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HORNBY

Issue 182 August 2022 £5.49

magazine

FIRST REVIEWS

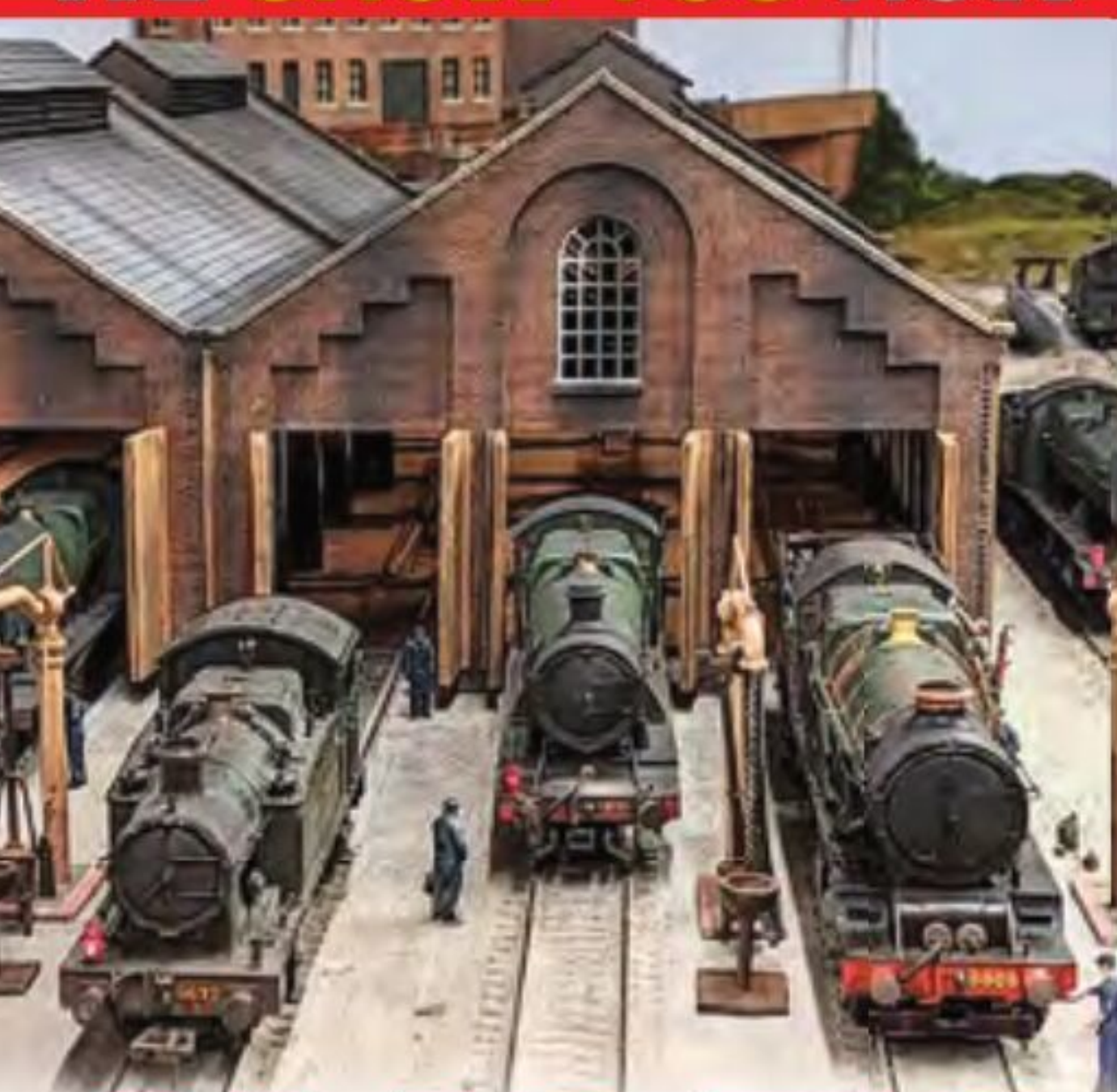


Graham Farish CLASS 769

PLUS

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- Cavalex TEA tankers

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shed using a laser-cut timber kit

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LATEST NEWS

WATERMAN'S WEST COAST TAKE TWO!

REVEALED

The full story of Pete Waterman's
all-new 64ft '00' layout for 2022



EXCLUSIVE IMAGES!

Recreating real trains on
Pete Waterman's new
Making Tracks II layout



- It's on: Rails and Accurascale Class 89 is going ahead
- Heljan, Gaugemaster and Peco revive 'TT' in the UK



NEW
TOOLING

Mk4 COACHES COMING THROUGH

Built at Metro-Cammell's Washwood Heath Factory, 314 Mk4 coaches were produced between 1989 and 1992. They entered service in 1989 to help drive a significant increase in passenger traffic and although they have spent most of their time on the ECML, there are plans to cascade them down to other lines due to the introduction of the Class 800 and Class 801 IEP's. The range of Hornby Mk4 coaches covers various railway operators and liveries including LNER, BR, GNER AND Transport for Wales.

AVAILABLE TO PRE-ORDER



R40192 LNER Mk4 Standard Coach B - Era II



R40148 LNER Mk4 Open First Coach K - Era II



R40149 LNER Mk4 Open First (Accessible Toilet) Coach L - Era II



R40150 LNER Mk4 Open First Coach M - Era II



R40157 LNER Mk4 Standard/Kitchen Coach H - Era II



R40151/A/B LNER Mk4 Standard Coach E / D / C - Era II



R40155 LNER Mk4 Standard (Accessible Toilet) Coach F - Era II



R40194/A Transport for Wales Mk4 Standard (End) No. 12219 / No. 12225 - Era II



R40185/A Transport for Wales Mk4 Open First (Accessible Toilet)
No. 11324 / No. 11323 - Era II



R40189/A Transport for Wales Mk4 Standard/Kitchen No. 10328 /
No. 10325 - Era II



R40187/A Transport for Wales Mk4 Standard No. 12447 / No. 12454 -
Era II



R40191 BR Mk4 Standard Coach A - Era 8



R40156/A/B BR Mk4 Standard Coach B / C / D - Era 8



R40152 BR Mk4 Open First Coach G - Era 8



R40154 BR Mk4 Open First Coach H - Era 8



R40159 BR Mk4 Standard (Accessible Toilet) Coach E - Era 8



R40160 BR Mk4 Restaurant First Coach F - Era 8



R40163 GNER Mk4 Open First Coach K - Era 9



R40145 GNER Mk4 Standard (Accessible Toilet) Coach F - Era 9



R40164 GNER Mk4 Open First (Accessible Toilet) Coach L - Era 9



R40146 GNER Mk4 Restaurant Standard Coach H - Era 9



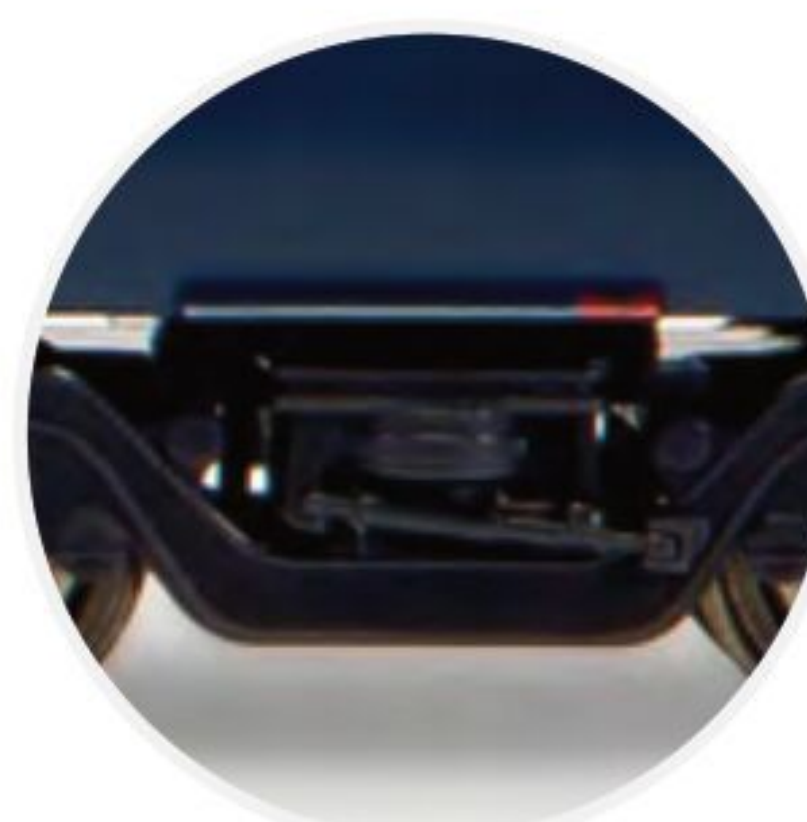
R40165 GNER Mk4 Open First Coach M - Era 9



R40166/A/B GNER Mk4 Standard Coach E / D / C - Era 9



R40193 GNER Mk4 Standard Coach B - Era 9



HORNBY

August 2022 magazine

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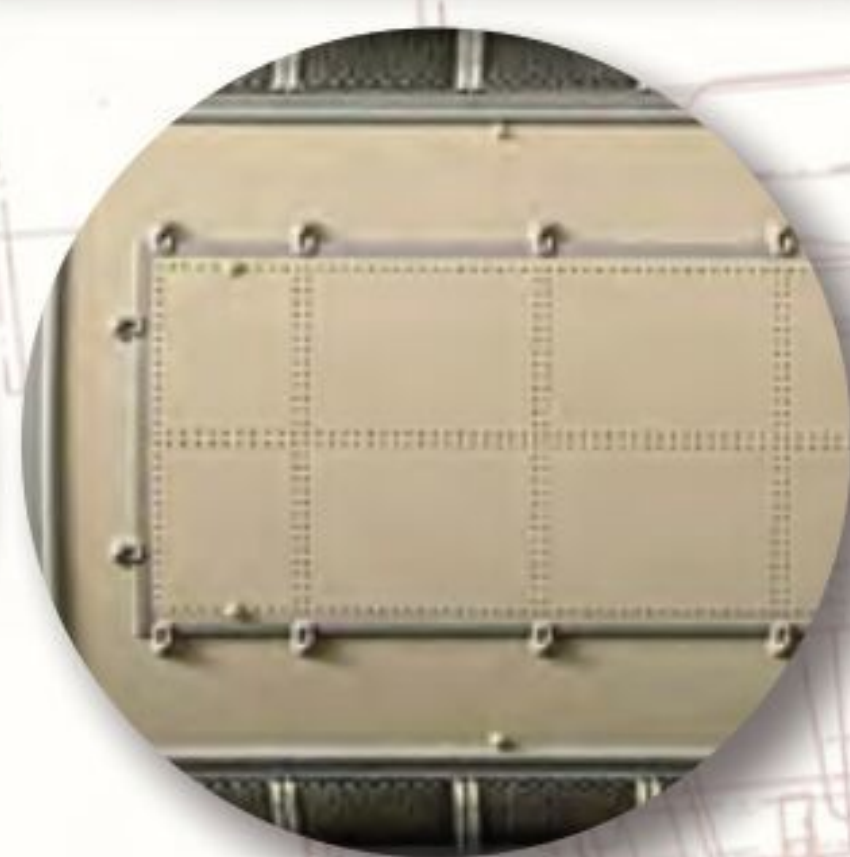
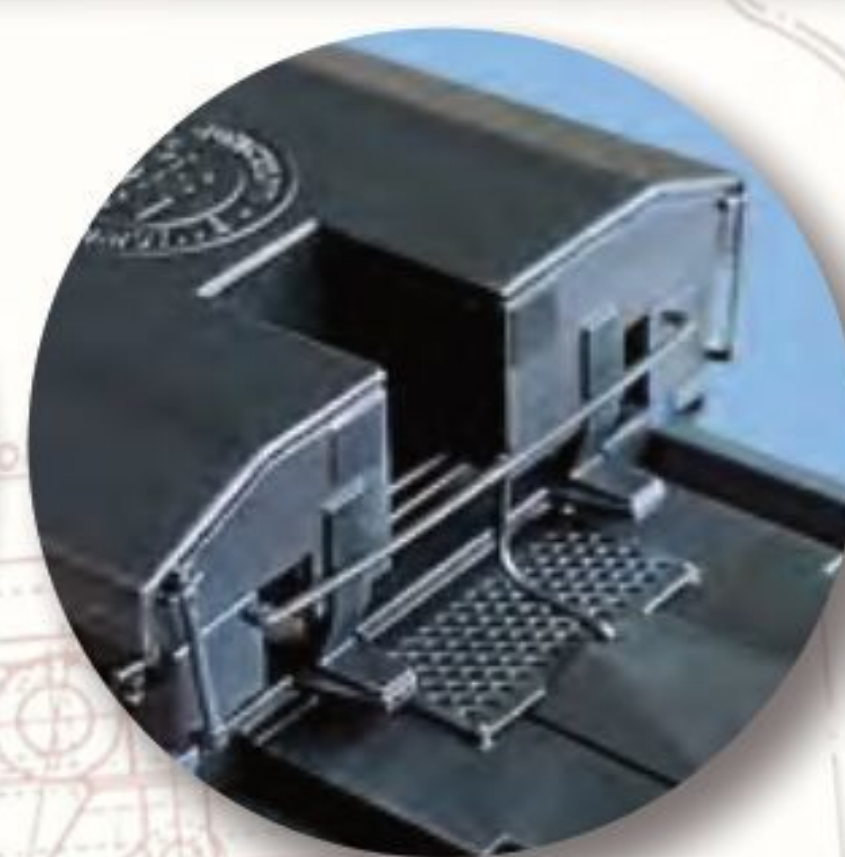
ALSO REVIEWED

The latest releases from Hornby, Master Piece Figures, Modelu, Primo Models, Scale Model Scenery, West Hill Wagon Works and more.



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COMING SOON FROM SLW: THE DEFINITIVE CLASS 25 BR SULZER TYPE 2



The ultimate in accuracy and detail, with superb digital sound and enhanced 'stay-alive' options

The long awaited follow-up to the widely-acclaimed 4mm scale Class 24 is coming down the line at long last! The **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. The latest cutting-edge decoder technology provides true CD-quality sound through our proven dual-speaker system. And it all comes to you, ready-to-run, straight out of our famous biscuit tin!

'HIGHLAND' CLASS 24/1 PROGRESS

Held up by the worldwide disruption to trade, we can now show the first samples of the forthcoming 'Highland' Class 24/1 models. These are brand new from the solebar up and incorporate some fantastic detailing such as twin headlights, miniature three-piece snowploughs and tablet-catching equipment where appropriate. These new variants are expected to become available during next year after undergoing extensive checking, adjustment and testing.



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Browse our webshop for all the Class 25 and Class 24/1 livery options and specifications plus access to the information flyer download



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WELCOME

THE EDITOR'S PAGE



HELLO, AND WELCOME to the latest issue of *Hornby Magazine*, and we have something extra-special in this issue: Pete Waterman and the Railnuts' latest 'OO' gauge model railway

project Making Tracks II.

Last summer, Pete and his modelling group took a huge 64ft x 12ft 'OO' gauge model of the West Coast Main Line to Chester Cathedral for nine weeks. It was so successful and broke all records at the Cathedral by drawing more than 55,000 visitors that they agreed to build a second layout for 2022.

Our feature in this issue is just the start of our coverage as we have a special one-off magazine going on sale on July 14 – *Pete Waterman's Greatest Layouts* – which includes a full interview, features on Leamington and the first Making Tracks layout plus the full story of the Making Tracks II layout for this year.

For the *Hornby Magazine* team, it has been a fantastic project to watch develop. As we closed for press, the team were putting the finishing touches to the scenery and overhead electrification prior to dismantling and packing the layout for movement to Chester.

The Making Tracks II exhibition opens on July 18 and is open on Mondays to Saturdays until September 3. There you will be able to meet the team behind the layout and watch it in action. We strongly recommend a day trip to Chester both for the Making Tracks II layout and the city itself.

There is one more opportunity to see this layout this year: the Great Electric Train Show on October 8/9 in Milton Keynes. *Hornby Magazine* is sponsoring transport of the layout to the show and will also be operating it as well as providing rolling stock. As you might imagine, we are excited to see this layout in full operation.

In this issue, the Making Tracks layout is joined by the latest model news including two announcements from Accurascale for 'OO' gauge, a first look at Hornby's BR '9F' 2-10-0, project updates from Rapido Trains UK plus the rebirth of 'TT' gauge for the British market.

The return of 'TT' is fascinating and is being supported by new products from Heljan, Gaugemaster and Peco. As a halfway house

between 'OO' and 'N' gauges in size, this could be a fantastic addition to the model railway world and we are eager to see the levels of detail that can be introduced in 'TT:120' scale.

You can also explore the latest product reviews and if you turn to page 80-83 you can read our full review of the new Rails of Sheffield NER petrol electric Autocar and find out how to enter

a competition to win one of these models.

From all the team at *Hornby Magazine*, we hope you enjoy the latest issue.

Happy modelling.

Mike Wild
Publisher – Modelling

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HORNBY'S '9F'

HORNBY has received the first decorated samples of its all-new 'OO' gauge BR '9F' 2-10-0 for inspection.

Three '9Fs' are due to appear later this year finished as 92167 in BR black with early crests and BR1K tender (R3986), 92194 in BR black with late crests and BR1F tender (R3987) and 92220 *Evening Star* in BR lined green with late crests and BR1G tender (R3988).

Each will feature a die-cast metal body with locomotive drive, five-pole skew-wound motor, 21-pin Digital Command Control (DCC) decoder socket, firebox glow, detailed cab interior, wire handrails, brake rodding, sprung metal buffers and separately fitted detailing.

Any amendments to the decoration will be fed back to the factory before production of the '9Fs' begins.

Priced at £252.99 each, delivery is now expected later this autumn.

● Visit www.hornby.com for more information.

**BR '9F' 2-10-0
92194 in BR black
with late crests is
amongst the all-
new 'OO' gauge
Hornby models set
to be released later
this year.**



Hornby's Platinum Jubilee HST

HORNBY has unveiled plans to produce a special souvenir edition of its 'OO' gauge InterCity 125 High Speed Train (HST), in celebration of HM Queen Elizabeth II's Platinum Jubilee.

Finished in a fictional LNER colour scheme echoing the pre-Grouping LNER's 'Silver Jubilee' train, the special edition release will feature Class 43 power cars 43022 and 43052 in LNER silver grey (Cat No. R30215), together with eight accompanying BR Mk 3 sliding door carriages in lined LNER silver with blue doors and roof boards.



Hornby is to produce a special Platinum Jubilee edition InterCity 125 High Speed Train (HST).

The full formation will comprise six Trailer First (accessible) coaches – ER0002/ER0012/ER0062/ER0072/ER0082 and ER0092 (R40335-E) – and two Trailer Composite Catering cars – ER0052/ER0022 (R40356/A).

Both power cars will utilise Hornby's new tooling and feature directional lighting, 21-pin Digital Command Control (DCC) decoder sockets and provision for digital sound to be added.

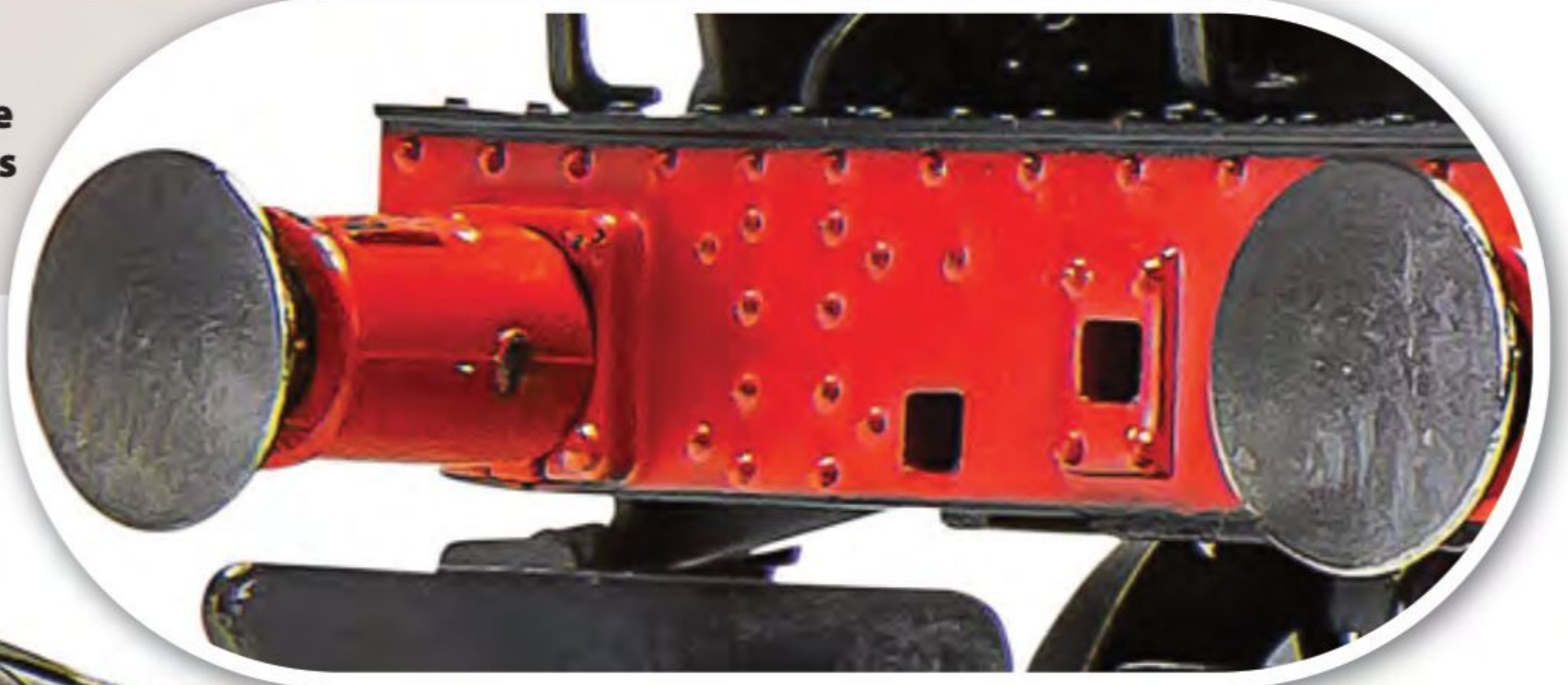
This special celebratory HST set

will be available as a twin power car pack (motorised/dummy), priced at £362.99, while the Mk 3s will be offered individually at £44.99 each.

● Visit www.hornby.com for more information.

GAINS COLOUR

Right: Fine rivet detail appears on the model's buffer beams on the Hornby '9F'.



New 'OO' magnetic couplings

HORNBY has developed a new magnetic coupling for its 'OO' gauge rolling stock as an alternative to the traditional NEM small tension locks.

Several new versions of Hornby's new magnetic couplings have been developed for use within the range, the first of which recently appeared with the release of the company's newly-tooled 'OO' gauge Maunsell dining saloons (HM181).

This version of the coupling has been designed to represent a pair of traditional brake pipes between older carriages and includes strong neodymium magnets to ensure they couple together correctly. They are designed to simply plug into existing NEM coupling pockets.

Hornby says further examples of the new magnetic couplings are set to appear in due course.

● Visit www.hornby.com for more information.

Right: Hornby has developed a series of all-new magnetic couplings for its NEM coupler pocket fitted 'OO' gauge rolling stock.



Peco launches NEW 'TT' RANGE

PECO has launched a new 'TT:120' range of track and model railway accessories – a new scale pitched midway between 'OO' and 'N'.

'TT' – short for 'Table Top' – first appeared in the USA in the mid-1940s to 1:120 scale, while Tri-ang launched its own 'TT' range in the late 1950s. The Tri-ang products were to an increased 1:101.6 scale, but also ran on 12mm gauge track.

The new Peco 1:120 scale 'TT' range will reflect a more accurate scale to gauge ratio and includes

Peco has launched its new TT:120 range with a series of building kits including a country station.



A 1:120 scale signalbox kit is also set to feature in the new Peco 'TT' range.



Above: Peco's new TT:120 range also includes a selection of 12mm gauge turnouts and flexible track.

12mm gauge Streamline flexible track, turnouts and a series of 2.54mm:1ft building kits including a GWR country station, goods shed, signalbox, platforms and buffer stops.

Further items will be added to the Peco 'TT' collection in the future.

In launching the new product range, Peco's Managing Director, Ben Arnold, said, "I've always wanted us to offer true

1:120/2.54mm scale 12mm gauge track and accessories to fill this gap in the market and bring back the true-to-scale format. As we have our own UK-based manufacturing operation, we are able to do this to the highest standards that we require and within a relatively short time."

The new TT:120 range will be available from Peco stockists shortly.

● Visit www.peco-uk.com for more information.

Gaugemaster introduces 'TT' range

Gaugemaster is developing a 'TT' 1:120 scale range of scenics and accessories, following on from recent announcements by Peco and Heljan in the scale.



Above: Gaugemaster is adding a new selection of 1:120 scale figures, including this modern-era rail maintenance team.

Left: Gaugemaster's new 'TT' range also incorporates a series of overhead catenary equipment, including this handy height marker.

The initial range of products is set to include figures, street furniture, lighting, animals, fencing, retaining walls, road surfaces, trees, tunnel portals and lorry tractor and trailer units.

In addition, the new range will also feature a selection of 1:120

scale overhead electrification equipment and catenary wire, from individual masts to a complete catenary starter set. A mast positioner and height marker will also be available.

The retailer has also indicated that a 'TT' scale Class 66 diesel

locomotive is also under consideration, subject to demand.

Prices range from £3.45 for the catenary height marker (Cat No. 3620514) to £199.95 for the complete catenary starter set (3620501).

● Visit www.gaugemaster.com for more information.

Heljan enters 'TT' market

HELJAN has revealed plans for an all-new British 1:120 scale 'TT' range with the launch of a newly-tooled Class 31/1 A1A-A1A diesel locomotive. The announcement came days after Peco unveiled plans for a new 'TT:120' track system and range of accessories. CAD work for Heljan's new British 1:120 scale Brush Type 2 is already at an advanced stage



Above: Six models are planned initially in BR blue, BR green and BR Railway Technical Centre (RTC) colour schemes.



Left: Heljan has launched its 'TT' scale range with a newly-tooled Class 31 diesel.

of development, with the project set to progress to tooling shortly. Six different 'TT' Class 31s have been announced – in Digital Command Control (DCC) ready and DCC sound-fitted formats - finished in BR green, BR blue and BR Railway Technical Centre (RTC) colour schemes (see table for full details). Later period models in refurbished condition are also planned for the future, subject to demand. Heljan's models will feature

HELJAN 'TT' CLASS 31 LOCOMOTIVES	
DESCRIPTION	CAT NO.
D5637 in BR green	3160
D5637 in BR green (sound-fitted)	31603
D5847 in BR green with small yellow warning panels	3161
D5847 in BR green with small yellow warning panels (sound-fitted)	31613
5820 in BR green with full yellow ends	3162
5820 in BR green with full yellow ends (sound-fitted)	31623
31136 in BR blue with headcodes	3163
31136 in BR blue with headcodes (sound-fitted)	31633
31198 in BR blue with domino headcodes	3164
31198 in BR blue with domino headcodes (sound-fitted)	31643
31970 in Railway Technical Centre (RTC) red/grey/black/white	3165
31970 in Railway Technical Centre (RTC) red/grey/black/white (sound-fitted)	31653

Next18 DCC decoder socket, factory-fitted speakers and LED lighting. Further models are expected to be added to the range – a Hunslet 'Austerity' 0-6-0ST and BR Class 08 diesel shunter have already been identified as possible contenders. The model is priced at £199 for DCC ready models, while DCC sound-fitted pricing has yet to be confirmed. Delivery is expected in late 2023. ● Visit www.heljan.co.uk for more information.



Development of Heljan's all-new 'TT' scale Class 31 is currently at the CAD drawing stage.

FIRST REPORT

Accurascale and Rails of Sheffield CLASS 89 GOES AHEAD

Accurascale and Rails of Sheffield have confirmed that the proposed 'OO' gauge Class 89 is going to be produced for release in 2023.

THE unique BREL Crewe-built Class 89 Co-Co AC electric is being made for 'OO' gauge through a collaboration between manufacturer Accurascale and retailer Rails of Sheffield.

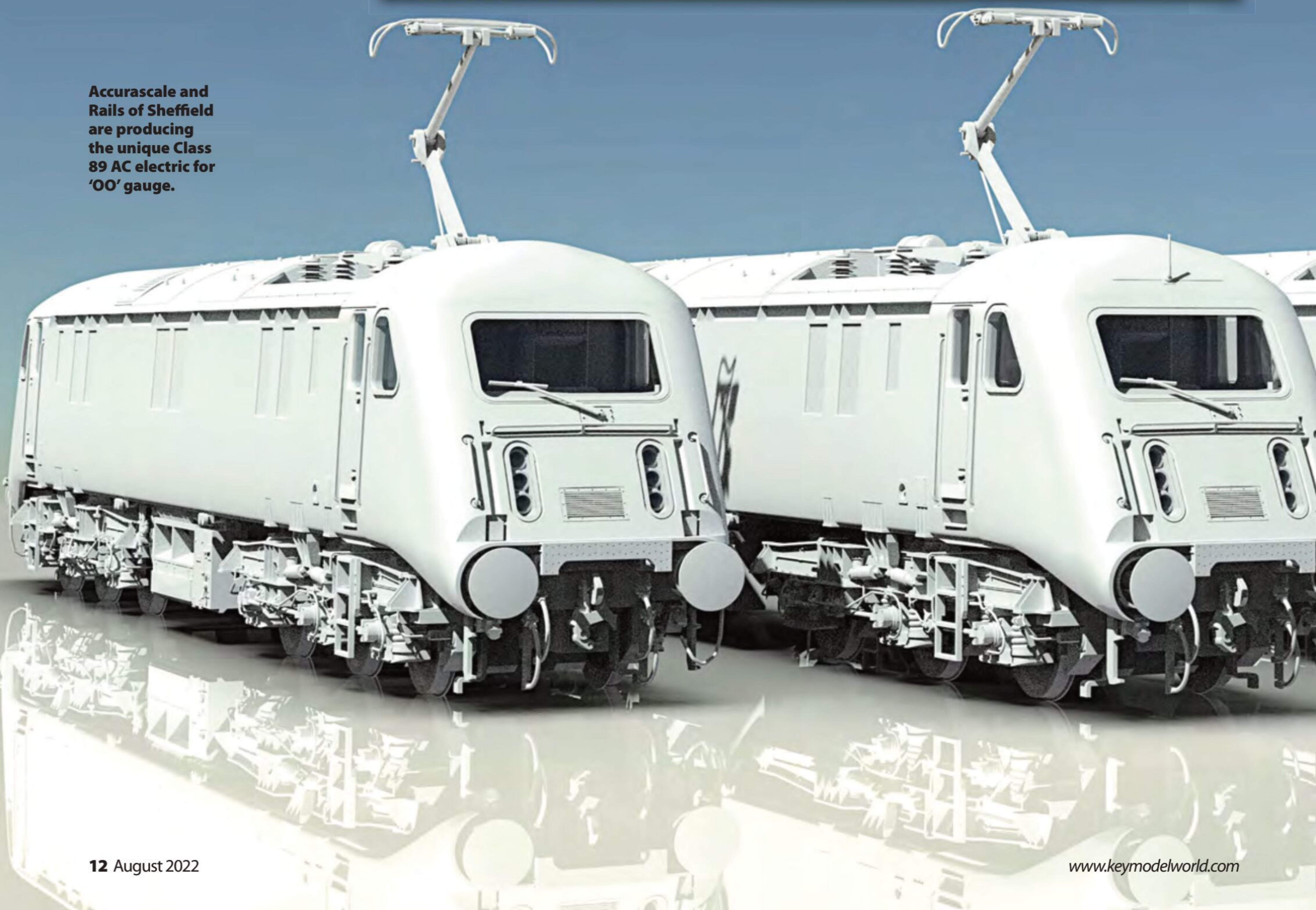
Expressions of interest for the 'OO' Class 89 model were opened by Rails of Sheffield in May 2020 and it has now been confirmed that the model will be made and available to purchase exclusively through Rails and Accurascale only. Access to the locomotive for measuring during the pandemic delayed progress during 2021.

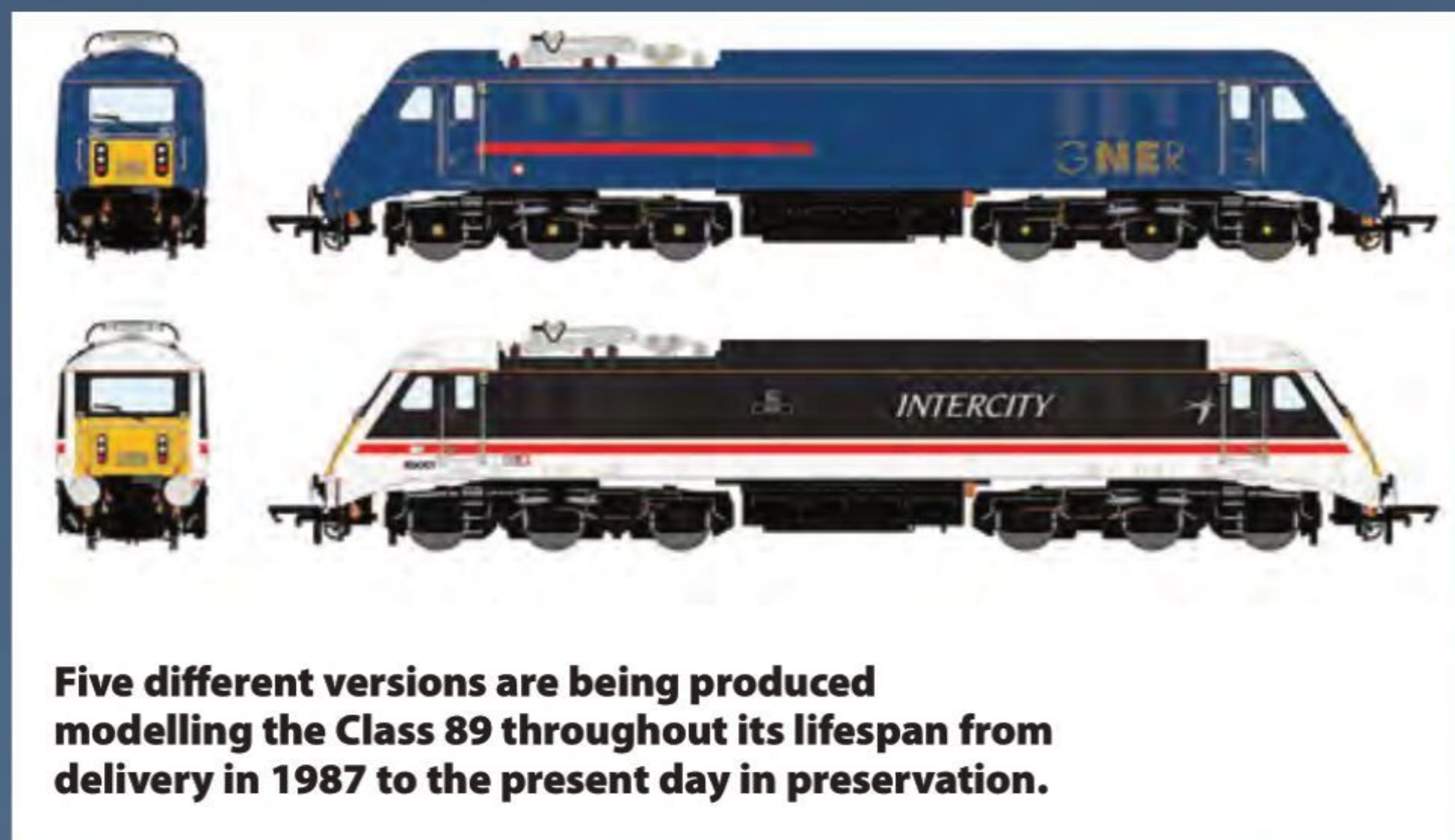
The real Class 89 was built in 1986 as a prototype for an intended fleet of new electric locomotives to operate on the East Coast Main Line (ECML). It underwent testing on the West Coast Main Line in



The real locomotive has been preserved by the ACLG and is currently based at Barrow Hill Roundhouse for restoration to main line standards. 89001 Avocet stands in the sun on May 31 2022. Mike Wild.

Accurascale and Rails of Sheffield are producing the unique Class 89 AC electric for 'OO' gauge.





Five different versions are being produced modelling the Class 89 throughout its lifespan from delivery in 1987 to the present day in preservation.

1987 and then entered service on the ECML between London and Peterborough in 1988 where it worked alongside the first Class 91s in 1989. It was withdrawn in 1992, but later returned to front line service in 1996 with GNER when it was mainly used on London to Leeds/Bradford diagrams. Failure in service saw the locomotive withdrawn again in 2000 after which it was sold into preservation with the AC Locomotive Group (ACLG) in 2006.

The Class 89 is now set for a main line return through a partnership between the ACLG and Locomotive Services. External restoration is complete and the cabs are currently being rebuilt ahead of the locomotive's return to main line standards.

Accurascale and Rails of Sheffield will be the only retailers for the Class 89 'OO' gauge models. CAD drawing is complete and the model is now set to enter the tool room with first engineering samples expected in autumn 2022. Release is planned for 2023 with prices set at £229.99 DCC ready and £329.99 for DCC sound fitted versions.

Accurascale's Public Relations and Marketing Director Fran Burke expressed his excitement about the project: "The Class 89 is one project our production team and I have been very excited about for a long time. For people of our age it has been a legendary locomotive. We are thoroughly excited about this locomotive and our latest partnership with Rails of Sheffield and feel that there could be many

more of these partnerships in the future, bringing modellers many more exciting models with it."

The specification for the model calls for a five-pole motor with twin flywheels, all-wheel drive with helical gearbox, factory fitted twin speaker system, onboard capacitor pack for digital stay alive, directional lighting, cab lighting, sprung buffers, NEM coupling pockets, turned metal wheels and separately fitted handrails throughout. The pantograph will be digitally operated too following the work done on the Class 92 electronics by Accurascale.

In addition each model will come with etched metal nameplates, a full set of buffer beam parts, a hall sensor for flange squeal on DCC sound fitted models, dummy

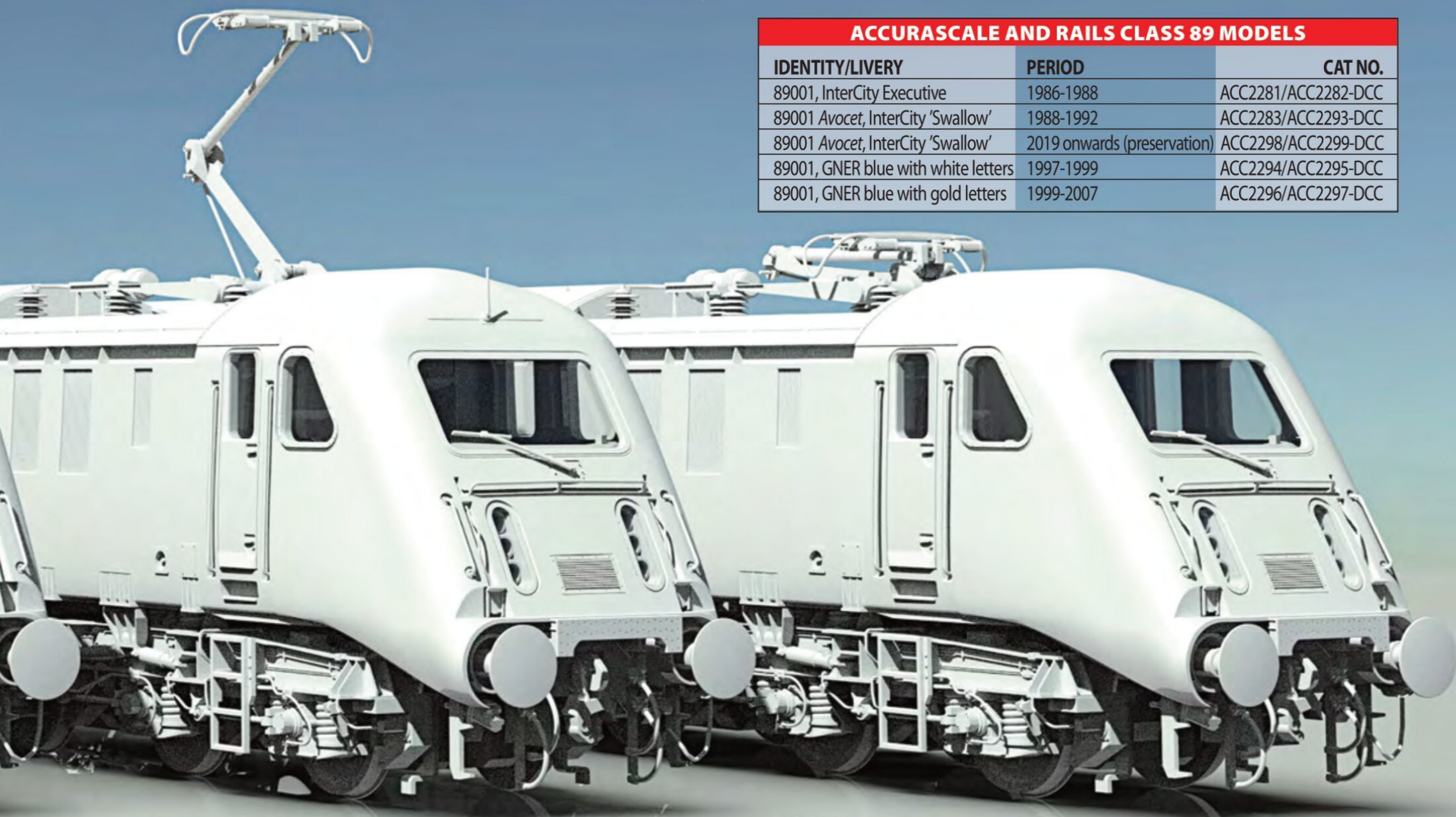
knuckle couplings and more.

On release five livery versions will be available to model 89001 throughout its career. They will model 89001 in original InterCity Executive colours (Cat No. ACC2281/ACC2282-DCC), InterCity Swallow with the name Avocet as seen in BR service (ACC2283/ACC2293-DCC), InterCity 'Swallow' with Avocet nameplates and modern electrification warning flashes as it will appear on the main line in preservation (ACC2298/ACC2299-DCC) plus GNER blue with white lettering (ACC2294/ACC2295-DCC) and GNER blue with gold lettering (ACC2296/ACC2297-DCC).

● Visit www.accurascale.co.uk or www.railsofsheffield.com for more information.

ACCURASCALE AND RAILS CLASS 89 MODELS

IDENTITY/LIVERY	PERIOD	CAT NO.
89001, InterCity Executive	1986-1988	ACC2281/ACC2282-DCC
89001 Avocet, InterCity 'Swallow'	1988-1992	ACC2283/ACC2293-DCC
89001 Avocet, InterCity 'Swallow'	2019 onwards (preservation)	ACC2298/ACC2299-DCC
89001, GNER blue with white letters	1997-1999	ACC2294/ACC2295-DCC
89001, GNER blue with gold letters	1999-2007	ACC2296/ACC2297-DCC



"Accurascale and Rails of Sheffield will be the only retailers for the Class 89 'OO' gauge models."

MIKE WILD

Accurascale reveals... **ALL-NEW 'OO' GAUGE BR MK 1 SUBURBANS**

The BR 57ft Mk 1 suburban carriages have been selected as Accurascale's next passenger rolling stock project for 'OO' gauge. *Hornby Magazine* has the full story.

THE BRITISH RAILWAYS built Mk 1 57ft non-corridor suburban carriages are the latest passenger rolling stock project to be revealed for 'OO' gauge by Accurascale.

The first of these coaches was introduced in 1954 with more than 600 being completed over the next two years. They served most BR regions and were particularly well-known for service on Great Northern Line suburban services from London King's Cross as well as working from Euston on the Midland Region and Paddington on the Western Region.

On introduction, the Mk 1 suburbans carried BR carmine livery with black ends, but this later gave way to unlined BR maroon, then lined BR maroon and finally BR blue. The last were withdrawn in 1977 and a number have entered preservation with examples based at the North Norfolk, Keighley and Worth Valley and Great Central



Six different vehicle types are being offered by Accurascale to allow authentic rakes to be assembled.

railways amongst others.

In service the Mk 1 suburbans were seen behind a variety of locomotives including 'N2' and 'N7' 0-6-2Ts, 'L1' 2-6-4Ts and 'B1' 4-6-0s on the Eastern, BR Standard and ex-LMS tank engines on the Midland plus a variety of Type 2 diesels including classes 23, 26 and 31.

Accurascale's new models have been developed through surveys of surviving examples on the North Norfolk Railway to allow all six vehicle types to be modelled. The

full range covers the Brake Second, Second, Second Open, Composite, Composite Lavatory and Second Lavatory Open. Early versions will be modelled as Third Class instead of Second Class vehicles.

A new feature for the Mk 1 suburbans is a magnet-fitted roof to allow access to the interior for fitting passengers. The specification also calls for a scale length and width, operation on a minimum of second radius curves, a die-cast metal chassis with an

injection moulded body, turned metal wheels, NEM coupling pockets with small tension locks fitted as standard, separately fitted handrails, water pipes and passenger communication gear, accurate interiors for each coach type, flush glazing and roof ventilator patterns to match the vehicle type and period.

In addition, interior lighting will be fitted to all versions with a stay-alive capacitor. The lighting has been designed to work on analogue and digital layouts without the need to add a decoder.

The first engineering samples have been received by Accurascale for inspection and testing and these are being evaluated for corrections and modifications. Delivery is anticipated in the third quarter of 2023 with prices set at £64.95 per coach. The initial batch is focused on BR carmine and BR blue liveried stock.

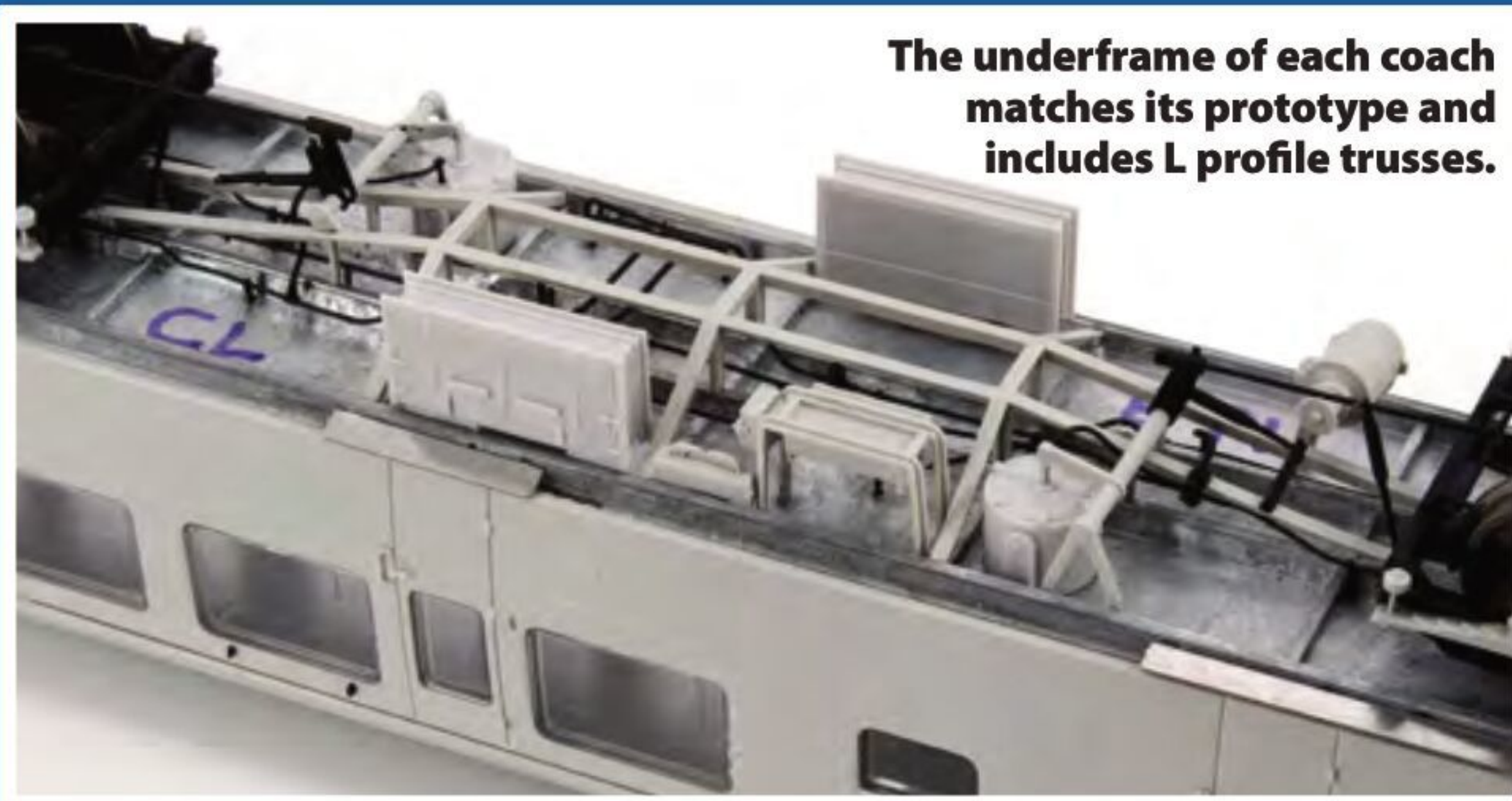
● Visit www.accurascale.co.uk for more information.



Accurascale's new collection of BR Mk 1 suburban coaches are due in the third quarter of 2023.



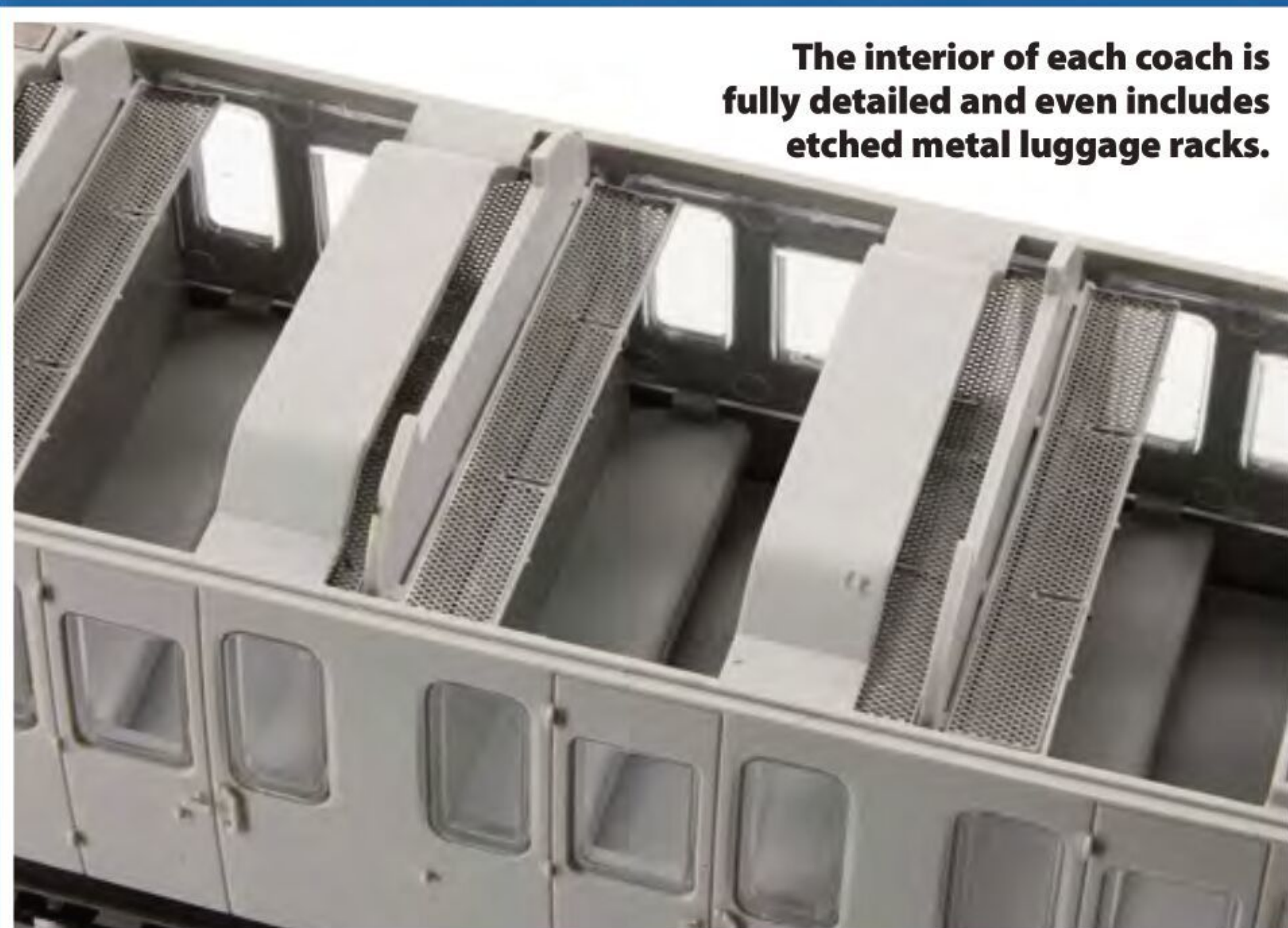
The underframe of each coach matches its prototype and includes L profile trusses.



The bogies are fully detailed with separately fitted parts as well as brake rigging and turned metal wheels.



The interior of each coach is fully detailed and even includes etched metal luggage racks.



The roof is fitted with magnets for easy access to the interior. All vehicles will be factory fitted with LED lighting.

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“Delivery is anticipated in the third quarter of 2023 with prices set at £64.95 per coach.”

MIKE WILD



The new BR Mk 1 suburbans have been chosen for 'OO' by Accurascale to complement its recently revealed all-new Class 31 (HM178/HM179).

FIRST LOOK

Rapido's '15XX'

0-6-0PT for 'OO'

Rapido Trains UK has received the first Engineering Prototype sample of its new 'OO' gauge BR Western Region '15XX' 0-6-0PT for testing.



RAPIDO TRAINS UK has received the first Engineering Prototype (EP) samples of its newly-tooled 'OO' gauge BR Western Region '15XX' 0-6-0PT for assessment.

Designed by Frederick Hawksworth, ten of the distinctive short wheelbase '15XX' 0-6-0PTs were built in 1949 for use on BR's Western Region. They were primarily used on empty

coaching stock workings to/from London Paddington and Old Oak Common, although they did also appear on other traffic at locations including Southall, Didcot, Severn Tunnel Junction and Cardiff Canton.

Six identities are planned – with Digital Command Control (DCC) ready and DCC sound-fitted options of each – finished as 1506 in BR plain black (Cat No. 904001/904501), 1500 in

BR plain black with early crests (904002/904502), 1505 in BR lined black with early crests (904003/904503), BR plain black with late crests (904004/904504), 1501 in as-preserved BR lined black with late crests (904005/904505) and 1509 in National Coal Board (NCB) maroon (904006/904506).

Each model will feature a heavy die-cast metal chassis, Next18 DCC decoder socket, etched metal steps, sprung metal buffers,

wire handrails, separately fitted detailing and small tension lock couplings in NEM pockets.

Following extensive testing, any required corrections and improvements will be made to the model, after which rivet detail will be added to the tooling.

Priced at £149.95 DCC ready and £259.95 DCC sound fitted, a release date has yet to be confirmed.

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



Six different 'OO' gauge models are planned which are set to feature a die-cast chassis and plenty of separately fitted detailing.

Rapido 4mm scale OAA develops

Development of Rapido Trains' all-new 'OO' gauge BR OAA wagon (HM180) has progressed to the first Engineering Prototype (EP) sample stage.

Built at BR's Ashford Works to Diagram 1/191 in the early 1970s, these were amongst a series of wagons introduced for British Rail's new air-braked network.

Rapido Trains is to release 17 individually numbered models, reflecting many of the colour schemes carried by the vehicles during their careers in BR bauxite, BR bauxite (with Corpach pool lettering), BR Railfreight red/grey, BR Civil Link yellow/grey and EWS maroon. A mix of standard and



Rapido Trains UK has received the first Engineering Prototype sample of its all-new 'OO' gauge BR OAA open wagon.

'patched' finishes are planned.

A wealth of detailing, especially to the underframe, is included as well as sprung metal buffers, etched

metal door bangers, turned metal wheels and small tension lock couplings in NEM pockets.

Priced at £39.95 each, there was

no release date at the time of writing.

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

Rapido's GWR 'Toad' and 'Loriot Y'

First Engineering Prototype (EP) samples of Rapido Trains UK's newly-tooled 'OO' gauge Great Western Railway (GWR) AA20 'Toad' brake van and 'Loriot Y' machinery truck have arrived for inspection by the company's development team.

Ten GWR Diagram AA20 'Toad' brake vans are planned including 114765 (Hereford Barton) in GW grey (Cat No. 918001), 68777 (Newton Abbot) in GW grey (918002), 68784 (East Depot) in GW grey (918003), 17295 in GW (small lettering) grey (918004), 68764 in GW (small lettering) grey (918005), W68868 in BR grey (918006), W114751 (Worcester RU) in BR grey (918007), W114764 (Yeovil Pen Mill RU) in BR grey (918008), DW17247 in WR (Departmental) grey (918009) and DW17244 in Engineer's yellow (918010).

The specification includes a removable roof, interior detailing (storage boxes/desk/stove), handbrake and sanding levers, plus detail differences between variants such as rainstrip positioning, footboard height and

wheel types (spoked or disc).

Meanwhile, three individual models of the 'Loriot Y' trucks are also expected (in addition to its appearance within the company's *Titfield Thunderbolt* range), finished as 41989 in GWR livery (917001), 41990 in as-preserved GWR livery (917002) and DW41990 in BR Departmental livery (917003).

Allied to this wagon, the company has also developed a model of 'Dan's House' as featured in the *The Titfield Thunderbolt*, which was secured to a 'Loriot Y'. A detailed interior has also been developed.

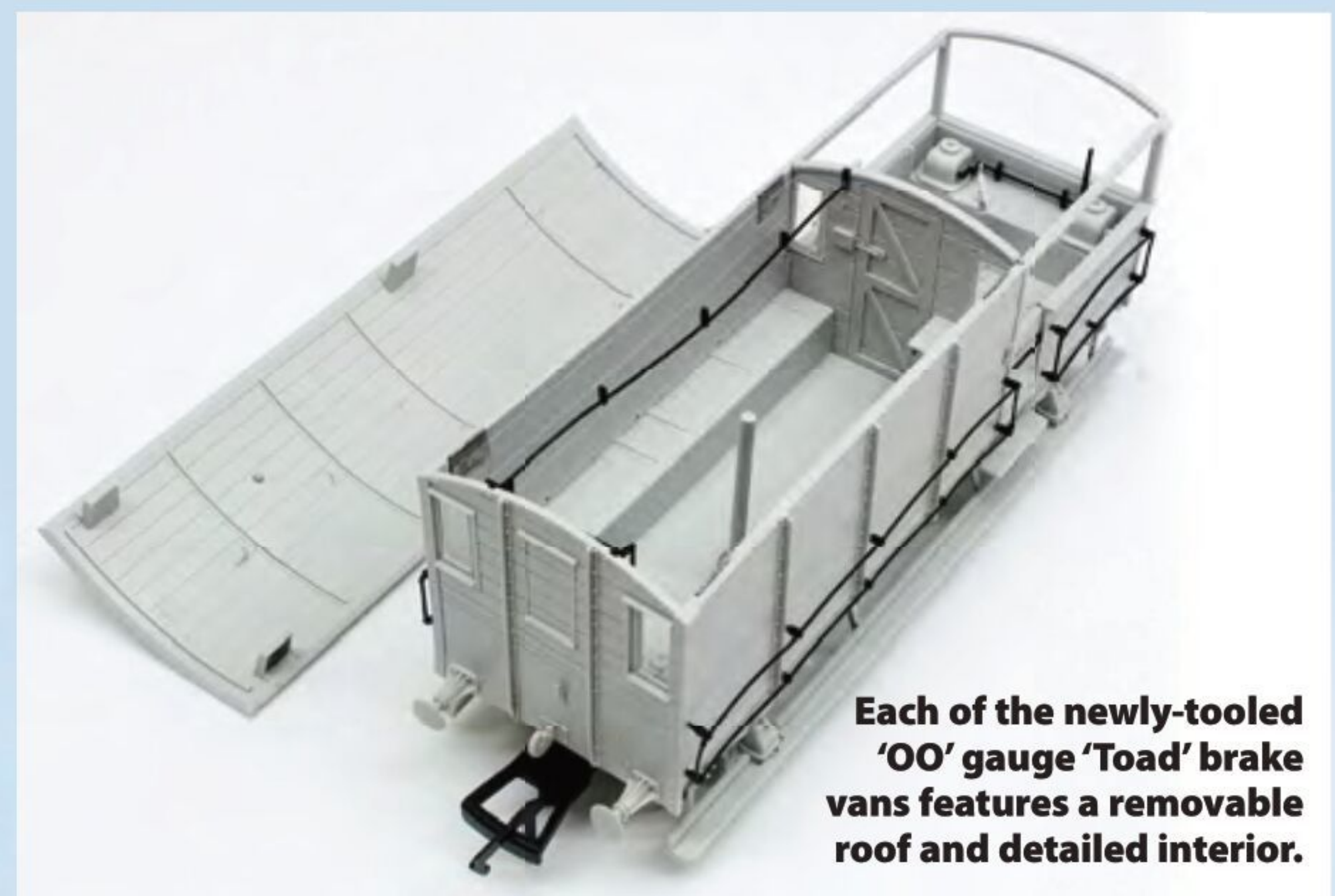
Following assessment of the various EP samples, any corrections required will be made before progressing to the next stage.

Prices for the 'Toad' and 'Loriot Y' wagons are set at £39.95, while the 'Loriot Y' complete with 'Dan's House' is set to appear in the special *Titfield Thunderbolt* train packs, priced at £299.95 (standard – DCC ready locomotive) and £399.95 (deluxe – DCC sound-fitted locomotive). A delivery date is yet to be confirmed.

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



Ten different GWR Diagram AA20 'Toad' brake vans are set to be released initially.



Each of the newly-tooled 'OO' gauge 'Toad' brake vans features a removable roof and detailed interior.

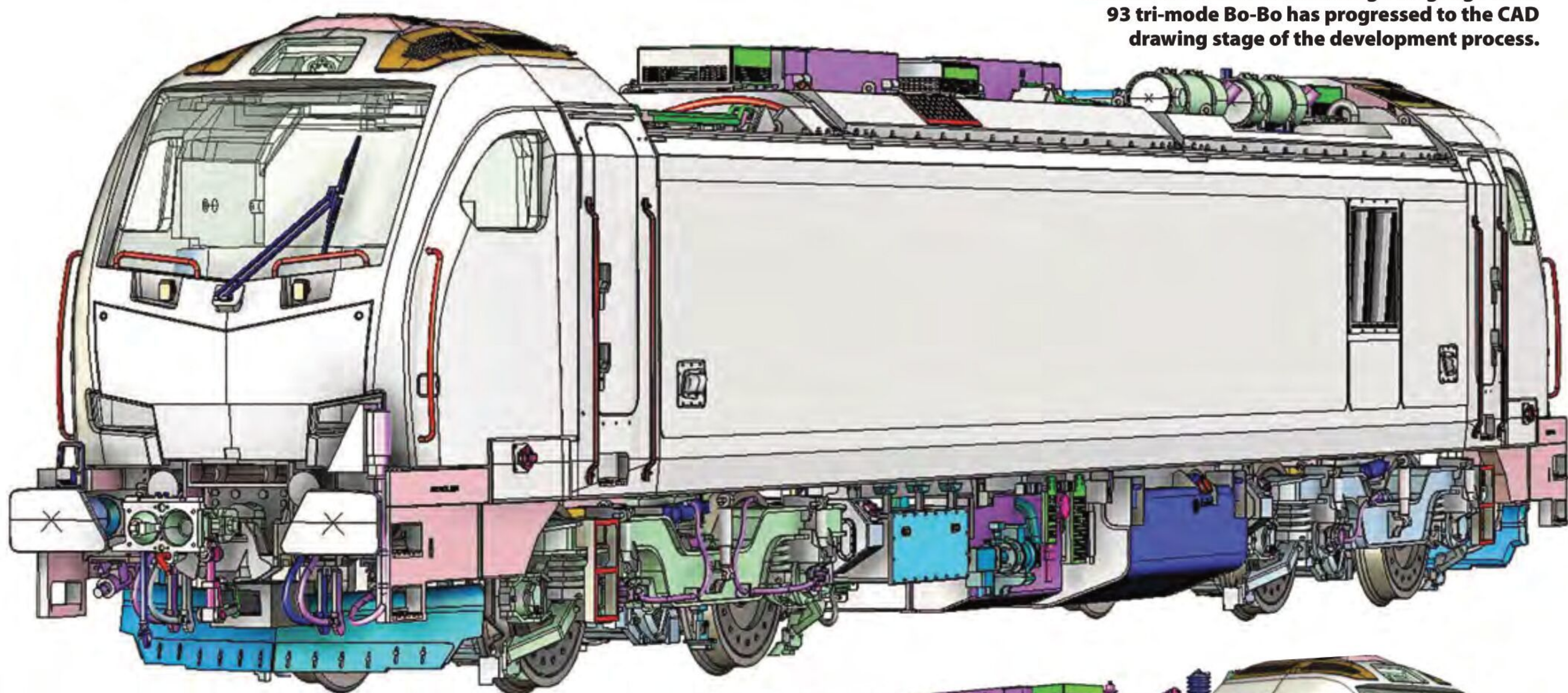
Development of Rapido Trains UK's 'OO' gauge *Titfield Thunderbolt* train pack edges closer with the arrival of newly-tooled GWR 'Loriot Y' and 'Toad' brake van Engineering Prototype samples.



