FIRST REVIEWS

3 ALL-NEW '00' MODELS

Bachmann launches its new generation Class 37, Dapol delivers its GWR 'Manor' and KR Models completes its Fell pioneer diesel

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HORNBY magazine

October 2022

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ISSUE 184

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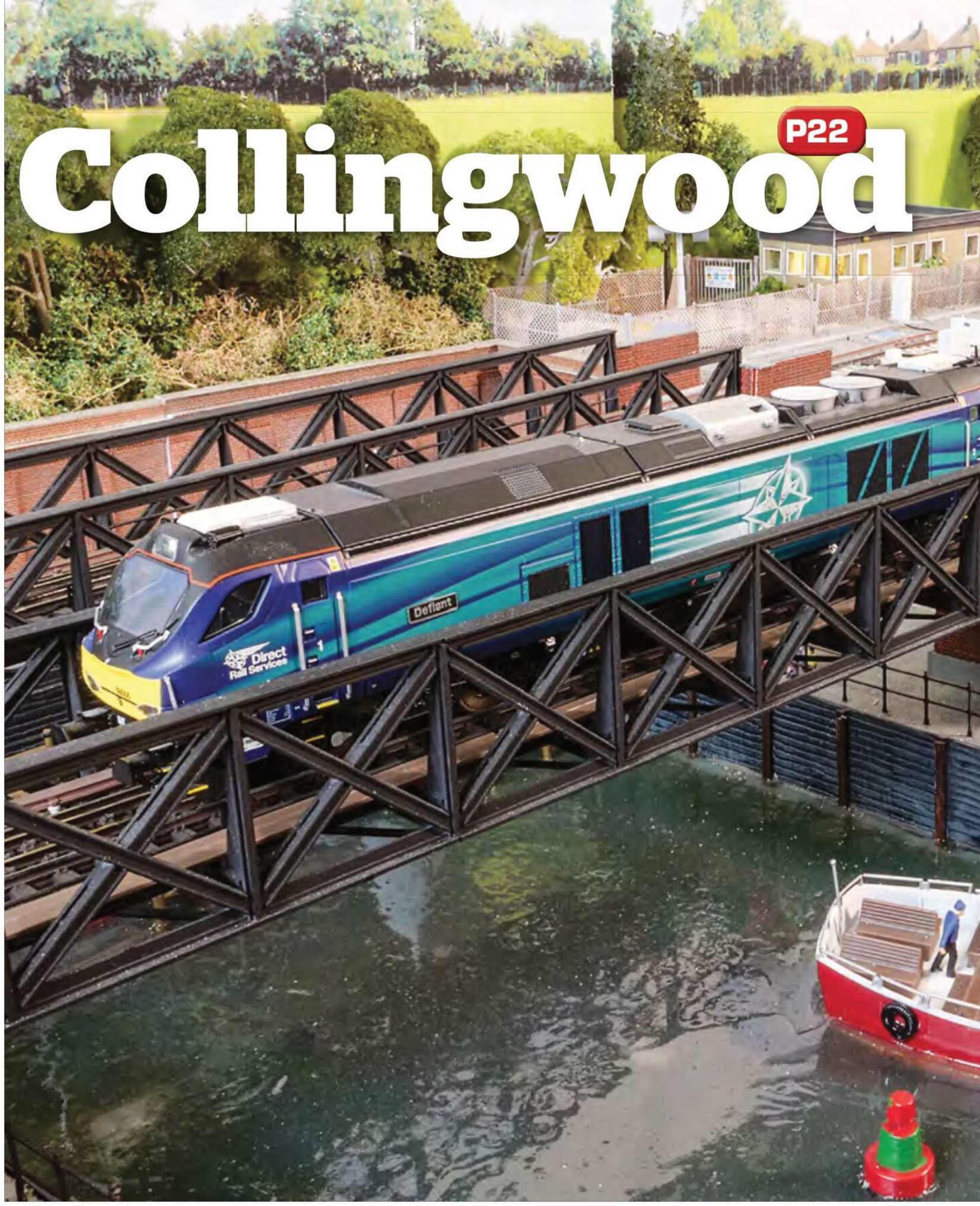
HORNBY magazine

LATEST OFFERS

See pages 20-21 for full details.



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Tim Shackleton applies a typical workaday weathered finish to Accurascale's all-new 'OO' gauge Class 55 'Deltic' diesel.

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Wishing to create something a little different, Dan Evason develops a 'OO' photo-plank diorama based around a modern day landslip scene.

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Cast your votes for the *Hornby Magazine* Model Railway Awards 2022! Mark Chivers reveals this year's categories and nominees - and you could win a superb prize worth more than £330!

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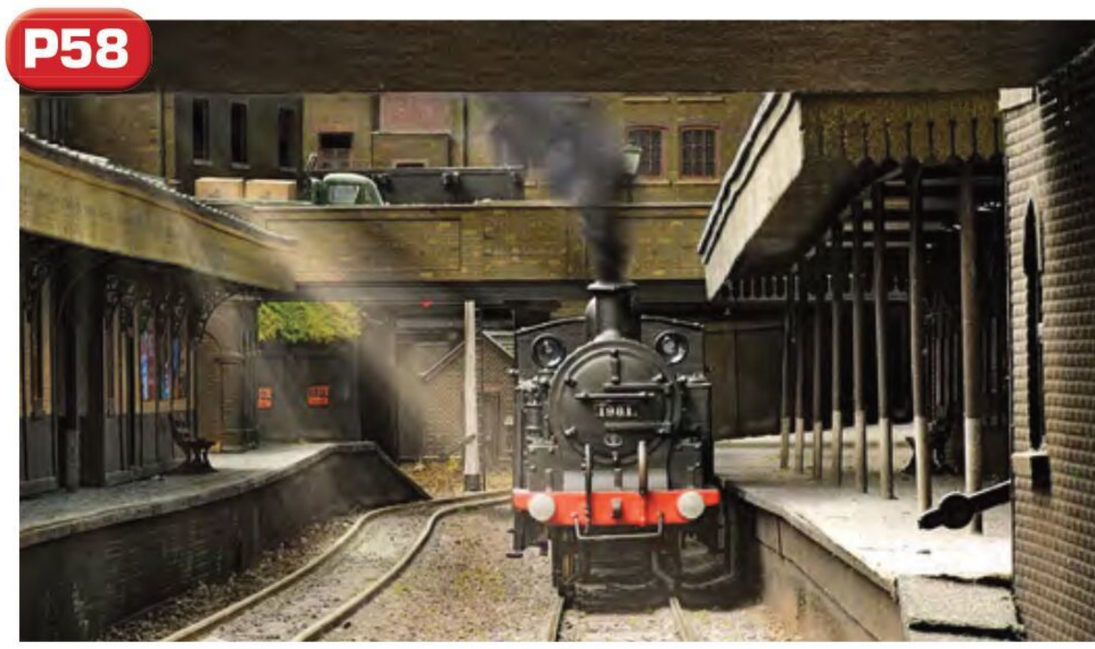

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With 30+ layouts and 50 trade stands, this year's Great Electric Train Show on October 8/9 2022 is set to be the biggest yet. Mike Wild previews what's in store at this year's event.

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ALSO REVIEWED

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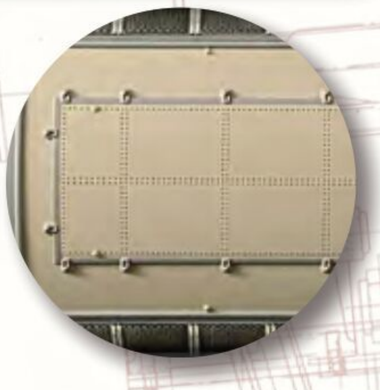

The ultimate in accuracy and detail, with superb digital sound and enhanced 'stay-alive' options

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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THE EDITOR'S PAGE

Welcome

HELLO, and welcome to the latest issue of *Hornby Magazine* – which is headlined by a triple-bill of three very different and brand-new 'OO' gauge ready-to-run locomotives.

August started with Bachmann's announcement of an all-new Class 37 and SECR 'dance hall' brake van for 'OO' gauge together with a long-overdue revival for the Class 90 in the Graham Farish 'N' gauge collection. More exciting is that the first versions of the Class 37 and SECR brake van have already arrived in our office for review and will be landing with Bachmann retailers soon.

The new Class 37 is a tremendous improvement over the outgoing model in every way and you can read our full review of this feature rich 'OO' product on pages 102-106. Joining it in the reviews is the Dapol GWR 'Manor' 4-6-0 which, like the Class 90 in 'N' gauge, is a locomotive which is very long overdue a fresh product to current standards.

Completing our new locomotive line-up for this issue is something altogether different – the unique Fell 2-D-2 (or 4-8-4 if you prefer) pioneer diesel from KR Models. This radical locomotive was just as unusual as a choice for a ready-to-run product and we are proud to be the first magazine to be able to review this exciting one-off locomotive. Don't forget to check in on our website at *www.keymodelworld.com* this month where we will have videos about all of these products and more so you can see them in action on our test track and get more of our views on them.

Joining the outstanding selection of new releases is the latest model railway news - and we have a full preview of the 2022 Great Electric Train Show which takes place on October 8/9 at the Marshall Arena in Milton Keynes. Advance tickets – which offer a discount over on the door prices AND allow early entry to the show each day – are available to purchase until September 30, so if you have been thinking about joining us, visit *shop.keypublishing.com* or call 01780 480404 to book your tickets now. We have more than 80 stands planned this year covering model railways, manufacturer stands, trade stands and demonstrations. Check out our full preview on pages 40-43.

Elsewhere in this issue, you can read our latest layout features including another two entrants to the Great Electric Train Show and the incredible home-based Harford Street, while our modelling team has been hard at work creating guides to inspire you and explain how to achieve the same results.

We hope you enjoy the latest issue and look forward to seeing as many readers as possible at the 2022 Great Electric Train Show.

Happy modelling!

Mike Wild
Publisher, Modelling

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LATEST 'P2' SAMPLE LANDS

HORNBY HAS RECEIVED the second Engineering Prototype (EP) sample of its forthcoming all-new 'OO' gauge LNER 'P2' 2-8-2 for evaluation by the company's development team.

Announced as part of Hornby's new 2021 range, this latest incarnation of the LNER 'P2' 2-8-2 is set to appear in original, streamlined and 'new-build' conditions as 2002 *Earl Marischal* with double deflectors in LNER apple green (R3984), streamlined 2003 *Lord President* in LNER apple green (R3985) and the 'new' 2007 *Prince of Wales* in LNER apple green (R3983). In addition 2007 *Prince of Wales* will also be available with factory-fitted Twin Track Sound (TTS) and Hornby's new steam generator (R3983SS), which is currently in development.

Hornby's new models will include a die-cast chassis and running plate, five-pole skew-wound motor, flywheel, 21-pin Digital Command Control (DCC) decoder socket, flickering firebox, etched metal detailing and separately-fitted handrails.

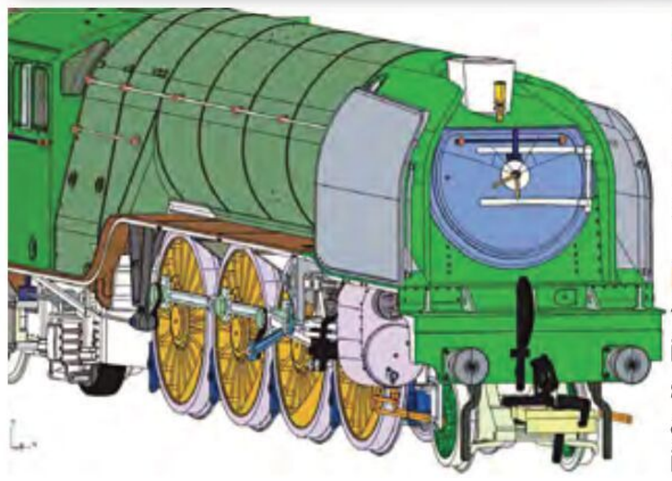
Prices are set at £254.49 for DCC ready models and £294.49 for the TTS and steam generator fitted example. Release is expected next summer (2023).

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

Above: **Development of Hornby's all-new 'OO' gauge LNER 'P2' 2-8-2 is advancing with a second Engineering Prototype sample arriving in late July.**

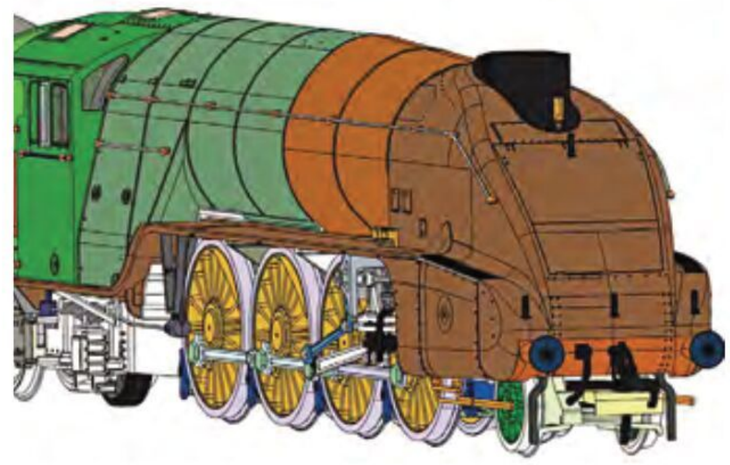
Hornby's new 'P2' 2-8-2 will incorporate a die-cast chassis and running plate, detailed cab interior, separately-fitted metal handrails and etched metal fallplate.

Intricate valve gear and fine detailing add to the finesse of this all-new 'OO' gauge locomotive.



Left: **Hornby is also producing a model of LNER 'P2' 2002 *Earl Marischal* with its secondary smoke deflectors.**

Right: **Completing the 'P2' line-up, Hornby is developing a streamlined example as 2003 *Lord President* in LNER apple green.**



WIN! HORNBY

HORNBY MAGAZINE is offering the chance to win one of Hornby's latest 'OO' gauge Class 67 Bo-Bo diesels in our latest competition, worth £193.99.

The prize consists of Hornby's 'OO' gauge Class 67 67014 in Transport for Wales livery (Cat No. R30089). This superb model features a die-cast metal chassis, five-pole skew-wound motor, eight-pin Digital Command Control decoder socket, detailed cab interior, directional lighting, etched grilles, sprung metal buffers and more.

To be in with a chance of winning this latest Hornby locomotive, all you have to do is answer the question above by October 25 2022.

Even if you don't win, Hornby's 'OO' gauge Class 67 in TfW colours is available from Hornby stockists and at *www.hornby.com* now. Good luck!

'9F' loco crew

Hornby is to introduce an all-new set of 'OO' locomotive crew with its forthcoming model of the newly-tooled BR '9F' 2-10-0.

These newly-developed figures will be pre-painted with overalls, cap, shirt and tie and have been specifically posed for use with the all-new 'OO' gauge BR '9F' from Hornby. They will be supplied in the accessory bag.

Further crews are also being developed for the company's refreshed 'OO' gauge LNER 'A1/A3' 4-6-2s, 'A4' 4-6-2s, Class 91 electrics and the Class 370 Advanced Passenger Train models in due course.

Hornby's new BR '9F' 2-10-0 is set to appear as 92167 in BR black with early crests (R3986), 92194 in BR black with late crests (R3987) and 92220 *Evening Star* in BR lined green with late crests (R3988).

Priced at £252.99 each, release is anticipated later this autumn.

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

Hornby's newly-tooled 'OO' gauge BR Standard '9F' 2-10-0 is set to include a specially developed footplate crew.

Hornby 87 receives 'Exec' makeover

Hornby's 'OO' gauge Class 87 will carry InterCity Executive livery for its next appearance, finished as 87009 *City of Birmingham*.

Hornby's 'OO' gauge Class 87 electric is set to gain a new identity this autumn finished as 87009 *City of Birmingham* in InterCity Executive livery (R30031), as carried by the prototype in the 1980s.

87009 is one of two new versions of the popular electric locomotives due for release later this year – the other being 87006 *City of Glasgow* in BR large logo grey (R30030).

In addition to the overall decoration, these forthcoming releases are also notable as the first examples of Hornby's Class 87 to receive 21-pin Digital Command Control (DCC) decoder sockets.

Priced at £217.99 each, release is expected later this autumn.

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

'OO' CLASS 67

WORTH OVER £190

QUESTION

How many Class 67 diesels were built for English, Welsh and Scottish Railways (EWS) in the late 1990s?

A.30 **B.**50 **C.**67

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 September 1 2022 and the closing date for entries is October 25 2022 at 5pm GMT. The winner will be notified no later than November 1 2022. There is no cash prize alternative and the Editor's decision is final. Competitions are not open to employees of Key Publishing, Hornby, their family members or anyone else professionally connected to the company. No purchase necessary.

3 ALL-NEW MODELS

LEAD BACHMANN'S AUTUMN 2022 RELEASES

BACHMANN has revealed its Autumn 2022 British Railway Announcement plans with three newly-tooled projects – two for 'OO' and one for 'N' – together with a list of re-issued models with new identities and colour schemes.

BRANCHLINE

Bachmann's 'OO' gauge range is set to benefit from two newly-tooled model projects this quarter including the recently revealed 'OO' all-new Class 37 diesel locomotives and a new South Eastern and Chatham Railway (SECR) 25ton 'Dance Hall' brake van.

The Class 37 was a surprise announcement at the recent Diesel and Electric Modellers United (DEMU) showcase event at Sutton Coldfield in late July. This all-new model has been developed from scratch utilising original drawings, site visits, surveys and diagrams.

The models feature all-new body shells, a die-cast metal chassis, five-pole motor with twin flywheels, all-wheel drive and pick-up, die-cast metal bogie towers, PluX22 Digital Command Control (DCC) decoder interface, dual factory-fitted speakers, together with cab and engine bay illumination, directional lighting, independently controlled marker lights and high intensity headlights (where fitted), with multiple options.

Further locomotive-specific detailing will also be incorporated to each model according to the prototype with differing styles of roof configurations, rivet styles, buffers, headcode boxes, light arrangements, decorated cab interiors, fuel and water tank differences, bogie types and more.

Class 37/0 and 37/4 variants are planned initially, with two Class 37/0s set to appear amongst the first batch of releases as 37034 in BR blue (Cat No. 35-301/SF/SFX) with original buffer beam cowling, while 37043 *Loch Lomond* will feature BR large logo blue with West Highland terrier motifs (35-304/SF/SFX) together with working Scottish car-style headlights and buffer beam cowling removed.

Joining these are plated centre headcode Class 37/4s as 37401 *Mary Queen of Scots* in BR InterCity Mainline livery (35-336/SF/SFX) with nose aerials and top lamp irons, 37423 in BR Railfreight Metals sector livery (35-337/SF/SFX), with nose aerials but without top lamp irons and 37430 *Cwmbran* in BR large logo blue (35-335/SF/SFX) with top lamp irons but without nose aerials. A Bachmann Collector Club exclusive of 37422 *Cardiff Canton* in EWS maroon and gold livery (35-335K/SF/SFX) is also available, as announced at the DEMU event. This model features rectangular buffers, while the other Class 37/4s have oval examples.

Matching Bachmann's recently introduced all-new 'OO' Class 47 models, three levels of specification will be available on the Class 37 with DCC ready, DCC sound-fitted (SF suffix) and DCC sound-fitted deluxe (SFX suffix) examples. The SFX models include the addition of an independently controlled working roof fan and tinted cab glazing.

Bachmann's all-new 'OO' gauge Class 37 will also be available as 37034 in BR blue in the first batch of releases.

The all-new Class 37 tooling suite will enable Bachmann to produce the Class 37/0 with a Scottish car-style headlight for the first time.

Bachmann has retooled its 'OO' gauge Class 37 diesel, with the first two Class 37/4 variants already available – the EWS example is a Bachmann Collectors Club exclusive.

Digital sound-fitted models will feature one of four different Class 37 sound projects developed to accompany the appropriate variant, with a factory-fitted Zimo MS450 sound decoder and dual speaker set-up.

Bachmann's popular 'OO' gauge Class 101 two-car Diesel Multiple Unit (DMU) returns in BR blue and grey (32-287B/SF), carrying Manchester and Chester destination blinds. It will be available in DCC ready and DCC sound-fitted formats, while the Class 105 two car DMU is set to return in DCC ready form carrying BR green with 'speed whiskers' (31-326B) and Grantham/Lincoln Central destination blinds, together with route indicator blinds displaying '15'.

Following the popularity of the first batch of 'OO' refurbished Mk 2f Driving Brake Standard Open (DBSO) vehicles, Bachmann is issuing two further models as 9708 in BR InterCity 'Swallow' livery (39-735ADC) and 9703 in Network Rail yellow (39-737ADC). The InterCity example will differ from the first model by removal of the stylised silver 'Swallow' in the cab window, while the shade of yellow used for the Network Rail model will differ, as per the prototype.

TABLE 1 - BACHMANN 'OO' LOCOMOTIVES AND ROLLING STOCK

DESCRIPTION	CAT NO.	PRICE
Class 37/0 37034, BR blue - new tooling	35-301	£244.95
Class 37/0 37034, BR blue (sound fitted) - new tooling	35-301SF	£344.95
Class 37/0 37034, BR blue (sound-fitted deluxe) - new tooling	35-301SFX	£374.95
Class 37/0 37043 *Loch Lomond*, BR large logo blue - new tooling	35-304	£244.95
Class 37/0 37043 *Loch Lomond*, BR large logo blue (sound-fitted) - new tooling	35-304SF	£344.95
Class 37/0 37043 *Loch Lomond*, BR large logo blue (sound-fitted deluxe) - new tooling	35-304SFX	£374.95
Class 37/4 37401 *Mary Queen of Scots*, InterCity Mainline - new tooling	35-336	£244.95
Class 37/4 37401 *Mary Queen of Scots*, InterCity Mainline (sound-fitted) - new tooling	35-336SF	£344.95
Class 37/4 37401 *Mary Queen of Scots*, InterCity Mainline (sound-fitted deluxe) - new tooling	35-336SFX	£374.95
Class 37/4 37423 *Sir Murray Morrison*, BR Railfreight Metals - new tooling	35-337	£244.95
Class 37/4 37423 *Sir Murray Morrison*, BR Railfreight Metals (sound-fitted) - new tooling	35-337SF	£344.95
Class 37/4 37423 *Sir Murray Morrison*, BR Railfreight Metals (sound-fitted deluxe) - new tooling	35-337SFX	£374.95
Class 37/4 37430 *Cwmbran*, BR large logo blue - new tooling	35-335	£244.95
Class 37/4 37430 *Cwmbran*, BR large logo blue (sound-fitted) - new tooling	35-335SF	£344.95
Class 37/4 37430 *Cwmbran*, BR large logo blue (sound-fitted deluxe) - new tooling	35-335SFX	£374.95
Class 101 two-car DMU M56337/M51198, BR blue/grey	32-287B	£284.95
Class 101 two-car DMU M56337/M51198, BR blue/grey (sound-fitted)	32-287BSF	£384.95
Class 105 two-car DMU E56449/E51291, BR green with speed whiskers	31-326B	£269.95
BR Mk 2F refurbished DBSO 9708, BR InterCity 'Swallow'	39-735ADC	£149.95
BR Mk 2F refurbished DBSO 9703, Network Rail yellow	39-737ADC	£149.95
HTA bogie hopper wagon, DB Schenker branded (ex-EWS) maroon (weathered)	37-855	£69.95
HTA bogie hopper wagon, DB Schenker red	37-856	£63.95
SECR 25ton 'Dance Hall' brake van 11902, SECR grey - new tooling	38-915	£49.95
SECR 25ton 'Dance Hall' brake van 55462, SR brown/red ends - new tooling	38-916	£49.95
SECR 25ton 'Dance Hall' brake van S55457, BR early grey - new tooling	38-917	£49.95
SECR 25ton 'Dance Hall' brake van DS55466, BR departmental olive green - new tooling	38-918	£49.95

Left: **A newly-tooled 'OO' gauge South Eastern and Chatham Railway Diagram 1559 25ton 'Dance Hall' brake van has also been developed.**

Two HTA bogie hopper wagons are also set to be released this autumn, with one featuring a weathered finish to the DB Schenker branded former EWS maroon colour scheme (37-855) and the other a pristine DB Schenker red livery (37-856).

Finally for 'OO' this autumn, Bachmann has unveiled an all-new 'OO' gauge South Eastern and Chatham Railway (SECR) 25ton 'Dance Hall' brake van – so called due to the amount of space provided within the guard's compartment.

The vehicles were introduced from1918 and Bachmann's model is based on a Diagram 1559 vehicle built in 1921 which survives in preservation.

The specification includes a detailed interior, glazing, lamp irons, running boards and underframe brake equipment.

Four models are set to appear as 11902 in SECR grey (38-915), 55462 in SR brown (38-916), S55457 in BR early grey (38-917) and DS554466 in BR departmental olive green (38-918).

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

GRAHAM FARISH

Headlining Bachmann's 'N' gauge Graham Farish range is an all-new Class 90 electric locomotive.

This newly-tooled model will feature a coreless motor, all-wheel pick-up and drive, Next18 DCC decoder socket, factory-fitted digital sound speaker, cab interior illumination, directional lighting and poseable pantograph. Each will be available in DCC ready and DCC sound fitted formats, with the latter models featuring factory-fitted ESU sound decoders, with the sound project optimised for use with coreless motors.

Five models will be released this autumn as 90004 *City of Glasgow* in Virgin Trains colours (371-783/SF), 90005 *Financial Times* in InterCity 'Swallow' livery (371-780/SF), 90019 *Penny Black* in Rail Express Systems livery (371-782/SF), 90037 in BR Railfreight Distribution colours (371-781/SF) and 90047 in Freightliner's eye-catching G&W orange scheme (371-785/SF).

Currently in production, these all-new 'N' gauge Class 90s are due to arrive during the final quarter of 2022.

Bachmann is also introducing a selection of its Class 08/09 diesel shunters in DCC ready and DCC sound-fitted formats as regional sales area exclusives. Amongst these new models are 09006 in Mainline blue (371-015TL/SF) exclusive to retailers in the South of England, 08908 in East Midlands Trains livery (371-016SD/SF) for retailers in South Yorkshire, Humberside, East Midlands and East of England, 601 *Spectre* in BR/LMS black (371-020DB/SF), exclusive to the West Midlands, Wales, Ireland, Isle of Man and selected counties West of London and 08761 in Provincial colours (371-017RJ/SF) for retailers in Northern England and Scotland.

Two further Class 08s are set to appear on general release as 08833 *Liverpool Street Pilot* in BR/Great Eastern lined blue (371-015E/SF) and 08785 in Freightliner G&W orange (371-018A/SF).

The Graham Farish range is also set to be bolstered with the addition of a Class 37 in weathered

Bachmann's Graham Farish range benefits from an all-new 'N' gauge Class 90 electric in five different colour schemes.

Bachmann's 'OO' gauge IPA twin double-deck car carriers return as exclusive editions through Bachmann's Collectors Club.

Hot on the heels of its recent release, Bachmann's 'OO' gauge refurbished BR Mk 2f DBSO gains two additional identities including 9703 in Network Rail yellow.

Bachmann's 'N' gauge Midland '4F' with Fowler tender gains digital sound for its release this autumn.

An exclusive 'N' gauge Class 101 three-car DMU in Strathclyde PTE orange will be available to Bachmann Collectors Club members.

08761 in BR's Provincial colour scheme with Haymarket depot motifs is one of a series of Graham Farish 'N' gauge regional sales area exclusive models set to appear.

BR Railfreight red-stripe livery as 37032 *Mirage* (371-474) and a special 50th anniversary train pack containing 60002 *Graham Farish 50th Anniversary 1970-2020* in GB Railfreight colours (371-364/SF). This will be supplied in a special wooden presentation box, containing a commemorative nameplate, enamel badge, Bachmann Collectors Club discount voucher and certificate.

Finally for 'N' gauge, three digital sound-fitted examples of Bachmann's Graham Farish Midland '4F' 0-6-0 are due to appear this autumn as 4057 in LMS black with Midland Railway numerals (372-063SF), 43892 in British Railways black (372-064SF) and 43931 in BR black with late crests (372-065SF). Each model will be paired with a Fowler tender and feature a Next18 DCC sound decoder, together with pre-fitted speaker in the tender.

See Table 2 for full details of Bachmann's autumn 2022 'N' gauge Graham Farish releases.

COLLECTORS CLUB

In addition to the previously mentioned all-new 'OO' model of 37422 *Cardiff Canton* in EWS livery, Bachmann has also added a selection of exclusive models for its Bachmann Collectors Club (BCC).

In 'OO', IPA twin double-deck car carrying wagons make a welcome return in STVA red (38-250K) and STVA grey (38-251K) liveries. Each pack contains a pair of semi-permanently coupled wagons with the pristine grey examples appearing in the range for the first time. The STVA red wagons will feature a weathered finish. Due to the increased costs associated with manufacturing and assembling these models, the company is only making these available direct to BCC members to keep them affordable, priced at £139.95 for pristine models and £149.95 for the weathered examples.

For 'N' gauge modellers, a brightly-coloured limited edition Class 101 three-car DMU is available in Strathclyde PTE orange. This is available DCC ready and DCC sound-fitted (371-513K), the latter model featuring two ZIMO decoders – one sound and one standard – configured to operate together. Prices are set at £274.95 DCC ready and £374.95 DCC sound-fitted.

SCENECRAFT

Bachmann's Scenecraft range of decorated resin buildings and accessories continues to expand with the addition of four new 'O' gauge models, suitable for diesel era modellers with a fuel point, pump house and storage tank amongst the line-up, while 'OO' gauge modellers are also set to benefit from the re-introduction of the fuel storage tank, together with a series of signalling-related models including a signalman's token platform, brick and timber signalbox (named Hebden Bridge) and an ARP signalbox.

For 'N' gauge modellers a collection of low-relief model buildings is set to include a factory, weather boarded warehouse, cement board warehouse, railway arches and a series of houses, with rural workers cottages, a prefabricated house and more.

See Table 3 for the full listing of new Bachmann Scenecraft products due this autumn.

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

Bachmann's Scencecraft range is enhanced with a selection of buildings in 2mm, 4mm and 7mm scales, including this new 'OO' gauge signal box.

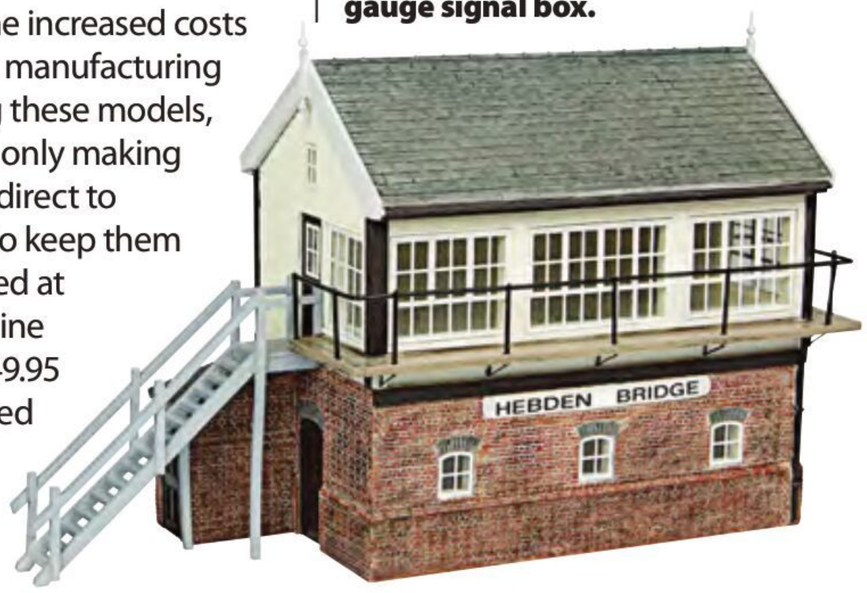


TABLE 2 - GRAHAM FARISH 'N' GAUGE LOCOMOTIVES AND ROLLING STOCK

DESCRIPTION	CAT NO.	PRICE
Midland '4F' 0-6-0 4057, LMS black (MR numerals)	372-063SF	£254.95
Midland '4F' 0-6-0 43892, British Railways black	372-064SF	£254.95
Midland '4F' 0-6-0 43931, BR black with late crests (weathered)	372-065SF	£254.95
Class 08 601 *Spectre*, BR/LMS black	371-020DB	£144.95*
Class 08 601 *Spectre*, BR/LMS black (sound-fitted)	371-020DBSF	£244.95*
Class 08 08761, BR Provincial livery	371-017RJ	£144.95*
Class 08 08761, BR Provincial livery (sound-fitted)	371-017RJSF	£244.95*
Class 08 08785, Freightliner G&W orange	371-018A	£144.95
Class 08 08785, Freightliner G&W orange (sound-fitted)	371-018ASF	£244.95
Class 08 08833 *Liverpool Street Pilot*, BR/Great Eastern lined blue	371-015E	£144.95
Class 08 08833 *Liverpool Street Pilot*, BR/Great Eastern lined blue (sound-fitted)	371-015ESF	£244.95
Class 08 08908, East Midlands Trains livery	371-016SD	£144.95*
Class 08 08908, East Midlands Trains livery (sound-fitted)	371-016SDSF	£244.95*
Class 09 09006, Mainline blue	371-015TL	£144.95*
Class 09 09006, Mainline blue (sound-fitted)	371-015TLSF	£244.95*
Class 37 37032 *Mirage*, BR Railfreight red-stripe (weathered)	371-474	£164.95
Class 60 60002 *Graham Farish 50th Anniversary*, GB Railfreight (Collectors pack)	371-364	£224.95
Class 60 60002 *Graham Farish 50th Anniversary*, GB Railfreight (Collectors pack) - sound-fitted	371-364SF	£324.95
Class 90 90004 *City of Glasgow*, Virgin Trains - new tooling	371-783	£194.95
Class 90 90004 *City of Glasgow*, Virgin Trains (sound-fitted) - new tooling	371-783SF	£294.95
Class 90 90005 *Financial Times*, BR InterCity 'Swallow' - new tooling	371-780	£194.95
Class 90 90005 *Financial Times*, BR InterCity 'Swallow' (sound fitted) -new tooling	371-780SF	£294.95
Class 90 90019 *Penny Black*, Rail Express Systems - new tooling	371-782	£194.95
Class 90 90019 *Penny Black*, Rail Express Systems (sound-fitted) - new tooling	371-782SF	£294.95
Class 90 90037, BR Railfreight Distribution - new tooling	371-781	£194.95
Class 90 90037, BR Railfreight Distribution (sound-fitted) - new tooling	371-781SF	£294.95
Class 90 90047, Freightliner G&W orange -new tooling	371-785	£194.95
Class 90 90047, Freightliner G&W orange (sound-fitted) - new tooling	371-785SF	£294.95
Note: * Regional sales area exclusive		

TABLE 3 - BACHMANN SCENECRAFT NEW RELEASES AUTUMN 2022

DESCRIPTION	SCALE	CAT NO.	PRICE
Rural workers cottages	2mm	42-0021	£44.95
Low-relief municipal reinforced concrete housing	2mm	42-0202	£41.95
Flat roof garage	2mm	42-084	£14.95
Prefabricated house	2mm	42-193	£33.95
Low-relief modern town houses	2mm	42-218	£38.95
Low-relief factory side	2mm	42-237	£39.95
Low-relief weather boarded warehouse	2mm	42-268	£29.95
Low-relief cement board warehouse	2mm	42-269	£32.95
Low-relief railway arches	2mm	42-287	£39.95
Snack bar	2mm	42-512	£19.95
Yard crane and loading gauge	4mm	44-0036	£44.95
ARP signal box	4mm	44-010	£64.95
Brick and timber signal box	4mm	44-0159	£79.95
Signalman's token platform	4mm	44-0513	£17.95
Fuel storage tank	4mm	44-129	£49.95
Office block	7mm	47-039	£84.95
Diesel fuelling point	7mm	47-040	£49.95
Fuelling point pump house	7mm	47-128	£39.95
Fuel storage tank	7mm	47-129	£99.95

To mark the 50th anniversary of Graham Farish launching its 'N' gauge range, a special presentation pack will be available containing 60002 *Graham Farish 50th Anniversary 1970-2020*.

'OO' O&K PHA/JYA HOPPERS NEXT FOR CAVALEX MODELS

Outer wagons will feature conventional buffers and couplings at one end.

Working knuckle couplers with uncoupling bars will be fitted to inner wagon ends.

CAVALEX MODELS and Ultimate Model Railways have confirmed they are working together on a newly-tooled Orenstein and Koppel PHA/JYA bogie aggregate box wagon for 'OO'.

Built in the late 1980s by Orenstein and Koppel (O&K), 61 of these bogie box wagons were introduced for use on Foster Yeoman aggregate traffic from the company's Torr Works quarry in Somerset.

Designed to deliver the maximum payload in the shortest possible train length, the PHA box wagons were similar in length to Foster Yeoman's existing PTA wagons at the time. They featured a new style of bogie – O&K 25-100 – and were restricted to a maximum speed of 45mph when fully loaded.

As with the existing PTA wagons in the fleet, these new box wagons featured inner and outer versions – the latter featuring buffers and traditional draw gear at one end – and were intended to operate in ten wagon sets, although this could vary greatly.

Cavalex Models and Ultimate Model Railways have teamed up to produce all-new 'OO' gauge O&K PHA/JYA aggregate bogie box wagons in original and later condition.

They were redesignated to TOPS code JYA in 1990, which they have carried since and remain in service with Mendip Rail.

Cavalex Models' newly-tooled 'OO' gauge model will be produced in outer and inner wagon form and will feature a zinc alloy chassis, highly-detailed underframe, separately fitted detailing, working knuckle couplings with uncoupling bars for inner wagon ends and sprung buffers at one end of the outer wagons.

