally, ACE Trains has also produced several Standards for 'O' gauge including 'Britannia' 4-6-2s, '9F' 2-10-0s and BR's unique '8P' 4-6-2 71000 *Duke of Gloucester*. Each of these collectable 'O' gauge locomotives is fully finished and while intended for coarser scale two/three rail layouts, recent releases feature slightly reduced flange depths.

BR '2MT' 2-6-0

Hornby first unveiled its plans for a new 'OO' gauge BR '2MT' 2-6-0 as part of its ambitious 2020 catalogue range, announced during its 100th anniversary year.

Development work on the all-new 'OO' gauge '2MT' 2-6-0 has been protracted, but finished models are due to arrive shortly. The impressive specification calls for a die-cast boiler and chassis, five-pole skew-wound motor, 8-pin DCC interface, separately fitted metal handrails, lamp irons, detailed cab interior, sprung metal buffers, small tension lock couplings in NEM pockets, space for a 28mm speaker and more.



INFORMATION	
Manufacturer:	Hornby (new tooling)
Availability:	Due soon
DCC:	DCC ready, 8-pin socket
Website:	*www.hornby.com*
Price:	£179.99 (R3836/8/9)/ £189.99 (R3981/2)

Three models were announced initially with 78010 in BR lined black with early crests (R3838), 78047 in BR lined black with late crests (R3836) and 78000 in BR green with late crests (R3839). Two further models were subsequently added to the 2021 catalogue range as 78054 in BR lined black with late crests (R3981) and 78006 in BR lined green with late crests (R3982).

The first batch of Hornby's new 'OO' gauge BR '2MT' 2-6-0 are expected to arrive this autumn.

BR '4MT' 2-6-4T

Bachmann's OO' gauge BR '4MT' 2-6-4T first appeared in the Branchline range in 2001 and is still highly regarded for its detailing.

The model compares well with more recently-tooled models and features a powerful three-pole motor, separately applied metal handrails, darkened motion, sprung buffers and more. An 8-pin DCC decoder socket was added to releases from the mid-2000s onwards.

INFORMATION	
Manufacturer:	Bachmann
Availability:	Recent
DCC:	DCC ready, 8-pin socket
Website:	www.bachmann.co.uk
Price:	£139.95



Since its release in the noughties, a good cross-section of examples have appeared in BR lined black with early or late crests. In 2006 and 2008, DCC onboard examples appeared with factory-fitted 8-pin decoders as 80009 in BR lined black with early crests (32-350DC) and 80140 in BR lined black with late crests (32-351DC).

Although not currently in the Bachmann range, BR '4MT' 2-6-4T models are easily obtainable on the second-hand market.

BR '3MT' 2-6-2T

Bachmann introduced its detailed 'OO' gauge BR '3MT' 2-6-2T in 2009. The tooling suite catered for different styles of lamp irons, large and small cab roof opening vents and plain or fluted coupling rods, as well as separately applied metal handrails, sprung buffers, sand pipes and even an opening smokebox door. It also featured a three-pole motor and eight-pin DCC decoder socket.

INFORMATION	
Manufacturer:	Bachmann
Availability:	Current
DCC:	DCC ready, 8-pin socket
Website:	*www.bachmann.co.uk*
Price:	£164.95 (pristine)/ £179.95 (weathered)



While most releases have been BR lined black with early or late crests, there have been a few Western Region BR lined green examples with late crests too, with 82041 set to appear later this year (31-976B), while a BR plain green example as 82020 in weathered BR green with late crests (31-980) was issued several years ago and appears on the second-hand market from time to time.

Also set to appear later this year is 82018 in BR lined black with late crests (31-976A).

BR '9F' 2-10-0

Hornby's 'OO' gauge range has featured a BR '9F' 2-10-0 since 1971 when the company introduced the type to the Tri-ang/Hornby catalogue that year. It was a significant model as it was the company's first tender drive model, which enabled the daylight between the underside of the boiler and the wheels to be represented. It has remained within the range in one form or another ever since, although it has undergone upgrades and retooling in the process.

INFORMATION	
Manufacturer:	Hornby (RailRoad)
Availability:	Recent
DCC:	DCC ready, 8-pin socket
Website:	*www.hornby.com*
Price:	£109.99



Hornby's current '9F' appeared in 2008 for the RailRoad range and now features locomotive drive with five-pole motor, 8-pin DCC decoder socket, darkened motion, metal buffers, separate handrails and more.

One of the model's most recent outings was as 92220 *Evening Star* in BR lined green with late crests (R3821) as part of Hornby's recent 100th anniversary celebrations.

BR Crosti '9F' 2-10-0

The small class of Crosti-boilered '9F' 2-10-0s joined Hornby's RailRoad collection in 2015. It models both original and modified examples - highlights include locomotive drive, a five-pole skew-wound motor and an 8-pin DCC socket.

Hornby also took the opportunity to release the model with its bespoke digital Twin Track Sound (TTS) system which appeared in 92025 in BR black with early crests (R3396TTS). As well as pristine models, a heavily weathered example is also currently offered in the RailRoad range as 92028 in BR black with early crests and (R3756).

INFORMATION	
Manufacturer:	Hornby (RailRoad)
Availability:	Current
DCC:	DCC ready, 8-pin socket
Website:	*www.hornby.com*
Price:	£124.99



Meanwhile, the dedicated '9F' TTS decoder and digital speaker (R8113) can also be purchased separately for customer fitment.