'REVOLUTIONARY'

CLASS 93 DEVELOPS

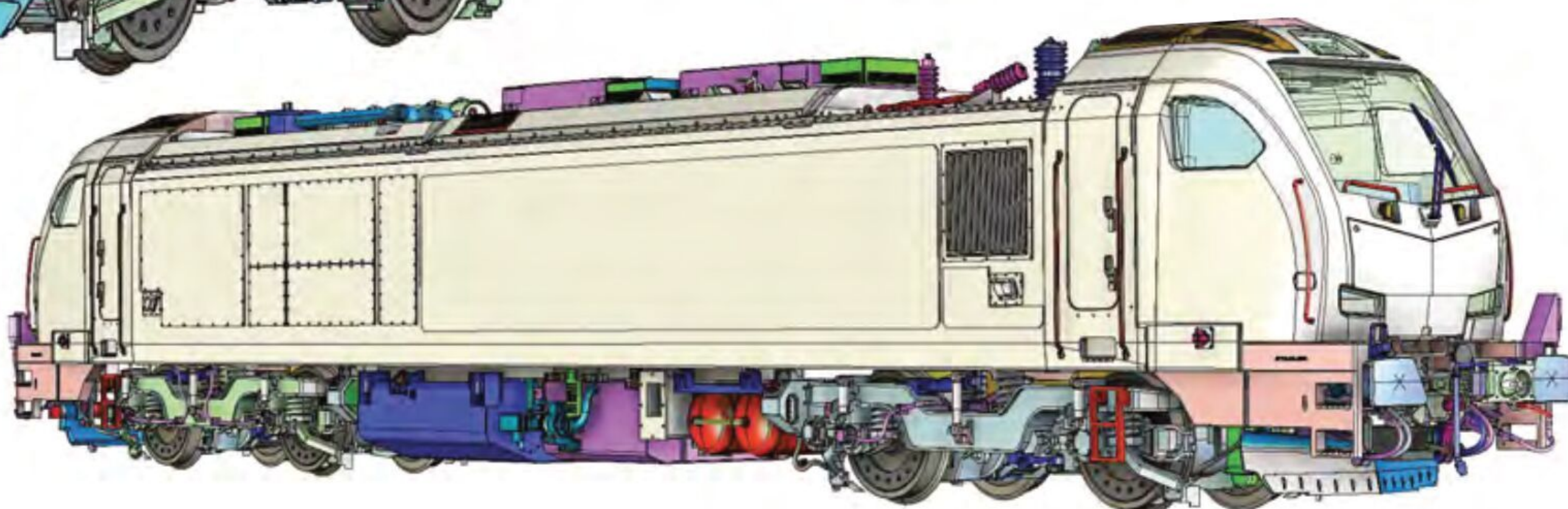
Revolution Trains' forthcoming 'OO' gauge Class 93 tri-mode Bo-Bo has progressed to the CAD drawing stage of the development process.



DEVELOPMENT of Revolution Trains' forthcoming 'OO' gauge model of the Stadler tri-mode Class 93 Bo-Bo is progressing well, with the manufacturer revealing the latest CAD drawings for the project.

These powerful locomotives will feature 25kV overhead electric capability, as well as heavy duty batteries and a diesel engine, with a top speed of 110mph.

While the prototype is still in development for Rail Operations Group (ROG), Revolution's design team has been forging ahead with the project utilising drawings and data supplied by Stadler Rail to create these initial CAD files.



The new Class 93 will feature a wealth of separately applied detailing. Further refinements to the CAD may be required, as the full-size locomotives are also still in development.

Tooling will not begin until type testing of the full-size locomotives gets under way, in case any revisions are required to the design. Although the initial CAD drawings reflect the 'OO' gauge model, 'N' gauge versions are also planned in due course.

The models will feature a

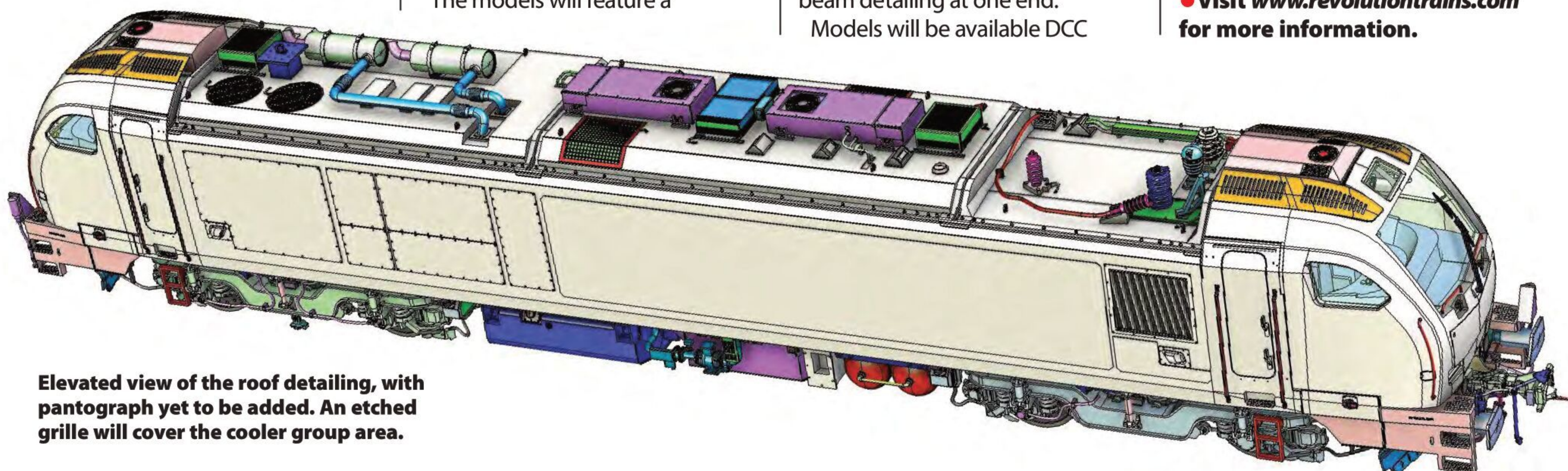
die-cast metal chassis, PluX22 Digital Command Control (DCC) decoder interface, servo-operated pantograph, a full suite of working lights, detailed cab interiors, photo-etched grilles, detailed underframe, representation of the Dellner couplings and factory-fitted buffer beam detailing at one end.

Models will be available DCC

ready and DCC sound-fitted, with a selection of identities in ROG's planned green and black launch colour scheme.

Prices will be confirmed once the final CAD work is complete, which is expected to be early 2023. A release date is also to be confirmed.

● Visit www.revolutiontrains.com for more information.



Elevated view of the roof detailing, with pantograph yet to be added. An etched grille will cover the cooler group area.



Locomotives in TATA Steel and Sellafield Limited colour schemes are also planned. This is the TATA Steel variant.

Clayton Class 18 CADS

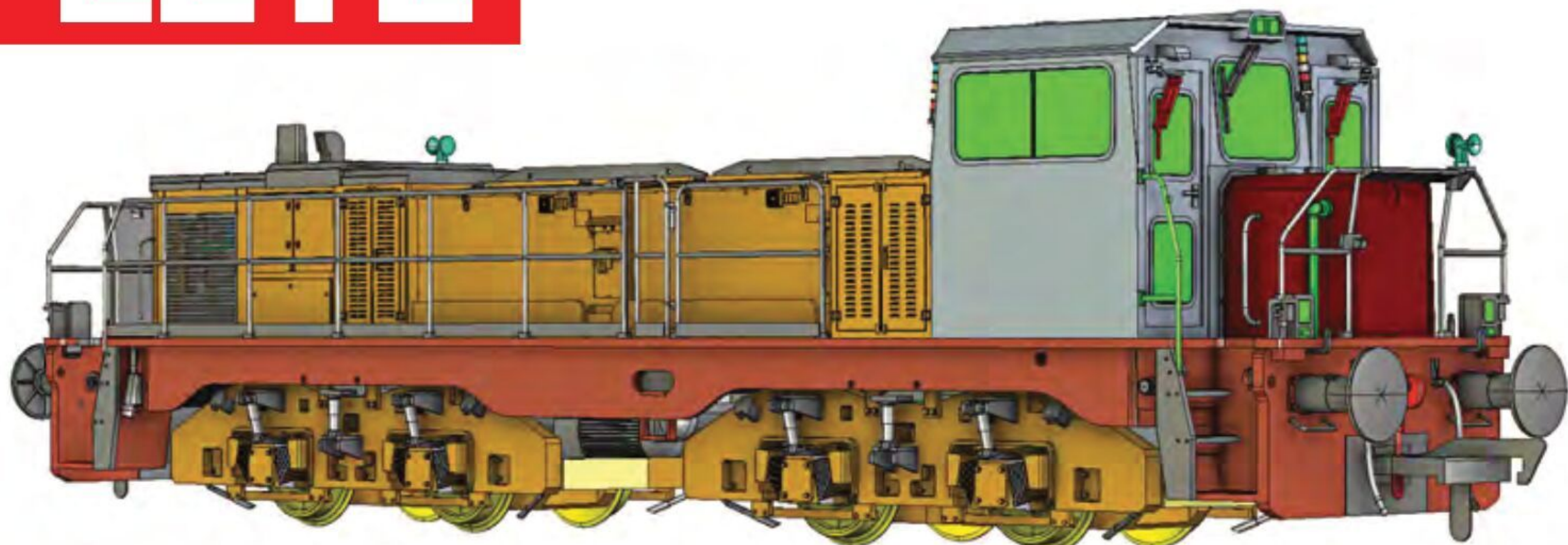
COMPLETE

Below: Revolution Trains has completed the design of its new 'OO' gauge Clayton Class 18 Bo-Bo hybrid industrial shunter.

REVOLUTION Trains' new 'OO' gauge model of the Clayton Class 18 CBD-90 Bo-Bo hybrid industrial shunter is progressing well with CAD work now complete for the locomotive.

More than 20 of the battery powered shunters are under construction for use with TATA steel, Sellafield Limited and Beacon Rail. In addition to their onboard battery power packs, the locomotives also include a small diesel engine to provide additional charging capability if mains power is unavailable.

Six 'OO' gauge models are planned initially, finished as Sellafield Limited No. 1 (Cat No. RT-CBD80-SE-A/SF), Sellafield Limited No. 2 (RT-CBD80-SE-B/SF),



TATA Steel No. 931 (RT-CBD80-TS-A/SF), TATA Steel No. 932 (RT-CBD80-TS-B/SF), Beacon Rail (single headlight variant) Class 18 (RT-CL18-BE-001/SF) and Beacon Rail (BMAC light cluster variant) Class 18 (RT-CL18-BE-008/SF).

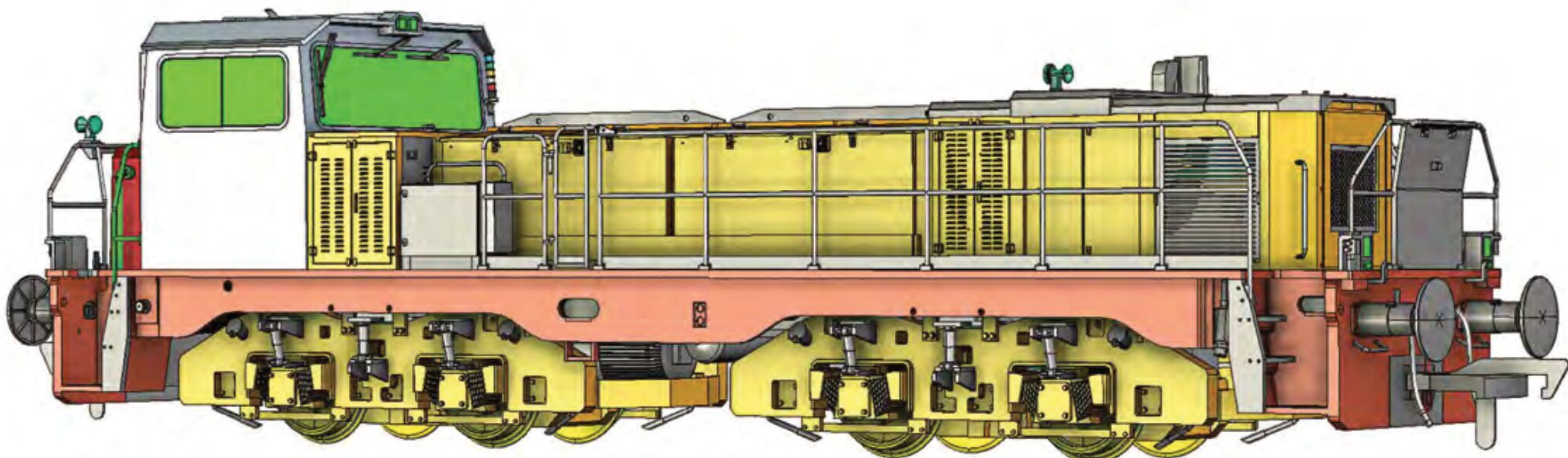
The models will feature a heavy die-cast chassis, five-pole motor,

all-wheel pick-up, 21-pin Digital Command Control (DCC) interface, stay-alive and anti-flicker capability, switchable working buffer beam and cab lighting, sprung buffers and solid or flashing warning lights (where appropriate). The model's tooling suite will also enable variations to headlights and light

clusters to be represented.

Available exclusively through Rails of Sheffield, prices are set at £179.95 DCC ready and £279.95 DCC sound-fitted. A release date has yet to be confirmed.

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



Six models are due to appear including two Beacon Rail examples. This is the single headlight version.

'MANOR' EDGES CLOSER

7810 *Draycott Manor* in BR lined green with late crests is amongst the initial batch of Dapol's all-new 'OO' gauge GWR 'Manor' 4-6-0s.



PRODUCTION samples of Dapol's newly-tooled 'OO' gauge Great Western Railway (GWR) 'Manor' 4-6-0 have been received for evaluation.

Eight different 'Manors' are set to appear in the first batch, including 7800 *Torquay Manor* in GWR green (Cat No. 4S-001-001), 7814 *Fringford Manor* in GWR green (4S-001-002), 7807 *Compton Manor* in GWR green (4S-001-003), 7823 *Hook Norton Manor* in BR lined black with early crests (4S-001-004), 7819 *Hinton Manor* in BR black with large early crests (4S-001-005), 7810 *Draycott Manor* in BR lined green with early crests (4S-001-006), 7827



Several GWR green models are also set to appear, including 7807 *Compton Manor*.

Lydham Manor in BR lined green with late crests (4S-001-007) and 7820 *Dinmore Manor* in BR lined black with early crests (4S-001-008 – Dapol website exclusive).

Each will feature a compensated die-cast chassis with sprung front pony truck, high-torque

motor, Next 18 Digital Command Control (DCC) decoder socket, all-wheel pick-up, conductive drawbar, detailed cab interior and firebox glow. Dapol's extensive tooling suite will also enable detail variations between models to the driving wheels, chimney type, horn

plates, buffer shank styles and more.

Prices are set at £165.55 DCC ready, £196.90 DCC fitted and £259.95 DCC sound-fitted. Release is expected this summer.

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

LIMITED LIVERIES FOR GT3

KR Models has added a further selection of fictional colour schemes for its 'OO' gauge model of English Electric gas turbine prototype GT3.

Three liveries are planned in BR lined black with LMS lettering, BR lined black with early crests and BR lined green with late crests.

These latest limited edition models will bear the hallmarks of the original release, with a five-pole motor, 21-pin Digital Command Control (DCC) decoder socket, space for a 28mm diameter speaker in the tender, plug-in tender connection, cab illumination, directional lights and headcode discs.

Just 250 examples of each colour scheme will be produced, split between DCC ready (150) and DCC sound-fitted (LokSound V5.0) models (100).

Prices are set at £199 DCC ready and £299 DCC sound-fitted, with delivery expected in November 2022.



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

See Waterman's Making Tracks II at the Great Electric Train Show

PETE WATERMAN'S brand-new 'OO' gauge model of the West Coast Main Line has been confirmed for the 2022 Great Electric Train Show on October 8/9, offering one more chance after the summer long Making Tracks II event in Chester Cathedral to see this model.

The Making Tracks II layout models the West Coast Main Line to the south of Rugby between Hillmorton Junction and Kilsby Tunnel. It builds on the successes of the 2021 Making Tracks layout (HM171) and will be on show at Chester Cathedral from July 18-September 3.

The Great Electric Train Show in October will offer one last chance to see this layout in its current form – see full feature on pages 24-33 – where its movement to the show is sponsored by *Hornby Magazine* and it will be operated



by the magazine team. *Hornby Magazine's* Mike Wild commented: "The Making Tracks event in Chester Cathedral was fantastic last year, but as we did

in 2021, we wanted to bring the layout to the south of the country for one final showing to make sure as many people as possible can see what Pete Waterman and the

Railnuts group have built." The 64ft x 12ft layout is one of 30 layouts attending the 2022 Great Electric Train Show including featured models from *Hornby Magazine*. In addition, 40 trade stands will join the event together with demonstrations and society stands. Discounted advance tickets are on sale now at shop.keypublishing.com and more information about the show can be found at www.keymodelworld.com/grealelectrictrainshow.

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.

The West Coast Main Line is the setting once again for Pete Waterman's Making Tracks II Chester Cathedral layout, but this time it models the challenging Hillmorton Junction to Kilsby Tunnel section south of Rugby. Read the full feature on pages 24-33 and take your last chance to see it at the Great Electric Train Show this October. Mike Wild.



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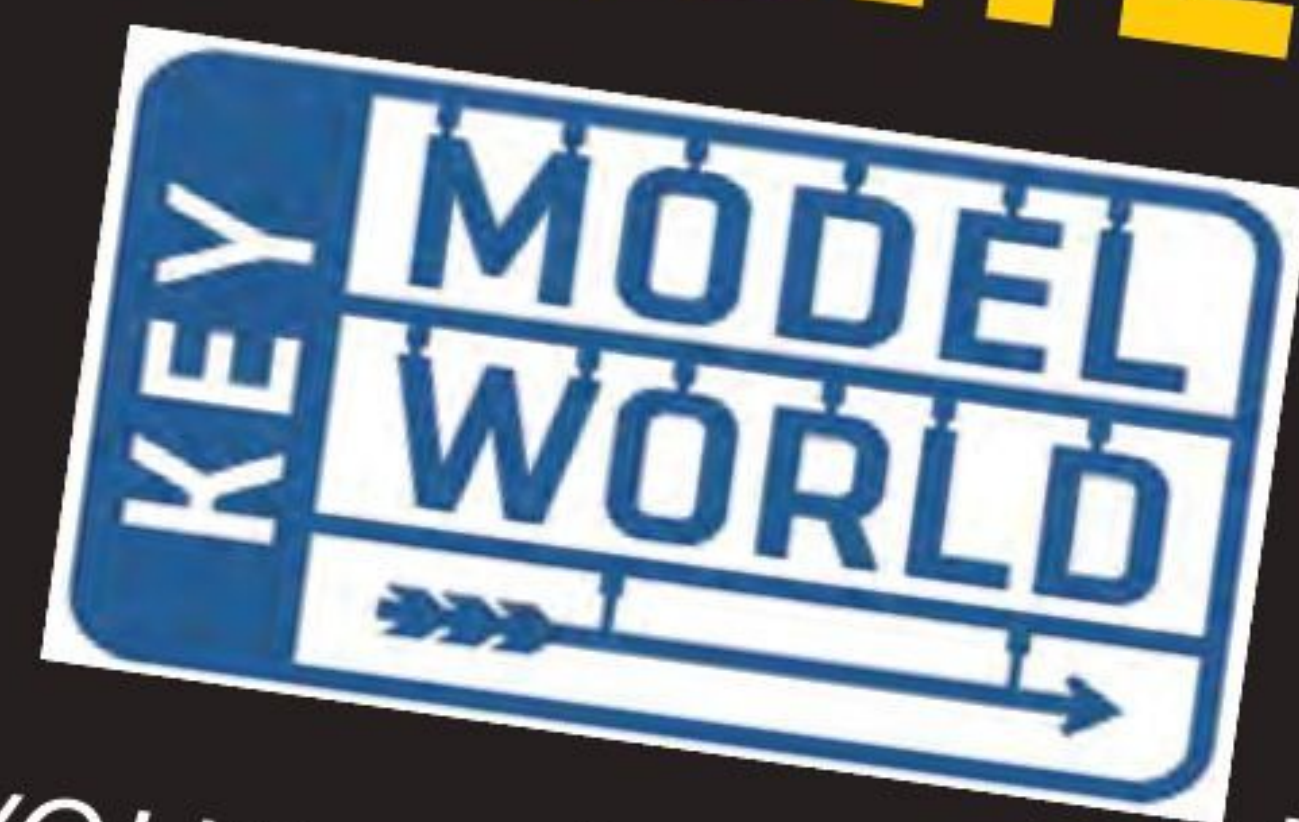
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MAKING TRACKS II

This summer Pete Waterman and the Railnuts group are returning to Chester Cathedral to display a brand-new West Coast Main Line themed 'OO' gauge layout for ten weeks. **MIKE WILD** reveals the full story behind Making Tracks II.

PHOTOGRAPHY, MIKE WILD



THE 2021 MAKING TRACKS exhibition was a tremendous success for Chester Cathedral – so successful that it brought record visitor numbers to the venue through the summer and paved the way for Pete Waterman and the Railnuts group to develop plans for a second layout for 2022.

The first modelled the West Coast Main Line with scenes replicating Shugborough Tunnel, Cefn Viaduct, Tring Cutting, North Church Tunnel and Watford Tunnel. It brought more than 55,000 people to the cathedral and saw 'OO' gauge models running seven days a week for nine weeks on the four-circuit, 64ft x 12ft layout which we featured in full in HM171.

The layout's track plan was relatively

simple, but suited the environment it would be operating in as the four tracks could run independently, while there was also the option to switch circuits through crossovers.

The successes of the 2021 event were recognised by the team and having gone back to the drawing board Pete and the team came up with a bold new plan to develop a completely new scenic layout in just over six months to be ready for the opening on July 18. Making Tracks II was born.

MAKING TRACKS II AT CHESTER CATHEDRAL

When:	July 18-September 3 2022, Monday-Saturday
Where:	Chester Cathedral, St Werburgh Street, Chester, Cheshire CH1 2DY
Times:	10am-5pm Monday-Saturday
Website:	www.chestercathedral.com/event/making-tracks-2

THE PLAN

From the experience of the 2021 event the team had learnt what worked and what didn't work. The first changes were to invest in a new control system to enhance operation and make it possible for the visiting public to get involved. The previous ZIMO wired handsets were dropped in favour of the Roco Z21 DCC system. This has a wireless communication method which allows multiple operators to drive trains using >>



With a rake of Mk 2E air-conditioned stock behind, Class 87 87010 *King Arthur* heads north towards Rugby on the approach to Hillmorton Junction as a pair of Class 37s climb the gradient to cross to the Slow line at Rugby.



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SEE IT IN ACTION

tablets and smartphones and releases the operators to allow them to move more freely around the layout.

However, planning for the operation has gone much further this time as a core factor in how the railway will run. With new control boards developed by Mega Points Controllers, route indicator panels have been built to show onlookers where trains are on the circuits as well as indicating to the drivers which lines are occupied and set. Added to the main panel, mini repeater panels have been built for each circuit to position on the storage yard for a clear indication of route and track occupancy.

Detecting the position of the trains was next in the planning scheme. It was simple with locomotives as they draw current from the rails, but rolling stock wasn't quite so simple to resolve and the length of trains running meant that a method would be needed. To solve this, small 10kOhm surface mount resistors have been added to one axle of every other vehicle in a train. This resistance is enough to trigger the detection circuits which show the position of the train on the panels and act to change the signal aspect as each formation moves

around the layout.

With the operational problems out of the way, the team began thinking about the layout they would build and how it would be done. The locations had already been chosen with the new layout to model the stretch of the West Coast Main Line between Kilsby Tunnel and Hillmorton Junction on the approach to Rugby. The same length has been used offering a near scale mile in 'OO' gauge across the 64ft long frontage.

That is where the similarities end. This layout is entirely new apart from the straight sections of the storage yard which will be reused from the 2021 layout. The challenge for the team is in the trackplan which includes the grade separation and flyover at Hillmorton Junction which means the Down Northampton has to climb up and cross over the Up and Down fast lines as it does on the approach to Rugby on the real railway.

The grade separated junction takes up more than 30ft of the scenic section of the layout to allow scale length trains to climb the gradient and cross the lower level lines. Planning for this has taken considerable time, as has construction

of the 20ft long rising viaduct on the approach to the junction which has been custom built from laser cut timber parts made by the team to suit the layout. Having completed the climb, the group then had to consider how they would get the Down Northampton line back down to baseboard level in the storage yard which has required a much steeper 1-in-15 gradient. As it will only be used by trains travelling downhill, it won't pose a problem.

Another big change for the 2022 layout is the length of scenery. The 2021 model had boxing at each end to hide the curves, but this time the left-hand end is fully scenic right to the corner to accommodate the complex junction and gradient.

CONSTRUCTION

Having decided on the layout style, its format, the gradients and how it would work construction could start. Following on from the Making Tracks 2021 layout's final appearance at the 2021 Great Electric Train Show in October, the team were straight back into the production of the new baseboards in the same month.

All the baseboards are based around an



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OCTOBER 8/9 2022
[WWW.KEYMODELWORLD.COM/
GREATELECTRICTRAINSHOW](http://WWW.KEYMODELWORLD.COM/GREATELECTRICTRAINSHOW)



2 Class 90 90014, a detailed Hornby model, speeds south through Hillmorton Junction as a HST set heads north. On the viaduct to the right, a car train climbs to the summit of the grade separation.



3 At Crick Road, Virgin Trains expresses pass while a Mainline Class 37 leads Cargowaggon vans on the Northampton line.

8ft x 2ft frame with eight boards making up the new scenic area to provide the full 64ft length. All of the boards are topped with 9mm plywood on top of an 18mm plywood frame. The support structure is built from softwood and consists of L-girder supports on top of square section legs, all of which have adjustable feet to set the height of the layout when it is on show.

The first layout had solid top baseboards throughout its construction, but this time the team wanted to develop the scenery above and below the height of the trackbed. This has been done in two ways: firstly there are cutaway sections for the canal and road bridge a third of the way from Kilsby Tunnel to Hillmorton while more subtle is the addition of a 6in extension to all the scenic boards which allows the landscape to rise and fall above and below the level of the railway. It is one of those small additions which makes a big difference to the layout's appearance.

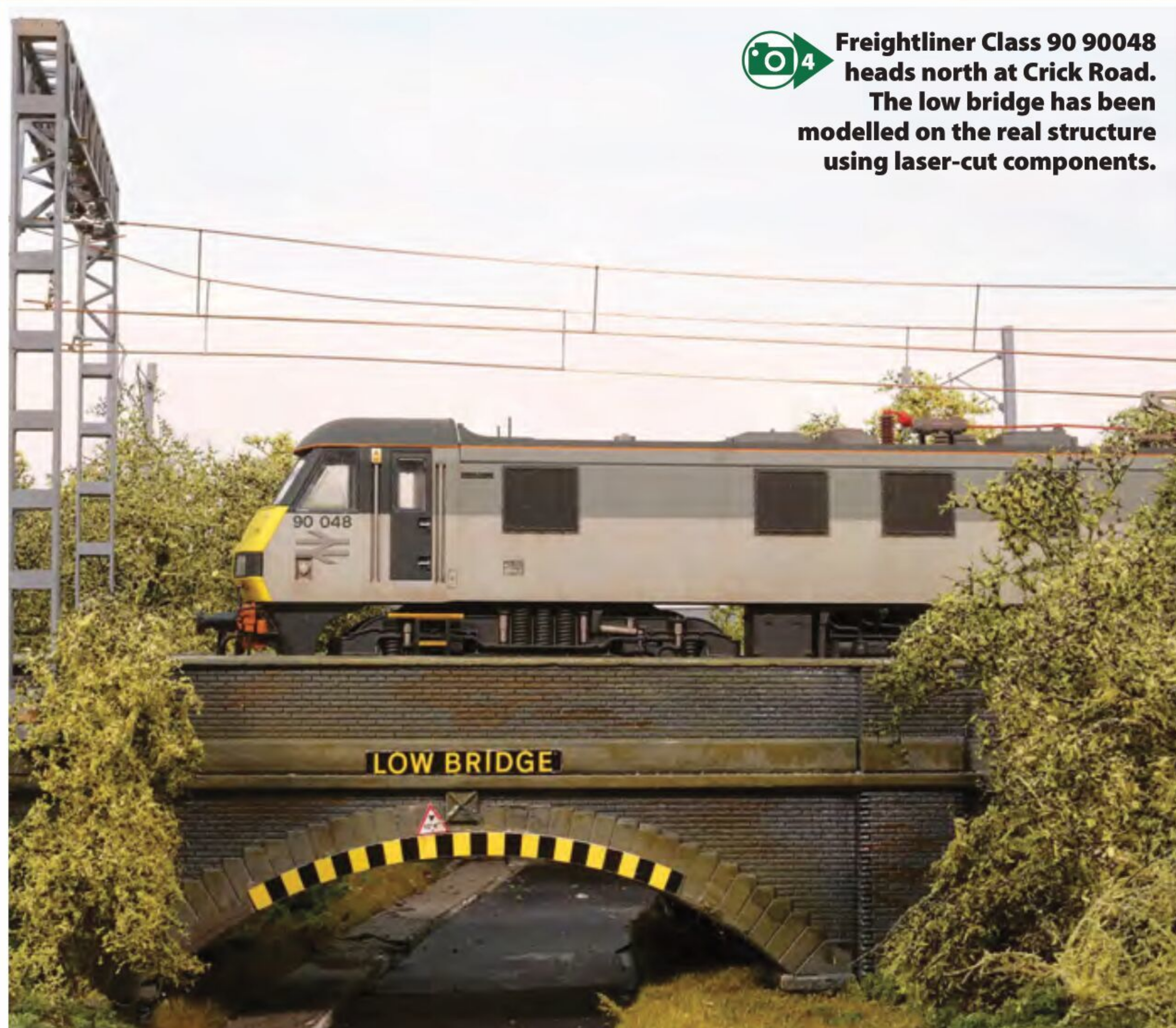
Once the boards were built, track laying started with the addition of a cork trackbed along the length of the scenic section. On top of this, Peco code 75 concrete sleeper track was pinned to provide the running lines after which the cork was cut back to create a ballast shoulder using a router. With four 64ft long single track lines requiring both sides to be cut – 512ft of cork shaping – a power tool really was the only way to do this.

Next in line for the layout came wiring with the addition of droppers to every baseboard to carry power from the DCC bus to the track which, following testing, was followed by ballasting of the four 64ft long main lines – a big task.

Woodland Scenics ballast was used along the full length of the layout applied painstakingly by hand to the newly laid Peco trackwork and then secured in place with diluted PVA glue, just as we »



**Freightliner Class 90 90048
heads north at Crick Road.
The low bridge has been
modelled on the real structure
using laser-cut components.**



all would do at home. The shaping of the cork created a ballast shoulder to aid replication of the real railway in miniature which paved the way for a thorough track cleaning session followed by testing and the start of the continuation of the scenery.

SCENERY

The landscape and scenes around the layout had been planned during the baseboard construction and track laying stage. Like the first layout, there would be specific scenes to view along the length of the scenic area, but unlike the first layout there wouldn't be a central tunnel. Instead, the full railway would be on show for 56ft from leaving Kilsby Tunnel until the backscene beyond Hillmorton Junction.

To suit the model railway scene there is a little modellers' licence in the trackplan as the real Kilsby Tunnel on the main West Coast Main Line only has one twin track bore. The Northampton lines diverge at Crick Road and head through Long Buckby to reach Northampton, but on the model, to suit the baseboard format the two twin track main lines stay closer together.

However, the main features are there including the A5 road on the exit from the tunnel as well as Nortoft Lane. Next up,



Crick Road passes beneath the railway adjacent to the Oxford Canal by which time the Northampton and West Coast lines are running side by side. There is another simulated road underbridge next before the railway reaches the sub-station and an area where the gantries over the WCML are four tracks wide, all of which is modelled on the Making Tracks layout including a redundant mast which has no wires connected.

By now the Down Northampton line is firmly climbing towards Hillmorton Junction and soon transfers from an embankment onto a brick-built viaduct for the final approach. At its peak it crosses the Up West Coast line shortly after passing through an arched bridge carrying Clifton Road followed by a nod to the history of the railways in the area with a model of the former Great Central Railway truss bridge crossing the main lines on the approach to the storage yard.

All of the buildings and structures have been CAD designed and laser cut specifically for the Making Tracks layout and then built to suit the railway. All are clad in laser cut brick sheeting which has been given a matching engineering brick colour finish. There have been challenges»



Class 221 'Super Voyager' 221130
Michael Palin crosses Crick Road
and the Oxford Canal as a Class 350
EMU heads south and a Freightliner
aggregate train runs adjacent on
the Northampton lines.

MAKING TRACKS II – BEHIND THE SCENES



February 2022 and the
Making Tracks layout
is making progress
with all baseboards
assembled and the
first of the track
receiving ballast.



Pete Waterman (left) discusses plans for the
former Great Central Railway bridge which will
form the scenic break at Hillmorton Junction.



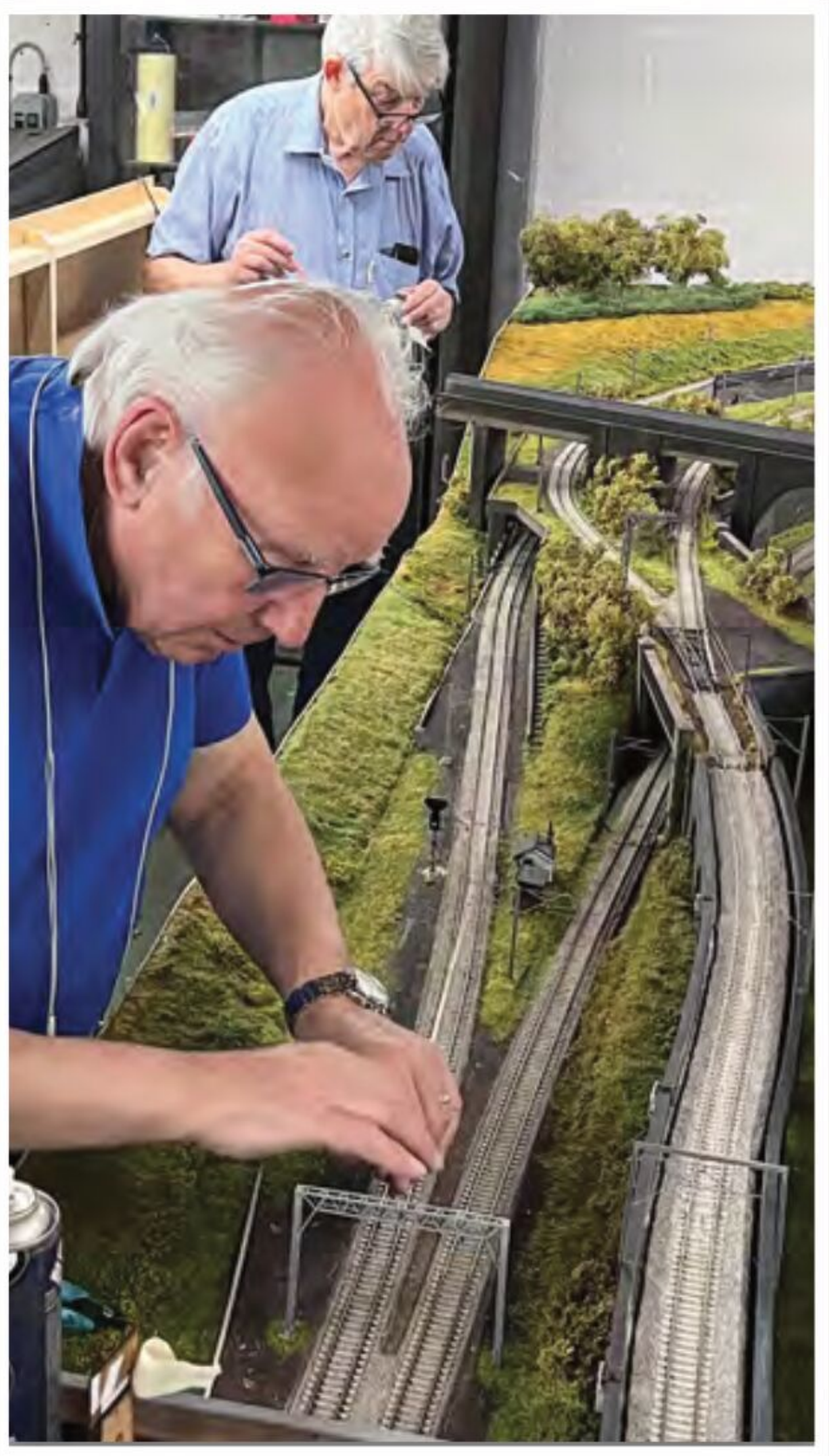
Preparations for the event include updating
rolling stock with resistors to operate the block
detection system as well as checking sound files.



Buildings and structures are all built from
custom made laser-cut parts. The Railnuts group
makes adjustments to the A5 road bridge.



Pete Waterman prepares the landscape for the
A5 road bridge to be inserted into the scenery.



Approaching the final stages, Pete adds catenary
wires around Hillmorton Junction.

along the way and modifications to the bridge designs to make them fit the model, but the end result is a unique set of structures you won't see anywhere else.

The embankments and cuttings around the railway are formed from polystyrene insulation blocks cut to size and then shaped to match the pattern of the terrain that sits around the railway. This is then overlaid with dyed teddy bear fur as a base to further scenic treatments using products from Woodland Scenics and Heki including static grasses, coarse turfs and turf covered poly fibre.

The big trees, meanwhile, are all handmade from twisted wire cores dipped in plaster which are then painted before being covered with suitable polyfibre and turf coverings. Each is then planted on the railway and seated into the landscape using either teased out rubberised horsehair or Heki polyfibre turf sheets suitably shaped.

OVERHEAD

Modelling the West Coast Main Line presents one major challenge: overhead electrification. The 2021 layout used a combination of laser cut hand assembled masts as well as Peco ready made masts - all of which was joined together with Peco catenary wires. It was a massive project for the first layout, but through clever design the whole system could be tensioned to allow running of locomotives with pantographs touching the wires.

Much of the same method is employed in the 2022 layout, but with enhancements to the original designs and the added complications of the masts for the grade separated section. One mast alone on this section has over 120 individual pieces of brass in its construction!

Aron Morant has designed the catenary system with Dave Douglas and Phil Morton putting together the CAD design and laser cutting process for the two and four track gantries. The majority of the single masts are from Peco, with the exception of the custom brass built single masts which surround the brick viaduct for the Down Northampton line. Each one of these is made specifically to suit its



Bridges break up the scenes on Making Tracks II. A Class 350 is heading south on the West Coast route as GBRf Class 66 66789 British Rail 1948-1997 leads a coal train on the Northampton loop.



location as the railway climbs from ground level to cross the West Coast tracks.

The gantries are all laser cut with a combination of two and four track designs to suit specific locations. These are all fitted with brass rod stays and registration arms which are built in a jig and then fixed to the underside of each gantry in the correct orientation to model the 'zig-zag' effect of the catenary wire which is employed on the real railway to avoid pantograph head wear.

The finishing touch for the catenary is the addition of Peco wires. The majority are the longest 500mm lengths, but others use the shorter 380mm length wires. A unique piece of catenary has also been built to take the wires through the underpass at Hillmorton Junction. Following the principle of St Pancras, a solid rail has been formed to the same profile as the track below with the catenary wires rising from it at each end.

As *Hornby Magazine* closed for press one final job remained for the electrification wires – tensioning. Much of this can only really be done when the full layout is together in one piece (which can't be >>>)



At Hillmorton Junction a pair of Direct Rail Services Class 20/3s round the curve towards the storage yard as a Class 221 'Super Voyager' bursts out of the tunnel below on the Down fast.



An Avanti West Coast Class 390 passes the sub-station by the line. The overhead wiring remained to be completed at this location ahead of the Making Tracks II launch in July.



A pair of Class 86s take the Northampton lines heading south from Hillmorton Junction. The electrification uses Peco wire sections which will be tensioned at the Making Tracks event, hence the uneven appearance here.

done in the workshop) so the photographs for this feature are prior to the wire tensioning being complete. Also different for this build is that the full 64ft length of the layout has visible catenary whereas the first had a tunnel at the centre which allow the wires to be tensioned in two sections.

OPERATION

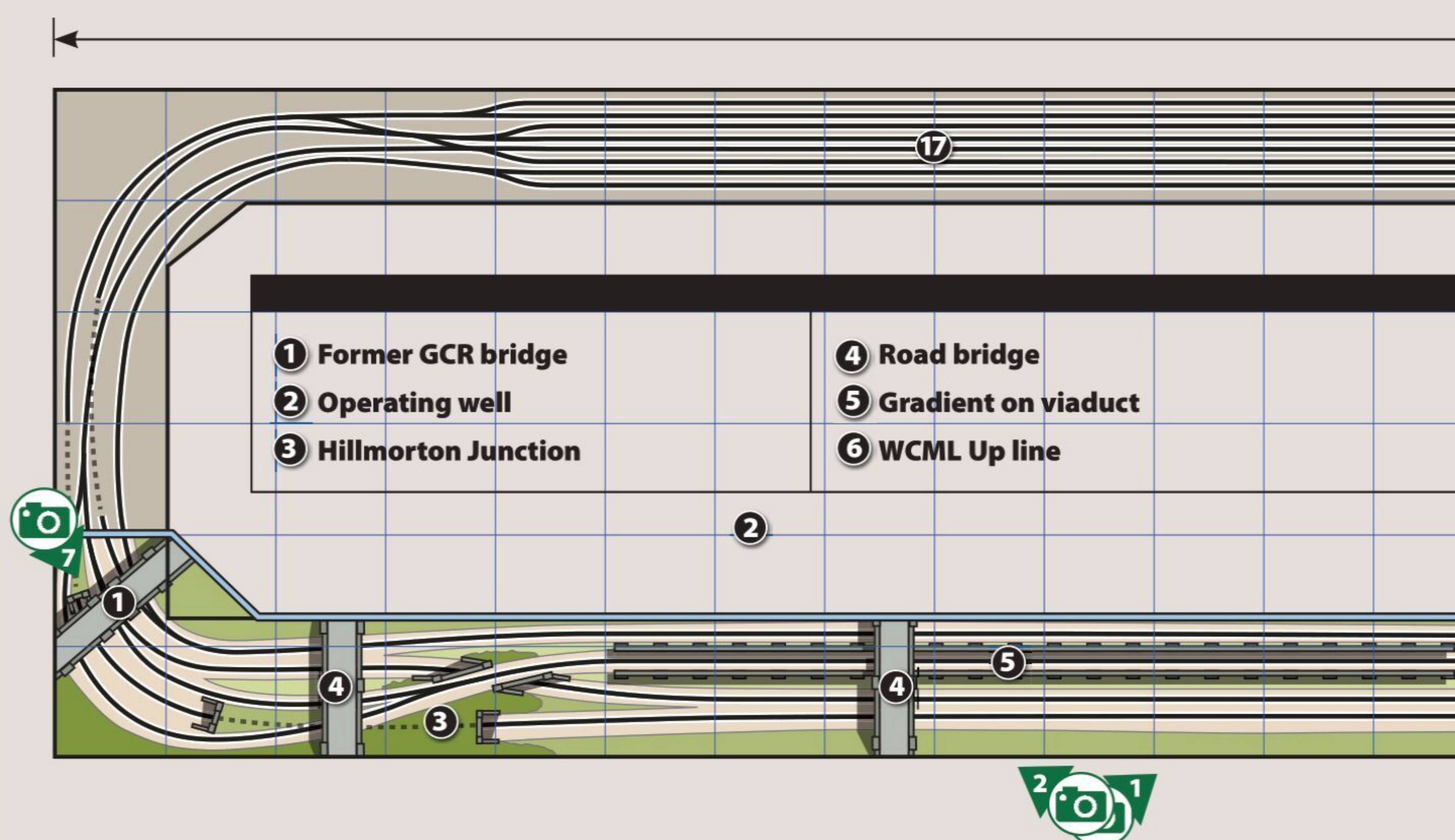
Of course, no layout would be complete without its trains and Making Tracks 2022 is set for a more precise collection with its focus being firmly on the bright and colourful privatisation era.

Highlights will include a full length 11-car Pendolino in Avanti West Coast colours, but the team has also been assembling an attractive range of rolling stock to model additional passenger services, special workings, parcels and mail traffic as well as extensive container trains. The latter are an essential part of the modern railway scene and Pete and the team are particularly keen to be able to show this to younger visitors at the Making Tracks exhibition so that they can understand the importance of rail freight today.

The vast majority of the locomotives and rolling stock is drawn from ready-to-run ranges with classes on the roster covering classes 37, 47, 56, 60, 66, 67, 70, 86, 90, 350 and 390. There are also unique models of the Class 325 parcels units in development for the layout while the actual trains will be as diverse as a full-speed Pendolino to a scale length container train, unique Network Rail stock, Railhead Treatment Trains and more.

Everything running on the layout will be pre-programmed into the Z21 system and the group has also set standards for acceleration and deceleration settings in the locomotive decoders to ensure that all locomotives running on the layout operate consistently and reliably during

MAKING TRACKS TRACK DIAGRAM (NOT TO SCALE)



the summer long exhibition and that they can be controlled to a stop in the busy 40ft long storage yard tracks at the rear.

While the operators will have full control of the locomotives, the signalling is automatic. Four-aspect signals are installed along the length of the layout which show the correct aspect for the following signal in each case. The final signal on the Down West Coast line has a switchable feather to indicate the junction position which, on the real railway, would be the other side of the bridge.

ON SHOW

At the time of writing, the Making Tracks layout was in the final throes of completion. The scenery was, with the exception of a few areas, in the very final

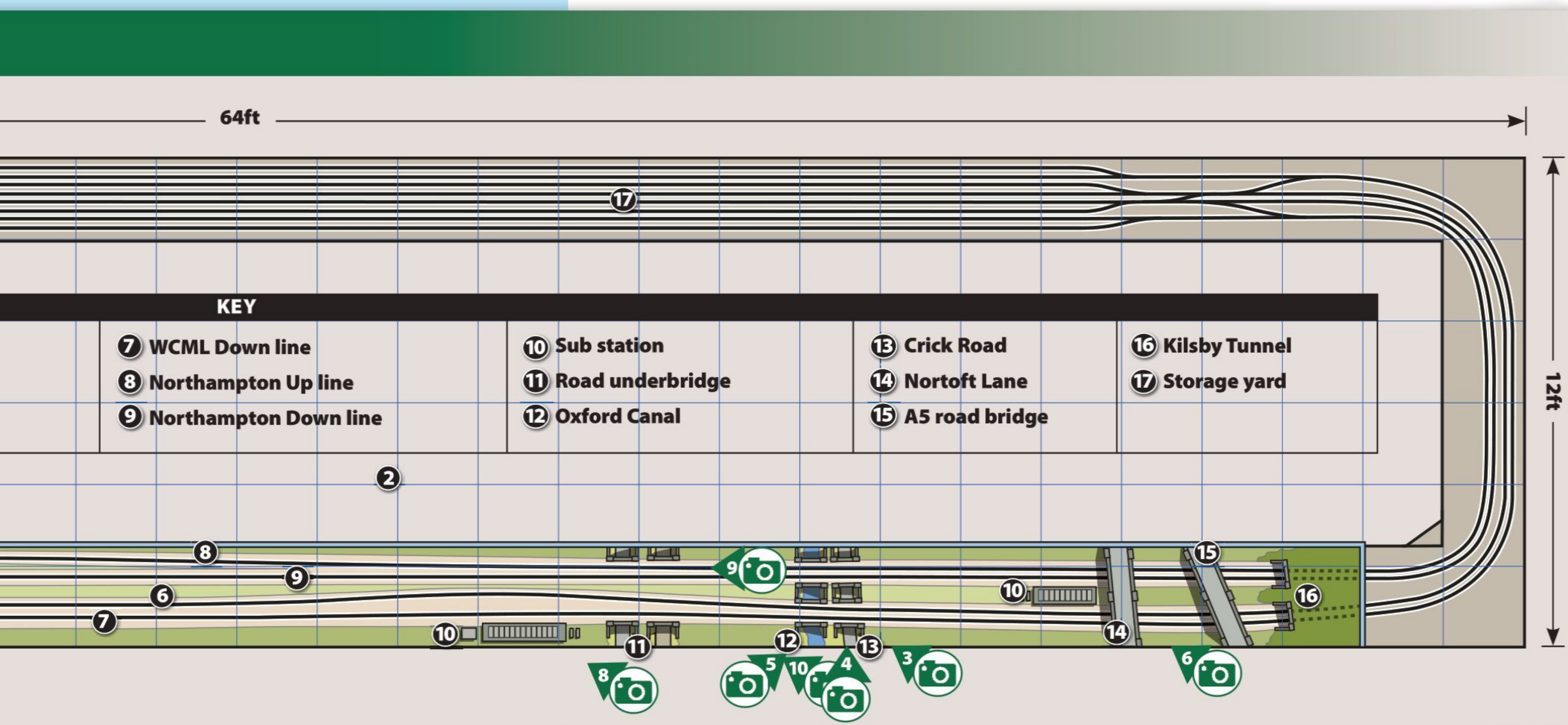
stages of detailing. Stock preparation continued with programming of the Z21 system as well as checking rakes and packing them for transport to the show.

The Making Tracks II exhibition opens on July 18 and is open six days a week (Monday-Saturday) until September 3. Pete and the Railnuts group are hoping to break their 2021 records again in 2022 and with such an appealing layout as Kilsby Tunnel to Hillmorton Junction, this is one not to miss.

Chester Cathedral will soon be alive to the sounds of a model railway once more, but if you can't make it to Chester there is one extra opportunity to see the layout for yourself – the 2022 Great Electric Train Show in Milton Keynes on the weekend of October 8/9. This will be the layout's only

Class 90 90005
Financial Times has
charge of a southbound
express on the West Coast
Main Line as it speeds
towards Kilsby Tunnel.





appearance in the south of the country with its movement to the weekend event sponsored by *Hornby Magazine*.

Whether you head to Chester or hold out for the Great Electric Train Show, we can heartily recommend a visit to see Making Tracks II – and Chester is a great day out for the family too.

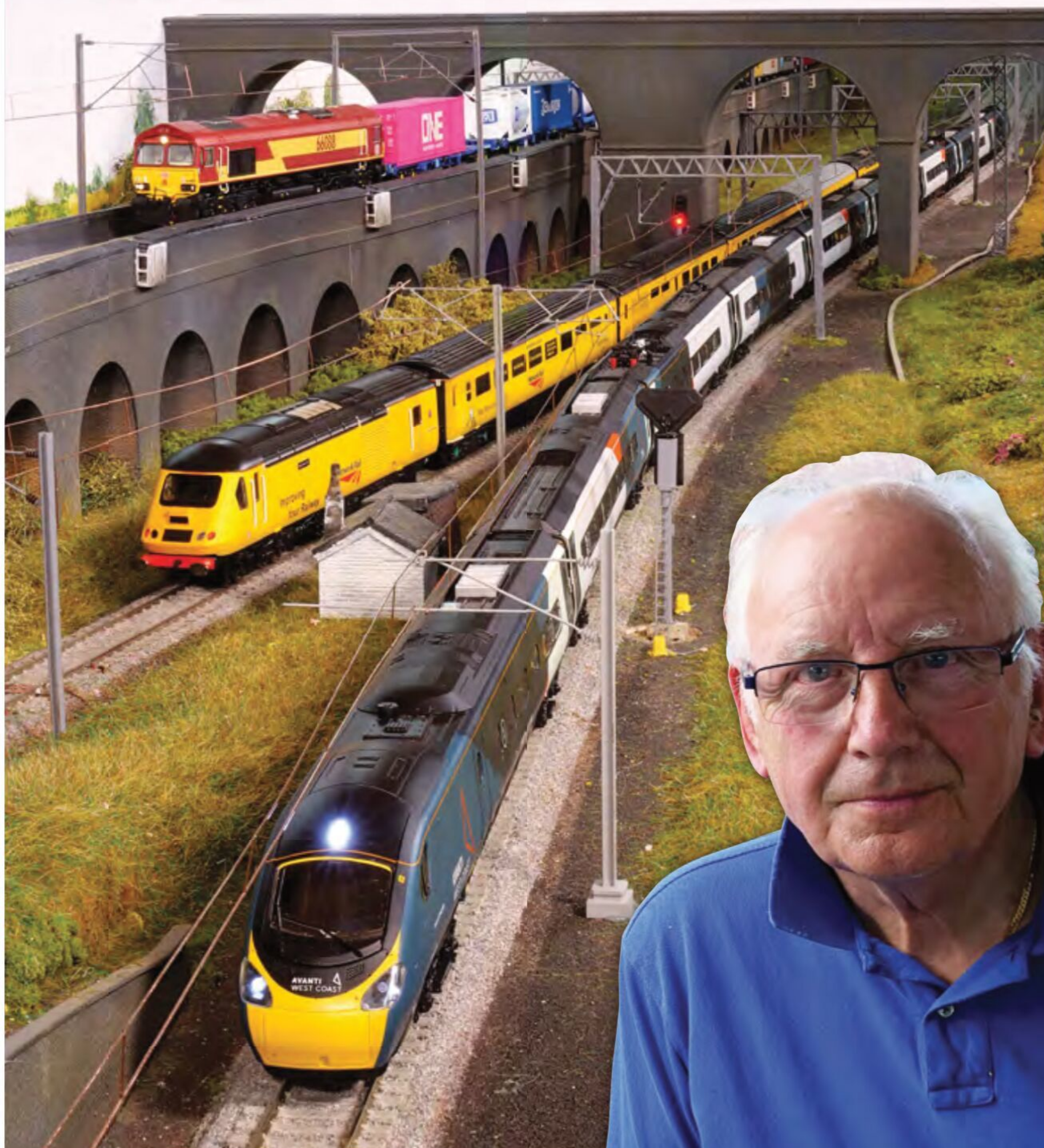
Pete and the Railnuts group have done an amazing job to build and complete this new layout in a little over eight months working two days a week. It is a testament to their combined skills and commitment to modelling that it is happening. We can't wait to see it in action. **HM**

● Visit www.keymodelworld.com/making-tracks to see more on the 2021 layout and the first stages of the 2022 layout.



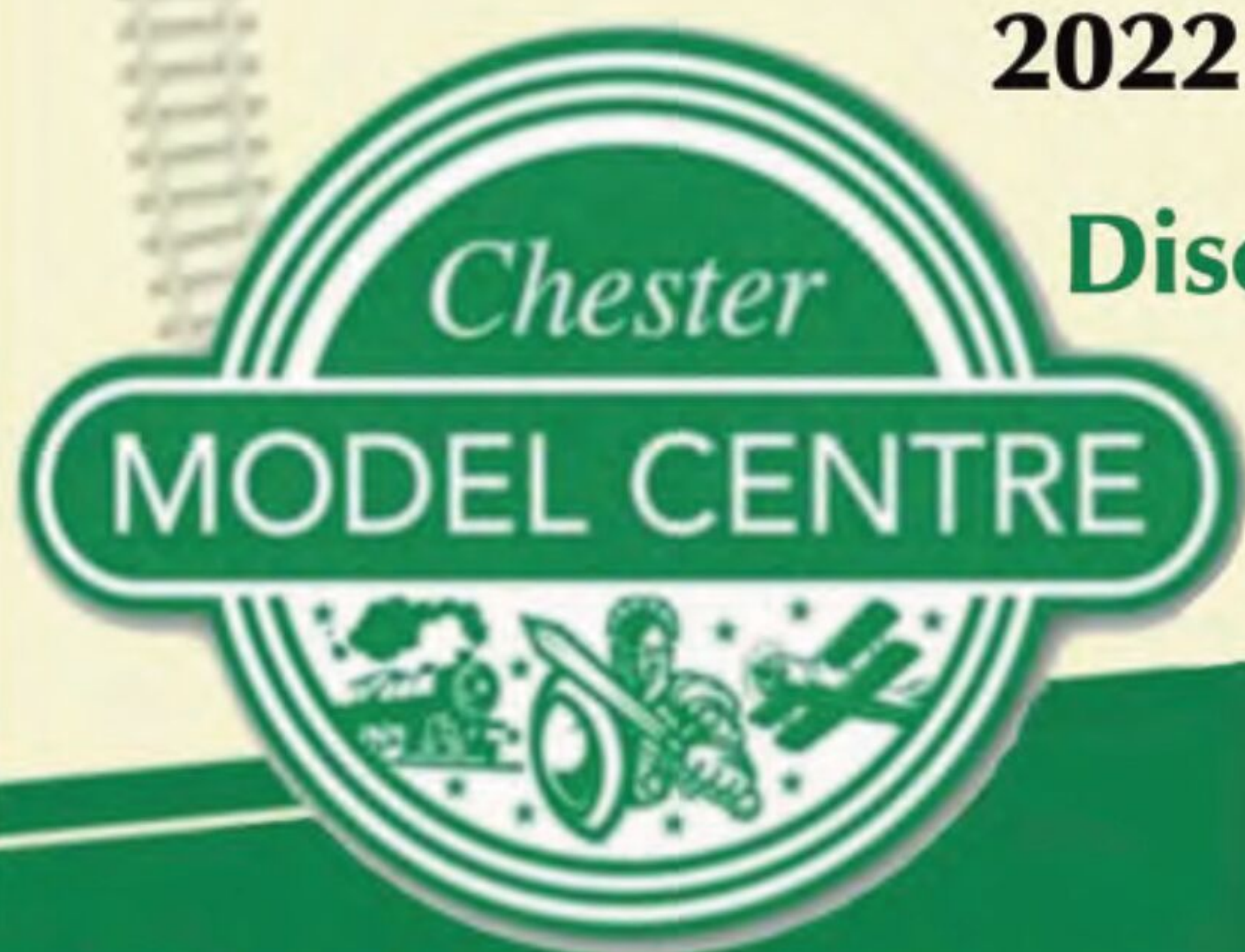
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● Don't miss our exclusive new 116-page magazine – Pete Waterman's Greatest Layouts. Featuring a brand-new interview with Pete Waterman, full features on Leamington Spa and Making Tracks I together with the full story on the Making Tracks II layout, this new publication from Key Publishing is on sale from July 14 2022. Visit your local newsagent or shop.keypublishing.com to get your copy.



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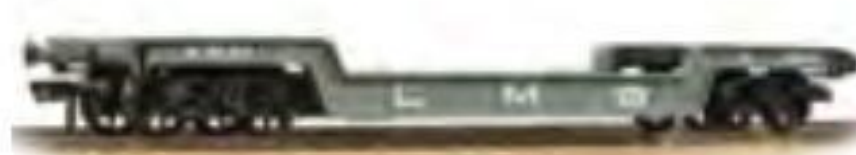


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R3844 - LNER Rebuilt W1 4-6-4 Hush Hush 60700 BR Green Early Crest.....£218.95



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A modernised 'WHISTLER'

With heritage diesel traction being increasingly seen on the main line, **RICHARD HALL** demonstrates the modelling opportunities that these locomotives create by reworking a Bachmann Class 40 as 40145 in its current condition.

THE OPERATION of privately-owned heritage diesels on the main line is a relatively recent development and has grown significantly with the emergence of Locomotive Services Limited (LSL).

While only lasting for a brief period in 2021, the photogenic pairing of two matching main line registered Class 40s for the first time

in preservation created an attractive subject to model. However, it was the initial announcement of 40145 being reliveried to D345 in BR green that prompted this project, and although not straightforward, this demonstrates that any diesel can be modified accurately into a unique modern example.

The 200-strong fleet of Class 40s formed the first Type 4 locomotives delivered under the British Railways

pilot scheme and proved versatile. The longevity and interest in the English Electric design led to seven examples being preserved and six have operated in preservation.

Until recently, only 40145 (D345) has been main line registered. It is owned and operated by the Class Forty Preservation Society (CFPS) in BR blue, but also in the fictional, yet eye catching, BR large logo blue. The other example running on the

TOOLS

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

Other than the nose end detail modifications and repainting, detailing heritage main line diesels is straightforward and satisfying, especially with research being relatively clear-cut. D345 - a reworked Bachmann model in lightly weathered condition - is seen passing through Quorn Magna station on Hornby Magazine's 'OO' gauge Great Central Railway themed layout.



main line is D213 *Andania* from the first batch of Class 40s and is currently operating under LSL.

40145 is unique in preservation in being the only example of the last batch of Class 40s constructed with a centrally positioned four-character headcode box. What sparked my interest in converting a Bachmann Class 40 was the announcement made in 2021 that 40145 would return to BR green, a guise it had briefly carried, but before my modelling and layout operating period.

This project created a new challenge for me of researching and modifying the locomotive. Gradual updates on the CFPS website were vital for informing the details of the locomotive, from demonstrating the size of the yellow warning panel, to the position of the cantrail stripe and electrification warning flashes.

The detailing and conversion itself proved a project of two halves. The scratchbuilding and modifications developed new skills, certainly in terms of adding handrails squarely on the curved nose ends, where the use of a micrometer and accurate drilling of holes are crucial.

Adding the various transfers was straightforward, aided by Steve at Railtec Transfers.

Replicating a pristine locomotive presented unique challenges, with the final finishing making the biggest overall difference in terms of creating D345: this proves that detailing can be as extensive as the modeller wants. As I wanted to fully convert this Class 40, the work required demonstrated the importance of thorough masking and gradually building layers of paint for varnishing and repainting the yellow panels.

Even though the model itself was completed in parallel with the real D345, the locomotive remains in an immaculate condition at the East Lancashire Railway, albeit no longer operated by LSL.

With Bachmann currently producing an accurate preserved model of D213, the skills detailed in this conversion of D345 create an achievable project for any modeller wanting to accurately pair BR green Class 40s in model form. **HM**

● For more step-by-step modelling guides, visit www.keymodelworld.com/step-by-step.

WHAT WE USED		
PRODUCT	SUPPLIER	CAT NO:
BR headcodes - reverse printed	www.railtec-models.co.uk	4mm-1071
BR coupling codes	www.railtec-models.co.uk	4mm-1028
1990s/2000s electrification flashes	www.railtec-models.co.uk	4mm-1058
Early BR green locomotive numbers (filmless)	www.railtec-models.co.uk	4mm-9611
Orange cantrail lining	www.railtec-models.co.uk	4mm-1088
3D printed high intensity headlights	www.themodelcentre.com	TMCLAMP
Plasticard sheet - various thicknesses	www.slatersplastikard.com	Various
Plasticard rod sections	www.slatersplastikard.com	Various
Class 44/45/46 steam heat and bogie details	www.westhillwagonworks.co.uk	See text
Acrylic paints and weathering powders	uk.humbrol.com	Various
Railmatch acrylic paints and varnishes	www.howesmodels.co.uk	Various
Railmatch enamel spray and gloss varnish	www.howesmodels.co.uk	See text
99.8% Isopropyl Alcohol	www.amazon.co.uk	N/A
0.4mm flexible blackened copper wire	www.amazon.co.uk	N/A
0.5mm brass rod	www.albionalloys.com	BR1
1.0mm brass rod	www.albionalloys.com	BW10
Locomotive crew	www.bachmann.co.uk	36-047
3mm Tamiya masking tape	www.tamiya.com	87208
6mm Tamiya masking tape	www.tamiya.com	87030
Deluxe Materials Plastic Magic	www.deluxematerials.co.uk	AD77
Deluxe Materials Glue'n glaze	www.deluxematerials.co.uk	AD55
Black decoder wire (32 Gauge)	www.dccconcepts.com	DCW-32BK
Scale screw link couplings	www.hornby.com	R7200
Zimo 21-pin MTC DCC decoder	www.agrmodelrailwaystore.co.uk	MX638D



1



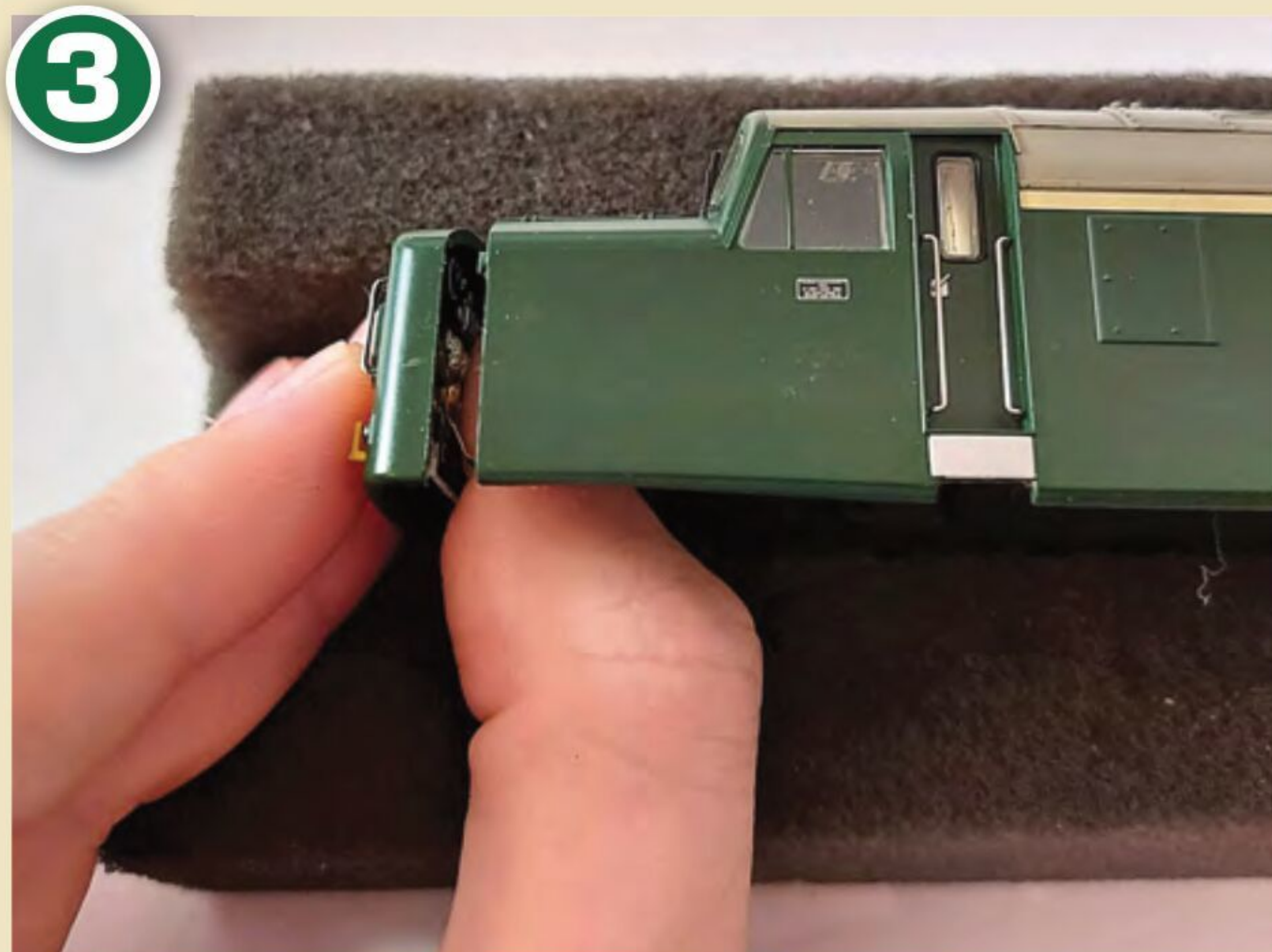
The materials for this Class 40 conversion are rather diverse, from brass scratchbuilt details to 3D printed kit components. Not shown here is the plethora of tools and paints I regularly use, and many of the transfer sets are also used for other model projects.