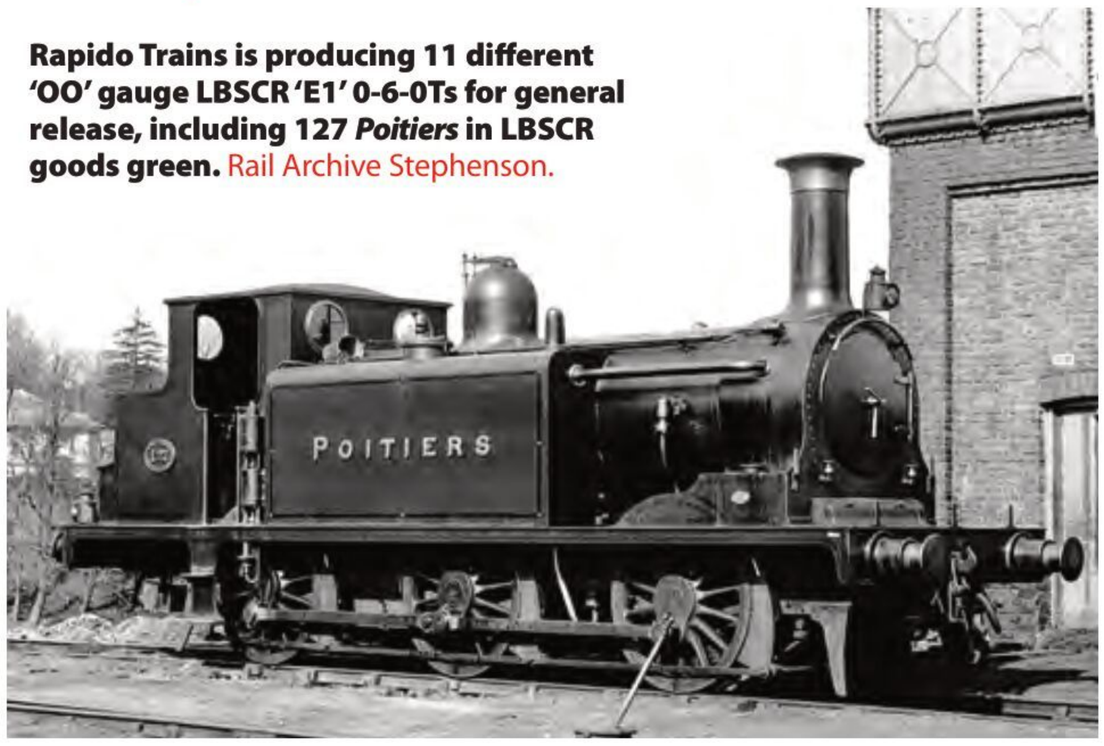
Development work is already at an advanced stage, with the project currently in tooling. Three liveries are planned covering original and revised Foster Yeoman livery (with branding and/or logo boards), as well as unbranded grey (with boards removed), although individual running numbers and pack details have yet to be confirmed.

Priced at £49.99 each, the wagons will be available exclusively from Ultimate Model Railways. Release is anticipated in late 2023.

● **For more information visit *www.ultimatemodelrailways.com* and *www.cavalexmodels.com*.**

Rapido's LBSCR 'E1' nears tooling

Rapido Trains is producing 11 different 'OO' gauge LBSCR 'E1' 0-6-0Ts for general release, including 127 *Poitiers* in LBSCR goods green. Rail Archive Stephenson.



RAPIDO TRAINS UK 'OO' GAUGE LBSCR 'E1' 0-6-0T	
DESCRIPTION	**CAT NO.**
LBSCR 'E1' 0-6-0T 145 *France*, LBSCR improved engine green	936001
LBSCR 'E1' 0-6-0T 155 *Brenner*, LBSCR improved engine green	936002
LBSCR 'E1' 0-6-0T 127 *Poitiers*, LBSCR goods green	936003
LBSCR 'E1' 0-6-0T 122 *Leghorn*, LBSCR goods green	936004
LBSCR 'E1' 0-6-0T 110, LBSCR umber	936005
LBSCR 'E1' 0-6-0T 694, LBSCR umber	936006
LBSCR 'E1' 0-6-0T B690, Southern black	936007
LBSCR 'E1' 0-6-0T 2151, Southern black	936008
LBSCR 'E1' 0-6-0T 32694, BR plain black with early crests	936009
LBSCR 'E1' 0-6-0T 32138, BR plain black with early crests	936010
LBSCR 'E1' 0-6-0T 32151, BR lined black (no crests)	936011
LBSCR 'E1' 0-6-0T No. 1 *Medina*, British Railways lined green with 'sunshine' lettering	936012
LBSCR 'E1' 0-6-0T No. 3 *Ryde*, Southern black with 'sunshine' lettering	936013
LBSCR 'E1' 0-6-0T No. 30, Hartley Main Colliery livery	936014

Rapido Trains UK has confirmed that its forthcoming all-new 'OO' gauge London Brighton and South Coast Railway (LBSCR) 'E1' 0-6-0T is ready for tooling.

Fourteen different models are planned (see table) for the main range initially, spanning the service careers of these diminutive locomotives from their introduction in the 1870s to withdrawal from British Railways by the early 1960s. Two LBSCR lined black examples have also been commissioned by Train Times of Eastbourne as exclusive models.

Rapido's extensive tooling suite will incorporate detail variations between locomotives including boiler types, chimneys, coal rail styles, smokebox doors and Isle of Wight modifications. They will also have separately fitted detail parts, a Next18 Digital Command Control (DCC) decoder socket, factory-fitted digital sound speaker, sprung buffers and NEM coupling pockets.

Priced at £164.95 DCC ready and £264.95 DCC sound-fitted, release is scheduled during 2023.

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

SECR six-wheel brake van EPs break cover

Rapido Trains' newly-tooled 'OO' gauge SECR six-wheel 20ton brake van has reached the first Engineering Prototype sample stage.

A hand decorated sample of the new 'OO' gauge SECR six-wheel 20ton brake van, finished as 2033 in SECR grey.

Rapido Trains has received the first Engineering Prototype (EP) samples of its newly-tooled 'OO' gauge South Eastern and Chatham Railway (SECR) 20ton six-wheel brake vans for assessment.

Built in the late 1890s, the prototypes first appeared with an open platform at one end and an enclosed veranda at the other. Later batches were revised with enclosed verandas at both ends, while some of the earlier vehicles were subsequently rebuilt.

Rapido Trains has designed two versions of the enclosed veranda style brake vans for general release – 'as built' and rebuilt single-ended examples – together with a third variant of the original single ended brake van as an exclusive edition for Rails of Sheffield.

In addition, Train Times of Eastbourne has commissioned an exclusive model of the Kent and East Sussex Railway's preserved SECR six-wheel brake van 2010 in SECR grey. See Table 1 for the full listing of planned releases.

Prices are set at £39.95 each, release of the six-wheel brake vans is planned during 2023.

● **Visit *www.rapidotrains.co.uk* for more information on the project and *www.railofsheffield.com* and *www.traintimesmodelshop.co.uk* for details of the exclusive editions.**

RAPIDO TRAINS UK 'OO' SECR SIX-WHEEL BRAKE VANS

DESCRIPTION	CAT NO.
2033, SECR grey with black underframe parts	931001
2036, SECR grey	931002
55382, SR brown with red ends (large lettering)	931003
55409, SR brown with red ends (large lettering)	931004
55384, SR brown with red ends (small lettering)	931005
55366, SR brown with red ends (small lettering)	931006
S55429, SR brown with red ends (BR lettering)	931007
S55434, BR grey	931008
S55371, BR grey	931009
80383, BR Engineers' black	931010
2005, South Eastern Railway red	931011*
2025, SECR grey with black underframe metalwork	931012*
12067, SECR grey with black underframe metalwork	931013*
2010, SECR grey, as preserved at Kent and East Sussex Railway	TBC**

NOTES:
* Rails of Sheffield exclusive single veranda brake vans
** Train Times of Eastbourne exclusive edition

RAPIDO BEDFORD OB EPS

Left: **Three different versions of the all-new 1:76 scale Bedford OB are set to appear from Rapido Trains.**

Right: **The specification for the Bedford OB incorporates a prototypical sliding roof.**

Rapido Trains' all-new 1:76 scale Bedford OB coach has reached the first Engineering Prototype stage.

Three versions of these 1:76 scale Duple Vista bodied Bedford OBs have been tooled including the original post war design with extended boot doors, post-1949 appearance with larger rear bumper and revised rear light panels and the later version with additional roof windows.

The specification includes a highly-detailed plastic body, detailed interiors, sliding roof, rubber tyres, poseable wheels and choice of wing mirrors.

Rapido is producing 11 different models, including an example to accompany its 'Titfield Thunderbolt' range of models – see panel for full details.

Prices are set at £44.95 each, with release anticipated in 2023.

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

RAPIDO TRAINS UK 1:76 SCALE BEDFORD OBS

DESCRIPTION	CAT NO.
GAM338, Pearce and Crump (Titfield Thunderbolt range)	920001
LKM55, East Kent Road Car Company	920002
HOD75, Western National Omnibus Company	920003
LTA750, Royal Blue Coach Services	920004
EDL638, Southern Vectis (dark green)	920005
GWS469, Edinburgh Corporation	920006
FWO615, British Railways crimson and cream	920007
HAA874, Hants and Sussex	920008
FWW596, West Yorkshire Road Car	920009
LRO296, The Mountain Goat	920010

HELJAN
'OO' DEVELOPMENTS

Heljan has received the first Engineering Prototype sample of its newly-tooled 'OO' gauge NBL pioneer diesel electric 10800.

HELJAN HAS UPDATED progress on its in-development 'OO' gauge model projects with Engineering Prototype (EP) samples currently under evaluation.

Leading the charge is the North British (NBL) pioneer diesel-electric 10800 project, launched earlier this year at the Model Rail Scotland exhibition in Glasgow.

Four versions of 10800 are planned to reflect its operation including BR black and silver with early crests as it appeared on Southern and Midland Region metals in pristine (Cat No. 1080) and weathered finishes (1081), BR black and silver with early crests in final BR condition (1082) and BR green with late crests (1083).

Priced at £234.95, a release date has yet to be confirmed.

Heljan's re-tooled 'OO' gauge Class 26/1 Bo-Bo diesel has also been received for approval, with the first batch of models set to include the twin cab front headlights fitted to locomotives operating on Scotland's 'Far North' lines from Inverness.

It will feature independently controlled (switchable) head, tail and cab lights, together with engine cubicle illumination, 21-pin DCC decoder socket (located under a removable hatch in the roof) and etched metal detailing including roof fan grille and cab step treads.

Two 'Far North' 'OO' gauge examples are planned initially as 26039 in BR blue with twin headlights (2625) and 26032 in BR blue with Highland stag motifs (2626). These models also feature the early style of circular communication roof pods.

Further Class 26/1s are expected, while an upgraded Class 26/0 is also anticipated.

Priced at £199.95 each, release is expected during the second quarter of 2023.

Samples of Heljan's eagerly awaited 'OO' gauge Class 104 Diesel Multiple Unit (DMU) have also arrived for assessment.

Nine of the distinctive Class 104 DMUs are planned initially in BR green, BR blue, BR blue and grey, BR Network SouthEast and BR ScotRail 'Mexican Bean' colours. Options include three-car and two-car sets, with power-trailer and power-twin variants.

Each will feature a low-profile centrally-mounted motor, all-wheel drive (powered car), 21-pin DCC decoder socket, newly-developed inter-vehicle electrical connectors, switchable interior illumination and directional lighting.

Prices are set at £349 for two-car sets and £449 for three-car units. Release is expected in 2023.

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

●Heljan has confirmed that its forthcoming all-new 'OO' gauge Class 45 1Co-Co1 diesel project has entered production, with models expected to arrive during the autumn. See *www.keymodelworld.com/heljan* for the full story.

Heljan's Class 104 Diesel Multiple Units are progressing well with two and three-car units now at the EP sample stage.

The Class 104s will feature a low-profile centrally-mounted motor with drive to all axles in the powered car.

Heljan's retooled 'OO' gauge Class 26 will reflect the Scottish 'Highland' twin headlights fitted examples of the BRCW Type 2s initially.

Heljan's all-new 'OO' gauge Class 45 diesels have entered production, with 19 different models set to arrive later this year including 45106 in its unique BR green colour scheme.

Ellis Clark makes Pullman progress

Ellis Clark Trains has confirmed prices for its forthcoming all-new Darstaedt-produced 'O' gauge K-Type Pullman cars.

Ellis Clark Trains has updated progress on its forthcoming 'O' gauge all-steel K-Type Pullman cars, issuing a series of colourised CAD drawings to highlight the level of detail planned.

These all-new 'O' gauge Pullmans are being manufactured by Darstaedt Trains with an extensive selection of options from single vehicles to complete rakes of authentic carriages in the making. Options include 'Bournemouth Belle', 'Queen of Scots' and 'Yorkshire Pullman' formations while vehicles planned will cover Pullman Brake Third, Parlour Third, Parlour First, Kitchen Third and Kitchen First.

Since launching its plans (HM173), development work has been continuing behind the scenes on research and design, with the project currently at the CAD drawing stage.

Each coach will feature etched brass sides, separately moulded ends and windows, detailed and decorated interiors, decorated interior walls, hand-painted finishes, working table and ceiling lighting, compensated metal bogies with roller ball bearings, super-detailed chassis and underframe, working buckeye couplings and sprung metal buffers.

In addition, the coaches are set to receive a specially-designed magnetic coupling system with an innovative sliding arrangement when negotiating curves (second radius and above).

Prices have also now been confirmed with individual vehicle prices set at £399 each (reducing to £375 each when three or more are ordered), while coach pack prices will range from £795 for twin-packs to £3,750 for a full ten-coach 'Queen of Scots' pack (see table for more details). Delivery is currently expected in late 2023.

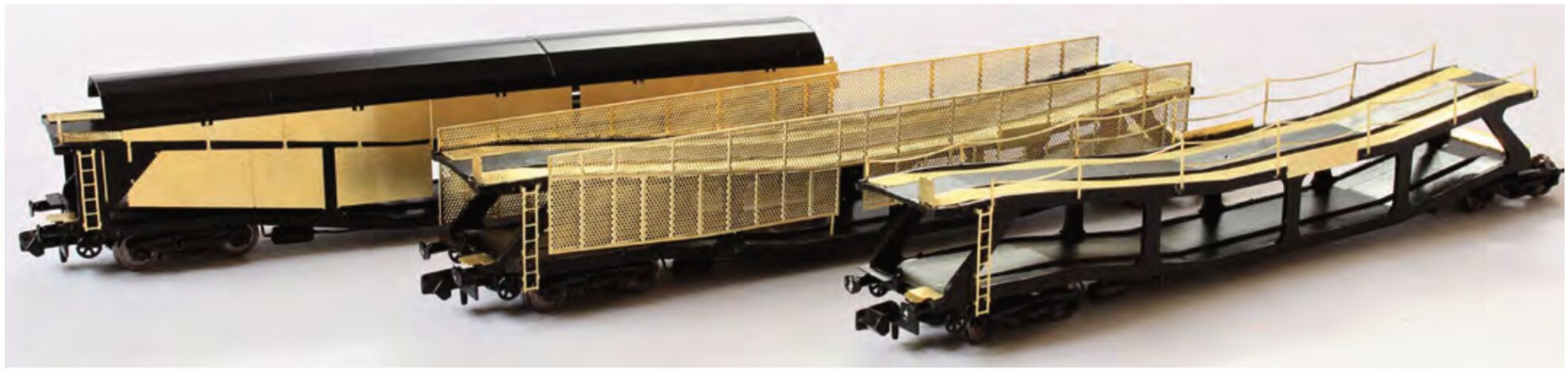
● **Visit *www.ellisclarktrains.co.uk* for more information.**

These newly-tooled 'O' gauge models are also set to feature incredibly detailed and decorated interiors.

ELLIS CLARK TRAINS 'O' GAUGE ALL-STEEL K-TYPE PULLMAN CARS

DESCRIPTION	PRICE
Pullman cars (individual)	£399 each (£375 each for three or more)
Bournemouth Belle 1966 Pack A (five coaches)	£1,875
Bournemouth Belle 1966 Pack B (four coaches)	£1,500
Keighley and Worth Valley Presentation Pack (two coaches)	£795
Ocean Liner Set 1 (three coaches)	£1,125
Ocean Liner Set 2 (two coaches)	£795
Queen of Scots Set 1 (ten coaches)	£3,750
Queen of Scots 1957 (six coaches)	£2,250
Yorkshire Pullman (eight coaches)	£3,000

Revolution's Cartic-4 EPs roll in



Revolution Trains has received Engineering Prototype samples of its newly-tooled 'N' gauge 'Cartic-4' articulated double-deck car carriers.

Revolution Trains has received Engineering Prototype (EP) samples of its newly-tooled 'N' gauge 'Cartic-4' articulated double-deck car carrying wagons for evaluation by the development team.

Revolution Trains' all-new 'N' gauge models will feature injection moulded and etched metal parts, together with NMRA RP25 wheelsets and close coupling with kinematic sockets.

Seven variants are planned across BR blue with Motorail branding, MAT blue with mesh screens, MAT-Transauto blue, Silcock and Collings orange, Silcock Express livery with side screens, Silcock Express livery with side screens and roof and STVA light grey with side screens. Two quad sets in each colour scheme are due to be produced with each carrying different running numbers.

Following extensive testing, some minor modification to the articulation will be required, but the company reports that their operation has proved satisfactory.

'OO' gauge models are also planned, although these are currently at the CAD stage.

Prices are set at £124.95 per four-vehicle set, with a delivery date yet to be confirmed.

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

Hornby Magazine MODEL RAILWAY AWARDS 2022

Voting for the 2022 *Hornby Magazine* Model Railway Awards is now open! **MARK CHIVERS** highlights this year's nominees.

THE *Hornby Magazine* Model Railway Awards return for 2022 - and voting is now open at *www.keymodelworld.com*.

It has been another phenomenal year for releases with more than 30 all-new locomotives and multiple units released across 'OO', 'O', 'N' and 'OO9', including a handful of retooled models to the latest specifications.

Categories follow last year's awards including those shown below covering motive power, newly-tooled rolling stock releases and the coveted Manufacturer of the Year Award, together with Innovation of the Year, Retailer of the Year, Specialist Retailer of the Year and Layout of the Year which can be found at *www.keymodelworld.com* where you can vote for your favourite now.

This year's awards also see a new category added – Model Railway YouTuber of the Year. A shortlist of ten nominees has been selected for you to cast your vote.

Voting is open from 9am on Thursday September 1 and closes at 5pm on Friday September 16 2022.

The winners of the 2022 *Hornby Magazine* Model Railway Awards will be revealed on Saturday October 8 in a special ceremony after the Great Electric Train Show, online at *www.keymodelworld.com* and in the following issue of *Hornby Magazine*.

Plus, by casting your vote in the *Hornby Magazine* Model Railway Awards you could win Hornby's latest 'OO' gauge Gresley rebuilt 'W1' 4-6-4 60700 in BR lined green with late crests and a pair of VIP tickets to the Great Electric Train Show at the Marshall Arena, Milton Keynes on October 8/9 2022 – worth over £330!

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MARK CHIVERS

CARRIAGE AND WAGON AWARDS 2022

BEST 'OO' GAUGE CARRIAGE OR WAGON

- Hornby Maunsell Dining Saloon (HM181)
- Cavalex TEA bogie tank wagons (HM182)
- Dapol O&K JHA hopper wagons (HM173)
- Accurascale 21ton mineral wagons (HM174)
- Accurascale Coil A steel wagons (HM174)
- Accurascale HYA/IIA hopper wagons (HM177)
- Bachmann BR Vanwide/VEA vans (HM178)
- Accurascale HAA Merry-Go-Round hopper wagons (HM179)
- Oxford Rail 'Pilchard' bogie ballast/sleeper wagons (HM179)
- Oxford Rail Great Eastern 10ton covered vans (HM179)
- Rapido Trains UK RCH Gunpowder vans (HM179)
- Revolution Trains IWA holdalls and timber carriers (HM178/179)
- Rapido Trains UK SECR open wagons (HM180)
- KR Models Consett iron ore hopper wagons (HM180)
- Bachmann Mk 2f refurbished DBSO (HM183)
- Hornby Mk 4 coaches and DVT (HM183)
- Flangeway 'Salmon' bogie rail wagons – revised (HM183)
- Bachmann SECR 'Dance Hall' brake van (HM184)

BEST 'O' GAUGE CARRIAGE OR WAGON

- Minerva Model Railways GWR wooden 'Mink' van (HM173)
- Dapol BR Vanwide/VEA vans (HM177)
- Ellis Clark Trains 20ton Presflo wagons (HM181)
- Ellis Clark Trains Thompson carriages (HM181)

MOTIVE POWER AWARDS 2022

BEST 'OO' GAUGE LOCOMOTIVE

- Hornby 'Dublo' Bulleid air-smoothed 'Merchant Navy' 4-6-2 (HM173)
- Bachmann LNER 'V2' 2-6-2 (HM173)
- Rails of Sheffield Brown-Boveri gas turbine, 18000 (HM174)
- Bachmann Class 47 Co-Co (HM174)
- Locomotion/Rails LNWR 'Improved Precedent' 2-4-0 (HM174)
- OO Works LSWR 'A12' 0-4-2 (HM175)
- Hornby LNER 'W1' Hush Hush 4-6-4 (HM176)
- Dapol GWR 'Large Prairie' 2-6-2T (HM176)
- Rails of Sheffield Caledonian '812' 0-6-0 (HM177)
- Bachmann Class 20 Bo-Bo (HM177)
- Hornby LNER rebuilt 'W1' 4-6-4 (HM178)
- Hornby Class 370 Advanced Passenger Train (HM178)
- Heljan Class 86/4 Bo-Bo electric (HM178)
- Hornby Sentinel 0-6-0DH (HM179)
- Hornby Class 91 Bo-Bo electric (HM180)
- Accurascale Class 55 Co-Co (HM180)
- EFE Rail motorised 1938 London Underground stock (HM181)
- Rails of Sheffield North Eastern Railway autocar (HM182)
- Bachmann Class 37 Co-Co (HM184)
- KR Models 'Fell' 2-D-2 Diesel (HM184)
- Dapol GWR 'Manor' 4-6-0 (HM184)

BEST 'O' GAUGE LOCOMOTIVE

- Dapol Class 122 diesel railcar (HM173)
- Heljan Class 47 Co-Co (HM174)
- Heljan centre headcode Class 40 1Co-Co1 (HM175)
- Minerva Model Railways Class 14 0-6-0DH (HM178)
- Dapol Class 121 diesel railcar (HM179)
- Heljan Class 56 Co-Co (HM180)

BEST 'N' GAUGE LOCOMOTIVE

- Sonic Models GWR '56XX' 0-6-2T (HM173)
- Revolution Trains Class 320/321 Electric Multiple Units
- Graham Farish Class 319/769 Electric (bi-mode) Multiple Units (HM182)

BEST 'OO9' NARROW GAUGE LOCOMOTIVE

- Bachmann Double Fairlie 0-4-4-0T (HM175)
- Peco Small England 0-4-0STT (HM180)

MANUFACTURER OF THE YEAR 2022

- Accurascale
- Bachmann
- C=Rail
- Cavalex Models
- Dapol
- Ellis Clark Trains
- Flangeway
- Hattons Originals
- Heljan
- Hornby Hobbies
- Irish Railway Models
- Kernow Model Rail Centre
- KR Models
- Minerva Model Railways
- Murphy Models
- OO Works
- Oxford Rail
- Peco
- Rails of Sheffield
- Rapido Trains UK
- Realtrack Models
- Revolution Trains
- Sonic Models
- Sutton's Locomotive Works

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Collingwood

The privatisation era on the West Coastway route is the setting for **SIMON PALEY** to showcase the variety of trains and liveries over the last decade in 'OO' scale.

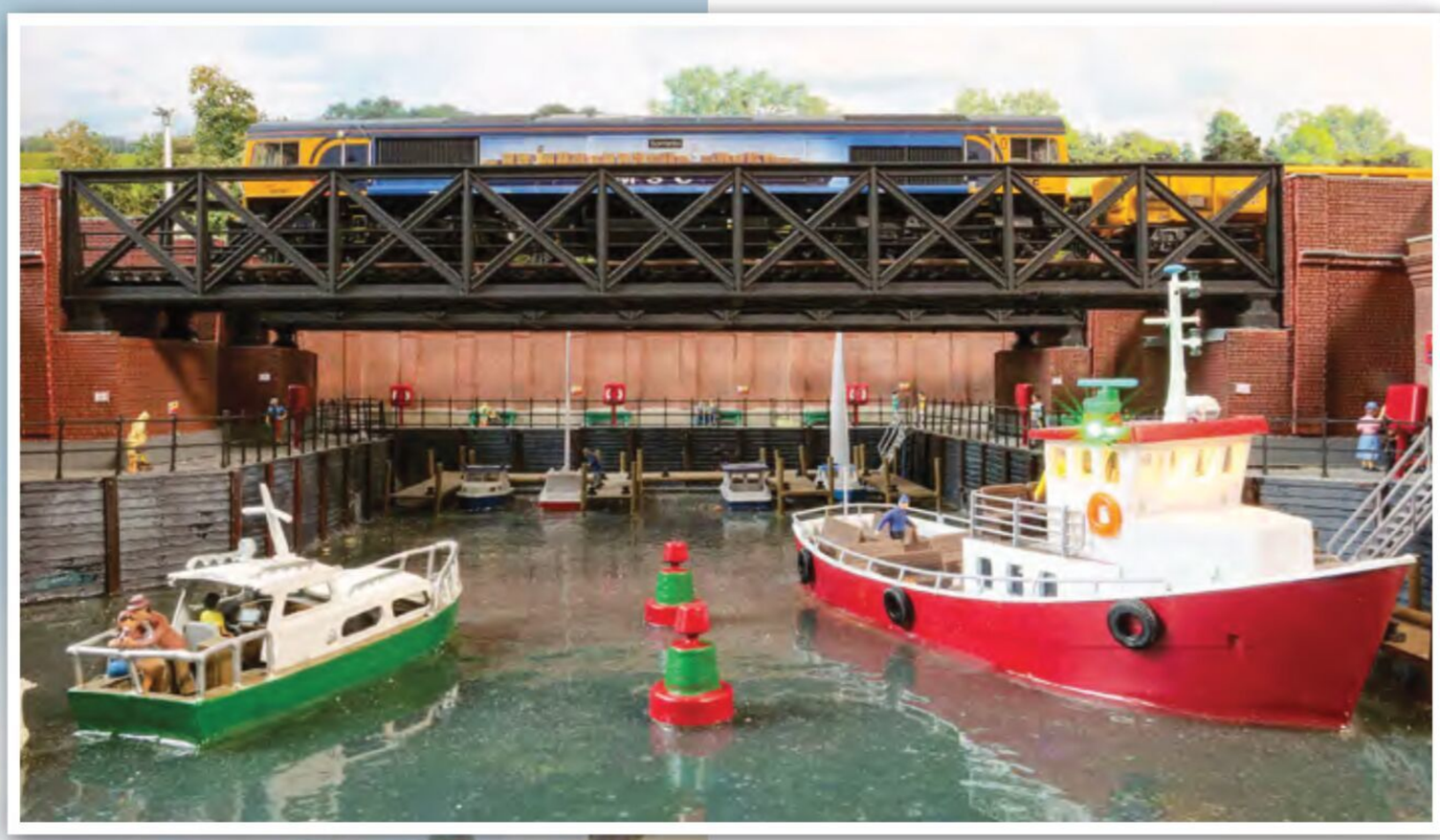
PHOTOGRAPHY, MIKE WILD

1 **Staff in Collingwood signalling centre keep an eye on proceedings. Buildings feature an impressive level of interior detailing with work stations, desks, monitors, chairs and more. Working lights have also been installed.**

GAUGE	SCALE	SIZE (SCENIC)	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	18ft x 2ft	SOUTHERN	2010s	DCC, Digitrax

Right: **Collingwood's inner harbour provides a tranquil setting, disturbed only by the trains passing overhead, such as this GBRF Class 66 hauling a heavy ballast train.**

Below: **Passengers watch from the footbridge as South West Trains Class 450s call at Collingwood station. 450127 is forming a London Waterloo via Eastleigh service, while 450073 has terminated in the central bay at Platform 2.**



IT'S AUGUST BANK HOLIDAY weekend on the railway, and that means one thing - engineering work. Track renewal at Southampton Airport Parkway means trains are being diverted via Collingwood and people are awaiting rail replacement buses in the forecourt, but it is still another ordinary day on the West Coastway route.

Collingwood was built to portray two concepts, rather than the specific intention of building a layout either to resemble a real location or to simply run trains. One was to reflect the privatised railway on an average day, while the second was to demonstrate how the modern-day railway operates.

THE FOUNDATIONS

The layout is based on Fareham, although it's not a faithful representation. It is 28ft long, 18ft of which is scenic area, and 2ft wide, and is constructed using Tim Horn laser cut plywood baseboards supported by trestles from a DIY store.

Peco 'OO' gauge code 75 concrete sleepered flexible track has been used throughout, together with large radius wooden sleepered points controlled by Tortoise point motors. Trains are controlled using a Digitrax DCC system via a Raspberry Pi microcomputer to a smartphone, with the signalling and points controlled by a prototypical Integrated Electronic Control Centre (IECC) via Java Model Railroad Interface (JMRI) – again on a Raspberry Pi.

The name Collingwood comes from HMS Collingwood, the Royal Navy's Naval Warfare School a few miles down the road from Fareham where I was accommodated during the first year of my railway career as a Network Rail Track Maintenance Apprentice.

A TOUR OF COLLINGWOOD

To describe the layout, let's join 2E28, a South West Trains Southampton Central to Portsmouth & Southsea local stopping service formed of a four-car Class 450 'Desiro' Electric Multiple Unit (EMU).

As the 'Desiro' approaches Collingwood on the Down Netley line from the rear right-hand end of the layout, the first »

Left: **The scratchbuilt aggregates unloading pit frames a pair of SWT Class 450 EMUs, as Freightliner's 66952 ticks over in the sidings.**

Right: **Access to the cul-de-sac on the other side of the tracks is via Collingwood Manually Controlled Barriers – On Call (MCB-OC) level crossing. Exhibition visitors can request its operation by pressing a button at the front of the layout.**

Below: **GB Railfreight (GBRF) Class 73 73206 *Lisa* heads a Network Rail test train off the single line section from Eastleigh, as a SWT Class 450 departs for Southampton along the Netley route.**

major feature is that of Collingwood road-rail access point (RRAP). As it is a Bank Holiday Friday afternoon, Network Rail personnel are preparing the various road and road-rail vehicles to take to their worksite possession near Bursledon. This is closely followed by Collingwood Junction, where the Up and Down Portsmouth lines to/from Eastleigh merge with the Netley lines and the Portsmouth lines become a single line, before entering Collingwood No. 1 tunnel.

Running alongside the Portsmouth lines is the aggregate terminal owned by independent wholesaler Ocean Aggregates. This is representative of the many aggregate terminals along the South Coast that service the considerable local building trade. Collingwood terminal complex is basic but very busy, it consists of a line next to a loading platform that handles box type wagons loaded by a grab truck, although this is currently broken, so they are making do with an ordinary bucket loader.

The terminal also has a line that serves an unloading pit – a scratchbuilt model – and a conveyor system for hopper wagons, which was 3D-printed to my own design. The Ocean Aggregates office and mess are Bachmann Scenecraft models illuminated and detailed using Faller components, while the complex is operated with an elderly Class 07 0-6-0 diesel shunter, purchased following its withdrawal at Southampton Docks.

As 2E28 traverses Collingwood Junction, two generations of signalling control can be seen. On the right (at the front of the layout) is Collingwood IECC whilst on the left (at the rear of the layout)

"If there is one technology that has been key to the layout's construction, it is that of 3D printing."

SIMON PALEY

is Collingwood's former Route Relay Interlocking Room - another scratchbuilt model of these distinctive Southern Region structures.

Collingwood IECC is a Busch 'HO' scale model of a farmer's garage building and represents a 'temporary' Integrated Electronic Control Centre that, in the fictional reality in which Collingwood is set, has assumed control of the Eastleigh Area Signalling Centre which was found to be life expired before Basingstoke Rail Operation Centre was sufficiently complete to take over.

This has seen the area converted to Computer Based Interlockings housed in a separate building, and workstations, both of which can be viewed thanks to cut-outs in the walls.

The conversion of the signalling at Collingwood has necessitated the installation of a new GSM-R node next »

7 Left: **A passenger makes a dash for a taxi, or perhaps the Mini's owner has spotted a traffic warden in the vicinity!**

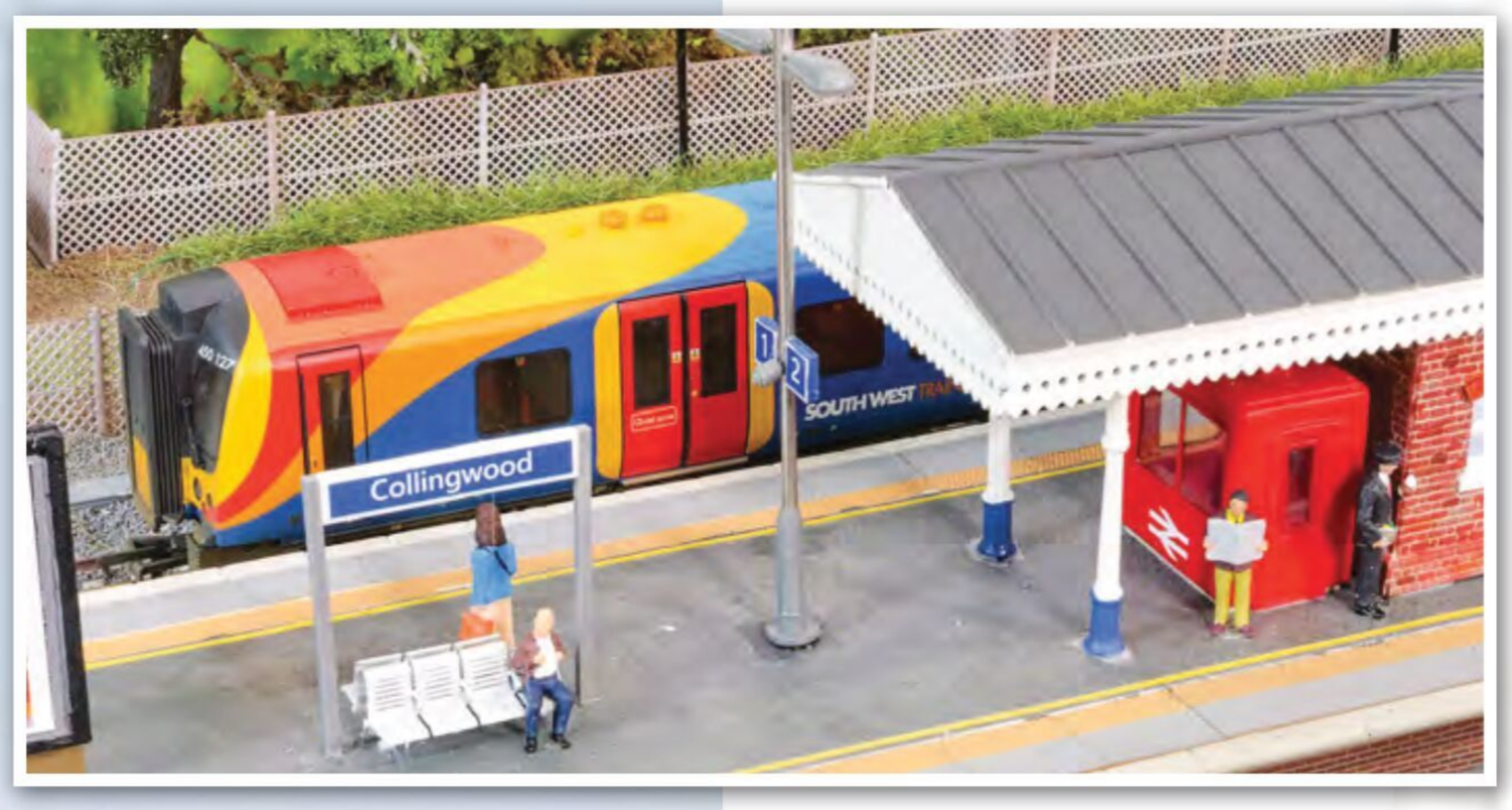
8 Right: **Collingwood station is packed with small details including textured platform surfaces, modern seating, signage, working lights and more.**

9 Below: **There is plenty of Network Rail activity as Direct Rail Services (DRS) Class 68 68005 *Defiant* passes through Collingwood station on a ballast working.**

to the former relay room – a superb model from 3D Printing Corner. Behind the GSM-R node is the local self-storage facility, which mainly serves the purpose of hiding an access road to the RRAP.

Our Portsmouth local pulls into platform 3 at Collingwood and alongside is the unusual and rarely used central bay platform 2. Today it is being used by diverted CrossCountry Voyager units between Southampton and Eastleigh – their normal route via Southampton Airport being blocked by engineering works.

Collingwood station represents a recently modernised traditional station. Most noticeable are the new footbridge and lifts – a Faller 'HO' scale kit - suitably



modified and shortened to fit. Other signs are the passenger information displays, new waiting shelter on platform 3, newspaper stands and modern seating, all of which are 3D-printed.

The station buildings, based on the real structures at Fareham, are scratchbuilt items which have also been detailed inside with a ticket office, café and lights.

Outside the station, a queue forms for the rail replacement bus service to Southampton Airport, although when this will arrive is anyone's guess! At the rear of the station is Collingwood Permanent Way Depot, another Bachmann Scenecraft model which has been fitted with interior lighting and details.

