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HORNBY

Issue 181 July 2022 £5.49

magazine

REVIEWED

EFE RAIL UNDERGROUND



How does EFE Rail's 1938 tube stock stack up? We dive into the details

INSPIRATION

CLEY-ON-SEA



The lost age of Norfolk's coastal railways revived at home in '00'

DIGITAL SOUND

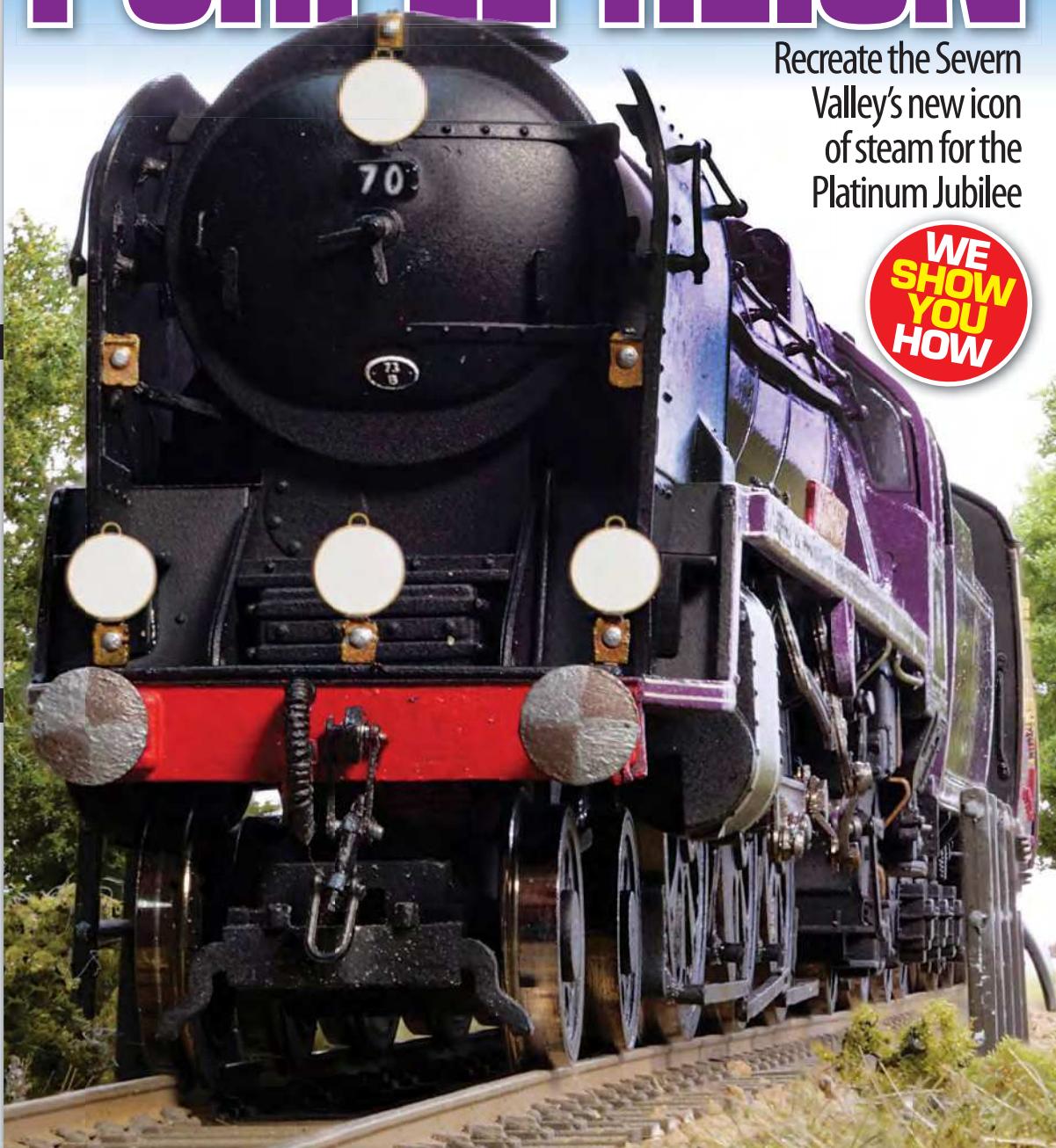
SENTINEL UPGRADES



Installing ZIMO sound with stay-alive in Hornby's newest diesel shunter

THE LATEST NEWS

PURPLE REIGN



Recreate the Severn Valley's new icon of steam for the Platinum Jubilee

WE SHOW YOU HOW

- Waterman's Making Tracks returns for 2022
- Bachmann summer announcements revealed





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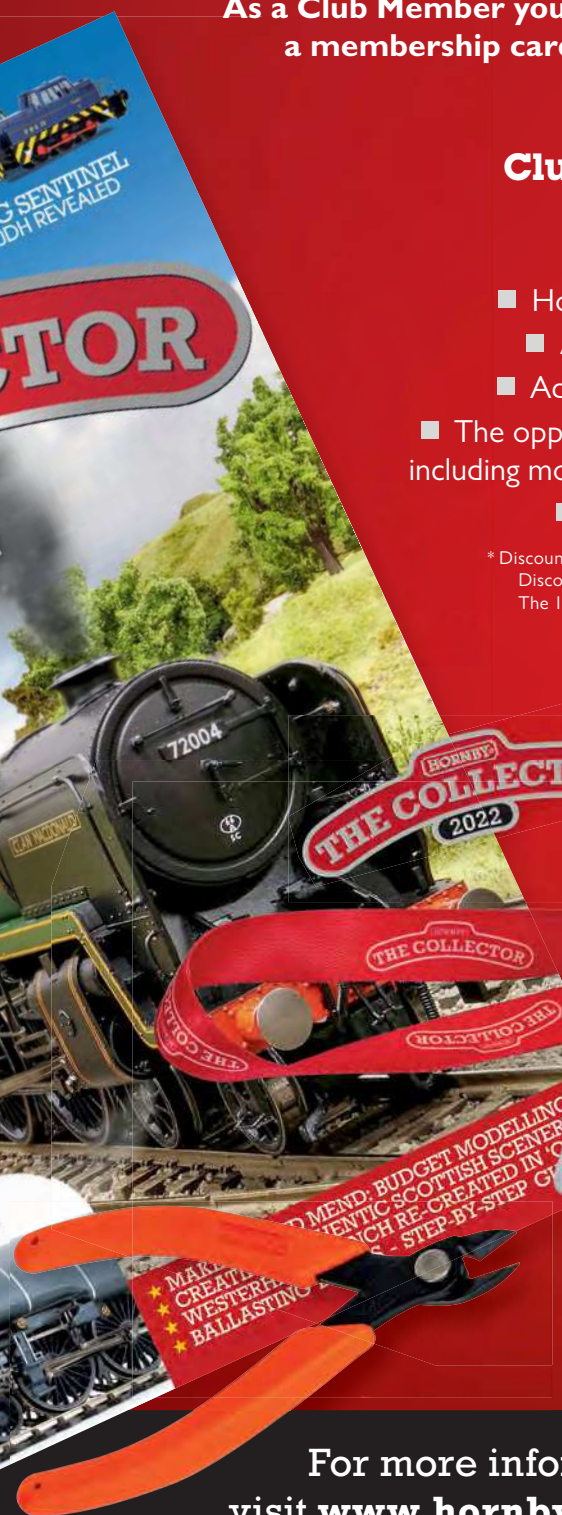
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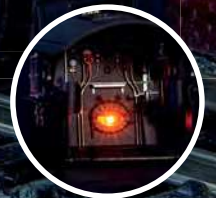
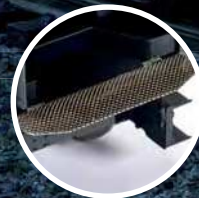
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The new Hornby A1 and A3 locomotives are now fitted with a solid diecast footplate and flickering firebox. The diecast footplate adds additional weight over the driving wheels and therefore increases the locomotive's pulling power, while the flickering firebox adds that extra piece of authentic realism to an already stunning model.



IN STOCK AND AVAILABLE NOW



R30087 LNER A3 Class No. 45 'Lemberg' (diecast footplate and flickering firebox) - Era 3

Flickering firebox

Diecast footplate

DCC READY 8 PIN CONNECTION



R3990 LNER A1 Class No. 2547 'Doncaster' (diecast footplate and flickering firebox) - Era 3

Flickering firebox

Diecast footplate

DCC READY 8 PIN CONNECTION



R3989 LNER A1 Class No. 2564 'Knight of Thistle' (diecast footplate and flickering firebox) - Era 3

Flickering firebox

Diecast footplate

DCC READY 8 PIN CONNECTION



R3991 BR A3 Class 4-6-2, No. 60103 'Flying Scotsman' (diecast footplate and flickering firebox) - Era 4

Flickering firebox

Diecast footplate

DCC READY 8 PIN CONNECTION

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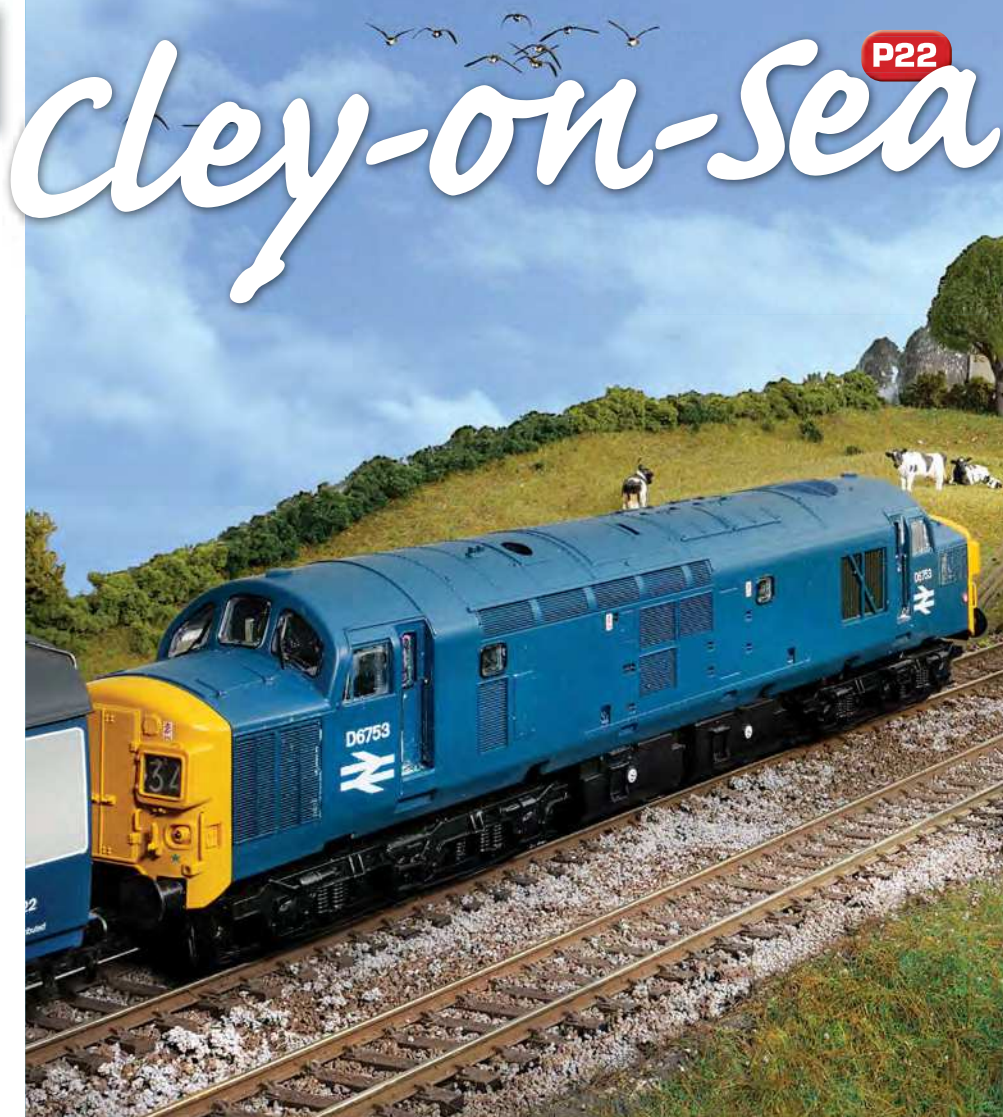
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HORNBY

magazine

LATEST OFFERS

See pages 20-21 for full details.



WE SHOW YOU HOW!



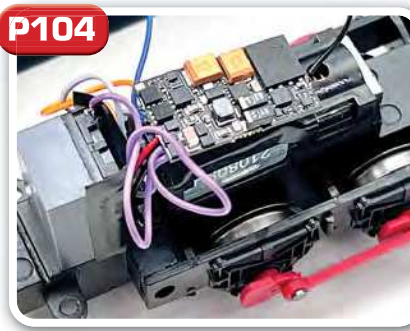
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34 PAINT SHOP
 Richard Hall recreates the Severn Valley Railway's colourful and controversial Platinum Jubilee Bulleid 'West Country' for 'OO'.

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64 MAKING A SCENE
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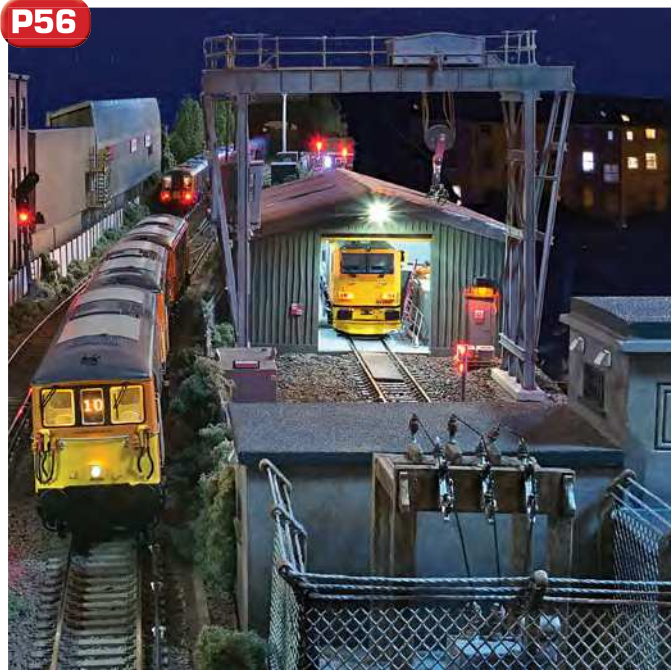
Hornby unveils a new timely – and colourful – limited edition, Bachmann reveals its Summer 2022 releases, we go behind the scenes of Pete Waterman's Making Tracks 2 project and much more.

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CLEY-ON-SEA

Great Eastern influences abound on Russell Pigott's extensive 35ft x 17ft 'OO' gauge digital layout, set on the North Norfolk coast in the late 1960s.

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GORDON'S LANE

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Evan Green-Hughes recalls BR's 3,250hp Class 56 Co-Co diesels, some of which have recently received a new lease of life.

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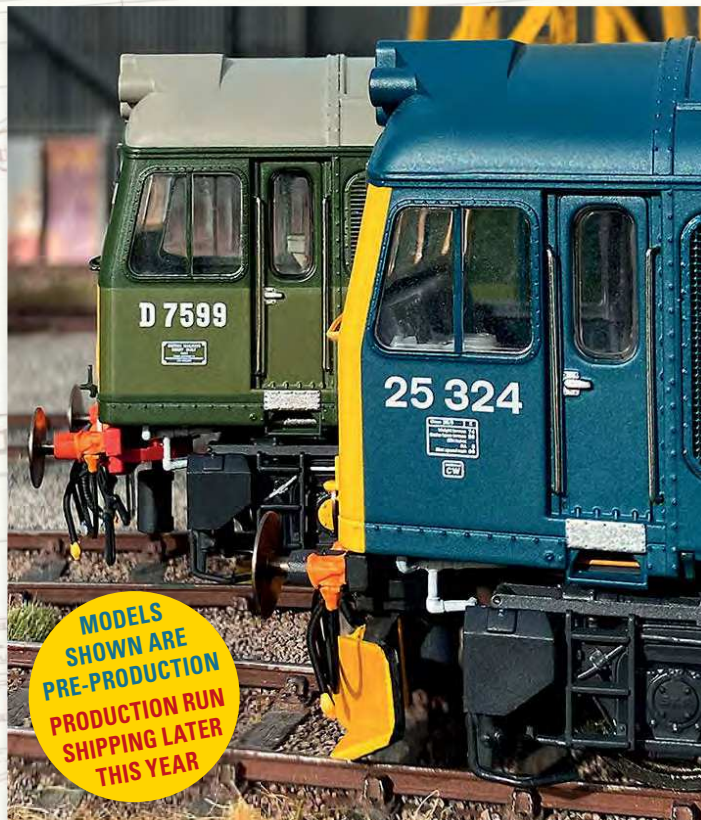
The latest releases from Accurascale, Amberley Publishing, Hornby, Legacy Models, Scale Model Scenery, West Hill Wagon Works and more.



DON'T MISS OUT - SEVERAL MODELS CLOSE TO SELL-OUT
 We have increased production quantities and added a further BR Blue loco to the range. Ring us or visit the website to reserve the new Class 25/2 variant depicting No. 25216 - a vacuum-braked Western Region loco from the 1970s.

INTRODUCING THE NEW **SLW CLASS 25**

SOUNDS! LIGHTS! ACTION!



The ultimate in accuracy and detail, with digital sound and 'stay-alive', available in 'OO', 'EM' & 'P4' gauge

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**, due to arrive 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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D7599 British Railways Green



D7666 British Rail Blue (pre-TOPS)



D7661 Experimental Blue (pre-TOPS)



25296 BR Blue (Rocket 150 special)



97252 ETHEL 3 Blue/Grey



D7552 BR Green (full yellow ends)



25260 BR Green (full yellow ends)

You Tube



WELCOME

THE EDITOR'S PAGE



HELLO, and welcome to the latest feature-packed edition of *Hornby Magazine*. By now you can't fail to have noticed the purple painted Hornby 'West Country' on the cover which is

the work of modeller Richard Hall to recreate the Severn Valley Railway's repaint of 34027 *Taw Valley* for the Queen's Platinum Jubilee.

The repaint of this preserved Bulleid 'Pacific' has caused some controversy in the heritage movement, but we think the result is quite striking and makes this locomotive a flagship for steam preservation in 2022.

Creating the repaint wasn't without its challenges. The project started several weeks ago and since then there have been changes to the livery. Nevertheless, we are sure you will enjoy discovering how Richard went about reworking, repainting and fitting sound to a Hornby model to create the finished item.

Hornby has also announced a factory made limited edition run of 34027 in its new colour scheme, but as we closed for press it had sold out leading to the production run being extended – see pages 8-9.

This bumper edition of *Hornby Magazine* comes with a 32-page guide to modelling the BR Eastern Region – the fourth in our series of regional supplements – delivering you a huge 204-pages of modelling content this month. In the supplement you can read about the history of the region, see train formations to recreate in model form, delve into inspirational layout features and catch up on all the available ready-to-run locomotives for 'OO' gauge. And don't worry – our series of regional supplements will continue to complete our coverage of all six BR regions in the 1948-1968 period.

Joining all this excitement are a trio of stunning feature layouts headlined by Russell Pigott's impressively complex and large Cley-on-Sea which measures 35ft x 17ft - while at the opposite end of the scale we have Dan Evason's compact shunting layout Little Quarry.

Our modelling guides cover subjects as diverse as repainting with *Taw Valley*, cross-kitting to build Prestwin wagons, installing sound in the new Hornby Sentinel 0-6-0DH and building a boiler and chimney house.



Beyond that we have our monthly round-up of the latest news, the latest model reviews including our first look at EFE Rail's recently introduced motorised 1938 Tube stock, exciting new rolling stock for 'O' gauge from Ellis Clark Trains and more.

As always, we hope you enjoy the issue and all of its features - and don't forget to check in

on KeyModelWorld to watch our Great Central Railway layout construction series and more. Happy modelling!

Mike Wild

Mike Wild
Publisher, Modelling

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Hornby launches QUEEN'S JUBILEE



HORNBY IS PARTNERING with the Severn Valley Railway (SVR) to produce newly repainted rebuilt 'West Country' 4-6-2 34027 *Taw Valley* in purple Platinum Jubilee form in 'OO' gauge. The railway sparked interest back in February this year when

it announced the re-paint of *Taw Valley* into a unique - and temporary - purple and silver livery in honour of the Queen's Platinum Jubilee. The locomotive will be officially named *Elizabeth II* on Thursday June 2 at the start of the SVR's Platinum Jubilee weekend event. Hornby's Marketing and Product

Development Director Simon Kohler said: "Hornby has had a strong relationship with the Severn Valley Railway for a number of years, and the opportunity to produce this model is the absolute pinnacle of our association." "We're thrilled to be doing this, and are certain this will be a hit

with model railway enthusiasts and collectors and also those who simply want to celebrate such a momentous event in royal history." Hornby's 'OO' gauge model of HM The Queen's Platinum Jubilee 'West Country' 4-6-2 No. 70 *Elizabeth II* in lined royal purple (Cat No. R30231) will be supplied in special branded

All-new HST Mk 3s GAIN COLOUR

HORNBY has received the first decorated samples of its all-new 'OO' gauge BR Mk 3 slam-door High Speed Train (HST) trailer cars. Three decorated samples have been revealed in East Midlands



'WEST COUNTRY'



Left: To celebrate HM The Queen's Platinum Jubilee, Hornby is to produce a special edition of Bulleid rebuilt 'West Country' 4-6-2 No. 70 Elizabeth II in lined royal purple.

packaging.

The SVR and Hornby will donate a proportion of the profits from the sales to The Patron's Fund, which supports the charitable organisations across the UK and the Commonwealth for which Her Majesty acts as a Patron.

Since first announcing its plan to

produce the special edition model for 'OO', Hornby has increased the planned production run to 2,500 units.

Priced at £269.99 each, the models are expected to arrive later this autumn.

● Visit www.hornby.com for more information.



2,500 examples of the colourful locomotive will be produced to suit increased demand.

Trains, First Great Western 'fag-packet' and Midland Pullman colour schemes.

Hornby has developed a full tooling suite to cover all variants of the BR Mk 3 including Trailer Guard Standard (TGS), Trailer

Guard First (TGF), Trailer Standard (TS), Trailer First (TF), Trailer Standard (Accessible) (TSD), Trailer First (Accessible) (TFD), Trailer Kitchen Buffet First (TFKB), Trailer Restaurant Buffet First (TRFB) and Trailer Restaurant Kitchen First

(TRFK).

First announced as part of Hornby's 2022 range in January this year, the newly-tooled slam-door Mk 3 carriages will complement the manufacturer's all-new 'OO' gauge HST power

cars, which are currently in development.

Priced £44.99 each, the new Mk 3 carriages are expected to arrive in late 2022.

● Visit www.hornby.com for more information.



Hornby's eagerly-awaited all-new BR Mk 3 slam-door trailer cars have progressed to the decorated sample stage.

Colourful Class 90s lead BACHMANN'S SUMMER



Bachmann is adding three new 'OO' gauge Class 90 electrics to its fleet this summer in EWS, RES and Freightliner Genesee and Wyoming colours.

BACHMANN has unveiled the latest British Railway Announcements for its Summer 2022 release plans, with new colourful identities for its 'OO' Class 90s, more digital sound-fitted models in 'N' and 'OO' and a raft of new additions to the Scenecraft range.

BRANCHLINE

Leading the charge for 'OO' this quarter, a further selection of brightly-painted Class 90 Bo-Bo electrics are expected, finished as 90019 *Penny Black* in Rail Express Systems (RES) livery (Cat No: 32-614/

SF), 90030 *Crewe Locomotive Works* in EWS maroon and gold (32-619/SF) and 90044 in Freightliner's Genesee and Wyoming colour scheme (32-617/SF).

As with previous Class 90 releases, each will reflect prototypical detail differences including buffer styles, battery boxes, battery chargers and couplings, as well as featuring independently controlled directional lighting, 21-pin Digital Command Control (DCC) decoder sockets, factory-fitted speaker and operational servo-powered pantograph. Etched metal

TABLE 1 - BACHMANN 'OO' LOCOS AND ROLLING STOCK SUMMER 2022

DESCRIPTION	CAT NO.	PRICE
Class 08 08031, BR blue	32-115C	£149.95
Class 08 08502, Harry Needle Railroad Company blue/yellow	32-123	£149.95
Class 08 08785, Freightliner Genesee and Wyoming livery	32-124	£149.95
Class 90 90019 <i>Penny Black</i> , Rail Express Systems livery	32-614	£229.95
Class 90 90019 <i>Penny Black</i> , Rail Express Systems livery (sound-fitted)	32-614SF	£329.95
Class 90 90030 <i>Crewe Locomotive Works</i> , EWS livery	32-619	£229.95
Class 90 90030 <i>Crewe Locomotive Works</i> , EWS livery (sound-fitted)	32-619SF	£329.95
Class 90 90044, Freightliner Genesee and Wyoming livery	32-617	£229.95
Class 90 90044, Freightliner Genesee and Wyoming livery (sound-fitted)	32-617SF	£329.95
Class 419 MLV S68002, BR (SR) green (sound-fitted)	31-265ASF	£259.95
Class 419 MLV 68008, BR blue and grey (sound-fitted)	31-267ASF	£259.95
LMS 50ft Inspection saloon, LMS crimson lake	39-780	£89.95
LMS 50ft Inspection saloon, BR carmine and cream	39-781	£89.95
LMS 50ft Inspection saloon, BR InterCity (Swallow) livery	39-782	£89.95



Freightliner's eye-catching orange, yellow and black is set to adorn 'OO' Class 08 shunter 08785.

nameplates will also be included where appropriate, and they will be available in DCC ready or DCC sound-fitted (ESU Loksound V5) formats.

Bachmann is adding factory-fitted digital sound to its 'OO' gauge BR Southern Region Class 419 Motor Luggage Vans (MLVs). This is the first of the company's 'OO' gauge Electric Multiple Units (EMUs) to feature DCC sound and will appear as previously announced MLVs 68008 in BR blue and grey (31-267A/SF) and S68002 in BR(SR) green (31-265A/SF). Both will now be offered as DCC ready and DCC sound-fitted options.

Bachmann's well-regarded BR Class 08 diesel shunter is also set to return with a choice of three new identities as 08031 in BR blue

2022 ANNOUNCEMENTS



TABLE 2 - GRAHAM FARISH 'N' LOCOMOTIVES SUMMER 2022

DESCRIPTION	CAT NO.	PRICE
Class 08 08950 <i>Neville Hill 1st</i> , BR InterCity (Swallow) livery	371-005A	£144.95
Class 08 08950 <i>Neville Hill 1st</i> , BR InterCity (Swallow) livery (sound-fitted)	371-005ASF	£244.95
Class 37/0 37025 <i>Inverness TMD</i> , BR large logo blue	371-465RJ	£154.95*
Class 37/0 37116, BR blue with yellow bonnets and large logos	371-450SD	£154.95*
Class 37/0 37142, BR engineers' grey	371-466DB	£154.95*
Class 37/5 37502 <i>British Steel Teeside</i> , BR Railfreight 'red stripe'	371-167TL	£154.95*
Class 37/5 37513, Loadhaul livery	371-152	£154.95
Class 60 60044 <i>Ailsa Craig</i> , Mainline Freight blue (sound-fitted)	371-351ASF	£259.95
Class 60 60100 <i>Midland Railway - Butterley</i> , DB Cargo red (sound-fitted)	371-359SF	£259.95
Class 60 60040 <i>The Territorial Army Centenary</i> , DB Schenker/Army red	371-361	£159.95
Class 60 60040 <i>The Territorial Army Centenary</i> , DB Schenker/Army red (s-f)	371-361SF	£259.95



Southern 'N' gauge modellers will benefit from this art-deco signal box in Bachmann's Scenecraft range.

(32-115C), 08502 in Harry Needle Railroad Company blue and yellow (32-123) and 08785 in Freightliner Genesee and Wyoming orange, yellow and black (32-124).

The company's 'OO' gauge LMS 50ft Inspection Saloon gains three new identities for its next appearances as 45035 in

original LMS crimson lake (39-780), M45026M in BR carmine and cream (39-781) and DM45029 in BR InterCity 'Swallow' livery (39-782).

Finally, Bachmann is also adding functional BSI NEM couplings to the company's accessory range (36-074). Developed during the retooling of its 'OO' gauge Class

158/159 Diesel Multiple Units (DMUs), the couplings can also be used with Class 150/1 and Class 150/2 Sprinter DMUs too. They will be available in packs of ten couplings.

● See Table 1 for full details of Bachmann's new 'OO' gauge release plans for summer 2022.

EFE RAIL AND ROAD

Bachmann's 'OO' gauge EFE Rail range is bolstered this quarter with a new example of its recently-introduced four-car 1938 London Underground tube stock as set 136 in Bakerloo Line red livery with white bodyside roundels (E99940), representing an example selected >>



Bachmann's factory-fitted digital sound will be offered in a BR Southern Region Electric Multiple Unit for the first time, with the release of two new 'OO' gauge Class 419 Motor Luggage Vans.

for life extension in the 1970s. Carrying Watford (LMR) destinations, the vehicles will be finished as Driving Motor Car 10184 (A), Trailer Car 012272 (B), Non-Driving Motor Car 12123 (C) and Driving Motor Car 11184 (D).

Bachmann is also relaunching its existing EFE range of road vehicles under the new EFE Road banner, with similarly designed branding and new protective plastic packaging.

Launching the new collection are six 1:76 scale ('OO') Leyland National single-decker buses, in celebration of the prototype's 50th anniversary this year. Models planned include FRM499K in Leyland National demonstrator form while on loan to Aberdeen Corporation (E15112), ERM35K in Cumberland Motor Services livery (E15113), KPA101K in London Country Bus Services colours (E15114), UUP831K in Northern General Transport livery (E15115), NPD110L in on-loan London Country/Nottingham City Transport appearance (E15117) and WFM801K in Crosville Motor Services livery (E15118).

GRAHAM FARISH

Following close on the heels of Bachmann's Spring 2022 'N' gauge announcements, the Graham Farish range gains an additional BR Class 08 diesel shunter in the form of 08950 *Neville Hill 1st* in InterCity 'Swallow' colours (371-005A/SF). The model is set to appear in DCC ready and DCC sound-fitted forms and will also benefit from the recent chassis upgrade with Next18 DCC decoder socket and factory-fitted speaker.



Bachmann has added another of its upgraded 'N' gauge Graham Farish Class 08 diesel shunters to the range as 08950 *Neville Hill 1st* in InterCity (Swallow) livery.



Bachmann's narrow gauge 'OO9' range continues to expand with this Scenecraft corrugated station, available in brown/cream and green/cream.



Following the success of its initial release, EFE Rail's 'OO' gauge 1938 London Underground tube stock receives a second release in 1970s Bakerloo Line guise.



InterCity (Swallow) livery is set to appear on Bachmann's 'OO' gauge LMS 50ft Inspection Saloon for the first time.

TABLE 3 - BACHMANN SCENECRAFT NEW RELEASES SUMMER 2022

DESCRIPTION	SCALE	CAT NO.	PRICE
Servicing point	2mm	42-0053	£44.95
Art deco signalbox	2mm	42-0059	£44.95
Fuel storage tank	2mm	42-129	£49.95
Low-relief industrial unit	2mm	42-205	£54.95
Low-relief butchers 'Lovett's Lamb and Meats'	2mm	42-284	£39.95
Single tunnel portal	2mm	42-292	£21.95
Two domestic/small industrial tanks	2mm	42-536	£19.95
Wooden post yard lamps (x2)	2mm	42-561	£19.95
Platform book stand	4mm	44-0012	£14.95
Wooden lamp hut	4mm	44-0031	£14.95
Lucston station platform	4mm	44-0126	£64.95
Seaside shelter	4mm	44-0151	£39.95
Ice cream trailer	4mm	44-0154	£27.95
Narrow gauge corrugated station, brown and cream	4mm	44-0160B	£29.95
Narrow gauge corrugated station, green and cream	4mm	44-0160G	£29.95
Small brick hut	4mm	44-0176	£19.95
Sectional lineside hut	4mm	44-036	£13.95
Office block	4mm	44-039	£44.95
Brick platelayers' hut	4mm	44-047	£21.95
Limestone loads for MTA wagons (x4)	4mm	44-0520	£16.95
Coal loads for MEA wagons (x4)	4mm	44-0521	£16.95
Scrap metal loads for SSA wagons (x4)	4mm	44-0522	£16.95
Lineside huts (x2)	4mm	44-0523	£24.95
Boiler house chimney	4mm	44-060	£21.95
Weighbridge	4mm	44-080	£34.95
Single road engine shed	4mm	44-096	£74.95
Nissen hut	4mm	44-110	£24.95
Wooden goods shed	4mm	44-113	£119.95
Fuelling point pump house	4mm	44-128	£34.95
Traction fuelling point	4mm	44-179	£34.95
Ground frame hut	4mm	44-182G	£29.95
Red Star parcels office	4mm	44-191	£29.95
Low-relief factory	4mm	44-201B	£49.95
Low-relief rear of Victorian tenements	4mm	44-227	£69.95
Low-relief factory side	4mm	44-237	£39.95
Brute trolleys (x4)	4mm	44-517	£11.95
Site Office	7mm	47-055	£64.95



Bachmann's Graham Farish range benefits from three new sound-fitted 'N' gauge Class 60 diesels in Mainline Freight, DB Cargo and DB Schenker/Army colour schemes.



Loadhaul's distinctive orange and black livery is set to appear on Bachmann's Graham Farish 'N' gauge Class 37 37513.



Bachmann is also adding a series of sales area exclusive 'N' gauge Class 37s to its Graham Farish range, including 37116 in BR blue with large logos and yellow bonnets.

to the previously announced DCC ready examples, finished as 60044 *Ailsa Craig* in Mainline blue (371-351A/SF), 60100 *Midland Railway - Butterley* in DB Cargo red (371-359/SF) and – making its debut – 60040 *The Territorial Army Centenary* in DB Schenker/Army red (371-361/SF).

The new Class 60 digital sound project will feature engine startup and running sounds, single and two-tone horns, speed lock and speed related flange squeal, together with ancillary sounds such as compressor, spirax valves, cooler group fan, cab door opening and closing, fire bells, telephone test and even vocal greetings.

The range is also bolstered with the addition of a new 'N' gauge refurbished Class 37 as 37513 in Loadhaul's distinctive orange and black livery (371-152). This model will also be accompanied by a selection of area-exclusive 'N' gauge Class

37s finished as 37025 *Inverness TMD* in large logo blue (371-465RJ) available from retailers in Scotland, the North East, North West and North Yorkshire, 37116 in BR blue with yellow bonnet and large BR logos (371-450SD) exclusive to South Yorkshire, East Midlands and East of England stockists, 37502 *British Steel Teeside* in Railfreight 'red stripe' (371-167TL) from retailers in the South and 37142 in BR engineers' grey (371-466DB) from model shops in Wales, the West Midlands, Ireland, Isle of Man and selected other counties.

Finally for the Graham Farish range, a selection of accessories ranging from 'N' gauge wagon and carriage bogies to coach wheels and couplings have been added, enhancing the availability of spare parts.

● See Table 2 and Table 4 for full details of the new 'N' gauge releases.

TABLE 4 - GRAHAM FARISH 'N' SPARE PARTS SUMMER 2022

DESCRIPTION	CAT NO.	PRICE
Clip-in spring coupling pockets with couplings and springs (x10)	379-406	£19.95
3ft 6in diameter coach wheels for BR B1 bogies (10)	379-414	£19.95
Y25 wagon bogies (x2)	379-415	£12.95
Gloucester wagon bogies (x2)	379-416	£12.95
Plate back wagon bogies with spoked wheels (x2)	379-417	£12.95
Plate back wagon bogies with three-hole wheels (x2)	379-417A	£12.95
Diamond frame wagon bogies (x2)	379-418	£12.95
Axiom LN25 wagon bogies (x2)	379-419	£12.95
BR B1 coach bogies (x2)	379-440	£12.95
BR B4 coach bogies (x2)	379-441	£12.95
BR Commonwealth coach bogies (x2)	379-442	£12.95
SR Bulleid coach bogies (x2)	379-443	£12.95
GWR Hawksworth coach bogies (x2)	379-444	£12.95
LMS Stanier coach bogies (x2)	379-445	£12.95
LNER Thompson coach bogies (x2)	379-446	£12.95
Coach bogie pins (split type) (x10)	379-447	£5.95
Coach bogie pins (solid type) (x10)	379-448	£5.95

BACHMANN NARROW GAUGE

With a rapidly growing collection of motive power, Bachmann has added two further triple wagon packs of its popular slate wagons with a pack each of weathered grey (393-075) and red (393-076) examples due to be released during the Summer. Slate loads will be included with each wagon.

SCENECRAFT

Bachmann's extensive range of resin-cast Scenecraft buildings and accessories continues to expand with a large selection of new additions and re-releases planned in the coming months for 'OO', 'N', 'O' and 'OO9'.

Highlights from this summer's announcements include a new Lucston station platform, seaside shelter and ice cream trailer for 'OO', a narrow gauge corrugated

station in brown and cream or green and cream for 'OO9', an art-deco signalbox, fuel storage tanks and wooden post yard lamps for 'N' and a site office for 'O' gauge.

● See Table 3 for full details of the Summer 2022 Scenecraft releases.

BACHMANN COLLECTORS CLUB

Members of the Bachmann Collectors Club are set to benefit from two new limited edition models in the form of a 'N' gauge JPA bogie cement tank wagon in Colas Rail branded Tarmac livery (377-675K) and a 'OO' gauge VEA box van in internal user Ministry of Defence (MOD) army green (38-884K). 504 of each model have been produced and each is supplied with a numbered certificate.

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

All-new 1:76 scale LEYLAND NATIONAL

RAPIDO TRAINS UK has revealed plans to produce an all-new 1:76 scale ('OO') Leyland National single decker bus, as the prototype design celebrates its 50th anniversary.

First introduced in 1972, more than 7,700 of the British Leyland/

National Bus Company joint venture vehicles were built and remained in front line service with bus companies for several decades.

Rapido's model will feature an injection-moulded plastic body, detailed interior, flush glazing and posable wheels.

Sales and Marketing Manager, Richard Foster said: "The Leyland National is a true 'Marmite bus'. But love it or loathe it, the National played a seminal role in British bus history."

Following a laser scan of full-size Leyland Nationals at the Transport

Museum Wythall, the company is to develop 1:76 scale models of Mk 1 and Mk 2 examples.

Prices, exact identities and colour schemes have yet to be announced.

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



An all-new 1:76 scale model of the Leyland National single decker bus is in development from Rapido Trains UK.

Alan Millar/Buses Magazine.

Green light for Dapol's SR semaphores

Dapol has revealed all-new 'O' gauge Southern Railway (SR) working semaphore signals, following receipt of Engineering Prototype (EP) samples for assessment by the development team.

Three semaphore signals are planned initially, including a SR lattice Home (7L-003-001), SR rail built Home (7L-003-003) and SR lattice Home starter (7L-003-005). Each of the plug-and-play signals will feature plastic and etched metal detailing, together with a servo mechanism, control box and switch. Extension cables will also be available separately.

Priced at £60 each, a release date has yet to be confirmed.

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

Dapol's 'O' gauge range is set to be bolstered with a new collection of working Southern Railway (SR) semaphore signals.



Lattice and rail-built SR Home signals are set to appear in 'O' gauge.



A SR lattice Home starter will complete the 'O' gauge semaphore signal trio.

Limited edition Kernow '08' for 'N'

Kernow Model Rail Centre (KMRC) has selected GWR's Class 08 08645 *St. Piran* with distinctive Kernow flag livery as an exclusive 'N' gauge limited edition model.

08645 received its new colour scheme – black with white cross – in 2019 when it was prepared for naming after the patron saint of Cornwall at Great Western Railway's Long Rock Maintenance Depot open day on April 13 that year.

KMRC's model of 08645 will utilise Bachmann's newly-upgraded Graham Farish Class 08 chassis with coreless motor and Next18 Digital Command Control (DCC) decoder socket. The specification also includes separately fitted detailing.

Two models of 08645 will be available in DCC ready (Cat No. 371-015Z) and DCC sound-fitted (371-015ZSF) formats.



Prices for the eye-catching 'N' gauge models are set at £144.95 DCC ready and £244.95 for DCC

sound-fitted examples.

● For more information visit www.kernowmodelrailcentre.com

GWR's Class 08 08645 *St Piran* in Kernow flag livery is set to appear as an exclusive 'N' gauge limited edition for Kernow Model Rail Centre.

KMRC reveals Rapido exclusive

Kernow Model Rail Centre has commissioned an exclusive 'N' gauge model of Rapido Trains UK's all-new Metropolitan Vickers Class 28 Co-Bo as D5702 in BR green with small yellow warning panels.

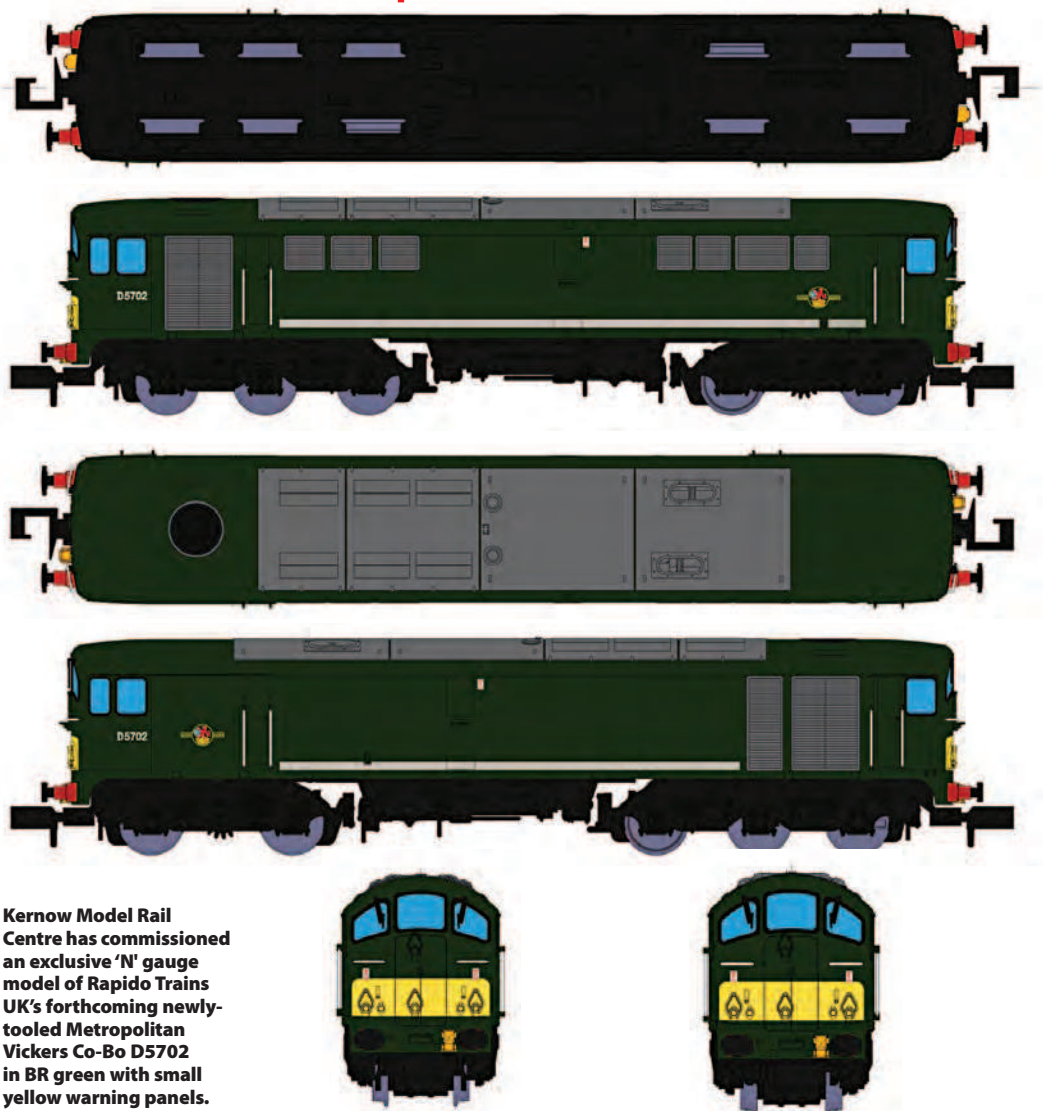
Built in the late 1950s, the 'Metrovicks' featured two-stroke Crossley diesel engines and five driven axles – three at one end and two at the other.

Allocated to British Railways' London Midland Region, D5702 spent less than ten years in service, allocated to Derby, Barrow in Furness, Carlisle and Preston, before withdrawal in September 1968. More famously, D5702 also featured in the Reverend W Awdry's *Thomas the Tank Engine* series of books as the character, Boco.

Rapido Trains UK announced that it was to produce a newly-tooled 'N' gauge Class 28 in late 2020 and KMRC's exclusive edition will bear the hallmarks of these with post-1961 flat windscreen, powerful motor, Next 18 Digital Command Control (DCC) decoder socket, directional lighting, detailed cab interior, separately fitted handrails, windscreen wipers and removable headcode discs. It will be available DCC ready (Cat No. 905009) and DCC sound-fitted (905509).

Prices are set at £119.95 DCC ready, and £215.95 DCC sound-fitted. Delivery is anticipated during late 2022.