2



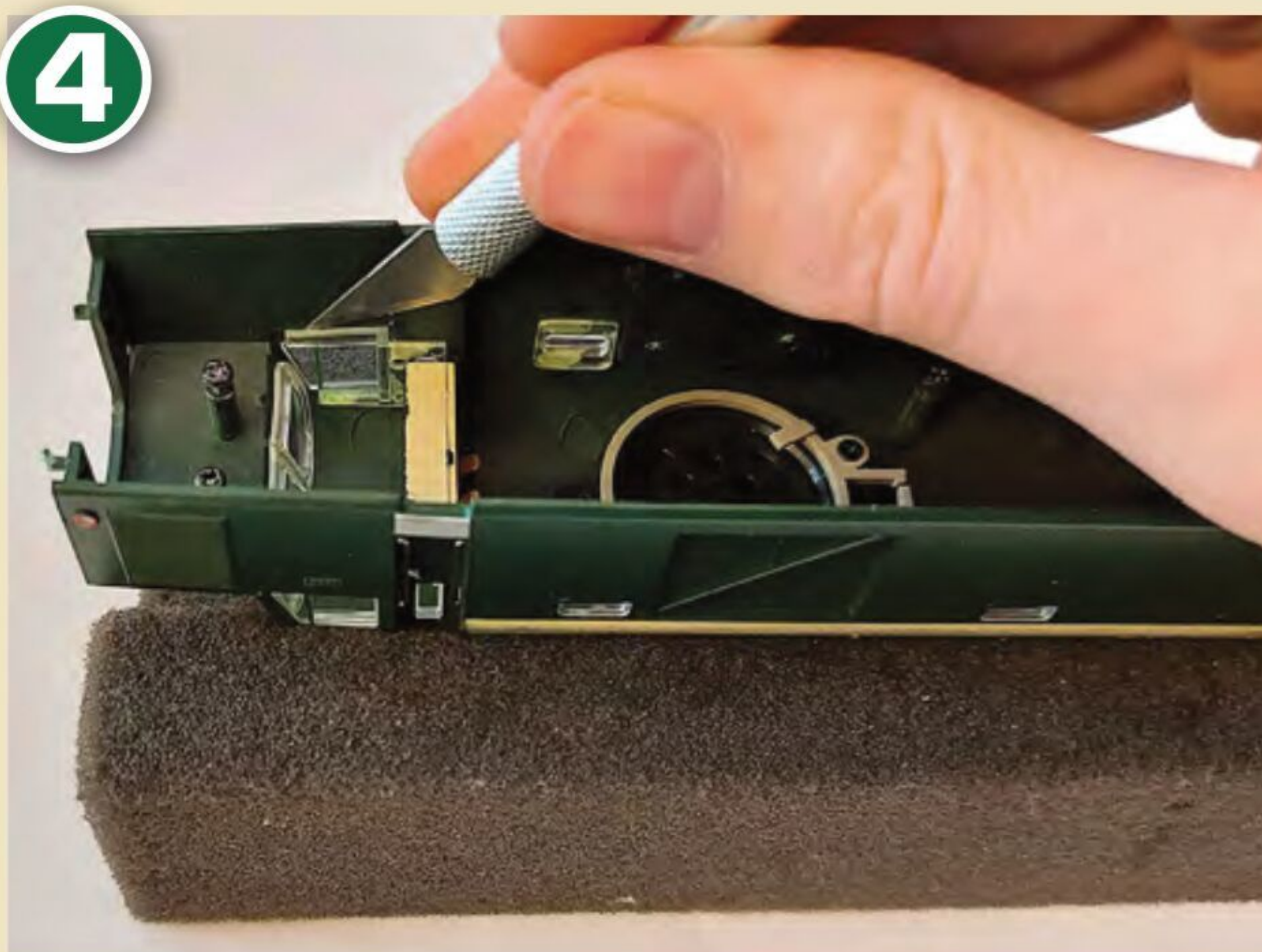
I often find removing any numbering easiest while the model is complete. Bachmann tampo printing is usually easy to remove; a quick wipe over of the numbering with Isopropyl alcohol on a cotton bud softens branding, before carefully chipping it away with a cocktail stick. For D345 I removed all numbering and the 1960s era electrification warning flashes.

3



Due to further work on the noses and headcode blinds, I removed both nose ends. Even pressure behind the lighting Printed Circuit Board (PCB) can ease the nose away. The noses can be glued quite firmly on to the main shell, therefore requiring very careful use of a scalpel along the split line to gradually separate the two pieces.

4



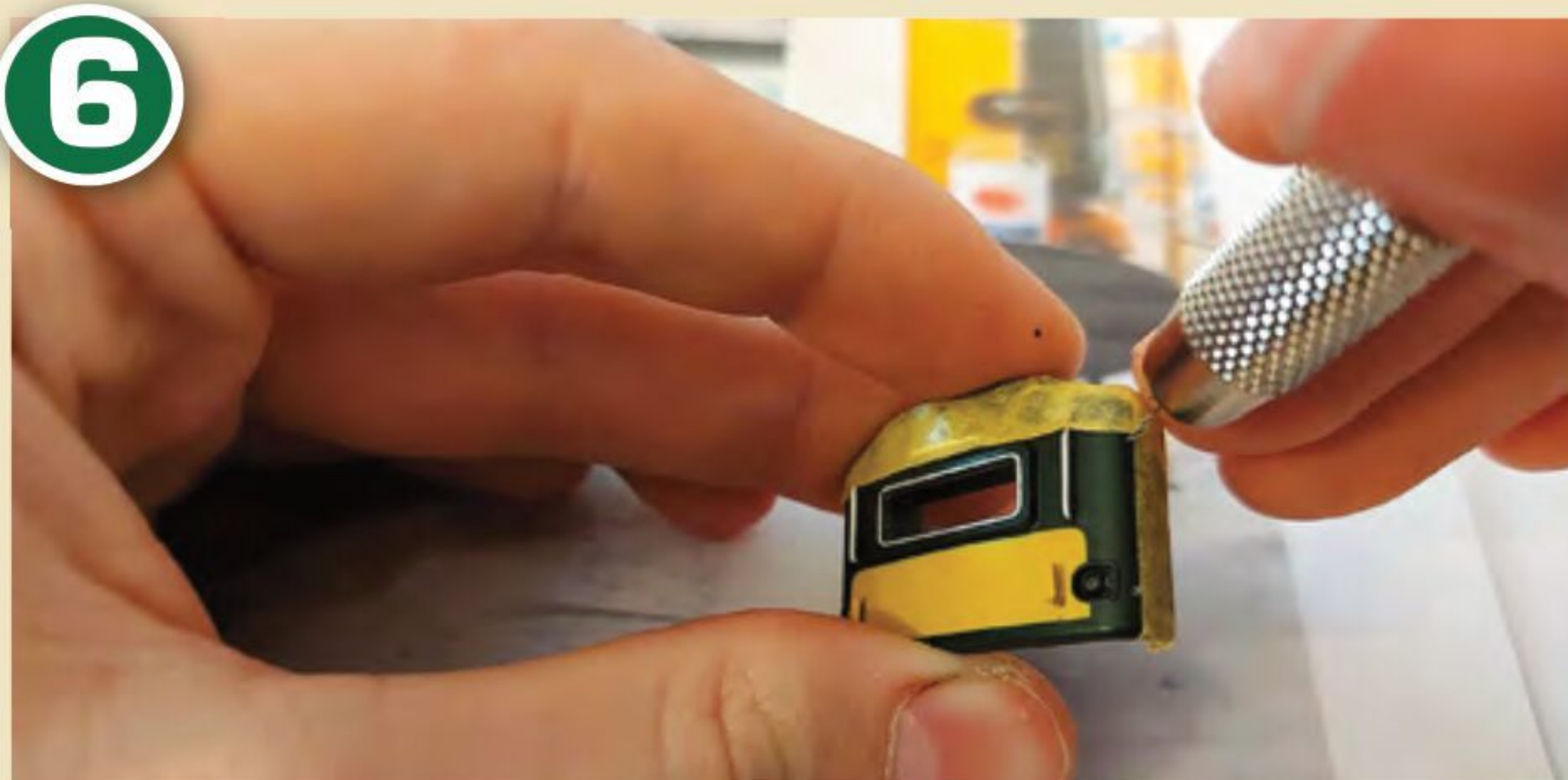
With varnishing later in the project to achieve an ex-Works finish, I felt removing glazing was more straightforward than masking. In common with removing nose ends, windows can be very firmly glued in place, but this model only required light scoring along glue lines to lever the glazing out from the cabs and engine room apertures.

5

The fully disassembled Class 40 laid out, also including the rear cab mouldings which are held in place by single screws. The headcode blinds were removed by gentle pressure behind the display with a cotton bud. All glazing, screws and lighting PCBs were labelled and safely stored until final reassembly.



6



D345 features a second pair of vertical handrails on the outer nose ends, a detail the base model of D369 lacked. After careful measuring, I used masking tape to align the new handrails square. Pairs of 0.6mm holes were then drilled, crucially at a right angle to the curve of the nose, in order to ease shaping the handrails.

7



After first shaping the 0.5mm brass wire at a right angle, the positioning of tweezers can then align the bend needed for the lower mounting hole. Excess wire protruding through the nose is helpful for alignment and is removed after the handrails are glued. Also note the fine pencil cross for the high intensity headlight.

8



These detailed 3D printed high intensity (HI) headlights are produced by The Model Centre (TMC) and also include a clear optic lens for lighting. As the HI headlights on D345 are a lower profile than TMCs rendition, the fine and brittle 3D prints require careful modification and sanding with emery sticks. Cutting the depth of the light down also reduced the hole diameter that needed to be drilled through the nose.

9



The final detail additions to D345's noses were two headboard brackets inboard of the lamp irons. These brackets were carefully formed from Silver Tay Models lamp iron brass. The brackets were then attached to the noses by 0.4mm wire rod drilled into the nose, then glued under the inside corner of the bracket itself; this proved invisible when painted but really tested my eyesight!

10



To negate wiring up a separate LED for this phase of the project (which will be installed in the future), I formed a lighting channel to direct light from the headcode box down to illuminate the HI light optic. For this, the lower edge of the headcode box needs to be cut away and low-profile plasticard aligned to channel light to the HI optic. I also painted the area white to aid reflection of light downwards.

11



Unlike BR-era examples, D345 carries a larger yellow panel to operate on the main line, and lacks a green band across the bottom of the nose. For masking I used Tamiya 6mm tape and Blu Tack, applied very sparingly around the tail lights. Railmatch Yellow enamel aerosol was then applied in multiple light coats, with drying between, until the darker band was completely covered.

12



For unique four-character displays at both ends of the model, the reverse printed individual blind transfers from Railtec proved ideal. The old displays were removed using white spirit-soaked cotton buds. The transfers were very translucent, and I used layers of tissue paper behind the blinds to diffuse the light, creating a dim glow through the characters.

13



A necessary feature on all main line diesels is the orange cantrail stripe, with my preferred method for long runs being Railtec's cantrail transfers. With the transfer held by a cocktail stick, pulling the carrier paper away from the model will help keep the line straight, and I find looking down the length of the stripe will highlight any areas which are not applied straight.

14



While the cantrail transfers easily cover 'free' areas of the roof and nose ends, I find brush painting with Humbrol RC420 orange along raised and smaller areas of cantrail more straightforward. This method is also suited to adding lining along carriage rain strips, but a steady hand and fine brush are vital.

15



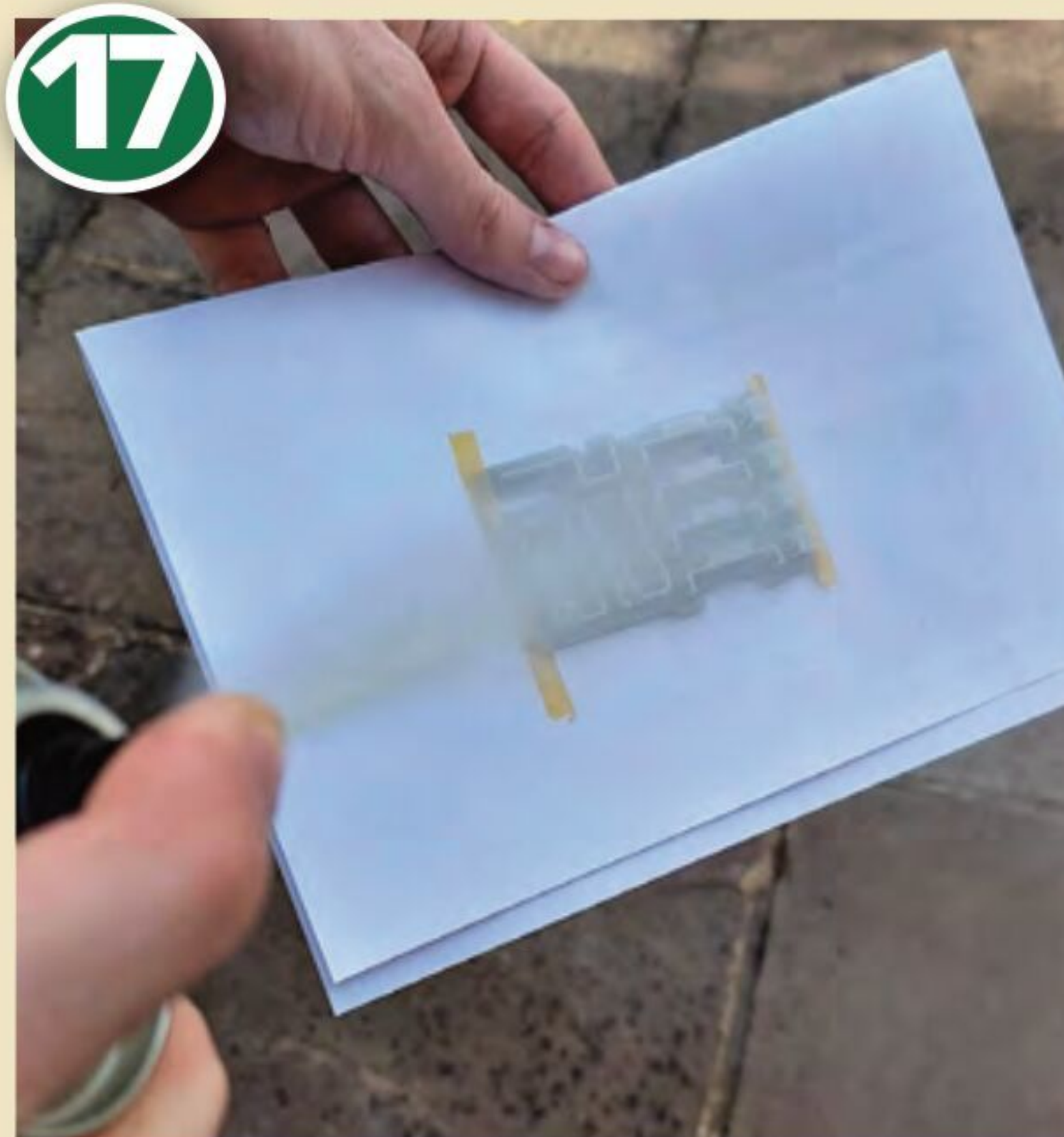
Alignment of the individual cabside numbers is helped by masking tape. As these transfers are filmless, they appear very crisp with no carrier film, however, they must be sealed with varnish. Also shown here are the small modern electrification warning flashes, again from Railtec.

16

The final transfers added are the minute Blue Star multiple working symbols to the nose ends. Also shown here are the completed nose handrails, colour matching BR green for the three original white and two new brass handrails being achieved by an initial coat of black, followed by two thin coats of Railmatch BR Green (ref. 2300) for each handrail.



17



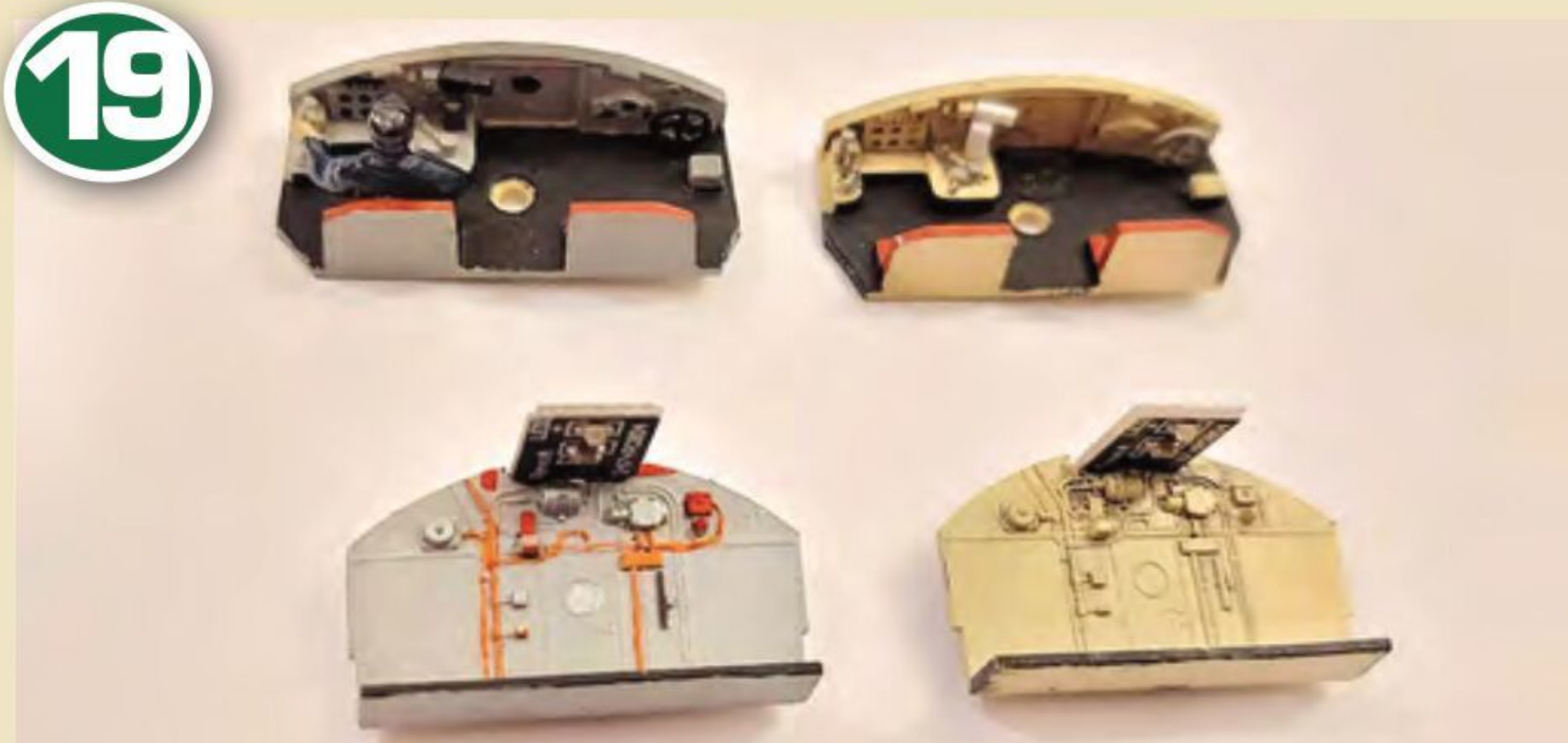
Another 3D printed kit used on D345 is the steam heat pipework and bogie detailing kit from Westhill Wagon Works. Although designed for classes 44, 45 and 46, the basic bogie mounted steam heating pipework also suits Class 40s. Three thin coats of Railmatch universal primer gave the correct off-white shade of the bogie pipework. As with spray varnish, it is important to work outside, or with a respirator mask and extractor.

18



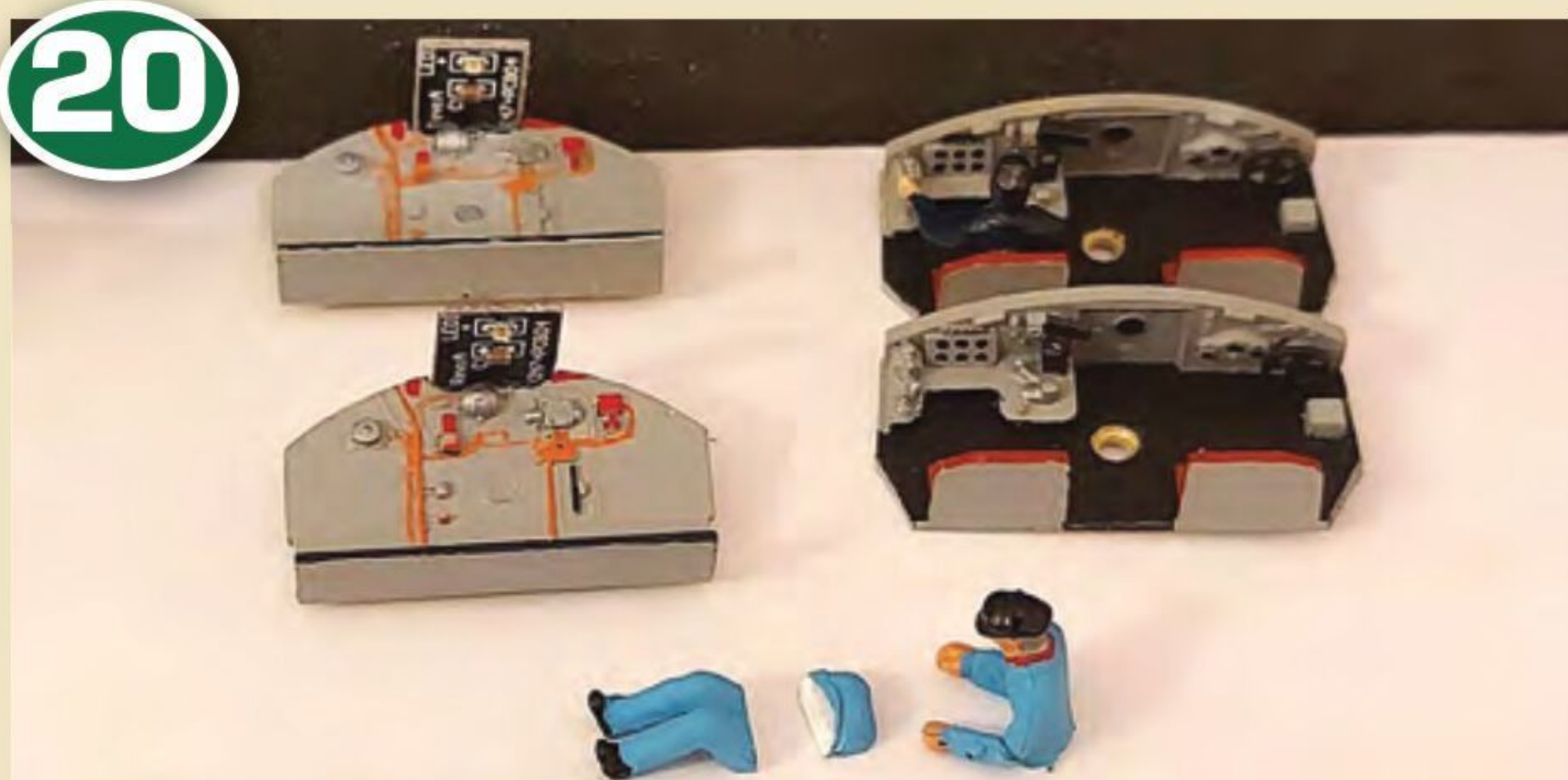
A before and after view of the fully detailed bogie for D345 (front). A coat of grey primer improves the depth of colour on the Timken axle boxes, before brush painting light coats of Rail Yellow. I retained both large NEM sockets in the bogie frames for future main line pairing and use on my heritage railway layout.

19



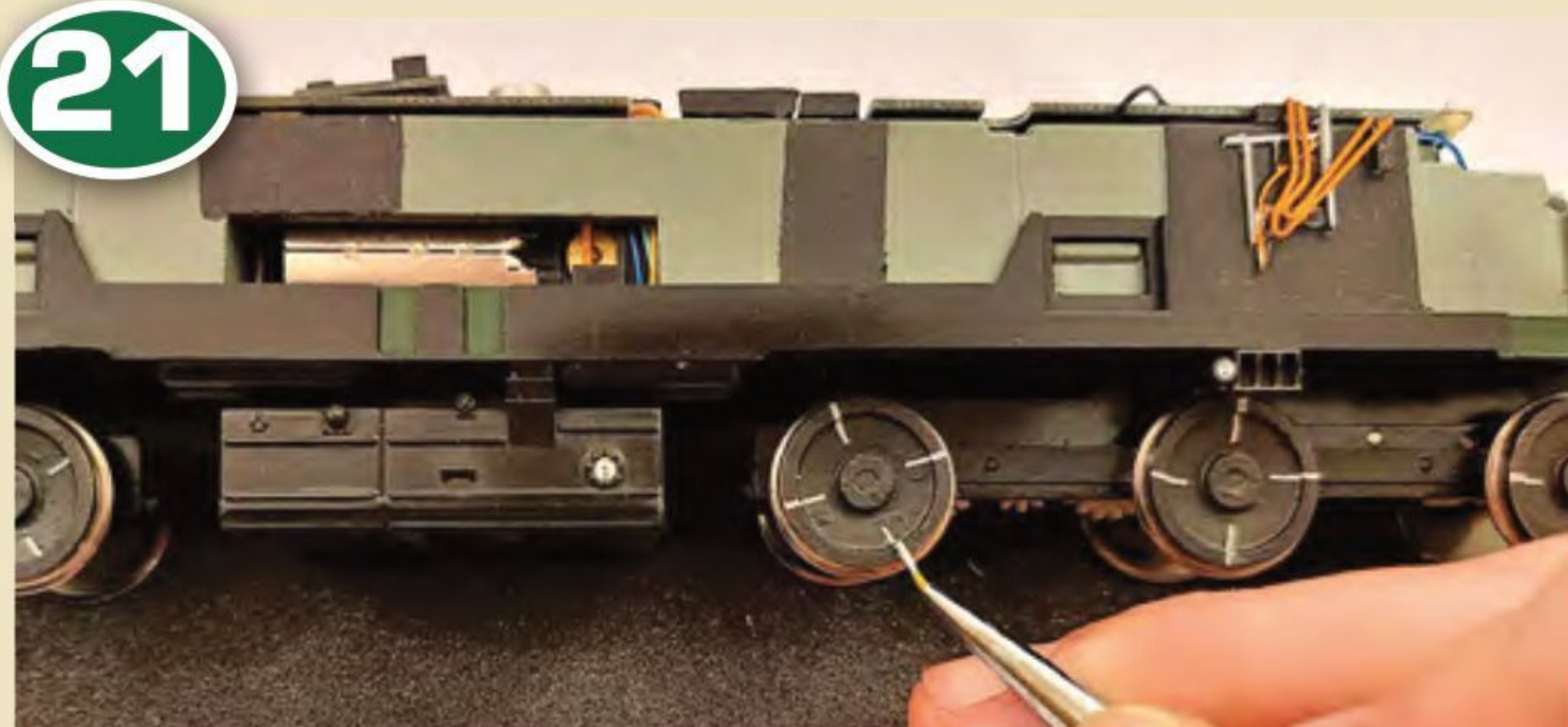
For the cab interiors of D345, I primarily painted the false floors black and all partitions and instrument panels Rail Grey, with the detail on the engine room partition also picked out in appropriate colours with a 000 brush. Finally, I added rough approximations of GSM-R instrument boxes on the driver's desk, these being clearer as bare white plasticard on the 'before' cabside on the right.

20



While the D369 base model included a driver at one end, for operation in both directions I added a driver to the other cab interior. Due to the high cab floor and seat, the driver (from Bachmann Scenecraft) needed some severe modification with Xuron cutters. I then added a shirt, blue tie and dark blue BR jacket (Humbrol Gloss 14) before being glued into the cab.

21



In common with brush painting orange cantrails, I find painting white tyre marks oddly satisfying with a 000-size brush. D345 was outshopped with quartered marks, whereas many examples of stock feature three marks per wheel. Also shown here are the black patches behind each side window and the scratchbuilt engine room details, formed from layers of 0.5, 0.6 and 1.0mm wire and suitably painted.



When operating with Locomotive Services Limited, D345 was commonly paired with D213 Andania, the two immaculate examples being seen here passing through Keckwick on November 13, 2021.
Paul Holmes.



22 Before final reassembly, I applied several light coats of Railmatch gloss enamel varnish to the main shell and noses individually. This application recreates the glossy finish that the locomotive carried from being outshopped in autumn 2021 and also seals all new transfers and cantrails.



23 Mechanically, the Bachmann 2013 tooling Class 40 is a heavy and smooth-running model. However, for improved electrical conductivity I soldered wire jumpers between the brass bogie pick-up stanchions and sprung pick-ups under the PCB. As a stop-gap measure I also installed my preferred Zimo MX638D 21-pin function-only decoder before final assembly.

How to

BAGABARGAIN!

While the latest exciting new models may dominate the headlines, it shouldn't be forgotten that there is also a thriving second-hand model railway market. In this multi-point plan, **TIM SHACKLETON** looks at the pros and cons of buying pre-owned models.

While Hornby's 'OO' gauge Bulleid rebuilt 'Merchant Navy' 4-6-2 tooling is now more than 20 years old, it continues to command good prices on the second-hand market, yet occasional bargains can still be had. 35017 *Belgian Marine* forges through the busy junction on *Hornby Magazine's* Southern Region exhibition layout, Twelve Trees Junction.



IT'S NOT JUST THE BARGAIN-hunters who are suffering. Many people are frustrated by what they see as the high prices increasingly being charged for the latest ready-to-run models (and many not-so-recent ones).

But manufacturers, we have to remember, aren't in business to provide us with exquisite scale models at the cheapest possible price, their priority is to maximise a return on their investments so they can continue to develop further new model projects. Shops and online retailers have a similar imperative.

I have no argument with any of this. If the amount they want to charge squares with how much I'm prepared to pay, then fine. If I

feel it's too much, then either I can go without or find a way to work round this impasse.

A bit of history. I have absolutely no idea how far the locomotive side of my collection extends – several hundred 'O', 'OO' and 'HO' scale models easily, of British, European and American outline. But apart from a pair of Hattons Class 66s I don't think I've ever paid list price for any of them.

I can be very patient about accumulating what I want. I'm happy to wait years for the right model to come up in the right place and at the right price. I love bargaining and am quite happy to make offers because, surprisingly often, people can and do accept them.

Buying is a skill, one that takes time to acquire, and without the ability to negotiate you are vulnerable. The knack is to keep your eyes open, to know exactly what you're looking at and be prepared to take full advantage of opportunities as they arise.

Here I've tried to put down a summary of the essentials of buying second-hand.

WHAT'S IT WORTH?

Guide prices are one thing but the only item in the world economy that has a fixed value is gold. Everything else – whether it's crude oil, scotch whisky or a Hornby-Dublo Co-Bo diesel – is only worth whatever anyone will pay for it, and the market price is consequently

negotiable.

Prices aren't fixed either – pass over an item valued at £35 and don't be surprised if next time you see one the ticket price has shot up to £60, or dropped to £20.

Of course, traders clearly need to make a living, but I need to make my money work for me. It helps to be aware of what the going rate is, unless you're happy to pay the full Recommended Retail Price (RRP) for new items.

In the antiques business, auction houses usually quote a guide price but that's no guarantee it will actually be realised. Experienced buyers have a good idea of the going rate for whatever they're interested in, and if you don't then there's always online auction sites >>



and marketplaces.

Ignore for a moment the quoted prices (many of which will be optimistic) and look instead at the column to the left of the actual listings. This will give details of the item – type, era, features, colour and so on – but keep scrolling down and you'll often see a section labeled 'Show only' or similar.

If you click on 'completed items' or 'sold items' this will list everything matching your selected item that has sold recently and most importantly the price paid, which as often as not is a very great deal less than the figure many 'Buy it now' sellers are quoting. This should give you an accurate idea of how much you should be prepared to pay.

WHERE TO LOOK

Almost all my purchasing is done online these days and wherever possible I buy from a reputable supplier who's happy to accept PayPal, which I find is a near-100% secure method of payment.

Major retailers such as Hattons and Rails of Sheffield have thriving second-hand departments, and I look regularly at the online listings of smaller dealers such as S&J Models of Nantwich, Clark Railworks, The Junction Box in Haltwhistle and Hereford Model Centre.

Small local model shops often have a selection of pre-owned items and it's still one of the joys of a day out to find an unexpected treasure tucked away in the corner of a display cabinet – especially if you can ask to see it running first.

Online buying is rarely a problem if you play by the rules. By now I reckon I can spot a wrong 'un a mile away – smudgy photographs and vague, badly worded descriptions are the first warning signs. They may simply lack camera skills so you need to see what kind of track record the seller has and what customers are saying about them.

If their prices seem too good to be true, look in the address box on your browser – is there a green 'padlock' symbol in the left-hand corner? If there isn't, then



These kits were all opportunist buys during the pandemic, acquired at far less than their original cost. Except among finescale modellers, the sale of kits has all but collapsed over the last few years and there are plenty of bargains to be had as people seek to offload their collections.

steer clear, as this could indicate a potential issue.

ONE CAREFUL OWNER

At one time there was usually a reason why a model was going cheap – generally because it was old and pretty well worn out – but increasingly I find ready-to-run models that are nominally second-hand have never been out of their boxes, still less run on a layout. I've always bought a lot of pre-owned stuff, but in our hobby the boundaries between 'new' and 'used' seems to be becoming increasingly blurred.

Not so long ago the term 'second-hand' generally meant something with little or no paint left on it, wheels and other essential bits missing, gears short of a tooth or two, a seized motor and valve gear twisted out of all recognition. There'd be dust, greasy fingerprints and carpet fluff everywhere while the box (if any) came from something else entirely and was at least a couple of sizes too small. Prices were pitched randomly, and ranged from giveaway to utterly scandalous.

These days, however, many of the pre-owned models I've bought are often otherwise new items that might be missing an air pipe or

sometimes not even that – do such shortcomings really justify a cool 33% or more off the list price?

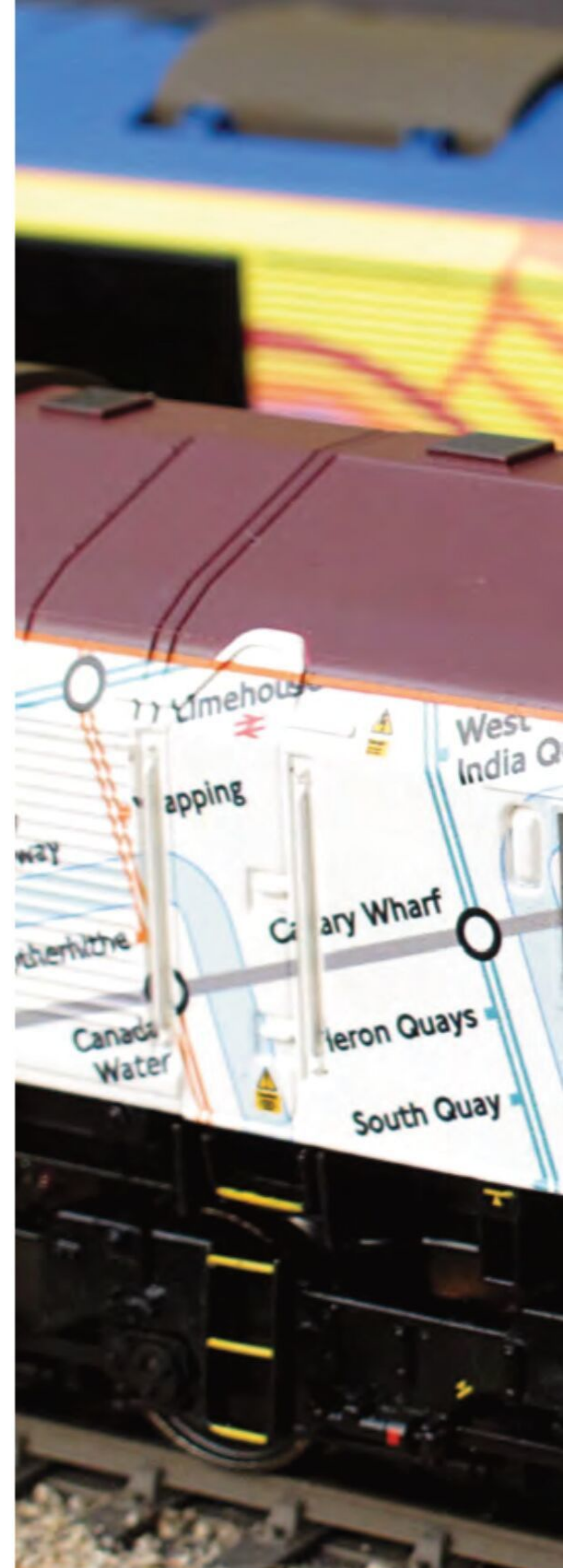
I sense they've at least been out of their box, but shiny wheels devoid of the usual black marks suggest they've not been played with. Detail packs have rarely been opened and there's clearly a widespread reluctance to effect simple repairs.

I think people these days buy first and think later about what, if anything, they're going to do with their purchase. Behind it could be a change of plan, a change of scale or gauge or even a change of circumstance, but it certainly works in our favour.

FAULT FINDING AND REPAIRS

Not every vendor knows what they're selling and the prices being asked for old kits and accessories in particular are often out of proportion. However, the asking price should and will drop the more faults and failings a model exhibits. Missing or broken parts, damage, shabby paintwork and poor boxes should all help drive the ticket price down even if the model is priced competitively to begin with.

Wherever possible, see the model running before you buy it. It's



Very few ready-to-run items from the last 30 years have held their value, still less increased significantly, and so-called 'limited editions' perform little better than anything else. Among the few that have done well for themselves are Bachmann's trio of Class 66s in special one-off liveries.

handy to carry a 9v battery with you to events or shops so you can test the locomotive under power with the terminals pressed against the wheels. Problems with DCC-equipped models can usually be eliminated by resetting CV8 to 8, a standard rescue procedure that works with most makes of decoder – though it's not a catch-all.



On arrival, all my second-hand acquisitions are subject to rigorous testing and appraisal, including an hour on a rolling road. I have to say I've encountered very few problems over the years, although I'm very careful about what I buy. The more risks you take, the more likely you are to have problems.



If you're not confident of your ability with a soldering iron or multimeter, and the seller doesn't offer a cast-iron money-back guarantee, then I'd think twice about buying any model that might have a question mark against it. Make sure you understand the terms on which you're buying the item before parting with any money.

Put to the test, most people can effect simple mechanical repairs, such as replacing missing wheels and couplings. However a culture seems to have developed among some modellers within which they automatically send back new products with even the tiniest fault, rather than repairing it themselves. Clearly this attitude doesn't wash in the second-hand world – and in my view, this is no bad thing!

SPARE A THOUGHT

Sometimes missing or damaged components can be easy to replace

via a specialist supplier such as Peter's Spares but they can also prove elusive and expensive. Unless you need to make a spur-of-the-moment decision I suggest you check the spares situation online before confirming the purchase of a model that clearly has missing bits.

Some of the online modelling

forums have 'Wanted' sections and it's incredible to see what people are looking for – items you'd have thought would be readily available but which turn out to be rarer than hen's teeth.

Chinese factories no longer routinely provide spare parts for the models they make and availability at the manufacturers

can be patchy, although this is improving with some companies now offering a selection of these via their or their chosen agent's websites.

Sometimes the only source is a dealer breaking down a model into its constituent parts and selling them as replacements. Don't expect these to be cheap! >>



This scratchbuilt 'J39' 0-6-0 in 'EM' gauge cost me £28 in a junk shop. It has a Portescap motor that's worth £80 on its own, and all kinds of sophisticated engineering features including compensation. Repainted in BR livery, it ran for many years on Roy Jackson's celebrated Retford layout and has even been for a spin on Peter Denny's incomparable Buckingham branch.

KEEP A COOL HEAD

There are risks associated with getting carried away with online auction sites, and all the more so at live auctions. In the tense, exciting atmosphere of the auction room I've seen otherwise rational people completely lose their heads in their determination not to be outbid. The same thing happens online too.

I well remember watching an unremarkable, bog-standard Bachmann Class 66 on eBay creep up to around the £100 mark and then, with seconds to go, suddenly shoot off to something like £640. What had happened was that someone had put a ridiculously high bid on, on the grounds that no one could ever possibly bid that much, only for someone else to do the same almost simultaneously.

Although people still enjoy auctions and get some splendid bargains, it will always be a situation of *caveat emptor* (buyer beware!). The most ridiculous situation and one to avoid at all costs is a bidding war where two or more people pitch up against one another in pursuit of distinctly ordinary items. A friend of mine once made more than £600 out of two gentlemen bidding for an elderly and very undistinguished white metal locomotive kit that, had either party realised it, was still available for a fraction of the price paid.

If prices are rising too steeply for comfort, pull out. Whatever the model, even one of the rare ones, there will always be another one



along in due course. You get the impression there are people out there who don't actually want the item, but treat bidding as a sport and are happy to do whatever it takes before pulling out at the last minute. Just be sure you're always the underbidder in these circumstances and don't be left holding the proverbial baby.

PREPARE FOR DISAPPOINTMENT

In a recent online auction I spotted a high-end Korean brass electric locomotive listed on specialist websites at a price well into four figures. It had never been taken out of its packaging and was in absolutely mint condition – and

I was the only bidder, paying less than a tenth of the customary price.

Not long ago I thought I'd done extremely well to secure a brand-new, current Bachmann tank engine for £60 – a few weeks later I was mortified to find exactly the same thing going for just £30. I can think of many similar instances.

The moral of the story is that in the second-hand game, especially where rarer items are concerned, you can't always hope to secure the very best price. You can only pay what seems fair and reasonable to you at the time. Play your cards right, though, and once in a while you'll get an absolute steal.

WEATHER OR NOT

Unless particularly well done, weathering rarely adds to the value of a pre-owned item and in many cases detracts from it. Factory weathering is different – however token an effort it represents, it's 'official' and so people seem much more inclined to accept it as it comes.

Weathering can be removed from a model – hopefully the price you've paid will reflect the work involved – but you'll need to know what kind of paint has been used (might be acrylic, might be enamel) and how to get it off. Instead, I usually prefer to add fresh weathering over the top to disguise its shortcomings and create fresh layers of grime.

“In the tense, exciting atmosphere of the auction room I've seen otherwise rational people completely lose their heads in their determination not to be outbid.”

TIM SHACKLETON



ELECTRICAL ISSUES

Running issues can be more problematic than missing buffers and bent handrails. There seems to be little consistency in terms of what's expected and your idea of what constitutes a smooth, silky runner may not tally with mine.

As a rule, scale model locomotives are pretty simple constructions from an electrical perspective, and glitches usually relate to dirty wheels (and track), pick-up issues or damaged wiring. These are best explored with decoders removed and the locomotive running in straight DC – it rarely takes more than a tweak here and there to put things right.

Check that contacts are doing their job, connections are connecting and that soldered joints haven't come unstuck. If you feel this kind of thing is beyond you, then I'd respectfully suggest you stick with models sold under guarantee.

OTHER AVENUES TO EXPLORE

With model shows, swapmeets and toyfairs largely out of bounds for the last two years, the online pre-owned market has been my first port of call but there are other avenues you can explore. A few years ago I found a beautiful scratchbuilt 'EM' gauge 'J39' 0-6-0 in a junk shop – Portescap motor, Gibson wheels, the works – for £28.

Buying situations I might take advantage of would be flash sales



Left And Above: Apart from a poor attempt at weathering, these Triang-Hornby ferry vans were in pretty good condition when originally purchased. In *Hornby Magazine Yearbook No.10* I described exactly how I upgraded them to finescale standards, as seen here.

in shops, or online traders selling off manufacturer's overstocks, or items that people don't know the true value of, or just want to be rid of, or have priced wrongly.

I've bought many models cheaply from friends who're changing scale or era or theme, or who need a favour – swapmeets and local shows are another happy hunting ground for things people no longer have a use for but which are like gold dust to me.

WHAT HAPPENS NEXT?

In the May/June 2019 issues of *Hornby Magazine* (HM143/HM144) we looked at ways of making good the kind of cosmetic damage and other problems often encountered with pre-owned models. It's simply not reasonable to expect such items to be in perfect condition, still

less to demand massive additional discounts on the strength of such perceived failings.

We have to sort these things out ourselves and that's why I often find myself replacing missing detail components, sorting out minor damage, touching up paintwork and correcting over-enthusiastic weathering. In some cases I might go right back to bare bones and start all over again with a stripped plastic bodyshell.

IN SUMMARY

- Know what you're looking for, be aware of current prices and be ready to respond when the opportunity arises.
- Check the going rate for any model before committing yourself: rather than pitching in, you may need to wait a while for the best

deal to come along.

- An item is only worth what someone is prepared to pay for it. It has little intrinsic value and there are no fixed prices for pre-owned models.

- Broken or missing parts can be used as bargaining chips, as can dodgy paint jobs.

- Only you can decide if cash savings outweigh the amount of work involved in putting a damaged model right.

- It is usually fairly simple to restore a non-runner to life – but only if you have the skills.

- Spare parts from ready-to-run manufacturers aren't particularly cheap, while availability can be patchy. Wherever possible I'll either make my own replacements or see what the aftermarket can offer.

HM



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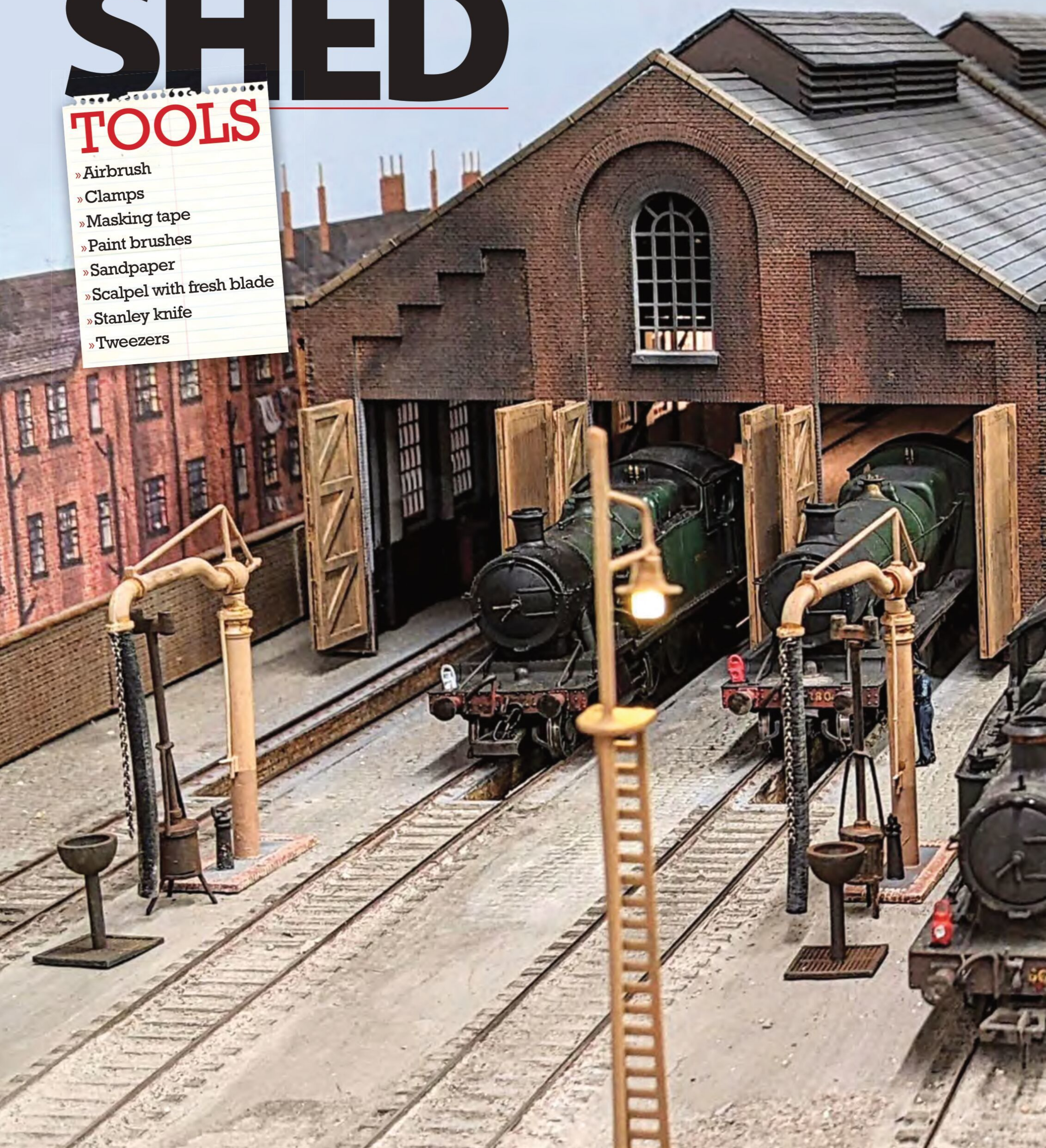
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LASER-CUT ENGINE SHED

Some layouts require a signature structure, and **DAN EVASON** created just that by combining four Scale Model Scenery 'OO' gauge engine shed kits to create a very large facility.

TOOLS

- » Airbrush
- » Clamps
- » Masking tape
- » Paint brushes
- » Sandpaper
- » Scalpel with fresh blade
- » Stanley knife
- » Tweezers



ONE OF THE MOST enduring aspects of the steam era is the engine shed. For all their spectacle in sound, vision and smell, steam locomotives required a lot of maintenance.

A huge amount of infrastructure was devoted to their care, with repair shops, coaling stages, ash pits, water towers and the engine sheds themselves. Some of these motive power depots were huge

facilities indeed, covering a large area with additional sidings for stabling locomotives between duties or while awaiting servicing or repair.

For this latest step-by-step guide, I take on my biggest how-to project to date, where I combine four of Scale Model Scenery's (SMS) fantastic laser-cut 'OO' gauge three-road engine sheds to build a huge depot which will sit in pride of place on a client's layout.

Each of the three-road engine

shed buildings measures 370mm x 192mm x 168mm and when combined form a substantial structure for the locomotives to stable. Handily, SMS also offers additional kits to enable the standard kit to be extended in length and width, together with interior wall detailing and optional engine shed doors too. This all adds up to an incredible looking six-road engine shed capable of accommodating a dozen or so steam locomotives under cover.

With a project like this, it really is worth reading the instructions more than once and allowing plenty of time to complete the kit, especially if you are planning to build multiples of the main shed building – don't be tempted to rush it, especially where drying times are concerned. With that in mind, let's get going...

You can find more of our step-by-step modelling guides online at www.keymodelworld.com/step-by-step. **HM**

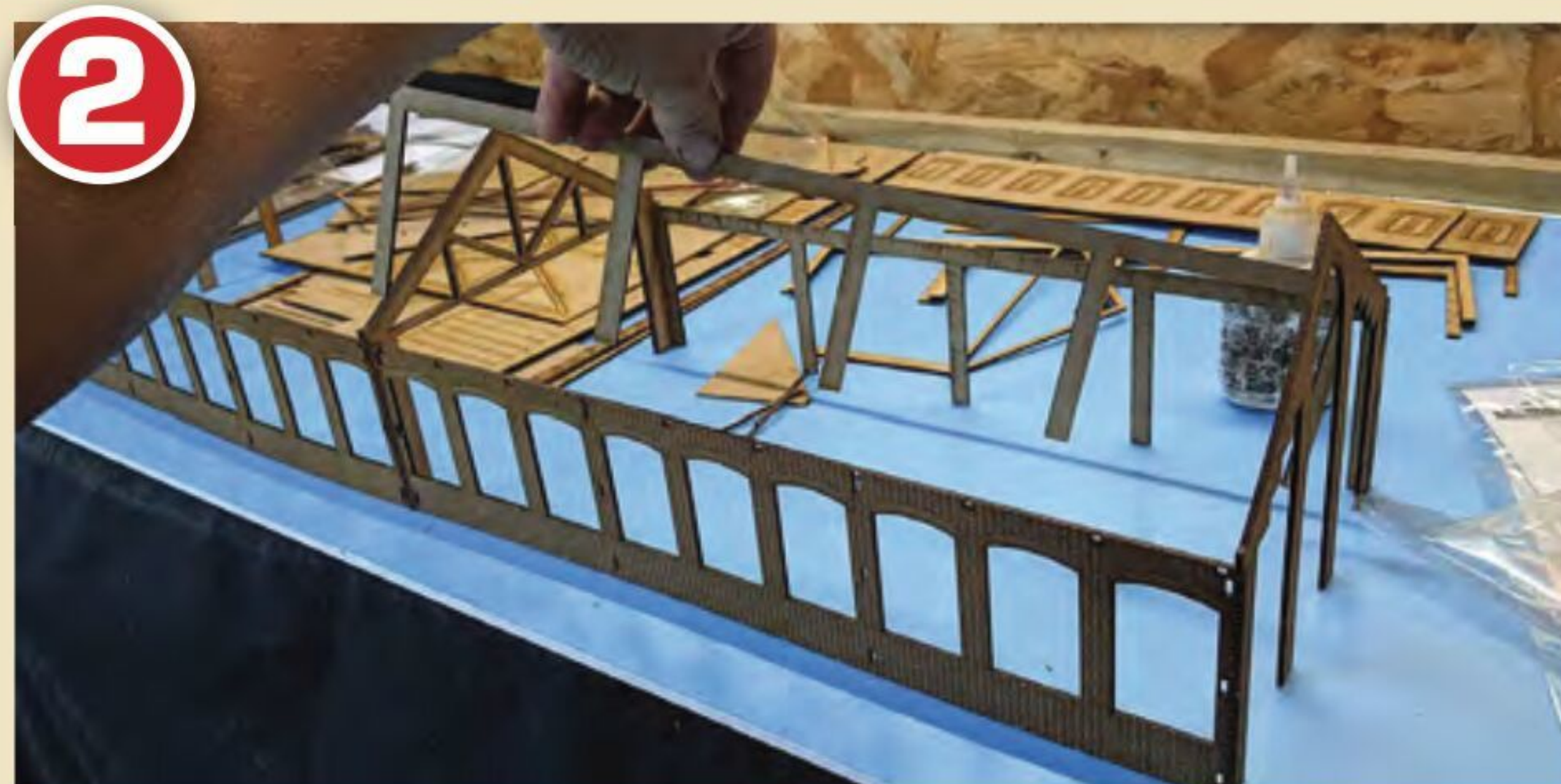
Dan Evason combined four 'OO' gauge Scale Model Scenery laser-cut kits to create this spectacular six-road engine shed capable of housing a dozen steam locomotives.



STEP BY STEP BUILDING A SIX-ROAD ENGINE SHED



1 After studying the instructions a few times, I opened the first packet of engine shed components and worked out which bits I would need for construction, and also which parts I would need to replace for the through shed conversion kit. To familiarise yourself with assembly, I advise you dry fit parts together first so you have an understanding of construction before you start gluing parts together.



2 With the basic shape now being glued together, it is time to add the parts of the conversion kit to reinforce the structure. I built one side of the engine shed first to give me some support and the basis to construct the rest of the shed. My go-to glue for all my wood and card constructions is Deluxe Materials Rokat card glue which I find grabs and dries quickly.



3 With the engine shed built in two halves, the sections need gluing together, again using Rokat card glue and clamps. Note that there is also a fillet piece front and back. These parts are in the conversion pack, which is available separately and can be purchased with the main kit.



4 Next up are the brickwork inlays for the windows. These are nice and easy to fit as they are one big panel: just pop out the window frets and keep safely as these contain your window sill inners and outers. The four large window panels were glued into place, making sure that the glue is not too close to the edges to prevent seepage over the brickwork when sandwiching with the outer walls.



5 At this point you can now add the front and rear brick inlays. I advise leaving the building to dry for at least 24 hours. Before the glue sets, make sure everything is square: a building of this size can easily go out of true, which will result in problems later.



6 Once dry, it is time to fit the roof trusses. Take care whilst fitting these parts. They are a nice tight fit but also quite delicate and too much pressure could cause them to twist and snap. Glue them into place and allow to dry.



7 The eight roof panels are added next, noting the top and bottom on each panel, and also making sure you have the horizontal lines facing outwards. Align the tabs on the trusses with the holes in the roof panels, then gently press and glue in place. Once dry, you can add the eight inward facing brick edges. These should sit flush with the outer walls to allow the capping stone to sit flat.



8 At this stage, the paints come out. I used Daler Rowney Burnt Umber, Burnt Sienna and a spot of Yellow Ochre. I then take a large artist's brush and randomly dab the brush between the three colours and stipple all over the brickwork to give a textured appearance to the brick finish.



With the brick effect paints added and dry, I sealed the paint with Halfords Matt Lacquer applying a light sealing coat. As with all spray painting – aerosol and airbrush – you should work in a well ventilated area.



With the lacquer now dry, it's time to apply the Daler Rowney Buff Titanium. For this you need to slightly dilute the paint with a spot of water. Work on a small area at a time, and work fast. The idea is that you apply the buff paint and wipe it straight off before it has chance to dry. I found the best tool to use for the job of removing the paint is your thumb.



At this point you can see the brickwork take on a more realistic toned-down appearance and the mortar between the bricks really looks the part. It is subtle, but makes a real difference. Don't forget to paint the brick edges on the roof too.



With all the tile strips cut, it was now time to start laying the strips one by one using the guide lines etched in to the roof as a guide. I applied PVA glue to each strip, slowly working across the roof. This took about eight hours to tile with some 400 strips, as it was so large. You may wish to do this over a few days.

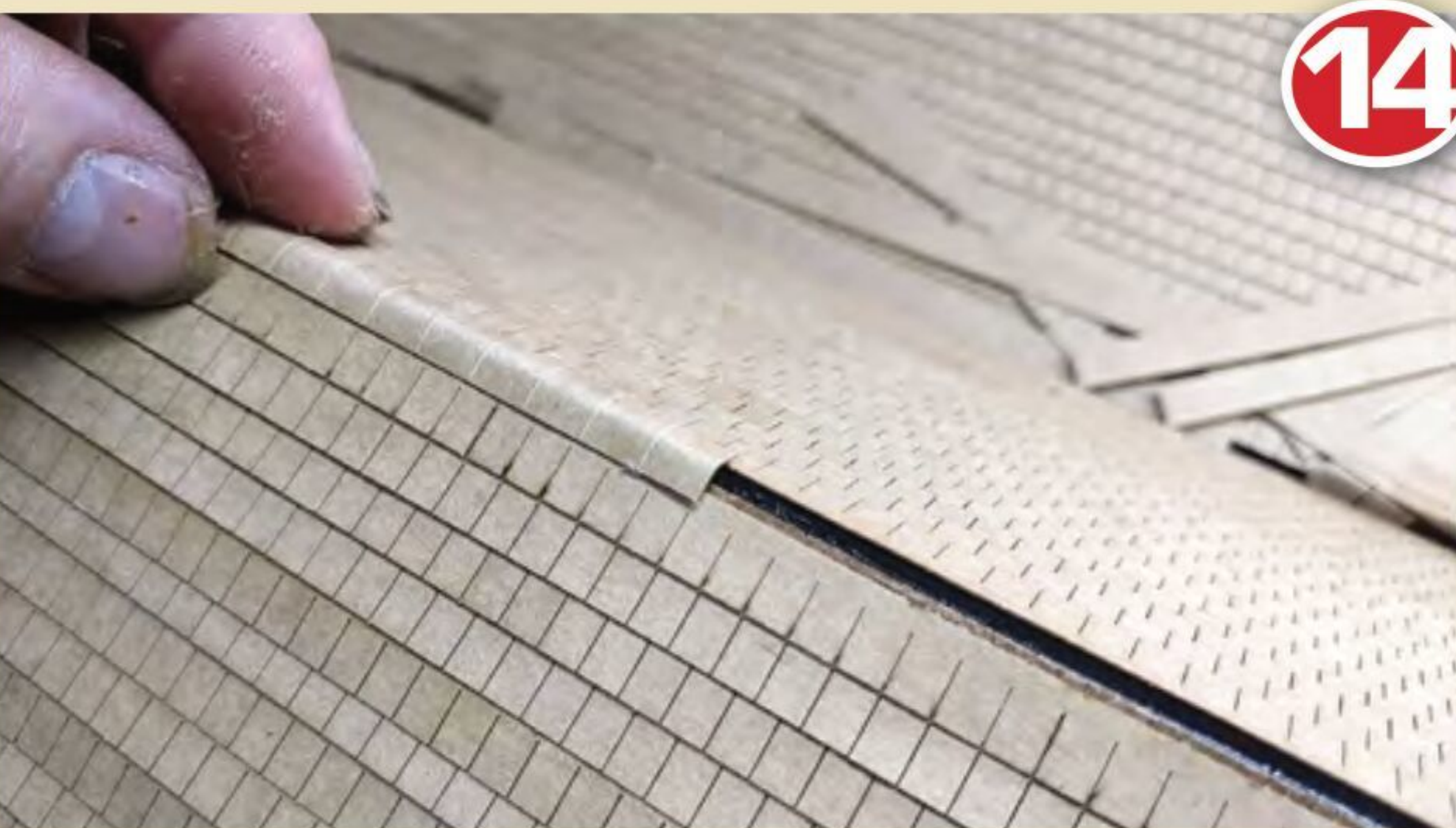
WHAT WE USED		
PRODUCT	SUPPLIER	CAT NO.
Three-road engine shed	www.scalemodels scenery.co.uk	LX230-00
Through shed conversion kit	www.scalemodels scenery.co.uk	LX230-00-B
Shed end-to-end joining kit	www.scalemodels scenery.co.uk	LX230-00-C
Shed side-to-side joining kit	www.scalemodels scenery.co.uk	LX230-00-D
Shed doors	www.scalemodels scenery.co.uk	LX230-00-E
Buff Titanium	www.daler-rowney.com	024
Burnt Sienna	www.daler-rowney.com	201
Burnt Umber	www.daler-rowney.com	247
Neutral Grey	www.daler-rowney.com	084
Yellow Ochre	www.daler-rowney.com	690
Nato Black	www.tamiya.com	XF85
Sea Gray	www.tamiya.com	XF53
Matt lacquer (aerosol)	www.halfords.com	370269
White primer (aerosol)	www.amazon.co.uk	AT00PRW500
Fire hose cabinets	www.modelu3d.co.uk	2711-076
GWR brake blocks	www.modelu3d.co.uk	2730-076
Large oil supply can	www.modelu3d.co.uk	2703-076
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Locomotive cylinder oil cans	www.modelu3d.co.uk	2704-076
Oil feed cans	www.modelu3d.co.uk	2728-076
Sand box fillers	www.modelu3d.co.uk	2705-076
Slide jacks	www.modelu3d.co.uk	2706-076
Standpipe	www.modelu3d.co.uk	2710-076
Deluxe Materials Rokat Card glue	www.deluxematerials.co.uk	AD57

“For all their spectacle in sound, vision and smell, steam locomotives required a lot of maintenance.”

DAN EVASON



With a large engine shed comes a large roof, requiring a great deal of roof tiles to complete the structure. A methodical approach is required here. I used a sharp craft knife, slowly releasing the tile strips from their frets section by section.



With the roof tiles finally in place, the roof tile cappings were then added. Gently bend the capping to shape over the apex of the roof and glue in place. This was repeated for each section of roof and then left to dry.