BR '9F' 2-10-0

At the time of its introduction in 2006, Bachmann's all-new superdetailed 'OO' gauge model of BR's '9F' 2-10-0 offered a significant upgrade in quality to what had previously been available. This new '9F' boasted a highly detailed body and tender, separately fitted metal handrails, etched smoke deflectors, sprung buffers, darkened motion and has been released with a selection of tenders including BR1B, BR1C, BR1F and BR1G examples. Further tooling options include single and double chimneys.

Not surprisingly, Bachmann's model has also appeared as 92220 *Evening Star* in BR lined green with late crests, as well as standard BR black releases with early and late crests – even preserved 92203 *Black Prince* was produced as a special limited edition for the Bachmann Collector's Club (32-850K), while a special exclusive model of the Great Central Railway's BR '9F' 92214 *Leicester City/Central Star* in BR lined green with late crests (32-851K) is also currently available from Bachmann's Collector Club.

INFORMATION	
Manufacturer:	Bachmann
Availability:	Current
DCC:	DCC ready, 21-pin socket
Website:	*www.bachmann.co.uk*
Price:	£204.95



BR '9F' 2-10-0

Hornby's plans for an all-new BR '9F' 2-10-0 were unveiled as part of the 2021 catalogue and the project is being designed from the ground up with new chassis, body and tender options.

As with most new projects these days, the possible permutations provided by the tooling suite will be extensive, enabling detail differences to be included.

There will be five different tenders tooled, including BR1B, BR1C, BR1F, BR1G and BR1K examples together with a wealth of separately applied detailing, different cab interiors, single or double chimneys and even era-specific elements such as Western Region lamp irons. The models will also feature a five-pole skew wound motor, 8-pin DCC decoder socket, small tension lock couplings in NEM sockets and much more.

Hornby's initial releases include 92167 in BR black with early crests (R3986), 92194 in BR black with late crests (R3987) and 92220 *Evening Star* in BR lined green with late crests (R3988).

Release of Hornby's all-new 'OO' gauge BR '9F' 2-10-0 is expected in early 2022.

INFORMATION	
Manufacturer:	Hornby (new tooling)
Availability:	Due soon
DCC:	DCC ready, 8-pin socket
Website:	*www.hornby.com*
Price:	£209.99



'N' GAUGE STANDARDS

An early 'N' gauge Standard to appear in the late 1960s was an interpretation of the BR '4MT' 2-6-4T, manufactured by Lima although it was the late 1970s before a BR lined black example appeared. Sadly its elongated appearance let the model down.

Also offering British outline 'N' gauge models in the 1970s, the Hornby Minitrix range included several 'N' gauge Standards with a 'Britannia' 4-6-2 and '9F' 2-10-0 released in 1973 and 1975 respectively. These were well-regarded models for their time, although only a couple of identities for each appear to have been produced.

In 1991, Graham Farish launched its 'N' gauge '4MT' 2-6-4T which appeared in a couple of guises before before it later re-appeared in the Graham Farish by Bachmann range, with a further seven identities being released. In 2015, an all-new '4MT' 2-6-4T appeared with a coreless motor, 6-pin DCC decoder socket and bristling with separately applied detailing.

The Graham Farish by Bachmann range also introduced a 'N' gauge BR '3MT' 2-6-2T in 2010, again highly-detailed and featuring a 6-pin DCC decoder socket. A new 'N' gauge BR '4MT' 2-6-0 also appeared that year, paired with BR1B and BR2 tenders, while two years later the Graham Farish range was further bolstered with a BR '5MT' 4-6-0. This superdetailed model was also fitted with a 6-pin DCC decoder socket and features outstanding detailing as well as a choice of BR1, BR1B and BR1C tender. It has appeared as one of the Southern Region named examples and also with factory-fitted DCC sound.

Meanwhile, Dapol's growing 'N' gauge range was bolstered in 2008 with an all-new '9F' 2-10-0 with tender mounted five-pole motor and drive system to all ten driving wheels, heavy diecast chassis, all-wheel pick-ups, 6-pin DCC decoder socket and more. A selection of '9Fs' in BR black has appeared since, paired with BR1B, BR1C and BR1G tenders and a choice of single or double chimneys.

Two years later and Dapol added BR's 'Britannia' 4-6-2s for 'N' gauge, again boasting a five-pole motor, 6-pin DCC interface, diecast chassis, all-wheel pick-up and factory-fitted nameplates. For added traction they featured traction tyres to the rear driving wheels.

WEATHERING

With his trademark weathering and detailing, **TIM SHACKLETON** looks at some of the subtle variations that exist among these supposedly standardised classes.

LIKE FALLEN HEROES, the BR Standard classes will never look old. The '9F', the Standard '5MT', the 2-6-4T – they were handsome locomotives when new, and they continue to look modern, futuristic even, because nothing came after them that would push them backwards in the way that inevitably befalls contemporary design.