After 2E28 has completed its station duties, it departs for Portchester and immediately crosses a girder bridge – a Kibri 'HO' model – above Collingwood inner harbour. This caters for small pleasure craft and is also the starting point for a series of harbour tours around the Portsmouth area run by the Kingston Maritime Recreation Corporation, of which their passenger boat 'KMRC Troutbridge' can be seen arriving. The harbour walls are Bachmann resin models produced for Kernow Model Rail Centre - originally as St Blazey Roundhouse retaining walls.

Once over the harbour, trains cross Collingwood Manually Controlled Barriers – On Call (MCB-OC) level crossing. This crossing gives access to Newgate Lane, a very small cul-de-sac comprising a pair of new build homes, which are Hornby Skaledale models. On the other side of the crossing is the local supermarket, a Gaugemaster/Faller model which has also been detailed inside and illuminated.

Collingwood MCB-OC is a working model of a rarely used crossing, one where the crossing is normally closed to road traffic and is only opened at the request of a user. This can be done by an audience member who can press a button on the front of the layout to alert the signaller to the request. The signaller will then, if possible, raise the barriers (a Viessmann product) and after a couple of minutes, close them again, showing off the full lighting sequence. »

10 Left: **The distinctive station footbridge is a Faller 'HO' scale kit which has been reduced in height and fitted with passengers and interior illumination.**

11 Right: **Network Rail staff prepare an assortment of trolleys, road and road-rail vehicles for an engineering possession. The road-rail excavators are Diecast Master 'HO' scale models.**

12 Below: **Freightliner Class 66 66952 powers through Collingwood past the IECC signalling centre on an empty set of aggregate wagons.**

TECHNOLOGY

If there is one technology that has been key to the layout's construction, it is that of 3D printing. With so few of the required small details available from the usual sources, I had to resort to this method to obtain them with most being to my own designs through 3D Printing Corner, while a couple came from Resin Printed Railways and West Hill Wagon Works.

Amongst the 3D-printed details are location cases, lineside telephones, functional supply points (the silver cases with yellow stripes), lineside telephones, point clip enclosures, HW2000 point motors, AWS magnets, impedance bonds (both BS3000 and BR Standard Type 3 variants), mechanical flange lubricators and axle counter electrical junction boxes. I'm particularly pleased with the third-rail disconnection switches, as I managed to

13 **With diversions in place due to engineering works, the Collingwood IECC signalling centre is kept busy. A CrossCountry Voyager slows on approach to the station, as a SWT 'stopper' heads along the Netley route towards Southampton. Two Class 73s are also awaiting a clear path.**

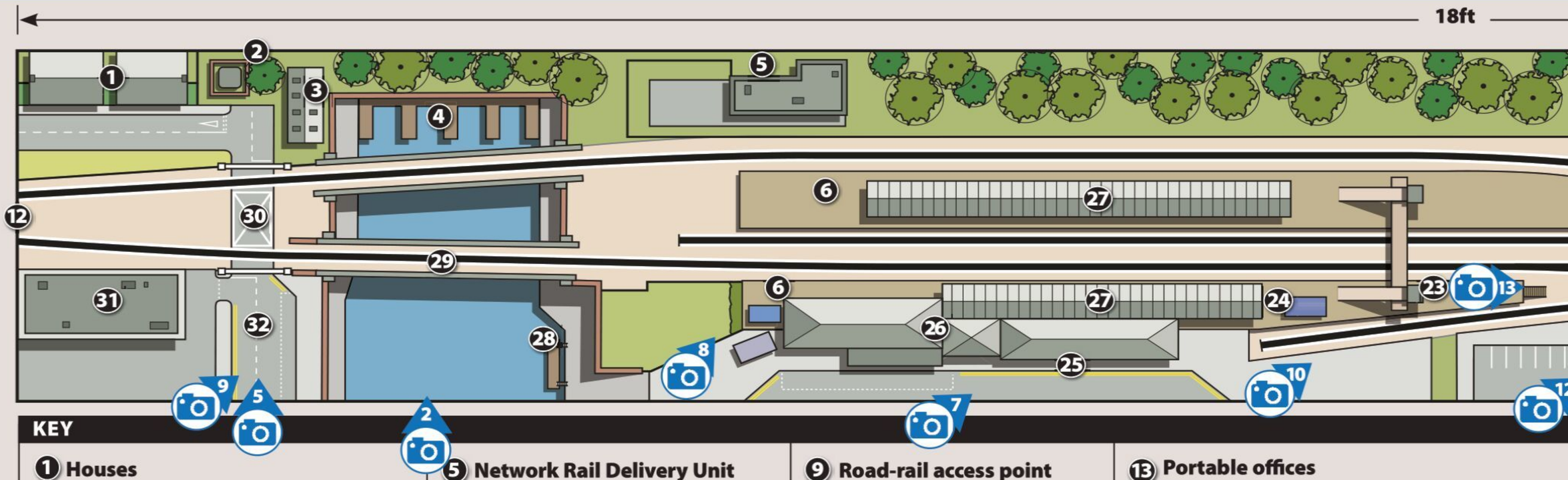
paint them without making a mistake. The marker buoys and lifebelt stands in the harbour are also printed to my designs.

Other details, such as the catch pits, cable troughing and the station bike stand are from Scale Model Scenery's laser-cut range while there are also a couple of details that were produced by modifying Peco products, such as the TPWS loops and the Sella Controls Tracklink II Selective Door Operation (SDO) beacons, something I really wanted to model as I have helped design SDO systems for my day job.

OPERATION

Collingwood has been designed as an exhibition-only layout, because it is too large to put up in most homes. It can be operated by three people, although two is the minimum if the signalling is in »

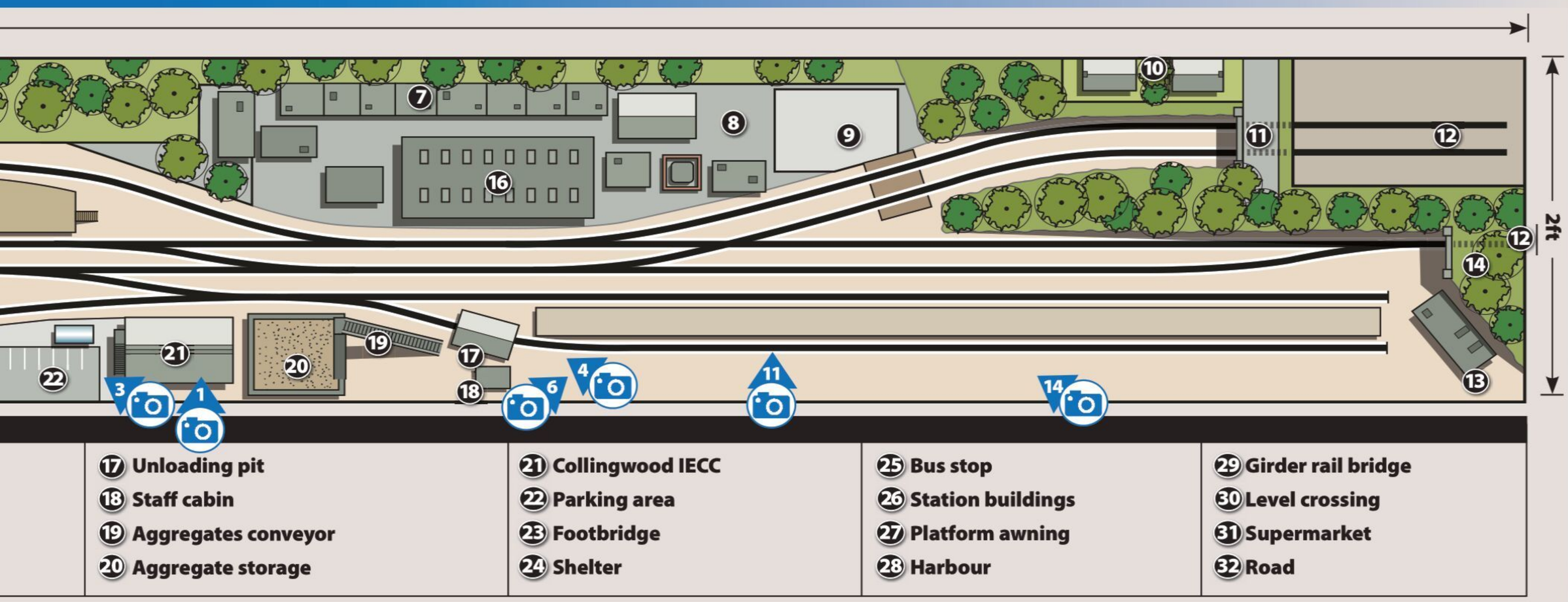
COLLINGWOOD TRACK DIAGRAM (NOT TO SCALE)



KEY

1. Houses
2. Sub-station
3. Relocatable Equipment Building
4. Marina
5. Network Rail Delivery Unit
6. Platform
7. Self-storage container units
8. Network Rail compound
9. Road-rail access point
10. Houses
11. Overbridge
12. To/from cassette storage
13. Portable offices
14. Collingwood No. 1 tunnel
15. Loading platform
16. Interlocking room

66709 *Sorrento* has edged forward in readiness to haul the rake of empty aggregate wagons away, while SWT's Class 450 450073 heads for Southampton on a stopping service.



automatic mode.

Essentially there are two drivers - one for each direction - who also co-ordinate the cassette style storage yard. This includes setting up trains in accordance with a sequence designed to showcase all the stock in a believable and prototypical manner across the 2003 – 2017 period of the layout.

As the drivers operate the trains onto the layout, they are automatically identified by RFID tags which tell the signaller the type of train. The signaller can then use the IECC style workstation to set routes via a full prototypical interlocking in JMRI. More detail on this side of the layout will follow in a future article.

The signaller's job is to signal each train as per the prototype, in accordance with the importance of the train, rather than sequence at which they arrive on the layout. There are also extra operational details such as operating Train Ready To Start and Yard Acceptance plungers that add to the operation of the layout.

The drivers then drive trains as per the signals, which are custom-built Absolute Aspects models. The signalling, along with all the various lineside equipment and track details are modelled to be as accurate to prototype practice as possible.

Also, part of the operation is that of background sound with subtle but correct station announcements being played via the signalling system, as well as atmospheric background sounds.

ROLLING STOCK

The stock list aims to reflect the everyday trains that could be seen in the Fareham area, although the story of diversions due to engineering works does allow me a little more flexibility, but still within the confines of what would normally be seen in the area on such occasions.

However, there are some unusual formations which break this rule, such as the Network Rail Class 57 hauling a London Midland Class 350 EMU for tyre turning at Northam Depot and the Ministry of Defence (MoD) Didcot to Marchwood train of Warwell wagons carrying Scimitar reconnaisance vehicles for a training exercise.

All the stock is DCC sound-fitted with non-powered axles being fitted with resistors to activate the train detection on the layout. Freight rakes have also been fitted with working flashing tail lamps, while Kadee couplings feature between locomotive and stock and Hunt magnetic couplings are used within the formations.

LESSONS LEARNED

Collingwood was intended to be a layout that incorporated lessons learned from previous examples that I had either built or had the pleasure of operating. Whilst it was successful in this, the layout has also ended up creating some new challenges!

For example, the harbour board was originally perpendicular to the rest of the layout and the track was to curve through 180 degrees, while the relay room was originally an engineering workshop. I believe the subsequent changes have been for the better.

I would like to say a big thank you to many people, but the most important are Graham Muspratt for building the station buildings, Daniel at 3D Printing Corner for doing a fantastic and quick job of printing all the details and the staff at Kernow Model Rail Centre in Guildford for their help and supply of most of the materials and stock for the layout. I should also like to thank family and friends who have helped with the logistics of moving the boards around my small flat, as well as offering advice and suggestions.

Finally, Collingwood is set to make its exhibition debut at the 2022 Great Electric Train Show in Milton Keynes on October 8/9. Please feel free to stop by and ask any questions you may have about the techniques and technology used to develop the layout. **HM**

● **Read more layout features at *www.keymodelworld.com/trains/layout-features***

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92 010 Caledonian Sleeper
92 020 GBRf
92 022 Railfreight Distribution, Charles Dickens
92 032 GBRf, ImechE Railway Division
92 036 EWS, Bertolt Brecht
92 038 Caledonian Sleeper
92 042 DB Schenker
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BIG GREEN MACHINE

Working with what is already a superb model, **TIM SHACKLETON** breathes further life into the all-new Accurascale 'OO' gauge 'Deltic'.

FOR AN 11-year-old railway-mad boy, what could be more exciting than rumours that a brand-new class of high-speed express passenger locomotives would shortly be arriving on your own doorstep?

In the event, Uncle Harold (who lived not far from North Gate station in Newark) had the first sighting – D9003 *Meld*, the only mare among seven stallions. I had to wait an agonising month or two before catching D9009 *Alycidon* impatient to be off at Leeds Central's main departure platform.

Accustomed to drab 'Peaks' and English Electric Type 4s, the slash of lime green, the bold red nameplate and the white window surrounds seemed astonishing amid such a drab, smoke-blackened setting.

Then as now, I was never one for tribal anti-diesel sentiments and to my mind the 'Deltics' slotted in well alongside the Gresley, Thompson

You won't find many clear, high-angle shots of 'Deltic' roofs, particularly from the green era, so I'm glad I took this image of D9009 *Alycidon* on the Nene Valley Railway in July 2009. Given the errors found in some repaints, its outward appearance is convincing.

and Peppercorn 'Pacifics' that had been the staple of premier East Coast Main Line workings.

It took me a matter of months to clear them all (D9012 *Crepello* was the last, at Darlington on a school shed bash) and they were and still are as familiar to me in their un-named form as they were with their newly applied regimental names and yellow front ends, which I felt looked unbelievably stylish and elegant. As I've said before (HM140), the crudity of the blue version came as a shock and it's only recently that I've become reconciled to them.

It also comes as a surprise to realise the 'classic' two-tone green era lasted, in some cases, barely five years. The intensity with which they were worked meant the outward condition of the 'Deltics' varied considerably, from abject filth (and not just the Gateshead machines!) to commendable smartness and all points in between.

What I want to do here is breathe fresh life into an Accurascale model, to get a bit of dirt into out-of-the-way places, to add a bit of shine to the bodywork, to suggest that this really is a working locomotive and not a 1:76 scale plastic replica. This is how I remember the 'Deltics' in their early days and this is how I like to model them. **HM**

● **Visit *www.keymodelworld.com/step-by-step* for more step-by-step modelling guides.**

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Black Gray Aqueous acrylic	Mr Hobby	416
Flat Black Aqueous acrylic	Mr Hobby	12
Leather Brown enamel	Revell	84
Mahogany Aqueous acrylic	Mr Hobby	84
Matt Black enamel	Revell	6
Old Grease	Wilder	GP11
PanPastel pigments	PanPastel	Various
Satin varnish	Winsor and Newton	3022803

Finsbury Park depot always seemed to make a special effort with its eight 'racehorses' and even though they consistently put in enormous mileages they almost always looked sleek and well groomed. This is very much as I remember them – seeing one at speed on the East Coast Main Line was a genuinely thrilling experience, matched only by hearing one start up under the low overall roof at Leeds Central amid clouds of pungent black smoke.

PLEASE TURN FOR STEP BY STEP GUIDE

I started the weathering process, as I usually do, with the underframe. For consistency, I use the same tonal palette each time and this time I went for a three-way mix of acrylic shades from the Mr Hobby range– from the left Black Gray (86), Mahogany (84) and Flat Black (12).

With the model inverted in a foam cradle, I painted the wheel faces with a darkish brown. I'd normally use something a little lighter but I didn't want to draw attention to the undersized wheels. Unlike enamels, Mr Hobby paint dries hard and fast so I immediately removed any surplus from the wheel rims with cotton buds.

I airbrushed the bogie sideframes with a similar shade. What I often do is to make three light applications of the mix – lighter, darker, normal. A postcard-sized compliment slip provided a handy mask to keep spray off the bodysides.

A slightly darker shade was applied as an initial weathering of the roof area. I assume the bolt heads above the windshield mark where D9020 *Nimbus* (uniquely) once carried roof-mounted air horns – an indication of Accurascale's phenomenal attention to detail.

Mr Hobby Flat Black is airbrushed on to the immediate area of the exhaust ports. Toning down the roof – think of all the soot that would be dislodged by a 'Deltic' passing through a tunnel – immediately brings the model to life.

I cleaned off the overspray above the cab windows using a cotton bud dipped in airbrush cleaner – 99.9% isopropyl alcohol is more astringent for this job than the more gentle dilution we use as a thinner.

Ingrained dirt penetrates every panel of a locomotive's bodyshell. I mixed up a thin enamel wash of Revell Leather Brown and Matt Black and let it flow by capillary action around pretty well every panel and recess. If you add too much, it can easily be removed with neat white spirit applied with a second brush.

To suggest where the locomotive had passed through a washing plant, I used a bamboo cocktail stick to scrape off the weathering on the white area over the cabside windows, again using 99.9% isopropyl alcohol as the agent.

Intermediate
Beginner SKILL LEVEL Advanced

On all but the dirtiest specimen a degree of sheen was always apparent and the Finsbury Park 'Deltics' were hand-polished. To achieve a believable gloss, I used a satin varnish from Winsor & Newton's Galeria range, applied with a flat half-inch brush.

Apply the varnish thinly and work the brush in a vertical direction only. This will help suggest the rain marks that are always evident on flat bodysides as well as the rippled effect of welded construction. Note also the dirt build-up on and behind the fuel tanks, and the inevitable spillage.

To refine the level of detail weathering on the roof – hitherto achieved through airbrushing alone – I turned to the extraordinary subtlety of PanPastels. Finer even than the finest weathering powders, these cake-like pigments offer incredible levels of delicacy and control.

Even a high-quality airbrush like an Iwata can't get everywhere and you can see paint shadow on the left-hand roof grille. A gentle intervention with a dark grey weathering powder (Old Grease from the Adam Wilder range) fills in the gaps and adds further tonal variety.

This is probably as far as I'd want to take things for now. From this angle, *Nimbus* is a pretty good match for *Alycidon* seen from much the same viewpoint earlier, but more importantly it reflects my impression of how green 'Deltics' generally looked in service. For once, a preserved locomotive is an authentic guide.

USEFUL LINKS

Mr Hobby	*www.albionhobbies.com*
PanPastel	*www.panpastel.com*
Revell	*www.revell.com*
Wilder	*www.airbrushes.com*
Winsor and Newton	*www.winsornewton.com*

18+

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A snapshot of the EARLY YEARS

The heyday of the green 'Deltics' was a steep learning curve for me – hopelessly optimistic photographic ambition was thwarted by a lack of technical knowledge, a succession of unsatisfactory cameras and the vagaries of chemist-shop processing. I've done what I can with digital editing but it's like trying to build a decent model from a bad kit! Luckily, a few expert photographers were also on hand to capture these magnificent machines in their early years.

Carrying the distinctive fibreglass 'thistle' headboard, D9016 stands at Newcastle Central with the 'Flying Scotsman' in August 1963. R.A.Whitfield/Railphotoprints.uk.

Not yet named, D9017 (the future *Durham Light Infantry)* throbs lustily at the south end of York station awaiting departure with a Newcastle-King's Cross express. Such a degree of grubbiness was far from unknown – the ever-present oil leaks and fuel spills on first-generation diesels acted like a magnet in attracting bodyside dirt, creating a thick coat of grime that was hard to remove. Tim Shackleton.

Doncaster was the place to watch 'Deltics' at close quarters. Here in August 1962 we see D9015 *Tulyar* – without warning panels – slowing to make a station stop. Tim Shackleton.

In typical workaday appearance, D9000 *Royal Scots Grey* arrives at York with 1A22, bound for Edinburgh on what appears to be a rather damp day in 1964. Reg Baron/Railphotoprints.uk.

A 'Deltic' duo at Doncaster as D9016 forges through at the head of the Up 'Flying Scotsman' in September 1962, passing another classmate in the process. D9016 was later named *Gordon Highlander* at Aberdeen in 1964. R.A.Whitfield/Railphotoprints.uk.

Below: **Accurascale's newly-tooled 'OO' gauge 'Deltic' is a superb model, which can be further improved with application of a typical in-service weathered paint finish. Ingrained dirt, oil and fuel stains highlight the impressive and extensive detailing.**

THE GREAT ELECTRIC TRAIN SHOW PREVIEW

On October 8/9 the 2022 Great Electric Train Show opens its doors with more than 30 layouts, 50 traders, demonstrators and more. **MIKE WILD** previews this not-to-be-missed model railway exhibition from the *Hornby Magazine* team.

THE FINAL PREPARATIONS are underway for the 2022 Great Electric Train Show at the Marshall Arena in Milton Keynes where a star-studded line up of more than 30 model railways will be joining an extensive list of 50 traders together with modelling demonstrations to make this an event not to be missed.

The annual Great Electric Train Show is hosted in the main show hall at the Marshall Arena as well as encompassing the balconies. On site there are refreshments while free parking is available at the venue for those travelling by road and rail users can take advantage of a free shuttle bus service between Milton Keynes Central railway station and the venue.

This year's line-up draws exhibition layouts in scales from 'N' to 'SM32' from across the country with owners travelling from the South West, South East, Midlands, North West, North East and beyond - including favourites from *Hornby Magazine* and brand new layouts making their exhibition debuts.

2022 LAYOUTS

Topping the billing for the 2022 Great Electric Train Show is Pete Waterman's Making Tracks II. Built as a follow-up to the 2021 Making Tracks layout (which made its final appearance at the 2021 Great Electric Train Show), this brand-new 64ft West Coast Main Line themed layout will again be making one last public appearance at this year's show following the summer-long

TABLE 1: 2022 LAYOUTS

- Allerby, 'O' gauge Scottish Region – 1980s
- Ambleton Vale, 'N' gauge Western Region – 1960s
- Beckwick, 'OO' gauge Southern Region – 1960s
- Bottom Works Sidings, 'OO' gauge Woodhead route – 1970s
- Bradford-on-Tone, 'OO' gauge Western Region – 1960s-1970s
- Collingwood, 'OO' gauge Southern Region – 2015-2022
- Dawlish Warren, 'N' gauge Western Region – 1960s
- East Quay, 'OO' gauge Western Region – 1930s
- Farbine Road, 'OO' gauge West Midlands – 1980s
- Fawcett Street, 'OO' gauge industry – 1960s
- Fairlie Syniad Da, 'OO9' gauge Ffestiniog – preservation
- Fen Lane, 'OO' gauge Eastern Region – 1960s
- Gare de Brindille, SM32 French narrow gauge – 1930s
- Gravesdown South, 'OO' gauge Western Region – 1980s
- Greenford Broadway, 'OO' gauge London Transport – 1950s
- Grub Lane, 'O' gauge industrial steam – 1960s
- Holly Bank Grove, 'OO' gauge North Eastern Region – 1960s
- Howbrooke, 'OO' gauge West Yorkshire – 2000s
- Loughborough Midland, 'OO' gauge Midland Mainline – 2000-2010
- Making Tracks II, 'OO' gauge West Coast Main Line – 2000-2022
- Market Lavington, 'N' gauge Western Region – 2012-2022
- Penphyl Halt, G scale, anything goes
- Roxby Town, 'N' gauge Eastern Region – 2010-2022
- Spirit of Swindon, 'N' gauge Western Region – 1960s
- Sydney Gardens, 'OO' gauge Western Region – 1960s
- The Yard, 'O' gauge industrial – 1930s
- Whiteacres, 'OO' gauge Midland Region – 2000s
- Witham, 'OO' gauge Western Region – 1960s

Pete Waterman's Making Tracks II WCML layout is set to be one of the star attractions at the 2022 Great Electric Train Show. Measuring 64ft x 12ft it has four-track running with a modern theme.
Mike Wild/*Hornby Magazine*.

THE DETAILS	
When:	October 8/9 2022
Where:	Marshall Arena, Stadium MK, Stadium Way West, Milton Keynes MK1 1ST
Times:	10am-5pm Sat (9.30am entry for advance tickets), 10am-4pm Sun (9.30am entry for advance tickets).
Prices:	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. Advance ticket sales close on September 30 2022.
Website:	*www.keymodelworld.com/greatelectrictrainshow*
Features:	30 layouts, more than 40 traders, demonstrations, refreshments, parking, disabled access, free bus link between Milton Keynes Central railway station and venue.

***Hornby Magazine's* Fairlie Syniad Da will be making its second public appearance at the 2022 Great Electric Train Show.** Mike Wild/*Hornby Magazine.*

Chester Cathedral event. This is the only time the layout will be seen in the south of the country.

Making Tracks II models the WCML from Kilsby Tunnel to Hillmorton Junction which includes the grade separated junction which takes the Northampton Down line over the WCML on the approach to Rugby station. The *Hornby Magazine* team will be stocking the layout and operating it during the weekend, while regular readers will be able to see the latest project layouts from the magazine on display on the Key Publishing stand immediately next to Making Tracks II. On the stand there will be the opportunity to meet the team, survey the Ffestiniog themed narrow gauge layout Fairlie Syniad Da (HM175/HM176) and take the controls of our Great Central Railway 'OO' gauge layout – Quorn Magna and Swithland Sidings.

If that isn't enough to entice visitors to the show, the 2022 Great Electric Train Show will be the first exhibition for a brand-new 'O' gauge layout by the builders of Dubmill Sidings called Allerby. This huge 40ft x 17ft exhibition layout is set to be an outstanding addition to the line-up and is one of several large layouts for the event. Also ticking the 'big' box is Stafford Railway Circle's Whiteacres (HM130) which measures 35ft x 12ft while there will also be the chance to see Ivanhoe MRC's Loughborough Midland (full feature coming in HM185), Simon Paley's latest 'OO' gauge layout Collingwood (pages 22-31), Bradford-on-Tone by Somerset Railway Modellers (HM178) and many more big 'OO' layouts.

'N' gauge modellers have plenty to look forward to at the 2022 event with featured layouts including Spirit of Swindon exhibited by Neil Mason, Dawlish Warren by Chris Morris (HM180), Roxby Town by Geoff Buttler (HM182), Ambleton Vale by Ray Taylor and Anna Bass (HM156) and a first outing in its new form for Mike Buick's Market Lavington.

On Balcony One the Double O Gauge Association will be displaying a selection of layouts which have featured in *Hornby Magazine* including Tony Dean's Greenford Broadway (HM183), Brian Tamplin's Gravesdown South (HM159), Ian Forsyth's Holly Bank Grove MPD (HM172), plus Steve Rogers' Fawcett Street. Extending the event further, Balcony Two will see a collection of larger scale layouts on display including Norfolk Railway Syndicate's Gare de Brindille in SM32 scale modelling French narrow gauge operations, Penphyl Halt in Gauge 1, a compact 'O' gauge steam shed called Grub Lane and more. »

● **See Table 1 for the full list of attending layouts.**

TABLE 2: TRADE STANDS
●3D Printing Corner
●AGR Model Railways
●ABC Brushes
●ABC Model Railways
●Accurascale/Irish Railway Models
●ADM Turntables
●Aspire Gifts and Models
●Bedford and Bletchley Rail Group
●Cavalex Models
●Cheltenham Model Centre
●DCC Concepts
●DC Kits
●DCC Train Automation
●Digitrains
●DMG Technical
●Don Bishop
●EKM Exhibitions
●Ellis Clark Trains
●GM Model Supplies
●H&A Models
●Hobby Tools 4U
●Hornby Hobbies
●*Hornby Magazine*
●Isinglass Models
●James Green Artist
●KR Models
●KMS Railtech
●Layouts 4U
●Locomotion Models
●Loughborough Model Centre
●Midland Railway Society
●Primo Models
●Rails of Sheffield
●Railstuff
●Revolution Trains
●Saddle Tank Books
●Severn Models
●Shedring Hobbies
●Ten Commandments
●TMC
●Tony's Trains
●The Wagon Yard
●Trains 4U
●Trainsporters
●Transport Treasury
●War World Scenics
●West Hill Wagon Works
●Wrenn Specialist
●WM Collectables

Loughborough Midland will be representing the 2000s on the Midland Main Line at the 2022 show. Richard Watson/ *Hornby Magazine.*

TRADE STANDS

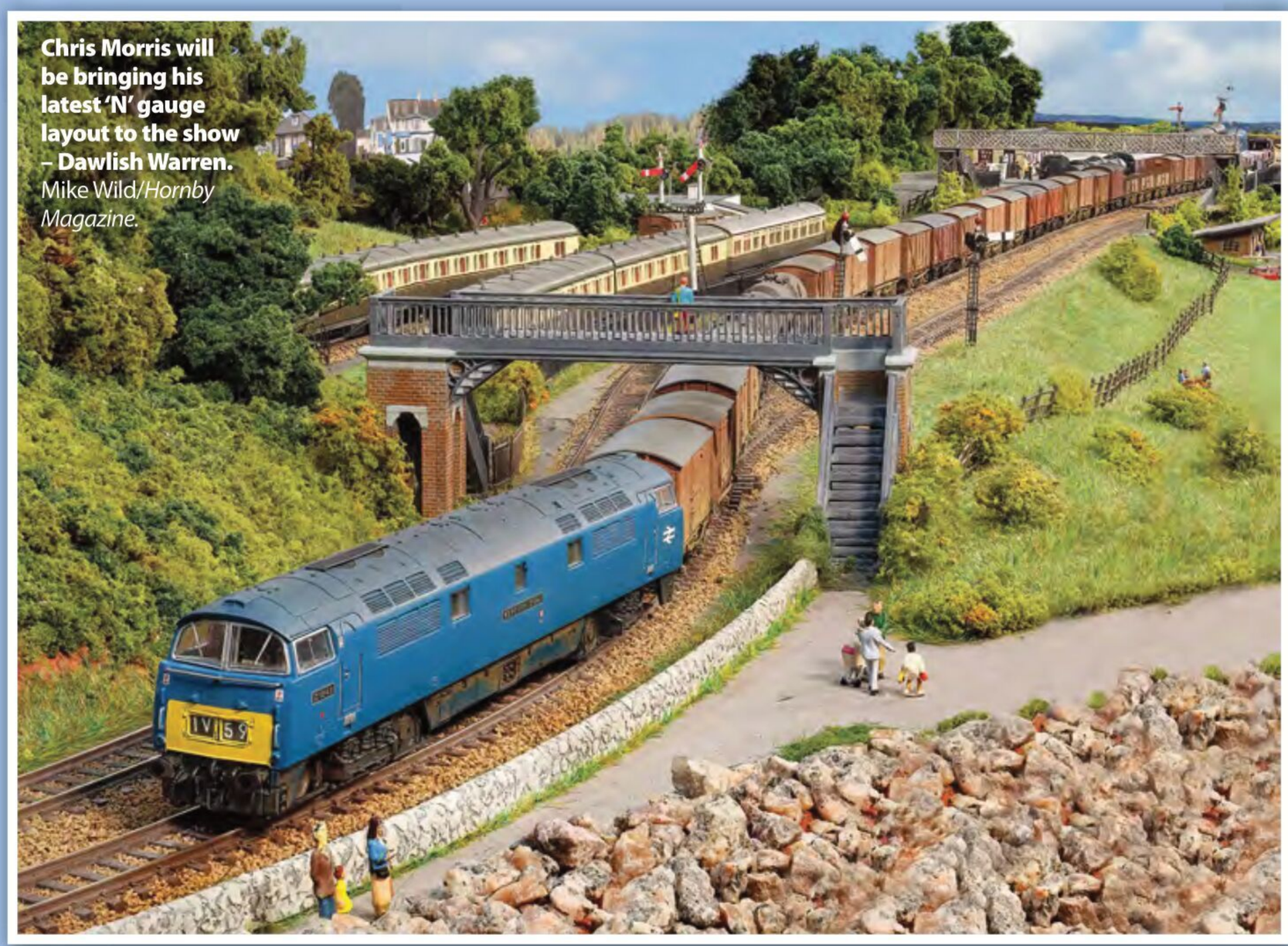
With a 50 trade stand line up for this year's Great Electric Train Show, there is something for everyone from the latest ready-to-run models to scenic materials, glues, paints and tools.

This year we are pleased to welcome Hornby Hobbies back to the show and its stand will be front and centre as you enter the venue directly opposite the *Hornby Magazine* stand. Hornby's stand is one of six manufacturer stands at the event alongside Accurascale, Cavalex Models, Ellis Clark Trains, KR Models and Revolution Trains offering a great chance to see the brand new development samples first-hand. New product launches are planned at the event too, so be sure to visit these stands to see the latest models and *www.keymodelworld.com*.

If you are looking for new rolling stock, there is plenty of choice including Rails of Sheffield, Cheltenham Model Centre, Locomotion Models, Loughborough Model Centre, Tony's Trains, Trains 4U and more – the full list is available in Table 2. Add to this specialist stands from DCC Concepts, DC Kits, Digitrains, Shedring Hobbies, 3D Printing Corner, Isinglass Models, Primo Models, Trainsporters, Layouts 4U and Hobby Tools 4U and there are plenty of stands to tempt your wallet.

HOW TO GET THERE
●Milton Keynes is the central point between London and Birmingham, located just off the M1 via Junction 13 from the south (A5) and Junction 14 (A421) from the north and east, and connected to the two cities by rail via the West Coast Main Line.
●Once you get to Milton Keynes, the Arena MK and the Great Electric Train Show is a ten-minute drive from Junction 14 of the M1 and seven minutes from Junction 13, or you can follow the A5 to the venue. The Arena MK is built onto Stadium MK, so if you see signs for the Stadium, you're heading the right way. Event signs will be located at the roadside on the weekend of the event. Use postcode MK1 1ST for sat navs.
●If you're travelling by train to Milton Keynes Central railway station, a free bus service will be operating every 30 minutes throughout the day to the Arena MK for the Great Electric Train Show. It will depart from the bus stands immediately outside Milton Keynes Central railway station (see website for timetable). If you are attending via Bletchley or Fenny Stratford stations, it is a 10-minute journey by taxi from either location.

Richard Smith's Howbrooke models the contemporary railway scene in South Yorkshire in 'OO' gauge. Richard Watson/ *Hornby Magazine.*



Chris Morris will be bringing his latest 'N' gauge layout to the show – Dawlish Warren. Mike Wild/*Hornby Magazine.*

FINAL CALL

As this issue goes on sale there are just five weeks to go until the 2022 Great Electric Train Show opens its doors – and we've still got more to tell you! We will be revealing the final layouts for the show online at *www.keymodelworld.com* in the run up to the event to complete the 30+ line-up.

Advance tickets are available to purchase now offering a discount on entry prices – just call 01780 480404 or visit *shop.keypublishing.com* to order your tickets now and you will also gain early entry to the show at 9.30am. And don't forget that kids go free on Sunday (up to two admitted with each paying adult) and our Kids Zone will be making a return at the 2022 event as well.

The *Hornby Magazine* team is looking forward to opening the doors to the 2022 Great Electric Train Show which is set to be one of the biggest yet. See you there!

● **The free shuttle bus timetable will be published online at *www.keymodelworld.com/greatelectrictrainshow*. Buses will run from Milton Keynes Central station to the Marshall Arena through the opening hours of the event.**

USEFUL LINKS	
Great Electric Train Show	*www.keymodelworld.com/greatelectrictrainshow*
Marshall Arena, Stadium MK	*www.stadiummk.com*
Avanti West Coast	*www.avantiwestcoast.co.uk*
London Northwestern Railway	*www.londonnorthwesternrailway.co.uk*
Key Publishing Shop (ticket sales)	*shop.keypublishing.com*

The Park Keepers' model of Sydney Gardens promises non-stop transition era running in 'OO' gauge. Trevor Jones/*Hornby Magazine.*

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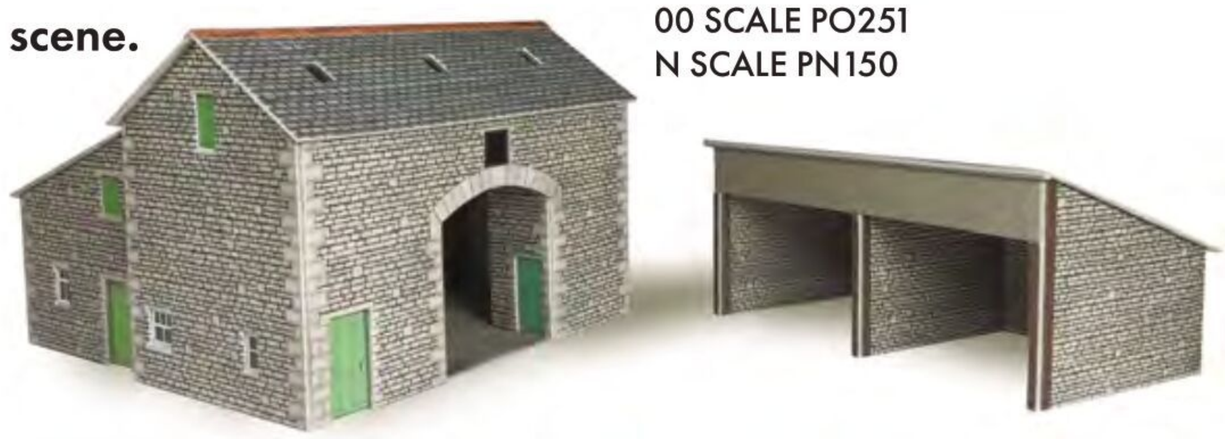

MANOR FARM BARN
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N SCALE PN150

MANOR FARM BUILDINGS
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N SCALE PN951

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N SCALE PN822

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N SCALE PN167

GARDENER'S COTTAGE
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N SCALE PN158

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N SCALE PN157

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N SCALE PN815

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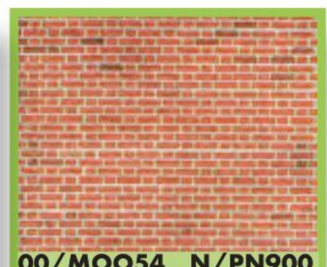
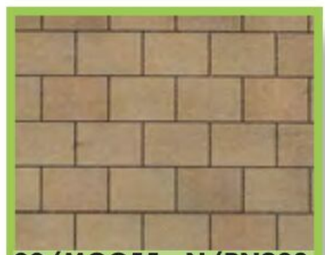


00/MOO54 N/PN900
RED BRICK



00/MOO55 N/PN903
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N SCALE PN195

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Slip *sliding* away

The elements have combined to cause a landslip on this embankment scene. **DAN EVASON** explains how and why he created this novel diorama and the techniques employed.