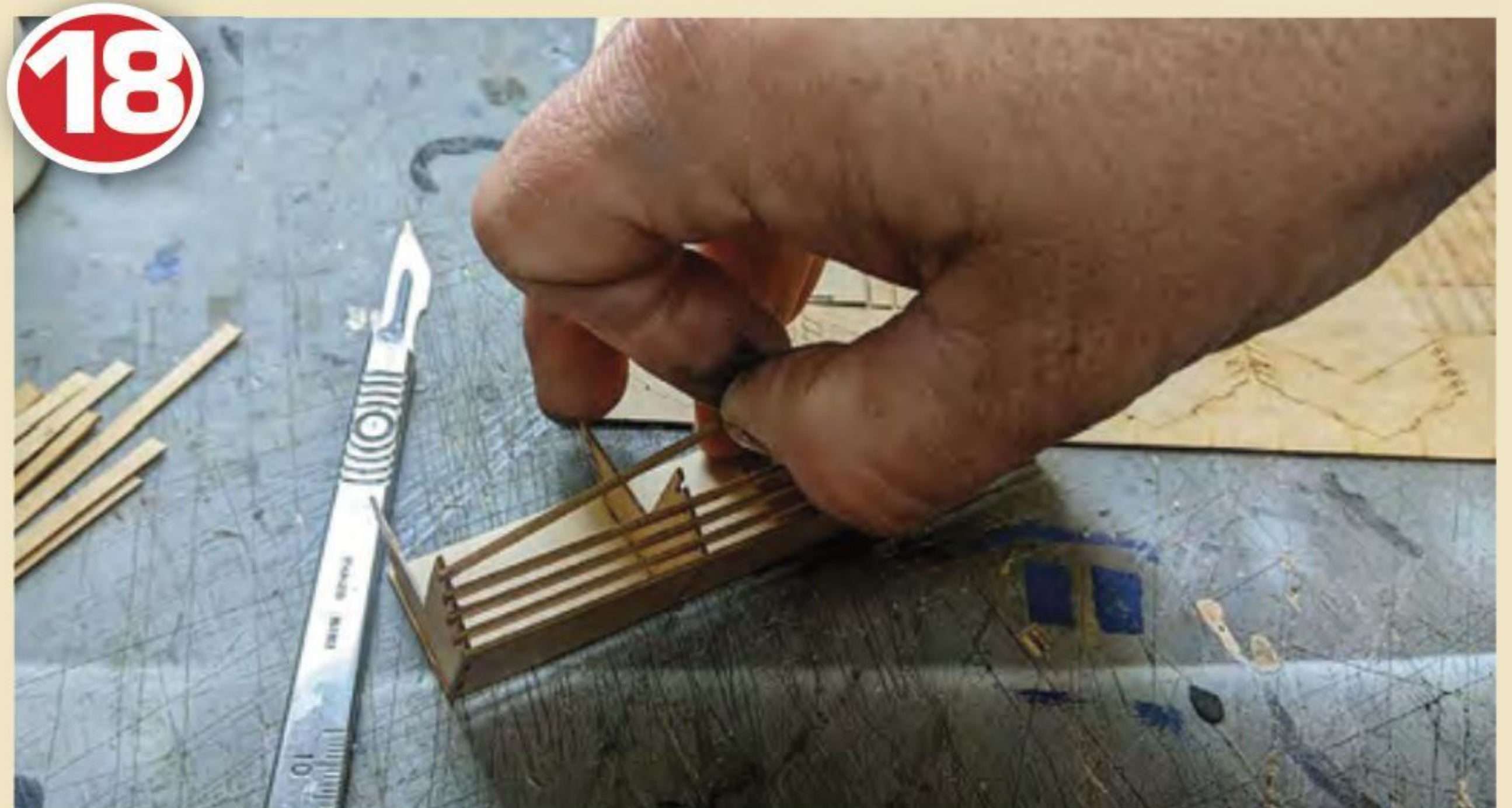
15 Next, attention turns to painting the roof area. I used masking tape and carefully masked the brickwork to prevent roof paint marring the structure. Again, take your time doing this. Care at this stage will save time later.



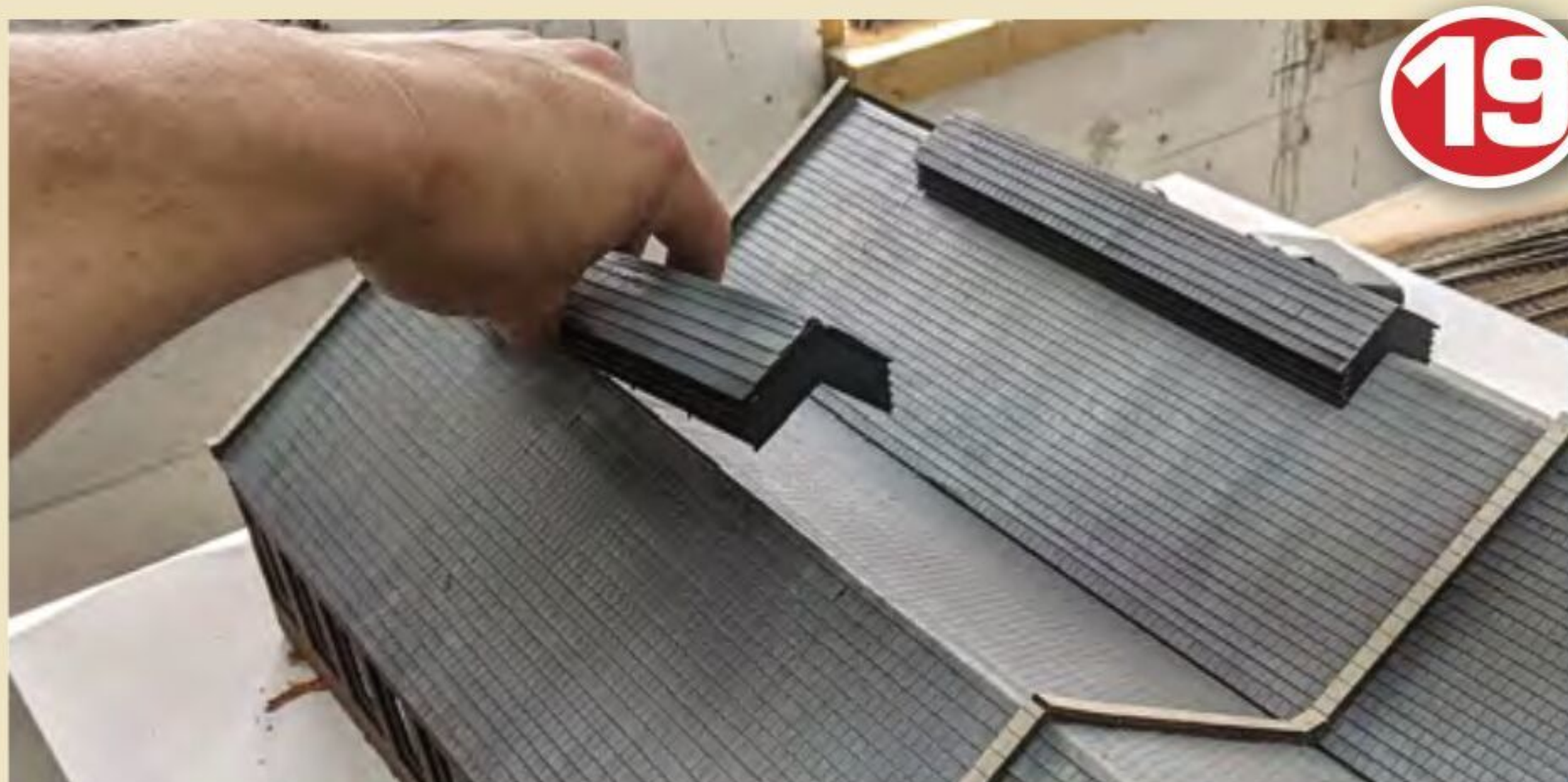
16 For the roof, I used Daler Rowney Neutral Grey as my base colour and while the paint was still wet applied Burnt Umber and a spot of Buff Titanium to give the roof a more realistic look. Varying the application makes a real difference to the final appearance.



17 With the paint now dry, the roof end capping strips were then added, having released them from their frets. Deluxe Materials Roket card glue was applied sparingly to the underside of each strip and they were then stuck in place.



18 The next job was to create the roof vents. There are two per shed, so eight in total to construct. These were a straightforward job to put together with four uprights and four slats per side, all assembled with card glue and left to dry.



19 Instead of two smaller roof vents, I opted to create one large example for each section, so I simply glued them together and tiled over both parts in one go. I then spray painted each vent black and painted the roof to match the main roof tiles. The roof vent was then attached to the main roof using card glue.



20 With this engine shed there were many window frames to paint, so to speed up the painting process, each frame was placed on some card before taking them outside and spraying with white aerosol car paint, ready to fit in place later.



21 For the interior, all the pillars were added to the walls. In addition, some matt black was briefly sprayed to the inside of the roof. It's not massively noticeable, but it does make a difference by toning down the overall appearance.



22 Scale Model Scenery has produced a very nice wrap kit for the interior and it was purchased along with the engine shed. However, as it would be invisible from most angles, to save time the walls were sprayed white, carefully watching where the spray can was aimed. I then masked off the white and sprayed the lower half back in black to finish.

23



Now come the window sills. You need to be careful here as there is an inside and an outside to these, so make sure you place them correctly. They fitted so well they didn't need gluing: once in place they were painted Tamiya Sea Grey.

24



With the window frames now dry, it was time to fit them. There is an inner and outer frame to them, but I didn't really see the point of the inner frame as they sat lovely and tight in the window recesses on their own, which in my opinion gave a better finish if you were to look inside the building.

25



A nice little feature and something you don't often see with laser-cut kits are gutters. Scale Model Scenery has included these which locate into the pre-cut holes in the walls. Again, they were a perfect fit so there was no need to glue them.

26



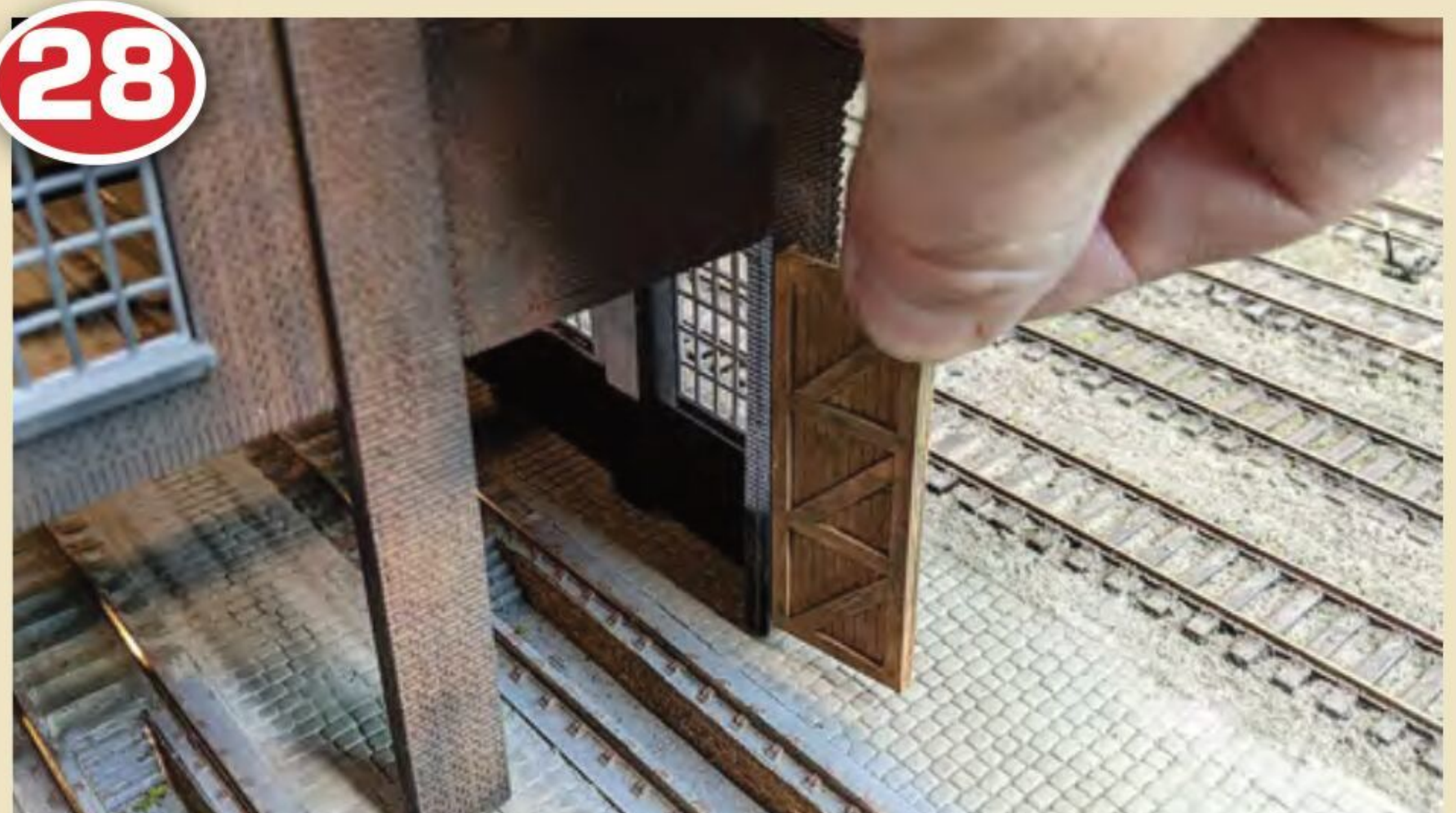
With the engine shed all but complete, it was time to start weathering. I used an airbrush and Tamiya Nato Black and lightly sprayed in and around areas of the engine shed to give it a used, grubby and sooty look.

27



One last job was to add the optional kit of engine shed doors. These consist of three parts per door - front, back and braces. Superglue was used to stick them together as I found the material they were made from susceptible to curling if card glue was used.

28



Once the doors were dry, they were painted with Vallejo Burnt Sand and given a black wash to complete the weathered effect. The doors were then superglued into place for the finishing touch.

29

With the engine shed now complete and placed into its permanent position on the layout, a selection of Modelu figures and details were added, such as oil cans and brake blocks to really bring the scene to life.

TIP

Choosing the right glue for a laser-cut kit is important for a strong and long-lasting building. Our choice is Deluxe Materials Roket Card Glue which dries clear and offers just enough working time.



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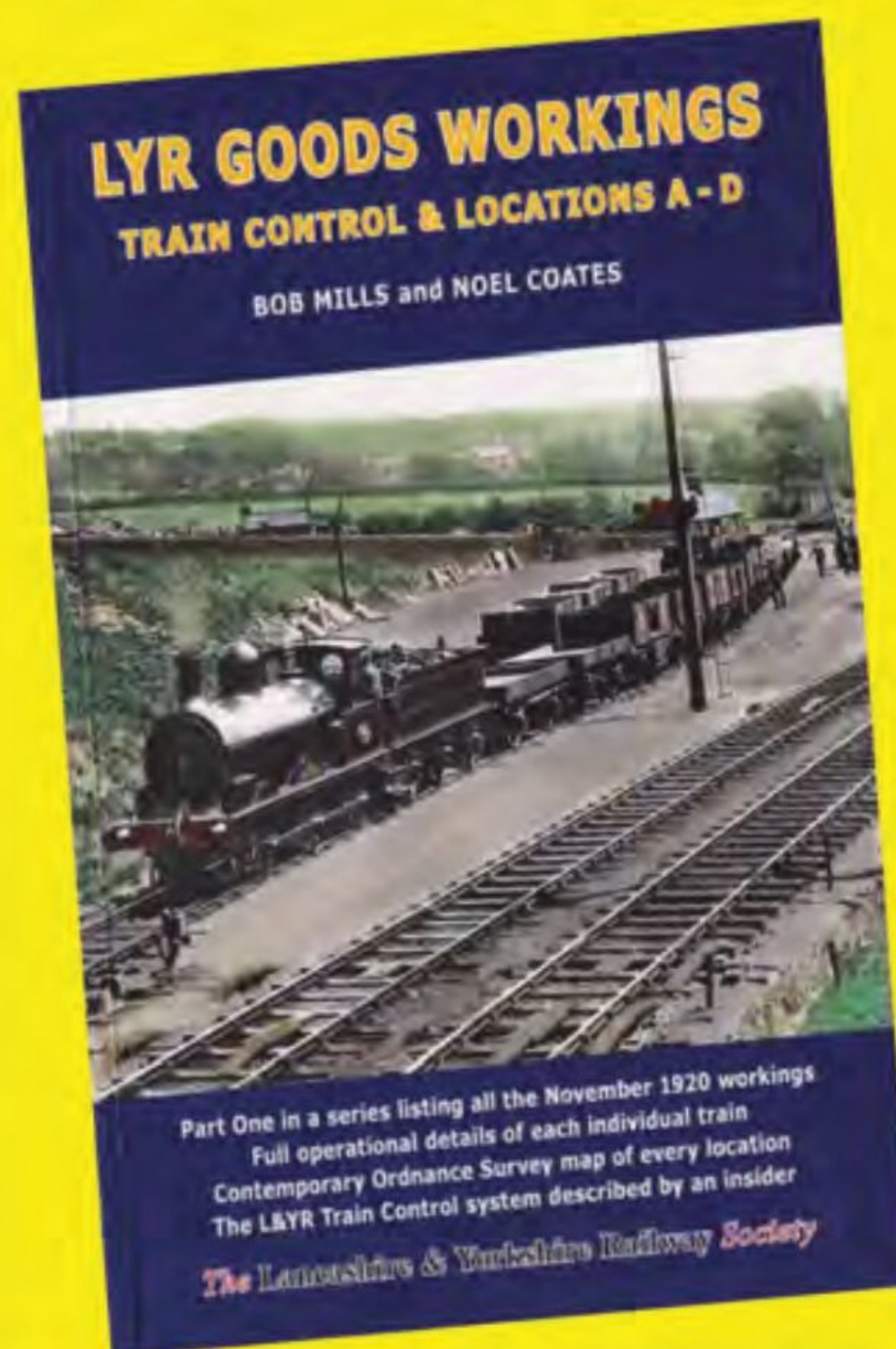
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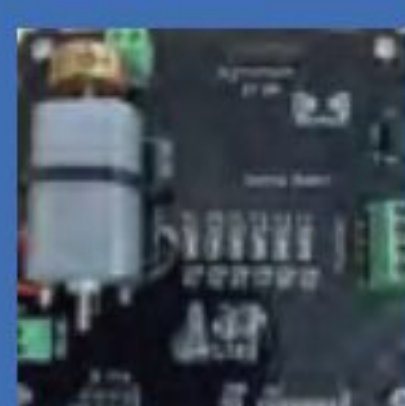


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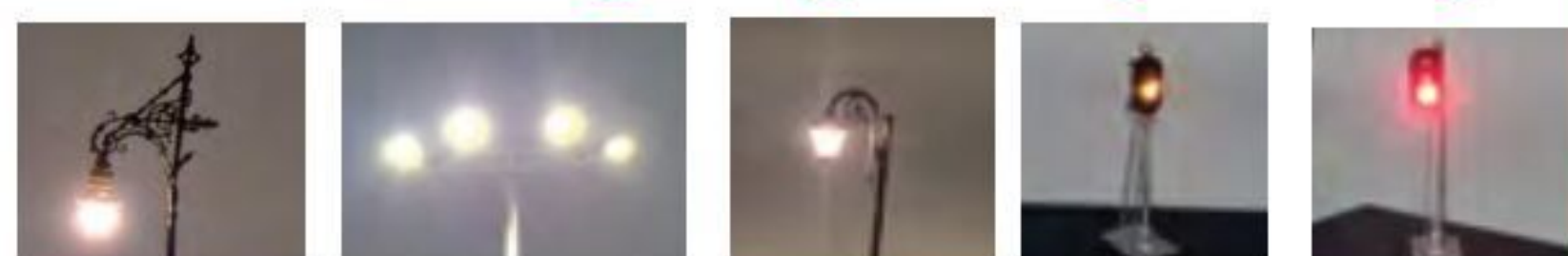


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Boscaawen JUNCTION

The railways of Cornwall in the 1990s were the inspiration for **DANIEL HARRIS** to build this compact and attractive 'N' gauge layout which could easily fit in a typical home environment. Dan explains how it was built.

PHOTOGRAPHY, TREVOR JONES



AS THE LAYOUT'S NAME suggests, Boscawen Junction is set in the West Country. The initial idea was to model the Cornish main line in as small a space as possible without compromising too much on scale realism, while the period from 1985 to 1995 was chosen because of the variety of liveries during the transition from BR blue to the sector liveries. My friend Chris Smout and I teamed up to build the layout, although due to space and work commitments, it was completed by me.

We decided on a junction based on Burngallow, which was to include a cement distribution depot like that at

Chacewater to create added interest. The disused station at this location was also selected as we had not seen that modelled often. This took a while to plan as we tried to fit everything in without overdoing it. We knew our maximum space – a size suitable to fit in our cars – so it was just a matter of including everything but retaining that realistic look. A good couple of weeks was spent planning the layout, but the build took closer to three years due to work commitments and house moves.

The name came about from a farm on a hill near Chacewater called Boscawen Farm. Boscawen in Cornish means “The Pasture of the Farmstead at the Elder Tree” which we thought fitted the little farm on the hill behind our junction quite well.

THE LAYOUT

This is my first attempt at an exhibition layout having made two permanent home layouts previously. I wanted something small for ease of operation, transport, and to see what could be done in a small space in 'N' gauge – having modelled in 'OO' previously. The layout was initially shaken down at local shows in Falmouth and Hayle, but has now been to Taunton, Bristol, Basingstoke, Bournemouth and Peterborough, and hopefully more places in the future.

The layout is constructed from a wooden frame baseboard with diagonal stretchers to prevent any twisting or warping. Initially 3ft was thought to be a sufficient depth, but it was later found to make the storage



Network SouthEast (NSE) liveried Class 47 47581 Great Eastern is in charge of a parcels train as it races past HST power car 43075 on a cross-country working. 08672 looks on as it potters about in the yard.



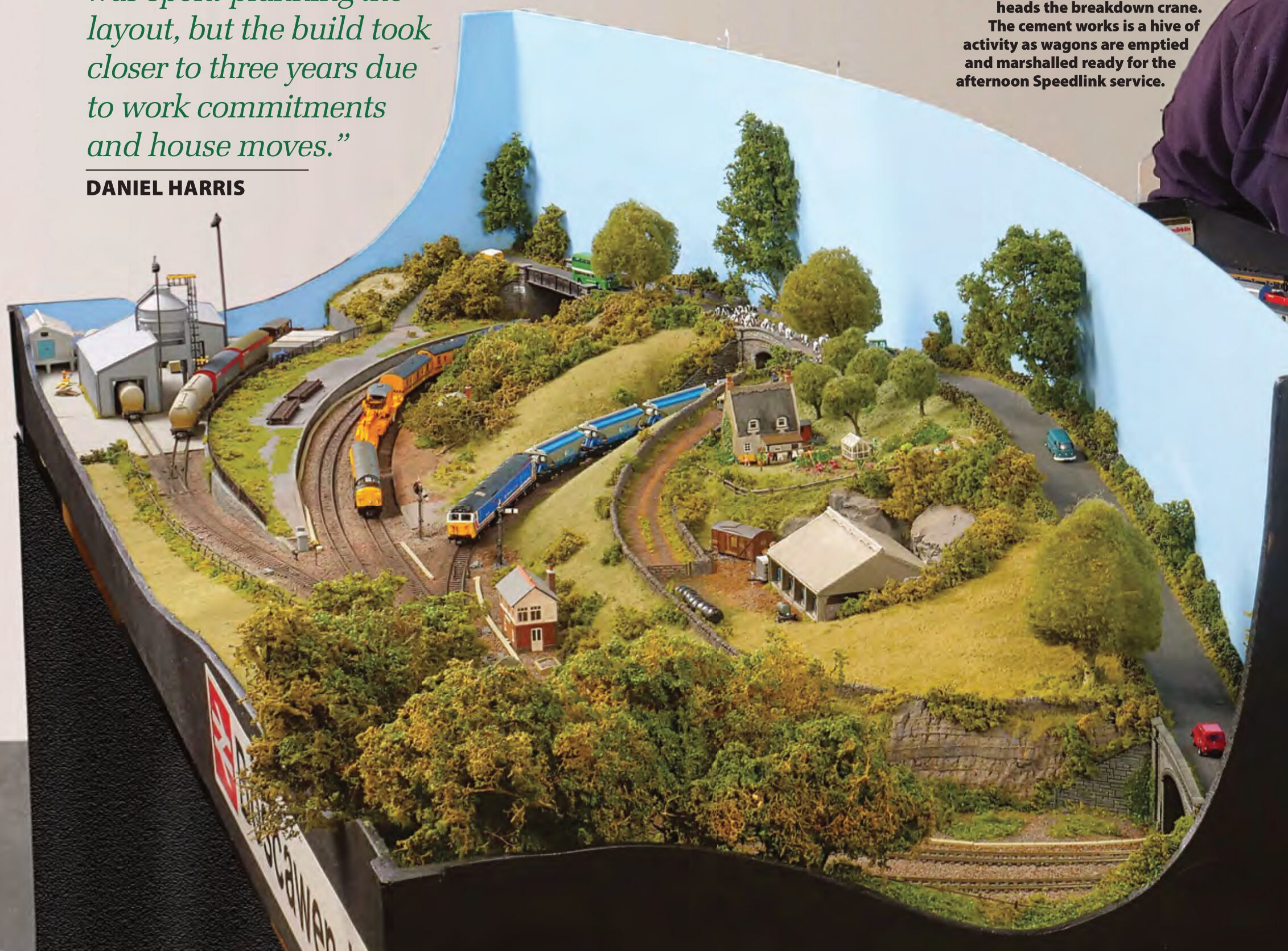


 Looking down the line towards the junction, Class 50 50015 *Valiant* rumbles through on a rail tour and meets classmate 50040 *Leviathan* passing through the remains of the old station. It would appear that Doctor Who has some business to attend to in the area...

“A good couple of weeks was spent planning the layout, but the build took closer to three years due to work commitments and house moves.”

DANIEL HARRIS

Right: Overview of the layout in operation. NSE liveried Class 50 50037 *Illustrious* waits at the board on the branch with a clay train while Class 37 37035 heads the breakdown crane. The cement works is a hive of activity as wagons are emptied and marshalled ready for the afternoon Speedlink service.



yard cramped and the curves very tight. A further six inches were added with a small frame screwed to the existing one and straight stretchers added below it to provide strength. This has allowed four roads in the fiddle yard for the main line and two roads for the branch. To achieve the different levels, cork tiles were used. The cement depot is effectively at baseboard level, the main line being two layers of cork higher and the branch a further two layers again. These were glued and pinned in place and shaped to provide the changes in gradient.

The track is Peco Code 55 pinned to the cork and ballasted with a mixture of grey and brown Woodland Scenics ballast. The curves on the main line have been superelevated with the addition of a strip of card. Suitable holes were drilled for point motors before the track was laid. This worked well except on the double slip at the junction

where I got it slightly out of line and the point would not throw properly. I removed the point motor and tried to carefully



Class 37/4 37406 The Saltire Society propels its inspection saloon back to the main line having concluded a tour of clay country. Chaos ensues on the road as the local bus service is held up by the farmer's cattle.

widen the hole with the drill. This worked, but it required a little more. On the second attempt the drill grabbed the board which shot straight up and destroyed the bar on the double slip! Once I composed myself, I replaced the point and got it working correctly. I did find a use for the damaged turnout eventually as I removed the point blades and used them to make the two catch points which protect the main line.

The scenery is made using foamboard and expanding foam which was then shaped with a surform and covered in plaster bandage to provide a strong surface. The expanding foam was used for awkward areas to fill - such as the corner where the engine house is. This worked well but we grossly underestimated how much it would expand: it almost engulfed the entire line in that area. That was a funny mistake that took a lot of work to pick out of the track.

Once landscaped and plaster bandaged, everything received a brown/green undercoat and an initial green layer of scatter was added with PVA glue. On top of these I then added static grass using the puffer bottle

method, as the areas required to cover were comparatively small.

Buildings are a mixture of ready to plant and kit built with some modifications. The signalbox was fun to create, but proved troublesome when it was lit. The light bleed was horrendous and it looked like there was a small star in there. This required the interior to be painted matt black and then white. A slightly higher value resistor was used to reduce the light output and this fixed the problem.

An interesting note is the Cornish engine house is made of cork tile left over from track laying, painted and suitably distressed.

One of my favourite areas to create was the allotment at the back of the house. The greenhouse was a lovely kit from Severn Models and I used Deluxe Materials Glue 'n' Glaze for the windows - all finished off with a row of tomatoes.

I really enjoyed creating the disused station area. The idea was to have the track in a position away from the platforms so it appears realigned for clearance purposes. The old station building hides in the undergrowth just like at Burngullow and the platform coping stones have also been removed. The original starting signal remains as it also protects the junction. The signal for the other side has long since gone but the white sighting square on the bridge retaining wall still remains, albeit faded.

POWER FAILURES

There are three working signals on the layout plus a fixed white metal ground signal protecting the cement works. I wanted to use all semaphore signals, but at the time of construction Dapol had not released its bracket signal, so I substituted a colour light from Eckon which has worked well. Fast forward to the present day and I can now upgrade this to the bracket semaphore, which has since been released.

The other Dapol signals have worked well – once I worked out the power supply. I knew I needed passing switches to operate them, as a normal switch would cause damage. The instructions showed I also needed a 16volt power supply which I »





A forklift scurries about the cement distribution depot unloading a VBA van while PCAs are discharged in the shed. All is not well on the main line, however. Railfreight Coal's Class 56 56013 - in the area for gauging trials - has been commandeered to haul the sleeper which failed at Par.

acquired. However, following a few trials and tribulations – which resulted in a catastrophic failure - I subsequently found the whole system worked with a 12volt transformer without problem. Again, the broken bits did not go to waste as the signal that was damaged now forms a load for my signal and telegraph train.

THE TRAINS

Rolling stock is mostly ready-to-run with some being modified to represent other wagons. For example, with the layout being based in Cornwall, I wanted a rake of CDA china clay hoppers but found the available ready-to-run models did not look right - due to the underframe dimensions being too long. I therefore used Minitrix HAA hoppers and built them using a BH Enterprises conversion kit. I even created the prototype CDA which has end ladders and briefly retained a red solebar from its conversion in real life.

There are also some kit built items including a 'Shark' brake van from the N Gauge Society and a VDA van of an unknown origin. I have also built a breakdown crane using the Lytchett Manor Models kit of the 45ton Ransomes & Rapier model. This was heavily modified to represent a steam crane converted to diesel-electric and has had the detailing improved. The biggest challenge was to remove the solid white metal centre of the jib and replace all the bracing detail with plastic strip. This not only improved the appearance but reduced the weight of the model considerably, aiding operation. My current project is five ex-ICI chemical tank kits. These wagons were used for china clay slurry later on in their service life.

The locomotives are all ready to run from the leading manufacturers and are all diesels except for BR Standard '7MT' 70000 *Britannia* which is used for railtours.

The fleet is based on locomotives that were either allocated to Cornwall or made appearances in the county within the given time frame. This stretches from the usual classes 37, 47 and 50s to the unusual Class 20s on weedkiller duties and a Class 56 on gauging trials.

Some locomotives have had simple renumbering carried out, like 37207, which also gained cantrail stripes. Others have received some livery alterations, such as 37414 which started as 37407 - losing its nameplates and Scottie dog logos in favour of Highland Rail branding. Other alterations included converting 50024 to 50042, and changing this to a black roofed machine. The most challenging so far was creating Tinsley's 'pet' - 47145. This started as 47096, which gained a high intensity headlight and Railfreight General markings. The most time-consuming and difficult part was adding the black window surrounds followed by picking out the window frames in silver.

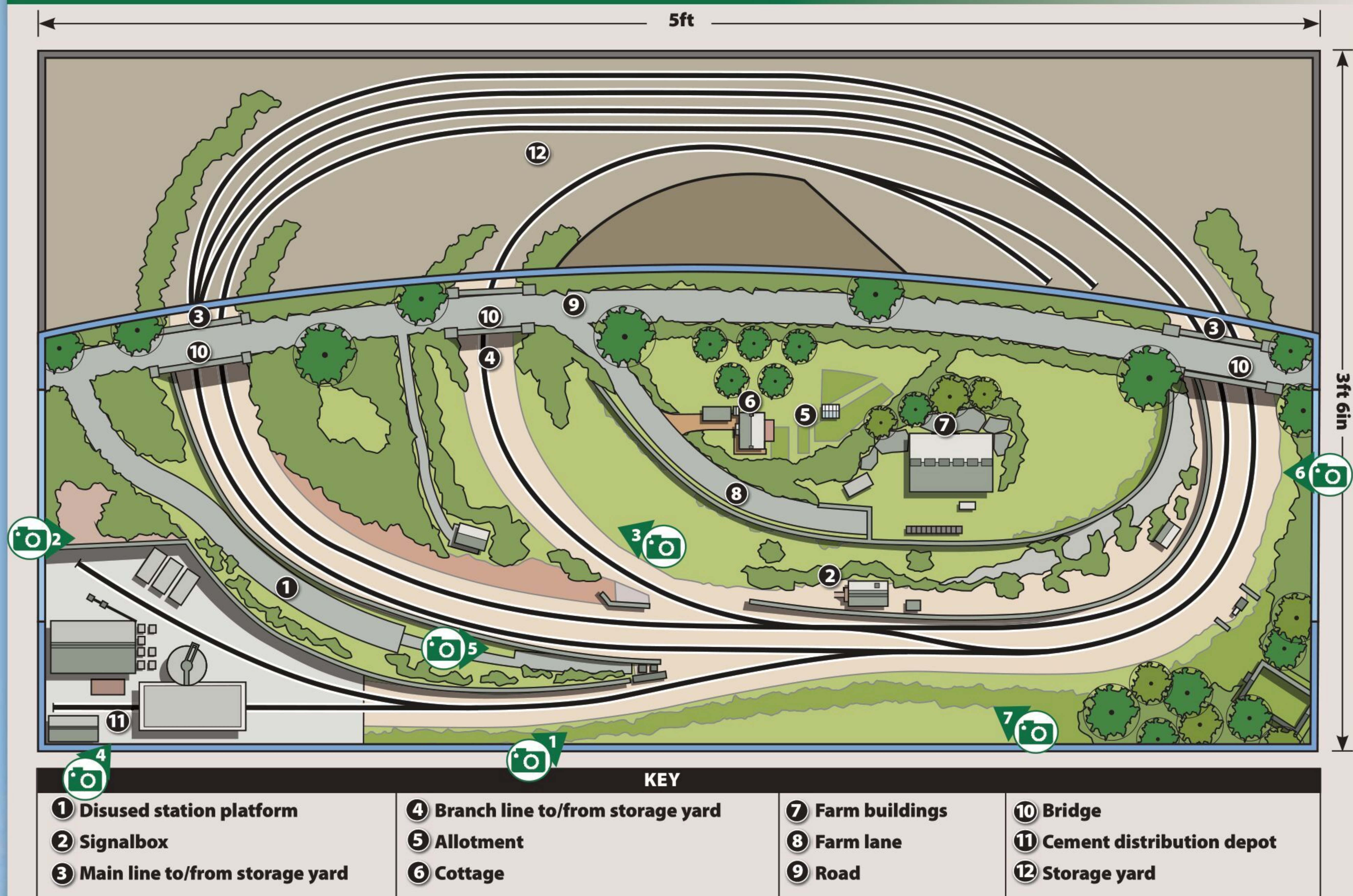
I have also converted a Class 37, 47 and 60 to sound operation using ESU 6-pin decoders with Legomanbiffo sound files and cube speakers. This has proved to be a very satisfying challenge with space at a minimum. These sound fitted models >>



It's that time of year again when the distinctive sound of Class 20 turbos heralds the arrival of the weedkilling train. In the background hiding in the trees are the remains of Cornwall's once great mining industry.



BOSCAWEN JUNCTION TRACK DIAGRAM (NOT TO SCALE)



have been very popular at shows. A typical demonstration includes a locomotive drawing to a halt with a loaded china clay train at the signal protecting the junction. As it ticks over, a passenger train races past before the points are set and the signal clears. The air brakes hiss and with a toot of the horn the locomotive growls away on to the main line with its long rake of wagons into the distance. It's very easy to get lost in the atmosphere.

FIRST ATTEMPT

As this was my initial attempt at modelling 'N' gauge, I have learnt a great deal about what is available and what has to be built, modified or adapted. It has also been refreshing as I can run different trains compared to my 'OO' gauge layout. It has also been interesting to note the improvement in rolling stock with all the features of 'OO' now available in the smaller scale. The fact that sound can now be fitted in such small models is amazing.

My next project is a little undecided at the moment although the baseboards are built. It could possibly be a 10ft x 3ft 'N' gauge Cornish viaduct scene, but I keep getting distracted by all the new 'OO9' scale Ffestiniog Railway models that have come out.... **HM**



A tranquil moment in the garden. Plenty of produce is growing in the allotment and it looks like it could be a bumper year. Meanwhile the farmer's trusty old Land Rover follows the cattle up the lane and onto the road as they head for new pastures.



'Dutch' liveried Class 37 37035 waits patiently as Class 50 50037 *Illustrious* heads off the branch with a train of loaded CDA clay wagons for Fowey. These were converted from Minitrix HAA's.



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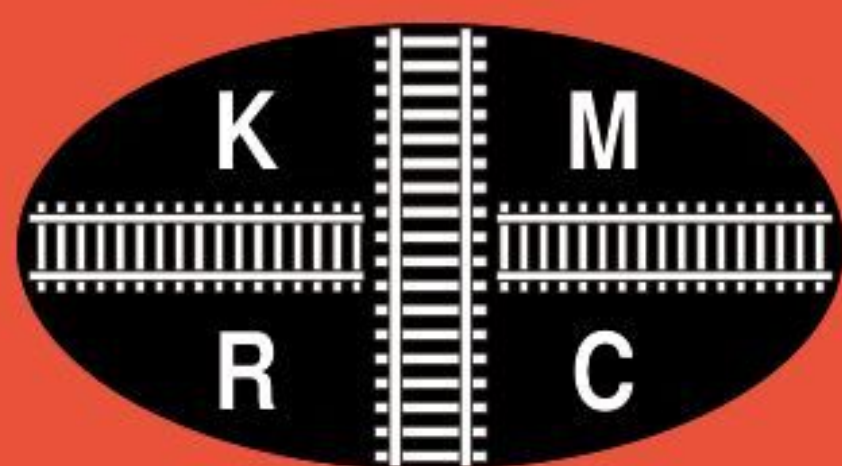
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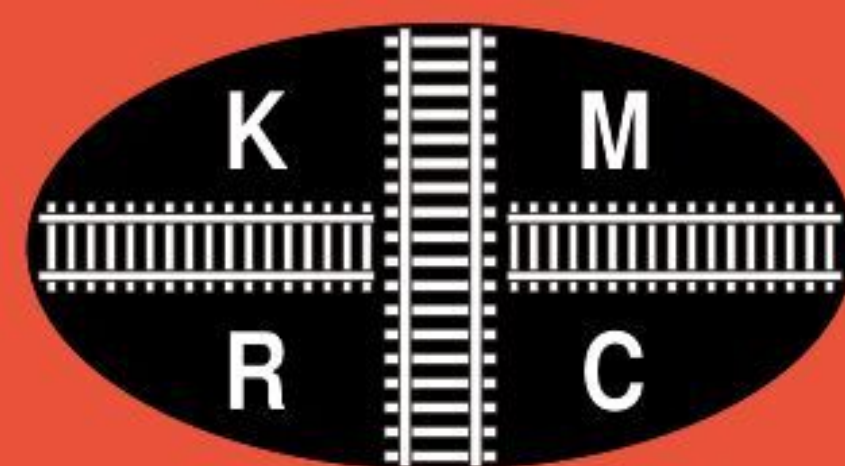


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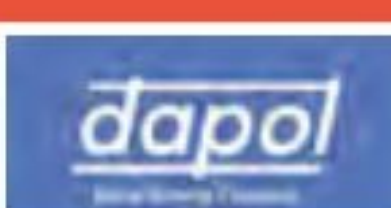
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GRAHAM FARISH

Class 769

BiMU

**FIRST
REVIEW**

Bachmann's newly-tooled 'N' gauge Class 769 four-car Bi-mode Multiple Unit (BiMU) is here.

MARK CHIVERS

takes a closer look at this latest release from the Graham Farish range.

BACHMANN delivered its newly-tooled 'N' gauge Graham Farish Class 769 Flex Multiple Unit to the *Hornby Magazine* office in early June, with models set to arrive with retailers imminently.

Converted from former BR Class 319 dual-voltage Electric Multiple Units (EMUs), the Class 769 Flex concept has resulted in a series of repurposed four-car units developed to provide 'go anywhere' capability utilising new diesel generator sets.

British Rail Engineering Limited (BREL) built the '319s' at York Works from 1987 for use on the new cross-London Thameslink services between Bedford and Brighton. They featured 25kV AC pantograph and 750V DC third-rail collection gear to enable them to operate on either system. Following withdrawal from Thameslink and Southern Railway services several years ago, some were transferred to other areas, while a few were selected for conversion to bi-mode and tri-mode capability with new diesel engines installed.

The conversions were undertaken at Brush Traction's facility in Loughborough with examples completed for Northern, Transport for Wales and GWR. As well as retaining their original traction equipment, each four-car unit has been fitted with fuel tanks, alternators and two diesel engines (one per driving trailer car).

Those for Northern and Transport for Wales had their third-rail shoe gear removed, while the Transport for Wales examples were also delivered without pantographs. GWR's tri-mode Class 769s have retained their pantographs and third-rail power»



Left: Printed detail is superb with bilingual branding and legible labels.

Below: New from Bachmann's Graham Farish range is its 'N' gauge Class 769 bi-mode four-car multiple unit.





Realistic functional ‘push-fit’ couplings are fitted to the outer ends of each four-car set to enable multi-unit formations to be created.



Inter-vehicle conductive couplings provide electrical continuity between all four cars. A diagram is also included for assembling the unit together.

TECHNICAL DETAILS

Manufacturer:	Graham Farish by Bachmann
Cat No:	372-850
Description:	Class 769 four-car multiple unit 769008, Transport for Wales
Builder:	BREL York/Brush Traction, Loughborough (conversion)
Region:	Western (Wales)
Gauge:	'N'
Scale:	2mm:1ft
Length:	560mm (over couplings)
Price:	£349.95
Couplings:	Conductive couplings within unit/ functional couplings at outer ends
DCC:	DCC ready, Next18 decoder socket (TSOL)
Speaker space:	Factory-fitted 10mm x 15mm speaker (TSOL)
Exterior lights:	Directional lighting
Interior lights:	Saloon lighting
Minimum curve radius:	Second radius (designed)
Motor type:	Coreless
Flywheel:	Yes
Wheel arrangement:	Multiple Unit
Purpose:	Secondary/branch line passenger
Haulage capacity (expected):	Four-car unit
Haulage capacity (actual):	Four-car unit (maximum tested)



The four-car 'N' gauge unit features a coreless motor, flywheel, Next18 DCC decoder socket, functional outer couplings and switchable directional lighting.



collection equipment. For more on the Class 769 Flex conversions, see Reality Check on pages 72-75 of this issue.

THE MODEL

Bachmann first revealed its intention to produce a newly-tooled 'N' gauge Class 319 for the Graham Farish range in 2016, to celebrate 30 years since the formation of Network SouthEast (NSE), with models planned as 319004 in NSE colours (Cat No. 372-875), 319382 in Thameslink livery (372-876) and 319362 in Northern Rail's colour scheme (372-875). Then earlier this year as the '319' project neared fruition, the manufacturer subsequently announced plans to add one of the recent Class 769 conversions as 769008 in Transport for Wales (TfW) livery (372-850), as part of the quarterly Spring 2022 British Railway Announcements.

For review, we received an example of the new 'N' gauge Class 769 four-car unit in TfW's grey and red colour scheme, as used on the operator's Rhymney to Penarth services, comprising Driving Motor Standard (DMS) 77304, (Pantograph) Motor Standard (PMS) 62898, Trailer Second Open

Lavatory (TSOL) 71779 and DMS 77305.

As with the full-size prototypes currently in use with TfW, the model reflects the conversion carried out with the new diesel generator sets fitted beneath each DMS vehicle and removal of the pantograph from the roof well of the PMS coach. Curiously though, our review sample also featured third-rail shoe beams at one end of DMS 77305, while photographs indicate that this is not carried by the real thing.

That aside, detailing is superb throughout with crisply moulded bodyside components, glazing, window and door detail. Look a little closer and you can also gain a clear view of the interiors, although some compromise has been necessary with a slightly raised floor area which incorporates seat pad and seat back detail.

Roof areas feature neatly moulded ribs and vents, while the pantograph well also looks the part – albeit minus pantograph in this particular case, although some detail remains. Separately applied detailing includes windscreen wipers, exhaust pipes, underframe

components and more, while bogie detail also looks good.

The all-important cab fronts reflect the prototype well with their distinctive styling and centrally-placed emergency exit doors, together with marker lights and destination blinds displaying Cardiff Central. Inside are cab seats and a representation of the driver's desk.

Decoration is up to the high standards we have come to expect from Bachmann with an evenly-applied paint finish and some exquisite printed detail including bilingual branding, priority seating visuals, door buttons, vestibule end data panels, overhead electrification warning flashes and representation of the tiny solebar labels. Even the labels around the manual door opening mechanism on the lower bodysides are included – and legible.

Colour separation is very good with crisp silver window frames, yellow door safety treads, red bi-parting doors with black rubber strip and yellow/black warning stripes and fine orange cantrail stripes. Bodyside door open lights are picked out in orange and silver, while underframe components are also finished in appropriate colours.

PERFORMANCE

Underneath, the model is equally well-appointed, with all-wheel pick-up together with a low-relief coreless motor and flywheel fitted within the PMS vehicle, providing drive to all four axles. For those wishing to run the model digitally, a Next18 Digital Command Control (DCC) decoder socket is beneath the TSOL vehicle, accessible by removing the screw which holds the moulded underframe detail in place. If you wish to add digital

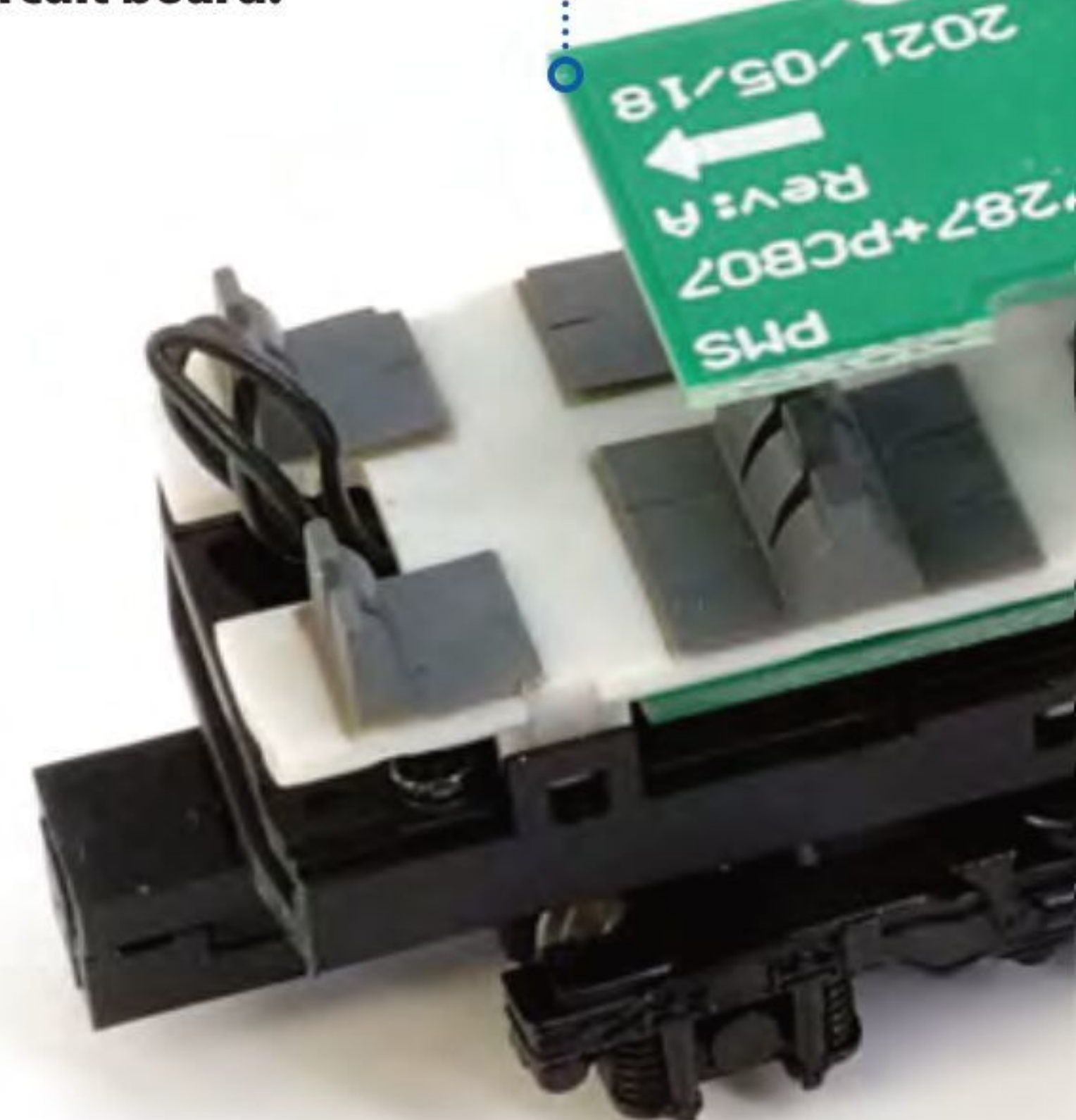
sound, each unit also comes with a factory-fitted 10mm x 15mm cube speaker – making sound installation simple.

Just one decoder is required as the entire set can be assembled using the conductive four-pin couplings. These couplings have a small clip to secure them in place while in use and can be carefully eased from underneath to aid uncoupling each vehicle in the set. To help with assembling the set in the correct order, a useful diagram is included within the instructions.

Superbly detailed bodyside moulding.



Interior coach lighting circuit board.



The conductive couplings feature four-pin sockets and the vehicles must be oriented correctly to operate as intended.



This all-new 'N' gauge release is finished as BiMU 769008 in Transport for Wales livery.



On test, our review sample proved smooth throughout the speed range with sufficient power to move the four-car unit with ease. Each set also features full interior illumination which is powered directly from the track, so is permanently on under digital conditions and when power is applied to the rails in analogue use.

Working directional lighting is also fitted, which is switchable. For analogue control, a small switch beneath each driving car

enables these to be turned off at one or both ends, while they can be selected collectively and individually via the function buttons on a DCC system with a suitable decoder fitted.

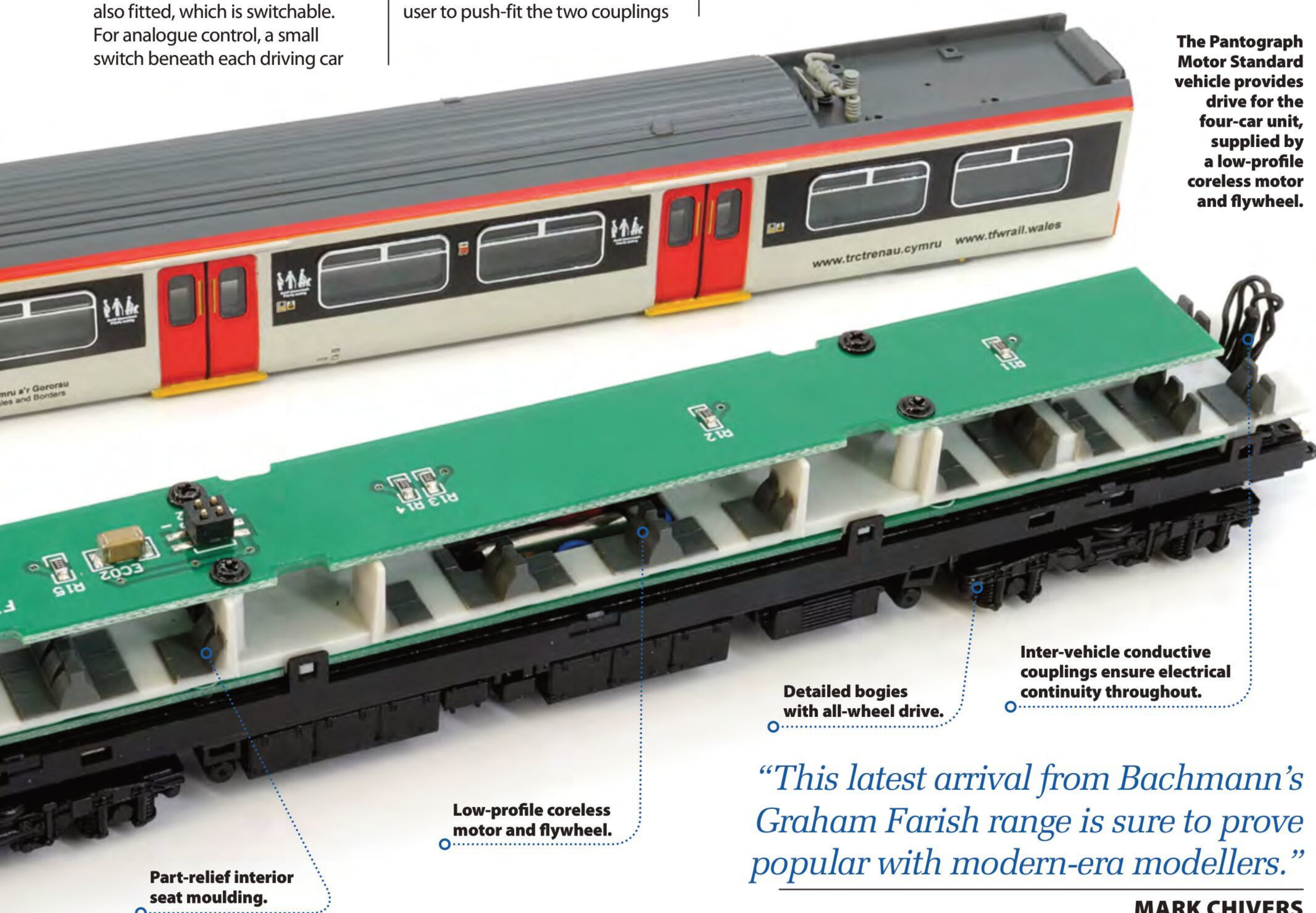
If you wish to operate more than one unit, each four-car set is also provided with working outer couplings which resemble the real thing and simply require the user to push-fit the two couplings

together. To uncouple, gently prise the two driving cars apart.

OVERALL

This latest arrival from Bachmann's Graham Farish range is sure to prove popular with modern-era modellers. The recent trend of developing bi-mode and tri-mode motive power is here to stay and

the value of 'go anywhere' trains is certainly being realised now across the rail network. The fact that Bachmann has also produced this model alongside its standard Class 319 EMUs should be applauded. Perhaps we'll also see examples of the Northern and GWR units in due course - if the latter enter service. (MC)



The Pantograph Motor Standard vehicle provides drive for the four-car unit, supplied by a low-profile coreless motor and flywheel.

Inter-vehicle conductive couplings ensure electrical continuity throughout.

Detailed bogies with all-wheel drive.

Low-profile coreless motor and flywheel.

Part-relief interior seat moulding.

"This latest arrival from Bachmann's Graham Farish range is sure to prove popular with modern-era modellers."

MARK CHIVERS

CLASS 769

BI-MODE UNITS

Repurposing and recycling are very much in vogue at the moment, but are principles rarely applied to trains. However, that is now all changing with the rebuilding of surplus electric multiple units into versatile and useful bi-mode trains, as **EVAN GREEN-HUGHES** explains.

WHEN ANY FLEET of trains reaches the end of its useful life and is replaced there are always some examples with the potential to offer many more years of active service. In the past such rolling stock has merely been consigned to the scrapheap but recently there has been a movement towards re-use, with the most prominent example of this being the rebuilding of former Class 319 Electric Multiple Units (EMUs) into bi-mode Class 769s with a much wider sphere of operation due to their ability to be able to work away from electrified lines.

The story of the Class 769 really begins in 1984 with the reinstatement of the rail link between Holborn Viaduct and Farringdon in London, a move that physically joined lines to the north of the city that were electrified on the 25kV overhead line principle to those in the south that used the third-rail 750V DC system. It was proposed that this link would be used by cross-London services that would start at Bedford and then proceed through the city to continue on to Brighton and other destinations but there was a problem in that there was no rolling stock that was suitable for working on the two different electrified networks.

As a result, British Rail commissioned a new design of electric multiple unit that was to be a development of the AC-only Class 317 and fitted with the latest solid-state electronics. On-board transformers would enable either type of current to be used and the new units would be fitted with both pantographs and third-rail pick up shoes. What were to become the Class 319s would have a cab with an end door (but not a corridor connection), designed to enable emergency evacuation

in the narrow tunnels under London. A total of 60 units were ordered and all were to be built by British Rail Engineering at its York Holgate Road Works.

The four-car units had a driving trailer at each end, something that was to become very important many years later when the bi-mode programme was being considered, with one motor car and a second car containing auxiliaries in the centre. As built, a small parcels area was included behind one of the driving cabs and all seating was Standard Class. Fully automatic Tightlock couplers were used, doing away with the electrical jumper cables that had been standard on the Southern Region on previous unit designs.

There was some criticism that the new trains did not offer any First Class seating and so when more Class 319s were ordered this feature was included, with this batch being numbered in the 319/1 series. Delivered in 1990, the extra 26 trains were intended for the long-distance Bedford to Brighton runs and also featured a revised pantograph supplied by Brecknell Willis. This series was converted in 1997-1999 for urban duties and was deployed on the shorter-distance Luton to Sutton route for which purpose the First Class seating was removed.

There was a further conversion in 1997 when seven of the original batch were upgraded for use by Connex for their express service between London Victoria and Brighton. This involved fitting lower-density seating, a small lounge area and an accessible toilet. Classed as 319/2, these units later returned to normal Thameslink duties, although they retained their amended interiors, except for the lounge area. Some others from the same batch were »



Right: The Class 769 bi-mode multiple units are repurposed Class 319 dual-voltage EMUs. Transport for Wales is one of two operators currently using the bi-mode units in daily service. On March 7 2022 769421 pauses at Cardiff Queen Street. Alex Drennan.



CLASS 319 VARIATIONS				
TYPE	BUILDER	NUMBER BUILT	NUMBERS	DESCRIPTION
Class 319/0	BREL York	60	319001-060	Four-car, all Standard Class 2+3 seats for Thameslink
Class 319/1	BREL York	26	319161-186	Four-car, First Class at one end for Bedford-Brighton
Class 319/2	Wolverton	Conversions of Class 319/0	319214-220	Four-car, low density seating and lounge area for Victoria-Brighton
Class 319/3	Eastleigh	Conversions of Class 319/1	319361-386	Four-car, high density seating for Luton-Sutton, First Class removed
Class 319/4	Wolverton	Conversions of Class 319/0	319421-460	Four-car, First Class added and 2+2 seating for Bedford-Brighton.



Northern was the first to sign a deal for Class 769 bi-mode units with the pioneer unit demonstrated on the Great Central Railway in 2019. 769434 passes Kinchley Lane on test on September 26 2018. Paul Biggs.

CLASS 769 CONVERSIONS				
TYPE	BUILDER	NUMBER BUILT	NUMBERS	DESCRIPTION
Class 769/0	Brush	5	769002-003, 006-008	Transport for Wales
Class 769/4	Brush	12	769421, 424, 426, 431, 434, 442, 445, 448, 450, 452, 456, 458	Northern and Transport for Wales
Class 769/9	Brush	19	769922, 923, 925, 927, 928, 930, 932, 935-940, 943, 944, 946, 947, 949, 959	Great Western Railway
Class 768/0	Brush or Wabtec	10 (on order)	768001-010	Orion Logistics (ROG) parcels unit conversions

also refurbished, in the process receiving a First Class compartment at one end, and with some areas being fitted with 2+2 seating instead of the originally-fitted 2+3, and these became the Class 319/4.

LONG SERVICE

The Class 319 served its intended route very well for almost three decades, mostly being operated under the Thameslink banner, but by the 2010s plans were in hand to replace them, along with the stock on many other routes around London, with

new trains. Consequently, the last of the class was taken out of service in London in August 2017, with some of what remained being placed into store, while 20 were cascaded to Northern Trains for working on the electrified network in North West England. A further seven found use with London Midland Trains, later being transferred to West Midland Trains.

However, the units that remained were considered to be in reasonable condition having recently been upgraded with fittings such as retention toilets and upgraded public display systems and so in 2016 Porterbrook Leasing announced a partnership with Northern to provide eight sets with diesel engines and on-board alternators, which would allow their

use, not only on electrified lines, but also on branches and secondary routes where electrification was unlikely to ever happen. Class 769 was allocated to this project.

FLEX IS BORN

The conversion involved fitting the two Driving Trailers with an underfloor MAN D2876 diesel engine driving an alternator that in turn supplied current to the original traction equipment. The conversion work was carried out at the Brush plant at Loughborough with the first two examples to be converted, 319343/456, arriving there in April 2017. Trials of a completed unit took place around 18 months later after some delays, with the first delivered to Northern in December 2018. Proposals for the conversions to enter service before then had to be delayed and in the event it was May 2021 before one carried any passengers for Northern. The operator will eventually have eight units.

During the development phase, Transport for Wales had decided that it would take five units with these being converted from the original Class 319/0 batch. This order was later extended by a further four units,





The Class 319 four-car units were originally conceived as dual-voltage EMUs to allow a single train to run through from the 25kV AC network north of London onto the third-rail 750V DC lines to the south of the capital. In 1989 319023 departs from East Croydon with a Bedford-Brighton train. *Colour Rail.*

with these all being former Class 319/4s. Mechanically and electrically these are almost identical to the Northern units with the operator receiving its first in early 2019 and getting one into service in November the following year, a few months before Northern.

A third operator, Great Western, also expressed interest in the scheme and placed an order for 19 units which are to be used on services between Oxford, Reading and Gatwick airport. Unlike the earlier conversions, these retain their dual-voltage capacity so they can run on the third-rail if required. Delivery of this batch seems to have been very delayed with the first being released to the customer in August 2020 and with production still ongoing. It had been

hoped these units would be available for traffic in mid-2021 but in the event none have yet been used and the launch date for them has been put back again so that it is due to take place at some time later this year.

FREIGHT UNITS

With only 36 of the original Class 319s allocated to the Class 769 programme and a further 27 deployed onto other duties there were still a good number left and this caused interest from freight operator Rail Operations Group which decided to order two units for use on a new high-speed parcel service that will run from London Liverpool Street to London Gateway.

For this use the units are set to receive

Rail Operations Group delivered new Class 769 bi-mode units from Brush's Loughborough Works to GWR for commissioning, although these trains have still yet to enter revenue earning service with GWR. On February 25 2021 37800 leads 769928 past Gateway West Junction.

Paul Biggs.

the same mechanical conversion as those for Northern, Transport for Wales and Great Western but also gain side roller-shutter doors, have their seats removed and receive strengthened floors. Mechanical work will be carried out at Brush, but will later transfer to Wabtec at Doncaster as the Loughborough plant is to close, while the interior fitout and the body modifications will be done at Eastleigh Works. Five further units have since been added to the order, with these intended for a service between Scotland and the West Midlands. Although identical in operation to the Class 769 and originally designated as Class 769/5 these freight conversions have now been renumbered as Class 768.

There has been much interest in the progress of these repurposed trains as they offer a cost-effective method of providing versatile rolling stock, particularly for services that run for part of their time on electrified lines. This has led to investigations as to the potential for further conversions, not only of the Class 319s but also of slightly newer but broadly similar units such as the Class 320. Whether any more conversions are undertaken will depend on the success or otherwise of these pioneers - but a number of trains are being held back in secure storage until a future is decided for them.

The Class 769 is a pioneer in its field, with its only potential competition coming from a broadly similar idea from the Vivarail company which is converting ex-London Underground stock into bi-mode Class 230s. However, the 769 is the only one capable of working if required on diesel, from the third-rail or from 25kV overhead, and of running at up to 100mph.

It will be interesting to see over the next few years whether these conversions are the first of many or whether, like a lot of good ideas, for one reason or another they fall by the wayside and are never taken any further forward. **HM**



CALEDONIAN MK 2 AND MK 3 STOCK

Overnight sleeping trains are a fascinating part of the railway network and Hornby has introduced new coaches to allow the final pre-Mk 5 era Scottish trains to be reproduced in 'OO' gauge. **MIKE WILD** takes a closer look.

THE SMART TEAL and white livery of the Caledonian Sleeper operation is amongst the latest to be applied to Hornby's Mk 3 sleeper coaches as well as one of its Mk 2E brakes.

In the privatisation era, sleeper operation from London to Scotland was part of ScotRail until April 1 2015 at which point it passed to Serco as an independent 15-year franchise with traction provided by GB Railfreight. At that time a new livery was introduced to a handful of Mk 2 and Mk 3 coaches used on the trains, but these vehicles have since been withdrawn with arrival of the new Mk 5 stock which has formed the trains since April 2019.

In total the Caledonian Sleeper operation used a fleet of 22 air-conditioned Mk 2s and 53 Mk 3 sleeping coaches formed into eight sets to cover the London to Glasgow/Edinburgh and London to Inverness/Aberdeen/Fort William services. Only two Mk 3s gained Caledonian Sleeper teal – Sleeping Car with Pantry (SLEP) 10580 and Sleeping Car (SLE) 10693, as modelled by Hornby – while just three of the Mk 2s gained the colour scheme including hired-in Brake Second Open 9497.

Interestingly, the London to Edinburgh/Glasgow portions are amongst the longest passenger trains to run on the British railway network. Two trains run from London Sunday-Friday night with one going from London Euston to Edinburgh/Inverness and the second from Euston to Glasgow/Fort William/Aberdeen. For

New from Hornby is this collection of Caledonian Sleeper liveried Mk 2 and Mk 3 coaches for 'OO' gauge.



BSO 9497 was hired in for the Caledonian Sleeper operation and was the only vehicle of its type in the fleet.

- **Gauge:** 'OO'
- **Price:** £44.99 (Mk 3s and Mk 2 BSO)
- **Cat No:** R40040/R40040A (Mk 3s), R40195 (Mk 2 BSO)
- **Site:** www.hornby.com
- **Era:** 11

Caledonian Sleeper lettering is neatly printed over the teal base colour.

CALEDONIAN SLEEPER



The latest Mk 3 sleepers ride on Hornby's most recent BT10 bogies which have additional pipework detail on one side as well as NEM coupling pockets.



Printed and painted elements are neatly done on each coach.



"Hornby's new models offer welcome new character to the modern railway scene and can be slotted into formations of Mk 3s in the previous First Group colour scheme."

MIKE WILD

modellers of the Highlands, the sleeper trains are considerably shorter with the Aberdeen and Fort William portions formed of five vehicles each.

Hornby's new models offer welcome new character to the

modern railway scene and can be slotted into formations of Mk 3s in the previous First Group colour scheme.

Decoration of each of our samples was nothing short of excellent with crisp application of the body colours topped off by fine reproduction of the lettering, logos, berth numbers and even pipework on one side of each bogie on the Mk 3s. Vehicle numbers and types are all correct too.