● For more information visit www.kernowmodelrailcentre.com



Kernow Model Rail Centre has commissioned an exclusive 'N' gauge model of Rapido Trains UK's forthcoming newly-tooled Metropolitan Vickers Co-Bo D5702 in BR green with small yellow warning panels.

THE GREAT ELECTRIC TRAIN SHOW

LINE UP GROWS

THE LAYOUT LIST for the 2022 Great Electric Train Show is growing with announcement of five more of the 30 strong line up for the October 8/9 event in Milton Keynes.

Hosted at the Marshall Arena, this year's Great Electric Train Show will be joined by Steve Jones' model of Sydney Gardens in Bath built in 'OO' gauge (HM102), Chris Matthews' superb Woodhead inspired shunting layout Bottom Works Sidings in 'OO', Geoff Buttler's busy multi-level 'N' gauge layout Roxby Town, Ray Taylor and Anna Bass' Ambleton Vale in 'N'



The classic railway location of Sydney Gardens in its steam heyday will be on show at the Great Electric Train Show through Steve Jones' fabulous 'OO' gauge layout.

Trevor Jones/
Hornby Magazine.



Geoff Buttler's Roxby Town will be bringing modern image 'N' gauge to the Great Electric Train Show. Mike Wild/Hornby Magazine.



Work stained wagons, Woodhead electrics and shunting engines fill Chris Matthews' Bottom Works Sidings – soon to be featured in Hornby Magazine. Mike Wild/Hornby Magazine.





Above: Ray Taylor and Anna Bass will be exhibiting their popular Ambleton Vale 'N' gauge layout. Mike Wild/Hornby Magazine.

Below: The Hornby Magazine stand will play host to the recently completed Ffestiniog themed narrow gauge layout – Fairlie Syniad Da. Mike Wild/Hornby Magazine.



2022 GREAT ELECTRIC TRAIN SHOW

When:	October 8/9 2022
Where:	Marshall Arena, Stadium Way, Milton Keynes, MK1 1ST
Times:	Saturday 10am-5pm, Sunday 10am-4pm (advance ticket holders enter from 9.30am)
Website:	www.keymodelworld.com/grealelectrictrainshow
Contact:	01780 480404
Tickets:	Adult advance £14, Adult subscriber advance £12, child advance £8. Adult on the day £16, child on the day £9. Up to two children under 16 admitted free with each paying adult on Sunday only.

gauge (HM156) as well as Hornby Magazine's recently completed Ffestiniog themed 'OO' narrow gauge layout Fairlie Syniad Da (HM175/HM176).

These new additions join Beckham and West Wickham's Beckwick in 'OO' (HM180), Chris Morris' Dawlish Warren in 'N' (HM180), Somerset Railway Modellers Club's Bradford-on-Tone in 'OO' (HM178), Ian Forsyth's Holly Bank Grove (HM172) and Farbine Road in 'OO' by Neil Woodbine (HM175).

An extensive list of manufacturers are lining up for the show with a total of 40 trade stands set to join the layout guest list of 30 alongside additional demonstrations. Highlights of the trade list including Hornby Hobbies, Accurascale, Cavalex Models, Revolution Trains, KR Models, DCC Concepts and more. In addition there will be sales stands from Ellis Clark Trains, Rails of Sheffield, KMS Railtech,

Cheltenham Model Centre and West Hill Wagon Works as well as specialist stands from Isinglass Models, Hobby Tools 4U, ABC Brushes and more.

Discounted advanced tickets offering early entry to the show from 9.30am each day are on sale now for the event, priced at £14 for adults (£12 for subscribers) and £8 for children. On the day prices are £16 for adults and £9 for children (Saturday only) while on Sunday up to two children under 16 are admitted free with each paying adult. The Great Electric Train Show VIP package is also back for 2022 offering a two day ticket to the show, entry from 9.30am each day, VIP parking, £25 of Key Publishing magazines and discount vouchers to use at the event. **HM**

● Visit shop.keypublishing.com to purchase your tickets and www.keymodelworld.com/grealelectrictrainshow for the latest event information.

Waterman prepares for **MAKING TRACKS 2**

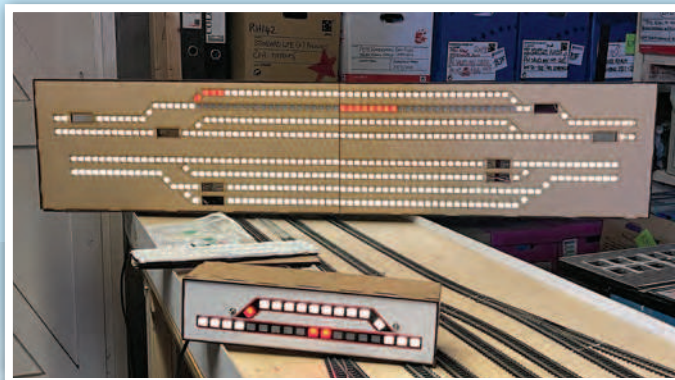
A brand-new 'OO' gauge layout is under construction by Pete Waterman and the Railnuts group for a two-month long exhibition at Chester Cathedral this summer. Doors open on July 23...



Pete Waterman cuts away the scenery to install the A6 road bridge in front of Kilsby Tunnel.



Progress on Making Tracks 2 has been swift. Ground cover was in the early stages in April 2022 ahead of the layout's launch in July. A Colas Rail Class 37 passes under the arched bridge on the approach to Hilmorton Junction.



Above: New train detecting control panels are being built for the layout to assist operators and the viewing public.

Right: The Railnuts group have been busily working away on Making Tracks 2 to prepare it for the summer event in Chester Cathedral.



PETE WATERMAN and the Railnuts modelling group are set to launch a brand-new 'OO' gauge West Coast Main Line themed exhibition layout at Chester Cathedral on July 23 2022 for the start of the summer-long Making Tracks 2 event.

The event is open seven days a week, 10am-5pm in the cathedral until September 11 and builds on the success of the first Making Tracks exhibition in 2021 (HM171). Pete Waterman commented: "Making Tracks 1 was so successful and broke all records at the Cathedral, so we asked the Dean if we could build another one."

The all-new 'OO' gauge layout is based around the storage yard from the first layout and occupies 64ft x 12ft, but this time models a completely new stretch of the West Coast Main Line.

The area chosen for the new layout is the approach to Rugby station from Kilsby Tunnel in the south through to Hilmorton Junction at the north end of the scene. It features a four-track main line throughout the scenic section, but impressively it also has grade separation to cross the Down Northampton line over the Up Fast line at the big junction which

occupies one corner of the layout.

Scenic work was in progress during the first half of 2022 to meet the July 23 opening date with the Railnuts group creating bespoke laser cut structures, laser cut electrification masts, rail over road bridges, road over rail bridges and more.

The era for the new layout will be the modern day on the West Coast Main Line, but with a few nods to its past around Hilmorton Junction by including the lattice bridge faces.

In addition to building the scenic section, the team has also rewired the layout with new modules from Megapoints Controllers to introduce train detection around the layout to allow operators and the viewing public to keep an eye on progress of trains as they move around the layout. Rolling stock is also being prepared for the show including long container trains, Pendolinos, parcels trains and more.

Hornby Magazine will be following the Making Tracks 2 story through the summer both here in the magazine and online at www.keymodelworld.com.

● Visit www.chestercathedral.com for more event information.

SEE IT AT...

Where: Chester Cathedral, St Werburgh Street, Chester, Cheshire CH1 2DY

When: July 23-September 11 2022 – 10am-5pm

Site: www.chestercathedral.com



Making Tracks 2 models a four-track section of the West Coast Main Line on the approach to Rugby and includes grade separation to cross the Northampton Down line over the Up Fast.

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Cley-on-Sea

Norfolk in the 1960s is the setting for **RUSSELL PIGOTT'S** home-based layout, with lengthy runs and a wide variety of operation in 'OO' scale.

PHOTOGRAPHY, MIKE WILD

CLEY-ON-SEA IS A HOME-based layout set on the North Norfolk coast where history has been slightly different to the reality of today.

The port of Cley was once one of the busiest ports in England but silted up in the 1700s. I have imagined this didn't happen and that the port and town were still on the railway network in the 1960s. The town of Cley continued to grow and became a busy holiday destination similar to Great Yarmouth, being served with many summer Saturday holiday trains from the North and the Midlands.

As a nearby resident, I'm quite pleased Cley-next-the-Sea remains a sleepy little village. I have changed the name to Cley-on-Sea as the London and North Eastern Railway did the same to nearby Wells-next-the-Sea.

From a rail point of view, I've assumed the Great Eastern Main Line continued beyond Norwich and met a cross-country

line at Cley from King's Lynn and the Midlands. The junction between the lines is a triangular one enabling trains from the South to access the deep-water port of nearby Blakeney and its coal-fired power station.

Construction initially started in a spare bedroom in 2012 on a much smaller scale but fizzled out in 2015 due to illness. This layout was dismantled in 2017 and a brand-new layout was started at the beginning of 2018 in a purpose-built building. Construction took around four years, working mainly in the winter months.

BUILDING THE LAYOUT

The baseboards are 9mm plywood and covered in laminate floor underlay as this gives quiet running and allows track to be reused if it's lifted. It was quite a task to build this as there is around 100ft of baseboard plus a shelf above the stairs to enable a continuous run. Code 100 Peco

track has been used throughout as I had quite a lot of points already.

I didn't really have an actual track plan for the layout. I had an idea of what features I wanted to include on the layout - a terminus station, triangular junction, motive power depot, small marshalling yard, tramway and swing bridge. I laid points and track roughly until they started to look right. What I didn't want were lots of sidings which looked too geometric.

There are now more than 140 sets of points and around 200 yards of track. In the station throat is a scissors crossing and three double-slips. These were a lucky find on a well-known auction site and they enable trains to access all platforms and sidings from both main lines plus the carriage sidings. Without them the carriage sidings wouldn't really have worked as they would have been too short. Now a train can arrive in a platform and either propel back into the carriage sidings or a pilot can haul the stock into the sidings. »





1 Left: Between the platforms an English Electric Type 3 waits for departure time with a rake of BR Mk 1 stock while the station pilot waits patiently alongside.

2 Below: At Glandford Yard a Brush Type 2 eases into the through line with a rake of 45ton TTA tankers recreating a scene from the final years of the 1960s.





A Cravens Class 105 DMU heads towards Cley-on-Sea at the triangular junction as an EE Type 4 passes on the main line.

Once the track was laid, the layout was wired in four power districts for digital operation and point motors were added to points that would be controlled by a signalbox in real life on running lines. My rationale behind this was if you are shunting a yard you are using a hand uncoupler anyway so you might as well switch the points by hand.

Painting the track was done with aerosols, then ballasted with Woodland Scenics fine ballast, given a coat of Pledge Klear from a trigger spray and weathered with aerosols.



The main station board takes inspiration from Norwich, Yarmouth and Lowestoft. The station has four main platform faces and a slightly shorter bay platform. There is a busy street to one side of the station and this is made up of various ready-made low-relief buildings, some kit-built shops and some larger low-relief buildings made using Tri-ang Arkitek, which was a 1960s toy which basically made tower blocks. I've used this as a basis but added brick plasticard and sprayed on sand textured paint. The road surface is poster paint with added filler and sanded to give different shades and texture.

The opposite side of the station has a small fan of sidings with a run-round loop for shunting wagons for the quayside and the general goods yard with a warehouse. Further across is a coal yard with several »



Glandford has a motive power depot to maintain the fleet of classes 15, 31, 37, 40 and 47 as well as refuelling DMUs.



The Norfolk coastal termini of Yarmouth and Lowestoft were the inspiration behind Cley-on-Sea. At the station a Brush Type 4 prepares to depart as a Brush Type 2 heads to the carriage sidings.



traders and this is shunted by the excellent Hornby 48DS, fitted with sound and stay alive.

The goods yard can also be accessed by a pair of goods lines from Cley South Junction as it can be quite busy with main line locomotives giving some trains over to Class 03s or 04s for a journey down the tramway to the quayside. This was made using stone coloured DAS clay and a cobble pattern roller.

The buildings along the quayside are a mixture of Walthers cornerstone painted with paint mixed with talcum powder and Bachmann Scenecraft. This facility receives local grain either for export or coastal shipping and blends grain for the Scottish whisky industry. Vacuum-braked bulk grain wagons are loaded here for shipment to Scotland. There is also a rail served oil terminal behind the grain elevator.

The opposite side of the running lines contain the previously mentioned carriage



Semaphore signals protect the station with a Brush Type 4 waiting for the guard's whistle now that its signal is off.

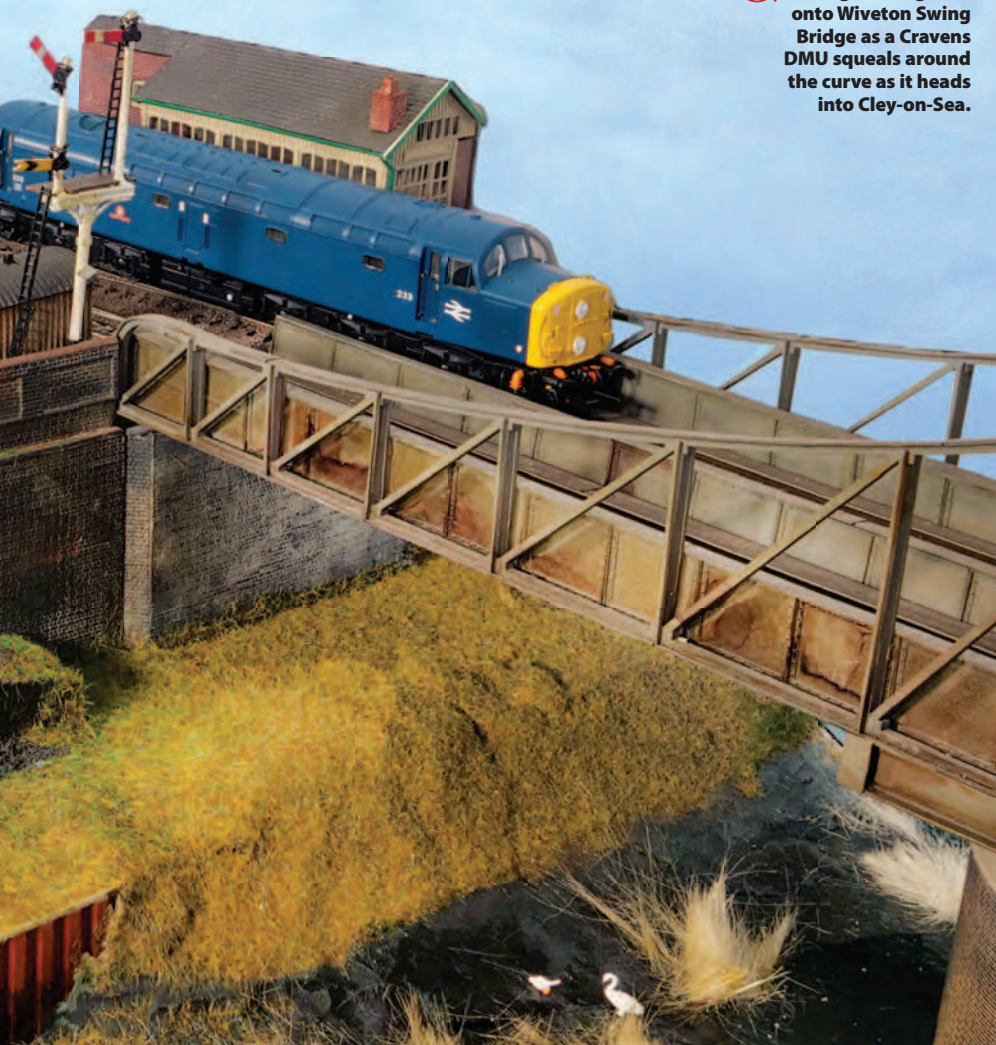




The main station building is based around a Tri-ang building with the addition of canopies from Peco.



An EE Type 4 leads a long mixed goods onto Wiveton Swing Bridge as a Cravens DMU squeals around the curve as it heads into Cley-on-Sea.



sidings with cleaning platforms based on those at Yarmouth Vauxhall. These were constructed from balsa and sand texture paint.

NORFOLK INSPIRATION

Probably the area I'm most pleased with is the village that I have named Wiveton Quay and the Wiveton swing bridge where the railway crosses over the broads. Norfolk had a number of swing bridges and four remain in use today.

The designs for Reedham and Somerlayton were the most pleasing to the eye but seemed too complex to construct from plastic strip so I decided to go for the much simpler design in use at Oulton Broad and formerly at Trowse. That was until a chance conversation with Adrian from Torri Laser at Doncaster exhibition in 2020 who said if I gave him the dimensions, he could laser cut the shape of the Reedham style bridge in wood for my project layout.

A few days later the bridge sides and top lattice girder arrived. These were then given more relief by building up the profiled plastic strip and Wills vari-girder sections. The brick piers for the approach spans were constructed from Wills sheets. The central pier is a section of ducting covered in embossed plastic. Unfortunately, due to it being close to the wall it's unable to actually swing.

The village scene by the side of the river consists of ready-to-plant buildings and scratchbuilt ones. The pub and shop were produced many years ago by The Model Centre (TMC) and is a model of a pub I used to frequent in Yorkshire. I had this »



 The quayside buildings are
Walthers plastic kits
while the rail served
docks is operated
by a fleet of Class
03 and 04 0-6-0
diesel shunters.

bought for me some years ago as a gift, but as it was in stone it wasn't really suitable for Norfolk. I painted it yellow which kind of 'Norfolkised' it!

It has been made to look like a tourist area with various shops and attractions including river trips and boat hire on the River Glaven using European boat kits. The signature of this area is flint cottages but unfortunately no models have yet been produced commercially, so the only option was to scratchbuild in card and embossed plasticard. Norfolk is also famed for large flint churches. I used the Metcalfe example as a base but clad it in flint plasticard.

After the railway passes above the village on an embankment, I wanted a length of plain track in a rural setting as it runs

alongside the perimeter wall of Wiveton Hall, and the land rises up before passing over Hilltop level crossing next to a campsite and passing through the site of Saxlingham station with overgrown rubble marking the site of the platforms. The signalbox remains to control the crossing. The line then continues into a series of non-scenic storage loops.

The third and final area starts as the main line curves away from Cley South signalbox. It climbs slightly through some 1930s housing which always seem to be a feature on the outskirts of seaside towns. The connecting line from Wiveton Junction comes in from the right: I refer to this as the Wiveton loop. This line still sees quite heavy freight including coal and a recently introduced Freightliner service.

The lines join at Glandford North



Glandford Yard has a marshalling yard at its centre as well as a National Carriers Limited depot which is used to transfer parcels between road and rail transport.

Junction which also gives access to Glandford yard and motive power depot. This board is pure fiction for Norfolk, taking slight influences from far off locations such as Thornaby, Tinsley and Doncaster.

There are reception and goods lines here alongside a small marshalling yard. A transfer line runs round the edge of the sidings which is a running line that gives access to the motive power depot, a National Carriers depot and permanent way sidings before rejoining the main line at Glandford station junction. At this point the line runs on the shelf round the wall of the room over my workbench to join the storage sidings.

The layout is fully signalled but sadly my modelling skills don't extend to making working semaphore signals at the moment. As a mainline freight driver I'm quite fussy about getting the signalling right.

The signals consist of Ratio LMS/BR and LNER signals plus MSE ground discs and a banner repeater. All signals are poseable for photography and videos. The signals in Glandford yard and the adjacent main line are Eckon two and three-aspect colour lights together with DCC Concepts ground position lights, which are all wired with resistors so as not to be too bright. The three-aspect signals are wired with multi-pole switches so they can't show a green aspect if the next signal is red, so show a yellow. Once the next signal is cleared the one before automatically shows green.

“There are now more than 140 sets of points and around 200 yards of track. In the station throat is a scissors crossing and three double-slips.”

RUSSELL PIGOTT





**Class 03
D2051**
pauses between
shunting duties
at the quayside.



ROLLING STOCK

The layout was built to play trains really and as yet I've not considered running it to a timetable, but I do try to run stock that is appropriate for Norfolk in 1968/1969. One item of stock that is missing is a Metro-Cammell 'Lightweight' Diesel Multiple Unit (the predecessor to the Class 101), as I can't see Bachmann doing one. It hasn't yet released a Class 101 suitable for conversion without repainting.

On the positive side there is a growing a comprehensive roster of Eastern Anglian motive power available to the layout in a combination of BR green and early BR blue colour schemes. The locomotive line-up includes classes 15, 31, 37, 40 and 47 for the main line engines while there are Class 03 and 04 shunters and a fleet of Derby Lightweight and Cravens two-

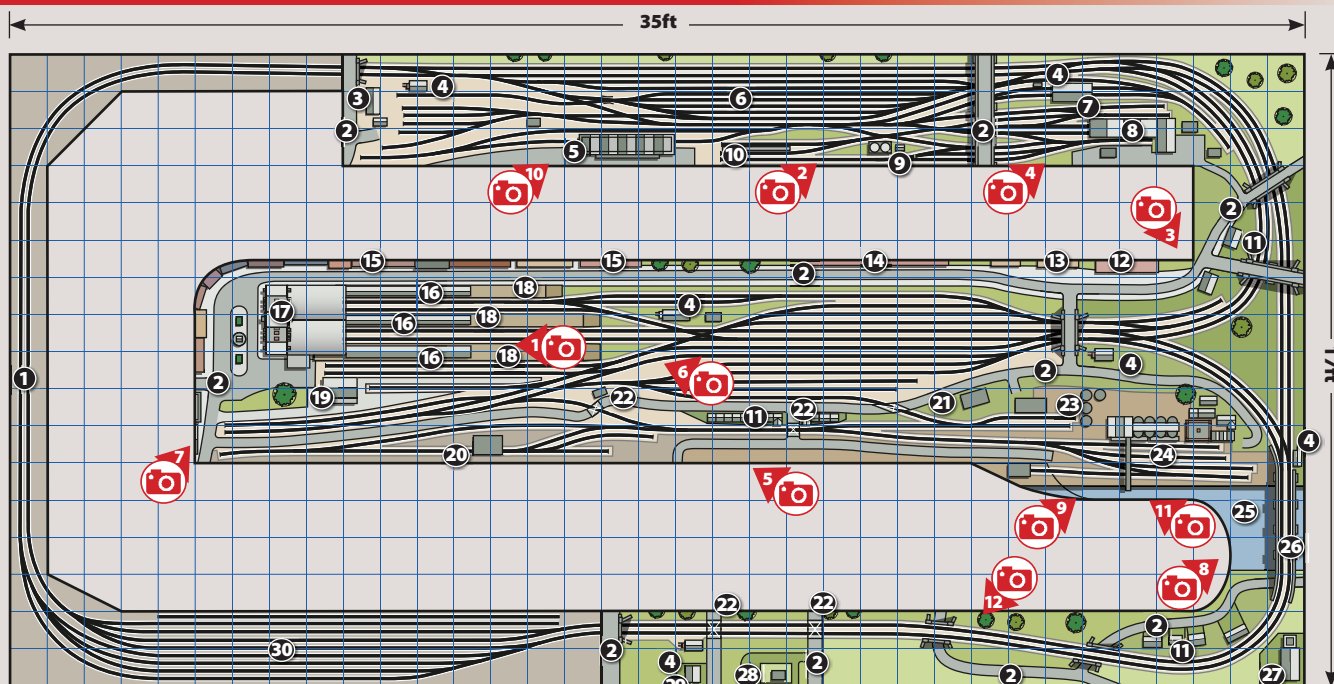
WWW.XSAVA.XYZ &
WWW.SPICYMAGS.XYZ



**An EE Type
3 and Brush
Type 4 cross paths
at Saxlingham level
crossing. This part of
the layout is the most
rural and leads to the
off-scene storage yard
through the bridge in
the distance.**



CLEY-ONE-SEA TRACK DIAGRAM (NOT TO SCALE)



KEY

① Off-scene running line	⑦ Engine shed	⑬ School	⑲ Goods store	⑲ River
② Road	⑧ Glandford Depot	⑭ Low relief houses	⑳ Coal merchants	⑳ Wiveton swing bridge
③ Mess room	⑨ Diesel fuel storage	⑮ L/R town buildings	㉑ Bus depot	㉒ Church
④ Signalbox	⑩ Carriage sidings	⑯ Canopy	㉒ Level crossing	㉓ Campsite
⑤ NCL warehouse	⑪ Houses	⑰ Station building	㉓ Refinery	㉔ Former station house
⑥ Glandford Yard	⑫ Hotel	⑱ Platform	㉔ Quayside and wharf	㉕ Storage yard



car DMUs – the latter often working in multiple.

The layout is now virtually complete. I've really enjoyed building it over the last four years, but it is nice to now actually play trains and make videos for YouTube.

I'm not really considering a new layout soon, but hope to become more confident in weathering. I've done a few wagons but there are a lot more to do, as there are 330 on the layout and then there are 200-plus road vehicles. I also want to start detailing the locomotive fleet, although as they constantly turn round due to the nature of the layout they have to have a tension lock coupling at each end. I will need to give that some thought.

The layout is controlled by several Gaugemaster Prodigy Advance handsets which can be plugged into six different sockets around the room, so it can actually be quite sociable if friends come around for an operating session.

I'd like to thank the excellent model shops we have in Norfolk and Norwich – there are not many areas with such proliferation nowadays, so it's very important to support them all. **HM**

"The layout is now all-but complete. I've really enjoyed building it over the last four years."

RUSSELL PIGOTT

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Platinum purple BULLEID

The repaint of 'West Country' 34027 into a special Platinum Jubilee purple livery has generated huge interest. **RICHARD HALL** shows how you can recreate the look on a super-detailed Hornby Bulleid 'Pacific'.

Achievable detailing additions and repainting can combine to create an effective and unique model, especially when modifying a limited-edition would be prohibitive. The completed model of rebuilt Bulleid 'Light Pacific' 34027 in its new Royal Purple livery is seen at work on Hornby Magazine's Topley Dale.

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IT'S FAIR TO SAY THE SEVERN Valley Railway has created a lot of goodwill (and admittedly some controversy amongst die-hard enthusiasts) with its repaint of 34027 *Taw Valley* into a special purple livery to mark the Queen's Platinum Jubilee this June. The limited edition Hornby/SVR model has sold out twice (see Update) and examples of this unique locomotive are likely to be sought-after for a good while. Happily if you want to replicate the look, it's not as hard as you might think to do so on a standard rebuilt 'West Country' 4-6-2.

Bulleid's 'Light Pacifics' are amongst the most numerous types represented in preservation and attract a popular following. Constructed as a lightweight '7P' variation of the successful Bulleid 'Merchant Navy' 4-6-2, the class spread far beyond the intended 'Withered Arm' and Kent regions, with some lasting to the end of Southern Region steam in 1967.

Hornby's rebuilt 'Light Pacific' models set new standards in 2006 and proved to be one of its best steam outline models, but there are still opportunities for super detailing and with the latest sound decoders it can be given a realistic sound track too. The variations amongst even the 20 preserved examples lend the class perfectly

to recreation in model form, from one-off liveries to locomotive-specific modifications and universal super-detailing.

Even during revenue-earning operation the class featured numerous differences and with the many preserved examples also featuring unique modifications in their post-BR careers, there's much to inspire modellers. Now based on the Severn Valley Railway (SVR), 34027 *Taw Valley* was previously operated on the main line by Bert Hitchen and still retains its distinctive main line modifications, especially its unique tender.

I created this repaint before the locomotive was formally unveiled, relying on renders of the Royal Purple livery for the detail. These indicated a translation of the standard BR green livery layout using white/black/white lining, handily allowing use of lining packs from Fox Transfers. The two specific transfer elements not available off-the-shelf were the unique nameplates and tender crests. The *Elizabeth II* nameplates were formed using a word processor and inkjet printer waterslide transfer paper. While this was my first test at the technique (which I hope to revisit and refine on further projects) a custom etched nameplate would be an ideal longer-term solution.

The tender crests were specially

created by Precision Labels and look fantastic on the model - my thanks to John for his great work and the quick turnaround. The shade of purple itself was a challenge to source (especially as the shade actually used by the SVR appeared somewhat brighter than renders) and the products table of this guide includes equivalent purple paints from Tamiya and Halfords, so as to not purely rely on Humbrol 68.

While 34027 forms the main focus of this step-by-step guide, such a repaint would not be to everyone's tastes so we have assembled an additional guide for www.keymodelworld.com explaining the detail improvements and modifications that can be carried out to any rebuilt Hornby Bulleid 'Light Pacific' including tender modifications as well as front-end detailing, removal of the bogie mounted NEM casting and chassis elements.

I found the repaint highly satisfying, with new techniques and scratch building in this project combining to create an accurate model of 34027 and with the addition of Locoman Sounds' new rebuilt 'West Country' sound profile loaded on a Doehler & Haass 8-pin SD22A-2 decoder mounted in the tender and coupled to a 28mm x 32mm megabass speaker, the locomotive comes to life.

TOOLS

- » Cotton buds
- » Cocktail sticks
- » Files & sanding sticks (assorted grades)
- » Flat nosed pliers
- » Micro Phillips screwdriver set
- » Paint brushes (sizes 000 – 1)
- » Photoetch cutters
- » Scalpel/X-acto knife
- » Soldering iron, flux & solder
- » Steel rules
- » Tweezers
- » Xuron sprue cutters

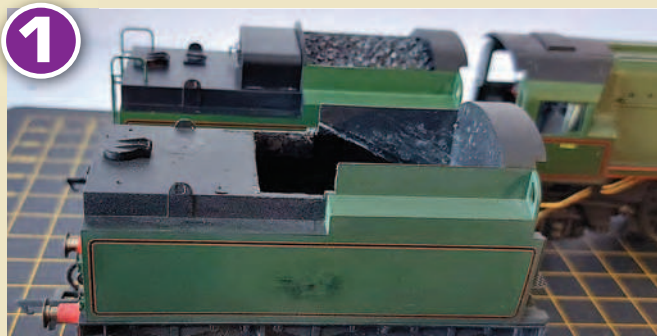
We have kept the sound installation as straightforward as possible in this project and made full use of the space within the tender with our speaker choice.

Don't forget to check out the additional guide on KeyModelWorld plus you can hear Locoman's new 'West Country' sound project too. **HM »**



STEP BY STEP REPAINTING AND SOUND FITTING A ROYAL BULLEID

1



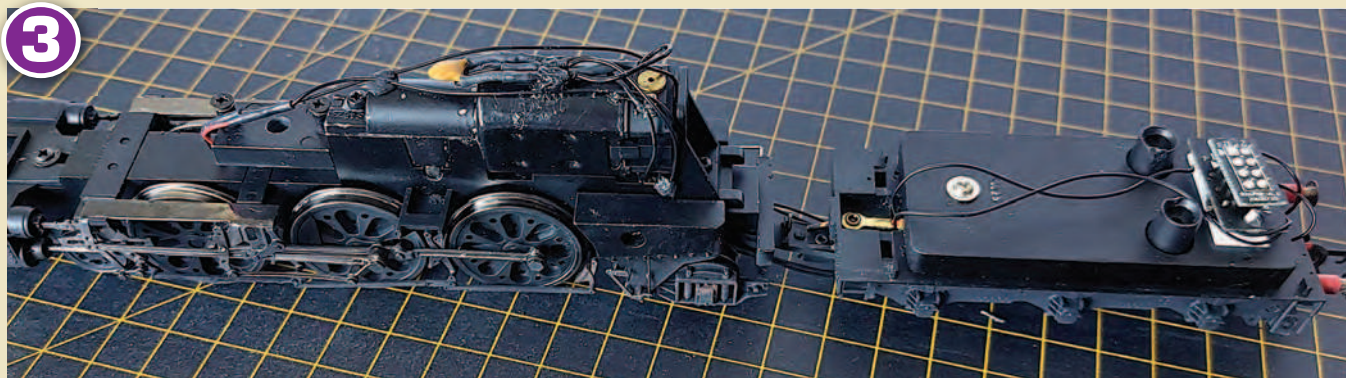
One of the more obvious detail differences between preserved Bulleid 'Pacifics' are the tender diagrams and modifications made. The nearest tender is for *Taw Valley*, which was altered for main line use with an extended coal space. The original coal area was marked up and cut away with gradual passes with a scalpel and sanded back with 600 grit emery sticks.

2



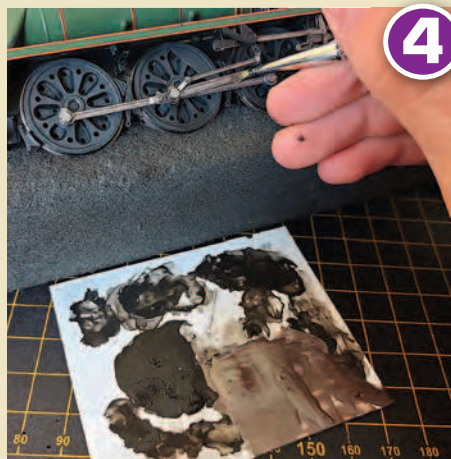
The extended coal space for *Taw Valley* was cut from thin sheet Plasticard, before being glued and merged with the existing tender using Deluxe Materials filler. As the tender extension on *Taw Valley* is painted BR green this conversion lends itself to a full repaint, but careful paint matching would be possible.

3



The donor model for *Taw Valley*, R2609, was an older Hornby release with locomotive-mounted 8-pin Digital Command Control (DCC) decoder socket. In order to make sound fitting more straightforward I moved the socket to the tender with DCC Concepts' decoder wire. This revision permanently connects the locomotive and tender pick-ups for more reliable running.

4



Painting the connecting rods and eccentrics makes a big visual difference for models, especially beyond the highly polished factory finish. For this I used 50/50 mixed Railmatch Oily Steel and Humbrol No. 56 Metallic Aluminium, painted in several light coats after thorough cleaning of the rods with isopropyl alcohol to remove excess oil and residue.

5



The cab is impressive with fine detail, however, even in preservation the backhead becomes work worn. A mix of Humbrol Matt Black and dry-brushed Dark Grey was applied over the back head and cab floor, with a small amount of Brown applied around the firehole door. The copper pipework was repainted afterwards with Humbrol Metallic Bronze.

6



The donor model for the repaint of 34027 *Taw Valley* was a lightly weathered 34036, which for smooth paint application needed removing. Either isopropyl alcohol or white spirit can be sparingly used with a cotton bud to remove weathering without affecting numbering or lining, however, Hornby's tampo printing is often more stubborn to remove.

7



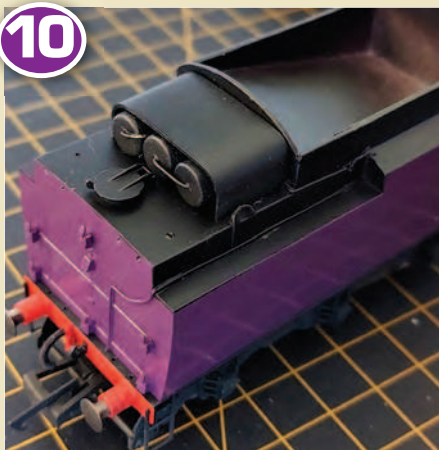
Based on the livery details available, *Elizabeth II* would feature lining mirroring the original BR pattern meaning it didn't need removal to leave a faint guide for re-lining. All numbering and BR late crests were removed with focused pressure with white spirit. This stage shows the disassembled and stripped donor for the repaint prior to modification, in front of a donor model for 34053.



8 In order to prepare the model for a smooth paint application, a number of light coats of Railmatch Grey primer were applied. Masking was limited to the cab roof, interior, running plate and smokebox to save fully repainting these areas black. The whole tender was primed without masking to key the surfaces on the scratchbuilt additions and coal space extensions.



9 Purple is a tricky shade to find, especially relating to railway modelling, luckily, Humbrol's acrylic spray Gloss Purple 68 matched the shade used on all Royal Platinum Jubilee branding. The same masking was retained from the priming stage and alongside already being a gloss finish, the acrylic aerosol dried quickly allowing for several light coats in one day.



10 After the purple has fully hardened, the water filler area and upper vertical coal space sides of the tender were masked and painted Railmatch Black. This stage fully blended in the scratchbuilt additions for the tender, including the wire conduit specific to *Taw Valley* along the fireman's side of the tender. The weathered interior of the tender followed after lining and varnishing.



12 I found the most challenging lining to align straight was the tender side, however, this was helped through the very faint raised edge of the original tampo printed BR lining underneath. The standard right-angled corners from the Fox lining pack were used and can be positioned either before or after the longer straight sections are applied.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
3mm Tamiya masking tape	www.tamiya.com	87208
6mm Tamiya masking tape	www.tamiya.com	87030
99.8% Isopropyl Alcohol	www.amazon.com	N/A
Black decoder wire (32 Gauge)	www.dccconcepts.com	DCW-32BK
Custom 3D smokebox plates	www.railtec-models.co.uk	4mm-9080
Deluxe Materials Glue 'n' glaze	www.deluxematerials.co.uk	AD55
General white/black/white lining pack	www.fox-transfers.co.uk	FRH4350
Halfords Enamel Spray Paint Berry Purple	www.halford.com	204532
Humbrol Acrylic gloss varnish	uk.humbrol.com	35
Humbrol Acrylic Purple gloss spray	uk.humbrol.com	68
Inkjet clear waterslide decal paper	www.amazon.com	Various
Phosphor Bronze No. 46 guitar string	www.amazon.com	PO1846
Plasticard rod sections	www.slattersplasticard.com	Various
Railmatch Acrylic paints & varnishes	www.howesmodels.co.uk	Various
Scale screw link couplings	www.hornby.com	R7200
Steam - 4in/5in smokebox numbering (white)	www.railtec-models.co.uk	4mm-4100
Tamiya TS-37 Lavender aerosol spray	www.tamiya.com	85037
The Queen's Platinum Jubilee transfers	www.precisionlabels.com	N/A
Water softening yellow triangle transfers	www.fox-transfers.co.uk	FRH4014/4
White BR Cabside numbering transfers	www.fox-transfers.co.uk	FRH4024
D&HSD22A-2 decoder	www.locomansounds.com	SD22A-2
Rebuilt 'West Country' sound	www.locomansounds.com	WC
28mm x 32mm x 15mm Megabass speaker	www.roads-and-rails.co.uk	28x32x15mm



11 Due to being a gloss paint, application of lining and transfers was made straightforward. The boiler bands are from the combined Fox Transfers white/black/white lining pack (FRH4350). Each band was cut into three sections and carefully positioned to merge any joins, with all moving and re positioning of lining using water, cocktail sticks and a clean paintbrush.



13 Sanding back the moulded rivets along the running plate can make aligning the very fine double white lining more straightforward. In being so fine and in an often-handled area of the model, varnishing is crucial after application. Fox Transfers also offers complete locomotive-specific lining packs for many types in BR liveries which have pre-cut and formed lining elements which similarly improves application of the lining itself.

I chose to design my own nameplates and create my own transfers using inkjet printer waterslide decal paper. The font used was Bahnschrift SemiBold, this being a close match in proportion and letter shape to Bulleid nameplates. Each letter was matched in size and aligned on a red shape traced around a 'West Country' nameplate scroll. The whole shape was then copied, rescaled and test printed to find the correct size of nameplate. Commissioning an etched nameplate would ultimately be far more refined but this method did prove useful.



14

15



Once the correctly-proportioned transfer had been printed, it was applied to the backing plate and then fitted in place to the running plate of the freshly-painted locomotive. The locomotive's new nameplates were then carefully touched-in along the edges using a fine paintbrush.

16

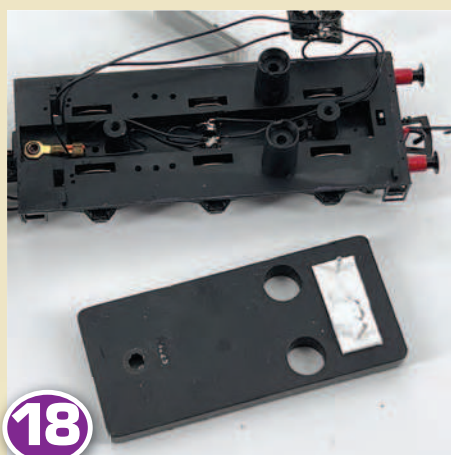
From seeing livery renders of *Elizabeth II* it featured the official Platinum Jubilee crest on the tender. I am incredibly grateful to John at Precision Labels for very quickly producing these fantastic recreations of the crest, which are now available from him should anyone want to attempt this repaint. A water-laden brush was used to carefully position the crest above the centre tender wheel.



17



As many images from the SVR showed *Elizabeth II* retaining its BR 34027 smokebox number, I added both with Railtec items. The number plates are the smaller 4in numbering on Railtec's 4mm-4100 pack and custom 73B shedplate. In order to allow the model to traverse sharper radii curves, I only added a screw link coupling and handy guitar string vacuum pipe, in addition to all painted details.



18

Having completed the repainting project attention turned to adding Locoman's new digital sound profile for the Bulleid rebuilt 'West Country'. The tender provides the perfect place for a decoder and speaker and is simple to access by releasing the two crosshead screws located between the rear two wheelsets. The tender weight was removed to make space for our choice of speaker.

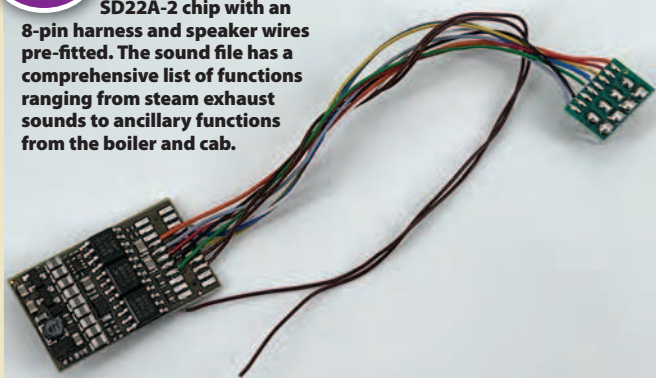


19

The speaker is a Roads and Rails 28mm x 32mm x 15mm Megabass speaker which neatly fits on the tender chassis below the coal space. It has been fixed in place with Deluxe Materials Rocket Rapid superglue.

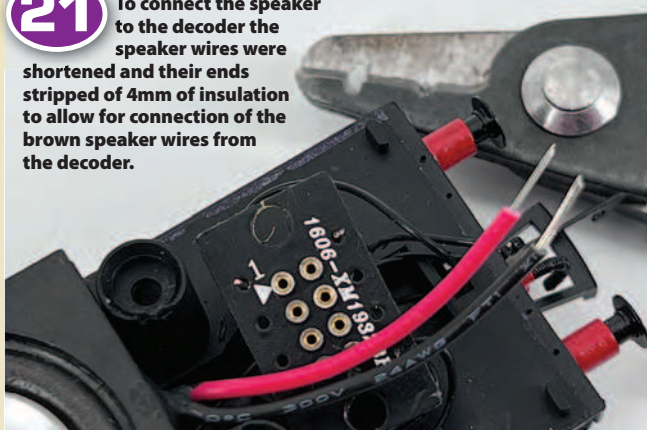
20

The decoder is a Doehler & Haass SD22A-2 chip with an 8-pin harness and speaker wires pre-fitted. The sound file has a comprehensive list of functions ranging from steam exhaust sounds to ancillary functions from the boiler and cab.



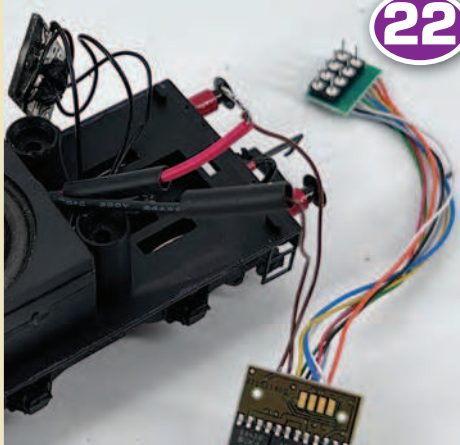
21

To connect the speaker to the decoder the speaker wires were shortened and their ends stripped of 4mm of insulation to allow for connection of the brown speaker wires from the decoder.



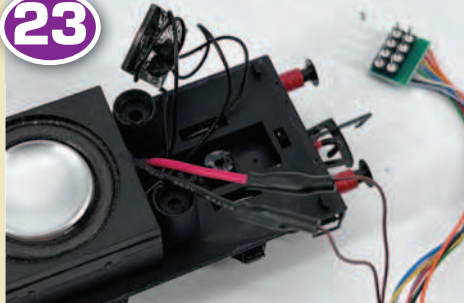
22

The brown speaker wires were also shortened and prepared in the same way as in Step 21. Heatshrink insulation was added over the red and black wires before the brown wires were twisted onto the red and black wires. The joint was then soldered before covering with heatshrink.



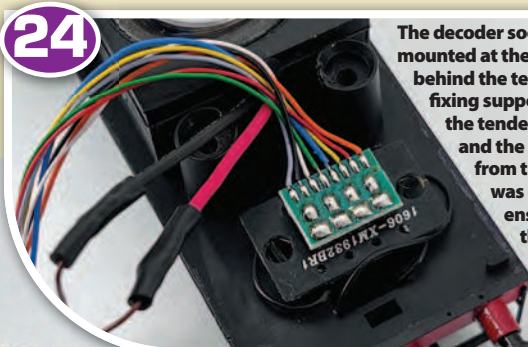
23

Using the side of a soldering iron, the heatshrink insulation was reduced in size around the soldered connection to ensure that there can be no short circuits inside the model once the sound installation is complete.