By comparison, some of the early diesel classes that heralded a bright new dawn for British Railways now seem like something out of the Ark. I dare say the same thing will happen one day to DRS's Class 68s and 88s, and they'll look as picturesque and quaint as a Stirling 'Single'. »



Below: **This portrait of sister engine Eastleigh's 76069 shows a very different state of affairs. Neglected and rusting, this is how many Southern Region locomotives ended up in the final years of steam. Uniquely among the class, this example has acquired a high-capacity BR1F tender from a withdrawn '5MT' 4-6-0. The Southern didn't have water troughs and all its BR Standards had larger-than-usual tenders.**

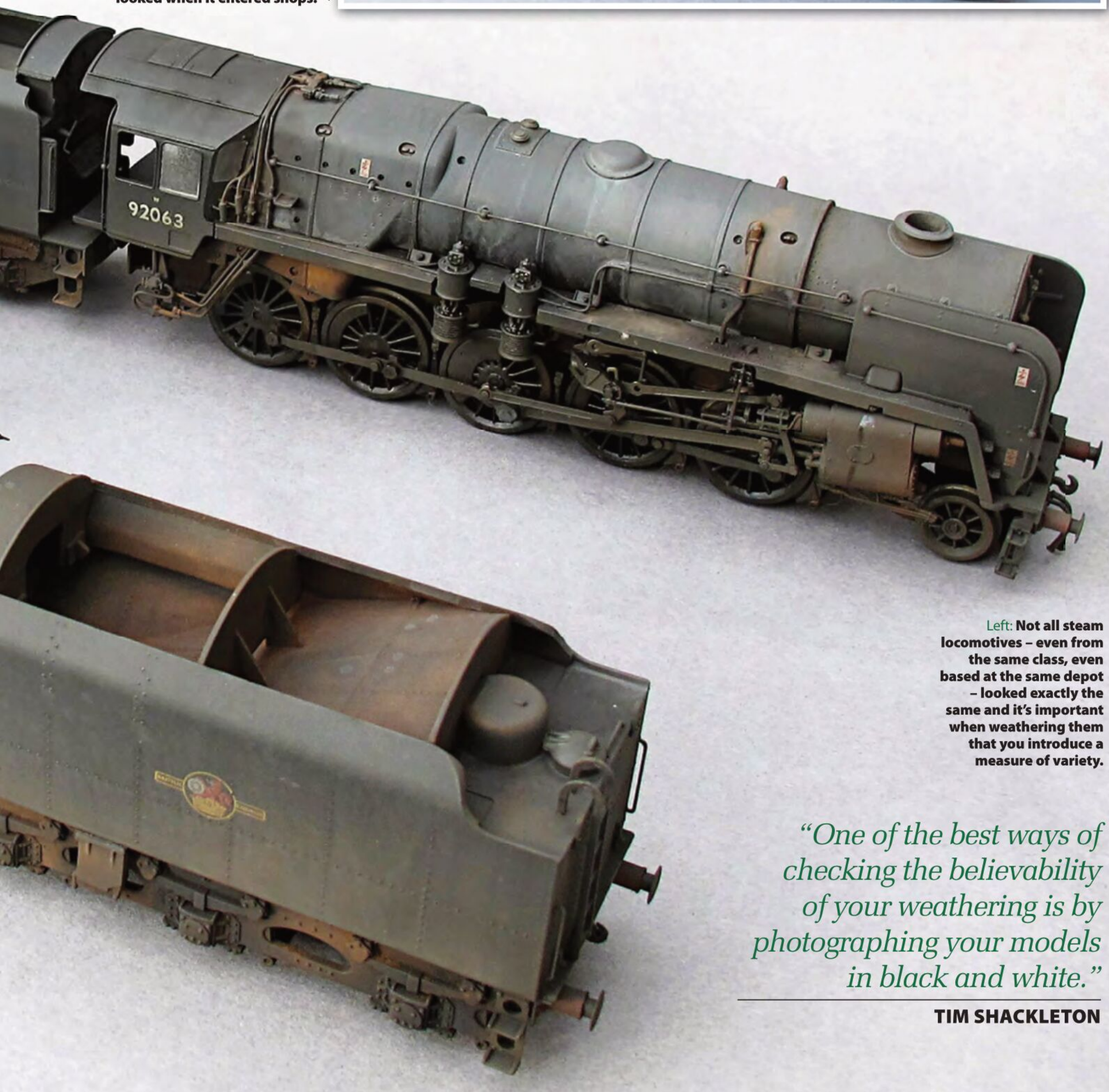


STANDARDS





Right: **As we've said, to those who knew them well, the BR Standards were anything but standardised. '4MT' 2-6-0 76045 was a North Eastern Region engine for much of its life, occasionally venturing over the wild Stainmore route to Tebay but for the most part staying close to home in County Durham. Its small BR2A tender had plenty of coal and water capacity for local trip workings. This Bachmann model has been enhanced to suggest an engine not long out of Darlington Works for boiler repairs – the smokebox has been repainted but the rest of the locomotive is exactly as it looked when it entered shops.**



Left: **Not all steam locomotives – even from the same class, even based at the same depot – looked exactly the same and it's important when weathering them that you introduce a measure of variety.**

"One of the best ways of checking the believability of your weathering is by photographing your models in black and white."

TIM SHACKLETON



The 10 class '9Fs' allocated to Tyne Dock for iron ore workings up to Consett were some of the most famous steam locomotives in Britain. This is how I remember them – workstained but still hugely competent, powerful machines. This one was built from a DJH kit, with air pumps from Lanarkshire Model Supplies.



The '9Fs' have always been one of my favourite steam locomotive classes and quite a few of them have passed through my hands. This one dates back to the 1990s and involves a Hornby bodyshell, a mostly scratchbuilt chassis (with working suspension and experimental 108:1 gearbox) and a white metal BR1F tender that indicates an Eastern Region locomotive.