The Mk 3 sleeper bodyshells are a longstanding part of the Hornby range which look the part, but naturally aren't quite as refined in their mouldings as the very latest products. For example, buffers are supplied for optional installation (all Mk 3 sleepers were equipped with buffers) while on the good side they now have NEM coupling pockets which are factory fitted with close couplings.

The Mk 2E is the latest generation product from Hornby and has a neatly detailed body as well as small tension lock couplings in

NEM pockets, although the eagle eyed will spot that the handrails are moulded rather than separate items.

Putting those details aside, these new additions will make a striking addition to a modern era 'OO' gauge layout whether they are part of a north of Scotland short formation or a longer West Coast Main Line service. Plus they are set to be joined by the Mk 2E RLO Lounge Car this autumn in the same colour scheme to expand the collection further. Great additions available now. (MW)

Supreme Primo TREES

- **Prices:** £8-£37 (standard releases)
- **Cat No:** N/A
- **Site:** www.primomodels.co.uk
- **Era:** Any
- **Scale:** 'N'/'OO'/'O'

PRIMO MODELS' range of handmade trees, bushes and scenic materials continues to expand with an extensive selection of products now available for most scale uses.

Amongst the recent review samples received were a series of blooming bushes (x10), apple (80-120mm), chestnut (180-200mm), oak (140-170mm) and a selection of pine trees (80-120mm, 180-200mm and an exceptional 420-450mm).

As with previous review samples (HM155), these possess an incredible presence when it comes to their realistic appearance and the overall quality. Each is supplied within a protective cardboard window box, except for the large 420mm-450mm pine tree which comes in its own bespoke pine wooden box with sliding lid!

As each tree is hand made, they take on a unique appearance with superbly crafted trunk, boughs and branches with impressive looking foliage. Within the packaging, each tree is secured to a circular wooden base glued to the box interior, while a useful scale size comparison chart is printed on the outside.

The real star of these samples is the large pine tree, which actually measured 480mm tall in its box. This amazing model features long slender trunk with just a few plain branches along half its length and then lush green foliage for the remainder. Decoration is stunning with a darker brown finish to the lower section, graduating to lighter

shades along its length.

This is a true statement piece and whilst primarily intended for 'O' gauge modellers, it could also be used for 'OO' too, as in reality some varieties can grow to between 130ft and 200ft – in 4mm scale our review sample scales out at around 120ft.

As standard, the tallest trees in the Primo range are 260-280mm, while the larger 420-450mm examples are produced to special order, with prices available on application. The company can produce its larch, forest larch, spruce, forest spruce and pine tree range to this larger size on request.

While the remaining review samples are somewhat smaller, they are no less exciting with a superb realistic finish capturing the distinctive appearance of the prototypes. Even the small apple tree features an abundant crop of red apples on its branches and whitewash to the base of the trunk - a feature applied to the real things to reduce the effects of the springtime heat - reflecting excellent attention to detail.

Completing the review samples is a selection of flowering bushes in yellow, purple and red. Each pack contains ten 60-65mm neatly formed bushes with hand-crafted trunks, branches and coloured foliage. These are supplied in boxes of ten same-coloured items, securely held on a circular foam base in the cardboard window box.

Excellent and available now. (MC)



Left: The Primo Models range also features a wide selection of flowering bushes, including this red pack containing ten bushes in full bloom.

Primo Models' range of handmade trees includes these apple, chestnut, oak and pine trees.



Right: While much of the range is supplied in protective cardboard boxes, Primo's large 480mm tall pine tree arrived in a bespoke pine box with sliding lid.



RAILSNER AUTOCAR

**FIRST
REVIEW**

The pioneer of internal combustion passenger railway vehicles is the subject for Rails of Sheffield's latest exclusive product. **MIKE WILD** inspects this enticing and fascinating new 'OO' gauge model.



THE North Eastern Railway's petrol-electric Autocars of 1903 are one of the overlooked pioneers of the modern railway system. At the turn of the 20th century railway engineering was focused on steam locomotive development, but Vincent Raven – the Assistant

Chief Mechanical Engineer at the North Eastern Railway – saw the advantage of electric traction for main line railway applications.

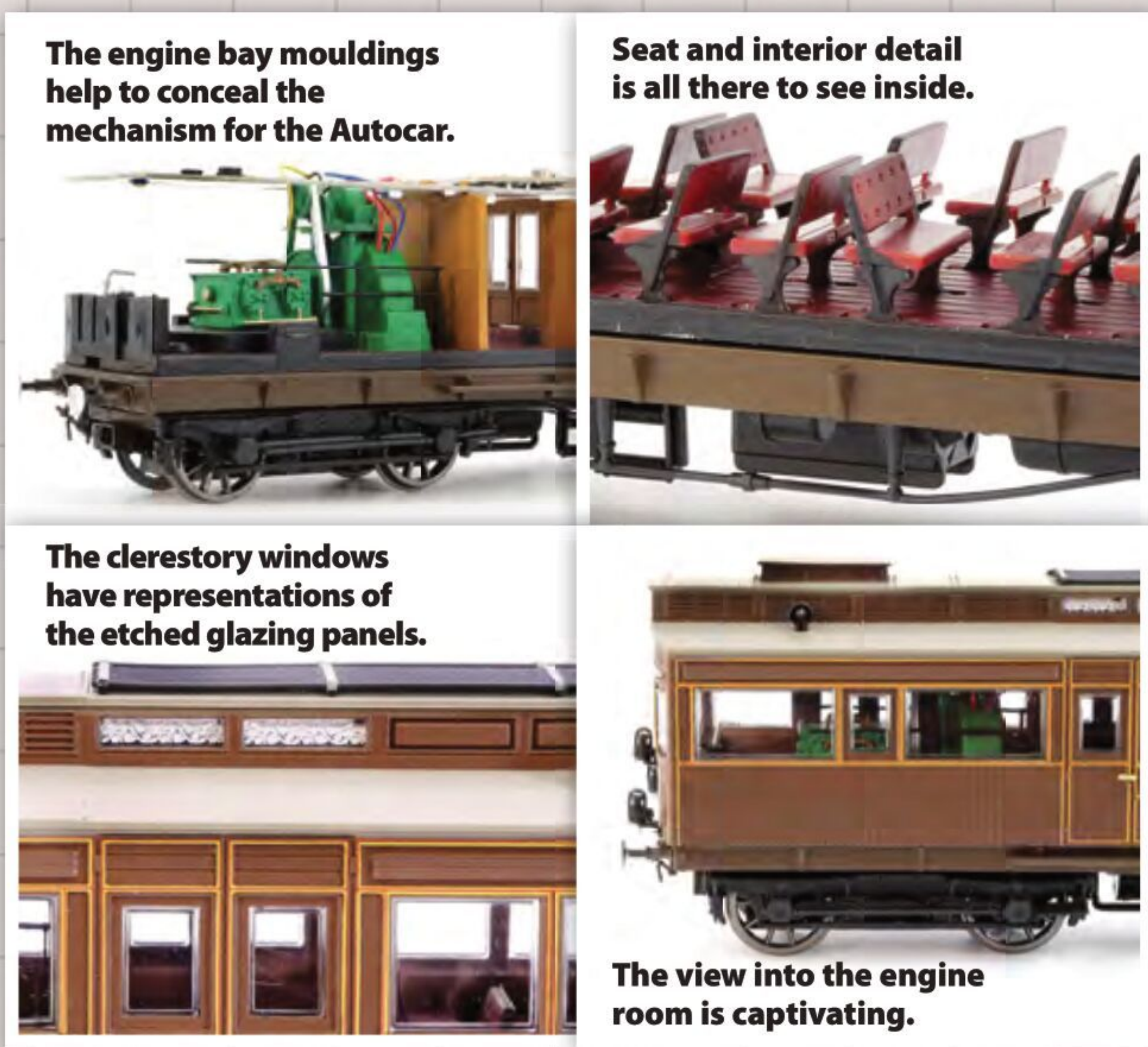
His inspirations were electric trams, but the main line railway needed a different route for propulsion and he introduced a petrol engine to power a dynamo

which in turn supplied electricity to the electric motors which would power the train.

The resulting pair of single car petrol-electric Autocars were sent to work between Hartlepool and West Hartlepool initially but later saw service on the Scarborough-Filey branch as well as the Selby-

Cawood line. Withdrawal came in 1930 and 1931, but fortunately the body of the first Autocar – 3170 – was purchased and turned into a grounded body as a holiday home.

Preservation intervened in 2003 when specialist carriage restorer Stephen Middleton purchased the body and began its restoration



TECHNICAL DETAILS	
Manufacturer:	www.railsofshffield.com
Cat No:	RL3172/RL3173 (reviewed)
Description:	NER petrol-electric Autocar
Builder:	North Eastern Railway
Region:	North Eastern Railway
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	223mm
Price:	£199.95
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	Factory fitted 15mm x 9mm
Exterior lights:	None
Interior lights:	Saloon and cab lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	None
Wheel arrangement:	Bogie autocar
Purpose:	Branchline passenger
Haulage capacity (expected):	One coach
Haulage capacity (actual):	One coach – maximum tested



New from Rails of Sheffield is this NER petrol electric Autocar for 'OO' gauge. Two of the three versions have now arrived modelling 3170 in LNER brown (left) and 3171 in NER red and cream (right).

back to full working order as a diesel-electric Autocar following a plan outlined in 1930 to convert one of the two vehicles to diesel power had they not been withdrawn.

The sole survivor returned to working order in 2018 with its first passenger service day taking place

on October 21 on the Embsay and Bolton Abbey Railway.

THE MODEL

Such was the excitement of the Autocar's return that Rails of Sheffield jumped at the opportunity to commission an exclusive ready-to-run 'OO' gauge

model of the NER pair from Heljan. The project was revealed to the public in February 2019 and, in May this year, the fully finished models touched down with Rails.

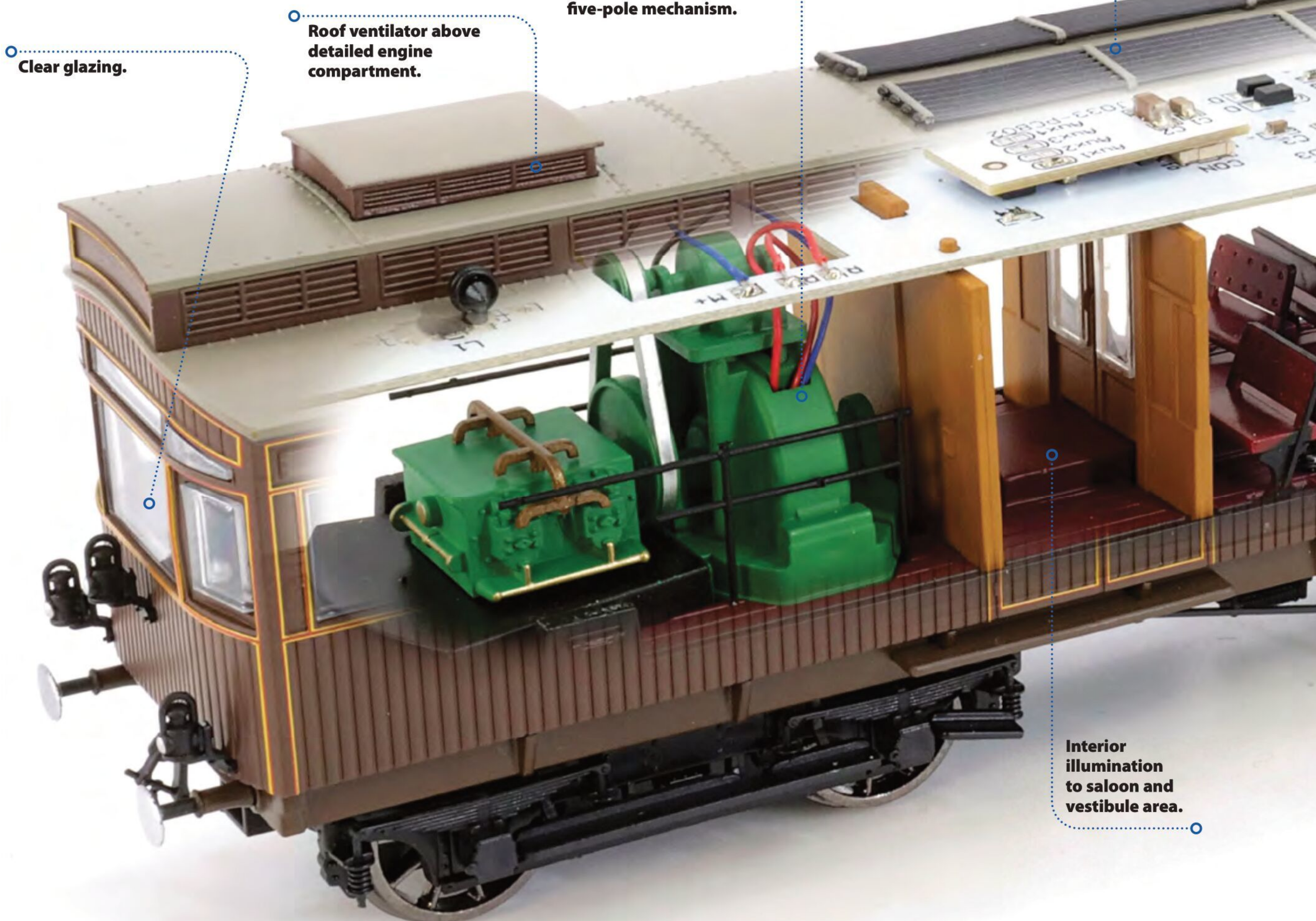
Three versions are being offered by Rails: 3170 in 1902-1923 NER red and cream (RL3171), 3171 in 1904-1930 NER red and cream (RL3172)

and 3170 in 1923-1931 LNER brown (RL3173). An optional sound upgrade package has also been produced, but at the time of closing for press this had sold out at Rails of Sheffield.

For review, we had the opportunity to inspect both 3171 in red and cream and 3170 in brown. »

“The first thing which struck us about these models is the finesse in the body moulding, chassis and paint finish.”

MIKE WILD



The first thing which struck us about these models is the finesse in the body moulding, chassis and paint finish. The whole model feels refined and, for such a dainty single-car unit, robust too.

The exterior is delightful and captures the shaping and character of the real vehicle superbly right down to the wooden panelling on the lower body, window frames, door handles and vents above the windows. Take a close look at the clerestory roof and you will also see printed representation of the window etches together with the near full-length cooler groups.

It is this attention to detail which makes you want to look even closer at the NER Autocar and a

peek inside is well recommended. For starters, the seats are superbly moulded including the upholstery style on the backs while the slatted floor is also reproduced. But there is another area which is even better – the engine room behind the driving cab. This has been modelled in full as it was in the original vehicles including the engine and the dynamo.

Completing the model is a stunning paint finish from Heljan's factory. Vehicle lettering is crisp and legible throughout while the lining on both of our samples was superb.

PERFORMANCE

The NER Autocars are just as impressive mechanically as they are

in appearance. Heljan has cleverly concealed the motor within the leading bogie beneath the engine mouldings which provides drive to both axles. It means the whole drivetrain is completely hidden with the only giveaway from the outside being the wires which pass through the dynamo to the bogie below.

The mechanism in our sample was smooth running and quiet throughout the speed range and offered excellent slow speed control through analogue operation. DCC modellers can upgrade to digital or sound with a Next18 decoder which plugs into a socket on top of the lighting circuit inside the saloon. There is also a small 15mm x 9mm speaker installed in the enclosure on top of the lighting PCB, though there is an option to add a speaker in the vestibule should you wish to upgrade its audio output. Interior lighting is fitted as

standard, but the external lamps are not operational.

OVERALL

Rails of Sheffield's decision to model the Autocar offers a unique model with great character and historical significance. This pioneer of the modern multiple unit has been delivered to the highest standards and we can see new owners being proud to add this to their collection.

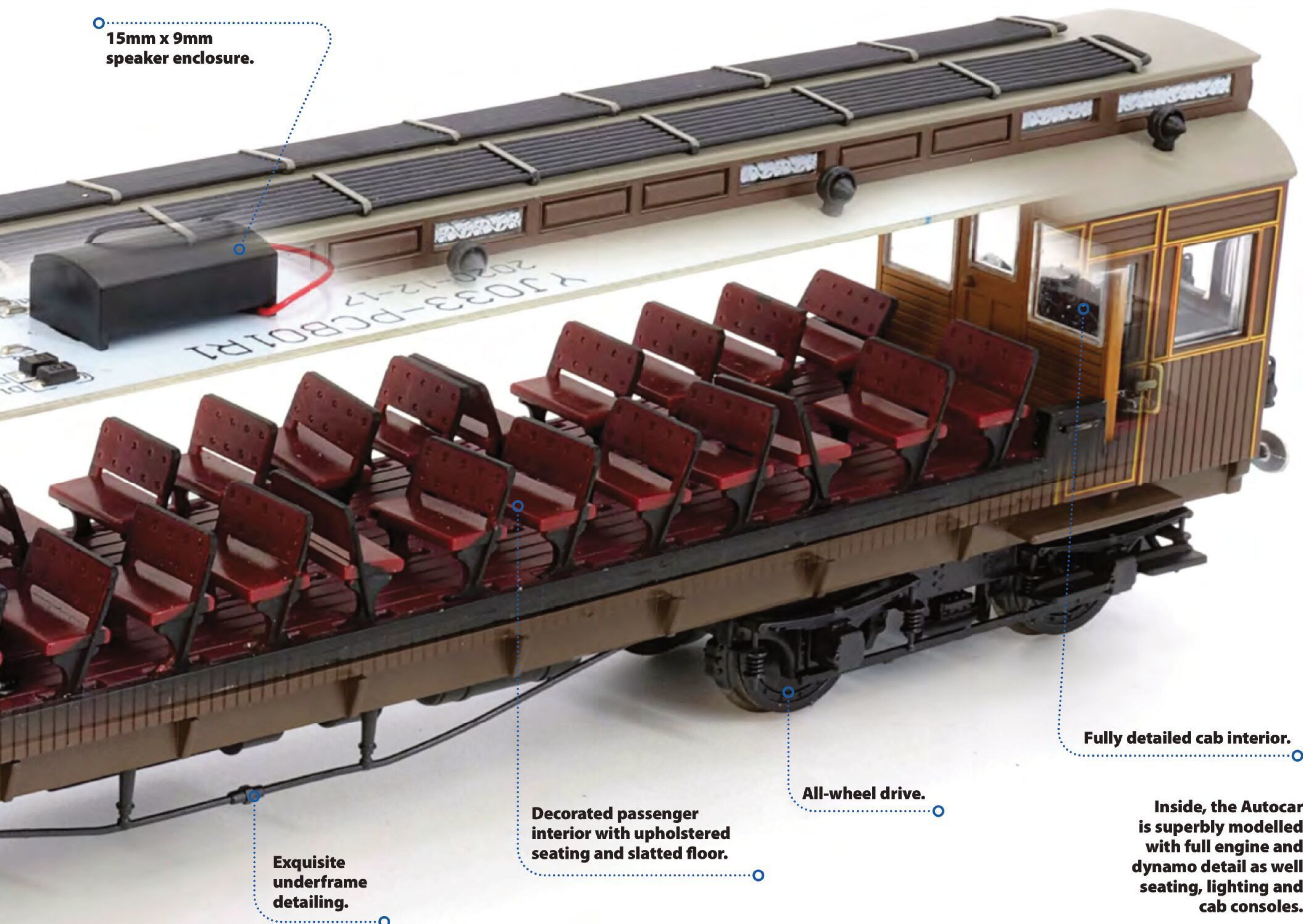
Two versions are currently available, as reviewed here, with the third modelling 3170 in original NER red and cream due this summer. Plus, we have an exclusive competition to win NER Autocar 3171 in red and cream – see full details alongside this review.

A great choice of model delivered to the highest standard. (MW)

● Visit www.keymodelworld.com/rails-of-sheffield for more information.

“This pioneer of the modern multiple unit has been delivered to the highest standard.”

MIKE WILD



WIN! A Rails of Sheffield AUTOCAR

HORNBY MAGAZINE is offering the chance to win one of Rails of Sheffield's sought-after new 'OO' gauge NER petrol electric Autocars finished as 3171 in NER red and cream. The model is worth £199.95 and features interior lighting, full interior detail, a Next18 decoder socket, factory fitted speaker and stunning attention to its body shape and paint finish.

The NER red and cream livery looks superb on the model.



The 1923-1930 LNER brown livery applied to 3170 may be more austere, but it has still been completed to the highest standard.

To be in with a chance of winning this exclusive new model, all you have to do is answer the following question by August 25 2022.

Even if you don't win the Rails of Sheffield Autocar, three versions are available to purchase at www.railsofshffield.com now. Good luck!

WORTH £200

QUESTION

Which engineer introduced the NER petrol-electric Autocars?

- a. Vincent Raven
- b. Wilson Worsdell
- c. Henry Ivatt

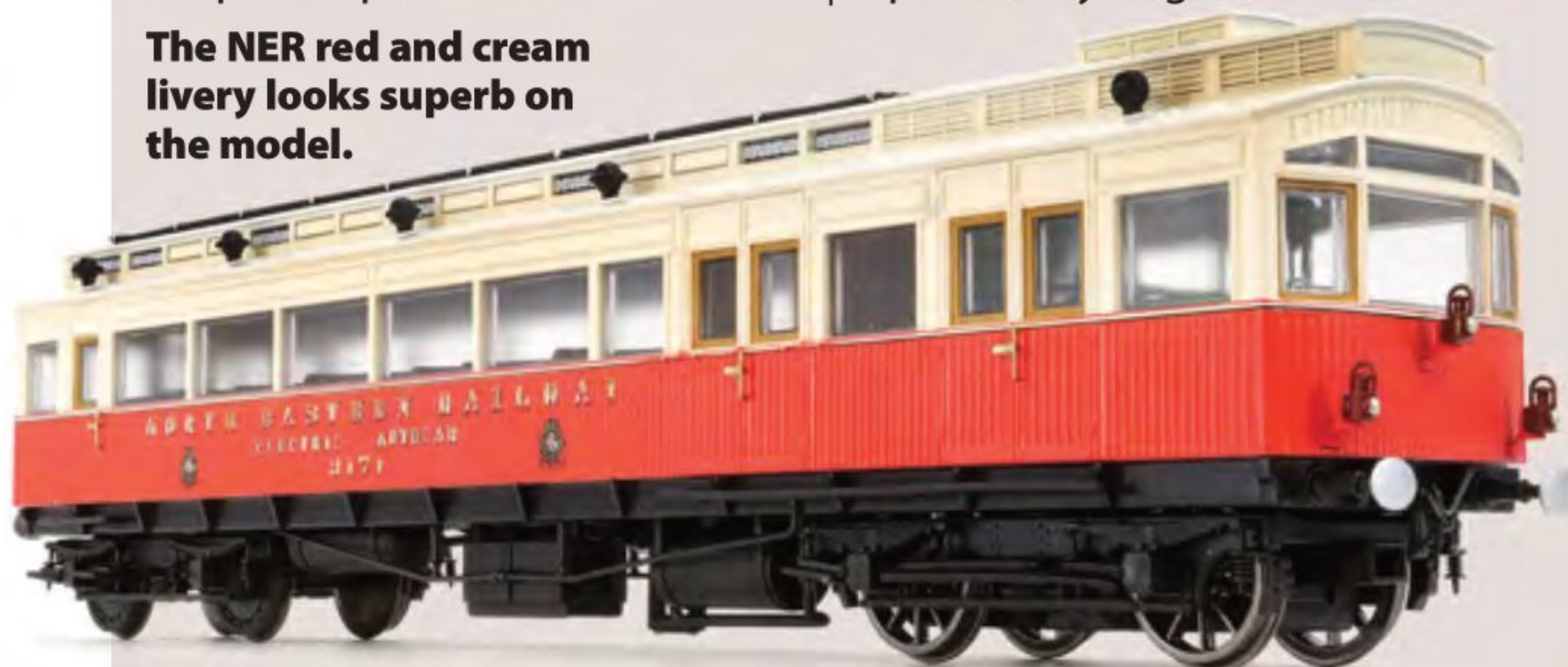
HOW TO ENTER

• For your chance to win, simply visit www.keymodelworld.com/hornby-magazine/competitions, click the competition tab on the menu and fill in the online form to complete your entry.

Online entries open at 9am on July 7 2022 and the closing date for entries is August 25 2022 at 5pm

GMT. The winner will be notified no later than September 1 2022.

There is no cash prize alternative and the Editor's decision is final. Competitions are not open to employees of Key Publishing, Rails of Sheffield, their family members or anyone else professionally connected to the company.



Cavalex TEA BOGIE TANKS

**FIRST
REVIEW**



The manufacturer's peeling paint finish can be seen to good effect on VTG85962.

Cavalex Models' range of 'OO' gauge freight wagons continues to expand with the arrival of its latest completed project, the 102tonne TEA bogie tank wagon. But is this new model **MARK CHIVERS'** cuppa?



CAVALEX MODELS has delivered its latest 'OO' gauge wagon project with the arrival of the eagerly-awaited 102tonne TEA bogie tank wagons.

These delightful new vehicles are based on two small batches of bogie tank wagons constructed for TOTAL Oil by Standard Wagon in the late 1980s. The first batch – 85930-85944 (design code TE009D) – utilised parts from previously redundant vehicles, while the second lot – 85960-85974 (design code TE009F) – were refurbished

from a previous batch of French-built bogie tank wagons.

They were originally centred on services radiating from Lindsey oil refinery in North Lincolnshire, while over the years their sphere of operation widened with use on traffic from refineries in Wales and the South Coast. The tanks remain in service today and are regularly used on flows to and from Lindsey terminal. As well as working together, they also appear in mixed formations with other TEA bogie tank wagons, including the latest examples.

THE MODEL

Cavalex Models has produced the TEAs in three colour schemes spanning their careers in the long-lived original TOTAL branded grey, 1990s plain grey and present-day heavily-weathered condition – each of which also appear to feature small BR Petroleum Sector brandings on the tank barrel. They are offered singly and in triple wagon packs containing individually numbered wagons.

Our review samples represent four weathered VTG-owned 102tonne TEA bogie tank wagons

finished as single wagon 85970 (Cat No. TEA WB) and triple-wagon set 85962, 85965 and 85966 (TEA WB TP (1)), which reflect the appearance these wagons have gradually taken on over the past two decades. Further examples include TOTAL grey single TEA 85971 (TEA TG) and triple wagon pack 85960, 85963 and 85969 (TEA TG TP (1)), plain grey single TEA 85968 (TEA PG) and triple wagon pack 85961, 85964 and 85967 (TEA TG TP (1)), plus a pair of KBA weathered barrier wagon tanks

Printed detail is superb throughout from data panels to the 'wiped clean' warning labels.



TECHNICAL DETAILS	
Manufacturer:	www.cavalexmodels.co.uk
Cat No:	TEA WB (see text)
Description:	102tonne TEA bogie tank wagon
Builder:	Standard Railway Wagon Company
Region:	All
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Price:	£45 each
Couplings:	Small tension locks in NEM pockets
Minimum curve radius:	Second
Purpose:	Bulk Petroleum traffic



The underframe is neatly appointed with refined bogies, brake shoes in line with wheels, brake and discharge equipment.



Cavalex Models' new 'OO' gauge 102tonne TEA bogie tank wagon releases include four heavily-weathered examples.



“This is Cavalex Models’ fourth ‘OO’ gauge wagon project and it is another triumph for the modern-era modelling scene.”

MARK CHIVERS

85933 and 85936 (KBA WB DP (1)), as used for new rolling stock deliveries.

Weighing in at 144g each, these are substantial wagons and certainly look the part with a neatly moulded tank barrel and filler caps, fine weld seam lines, subtle rivet detail, separately fitted ladders, etched metal walkway, lamp irons, sprung buffers and more. Measuring 242mm over buffers, our samples appeared equally refined underneath with brake rigging, cylinders, handbrake

wheels, pipework and discharge equipment. A word of caution though - they are quite delicate in places, so handle them gently – I managed to dislodge a ladder and two buffer heads while fitting the buffer beam detailing.

The tooling suite also caters for the subtle detail differences between the vehicles, depending on the era represented. For example, our review samples feature present-day differences to the solebars ends, as well as hazardous chemical plates

fixed to the solebar - and also feature remnants of the pipework retaining clips on the barrel end caps, while some earlier models include the pipework in this area. Detail differences for the KBA barrier wagons have also been incorporated within the tooling.

However, with these samples in particular, it is the decoration that sets the models apart – or more accurately, the work-wear weathered brown appearance! The manufacturer has gone to great lengths to replicate the distressed

state that many of these wagons have weathered to, with layers of tampon-printed effects and shades to represent the peeling paint, blanked out TOTAL labels and caked on grime/brake dust, as well as hints of grey in places.

This finish is really effective and is different on each side of all four wagons, so with careful orientation you could form an eight-tank train (two singles and two triple-packs) with each tank displaying an alternative finish. Look closer and you’ll also notice



The manufacturer has strived to replicate the work-wear appearance of the prototypes, with painted-out logos, grime, peeling paint and ‘cleaned’ areas.



Cavalex's all-new TEA tanks also feature separately fitted ladders and etched metal walkways.

that various markings along the lower underside of the tank appear to have been wiped clean to ease identification and ensure the warning labels are legible – a nice touch. Even the small BR Petroleum Sector decals have been 'cleaned' – a long lasting reminder of the wagons' heritage, which some still carry to this day.

Elsewhere, the solebars are finished in weathered red, while the buffer shanks and buffer beams are black. Lettering and labels are crisply printed and legible – the

hazardous chemical plates and TEA data panels are particularly well done.

PERFORMANCE

On test, our review samples proved smooth running through a series of code 75 points, with correct height cam style NEM coupler pockets and small tension lock couplings set so that the buffers are almost touching as they negotiate curves.

Underneath, the Gloucester GPS 25 bogies certainly capture the appearance of the full-size

examples and feature brake shoes in line with the turned metal wheels, while the underframe superstructure, pipework, conduit and equipment add to the finesse. A small detailing pack containing a pair of buffer beam air pipes and metal screw link couplings completes the package.

OVERALL

This is Cavalex Models' fourth 'OO' gauge wagon project and it is another triumph for the modern-era modelling scene. A lengthy

rake of these weathered examples behind a Class 60 or Class 66 will look particularly impressive and enhance many a contemporary layout scene.

While scores of these new bogie tank wagons will have been pre-ordered from the manufacturer, all variants are available to purchase from Cavalex Models' stockists, although they are sure to prove popular, so you may need to be quick. To answer the question at the start of the review, they are definitely my cup of TEA! (MC)



VTG85970 is offered as a single weathered wagon, while the remainder are available in a triple-wagon pack.

'N' GAUGE

CONTAINERS GALORE

● Price: £6.50 (20ft)/£7 (40ft) ● Cat No. N/A ● Site: <https://shop.c-rail-intermodal.co.uk> ● Era: 8-11

C=RAIL has added a selection of all-new 'N' gauge shipping containers to its expanding range of intermodal items. These new releases represent 8ft 6in containers in 20ft and 40ft lengths, with four newly-tooled variants available in ribbed and corrugated forms.

Options include 20ft ribbed containers in Freightliner branded plain red and Tiphook brown, while the 20ft corrugated examples are finished in P&O blue, Hapag-Lloyd orange and Ocean Network Express (ONE) pink. The 40ft ribbed containers include Genstar orange and Freightliner red/yellow liveries, while the corrugated containers appear in Hamburg Sud red, Maersk grey and MSC beige.

Detail differences between each container type have been incorporated, with the ribbed variants also featuring two vertical smooth panels each side for company

branding and serial numbers.

Each container is neatly moulded with a removable floor section. Detailing is excellent throughout from the bodyside and roof ribs/

corrugations to the moulded door locking bars. Small locating lugs are also included beneath each corner for placing on 'N' gauge container flat wagons or to aid stacking.

Decoration really is sublime with evenly applied paint finishes and crisply printed branding for each company, together with neat, legible data panels, markings and identification numbers.

With all-new 'N' gauge FSA/FTA container flats also in development, these super additions to the range are sure to prove popular. (MC)



'OO' GAUGE

TOP-UP TROLLEYS

West Hill Wagon Works' extensive range of 3D-printed detailing includes these 4mm scale coolant trolleys.

Used for topping up coolant on Diesel Multiple Units (DMUs) and High Speed Trains (HSTs), these trolleys were a regular sight



● Price: £5.95 per pack ● Cat No: N/A ● Site: www.westhillwagonworks.co.uk ● Era: 7-11

on major station platforms for decades.

West Hill Wagon Works has produced packs containing a pair of DMU and a pair of HST trolleys

– with distinctive differences between both types, not least the size. 3D-printed in grey plastic material, they are easily removed from the support structure before

painting.

Another small, but important platform detail for those modelling first generation DMU and HST workings. (MC)

'OO' GAUGE

3D COMMUTERS

● Price: £18 ● Cat No. 9018 ● Site: www.modelu3d.co.uk ● Era: 9-11

New from Modelu are these 1:76 scale 3D printed contemporary commuters.

Available as a special five-piece set, the sprue contains a range of standing figures, ideal for adding to a modern-era platform or bus stop scene.

As with other figures in the range, the scanning process has captured plenty of exquisite detail from a newspaper to mobile phones, rucksacks, a handbag, jackets, shirts, trouser

creases, boots, shoes and more.

Due to the fine detail, each set comes with the support structure still attached to protect some of the more delicate detail. Simply snip these supports away and clean up as necessary.

With care at the painting stage, you'll end up with some truly outstanding figures.

Given they have been scanned from real people, you can't get much more realistic than that. (MC)



'OO' GAUGE

GWR 'Large Prairie' crew

- **Prices:** £5 unpainted/£10 painted (per pair), plus postage
- **Cat No.** FR144
- **Contact:** 01428 727341
- **Era:** 3-5

Master Piece Figures has added a new 'OO' gauge footplate crew to its range, intended for Dapol's 'OO' gauge Great Western Railway 'Large Prairie' 2-6-2T.

Cast in lead-free pewter, the driver and fireman figures are fully decorated and weathered ready for placing on the footplate – and with a removable cab roof on the model, this is a straightforward process. The driver is oriented for placement to the right-hand side



of the footplate, while the fireman is intended for positioning on the left-hand side with his back to the bunker.

Each is well decorated with light blue uniform, black cap and boots, white shirt and even a tie in the driver's case.

Small details which make a big difference. (MC)

'OO' GAUGE

Bulk ballast bags

- **Price:** £3.89
- **Cat No.** AX173/174/175-00
- **Site** www.scalemodelscenery.co.uk
- **Era:** 11

Scale Model Scenery (SMS) has added a selection of 4mm scale laser-cut bulk ballast bags to its range of model railway accessories.

Three packs have been produced in Network Rail (AX173-00), plain white (Cat No. AX174-00) and SMS branded blue and yellow (AX175-00).

Formed from laser-cut matt paper, each pack contains ten printed bulk aggregate bags as used by builders and Network Rail for small ballasting jobs.

Carefully remove the flat-packed bags from the sheet by cutting through the tiny tabs



with a sharp knife or scalpel, then glue the lifting hoops together before assembling each corner in similar fashion using the tabs provided. We used PVA glue for the task.

Allow glue to dry before adding ballast for the finishing touch. (MC)

'OO' GAUGE

Laser-cut bracken

- **Price:** £5.19
- **Cat No:** LX432-OO-Summer/Autumn
- **Site:** www.scalemodelscenery.co.uk
- **Era:** Any

If you are looking to complete a lineside, verge or forest scene, then these new 4mm scale laser-cut bracken ferns will certainly prove useful.

Each pack contains 32 laser-cut ferns held in place with tiny tabs. Formed from pre-cut coloured matt paper, they are available in summer (green) and autumn (brown) shades, ready for planting on the layout.

Removal from the paper sheet is straightforward and the material is easy to fold and shape to create differences to their appearance.

Perfect for adding extra relief to ground cover. (MC)





InterCity 125 HSTs

Author:	Colin J Marsden
Publisher:	www.keypublishing.com
Title:	HST: The definitive guide
ISBN:	978-1-80282-217-5
Price:	£9.99
Spec:	148 pages, bookazine

THIS latest bookazine from Key Publishing takes an in-depth look at British Rail's InterCity 125 High Speed Train, from concept and design to testing, production and more than forty years' front line passenger service.

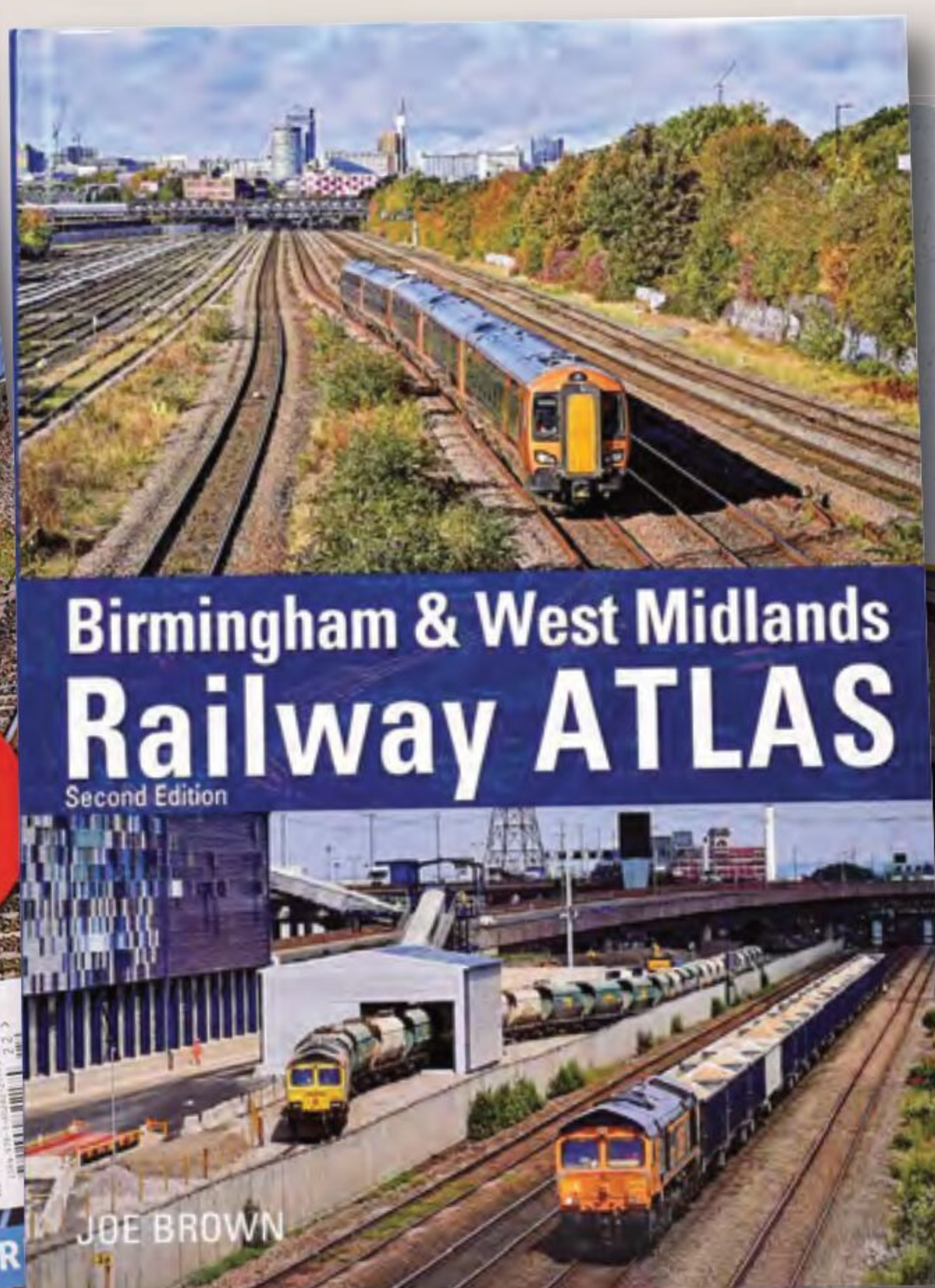
As you might expect, the publication is lavishly illustrated with the myriad colour schemes carried through the intervening decades, from the iconic InterCity 125 blue and yellow livery through to present day examples in Cross Country, GWR, Network Rail and ScotRail identities. Even the Australian XPTs appear.

In addition to the main production series of HSTs, the prototype High Speed Diesel Train also features with detailed diagrams, cab layouts and special workings, a breakdown of the coaching stock used and the subsequent re-use of some vehicles for the Royal Train.

The Class 253/254 power cars and Mk 3 coaching stock are also showcased with detailed drawings and diagrams showing key equipment positions, together with an in-depth look at their careers and the various formation changes over the years. Sample train formations, colour schemes, one-off liveries, the 'Surrogate Driving Van Trailer (DVT)' project and the High Speed Generator Car (used for test trains and during a spate of power car failures in the 1980s) are also featured.

In later life, the fleet was re-engined with MTU power units and there is a reference chart for each power car, along with the return to traffic dates. A full fleet list for the HST power cars and Mk 3 coaching stock is also included.

Another modelling library must-have. (MC)



West Midlands atlas

Author:	Joe Brown
Publisher:	www.crecy.co.uk
Title:	Birmingham & West Midlands railway atlas – second edition
ISBN:	978-1-80035-146-2
Price:	£25
Spec:	128 pages, hardback

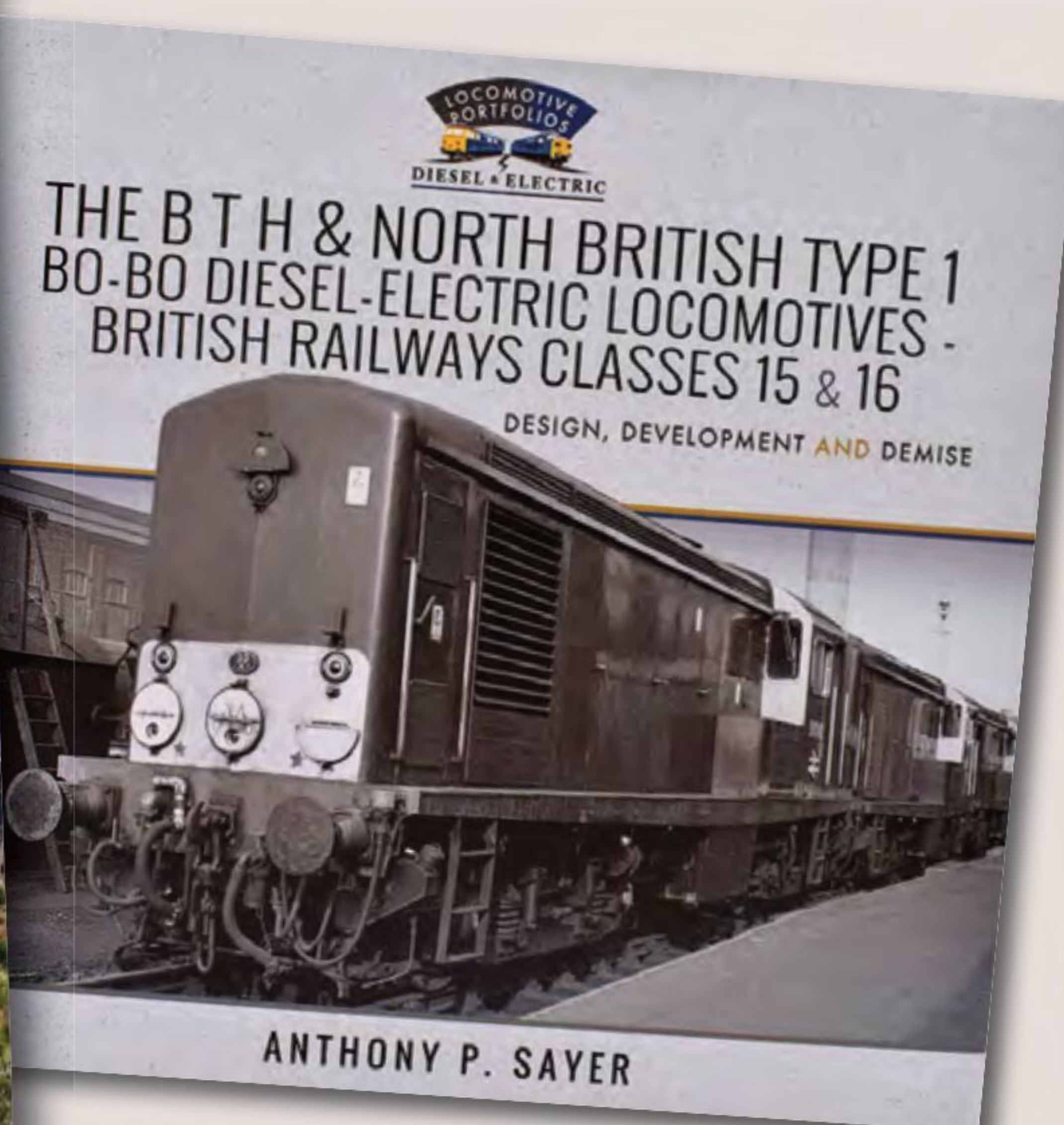
NEW from Crecy, this latest volume in the rail atlas series focuses on Birmingham and the West Midlands, an area that is undergoing great change with the building of HS2, together with planned extensions to the West Midlands Metro system.

The atlas opens with a glossary, series of abbreviations and a key to the map pages, which will help put the following pages in context, as there is a lot of detail contained within. A map of the area covered is also included, with an at-a-glance view of the relevant pages and is bounded by Stafford in the north, Nuneaton, Rugby and Tamworth to the east, Leamington Spa and Stratford-upon-Avon to the south and Bewdley, Bromsgrove and Cosford to the west.

Maps are presented in a two-page-to-a-view format with differently colour coded lines, reflecting the area's rail heritage and historic tramway network through the years, with breakout views of complex areas.

In addition, some pages include snapshots of the rail infrastructure at specific points in history, to amply demonstrate the changes that have occurred at certain locations – for example, the changes to the track and platform layout at Birmingham New Street in 1889 and 2021, as well as junction changes in Wolverhampton and Nuneaton through the years. Proposed layouts are also shown, including the route of HS2 on its journey to Birmingham and beyond.

An impressive view of the West Midlands rail network through the years. (MC)



BR Class 15s and 16s

Author:	Anthony P. Sayer
Publisher:	www.pen-and-sword.co.uk
Title:	The BTH & North British Type 1 Bo-Bo diesel electric locomotives
ISBN:	978-1-52676-196-5
Price:	£40
Spec:	350 pages, hardback

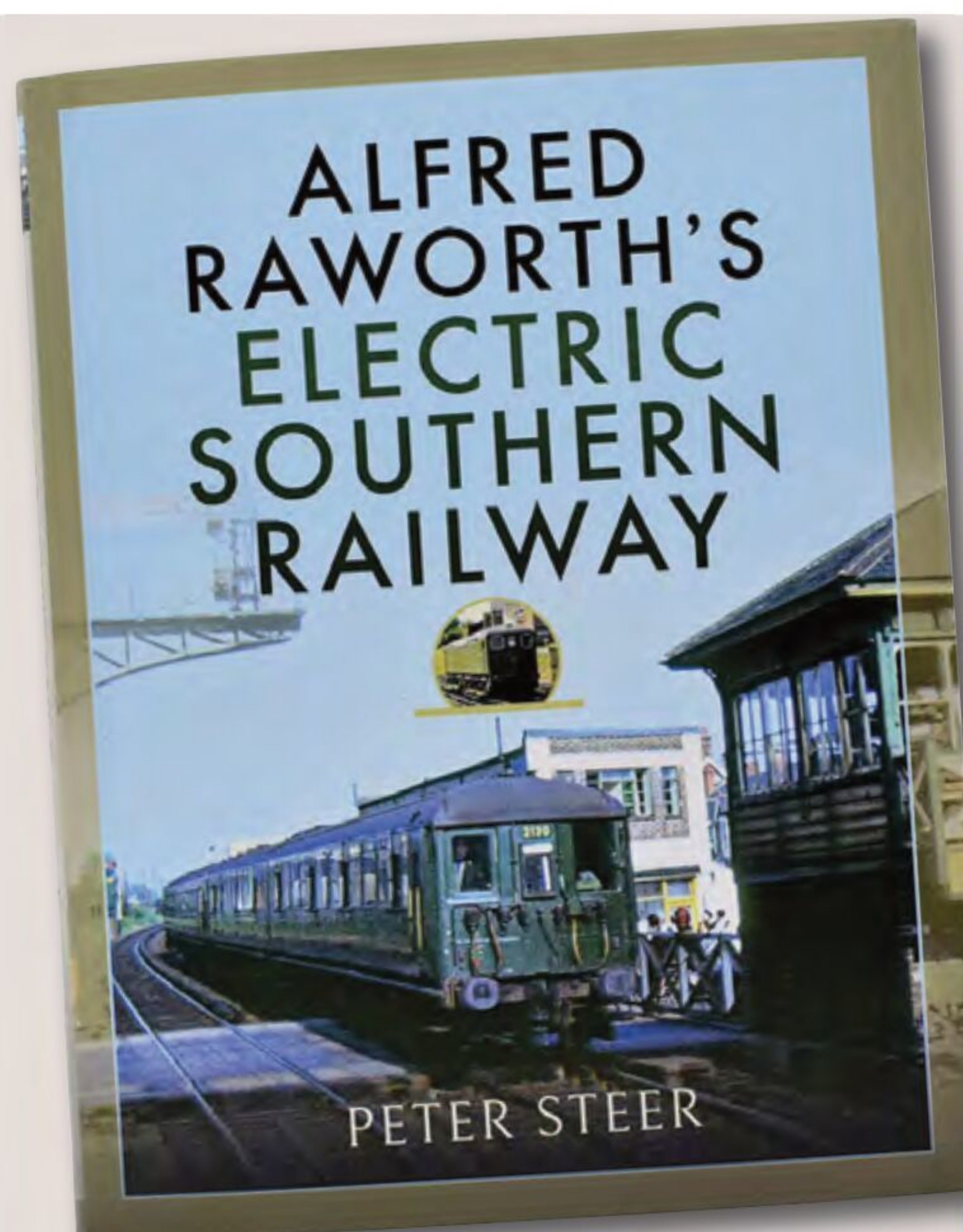
A RECENT addition to Pen and Sword's locomotive portfolio series is this work on the design, development and demise of the British Thomson-Houston (BTH) and North British (NBL) Type 1 diesels, otherwise known as BR Class 15 and 16.

This weighty tome is packed with information on the locomotives from the initial orders to in-service running – and even includes coverage of the lacklustre NBL 827hp diesel-electric 10800, from which the BTH and NBL Type 1s bear an uncanny resemblance.

It is clear that the author has carried out a great deal of research in the preparation of this volume with a full introduction to the class, including extracts from original memos and timelines. Original diagrams and archive marketing material are also neatly reproduced, together with technical data panels and an outline of the main features of each locomotive.

Subsequent chapters cover the design, acceptance, deliveries, allocations, maintenance, overhauls, withdrawals and full allocation histories for each locomotive. This, though, is only part of the story and their performance (with plenty of availability statistics) is also covered, as are the various liveries carried and their respective outlooks following withdrawal, with storage and/or scrapping. Three were subsequently retained as carriage pre-heat units and allocated departmental numbers.

Illustrated throughout with a superb collection of colour and black and white photographs, this is a super reference work which will also find favour with modellers. (MC)



Southern electrics

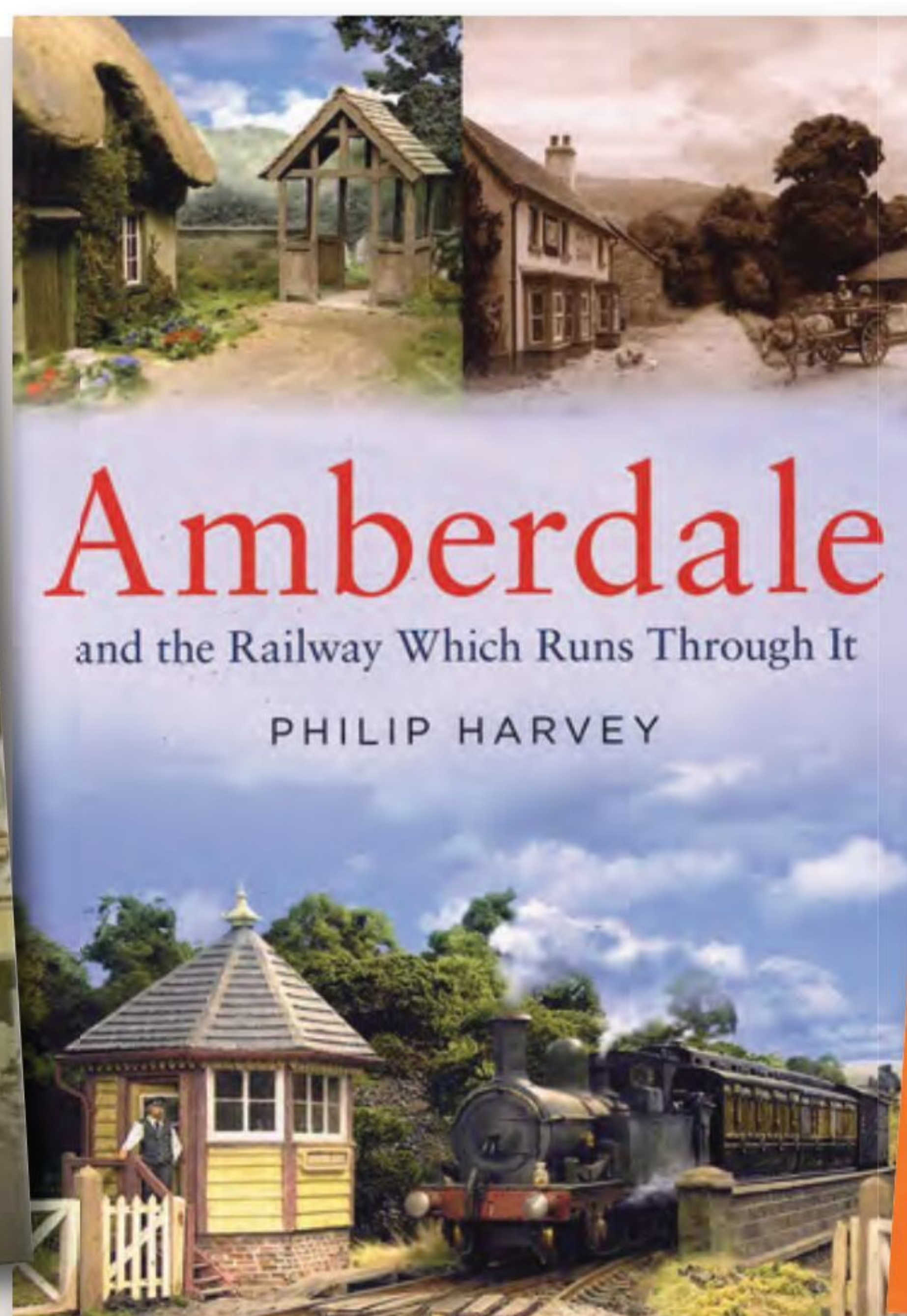
Author:	Peter Steer
Publisher:	www.pen-and-sword.co.uk
Title:	Alfred Raworth's Electric Southern Railway
ISBN:	978-1-52677-841-3
Price:	£40
Spec:	344 pages, hardback

THERE have been many books that cover and detail the history and development of the widespread and successful Southern Railway (SR) programme of electrification, built on that started by the London and South Western Railway (LSWR).

This 340 page volume details for the first time a biography of electrical engineer Alfred Raworth's entire personal story and career. Over the 25 chapters, it chronicles working for his consulting engineer father, through to joining the railway, working for the LSWR and SR, the design for an electric railway, responsibility for the implementation of all their electrification schemes and becoming Southern Railway Chief Electrical Engineer. The book also reflects on the Southern Electric system during the Second World War, the electric locomotives and Raworth's plans for the future.

Such schemes are much more than just about rolling stock and this book also provides a look at the infrastructure required that was often hidden behind the closed walls of sub-stations and the like. It also looks at the business cases, innovative engineering and politics involved in the electrification of the railways between 1918 and 1956, especially where the Southern went its own way with the use of the third-rail system.

A comprehensive and informative read that contains a wealth of previously unpublished information interspersed with photographs, illustrations and drawings and it substantially fills many gaps in the background, lifetime and work of Alfred Raworth. (GM)



Amberdale

Author:	Philip Harvey
Publisher:	www.fonthill.media
Title:	Amberdale and the railway which runs through it
ISBN:	978-1-78155-849-2
Price:	£20
Spec:	144 pages, softback

THIS is the story of a little-known model railway that was built by one man over a sixty-year period.

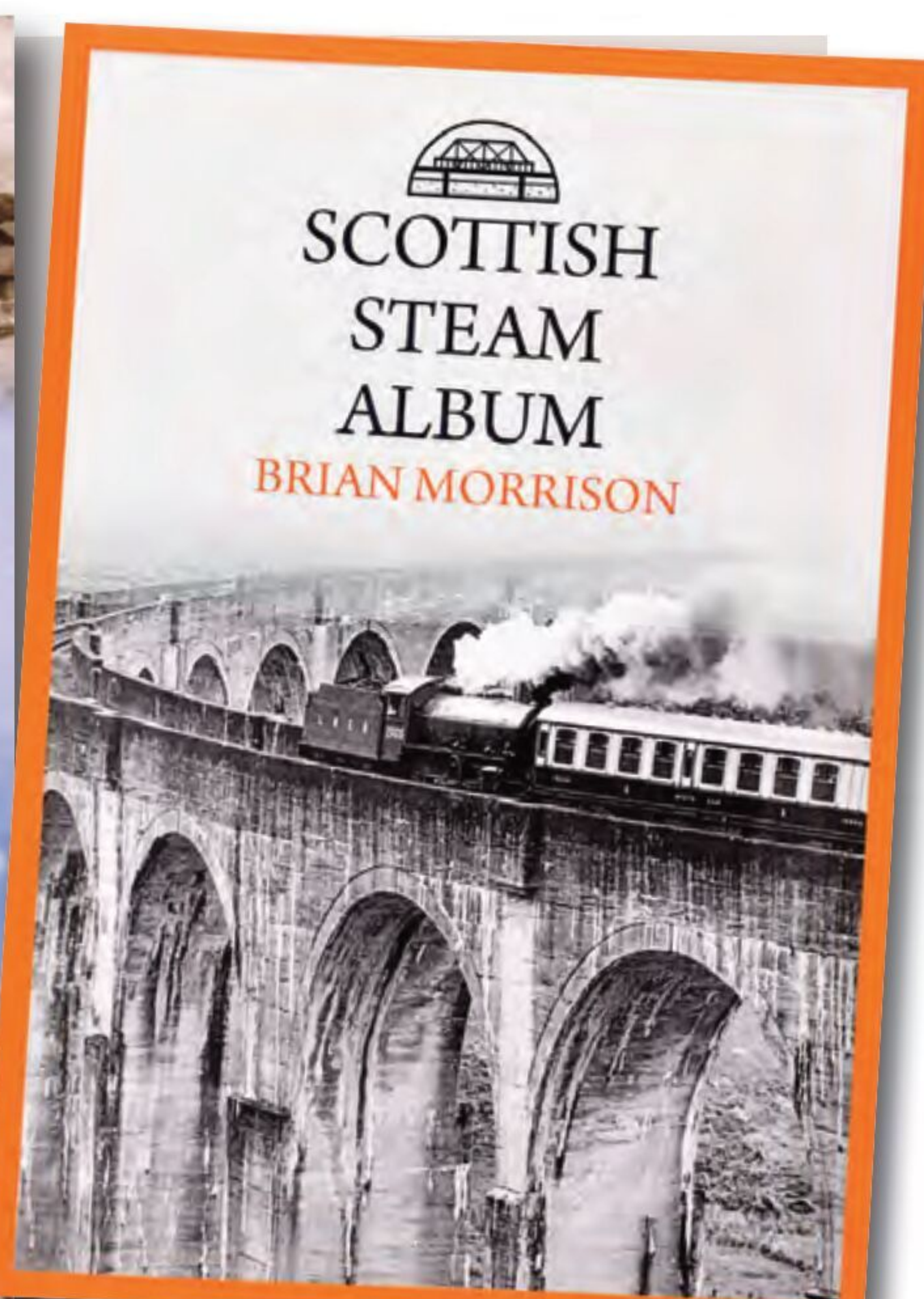
Amberdale is very much inspired by two of the greatest model railway layouts ever built – John Ahern's Madder Valley Railway and Peter Denny's Buckingham branch. Two things, at least by today's standards, make it unusual – eschewing the usual roundy-roundy or terminus-to-fiddle yard arrangement, this is an end-to-end railway that runs along a river valley and serves no fewer than four separate communities along its length. Moreover, absolutely everything on it was made by hand.

The modelling, while beautifully photographed, may not quite reach the hallowed heights of Pendon but everything, as Philip Harvey makes plain, is consistent with everything else and this is what makes the model such a visual success.

The detailing and cameo scenes are superbly captured, while reproduction throughout the book is excellent, with a keen eye for the right angle when it comes to composition of the photographs. Text is equally well considered, as are the captions that accompany many of the images – and somewhat quirky too.

While Amberdale's geographical location is unmistakably among the mill towns and stone-built villages of Yorkshire, the railway itself and the trains that run on it are an exercise in imagination and enthusiasm that owes allegiance not to any real-world prototype, only to the builder's passions. A wonderful achievement.

We need more model railways like this. (TS)



Scottish steam

Author:	Brian Morrison
Publisher:	www.amberley-books.com
Title:	Scottish steam album
ISBN:	978-1-4456-9980-6
Price:	£15.99
Spec:	128 pages, softback

IN the 1950s, steam locomotives reigned supreme on Scotland's rail network, and this new picture volume from Brian Morrison's photographic collection aims to cover most of the classes that existed at this time.

Indeed, the author set out to record every locomotive class that existed in Scotland in the 1950s and with a couple of exceptions (due to early scrappings) he achieved his aim.

A brief introduction sets the scene for the volume which has been arranged in an anti-clockwise fashion, starting in Edinburgh and heading up the East Coast to Aberdeen, then across to Inverness and Kyle of Lochalsh, before heading south to Dumfries via Aviemore, Perth and Glasgow. That said, there are plenty of stopovers in between at motive power depots, workshops and stations along the way.

Photographs are black and white throughout and are typically presented with two or three photographs to a page with detailed and informative captions. Reproduction is generally good, although there are inevitably a few that just pass muster.

However, it is the diversity of classes captured that is fascinating with some long-forgotten types. Amongst the views that caught my eyes was a shunter saluting the cameraman in Aberdeen, a Gresley 'A3' Pacific on a short engineers' inspection train and War Department 2-10-0 601 *Kitchener* complete with large headlight at Eastfield depot in 1957.