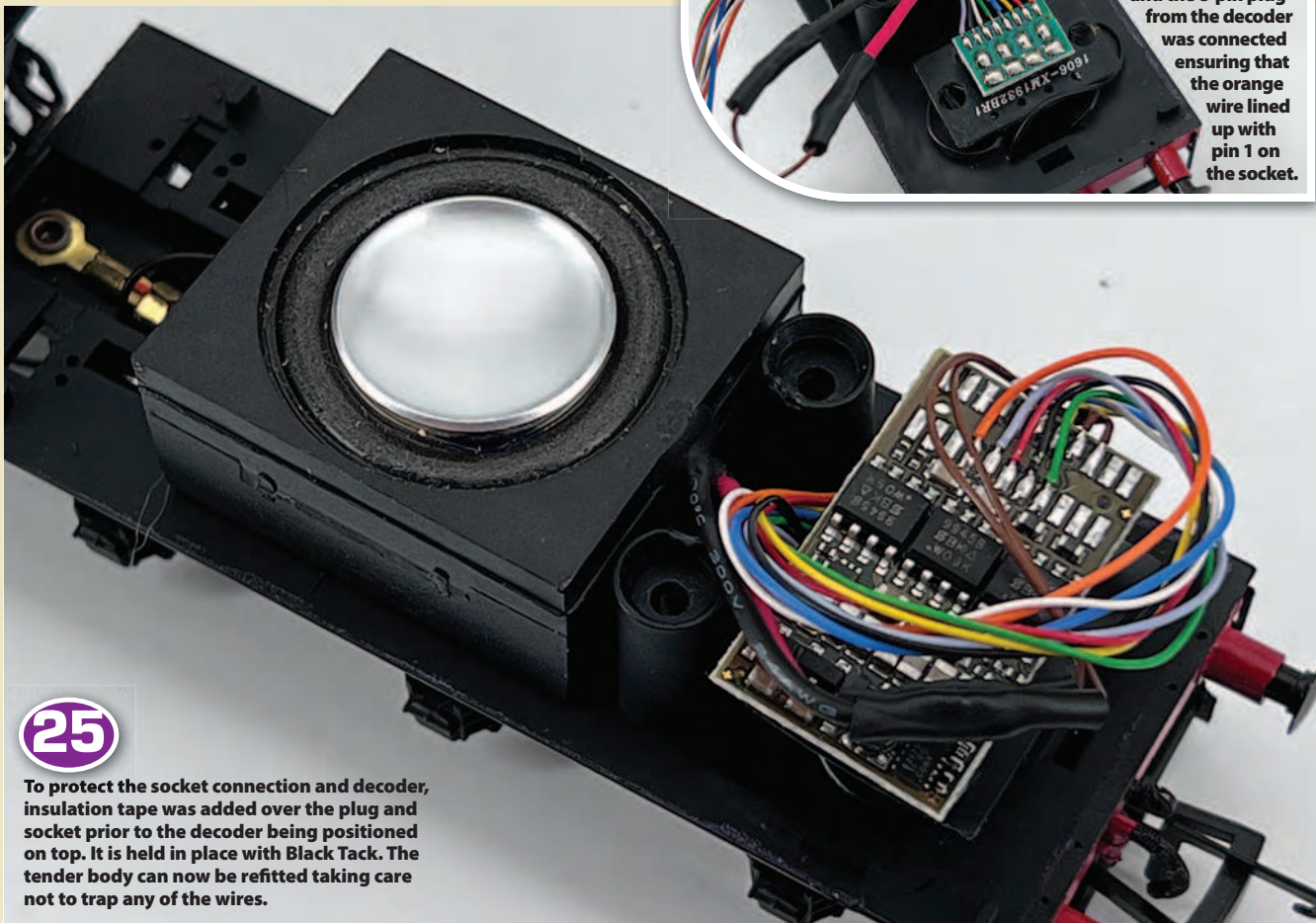
24

The decoder socket was mounted at the rear behind the tender fixing supports on the tender chassis and the 8-pin plug from the decoder was connected ensuring that the orange wire lined up with pin 1 on the socket.



25

To protect the socket connection and decoder, insulation tape was added over the plug and socket prior to the decoder being positioned on top. It is held in place with Black Tack. The tender body can now be refitted taking care not to trap any of the wires.



Are we getting a **FAIR DEAL?**

If you believe some of the comments online, railway modelling is too expensive and with poor quality models. **TREVOR JONES** looks at the REAL picture, based on his purchases in 2021.

PHOTOGRAPHY, TREVOR JONES



It would be fair to say that as railway modellers, we have never had it so good. The range of models produced has far exceeded the dreams of everyone particularly in recent times where we are seeing multiple detail variations made available on complex locomotive classes for the first time. In the past, if we wanted a quality scale model or a model of a particular class we had to make it ourselves, whereas now we would have to be a really skilled modeller to equal the current mass production offerings.

The increasing number of quality resin printed 3D and laser-cut kits provides us with opportunities to produce model railways to a standard one could only dream of when I first started. However, as always, there are grumbles. So, are the most common complaints legitimate, or are they exaggerated? To find out, I drew

upon experiences with models that I purchased during 2021 which I tested thoroughly on my 'OO' gauge garden layout.

REALITY CHECK

Brexit and the Covid pandemic have caused considerable difficulties for importers and manufacturers. Production lines have been short of trained staff on occasions and perhaps with less experienced operators, which could have led to some products being delivered with varying standards of assembly and testing. Whilst this has resulted in most customers receiving a fully working great model, there have been some faulty items from a production run.

Costs have risen too - with soaring fuel prices increasing distribution costs, while scarcities of raw materials have exacerbated this problem, though this is far from confined to model railways, as you

will know from visiting the petrol station or supermarket.

During 2021, I purchased 14 'OO' gauge locomotives from different manufacturers and was also fortunate enough to thoroughly test the newly-tooled Bachmann London and North Eastern Railway (LNER) 'V2' 2-6-2 and BR Class 47 diesel on my outdoor railway.

The garden layout provides a combination of scale points by Shinora and a range of different specifications from Peco, which over time has tightened up the gaps between rail and check rails. All track is code 100 and the terrain includes numerous gradients; the steepest on the 2.79 scale mile main line is a short section of 1-in-45, while the tightest radius is 2ft 6in - the inner curve of a Peco large radius curved point. Track is also canted for fast running.

The hobby has come a long way since my Hornby Dublo 'OO'

gauge Sir Nigel Gresley train set of 1949, and even in the past 10 years we have seen major changes to what we can expect. Quality today is in a different league with manufacturers listening to our voices and turning their attention to details as small as unique running numbers on individual wagons, different buffer styles, lamps, vents and more besides. I also believe the majority of modellers have significantly improved the quality of their layouts, with scenery to match these outstanding scale models.

We, in the main, have moved away from set track and unrealistic radius curves and increasingly operate scale length trains. This, I feel, has put manufacturers in something of a dilemma as to the market or markets they serve. Is it trainsets on a table, collectors, or modellers who want scale accuracy, immaculate running and realistic



Hornby 'OO' gauge air-smoothed 'Merchant Navy' 4-6-2 35024 East Asiatic Company in BR lined blue with early crests crosses Great Woking Creek bridge with a nine-car Tavern set.

top speeds? It is virtually impossible to meet all of those conflicting demands.

ASSEMBLY ISSUES

Inevitably, not everything runs to plan and problems do occur. There have been reports of some steam locomotives with distorted footplates. In some cases, the fitting of additional parts to the footplate has had the effect of putting a wedge between the footplate and boiler, causing distortion. These elements have been taken in by the model makers and rectified for future productions, but we have also had reports of buffers falling out and loose chimneys. They are often solved with a spot of glue, but consumers could rightly conclude this should have been addressed during manufacture.

From a personal perspective, my four 'OO' gauge Hornby purchases during the year were all fine on this score - an air-smoothed Bulleid 'Merchant Navy' 4-6-2, London, Brighton and South Coast Railway (LBSCR) 'A1X' 0-6-0T, Thompson 'O1' 2-8-0 and LNER 'A2/3' 4-6-2. The Bachmann LBSCR 'H1' 4-4-2, LNER 'V2' 2-6-2, Class 47 Co-Co diesel, Class 85 Bo-Bo electric and Class 117 Diesel Multiple Unit (DMU) were also fine. However, my Bachmann Great Western Railway (GWR) '94XX' 0-6-0PT had to be returned due to

a tight spot in the mechanism and the buffers fell off my Dapol South Eastern and Chatham Railway (SECR) 'D' Class 4-4-0 - though it took a matter of moments to refit them. Another of these had to be returned due to running issues, but that is what the warranty period is there to cover.

As you can see, the overwhelming majority of the models I bought and tested had no significant problems at all.

RUNNING CONCERNS

It does appear that some models from all manufacturers suffer pick-ups that do not always stay in contact with the wheels at the extremes of their sideways travel. On most layouts this won't present a problem, but on those with very tight curves, poor running characteristics can ensue. Again, this comes down to that dilemma manufacturers face about which markets to aim for. In most cases the pick-up shape is straightforward to adjust.

COUPLINGS

A lack of standardisation with tension lock couplings is another regular complaint, making it difficult on occasions to couple different manufacturers' products. While all now use a version of the small tension lock coupling,

Bachmann 'OO' gauge LBSCR 'H1' Class 4-4-2 2038 *Portland Bill* in Southern lined green crosses Great Waking Falls bridge on a Manchester to South Coast eight-car working.



'OO' gauge kit-built LBSCR 0-4-2 214 *Gladstone* departs Whitefield at the head of three LBSCR carriages.



there are differences in design and, occasionally, height too. The fixes - shortening NEM sockets or replacing the couplings altogether are relatively straightforward, but not necessarily practicable for all modellers. Progress is needed in this area, I feel.

Interestingly, magnetic couplings have become increasingly popular for fixed rakes via West Hill Wagon Works' Hunts Couplings range and we have also recently seen Hornby introduce optional magnetic close couplings with its new Maunsell Dining Saloons (see pages 78-79).

A solution for manufacturers could be to provide all models with two sets of standardised couplings, one which gives close coupling and another with a longer tongue to cater for tight radius curves.

TRACTIVE EFFORT

Loss of traction through insufficient weight is an area which manufacturers now seem to be rectifying with more cast metal parts and a sensible return to traction tyres on lightweight models. Hornby's revamped



model of the Gresley 'A1'/'A3' 4-6-2 is a perfect example of this where the inclusion of a die-cast running plate below the boiler has both improved the locomotive's looks while adding all-important adhesive weight to the chassis to help these 'Pacifics' haul scale length trains.

Some models appear to be fitted with a gear ratio giving too high a top speed. If we look at steam locomotives in general, the fast passenger locomotives have a wheel diameter of between 6ft 8in and 6ft 2in – a gearbox designed to give a top speed of 90mph at 12volts would be great. This would also be suitable for slower locomotives, as their smaller diameter wheels would bring their speed down. For example, a 3ft diameter wheel on an 0-4-0ST with the same gearbox would give a top speed at 12volts of 40mph, a bit on the fast side.

DECORATION

You only have to look back 10 years to see how the quality of lining, lettering and printing has

advanced. But this year, there has been much comment regarding the shade of BR green selected for some steam locomotives, particularly on Hornby's recent 'OO' gauge LNER 'A2/2' and 'A2/3'. Of course, we should also recognise that our perception of this can be dependent on light conditions, background colour reflections and the overall paint finish, be it matt or gloss.

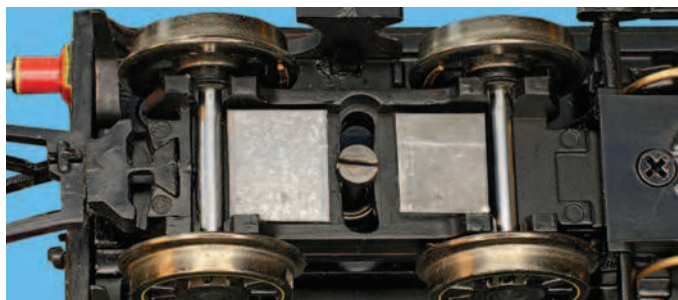
A problem with lining is that when it is scaled down exactly, the contrast between that and the base colour means one perceives the base colour differently. It may be that if Hornby had fractionally oversized the lining and produced the locomotive in a gloss finish that no one would have complained. An item on a real locomotive of 1in becomes 0.3mm in 4mm:1ft scale. Try noticing that at a normal viewing or operating distance!

DC OR DCC

There has been a shift change in the provision for digital control and sound installations in recent years with manufacturers making greater consideration to the most modern form of model railway control. This has brought new design considerations to models and in means we have much more feature-rich locomotives being delivered straight out of the box. Many are also now being offered with factory fitted digital sound too as a second option alongside a DCC ready product suitable for analogue layouts.



Bachmann's 'OO' gauge LNER 'V2' 2-6-2 4791 in LNER lined green departs Flackwell Heath motive power depot on Trevor Jones' Great Woking, Whitefield and Flackwell Heath garden railway.



Underside view of Bachmann's 'OO' gauge Johnson '1P' 0-4-4T showing added weights, insulated washers and shortened coupling.

Motor control is important with either system, but some of the early adoptions of coreless motors lacked the inertia and response that a model railway locomotive needs. The five-pole motor with a brass flywheel still continues to give the best performance in ready-to-run models.

PRICE

Now for the big one. The rising cost of models has been a cause of unrest. We must remember the continued improvements in design, accuracy and finishes of our models have been effected following the transfer of production to China where it was more cost-effective and the latest manufacturing methods enable greater efficiency.

However, worldwide labour and shipping costs are increasing and so prices will only rise to reflect this. Prices will rise, but as long as manufacturers continue to innovate, models should still represent good value compared to the cost of commissioning a specialist to produce a one-off bespoke item.

I would like to think that we may see more examples of working lights on steam locomotives and increased inclusion of realistic sound and smoke units which would operate both on Digital Command Control (DCC) and analogue which is part of Hornby's offering in its 2022 range models of the Stanier 'Black Five' 4-6-0 and LMS 'Turbomotive' 4-6-2.

PERFORMANCE

So, onto the performance details for the 'OO' gauge locomotives purchased in 2021. In terms of quality and running, the best locomotives were Hornby's air-smoothed 'Merchant Navy' 4-6-2, Thompson '01' 2-8-0 and LNER 'A2/3' 4-6-2, together with Bachmann's LBSCR 'H1' 4-4-2, LNER 'V2' 2-6-2, Class 85 electric (E3057), Class 47 diesel and Class 117 DMU.

Amongst the next group was Bachmann's Johnson '1P' 0-4-4T, which required tweaks to the pick-ups and weight added to suit my layout – but what a great model it is. Also in this group were the

Dapol/Rails of Sheffield and Hornby LBSCR 'A1X' 0-6-0Ts and Oxford Rail LNER 'J27' 0-6-0, each requiring tweaks to the pick-ups and weight adding for the best possible slow running on the garden railway.

Of the remaining models, the one of my two Dapol SECR 'D' Class 4-4-0s which needed to be returned was received back in satisfactory condition following repair, making good use of Dapol's warranty in this case.

The Bachmann GWR '94XX' 0-6-0PT which had to be returned was also promptly repaired showing good customer service from the aftersales side of Bachmann Europe, while the KR Models GT3 suffered pick-up and back-to-back problems which required addressing, together with an issue with the front bogie which lifted the driving wheels off the track at the start of a gradient. I removed the NEM socket, reversed the bogie and altered its springing action and it now runs perfectly.

On the other side of the coin,



Bachmann's all-new 'OO' gauge Class 47 D1563 in BR two tone green with small yellow warning panels passes over Flackwell viaduct on a Motorail working, formed of BR's distinctive Newton and Chambers car carriers.

Hornby and Dapol 'OO' LBSCR 'A1X' 0-6-0Ts double-head a departure from Great Woking on a set of four-wheeled coaches.



KR Models' unique 'OO' gauge English Electric gas turbine 4-6-0 'GT3' passes through Whitefield Station.

my one second-hand kit-built purchase, *Gladstone*, required an overhaul and a tender pick-up fitted, adjustments to the locomotive to tender connector. It now runs well, but for some reason it will only haul its three-coach load up the gradient backwards.

CONCLUSION

Is the core assertion that we've never had it so good really true? Absolutely. Of course, there are some issues which could usefully be addressed - but in terms of quality, many of the products on offer today would have required special commissions even 30 years ago. The variations within models being catered for were also once unthinkable and we have to be aware of how much hand assembly is required to create each of the crafted models we receive. Given the standards the ready-to-run manufacturers offer and the prices they charge by comparison with those of bespoke handbuilt models, it is hard to argue that they do not offer excellent value.

HM

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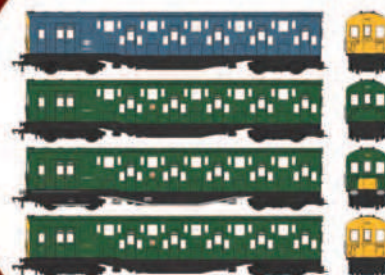
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BUILDING YOUR OWN rolling stock can be very pleasurable, though the process inevitably involves an element of trial and error for the uninitiated. In the April 2022 issue of *Hornby Magazine* (HM178), we considered using different modelling media to produce a bespoke 'kit' of a diesel brake tender. If you've not tried this kind of thing before I'd suggest something simpler to begin with – certainly not a complicated etched brass kit, which will almost certainly be a one-way ticket to disaster. Of course, there are plenty of

eminently buildable plastic kits on the market from companies such as Peco Parkside, Cambrian and Slaters, but I had in mind something a little more individual and unique – and in a way, even simpler.

I've been familiar with the Hornby-Dublo 'OO' gauge Prestwin bulk powder hopper (latterly marketed by Wrenn) since it was first introduced 60 years ago. It looks very top-heavy compared to the popular 'OO' Airfix/Dapol kit, and I'd always assumed its dimensions had been amended to get it to fit on the standard Binns Road 10ft wheelbase push-brake chassis.

Not so, apparently. The anomaly comes about because the Dublo Prestwin actually represents an early batch of these vehicles that were almost a foot taller and two feet shorter than the more familiar Airfix type. They ran on 10ft wheelbase clasp-brake chassis rather than the 12ft underframes of the later wagons.

Far from being a dimensional fiction, the Dublo/Wrenn bodysell is in fact surprisingly accurate, but the chassis – which has the wrong kind of brakes and buffers anyway – is very much oriented towards the train set market. This was no problem

because Red Panda makes a very good plastic underframe kit that's ideally suited to the early-pattern Prestwin as well as many other standard wagon types.

Given that no swapmeet or online auction is complete without a selection of Dublo/Wrenn Prestwins at knock-down prices (I bought these bodies as spares) it doesn't take much imagination to put the two together and come up with an accurate scale model of a wagon type that's yet to be covered by kit manufacturers or the ready-to-run companies. I couldn't think of an easier project for a first-time build. **HM**



On the earlier design, the twin silos were mounted on top of the chassis, as seen here, whereas with the later variant (extreme left) the centre of gravity was lowered by mounting them between the frames. They were a familiar sight on the West Coast Main Line until the early 1980s, working to and from the Cumbrian coast with chemical traffic.



1

Hornby Dublo launched the Prestwin Silo in August 1962, close to the end of the company's independent existence. It was an unusual choice – these bulk powder carriers were far from commonplace and I only ever saw a handful of them in operation.



The top half of the Dublo model depicts the Dia. 1/274 Prestwin introduced in 1960, whereas the Airfix kit of 1964 (subsequently manufactured by Dapol) is of the later Dia. 1/277 design which was lower and longer. I still think it's one of the best plastic wagon kits that's ever been made.

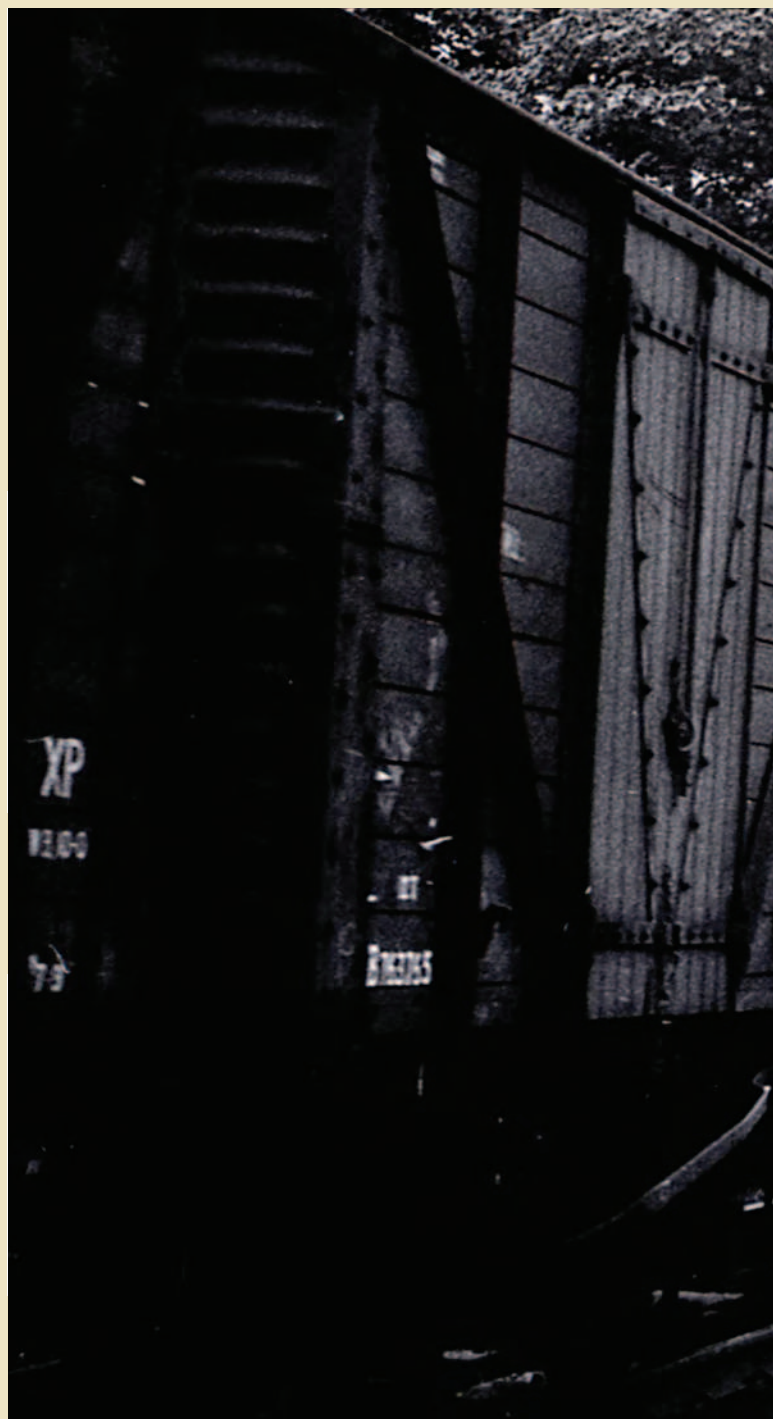


This is what we'll be working with. It looks like a kit, and it functions like a kit, but it's actually a composite of different products – a Red Panda underframe, a set of Alan Gibson wheels and the bodyshell from the old Hornby-Dublo Prestwin silo bulk powder carrier. Real Prestwins had roller-bearing axleboxes and plate axleguards – as the Airfix kit does – so there's a compromise here.



4

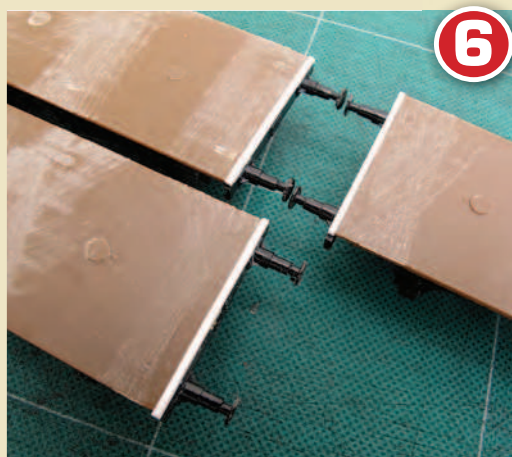
Red Panda's 10ft wheelbase clasp-brake underframe has been around for a good few years and it's simple to build, accurate and inexpensive. These days it seems to be moulded in a type of styrene that resists many adhesives, so my inclination is to glue them with something much tougher and more astringent, such as Humbrol's Liquid Poly.



5

Underframes at various stages of construction. The aggressive solvent effectively welds the parts together. It's important when building a chassis kit that you check everything is square, true and correctly aligned. Components don't shuffle into place automatically, but require careful adjustment. Be sure to trim off all sprue stubs or the parts won't fit properly.

Only a few hundred Prestwin Silo wagons were built, and away from the chemical plants of South Lancashire and Cheshire they were pretty rare. Here on August 31 1967, a pair of the later Dia. 1/277 hoppers make their way north over the Settle and Carlisle line at Long Preston as part of a fitted freight. The train engine visible in the distance was the unique 'Black Five' with Stephenson link valve gear, 44767. **Tim Shackleton**



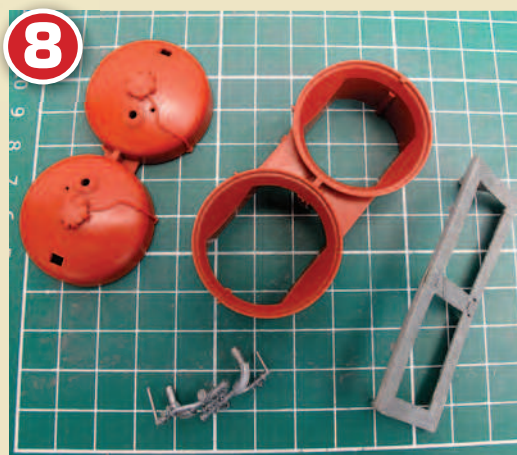
6

BR's notionally standard 10ft underframe came in a number of lengths, and here I've added 32mm long strips of 40thou square styrene to the ends of the floor to bulk out the wagon. Without them, the bodywork would overhang the underframe.

7



Having been painted and pre-weathered, the lightweight plastic underframes need ballasting so I made shallow boxes out of styrene sheet – reinforced at the corners with square-section strip – and part-filled them with lead shot secured with PVA – alternatively you could use Deluxe Materials' excellent Liquid Gravity. A good all-up weight for a wagon like this is about 40g.



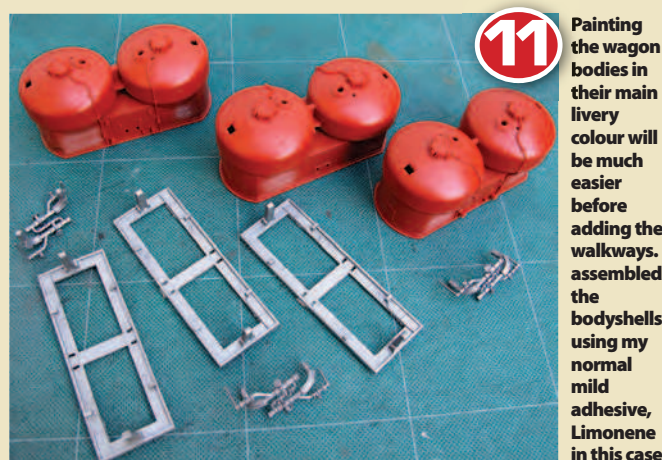
8 One-piece moulded bodysells were the norm in the early 1960s, when Hornby-Dublo first introduced the Dia. 1/274 Prestwin. Like the Airfix kit of the Dia. 1/277, it's a very sophisticated piece of pattern making.



9 The lettering, being moulded into the bodysell, is best removed by careful rubbing with a fibreglass burnishing brush. You can fill any indentations that remain but I'm going to rely on weathering and further transfer application to cover any scars.



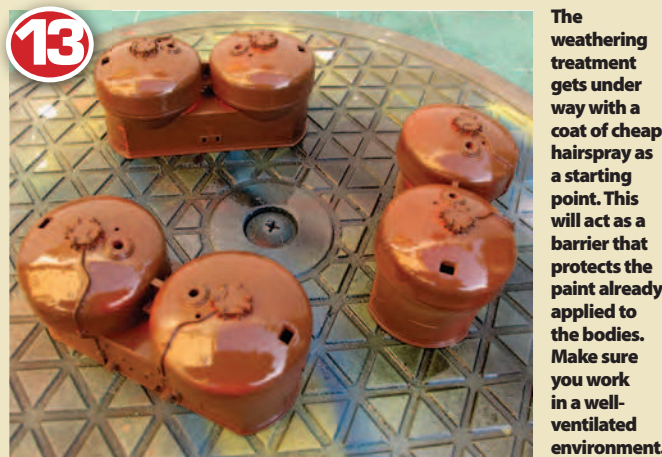
10 The early Prestwins were very tall wagons (a whisper under 12ft 6in over the discharge gear) but the Dublo model was taller still. The best way to remove the excess height is to file away the flange at the bottom of the bodysides.



11 Painting the wagon bodies in their main livery colour will be much easier before adding the walkways. I assembled the bodysells using my normal mild adhesive, Limonene in this case.



12 Initial bodywork painting was a thin and deliberately uneven coat of Revell No 84 Leather Brown, allowing the underlying orange plastic to show through in places. As the unmistakable shape begins to emerge, note that both the body and underframe are handied.



13 The weathering treatment gets under way with a coat of cheap hairspray as a starting point. This will act as a barrier that protects the paint already applied to the bodies. Make sure you work in a well-ventilated environment.



14 Using LifeColor's useful 'Burned' set of acrylic paints, I've added subtle tints of colours from the same part of the spectrum as the underlying brown. The differences at this stage are barely noticeable, but they're there.



15 As soon as the acrylics are touch-dry, I've started scrubbing and scratching away at them using big, stiff-bristled brushes. This causes the surface finish to break up in a random way, echoing the way paintwork on the real thing responded to the elements and the abrasive chemicals these wagons carried.

16



Next, thin coats of similar colours – in this instance from the Mig AMMO Red Primer set – are streaked on randomly. This process helps build up the rich layers of discoloration evident on these vehicles at every stage of their lives.

17



Once the paint has dried, I can add the pre-painted walkways and pipework. It would be awkward to try and weather the bodyshells with these fittings in place.

18



20

The height differential between the two Prestwin diagrams is readily apparent here, as is the longer wheelbase of the Airfix version on the left (Dia. 1/277) and other proportional variations compared with the 'Hornby Dublo' Dia. 1/274 design on the right. Equally big variations were obvious in the shade of BR Freight Stock Red ('bauxite' to us modellers) – prototype observation suggested it veered from orange to a rich chocolate and all shades in between.



WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
3-hole disc wheels	Alan Gibson	4002
10ft wheelbase underframe kit	HA Models	RA01
40thou square styrene	Albion Hobbies	407-51/3
Airfix/Dapol Prestwin bulk powder hopper kit	Dapol	C043
BR Prestwin bulk powder hopper lettering	Cambridge Custom Transfers	BL48
BR roller bearing axleboxes (51L)	Wizard Models	BRC025
Burned acrylic paint set	Lifecolor	LC-CS29
Hornby Dublo Prestwin bulk powder hopper	N/A	4658
Instantan Couplings	Masokits	8.01
Leather Brown enamel	Revell	84
Limonene cement	Tamiya	87113
Liquid Gravity	Deluxe Materials	BD38
Liquid Poly	Humbrol	AE2500
Red Primer acrylic paint set	MIG Ammo	A.MIG-7002
Signal laddering	Ratio	451
Vacuum pipes	MJT	2951

USEFUL LINKS

Alan Gibson	www.alangibsonworkshop.com
Albion Hobbies	www.albionhobbies.com
Cambridge Custom Transfers	www.cctrans.org.uk
Dapol	www.dapol.co.uk
Dart Castings	www.dartcastings.co.uk
Deluxe Materials	www.deluxematerials.co.uk
H A Models	www.hamodels.net
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MIG Ammo	www.migjimenez.com
Peco	www.peco-uk.com
Revell	www.revell.com
Tamiya	www.tamiya.com
Wizard Models	www.wizardmodels.ltd

The addition of side ladders starts to pull the wagon together. I used Ratio plastic signal laddering. As well as Instantan couplings and vacuum pipes you'll see I've listened to my conscience and retro-fitted roller-bearing axleboxes (of two different types) from Wizard Models.

19



Transfers, weathering and final detail touches are the factors that ultimately bring a model to life – it's always a magical moment when the long-anticipated end result is finally there before your eyes. John Isherwood of Cambridge Custom Transfers has a whole sheet of graphics (ref BL48) devoted to the Dia. 1/274 hoppers.

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R30084	Sentinel MSC	£87.00
R30085	Sentinel NCB Stanton No 57	£87.00
R30087	A3 LNER No 45 Lemberg Wartime Black	£202.00
R3545	B12 BR 61556 British Railways	£132.00
R3702	Peckett Tytherington Stone 'Daphne'	£102.00
R3703	Peckett S&KLR Open Back Cab 'Bear'	£102.00
R3750	Belmond 'British Pullman' Train Pack	£273.00
R3832	A2 LNER Thompson 'Edward Thompson'	£157.00
R3855	Princess Royal BR 46211 'Queen Maud'	£172.50
R3856	Princess Coronation BR 46257 'City of Salford'	£172.50
R3890	Class 91 91002 'Durham Cathedral'	£174.00
R3891	Class 91 LNER 91118 'The Fusiliers'	£174.00
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Gordon's Lane

There is surprising variety on the railways in Wessex. **GREG MARSHALL** shows just how much in this present day 'OO' gauge exhibition layout, which is just 1ft wide.

PHOTOGRAPHY, TREVOR JONES



A busy night-time scene as three GB Railfreight Class 73 electro-diesel locomotives pass the Multi Purpose Vehicle (MPV) maintenance shed on a light engine move to Eastleigh.



GAUGE
'OO', 16.5mmSCALE
4mm: 1ftSIZE
25ft x 6ftREGION
SOUTHERNPERIOD
2010sCONTROL
DCC, LENZ DIGITAL PLUS

WELCOME to Gordon's Lane, the latest in a collection of 'OO' gauge exhibition layouts developed either solo or as part

of the Beckenham and West Wickham Model Railway Club, of which I am Chairman, including Ebsworth Street, Oak Lane TMD, Tramlink and Beckwick.

Gordon's Lane is a project I had been intending to build for a long time and is named after my late grandfather, Gordon Marshall, who passed away in 2016. He used to share stories with me about his travels on the Wessex route out of London Waterloo when he was in the army and during family holidays on trips

to the New Forest.

He was always very supportive of my hobby and came to a couple of shows when I was exhibiting.

Gordon's Lane is a fictional location somewhere on the Wessex Main Line, set from 2000 to the present day and boasts a large selection of prototypical rolling stock. It is modelled with third-rail electrification, features a Multi Purpose Vehicle (MPV) maintenance depot alongside the running lines and is wired for Digital Command Control (DCC) with full colour light signalling.

Much of the motive power and rolling stock is ready-to-run and comes from the main manufacturers, although there are some unique handbuilt models

too. Amongst the motive power roster available for traffic are examples of Classes 37/47/50/59/60/66/70 and 73, together with Diesel Multiple Units (DMUs) of Class 158/159/170/220 and 221, plus Class 450 'Desiro' Electric Multiple Units (EMUs) and a host of on-track plant with tampers, wagons and MPVs.

When it came to planning, I wanted to keep the layout modest and manageable due to the space available at home for storage.

That said, I also wanted to run full-length examples of typical trains that run along the route - 12-car Class 450s, nine-car Class 159s and - should a manufacturer ever develop them - ten-car Class 444 long-distance 'Desiros'. »





AROUND THE HORNS

Gordon's Lane features Tim Horn Baseboards, which the Beckenham and West Wickham model railway club has used before on 'N', 'OO' and 'O' gauge layouts. It has been designed for end-to-end or continuous loop running, with an 18ft scenic section and, in turn, provides exhibition managers with 40ft x 1ft (end to end) or 25ft x 6ft (oval) options.

Following assembly of the baseboards, the layout was completed in stages with the end-to-end section tackled first before adding in the curved boards to develop the oval. The storage yard for the end to end configuration was next and, once marked out, holes were drilled ready for the point motors to be installed. Three of the main baseboards were then bolted together and track laying began in earnest, with all joints and connections completed in the usual fashion.

Within days, laying of the track in the storage yard was complete and then it was on to the task of wiring it all up. This then

"I had previously said that I would never build another layout with third-rail. But I have. I have even gone to the trouble of installing a third-rail flash to replicate the effect of shoe gear coming off the end of the ramp."

GREG MARSHALL



Above: Colas Rail Tamper DR73913 slows as it prepares to cross to the maintenance shed for servicing, whilst MPV DR98960 undergoes attention at the depot.



Below: 66773 Pride of GB Railfreight heads 4Y19 Mountfield Sidings to Southampton Western Docks as a nine-car Class 159 West of England service approaches in the opposite direction.



enabled track laying of the main scenic section of the layout to commence with four of the six boards completed initially. There were a few complications, including the stretch over the double track bridge (Bachmann Scenecraft) which had to be set in place to ensure the track sat straight and level over it. This required the base of the bridge marking out on the baseboard, for locating the abutments. We then created a base for the bridge sides.

To maximise space and improve operation of the storage yard, bespoke double scissor crossings were installed at each end. These in turn now provide access to all lines and another friend (Mike) has agreed to build the Entrance-Exit (NX) panels so the layout becomes easier to operate at exhibitions when setting routes.

Exit signals are located at each end of the storage yard providing the operator with a visual indicator of whether the route past the maintenance shed on the scenic section is clear or not. As with the real thing, if green is displayed, trains can run unhindered from the storage yard via the main layout and back to the storage yard again. If the signal displays double yellow aspects, the main route is not set.



As the sun sets over Gordon's Lane an MPV undergoes servicing, while a SWT Class 450 EMU trundles by on an all-stations stopper.

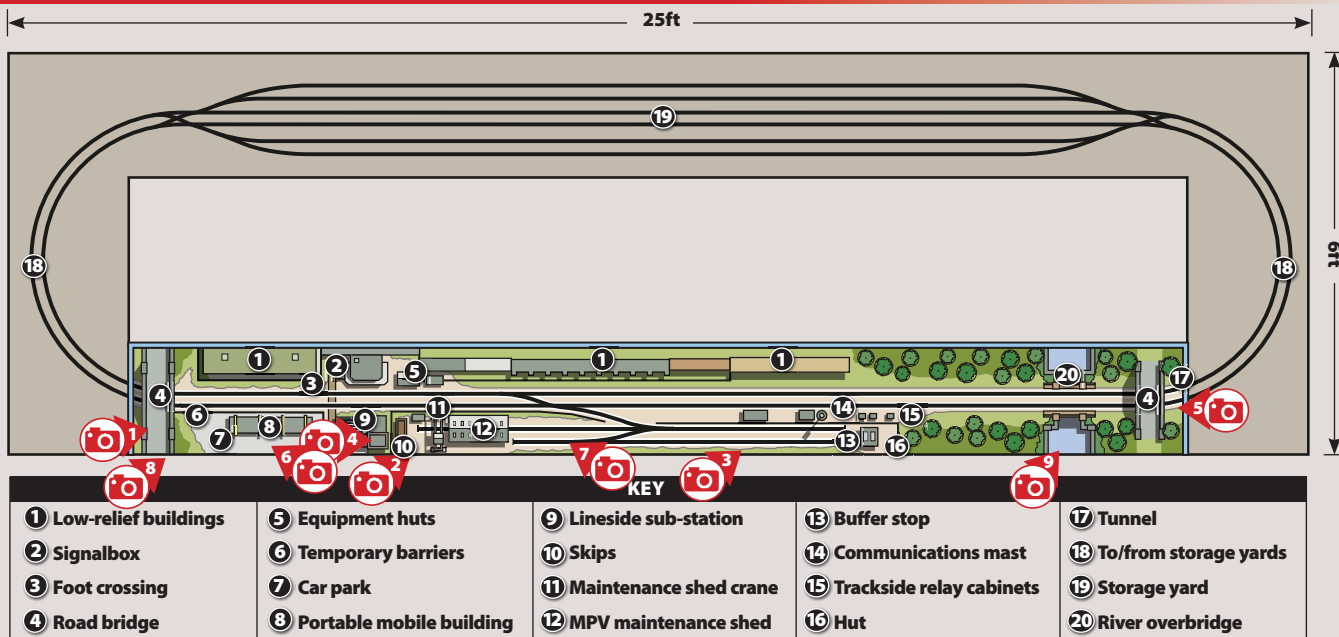
During the lockdown in December 2020, the opportunity was taken to work on the multiple unit fleet, adding DCC decoders to sockets, or hardwiring them direct in the case of the Bachmann Class 159, 170, 220 and 221s. Kadee couplers were also fitted.

SHIELDING PROGRESS

In February 2021, the requirement to shield for five weeks allowed me to make huge progress on further developing the layout. I worked on creating the canal water scene – something I had not attempted before – and added static grass



GORDON'S LANE TRACK DIAGRAM (NOT TO SCALE)





Morning peak services in the hands of South West Trains' (SWT) Class 450 Desiro EMUs pass at speed, while track workers take photographs of the new signalling system.



SWT158773 heads an afternoon service past the signalbox, as staff prepare for the final stage of the signalling upgrade plan.



for the first time, too. Having applied the material to the layout using a static grass applicator, I was initially disappointed with the results, as the grass didn't really stand up as I felt it should. However, I have since discovered I need a variety of lengths of grass for the effect I'm after, so have ordered the necessary items to complete the scene.

Further scenic detail has since been added to the layout following several long days and late nights in the log cabin, with hills, trees and backscenes now complete. I know my limitations, especially when it comes to making buildings so I asked a couple of friends (Dave and Chris) to help with building some of the kits for the scenic section of the layout. I gave Chris an idea of what I was looking for and, together with Dave, I let them work their magic on some of the buildings. This, in turn, helped me focus on the track and wiring.

I have a number of MPVs, hence the maintenance depot which is from the Railway Laser Lines range of laser-cut kits. As with the prototypes during their time with South West Trains, some of the MPVs have been resprayed with their brightly coloured liveries, while some of the modules have been removed with parts around the depot to suggest repairs.

Further kit-built structures include warehouses, the crane (a Dapol product) and some scratchbuilt trackside relay boxes. To balance out the kits, there are also a number of ready-built resin buildings from the Bachmann Scenecraft and Hornby Skaledale ranges to complete the structures. Following a chat with Justin from Scale Model Scenery at Model Rail Scotland earlier this year, a new warehouse kit is in the offing which will certainly prove useful along the backscene.

It has been great to see the layout finally coming together, fitting the buildings to the backscene and placing others on the

layout to ensure they look right. Detailing of the shed was my favourite task, which I achieved using a series of different modelling techniques including wiring small LEDs in the roof, exterior lighting, kit and pre-built detailing parts – it was very fiddly but worth it.

THIRD (AND LAST?) RAIL

I had previously said that I would never build another layout with third-rail. But I have. I have even gone to the trouble of installing a third-rail flash to replicate the effect of shoegear coming off the end of the ramp. The Double O Gauge Association's (DOGA) third-rail gauge was utilised whilst installing the conductor

rail from Peco items. I have used Absolute Aspect LED signals and also a four-aspect red/white shunt signal for the MPV depot. I opted for these to show that the route's signalling is being upgraded – I'm intending to add full interlocking and track circuits in due course.

The main scenic section has its own control panel, so if I build a new layout the storage yard can also be incorporated into that (and other layouts) too. This panel provides full control of the two signals, four shunts and also includes an automatic button for the main aspect signals to work with track indication.

I like the idea of people seeing what operates on layouts at exhibitions. It

provides a talking point and stops people getting distracted and trains stopping on the layout. With around four people operating it, there is capacity for one person operating the MPV yard to chat with the public. With Gordon's Lane, I wanted to show people what you can achieve with just 1ft wide boards and I think the layout achieves that.

The scenery is almost complete, with just a little more detail yet to be added, and I have already concluded that the storage yard is not quite big enough for my fleet, so I have placed another order with Tim Horn, enabling me to extend it to 12 tracks. This will also be used on Ebsworth Street, which I hope to feature in a future issue

Gordon's Lane





7 Left: Grey cloud gathers as one of SWT's short-lived Class 170 DMUs glides past the MPV maintenance shed.

8 Below: Overview of Gordon's Lane's 18ft scenic section, seen to great effect with the MPV maintenance shed situated towards the centre.

9 Bottom: A lone duck is oblivious to GWR's Class 158 158766 passing overhead, bound for Portsmouth Harbour.

of *Hornby Magazine*. For those who would like to see the layout up close, Gordon's Lane will be attending the Medway Model Show at Fort Pitt Grammar School, Chatham on September 3/4 2022. **HM**



Dibnah

DIORAMA

Fred Dibnah was a legendary steeplejack and passionate about steam power. **DAN EVASON** pays tribute to him with a 4mm scale diorama based on a chimney scene.

FRED DIBNAH, the renowned steeplejack, was one of my heroes. I loved his way of thinking and his approach to life, his appreciation for the Victorian era and his passion for steam.

As child I remember watching him on television with his ladders strapped by ropes to a great big chimney with not a hard hat in sight. I watched in amazement as Fred would spectacularly bring these brick monsters to their feet in a cloud of red and grey dust and then just simply walk away casually saying "Did you like that?"

With those images of the chimney falling in mind, I wanted to create a small diorama for this month's feature that was a bit of a nod to the great man himself. I used a selection of off-the-shelf scratch-aid kits from Fair Price Models that could be easily incorporated into any model railway layout and really bring a scene to life.