In the early 1960s the Southern briefly had an allocation of '9Fs' for working oil trains out of Fawley. They came from the Western Region and had typical WR features, from the inset BR1G tenders to the Region's unique pattern of ATC gear. Even the lamp irons were different! They later passed to the North Eastern Region but retained their hybrid fittings.



This fore-and-aft shot shows some of the work I had to do to create a Southern Region '9F' out of Bachmann's version – extra lamp irons (GW and SR), the Bulleid-pattern coupling on the locomotive, etched brass steps. At this stage I still hadn't got round to renumbering it!



You can only learn to create effects like this by studying the real thing. The last Tyne Dock '9F' went to the scrapyard in 1967 but fortunately there are plenty of colour photographs of these magnificent beasts.



After the success with the kit-built 92065, I moved on to other 52H '9Fs', this time using Bachmann models as the basis. An initial discolouration with an irregular coat of airbrushed grey-brown was followed by painstaking hand finishing using a combination of enamel washes and weathering powders.



I wanted just one Tyne Dock '9F' to remain in presentable condition, as if recently outshopped from Crewe where these fine engines were maintained throughout their brief lives. But if you look closely you can see dirt and grime is already beginning to accumulate – oil around the footplate mounted air pumps, a spill from one of the sandbox fillers, sooting on the cab roof and the signs of priming around the smokebox. Steam locomotives only look pristine in museums.



With hindsight, it's extraordinary how much extra detail I added to this Crosti-boilered '9F' – brake gear (omitted from the Hornby model), a fair bit of pipework, a brand-new smoke deflector to replicate the extra-large one carried uniquely by 92023. The full feature on this locomotive was published in HM102 together with a weathering guide in HM103.



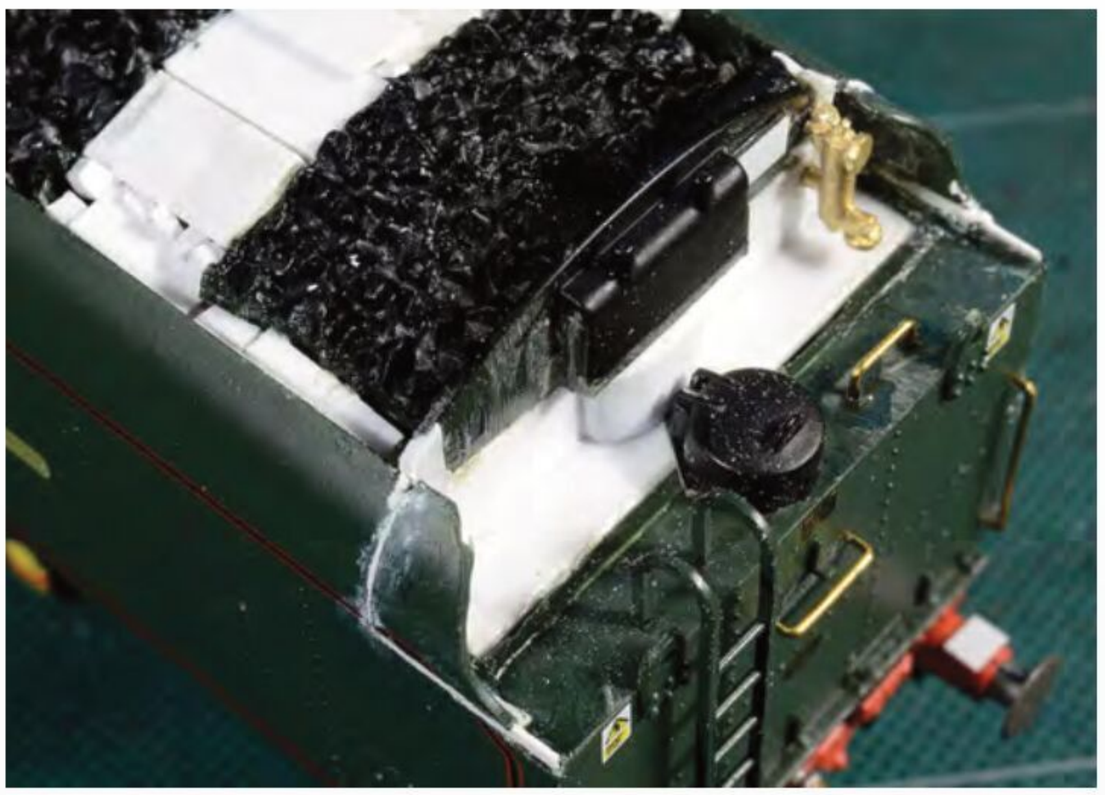
No two ways about it - the Standards were seriously good-looking locomotives. Perhaps that's why I've always enjoyed modelling them, initially from kits and latterly from ready-to-run models. I still enjoy building kits because I get a lot of pleasure out of the process but I readily accept that for many modellers it was always a necessary evil, and that ready-to-run is an awful lot easier. But even then, instead of accepting what I'm given I always like to push things on a little further »



Above: **Such a handsome, elegant locomotive. I don't subscribe to the view that all BR steam locomotives were unbelievably filthy but by the same token they were a lot scruffier than many people think a steam locomotive ought to look. Wanting a clean, well cared-for locomotive to contrast with the grotty-looking motive power that I've accumulated, the stylish lines of the BR '5MT' 4-6-0 were the perfect choice. Although the Bachmann ready-to-run model was available, I chose to build this model from an Alan Gibson etched kit.**