IF SPACE IS A LIMITING FACTOR OR PERHAPS you are looking for a portable means of displaying your collection of superbly crafted models, have you considered building a scenic diorama to showcase them?

This issue, I wanted to try and create something a little different and this highly-detailed diorama, with a twist, is the result. The twist is that I wanted to develop a scene that highlighted the fabulous work carried out by the permanent way teams that maintain Britain's rail network 24 hours a day, seven days a week and fix it when things go wrong – no matter what the weather.

For this build, I opted to model something completely outside of my comfort zone and create a modern scene, which is something I've not tackled before. Given the extreme weather conditions we've experienced recently, I decided to attempt modelling a landslip, something that happens from time to time and requires a great deal of remedial works to fix. It required a lot of different modelling materials and techniques which you can use to enhance your layout even if you don't model a landslip.

Alternatively, you might want to add a disused section of railway to your layout with the techniques described here.

The resulting scene has been a great challenge which I've thoroughly enjoyed working on, especially being able to show the permanent way gang and equipment at work.

The following step-by-step guide outlines how I went about developing this detailed scene, creating the landslip and completing the overall appearance, using a selection of techniques and off-the-shelf modelling products. **HM**

●Visit *www.keymodelworld.com/step-by-step* for more step-by-step modelling guides.

Dan Evason has developed a 'OO' gauge land-slip scene for his latest modelling project, resulting in a superbly detailed scenic photo-plank diorama.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
4mm light green static grass fibres	www.bachmann.co.uk	WFS619
4mm North European static grass fibres	www.wwscenics.com	WWS304
6mm patchy grass static fibres	www.wwscenics.com	WWS268
Bracken and fern plants (summer)	www.scalemodelscenery.co.uk	LX432-OO
Bracken and fern plants (autumn)	www.scalemodelscenery.co.uk	LX432-OO
Cabinet set	www.scalemodelscenery.co.uk	AX006-OO
Camouflage brown aerosol	www.halfords.com	252036
Coarse burnt grass foliage	www.wwscenics.com	WSLF-001
Coarse olive green foliage	www.wwscenics.com	WSLF-017
Concrete lineside trunking	www.scalemodelscenery.co.uk	LX035-OO
DAS Terracotta modelling clay	www.hobbycraft.co.uk	5637451000
Drainage catch pits	www.scalemodelscenery.co.uk	LX106-OO
Fine burnt grass foliage	www.wwscenics.com	WSLF-003
Grey primer aerosol	www.halfords.com	456855
Hull red acrylic	www.tamiya.com	XF-09
Komatsu pc340 excavator w122	www.hattons.co.uk	4664-101
Land Rover Defender	www.oxforddiecast.co.uk	76DEF008
Land Rover Defender 110 (road-rail)	www.oxforddiecast.co.uk	OR76ROR002B
Lineside workers	www.modelu3d.co.uk	9015-076
Matt black acrylic	www.tamiya.com	XF-1
PVA glue	www.diy.com	101035010
Relay box/trackside platforms	www.scalemodelscenery.co.uk	LX148-OO
Sea foam – mixed	www.wwscenics.com	Various
Sea Grey acrylic	www.tamiya.com	XF-80
WWScenics ballast glue/basing glue/layering spray	www.wwscenics.com	Various

STEP BY STEP

Beginner — Intermediate — Advanced — SKILL LEVEL

CREATING A SCENIC DIORAMA PHOTO-PLANK

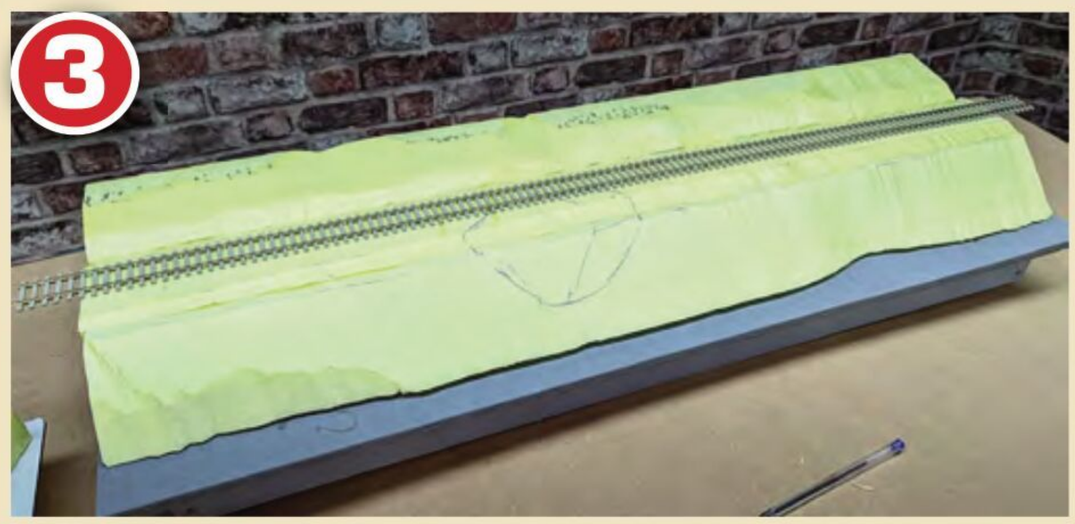
The first step in this project was to decide on the size of the scene so that it could display a locomotive. The dimensions are 2ft 7in x 10in, built on a 12mm plywood surface and supported by a 2in x 1in timber frame. A grey undercoat was then applied and left to dry to seal the wood.

PLEASE TURN FOR STEP BY STEP GUIDE

"I wanted to develop a scene that highlighted the fabulous work carried out by the permanent way teams that maintain Britain's rail network 24 hours a day, seven days a week and fix it when things go wrong..."

DAN EVASON

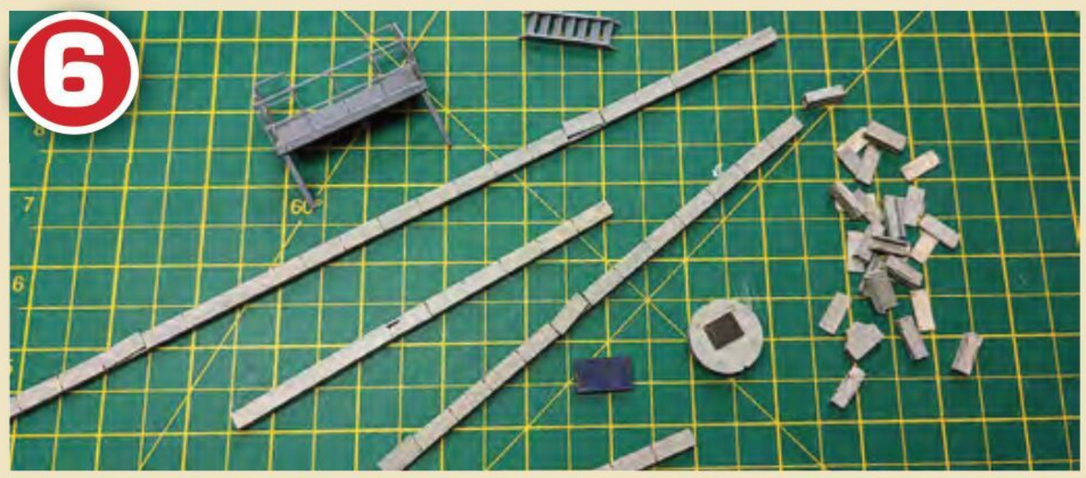
Foam packaging was used for the ground cover base. Using a hotwire cutter, the foam was cut to create how I wanted the landscape to appear. This wire cutter was a revelation – no more dust! Simply pop the off-cuts into a bin bag. I would advise using in a well-ventilated room as it gives off a slight odour when cutting the foam.



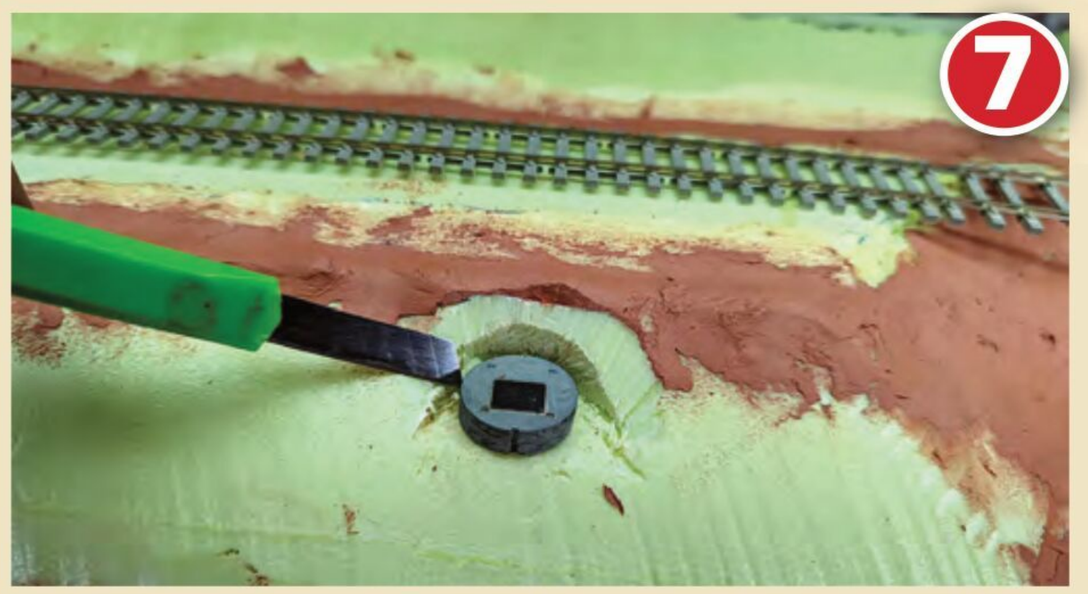
The foam was arranged in three long strips as this made it easier to cut. The first section was the front embankment, which needed to be quite steep, as this is where the landslip will take place. The second forms the track bed, which was cut flat while the third section was cut slightly higher than the track bed to hint at a wooded area behind the railway. Once glued in place the landslip area was roughly drawn.

Peco concrete sleeper code 75 flexible track was used to give the scene a modern feel. First though, a knife was used to carefully cut away the foam to create the shape of the landslip. Once happy with the basic shape, we next turn to the track itself. With reference to photographs of various prototypical landslips, I marked out the area of track that would need distorting and carefully applied a bit of pressure downward to the rails to give the effect of being bent under the weight of the concrete sleepers hanging in mid air.

DAS modelling clay was used as filler to hide the joins in the foam strips. The medium was also used to create the landslip itself, by carefully applying it using my thumb and then working the clay in a downwards motion, recreating the movement of soil and stone in the process.



Attention then turned to the detail parts. Using a selection of Scale Model Scenery's laser-cut modern image products, I built a relay box, relay box cabinet platform and some concrete lineside trunking in a selection of lengths – including damaged sections. Drainage catch pits and manhole covers were also cut out and painted. Halfords grey primer was applied to the relay platform, while Tamiya Sea Grey was used for the concrete. Both were applied in thin coats leaving it patchy to give the effect of weathered concrete.



The manhole was then placed roughly where I wanted to seat it and, using a knife, a half-circle of foam was carefully cut away. Then I sliced across the bottom to give a flat surface for placing the concrete manhole at a later date.

The cabinet platform was placed close to the landslip which I felt would give the whole scene and the landslip area some visual interest. The foam here was trimmed away to provide a flat surface for the steps to sit.

Beginner Intermediate Advanced SKILL LEVEL

With the DAS clay now dry and everything trimmed accordingly, a tester pot of B&Q mud brown paint was used (officially referred to as 'Mendoza') and the whole scene was coated using a large brush and then left to dry.

This brown paint is a great base undercoat for applying the grass textures and dirt tones. War World Scenics (WWS) basing glue was applied to the front edge of the embankment to secure locally-sourced sieved dried dirt in place, followed with Woodland Scenics burnt grass and burnt earth.

With the basic ground cover now dry, focus turned to detailing the landslip. Reference photographs suggested a mix of soil and rubble together with ballast peppered over it. Starting with a layer of basing glue, track ballast was added to the top edge to replicate the effect of its apparent depth beneath the track. Excess ballast was allowed to fall down the land slip area, while sieved soil was sprinkled over the remaining blank areas. More ballast was applied further down the landslip for added effect.

To bring the vegetation to life, WWS layering spray was added and then 4mm Woodland Scenics light green static grass was added using a WWS applicator. This was followed with WWS 4mm North European static fibres followed by 6mm patchy grass. The latter two were applied in patches all over the diorama. Another misting of layering spray was then applied to fix everything into place.

With the static grass in place, a selection of flocks from the WWS range were added including Olive Green and Burnt foliage fine and coarse mixtures. For a realistic look, I tend to sprinkle random patches over the scenic areas applying different mixed ratios between the flocks, again this is sealed with layering spray for maximum hold.

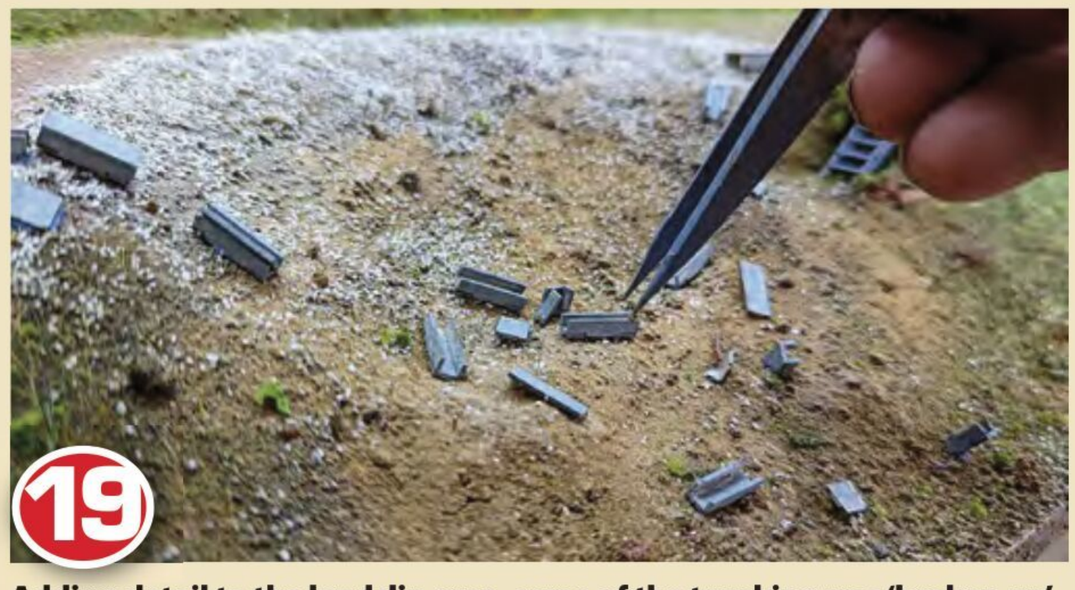
Adding even more detail to the foliage, SMS bracken and fern packs (summer and autumn shades) were used. These come pre coloured and are simple to remove from their frets. Then, roll them between your fingers and glue into place with a spot of PVA.

With the embankment being quite steep, I was keen to add some sort of thick vegetation along the trackside between the stone and grass. This should also act as a barrier to hold the ballast in place when pouring it on the track bed.

Next, some of the remaining trackside details were glued in place, including the concrete drain and manhole. A spot of hot glue (from a glue gun) was used as I found the static grass caused the manhole to move when using PVA.

For the cabinet platform, the ground required two small holes forming to allow the platform to sit level with the track bed. This was then superglued in place. Care needs to be taken at this stage as the platform is very fragile.

The trunking sections were then added, leaving space between the track and edge of the embankment for the ballast to sit – a couple of distorted examples were included at the edge of the landslip. These were then fixed in place with superglue.



Adding detail to the landslip area, some of the trunking was 'broken up' to create the right effect and then scattered over the affected area. Some were cut at a 45-degree angle and placed to make them look like they were part-buried.

Another small detail that really looks the part is the SMS catch pit. This was placed on the opposite side to the landslip but in line with the manhole cover to look like the two may be linked together.

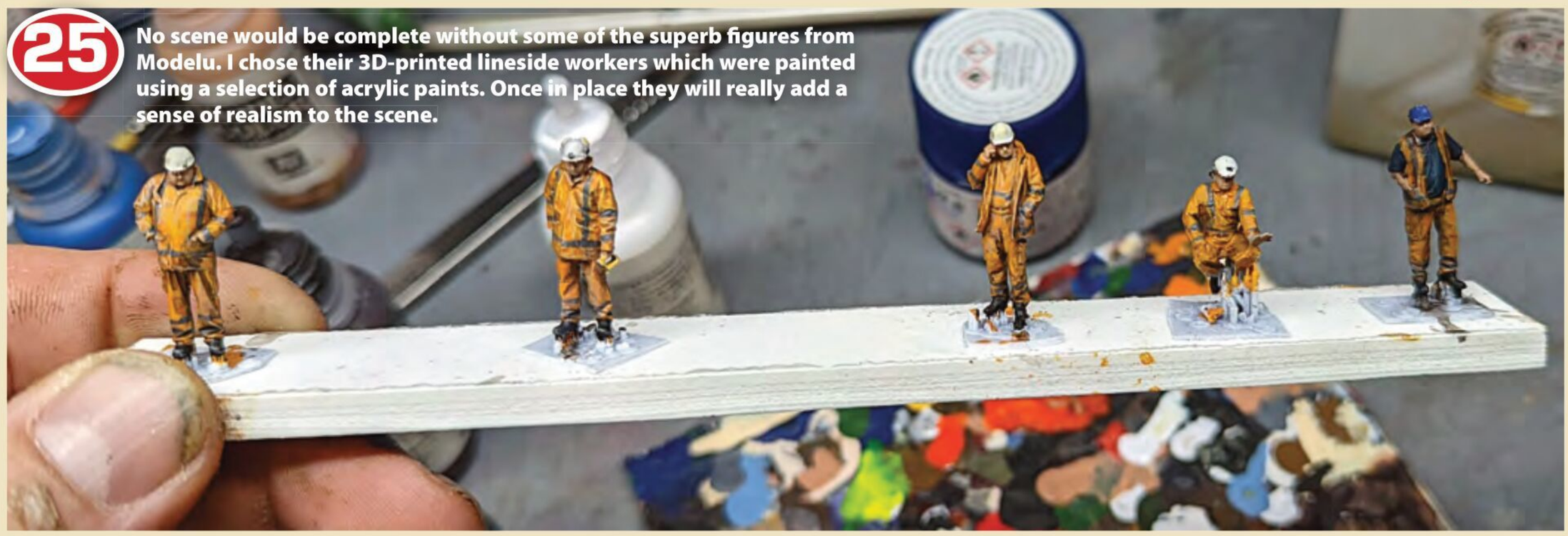
The track was fixed in place with a spot of superglue and some weights were then used to hold it in place while the glue took hold. Once this had set, the track was ballasted using a tea spoon to gently pour ballast along the centre of the track and along the sides of the outer rails. This was then 'tamped' into its final resting place by tapping the rails with the back of the teaspoon.

Once happy with the ballast, a fine misting of water was sprayed over to help the glue flow through it. WWS track ballasting glue was then poured over the ballasted area, making sure it received a good coating. Don't be tempted to touch the ballast when it's wet - let it dry and rework any mistakes after.

Having left the glue to dry for about 24 hours, the SMS laser-cut rail cabinet was added. As it has a paper wrap covering, a small spot of superglue was used as I didn't want to risk the paper soaking up the moisture of the PVA glue.

When it came to replicating the signal cabling, I used some fine multi-strand electrical wire and stripped the outer covering to reveal the copper cable. This was then sprayed matt black. When stripping the cable, I left about 3mm either end to make the cable strands easier to hold and glue in place once attached to the cable trunking.

Intermediate
Beginner SKILL LEVEL Advanced



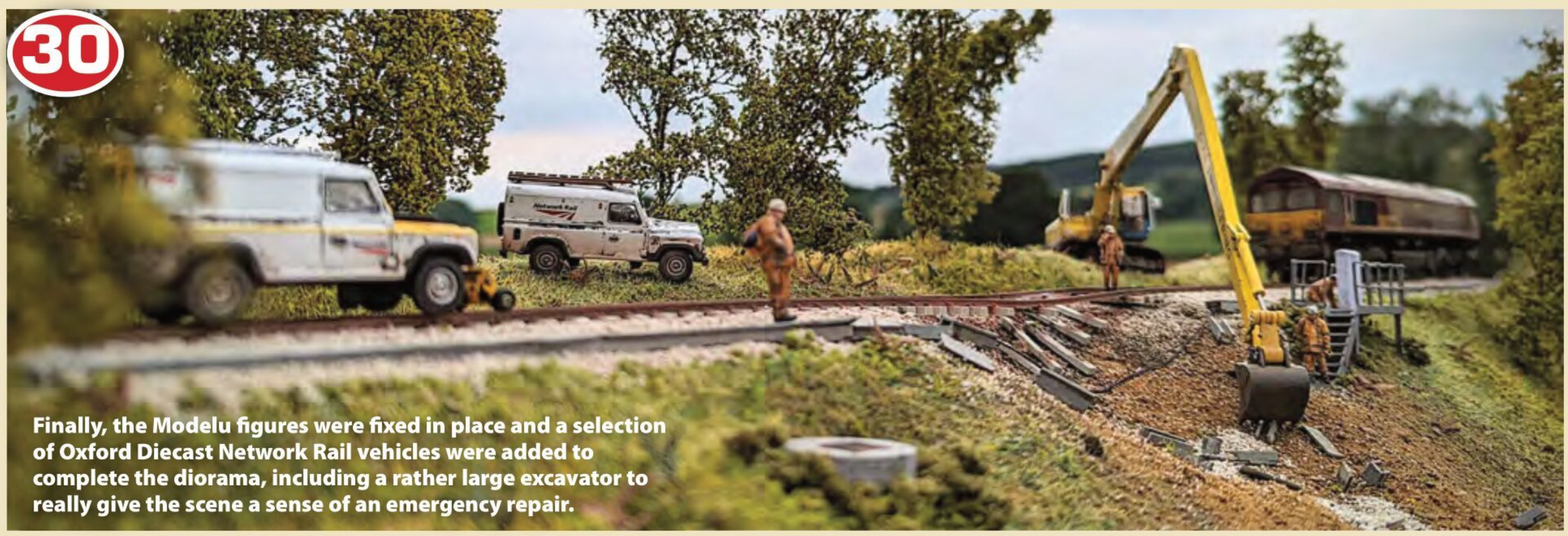
25 No scene would be complete without some of the superb figures from Modelu. I chose their 3D-printed lineside workers which were painted using a selection of acrylic paints. Once in place they will really add a sense of realism to the scene.

26 Tamiya Hull Red and Matt Black were then applied with an airbrush to replicate rusting rails and to add a bit of grime to the ballast. It's worth building up the coats in stages, rather than painting it all in one go.

27 Some leftover sleepers were then added to the landslip to give the impression that they had become detached during the catastrophic event on-site. These were weathered to match the rest of the sleepers that were still attached to the rails.

28 Good off-the-shelf trees are hard to find – and quite expensive. I like to make my own using sea foam. First, I select the best bits of sea foam and then apply a little Halfords dark brown aerosol paint, mainly to the trunk. Once dry, a thick covering of WWS layering spray is applied to the sea foam, followed by a sprinkling of different flocks. I use different colours and re-use any surplus flock.

29 When adding the trees, dip the trunks in PVA glue and insert into pre-made holes in the ground. I also aim to place the trees in odd numbers as it looks more natural. Real twigs have also been used – they were snipped into small sections to replicate trees that may have been cut down. Maybe this was the reason for the landslip?



30 Finally, the Modelu figures were fixed in place and a selection of Oxford Diecast Network Rail vehicles were added to complete the diorama, including a rather large excavator to really give the scene a sense of an emergency repair.

MODERN TRACKSIDE EQUIPMENT

PART 2

In this second installment exploring lineside equipment on today's railway, **SIMON PALEY** focuses on track mounted infrastructure and outlines how you can model it.

A great deal of technology is employed to keep the modern railway moving. On August 23 2016, GB Railfreight's refurbished Class 73/9 73965 arcs on the third rail as it powers through Balcombe with a Network Rail test train. 73961 brings up the rear.
John A. M. Vaughan/Railphotoprints.uk

ON YOUR NEXT station visit, cast a glance trackside and you will begin to appreciate what it takes to keep the rail network running. Not only will you spot the plethora of cabinets, cases and cables dotted around, but look a little closer between the rails and you will discover yet another level of technology that helps keep operations safe.

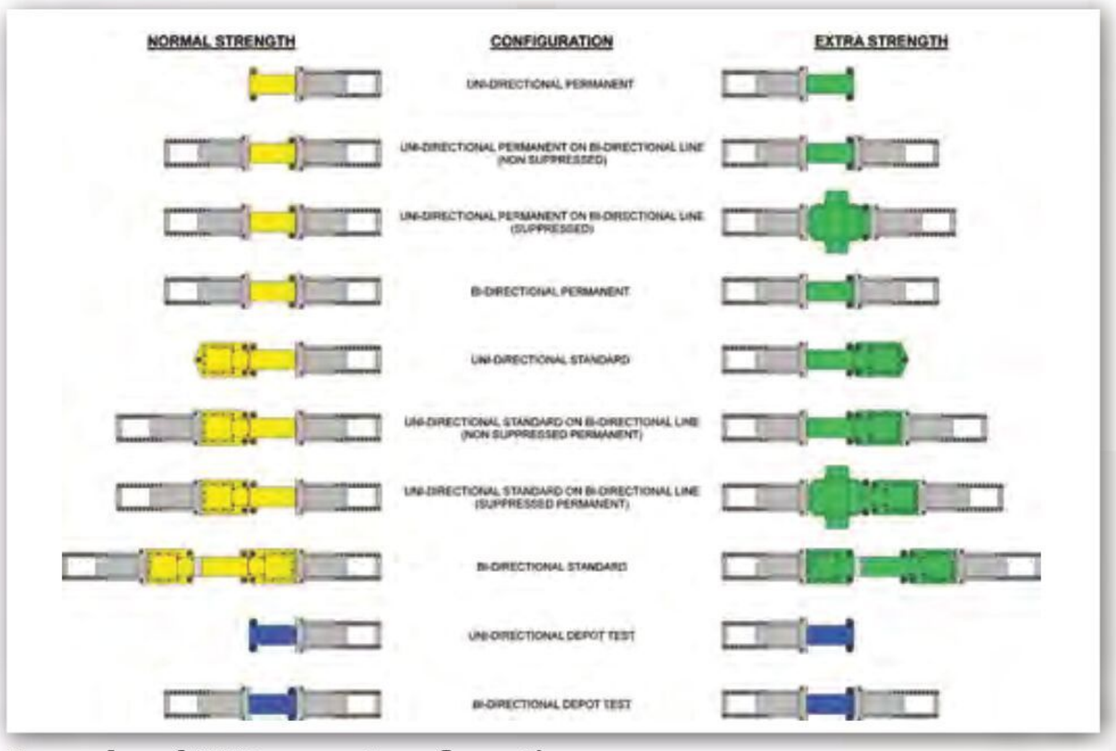
Last issue (HM183) we highlighted lineside equipment across various disciplines, while this time the focus is on track mounted infrastructure, which is almost exclusively signalling related. Once again, the aim is to outline these vital components and while a full detailed description as to how to position these isn't possible, a fuller explanation can be found in my book *Colour Light Signalling for Model Railways*, published by The Crowood Press.

A few of these items are available off-the-shelf in model form, but most are not, although some of these can be found through the growing collection of independent 3D-printing companies. For items that aren't readily available, scratch-building techniques can be employed to create realistic-looking components for adding to the track. It is these small detail items that can make a big impact to a scene and the purpose of this article is to highlight some of these essential pieces of kit that you can readily model. **HM**

● Visit *www.keymodelworld.com/network-rail* for more on Network Rail infrastructure and rolling stock.

SIGNALLING

There are many different configurations of AWS magnet. This suppressed uni-directional, standard strength example is located at Maidenhead station on the Great Western Main Line.



Examples of AWS magnet configurations.

Automatic Warning System

The Automatic Warning System, or AWS, is probably one of the most well-known systems to the modeller. The system provides an audible and visual warning of an approaching signal to the driver. It became standard in 1956.

The standard setup consists of a permanent magnet and an electromagnet positioned 180m before all main aspect signals that have a main aspect route up to them. However, there are numerous different configurations and positions for multiple different uses.

Standard AWS magnets are painted yellow, but on the Southern Region, where they have to be 'extra strength' magnets to be detected over the magnetic fields generated by the third-rail equipment, they are painted green. The most common magnets are the BR standard style, but early BR designs and the latest 'Vortok' modular designs can also be found.

Models of AWS magnets can be found in the Peco range or in the ranges of various 3D printing suppliers.

ETCS balises

These unassuming little yellow boxes have only started appearing during the last decade with the gradual introduction of the European Train Control System (ETCS) on the Cambrian Coast, Thameslink core and now Northern City lines. They are powered by a train's balise reader passing over them and they pass packets of ETCS data to the train. They are also used for what are called 'Packet 44 applications' where ETCS is not installed, such as Tilt Authority and Speed Supervision (TASS), Automatic Power Change-Over (APCO), Automatic Selective Door Operation (ASDO), Automatic Braking & Door Operation (ABDO) or Incorrect Side Door Disabling (ISDD). »

Extra strength AWS magnets are utilised on the Southern Region third-rail network. These are painted green, as per this Vortok type bi-directional extra strength magnet at Guildford station.

USEFUL LINKS

Bachmann	*www.bachmann.co.uk*
Peco	*www.peco-uk.com*
Scale Model Scenery	*www.scalemodelscenery.co.uk*
Shapeways	*www.shapeways.com*
The Crowood Press	*www.crowood.com*

Balises can be provided singularly or in groups of up to four depending on their function, although groups of two are the most common. If modelling a balise for ASDO purposes (probably the most common reason for modelling them right now), then the standard position is 20m on approach to the top of the platform. They are positioned in the centre of the track between 3m and 5m apart.

They are easily modelled by using a strip of plastic section and a rectangle of plasticard, but printed examples can be found in both 'OO' and 'HO'.

Impedance Bonds

Impedance Bonds are used in areas that are provided with electric traction power (either AC or DC) and that use track circuits for train detection. These are essentially a large copper coil immersed in oil which provides electrical resistance to the AC electrical signal of a track circuit, but not to the DC signal of the return traction current. This allows track circuits to be insulated from each other but retaining a continuous circuit for the return traction current.

These Siemens S21 Eurobalises at Twyford provide Incorrect Side Door Disabling (ISDD) functionality for Class 345 EMUs.

In areas with AC traction power, the impedance bond can be used to resist a certain frequency of AC signal used for the track circuit, allowing the frequency of the AC traction power to continue on its way back to the sub-station.

On the Southern Region, where DC traction power is used, and where standard AC vein track circuits are used, BR Standard Type 3 Impedance Bonds are provided either side of an insulated block joint where both sides of the joint contain a plain line track circuit (the bond being omitted if there is a point in the track circuit or if there is no track circuit at all). The bonds are connected by an aluminium bus bar.

For areas that use AC traction power or where audio frequency AC track circuits are in use, BS3000 type Impedance Bonds are used in place of the BR Type 3. Those for AC traction tend to be mounted at the lineside rather than on the track, unless space is at a premium.

While no off-the-shelf examples are currently available, 3D-printed 'OO' gauge impedance bonds are available.

Treadles

Treadles are a form of secondary train detection that use the flange of a rail wheel acting on a small metal bar, pushing it down to make a contact within the treadle housing. The 'arm' of the treadle is slowed on its way back to its normal position to prevent it being acted on again until the entire train has passed.

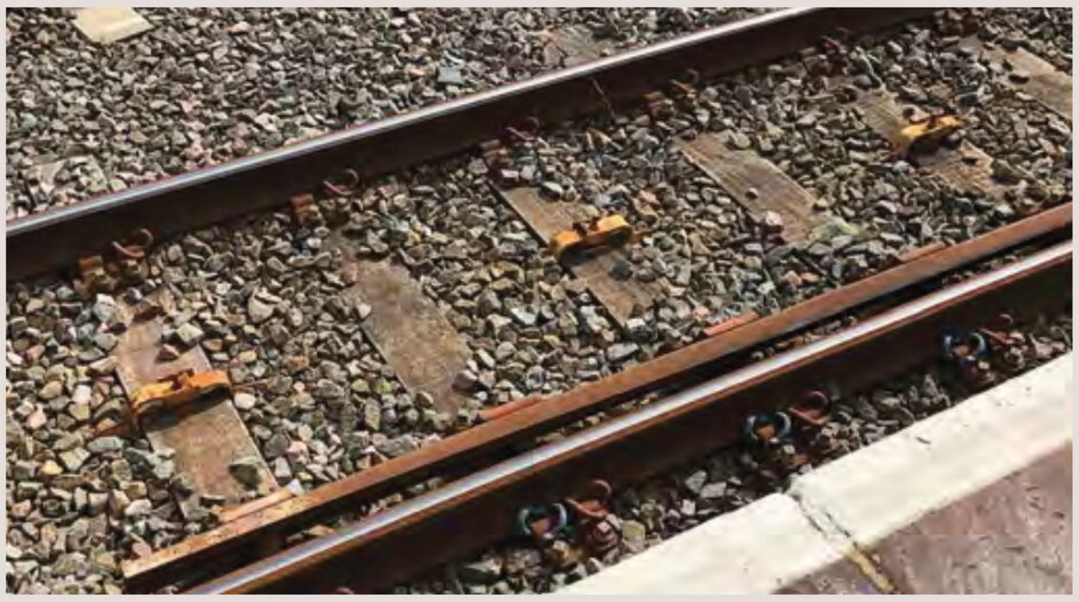
Treadles are mainly used as backup train detection to track circuits in Automatic Half Barrier and Automatic Locally Monitored level crossings, but also can be found as 'spot' train detection on the approach to mechanically signalled areas and for use with Signal Passed At Danger (SPAD) indicators.

Model treadles can be scratchbuilt or 3D printed - but care must be taken to ensure that when adding them to the track the component

A pair of BR Standard Type 3 Impedance Bonds at Croydon station. The aluminium busbar connecting the bonds either side of the plain line insulated block joint is in the centre.

A BS3000 type Impedance Bond at Redhill. Note how the bond on the other side of the joint is omitted due to the presence of the point in the track circuit.

Close-up of an adjustment switch, flanked by a pair of Eurobalises. The cables between the rails are electrically bonding the two rails together.



These lateral resistance plates are fitted in the four foot at Twyford, on the link line between the Henley branch and the Down Relief.

Adjustment switch

With the widespread introduction of Continuous Welded Rail (CWR) in the 1950s, the 'natural' expansion gaps afforded by the joints between rail sections was lost, but there was still a need to provide space for the thermal expansion of the rail to prevent the rail 'buckling' in extreme temperatures. These gaps are called adjustment switches.

Adjustment switches are provided where CWR meets jointed track (where the section of CWR is longer than 120m) and where CWR meets a set of points that have jointed track sections beyond them. They consist of two pairs of opposing rails shaped to slide past each other as they expand in the heat. To ensure integrity of the switch, the sleepers are anchored by rail sections bolted to them.

Model adjustment switches are produced by Peco, but can also be made using spare bits of rail.

Lateral resistance plates

Lateral Resistance Plates, or LRPs, are track mounted devices that help to limit the side-to-side movement of sharply curved tracks or where there is a likelihood that the force of a train may move the track out of alignment.

LRPs are a hinged bracket to which two steel plates are attached on either side. The bracket is screwed to either the centre or end of the sleeper with the plates either side of the sleeper beneath the ballast. The force of the plates pushing against the ballast counteracts the force of a train going around a corner trying to push the track to the outside of the corner and so keeps the track

An example of a typical treadle illustrating its placement alongside a section of rail and potential interaction with the wheel flange as it passes over.

A Train Protection Warning System (TPWS) Train Stop System (TSS) configuration at Guildford station.

doesn't interfere with a passing train wheel.

TPWS loops

The Train Protection and Warning System (TPWS) was introduced in 2000 as a temporary alternative train protection system until ETCS was installed but can generally be considered a permanent fixture. TPWS is designed to mitigate the consequences of a SPAD by applying the train brakes automatically if it detects a dangerous situation. TPWS is not designed to prevent a SPAD taking place altogether, although many are averted by the train slowing down.

The system consists of 'leaky' electrical cables looped around a grid-like frame that emit one of six electrical frequencies - four 'arming' frequencies and two 'trigger' frequencies. When the receiver detects one of the 'arming' frequencies an onboard timer starts. If a 'trigger' frequency is detected within a certain time (974 milliseconds for passenger trains and 1,218 for freight trains), the train brakes are automatically applied. TPWS loops are only energised when their respective signal is showing a red aspect only.