The chimney and boiler house structures are formed from laser-cut MDF components, together with a

sheet of glazing for the windows. The main building measures 60mm x 68mm x 110mm when complete, while the chimney builds to an impressive 35mm x 35mm x 360mm.

I also wanted to do things a little differently for this build and try a new technique. Usually I tend to steer clear of brick papers in favour of using embossed plastic card. However, for this build I decided to experiment and see how effective using brick paper could be.

In this step by step guide we will show you how we created this rundown 4mm scale chimney and boiler house scene, in one of my favourite builds to date. I think you will agree that brick paper wraps can be used to great effect on buildings like these with a little bit of care, attention and weathering. You can find more of our modelling guides online at www.keymodelworld.com/step-by-step. **HM**

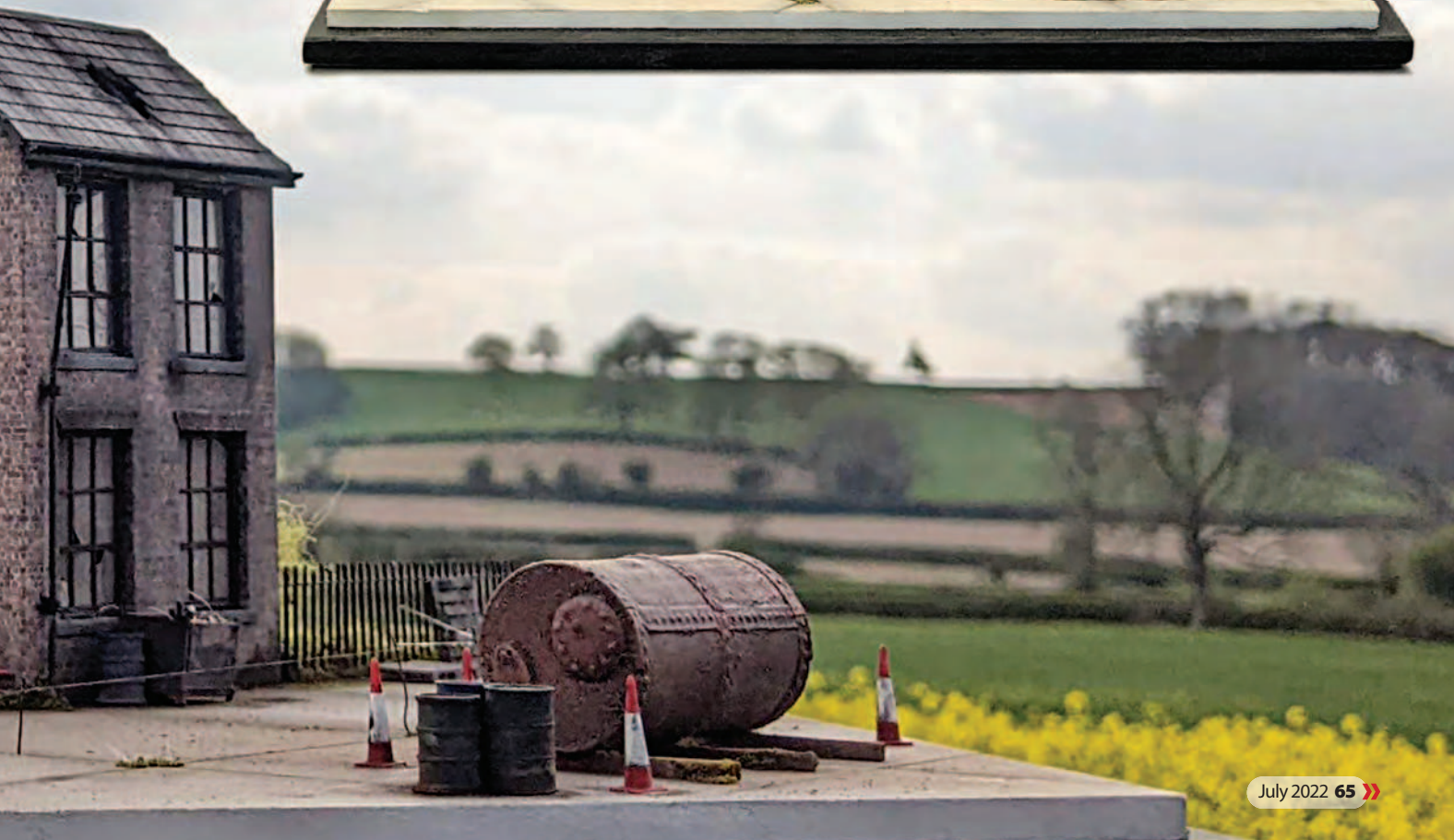
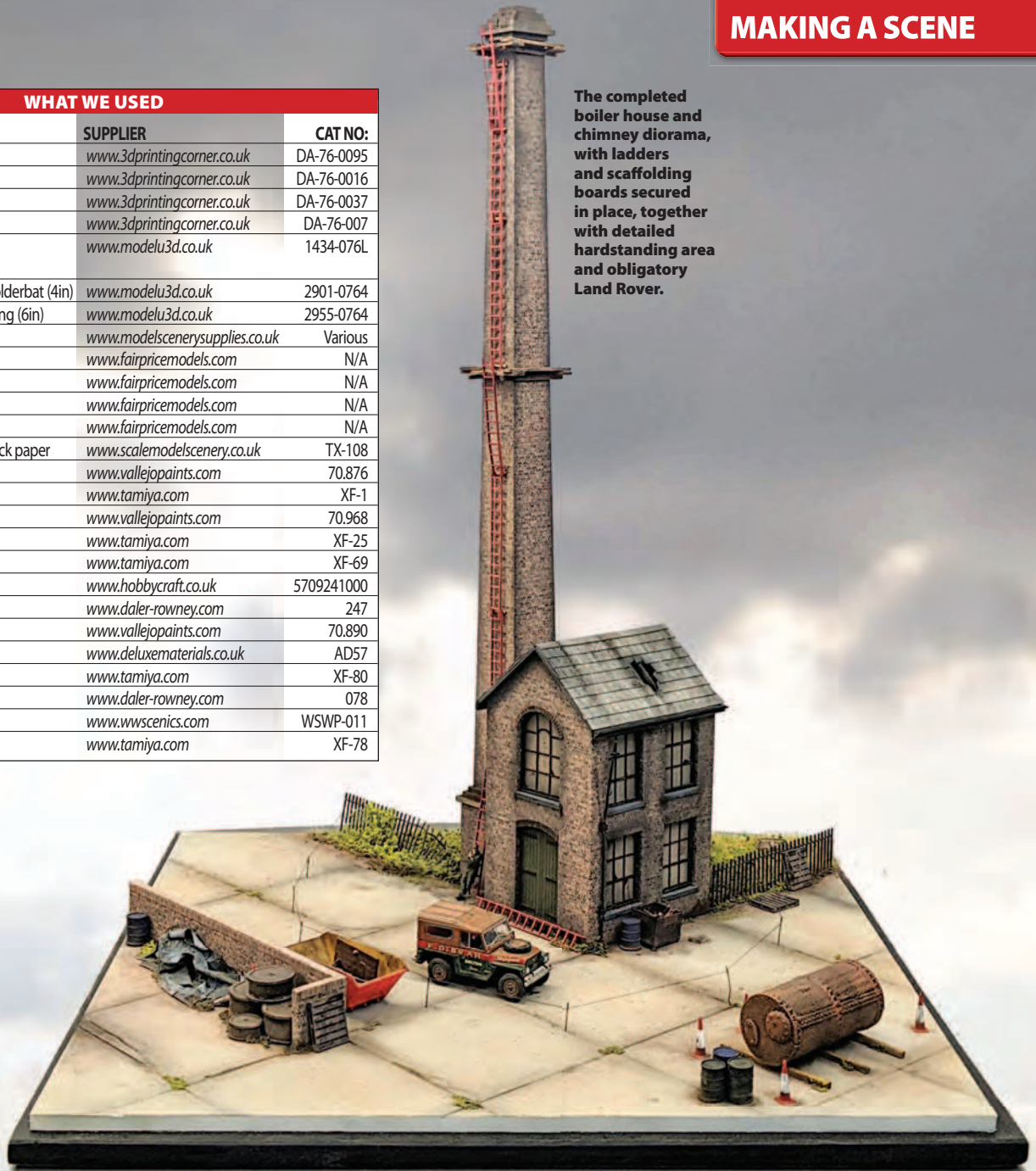
Dan Evason's superb scene depicts a rundown boiler house and chimney in the process of being prepared for dismantling.



WHAT WE USED

PRODUCT	SUPPLIER	CAT NO:
3D-printed barrels	www.3dprintingcorner.co.uk	DA-76-0095
3D-printed pallets	www.3dprintingcorner.co.uk	DA-76-0016
3D-printed skip	www.3dprintingcorner.co.uk	DA-76-0037
3D-printed cones	www.3dprintingcorner.co.uk	DA-76-007
3D-printed 'Fred' figure (workman with sandwich)	www.modelu3d.co.uk	1434-076L
3D-printed round cast iron holderbat (4in)	www.modelu3d.co.uk	2901-0764
3D-printed half-round guttering (6in)	www.modelu3d.co.uk	2955-0764
EZ Line	www.modelscenerysupplies.co.uk	Various
Laser-cut chimney	www.fairpricemodels.com	N/A
Laser-cut iron fencing	www.fairpricemodels.com	N/A
Laser-cut ladders	www.fairpricemodels.com	N/A
Laser-cut boiler house	www.fairpricemodels.com	N/A
Aged brown English Bond brick paper	www.scalemodelscenery.co.uk	TX-108
Brown Sand acrylic	www.vallejopaints.com	70.876
Flat Black acrylic	www.tamiya.com	XF-1
Flat Green acrylic	www.vallejopaints.com	70.968
Light Sea Grey	www.tamiya.com	XF-25
Nato Black acrylic	www.tamiya.com	XF-69
Pritt Stick	www.hobbycraft.co.uk	5709241000
Raw Umber acrylic	www.daler-rowney.com	247
Refractive Green	www.vallejopaints.com	70.890
Roket card glue	www.deluxematerials.co.uk	AD57
Royal Light Grey acrylic	www.tamiya.com	XF-80
Warm Grey acrylic	www.daler-rowney.com	078
Weathering powders set	www.wwscenics.com	WSWP-011
Wooden deck tan acrylic	www.tamiya.com	XF-78

The completed boiler house and chimney diorama, with ladders and scaffolding boards secured in place, together with detailed hardstanding area and obligatory Land Rover.



STEP BY STEP **CREATING A RUN-DOWN BOILER HOUSE AND CHIMNEY DIORAMA**



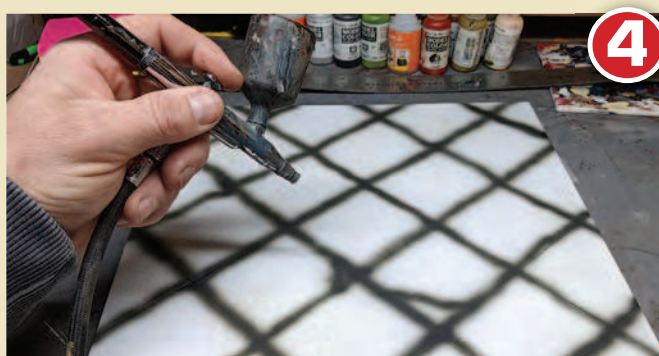
1 To start, a 1ft x 1ft square of birch ply was cut and painted satin black. Then using a sheet of 5mm Foamex, I cut this square slightly smaller to the shape of the plywood base below. This will be the basis for creating the hardstanding area on which the boiler house and chimney will sit. Armed with a steel ruler and pencil, the slabs of 'concrete' were marked and indented on the Foamex.



2 Once the slabs were marked out, I added more details like cracks and chips to the edge of the concrete slabs to give it that aged look. I created these again by using a sharp pencil and little bit of pressure. Foamex has great properties in that it's hard like plastic, but soft enough to mark using your finger nail, so it's great for this purpose.



3 Now the fun bit (even more so if you need to release a bit of tension). Take a wire brush and agitate the surface of the Foamex. Don't scrub it - bash it! This will give the concrete a great effect later on at the weathering stages.



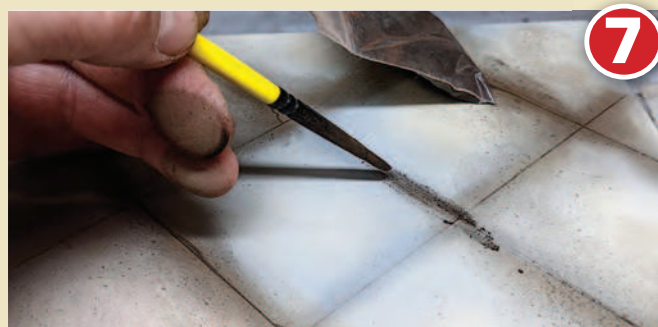
4 Using an airbrush, I picked out all the joints and cracks in the concrete using Tamiya Nato black. Don't worry about being neat at this stage - the less uniform the better. The stark appearance will be toned down in due course.



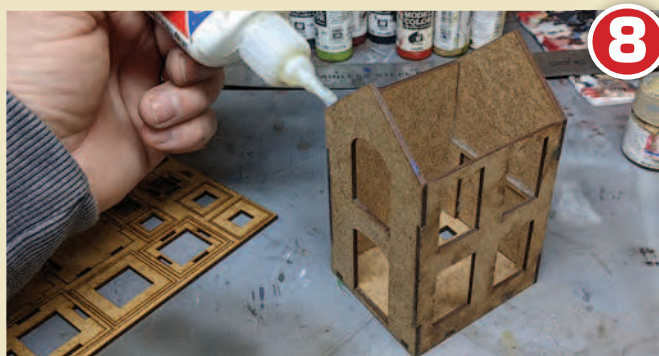
5 Once the black paint was dry, I used Tamiya Royal Light Grey to colourise each slab of concrete. Spray a heavier application around the edges of the concrete joints, then finish off with a lighter section in the middle. Take your time and pick out random panels until the whole concrete area is complete.



6 To finish off the concrete sections, some Tamiya Deck Tan was added using the airbrush. I find this colour really complements the concrete effect. A light application in the centre of each panel should do the trick.



7 Now for the messy part - it's out with the weathering powders using a selection of colours - browns, blacks, and earth tones. Using a brush, push the weathering powders into the cracks of the concrete. If there's any excess, rub it into the surface as this is where the effect of the wire brush effect comes into play, giving you a very convincing looking concrete.



8 The boiler house is a very simple construction of four laser-cut walls and a roof. A second floor could be added to the main building at this stage, if you wish to do so. I used Deluxe Materials Rokit card glue for construction of this MDF building.

9



Selecting the right style of brick paper is a major factor in how this project will turn out. I came across this aged brown English Bond brick paper from Scale Model Scenery. Using a pair of scissors, the A4 sheet was cut down to a more manageable size.

10



I've found the best glue to use with brick paper is Pritt Stick (or similar), as it grips the paper and MDF really well. When applying the paper wrap, make sure you take your time to get everything nice and square and all the corners are sharp and wrinkle-free. One little problem to overcome is working out where to put the joint in the paper. I used the chimney placement to hide the joint.

11



When it came to the windows and finishing off the paper wraps neatly around them, I carefully cut down the centre of the window opening with a new sharp scalpel blade and then did the same across the window sill and lintel. A spot of card glue was added to the inside walls of the window opening and the paper was carefully folded in through the window to hold it in place.

12



Windows, door lintels and window sills were painted next. Tamiya Nato Black was applied to the windows followed by rust effect paint from Town and Country Scenics to give them an aged look. The main door was roughly painted green using the dirty black paintbrush from the windows to give it a mucky green appearance and make it look aged. Tamiya Sea Grey was used for the sills.

13



A light misting of Deck Tan was then applied to the glazing, which helps disguise the lack of interior and enhances the run-down look of the building. The glazing was then cut and trimmed to the correct size, before gluing to the window frames using a small amount of Deluxe Materials Roket card glue. Once dry, small holes and cuts were made in the glazing to give the effect of broken or cracked glass.

14



The windows were fitted from the inside using a small spot of card glue on an old paintbrush, as trying to get the bottle of glue inside this small building is a little tricky. Then, turning attention to the exterior, the lintels and window sills were fixed in place. Again I used a tiny amount of card glue, being very careful not to get any on the brick paper.

15



The roof is a pre-cut cardboard rectangle with a score down the centre to allow it to be folded over the pitch of the roof. As I was keen to add to the effect of a building ready for demolition, I took a knife to the roof as I wanted to create a section of missing tiles. The tiles were cut from the fret and glued in strips, starting from the bottom of the roof working upwards. The key to fitting these tiles is to keep your strips nice and level as you work your way up the roof.

16



Once both sides of the roof were covered, the capping row of tiles was set in place. Once dry, I trimmed the excess overhang with a sharp knife and cut away the tiles to reveal the hole in the roof. Then, the roof was painted using Daler and Rowney Warm Grey acrylic with a spot of Raw Umber mixed in. This was brushed in a downwards motion to give it a streaky and dirty look.



I cut some coffee stirring sticks in half lengthways, painted them green and added them to the edge of the tiled roof to give the effect of fascia boards. I also wanted to add some detail to the hole in the roof. For this I used small strips of wood, inserting them with tweezers to create exposed rafters. Once these were dry, I used a dirty wet paintbrush to give them that aged look.



Using gardening wire as a downpipe, some Modelu round cast iron holder bats were threaded along together with Modelu guttering. The superb 3D-printed guttering was then attached using super glue and painted, using Tamiya Nato Black to finish.



For the chimney, I started with the base formed of four sides and a base top and bottom. The top section is triple layered with the largest square at the bottom working up to the smallest at the top. The base of the chimney was trimmed with Scale Model Scenery brick paper. The capping was then painted stone grey.



The chimney is a straightforward structure to build. Using the MDF shell as a template, I carefully marked it out and cut four sections for the lower half. However, as the printed brick effect runs landscape along the A4 sheets, there isn't enough to complete the chimney as a whole, so a top and bottom section was created for each side and attached using Pritt Stick.



With the brick paper now firmly stuck to the chimney, there were a few white areas visible on the edge of the joins in the paper. To help disguise these, I used Vallejo Brown Sand and a small paintbrush to help blend things back in for a seamless look.



The final section to be added to the chimney is the top. This is supplied as five separate layers, so take note of which layer goes where when gluing them together – they effectively taper. Once dry, I then painted the top to match the rest of the structure.



With the boiler house and the chimney completed, they both needed weathering. For this my trusty airbrush was used, loaded with Tamiya Nato Black. I very lightly applied the black paint to the edges of the building window reveals, doorways, roof opening and tiles to give the effect of looking and feeling run-down.



I wanted to add some more finer details to this build, including the wooden scaffolding which was placed around the top of some of the chimneys if they had to be dismantled brick by brick and not just demolished. The scaffolding boards were created using trimmed down coffee stirring sticks.



25 Next, ladders were added and painted red to match Fred's full-size examples. These were usually 'blocked' away from the chimney to allow Fred to place his feet correctly in the rungs of the ladders. I added these blocks using off-cuts from the stirring sticks and spaced them evenly to each ladder. They were then glued into place up the length of the chimney, before the chimney was attached to the boiler house.



26

Ahead of setting it in place on the hardstanding, some masking tape was applied beneath the building which I then drew around and, with a sharp scalpel, removed the excess. This left me with a perfectly shaped area which I could remove once foliage was added. Glue was then applied to the area leaving some hardstanding still on show, followed by a selection of static grass, flocks and rubberised horse hair to create the overgrown setting.



27

Iron fencing was added next. This was simply sprayed black and then an application of rust effect was applied, in similar vein to the window frames earlier in the build. These railings were then glued into place and one end was carefully 'crushed' with my finger to give that sense of neglect that I was looking for.



28

I was also keen to add further detail to the scene and scratchbuilt this little wall, trimmed with brick paper. Some general workyard junk was also added, including this tarpaulin which was created from toilet paper and painted. While still damp from the paint, it was teased into position with a damp paintbrush. I also added some Knightwing cable drums, a boiler and a 3D-printed skip.

29



Helpfully, Oxford Diecast produces a 1:76 scale Fred Dibnah lightweight Land Rover which was duly weathered down with a simple black brown acrylic wash, as Fred's vehicle was never shiny. It was then glued in place along with 3D-printed barrels, pallets and cones. Fred's attempt at health and safety was sometimes little more than just an old bit of rope cordoning off his work area, so I was keen to add this too, using wire and EZ Line.

30

For the finishing touch to this scene, I wanted to add the main man himself, Fred Dibnah. Turning to the extensive range of fantastic Modelu figures, I found one that could quite happily pass as Fred. Mike Pett Supercast also produces a white metal figure of Fred in 4mm scale. Once painted, he was carefully glued in to place.



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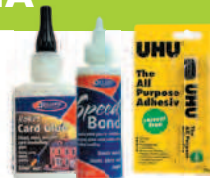
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**FIRST
REVIEW**

EFE motorised 1938 TUBE STOCK



With a second variant of EFE Rail's recently released 1:76 scale motorised 1938 London Underground tube stock on the cards, **MARK CHIVERS** takes a closer look at the company's sell-out first set.

BACHMANN'S SUMMER 2022 British Railway Announcements (see pages 10-13) include a new variant of its popular EFE Rail London Underground 1938 stock, so having had access to an example of the initial release, we thought we would take a closer look at this exciting new four-car motorised unit.

Not surprisingly, the 1938 stock bears the date of its introduction to service, as part of the London Passenger Transport Board's New Works Programme.

More than 1,100 vehicles were built by Metropolitan-Cammell and Birmingham Railway Carriage and Wagon (BRCW) with the order split between 644 Driving Motor Cars (DM), 206 Non-Driving Motors (NDM) and 271 Trailer cars (T). The DM vehicles were slightly longer than the rest of the vehicles at 52ft 3.75in, compared with 51ft 2.75in, with each car measuring 8ft 6.25in wide and 9ft 5.5in high. Further new and converted vehicles were added to the fleet in later years.

Northern and Bakerloo Line workings were their mainstay, but some vehicles also appeared on other lines. The final workings were in mid-1988 when the last examples were withdrawn from daily service with London Underground. However, that wasn't quite the end, though.

Some of these by now 50-year-old vehicles were purchased by British Rail for use on its Network SouthEast outpost on the Isle of Wight – between Ryde Pier Head and Shanklin – where they replaced

previous 1920s-era Standard stock units. Following extensive rebuilding at Eastleigh Works, the first two-car set entered service during 1989, with ten two-car units eventually delivered for use on the Island.

Now redesignated by BR as Class 483, the units remained in use with Island Line until the final working in early 2021 when the last bowed out, recognised as the

oldest passenger trains in regular passenger use in Britain.

THE MODEL

Exclusive First Editions' (EFE) 1:76 scale London Underground 1938 stock first appeared in unmotorised form in 2002, with four-car units

produced in Northern, Bakerloo, Metropolitan East London Line and preserved guises in subsequent years. They have also appeared »





Application of the London Transport red livery is excellent.



PluX22 decoder sockets are fitted into each Driving Motor car, but they are visible through the windows, particularly once a decoder is fitted as here.

TECHNICAL DETAILS

Manufacturer:	EFE Rail
Cat No:	E99939
Description:	London Underground 1938 tube stock – 1960s Northern Line set
Builder:	Metropolitan-Cammell/Birmingham Railway Carriage and Wagon
Region:	London Underground
Gauge:	'OO'
Scale:	1:76
Length:	850mm
Price:	£349.95
Couplings:	Coupling bars in NEM pockets
DCC:	DCC ready, PluX22 socket (x2)
Speaker space:	15mm x 11mm (x2) below seats in Driving Motor cars
Exterior lights:	None
Interior lights:	Saloon lighting
Minimum curve radius (designed):	Second radius
Motor type:	Coreless
Flywheel:	None
Wheel arrangement:	Electric Multiple Unit
Purpose:	London Underground
Haulage capacity (expected):	Four-car unit
Haulage capacity (actual):	Four-car unit (maximum tested)



The first of the motorised EFE Rail 1938 tube train sets modelled a Northern Line four-car set. This was a sell-out on arrival, but a second version is coming this summer modelling a Bakerloo Line set.

“Underneath is where the main differences have taken place with a new motorised chassis with all-wheel pick-up in each DM vehicle, containing a centrally-mounted slim coreless motor with twin driveshafts to each bogie.”

MARK CHIVERS

Each pack contains the full four-car formation for 'OO' gauge comprising two Driving Motor cars (both powered) as well as a Trailer and a Non Driving Motor car.



as a series of two-car sets in Isle of Wight line colour schemes including Network SouthEast, dinosaur livery and London Transport red.

Following the acquisition of EFE by Bachmann in 2016, the EFE Rail brand launched in 2020 amidst a blaze of publicity when the company unveiled plans to motorise the 1938 stock model – a project that we had all hoped would happen one day. Fast-forward to the present day and we now have a working model of a

four-car Northern Line set in 1960s London Transport red.

Our review sample represents Northern Line train No. 40 on a High Barnet via Charing X (Charing Cross) service, comprising Driving Motor 10292, Trailer 012370, Non-Driving Motor 12134 and Driving Motor 11292. As is the convention with the prototypes, the DM vehicles are lettered A and D respectively – which refers to the positioning of the bogies/axles. This also indicates the orientation of the cars for normal use, as the

sets were usually formed the same way and similarly lettered vehicles couldn't be coupled together in normal circumstances. One end has a solid buffer (A), while the other has a sprung loaded example (D).

As with its previous incarnation, the model has a high level of detail with a neatly moulded plastic body shell featuring flush sides and door detail, refined front ends and a plethora of rivets on the roof. Glazing is separately fitted throughout, while the interiors have the distinctive seating and wooden slatted floor. Look a little closer and you can also make out the line-of-route maps inside and fine grab handles for your 1:76 scale passengers to hold on to. Underneath, there is well defined underframe equipment and new bogies with conductor rail shoe

gear. The interconnecting doors and handrails between units are also present.

Where this model differs from the original EFE static model is mainly hidden from view. I say mainly, as the interior of each Driving Motor vehicle is slightly obscured by the raised PluX22 Digital Command Control decoder socket, which is further exacerbated once a decoder is fitted. This model also now features interior saloon lighting, which in turn highlights the issue. However, whilst this may distract initially, the overall appearance of the four-car set when illuminated is simply superb. The added detail inside is definitely enhanced when lit, especially in the remaining vehicles.

Decoration is up to the high standards we have come to expect,



The carriage roof interiors have superb printed route maps and period adverts as well as LED lighting.

“Following the acquisition of EFE by Bachmann in 2016, the EFE Rail brand launched in 2020 amidst a blaze of publicity when the company unveiled plans to motorise the 1938 stock.”

MARK CHIVERS



with an evenly applied gloss red paint finish, matt grey roof, wood brown interior floors, maroon seating and green trim. Lettering is crisp and legible throughout, as are the No Smoking window labels.

PERFORMANCE

Underneath is where the main differences have taken place with a new motorised chassis with all-wheel pick-up in each DM vehicle, containing a centrally-mounted slim coreless motor with twin driveshafts to each bogie. This chassis also contains a space for installation of a 15mm x 11mm cube speaker, accessed by removing a small section of seating from the interior. Once installed this can be put back in place.

As already mentioned, each DM vehicle features a PluX22 decoder socket, while all four vehicles also feature a strip of LED lighting concealed along the ceiling. To ensure the lighting works correctly, vehicles need to be connected correctly using the conductive and non-conductive coupling bars supplied. The main PCB also

includes solder points for additional lighting circuits for those looking to customise their models.

The conductive bars link the DM cars to the next corresponding vehicles using the NEM coupling pockets, whereby the two two-car sub-sets are then connected together using a non-conductive coupling – the NEM pocket at one end of the NDM and T cars (B/C) do not feature copper contacts. Bachmann has marked the underside of each vehicle with a letter (A-D) using the outer car lettering convention as a convenient guide. Take care as the coupling bars are a snug fit.

Given that NEM coupling pockets are fitted at each end of all four

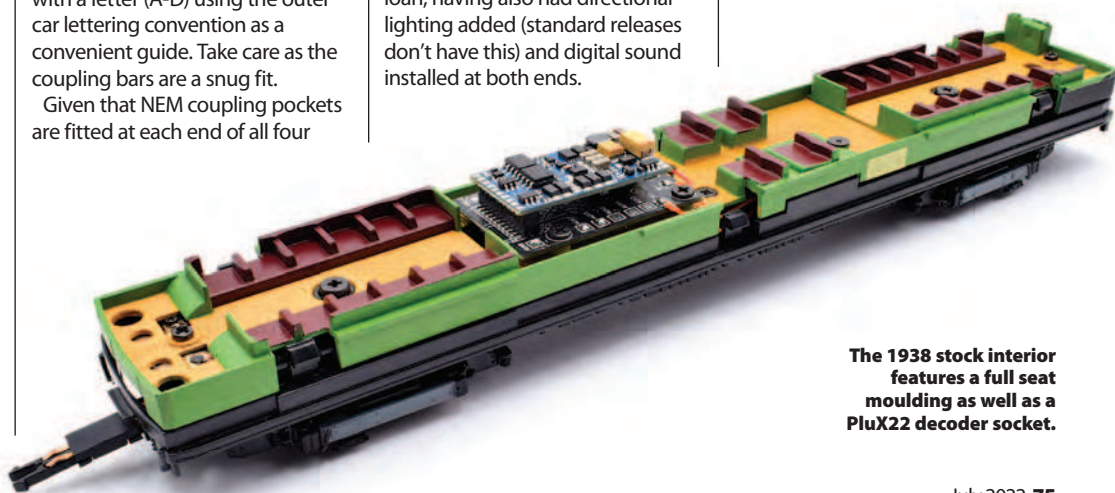
cars, the four-car set can also be coupled to another unit (the outer coupling pockets on the DM cars are also non-conductive), which is an added bonus.

On test, our review sample proved smooth and quiet throughout the speed range and reflective of the prototypes. Both powered cars on our sample happily handled the four-car set through curves and pointwork, without stalling.

In the spirit of full disclosure, our sample was provided on loan, having also had directional lighting added (standard releases don't have this) and digital sound installed at both ends.

OVERALL

Modelling of London Underground subjects has been on the increase in recent times and with the release of this model (plus the recent announcement of a new Bakerloo Line example) is sure to increase in popularity. Having previously had to resort to motorising units from scratch, modellers and collectors now have a fully functioning four-car set which not only looks the part, it runs superbly too. (MC)



The 1938 stock interior features a full seat moulding as well as a PluX22 decoder socket.

Legacy track EXPANSION

Below: DCC Concepts has added new 'OO' code 75 and code 100 flat bottom rail flexible track to its Legacy Models range, together with improved 'OO' bullhead rail flexible track.

DCC CONCEPTS has expanded its 'OO' gauge Legacy track range with all-new flat bottom rail flexible wooden sleeper track with code 75 and code 100 rail, together with a new batch of its

'OO' gauge code 75 bullhead rail wooden sleeper track.

In developing the new 'OO' gauge flat bottom rail track, the company has opted to complement existing code 75 and code 100 track components from other manufacturers with matching rail and sleeper depths. However, there are some subtle differences to the sleeper width

(3.5mm), length (30.5mm) and spacing (4mm). It is only about 0.5mm or so, but it is noticeable and does improve the appearance. The more accurate sleeper spacing in particular is something that generates comment on many 'EM' and 'P4' gauge layouts, which are to 4mm:1ft scale rather than the 3.5mm:1ft of most 'OO' gauge track.

Look closer and you'll see some very neatly moulded rail chairs, together with finely detailed wood grain effect to the sleepers.





Complementary 'OO' code 75 and code 100 phosphor bronze and insulated rail joiners also join the existing 'OO' bullhead rail joiners in the range.

● **Cat No:** LTH-BH0012 ● **Price:** £69.95 (10 pack) ● **Cat No:** LTK-W75.25/LTK-W100.25 ● **Price:** £109.95 (25 pack) ● **Cat No:** LTK-MJ75/LTK-MJ100
 ● **Price:** £3.99 (25)/£6.99 (50) ● **Cat No:** LTK-IJ75/LTK-IJ100 ● **Price:** £2.99 (12)/£5.99 (25) ● **Site:** www.dccconcepts.com

The rail itself is made from nickel silver alloy, which according to the manufacturer has a 'real steel' appearance to make it look more like the real thing.

Naturally, we connected a length of Legacy code 75 flexible track with a length of existing code 75 track from another manufacturer and our samples happily matched in terms of rail and sleeper heights. It is at this point that you will notice the difference in sleeper spacing.

In terms of flexibility, our samples of Legacy flat bottom flexible track demonstrated ample durability over its 914mm length when shaped by hand, yet there was enough resistance to prevent it

from flexing out of control. The sturdy plastic sleeper webbing certainly helps the track keep its shape.

To complement the new flat bottom flexible track, packs of code 75 and code 100 Legacy phosphor bronze rail joiners and plastic insulated rail joiners have also been developed. These are available in packs of 25/50 and 12/25 respectively.

For review we tried out the 2mm x 11mm x 1mm code 75 rail joiners and while the phosphor bronze examples proved straightforward to apply to the rails, we did experience some difficulty applying the insulated examples initially, which feature a slimmer slot for the rail and are, as a result, a much snugger fit.

Comparison view of Legacy Models' new 'OO' code 75 flexible track joined to existing Peco 'OO' code 75 flexible track with new Legacy rail joiners.



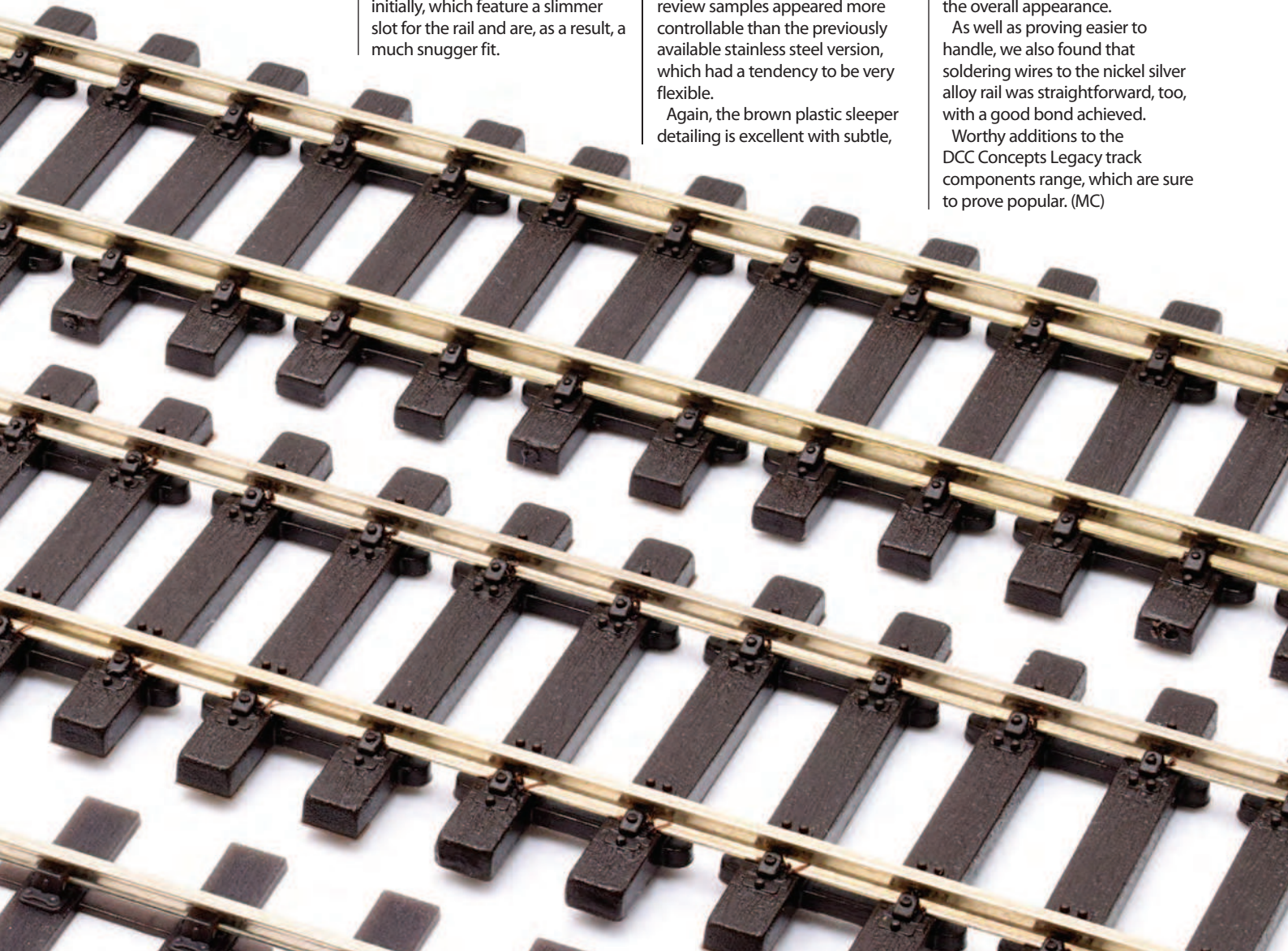
DCC Concepts has also reintroduced its Legacy 'OO' gauge code 75 bullhead rail wooden sleepers flexible track, which also utilises new high nickel rail. Supplied in 970mm lengths, our review samples appeared more controllable than the previously available stainless steel version, which had a tendency to be very flexible.

Again, the brown plastic sleeper detailing is excellent with subtle,

fine wood grain effect together with neatly detailed rail chairs. Each sleeper measures 1mm (depth) x 3.5mm (width) x 32mm (length) – there's also a 5mm space between sleepers, which adds to the overall appearance.

As well as proving easier to handle, we also found that soldering wires to the nickel silver alloy rail was straightforward, too, with a good bond achieved.

Worthy additions to the DCC Concepts Legacy track components range, which are sure to prove popular. (MC)



Hornby expands its MAUNSELL COLLECTION

The Maunsell corridor coach family has been a popular part of the Hornby range and now it has expanded with the addition of an all-new model of the Dining Saloon for 'OO'. **MIKE WILD** takes a closer look.



THE MAUNSELL 59ft 0in corridor coaches have been a consistent part of the Hornby range since 2007. Its first introductions focused on the Brake, Composite, Third and First Class vehicles while more recently the manufacturer has diversified to model an increasing number of catering and dining vehicles based on the same body profile. Each new addition is newly tooled, so while they clearly have the familiar feel of a Maunsell coach, you can be assured that

each has been carefully crafted by the Hornby development team.

On our review desk this month are two models from the latest Maunsell carriage design replicating the Dining Saloon in Southern Railway Maunsell olive green as Open Third 1363 (Cat No. R40030) and in later Composite Dining Saloon format in BR Southern Region green as S78415 (R40031).

The history of the Maunsell dining saloons is complex. The first were

built in 1927 to provide Third Class passengers with a dining area to make use of the kitchen cars. They had low-window style bodies with ventilators above the windows and each could accommodate 64 diners.

These coaches were repurposed as Open Third coaches in 1930 and renumbered 1363-1368 (as modelled by Hornby) while in 1947 four were revised again as Composite Dining Saloons for use on the South Western section of the Southern Railway where they were paired with diagram 2659 Kitchen cars. For reference,

Hornby's Maunsell Kitchen car is a diagram 2651 vehicle.

Out of the box, both our samples meet the high standard we expect from Hornby with crisp moulding, fine detailing of the body panels, separately fitted handrails and parts wherever possible and superb application of the livery paint and printing to match previous production runs. There are also sprung metal oval buffers at all four

“The history of the Maunsell dining saloons is complex. The first were built in 1927 to provide third class passengers with a dining area to make use of the kitchen cars.”

MIKE WILD



The new Dining Saloons are the first to include Hornby's new magnetic close couplings in the accessory pack.



The new magnetic couplings offer excellent close coupling and a quick and easy way to join vehicles together.



The Open Third is modelled in its post-1930 format in unlined Maunsell olive green.

TECHNICAL DETAILS

Manufacturer:	www.hornby.com
Cat No:	R40030/R40031 (reviewed)
Description:	Maunsell Third and Composite Dining Saloons
Builder:	Southern Railway, Eastleigh Works
Region:	Southern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Price:	£60.49 each
Couplings:	Small tension locks in NEM pockets
Minimum curve radius:	Second
Purpose:	Express trains

The Composite Dining Saloon is presented in BR Southern Region green as it was post-1948.



New in from Hornby for Southern modellers are the Open Third and Composite Dining Saloons for 'OO'.



corners, small tension locks in NEM coupling pockets as standard and turned metal 14mm coach wheels are fitted on pinpoint axles.

The accessory pack includes a new option for close coupling alongside the now standard clip couplings. The new coupling design is a

magnetic coupling designed to represent brake pipes which offers easy coupling and uncoupling while also significantly reducing the gap between coaches. We tested these at the front of an eight-coach formation of Hornby stock which showed the magnets have plenty

of strength too.

Coming back to the coaches themselves, the detail differences between the Third Class and Composite coaches are replicated inside with the interior mouldings featuring the correct 2+2 layout throughout on the SR Third Class vehicle and the BR Composite coach having a combination of 2+1 in the First Class and 2+2 seating in the Second Class sections as well as curtains in the First Class windows.

Running qualities, moulded detail and paint finish are all

excellent and we can see the new magnetic close couplings being a hit too, particularly if they become available as a separate accessory. These new additions will allow Southern Railway and Southern Region modellers to expand their collections of Maunsell coaching stock and create increasingly authentic formations to run behind Hornby's impressive Southern steam locomotives. (MW)

● Visit www.keymodelworld.com/hornby to read all our Hornby product reviews.

INTERCITY COLOURS

for the Class 91

Hornby's all-new 'OO' gauge Class 91 AC electric is now available in original InterCity colours.

MIKE WILD checks out the latest version following the model's debut in HM180.

- **Gauge:** 'OO'
- **Price:** £217.99
- **Cat No:** R3890
- **Site:** www.hornby.com
- **DCC:** DCC ready, 21-pin socket
- **Era:** 8 (1982-1997)



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

WE WERE ALL EAGER to see Hornby's brand-new model of the Class 91 Bo-Bo AC electric for 'OO' gauge (see our full review in HM180), but if I'm totally honest it was this version in original InterCity livery that I was looking forward to the most. Hornby has chosen the second

of the class - 91002 *Durham Cathedral* – as the identity for its first InterCity release. It was amongst the first to enter service on the East Coast Main Line and also saw use on test trains as well as being recorded running blunt end first with a Class 43 surrogate DVT and Mk 3 rake in the early days of the class' passenger

service before the arrival of the new Mk 4 coaches.

Like 91111 reviewed in HM180, 91002 features a powerful five-pole motor at its heart with twin flywheels, a 21-pin DCC decoder socket and directional and controllable lighting.

Sprung buffers are fitted at all four corners while the front

buffers can be retracted by pressing them in and turning them through 90 degrees.

Hornby has also paid attention to the details of the Class 91s in original condition with 91002 exhibiting original windscreen wipers, as-built roof details at the rear of the cab panel line as well as early pattern bodyside grilles.



The pantograph well is neatly detailed and features a posable high-speed pantograph.



The smart InterCity livery has been replicated on 91002 superbly.



The latest version of the new Hornby Class 91 to reach our desk is 91002 *Durham Cathedral* in original InterCity colours.

Livery application was nothing short of superb on our review sample with 91002's InterCity colour scheme being replicated to the smallest of details including the Swallow logo between the horns, sand and water labels on the hatches at each end, InterCity lettering and printed *Durham Cathedral* nameplates. Optional

printed metal nameplates are included in the accessory pack which can be fitted over the top of the printed versions.

On the track, 91002 matched the performance of our first sample of 91111 running smoothly and quietly through the speed range and offering consistent operation of its lighting and motor. Haulage

capacity was ample for a scale length train and we are now looking forward to seeing the full range of new Hornby Mk 4 coaches come through to run with the Class 91s.

For East Coast Main Line modellers of the 1990s era, this new arrival is a must-have addition and handily you can

run it with Hornby Mk 3s and the surrogate DVT reviewed in HM179 while you wait for the new Mk 4s to arrive from Hornby – just as BR did in the late 1980s. Excellent and available now. (MW)

● Visit www.keymodelworld.com/class-91 to read our full collection of Class 91 news, features and reviews.

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**FIRST
REVIEW**

Ellis Clark delivers Presflos

The 20ton Presflo cement wagon is Ellis Clark Trains' first fully home-grown product for 'O' gauge. **MIKE WILD** inspects this enticing new arrival.



Colourful liveries including BR bauxite, grey and yellow are available on the new Ellis Clark Trains Presflo wagons for 'O'.

ELLIS CLARK TRAINS has been building its name in 'O' gauge ready-to-run products in recent years through its partnership with Darstaed Trains, but the model you see here is its first full solo project developed directly with a factory in China to model the ever popular Presflo cement hoppers for 7mm scale.