Above: **You couldn't write a feature about the BR Standards and not include the magnificent one-of-a-kind *Duke of Gloucester.* Though Hornby's design-clever approach created an impressive model at an affordable price, I made a number of small but significant enhancements – scale bogie wheels by Alan Gibson always improve a locomotive, and so does fitting the detail kit that comes with the model.**



Above: **More drastic alterations were needed for the tender. As supplied it represented the modified ex-9F BR1C design fitted during preservation, but I needed the BR1J tender that was specially built for it by BR. This kind of cut-and-shut modelling isn't for the faint-hearted.**

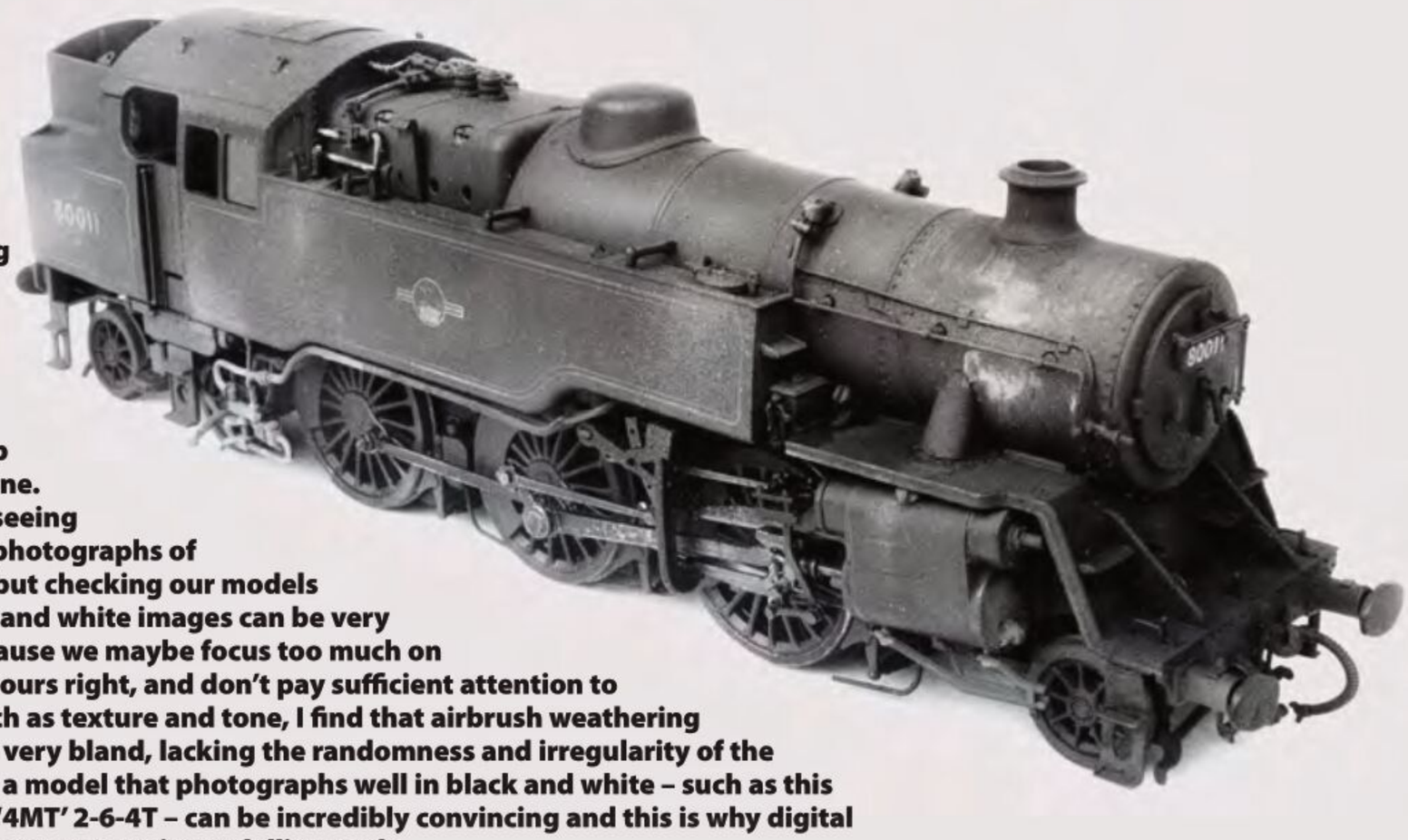


Above: **I built my first locomotive kit almost 60 years ago and this '3MT' 2-6-0 was far and away the most challenging which is unusual for this manufacturer. It models 77012 – one of ten of the compact '3MT' 2-6-0s which, following construction at Swindon Works in 1954, spent its entire career on the North Eastern Region with allocations including Darlington and York sheds.**

Below: **On a visit to the Crewe or Carlisle sheds you might easily net 20 or more BR Standard 'Pacifics'. In the flesh, you could always tell a 'Clan' from a 'Britannia' even though in many ways they were identical. The taller chimney (and smaller-diameter boiler) altered their proportions – with 'Black Fives' and the outwardly similar 'Jubilees' it was a parallel story of subtle differences.**

and that's where additional detailing and weathering come into the equation. This allows me to customise each model to my exact specification and create something that's pretty well unique to me.