The volume closes with some bonus views of titled trains, nameplates and more - even a Caledonian 'Single' 4-2-2 double-heading with a 'T9' 4-4-0 on a special in Sussex in 1963. (MC)



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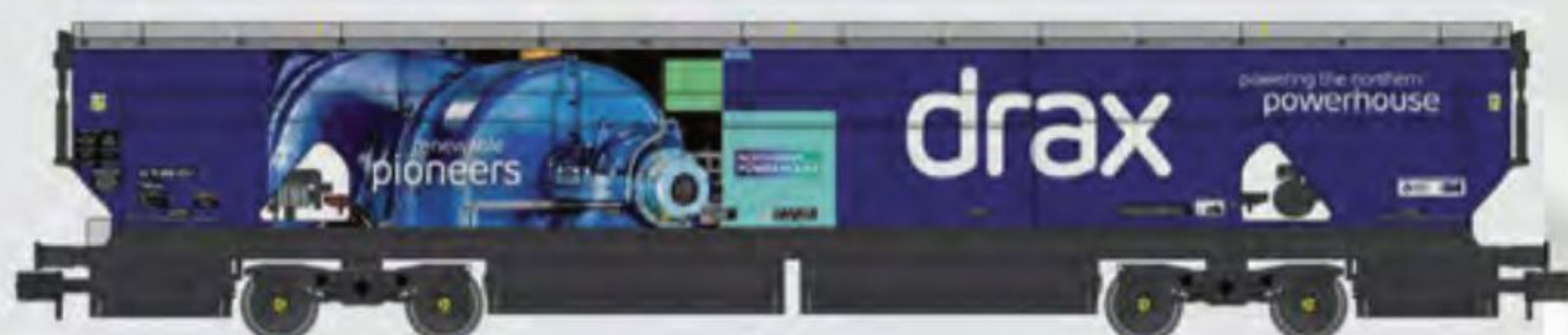
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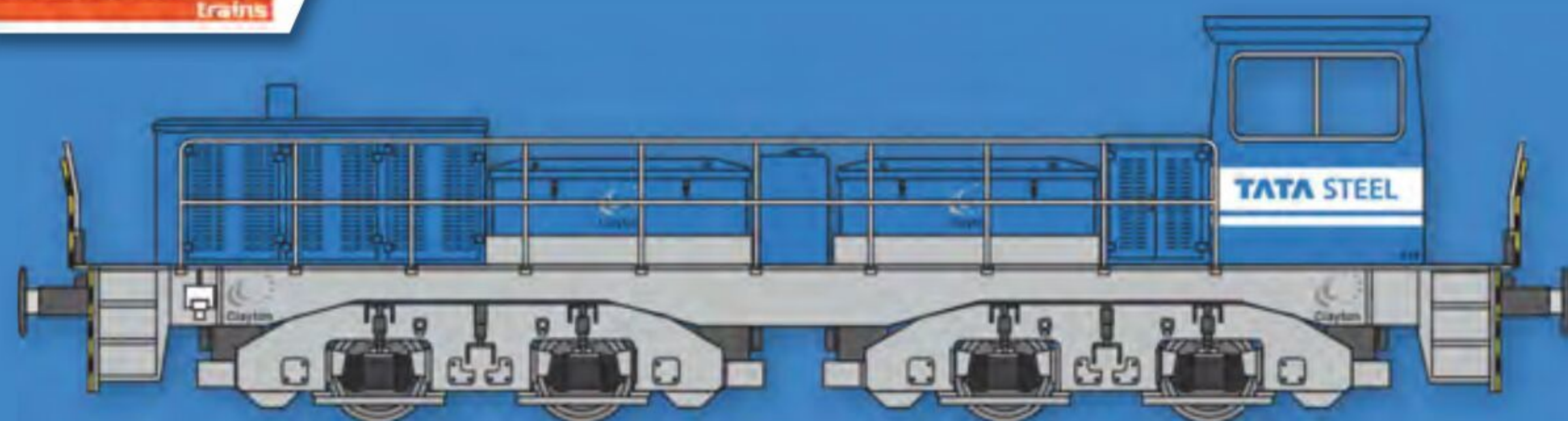
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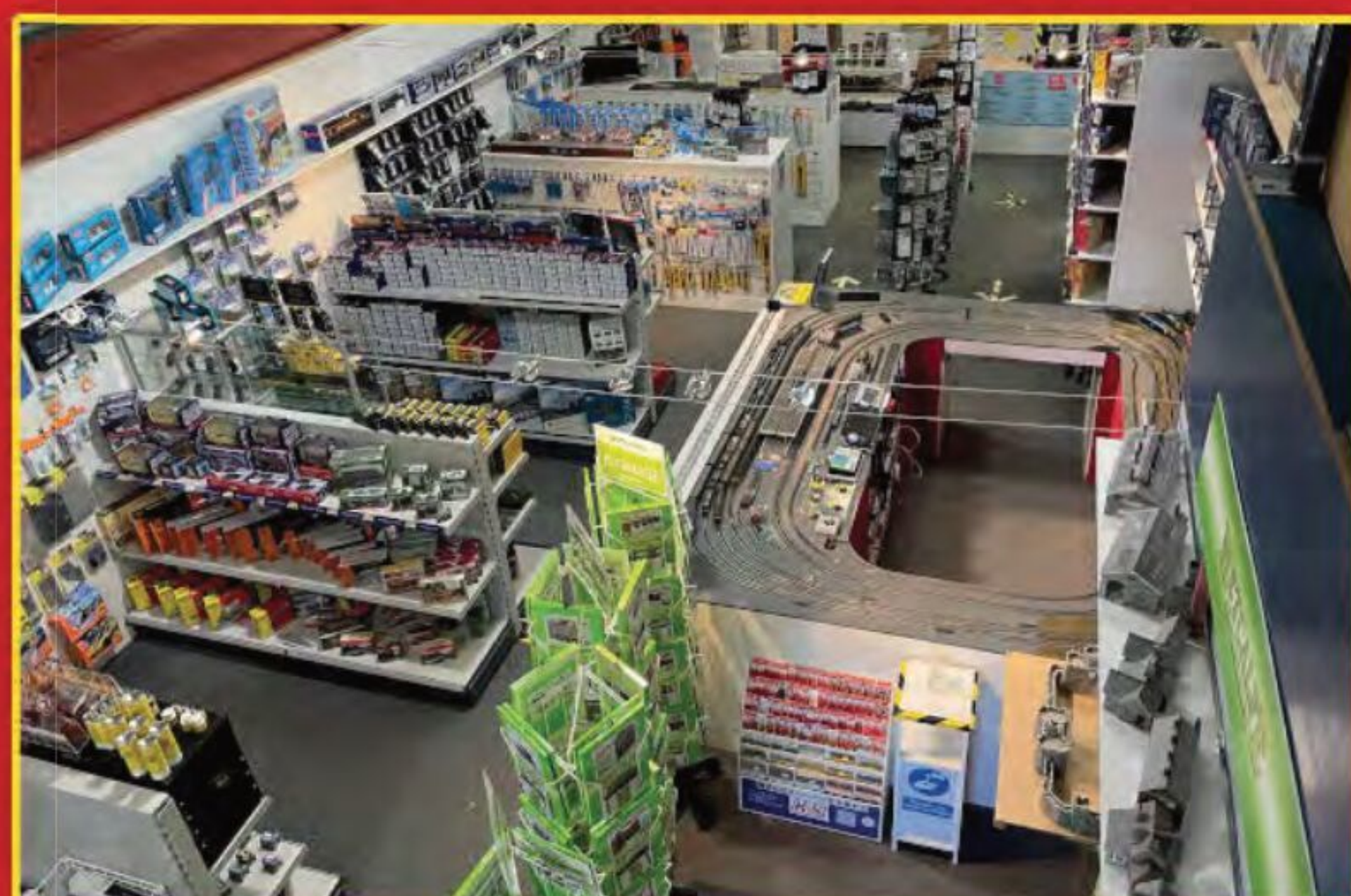
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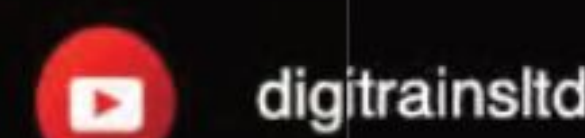
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LOCOMAN CLASS 37

The English Electric Class 37 is one of the most popular diesel locomotives and this distinctive class is Locoman Sounds' first digital audio project for a diesel. With one eye on spending, **MIKE WILD** installs a D&H decoder into an older generation 8-pin Bachmann model.

THE CLASS 37 MUST rate as one of the most popular and versatile diesel-electric locomotives ever built for the British Railway network. They are still in daily service today with Colas Railfreight, Direct Rail Services, Rail Operations Group and private operators. They were once seen across the length and breadth

of the country on all types of traffic. I've always enjoyed installing sound in the Class 37s, not least for their character. This time though with a new sound profile, I decided to think about the cost of the original model first and rather than choose the very latest, I picked an older Bachmann 8-pin model. These are readily available second-hand and provide an alternative

way to bolster a locomotive fleet. After selecting the model, assessment of the best positions for the speaker and decoder followed which showed that the fuel tanks could be a prime place for a speaker as they offered more space than available inside the main body. As standard, the fuel tanks are filled with a metal weight, but this

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- » Crosshead screwdriver
- » Soldering iron
- » Craft knife
- » Wire strippers
- » Pin vice
- » 2mm drill bit
- » Solder
- » Heatshrink insulation
- » Black Tack



particular model was missing this component which took a step out of the process. However, if you do want to follow this method, you will need to remove both bogie sideframes to access the four screws which hold the frame in place to remove the weight.

The speaker selected is a Rail Exclusive 'Chunky Boom Box' 55mm x 20mm speaker which fits within the length of the fuel tanks by 10mm. To make space for it requires the floor of the fuel tanks to be cut away. By marking the opening around the edge of the speaker its inclusion is completely invisible at the end of the process.

Finding a route through to the top of the chassis is more tricky with the older chassis and requires drilling a single 2mm diameter hole to allow the speaker wires to pass up to the decoder. Don't be tempted to use a power drill for this – it might be quicker, but it will make a mess and potentially allow swarf into the mechanism. Instead, use a pin vice to control the drilling of the hole and remove the metal filings regularly.

Connecting of the decoder is straightforward. Its 8-pin plug fits straight into the socket leaving the

WHAT WE USED		
PRODUCT	SUPPLIER	CAT NO.
Doehler & Haass SD22-A 8-pin decoder	www.locomansounds.com	SD22-A
Rail Exclusive 55mm x 20mm speaker	www.digitrains.co.uk	SP55x20x10

way clear to join the speaker wires from the decoder (brown) with those from the speaker (purple). As with all sound installations, it is essential that all wired connections are fully insulated to prevent short circuits occurring which we completed with heatshrink insulation.

Completing the wiring makes our model of 37411 ready to enter service and the chance to hear the sound file start up. Locoman has worked with recordings from Digitrains for this project, but it is the mastering of them which is so impactful. On start up the tone of the Class 37 is instantly captured, but there are plenty of details to appreciate too.

How you use the throttle changes how the sound file responds. Small speed increments deliver gradual sound changes as the model speeds up, but if you turn the throttle to a high speed setting straight away, the decoder controls acceleration, but represents a locomotive working hard through

the speaker offering wonderful play value. Going beyond the driving characteristics, the sound file also has active brakes on Function 4, shunting mode on Function 17, volume control on Function 20 and the option to fade all sounds on Function 21. There are also realistic horns, manual functions to set the engine sound to idle, spirax valves, door opening sounds, flange squeal and buffering functions. The balance between all these sounds is excellent too.

The following step by step guide explains how we added the Locoman Sounds Doehler & Haass 8-pin decoder and Rail Exclusive 55mm x 20mm twin speaker into this Bachmann Class 37 and don't forget to visit www.keymodelworld.com/class-37 to hear a full sound demonstration for this model during July.

● Visit www.keymodelworld.com/class-37 to find all of our Class 37 news, features, reviews and videos online.

FUNCTION LIST	
F KEY	FUNCTION
F0	Lights on/off
F1	Sound on/off
F2	Low horn (variable length)
F3	High horn (variable length)
F4	Brake key
F5	Brake release sound
F6	Buffer up and coupling
F7	Flange squeal
F8	Low-high horn
F9	Engine idle
F10	High-low horn
F11	Fan sound
F12	Coach door slam
F13	Primer
F14	Guard's whistle
F15	Spirax valves
F16	Cab door open and close
F17	Shunting mode
F18	Aux 1 and Aux 2
F19	Momentum off
F20	Volume control
F21	Fade all sounds
F22	No brake squeal

The completed Class 37 comes to life with its new Locoman Sounds audio profile on a Doehler & Haass 8-pin decoder. Here 37411 takes a test run at the head of a set of Bachmann MEA box wagons.





1

The candidate for this project is a Bachmann 8-pin Class 37 from the early 2000s. It is a fairly straightforward project, but complicated by our plan to use a large speaker in the fuel tanks.



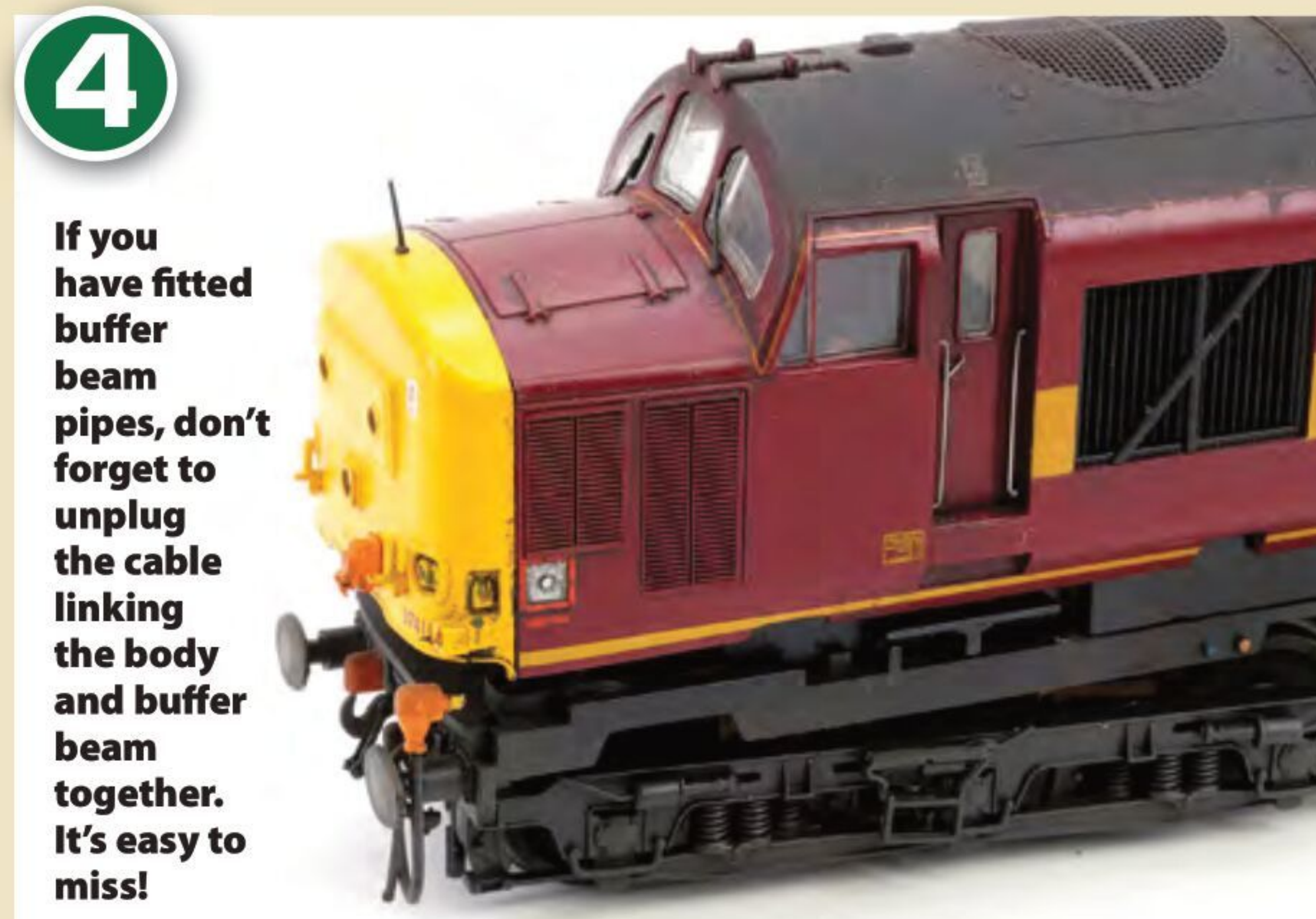
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The first step is to remove the locomotive body. Two screws are located diagonally opposite the fuel tanks. Use a crosshead screwdriver to remove them.



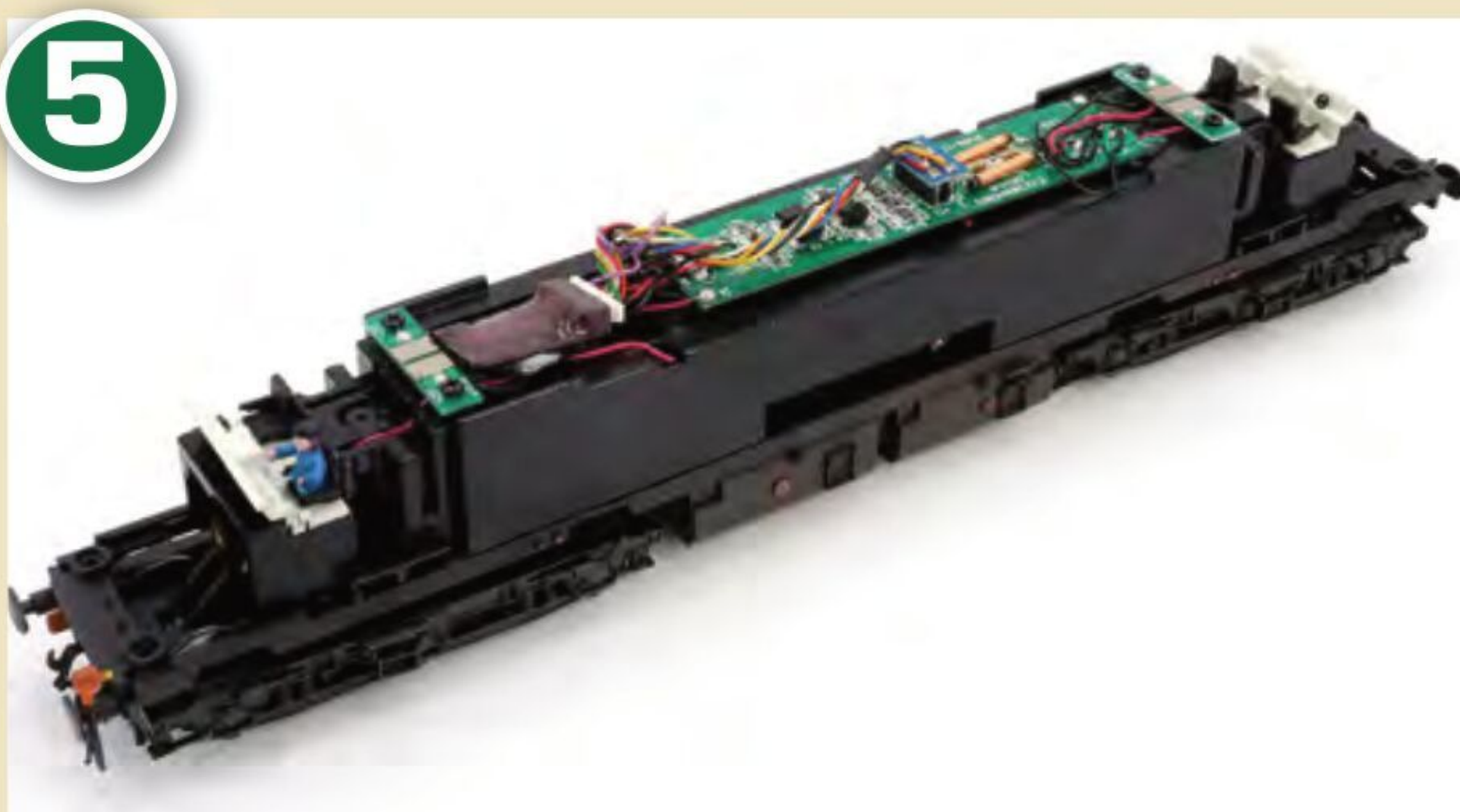
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Four further screws – two at each end – are located behind each buffer. They have the same head type, but are slightly shorter in length. Remove all four and keep them safe for refitting the body later.



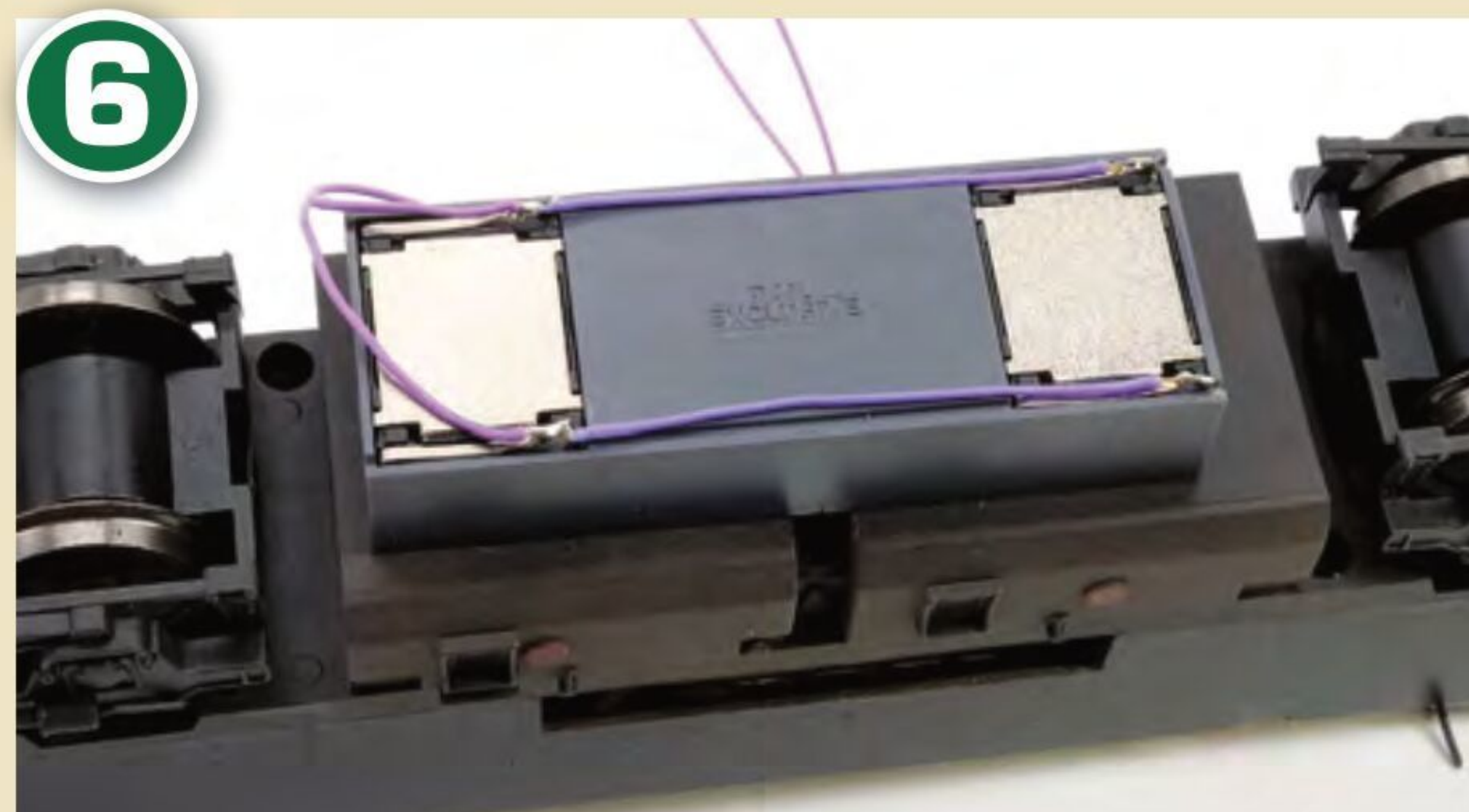
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If you have fitted buffer beam pipes, don't forget to unplug the cable linking the body and buffer beam together. It's easy to miss!



5

With the screws removed, the body lifts up from the chassis. The earlier Bachmann Class 37s have an 8-pin decoder socket and a restricted space for a speaker. This particular model has already been fitted with a standard 8-pin decoder.



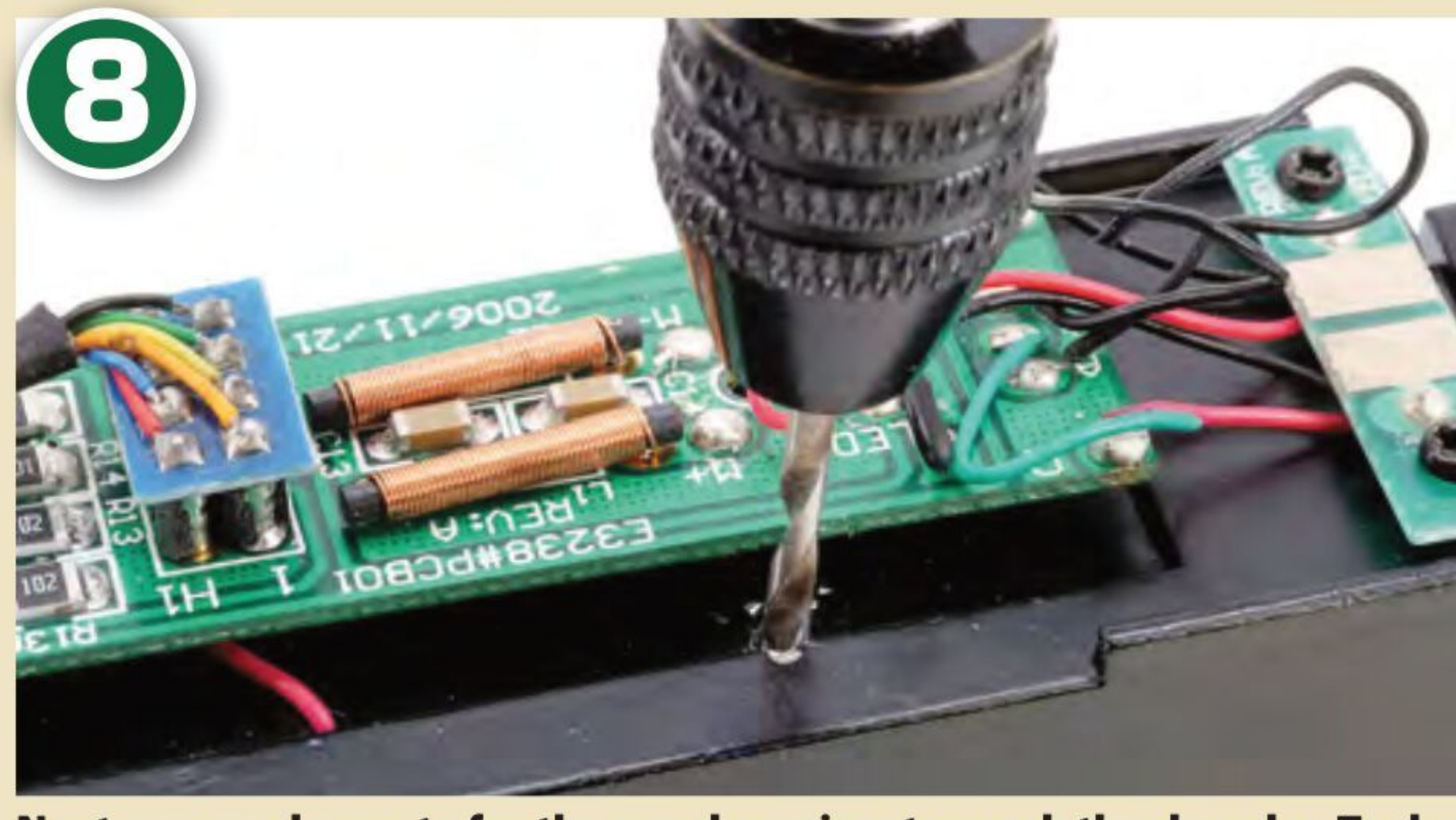
6

The speaker – a Rail Exclusive 55mm x 20mm x 10mm type – will fit comfortably inside the fuel tanks, but needs an opening cutting out. On most of these models there is a metal weight in the tanks which also need to be removed.



7

Having marked out the size of the opening with a craft knife, the scores were cut through to create an opening for the speaker. We kept this as tight as possible to disguise the appearance of the speaker.



8

Next, we need a route for the speaker wires to reach the decoder. To do this, a 2mm diameter hole was drilled through the top of the chassis block into the opening above the trailing bogie cardan shaft. Use a pin vice for this for control.

“How you use the throttle changes how the sound file responds.”

MIKE WILD

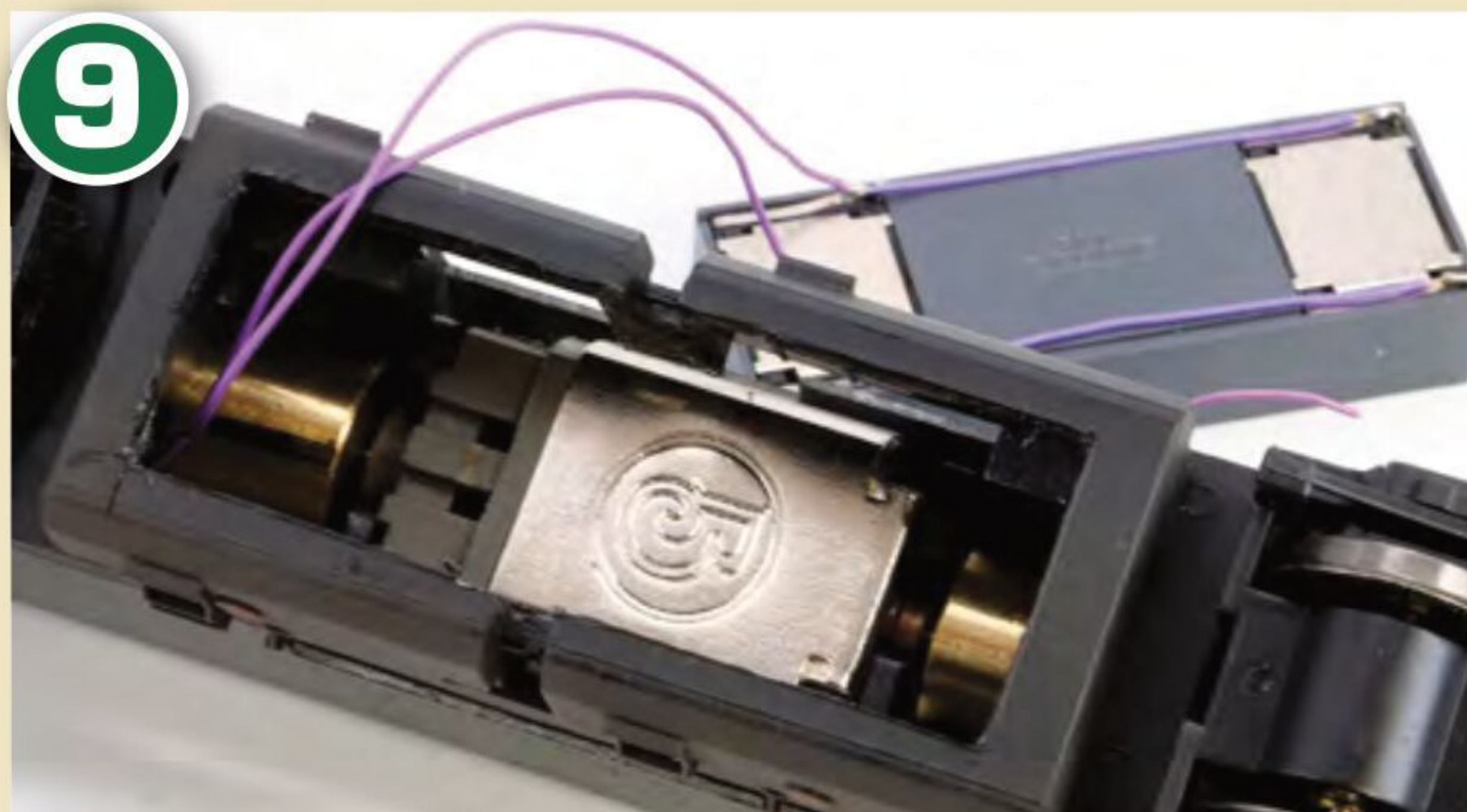
The Class 37s were versatile with the Class 37/4 sub-class being amongst the most useful with Electric Train Heating. On October 24 2006 37410 has just uncoupled from a rake of BBA and BDA steel wagons at Bristol East Docks as it makes a spirited departure.

John Chalcraft/Railphotprints.uk.

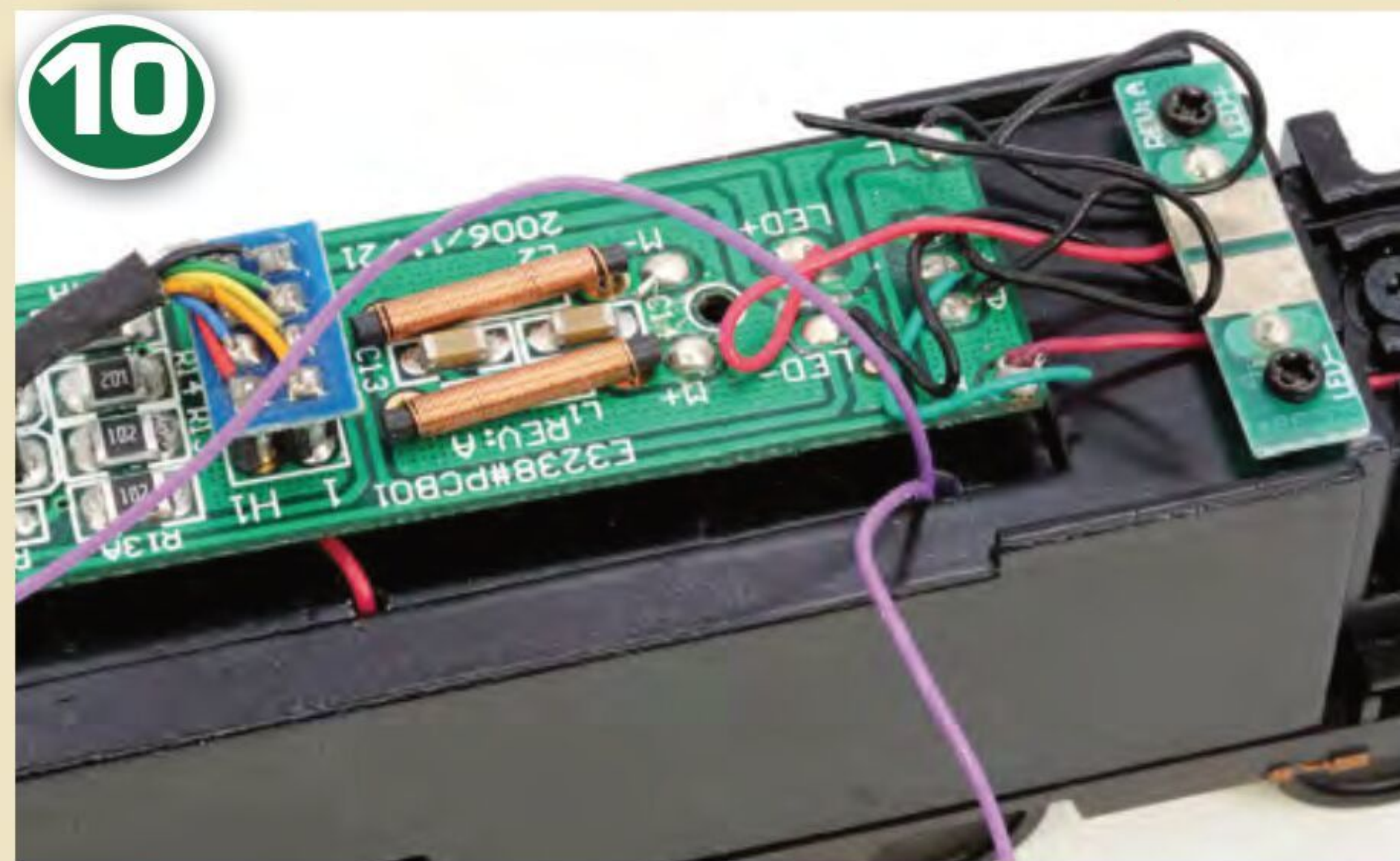


STEP BY STEP INSTALLING LOCOMAN SOUND IN A BACHMANN CLASS 37

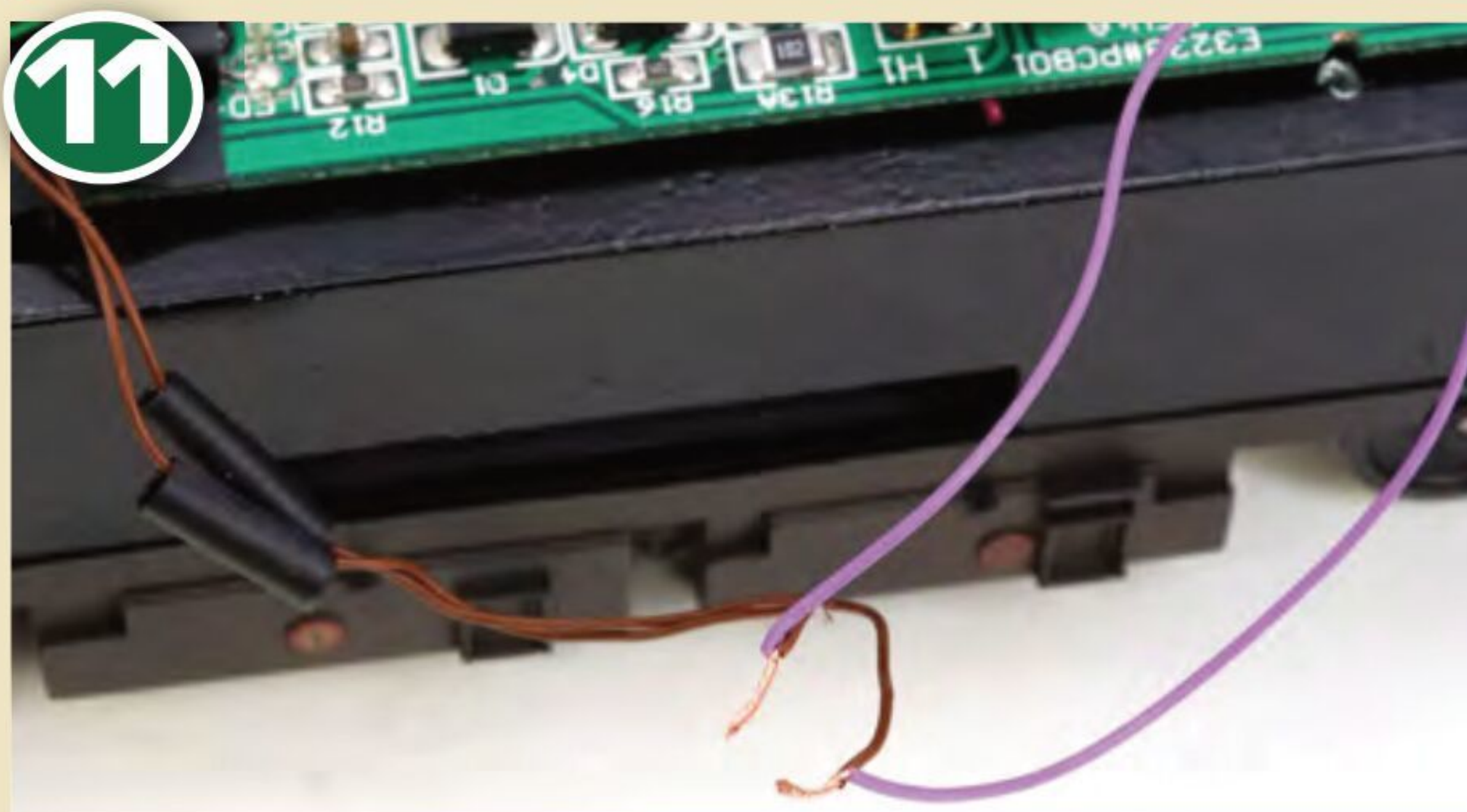
Beginner **SKILL LEVEL** Intermediate Advanced



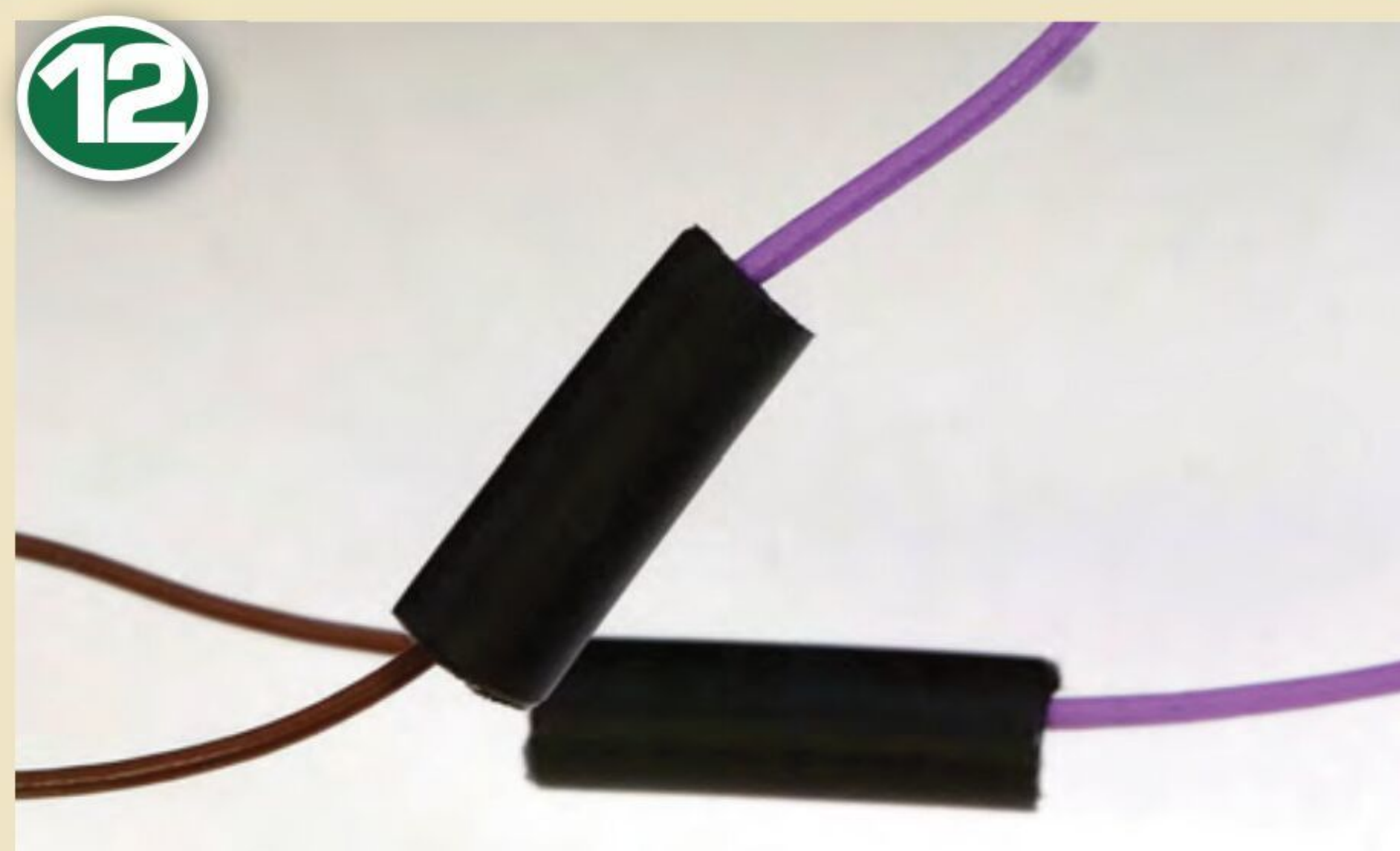
The speaker wires can now be fed carefully through the rear to the fuel tank moulding and up into the metal chassis block, taking care to ensure they don't contact moving parts. Black Tack holds the wires in place through the chassis.



The purple speaker wires are now in the right location which allows the Printed Circuit Board (PCB) screws to be refitted.



The purple wires from the speaker need joining to the brown wires from the decoder. To do this, bare the ends by removing around 4mm of insulation from each wire then twist one brown wire onto each purple wire and solder them together.



To protect the new connection from short circuits, they need to be covered with heatshrink insulation. Slide this over the wires before joining them.

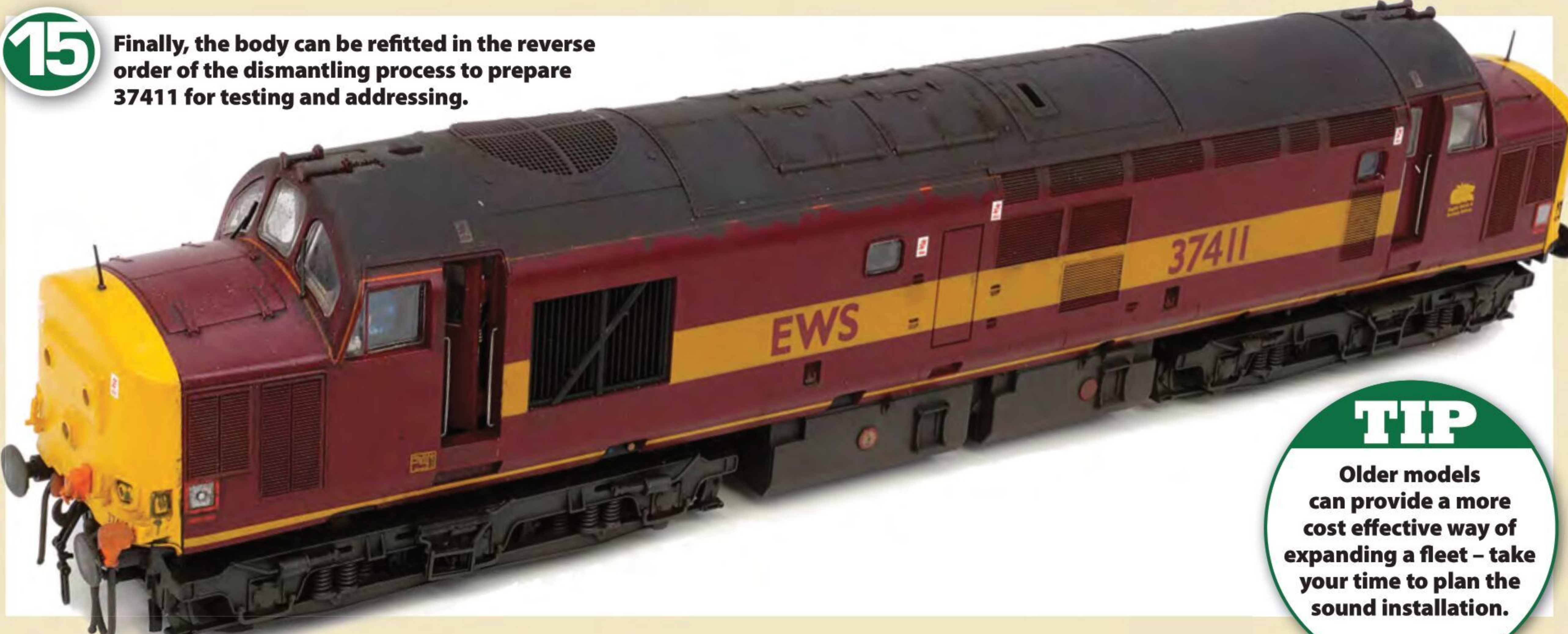


To reduce the size of the heatshrink, use the side of a soldering iron carefully. This shrinks the material around the new joint and ensures it is both neat and electrically insulated.



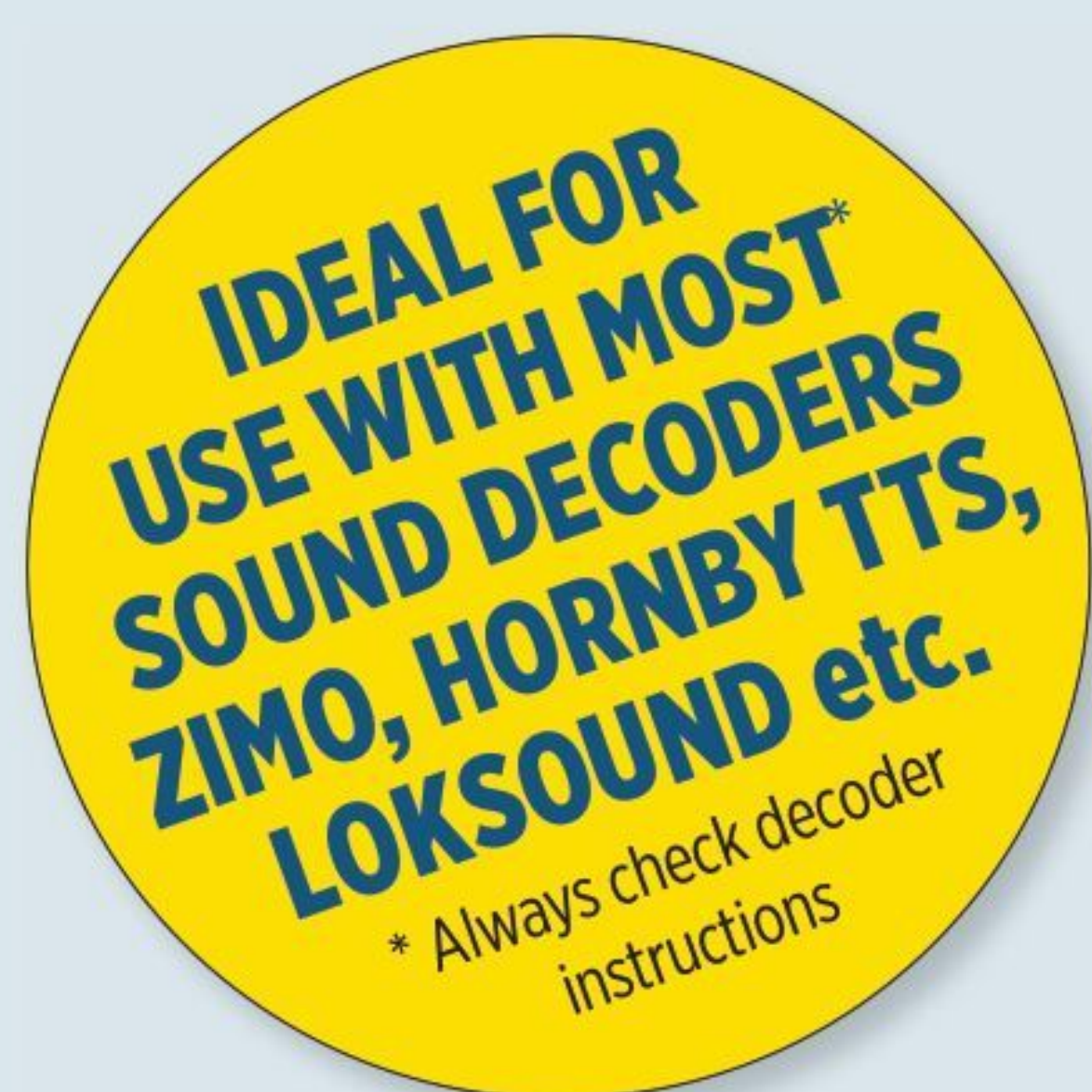
The 8-pin plug of the Doehler & Haass decoder can now be pushed into the socket on the locomotive to complete the internal installation. Ensure the orange wire aligns with Pin 1 marked on the circuit board of the model.

15 Finally, the body can be refitted in the reverse order of the dismantling process to prepare 37411 for testing and addressing.



TIP

Older models can provide a more cost effective way of expanding a fleet – take your time to plan the sound installation.



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Maxi 'Sugar Cube'	15x11x12	Single	8 Ω	1.0 W
'Boomer'	18x13x13	Single	8 Ω	1.0 W
Baby 'Boomer'	26x20x8	Single	8 Ω	1.0 W
Big 'Boomer'	40x20x7	Single	8 Ω	1.0 W
'Boom Box'	40x20x10	Twin	4 Ω	2.0 W
Slim 'Boom Box'	50x15x15	Twin	4 Ω	2.0 W
Chunky 'Boom Box'	55x20x10	Twin	4 Ω	2.0 W
Large 'Boom Box'	50x15x15	Twin	16 Ω	2.0 W

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SOUTH ROAD JUNCTION

The Scottish Borders is the setting for **BOB BRUCE's** 'OO' gauge layout, capturing the last years of steam in this beautiful part of the world.

PHOTOGRAPHY, MIKE BISSET



GAUGE
'OO', 16.5mmSCALE
4mm: 1ftSIZE
8ft x 12ftREGION
MIDLAND/SCOTTISHPERIOD
1950s-1960sCONTROL
DCC, DIGITRAX DCS 200

Right: Displaced from the Western Region, AC Cars Railbus W79975 awaits departure from Greenside station with the branch shuttle.



Below: Fowler '2P' 4-4-0 40663 passes over the River Eden as an angler casts off in the gorge below.



FOLLOWING knee issues that signalled the beginning of the end for my involvement with motorbikes, my wife suggested I should perhaps utilise some of the newly-found spare time with my other passion, model railways.

Back in the late 1960s and early 1970s, I had dabbled in railway modelling and had since retained an interest in happenings within the hobby during the intervening years whilst I had been focused on cars and motorbikes.

With a plan hatched, work began on building a 12ft x 8ft shed in which to house the layout, which was to include electric power, be insulated and feature plaster boarding. This was completed by mid-2008.

When I started this project, Digital Command Control (DCC) was still a fairly new concept and I decided that it would be the way to go. I sold any old analogue stock at this point and decided the layout would be a simple no-frills track for mine and my grandchildren's amusement.

Having no knowledge about DCC, I visited Invergowrie Model Centre and was put in touch with Newburgh Model Rail Specialist, Steve Caird, who came along and advised me. With his help and advice to maximise what could be achieved, work started on the as yet unnamed layout, which was to be a continuous run layout, together with a single line branch terminus.

LOCATION

And so, South Road Junction was born. It is loosely based on a Southern Scotland/Northern England theme with the stock and motive power reflecting the 1950s/1960s era of south west Scotland and Carlisle, thus allowing ex-London, Midland & Scottish, London and North Eastern and BR Standard steam designs, plus early diesels.

The layout is based on a small town with the railway as its main employer, the engine shed providing servicing facilities for steam and diesel. From the junction, a single track branch crosses the Eden Gorge »



3 Left: Clayton Type 1 Bo-Bo D8612 restarts its mixed goods train at South Road Junction, as a Thompson 'A2/1' 4-6-2 backs under the coaling plant.

4 Right: Brisk business for the Greenside branch as the AC Cars railbus calls at the wayside halt to pick up passengers.

5 Below: A busy scene at South Road Junction station as a fresh footplate crew prepares for the next leg of the journey with LMS 'Royal Scot' 4-6-0 46102 *Black Watch* at the head of an express train.



before climbing past Castlerock Halt and on to a small country village – Greenside – where the line was truncated in the early 1950s.

At South Road, I have used modeller's licence in that a motive power depot (MPD) this size would not have had a coaling tower, but I liked it and it adds a different dimension to the scene. Also, being a shed in the 1960s – we never referred to them as MPDs – it allowed for more locomotives on the layout.

Greenside has a small station with a bay platform and goods yard mainly for the local coal merchant and the occasional delivery of timber. There is also a small single road engine shed (sub shed of South Road) where a locomotive is stabled for use on an early morning departure for commuters. A diesel shunter is usually also stabled here for pilot duties.

The introduction of railcars has been tried as a cost cutting measure, but they have been prototypically unreliable, so steam and early diesel locomotives provide the main service.

The station also has a busy parcels office, with local delivery by road using a Scammel mechanical horse; the post office also makes use of the branch line for mail traffic.

Leaving Greenside, the line crosses the road bridge and heads toward the small halt at Castlerock which serves local tourists and hikers visiting the castle ruins. Beyond this, there is another bridge which spans the River Eden in the rocky gorge, which is a well-known haunt for anglers. »

“When I started on this project, Digital Command Control (DCC) was still a fairly new concept and I decided that it would be the way to go.”

BOB BRUCE



 Above: Hughes 'Crab' 2-6-0 42917 emerges from the tunnel into South Road Junction station at the head of a loaded coal train.



 Above: Ivatt '2MT' 2-6-0 46464 slows as it enters the loop at South Road Junction, heading a mixed goods. The line curving away in the background is the branch to Greenside.



The line then skirts the railway cottages on the left overlooking the sheds, before arriving at South Road Junction where services can either terminate and run round for the return journey or continue to a further destination.

South Road Junction has two through roads, two bay platforms and connections for Royal Mail traffic. There are also two signalboxes – the main one at the junction and a smaller station box which oversees the level crossing. To one side of the station is the motive power depot which has coaling and turning facilities and can carry out minor repairs and servicing. On the diesel side there is a small refuelling point.

From the station, the main line continues across the River Eden and towards the tunnel where Up and Down refuge sidings are overseen by Castlerock signalbox, before entering Box Tunnel.

OPERATING SYSTEM

Having decided to go fully DCC, I initially opted for the Bachmann Dynamis digital system, but with the layout (and stock) growing at considerable pace I was concerned it might not be able to cope with everything required of it. On the advice

of Steve Caird I decided upon the Digitrax DB 150 system. However, it was still early days and with the advent of digital sound I mistakenly thought that adding just a few steam and diesel locomotives for effect would be fine. Some 70 or so locomotives later, that idea didn't last!

The layout usually features ten to 12 locomotives at a time - not all sound-fitted though. As a result, it was time for another upgrade, the Digitrax DCS 200 eight-amp system, which has proved a great investment. It features two handsets, one tethered and one radio.

The points work with SEEP motors and are controlled through the handsets via Digitrax DS64s while the branch terminus points can be set individually or with route setting. Signals are Dapol working semaphores with Train Tech modules which can be selected through the handsets. The exceptions are the South Road starters and another couple, which are controlled by a Heathcote Electronics 'magic eye' buried in the ballast, but with an override switch if trains are due to stop at the station.

The bracket signal at Greenside is one of Dapol's excellent models, while the turntable is Heljan – DCC controlled

through the handset. This is an excellent system and with a bit of patience is not difficult to use: in fact my nine-year-old grandson can operate it as well as I can.

Rolling stock has been fitted with Kadee couplings and delayed-action uncoupling is possible thanks to strategically placed magnets between the rails, which enables hands-free uncoupling and run rounds at the stations.

During the first lockdown, Steve updated the firmware on the Zimo decoders and remapped some of the CVs so F4 now performs the Zimo shunt shuffle once trains come to a stand above the magnet and the Kadees uncouple, an excellent addition.

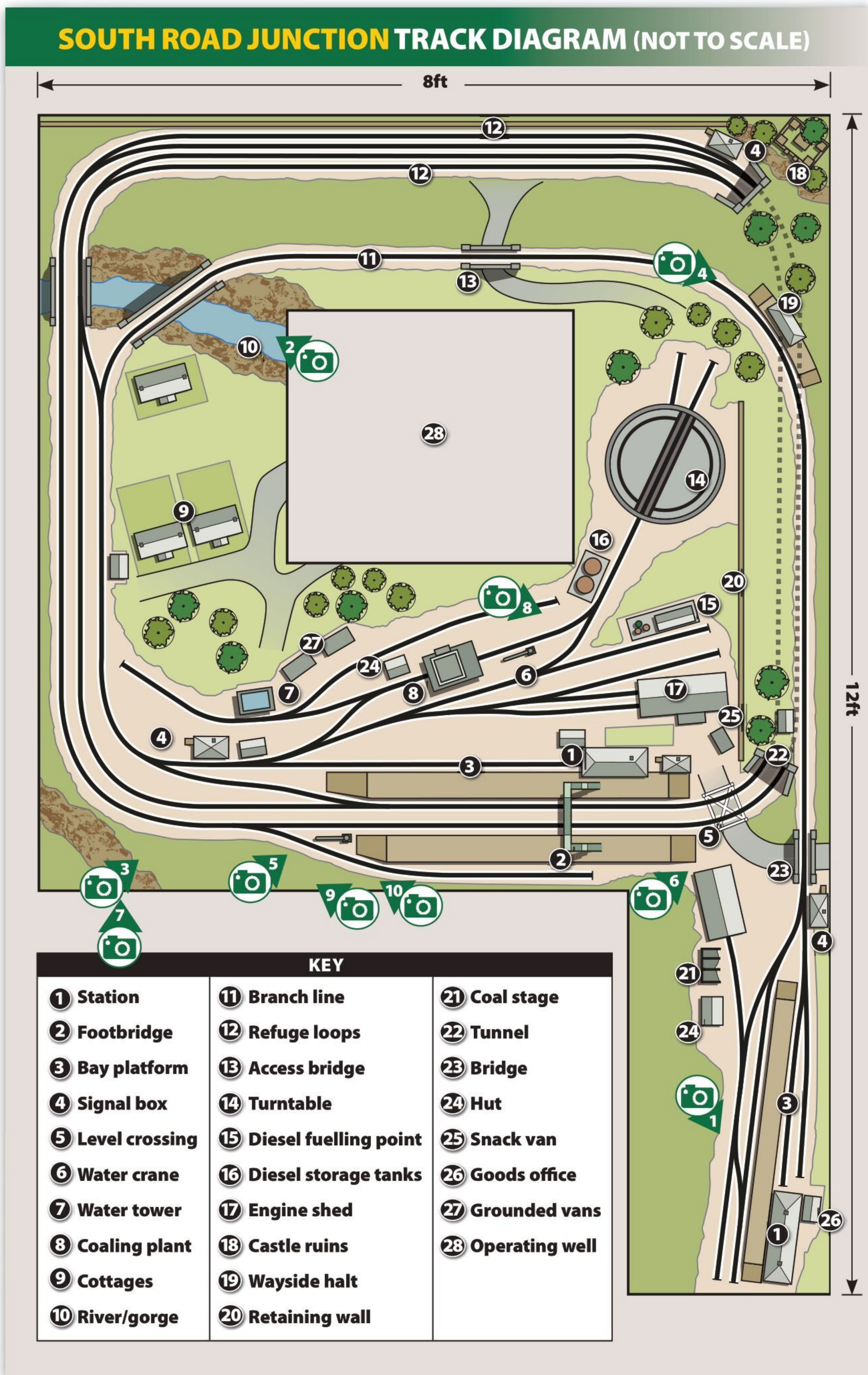
The layout has been designed for single person operation, but a second operator can take control of operations on the branch while the other is running the main line and shed.

TRACK AND SCENERY

Track is Peco code 100 and has been beautifully weathered by my wife, then pinned and ballasted using Carrs Ballast. The hills were built on polystyrene and covered with Modroc, before painting. A final coating of static grass was then >>

 Diesel refuelling facilities are also available at the Motive Power Depot, as a Class 27 and 08 await their next turns of duty.





9 On a mission, 'Black Five' 4-6-0 45010 rounds the curve on approach to South Road Junction station hauling the area's breakdown train, while a diesel-hauled freight waits patiently in the loop.



10 Workstained North British Type 2 Bo-Bo D6114 rumbles past South Road Junction signalbox with a mixed goods train.

applied. The rock faces are my wife's contribution, using Woodland Scenics casts. I built them into the cliffs which filled the corner nicely.

The river bed was developed using Woodland Scenics Realistic Water, while the buildings are a mixture of Skaledale and Scenecraft resin structures – some repainted to reflect the chosen area. Many of the trees are from the Model Tree Shop and are very effective. Figures are a mixture of Bachmann, Hornby and some by Pete and Julie Goss of The World's End layout, while the lights were sourced from Kytes Lights. A condemned 12ton van with Hornby sound effects (Twin Track Sound) can be switched on for short periods using DCC control too.

Some minor detailing has yet to be completed within the shed area.



MOTIVE POWER

The mainstay of steam motive power includes a pair of Stanier 'Black 5' 4-6-0s fitted with Loksound 3.5 decoders and Howes sound projects, which have been excellent performers, together with two LMS 'Crab' 2-6-0s – 42789/42917 – fitted with ZIMO decoders and You Choos sound files.

The roster also features Bachmann 'A2' 4-6-2 60532 *Blue Peter* and renumbered Hornby 'A2' 60510 *Robert the Bruce*, fitted with the Hornby Twin Track Sound (TTS) 'A3' sound file, a Hornby TTS 'J36' 0-6-0, Ivatt '2MT' 2-6-0 46464 – again with ZIMO decoder and You Choos sound file, a 'WD' 2-8-0 fitted with a ZIMO Digitrains sound file and Hornby LMS 'Royal Scot' 4-6-0 46102 *Black Watch* with ZIMO Digitrains sound file.

Other locomotives also seen passing through from time to time include LNER 'A4' 4-6-2 60009 *Union of South Africa* fitted with ZIMO Paul Chetter sound files, LMS 'Duchess' 4-6-2 46252 *City of Leicester*, BR 'Clan' 4-6-2 72008 *Clan McLeod* and a variety of Riddles Standard designs, plus Stanier 2-8-0s, 2-6-4Ts, 'Jubilee' 4-6-0s and an original 'Patriot' 4-6-0. The shed pilot, if steam, is a 'Jinty' 0-6-0T with a ZIMO Digitrains sound file.

Diesel locomotives comprise mainly early designs and include pairs of Heljan Class 27s with Howes sound and Bachmann Class 20s with Hornby TTS decoders. There is also a Class 17 with a ZIMO Digitrains sound file and a Class 37 with ZIMO YouChoos sound file. Classes 24, 25, 45 and 47 also pass through occasionally to expand the variety.

Diesel Multiple Units comprise two-car Class 101 and 108s, fitted with ZIMO decoders and Digitrains sound files. These are used for the Greenside through trains. Another favourite is the AC Cars railbus which I remember on the Kilmarnock to Dalmellington service in the early 1960s, which is fitted with a sound decoder as well, while waiting in the wings I have a Park Royal railbus due to come into service later this year.

Weathering has been applied to much of the fleet and I am currently working towards getting the remainder finished in a similar fashion.