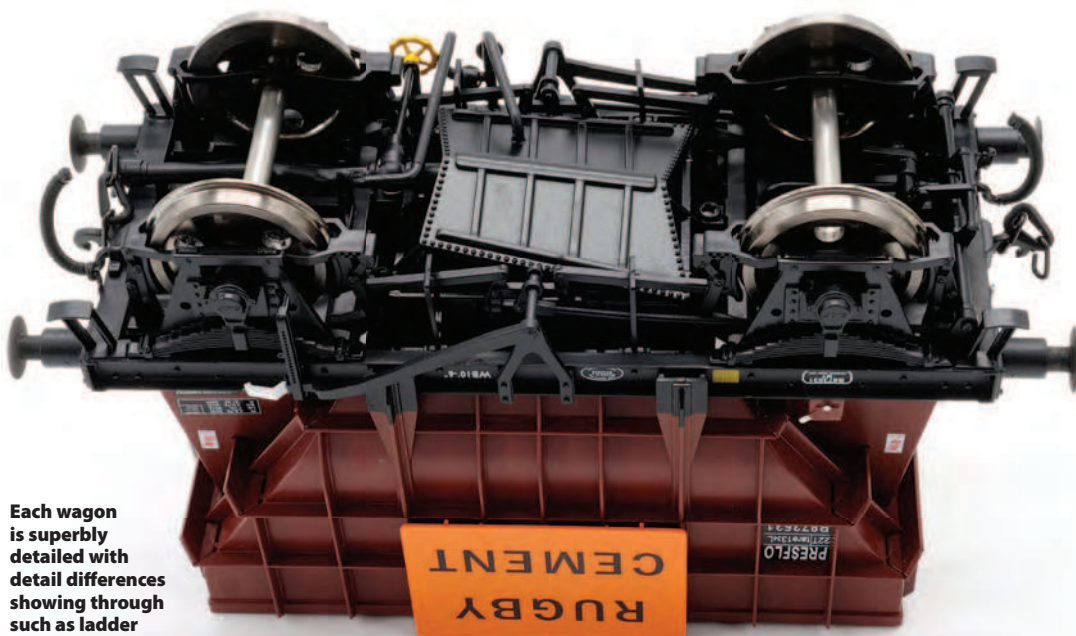
The Presflo – Pressure Discharge Bulk Powder Wagon – was introduced in 1954 primarily for movement of powdered cement. More than 2,000 were built for BR and Associated Portland Cement Manufacturers (APCM) with construction taking place at BR's Shildon Works as well as by Metro-Cammell and Gloucester Railway Carriage and Wagon works. The last of the type were withdrawn in 1987.

Ellis Clark Trains (ECT) has developed this 'O' gauge ready-to-run model of the Presflo entirely in house with manufacturing and assembly being carried out in China. In total, 28 different versions are being released across

BR bauxite, Cement Marketing Company grey and Blue Circle yellow colour schemes. For review we had the opportunity to inspect samples in each of the main colour

schemes and those looking to assemble block trains will also be pleased to see an unnumbered edition available in each livery. Straight from the packaging,

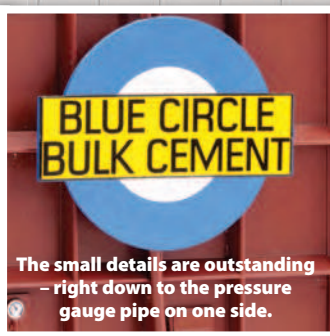
the care and attention to detail paid to these wagons is clear. Our parcel included ECT's own paper wrapping around each pack of samples while the boxes have a



Each wagon is superbly detailed with detail differences showing through such as ladder type, reservoirs and buffer shanks.



All axleboxes are sprung for smooth running while the die-cast chassis provides weight.



The small details are outstanding – right down to the pressure gauge pipe on one side.

TECHNICAL DETAILS

Manufacturer:	www.ellisclarktrains.com
Cat No:	E3001A-C/U-E3008A-C/U
Description:	BR 20ton Presflo cement hopper
Builder:	BR and outside contractors
Region:	All
Gauge:	'O', 32mm
Scale:	7mm:1ft
Price:	£69.99 each
Couplings:	Working instanter couplings
Minimum curve radius:	Second
Purpose:	Bulk cement transport



quality feel. Inside is a sturdy foam insert which holds the wagon firmly in place.

Lifting the model from the box, the quality feel continues. These wagons ooze detail throughout with their combination of injection moulding for the body and die-casting for the chassis. All axleboxes are sprung and support free-rolling turned metal wheelsets while the corners feature sprung buffers with different shank designs included in the tooling suite. There are more detail differences too including the ladder styles and a choice of single or twin reservoirs.

Everywhere you look there are finely produced separately fitted parts right down to the tiny pressure cable on one side of the body and a full set of underframe parts, vacuum brake pipes and steps.

Shaping of the Presflo body is spot on while enhancing them further is the precise application of the main body colours and associated lettering. They are quite simply stunning.

The attention to detail on these new Presflo wagons shows just how important realistic ready-to-run goods wagons have become in all scales. We've long been

hoping for a model of these distinctive bulk powder wagons for 'O' gauge and the results from Ellis Clark Trains are amongst the best in ready-to-run freight stock.

An excellent choice delivered to the highest standard. (MW)

● Visit www.keymodelworld.com
/ellis-clark-trains to see more products.

The underside of each wagon is fully appointed.



Ellis Clark's 'O' gauge

THOMPSONS

The partnership of Ellis Clark Trains and Darstaed Finescale has delivered a brand-new collection of Thompson corridor carriages for 'O' gauge. **MIKE WILD** takes a closer look.

NEW PRODUCTS have been coming through thick and fast again for 'O' gauge ready-to-run of late. Ellis Clark Trains has been particularly busy with the arrival of its all-new collection of ready-to-run Thompson corridor coaches alongside its new Presflo cement hopper (see pages 82-83). The Thompson coaches are Ellis Clark's latest collaboration with Darstaed Trains and build on the successful BR Mk 1 corridor and non-corridor coaches made with the same supplier.

The real coaches were introduced in 1944 with the arrival of a 61ft 6in Gangway Brake which was then followed in 1945 by two solitary passenger vehicles for First Class and Third Class accommodation. Full production coaches entered service from 1946 after the Second World War with the new design stepping away from the traditional Gresley carriage format by having steel panelled bodies and straight rather than domed roof ends. Timber frames were retained. However, the initial coaches built by the LNER were finished in a faux teak effect known as scumbling. Those introduced after 1948 were delivered in BR carmine and cream colours and later BR lined maroon.

Construction of the Thompson corridor fleet was completed in 1950, although the change to British Railways standard Mk 1 stock meant that withdrawals started during the 1960s and were completed by the end of the decade.

THE MODELS

An extensive suite of Thompson corridor coaches is being modelled by the new collection from Ellis Clark covering the Third Corridor (TK), Brake Third Corridor (BTK), Brake Composite Corridor (BCK), First Corridor (FK), Restaurant First (RF), Third Open (TO), Gangway Brake (BG), First Open (FO) and Restaurant Third Open (RTO) with square and rounded corner windows in selected vehicles. As well as individual vehicles, 50

New at Ellis Clark Trains is its exclusive collection of Darstaed Trains produced Thompson corridor carriages for 'O' gauge.



limited edition sets modelling the full 'Elizabethan' train in BR carmine and cream have been produced, from which our set of five review samples are drawn.

Each coach is smartly presented in a sturdy foam-lined cardboard box and ready-to-run on arrival. Kadee couplings are fitted as standard together with flexible gangways with magnetic faces which give a seamless join between vehicles

once coupled together. Buffers are sprung too and as delivered the coaches can negotiate 6ft radius curves without modification. If tighter curves are to be managed, the Kadee coupling position can be adjusted, but the gangways then won't touch. Brake coaches are supplied with optional gangway covers as well as a working tail lamp to complete the train.

All of our samples were finished

in BR carmine and cream livery complete with vehicle numbers specific to the 'Elizabethan' formation. However, the soon to be released individual coaches come unnumbered with a transfer sheet included for customisation.

Construction of the coaches is very much multi-media via a combination of injection moulding for the roofs, etched brass for the carriage sides, die-cast metal in



Close coupling is afforded through flexible magnetic gangways and Kadee buckeye couplings.



'Elizabethan' carriage roof boards are included with the limited edition sets.

TECHNICAL DETAILS

Manufacturer:	www.ellisclarktrains.com
Cat No:	D24-x-1/2/3/4/5/6/7/8/9/10/11/12/13/14
Description:	Thompson 'mainline' corridor carriages
Builder:	LNER/BR Doncaster and York works plus BRCW
Region:	Eastern
Gauge:	'O', 32mm
Scale:	7mm:1ft
Price:	£229 each
Couplings:	Factory fitted Kadee buckeyes
Minimum curve radius:	6ft radius as delivered
Purpose:	Express passenger trains



"The Thompson coaches are Ellis Clark's latest collaboration with Darstaed Trains and build on the successful BR Mk 1 corridor and non-corridor coaches."

MIKE WILD

LNER clip top sprung buffers are fitted to all coaches while the bogies are of the standard Gresley 8ft design.

the chassis as well as individually fitted brass wire handrails where appropriate and the aforementioned rubber gangways.

The advantage of the etched metal sides is the ability to produce small volumes of unusual vehicles, hence Ellis Clark/Darstaed's ability to model such rare coaches as the Restaurant cars.

Detailing of each coach body is excellent and they feature the

correct tumblehome shaping for the real coaches as well as mirroring the roof design and window layout. Vehicles with lavatories have the later oval shape windows to these compartments with an opaque finish. Pleasingly, the clear glazing to the passenger compartments gives a full view of the superbly detailed interiors which include seat covers, compartment walls, pictures and mirrors on the



“In terms of design and authenticity it feels Ellis Clark and Darstaed have again stepped up a gear, as they have with each successive product line, making these truly hard to resist.”

MIKE WILD



Both Brake Third and Brake Composite Corridor vehicles are modelled in the collection. This is the Composite coach with First and Third class accommodation.

compartment partitions, lamps, luggage racks and more. The Restaurant Car includes a full bar area as well as the unusually shaped tables and chairs which were fitted to these coaches.

Decoration of each of our samples was nothing short of excellent with crisp application of the body colours, superbly fine lining and numbers. Add to this the interior detail painting and printing and the brass colouring of the door furniture and these coaches really do look the part.

PERFORMANCE

Each coach is equipped with interior lighting which is powered from pick-ups on one bogie. These

operate with analogue or digital control straight from the box with a simple on/off switch fitted to one of the bogies to allow manual control of the lighting when required. The tail lamp fitted to the brake coaches is powered in the same way.

As standard the coaches are fitted with turned metal wheels running on pinpoint axles in standard brass bushes, but Ellis Clark has gone the extra mile to offer an upgrade to ball bearing axleboxes for an additional £20 per coach. These will reduce the rolling resistance considerably over the standard brass bushes, in turn reducing the drag of the train on the track. There was a noticeable difference



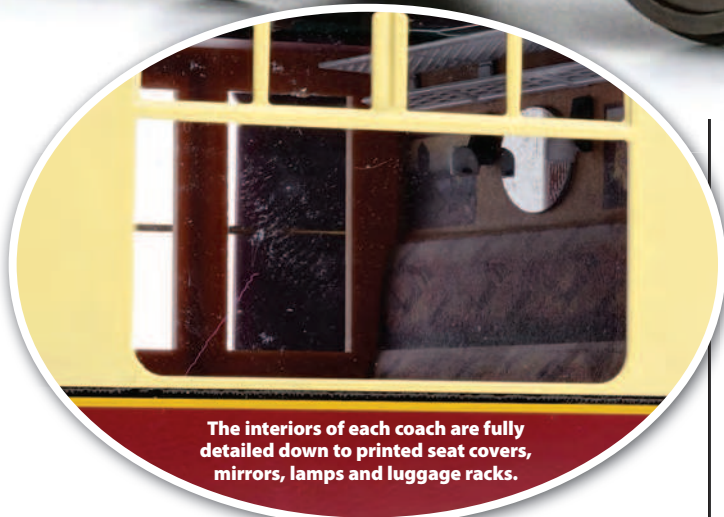
Third Open E1983E has square cornered windows to the passenger compartments and the distinctive oval toilet windows of the Thompson stock.



The first arrivals are ‘Elizabethan’ set vehicles in BR carmine and cream including Restaurant First Open E1219E.



Below: The flexible rubber gangways have magnetic couplings inside while Kadee buckeyes link the coaches together.



The interiors of each coach are fully detailed down to printed seat covers, mirrors, lamps and luggage racks.

in the free running characteristics of our Third Open sample which was fitted with ball bearing bogies when compared with the standard bogies.

OVERALL

The Thompson corridor coaches have always stood out from the crowd and despite their relatively short life have been a popular choice for models in 'OO' and 'N' gauge and we can see the arrival of these new 'O' gauge versions being equally well received.

In terms of design and authenticity, it feels Ellis Clark and Darstaed have again stepped up

a gear, as they have with each successive product line, making these truly hard to resist. With such an extensive collection of vehicles available – and in LNER scumbled teak as well as BR carmine and cream and BR lined maroon – there is plenty of choice to suit different eras as well.

We think these are Ellis Clark Trains' best 'O' gauge passenger vehicles yet and on that note we can't wait to see the outcome of its plans to develop a range of K-Type Pullman cars for 7mm scale in the coming months.

A stunning addition and an excellent selection. (MW)



New HUOs for 'OO'



'O' GAUGE HUOS RETURN

● Gauge: 'O' ● Price: £59.99 ● Cat No: CC1032-HUO-O-I/J/K/L/M/N/O/P ● Site: www.accurascale.co.uk ● Era: 5-7

The sell out of Accurascale's 'O' gauge HUO 24.5ton coal hoppers has prompted the manufacturer to offer a new batch of eight different numbered vehicles including the only HUO to carry BR bauxite livery.

The new batch is due to touch down this summer with each wagon featuring a die-cast chassis, compensated axleboxes, working Instanter couplings, sprung metal buffers, brass bearings and

separately fitted etched metal and plastic parts.

The HUOs received for review showed the same high standard of finish as the first batch with excellent printing of the vehicle numbers, their unique panel patches, solebar lettering and electrification warning flashes. All eight of the new batch are finished with pre-TOPS numbers, allowing them to be used alongside the first batch to extend a block train.

Our sample pair exhibited excellent assembly and detailing while the metal wheels proved to be smooth running in their brass bearings.

Another purposeful release from Accurascale which is great to see available for 'O' gauge once more. (MW)

The new batch of 'O' gauge HUOs includes the only wagon painted in BR bauxite livery.



“As with previous production runs, the HUOs feature a wealth of separately fitted parts.”

MIKE WILD



Four new packs of ‘OO’ gauge HUOs have been released by Accurascale covering pre and post-TOPS wagons.

- Gauge: ‘OO’
- Price: £69.95
- Cat No: ACC1009-HUO-R, ACC1010-HUO-S, ACC1018-HUO-T, ACC1019-HUO-U
- Site: www.accurascale.co.uk
- Era: 5-7



Spindle (right) and heavy duty self contained buffers (left) are fitted to the wagons as appropriate.

ACCURASCALE’S debut coal wagon is back with a new batch of four different triple packs as well as a single BR bauxite version exclusive to the manufacturer’s website.

The HUO 24.5ton coal hoppers were introduced in 1954 with a total of 5,263 being completed over the next 11 years in 12 batches. They were built for the transport of coal to power stations with the last being withdrawn in 1987.

Accurascale launched its business in 2018 with the HUO coal hopper and this is now the third production run. The new batch of ‘OO’ gauge HUOs is split between two pre-TOPS and two post-TOPS triple packs – all finished in BR grey – all of which have unique running numbers and detailed printed finish with patches, number

positions and styles and more.

As with previous production runs, the HUOs feature a wealth of separately fitted parts including handrails, hopper body frame, underframe components, hopper bases and more.

Each wagon is fitted with NEM coupling pockets at each end as well as turned metal wheels and sprung buffers. In addition, the detail pack includes optional scale Instantan couplings, while the chassis has been designed to accept drop-in replacement wheelsets for ‘EM’ and ‘P4’ gauge modelers.

For those looking to expand their collection of Accurascale HUOs, these new additions will be a perfect tonic. Each is finished to the highest standard and will enhance a 4mm scale coal wagon fleet. (MW)



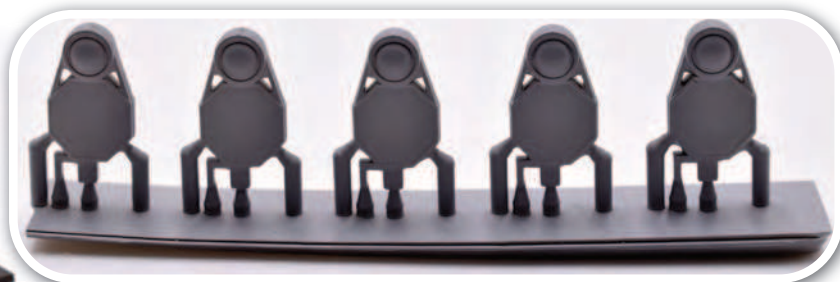
Each wagon has unique markings and running numbers.



A new batch of eight individual HUO hoppers is due for release this summer for ‘O’ gauge by Accurascale.

'OO' GAUGE

STOP BOARDS



- **Price:** £4.29
- **Cat No:** N/A
- **Site:** www.westhillwagonworks.co.uk
- **Era:** 9-11

WEST HILL WAGON WORKS' extensive range of 3d-printed detailing includes these useful 4mm scale modern rail stop/possession limit boards found at depots, workshops and engineering possessions.

The pack contains a strip of six plastic stop boards together with a set of self-adhesive stop signs. Detailing is crisp with clear definition of the light at the top of the board and the rail mount on the base.

Simply paint the sign black, add a touch of red for the warning light and carefully cut out the 'stop' signage before applying to the board. (MC)

'OO' GAUGE

Supercast figures

- **Price:** £2.99 unpainted/£5.50 painted, plus p&p
- **Cat No:** N/A
- **Contact:** 01843 593417
- **Era:** Various

Mike Pett has recently added a series of new 4mm scale white metal figures to his Supercast range.

Amongst the releases are a bride and groom – ideal for a wedding scene – and historical figures of Charles Dickens and Nigel Gresley.

Each figure is neatly cast in white

metal with appropriately detailed attire and feature a prominent mounting pin for securing to a layout or cameo scene. They are available in unpainted or decorated form ready for placement.

The historical figures could also be utilised as statues and mounted on a plinth (HM165). (MC)



ALL SCALES

Accessory Decoder

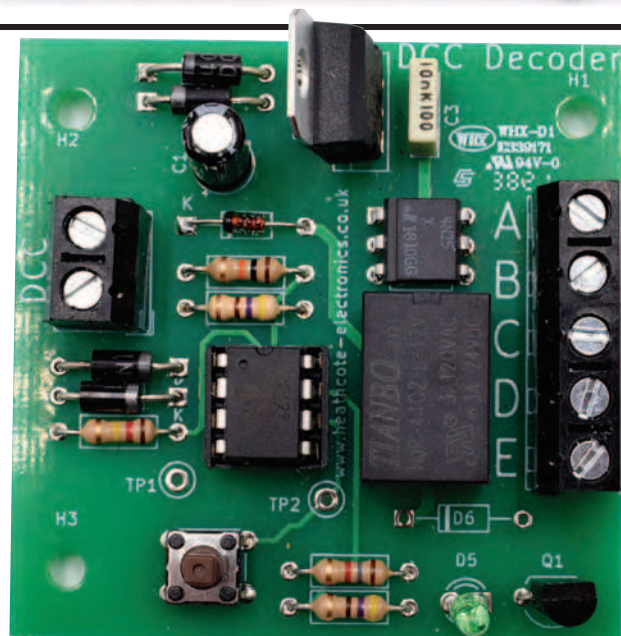
- **Price:** £12.50
- **Cat No:** DCC-Accessory-Decoder-1
- **Site:** www.heathcote-electronics.co.uk

Heathcote Electronics' extensive range of model railway electronics and kits includes this recently introduced Digital Command Control (DCC) accessory decoder.

This 53mm x 50mm circuit board can operate a wide selection of separately powered electrical accessories. It features two electrically isolated outputs which respond to the same DCC signal – one is an opto-isolator (intended for switching devices with a different power supply, such as the

manufacturer's servo controllers), the other is a relay output with single-pole double-throw contacts for switching lights or any on/off type accessory with its own separate power source – essentially a digital on/off switch.

You can programme the decoder in the usual way by pressing a button on the control board, which sets the accessory address once this is selected on the control system. Instructions and example wiring diagrams are also included. (MC)



'OO' GAUGE

Magnetic Mk 4 upgrade



●Price: £14.95 ●Cat No: N/A ●Site: www.westhillwagonworks.co.uk ●Era: 8-11

West Hill Wagon Works has introduced a timely pack of its Elite magnetic couplings to upgrade the original Hornby Class 91, BR Mk 4 carriages and Driving Van Trailers (DVTs), enabling closer coupling and a more realistic appearance.

Each pack contains eight pairs of couplings for the carriages and a matched pair for the DVT and first generation Class 91, for those who may wish to adopt a mix-and-match approach, as newly-tooled examples arrive this year.

Some modifications to the original Mk 4

carriages and DVT/Class 91 are required, although it is pretty straightforward and involves unscrewing the detail from the coupling end of the carriage bogies and cutting the tension lock 'D' from the moulding, ensuring you don't damage the screw mount.

The new couplings are designed to fit over the screw mount, enabling the detail to be refitted.

For the original Hornby Class 91, just unscrew the tension lock coupling mount and replace with the magnetic coupling. (MC)

N' GAUGE

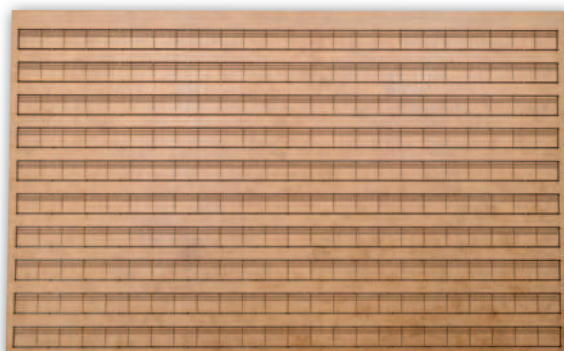
Modern platform coping

●Price: £7.79 ●Cat No: LX317-N ●Site: www.scalemodelsenery.co.uk ●Era: 10/11

New from Scale Model Scenery (SMS) is this pack of 2mm scale Network Rail platform edge coping.

Each pack contains ten 144mm x 5.2mm strips of 0.4mm laser board smooth coping with three laser etched grooves along the facing edge of the slabs (an alternative with tactile surface at the inner edge (LX213-N) is also available).

The strips each feature 24 etched slabs held in place with small tabs. They can be removed as full length strips or cut through individually



– ideal for those wishing to create curved platform edges.

SMS recommends you prime the sheet before cutting

through the material to seal the detail, then paint in your chosen colour. Also available for 'OO'. (MC)

ALL SCALES

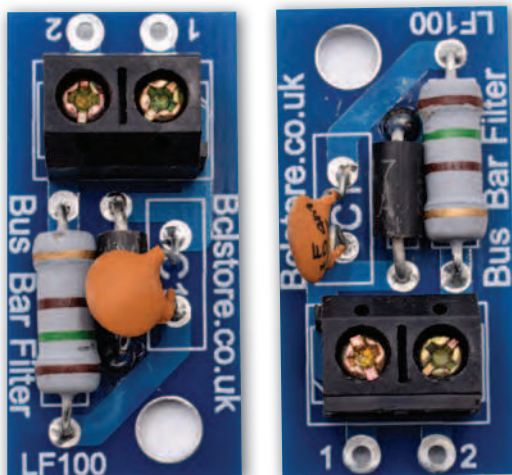
Brimal DCC Bus

●Price: £9.16
●Cat No: LF100
●Site: www.bclstore.co.uk

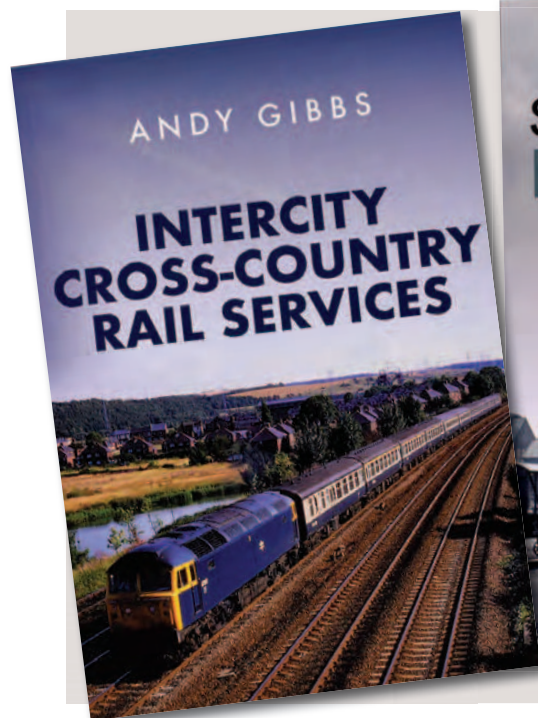
Brimal Components has added a new Digital Command Control (DCC) bus line filter to its range of electronic components and accessories.

Intended to reduce potential damage to DCC decoders and controllers from harmful voltage spikes caused by short circuits, overloads – even Capacitor Discharge Units – and the like, the small 32mm x 15.5mm line filters are designed for linking in to the track control bus bar to protect the system. They effectively smooth out the power supply to the track.

Each pack contains two bus line filters, together with an example installation guide. (MC)



HARDER & STEENBECK



Cross-country trains

Author:	Andy Gibbs
Publisher:	www.amberley-books.com
Title:	InterCity cross-country rail services
ISBN:	978-1-3981-0738-0
Price:	£15.99
Spec:	96 pages, softback

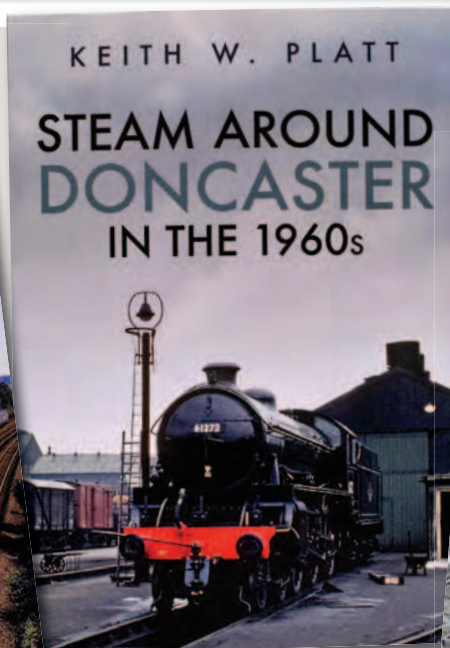
THIS LATEST publication from Amberley Books recalls InterCity cross-country rail operations in the 1970s and 1980s. Many trains were locomotive hauled by a diverse collection of diesel and electric motive power, supplemented by new InterCity 125 High Speed Trains.

During this time, the cross-country fleet comprised a good deal of rolling stock cascaded from the main InterCity routes as these had been modernised. As a result, trains featured a mix of BR Mk 1 and – increasingly – Mk 2 carriages, some of which were also air-conditioned.

The volume follows the cross-country ethos in its coverage, starting with the North East to South West axis, then North West to South East/East Anglia routes and ranges from lengthy ten-plus carriage train formations to simple four-car portions that were added or divided en-route. Amongst the classic traction featured are classes 31/37/40/45/46/47/50/86 with brief appearances from a Western Region 'Hymek', 'Westerns' and classes 33/73/81/84/85/90 too.

A rich selection of clear photographs has been gathered by the author reflecting the multitude of services through the years and which illustrate the scene from the corporate era to the gradual emergence of sectorisation, with some colourful mixed livery formations as a result – ideal for modellers to replicate.

Picture quality and reproduction is superb throughout with a glossy sheen to the overall images. Most are colour, but some black-and-white examples have been included for added variety. Excellent and available now. (MC)



Doncaster steam

Author:	Keith W. Platt
Publisher:	www.amberley-books.com
Title:	Steam around Doncaster in the 1960s
ISBN:	978-1-3981-0546-1
Price:	£15.99
Spec:	96 pages, softback

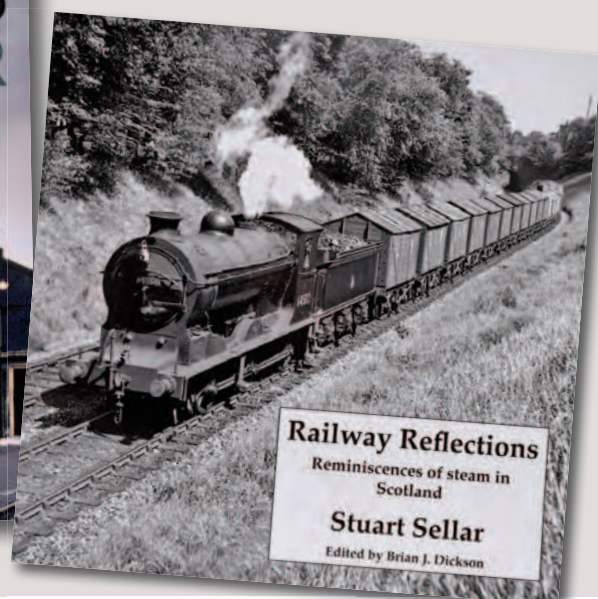
FOR FANS of Doncaster and its busy railway scene, this new picture volume is sure to stoke-up a few memories of the area from the 1960s as the final years of steam played out on the Eastern Region.

Whilst there are no specific chapters, the author has divided the book into sections covering Doncaster's Motive Power Depot (MPD), station and 'The Plant' (Doncaster Works), before opening out the locations featured to the wider area such as Goole, Mexborough, Frodingham and Retford MPDs. In addition, some of the local collieries are also covered, including workings at Hatfield, Thorne and Askern Main. Operations to/from Crosby Mines at Scunthorpe are also featured.

In the main, the photographs are neatly reproduced although a few do appear a touch on the dark side. However, the subject matter remains discernible and a wide selection of motive power from the 1960s has been gathered together with typical former LNER passenger and freight locomotives showcased, often in work-weary condition, together with BR 'Standards' and visiting traction.

Amongst the standout views are a series of photographs illustrating the recovery of a derailment of empty coaching stock on the approaches to the station in 1962, plenty of 'Pacifics' at work and rest, a Bulleid rebuilt 'Merchant Navy' 4-6-2 and a GWR 'Castle' 4-6-0 on railtours, plus LNER 'A3' 4472 *Flying Scotsman* at the Works in 1969 following modification ahead of its North American tour.

Another super collection of 1960s views. (MC)



Railway reflections

Author:	Stuart Sellar
Publisher:	www.srps.org.uk
Title:	Railway reflections: Reminiscences of steam in Scotland
ISBN:	978-1-3999-0724-8
Price:	£18
Spec:	96 pages, softback

THIS new book from the Scottish Railway Preservation Society (SRPS) is likely to prove popular with Scottish steam enthusiasts.

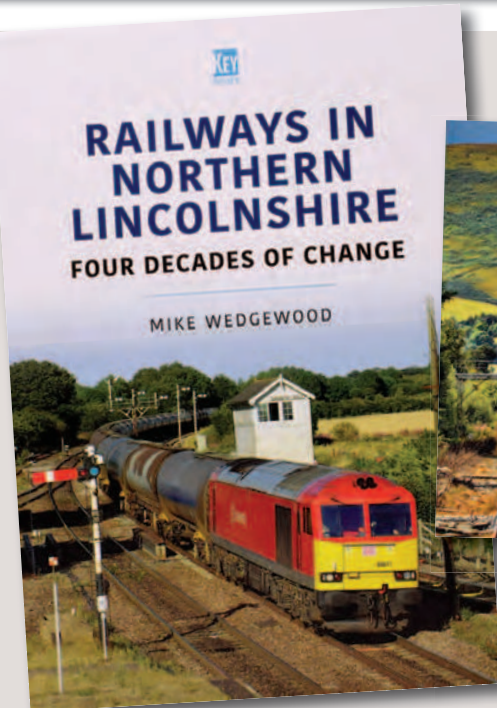
Opening with an introduction from the author, Stuart Sellar, the book features an outstanding collection of his black and white photographs, taken during the 1950s and 1960s.

Locations range from Thurso in the far north to Hawick in the Scottish borders, taking in Glasgow and Edinburgh on the way with a superb selection of passenger, freight and solo locomotive views gathered together.

Each of the clearly composed photographs is crisply reproduced on quality paper, and on first view don't appear to show their age with plenty of detail included which draws the eye into the picture. Captions are well-written with plenty of concise detail, together with a brief history of the locomotives featured.

It is very difficult to highlight specific photographs as the book features so many stunning views be it a 'B1' 4-6-0 simmering at Haymarket depot, a 'J35' 0-6-0 heading a goods train over Leaderfoot Viaduct (paused by special request), locomotives at rest around St Margaret's shed 'up' turntable, a specially-posed 'J36' 0-6-0 on Bonnington flat crossing or a Fairburn '4MT' 2-6-4T on the Forth Bridge.

Edited by Brian Dickson, the author set out to create a work of his best photographs whilst also rekindling memories of travels in Scotland, which he has achieved to stunning effect. Whether you are modelling Scotland's railways or simply interested, this is a great book. In addition, all sales benefit the SRPS. (MC)



North Lincs lines

Author:	Mike Wedgewood
Publisher:	www.keypublishing.com
Title:	Railways in North Lincolnshire: Four decades of change
ISBN:	978-1-80282-207-6
Price:	£15.99
Spec:	96 pages, softback

NEW from Key Books is this volume reflecting changes to the day-to-day rail scene in North Lincolnshire over the past four decades.

With its Great Central Railway roots, the lines through Northern Lincolnshire to the Port of Immingham, Scunthorpe and the surrounding areas have witnessed a great deal of freight through the years – and still do. That said, there is still much passenger traffic, including to seaside resorts such as Cleethorpes.

Not suprisingly, much of the content in this picture album is freight, reflecting the intensive nature of some traffic – for example, up to ten trains of biomass a day can operate between Drax Power Station and Immingham.

Freight highlights include automotive traffic, biomass, cement, chemicals, coal, coke, gypsum, ilmenite, iron ore, oil, nuclear flasks, refuse, steel, tioxide and more. In addition, passenger workings including direct services to/from King's Cross are featured (locomotive-hauled and High Speed Trains), along with local and cross-country services, railtours, specials and test trains.

The book is divided into chapters covering the Scunthorpe, Barnetby area (and its renowned semaphore signals) and Barton, Immingham, Grimsby and Cleethorpes areas.

Each of the photographs selected is clear and legible with plenty of detail for railway modellers to use, such as the infrastructure, signalling, surrounding landscape and train formations. Captions are informative and provide added context to a super photographic journey of the area's rail infrastructure. (MC)



Pennines splendour

Author:	David Hayes
Publisher:	www.amberley-books.com
Title:	The Pennines
ISBN:	978-1-3981-0249-1
Price:	£17.99
Spec:	128 pages, softback

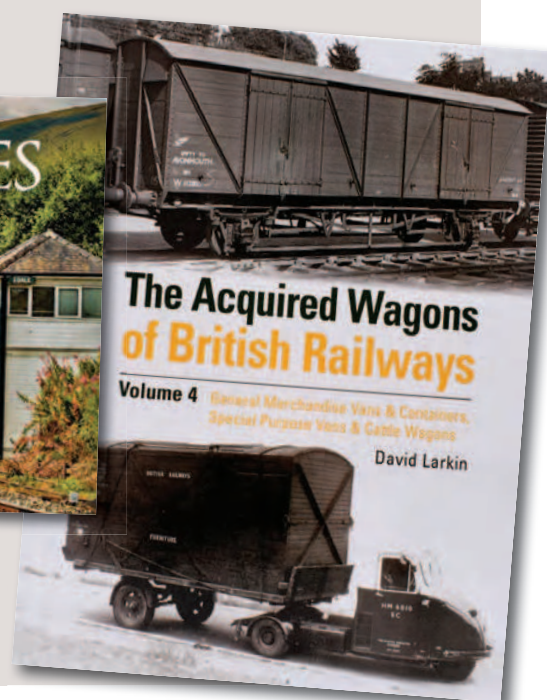
AMONGST the most recent publications from Amberley Books is this full colour picture album of rail operations in the Pennines, whilst also reflecting the landscape through which they travel.

Armed with his trusty Canon EOS 5D Mark III camera, David Hayes has captured some stunning views of passenger and freight trains working through Derbyshire, West Yorkshire, the Settle and Carlisle line and the West Coast Main Line.

Presented in landscape format, the photographs take on an even more dramatic appearance as each view is full page and beautifully composed to maximise impact. There are close-up views of aggregate operations at Tunstead Quarry and Peak Forest, while wider views reveal locomotives and their payloads snaking through the surrounding, dramatic landscapes or passing high above populated areas. Each location has clearly been considered for its dramatic effect or complementary surrounding, which makes the stunning images contained within more than just 'another photograph of a train'.

From a modelling perspective, there is plenty to glean from the content as many of the views could translate to model railway layouts given the view point of capturing trains in the landscape, offering plenty of inspiration to those looking to reflect real-life scenes.

Images are crisp, vibrant and superbly printed throughout, resulting in a splendid volume which captures the contemporary rail scene with equal doses of colour and drama. (MC)



BR wagons vol. 4

Author:	David Larkin
Publisher:	www.crecy.co.uk
Title:	Acquired wagons of British Railways: Volume 4
ISBN:	978-1-80035-140-0
Price:	£25
Spec:	144 pages, hardback

DAVID LARKIN has delivered his latest work on the acquired wagons of British Railways with Volume Four focused on general merchandise vans and containers, special purpose vans and cattle wagons.

As with previous volumes, the book opens with an overview to the content and then considers the diverse fleet that made up British Railways' collection of general merchandise box vans. Subsequent chapters look at standard general merchandise vans of London and North Eastern Railway, London, Midland & Scottish Railway, Southern Railway and Great Western Railway origins, followed by long wheelbase examples. Specialist wagons are also covered including shock absorbing vans, container flats (Conflats), containers, tanks, fruit vans, banana vans, fish and meat vans.

Gunpowder vans also feature in this volume, as do grain wagons, bulk powder wagons, beer vans and cattle wagons – with regional variants outlined throughout, where appropriate. Number sequences applied are also included, which will be particularly useful for modellers looking to customise their fleets.

Each section features brief but informative text outlining the various vehicle types and specific highlights, accompanied by black-and-white photographs to illustrate the book throughout with informative captions covering vehicle types, location and relevant dates.

The fine detail of wagons and their operation is easily overlooked. This book helps to set that right and is ideal for adding to the modelling library. (MC)

NATIONAL 'GRIDS'

The Class 56 is one of only a few British diesel locomotive classes to be designed specifically for heavy freight work and has nowadays largely disappeared from the network - although those that remain could have an interesting future. **EVAN GREEN-HUGHES** explains all.

WHEN British Railways planned the switch from steam to diesel traction in the mid-1950s, a set of locomotive standards were drawn up, which would, it was thought, cover all the country's traction requirements.

Unusually, and in complete contrast to previous practice, the standards did not contain specifications for fast locomotives intended for express work and neither did they contain any for engines intended purely for heavy freight duties. The thinking behind this was that all requirements could be covered by suitably-designed mixed-traffic locomotives. As

a result of this policy the most powerful locomotives made available were those of Type 4, which culminated in the construction of 512 Class 47s.

While these machines were capable of handling the types of train common in the steam era they proved to be somewhat wanting when deployed on the demanding and heavy merry-go-round coal as well as the increasing number of block trains, both types that did not exist when the Modernisation Plan was drawn up.

By the 1970s this issue was thrown into sharp focus when there was a requirement for an increased number of coal trains as a result of an oil crisis. At the same time some of the earlier diesels were reaching the end of their useful lives



The Class 56s were built by Electroputere in Romania as well as Doncaster and Crewe works. Doncaster-built 56055, now carrying Loadhaul black and orange, has just run round its rake of empty hoppers following delivery of potash to Teesport and is preparing to depart for Boulby to reload on May 31 2000. Railphotoprints.uk.


FACTS AND FIGURES

Builders:	Electroputere, Romania (56001-030)
	BREL Doncaster (56031-115)
	BREL Crewe (56116-56135)
Route availability:	7
Introduced:	1976-1984
Withdrawal:	1991 onwards
Number Series (original):	56001-56135
Wheel arrangement:	Co-Co
Bogie type:	CP2
Engine:	Ruston 16RK3CT
Cylinders:	16
Horsepower:	3,250hp
Alternator:	Brush BA1101A
Traction motors:	Six Brush TM 73-62
Train heat:	Not Fitted
Brakes (locomotive):	Air
Brakes (train):	Air
Maximum tractive effort:	61,800lbs
Continuous tractive effort:	53,950lbs
Length:	63ft 6in
Width over cabs:	9ft 2in
Weight:	123 tons
Wheel diameter:	3ft 9in
Maximum speed:	80mph
Fuel capacity:	1,150gallons
Total built:	135
Preserved:	3

and, as a result, the decision was taken to reverse previous policy and to explore the construction of a new design, specifically for use on heavy freight trains.

HEAVY HAULERS

At the time British Rail lacked the capacity to design and deliver such a locomotive so instead drew up a detailed specification which was distributed around suitable external manufacturers. This included a requirement for the new locomotive to be of around 3,000hp, have an advanced method of control and to be equipped with a single power unit.

Interest in the proposal was shown from a number of companies at home and overseas, but in the event Brush submitted the successful proposal which was to feature a body based on the Class 47, with a more powerful engine, an alternator rather than a generator, and the use of electronic control.

Due to capacity issues at the Brush plant in Loughborough and BR's insistence that the 60-strong order be delivered as quickly as possible assembly of the first batch of engines was sub-contracted to the Electroputere plant at Craiova in Romania. Bogies for these locomotives were to Swiss design and were to come from another Romanian plant, at Resida, while the electrical components and power units were built in Britain and shipped out for final assembly. The first one, 56001, was completed in April 1976 and was tested on Romanian Railways before being taken, with 56002, by ferry to the UK, and then onwards to Tinsley depot in Sheffield where they arrived in August of that year.

Unfortunately, on inspection, the locomotives were found to have been built to a very poor standard with sub-standard welding, electrical issues and inadequate bogie design being amongst the

faults highlighted. These issues required each locomotive to have a large amount of remedial work carried out, which delayed introduction to service. In fact it took until November 1978, more than two years later, for 56001 to enter normal traffic.

56006 was to become the first member of the class to haul a revenue-earning train, in February 1977, but it wasn't until the end of that year that the final Romanian-built locomotive arrived in Britain. Meanwhile it had been arranged for further class members to be assembled by British Rail Engineering with locomotives from 56031 onwards being built at Doncaster Works. From this locomotive onwards there were detail differences with a new pattern of side grille being introduced while a further external change came from 56056 onwards when a large square horn cover was introduced and a slightly different cab design.

The first Doncaster locomotive, 56031, was completed in May 1977 and went almost immediately into service, becoming part of the operational fleet before 13 of the Romanian examples that



Colas Rail Freight is one of three operators, alongside DC Rail Freight and GB Railfreight (the latter with rebuilt Class 69s), to continue operating the Class 56s today. Colas Rail 56094 passes through Longniddry in East Lothian with a Doncaster-Millerhill engineers working on July 13 2021. Philip Sherratt.

were still undergoing modifications.

BR then placed a further order for another 30 locomotives, and this was extended to 75, completing the class of 135 machines. Again, these were assembled at Doncaster although

production was moved to Crewe from 56116 onwards due to a requirement to make space for Class 58 production in South Yorkshire. The Crewe built locomotives took until the end of 1984 to be completed.

EWS brought the Class 56 fleet back together for what were expected to be their final years on the main line. On June 20 2003 56114 passes through Barnetby with eastbound Cargowaggons. John Chalcraft/Railphotoprints.uk.



“Initially, and once accepted into traffic, the Class 56s were mainly deployed on coal trains and were allocated to depots in Nottinghamshire and Derbyshire.”

EVAN GREEN-HUGHES

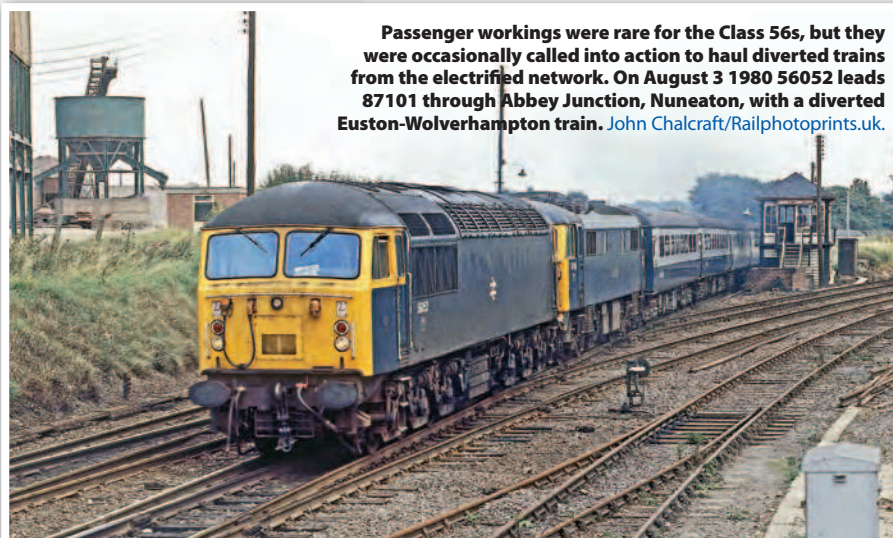
COAL TRAFFIC

Initially, and once accepted into traffic, the Class 56s were mainly deployed on coal trains and were allocated to depots in Nottinghamshire and Derbyshire with their sphere of operation later extending to power stations in the West of England and then the North East.

Once more locomotives became available, 10 were sent to South Wales where they were used on Port Talbot-Llanwern iron ore trains, while some went to Cricklewood for use on cement trains. Most, however, were employed on their intended coal trains, with examples now working on all regions where this type of traffic operated. In 1982 the type began working aggregate trains from Westbury, although their period on this work was marked by periods of unreliability.