In this piece I want to look back at some of the BR Standards I've worked on in the last 25 years or so, pointing out features of interest and establishing that in practice they were anything but standardised! You'll see locomotives in all kinds of external conditions – from immaculate to appalling and all stages in between – and hopefully this will give you ideas about how you can improve your own models, regardless of their origins... **HM**



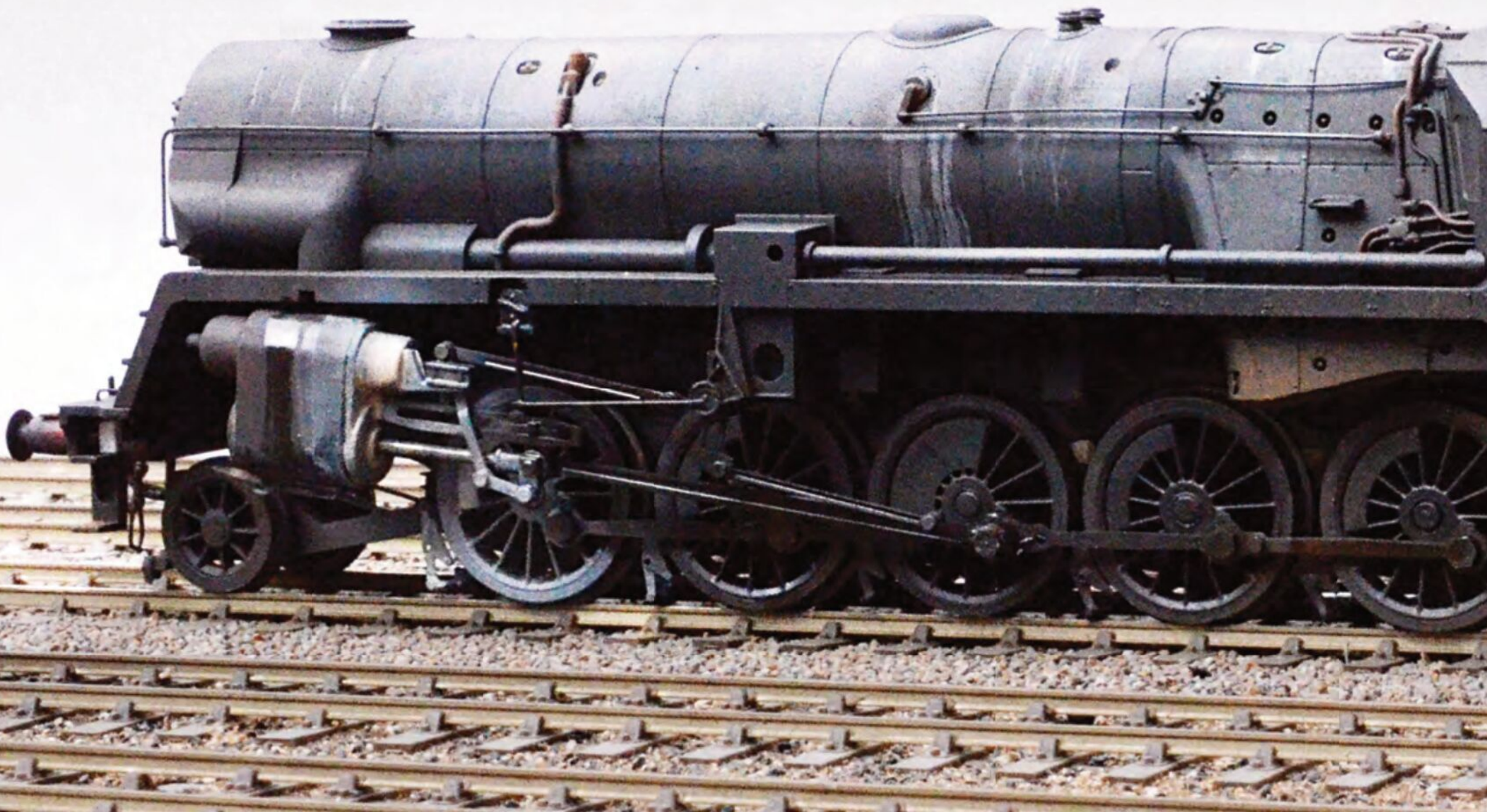
One of the best ways of checking the believability of your weathering is by photographing your models in black and white – this is easily done with a simple processing app on a smartphone. We're used to seeing monochrome photographs of the real thing but checking our models through black and white images can be very revealing. Because we maybe focus too much on getting the colours right, and don't pay sufficient attention to key factors such as texture and tone, I find that airbrush weathering can often look very bland, lacking the randomness and irregularity of the real thing. But a model that photographs well in black and white – such as this Bachmann BR '4MT' 2-6-4T – can be incredibly convincing and this is why digital cameras are among my main modelling tools.



A combination of airbrush weathering, brushed-on oil spills and the strategic use of rust-coloured weathering powders draws attention to the unusual Caprotti valve gear fitted to this prototype locomotive.



Understatement is everything in creating believable weathering. Though limescaling and corrosion are readily apparent, the unlined 'economy green' livery of this 'Britannia' is still discernible under a coating of grime.



The scars of surgery have healed and if anything the sympathetic weathering treatment only enhances the essential muscularity of this handsome locomotive. Because of its well-documented steaming problems it wasn't popular with crews or shed staff and its outward appearance was neglected.

I would define *Black Prince* as an unusually clean locomotive by the standards of the late 1950s and early 1960s. As far as I remember, this Hornby model is unmodified in any way.

92023 in all its spectacular workaday ugliness. Note the emulsified oil that's spurted out from the cylinder on the driver's side.