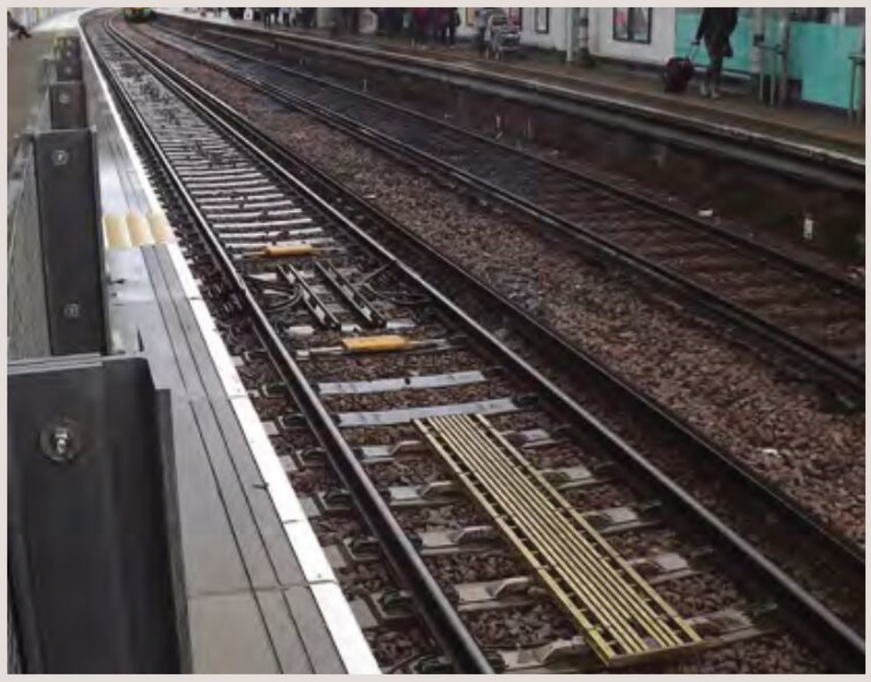
There are two configurations of TPWS loops - the Train Stop System (TSS) and Overspeed System (OSS). The TSS is provided for main aspect signals that protect a converging, diverging or head-on conflict with a passenger move. In this configuration, the two loops are positioned immediately next to each other at the foot of the signal so any train passing the signal at danger would be 'tripped'.

The OSS is provided for signals where it is calculated that TSS will not stop a train at line speed before the conflict point. Up to three sets of OSS loops can be provided for a signal (the number and position based on approach speed, gradient and overrun distance for each signal). They are positioned on approach to the signal, with the 'trigger' and 'arming' loops separated by at least 8m when the 'trigger' loop is positioned at the preferred minimum of 50m from the signal. The separation of the loops then increases by 0.5m for each 25m the 'trigger' loop is moved away from the signal.

Permanently energised OSS loops can also be found on approach to some speed restrictions and on approach to buffer stops in passenger platforms. Buffer stop OSS loops use smaller, so-called 'mini-loops'.

Standard size TPWS loops are available in the Peco range, while both standard and 'mini loops' can be found as laser-cut card items in the Scale Model Scenery range.

This TPWS Over Speed System (OSS) configuration is installed at Reading station.



Redhill's platform 0 includes a Sella Controls Tracklink II Selective Door Opening (SDO) beacon (closest to camera) and a pair of Eurobalises (beyond) used for Automatic Selective Door Opening (ASDO).

A Sella Controls Tracklink III SDO Radio Frequency Identification (RFID) tag beacon at Guildford station.

in its intended position. LRPs can easily be modelled using plastic strip and section.

SDO beacons

With the introduction of increasingly long trains combined with the problems of extending station platforms, Selective Door Operation (SDO) and Correct Side Door Enabling (CSDE) has been introduced. Some train operating companies have requested that track-mounted beacons are provided to assist in this operation by selecting the door opening pattern and side automatically.

Apart from Eurobalises, mentioned earlier, there are two main systems, both provided by Sella Controls. One is 'Tracklink II' used on the Southern Region for Class 37x units which consists of a long yellow grid-like frame, much like a TPWS loop, and is powered from a nearby location case.

The other is 'Tracklink III' which consists of a Radio Frequency Identification (RFID) tag within a plastic block. Both systems transmit data that identifies the station and platform the train is arriving at as well as the platform length and side so the train can calculate the correct door opening pattern.

Where SDO beacons (both Tracklink and balise varieties) have been requested, they are provided on all platforms at stations where just one of the platforms is of a different length. Where a line is bi-directional, beacons are installed at either end. The position of the beacons varies but is generally 10m – 20m on approach to the end of the platform. They can be modelled with plastic strip.

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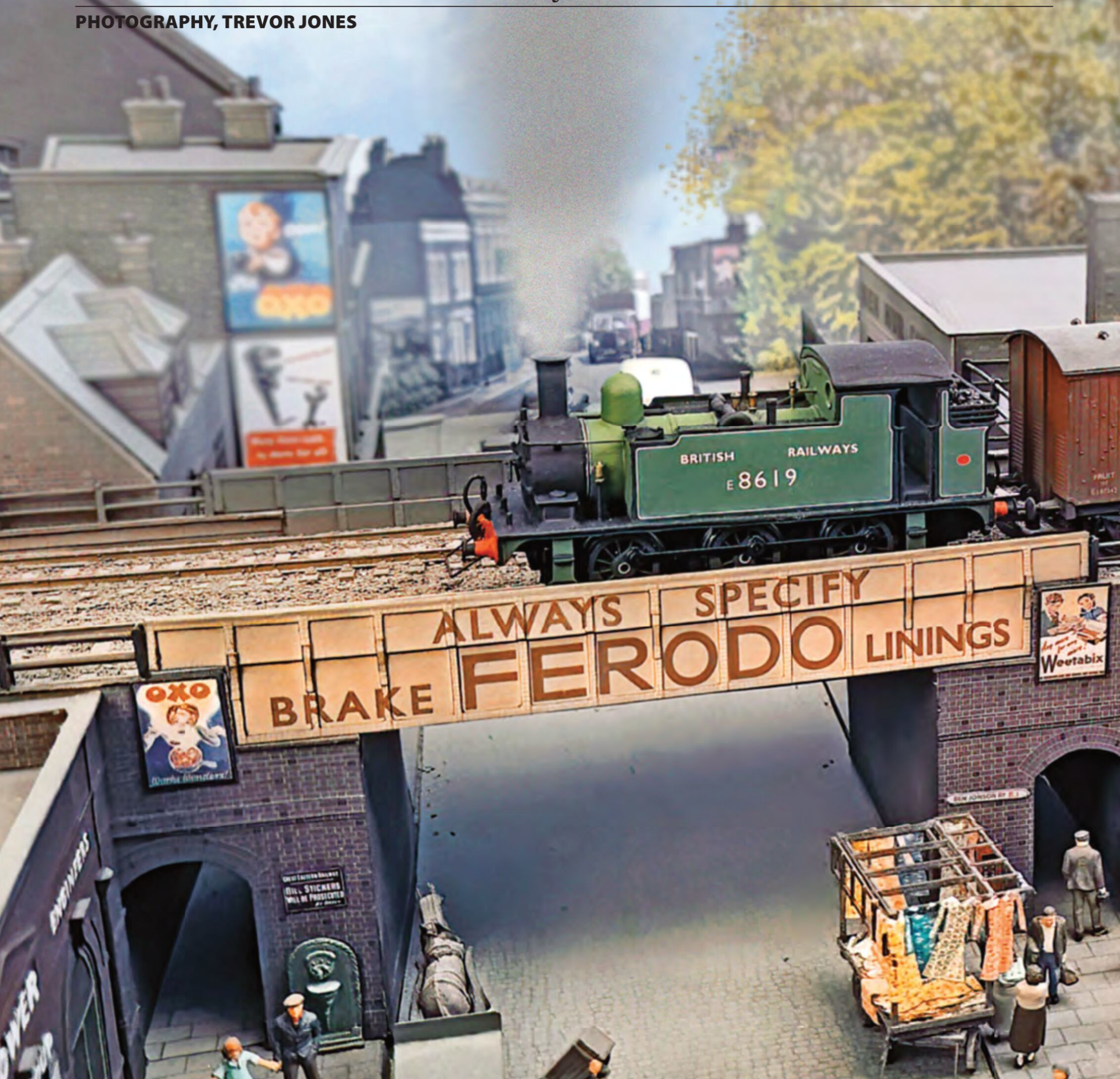
Harford STREET

This outstanding urban scene has been through several rebuilds as **CHARLIE AND JIM CONNOR** aspire to create their definitive model of East London in the early BR steam era. Join us as we journey back in time to the London suburbs shortly after the Second World War.

PHOTOGRAPHY, TREVOR JONES



GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'00', 16.5mm	4mm: 1ft	15ft 3in x 8ft 6in	LONDON	1950s	DCC and ANALOGUE

IT ALWAYS SEEMS THAT ARTICLES relating to modelling projects start with an early memory, generally one of watching trains go by on the prototype and desiring to recreate that memory in some way in model form. I have to confess that this article, from my perspective anyway, may be rather different.

The genesis of Harford Street may lie in my dad's early memories and love for the disappearing railways of his childhood East End, but my involvement came about much later. My early memory of the layouts which have borne that name begins with a loft ladder in my parents' bedroom which I was scared to climb, followed swiftly with the relief that a house move when I was four years old meant that the layout could be given its own room in the house, and the ladder climbing days were over.

PREVIOUS INCARNATIONS

So far there have been four incarnations of Harford Street, beginning in the loft, and moving through three increasingly detailed and accurate versions in the current house. The previous model featured in the pages of *Hornby Magazine* some years ago in 2008 (HM10). Why, then has the layout been rebuilt so many times? I'm afraid the answer to that has to fall in some part on my shoulders.

From the time that I started working alongside dad on various modelling projects, we gradually developed a philosophy of mutual constructive criticism: If any part of the layout or any scene or building looked wrong in any way, we have always agreed to amend, re-work, or sometimes wipe clean and start again.

This may sound rather proscriptive and even destructive, but in truth it is a philosophy which ensures that we are generally happy with the end result to the best of our creative abilities. It's the same philosophy which I have used with my son and other friends when we have collaborated on projects, and when that criticism is expressed and discussed in a sense of mutual respect and a desire to get things 'right', then it seems to work well.

So what then, was wrong with Harford Street as it appeared in these pages all those years ago? The truth is that there were many faults and liberties taken with the prototype to build an operating model railway. All three previous incarnations of the layout had a working branch line in accordance with the accepted protocols for home layout planning in the '70s and '80s. This led to there being a finite difference in levels which could be attained by the gradient of the branch as it left the supposed North London Railway (NLR) »

1 Holden 'J69' E8619 rumbles along the elevated section and across the bridge spanning White Horse Road with a short van train. The market appears to be doing brisk business below.

Left: **Detailed street scenes feature superbly crafted buildings, period road vehicles, bicycles, figures and accessories – even the shop windows are neatly detailed.**

Right: **Worsdell 'J15' 0-6-0 65476 trundles through the disused Limehouse Fields station, as a Thompson 'L1' 2-6-4T approaches from the opposite direction. Hopefully the wind will blow any sooty deposits away from the washing lines.**

Below: **An overview of the elevated section looking across the disused Limehouse Fields station to the left and the superbly modelled buildings and street**

route in its cutting running parallel to Mile End Road, and climbed up onto the viaduct, meeting an offshoot of the former Blackwall Extension Railway, later Great Eastern Railway (GER), on its viaduct. Various scenic break ideas had been used throughout all three layouts' construction, but when viewed objectively, they were all rather forced, and did little service to the desire to build a faithful recreation of Stepney in the early 1950s.

NEW BEGINNINGS

Sometime around 2010, it was decided that we would completely re-work the layout, dispensing with the idea of a connected branch line, and instead building both the NLR and GER routes at their correct levels, had either route ever been built. These two aspects of the layout were no longer physically connected, but by turning the whole scene around by 180 degrees, it became possible to have a small high level storage yard for GER line services, and a set of low level loops for the NLR line below.

It has to be said that the loops were not the best part of the design, being below street level, and accessed by removing sections of scenery. This area is currently being considered for redevelopment into a series of dead end sidings, still below the scenery, but without the associated hidden pointwork which causes operational headaches at the moment.

Reference to the track diagram, and comparison to the London A-Z or vintage Ordnance Survey plans should also show what we have been trying to achieve with regard to the street pattern on the layout.

Previously, one or two streets were laid down as geographical markers to ensure that the viewer could instantly recognise the area modelled, however other areas had been twisted or cut out in order to fit the railway in. In this version, apart from some selected cutting of one or two back streets in order to condense the whole »

BEN HUR CINEMA
LAUNDRY
B.G. SINCLAIR
MOORE'S

5 Harford Street station is at ground level and runs parallel with Mile End Road, just visible in the distance as a trolleybus hurries by.

layout into the space available, the street plan is as close as practically possible to the prototype.

At this point J. E. Connor, the local and railway historian comes to the fore over Jim and Charlie Connor the model makers. Dad used his knowledge and research skills to track down many photographs of the area in question, both from Bancroft Road history library and the London Metropolitan Archive. Armed with these and some late 1940s/early '50s editions of Kelly's Directory, as well as his local knowledge, having grown up in those very streets, we managed to locate and accurately recreate all the shops and buildings in their correct locations.

LOCATION

It is at this point that I realise I have only spoken about the railway aspect of the layout so far in rather general terms. For us working on the layout, the railway has very much become a background issue, but for many it will be a critical part of the layout's design. So let's start with the station which gives its name to the whole project: Harford Street. The street itself runs south from Mile End Road approximately opposite Queen Mary College.

"So far there have been four incarnations of Harford Street, beginning in the loft, and moving through three increasingly detailed and accurate versions in the current house."

CHARLIE CONNOR

In the early 1950s, behind the shops which faced the main road, a parallel route could be found, partly bounded by brick walls and partly scrubby grass embankment. I'm afraid this convenient cutting had more to do with the Second World War than with Thomas Matthews and his NLR engineers, however it gives us a starting point for our tour.

Had the projected Aldgate and Bow Railway been constructed in the form proposed in the 1860s, which first inspired this and other NLR based layouts, then it may well have run along this alignment. The station here has a street level booking office typical of those designed by Matthews for the Poplar line, and is in fact a recreation of the one which once straddled the tracks at Old Ford. Likewise the down platform building and stairs have been taken from the same source.

The Up platform however has been modelled on the island platform station which the company provided at South Bromley, between Bow and Poplar. This allows the inclusion of an Up loop in the station where slow passenger or goods trains can be held for other services to overtake them.

Also, in a nod to the old layouts, a trackless cutting can be seen curving towards the viewer at the east end of the station where the branch once would have been. This provides an interesting additional viewpoint of trains on the NLR line, as you can get down to eye level »

6 **Mile End Gate is the end of the line on the elevated section. While the station appears deserted, staff take a well-earned break and Holden 'F5' 2-4-2T 67211 simmers gently in the platform ahead of its next departure.**

dead end fiddle yard, which sits quite snugly above the low level control panel, with its own panel suspended from the shelf above. I should say at this point that the layout was intended from the outset to offer analogue and DCC control options, the low level lines being broken into sections controlled by rotary switches allowing the operator to select one of two analogue controllers, or the DCC controller, which in our case is a Powercab handset.

The same arrangement is present on the high level panel as well, albeit in a more complicated form allowing for each separate section on the GER line to be switched independently of its neighbour.

Trains enter the scenic section through a hole in the sky. Not ideal it's true, but it has been quite effectively disguised by the foliage of the trees in the church yard of the bombed out St John's church, and the balconied ends of the blocks of flats on the Limehouse Fields estate, colloquially known as Carr Street Buildings.

Immediately they pass through the

and look along the overgrown trackbed, littered with discarded bicycle frames and mattresses, and see the trains go by.

Four bridges cross the formation along the Mile End Road side of the layout, with trains emerging from beneath Emmott Street, before passing under Harford Street itself, and the main station building.

Towards the west end of the station platforms, a bridge bears Floreston Street across the tracks, with the signalbox, taken from Old Ford, set into the down platform at its western end. A bridge, which might be classed as a short tunnel crosses the line at the end of the platforms, bearing White Horse Lane and the bulk of the Methodist Church's Mile End Mission, before the NLR briefly regains daylight before plunging beneath Hayfield Passage and Stepney Green itself.

From this point, the low level lines continue in tunnel around the end of the layout, and into the hidden sidings. A short section of open cutting on the south side of the layout allows limited access to these lines before they reach the neck of the subterranean loops themselves. This is an operational handicap in many ways, and you would have thought that a pair of seasoned modellers would know not to include complex pointwork in a relatively inaccessible location, all I can say is that we missed that one somehow during the design stage, and we are now trying to sort it out.

The southern half of the layout is dominated by Solent House, a 1930s block of standard London County Council (LCC) flats, the burned out hulk of Trafalgar Street school and the medieval edifice of St Dunstan's Church. Winding its way through these in what is hopefully a prototypical manner, is the viaduct carrying the GER route to Mile End Gate.

SIDE TWO

We begin our tour of this side of the layout as the line emerges from its high level

7 Above: **At ground level, the railway weaves beneath road overbridges as LMS '2F' 0-6-0T 58855 heads towards Harford Street station at the head of a goods train.**

derelict platforms of Limehouse Fields GER station. Anyone driving along Mile End Road is likely to have noticed the 'Ferodo' bridge which crosses the thoroughfare close by Bow Church Docklands Light Railway (DLR) and Bow Road Underground stations. Less obvious may be the whitewashed building on the north side of the road, and the heavily overgrown stairway structures which still emerge from it and run up to the level of the old Bow Road GER station. This was the inspiration for Limehouse Fields, a classic East End closed station scene, nestled between Carr Street Buildings and Solent House.

The former booking office, as on the prototype, has been converted to an electrical engineering company, and faces out onto the street market on the corner of White Horse Road (not to be confused with White Horse Lane on the other side of the room). Here the line crosses a familiar 'Ferodo' adorned bridge, and passes two unassuming grey brick structures which stretch out from the side of the viaduct. »

Above: **A tram bound for Bakers Arms trundles along White Horse Lane as a British Railways liveried Gresley 'J50' 0-6-0T passes above.**

In the shadows of the derelict school on the left, a Peppercorn 'K1' 2-6-0 passes over White Horse Lane with a parcels train, while a Holden 'J67' 0-6-0T awaits a clear path from Copley Street Goods.

10 While some of the buildings on White Horse Road may appear down at heel, the eye-catching rail overbridge certainly brightens the scene, as passers-by go about their business and a 'J69' passes overhead.

Just as Bow Road was re-sited in the 1890s, the assumption is that Limehouse Fields received the same treatment, and this little bit of late 1840s London and Blackwall architecture, based on Limehouse, is the visible remains. Take off locomotives are often held here waiting the road back into Mile End Gate to collect the stock of incoming trains, and the Stratford crews have made the most of the little bit of flat roof over the former stairways to set themselves up with an old armchair and a place to drink tea and wait for their next duty.

After passing this part of the station, the line passes along the front of the churchyard, and crosses Stepney High Street, where the shunting neck for Copley Street goods depot begins to parallel the running lines to the south.

Copley Street is a typical cramped small city goods depot, taking elements from Minories Great Northern Railway and Cable Street GER depots. The GE line then swings round to the north to run into Mile End Gate terminus.

Anyone studying the map might see that this station stands between Hayfield Passage and Stepney Green, and as such occupies the space taken up by the green itself. Whether the GER would have ever had the influence to sweep away what was still in the 1870s and 1880s something of a gentrified area, certainly on the west side of the road is debatable, however it does give a nice long straight convenient plot of land on which to build a railway.

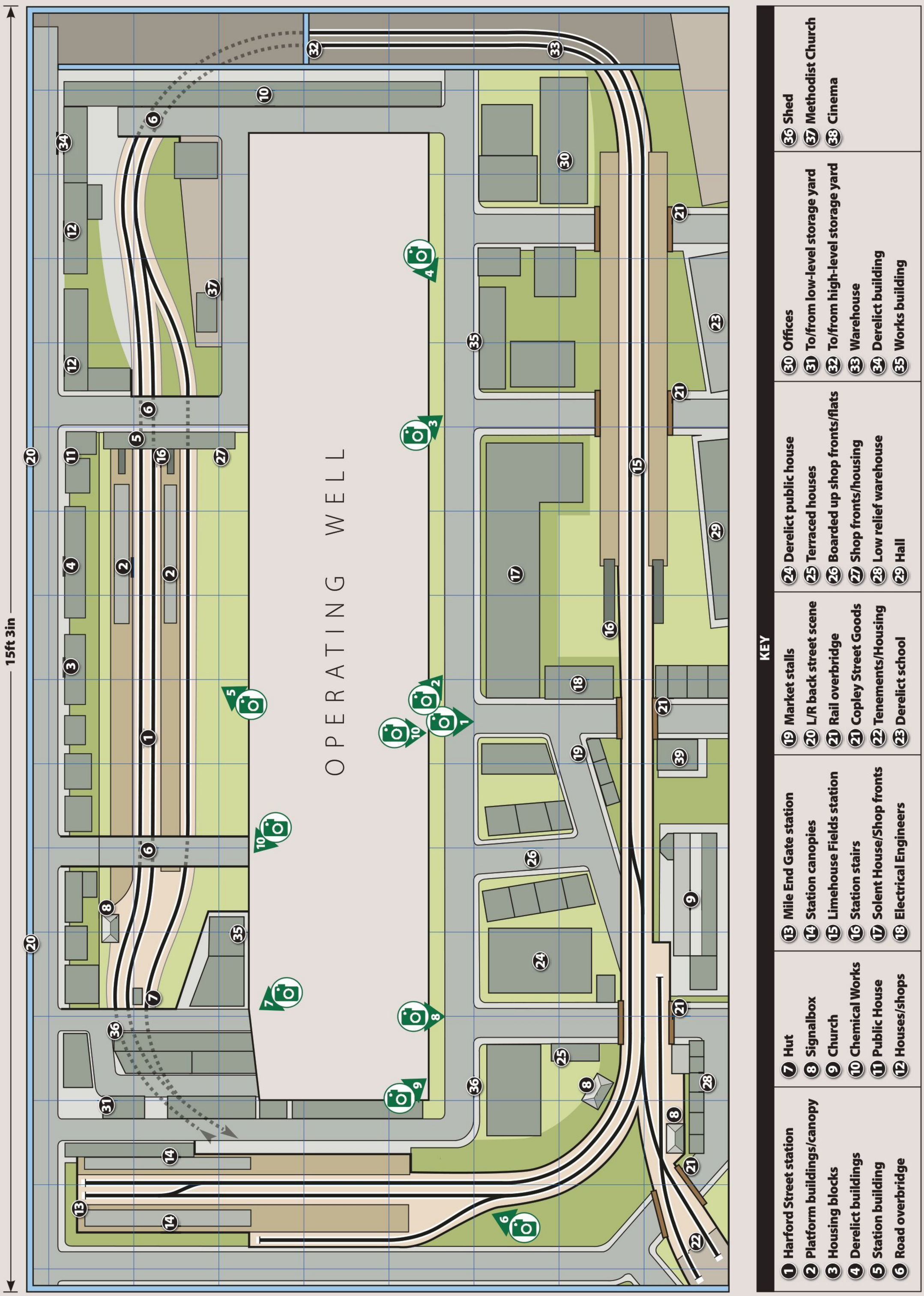
11 Amply capturing the urban nature of the East End, buildings tower above the railway as goods and passenger trains pass through Harford Street station below.

VIADUCTS GALORE

The station here is on blue brick viaduct, with red brick upper parts, and has been modelled on the later GER station at Shadwell. Of interest, simply because it was one part of the scenic work which took an age to build, and is now largely invisible, are the two phases of viaduct construction at the station throat. The main lines enter the station on a viaduct of 1840s/1850s vintage, in yellow brick with three-centred arches. However the siding which runs along the back of the arrival platform is built on an 1890s blue brick viaduct, with segmental arches set at slightly different centres.

Peering into the gloom from the end of the courtyard of Stepney Green Dwellings, the two different phases are just about visible, but you have to know what to look for. Details like this are what give the layout much of its character, which will hopefully be borne out by the accompanying photographs. There has only been space for a brief overview here, but hopefully there may be scope in the future to explore this slice of post war London in more detail. **HM**

HARFORD STREET TRACK DIAGRAM (NOT TO SCALE)



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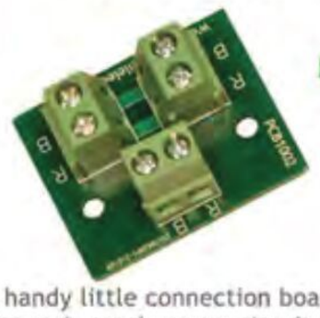

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FIRST REVIEW

KR Models delivers THE FELL DIESEL

It's one of the most unusual prototype diesels built for British Railways, and now you can buy a ready-to-run 'OO' gauge version. **MIKE WILD** inspects KR Models' all-new model of the unique Fell 2-D-2 diesel locomotive.

The bulky design of the Fell is shown in full effect in this head-on view. Static fans are positioned behind each of the etched metal grilles.

ON FIRST GLANCE YOU could be forgiven for thinking that this couldn't be a real locomotive, but it was. And even though its outward appearance was unlike anything else, inside it was even more unorthodox as it had six separate diesel engines to deliver 2,000hp at a time when diesel locomotive technology was in its infancy.

The real Fell diesel locomotive was created between Fell Developments and LMS Chief Locomotive Engineer Henry Ivatt at the end of the 1940s with construction carried out at Derby Works. It was designed to work around the big challenge of the era for diesel traction: weight. The design called for six separate diesel engines (two auxiliary and four for traction) which was intended to reduce the overall weight by using smaller engines, but also deliver a high power output, which it did.

At the time of its introduction in 1951 the Fell 2-D-2 was the most powerful diesel locomotive to operate on the British railway network delivering 2,000hp from its unusual engine configuration.

Numbered 10100 the Fell continued in service on the Midland until 1958 when it was withdrawn. It was scrapped two years later in 1960 at Derby Works. During its time in service

KR Models' latest prototype locomotive to be delivered is the Fell 2-D-2 for 'OO' gauge.

The Fell was an interesting mix of steam and diesel locomotive design. Its BR black livery has been recreated well by KR Models.

In profile the Fell looks superb. KR Models has created an eye-catching loco.

TECHNICAL DETAILS	
Manufacturer:	*www.krmodels.co.uk*
Cat No:	Fell diesel
Description:	Fell 2-D-2 diesel locomotive
Builder:	Derby Works
Region:	Midland Region
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	200mm
Price:	£149.00 DCC ready, £249.00 DCC sound fitted
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker:	28mm round
Exterior lights:	Directional head and tail lights
Interior lights:	Cab lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	One
Wheel arrangement:	2-D-2
Purpose:	Express passenger
Haulage capacity (expected):	Eight-ten coaches
Haulage capacity (actual):	10 coaches – maximum tested

it was mainly used on passenger workings on the Midland Main Line and you can read the full story on this fascinating locomotive in Reality Check.

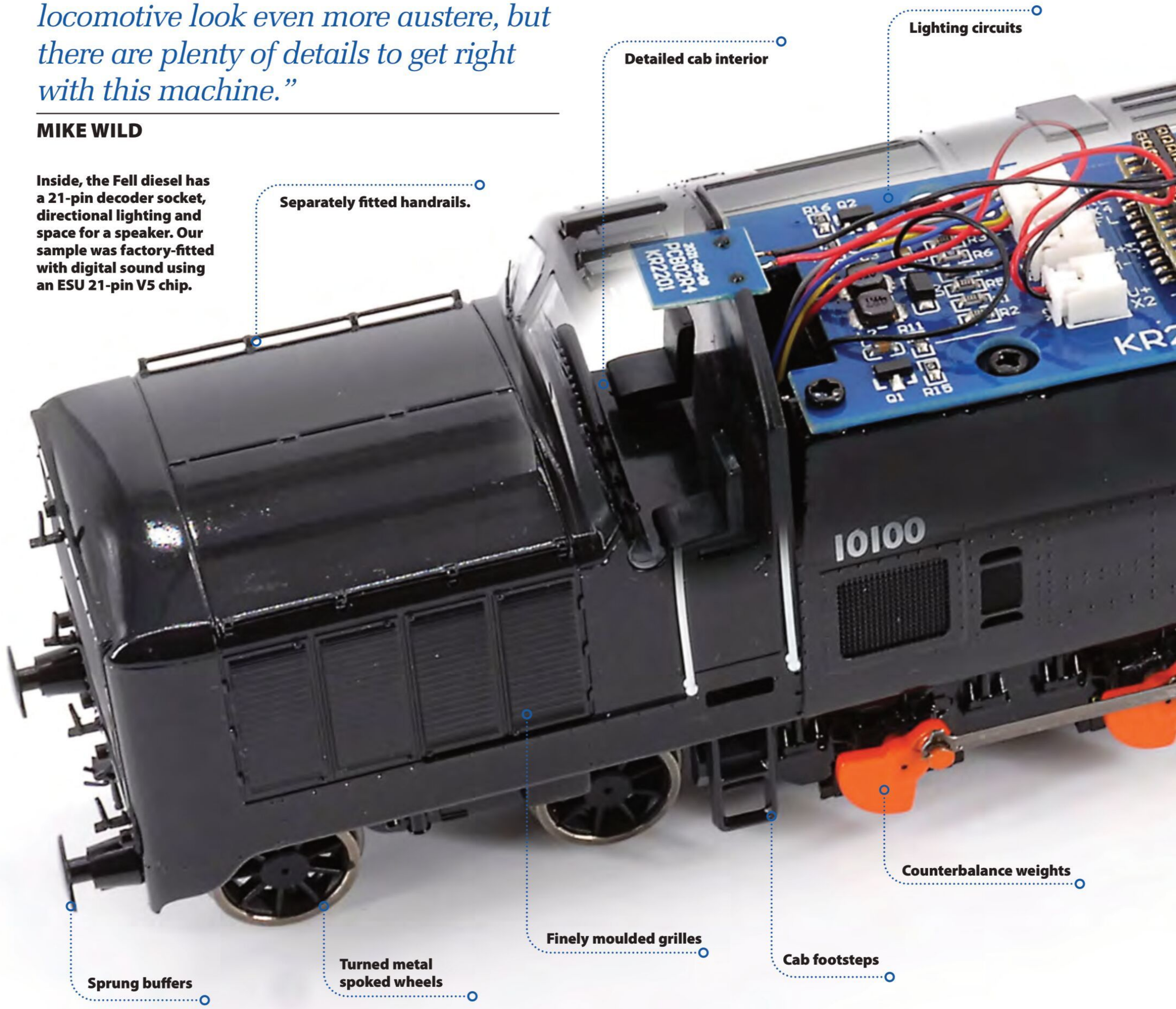
THE MODEL

KR Models announced its plans to create a 'OO' gauge ready-to-run model of the Fell diesel in November 2019 at the Warley National Model Railway Exhibition with the promise of two versions covering original BR black with early crests and BR lined green with late crests, as well as the choice of DCC ready and DCC sound fitted locomotives. »

"The design of the Fell was quite stark. Its solid black livery made the bulky locomotive look even more austere, but there are plenty of details to get right with this machine."

MIKE WILD

Inside, the Fell diesel has a 21-pin decoder socket, directional lighting and space for a speaker. Our sample was factory-fitted with digital sound using an ESU 21-pin V5 chip.



The first versions were due to arrive in the UK as *Hornby Magazine* closed for press, with our sample being one of the factory sound-fitted versions in BR black. It scales out correctly at 50ft 0in over buffers, 9ft 0in wide and 13ft 0in tall – or 200mm, 36mm and 52mm in 4mm scale. The wheels are also correctly sized while the bogie wheels have the correct number of spokes.

The design of the Fell was quite stark. Its solid black livery made the bulky locomotive look even more austere, but there are plenty of details to get right with this machine including the different grille layouts on each side together with the positioning and sizing of the locomotive numbers which again differs from side to side. All of this is modelled by KR Models' 'OO' gauge Fell.

On closer inspection you will find etched metal grilles at the front of both bonnets and when you look through them there are fans inside too. There are also separately fitted lamp irons while a basic optional dummy screw link coupling is included together with a vacuum brake pipe in the accessory pack. Also in the accessory pack are headcode discs, although these are moulded in black plastic and should be white according to prototype images.

Moving along the body, there are correctly positioned separate handrails while the glazing is all neatly fitted to the cab and side windows. Rivet detail on the bodyside is excellent and again KR Models has paid attention to the differences between each bodyside with one having a grille and the other a glazed window.

Topping off the Fell diesel is its immaculately presented livery application. Granted, this locomotive in its early condition has a very simple colour scheme, but it has still been completed to a high standard with a gloss – but not too gloss – sheen to the black paint which is offset by white handrails, locomotive numbers and red coupling rod weights.

PERFORMANCE

Inside, the chassis of the Fell diesel follows a familiar route. A large five-pole motor is the centre-piece in the die-cast chassis block which provides drive to all four axles through a complex gear train. The motor is topped by a 21-pin decoder socket with connections to the directional head and tail lights, cab interior light and space for a speaker in the rear bonnet.

Our sample was a factory sound fitted version which comes equipped with an ESU LokSound V5 decoder together with a 28mm round speaker in the rear bonnet. The KR Models sound project incorporates independent control of the auxiliary and main engines, control of the cab lights, manual braking and one button uncoupling for layouts using Kadee couplings and magnets. In

The Fell diesel is smartly turned out in original BR black with early crests. A BR green version is also being made.

addition, the headlights are dual function – a single press of F0 turns on the top bonnet light while a double on-off-on switches on all four lights at the front.

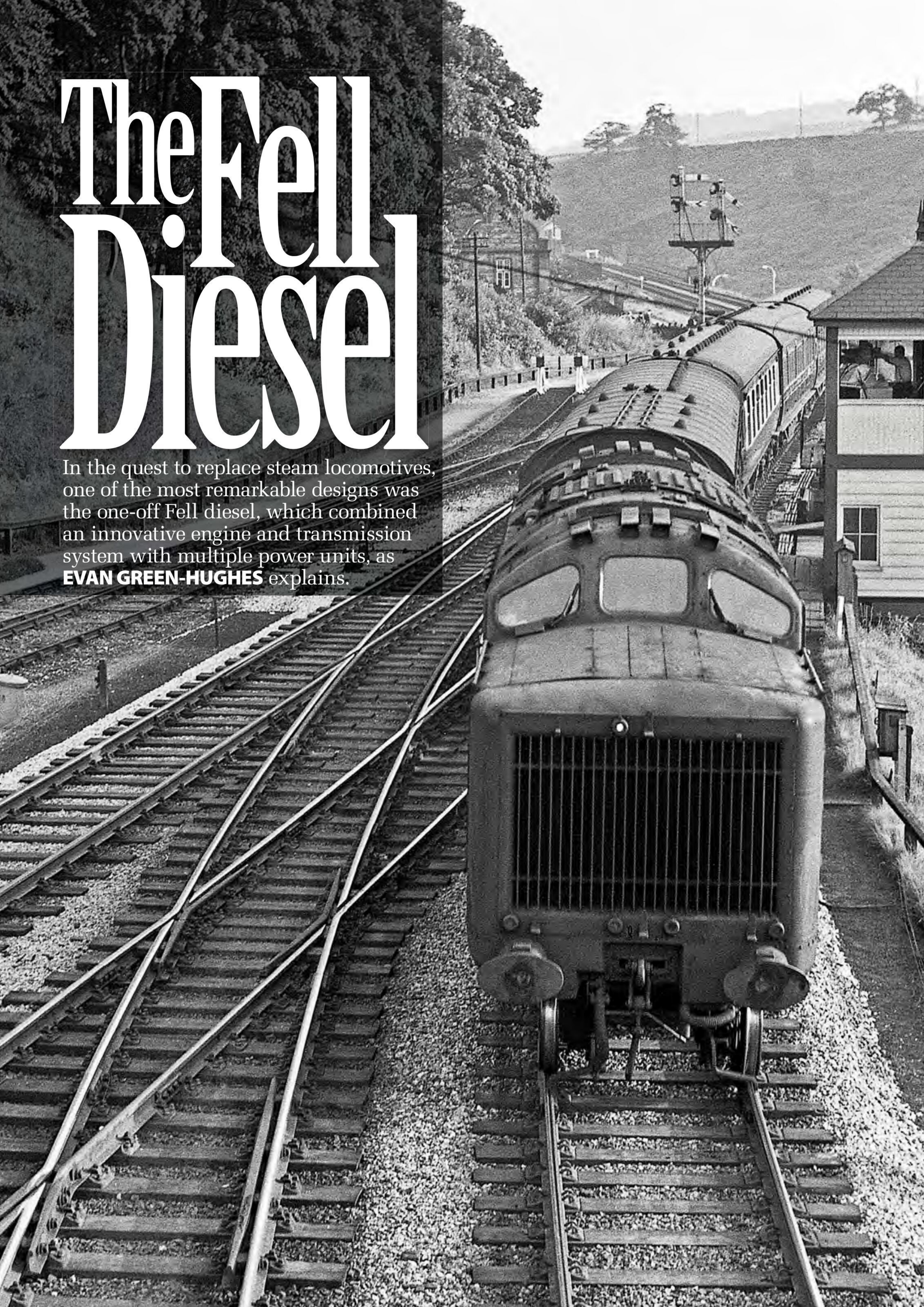
The sound profile was enjoyable to operate with our only thoughts being that the tail lights could have been separated from the headlight circuit and that a drive lock or engine idle function would have enhanced its driveability. That said, the engine sounds were responsive to throttle inputs to increase and decrease the speed.

On first running, our sample had a couple of assembly issues with one wheelset out of gauge and incorrectly shaped pick-ups which impeded the model's running qualities. Both of these were straightforward to solve by adjusting the wheels and pick-ups. Having completed these checks, the Fell was run-in light engine to prepare it for service – an essential process in our view which enhances future operation of the model.

With running-in complete, we loaded the Fell with an eight-coach rake of Bachmann Mk 1 stock – an ample load for this 1951-introduced locomotive – which it handled with absolute ease. The maximum train length we tested with the Fell was 10 coaches. During our tests the model also negotiated second radius curves, points and crossings faultlessly and proved to be a reliable runner.