In 1987 BR set up its new sectors as a forerunner to privatisation and this led to the Class 56s all being allocated to either the coal or the construction divisions, although a small number did eventually find themselves allocated to ballast traffic, being then allocated to Stewart's Lane depot in London. Further reorganisation saw the fleet distributed to the new Loadhaul, Transrail and Mainline Freight shadow companies, bringing with them further livery changes.

In 1996 the American-owned English Welsh and Scottish (EWS) outfit amalgamated the previous companies back together again, bringing most of the engines back under common ownership again.



Passenger workings were rare for the Class 56s, but they were occasionally called into action to haul diverted trains from the electrified network. On August 3 1980 56052 leads 87101 through Abbey Junction, Nuneaton, with a diverted Euston-Wolverhampton train. John Chalcraft/Railphotoprints.uk.

OUT OF WORK

Consolidation of the fleet, and the arrival of new Class 66s, saw the 56s concentrated mainly in the north east and Humberside but with their duties widened to include steel, chemicals, bitumen and tank trains. However, the long-term writing was by then already on the wall and the first production locomotive, 56002, was withdrawn with collision damage in 1994. Prior to this, 56042, which had a unique set of bogies, had already been taken out of traffic. Withdrawals then took place at a steady pace and by the turn of the century more than half had gone, with the total being down to 25 by the end of 2003.

The history of the Class 56, unlike many other classes which merely fizzle out towards the end of their service lives, then took some rather unusual turns. 30 were hired out for construction of high-speed lines in France, while a handful went into preservation, with two of them being returned to main line service shortly afterwards when they were bought by Fastline and upgraded, to be renumbered as 56301/56302. They were joined by 56125 which became 56303 after being sold to RVEL. DC Rail, a small spot hire company, bought another two while Europhoenix also obtained a pair. Four more were bought from the scrapman by Colas Rail and again entered a second

main line career while Europhoenix eventually exported its two locomotives to Hungary, along with formerly-preserved 56101.

Another batch of 16 engines escaped the scrapyard and were obtained by UK Rail Leasing with some of these being made available for spot hire but later being sold off to GB Railfreight. After all this there were three locomotives that could be considered to be preserved. Several others that had been preserved have been either scrapped, swapped for better examples or returned to mainline service.

THE CLASS 69

With all that you would have thought that would be the end of the story but instead some of the Class 56s are enjoying a further lease of life as they are being fitted with American EMD power units and are being upgraded for further duties with GB Railfreight.

Four locomotives have so far been completed and another six-12 are planned if the result proves to be satisfactory. These conversions are compliant with the latest emission regulations and should enable the Class 69s, as they have become, to continue to work in areas where strict pollution regulations have been brought into force.

The Class 56 overall did what was expected of it. However, the class was always dogged with reliability issues and the build quality of the Romanian examples was such that they were always considered to be inferior to the rest of the build.

Despite their reliability problems they brought with them huge technical advances and introduced many features which have since become standard. It is sobering to think that this huge class was built mainly for the transport of coal, a commodity we no longer value nor want, and so even if the whole class had remained in service there would be little for it to do. That said, it is comforting that we will at least still be able to enjoy the classic sight of one on its train of merry-go-round wagons in our own model worlds, if not in real life.

HM

Romanian built Transrail liveried Class 56 56025 skirts the cliff top at Brotton with the 12.23 Boulby-Tees Dock potash hoppers on September 21 2001. John Chalcraft/Railphotoprints.uk.





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Sentinel SOUNDS

Hornby's new Sentinel 0-6-0DH was a sound installation project too challenging to resist for **MIKE WILD**. In this step-by-step guide, he explains how he fitted a ZIMO decoder, Rail Exclusive speaker and Digitrains stay-alive into this compact shunter.

TOOLS

- » Crosshead screwdriver
- » Craft knife
- » Small scissors
- » Wire strippers
- » Tweezers
- » Soldering iron

THERE is a great deal of satisfaction in a digital sound project, but I find the most rewarding to be small shunting locomotives. Faced with limited space, a desire to add stay-alive for reliable consistent running and a want for the best possible driving experience they make enjoyable projects.

My immediate thought on seeing the new Hornby Sentinel 0-6-0DH was "that needs sound", and almost as immediately on removing the body I had decided on the route I wanted to take.

Previously I had added ZIMO sound to one of the four-wheel Sentinel shunters from Hornby following the methods outlined by Paul Chetter in HM81 – that feature is also available online at www.keymodelworld.com/digital-sound – but I had also found a way to add a large stay-alive capacitor pack for onboard energy storage.

The new 0-6-0DH Sentinel offered a little more internal space which meant a larger speaker and a totally hidden stay-alive could be added – the stay-alive in the four-wheel version was housed in the cab.

Hornby's new Sentinel 0-6-0DH sounds just like the real thing with the addition of a ZIMO chip and Digitrains sound file. **Stanton No. 57** takes up its new role as shunter on West Coast Cement moving PCA wagons through the loading shed.

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

The reason for the stay-alive in a locomotive like this is to help it to keep moving in the most challenging of model railway situations – a shunting yard. There's still no excuse for not keeping the track and locomotive wheels clean, but a stay-alive means it won't stall when crawling through points and sidings or when it is buffering up to wagons at speed step one.

The decoder of choice is a ZIMO MS480F – one of the latest

generation ZIMO sound decoders which have a higher powered microcontroller and much greater memory space – loaded with Digitrains' Active Drive Sentinel sound project and partnered to a Rail Exclusive 15mm x 11mm x 9mm cube speaker as well as a compact 871007 stay-alive pack chosen to fit the space available in the rear compartment behind the cab.

Installation took around 45 minutes from start to finish with

the most important consideration being to minimise wire lengths in order to fit all the components inside. Fortunately there is ample space ahead of the motor to add

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
ZIMO MS480F 6-pin sound decoder	www.digitrains.co.uk	MS480F
Rail Exclusive 15mm x 11mm x 9mm cube speaker	www.digitrains.co.uk	SP15x11x9
Sentinel Active Drive sound file	www.digitrains.co.uk	ZS01A
Stay-alive lite, 14mm x 9mm x 9mm	www.digitrains.co.uk	871007

the speaker while the decoder can be positioned at the top of the engine compartment with the stay-alive located at the rear behind the cab in the empty bonnet.

The following step by step guide goes through the Sentinel sound installation process from start to finish and you can watch a full sound demonstration online at www.keymodelworld.com during June where we will demonstrate the finished models capabilities and functions.

Completion of this installation coincided with the Market Deeping Model Railway Club's exhibition in Stamford where *Hornby Magazine* displayed West Coast Cement on May 14/15. This provided the perfect testing ground for the newly equipped Sentinel. We did find it needed adjustment of its pick-ups (some were mis-shapen on this sample and not touching the wheels) and a thorough wheel clean, but after that the model performed faultlessly throughout the weekend shunting cement wagons around the works and was a pleasure to operate.

We are looking forward to more running sessions with the Sentinels – and if you are considering a sound upgrade we can highly recommend taking the time to add a stay-alive to get the best value from this attractive and useful shunting locomotive. **HM**

● Visit www.keymodelworld.com/digital-sound to read more sound installation guides.

SOUND FUNCTIONS

F0	Lights on/off (if fitted)
F1	Sound on/off
F2	Active brakes
F3	Long horn
F4	Twin horn
F5	Light engine mode
F6	Coasting
F7	Speed lock
F8	Buffer up to wagons
F9	Wagons clashing
F10	Brake release
F11	Brake squeal
F12	Buffering and coupling
F13	Flange squeal (variable)
F14	Flange squeal (short)
F15	Sandbox
F16	Windscreen wipers
F17	Hiss
F18	Long hiss
F19	Fade all sounds
F27	Volume down
F28	Volume up

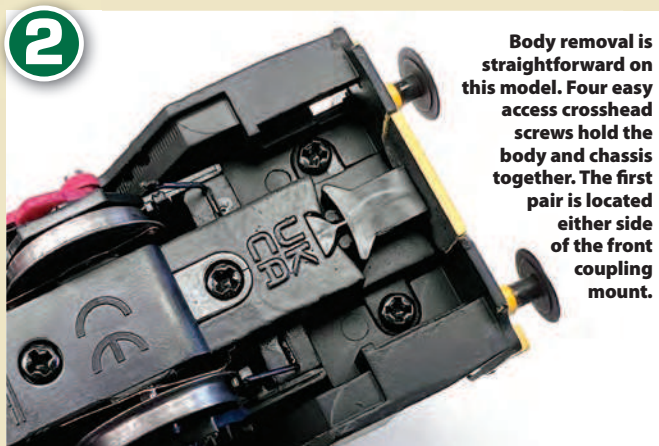


1



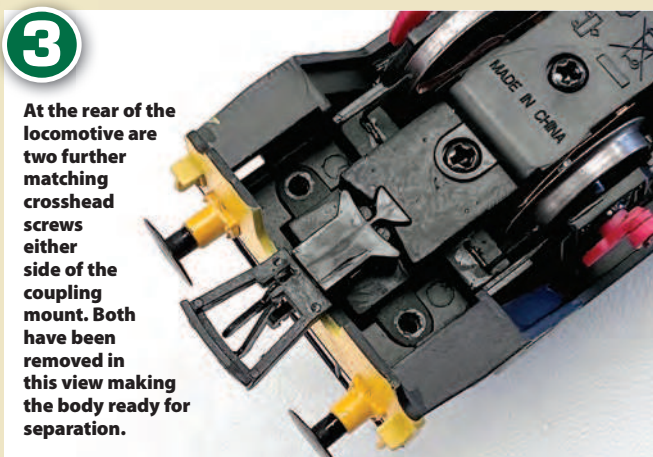
Hornby's new Sentinel 0-6-0DH is a prime candidate for digital sound installation as it will give this useful shunting locomotive a realistic 'voice'.

2



Body removal is straightforward on this model. Four easy access crosshead screws hold the body and chassis together. The first pair is located either side of the front coupling mount.

3



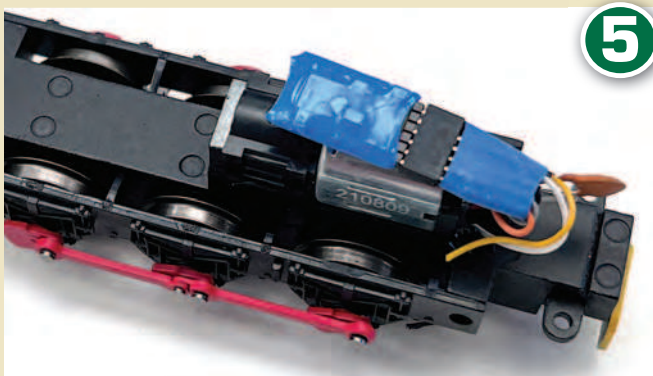
At the rear of the locomotive are two further matching crosshead screws either side of the coupling mount. Both have been removed in this view making the body ready for separation.

4



Once the securing screws have been removed, the body lifts straight up from the chassis to reveal the internal workings. Keep the screws safe for reassembly.

5



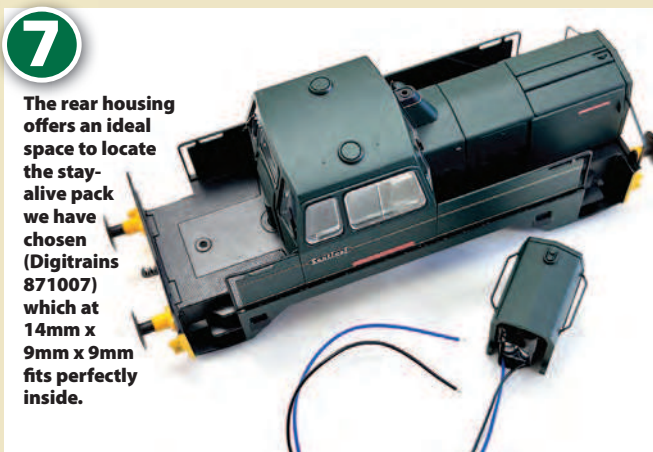
The chassis in the Sentinel is a simple affair with a compact three-pole motor positioned towards the front to drive the centre axle. A 6-pin socket is fitted to which we had previously added a 6-pin decoder for testing.

6



Our first port of call is to install the stay-alive in the rear housing behind the cab. This is held in place with a small crosshead screw – the rearmost of the three under the body.

7

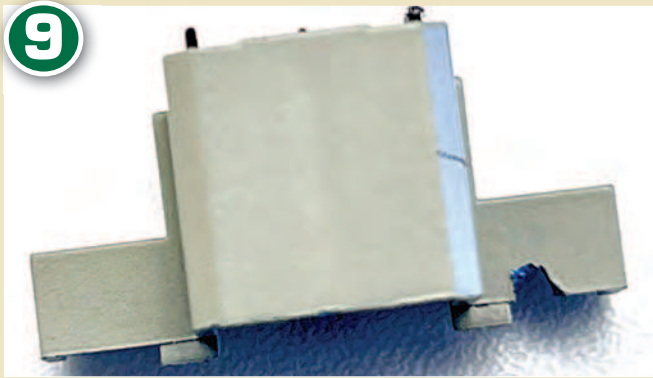


The rear housing offers an ideal space to locate the stay-alive pack we have chosen (Digitrains 871007) which at 14mm x 9mm x 9mm fits perfectly inside.

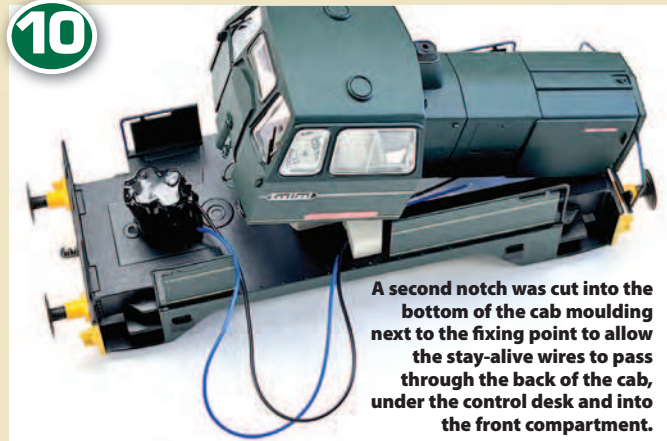
8



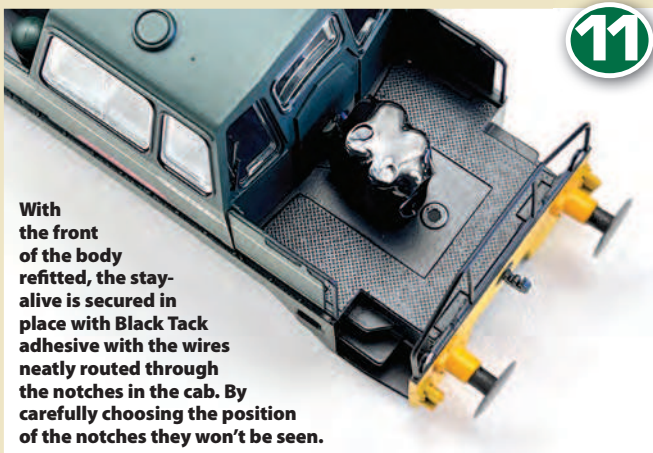
We need a route for the wires to pass through to the main engine compartment. To do this, release the two screws under the cab to lift the front of the body and extract the control desk.



9 To allow the stay-alive wires to reach the front engine compartment we cut a notch into the bottom of the cab control desk – it's not the neatest, but it won't be seen from the outside.



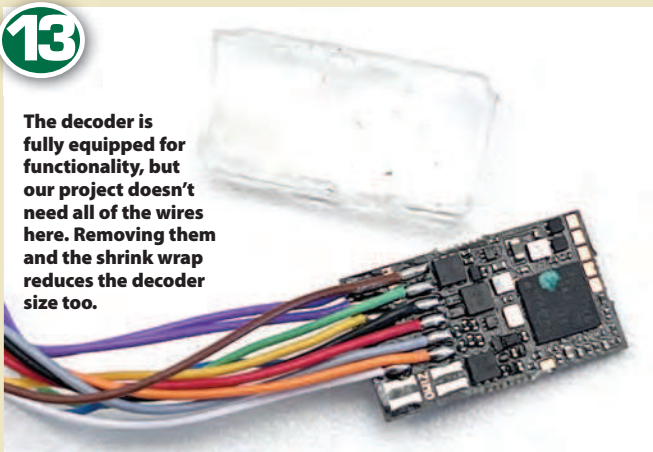
10 A second notch was cut into the bottom of the cab moulding next to the fixing point to allow the stay-alive wires to pass through the back of the cab, under the control desk and into the front compartment.



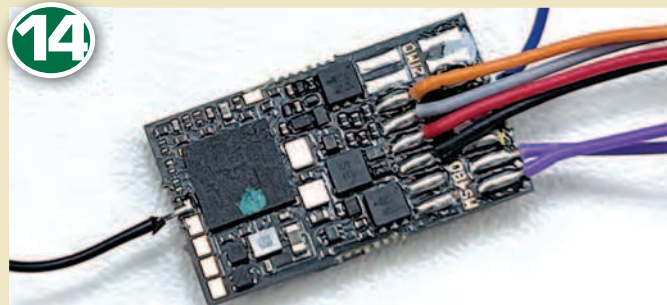
11 With the front of the body refitted, the stay-alive is secured in place with Black Tack adhesive with the wires neatly routed through the notches in the cab. By carefully choosing the position of the notches they won't be seen.



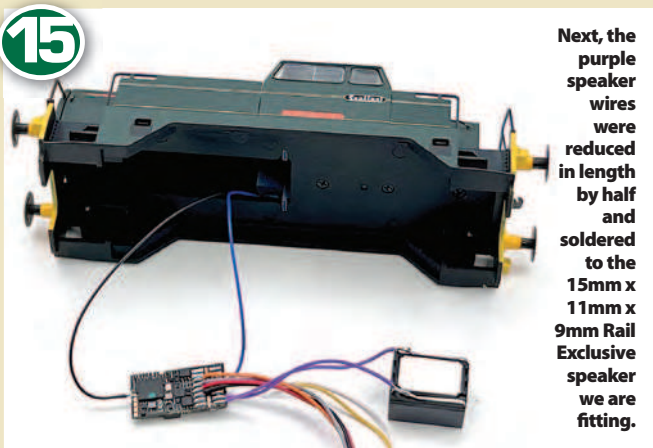
12 The rear housing is then refitted to the model and its fixing screw replaced underneath to complete installation of the stay-alive in the Sentinel. Now we need to connect it to the decoder.



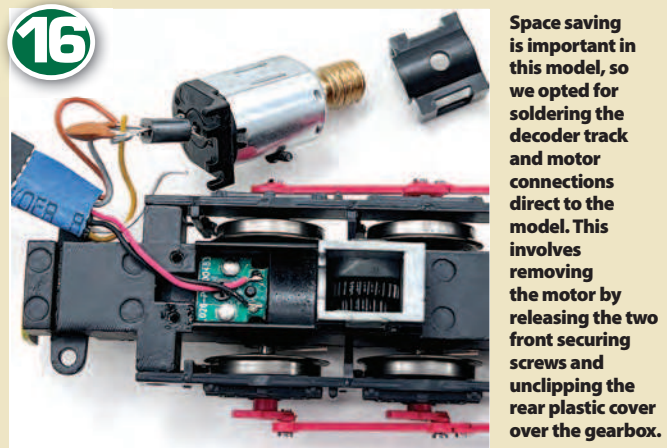
13 The decoder is fully equipped for functionality, but our project doesn't need all of the wires here. Removing them and the shrink wrap reduces the decoder size too.



14 We cut away all the spare wires (yellow, white, green, blue and brown) to reduce the amount of space needed for the chip. We have also now soldered the stay-alive connections to the decoder with the blue positive wire going to the fourth tab down on the right and the black negative wire going to the GND terminal on the left. Adding these wires direct to the decoder must be done very carefully to avoid overheating the chip.

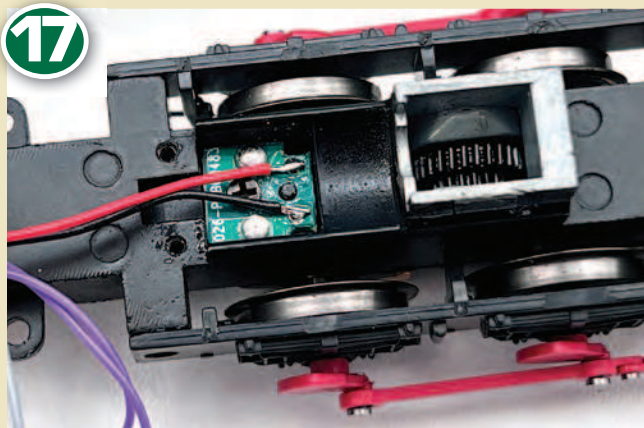


15 Next, the purple speaker wires were reduced in length by half and soldered to the 15mm x 11mm x 9mm Rail Exclusive speaker we are fitting.



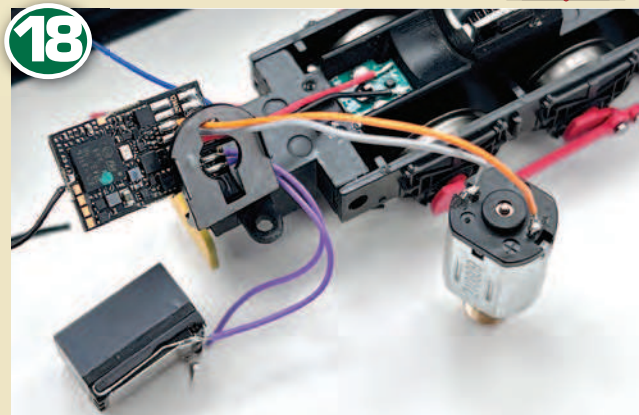
16 Space saving is important in this model, so we opted for soldering the decoder track and motor connections direct to the model. This involves removing the motor by releasing the two front securing screws and unclipping the rear plastic cover over the gearbox.

17



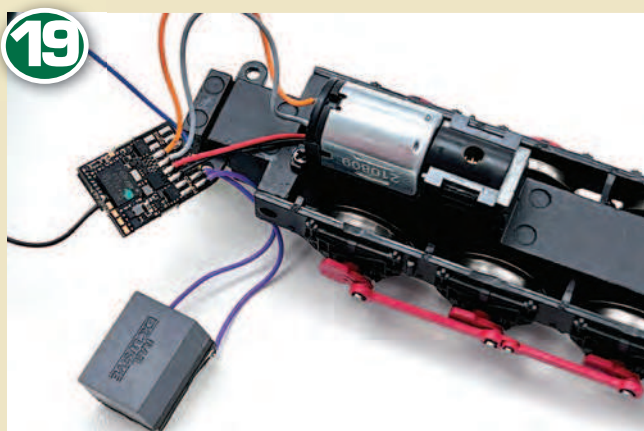
The red and black pick-up wires from the decoder were cut down 45mm in length then soldered to the pick-up tabs on the chassis after baring and tinning their ends.

18



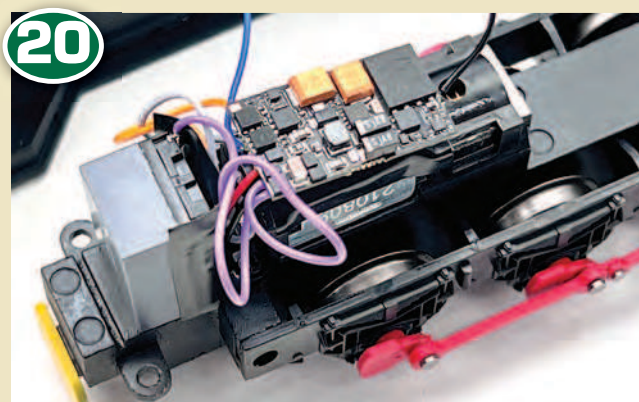
The suppression capacitor has been removed from the motor as the decoder has circuits to do the same job and the orange and grey motor wires have now been connected to the connection tabs on the motor after threading them through its front mount.

19



The motor has now been refitted using all its original hardware. Take care to ensure the motor is seated correctly and that the gearbox cover has been fitted the correct way round – if it isn't, it won't fit.

20



The top of the motor has been wrapped with insulation tape to allow the decoder to be positioned on top. It is held in place with Black Tack. The speaker has been superglued to the chassis and the wires will now tuck between the motor and speaker on reassembly.

21



Care is needed to ensure everything fits back inside the Sentinel without trapping any wires. Stanton No. 57 is now ready for testing which showed it needed adjustment of its pick-ups for the best running qualities as well as a thorough wheel clean.

TIP

Compact sound installations need careful planning and component selection. Double check that everything fits as you expect with a dry run first, especially if you need to start making body modifications or cutting wires.



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LITTLE

The stunning south Shropshire countryside is the setting for

DAN EVASON'S 'OO' gauge micro-layout, recalling the long-vanished railways which served quarries in the area.

PHOTOGRAPHY, MIKE WILD.

LITTLE QUARRY started out because I have two young daughters and the eldest, Maggie, is very keen on helping me in my workshop and playing with Daddy's trains. This gave me the idea for Little Quarry. I wanted to build something easy to transport, self-contained and which we could play with on the dining room table on a rainy day.

Little Quarry is a fictitious place, set around the early 1960s. If it was real,

it would be found in or around the Shropshire/Herefordshire border near Clee Hill Quarry. The track plan is a very basic design with one right-hand code 75 single point and a quarry building from Knightwing Models to disguise the entrance to the fiddle yard.

I decided to depict a line off the main quarry railway itself where repairs could take place in the workshop. There is also an overgrown loading bay for any heavy machinery needing travel by rail on up to the quarry face.



QUARRY.

GAUGE
'00', 16.5mm

SCALE
4mm: 1ft

SIZE
4ft x 8in

REGION
INDUSTRIAL

PERIOD
EARLY 1960s

CONTROL
DCC, NCE POWER CAB

1 Right: Work-weary Peckett 'W4' 0-4-0ST 560 manoeuvres its wagons beneath the main building at Little Quarry.

2 At just 4ft x 8in, this superb micro layout packs plenty of detail and operation into a very small space. Just look at the telegraph pole and wires...



Little Quarry's
diminutive
Ruston and Hornsby
48DS awaits its next
duty outside Ted's
somewhat makeshift
workshop.



STARTING POINTS

Little Quarry uses one of Scale Model Scenery's amazing little baseboards (Cat No. BB018) as a starting point. The track is Peco code 75 and as explained, the plan is very simple.

Ted's workshop is scratchbuilt using plastic card, wood and small rectangles of thick baking foil: I used a homemade jig to form the corrugations. I also added interior detail with the bench from Scale Model Scenery, work tools from Severn Models and a little worklight swinging from the rafters. There are also some old paint tins up on the shelf, again scratchbuilt using some plastic tube and tin foil to create the lids.

The hardstanding floor is made from thick card that was weathered and toned to create a concrete effect. The main quarry building is from part of a

Knightwing Models kit, but I scratchbuilt the staircase using plasticard and added a little light above the doorway for a nice nighttime effect. The ballast/ground cover is made from real road grit from Clee Hill, which was dried and sieved to give a nice natural mix of stone. The rock face is insulation foam carved and then covered with a smothering of DAS modelling clay, finished off with an array of acrylic washes.

Being a micro layout, Little Quarry demands a high level of detail, so some little cameos were introduced in and around the layout. Enter Ted and his men having a brew next to the little fire in the drum where they are burning some off-cuts of wood. Second is the addition of the Oxford Diecast JCB in the foreground, complete with its broken hydraulic pipe leaking on the floor, and tools scattered all

over the place. Next, we have Barry, who is looking up to the boss on the staircase trying to explain to him what has been broken. Barry, Ted and the gang were purchased from Modelu and were an absolute joy to paint.

At the rear of the layout I wanted a telegraph pole, again to add a little more detail and authenticity - plus I needed something to carry the electricity supply across from the main shed to Ted's workshop. I scratchbuilt a pole and also incorporated a lamp, complete with fuse box at the bottom of the pole. A small culvert running through the middle of the layout was also added, passing through a little clay pipe under the line, next to the scratchbuilt point lever. A whistle and speed restriction sign from Scale Model Scenery (SMS) were added, after a splash of paint and some weathering.

One of the aims of this layout was to build it at minimal cost, so I used a left over bit of backscene from my previous layout Tunnel Lane, which came from ID Backscenes, and created the scenic curve using thick card glued and bent into place. The hedgerows are made of real tree moss, dried and sprayed with starch,

"I really believe there is a place for these micro layouts in the market. Anyone can make a big layout, but not everyone can make a neat, detailed layout."

DAN EVASON



Peckett 'W4' 560 trundles past on its way to collect another rake of open wagons for loading.



Tea-time outside Ted's workshop, as the team take a well-earned rest whilst burning off-cuts of wood.

sympathetically placed around the top of the rock face for a slightly overgrown look.

ROLLING STOCK

Due to size limitations, Little Quarry has a small selection of locomotives and rolling stock. You can normally find a rather tired looking BR '64XX' 0-6-0PT working the line, shunting some Cleve Hill Granite plank wagons, or awaiting repair at Ted's workshop.

With limited running space, I wanted to add some interest for viewers, so a custom traverser was built using two veteran Hornby four-wheel wagons and two sections of spare Peco track. I embedded a pair of magnets to the underside of the traverser and baseboard to act as a locking device for whichever line you want to use. The traverser is wired directly to the rest of the track power, with a three-way switch fitted to isolate either line or the entire traverser so you could have up to three locomotives on the layout at one time. That said, since I converted the layout to Digital Command Control, this is no longer required.

Point operation is a simple brass rod and tube, fitted with a pull-push action to



Barry contemplates how he is going to fix the JCB in the yard as the quarry's Ruston 48DS scuttles past with a single loaded Cleve Hill Granite Company wagon.



Micro layouts lend themselves to detailed cameo scenes such as this view of the quarry's JCB parked alongside the small culvert, as water trickles through.



operate. I have fitted a three-way switch to overcome energising the frog for either positive or negative feeds. Although wired for analogue control initially, I have upgraded to an NCE PowerCab controller, making Little Quarry even more of a joy to use. There is also a transformer from a kitchen LED strip light which powers the tiny lights, giving the option for a great nighttime atmosphere.

ADAPTATION

Although Little Quarry started out as a Scale Model Scenery baseboard, I wanted the fiddle yard and controller to be attached so it could be moved as one unit. As a result, it was wrapped in a 9mm ply custom frame and a fascia added so I could conceal a strip light lamp to illuminate the whole layout. With it being such a small micro layout, I wanted to make it stand out and do something out of the ordinary. How often do you see great layouts let down by a sub-standard poorly-painted fascia?

I had the idea of incorporating the scenery and theme of Little Quarry, with its run-down appearance, into the whole outer framework, including a rust effect, and striped, weathered chevrons, for a full visual delight. A quick trip to my local DIY shop resulted in an armful of tester pots, a roll of 2in masking tape and a paintbrush. I began to paint and weather the fascia, starting with a grey steel colour for the base coat, plus a hint of rust here and there, first applying the dark rust in rough and random splodges, followed by a lighter rust in the middle to almost create a 'fried egg' effect.

The rear was masked up at an angle, pulling off every other strip of masking tape and dabbing on the bright yellow with a sponge. Again, this was toned down with the rust and ageing effects. I wanted to take it one step further and have the culvert break free of the layout boundaries, having it cascade down the front of the fascia. I have also designed Little Quarry

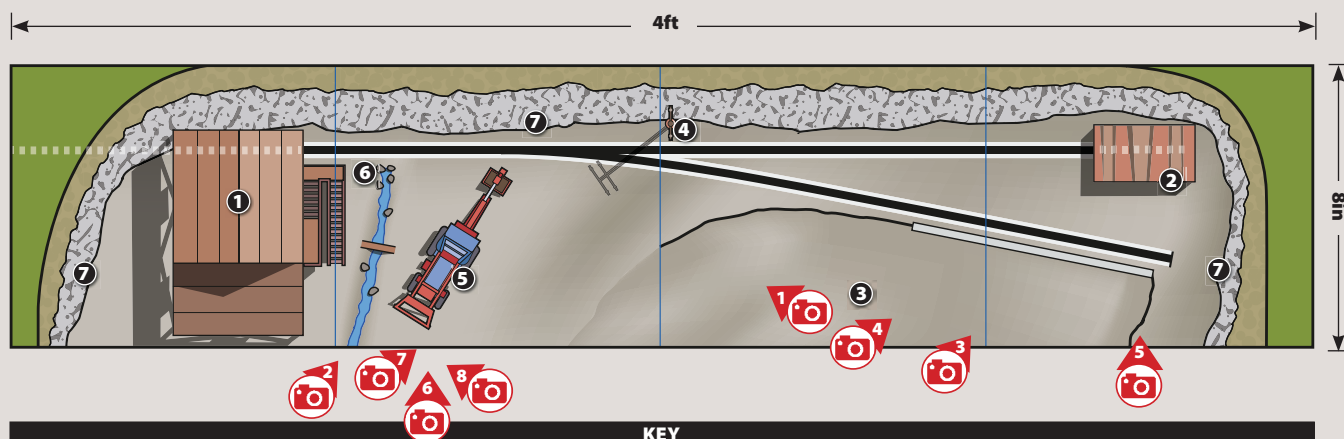
so the fascia and lighting can be optional and simply lifted off.

I'm more than happy with how Little Quarry turned out. It was never supposed to be this detailed, but the layout got addictive. Maybe if I was to do it again, I would add a passing loop. The project as a whole has been a lot of fun and I have enjoyed doing something a bit different with the fascia, front and rear. There has been a lot of rooting through my spares box to use things to scratchbuild with, which has been very rewarding too.

I really believe there is a place for these micro layouts in the market. Anyone can make a big layout, but not everyone can make a neat, detailed layout. They really are a good test of your modelling skills, having to build in such a confined space. I also feel that interest is not lost in the build process as they don't take years to make and don't cost a fortune, unlike some large builds that sadly don't always get finished. **HM**



LITTLE QUARRY TRACK DIAGRAM (NOT TO SCALE)



KEY

① Main quarry building	③ Hardstanding loading area	⑤ JCB	⑦ Rock face
② Ted's workshop	④ Telegraph pole	⑥ Culvert	⑧ To/from traverser storage yard



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DEEP UNDER

With a route mileage of just under 250 and serving 272 stations, the London Underground network carries around five million passengers a day, yet attracts little attention from enthusiasts and modellers. **EVAN GREEN-HUGHES** delves into the fascinating history of this unique system, much of which is normally well hidden from public view.



Escalators became an essential and defining part of the deep tube network to allow passengers to move quickly from street level to the subterranean works of the underground railway. At Leicester Square, the escalators for the Northern and Piccadilly line rise more than 80ft from the railway to the surface. Getty Images.

WHEN WALKING round our capital city during the rush hour it is hard to imagine that beneath our feet, and at any given moment, there are approximately 550 trains running around, carrying tens of thousands of people. These trains use a network that has been steadily built up over the last 150 years and which is still expanding today. Without the Underground, London would grind to a complete halt.

It was to relieve this congestion that the idea of building a subterranean railway was mooted in the first half of the 19th century. Development policy in London had meant that the normal railways had been denied entry to the city itself and as a result a number of termini had been built in what were then the outskirts.

By 1850 there were seven of these and all generated considerable road traffic from there into the centre, adding to the chaos that had been brought about by the expansion of the city during the industrial revolution. One way this issue could be solved was by the construction of an underground railway linking those sites to the city, and proposals for such a scheme began to emerge from around 1830 onwards.

The idea that eventually found favour was for a three-mile line from Farringdon Street to King's Cross, where it would connect to the Great Northern Railway. This railway was to be built to normal railway dimensions and would use conventional rolling stock, including steam locomotives, and would also be capable of use by freight trains. An extension to Euston and Paddington was soon included, where further connections were planned, and this meant that the new tunnels would be built large enough to accommodate broad-gauge trains operated by the Great Western Railway at the time.

In such a built-up area construction of a railway was a very difficult task and as a result the decision was taken to place the tracks directly below existing roads. This was achieved by using a method called cut-and-cover in which the ground was excavated out before a tunnel was constructed which was then covered back over again before the roadway was reinstated. Disruption during construction was considerable and there were many reports of buildings being damaged by earth movement, with matters being complicated by the necessity to remove or to re-route hundreds of sewers, cables and water pipes. »



GROUND

The London Underground network is critical to the movement of passengers through the city. Passengers join a waiting Hounslow train at Piccadilly Circus in the early 1960s. John Gay/Getty Images.



THE 'MET'

The Metropolitan Railway opened in January 1863 and was an instant hit, carrying 38,000 passengers on its first day and taking £850 in fares. These numbers continued with an average 26,500 passengers travelling every day in the first six months. With such staggering numbers, thoughts inevitably soon turned to extensions, with Hammersmith being reached by 1864 and Richmond in 1877.

Due to the popularity of this line, Parliament was soon besieged with applications for other schemes but the House had the foresight to consider the wider picture and as a result a recommendation was made that an underground circle railway should be constructed that would join all the surface railway termini. This scheme was eventually completed, mainly by the District Railway, in 1884 but not before there had been political differences between the Metropolitan and the District railways and hold-ups arising from a lack of capital. A service of six trains an hour each way was established on the new route, which again was an outstanding success.

A further extension from Baker Street to Swiss Cottage was soon pushed onwards into the countryside where it promoted the expansion of places such as Harrow, and this established the principle of surface-level lines feeding the Underground sections within London itself, which even today means that a considerable portion of London Underground is, in fact, not beneath the surface at all.

THE DEEP TUBE

Building underground railways so close to the surface proved to be a very expensive exercise and it was realised that considerable costs would be saved if new tubes could be built at a deeper level, where they would involve much less disruption to existing buildings and services. The invention of the tunnelling shield in 1864 enabled this to become a reality but it took until 1890 for the City and South London Railway to open its three-mile line between the City of London and Stockwell. This line was the first successful deep-level underground in the world and was quickly extended both to the north and to the south, eventually being over 13 miles long and having 22 stations.

A significant issue for deep-level tubes was the method of propulsion for the trains. The Circle Line was operated by steam locomotives fitted with condensing apparatus but even with that modification and the provision of a large number



The 1938 stock had a long life in service with the London Underground network with the last being withdrawn in 1988. On April 14 1978 driver Desmond Anderson waves from the cab of a 1938 unit on the Northern Line at Morden. Evening Standard/Getty Images.



The 1938 Underground stock was a revelation to the system as it was the first to have its traction equipment positioned entirely below the passenger compartment. On November 10 1950 a 1938 stock train arrives at Charing Cross on the Bakerloo Line. Getty Images.

of ventilation shafts to street level, the atmosphere in the stations was distinctly uncomfortable. Although this was just about acceptable for a cut-and-cover system it was obviously not going to work for a deep-level tube.

The City and South London was originally designed for cable haulage but during construction plans were changed in favour of the then-novel application of electric traction, with small electric locomotives being employed to haul rakes of windowless carriages, nicknamed 'padded cells' by travellers. This was so successful that the owners of the earlier

circle route recommended its adoption, with this eventually being financed through American Charles Yerkes, who raised more than £1m to convert the route to a DC system similar to that used by the City and South London.

RAPID EXPANSION

Yerkes soon had control of the District Line and then embarked on a scheme of expansion, promoting several other schemes, all of which used the electric principle, and most of which were not completed until shortly after his death in 1905.

His unified lines became the Underground Electric Railway Company (UERL) of London, and it was in this time that many of the principles that govern London Underground were established, for instance the use of separate positive and negative conductor rails. There was more unification beginning in 1912 when the remaining companies agreed on a common marketing policy, and more of

"1,121 examples of what was to become known as the 1938 stock were built, with construction being shared by Metropolitan Cammell and the Birmingham Railway and Carriage Works."

EVAN GREEN-HUGHES



A construction method called tunnel shielding allowed construction of the deep level tube lines for London's underground railway network as well as expansion of the larger bore sub-surface lines. During construction of the Great Northern and City Railway in 1903 workers forge ahead with tunnel excavation. This section opened in 1904 taking electric trains from Finsbury Park to Moorgate. The Print Collector/Getty Images.

them were also amalgamated into the UERC.

Full amalgamation came in 1933 when the London Passenger Transport Board was formed, with the UERC, the Metropolitan, other Underground companies and tram and bus operators coming under common control. More Deep Tube lines were built but the system also pushed out ever further into the suburbs, where huge new estates were being built to house the ever-expanding population of the city.

Central control and the expansion of the system meant that a new standard design of train was required and finance for this was sought as part of the 1935 new works programme. Intended mainly for the Northern and Bakerloo lines 1,121 examples of what was to become known as the 1938 stock were built, with construction being shared by Metropolitan Cammell and the Birmingham Railway and Carriage Works.

These trains were a considerable advance on any of their predecessors

as all their equipment was housed underneath the body, rather than being in a separate compartment just behind the driver. So successful was this type that it was eventually to be used on the Piccadilly, East London and Central lines, with the last vehicle not being retired from London Underground until 1988. Incredibly, 10 sets then had a further career on the Isle of Wight, where some lasted until 2021, with several examples then passing into preservation.

London Underground was nationalised in 1947 and during this period further lines were added to the network. Construction of the Victoria Line from Walthamstow commenced in 1949, with the route intended to relieve congestion elsewhere. Further extensions including to Brixton followed while the cross-London Jubilee Line opened in 1979. After more than 40 years in state control in 2000 the system was passed over to Transport for London as a public-private partnership, but this idea faltered within a few years and the

whole system then came under London Assembly control.

VITAL NEED

Today London Underground is struggling to return to normal following a dramatic decline in usage which was caused by the recent pandemic, and the consequent fall in the numbers of people working in the capital. However, it remains one of the largest systems of its type in the world and now boasts one of the most modern fleets of electric trains currently in service - although the Bakerloo Line stock is around 50 years old and in need of replacement. Although all the system bears the title of 'Underground' much of it is actually on the surface and as such is more visible to the onlooker than might be imagined.

Layouts featuring tube trains have been few and far between over the years, largely due to a lack of suitable stock, but with the introduction of a ready-to-run model of the 1938 stock perhaps this will all change? **HM**

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. 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.

June 2022

4 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY
Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall (side entrance), Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-3pm
Prices: Admission £5
Website: www.hillingdonrailwaymodellers.co.uk
Features: Meet fellow modellers, refreshments and test your models.

4 SLEAFORD AND DISTRICT MODEL RAILWAY CLUB EXHIBITION
Hosts: Sleaford and District Model Railway Club
Location: St. George's Academy, Westgate, Sleaford, Lincolnshire NG34 7PP
Times: 10am-4pm
Prices: Adults £5, concessions £4, children £3
Website: <https://sites.google.com/sites/sleafordmrc/>
Features: 20 layouts, trade support, demonstrations, miniature railway, refreshments and parking.

10/11 TAUNTON MODEL RAILWAY GROUP OPEN DAYS
Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway, Taunton TA4 3BX
Times: Fri 10.30am-4.30pm, Sat 10.30am-4.30pm
Prices: Small admission charge (children must be accompanied)
Website: www.tauntonmodelrailwaygroup.co.uk
Features: Award-winning 'OO' gauge Bath Green Park and new finescale 'OO' layout on display.

11 7mm NARROW GAUGE ASSOCIATION ANNUAL EXHIBITION
Hosts: 7mm Narrow Gauge Association
Location: Burton Town Hall, King Edward Place, Burton-Upon-Trent DE14 2EB
Times: 10.30am-4.30pm
Prices: Adults £5, members £3, children and partners free
Website: www.7mmnga.org.uk
Features: 12 layouts, trade support, societies and refreshments.

11 GAUGE O GUILD SUMMER SHOW
Hosts: Gauge O Guild
Location: The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster DN4 7PD
Times: 10am-4pm
Prices: Members £5, non-members £10
Website: www.gaugeoguild.com
Features: Layouts, trade support, demonstrations, societies, refreshments and parking.

11 HUCCLECOTE MODEL RAILWAY EXHIBITION
Hosts: Hucclecote Methodist Church
Location: Hucclecote Methodist Church, Carisbrooke Road, Hucclecote, Gloucester GL3 3QP
Times: 10am-5pm

Prices: Adults £5, children free
Website: www.hmcrc.org.uk
Features: 14 layouts, trade support, displays, refreshments, parking and disabled access

11 KNOWL HILL 2022 MODEL RAILWAY EXHIBITION
Hosts: Marlow, Maidenhead and District Model Railway Club
Location: Knowl Hill Village Hall, Bath Road, Knowl Hill, Berkshire RG10 9XB
Times: 10am-4pm
Prices: TBA
Website: www.mmdmrc.org.uk
Features: Layouts, trade support, demonstrations and refreshments.

11/12 MENDIP 2022 MODEL RAILWAY EXHIBITION
Hosts: Shepton and District Model Railway Society
Location: Shepton Scout Hall, Old Wells Road, West Shepton, Shepton Mallet BA4 5XN
Times: Sat 10.30am-4.30pm, Sun 10am-4pm
Prices: Admission £5
Website: <https://sheptonmrs.wordpress.com>
Features: Layouts, trade support, refreshments and parking.

18 BISHOP MIDDLEHAM MODEL RAILWAY EXHIBITION
Hosts: Rotary Newton Aycliffe and Shildon Model Railway Club
Location: Village Hall, Front Street, Bishop Middleham, Ferryhill, Co. Durham DL17 9AJ
Times: 10am-5pm
Prices: Adults £4, children 50p, wheelchair users free
Website: www.newtonayclifferotary.org.uk
Features: Ten layouts, trade support, refreshments, parking and disabled access.