THE WEATHERING AND



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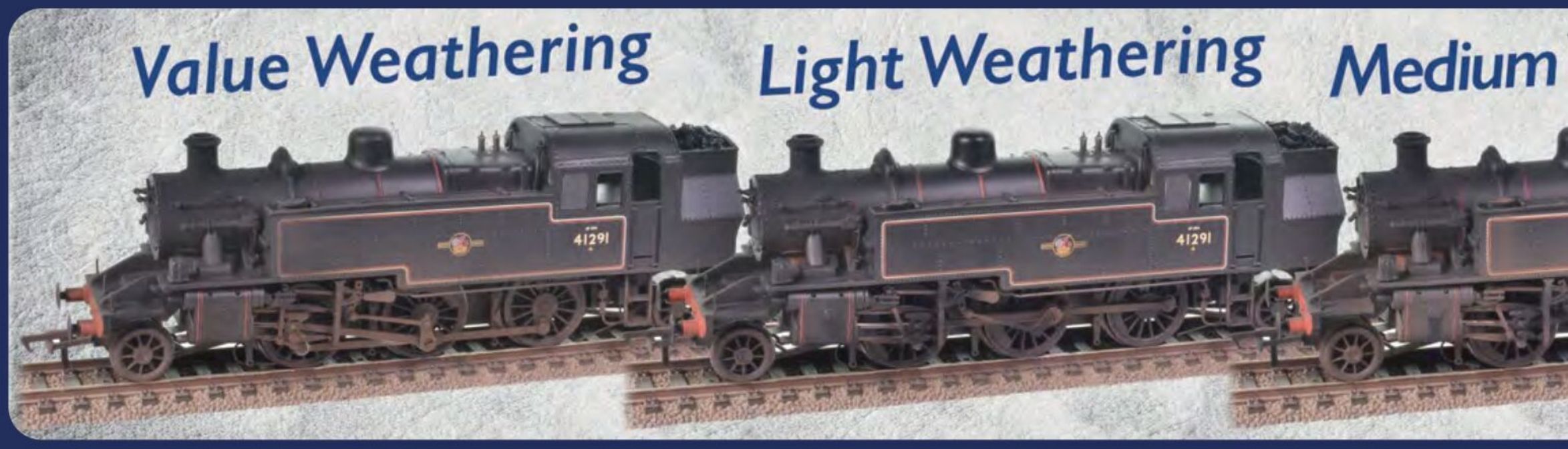
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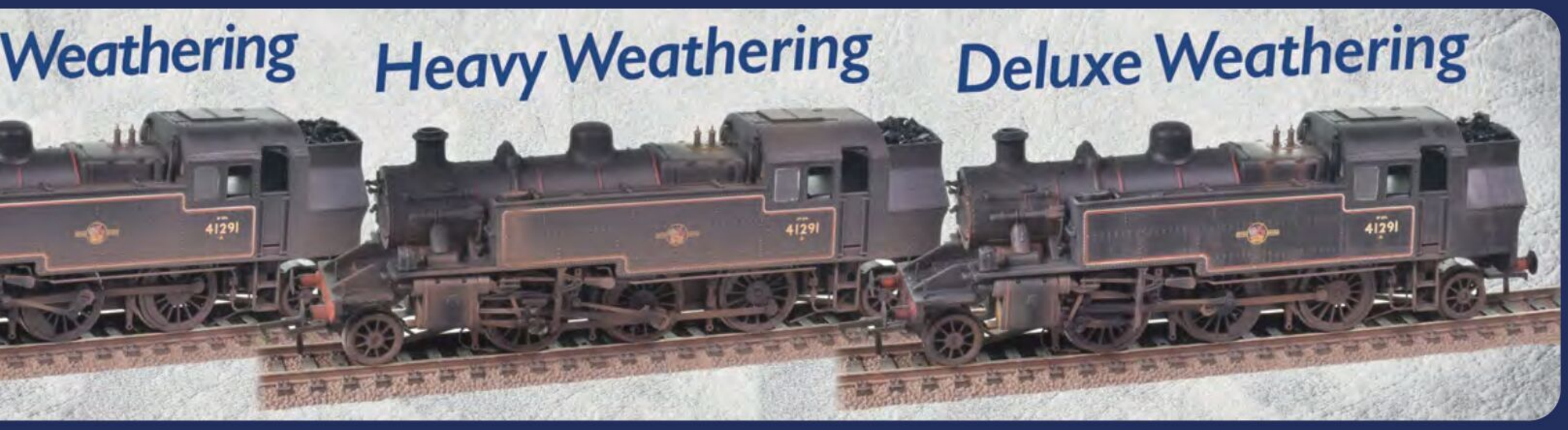
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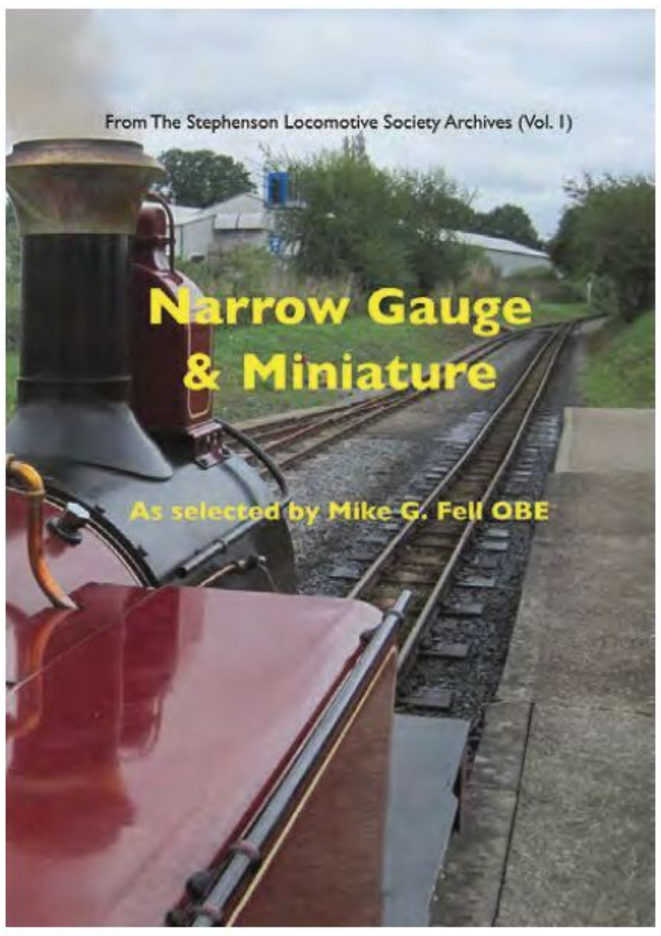