OVERALL

KR Models made waves with its debut powered model – the unique English Electric gas turbine prototype GT3. The Fell is another of those weird and wonderful pioneering diesels from an era when steam was still king. Its recreation in model form is to be applauded and KR Models has delivered what we feel is a confident version of the Fell, which anyone who has ordered one will be thrilled to receive. (MW)



The Fell Diesel

In the quest to replace steam locomotives, one of the most remarkable designs was the one-off Fell diesel, which combined an innovative engine and transmission system with multiple power units, as **EVAN GREEN-HUGHES** explains.

LMS Fell diesel 10100 passes Ambergate South Junction with a Derby-Manchester Central stopping train in 1957.
Gordon Hepburn/Rail Archive Stephenson.

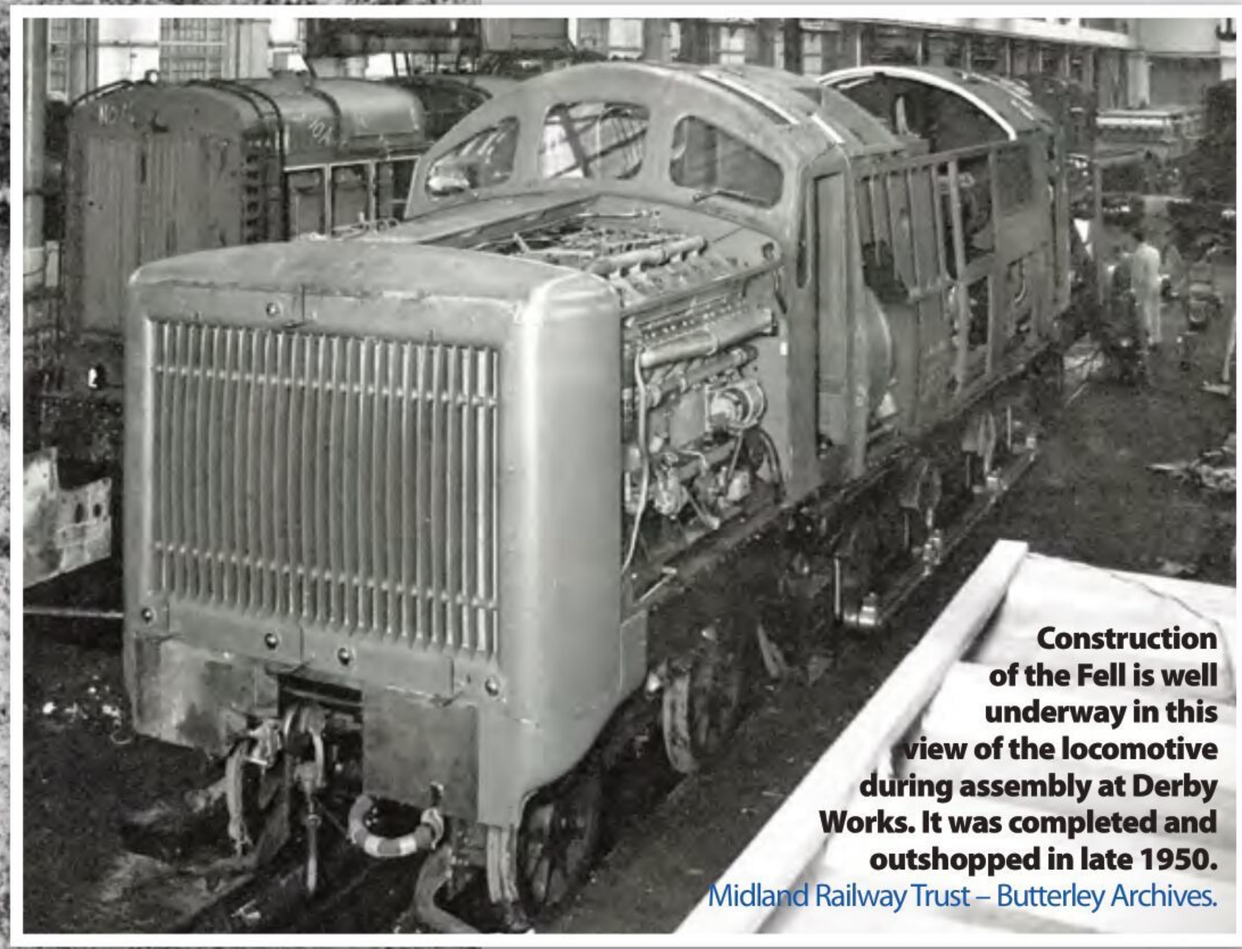
IN THE LATE 1940s, it was generally accepted that the diesel locomotive would eventually replace steam but there was much debate as to which type of transmission future locomotives should employ.

In the USA, electric transmission was favoured, while in Europe hydraulic was preferred, largely due to the weight savings that it offered. Mechanical transmission, while extremely efficient, had become the standard for low-powered shunting duties and for railcars but was thought to be unsuitable for higher-powered operations.

Someone who disagreed with this view was Lieutenant-Colonel Louis Frederick Rudston Fell, a Yorkshireman who started out as a turner and fitter with the Great Northern Railway at Doncaster. His remarkable career later included serving with the Royal Flying Corps in the First World War, where he was in charge of an aircraft engine repair base, before becoming head of research at the air ministry and a member of the Royal Aeronautical Society. He later joined Rolls-Royce before moving on to Armstrong Siddeley and then back to Rolls-Royce where he became chief power plant designer and then technical sales manager.

Whilst still at Rolls-Royce, Fell conceived a concept of a railway locomotive that would do away with many of the disadvantages of diesel traction. His design would, in theory, be able to deliver a constant horsepower at the rail, irrespective of the speed of either the locomotive or of its power unit. To do this, he proposed the use of multiple engines feeding into a patent transmission.

His idea was that one engine would be used for starting, with further engines powering up as speed increased - but the really novel feature was that these engines would be provided with supercharged air from auxiliary engines which would ensure the main engines worked at their most efficient level without the requirement to increase their own speed. To make this all work, Fell designed a complicated gearbox into which all four engines fed via a system of hydraulic clutches. »



Construction of the Fell is well underway in this view of the locomotive during assembly at Derby Works. It was completed and outshopped in late 1950.
Midland Railway Trust – Butterley Archives.

NEW ORGANISATION

To get his idea off the ground, Fell formed a joint company which included his own development organisation, Davey Paxman and Co to supply the engines, Ricardo and Company for specialist knowledge, the London Midland & Scottish Railway (LMS) to provide the construction capability and Shell Petroleum, which helped to finance it.

The LMS was particularly keen on the idea as it was looking for a locomotive of around 2,000hp for its premier express duties. Such output was not yet available using conventional electric transmission, as had been specified for their other prototypes.

The resulting locomotive was designed as a collaboration between Fell and H.G. Ivatt, the Chief Mechanical Engineer of the LMS, and while it looked to some extent much like a conventional diesel locomotive, it was anything but. The locomotive had much larger nose ends than other types and these housed the propulsion engines, with two mounted side by side. These drove the Fell gearbox arrangement via a system of fluid couplings and differential gears. The nose ends also housed the radiators with each set cooling the engine next to it.

Two cabs were fitted, although these were further back than normal and in between these was a compartment which housed two further engines, which provided the supercharged air, as well as working the ancillaries. There was also a steam heating boiler. A further difference was that, unlike a conventional diesel, the Fell was not mounted entirely on bogies but instead had eight coupled driving wheels in the middle of the frame with four-wheeled carrying bogies at each end, giving a 4-8-4 (or 2-D-2) wheel arrangement.

LMS Fell 2-D-2 10100 on display during an industry exhibition at Eastbourne station in 1951. Railphotoprints.uk.

Although this locomotive was very complicated, the promise that it could deliver all its available 2,000hp, even from rest, made it, at least on paper, a very capable performer, and one of the most powerful locomotives of its time. It was reckoned that it would be about a quarter more powerful than a '5MT' steam engine.

ON TEST

The locomotive, by then allocated the running number 10100, was assembled quickly, with construction taking place at Derby Works, and was outshopped in late 1950, by which time the LMS had been nationalised as part of British Railways. Early in the following year, main line testing began but in its first three months the locomotive only managed to cover around 100 miles, principally because of the failure of a reversing dog.

Once fixed it was sent off for a display of modern traction at Marylebone station but it was in trouble again that September when oil starvation resulted in a major bearing failure. Testing by then had settled down to use on a regular St Pancras to Manchester passenger diagram via the Peak District which was relatively successful, and the locomotive managed to cover 35,000 miles over the next year before considerable damage was caused to one of the gearboxes by a loose screw which dropped into the workings. This resulted in an absence from the main line of around a year.

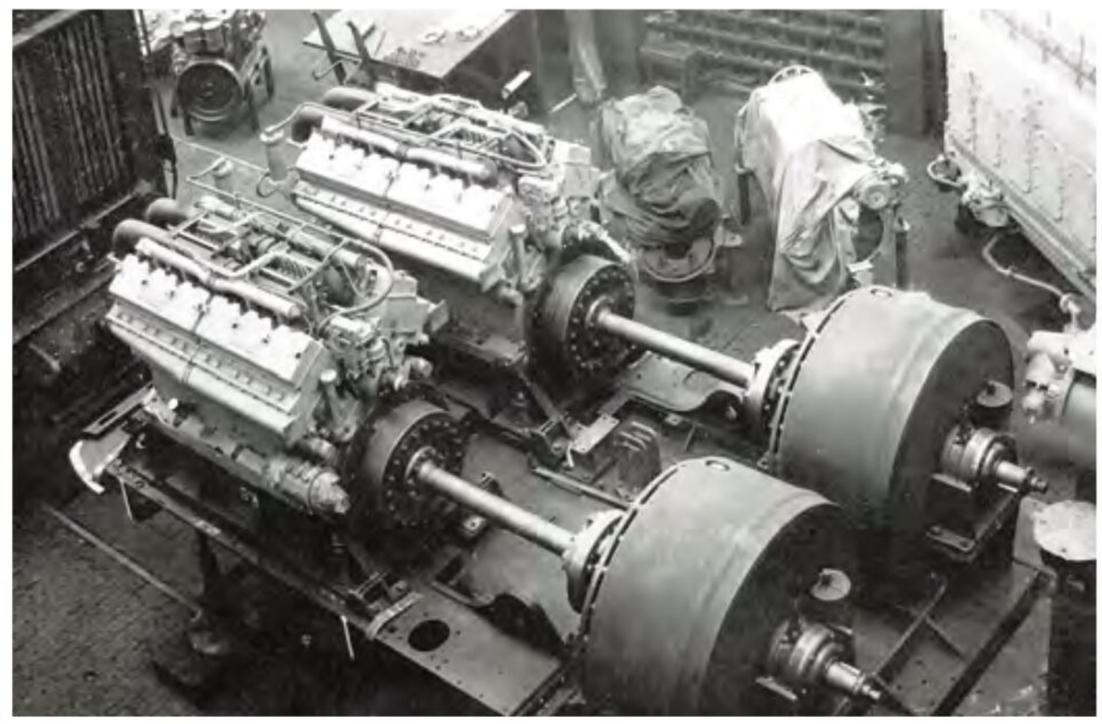
BR drivers who were allocated to drive the Fell certainly found its operation

A flurry of activity at Derby station as experimental Fell 2-D-2 10100 prepares its train at Derby station, ahead of forming the 19.30 Derby-St Pancras in June 1957. D.T. Greenwood/Rail Archive Stephenson.

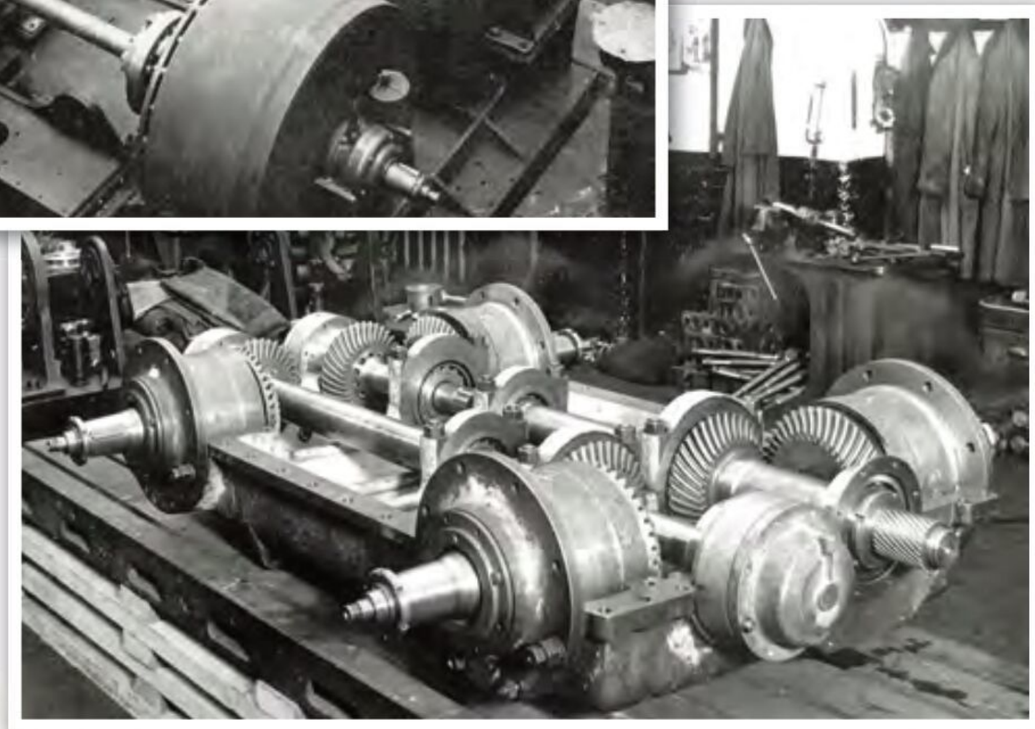
FACTS AND FIGURES	
Builder:	LMS/BR Derby Works
Designer:	HG Ivatt/ LFR Fell
Introduced:	1951
Withdrawal:	1958
Wheel arrangement:	4-8-4 (later 4-4-4-4)
Main engines:	4 x Paxman 12 RPH
Cylinders:	12 x 7in x 7.5in each
Horsepower:	500hp per engine
Auxiliary engines:	2 x AEC A210D
Cylinders:	6 x 4.72in x 5.51in
Horsepower:	150 hp per engine
Power:	2,000hp
Gearbox:	Fell differential drive and fluid couplings
BR power classification:	'6P/5F'
Train heating:	Steam
Brakes (Train):	Vacuum
Maximum tractive effort:	25,000lbs
Continuous tractive effort:	25,000lbs
Length:	50ft
Width over cabs:	9ft 0in
Weight:	120 tons
Wheel diameter (leading and trailing):	3ft 3in
Wheel diameter (driving):	4ft 3in
Maximum speed:	84 mph
Fuel capacity:	720 gallons
Boiler water capacity:	500 gallons
Number built:	1

to be a novel experience, each driving position being provided with six controls - a regulator, a reversing control and four independent levers used to bring each engine into play as speed increased by actuating a hydraulic mechanism. The normal vacuum brake system was also provided. Despite this, the locomotive was said to be capable of operation by any footplate crew with a reasonable amount of training.

During this period a number of issues became apparent, one of which was that



Left: **Two of the Fell's distinctive Paxman propulsion engines, mounted side-by-side, await installation at Derby Works.** Midland Railway Trust – Butterley Archives.



Right: **The Fell's complex gearbox arrangement can be appreciated in this view of the assembly, during construction of the experimental locomotive at Derby Works.** Midland Railway Trust – Butterley Archives.

the coupling rod bearings had a tendency to fail when in service. To help cure this, the rods were removed between the third and fourth driven axles and from then on the Fell ran as a 4-4-4-4 (or 2-B-B-2) to all intents and purposes.

There were also problems with engine cooling, particularly with the trailing end engines where the radiators were near to the first coach on the train. The main engines also suffered from fuel starvation due to a design fault with the fuel tanks, while the complex system of mechanical drives from the auxiliary engines was a constant source of trouble. Another issue was that the locomotive was incredibly noisy due to all the mechanical components involved in driving the ancillaries.

IN SERVICE

Despite these issues, the Fell showed considerable promise and in trials over the Settle-Carlisle route proved itself capable of hauling a 385ton train up a 1-in-100 gradient at 50mph, a performance that bettered any diesel then available and also was superior to the latest 'Britannia' steam locomotives. It was, however, found that at the top end of its speed range power output fell more than anticipated, making the intended use on express trains less attractive.

Fuel consumption was very similar to the English Electric-powered prototypes then under test, but which were less powerful. British Railways was impressed, buying the engine outright in 1955.

Since the problems that had beset the engine could easily be identified, work started on designing an upgraded version. Fell Developments planned a second locomotive which would have been of 2,300hp and much simpler.

By this time, torque convertor technology had advanced enough that it could have been employed, allowing the use of normal turbocharging and the subsequent elimination of the auxiliary engines along with their noisy driveshafts. This in turn would have allowed the radiators to be re-sited in the middle of the locomotive, eliminating the cooling problems. However, by this time British Railways had lost interest in the idea and the second-generation Fell never got any further than the drawing board.

After covering more than 80,000 miles, 10100 suffered its final failure, in October 1958, when its steam heating boiler caught fire during a layover at Manchester Central station, resulting in severe damage. The locomotive was towed back to Derby Works where no attempt was made to repair it, and it remained there until 1960 when it was scrapped.

A BLIND ALLEY?

The Fell was an interesting development and certainly would have had possibilities had it turned out to be more reliable. However, its complex mechanical arrangement proved difficult to maintain and, in its prototype form, it suffered from a number of design deficiencies that were impossible to overcome. Whether a second generation Fell would have been any better is a matter of pure conjecture.

However, where the Fell was an outstanding success was in its ability to provide full power even from rest and to maintain that power throughout the speed range, a requirement that has taxed locomotive designers ever since.

During its short life, the Fell was regarded as something of a novelty and went mostly unnoticed by the enthusiasts of the time. That we should have a model of this worthy if ultimately unsuccessful experiment is very welcome and is also a fine tribute to the remarkable man behind this innovative concept. **HM**

CDA CHINA CLAY HOPPERS

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Below: **The new CDA wagons are beautifully detailed.**

- **Gauge:** 'OO' gauge
- **Cat No:** ACC2530CDA-EWS1, ACC2531CDA-EWS2, ACC2535CDA-DB1, ACC2536CDA-DB2
- **Price:** £74.95 per triple pack
- **Site:** *www.accurascale.com*
- **Era:** 9-11

JOINING THE ACCURASCALE wagon collection this month are its latest HAA family vehicles – the china clay carrying CDA covered hoppers.

The CDA fleet was built in 1987-1988 with 124 wagons being completed at Doncaster Works to replace ageing four-wheel wooden bodied wagons with tarpaulin covers known as clay hoods. They were joined by a further 15 in 1989, with the latter batch converted from HAA coal hoppers.

The CDAs were built specifically for china clay traffic with English China Clay (ECC) in Cornwall and rarely stray outside of county lines. The CDAs remain in traffic today having passed from BR to EWS ownership at privatisation in the 1990s and subsequently to DB Cargo.

Accurascale's new model draws

Accurascale delivers NEW PCAs

- **Gauge:** 'OO' gauge
- **Cat No:** ACC2035CS-P–ACC2043CS-X
- **Price:** £74.95 per triple pack
- **Site:** *www.accurascale.com*
- **Era:** 8/9

NEW IN from Accurascale is its eagerly anticipated second batch of PCA cement wagons. These attractive vehicles were introduced in 1982 with

Accurascale has released a new batch of PCA wagons. This is one of six packs being released in the current liveries applied to these wagons.

EXCLUSIVE VIDEO ONLINE!
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SEE IT IN ACTION

New from Accurascale are its CDA china clay hopper based on the HAA Merry-Go-Round wagon design.

heavily on the recently released HAA Merry-Go-Round hoppers (HM179) with which the CDAs share more than a little commonality. Most distinctive is the roller hood which was added to these wagons to protect china clay during transit and Accurascale has made an excellent representation of these hoods using plastic. Even the intricate triangular hooks which hold the hood in place are modelled.

The body profile is as accurate as you could want while detail abounds everywhere you look including etched metal brake disc inserts, brake shoes, brake handles, hopper door mechanisms and even a finely made canopy opening mechanism.

Beyond this you also get turned metal wheels together with small tension locks contained in NEM coupling pockets, sprung metal buffers and an accessory pack with each triple pack with optional buffer beam brake pipes and instanter couplings should you wish to add them.

Our triple pack review sample is one of four which have been released by Accurascale in the first batch – two finished with DB Cargo branding and two with EWS branding. Each wagon has unique running numbers and we particularly liked the over printing of the DB branding on two of our sample wagons where the original EWS logo shape can be seen behind – just like the real wagons.

These new wagons will certainly look great in a block formation behind an EWS or DB Cargo liveried Class 66. (MW)

Right: **Viewed up close the printed detail is clear to see.**

a total of 65 wagons being completed in two batches.

The first release of these PCAs by Accurascale offered 'OO' gauge modellers a choice of Rugby Cement, STS dark grey and Castle Cement vehicles in 2019 (HM144) while this second batch focuses specifically on the Castle Cement branded wagons. Two variations are available on this livery – original Castle Cement with red lettering and the current style with black lettering and a red castle logo.

Each pack of PCAs – there are three in the early livery and six in the later colour scheme – features three individually numbered wagons allowing modellers to assemble a complete train with uniquely numbered wagons – a great feature of Accurascale's freight stock collections.

Three packs will be made available in original Castle Cement livery.

The underframe is fully detailed including pipework and brake gear.

The detail invested in the printed livery elements is nothing short of outstanding with a plethora of notices along the solebar (repositioned to suit individual vehicles), pipework and fittings picked out in individual colours and super base colour application, even over the fine etched mesh components at the top of the ladders and along the walkways.

In terms of detail, we already know what to expect with these being a second production run and Accurascale's factory has done a fine job of assembling these wagons. They have turned metal wheels, NEM coupling pockets with small tension locks and sprung buffers. There is also an accessory pack with each wagon which contains Instanter couplings as well as optional brake pipes.

This new batch of Accurascale PCA wagons are excellent additions to its collection and are already proving popular with modellers. In a bulk train formation they look superb and you can see more of these wagons in our exclusive video at *KeyModelWorld.com*. (MW)

FIRST REVIEW

DAPOL 'Manor' DEBUT

The Great Western Railway 'Manor' 4-6-0 is the latest all-new 'OO' gauge locomotive to arrive from Dapol. **MIKE WILD** takes a detailed look at the first of two all-new 'Manors' to arrive.

The smokebox door is neatly detailed with locomotive number and shedcode plates.

COMPETITION is a good thing as it creates choice for the customer and the challenge between companies to produce the best product possible. The Great Western Railway 'Manor' 4-6-0 is a case in point as a new version was long overdue with the outgoing model having its origins with Mainline in the 1980s. Now we have the first of two manufacturer's all-new products on our desk for inspection from Dapol which are set to put the previous rendition in the shade.

At this point a comparison would be unfair as the rival product from Accurascale hasn't arrived yet. Instead we will focus on what the Dapol model offers and how it does it. Our expectations were set high by the previously released 'OO' gauge models of the GWR 'Mogul' 2-6-0 and 'Large Prairie' 2-6-2T by Dapol.

The new 'OO' gauge GWR 'Manor' from Dapol captures the looks of the real locomotives superbly.

The slide out PCB in the smokebox makes this a simple model to upgrade to digital control. A plastic tool is included in the accessory pack to remove the smokebox door and pull out the PCB.

Die-cast profiled wheels underpin the chassis while detail abounds on the body of the Dapol 'Manor'.

Close coupling of the locomotive and tender is provided by the clip together design while the kinematic function allows a minimum of second radius curves to be negotiated.

TECHNICAL DETAILS

Manufacturer:	*www.dapol.co.uk*
Cat No:	4S-001-007 (reviewed)
Description:	GWR 'Manor' 4-6-0 7827 *Lydham Manor*, BR lined green
Builder:	GWR Swindon Works
Region:	Western
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	250mm
Price:	£159.95 DCC ready, £185.95 DCC fitted, £259.95 DCC sound fitted
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, Next18 decoder socket
Speaker:	15mm x 11mm cube in smokebox, 40mm x 20mm in tender
Exterior lights:	None
Interior lights:	Firebox flicker
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	one
Wheel arrangement:	4-6-0
Purpose:	Mixed traffic
Haulage capacity (expected):	Eight coaches
Haulage capacity (actual):	Eight coaches (maximum tested)

The real 'Manors' were introduced in 1938 to offer a lighter weight version of the 'Grange' 4-6-0 to increase route availability. The first batch consisted of 20 locomotives built over two years at Swindon Works, and these were later joined by an additional ten to the same design in 1950, shortly after Britain's railways were nationalised.

In service the 'Manors' were best known for service along the Cambrian Coast line which saw them take over from 'King' and 'Castle' 4-6-0s at Shrewsbury to haul the 'Cambrian Coast Express' forward to Aberyswyth as well as handling daily passenger turns on the routes into West Wales. There were also allocations around Birmingham, Bristol and Reading and, while the vast majority of the type's work was based around passenger operations, they were also utilised on parcels and freight traffic.

The impending end of steam on the Western Region saw all 30 of the 'Manors' withdrawn by the end of 1965, but fortunately nine have been saved for preservation including our review sample of 7827 *Lydham Manor* which is based at the Dartmouth Steam Railway.

THE MODEL

Dapol's model of the 'Manor' was announced in March 2020 (HM154) and promised a model that would build on the successful format established by its GWR 'Mogul' including tool-free DCC installation with a slide out Printed Circuit Board (PCB), space for a cube speaker in the smokebox and a high bass speaker in the tender plus a die-cast compensated »

Space for a 40mm x 20mm speaker to be installed.

Full relief coal space.

Whistle.

Detailed tender underframe with all-wheel pick-up.

Finely printed cab side numberplates.

chassis, detailed cab interior and a sprung pony truck designed to operate on second radius curves. The first examples of the new tooling arrived in August modelling 7800 *Torquay Manor* in GWR green with roundel logos (Cat No. 4S-001-001), 7814 *Fringford Manor* in GWR lettered green (Cat No. 4S-001-002), 7807 *Compton Manor* in GW 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), our sample locomotive 7827 *Lydham Manor* in BR lined green with late crests (4S-001-007) and 7820 *Dinmore Manor* in BR lined black with early crests (4S-001-008). All versions are available DCC ready, DCC fitted and DCC sound fitted.

Externally the new Dapol 'Manor' captures the looks of the prototype well and scales out correctly in its major dimensions at 250mm over buffers (62ft 6in which is just a few inches longer than the real locomotive and can be accounted for by the longer locomotive to tender coupling), 36mm wide and 52mm tall at the top of the cab. In terms of detail there is much to take in including neatly presented rivet patterns on the running plates, correctly shaped steam pipes to the cylinders with the distinctive soft angled joint, a well proportioned chimney and the addition of separately fitted handrails throughout.

The smokebox door looks just like the real thing while the boiler barrel models the tapered shape of these 4-6-0s well. The chimney is finished with a copper cap while the safety valve bonnet has a brass finish. Another nice touch is the inclusion of metal nameplates, although these have printed rather than raised letters on them.

The cylinders are neatly modelled in full relief.

Moving to the cab, the backhead is fully appointed, but the cab sides and interior lack a little in the details with the classic GWR tip up seats being a notable omission which goes towards making the internal walls and roof of the cab look a little empty.

On the tender, Dapol's work on the 'Mogul' has been carried through here to include a full-relief coal space beneath the plastic coal load and space for a 40mm x 20mm speaker inside the tender chassis. Externally, the tender carries off the details of a real 3,500gallon tender well right down to the handbrake and water scoop handles, lamp brackets and rivet pattern.

Decoration is completed to a high standard in terms of paint and lining application, but to our eyes the shade chosen for 7827 is too light and flat for BR green. Nevertheless, the orange-black-orange lining is well done, while the crests and locomotive numbers are printed to a high standard with the option to add numberplates from the accessory pack to the cab sides over the top of the printed examples.

PERFORMANCE

Dapol's recent GWR 'Mogul' (HM163) and 'Large Prairie' (HM176) have shown the user focused design of its latest generation models and the 'Manor' continues that theme.

The specification for the model combines a powerful five-pole motor in the locomotive with all-wheel pick-up and a simple clip together coupling between the locomotive and tender which provides excellent close coupling while also making it a very quick process to join the two parts.

Upgrading to digital control and sound is made straightforward by the inclusion of Dapol's slide out tool-free PCB in the smokebox which provides space for a Next18 decoder and a 15mm x 11mm cube speaker. In addition, the tender can accommodate a second 40mm x 20mm speaker, but the instructions need to be consulted to ensure you choose the right speakers to work with your chosen decoder. Firebox flicker is also included

"Dapol's model is a great leap over previous versions of these popular and versatile mixed traffic locomotives."

MIKE WILD

The cab interior is detailed on the backhead but missing the tip up seats on the cab sides. The gauge faces though are impressively well done.

Brass finish safety valve bonnet.

Five pole motor and flywheel.

Inside motion represented.

Copper capped chimney.

Slide-out PCB with Next18 decoder socket.

Inside, the Dapol 'Manor' is fitted with a five-pole motor, brass flywheel, Next18 decoder socket and space for two speakers.

on the 'Manor' which operates continuously on analogue control with a soft glow and through function control on DCC.

Our testing of the Dapol 'Manor' was carried out on analogue control on the *Hornby Magazine* test track and showed that, following running in, the 4-6-0 was responsive and smooth running in terms of speed control and with excellent slow speed running and also had scale speed gearing. At the head of a train it proved sure-footed by handling an eight-coach rake of Bachmann Mk 1s – plenty for most layout scenarios – with ease. It also ran happily through points and crossings while the bogie design allowed it to negotiate second radius curves comfortably.

OVERALL

Dapol's new 'Manor' is a great addition to its 'OO' gauge steam line-up and a natural progression from the 'Mogul' and 'Prairie'. The cab interior lacks a little in terms of the finishing touches, but otherwise this is a good running and attractive locomotive delivered at a competitive price.

We can see this new addition being popular, but it will soon have competition so we will have to wait to find out which is the best GWR 'Manor' you can buy for 'OO' gauge. Dapol's model is a great leap over previous versions of these popular and versatile mixed traffic locomotives and definitely looks the part. (MW)

FIRST REVIEW

Bachmann's SECR 'DANCE HALL' BRAKE VAN

Just days after announcing its plans for an all-new 'OO' gauge South Eastern & Chatham Railway 'Dance Hall' brake van, Bachmann delivered on its promise with the arrival of this newly-tooled model. **MARK CHIVERS** inspects this latest addition to the range.

HOT-ON-THE-HEELS of its recent Autumn 2022 release schedule announcement, Bachmann's newly-tooled 'OO' gauge South Eastern & Chatham Railway (SECR) 25ton 'Dance Hall' brake van arrived in the *Hornby Magazine* office during August.

These characteristic 24ft long brake vans were built by the SECR (and later, the Southern Railway) between 1918 and 1927, with vehicles completed to several different diagrams. They were nicknamed 'Dance Hall' brake vans due to the size of the guard's compartment.

For this model, Bachmann has selected a Diagram 1559 brake van, based on a preserved example at the Reepham and Whitwell Railway in Norfolk built at Ashford Works in 1921.

For review, we received a model of 11902 in SECR grey (Cat No. 38-915), while the remaining models planned include 55462 in Southern Railway brown with red ends (38-916), S55457 in early BR grey with Hither Green Sidings lettering (38-917) and DS55466 in BR departmental olive green with Eastleigh PW Depot markings (38-918). Interestingly, this latter vehicle was originally numbered 11902 – becoming S55466 and DS55466 later in its career.

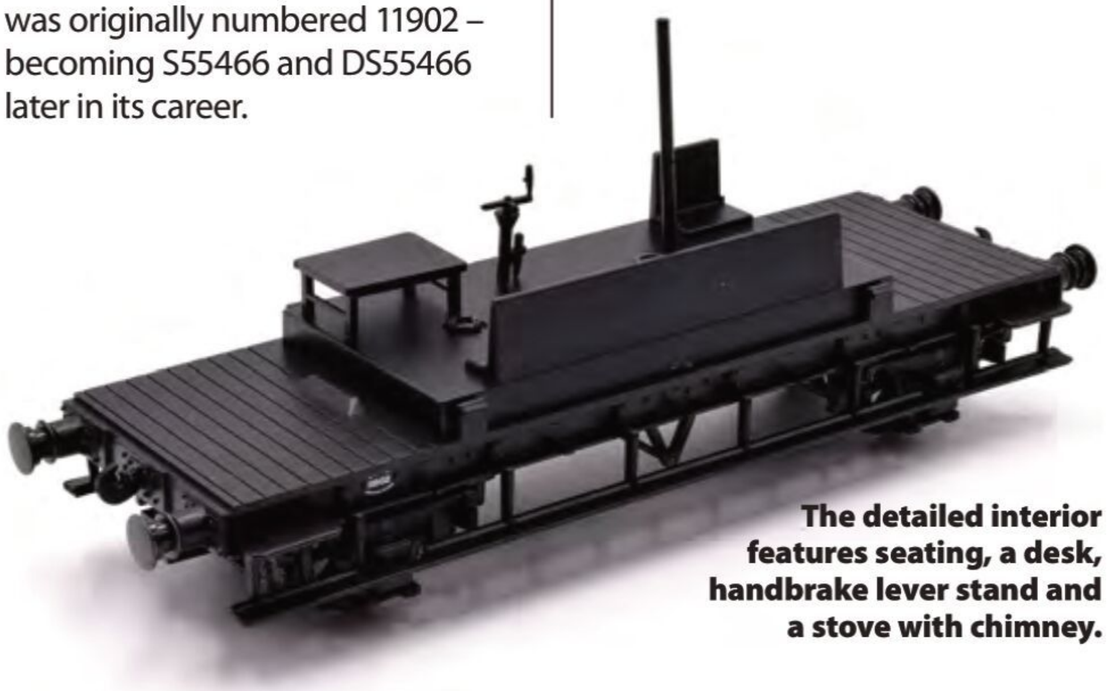
Weighing in at 44g, the model features a superbly moulded body with crisp bodyside plank and rivet detail which matches well against images of the prototype. As with the real thing, the body strengthening struts extend below the body, while the underframe is equally well detailed.

Separately fitted wire handrails appear at each end and along the sides of the van, while separate lamp irons are fitted to the verandah corner posts at each end. The handrails also capture the shaping of the prototypes, while further detailing also includes the subtle veranda sills for the guard to lean on, while the van entrance doors and windows are neatly glazed.

Bachmann has also gone to the extent of modelling the guard's interior area which includes the handbrake, a desk, seat, stove and chimney – plus plenty of space too.

Decoration is up to Bachmann's usual high standards with an evenly applied paint finish with SECR plain grey body and off-white roof, while the underframe is plain black. Lettering is crisply printed throughout, with legible builder's details on the solebar.

Full length running boards are suspended from the chassis and draw the eye to the superbly moulded spring and axlebox detail. Buffers are the self-contained type, while underneath brake equipment includes shoes in line with wheels, pull rods and a separately supplied



The detailed interior features seating, a desk, handbrake lever stand and a stove with chimney.

Four models are planned for the initial batch of releases, including 11902 in SECR grey.

Separately applied detailing includes fine handrails on each side.

TECHNICAL DETAILS

Manufacturer:	*www.bachmann.co.uk*
Cat No:	38-915
Description:	SECR 'Dance Hall' brake van, SECR grey
Builder:	South Eastern & Chatham Railway
Region:	Southern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Price:	£49.95
Couplings:	Small tension locks in NEM pockets
Minimum curve radius:	Second
Purpose:	Goods/Departmental

Bachmann's new 'OO' gauge model features self-contained buffers and a detailed underframe.

brake gear moulding for customer fitment. Darkened metal spoked wheels and small tension lock couplings in NEM coupler pockets round off this super new 'OO' gauge brake van.

At just shy of £50, this is not a budget model, but it maintains the level of detail and finesse we have come to expect from the manufacturer.

There has been much interest in SECR motive power and rolling stock recently, and this latest release of a long-lived prototype, some of which lasted into the 1980s in departmental use, is sure to prove popular. (MC)

PECO TT:120 TRACK SYSTEM

FOLLOWING THE RECENT launch of Peco's new TT:120 scale track system (HM182), the first components of the range are now available from retailers.

Whilst TT:120 is effectively a new UK scale, 'TT' to 1:120 originated in the USA in the mid 1940s and subsequently proved popular with European modellers. In the UK, Tri-ang launched its take on 'TT' for its table-top range of locomotives and rolling stock in the late 1950s. This was slightly different in that models were to 3mm:1ft scale, running on 12mm gauge track – a ratio of 101.6.

Peco's new TT:120 range is based on 2.54mm:1ft scale models with 12mm gauge track – which at 1:120 scales out to the UK track gauge of 4ft 8.5in.

Our review samples from the new range included yard lengths of Peco code 55 finescale nickel silver flexible track (Cat No. SL-1200), together with right-hand and left-hand medium radius turnouts (SL-U1295/U1296), buffer stops (SL-1240) and a set of additional sleepers (SL-1208), supplied in recyclable packaging.

Each track item features neatly moulded brown plastic sleepers and fine code 55 nickel silver rail held in place with rail chairs. Closer inspection of the track samples revealed the rail profile to have additional grooves along the base designed to slot into the fine sleeper webbing base, much like Peco's code 55 'N' gauge track. Talking of 'N' gauge, rail joiners for the new TT:120 track are Peco's existing SL-310 (metal) and SL-311 (insulated) rail joiners produced for its 'N' gauge range.