18 EXBURY GARDENS FATHER'S DAY MODEL RAILWAY EXPO
Hosts: Exbury Gardens and Steam Railway
Location: Exbury Gardens, Exbury, New Forest, Hampshire SO45 1AZ
Times: 10am-4pm
Prices: Free with gardens' admission or membership
Website: www.exbury.co.uk
Features: Layouts and displays.

18 FESTIVAL OF TOY TRAINS
Hosts: Bob Leggett
Location: Perins School, Pound Hill, Alresford, Hampshire SO24 9BS
Times: 10.30am-4.30pm
Prices: Adults £8, children £2, family (2+2) £15
Website: www.alresford-toy-trains.org.uk
Features: Layouts, trade support, refreshments, live music and parking.

18 STAFFORD MIDSUMMER MODEL RAILWAY EXHIBITION
Hosts: Stafford Railway Circle
Location: Berkswich Methodist Church Hall, The Rise, Stafford, Staffordshire ST17 0LH

Times: 10am-4pm
Prices: Adults £5, children free
Website: www.staffordrailwaycircle.org.uk
Features: Club members' layouts, trade support, refreshments and parking.

18/19 MERE MODEL RAILWAY EXHIBITION
Hosts: Mere and District Railway Modellers
Location: Mere Lecture Halls, Salisbury Street, Mere, Wiltshire BA12 6HA
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.meremodellers.co.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

25 WEST CAMEL MODEL RAILWAY SOCIETY SUMMER OPEN DAY
Hosts: West Camel Model Railway Society
Location: Davis Hall, West Camel, Somerset BA22 7QX
Times: 10am-3.30pm
Prices: Adults £3, juniors £1
Contact: charliebshop@hotmail.co.uk
Features: Eight layouts, trade support, refreshments and disabled access.

25/26 PERTH MODEL RAILWAY EXHIBITION
Hosts: Perth Model Railway Group
Location: Dewars Centre, Glover Street, Perth PH2 0TH
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £10, children £4, family (2+2) £20
Website: www.smet.org.uk
Features: 40 layouts, trade support, demonstrations, refreshments, parking and disabled access.

July 2022

2 BEACONSFIELD MODEL RAILWAY EXHIBITION
Hosts: Beaconsfield and District Model Railway Club
Location: Beaconsfield School, Wattleton Road, Beaconsfield, Buckinghamshire HP9 1SJ
Times: 10.30am-4.30pm
Prices: Adults £6, children £3
Website: www.beaconsfieldmrc.org
Features: 20 layouts, trade support, demonstrations, refreshments and parking.

2/3 BARRY AND PENARTH MODEL RAILWAY CLUB EXHIBITION
Hosts: Barry and Penarth Model Railway Club
Location: St Cyres Road, Sully Road, Penarth, Vale of Glamorgan CF64 2TP
Times: Sat 10am-4.30pm, Sun 10-4pm
Prices: Adults £5, children under 14 £3
Website: https://bpmmrc.club
Features: 15 layouts, trade support, children's rides, refreshments, parking and disabled access. Heritage bus shuttle between venue and Cogan railway station.

2/3 BLUEBELL RAILWAY MODEL RAILWAY WEEKEND
Hosts: Bluebell Railway
Location: Bluebell Railway, Sheffield Park, East Sussex

Times: TN22 3QL
Sat 9.30am-4pm, Sun 9.30am-4pm
Prices: Adults £28, children £14, family (2+3) £65 (advance tickets)
Website: www.bluebell-railway.com
Features: Layouts, trade support and displays across the railway, special steam timetable, refreshments, parking and disabled access.

2/3 MIDDLETON RAILWAY (LEEDS) MODEL RAILWAY EXHIBITION

Hosts: Middleton Railway
Location: The Station, Moor Road, Hunslet, Leeds LS10 2JQ
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £7 (£10), children £3 (£3) – price in brackets includes unlimited train rides
Website: www.middletonrailway.org.uk
Features: Ten layouts, trade support, refreshments, parking and disabled access. £10 driver footplate driving experiences also available.

9 PEVENSEY BAY MODEL RAIL EXHIBITION

Hosts: Pevensey Bay Model Railway Club
Location: Victoria Baptist Church, Eldon Road, Eastbourne, East Sussex BN21 1UE
Times: 10am-4.30pm
Prices: Adults £6, children £1, family £12
Website: www.pevenseybaymodelrailwayclub.com
Features: Layouts, trade support, refreshments, parking and disabled access.

23 SOUTHAMPTON MODEL RAILWAY SOCIETY SUMMER EXHIBITION

Hosts: Southampton Model Railway Society
Location: Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire SO50 5ZA
Times: 10am-5pm
Prices: Adults £5, accompanied children free
Website: www.southamptonmodelrailwaysociety.wordpress.com
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

23/24 COLWYN MODEL RAIL CLUB EXHIBITION

Hosts: Colwyn Model Railway Club
Location: Craig Y Don Community Centre, Queens Road, Craig Y Don, Llandudno LL30 1TE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.colwynmodelrailwayclub.co.uk
Features: 14 layouts, trade support, refreshments and parking.

23/24 DEMU SHOWCASE 2022

Hosts: Diesel and Electric Modellers United
Location: Sutton Coldfield Town Hall, Upper Clifton Road, Sutton Coldfield B73 6DA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: TBC
Website: www.demu.org.uk
Features: Layouts, trade support, demonstrations, societies and nearby parking.

23/24 EDINGTON MODEL RAILWAY EXHIBITION

Hosts: Somerset and Dorset Railway Trust
Location: Edington Village Hall, Lippets Way, Edington, Somerset TA7 9HA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £4.50, accompanied children free
Website: www.sdrtr.org
Features: Layouts, trade support and demonstrations.

27 TAUNTON MODEL RAILWAY GROUP OPEN DAY

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway, Taunton TA4 3BX
Times: 10.30am-4.30pm
Prices: Small admission charge (children must be accompanied)
Website: www.tauntonmodelrailwaygroup.co.uk
Features: Award-winning 'OO' gauge Bath Green Park and new finescale 'OO' layout (under construction) on display.

30 BRIDPORT MODEL RAILWAY EXHIBITION

Hosts: Bridport and District Model Railway Club
Location: The Sir John Colfox Academy, Ridgeway, Bridport, Dorset DT6 3DT
Times: 10am-4pm
Prices: Adults £6, children free, family (2+2) £10
Contact: 01308 861754
Features: 34 layouts, trade support, demonstrations, refreshments, parking and disabled access.

30/31 SOUTH COAST MODEL RAILWAY CLUB EXHIBITION

Hosts: South Coast Model Railway Exhibition
Location: Arnewood School, Gore Road, New Milton, Hampshire BH25 6RS
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £7, accompanied under 14s free
Website: www.southcoastmodelrailwayclub.co.uk
Features: 14 layouts, trade support, refreshments, parking and disabled access

31 32A MODEL RAILWAY CLUB OPEN DAY

Hosts: 32A Model Railway Club
Location: Hoveton Village Hall, Stalham Road, Hoveton, Norwich NR12 8DU
Times: 10am-4pm
Prices: Adults £2, accompanied under 14s free
Website: www.32amrc.co.uk
Features: Layouts, trade support, demonstrations, refreshments and parking.

31 THIRSK MODEL RAILWAY SHOW 2022

Hosts: Thirsk Model Railway Show Committee
Location: Thirsk Town Hall, Westgate, Thirsk YO7 1QR
Times: 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.expo-thirsk.co.uk
Features: Layouts, trade support, demonstrations and refreshments.

August 2022

6 PLYMOUTH MODEL RAILWAY EXHIBITION

Hosts: Plymouth and South East Cornwall MRC
Location: Abbey Hall, Royal Parade, Plymouth, PL1 2AD
Times: 10am-4pm
Prices: TBC
Website: <https://pandsecmrc.co.uk>
Features: Layouts, trade support, refreshments and disabled access.

6/7 REDCAR MODEL RAIL 2022

Hosts: Cleveland Model Railway Club
Location: Redcar and Cleveland College, Corporation Road, Redcar, Cleveland TS10 1EZ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £3.50, family (2+2) £15
Website: www.clevelandmrc.club
Features: 2 layouts, trade support, displays, demonstrations, refreshments, parking and disabled access.

13 NORTHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Northampton and District Model Railway Club
Location: Roade Village Hall, Bailey Brooks Lane, Roade, Northampton NN7 2LS
Times: 10am-4pm
Prices: Adults £5, children £3, family (2+2) £10
Website: www.ndmrc.org
Features: Layouts, trade support, refreshments, parking and disabled access.

20 SILVER FOX DCC MODEL RAILWAY CLUB EXHIBITION

Hosts: Silver Fox DCC Model Railway Club
Location: Oakgrove School, Venturer Gate, Milton Keynes MK10 9JQ
Times: 10am-4pm
Prices: Adults £6, children £3
Website: www.silverfoxdcc.co.uk
Features: 20 layouts, trade support, refreshments, parking and disabled access.

20/21 CARDIFF MODEL RAILWAY EXHIBITION

Hosts: Cardiff 4mm/North Gwent RM/Cardiff MES
Location: Ice Arena Wales, Olympian Drive, Cardiff CF11 0JS
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Admission £8, accompanied under 12s free
Website: www.cardiffmodelrailwayshow.co.uk
Features: Layouts, trade support, societies, demonstrations, refreshments and parking.

20/21 ROSS-ON-WYE MODEL RAILWAY EXHIBITION

Hosts: Ross Rotary Club
Location: John Kyrle High School, Ledbury Road, Ross-on-Wye, Herefordshire HR9 7ET
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children £3, family £10
Website: www.rossrotary.com
Features: 20 layouts, trade support, refreshments and parking.

25 WELLING CHARITY MODEL FAIR

Hosts: Association of Bexley Charities '78
Location: alconwood 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 tables, refreshments and parking.

29 HARROGATE MODEL RAILWAY GROUP EXHIBITION

Hosts: Harrogate Model Railway Group
Location: Constance Green Hall, St. Aidan's School, Oatlands Drive, Harrogate HG2 8JR
Times: 10am-4pm
Prices: Adults £5, children £2, family (2+2) £12
Contact: harrogatemrg@gmail.com
Features: Layouts, trade support, refreshments and parking.

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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OO Gauge Steam Locomotives


L&MR 'Lion' 0-4-2
Stage: Engineering Sample Due: 2023
Price: from £152.96 Digital: NEXT-18
hattons.co.uk/rapidolion


Hawthorn Leslie 0-4-0ST
Stage: CADs Due: Q3 2023
Price: from £99.45 Digital: NEXT-18
hattons.co.uk/dapolhl040


Hunslet 16'' 0-6-0ST
Stage: Engineering Sample Due: TBC 2022
Price: from £110.46 Digital: NEXT-18
hattons.co.uk/rapidohunslet


Class 78xx 'Manor' 4-6-0
Stage: Deco Samples Due: Jun 2022
Price: from £140.72 Digital: NEXT-18
hattons.co.uk/dapolmanor


Class 78xx Manor 4-6-0
Stage: Engineering Sample Due: Q3 2022
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascalemanor


HR Class I 'Jones Goods' 4-6-0
Stage: CADs Due: TBC 2023
Price: from £186.96 Digital: 21-pin
hattons.co.uk/rapidojonesgoods

OO Diesels & Electrics


Class 31
Stage: Engineering Samples Due: Q2 2023
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascale31


Class 37/0, 37/4 & 37/6
Stage: Decorated Samples Due: Q3/4 2022
Price: from £169.99 Digital: 21-pin
hattons.co.uk/accurascale37


Class 47
Stage: EP & Livery Artwork Due: Q4 2022
Price: from £186.95 Digital: 21-pin
hattons.co.uk/heljanoo47


Class 59
Stage: Painted Samples Due: Late 2022
Price: from £136.31 Digital: 21-pin
hattons.co.uk/dapol59


BR NBL Prototype 10800
Stage: CADs Due: 2023
Price: £199.71 Digital: 21-pin
hattons.co.uk/heljan10800

OO Gauge Multiple Units


Class 104 DMU
Stage: CADs Due: Q1 2023
Price: from £296.65 Digital: 21-pin
hattons.co.uk/heljan104

OO Coaches & Wagons


Genesis 4 & 6 Wheel Coaches
Stage: Deco Samples Due: 2022/23
Price: from £30 Digital: 18-pin
hattons.co.uk/genesis


BR Mk2B Coaches
Stage: Deco Samples Due: Q4 2022
Price: £59.95 each Digital: Yes
hattons.co.uk/accurascalemk2b


GWR 'Toplight City' Coaches
Stage: Engineering Samples Due: 2023
Price: £51 each Digital: 6-pin
hattons.co.uk/dapoltoplightcity


Siphon G Vans
Stage: Early Samples Due: Q1 2023
Price: £54.95 Digital: N/A
hattons.co.uk/accsiphong


SECR 10t Goods Van
Stage: Deco Samples Due: 2023
Price: £28.01 Digital: N/A
hattons.co.uk/rapidosecrvan


VIX Ferry Vans
Stage: Engineering Samples Due: 2022
Price: £39.06 each Digital: N/A
hattons.co.uk/rapidovix


Chaldron 4-wheel Wagons
Stage: Deco Samples Due: Q2 2022
Price: £44.99 (3-pack) Digital: N/A
hattons.co.uk/accurascalechaldron


MGR Hopper Wagons & CDAs
Stage: Deco Samples Due: Q2 2022
Price: £74.95 (3-pack) Digital: N/A
hattons.co.uk/accurascalemrg


MHA 'Coalfish' Wagons
Stage: Deco Samples Due: Q2 2022
Price: £74.95 (3-pack) Digital: N/A
hattons.co.uk/accurascalemha

N Gauge Steam Locomotives


LSWR Class M7 0-4-4T
Stage: Prototype Due: Q2 2022
Price: £83.2 Digital: Yes - PCB swap
hattons.co.uk/dapolm7

N Gauge Diesel Locomotives


Class 28 Co-Bo
Stage: Early sample Due: TBC 2022
Price: from £101.96 Digital: NEXT-18
hattons.co.uk/rapidocobo


Class 59
Stage: Engineering Samples Due: Q4 2022
Price: from £136 Digital: NEXT-18
hattons.co.uk/dapoln59

N Gauge Wagons


JHA 102t Hopper Wagons
Stage: Engineering Samples Due: Q3/ Q4 2022
Price: £33.96 Digital: N/A
hattons.co.uk/dapolnjha

O Gauge Steam Locomotives


Class J94 Austerity 0-6-0ST
Stage: CADs Due: 2023
Price: from £212.50 Digital: 21-pin
hattons.co.uk/dapolj94


Class B4 0-4-0T
Stage: Deco Samples Due: Q3 2022
Price: from £195.50 Digital: 21-pin
hattons.co.uk/dapololswrb4

O Gauge Diesels/ Electrics


Class 26
Stage: Deco Samples Due: Q2 2022
Price: from £509.15 Digital: ESU XL
hattons.co.uk/heljano26


Class 37/0 Re-Tool
Stage: CADs Due: 2023
Price: £534.65 Digital: ESU XL
hattons.co.uk/heljano37


Class 55 'Deltic'
Stage: Early sample Due: 2023
Price: from £594.15 Digital: ESU XL
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Class 66
Stage: Engineering Sample Due: Q3 2022
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Class 73
Stage: Engineering Sample Due: Mid-2022
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O Diesel Multiple Units


GWR Streamlined Railcar
Stage: Painted Samples Due: Q2 2022
Price: from £297.50 Digital: 21-pin
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Class 117 2/ 3-car DMU
Stage: Early samples Due: 2022
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O Coaches & Wagons


Stroudley 4 Wheel Coaches
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Stage: Prototypes Due: Q3 2022
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R40029A Maunsell kitchen dining first saloon S7955S in BR crimson and cream (Hor) **NEW**.....£54.50



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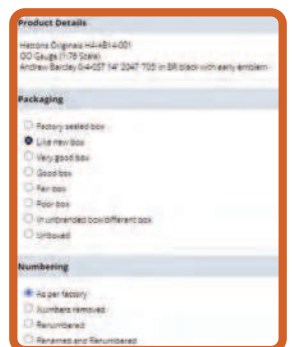
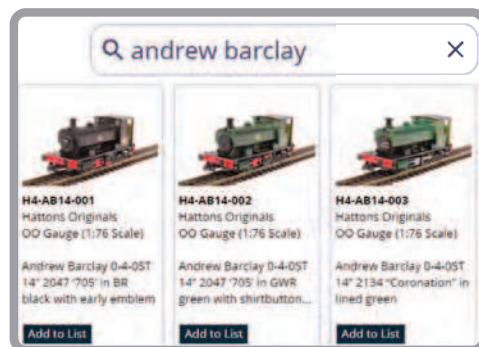


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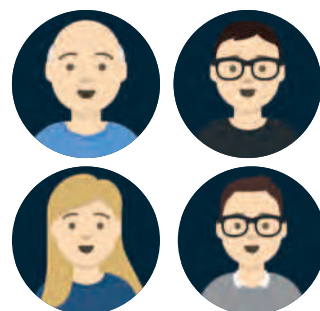


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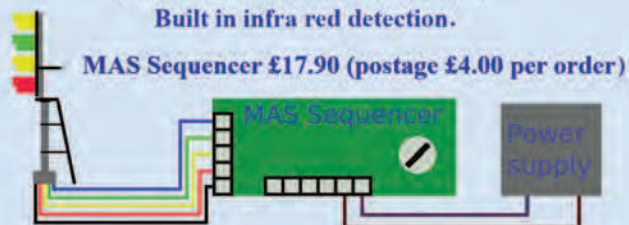
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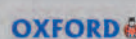
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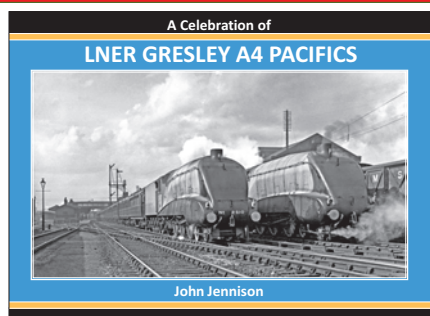
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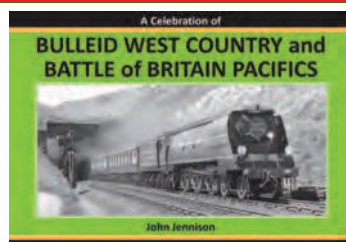
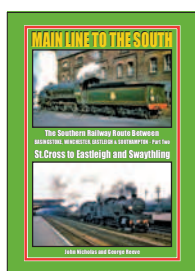
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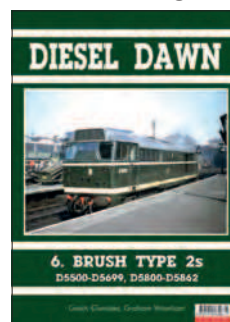


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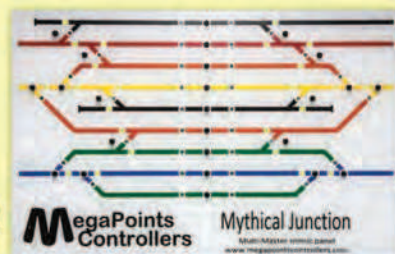
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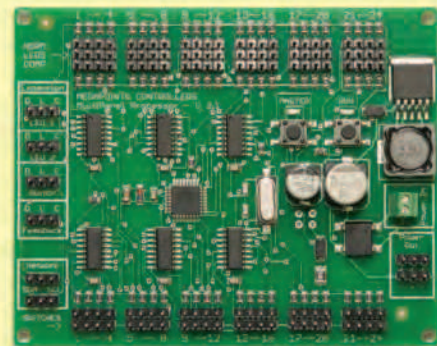
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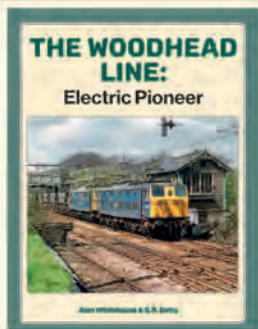
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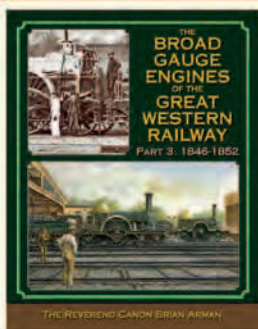
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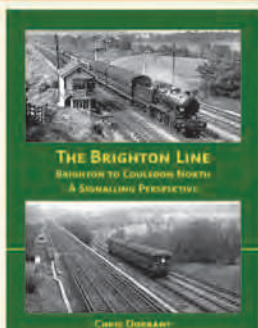


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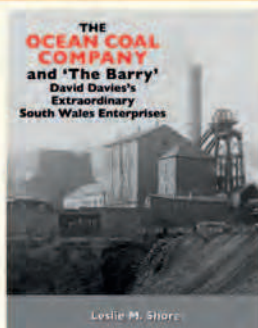
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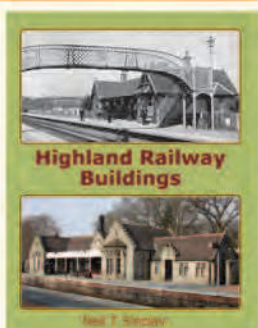
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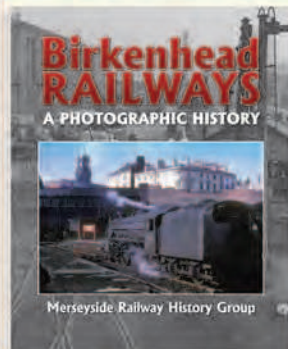
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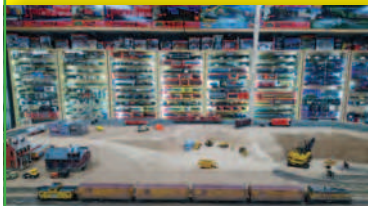
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LMS CLASS 4F No. 43924



R30221 LMS Class 4F No. 43924 'The Railway Children Return' - Era 3



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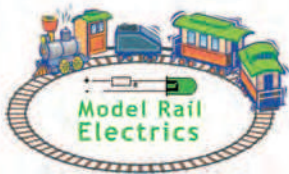
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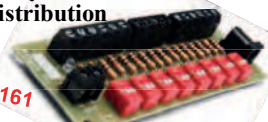
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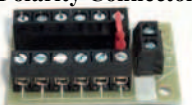
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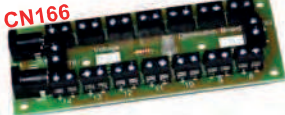
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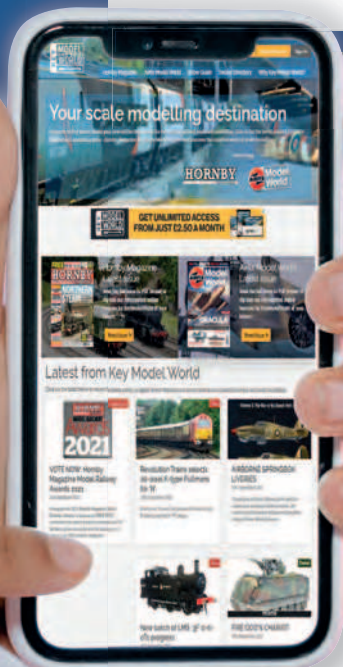
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REVIEW MODELS ON FILM

Check in on KeyModelWorld to see our model demonstration videos alongside the full reviews with extra images. This month you can see the EFE Rail 1938 London Underground stock, Hornby's Class 91 in InterCity colours, Accurascale's HAA hoppers and more in action.



SENTINEL SOUND DEMONSTRATION

Our latest sound installation guide takes a detailed look at the new Hornby Sentinel 0-6-ODH for '00' gauge. Join us at KeyModelWorld for a full sound demonstration.



FROM THE ARCHIVE

KeyModelWorld is about much more than just new content. Every month we are bringing features from the Hornby Magazine archive to life online. In June we will be bringing you the full West Coast Cement layout build story from start to finish and more.



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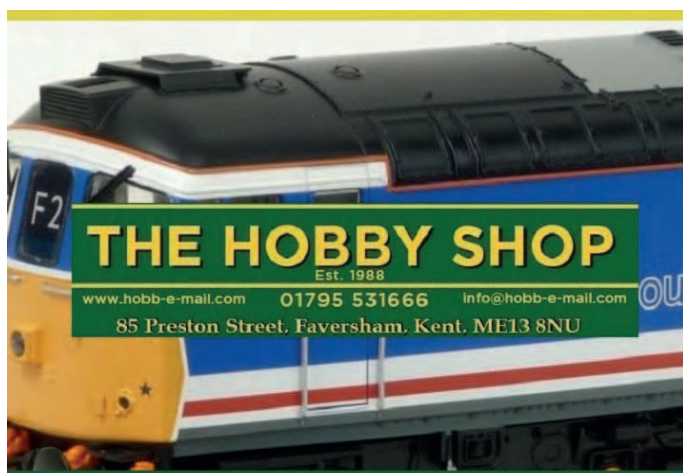
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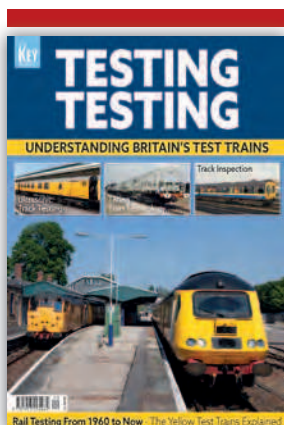
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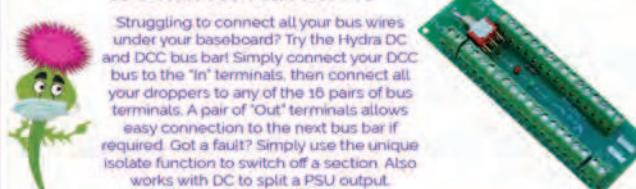
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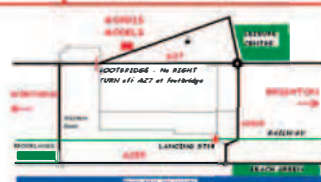
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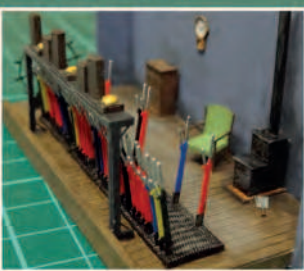
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The 1990s in the South West are the setting for Dan Harris' compact and attractive 'N' gauge exhibition layout Boscarwen Junction, which despite its 5ft x 3ft 6in size includes a double track main line, branch line, freight sidings and an off-scene storage yard too. Discover its full story next month.



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HOW TO BUY SECOND-HAND

The second-hand market is full of potential projects, but how do you avoid the pitfalls? Tim Shackleton goes bargain hunting and explains what you need to look out for.



MODERNISED 'WHISTLER'

Preserved locomotives running on the main line exhibit new details for use on the modern railway. Richard Hall picks up a Bachmann Class 40 to recreate Class 40 Preservation Society favourite D345 in 'OO' gauge.



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EASTERN REGION HISTORY

Of all the regions created when the railways were nationalised, the Eastern was perhaps the most forward-looking, yet many aspects of its advances are today not widely appreciated, as **EVAN GREEN-HUGHES** explains.

FOR MORE THAN 40 YEARS the Eastern Region of British Railways controlled a huge slice of the country's rail network, offering services from London to East Anglia, Yorkshire and the Scottish border and covering everything from pick-up goods to prestige expresses. Lasting right until the railways were sectorised the region was both efficient and successful, yet as far as its longer-distance routes were concerned always suffered from a lack of investment from central Government.

The Eastern Region was one of six such organisations created when the country's railways were brought under state control in 1948, with these regions replacing the previous 'Big Four' private companies which had run the system since 1923. Nationalisation had been proposed several times before, in particular by Prime Minister David Lloyd George in 1918 and by future Prime Minister Winston Churchill five years later but had been rejected due to pressure from railway shareholders and financial institutions. However, the war had meant that the railways had been under immense pressure and as a result a backlog of both maintenance and replacements had built up that it was felt would be impossible to resolve using private capital.

Nationalisation of the railways was only part of the new socialist Government's plan, as all forms of inland transport were also taken into state ownership, and these included coach and bus undertakings, road haulage, London Transport, docks, canals and even ferries and shipping. The idea was to provide a more efficient transport system, at a lower cost, and to remove wasteful competition, but as history has proved a period of retrenchment and decline began instead.

All these transport undertakings were controlled by the new British Transport Commission, and by far the largest component of their new acquisitions were the four previous main line railway companies, namely the Great Western Railway, the London and North Eastern (LNER), the London Midland & Scottish and the Southern. To control these a Railway Executive was formed with the task of integrating these four companies into one corporate body, but surprisingly one of its first acts was to announce the formation of semi-autonomous regions which would answer to the Executive via a number of sub-committees. It might have been logical for four regions to have been formed based on the former railway companies but instead a decision was made that in future there would be six areas rather than four. »



The 'B1' 4-6-0s were Thompson's mixed traffic design for the region which entered service just before nationalisation. On January 27 1962 61281 works hard as it passes through Grantham with Iron ore empties for High Dyke Sidings.

Neville Simms/Ranwell
Collection/Railphotoprints.uk.



Of these the new Western and Southern Regions were to roughly follow the territories of the former Great Western Railway and the Southern Railway while a new Scottish Region would take control of all lines north of the border with England. The Midland Region, meanwhile, would consist of all the former London, Midland & Scottish Railway lines within England. A new North Eastern Region would consist of London and North Eastern lines north of Leeds and Doncaster while the Eastern Region would be the same company's lines south of that and including East Anglia.

A RIGHT CARVE-UP

The territory of the former LNER was now parcelled off into three separate regions, while some of its old rivals remained more or less as they had been under private ownership. The official reasoning behind this was that these were the most run-down routes in the country and that by splitting them over a larger number of areas more money might be attracted to upgrade them. However, it did not escape observers that the reorganisation more or less returned the East Coast Main Line to how it had been before 1923 when the Great Northern ran what was now the Eastern Region part, the North Eastern Railway ran what had become the North Eastern Region and the North British ran that part of the route that was in Scotland!

As originally formed then, the Eastern Region mainly consisted of territory formerly worked by the Great Northern, the Great Eastern and the Great Central railways. The Great Northern had its main route from London to Yorkshire, where it had also developed a considerable

network of commuter lines, but its influence also stretched into Derbyshire, Staffordshire and Lincolnshire. The company had been a major influence on the LNER, particularly as regards rolling stock policy, with many famous people, such as Nigel Gresley coming from its ranks.

The Great Eastern Railway's route linked London to East Anglia, and while there was a main line to Norwich much of its system consisted of rural secondary and branch lines that had originally been constructed to take advantage of agricultural traffic but which were, by then, already in terminal decline. These lines had been used extensively during the war to supply the needs of the forces, due to the many aerodromes that had been constructed along the east coast, but little had been spent on them and many were in deplorable condition.

The third major component of the new Eastern Region was the former Great Central Railway which had built the last main line into London from the Midlands and which also had considerable interests in the docks around the Humber as well as the former Manchester, Sheffield and Lincolnshire lines that formed the Woodhead route. Of these the London extension was considered to be a duplicate of other lines but the cross-Pennine route was of vital importance as it was a major artery for coal traffic.

VARIED TRAFFIC

As might have been expected, the traffic that these lines generated was very varied. The East Coast Main Line and the London to Norwich routes had efficient express passenger services and



The Eastern Region of British Railways stretched from London to Leeds, but saw many through workings to and from the North Eastern Region. March based Gresley 'V2' 2-6-2 60858 waits to head south from York with a train of Gresley corridor stock from the LNER era at the head of a Newcastle-Colchester train which the 2-6-2 would take as far as Ely on June 14 1959.

Dave Cobbe Collection/Railphotoprints.uk.

both were well-equipped with relatively up-to-date traction. The London extension of the former Great Central was worked as an express route but was considered to be less important and did not have its share of prestigious motive power.

The region had a heavy flow of express freight traffic, in particular from the Humber docks into London with fresh produce but there were also produce and milk trains from East Anglia. As far as secondary trains were concerned, the region inherited a heavy flow of commuter trains both into King's Cross and into Liverpool Street but it also had a substantial, if not as heavy, number of passengers travelling into and out of northern cities and towns where its commuter network was well developed, although many of its lines had been built late in the day and had not produced the hoped-for traffic. Much of the commuter stock was of modern design, with some of it, such as the Gresley articulated vehicles, being of novel construction.

At the other end of the scale were the branch lines, many of which were catered for by a few one or two-coach trains each day and which were worked by a rag-tag of coaches cascaded down from more important duties. More important were the freight trains, and there were heavy flows away from the Northern coalfields and industrial



As well as the big main line express locomotives the Eastern Region had a large collection of tank engines. Condenser fitted 'N2' 0-6-2T 69538 is flanked by 'L1' 2-6-4Ts 67793 and 67749 outside the 'Met' shed at King's Cross shed in October 1960, note the Class 40 and Class 15 diesels lurking in the shadows on the right. Dave Cobbe Collection/Railphotoprints.uk.



areas, to and from the east coast docks, as well as towards London and Manchester.

Inevitably changes were made to the original proposals almost as soon as the Eastern Region began operation. In 1949 the region gained the former London, Tilbury & Southend route, which had previously been within the Midland Region, even though geographically it was in the east, while 1958 saw major changes when the former Great Central London extension went to the Midland Region with the Eastern getting the Midland's lines within Lincolnshire in exchange. These changes merely tidied up boundaries and ensured that only one region controlled the lines in any geographical area.

While the Eastern Region was predominantly steam operated, it did have some alternative traction, and in particular took over proposals from the former LNER which had planned to introduce electric trains to its network. The first sign of this was the energising of the lines between London Liverpool Street and Shenfield in 1949 using the

1500v DC system which had proved to be so successful on the continent, in this case so that a frequent service of electric multiple unit commuter trains could be operated. Preparations were also well in hand for the electrification of the Trans-Pennine Woodhead

route prior to the war but all work had been halted due to the conflict, except for the production of a solitary prototype for the EM1 class of locomotive. Soon after nationalisation matters were picked up again and the route finally opened to electric trains in 1955,

following the completion of a new Woodhead tunnel.

The Eastern Region was also one of the first areas of the country to receive Diesel Multiple Units (DMUs), with both Lincolnshire and East Anglia receiving 'Derby Lightweights' from 1955 onwards. »



The Eastern Region inherited an ageing collection of 4-4-0s from the LNER as well as the rural branch lines of East Anglia. Great Eastern 'D16/3' 4-4-0 62510 stands at Stoke (Suffolk) with a Bury St Edmunds-Cambridge local on September 24 1956. Dave Cobbe Collection/Railphotoprints.uk.

These were largely used on very rural lines but failed to stop losses, largely because the staffing structure of the railway remained untouched. The Region was also one of the first to receive diesel locomotives with Class 40s being launched on Liverpool Street to Norwich expresses in 1958 and smaller classes such as the ill-fated BTH Class 15s being deployed to East Anglia.

UPGRADES POSTPONED

Electrification of the Eastern Region's route from London to the north had been included in the 1955 Modernisation Plan but due to the then recession the money to carry this out was not made available and it was to be another 30 years before this improvement was actually carried out.

At the time of nationalisation, the region was well-equipped with express steam locomotives for this route, and more were added during the first ten years of the region. The changeover to diesel began with the deployment of 2,000hp Class 40s on express work but these were not felt to be up to the task and so instead a small fleet of 3,300hp



The English Electric 'Deltics' brought new power to Eastern Region express workings in the 1960s and a striking new two-tone green colour scheme. In August 1963 D9018 *Ballymoss* prepares to depart London King's Cross.
Colin Whitfield/Railphotoprints.uk.

'Deltics' was authorised and these engines were to monopolise the region's premier services until displaced by the High-Speed trains more than 20 years later.

The Eastern Region always had considerable trouble with the economics of its branches and even before Beeching services were being withdrawn on some lines. However, there was a wholesale loss of routes after the publication

of the Beeching report with a large proportion of the branch and secondary lines in East Anglia closing down, as well as much of the system in Lincolnshire and some of the suburban lines in the industrial north. This left the region much smaller than it previously had been and as a result the decision was taken that it should be amalgamated with the North Eastern Region, which had suffered

similar losses, with the whole new entity being known as just the Eastern Region. This process was completed in 1967.

This amalgamation meant that the whole of the East Coast route from London to the Scottish border was now under the control of one region, and along with other boundary changes it meant that the tangle of lines to the east of the Pennines was now much



better defined. The region also gained the suburban services around Newcastle which had until recently been electrically operated but which had been converted to DMUs due to declining passenger numbers and the requirement to completely renew the electrical system. The North East also proved to be one of the last bastions of steam operation, with the final locomotives not going until 1968.

HARD TIMES

The 1970s proved to be difficult times for the Eastern Region, as with much of the railway system, the equipment supplied under the modernisation plan began to wear out but with nothing being forthcoming to replace it. Despite the advent of the British Rail trading name, ridership began to decline while goods traffic, for long the staple of the region, began to dry up as alternative methods of transport proved to be more cost effective and flexible.

The prospect of electrification for the major routes was always on the cards but the money was never forthcoming while the intention to equip the East Coast Main Line with the Advanced Passenger

Diesels came early to the Eastern Region with the English Electric Type 4s (later Class 40) being amongst the first production main line express locomotives. On May 29 1966 D252 waits to depart York.

Chris Davies/Railphotoprints.uk.



Train floundered along with the train itself. In 1977 the Region received a substantial upgrade when it received its High Speed Trains, which quickly reversed the passenger losses and led the way to vastly improved services. Meanwhile the Great Eastern routes had been converted to the newer 25kV electrified system between 1976 and 1980, allowing further extensions to Norwich in time.

While this was going on freight was not forgotten and the region was amongst the first to receive the Class 56 and its successors which were the first modernisation-era locomotives designed specifically for goods and mineral trains. These were deployed on heavy coal and mineral work and usually hauled their loads direct from the producer to the customer. This type of working had become predominant while wagon-load freight, which had provided so much traffic for the region in its early days and which had led to massive spending on new 'hump' marshalling yards disappeared completely. Also closed were most of the small goods yards which were quickly followed by the 'coal concentration'

yards that had once been part of Beeching's plans to revive local coal traffic.

The policy of dividing the railways into regions came into question in the late 1970s when it was realised that this presented artificial barriers when running trains from one area to another. A scheme was then put together which would see traffic grouped by type, rather than region, and this process eventually became to be known as sectorisation. At first this was organised within the regional system but in 1982 the process was complete and regional control was abolished altogether. However, this was not the end for the Eastern Region because there were many matters that did not easily fall within the remit of one or other of the new sectors and

as a consequence it was a full six years before the region could be completely wound up.

The Eastern Region was amongst the most varied of those created after the Second World War, encompassing everything from rural railways to those serving heavily industrialised areas. To a large extent it continued the pioneering spirit of the LNER, and was an early user of electrification, as well as diesel units and locomotives as well as initiating other schemes such as 'Pay Trains' and better collaboration with local councils in the provision and financing of services. For modellers then there is a wealth of opportunity for inspiration for new projects from this region, whatever your traction preference or setting.

HM

"The Eastern Region was one of six such organisations created when the country's railways were brought under state control in 1948."

EVAN GREEN-HUGHES

Perhaps the Eastern Region's most famous locomotive class was the Gresley streamlined 'A4'. On August 19 1961, steam speed record holder 60022 Mallard approaches Stoke Tunnel with the 2.45pm King's Cross-Newcastle. Hugh Ballantyne/Railphotoprints.uk.



Freight traffic was important to the Eastern Region and it had an extensive fleet of 2-8-0 locomotives including the Thompson '01' 2-8-0s. North British built '01' 63872 simmers at March shed on June 11 1962 in the company of a Stanier '8F' 2-8-0 from the Midland Region. Neville Simms/Ranwell Collection/Railphotoprints.uk.

FORMAT

AT NATIONALISATION, BR's newly-formed Eastern Region encompassed former Great Central, Great Eastern and Great Northern railway routes and over time there were reductions and extensions to the Region's remit.

Amongst the Eastern Region's raft of daily operations were inner and outer suburban services, secondary routes, branch lines, long-distance and Anglo-Scottish express services, with its main London termini including London King's Cross, Liverpool Street, Fenchurch Street and Marylebone.

It is the East Coast Main Line (ECML) for which the Region is particularly famous with some of the most eye-catching express steam locomotives plying the route including Gresley's streamlined 'A4' 4-6-2s on lengthy passenger trains. It also featured the record-breaking stretch of line between Grantham and Peterborough where LNER 'A4' 4468 *Mallard* achieved its world speed record in 1938.

As well as the regular express train services, it also marketed a series of named train services, some of which ran on the lucrative Anglo-Scottish route. Amongst the named train services to operate out of Liverpool Street and King's Cross were the 'Day Continental', the 'East Anglian', the 'Elizabethan', the 'Flying

Scotsman', the 'Hook Continental', the 'Heart of Midlothian', the 'Norseman', the 'Northumbrian', 'Scarborough Flyer' (Summer only), the 'West Riding Limited' and more.

Prestigious Pullman trains also operated including the 'Sheffield Pullman', 'Tees-Tyne Pullman', 'Harrogate Sunday Pullman', the 'Yorkshire Pullman' and 'Queen of Scots'. In the early BR period these trains were formed of traditional and K-Type all-steel Pullman cars which were joined in the 1960s by new BR Mk 1 Pullman cars to improve its offering to customers.

Passenger operations also included sleeper and Motorail services, the latter operating from a loading point at Holloway Road, just north of King's Cross, which included the overnight 'Car Sleeper Limited' and daytime 'Anglo-Scottish Car Carrier'.

Freight operations were also important to the Eastern Region and these ranged from branch line pick-ups to mixed freights and block trains, including the famous long-distance Cliffe to Uddingston cement train which utilised a pair of Southern Region Class 33s along the ECML for a period in the 1960s between Cliffe and York.

From a 'OO' gauge modeller's perspective, much Eastern Region motive power and rolling

stock is available off-the-shelf, with a superb selection of locomotives, carriages and wagons available from the main manufacturers (see Motive Power Survey – pages 24-29).

Hornby has recently delivered its upgraded 'OO' gauge LNER 'A1/A3' 4-6-2 with new die-cast metal running plate and flickering firebox (HM179) and the distinctive LNER 'W1' 4-6-4 in original form (HM176), which while strictly speaking is outside the time frame for this supplement, was rebuilt in streamlined form in 1936 and continued in British Railways service as 60700 until 1959 (HM178). In similar vein, the LNER's 'P2' 2-8-2s were rebuilt in the late 1940s as 'A2/2' 4-6-2s, which have also recently been released by Hornby (HM166), together with the similarly newly-tooled Thompson 'A2/3' 4-6-2s (HM167).

For those looking for something a little different, the Eastern Region also played host to many of the prototype diesel locomotives trialled on its passenger services including Diesel Prototype DP1 (the original *Deltic*) (Bachmann/NRM), English Electric DP2 (Heljan), English Electric Class 23 'Baby Deltic' (Heljan), Brush Traction *Falcon* (Heljan), Brush (Hawker Siddeley) HS4000 *Kestrel* (Heljan) and BRCW D0260 *Lion* (Heljan). While many of these are now out of production, second-hand examples

The BR Eastern Region played host to a terrific variety of passenger and freight traffic. It's flagship streamlined 'A4s' are mainly associated with passenger work, but they were also used for fitted freights. In 1960, 60028 *Walter K. Whigham* heads north from Hadley Wood North Tunnel with a down express freight. Railphotoprints.uk.



IONS

BR's Eastern Region covered a large swathe of England, operating an eclectic mix of main line, secondary and branch line services.

MARK CHIVERS recalls some typical train formations from the 1950s and 1960s.

do come up regularly.

In terms of coaching stock, Bachmann's retooled Thompson 59ft 6in and 63ft coaches fill a significant gap in the market, as does its extensive collection of BR Mk 1 and Mk 2 carriages, including catering vehicles, sleeping cars, Motorail car flats and GUVs, plus Mk 1 Pullman Cars – the latter exclusive to Eastern Region services. The Mk 1 range also includes Travelling Post Office (TPO) sorting and stowage vans, Full Brakes (BGs), General Utility Vans (GUVs) and Covered Carriage Trucks (CCTs). Bachmann's first generation Thompson BG is also a useful vehicle for adding variety to a rake.

Hornby's 'OO' gauge range includes a selection of Gresley 61ft 6in corridor coaches, Gresley non-corridor and Thompson non-corridor vehicles, together with a growing collection of BR Mk 1 carriages, including the recently-added BR Mk 1 Restaurant Buffet. Hornby's impressive collection of Pullman cars includes 12-wheel H-Type and eight-wheel matchboard, flush-sided and all-steel K-Type options – the latter particularly useful for Eastern Region Pullman trains. A rather useful LNER extra-long Covered Carriage Truck (CCT) is also available in the Hornby range in a selection of colour schemes and identities.

For a touch of added colour, Rails of Sheffield

and Rapido Trains jointly developed a 'OO' gauge model of the LNER Dynamometer Car, which was utilised during BR's Locomotive Exchange Trials in 1948. A new batch of this delightfully detailed model (inside and out) is currently being developed.

In terms of freight stock for Eastern Region modellers, Oxford Rail has been busy behind the scenes developing a series of new wagons in the form of Great Eastern banana and general covered ventilated vans, together with the 20ton 'Pilchard' engineers' ballast open wagon, a vehicle type that was mainly confined to Eastern Region duties – all of which are now available. It also added a LNER cattle wagon to the range several years ago.