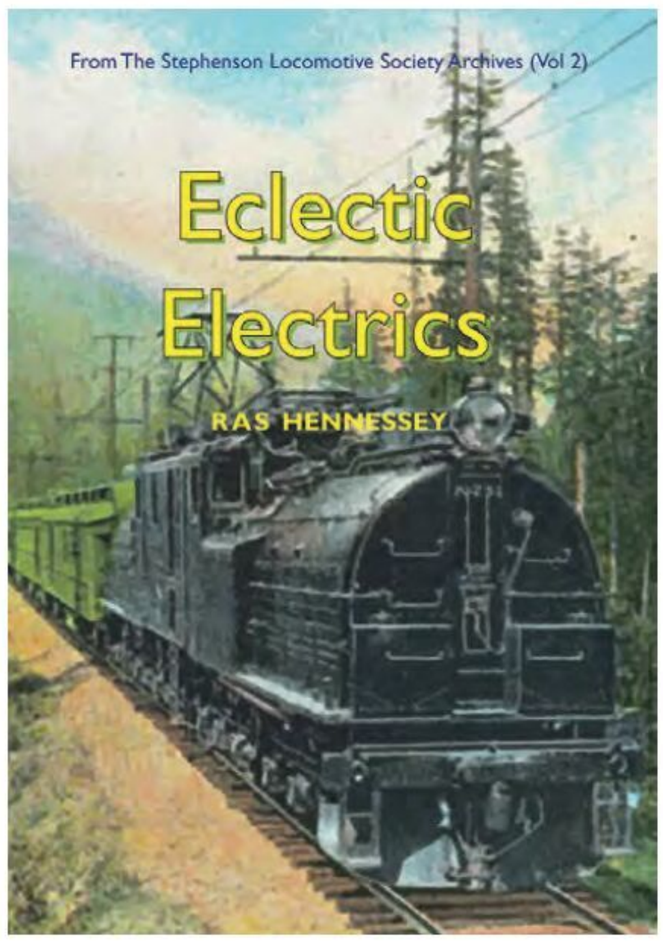
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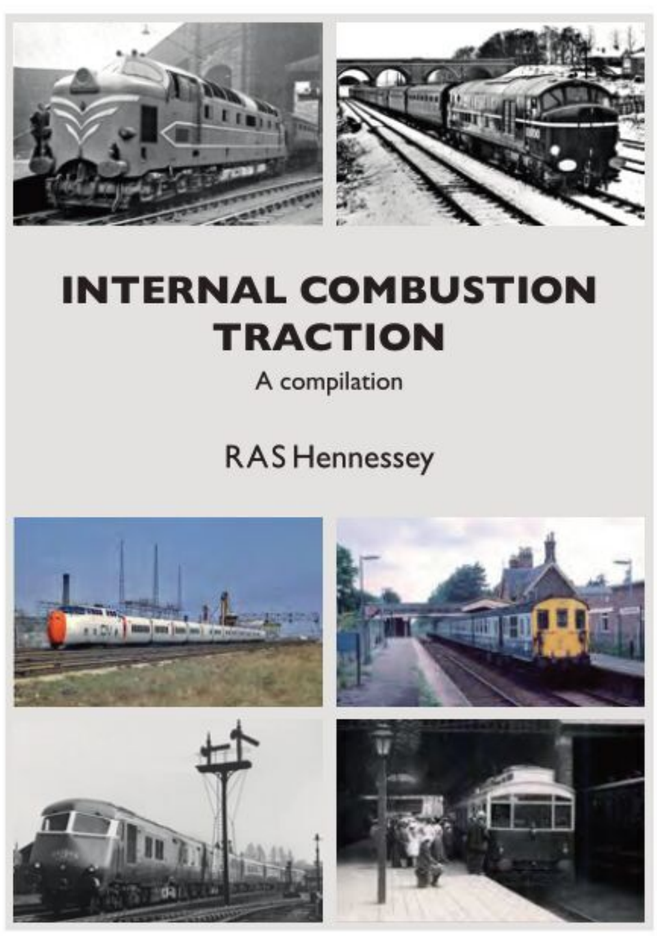
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