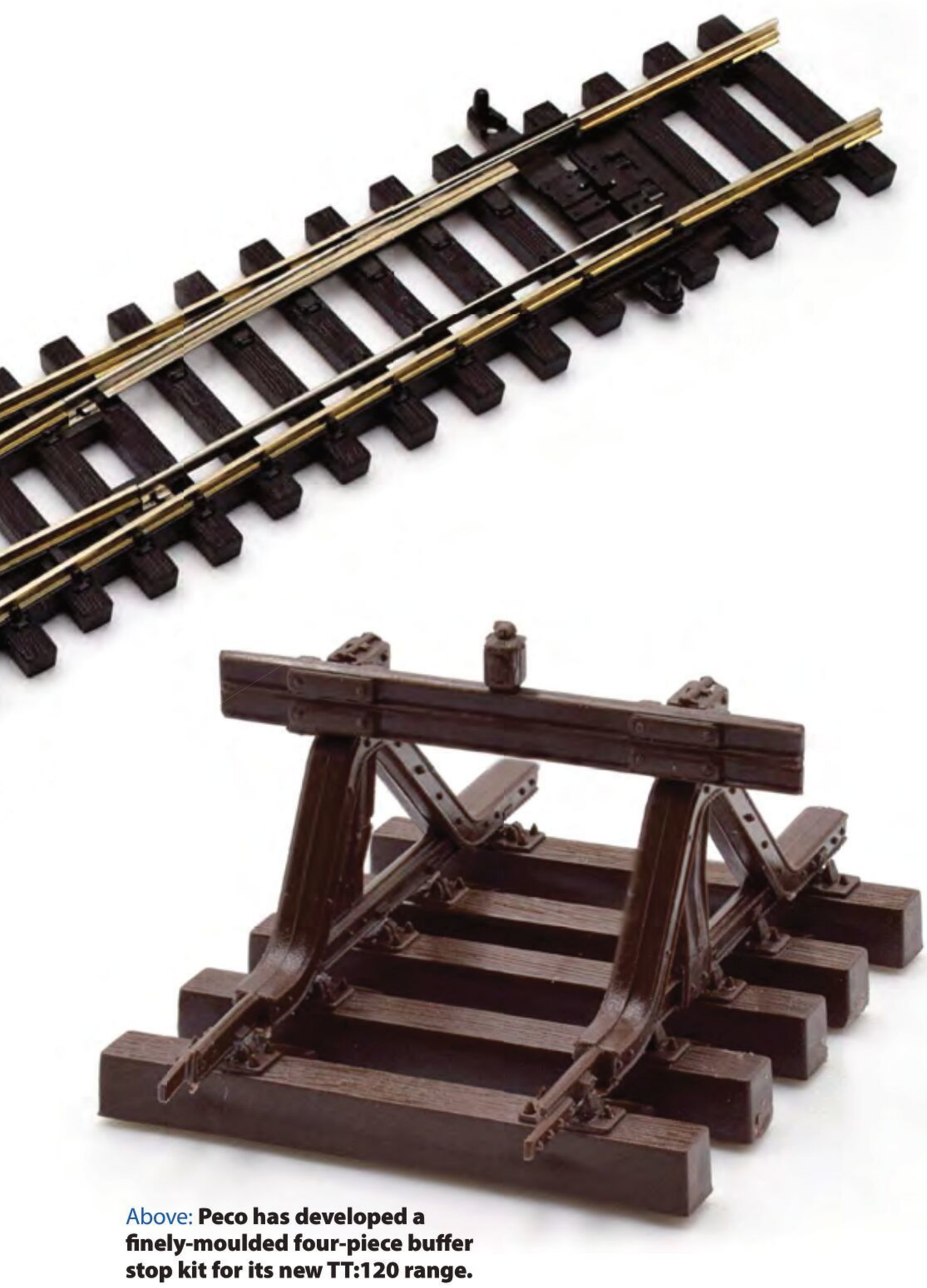
- **Price:** £1.96-£17.95
- **Cat No:** See text
- **Site:** *www.peco-uk.com*
- **Era:** Any

Once in place, the visible profile appears just like the rail used on the prototype, without really noticing the base. Sleepers measure 21mm x 2mm x 1.5mm with a 3.5mm spacing between each of them.

Our sample of the flexible track

Above: **The new TT:120 medium radius turnouts are to Peco's latest Unifrog design.**

Above: **The first components of Peco's new TT:120 track range are now available, including flexible track and a pair of medium radius turnouts.**



Above: **Peco has developed a finely-moulded four-piece buffer stop kit for its new TT:120 range.**

proved pliable whilst also holding its shape without flexing back to its original state. This in part is achieved through the novel webbing which holds the rail firmly in place and provides just enough resistance when forming curves. The neatly moulded sleeper base with fine wood grain effect also features a cut to one side of the web every four sleepers, which also aids its flexibility.

Turnouts are to Peco's latest Unifrog design which is wired so that the turnout is constantly 'live', with just the metal frog and wing rails insulated from the remainder of the turnout – particularly useful for digital layouts. A pre-soldered dropper wire for the frog is also included.

Completing the fledgling TT:120 track range are packs of 24 brown plastic sleepers (SL-1208), which are intended for use when joining sections of track together, together with a pack of four rail-built buffer stops (SL-1240). These four-piece items simply glue together and even feature finely moulded fishplates to disguise the join between the buffer stop and adjoining rail in a yard or station scene.

With a number of complementary products already announced for TT:120 scale, more items are sure to be forthcoming in due course. (MC)

Above: **A pack containing 24 individual wooden sleepers is also now available.**

Hornby track symbols return

- **Price:** £9.99
- **Cat No:** R619
- **Site:** *www.hornby.com*
- **Era:** Any

The plastic components simply clip together to enable track plans to be developed.

HORNBY'S VENERABLE ¼ scale track planning symbols make a welcome return to the range.

Moulded in red and black plastic, the symbols represent the manufacturer's 'OO' gauge fixed track sections, with standard, express and curved points, a 'Y' point, diamond crossings, straight track sections and first, second and third radius curves. In addition, the symbols also include platform ramp and straight sections.

Our review pack contained six black plastic sprues containing straight and curved track sections – three straight and three curved - together with red plastic sprues containing points, crossings and platform segments.

Simply remove the moulded parts from the sprue and you can get creative. There are sufficient multiple clip together parts to create an average 6ft x 4ft layout, while additional packs could be sourced to provide additional track components.

Each track piece is engraved with a Hornby 'R' number, some of which have been superseded since these track symbols were originally designed. As a result, the enclosed instruction sheet features the relevant current catalogue numbers (along with a few substitute examples) together with diagrams of some useful track arrangements, for added inspiration.

A practical reminder of how much fun designing a track plan can be. (MC)

Hornby has re-introduced its ¼ scale plastic track planning symbols.

Hornby delivers its Mk 4 DVT for 'OO'

Cab front detail is excellent. Brake pipes are included in the accessory pack for adding to the buffer beam after purchase. No front coupling is provided, but pleasingly the air dam is in full relief.

- **Gauge:** 'OO' gauge
- **Cat No:** R40147
- **Price:** £84.99
- **Site:** *www.hornby.com*
- **DCC:** DCC ready, 21-pin socket
- **Era:** 9 (GNER)

Hornby has added an all-new model of the BR Mk 4 Driving Van Trailer to its 'OO' gauge collection.

INTRODUCTION of the new BR Mk 4 carriages at the end of the 1980s included provision for Driving Van Trailers (DVTs) to complete the Class 91 hauled push-pull formations. DVTs were also used on the West Coast Main Line with Mk 3 stock, but the vehicles for the East Coast Main Line had a new body profile to match the Mk 4 coach design.

The first of the DVTs for the ECML was completed in 1989 – the same year that the first Mk 3 DVTs entered service on the WCML – with assembly of the East Coast vehicles being carried out by Metro Cammell in Washwood Heath using bodies built by Breda in Italy. They were designed principally to work with the Class 91 electric locomotives, but the Mk 4 push-pull sets were also seen in the hands of the Class 89 as well as Class 90 electrics.

Hornby previously offered a model of the BR Mk 4 DVT which it introduced at the end of the 1980s alongside its first model of the Class 91. Like the 91 it was in need of a fresh look and it is exciting to see this essential component of the modern ECML scene get an all-new model.

First to arrive is 82225 in GNER blue livery complete in its 'Mallard' refurbishment form with a large dome set into the roof behind the driving compartment to serve the new onboard WiFi service offered by GNER. Shaping of the body is excellent and captures the style of the real vehicles superbly in all respects and includes sprung buffers at the driving end, turned metal wheels with pick ups and an NEM coupling pocket at the rear only to allow connection to a rake of Mk 4 coaches.

The face of the Mk 4 DVT has been captured by Hornby and includes an accurate light cluster which is operational too. As delivered the model operates on analogue control with the lights changing direction with movement of the train while there is also a manual option at the bottom of the chassis to switch between day and night lighting modes. For DCC users a 21-pin decoder socket is provided with separate circuits for the cab interior lights and directional lighting. There is also plenty of space to add a speaker for those wanting to add realistic horns and coach sounds to the Mk 4 DVT. We will be taking a closer look at the sound options for the Class 91 and DVT next issue.

Livery application on our sample

The latest component of Hornby's new Mk 4 carriage collection to arrive is the Driving Van Trailer. **MIKE WILD** takes a detailed look at this new addition to complete Class 91 hauled push-pull trains.

Shaping of the new Mk 4 DVT captures the look of the real vehicles.

"The face of the Mk 4 DVT has been captured by Hornby and includes an accurate light cluster which is operational too."

MIKE WILD

matched our high expectations for a Hornby model. Importantly, the blue base colour matches the Mk 4 coaches and Class 91 models, while the printing of the logos and lettering on the vehicle is flawless too.

The modern railway scene has seen a resurgence of interest recently and it is colourful trains like the Mk 4s which help with that. The smart GNER blue livery shown here on 82225 will soon be joined by further versions from Hornby in InterCity and LNER colours and we can't forget the 2022 range plan for the 'Flying Scotsman' branded Mk 4 DVT. A great addition and the perfect partner to the new Class 91s and Mk 4s. (MW)

Printing of the GNER logos is excellent.

'OO' GAUGE

MAGNETIC DELLNER COUPLINGS

- **Price:** £4.95 (Dellner packs)/ £14.95 (Voyager close-coupling pack)
- **Cat No.** N/A
- **Site:** *www.westhillwagonworks.co.uk*
- **Era:** 11

NEW from Hunt Couplings are these sets of 'OO' gauge pivoting Dellner style Elite magnetic couplings for Bachmann's Class 220/221 Voyager DEMUs and Hornby's Class 800 InterCity Express Train (IET), together with a set of Voyager inter-vehicle magnetic connectors.

Each Dellner pack contains two pairs of pivoting magnetic couplers suitable for use with the respective trains. The Hornby pack is quite straightforward to use as they are NEM compatible and simply slot straight in to the NEM coupler pocket hidden behind the nose cone at each end of the IET set.

The Bachmann Voyager pack is slightly more involved as you need to remove the moulded representation of the original coupling from each end of the unit. In theory, this can be carefully prised out of the circular hole in the underframe. Then, offer up the replacement pivoting coupling to the hole and gently push the locating mount until set in place.

The couplings capture the distinctive appearance of the real things and are neatly moulded with coupler head and fine pipework detail. The magnet is integrated within the coupler head and simply couples with another as the magnet comes into contact.

Our Voyager review samples proved reliable in use with a pair of Bachmann 'OO' sets working in multiple on the *Hornby Magazine* office test track. If we were to be slightly critical, the Dellner couplings do perhaps extend a little further forward than necessary, but the spectacle of two units running together more than made up for it.

Finally, a pack of Bachmann 'OO' Voyager inter-vehicle magnetic close-couplings is also now available. Containing ten pairs of slot-in fishtail style couplings, they replace the coupling bar mechanisms included with the units and are a push fit into the small circular coupler mounts. (MC)

'OO' GAUGE

Oxford's 4x4 Champ

- **Price:** £8.95
- **Cat No:** 76AC001
- **Site:** *www.oxforddiecast.co.uk*
- **Era:** 4/5

Oxford Diecast has added another all-new 1:76 scale model to its range with the arrival of this delightful Austin Champ in army green.

Built by the Austin Motor Company in the 1950s, these four-seater 4x4 vehicles were initially built for British Army use, but were later made available for general sale, and were reminiscent of similar 4x4s in service with the US Army.

Our review sample, finished as 10BF23 was allocated to 4th RHAR 7th Armoured Division (the 'Desert Rats') in Germany in the late 1950s and features a crisp die-cast body, neatly moulded 'canvas' seats front and rear and a sand-coloured hood gathered in the rear of the vehicle. Detailing also includes a weather screen, representation of the dashboard detail, fine steering wheel, gear stick and textured floor.

Decoration is superb throughout, with an allover gloss dark green paint finish with neatly printed registration plates, army identification plates (including 'Desert Rat' insignias) and lights picked out in appropriate colours.

Rubber tyres – including a spare at the rear – complete this champion package. (MC)

'OO' GAUGE

3D-printed loco BOGIES

- **Price:** £7.95 each
- **Cat No.** N/A
- **Site:** *www.westhillwagonworks.co.uk*
- **Era:** 6-11

New from West Hill Wagon Works are these 4mm scale 3D-printed Class 47 and Class 52 'Western' locomotive bogies.

3D-printed in white plastic material, each bogie is a one-piece item and contains a phenomenal level of detail. To appreciate this, we gave each of our review samples a quick blast of grey undercoat which lifted the appearance further.

It is clear a great deal of development work has gone into these with an impressive level of finesse throughout – the bogie springs, for example, are exquisite and appear as proper coils. The Class 52 bogie features superb gearbox and cardan shaft detail, together with wheels, brake equipment, pipework, brake blocks and more.

Meanwhile, the Class 47 example features a neatly printed bogie frame, wheels, brake gear, cylinders, conduit, traction motors – including individual cables – and close inspection reveals impressive mesh detail to the bogie steps as well as BR Timken lettering on the axle boxes.

Bearing in mind these are one-piece printed items, they really are exceptional and will certainly look the part in a depot, works or heritage railway scene once painted in appropriate colours. (MC)

'O'/'OO'/'N' GAUGE

New Sankey signs

- **Prices:** from £2.99, plus p&p
- **Cat No:** Track S2/3/4/7 and ContTrack 2/4/7
- **Site:** *www.sankeyscenics.com*
- **Era:** 2-5 and 11

Sankey Scenics has bolstered its extensive range of model railway signage with a new pack of contemporary trackside signage, as well as an updated pack of its earlier assorted trackside signs.

Our review samples included examples of both packs in 7mm, 4mm and 2mm scales, with the updated pack also available for 'TT' scale.

The contemporary packs contain a good selection of typical signage suitable for use with modern station, depot or lineside scenes with elements for pedestrian crossings (including printed traffic light-style panels), Network Rail access point boards, low adhesion signs, trespass notices (including Land Sheriff warnings), Stop boards and much more.

The assorted trackside sign pack contains weathered examples from pre-Grouping to British Railways days, including Sound Whistle boards, catch point warnings, limit of shunt signs, limited clearance notices, TPO apparatus signage and more.

Printed on photographic card and supplied in A6, A5 and A4 sizes, depending on scale, they are sure to enhance a lineside scene. (MC)

'OO'/'N' GAUGE

Goathland gates

- **Price:** £5.49/£2.49
- **Cat No:** LX484-OO/LX484-N
- **Site:** *www.scalemodelscenery.co.uk*
- **Era:** 4-11

Scale Model Scenery has added packs of 2mm and 4mm scale laser-cut crossing or yard gates to its range.

Based on the prototype at Goathland on the North Yorkshire Moors Railway, these laser-cut kits each contain one large and one small gate, together with three posts.

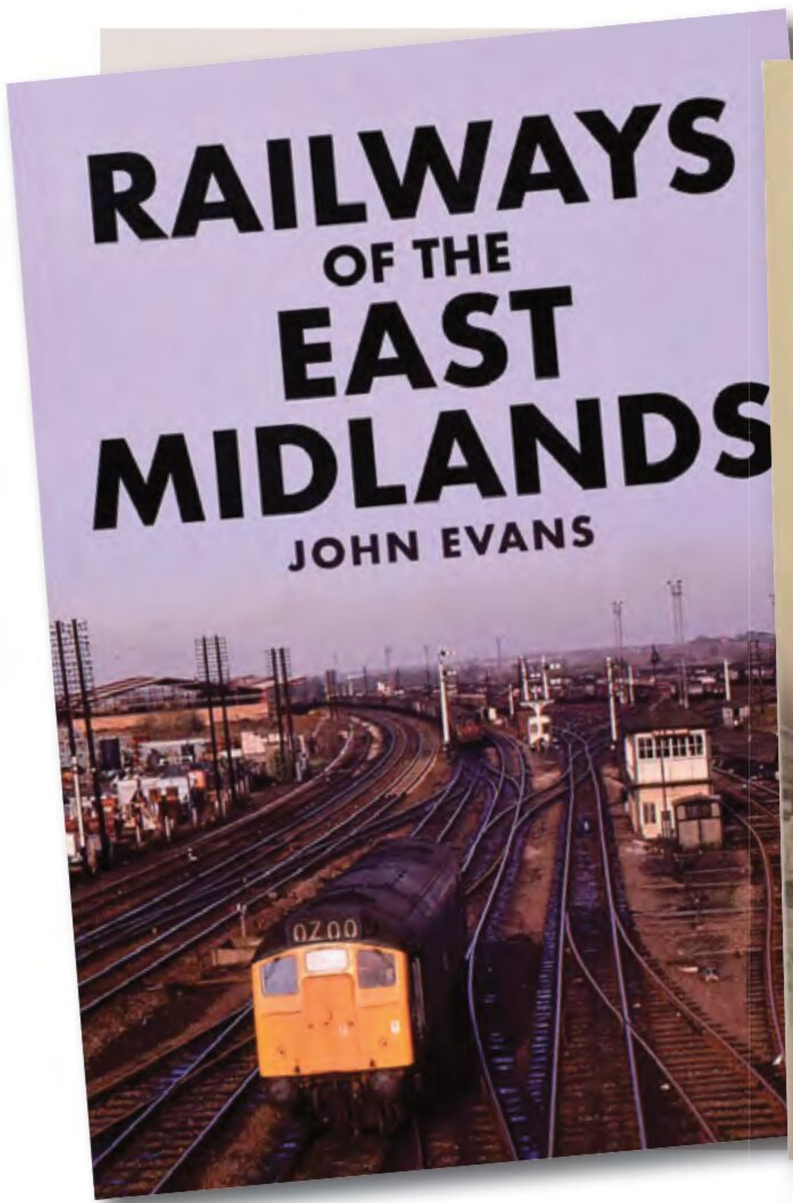
The large 4mm scale gate measures 50mm x 21mm x 1.6mm, while the 2mm scale example is 25mm x 10.5mm x 0.8mm. The smaller gate measures in at 12mm x 21mm x 1.6mm ('OO') and 6mm x 10.5mm x 0.8mm ('N'), respectively.

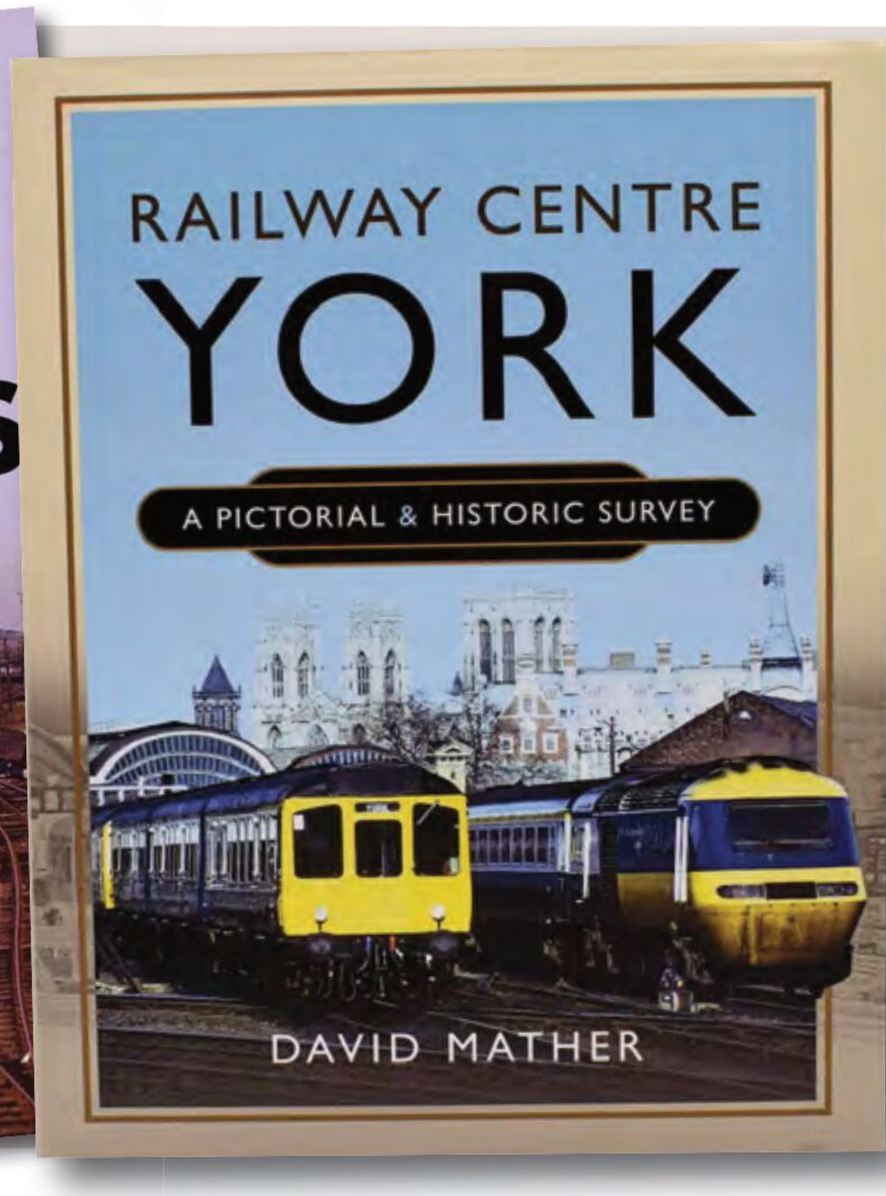
The 4mm scale version also includes laser-engraved mesh, hinge and bracket overlays plus working hinges allowing the gates to be positioned or even motorised.

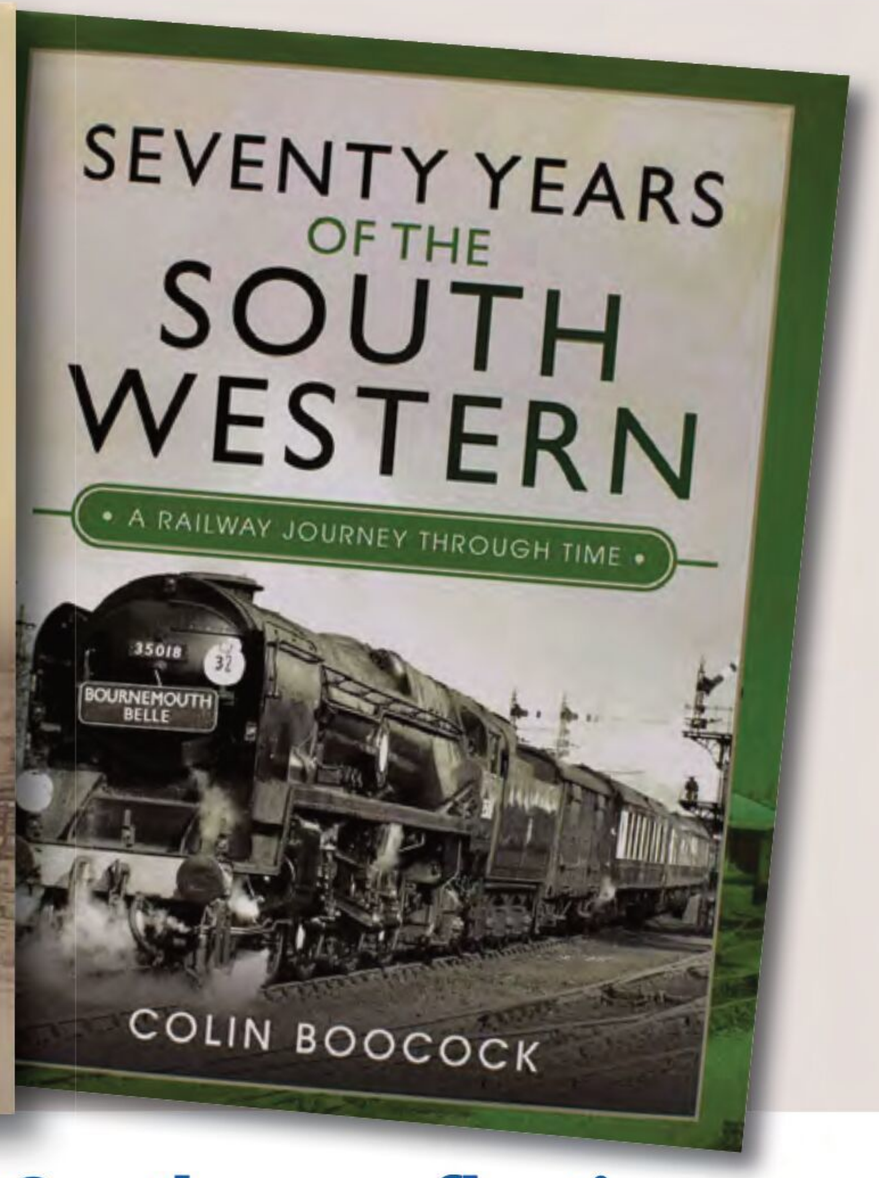
A highly detailed addition for a steam-era or heritage line goods yard or crossing. (RW)

HARDER & STEENBECK

www.harder-airbrush.eu







Midlands memories

Author:	John Evans
Publisher:	*www.amberley-books.com*
Title:	Railways of the East Midlands
ISBN:	978-1-4456-9890-8
Price:	£15.99
Spec:	96 pages, softback

THIS RECENT PUBLICATION FROM Amberley Books reflects on the railways of the East Midlands from the mid-1960s through to the 1980s.

As a result, the volume offers an interesting collection of steam locomotives in the twilight of their careers, together with the inevitable replacement diesel (and electric) motive power.

The book opens with an introduction to the rail network in the area, putting its boundaries into context and setting the scene for the following chapters which mainly cover the counties that make up the area, although a few other subjects are also touched on in the final pages of the book. The author's journey on the last steam operated push-pull service between Seaton and Stamford is also included.

Each chapter includes informative text looking at the history of railways in the respective counties, together with a selection of photographs depicting operations through the years from work-weary steam locomotives through to the BR blue era (and briefly beyond).

For those with an interest in industrial subjects, there are also some interesting views of locomotives and workings, including Northampton Power Station's Bagnall 0-4-0ST at work and Irthlingborough ironstone mine's battery-powered locomotive.

Reproduction is generally good, although there are inevitably a few darker images amongst those selected. That said, they convey the scenes well, especially some of the neglected and even abandoned station scenes – a stark reminder of how quickly the railway landscape can change. (MC)

Rail Centre: York

Author:	David Mather
Publisher:	*www.pen-and-sword.co.uk*
Title:	Railway Centre: York
ISBN:	978-1-39909-036-0
Price:	£30
Spec:	144 pages, hardback

YORK'S RICH RAILWAY HERITAGE is the subject of this recent volume from Pen and Sword, looking at the history of rail services through the city over the years.

The book sets out to recall the history from the very first station in 1841 to the latest LNER 'Azuma' InterCity Express Trains and is superbly illustrated with photographs of structures, artefacts, motive power and rolling stock, together with well written text and captions.

The opening chapter covers the steam era with a look at York North depot as well as recalling the carriage and wagon works in the city and also touches on the railway's link to the Rowntree's confectionery traffic, where the factory even had its own staff halt.

Subsequent chapters cover the diesel era recalling the many types of classic locomotives associated with rail passenger and freight traffic – including the magnificent 'Deltics', plus the arrival of the InterCity 125 High Speed Trains, introduction of the Class 91s and the more recent LNER 'Azuma' and TransPennine Express 'Nova' fleets.

Steam is also well catered for through the volume, reflecting the importance of the many steam hauled charters that run through and to York from around the country, while the National Railway Museum is also featured too.

Illustrated throughout with a superb collection of black and white and colour images on quality paper this is a wonderful reminder of York's importance as a rail centre – past and present – as well as the many colour schemes carried by the trains passing through. (MC)

Southern reflection

Author:	Colin Boocock
Publisher:	*www.pen-and-sword.co.uk*
Title:	70 years of the South Western
ISBN:	978-1-52678-088-1
Price:	£35
Spec:	232 pages, hardback

THE WESTERN SECTION OF BR'S Southern Region is remembered by many as the last vestige of steam-hauled main line express trains on the region up to July 9 1967, but did you know it was also the first region to operate push-pull trains of up to twelve carriages at 90mph in the 1960s?

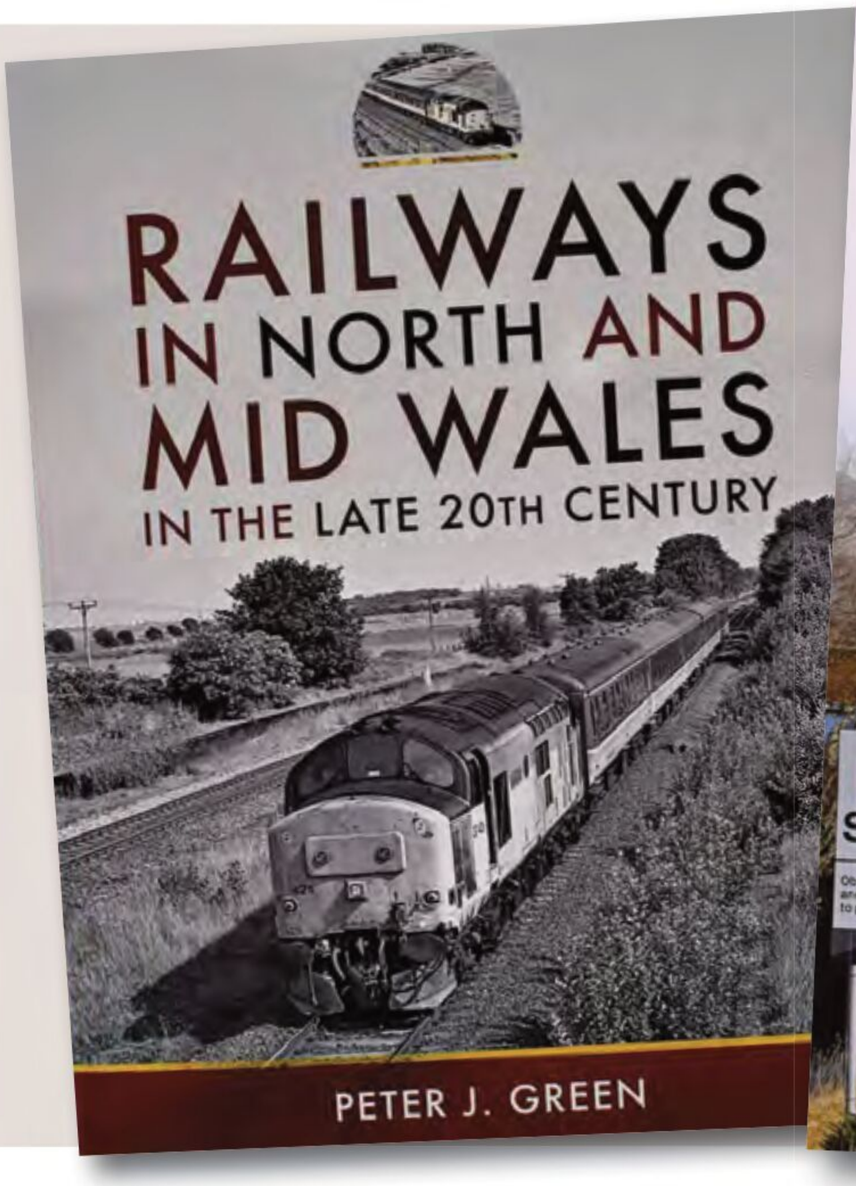
This and many more facts about 'The South Western' are presented in this wonderful new book recalling operations over the past 70 years or so since Nationalisation.

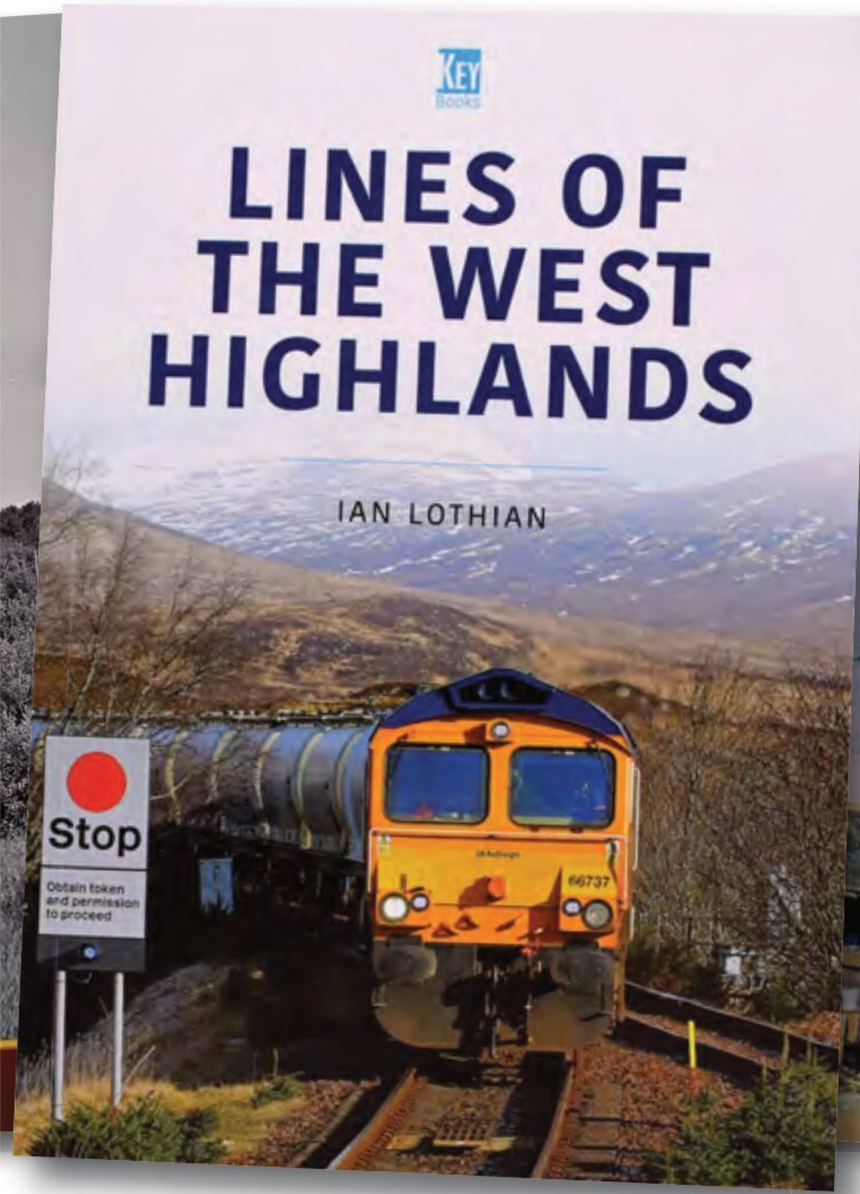
Documenting each of the main lines radiating from London Waterloo, the author outlines the routes to Weymouth via Southampton and Bournemouth, the West of England and to Portsmouth as well as looking at some of the major stations and hubs along the routes – Waterloo (London's biggest passenger terminus), Clapham Junction (Britain's busiest interchange station), Eastleigh, Southampton, Bournemouth, Salisbury and more.

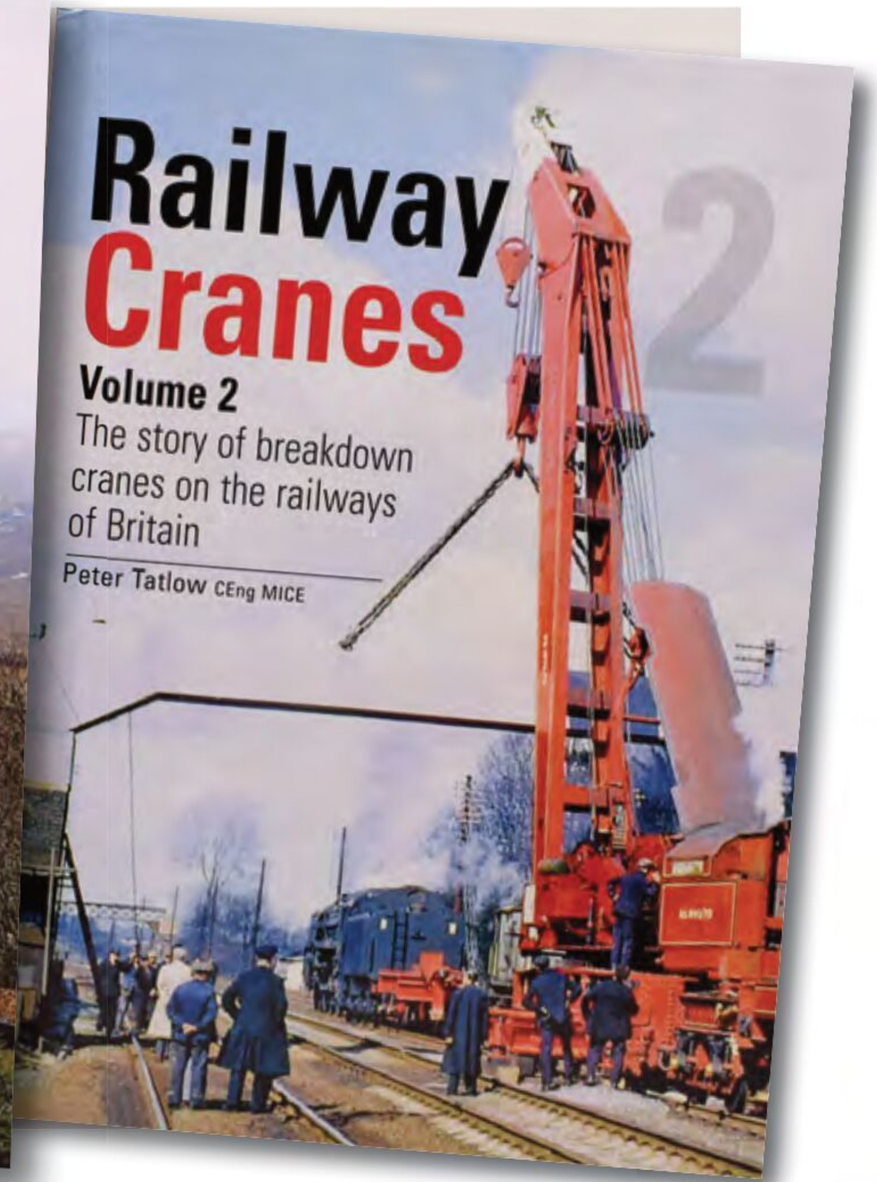
However, the South Western was not always entirely about the main lines and the quieter routes and branch lines – past and present – are also covered, as is the Isle of Wight. The Somerset and Dorset route is also included.