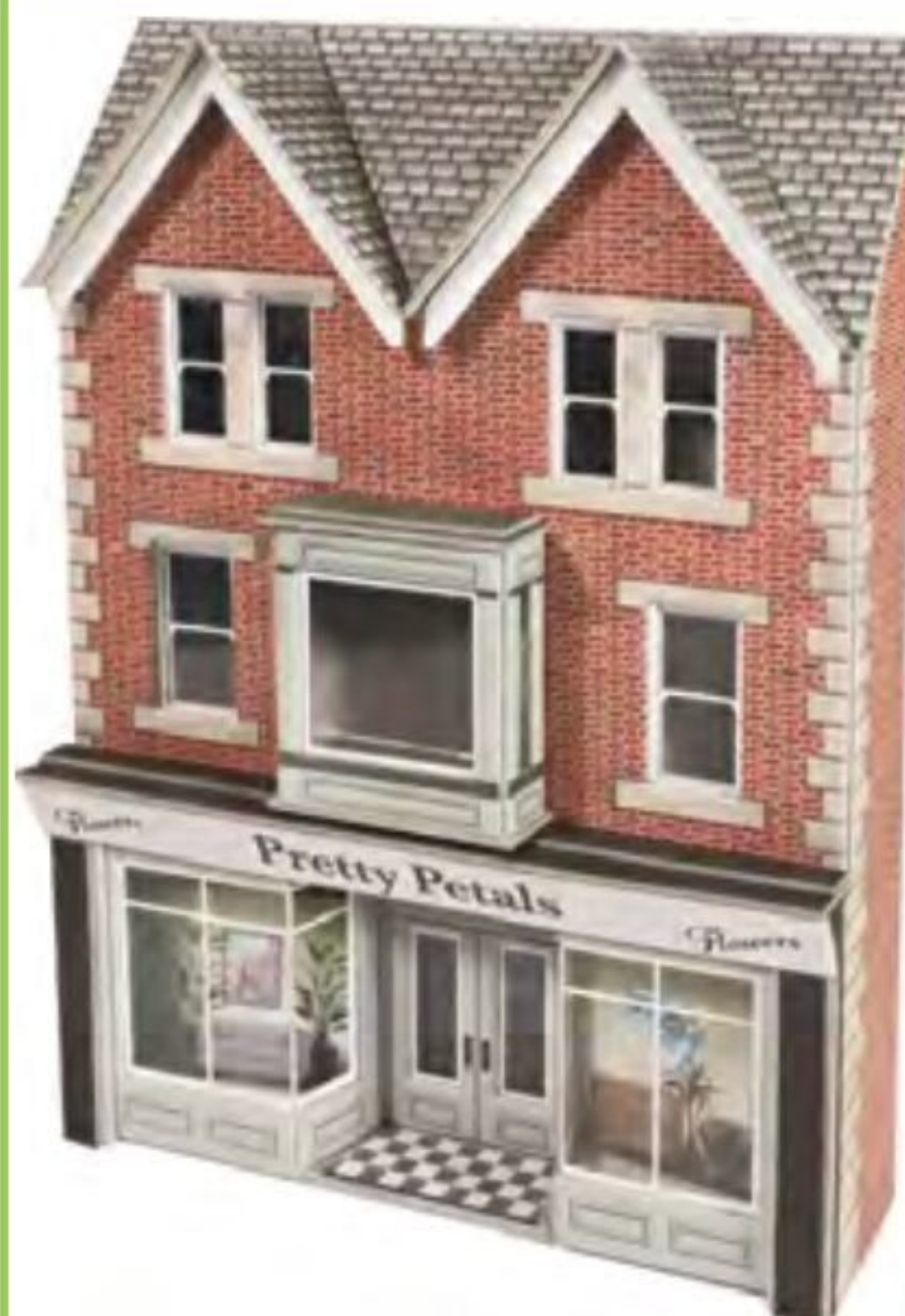
I hadn't planned for South Road Junction to develop quite like this, but I hope it gives a flavour of the railways in an area which has changed often beyond recognition since those halcyon days. **HM**

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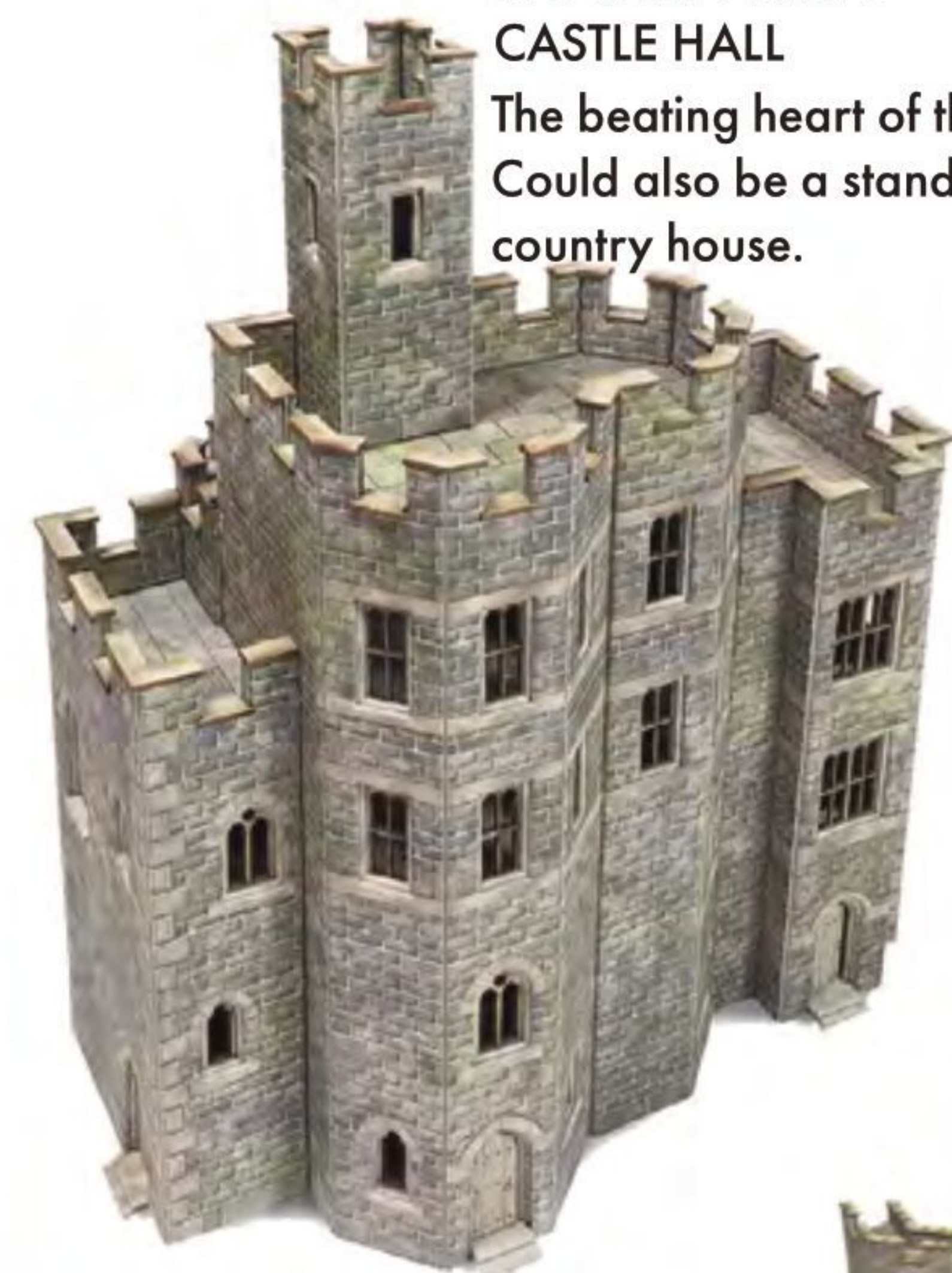
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Eastern promise... **UNFULFILLED**

The recent introduction of a model of the 1903-built petrol-electric Autocar has aroused much interest in early forms of alternative traction – many of which were pioneered by railways in North Eastern England, as **EVAN GREEN-HUGHES** explains.

ALTHOUGH STEAM locomotives hauling rakes of carriages were always considered the default train formation, almost from the start it became apparent there were circumstances where this concept was not ideal. Amongst these were lightly-loaded services where one or perhaps two coaches were used and where the high cost of providing a separate steam locomotive made working uneconomical.

Matters came to a head towards the end of the 19th century when the advent of the electric tram threatened the railway's monopoly of urban traffic, impacting particularly on branch lines within built-up areas, which struggled to compete. Several railway companies experimented with the idea of producing a very small steam locomotive and articulating that to a single passenger coach which could be

driven from the trailing end, but many of these were unsuccessful and the idea soon died out.

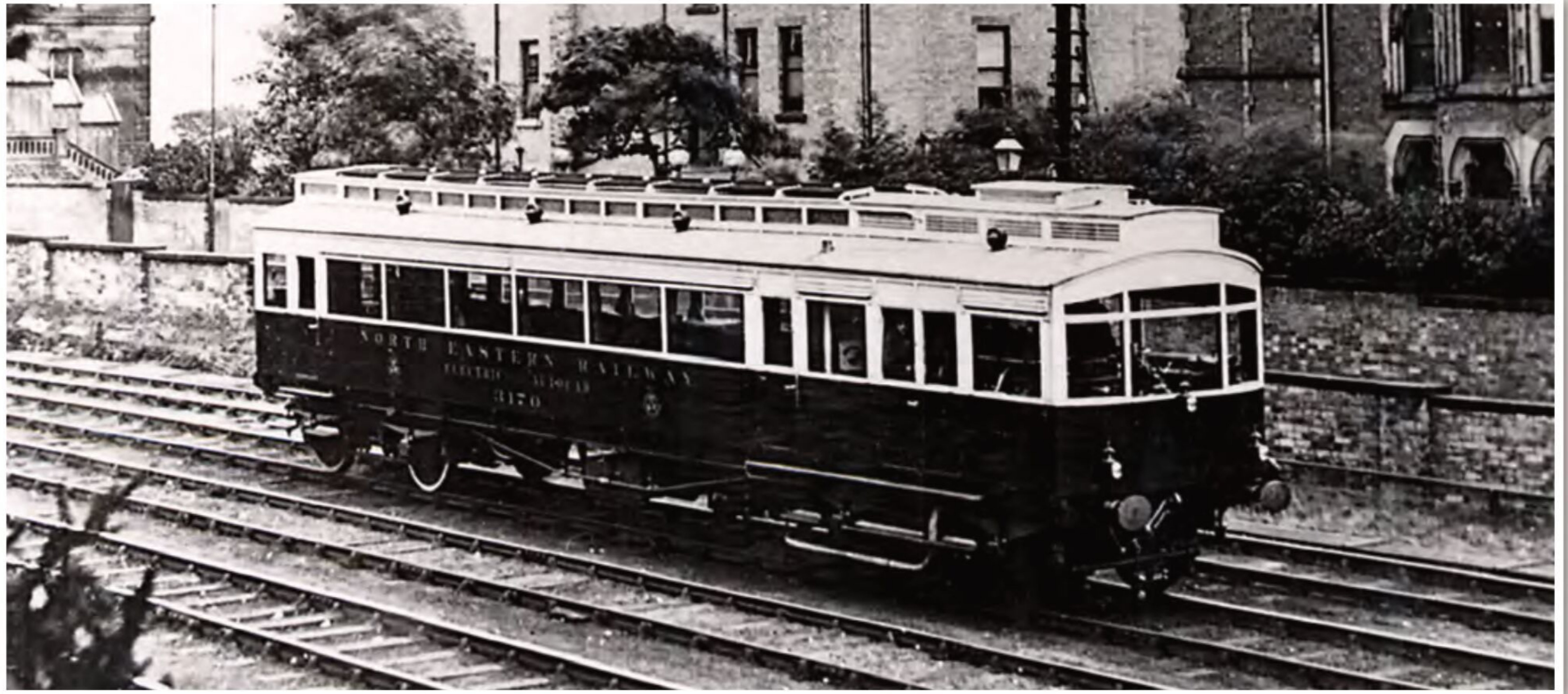
The North Eastern Railway was always a forward-thinking company and in the early years of the 20th century was engaged in electrifying the North Tyneside suburban system, for which it was building a fleet of wooden-bodied bogie vehicles. Two of these were turned out experimentally in 1903 as single-car Autocars. This involved fitting them with petrol engines and generators which provided electricity to power the traction motors in a similar way to fully-electric vehicles.

Originally, Napier 85hp engines were used but these were soon found to be inadequate for a vehicle weighing in at more than 35tons and subsequently a Wolseley 85hp unit was tried which lasted

for 20 years before one car was fitted with a 225hp engine which was supplied by the Slough Trading Company and was reputed to be second-hand and previously installed in a tank!

The Autocars were tried out between Hartlepool and West Hartlepool where there was a need for a rapid and frequent service to combat tram competition but they were soon moved and found work on Scarborough to Filey trains, particularly during the summer. Later they worked the Cawood Branch near Selby with some diagrams continuing to York and in the Harrogate area. After some years disuse they were withdrawn in 1930, with one »





Above: NER petrol electric Autocar 3170 approaches Scarborough station in the early 1920s while still carrying its original red and cream colour scheme.
Ken Hoole Study Centre/Electric Autocar Trust.



Left: Two petrol electric Autocars were built by the North Eastern Railway for light passenger work. Following initial service in Hartlepool the pair moved south and saw use around York. In July 1923 following a rebuild and repainting into LNER brown, 3170 and a trailer coach pass Poppleton Junction, York.
Ken Hoole Study Centre/Electric Autocar Trust.

surviving long enough in static use to eventually be rescued and restored for use on the Embsay and Bolton Abbey Railway.

THE RAILBUS

Although the Autocars were not especially successful, mainly due to the use of low-powered petrol engines, experiments with alternative traction continued. In 1922 the North Eastern Railway, which also operated some bus services, took one of its Leyland road vehicles and converted it for rail use. Numbered 130 after conversion, this vehicle looked like a conventional bus, although it had a second driving position at the rear and rail wheels.

Allocated to York it worked to places such as Haxby, Earswick and Copmanthorpe for a year before migrating to Selby where it remained, apart from an appearance at the 1925 Stockton & Darlington Railway centenary celebrations. This vehicle came to a premature end when it caught fire while being refuelled at Selby, apparently after a fitter checked the fuel level with a naked flame!

After the grouping the North Eastern was swallowed up by the London and North Eastern (LNER) but the appetite for innovation continued. A third petrol-electric, 2105Y, emerged in 1923 and although this resembled a normal railway coach it had a bogie at one end and a single axle at the other.

Fitted with a 105hp Daimler engine, this train was capable of 40mph and successfully took over from the Leyland bus on the York duties, working these until the stations involved were closed in 1930. Although then transferred to Hull it did little more work and was taken out of service after only 11 years.

HIGH SPEEDS

By 1931, the development of high-speed diesel engines meant a diesel-electric railcar then became a possibility and the Newcastle firm of Armstrong, Whitworth and Co designed and built its own version for demonstration. This had a 250hp Swiss Sulzer power unit with an above-floor engine and generator housed in the main body, which was supplied by Cravens of Sheffield.

“The North Eastern Railway was always a forward-thinking company in the early years of the 20th century.”

EVAN GREEN-HUGHES



The LNER built a petrol powered inspection vehicle, 23768, in 1931. It had a four-wheel chassis. [Getty Images.](#)

Named *Tyneside Venturer*, this vehicle ran very successful tests in the Middlesborough area before being purchased by the LNER. This was followed by the *Lady Hamilton* and the *Northumbrian*, all of which put up spectacular performances, achieving speeds of up to 60mph and finding use all over the area, including around Leeds. These cars lasted until the late 1930s and amassed around 200,000 miles each with many of their duties involving deployment to lines where cutting operating costs was critical.

Despite their operating success, the Armstrong Whitworth cars were always considered to be somewhat unreliable and during their lives they spent much time out of service awaiting parts or engine repair.

A further railbus, 294, also made an appearance in 1933 although this was a rather more frail affair which had a spectacularly unsuccessful life. Again built by Armstrong Whitworth, this one had a more streamlined body and was intended to be lighter than the previous cars.

It managed to catch fire on its demonstration run, needed a complete power unit overhaul after two years and

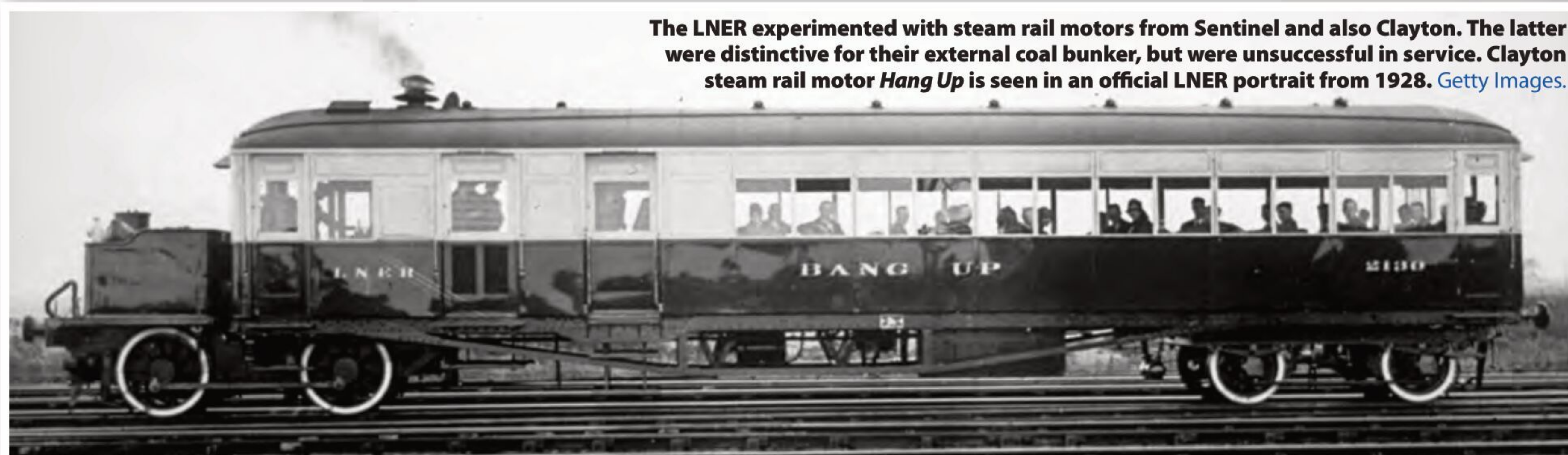
suffered so many mechanical issues that by 1935 it had only managed to cover just over 5,000 miles. After struggling on for a couple more years with numerous defects it was put out of its misery in 1939 after having covered only about 125,000 miles.

Many of the failures of the diesel-electric cars were down to electrical issues, particularly flashovers, and this led to recommendations that simple mechanical transmission, such as that then in use by the Great Western, should be tried, but this request fell on deaf ears and instead all the Armstrong Whitworth cars were withdrawn, to be replaced with conventional steam traction.

THE SENTINEL RAILCARS

While experiments with internal combustion were in progress there were also attempts to improve the efficiency of steam propulsion for light passenger use. In 1923, the Sentinel Waggon Works of Shrewsbury produced a steam railcar for use in Jersey which proved successful. The LNER decided to try two of these with similar results and so between 1925 and 1932 the company bought no fewer than 80 of the type for light and secondary work.

The Sentinel railcars used technology developed for the firm's road vehicles and incorporated a vertical boiler which fed horizontal engines with double acting pistons only a fraction of the size of those normally deployed on conventional steam



The LNER experimented with steam rail motors from Sentinel and also Clayton. The latter were distinctive for their external coal bunker, but were unsuccessful in service. Clayton steam rail motor *Hang Up* is seen in an official LNER portrait from 1928. [Getty Images.](#)



Experiments with petrol powered railway vehicles continued into the LNER period. 2105Y was built in 1923 and had an unusual arrangement with a single axle at the rear and bogie to the fore. It was captured on film in 1925. [Getty Images](#).

locomotives. These drove chains which in turn moved the wheels. The workings were encased in a bogie-mounted body not unlike that used on the Armstrong Whitworth cars with the boiler completely encased at one end and with a driving position at each end, while steel was mainly used in construction in contrast to the wood still predominant in normal coach production.

As the orders increased, modifications were introduced, in particular larger boilers and more powerful engines and the use of gears and then shafts, rather than chain drive. In 1930 a number were turned out with two engines, giving them a rating of 200hp which was very similar to the most powerful of the diesels. There was also a twin-car articulated unit.

These cars worked very successfully on a number of branches, particularly in the Whitby, Scarborough and Saltburn areas but went as far afield as Hull, Nottinghamshire, Carlisle and Scotland.

The first two cars were in East Anglia for a while and are known to have worked the Mildenhall branch amongst others. For a while there were also diagrams from King's Cross to cover the Edgware branch.

Issues with broken drive chains affected the first batch and the type proved problematical to maintain, particularly the boiler. Withdrawals began in 1939 but the Sentinels had proved their worth to many, so much so that when British Railways was considering what to do with its branch lines in the early 1950s the idea of using a modernised version of the Sentinel was suggested as an alternative to Diesel Multiple Units.

There was also a second type of steam railcar, which was far less successful than the Sentinel and these were 11 supplied by the Clayton Wagon Company of Lincoln in 1927-1928. Unlike the Sentinels, the engine part of the railmotor was a separate component and was carried on the front bogie. The two-cylinder engine had a

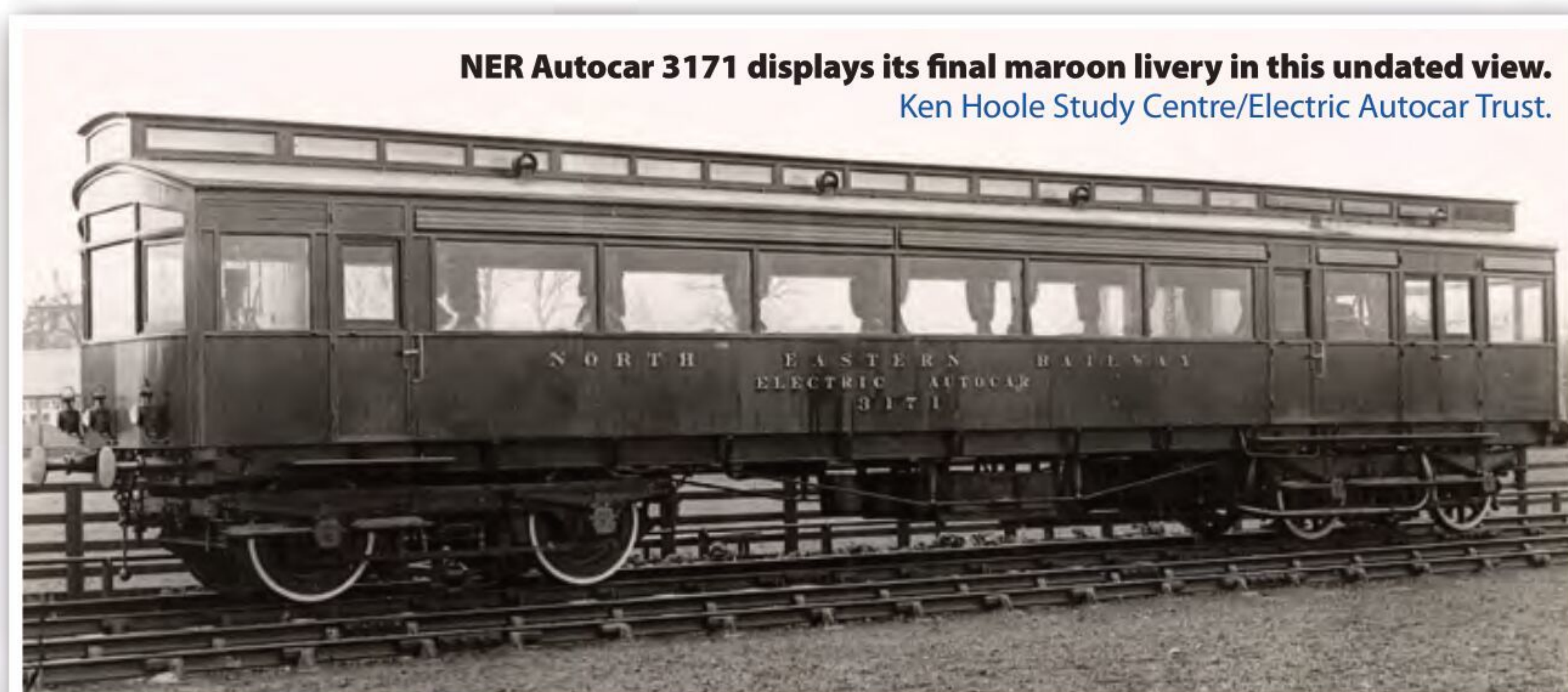
different valve arrangement and drove one axle via a spur gear while the two 'driving' wheels were connected locomotive-fashion by coupling rods. At one end was a conventional coal bunker, which looked most odd attached to what looked like the end of a coach.

In service these cars proved something of a disaster with frequent crankshaft failures and defective boilers and they cost considerably more than the Claytons to run as well as being out of traffic more often. Withdrawals started in 1936 and the last one had gone by the following year, the then 10-year-old railcars being replaced by 40-year-old steam push-pull formations.

A BLIND ALLEY?

In the end none of these railcars proved to be entirely successful. The development of internal combustion vehicles would have to wait for more powerful engines to be invented while the excursion into steam railcars proved to be a dead end. However, the search for ever more economical lightweight trains continued and it was fitting that it was the North East that received the first of British Railways' new diesel units when they were introduced in 1954.

The introduction of Rails of Sheffield's exclusive 'OO' gauge Autocar model may inspire many of us to try building a compact period layout suitable for one of these short trains and who knows, in time, we might even see some of the other competitors from this interesting period in history produced as ready to run models. **HM**



NER Autocar 3171 displays its final maroon livery in this undated view. [Ken Hoole Study Centre/Electric Autocar Trust](#).

STAFF PROJECTS

New levels for **NEW Junction**

The initial draft of the track plan is complete - but will it actually work? Eager to get trains running on his 'OO' gauge New Junction layout, **RICHARD WATSON** takes a cautious approach which uncovered some unexpected challenges.

TWO MAIN CHALLENGES stood in the way of achieving my ambitious plans for New Junction Two (HM178). I wanted to create a layout that wasn't traditionally flat, while being able to expand the size to suit long modern train formations such as the new Hornby Class 91 and Mk 4s.

Classic traction is set to run alongside modern motive power for the new incarnation of New Junction, as a heritage line has been incorporated into the scheme.

Having settled upon a first draft track plan which demonstrates the layout in what I like to call 'garage mode' and in the extended 'exhibition mode', I reckoned I was within a few tweaks from having a plan to work with. While a modern image main line is great for running fast and long trains, from a model railway point of view there

isn't much play value, especially with passenger stock on a layout without a station. A heritage line is the perfect counterpart, adding all the elements missing from the main line, giving the operator the best of both worlds. While the main line trains whizz past, the heritage railway has the station, sidings and operational challenges that come

with a single track preserved line.

There was also the desire not to have a flat layout as I'd like the scene to look as though it was always there and that a group of volunteers had restored an old railway line to the present day. The only way forward in my mind was to create the railways at different heights to each other, so the lines »





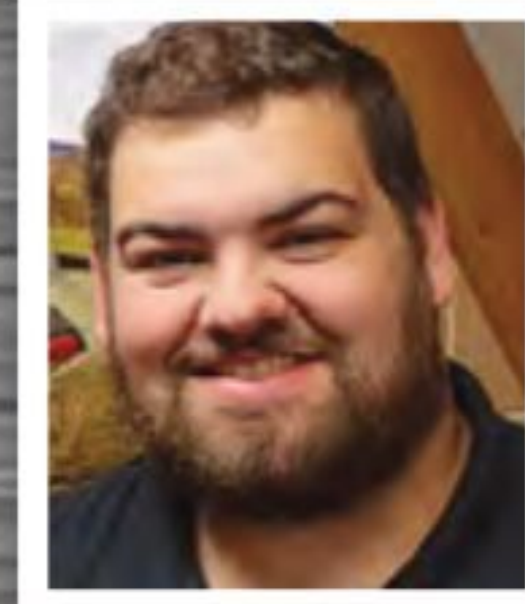
MIKE WILD

Mike is busy preparing more modern image stock ahead of Hornby Magazine's autumn exhibition plans, when West Coast Cement is set to take on a distinctly East Coast appearance.



MARK CHIVERS

Mark has been working through a few of his recently acquired 'OO' gauge AC electric fleet with new Class 85, 87 and 90 Bo-Bos set to receive fresh identities and light weathering.

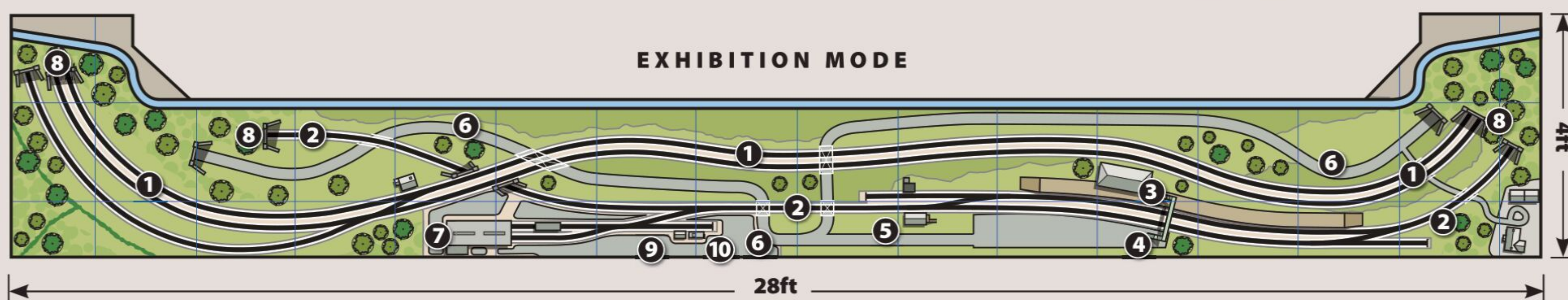
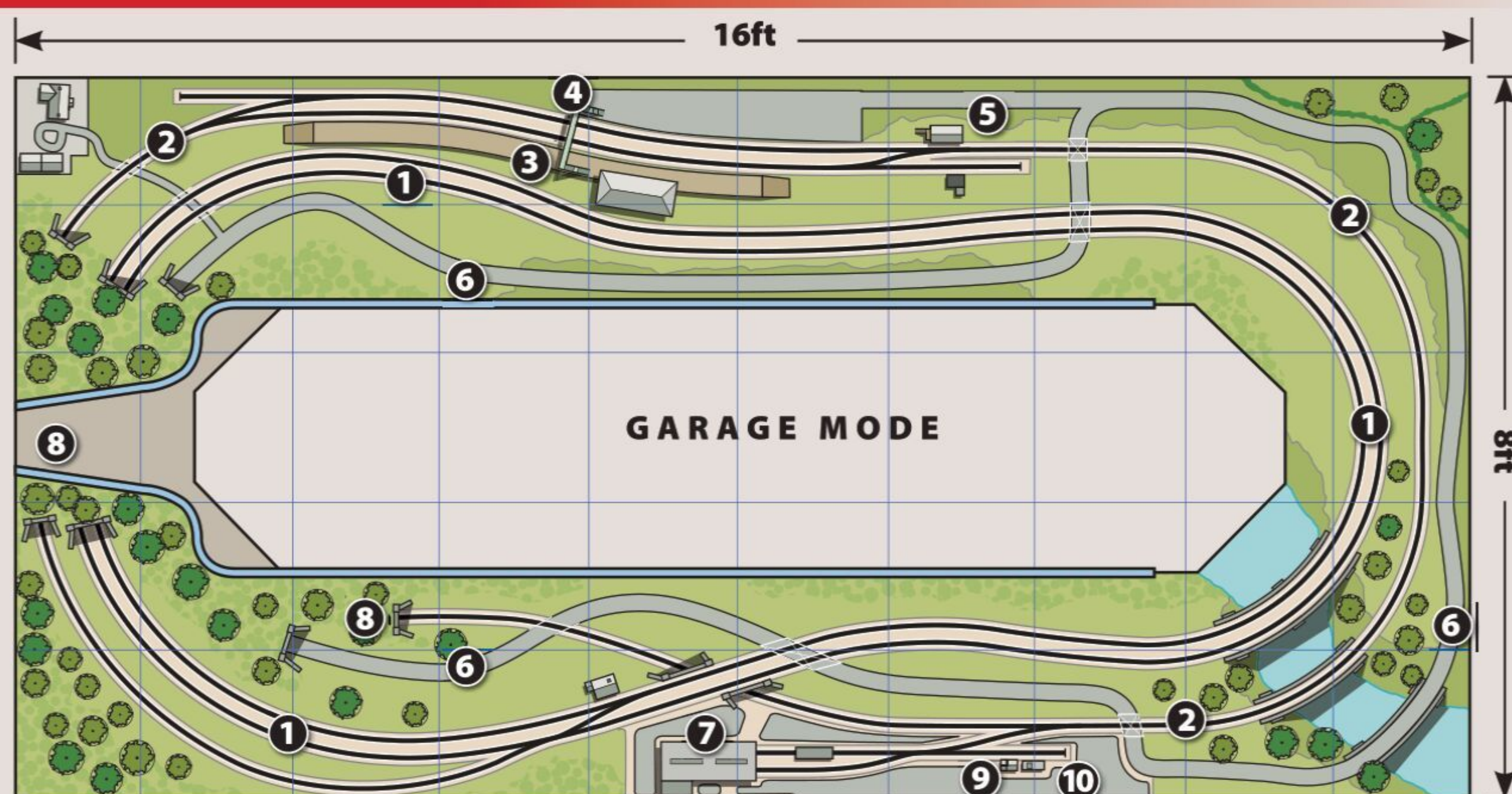


RICHARD WATSON

With baseboards now in place, Richard has been planning the track plan for his all-new New Junction 'OO' gauge layout, which is to feature two formats for home and exhibition use.

NEW JUNCTION TWO TRACK DIAGRAM (NOT TO SCALE)

KEY	
①	Main lines
②	Heritage line
③	Station
④	Footbridge
⑤	Signalbox
⑥	Road
⑦	Engine shed
⑧	Tunnel
⑨	Coaling stage
⑩	Water tower





The novel track plan has been designed for 'garage' and 'exhibition' configurations, incorporating a multi-level format. In 'garage' mode it measures 16ft x 8ft.



A double-track main line is set to pass over the heritage line below, with scenic breaks such as tunnels giving the impression of lines weaving in and out.



Using a 'OO' gauge double-decker bus is a good way of checking bridge clearances.



The planned engine shed junction took up too much space, so a Peco code 75 bullhead single slip crossing was used to improve the appearance and operation.



can weave in and out - giving the impression they don't come and go from the same origin. Added to that, the lower trackbed was also to be raised so I could really have control of the ground level, giving me the option of creating an undulating scene and not being dictated to by the baseboard.

LAYING THE LINE

The first step was to get the heritage line trackbed down. I cut supports to the desired height using 18mm x 75mm timber and laid more 12mm plywood sheet onto them. Then followed the track, as if I was creating a model railway on a flat baseboard. Once happy with the track position, I traced the outline with a pencil and cut the plywood sheet with a micro saw, leaving a roughly 80mm high trackbed. This height was judged in the tried and tested model railway method of placing a 'OO' gauge double decker bus on the layout and making sure the railway cleared it.

I proceeded to wire up the Peco code 75 bullhead rail to my Gaugemaster Prodigy controller by

soldering two dropper wires to the track in a single place and got trains running. I always find this a nice place to get to when building a new layout. Now I could watch the trains go by while pondering over the positions of my station, sidings and engine sheds.

TEST TRAINS

Once the track matched the track plan, I could get some prototypical length trains out, in this case two five-coach passenger trains and a 15-wagon rake of BR 16ton minerals like those at the Great Central Railway. I find this the simplest way to discover what's missing or what you'd change before going past the point of no return.

What did I discover? The first check was that the station passing loop was long enough for trains to pass each other without catching, then making sure the sidings were long enough for my trains to be stored out of the way when not required. This is great for play value, as you don't have to remove trains from the track by hand. Both sidings on either end of the station needed to be extended.



Hornby's all-new 'OO' gauge Class 91 electric will be amongst the East Coast Main Line motive power to appear on the new layout.

The engine shed was perfect for stock and shunting, but seemed to take up too much space. This was easily fixed by swapping two medium radius points for a new Peco single slip which reduced the space required and made the track appear neater.

The last change was attempting to run three trains at once. They kept getting in the way of each other, and having a four-sided scenic layout in garage mode meant I had no storage to move them out of the way. While wanting to give the impression of a single track and adopting a 'less is more' approach, I've added a passing loop which will be under the tunnel on the left-hand edge. This gives me the option to swap or hide trains on the heritage line, which will increase operational interest.

It was looking as if the heritage railway was getting ever closer to the point of being wired up and stuck down ready for ballast and the scenery. It was extremely tempting to do so, but I need to prove that the main line level above the heritage railway will work exactly as I need it to.

FINAL TWEAKS

Experience suggests that although the main line track plan is relatively simple, it is likely to need some tweaks to ensure the trains run perfectly. When you're running lengthy trains at speed, it's vital to ensure there's no risk of the track causing a derailment, and also that it is as smooth as possible.

If I'm very lucky, the tweaks will be minor, but I'm not taking that for granted: that well-known law makes it inevitable that if I were to ballast the heritage railway I'd have to undo my work to accommodate the main line. So, to avoid that prospect, the next challenge is to work the main line out, make any changes needed - and then to tackle any alterations I need to make to the heritage railway too. It may well take some head-scratching and problem solving but this is all part of the fun of building a layout. Once that's all done, I can move fully on to the track laying, ballasting and detailing phases.

Look out for further updates on New Junction here in Staff Projects, as well as at www.keymodelworld.com/staff-projects. **HM**



A passing loop has been included in the station area on the heritage line section, with sufficient clearance for five-coach passenger trains.



The layout's permanent way team have been clearing up as they go...

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.

July 2022

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.

16 MILTON KEYNES MRS MODEL RAILWAY EXHIBITION

Hosts: Milton Keynes Model Railway Society (MRS)
Location: The Ridgeway Centre, Featherstone Road, Wolverton Mill, Milton Keynes MK12 5TH
Times: 10am–4.30pm
Prices: Adults £5, children £1
Website: www.mkMrs.org.uk
Features: Layouts, trade, refreshments and parking.

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 CUPAR MODEL RAIL 2022

Hosts: Cupar and District Model Railway Club
Location: The Corn Exchange, Cupar, KY15 4BT
Times: Sat 10am–4.30pm, Sun 10am–4.30pm
Prices: Adults £5, children £1
Website: www.cuparmrc.co.uk
Features: Layouts, trade support, demos, societies, refreshments and disabled access.

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: Adults £11, members £8, children £8, family £27
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 'OO' layout on display.

30 BARNSTAPLE AND DISTRICT MODEL RAILWAY EXHIBITION

Hosts: Barnstaple Model Railway Club
Location: Christ Church, Bear Street, Barnstaple EX32 7BU
Times: 10am–4pm
Prices: Admission £4
Website: <https://barnstaplemrc.weebly.com>
Features: 12 layouts, trade support, refreshments and disabled access.

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 TWICKENHAM AND DISTRICT MRC OPEN DAY

Hosts: Twickenham and District Model Railway Club
Location: Kerswell Hall, Wills Crescent, Hounslow TW3 2JF
Times: 10am–4pm
Prices: Free – donations welcome
Website: www.tdmrc.org.uk
Features: Club and members' layouts, stock weathering demonstration and refreshments.

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

3 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 'OO' layout on display.

6 CANCELLED: PLYMOUTH MODEL RAILWAY EXHIBITION

Hosts: Plymouth and South East Cornwall MRC

6/7 LEYLAND MODEL RAILWAY EXHIBITION

Hosts: Leyland Model Railway Club
Location: Leyland Civic Centre, West Paddock, Leyland, Lancashire PR25 1DH
Times: Sat 10am–5pm, Sun 10am–4.30pm
Prices: Adults £6, children £3.50, family £13.50
Website: www.leylandmrc.org
Features: Layouts, trade support, refreshments, parking 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: 12 layouts, trade support, displays, demonstrations, refreshments, parking and disabled access.

10 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 'OO' layout on display.

13 BEXHILL MODEL RAILWAY EXHIBITION

Hosts: Bexhill Model Railway Club
Location: St. Richard's Catholic College, Ashdown Road, Bexhill-on-Sea, TN40 1SE
Times: 10am-5pm
Prices: TBA
Website: www.bexhillmrc.co.uk
Features: Layouts, trade support and refreshments.

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.

13/14 RAILWELLS 2022/SCALEFOUR SOUTHWEST

Hosts: Wells Railway Fraternity
Location: The Town Hall, Market Place, Wells, Somerset BA5 2RB
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: Adults £8, accompanied children under 14 free
Website: www.railwells.com
Features: Layouts, trade support, demonstrations, displays, societies, refreshments, parking and disabled access.

13/14 ST. ANDREWS MODEL RAILWAY EXHIBITION 2022

Hosts: East Neuk Model Railway Club
Location: Students Union, St. Mary's Place, St. Andrews, Fife KY16 9UZ
Times: Sat 10am-5.30pm, Sun 10am-5pm
Prices: Adults £5, children £2.50, family (2+2) £12
Website: www.eastneukmrc.co.uk
Features: Layouts, trade support and refreshments.

17 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 'OO' layout on display.

20 CRAVEN ARMS AND DISTRICT MRC EXHIBITION

Hosts: Craven Arms and District Model Railway Circle
Location: Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT
Times: 10am-4pm

Prices: Adults £5, accompanied children free
Contact: 07867 752301
Features: 18 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 PICKERING MODEL RAILWAY EXHIBITION

Hosts: Scarborough and District Railway Modellers
Location: Memorial Hall, Potter Lane, Pickering YO18 8AA
Times: Sat 10am-5pm, Sun 10am-3.30pm
Prices: Adults £6, accompanied children free
Website: www.sdrmw.co.uk
Features: Ten layouts, trade support, demonstrations, refreshments and disabled access.

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.

20/21 SOAR VALLEY MODEL RAILWAY CLUB EXHIBITION

Hosts: Soar Valley Model Railway Club
Location: Loughborough Grammar School, Leicester Road, Loughborough LE11 2AQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, children £4, family (2+3) £20
Website: www.svmrc.co.uk
Features: Layouts, trade support, demonstrations, societies, refreshments and disabled access.

24 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 'OO' layout on display.

25 WELLING CHARITY MODEL FAIR

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

27 BOURNVILLE MODEL RAILWAY CLUB EXHIBITION

Hosts: Bournville Model Railway Club
Location: The Austin Sports and Social Club, Tessall Lane, Longbridge, Birmingham B31 2SF
Times: 10am-4.30pm
Prices: Adults £5, concessions £4, accompanied children free, family £9
Website: www.bournvillmrc.co.uk
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

27/28 HAYLE RAILWAY MODELLERS AUGUST EXHIBITION

Hosts: Hayle Railway Modellers
Location: Hayle Day Care Centre, Commercial Road, Hayle, Cornwall TR27 4DE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children under 14 free
Website: www.haylerail.co.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

27/28 HIGHBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Burnham and District Model Railway Club
Location: King Alfred School, Burnham Way, Highbridge, Somerset TA9 3EE
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £5, children free
Website: www.bdmrc.co.uk
Features: 15 layouts, trade support, refreshments and parking.

28 HODDESDON MODEL AND RAILWAY CLUB MODELLING EXTRAVAGANZA

Hosts: Hoddesdon Model and Railway Club
Location: The Old Mill, Mill Lane, Broxbourne, Hertfordshire EN10 7AX
Times: 10am-4pm
Prices: Adults £3, children £1
Website: www.hoddesdonmrc.org.uk
Features: Layouts, trade support, children's rides, model boating pool, 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.

GET MORE ONLINE!

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

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S.H.O. 2033	04.12.60.	★	B.O. 04.12.60.		
S.H.O. 2001	23.09.61.	★	B.O. 23.09.61.		
S.H.O. 2001	17.01.62.	★	B.O. 17.01.62.		

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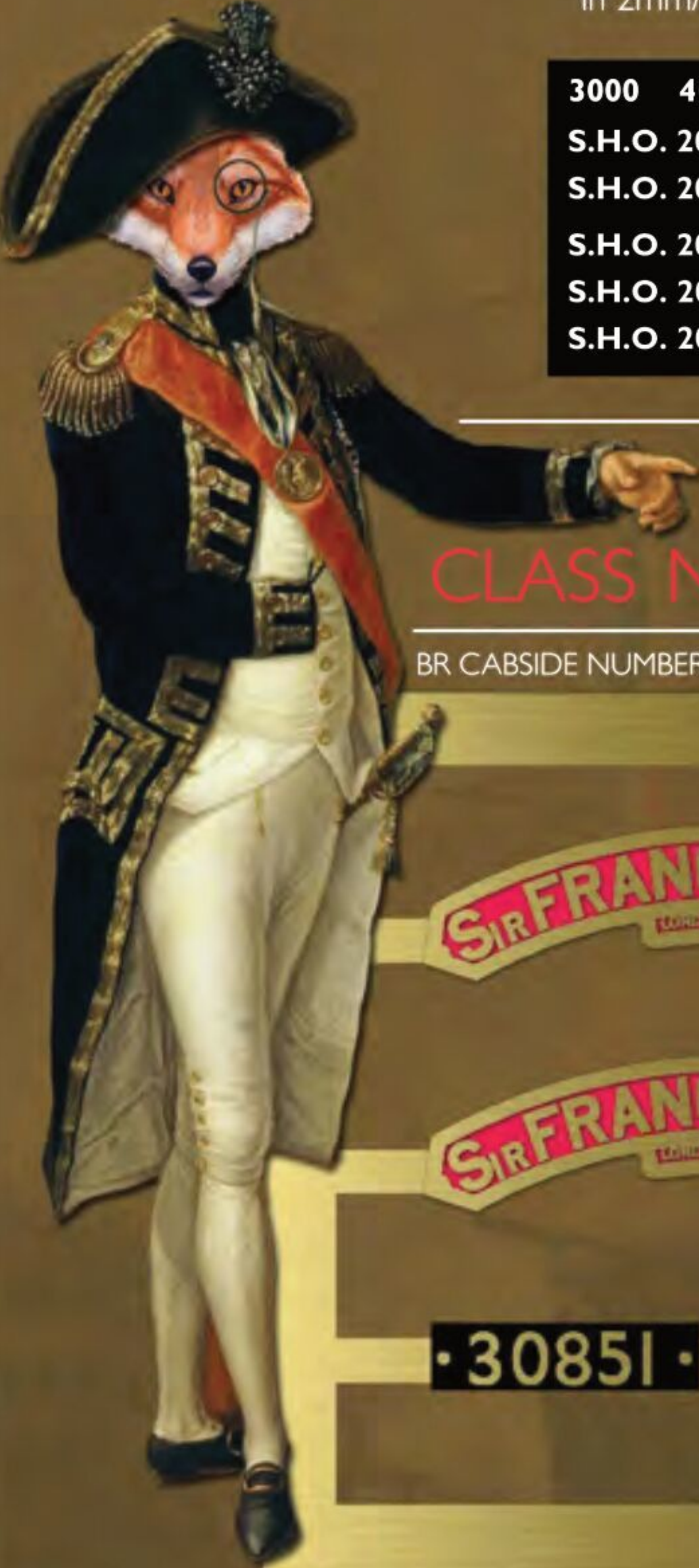



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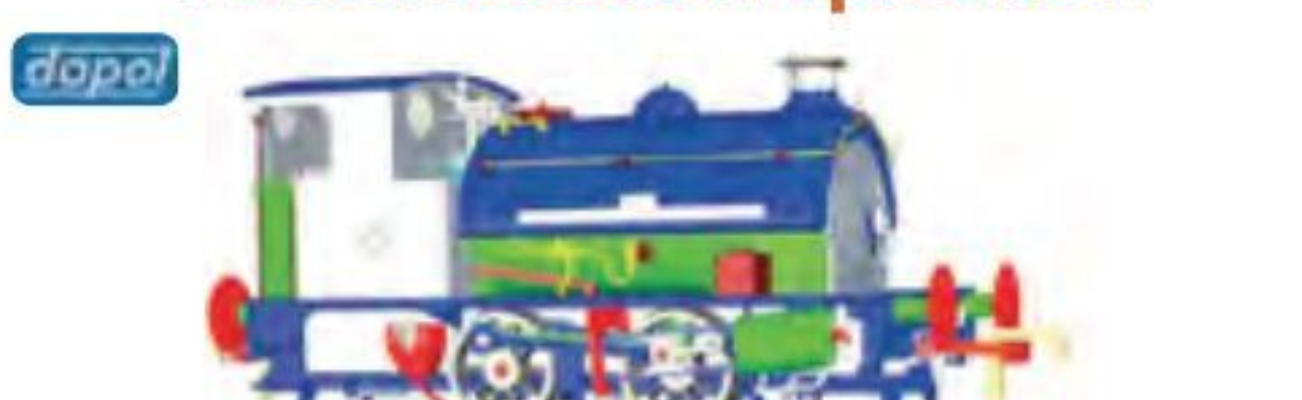
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OO Gauge Steam Locos



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: In Production 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
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Class 47
Stage: EP & Livery Artwork Due: Q4 2022
Price: from £186.95 Digital: 21-pin
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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
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OO Coaches & Wagons



Genesis 4 & 6 Wheel Coaches
Stage: Deco Samples Due: 2022/ 23
Price: from £30 Digital: 18-pin
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Stage: Deco Samples Due: Q4 2022
Price: £59.95 each Digital: Yes
hattons.co.uk/accurascalemk2b



GWR Toplight City' Coaches
Stage: Deco Bodyshells 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: Q3 2022
Price: £44.99 (3-pack) Digital: N/A
hattons.co.uk/accurascalechaldron



GWR 10t Iron Mink Vans
Stage: Engineering Samples Due: Q4 2022
Price: £28.01 each Digital: N/A
hattons.co.uk/rapidoironmink



45t OAA Wagons
Stage: CADs Due: Q1 2023
Price: £33.96 each Digital: N/A
hattons.co.uk/rapidooaa

N Gauge Steam Locos



LSWR Class M7 0-4-4T
Stage: Prototype Due: Q3 2022
Price: £83.2 Digital: Yes - PCB swap
hattons.co.uk/dapolm7

N Gauge Diesel Locos



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
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O Gauge Steam Locos



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
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O Gauge Diesels/ Electrics



Class 26
Stage: Deco Samples Due: Q2 2022
Price: from £509.15 Digital: ESU XL
hattons.co.uk/heljan26



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
hattons.co.uk/heljandeltic



Class 66
Stage: Engineering Sample Due: Q3 2022
Price: from £285.92 Digital: 21-pin
hattons.co.uk/dapolo66



Class 73
Stage: Engineering Sample Due: Mid-2022
Price: from £636.65 Digital: ESU XL
hattons.co.uk/heljan73

O Diesel Multiple Units



GWR Streamlined Railcar
Stage: Painted Samples Due: Q2 2022
Price: from £297.50 Digital: 21-pin
hattons.co.uk/dapolorailcar



Class 117 2/ 3-car DMU
Stage: Early samples Due: 2022
Price: from £551.65 Digital: 21-pin
hattons.co.uk/heljan117

O Coaches & Wagons



Stroudley 4 Wheel Coaches
Stage: Deco Samples Due: Q2 2022
Price: from £96.77 Digital: Yes TBC
hattons.co.uk/dapolstroudley



Mk2 & Mk2A Coaches
Stage: Prototypes Due: Q3 2022
Price: from £237.15 Digital: N/A
hattons.co.uk/heljanmk2



Mk1 Covered Carriage Trucks
Stage: Early sample Due: 2022
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Steam locos



H4-AB14-006 Andrew Barclay 0-4-0ST 14 "Little Barford" in Acton Lane Power Station blue wasp stripes (Hat) (RRP £99).....**BARGAIN**.....£84



266220 Beyer Garratt 2-6-0 0-6-2 47993 in BR black early emblem and revolving coal bunker - heavily weathered (Hel).....£221



R3541 Class Q6 Raven 0-8-0 2265 in LNER black pre-war lettering (Hor) (RRP £194.99).....**BARGAIN**.....£114



R3843 Rebuilt Class W1 Hush-Hush 4-6-4 10000 in LNER garter blue (Hor) **NEW**.....£218



H4-P-013 SECR P Class 0-6-0T 5027 in ROD green (Hat) (RRP £99).....**BARGAIN**.....£84
H4-P-014 SECR P Class 0-6-0T 5753 ROD green (Hat) (RRP £99)**BARGAIN**.....£84



R3830 Thompson Class A2/2 4-6-2 60501 'Cock o' the North' in BR green early emblem (Hor).....£207

Diesel locos



R3900 Class 08 08645 'St Piran' in GWR Cornish Flag (Hor) **NEW**.....£159.50



R30070 Class 59 59101 "Village of Whatley" in Hanson Aggregates - Railroad Plus range (Hor) **NEW**.....£82

Electric locos



R3893 Class 91 91117 "Cancer Research UK" in GNER (Hor).....£196.50



R3891 Class 91 91118 'The Fusiliers' in LNER (Hor) £196.50

Bi-Modal Multiple Units



R3762 Class 800 IEP five car pack 800201 in LNER 'Azuma' (Hor).....£430.50

Train sets - analogue



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

Coaches



R4493B 63' Hawksworth first corridor W8119W in BR crimson and cream (Hor) (RRP £60.49) **BARGAIN**.....£33



R4684A Collett 57' corridor third in BR crimson and cream - W4910W (Hor) (RRP £52.75) **BARGAIN**.....£33



GWRcoachpackL Collett 57' Non-Corridor 4-pack in BR crimson (Includes R4878A, R4879A, R4880A & R4881) (Hor) (RRP £237.96).....**BARGAIN**.....£119
R4683A Collett corridor composite (Right-Hand) 6527 in GWR chocolate and cream (Hor) (RRP £58.49).....**BARGAIN**.....£33



R4188D ex-LMS Period II 12-wheel dining car M236M in BR crimson and cream (Hor) (RRP £60.49) **BARGAIN**.....£23



R4406B Hawksworth 63' corridor brake third in BR crimson and cream - W2251W (Hor) (RRP £60.49) **BARGAIN**.....£33



R40031 Maunsell composite dining saloon S7841S in BR southern region green (Hor).....£54.50



R4816A Maunsell restaurant kitchen and dining car 7865 in SR olive green (Hor) (RRP £58.49).....**BARGAIN**.....£29



R4843 Period III 50' passenger brake 31010 in LMS crimson lake (Hor) (RRP £60.49).....**BARGAIN**.....£25

Wagons



4F-027-022 ICA 'Silver Bullet' bogie tank wagon in NACCO - 37807898055-4 - weathered (Dap) **NEW**...£36.51
4F-027-021 ICA 'Silver Bullet' bogie tank wagon in NACCO - 37807898041-4 - weathered (Dap).....£36.51

Buses



UK6526 ADL Enviro400 MMC - "National Express West Midlands" (Nor) **NEW**.....£51

009 Narrow Gauge

Steam locos



9962 Lynton & Barnstaple 2-6-2T 30190 "Lyd" in BR lined black early emblem (Hel) (RRP £219.95) **BARGAIN**.....£154

Wagons



GR-340UB Snailbeach District Railway 4-wheel hopper wagon in plain brown (Pec) **NEW**.....£20



GR-340UG Snailbeach District Railway 4-wheel hopper wagon in plain grey (Pec) **NEW**.....£20

N Gauge

Diesel locos



2D-002-007 Class 50 50018 "Resolution" in revised Network SouthEast blue (Dap).....£131.92



2D-002-006 Class 50 50046 "Ajax" in BR large logo blue black roof (Dap).....£131.92

DMUs



2D-021-004 Class 156 'Super Sprinter' 156509 in Strathclyde Passenger Transport SPT orange and black (Dap).....£127.52



H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hat) (RRP £750).....**BARGAIN**.....£579



H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (Hat) (RRP £750).....**BARGAIN**.....£579



H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (Hat) (RRP £750).....**BARGAIN**.....£579
H7-A4-002 Class A4 4-6-2 4468 "Mallard" in LNER Garter blue streamlined non-corridor tender - "Record Breaker" (Hat) (RRP £750) **BARGAIN**.....£579

Diesel locos



5609 Class 56 56071 in BR blue (Hel).....£594.15



5608 Class 56 56099 in BR large logo blue - Tinsley Depot embellishments (Hel).....£594.15
5605 Class 56 56101 "Mutual Improvement" in Railfreight Coal sector triple grey - weathered (Hel).....£619.65
5601 Class 56 in BR large logo blue - unnumbered (Hel).....£594.15



5604 Class 56 in unbranded Railfreight sector triple grey - unnumbered (Hel).....£594.15

Coaches



LNERTeakPackA Gresley Teak 4-pack in LNER teak (Includes H7-TC175-001, H7-TC115-001, and 2 x H7-TC186-002) (Hat) (RRP £996).....**BARGAIN**.....£599

Wagons



7F-200-012 20 ton standard brake van in BR bauxite and yellow - B954768 (Dap) **NEW**.....£71.40



7F-200-009 20 ton standard brake van in BR grey - B951841 (Dap) **NEW**.....£71.40



7F-200-015 20 ton standard CAR brake van in Railfreight red and grey - B954561 (Dap) **NEW**.....£71.40
7F-200-014 20 ton standard ZTO brake van in Civil Engineers 'Dutch' grey and yellow - DB951767 (Dap) **NEW**.....£71.40



ST-701 Setrack starter track set (Pec) **NEW**.....£183

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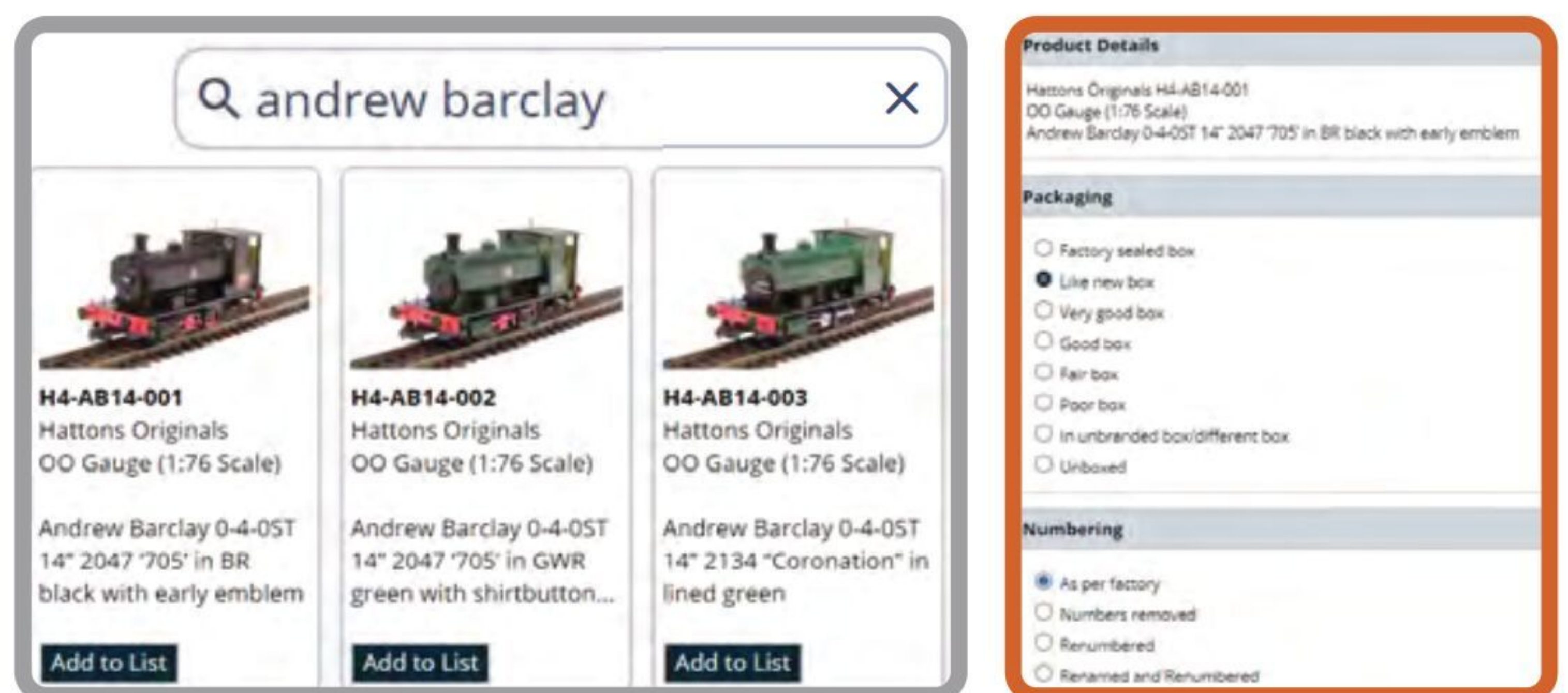


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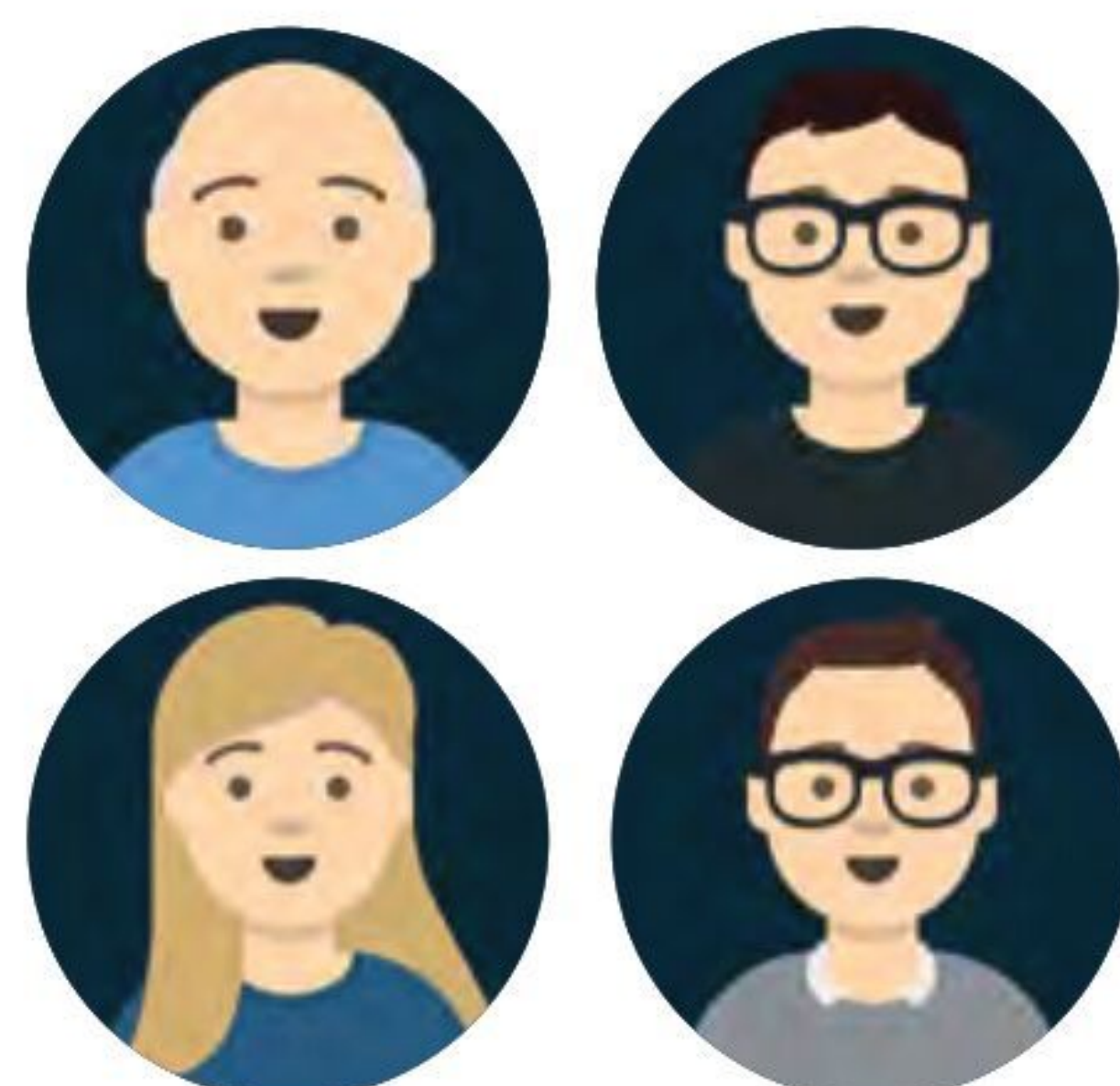


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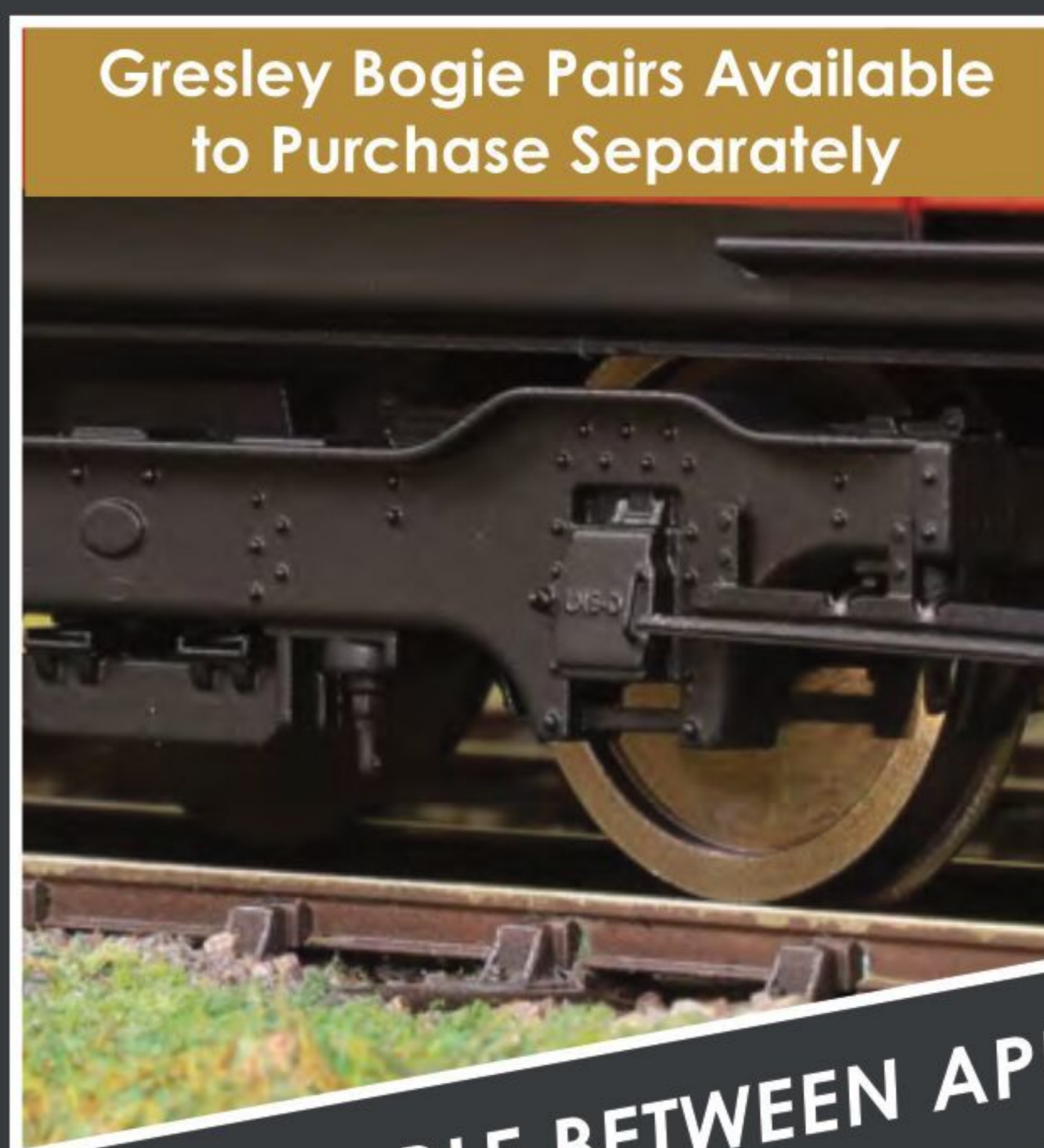