Accurascale has made great strides in developing a series of 'OO' gauge coal wagons that have helped to power Britain, including HOP24 coal hoppers which are ideal for Eastern Region operations, while its Associated Portland Cement Manufacturers (APCM) Cemflo powder cement wagons were regularly seen on the East Coast Main Line.

Bachmann's outstanding collection of 'OO' gauge wagons features a superb selection of useful wagon types from fish and fruit vans to coal and steel open wagons, oil tanks, Presflos, 'Covhops', brake vans and even the ubiquitous

Southern Railway CCT, which appeared in just about every corner of Britain in parcels train formations.

Hornby's wagon range includes the high-fidelity 'OO' 21ton coal hoppers, BR 12ton 'Blue Spot' Insul-fish van, LNER 'Toad B' and 'Toad E' brake vans, six-wheel milk tanks, a North Eastern nine-plank open wagon and much more.

Retailers have delivered some useful wagon types including Hattons' War Department 'Warwell' wagons and The Model Centre's (TMC) 24.5 ton mineral wagons (Bachmann) which will add variety to formations.

Whilst not an exhaustive listing, the 'OO' gauge formations illustrated aim to provide a snapshot of typical Eastern Region passenger and freight trains from the 1950s and 1960s using ready-to-run locomotives and rolling stock. In some cases, passenger formations have been selectively compressed to keep the formation manageable. Some freight formations may have been similarly treated. Where a ready-to-run model of a particular prototype is not commercially available, a similar substitute may have been included. **HM**

● See more Train Formations features online at www.keymodelworld.com/trains/train-formations



EASTERN REGION PASSENGER FORMATIONS



BR 'Britannia' 4-6-2 BR lined green, early crests (Hornby), BR Mk 1 BSK, CK, SK, SK, FK, RFO, TSO, SK, BCK – BR carmine and cream.
Date: 1951 **Location:** Mark's Tey **Service:** London Liverpool Street–Norwich/Sheringham



Worsdell 'J15' 0-6-0 BR black, early crests (Hornby), Gresley 61ft 6in BCK, Stanier Period III SK, Thompson BCK* – BR maroon except * BR carmine and cream. **Date:** 1952 **Location:** Lowestoft **Service:** local passenger



LNER 'A3' 4-6-2 BR lined green, late crests (Hornby), Gresley 61ft 6in BCK*, BR Mk 1 SK, SK, SK, TSO, FK, FK, CK, BSK – BR carmine and cream except * BR maroon. **Date:** 1955 **Location:** Grantham **Service:** London King's Cross–Edinburgh Waverley



Gresley 'D16/3' 4-4-0 BR black, early crests (Hornby), Gresley non-corridor BS, S, CL.
Date: 1956 **Location:** Stoke (Suffolk) **Service:** Bury St Edmunds–Cambridge



Peppercorn 'A1' 4-6-2 BR lined green, early crests (Bachmann), Pullman PBS, PFK, PFP, PSK, PSK, PFP, PSP, PFK, PFK, PSK, PBS – Pullman umber and cream.
Date: 1957 **Location:** Potters Bar **Service:** 'Yorkshire Pullman'



LNER 'B1' 4-6-0, BR lined black, early crests (Bachmann/Hornby), BR Mk 1 BSK*, CK, FK, Gresley 61ft 6in RF, Mk 1 TSO, SK, BSK, Gresley 61ft 6in SK, SK – BR maroon, except *BR carmine and cream. **Date:** 1957 **Location:** Marylebone **Service:** Marylebone to Manchester



LNER 'B1' 4-6-0, BR lined green, early crests (Bachmann/Hornby), BR Mk 1 BSK, SK, CK, CK, Gresley RB, BR Mk 1 CK, SK, SK, BSK – BR carmine and cream.
Date: 1957 **Location:** London Liverpool Street **Service:** 'The Fenman'



Gresley 'B17' 4-6-0 BR lined green, late crests (Hornby), BR Mk 1 BSK, SK, SK, CK, SK, SK, BCK, SK, SK – BR carmine and cream.
Date: 1958 **Location:** Stratford **Service:** Yarmouth Town South–London Liverpool Street



LNER 'A4' 4-6-2, BR lined green, late crests (Bachmann/Hornby), BR Mk 1 BG, SK, SK, CK, FK, FO, RU, RMB, SK, CK, BSK – BR maroon
Date: 1959 **Location:** Grantham **Service:** 'The Flying Scotsman'



Gresley 'K3' 2-6-0 BR lined black, late crests (Bachmann), Gresley 61ft 6in BCK*, SK, BR Mk 1 CK, RB*, Gresley 61ft 6in FK, SK, SK, BR Mk 1 BSK – BR maroon except * BR carmine and cream. **Date:** 1959 **Location:** Belstead **Service:** Gorleston on Sea–London Liverpool Street



LNER 'D11/1' 4-4-0, BR lined black, early crests (Bachmann), Gresley 61ft 6in BCK, BR Mk 1 SK, Gresley 61ft 6in SK, BCK – BR maroon. **Date:** 1959 **Location:** Quorn **Service:** Nottingham Victoria–Marylebone



LNER 'V2' 2-6-2, BR lined green, late crests (Bachmann), Gresley 61ft 6in BCK, BR Mk 1 CK, CK, SK, SK, BSK, Gresley 61ft 6in SK*, RF, BR Mk 1 CK, BSK – BR maroon, except *BR carmine and cream. **Date:** 1959 **Location:** Aylesbury **Service:** 'The South Yorkshireman'



English Electric Type 2 'Baby Deltic' BR green (Heljan), BR Mk 1 BSK, TSO, Gresley 61ft 6in FK, RB, BR Mk 1 TSO, TSO, BSK – BR maroon.
Date: 1961 **Location:** Cambridge **Service:** 'Cambridge Buffet Express'



LNER 'A4' 4-6-2, BR lined green with late crests (Hornby), BR Mk 1 BSK, SK, SO, RKB, SO, FO, CK, SO, BSK – BR maroon.
Date: 1961 **Location:** Grantham **Service:** 'The Norseman'



Class 55 BR green (Bachmann), Gresley BG, BR Mk 1 SLF, SLSTP, SLSTP, SLF, SLF, SLF, SLF, BR Mk 1 BG – BR maroon.
Date: 1962 **Location:** London King's Cross **Service:** King's Cross–Newcastle/Edinburgh



COACHING STOCK DESIGNATIONS

BC	Brake Composite
BS	Brake Second
BT	Brake Third
BCK	Corridor Brake Composite
BG	Gangwayed Brake
BSK	Corridor Brake Second
BTK	Corridor Brake Third
BSO	Brake Open Second
C	Composite
CCT	Covered Carriage Truck
CK	Corridor Composite
CL	Composite Lavatory
F	First
FK	Corridor First
FO	Open First
GUV	General Utility Van
BSP	Pullman Bar Second
PFK	Pullman Kitchen First
PFP	Pullman Parlour First
PSK	Pullman Kitchen Second
PSP	Pullman Parlour Second
RB	Restaurant Buffet
RBR	Restaurant Buffet (Refurbished)
RC	Restaurant Car
RFO	Restaurant First Open
RK	Restaurant Kitchen Car
RMB	Restaurant Miniature Buffet
RU	Restaurant Unclassified
S	Second
SK	Corridor Second
SLC	Sleeper Composite
SLF	Sleeper First
SLSTP	Sleeper Second
SO	Open Second
T	Third
TK	Corridor Third
TO	Open Third
TSO	Tourist Open Second

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 POS/POT/SLF/SLSTP/CCT/57ft Suburban BS/C/S	Bachmann
BR Mk 1 Pullman PFK/PSK/PFP/PSP/ BSP	Bachmann
BR Mk 1 BG/BSK/BSO/CK/FO/RB/SK/SO/TSO/BCK	Hornby
BR Mk 1 64ft Motorail car flat	Bachmann
BR Mk 1 Horsebox	Bachmann/TMC
BR Mk 2/2a TSO/BSO/FK/BFK	Bachmann
LMS 50ft Inspection Saloon	Bachmann
LMS 60ft Motorail car flat	Oxford Rail
LMS CCT	Hornby
LNER Dynamometer Car	Rails of Sheffield/Rapido Trains UK
LNER extra-long CCT	Hornby
LNER 61ft 6in Gresley BCK/BG/FK/TK/SK/Buffer	Hornby
LNER Thompson BCK/BTK/CK/FK/TK/BSK/SK	Bachmann
LNER Thompson BG (first gen tooling)	Bachmann
LNER Gresley non-vestibuled BT/CL/F/T	Hornby
LNER Thompson non-vestibuled BT/CL/T	Hornby
SR CCT/PMV	Bachmann
SR Bogie Van B	Hornby

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Peppercorn 'A1' 4-6-2 BR lined green, late crests (Bachmann), Pullman PSP, PFK, PBS, PFK, PFP, PSK, PSP, PBS – Pullman umber and cream.



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

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



Class 40 BR green with small yellow panels (Bachmann), BR Mk 1 BSK, TSO, TSO, TSO, RB, CK, CK, CK, BSK – BR maroon.

Date: 1964 **Location:** London Liverpool Street **Service:** London Liverpool Street–Norwich



Class 47 BR green with small yellow panels (Bachmann/Heljan/ViTrains), BR Mk 1 BSK, CK, CK, CK, RB, TSO, TSO, BSK – BR maroon.

Date: 1965 **Location:** Colchester **Service:** London Liverpool Street–Norwich



BR Class 55 Co-Co, BR green with small yellow panels (Bachmann), BR Mk 1 BCK, SK, RMB, TSO, SK, RU, RUO, FK, FK, BCK – BR maroon.

EASTERN REGION FREIGHT FORMATIONS



Peppercorn 'A2' 4-6-2 British Railways lined apple green (Bachmann), 12ton plywood vent van, seven-plank open wagon*, 12ton plywood vent van, two one-plank wagons, three-plank wagon, two 12ton plywood vent vans, two five-plank open wagons, 16ton steel mineral open wagon*, 13ton high-sided steel open wagon, four five-plank open wagons, two seven-plank open wagons*, 12ton vent van, two five-plank open wagons*, Conflat wagon with BD container, 12ton vent van, BR 20ton brake van – BR bauxite, except * BR grey.

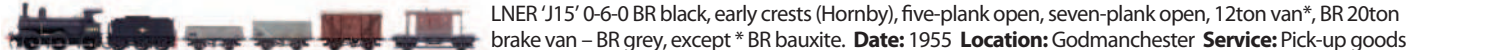


'WD' 2-8-0 BR black, early crests (Bachmann), 30ton bogie bolster wagon, Conflat A wagon*, 16ton steel open mineral wagon, two five-plank opens, Conflat A*, 30ton bogie bolster, seven five-plank opens, eight 16ton steel open wagons, BR 20ton brake van – BR grey, except * BR bauxite.



LNER 'O4' 2-8-0, BR black, early crests (Bachmann), seven-plank open wagon, five-plank open, SR 12ton vent van*, 21ton steel mineral open, two nine-plank mineral open, four 21ton steel mineral opens, five-plank open, five-plank open, seven-plank open, BR 20ton brake van* – BR grey, except *BR bauxite.

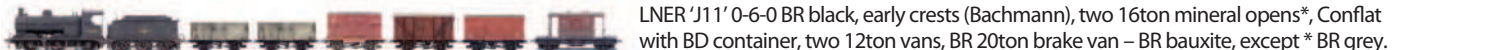
Date: 1954 **Location:** Ollerton **Service:** Mixed freight



LNER 'J15' 0-6-0 BR black, early crests (Hornby), five-plank open, seven-plank open, 12ton van*, BR 20ton brake van – BR grey, except * BR bauxite. **Date:** 1955 **Location:** Godmanchester **Service:** Pick-up goods



Gresley 'K3' 2-6-0 BR lined black, early crests (Bachmann), five 12ton vent vans, 13ton steel 'sand' tippler, ten 12ton vent vans, six seven-plank open wagons*, two 12ton vent vans, four 16ton steel open mineral wagons*, four 12ton vent vans, BR 20ton brake van – BR bauxite, except * BR grey.



LNER 'J11' 0-6-0 BR black, early crests (Bachmann), two 16ton mineral opens*, Conflat with BD container, two 12ton vans, BR 20ton brake van – BR bauxite, except * BR grey.



BR Standard '9F' 2-10-0, BR black, late crests (Bachmann/Hornby), four 16ton steel mineral open wagons, two seven-plank open wagons, 13ton high-sided open wagon*, 16ton slope sided steel open wagon, 16ton steel mineral open wagon, seven-plank open wagon, eight 16ton steel mineral open wagons, two SR 12ton vent vans*, two 16ton steel mineral open wagons, 16ton slope sided steel open wagon, two 16ton steel mineral open wagons, five-plank open wagon, 12ton vent van*, three five-plank open wagons, BR 20ton brake van – BR grey, except *BR bauxite.



Class 16 BR green (Heljan), 11 16ton steel mineral open wagons, BR 20ton brake van – BR grey.

Date: 1960 **Location:** Stratford **Service:** Temple Mills–Norwood transfer freight



LNER 'O1' 2-8-0, BR black with late crests (Bachmann), 20 16ton steel mineral open wagons, BR 20ton brake van* – BR grey, except *BR bauxite. **Date:** 1963 **Location:** Tibshelf Town **Service:** Coal empties



Class 15 BR green with small yellow panels (Heljan), Midland 20ton brake van, two 22ton Presflo cement wagons, three 16ton steel open minerals*, seven 22ton Presflos, BR 20ton brake van – BR bauxite, except * BR grey. **Date:** 1969 **Location:** Ipswich **Service:** Cement

**Date:** 1962 **Location:** Grantham **Service:** Harrogate Sunday Pullman**Date:** 1965 **Location:** York **Service:** 'The Flying Scotsman'**Date:** 1948 **Location:** Unknown **Service:** Up freight**Date:** 1953 **Location:** Audley End **Service:** Temple Mills freight**Date:** 1955 **Location:** Cambridge **Service:** Mixed freight**Date:** 1956 **Location:** Waterside **Service:** Pick-up goods**Date:** 1959 **Location:** Charwelton **Service:** Mixed freight

SUITABLE 'OO' GAUGE FREIGHT ROLLING STOCK

TYPE	MANUFACTURER
8ton/12ton GWR/BR cattle wagon	Bachmann
10ton Great Eastern vent van	Oxford Rail
10ton Great Eastern banana van	Oxford Rail
10ton LMS cattle wagon	Bachmann
10ton LNER cattle wagon	Oxford Rail
10ton LNER fish van	Bachmann
10ton BR Insulated van	Bachmann
12ton BR banana van	Dapol
12ton BR fruit van	Bachmann
12ton NE fruit van	Bachmann
12ton Insul-fish van	Hornby
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 LMS vent van	Bachmann
12ton LNER non-vent van	Bachmann
12ton LNER vent van corrugated ends	Bachmann
12ton LNER vent van planked ends	Bachmann
12ton SR vent van 2+2 planks	Bachmann
12ton SR vent van planked	Bachmann
12ton SR vent van plywood	Bachmann
13ton LNER steel open with chain pockets	Bachmann
13ton LNER steel open with smooth sides and wooden doors	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
20ton LMS coke hopper wagon	Hornby
20ton 'Plate' wagon	TMC/Bachmann
20ton 'Double bolster' wagon	TMC/Bachmann
20ton 'Pilchard' engineers' wagon	Oxford Rail
20ton/22ton 'Presflo' bulk powder 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
25ton 'Trout' ballast hopper wagon	Hornby
35ton Class A tank wagon	Heljan
35ton Class B tank wagon	Heljan
45ton TTA tank wagon	Bachmann
APCM Cemflo powder cement wagon	Accurascale
BR 20ton brake van	Bachmann
BR 20ton brake van	Hornby
BR 37ton bulk grain hopper	Bachmann
BR bogie bolster A wagon	Bachmann
BR bogie bolster E wagon	Dapol
BR 'Covhop' covered hopper	Bachmann
BR 'Shark' ballast plough van	Hornby
Conflat wagon (plus containers)	Bachmann
Consett Iron ore hopper wagons	KR Models
FFA/FGA Freightliner container flat wagons	Bachmann
LNER 20ton 'Toad B' brake van	Hornby
LNER 20ton brake van	Bachmann
RCH Gunpowder Van (GPV)	Rapido Trains UK
War Department 'Parrot' bogie flat	Bachmann
War Department 'Warwell' wagon	Hattons
One-plank 'lowfit' open wagon	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

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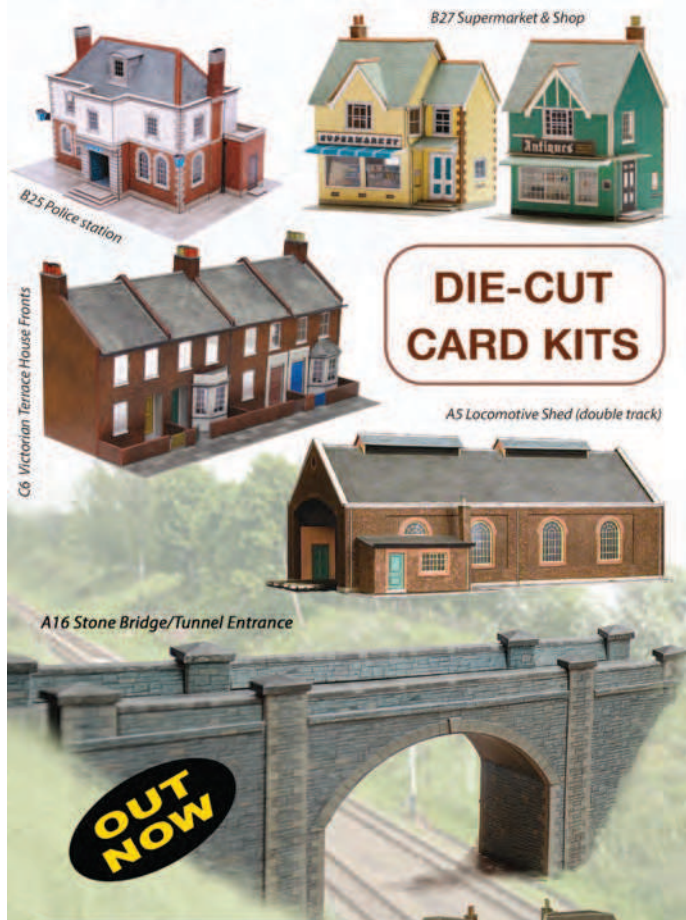
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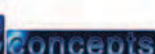
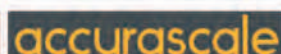
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EASTERN *Inspiration*

The BR Eastern Region has been the subject of many layouts large and small. *Hornby Magazine* highlights a handful of the best in this gallery of inspirational scenes.



Gilbert Barnatt's model of Peterborough North replicates the East Coast Main Line junction station in detail and includes trains running through from the Midlands as well as on the Great Northern route. Robinson 'A5' 4-6-2T 69808 prepares to depart with a stopping train alongside Thompson 'A2/2' 60505 *Thane of Fife* on a through express. Peterborough North featured in HM114. Mike Wild/Hornby Magazine.



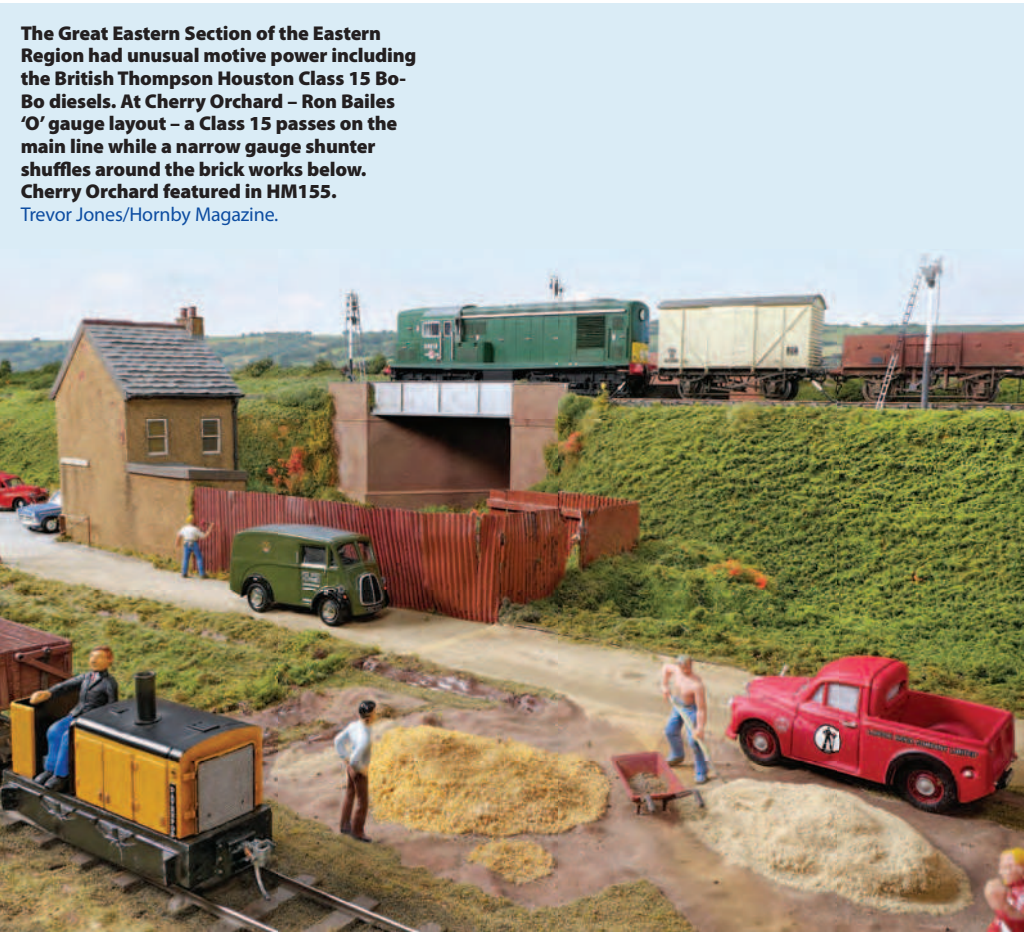
One of the most impressive Eastern Region layouts we have featured in *Hornby Magazine* is John Ryan's Over Peover in 'O' gauge. Recalling the BR steam era, Gresley 'V2' 2-6-2 60964 *The Durham Light Infantry* draws out of Castle Cross station with a Travelling Post Office. Over Peover featured in HM143 and *Hornby Magazine Yearbook No. 12*. Mike Wild/Hornby Magazine.



Doncaster is an important station on the Eastern Region even today, not least because of its association with Doncaster Works which built so many of the steam locomotives operated on the region. Gresley 'V2' 2-6-2 60828 draws out of the goods loops on John White's model of Doncaster in 'OO' gauge. Doncaster featured in HM169. Mike Wild/Hornby Magazine.



The Great Eastern Section of the Eastern Region had unusual motive power including the British Thompson Houston Class 15 Bo-Bo diesels. At Cherry Orchard – Ron Bailes 'O' gauge layout – a Class 15 passes on the main line while a narrow gauge shunter shuffles around the brick works below. Cherry Orchard featured in HM155. Trevor Jones/Hornby Magazine.





Eastern Region steam is the focus of Alan Harrison's 'OO' gauge layout London Road which features main line running and a substantial shed area to house his collection of motive power. The extensive range of ready-to-run Eastern Region locomotives for 'OO' gauge makes representing the railway's steam locomotives a simple task. London Road featured in HM97.

Alan Harrison/Hornby Magazine.



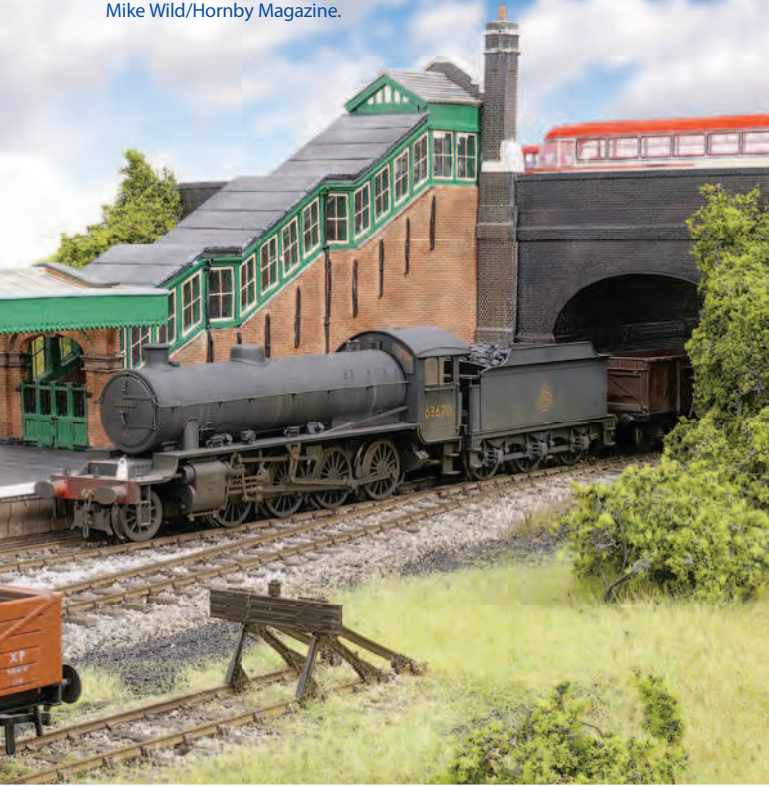
Tony Wright's Little Bytham recreates the lost East Coast Main Line station in detail and close to scale in 'OO' gauge. Scale length trains with extensively researched formations make up the roster including 60007 *Sir Nigel Gresley* seen here passing the signalbox while heading north. Little Bytham featured in HM180.

Mike Wild/Hornby Magazine.



Andy Statham modelled the northern end of the Great Central Railway on the approaches to Sheffield for his 'OO' gauge layout. Newton Central is approached by a weathered Hornby 'L1' 2-6-4T with a stopping train. Newton Central featured in HM108. Mike Wild/Hornby Magazine.

The diverse motive power of the Great Central Railway in the BR era makes it an ideal choice for a compelling model railway. *Hornby Magazine* recently built a 'OO' gauge model based on the GCR which models a typical island platform station of the London Extension as well as Swithland Sidings. A brand-new video series has launched on www.keymodelworld.com/building-great-central-railway across four episodes. Here Thompson 'O1' 2-8-0 63670 eases into the station with a mineral working. Mike Wild/Hornby Magazine.



SEE MORE ONLINE

● Visit www.keymodelworld.com/layout-features to see more amazing model railways online including exclusive video tours.

Right: Shipley Model Railway Club used the Great Central Railway as the inspiration for its stunning exhibition layout – Leicester South in ‘OO’ BR lined blue Gresley ‘A3’ 4-6-2 60052 *Prince Palatine* heads the ‘Master Cutler’ past the industrial warehouses. Leicester South featured in HM79.

Derek Shore/Hornby Magazine.



((007_eastern inspiration_hm181_jul22))

Roger Lattimore modelled the Eastern Region around Hertfordshire in his home-based ‘OO’ gauge main line and branch line layout. On shed, Thompson ‘B1s’ and a ‘N7’ 0-6-2T share space with a new Brush Type 2 as a BR‘9F’ 2-10-0 passes on the main line. Broxfield featured in HM81 and HM121. Trevor Jones/Hornby Magazine.



LOCOMOTIVE Survey

Ready-to-run is awash with a range of 'OO' gauge BR Eastern Region motive power with steam, diesel and electric traction. **MIKE WILD** surveys the choices.

A wide range of Eastern Region motive power is available off-the-shelf for 'OO' gauge. For freight traffic there is a healthy choice of 2-8-0s including the Thompson 'O1' from Hornby.



LOCOMOTIVES OF THE London and North Eastern Railway (LNER) and its pre-grouping predecessors have become popular subjects for ready-to-run models in 'OO' gauge. Naturally the likes of the famous streamlined Gresley 'A4' and renowned 'A3' class 'Pacifics' have long been popular choices, but it is only in recent years that we have started to see more of the day-to-day locomotives come through including 0-6-0s, 2-8-0s and the tank engines.

In this motive power survey we have gathered together the full list of available ready-to-run locomotives suitable for the Eastern Region focused on 'OO' gauge. For completeness, we have also listed the North Eastern Region locomotives available off-the-shelf as well (noted with a NER in the tables), though we plan to come



Great Eastern modellers have been treated to a selection of region-specific locomotives including the 'N7' 0-6-2T from Oxford Rail.



back to these in greater detail in a future *Hornby Magazine* modelling guide supplement.

Our main focus is on the motive power which operated on the Great Northern, Great Central and Great Eastern networks radiating from London. These three areas had the full range of train services from long distance expresses to humble branch line workings as well as long freights. Some locomotives were common to each area, but there were also unique locomotives which rarely strayed from their main stamping grounds. Having said that, nearly every locomotive class took an adventure to a different area at one time or another and history has shown that it is quite possible to see things like a Gresley 'A4' well away from its original East Coast Main Line territory on workings such as railtours to the Southern Region.

Particularly interesting are the inter-regional workings from the Eastern Region which saw London transfer freights take Eastern locomotives across the capital with sighting including 'J50' 0-6-0Ts and North British Class 16s which appeared on the Southern Region around the city.

The tables with this survey list all the available motive power and here we will take a look at each of the Eastern Region's sections in turn.

GREAT NORTHERN

Stretching north from the capital at London King's Cross, the former Great Northern Railway part of the East Coast Main Line (ECML) was the principal express route of the British Railways Eastern Region – the gateway to South Yorkshire, West Yorkshire, the North East and Scotland. »

Express traffic was principally in the hands of Gresley, Peppercorn and Thompson 'Pacifics', many of which are now available to buy ready-to-run. Hornby produces the Gresley 'A4' 4-6-2 and the 'A3' 4-6-2 for 'OO' gauge – the latter having just received upgrades including a die-cast running plate, firebox flicker and new wheels (HM179). In addition, Hornby released the first ready-to-run models of the Thompson 'A2/2' 4-6-2s (rebuilt of the Gresley 'P2' 2-8-2s) as well as the 'A2/3' 4-6-2s to expand its collection further.

For those looking to add the Peppercorn 'Pacifics' to their roster, Bachmann produces both the 'A1' and 'A2' classes for 'OO' gauge which were seen at the head of long distance trains as well as some fast-fitted freights.

Stepping away from the 4-6-2s, Hornby has recently released its model of the unique Gresley

'W1' 4-6-4 – Britain's only 'Baltic' tender locomotive – with the first BR era version modelling the locomotive with early crests on the tender sides. Also new for 'OO' and suitable for the Great Northern route is the Bachmann Gresley 'V2' 2-6-2 which touched down in 2021 (HM173).

For mixed traffic duties modellers can turn to the Thompson 'B1' 4-6-0 which is available for 'OO' from both Bachmann and Hornby while the Gresley 'B17' 4-6-0s, available from Hornby, also made appearances on Great Northern routes.

For freight traffic, modellers can take their pick from the likes of the Gresley 'K3' 2-6-0, Gresley 'J39' 0-6-0 (both Bachmann) or the Thompson 'O1' 2-8-0 (Hornby) and Gresley 'O2' 2-8-0 (Heljan) while tank engines suitable for this area include the Gresley 'N2' 0-6-2T and Thompson 'L1' 2-6-4T from Hornby.

In the 1950s, the former LNER locomotives were gradually joined by BR Standard steam locomotives with the Great Northern seeing the BR '9F' 2-10-0s on freight joined by BR '4MT' 2-6-4Ts amongst others. Additionally, no main line Eastern Region layout – no matter which area – would be complete without one of the 'WD' 2-8-0s available from Bachmann.

Diesel traction came early to the Eastern Region with the Great Northern witnessing the arrival of the English Electric Type 4s (Class 40s) first to be followed a few years later by the Class 55 'Deltics' and the Brush Type 4s (Class 47s) which were all used for express passenger work. Mixed traffic duties went into the hands of English Electric Type 3s (Class 37s) while the Brush Type 2s (Class 31s) were regulars on suburban traffic from London.

There were unusual classes

on the Great Northern too with the Class 23 'Baby Deltics' (powered by single Deltic engines) operating out of King's Cross on suburban trains while the British Thompson Houston Class 15s were occasionally seen on station pilot duties at the London terminus.

To expand your Great Northern diesel collection further, you could also consider the Class 20 Type 1 diesels which were seen in the area in their early years as well as the Class 26s – the first of which were seen on the Great Northern on delivery in the late 1950s.

Moving to multiple units and the prime choice for Great Northern Diesel Multiple Units is the Class 105 Cravens stock which is available as a Bachmann ready-to-run model.

GREAT CENTRAL

Moving west to the former Great Central Railway route

TABLE 1: BR EASTERN REGION STEAM LOCOMOTIVES – 'OO'

CLASS	MANUFACTURER	AVAILABILITY
Peppercorn 'A1' 4-6-2	Bachmann	Current
Peppercorn 'A2' 4-6-2	Bachmann	Current
Thompson 'A2/2' 4-6-2	Hornby	Current
Thompson 'A2/3' 4-6-2	Hornby	Current
Gresley 'A3' 4-6-2	Hornby	Current
Gresley 'A4' 4-6-2	Hornby	Current
Robinson 'A5' 4-6-2T	Sonic Models	Due 2022
Thompson 'B1' 4-6-0	Bachmann	Second-hand
Thompson 'B1' 4-6-0	Hornby	Current
Holden 'B12' 4-6-0	Hornby	Current
Gresley 'B17' 4-6-0	Hornby	Current
Ivatt 'C1' 4-4-2	Bachmann	Current
Bachmann 'D11' 4-4-0	Bachmann	Current
Gresley 'D16/3' 4-4-0	Hornby	Current
Worsdell 'G5' 0-4-4T (NER)	TMC/Bachmann	Due 2022
Robinson 'J11' 0-6-0	Bachmann	Current
Worsdell 'J15' 0-6-0	Hornby	Current
Worsdell 'J26' 0-6-0 (NER)	Oxford Rail	Due 2022
Worsdell 'J27' 0-6-0 (NER)	Oxford Rail	Current
Gresley 'J39' 0-6-0	Bachmann	Second-hand
Hornby 'J50' 0-6-0T	Hornby	Current
Holden 'J70' 0-6-0T	Rapido/Bauer Media	Current
Worsdell 'J72' 0-6-0T (NER)	Bachmann	Current
Hunslet 'J94' 0-6-0ST	EFE Rail	Current
Peppercorn 'K1' 2-6-0	Hornby	Current
Gresley 'K3' 2-6-0	Bachmann	Second-hand
Thompson 'L1' 2-6-4T	Hornby	Second-hand
Gresley 'N2' 0-6-2T	Hornby	Current
Hill 'N7' 0-6-2T	Oxford Rail	Current
Thompson 'O1' 2-8-0	Hornby	Current
Gresley 'O2' 2-8-0	Heljan	Current
Robinson 'O4' 2-8-0	Bachmann	Current
Raven 'Q6' 0-8-0 (NER)	Hornby	Current
Gresley 'V1'/'V3' 2-6-2T	Bachmann	Current
Gresley 'V2' 2-6-2	Bachmann	Current
Gresley 'W1' 4-6-4	Hornby	Current
Sentinel 'Y3' 4wVBT	Dapol	Second-hand
Riddles 'Britannia' 4-6-2	Hornby	Current
Riddles '5MT' 4-6-0	Bachmann	Current
Riddles '4MT' 4-6-0	Bachmann/Hornby	Current
Riddles '4MT' 2-6-0	Bachmann	Second-hand
Riddles '2MT' 2-6-0	Hornby	Due 2022
Riddles '4MT' 2-6-4T	Bachmann	Second-hand
Riddles '3MT' 2-6-2T	Bachmann	Second-hand
Riddles 'WD' 2-8-0	Bachmann	Current
Riddles '9F' 2-10-0	Bachmann	Current



which stretched to the Midlands, Sheffield and Manchester from London Marylebone, there was plenty of motive power variety to be enjoyed.

On leaving the capital, the GCR route shared running powers with the Western Region to Aylesbury after which it diverged to head north on the London Extension which had a distinctive series of island platform stations.

The GCR lines included the heavily used Woodhead electrified line over the Pennines which was plied by a fleet of Class 76 Bo-Bo and 77 Co-Co electrics as well as steam and diesel motive power. The electrics were used for freight (Class 76) and passenger work (Class 77) and took over services at Sheffield Victoria for the journey via Woodhead to Manchester under the 1,500v DC wires.

Both of these electrics have been produced as ready-to-run

models by Olivia's Trains which commissioned Heljan to make them in 'OO' gauge in a selection of colour schemes to span their working lives from 1954 to withdrawal of the last of the class in 1981.

The Great Central was a busy route when it was in the hands of the Eastern Region with a mixture of heavy freight, express passenger and secondary workings. Freight traffic was often in the hands of 2-8-0s including the Robinson 'O4' (Bachmann), Thompson 'O1' (Hornby) and 'WD' 2-8-0s (Bachmann). Fast fitted freights could be seen behind Gresley 'V2' 2-6-2s (Bachmann) including the fish trains while slower pick-up goods would be handled by the likes of the Robinson 'J11' 0-6-0 (Bachmann).

These classes were joined by appearances from 'A3' 4-6-2s (Hornby) on expresses as well as

"Our main focus is on the motive power which operated on the Great Northern, Great Central and Great Eastern networks radiating from London."

MIKE WILD

Thompson 'B1' 4-6-0s (Hornby) and 'D11' 4-4-0s (Bachmann) while BR Standards also ran on the GCR network including 'Britannia' 4-6-2s (Hornby), 'SMT' 4-6-0s (Bachmann) and '9F' 2-10-0s (Bachmann/Hornby).

Two new choices are on the way for ready-to-run GCR based motive power with Hornby's brand-new model of the '9F' 2-10-0 expected during 2022 while Sonic Models has chosen the Robinson 'A5' 4-6-2T of Great Central origin as its first ready-to-run 'OO' gauge steam locomotive. It is due for release in 2022.

For something a little unusual, the GCR did attract its fair share of inter-regional and special workings with examples of the Great Western Railway 'Hall' 4-6-0 and Bulleid 'Pacific' classes being known to make their way north of London on GCR metals.

GREAT EASTERN

The Great Eastern section was a fascinating part of the Eastern Region and one which has seen a resurgence of interest for ready-to-run models. Its main line left London from Liverpool Street and headed to Colchester, Ipswich and »

New and soon to arrive for 'OO' gauge is Accurascale's Class 55 'Deltic' (HM180) which will be available in original BR two-tone green livery both with and without yellow warning panels.



Norwich, but beyond the main line it had a fascinating collection of rural branch lines worked by ageing locomotives.

One of the most intensive operations on the Great Eastern were the suburban 'Jazz Trains' from Liverpool Street hauled by Hill 'N7' 0-6-2Ts and formed of Quad-Art and Quint-Art articulated coaches. These trains were heavily loaded and worked to a strict timetable by the powerful 0-6-2Ts. Oxford Rail has produced a model of the 'N7', though we are yet to see ready-to-run Quad-Art stock available. Kits for these distinctive coaches are available from Isinglass Models kits.

For main line motive power

Hornby's models of the Holden/Gresley 'B12' and Gresley 'B17' 4-6-0s are prime choices which were also joined by the Thompson 'B1' 4-6-0s (Hornby) and later the first of the BR 'Britannia' 4-6-2s. The Gresley 'D16/3' 4-4-0s were also seen on main line duties, though during the BR era these were gradually displaced to secondary duties and then branch line work.

For freight traffic, the Worsdell 'J15' 0-6-0 (Hornby) operated across the Great Eastern on medium and light freights while you could also model the ultimate in light railways - the Wisbech and Upwell Tramway - with the Rapido Trains-made model of the Holden 'J70' 0-6-0T tram engine.

This characterful railway ran immediately alongside the roads as it weaved its way alongside the Wisbech Canal transporting goods and passengers.

The Eastern Region has a proliferation of early diesel motive power and a broad selection are available off-the-shelf including the BTH Type 1 Class 15s, North British Type 1 Class 16s, (both past Heljan products) as well as the Brush Type 2 Class 31s (Hornby) with a new version in development from Accurascale, the English Electric Type 3 Class 37s and more. The English Electric Type 4 Class 40s (Bachmann) were also seen on Great Eastern Main Line expresses.

OVERVIEW

The motive power of the BR Eastern Region is a fascinating subject and one which continues to enthral manufacturers and modellers alike. As a region it had everything from the most glamorous and famous Gresley 'Pacifics' to humble goods engines which ran side by side day in day out.

Ready-to-run offers a wide variety of suitable motive power as you can see from the accompanying tables, but you can be sure that there will be more in the future as well. Keep watching in *Hornby Magazine* and online at www.keymodelworld.com for the latest news and model reviews. **HM**





Above: The Eastern Region 'Pacifics' have been popular choices for locomotive models and in 2021 they were joined by the Thompson 'A2/2' and 'A2/3' classes from Hornby.

Left: It's not just big locomotives that have been made for the Eastern Region. Hornby offers the characterful Gresley 'J50' 0-6-0T in 'OO'.



TABLE 2: BR EASTERN REGION DIESEL LOCOMOTIVES - 'OO'

CLASS	MANUFACTURER	AVAILABILITY
Class 04 0-6-0	Bachmann	Second-hand
Class 08 0-6-0	Bachmann	Current
Class 08 0-6-0	Hornby	Current
Class 15 Bo-Bo	Heljan	Second-hand
Class 16 Bo-Bo	Heljan	Second-hand
Class 17 Bo-Bo (NER)	Heljan	Current
Class 20 Bo-Bo	Bachmann	Current
Class 23 Bo-Bo	Heljan	Second-hand
Class 24 Bo-Bo	Bachmann	Current
Class 24 Bo-Bo	Sutton's Locomotive Works	Current
Class 26 Bo-Bo	Heljan	New model due 2023
Class 31 A1A-A1A	Hornby	Current
Class 31 A1A-A1A	Accurascale	New model due 2023
Class 37 Co-Co	Bachmann	Current
Class 37 Co-Co	Accurascale	New model due 2022
Class 40 1Co-Co1	Bachmann	Current
Class 47 Co-Co	Bachmann	Current
Class 47 Co-Co	Heljan	Due 2022
Class 55 Co-Co	Accurascale	Due 2022
Deltic	Bachmann	Second-hand
BRCW prototype D0260 Lion	Heljan	Second-hand
Brush prototype D0280 Falcon	Heljan	Second-hand
Brush prototype HS4000 Kestrel	Heljan	Second-hand
English Electric DP2 Co-Co	Heljan	Second-hand
Class 76 Bo-Bo electric	Olivia's Trains/Heljan	Second-hand
Class 77 Co-Co electric	Olivia's Trains/Heljan	Second-hand
Class 101 DMU	Bachmann	Current
Class 105 DMU	Bachmann	Current

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The Hattons Guide to... Eastern Region Rolling Stock

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See which liveries have been made
- 6 Different Scales Shown**
Listings for each scale produced

Ex-LNER & BR Steam



Class A4 4-6-2



Class A1 4-6-2



Class A3 4-6-2



Class B1 4-6-0



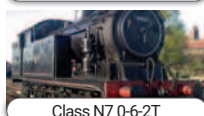
Class V2 2-6-2



Class J15 0-6-0



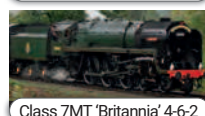
Class O2 'Tango' 2-8-0



Class N7 0-6-2T



Class J94 'Austerity' 0-6-0ST



Class 7MT 'Britannia' 4-6-2

Diesels & Electrics



Class 55 'Deltic'



DP1 Deltic Prototype



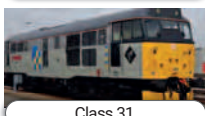
Class 08



Class 15



Class 23



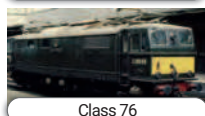
Class 31



Class 37



Class 47

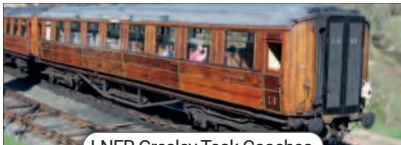


Class 76



Class 91

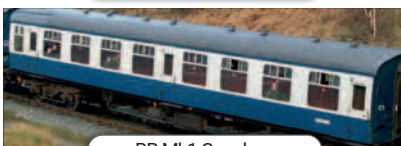
Ex-LNER & BR Coaches



LNER Gresley Teak Coaches



LNER Thompson Coaches



BR Mk1 Coaches

HSTs & Multiple Units (through to the modern day)



Class 43 'HST'



Class 800 BiMU



Class 105 DMU



Class 156 DMU



Class 321 EMU



Class 108 DMU



Class 306 EMU



Class 755 'FLIRT' BiMU



Class 144 'Pacer' DMU



Class 317 EMU



Class 801 & 803 EMUs



156 'Tango' - see Production Dates table below

A class of 20 Class 156 'Tango' locomotives was produced for British Rail in the early 1960s. The class featured the distinctive 'Tango' livery and was used for passenger services. The locomotives were built by the British Rail Engineering Limited (BREL) at Doncaster Works. The class was named after the 'Tango' livery, which was a dark blue with a yellow front and ends. The locomotives were used for passenger services until the early 1970s, when they were replaced by the Class 159 locomotives.

Type of Locomotive	Production Dates
Builder	British Rail Engineering Limited (BREL)
Wheel Arrangement	0-6-0
Maximum Effort	1,000 hp
Top Speed	75 mph
Wheel Configuration	0-6-0
Operated By	British Rail
Main Routes	London to Brighton
In Service Until	1970