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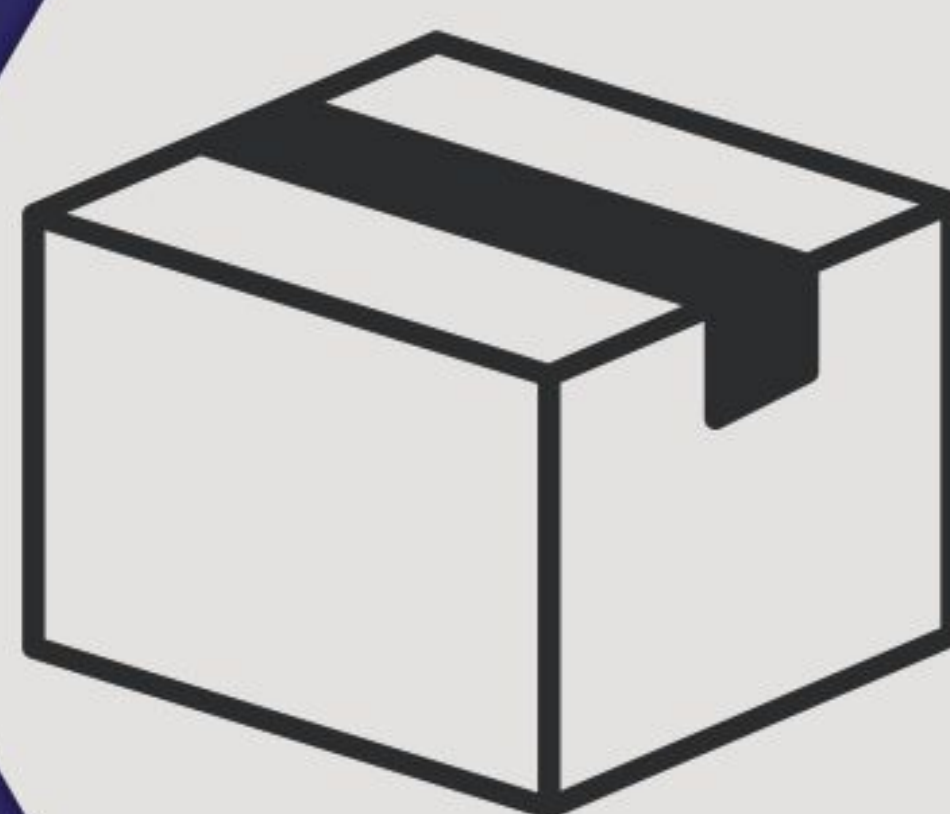
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R3989	Class A1 LNER 2564 'Knight of Thistle'	£190.00
R3990	LNER, A1 Class, No. 2547 'Doncaster'	£190.00
R3991	BR A3 4-6-2, 60103 'Flying Scotsman'	£190.00
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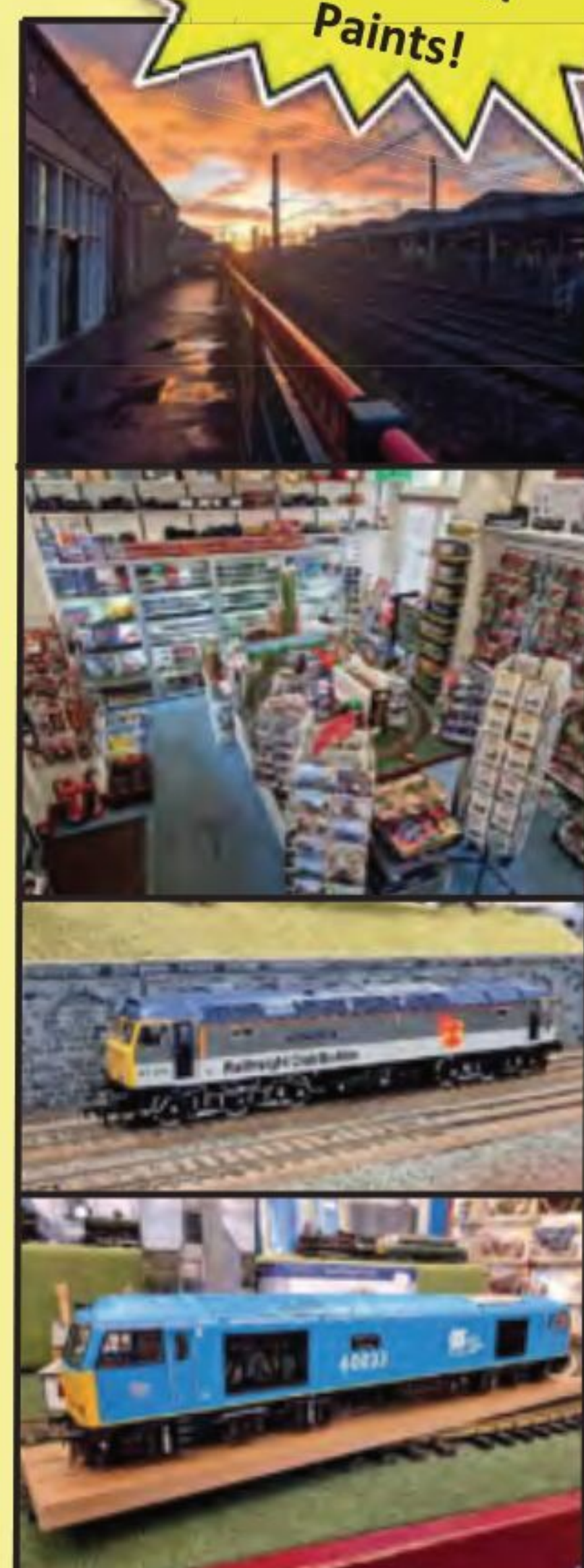
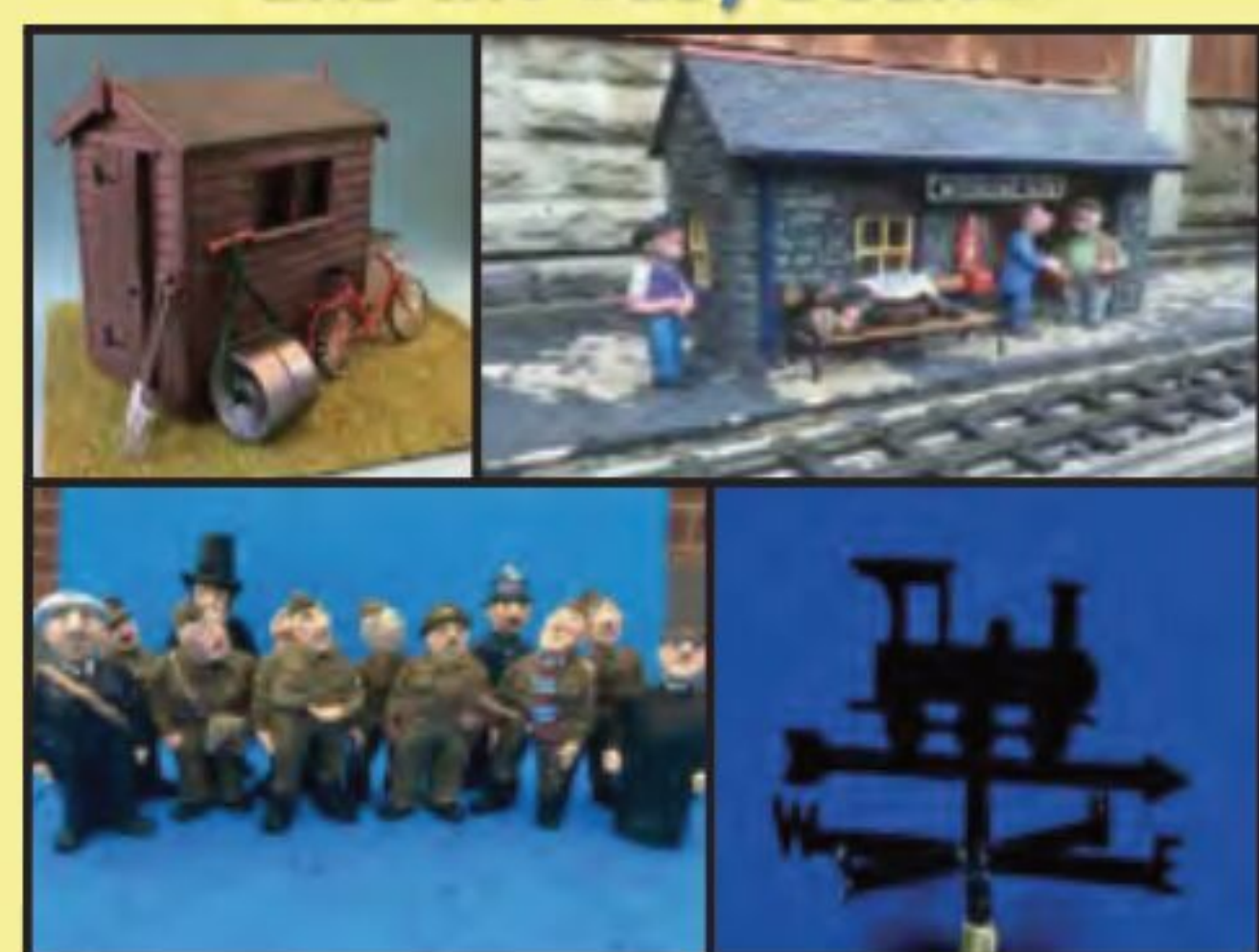
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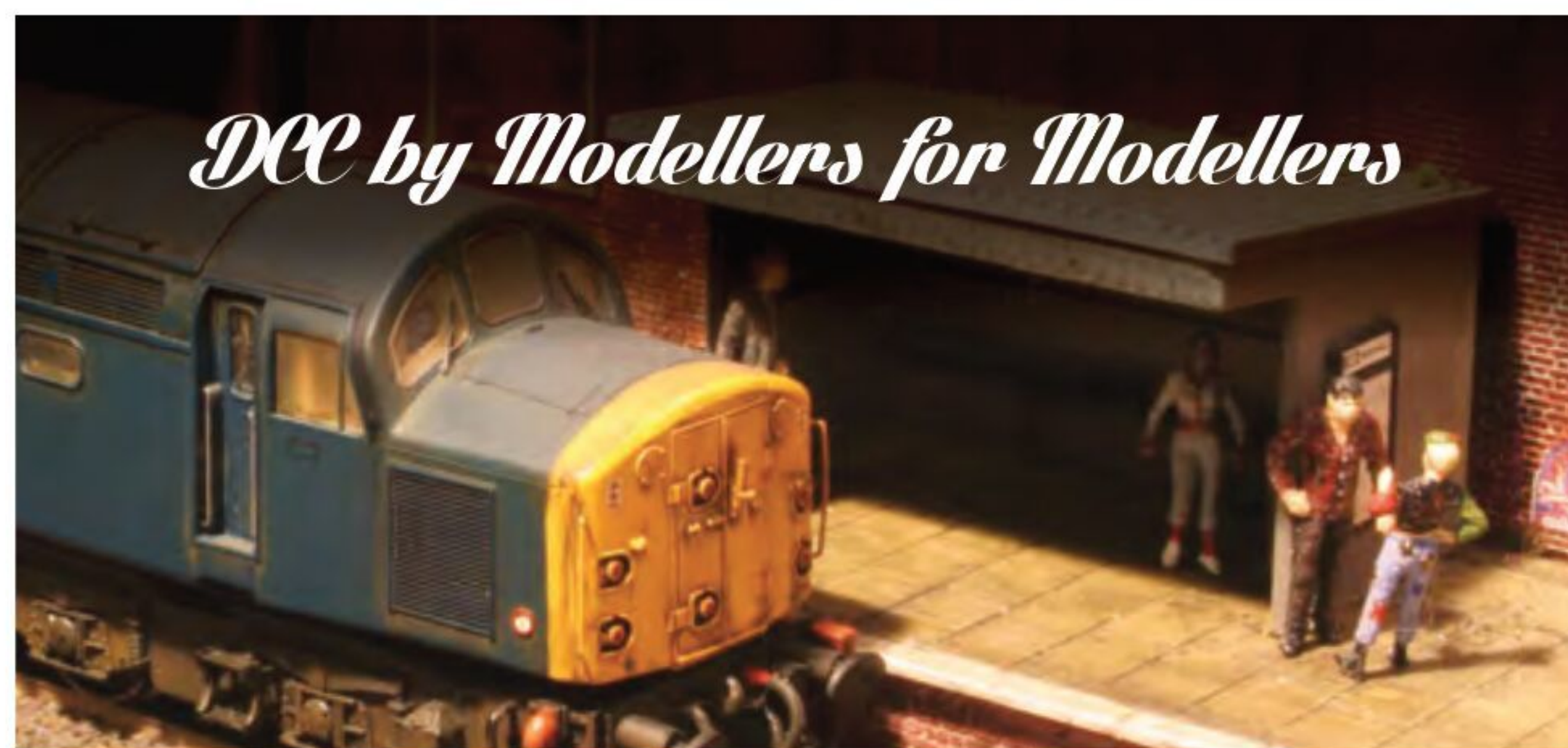
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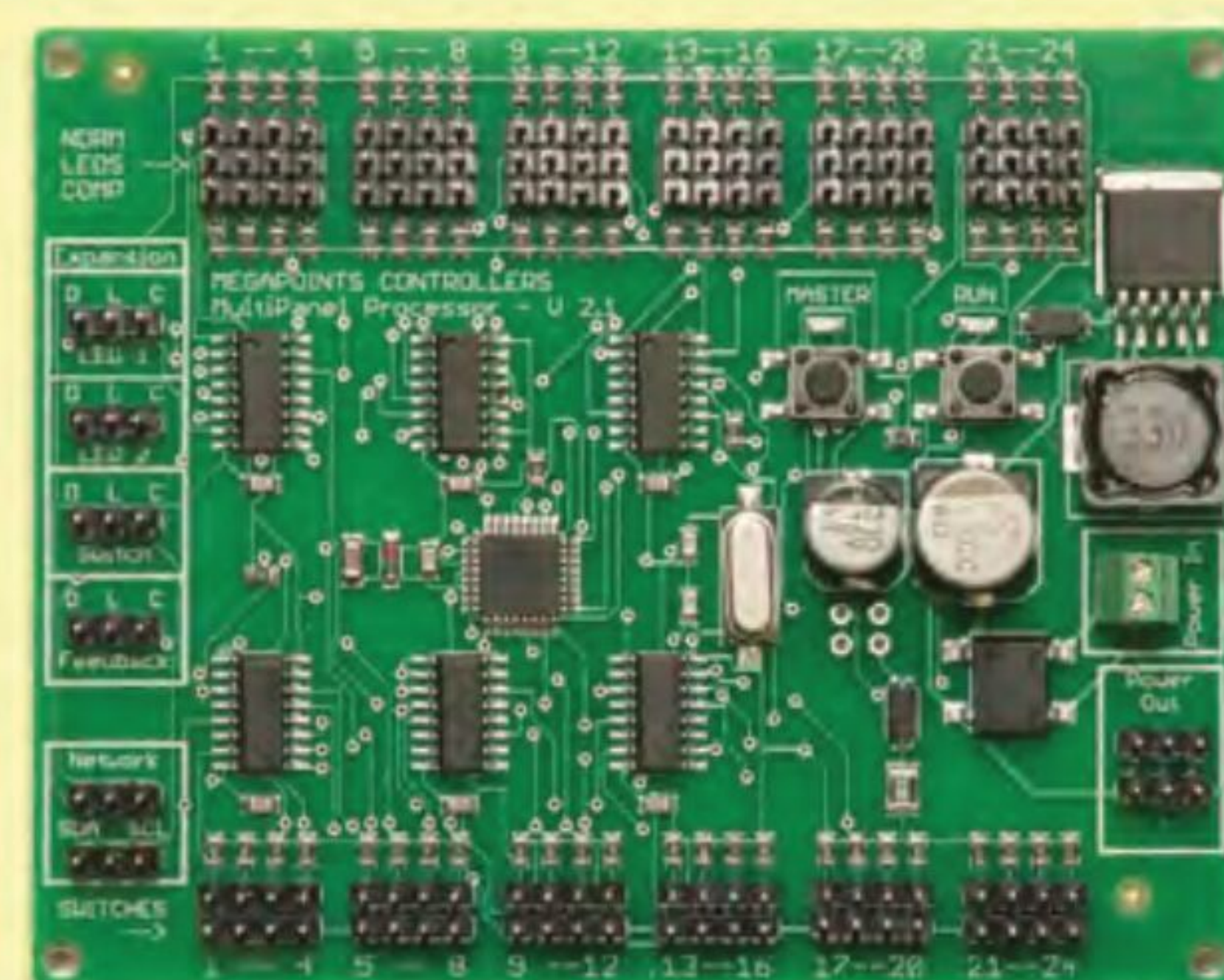
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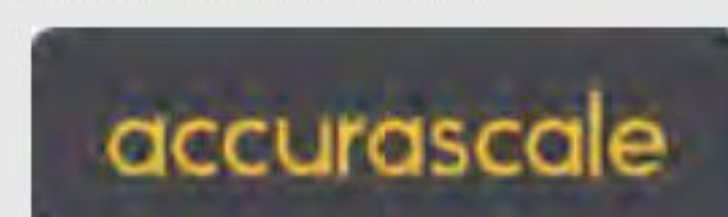
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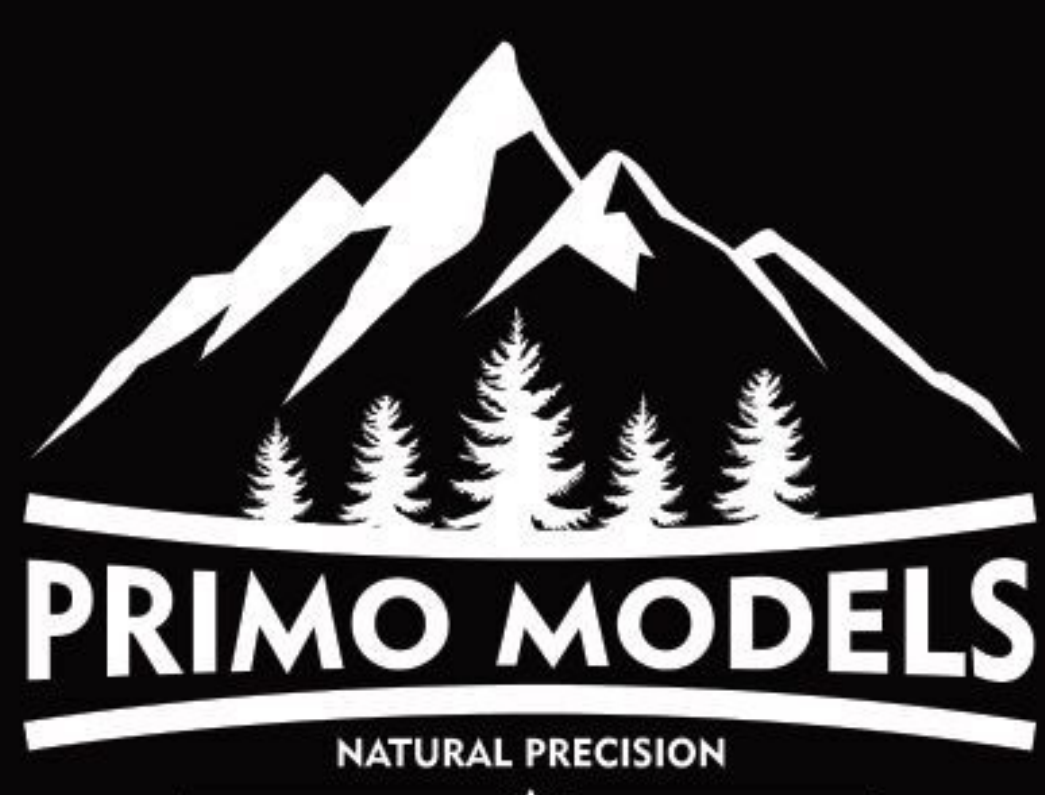
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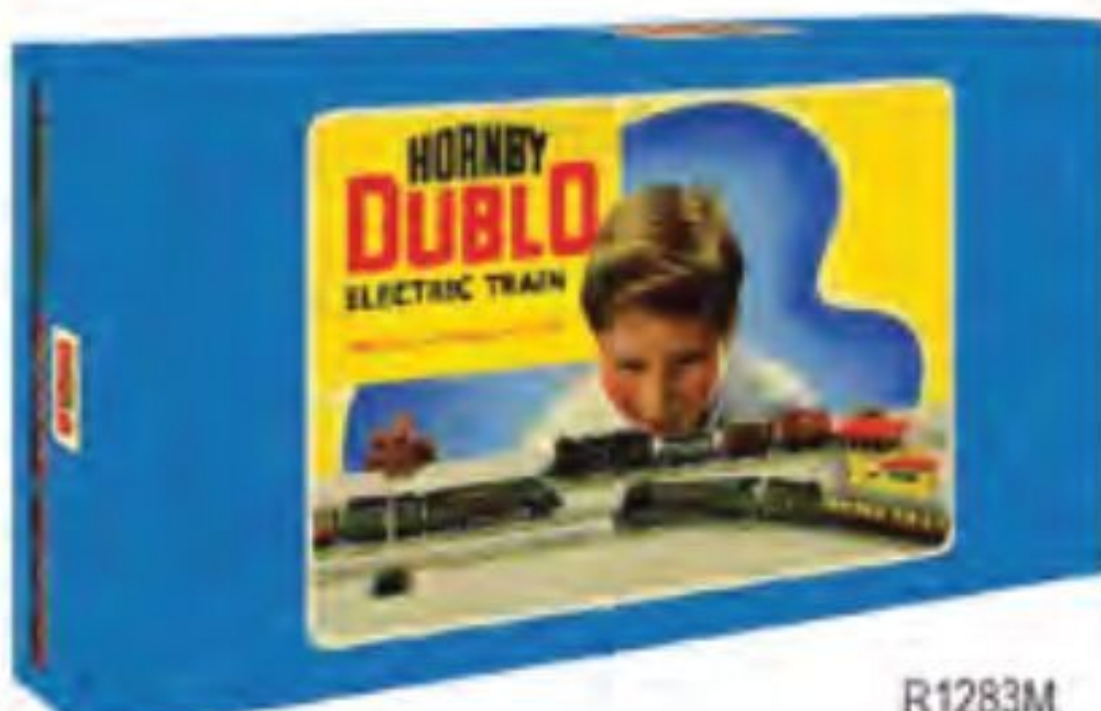
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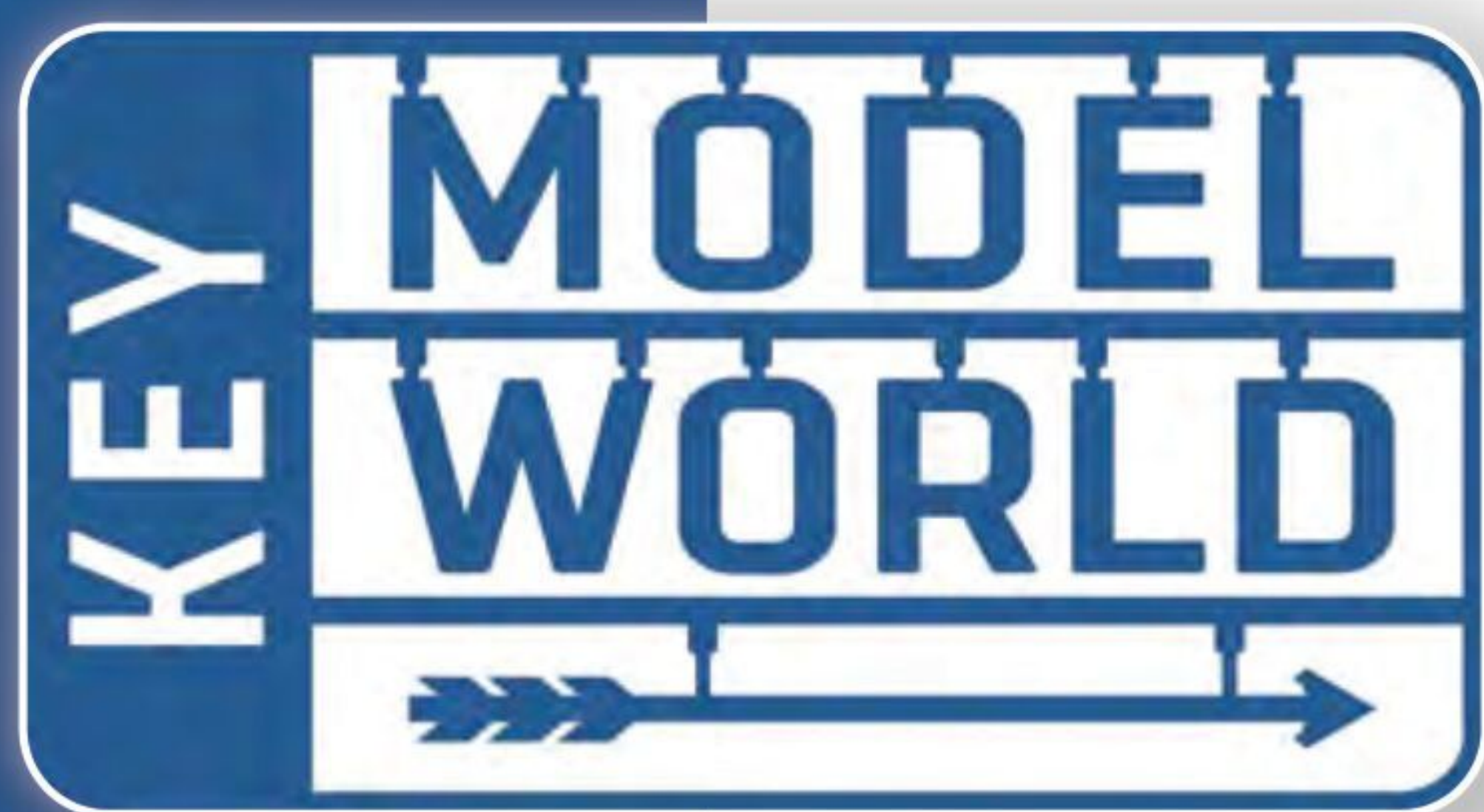
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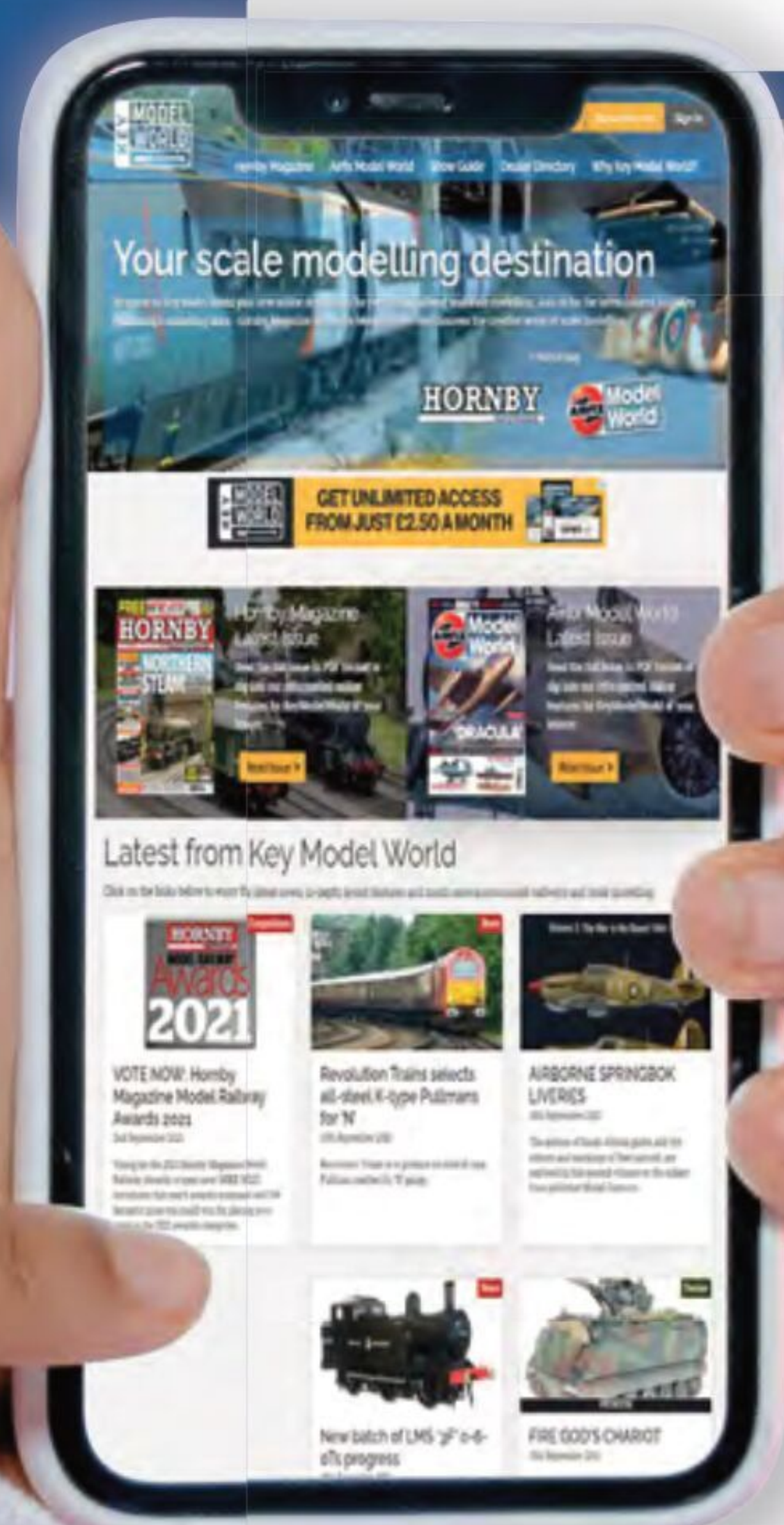
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SCALE DESTINATION



Coming this month

CLASS 89 MODEL LAUNCH

Watch the launch video for the Accurascale and Rails of Sheffield '00' gauge Class 89 hosted by Hornby Magazine's Mike Wild and Richard Watson at Barrow Hill Roundhouse and take the chance to explore this locomotive online as well as learn more about the model. Don't miss it!



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 Rails of Sheffield NER petrol electric Autocar, Graham Farish Class 769, Cavalex TEA tankers and more in action.



LOCOMAN CLASS 37 SOUND DEMONSTRATION

Our latest sound installation guide takes a detailed look at the Locoman Sounds DCC sound profile for the Class 37 installed in a Bachmann model in '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. Join us for more features from the archives including layout features, modelling guides and more.



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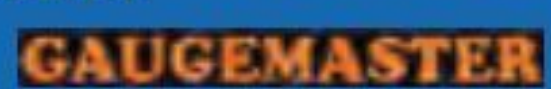
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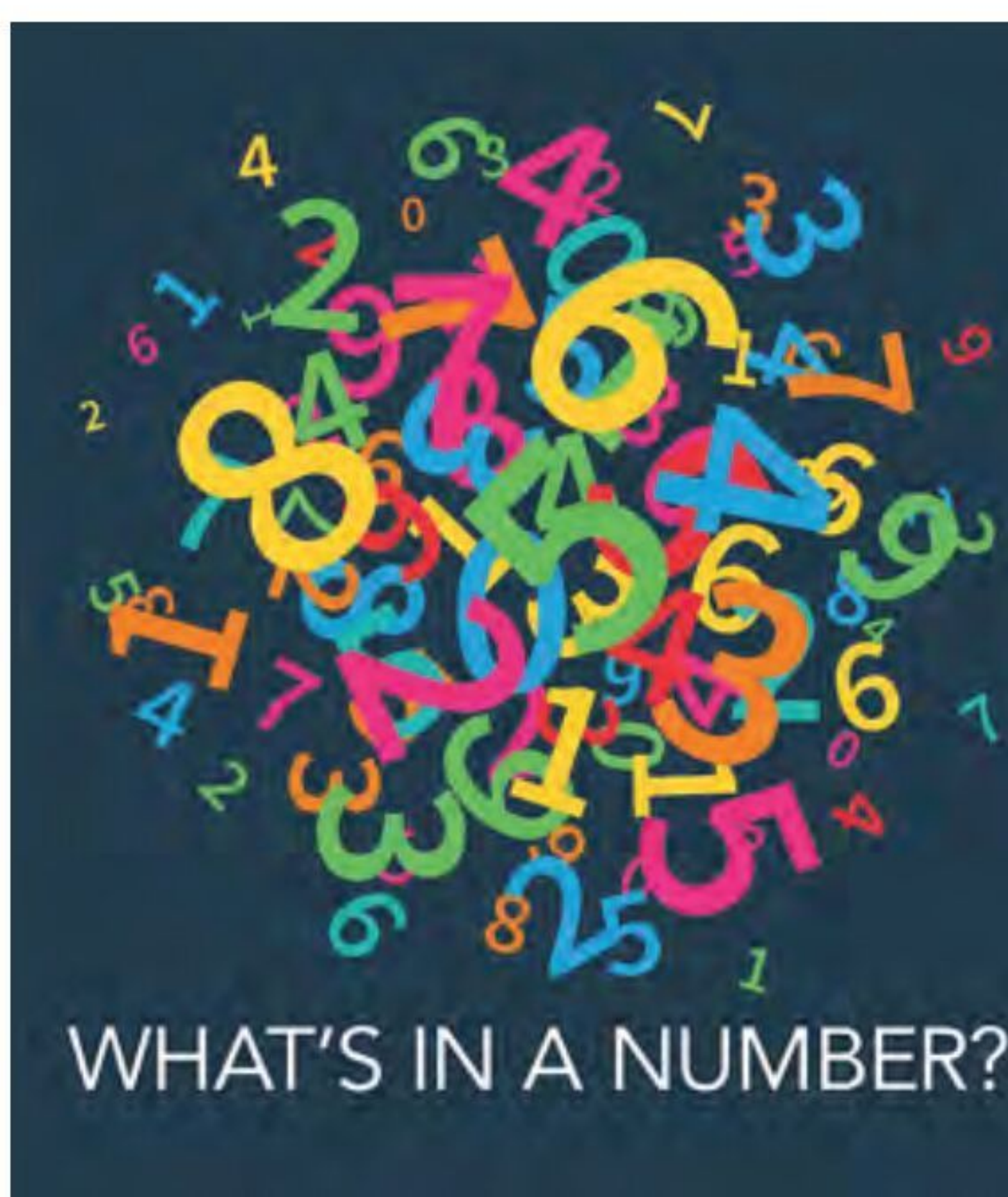
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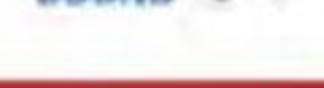
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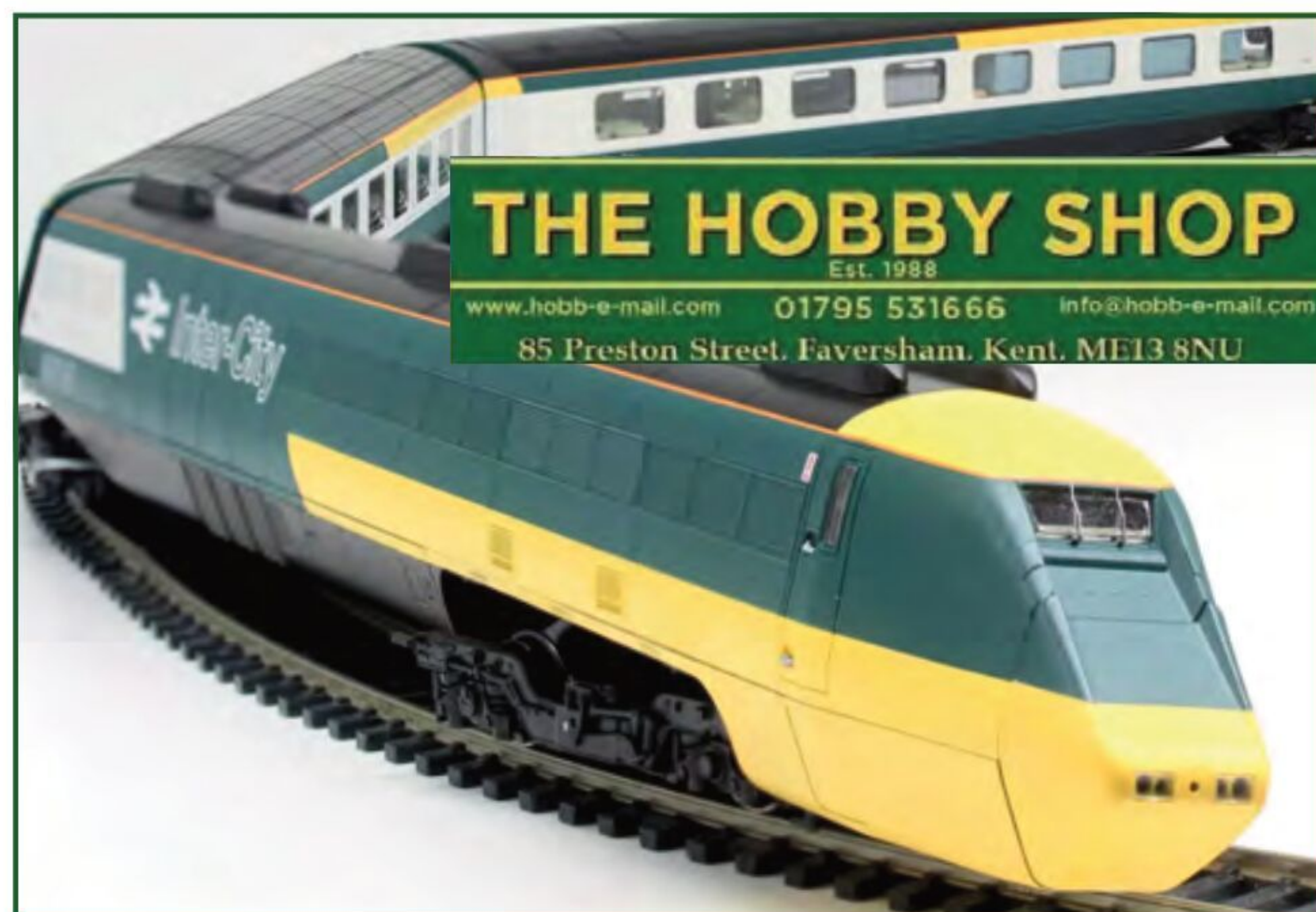
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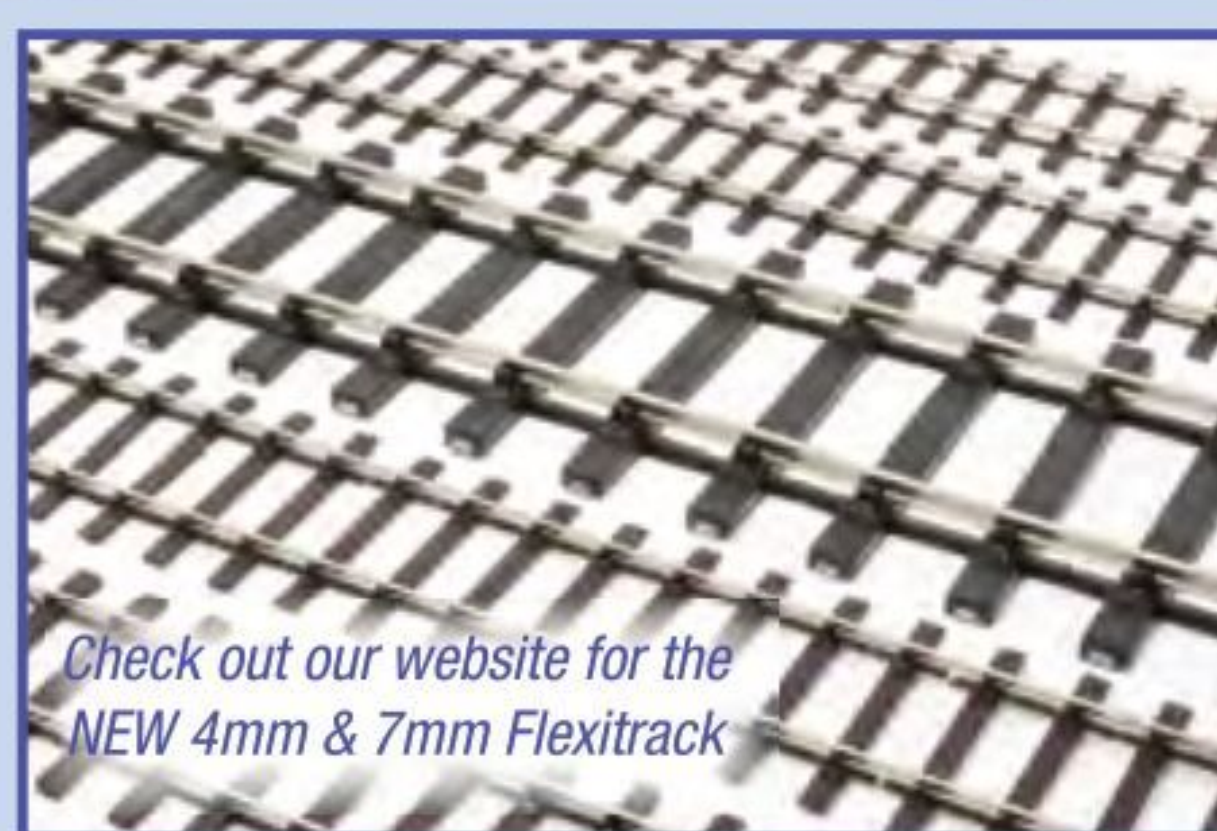
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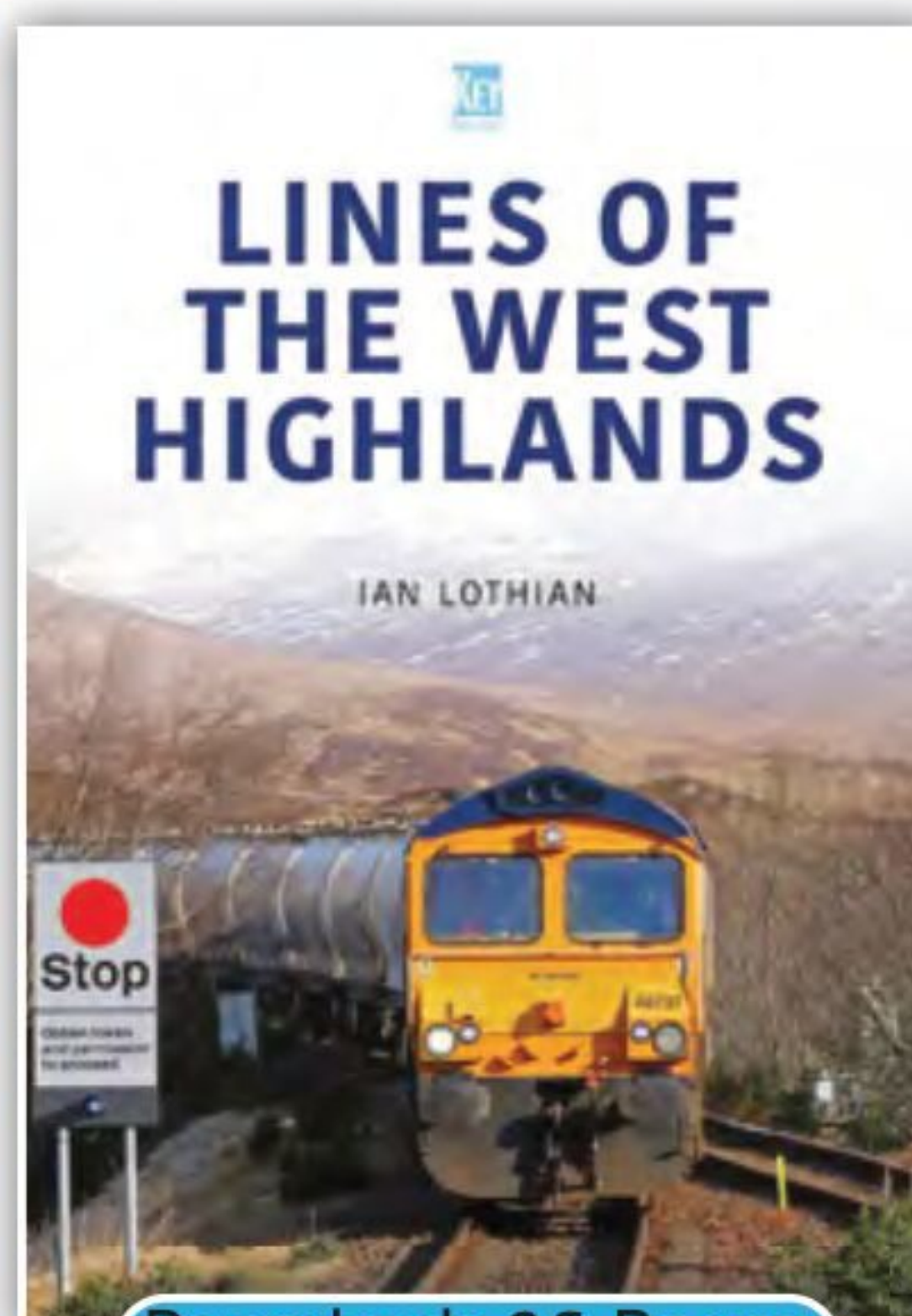
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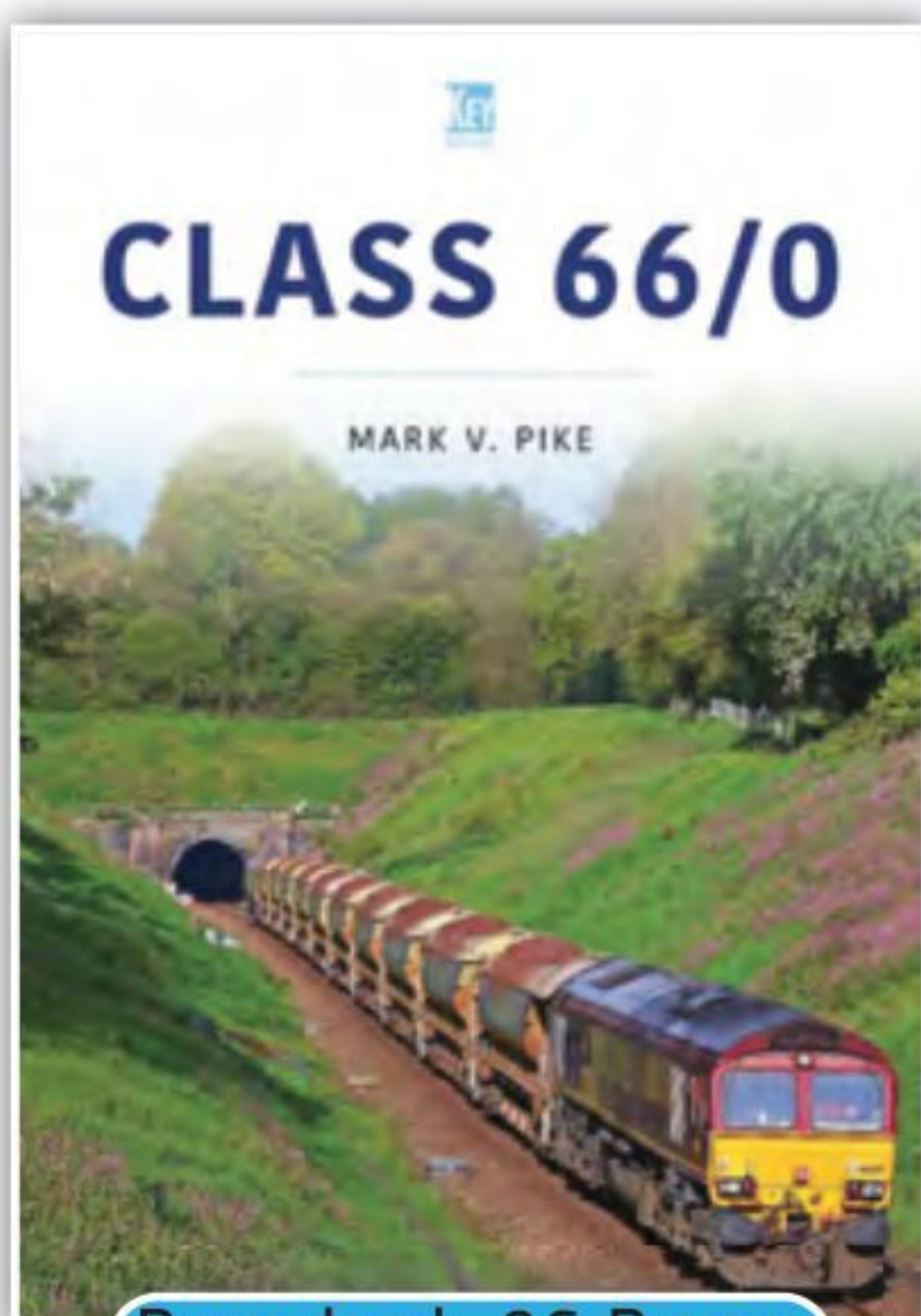
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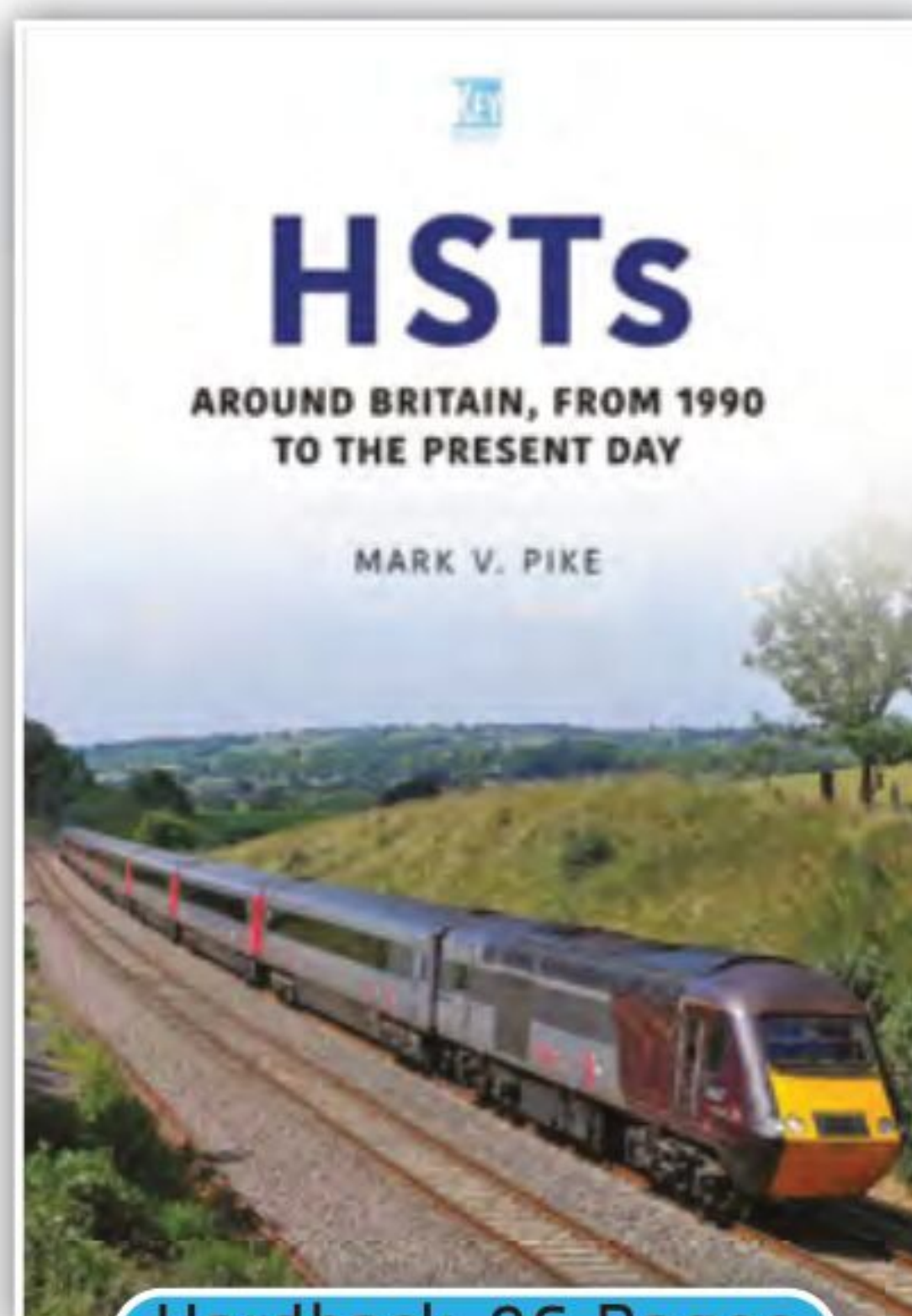
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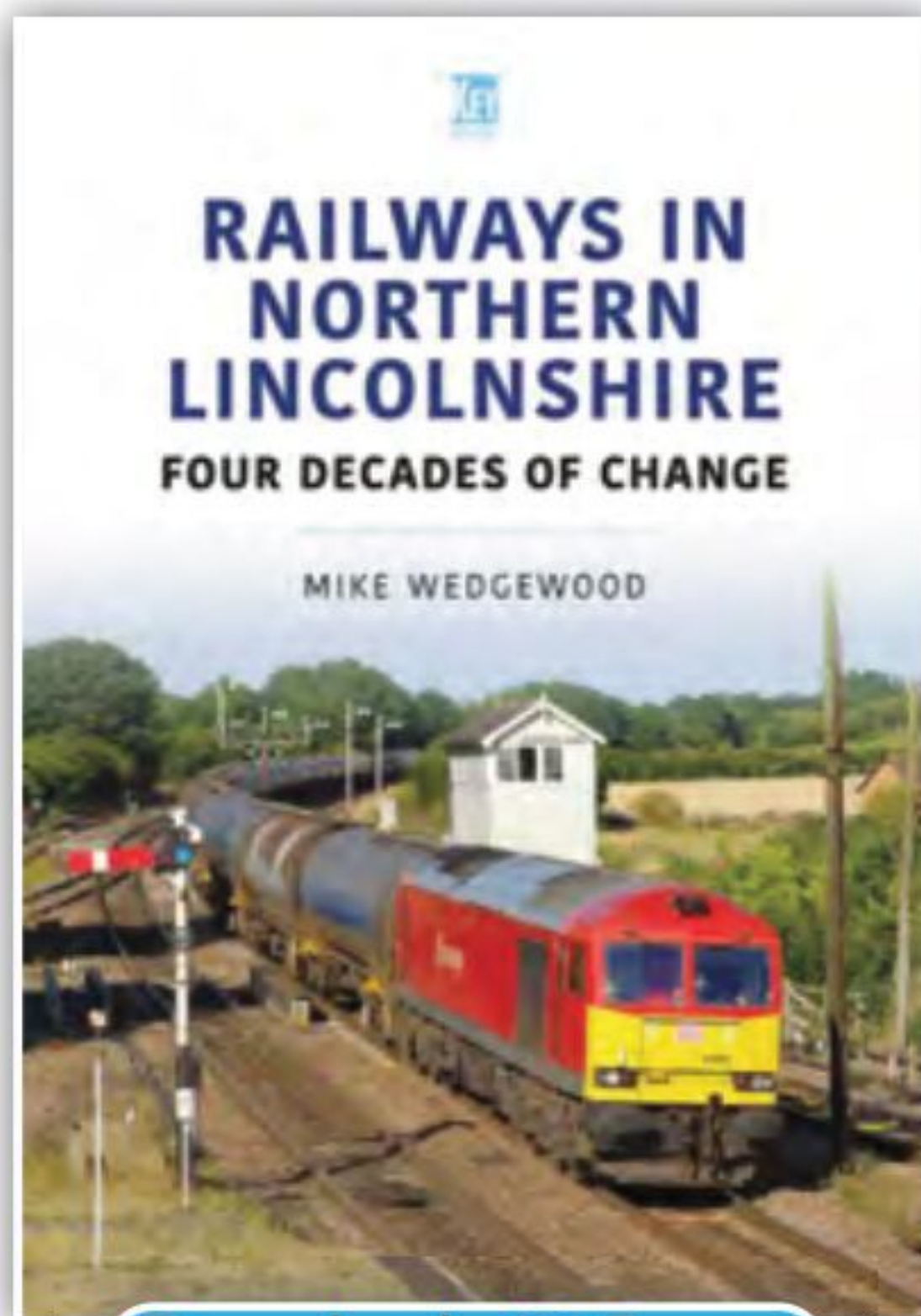
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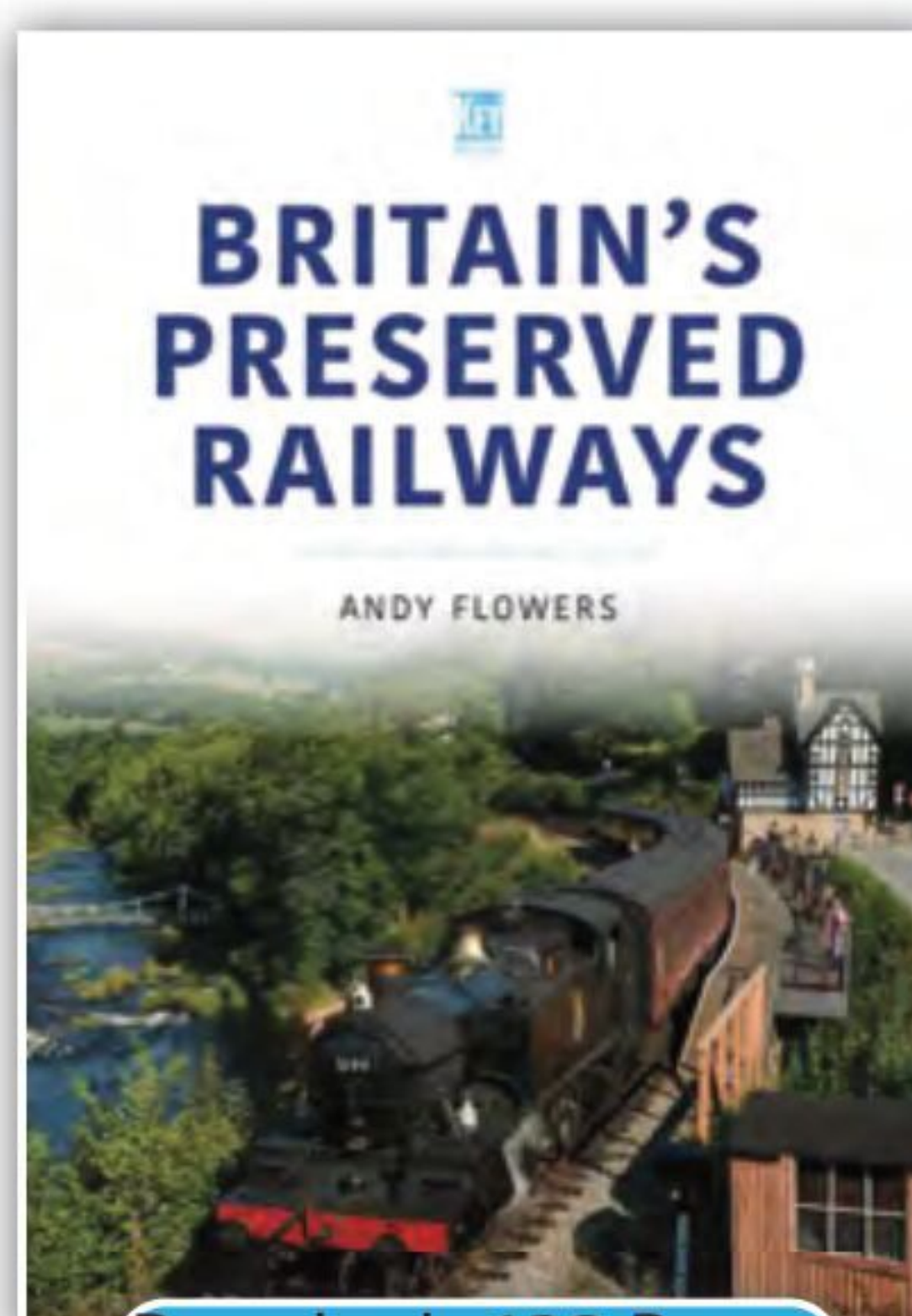
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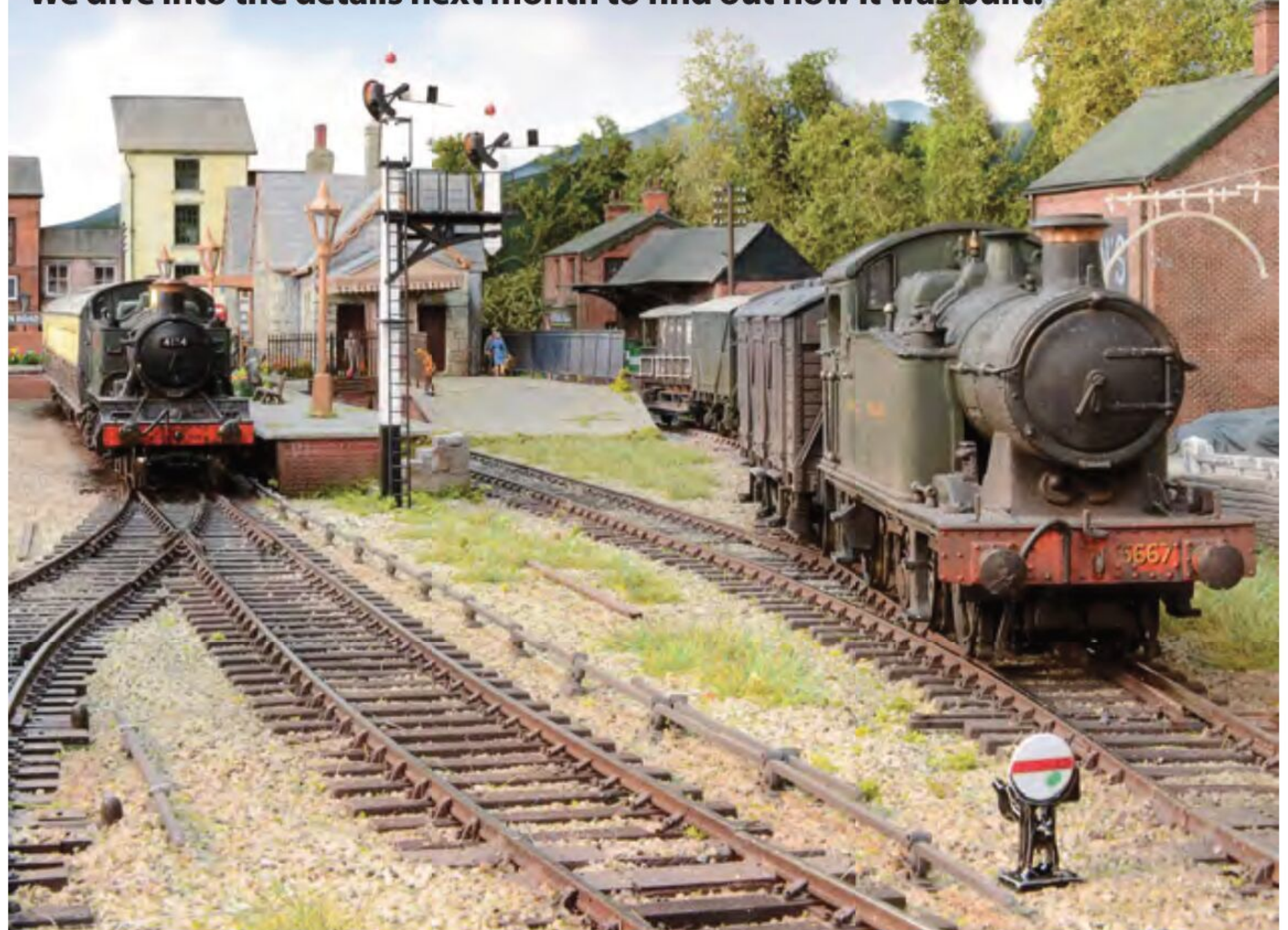
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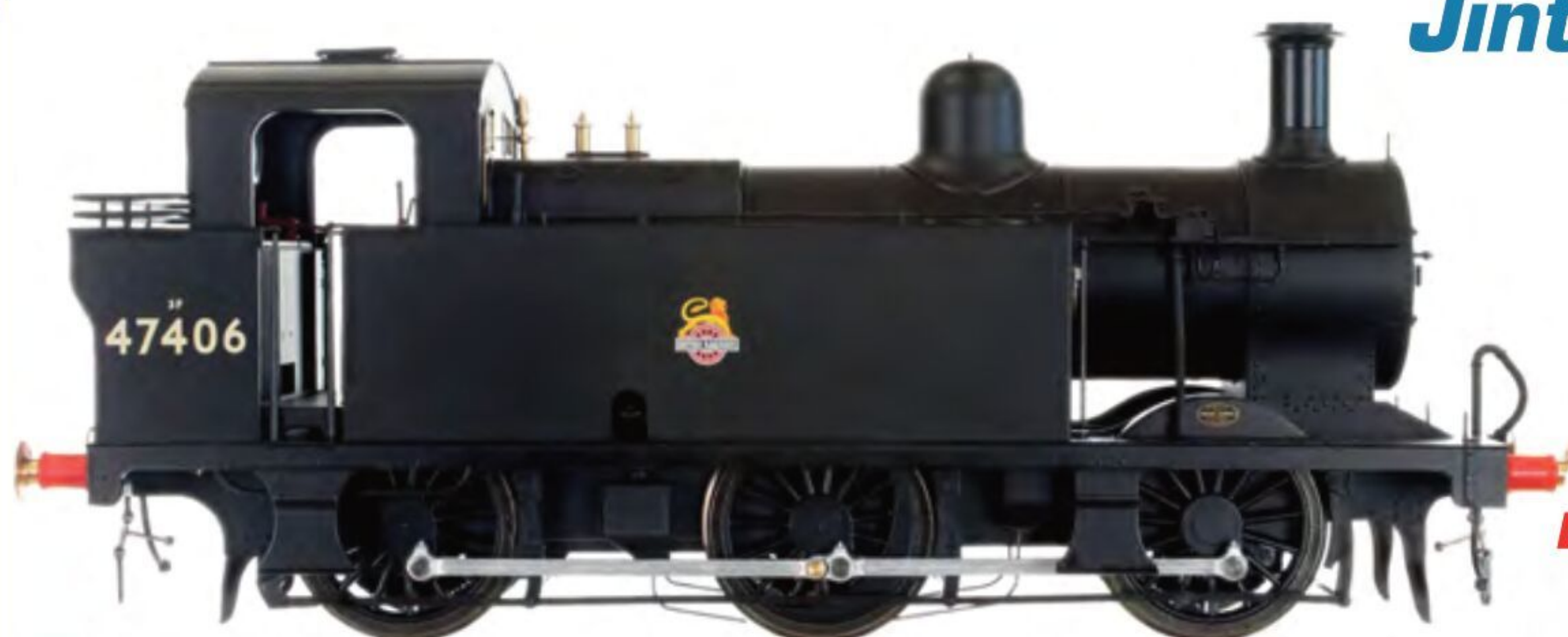
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