The volume is lavishly illustrated throughout with an impressive selection of photographs from the steam era to the present day, covering motive power, rolling stock, stations and infrastructure, plus a series of maps and diagrams to accompany the enthralling text – much of which is recalled from the author's own experiences.

Sure to prove popular with fans of the Southern scene. (MC)







Welsh diesel-hauled

Author:	Peter J. Green
Publisher:	*www.pen-and-sword.co.uk*
Title:	Railways in North and Mid Wales in the late 20th Century
ISBN:	978-1-39909-122-0
Price:	£25
Spec:	141 pages, hardback

THE SPECTACULAR SCENERY OF MID and North Wales provides the backdrop to this recent release from Pen and Sword, highlighting some of the locomotive-hauled services – diesel and steam – that were to be found operating on routes in this part of the country in the late 20th Century.

Primarily a picture volume, many of the photographs are from the author's collection, reflecting the changing scene on the routes between 1980 and 2000 with examples of Class 20/25/31/33/37/40/45/46/47/56/58/60 on passenger and freight trains, as well as a good selection of first and second generation Diesel Multiple Units (DMUs) too. The album also includes a few examples of the privatisation era, with Virgin Trains liveried Class 47 locomotive-hauled Mk 2 and Mk 3 carriage formations and InterCity 125 High Speed Trains.

The book covers the North Wales Coast route (and various branch lines), Welshpool to Pwllheli and part of the Shrewsbury to Chester route, as well as also touching on the Welshpool and Llanfair, Vale of Rheidol and Llangollen railways – and a few steam specials too.

As you might expect, there are plenty of views of large logo blue Class 37/4s on the former Cambrian route on through London Euston services, some of which are double-headed – 'Cambrian Coast Express' headboards even feature in some cases!

Infrastructure from the period includes mechanical signalboxes, semaphore signalling, sidings and station layouts set amidst the dramatic Welsh scenery, offering much inspiration and modelling potential. (MC)

West Highland lines

Author:	Ian Lothian
Publisher:	*www.keypublishing.com*
Title:	Lines of the West Highlands
ISBN:	978-1-80282-350-9
Price:	£15.99
Spec:	96 pages, softback

NEW FROM KEY PUBLISHING IS this picture volume showcasing the lines of the West Highlands.

The route from Glasgow Queen Street to Oban, Fort William and Mallaig runs through spectacular terrain and this has been superbly captured by the author, with images spanning the decades from the 1970s to the present day.

While the motive power and rolling stock may have changed, the scenic vistas from trains negotiating the West Highland Line's many twists and turns remain breathtaking.

Chapters cover sections of the route from Glasgow Queen Street to Helensburgh, Helensburgh to Crianlarich, Crianlarich to Oban, Crianlarich to Fort William and Fort William to Mallaig. Each opens with a potted history of the respective section, followed by a super selection of colour photographs.

Although the line today is primarily the preserve of Class 156/153 DMUs, there are views of the London Euston to Fort William locomotive-hauled sleeper and the lone-surviving freight service to the aluminium smelter at Fort William, as well as charter trains headed by an interesting mix of motive power.

In addition, classic diesel traction on the lines through the years is amply reflected, with typical passenger, freight and engineers' trains, as well as shots of the popular Jacobite steam-hauled service, too.

With excellent picture reproduction throughout, there is much potential inspiration on view for modellers wishing to replicate rail operations in the West Highlands. (MC)

Rail cranes vol. 2

Author:	Peter Tatlow
Publisher:	*www.crecy.co.uk*
Title:	Railway Cranes Volume 2
ISBN:	978-1-91080-992-1
Price:	£35
Spec:	272 pages, hardback

THIS MUCH-REQUESTED REISSUED second volume in the series on Railway Cranes is mainly focused on the larger breakdown cranes used on the railway – pre and post Nationalistaion – through the decades.

Peter Tatlow's incredibly detailed research is showcased to superb effect with an impressive collection of photographs, tables and diagrams and covers pre-Second World War developments, wartime 45ton cranes, LMS 30ton cranes, later modernisation cranes (30ton and 75ton examples), 75tonne telescopic jib diesel cranes and the conversion of the 45ton and 75ton steam cranes to diesel - and more.

Alternative re-rerailing methods are also outlined – such as the use of the Bruff road-rail vehicles - as are the accompanying Mess and Tool Vans, together with diagrams of the layout for these vehicles, outlining the equipment carried. Whilst many accidents and mishaps are illustrated, there are also a few involving the cranes themselves!

A superb collection of black and white and colour images have been gathered to illustrate the detailed history surrounding breakdown trains through the years, while the appendices also include some fascinating facts and figures too, including an account of a derailment in the 1960s involving two diesel locomotives and their subsequent recovery.

Detailed diagrams of the cranes and match wagons also accompany the text, which will certainly aid modellers wishing to replicate some of these impressive machines. A must-have addition to the modelling library. (MC)

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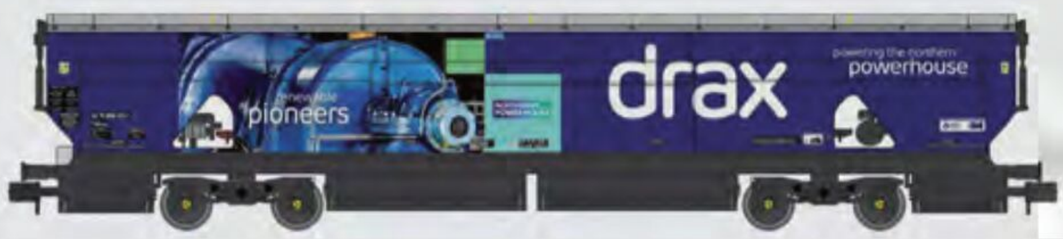

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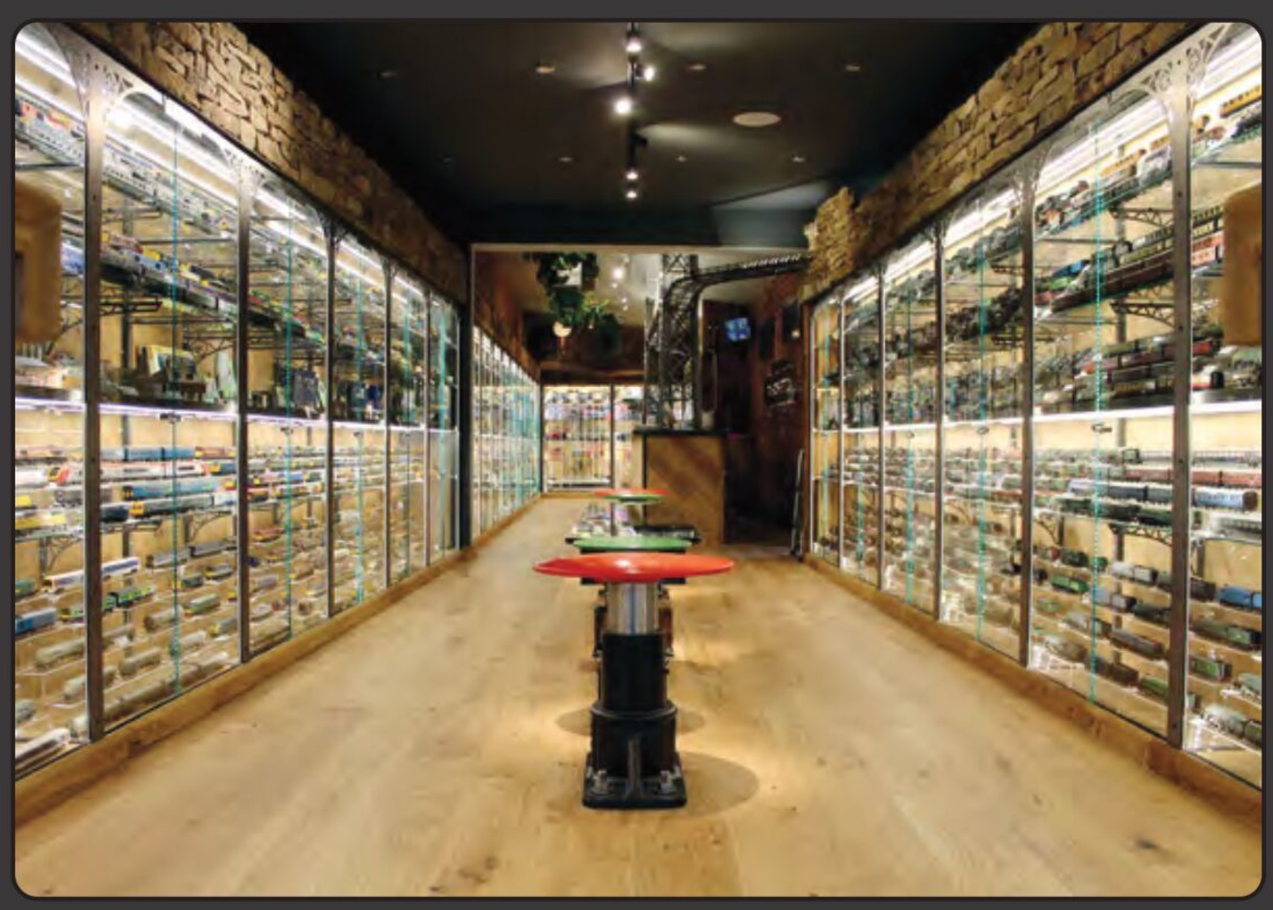

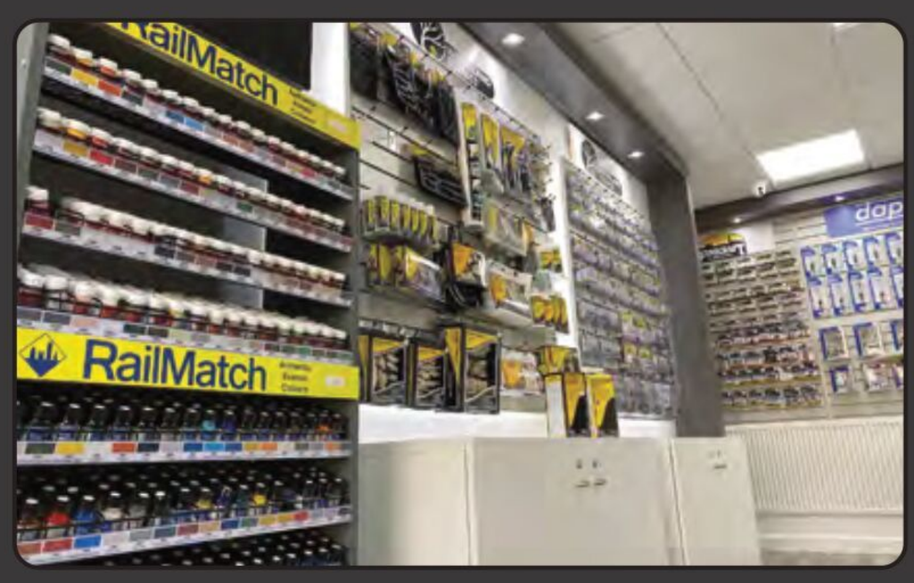

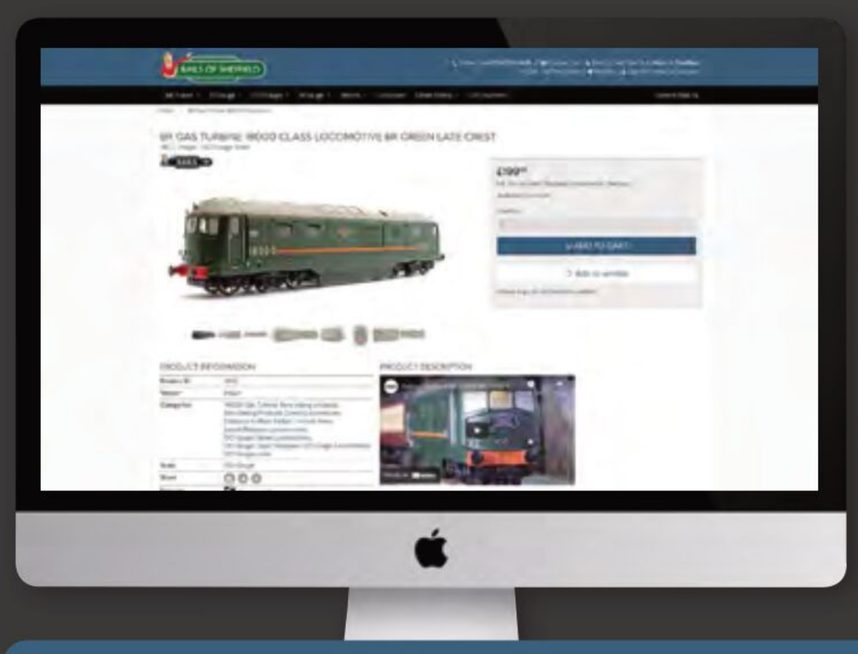

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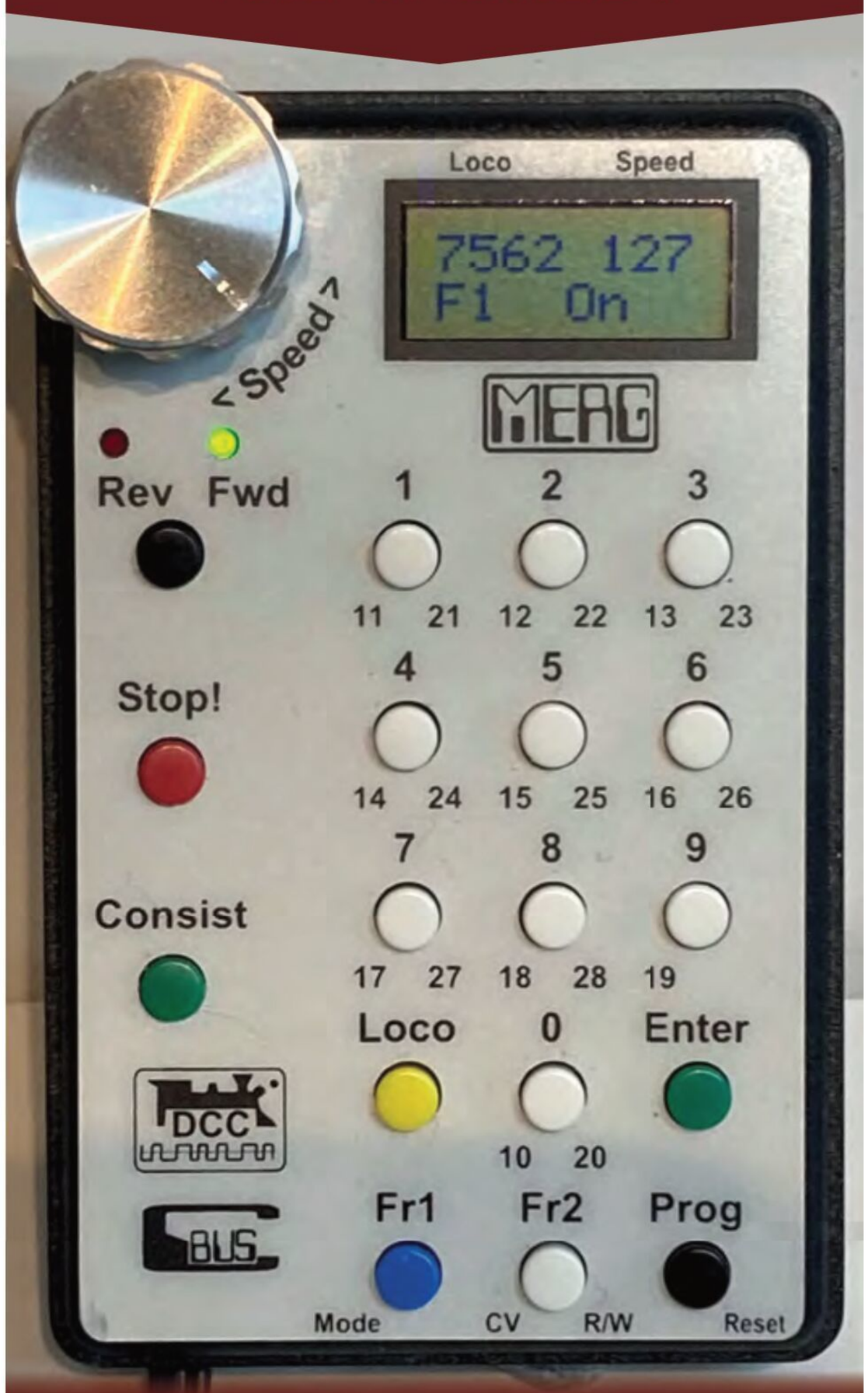

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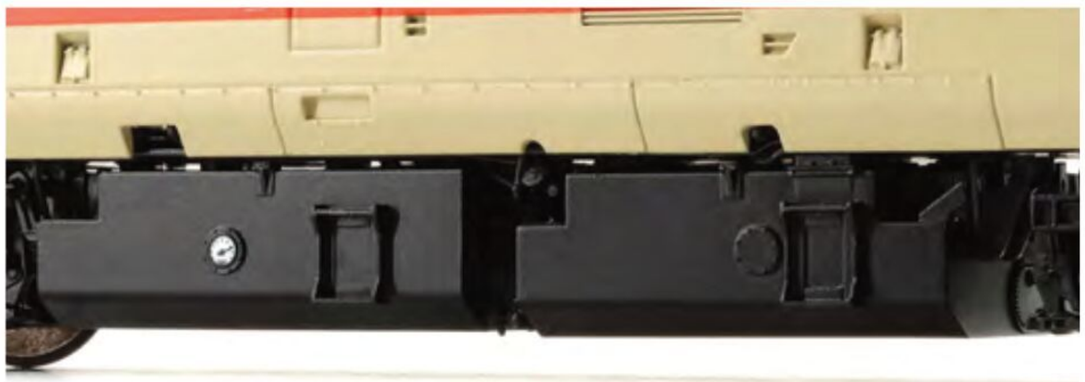
All-new Bachmann CLASS 37/4

FIRST REVIEW

Bachmann's autumn announcements came with the surprise of a brand-new Class 37 for 'OO' gauge. First on the review desk is Class 37/4 37401 in InterCity Mainline livery – **MIKE WILD** inspects this enticing new arrival.

The first of Bachmann's all-new Class 37s to reach our review desk is ETH 37/4 37401 *Mary Queen of Scots* – and it looks stunning.



This particular model has plated gauges on its former water tanks as both are fuel tanks on this refurbished locomotive.

37401 has fabricated bogies. Note the chains which are connected to the bogie and chassis so as not to interfere with body removal.

TECHNICAL DETAILS	
Manufacturer:	*www.bachmann.co.uk*
Cat No:	35-336 (reviewed)
Description:	Class 37/4 Co-Co 37401 *Mary Queen of Scots*, InterCity Mainline
Builder:	English Electric, rebuilt as 37/4 at Crewe Works
Region:	All
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	245mm
Price:	£244.95 DCC ready, £344.95 DCC sound fitted, £374.95 DCC sound fitted deluxe
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, Plux22 decoder socket
Speaker:	15mm x 11mm cube and 28mm round
Exterior lights:	Directional head and tail lights
Interior lights:	Cab and engine room lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Co-Co
Purpose:	Mixed traffic
Haulage capacity (expected):	Eight coaches
Haulage capacity (actual):	Ten coaches (maximum tested)

WITH 309 EXAMPLES to choose from and more than 62 years in daily main line service, the Class 37 is one of the longest-lived and most popular diesel locomotives on the British railway system. Models of the Class 37 have been part of the 'OO' gauge scene since the mid-1960s with the first coming from Tri-ang Railways.

Today's models are a world away from that first version, but there is always room for improvement - which Bachmann has clearly seen as it has gone back to the drawing board to create an all-new model of the English Electric Type 3.

The new version was announced at the 2022 DEMU Showcase event with the first releases set to model the Class 37/0 split headcode locomotives as well as the ever-popular 37/4 Electric Train Heating (ETH) equipped machines.

You can read the full news story on the Bachmann Class 37s on pages 10-13 in this issue, and you can find our full collection of Class 37 news, reviews and features online at *www.keymodelworld.com/class-37*.

THE MODEL

First in for review is Class 37/4 37401 *Mary Queen of Scots* in the classic InterCity Mainline livery which it carried in the late 1980s and early 1990s – images and data suggesting between 1988 and 1992 – and it's a colour scheme which really suits the Class 37.

While the packaging may feel familiar, the model inside is completely new as Bachmann has left no stone unturned in creating this new model. The shape is a big improvement over the previous generation - as is the fit of the parts, the shape of the windscreens and the number of detail variations which can be accommodated in the tooling.

Highlights of this model of 37401 include plated centre headcode panels and sealed beam marker lights, a high intensity headlight, top centre lamp bracket, oval buffers, welded boiler roof, fabricated bogies, original speedometer drive, twin fuel tanks with plated water gauges and a mileage counter, all of which are correct for the real locomotive.

Taking all this further is the clear refinement which has been instilled in this model. To our eyes it feels like a big leap forward in appearance and tooling quality terms and that's before we've even got to the fine details.

The shape just looks right and it is the correct length, width and height too measuring 245mm over buffers (a scale 61ft 6in), 51mm high and 35mm wide. Now we can get to the details. First the »

In profile, the details of this all-new model stand out.

buffer beams: a full set of buffer beam parts is included in the accessory pack and we can highly recommend taking the 10-15 minutes needed to fit out at least one end of this model. The pipes make a huge difference and are really nicely done. There is no more opening out of holes and a correct arrangement for different sub-classes too.

A small downside is that the miniature snowploughs are still designed to clip into the NEM coupling pocket which makes them sit too far forward and interfere with the buffer beam pipes. We looked at shortening the NEM pocket, but the swing of the bogie still caught the pipes. As we closed for press, we saw online that one owner had taken the time to body mount the snowploughs which meant the pipes could be added too – a neat solution.

Back to the good stuff, and the next place you need to look is at the bogies. These are superbly built and even feature the brake actuator chains which are mounted on the chassis to connect to the bogies which means the body can be removed without touching the chains. Moving further along the chassis, there is daylight above the fuel tanks while we should also mention that there are NEM coupling pockets at both ends of the model which come factory fitted with standard tension lock couplings.

Moving up a level, the body is finely detailed throughout and comes with separately fitted handrails, flush glazed windows and finely moulded grilles in all the right places. Topping of the body is the roof which is just as well made - while the roof fan grille mesh is a work of art on its own.

The view inside shows a fully appointed cab with control desks, seats and a fully painted bulkhead which makes a brilliant view through the front windows to complete the model. All it needs is a driver and that will be simple to fit as the seating unit is mounted to the chassis offering clear access once the body is off.

Livery decoration meets the high standards we expect from Bachmann with crisp edges between all colours, first class printing of the locomotive's numbers and nameplates plus the option to add etched metal nameplates from the accessory pack over the top of the printed nameplates as a finishing touch.

"Bachmann has gone back to the drawing board to create an all-new model of the English Electric Type 3."

MIKE WILD

Plux22 DCC decoder socket.

Flush glazing.

15mm x 11mm cube speaker.

Finely moulded nose end grilles.

Diecast metal chassis.

Detailed fabricated bogie frames.

Accurate tumblehome.

Above: **The internal arrangement of the Class 37 sets the drive mechanism low to enable twin speakers, a Plux22 decoder socket, space for a powered roof fan mechanism and a fully detailed cab to be installed.**

Below: **The InterCity Mainline livery has been completed to Bachmann's usual high standard on 37401.**

Crisp edges between the main body colours and excellent printing of livery details make this an impressive package.

PERFORMANCE

Inside is a brand new chassis incorporating the latest in electronics and standards set by the Bachmann Class 47 (HM174). All versions come equipped with a 15mm x 11mm cube speaker as well as a 28mm round speaker set into a deep enclosure to the rear of the main chassis block.

The decoder socket is a Plux22 design which allows Bachmann's sound fitted versions to include independent control of the head and tail lights as well as the cab and engine room lights. There is also a sound fitted deluxe version which, like the new Class 47, comes with a powered roof fan as well as tinted glazing.

Our sample is a standard DCC ready version, but it still has the twin speaker setup installed from the factory which makes it a straightforward plug and play process to upgrade to either DCC or sound. Eight screws hold the body in place which are all easy to access by turning each bogie side to side. As you lift the body you will need to disconnect the power cables which link the body and chassis together so it is worth exercising a little caution at this stage. In addition, if you have fitted the buffer beam pipework, the two body to chassis cables will need removing.

On the track our sample proved to be smooth running throughout the speed range straight from the box, but it did emit a low buzzing noise at low speed. This had no impact on its performance and disappeared once the locomotive was above walking pace.

With a train on the drawbar, the Class 37 had plenty of power on hand from its five-pole twin flywheel motor as 20 wagons were no match for its haulage capacity. However, we did notice that its maximum speed was much higher than the 90mph limit of the real locomotives.

Further running of the model on our test track showed that it ran through second radius curves comfortably as well as negotiating points and crossings from the code 75 Peco range and we found it an enjoyable model to run on our test track. We are eager to add digital sound to really bring it to life.

OVERALL

When the announcement of the new Bachmann Class 37 came, we weren't expecting it and didn't think it was quite time for the outgoing model to hang up its boots. Having pored over the all new version, we can see how much potential the old model was leaving on the table. This new Class 37/4 is a big step up from its predecessor and with the choice of DCC ready, DCC sound fitted and DCC sound fitted deluxe versions it will satisfy our hunger for greater operational value too.

All this does come at a price, but even so, the model feels like good value when you consider all the individual details and changes Bachmann is incorporating into these models. Whichever version you jump for, you are sure to be impressed. A great addition which really pushes the Class 37 bar high. (MW)

The roof fan grille mesh is outstanding. Sound fitted deluxe versions have a powered roof fan installed.

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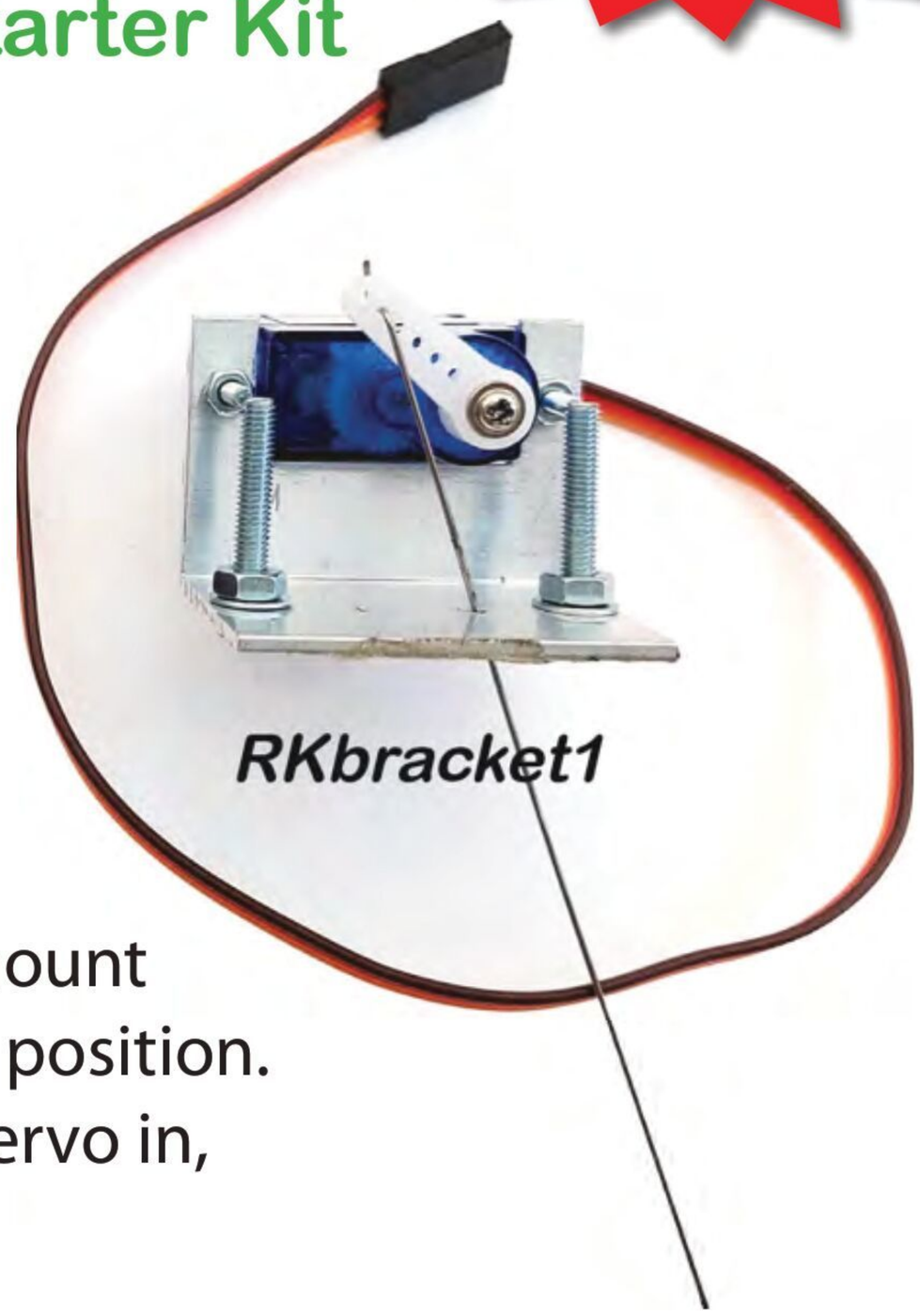

Each servo is controlled using a PCB mount toggle switch and LEDs indicate servo position. The unit is very simple to use, plug a servo in, power up and start controlling servos.

A starter kit is available that includes everything you need to get started and for a limited time is available for £49.99

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RKcs1 available for £29.99

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BOTTOM WORKS

SIDINGS

South Yorkshire is the setting for **CHRIS MATTHEWS'** compact 'OO' gauge exhibition layout, depicting a set of British Steel exchange sidings in the 1970s.

PHOTOGRAPHY, MIKE WILD

GAUGE	SCALE	SIZE(SCENIC)	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	4ft 5in x 18in	EASTERN	1970s	DCC, Gaugemaster Prodigy Express

HAVING not built a layout of my own for many years, I was prompted by a layout building competition to have a go at constructing a compact scene that I could use as a test bed for skills and techniques which, ultimately, I intended to apply to a future, much larger, layout. Bottom Works Sidings is the result of this.

It's a cold January morning in 1973 and we have taken a trip to South Yorkshire to visit what is locally known as 'Bottom Works Sidings' - a small set of sidings where British Rail exchanges coke and steel traffic with British Steel.

The assumption is that a steelworks was constructed south west of Wombwell in the Dearne Valley to take advantage of local coal reserves and ore that had been found in the area. This was linked by short branches to both the Midland Railway's Sheffield to Barnsley line, and the Great Central Railway's Doncaster to Barnsley line. Due to space constraints, further growth of the steelworks took place towards the Great Central line, the newer development becoming known as the 'Bottom Works', while the older plant was referred to as the 'Top Works'.

When the former Great Central Line was electrified, along with the Woodhead Route as part of the Manchester, Sheffield and Wath electrification scheme in the early 1950s, the branch to the steelworks was included to allow traffic to run over the Pennines directly, avoiding the need for a locomotive change. While this may seem unimaginable today, the MSW scheme was pioneering and considerable effort was taken to ensure it was 'Britain's first all-electric main line' although Southern Region afficionados will rightly disagree!

The sidings see a range of traffic, mainly coal, coke and steel, as was typical in much of heavily industrialised South Yorkshire at the time. Changing traffic patterns over the years mean that much traffic is now diesel hauled, featuring a range of Tinsley allocated locomotives, but electric locomotives still make an appearance, along with a variety of industrial designs forming British Steel's internal fleet. »

1 BR Class 76 76008 edges out of Bottom Works Sidings with a train of empty 16ton steel mineral open wagons.

THE LAYOUT

Creating a backstory and timeline this detailed may seem a little over the top to some readers, but to me it is key to the whole design of the layout - the track plan, scenery and stock all need to be developed to create the overall picture I wanted to portray.

Given that my day job focuses on the planning and operation of freight trains in the real world, my natural mindset is to recreate this prototypically on the layout. As such, the intention is that every train movement on the layout has a purpose, and it happens in a way that is prototypically accurate. Whether we actually achieve this at exhibitions is open to debate, but at least the intention is there.

FOUNDATIONS

The baseboards were built with lightweight construction in mind.

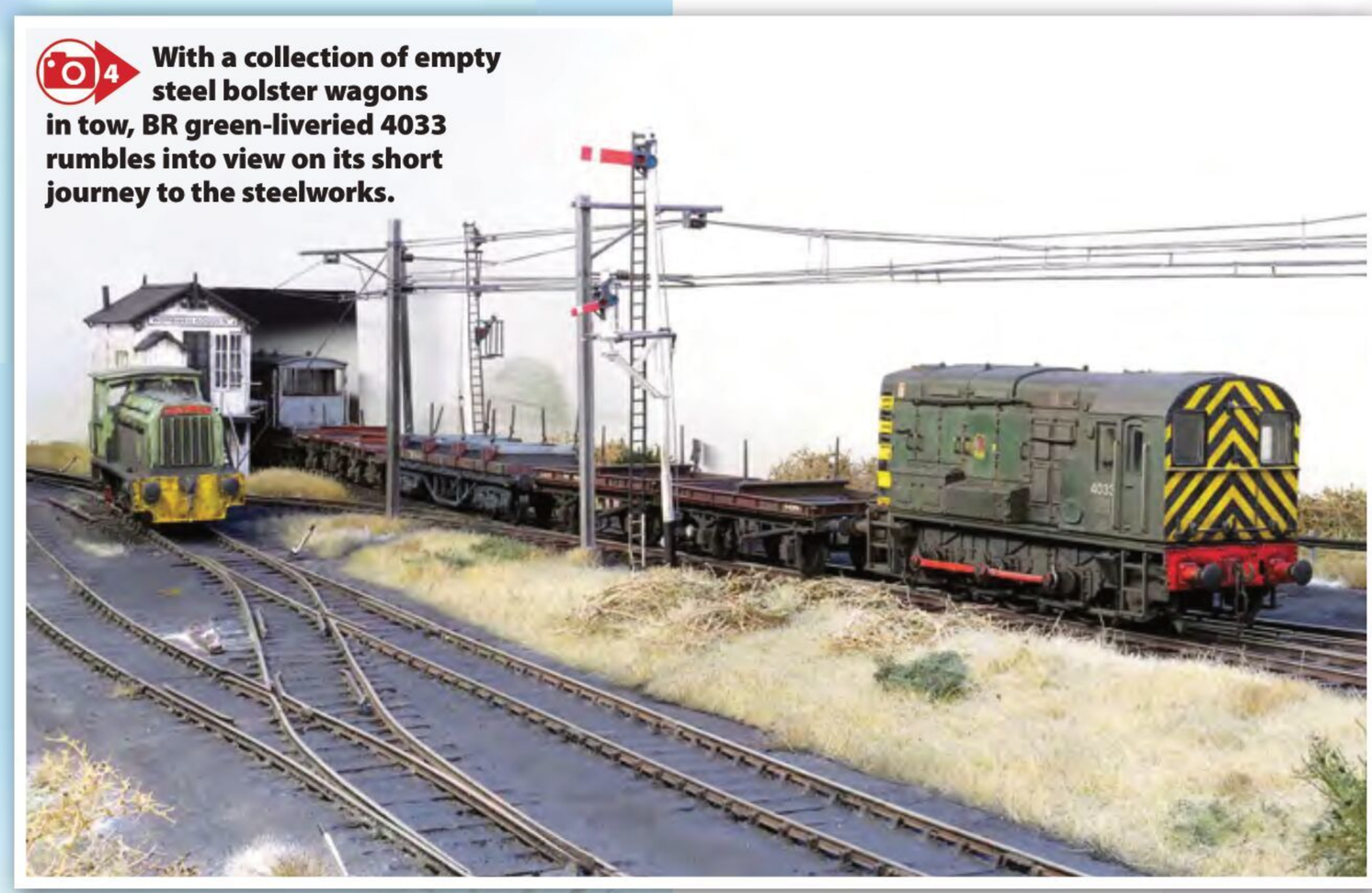
2 **Two of British Steel's distinctive green shunters rest in the coal sidings between duties, as a BR Class 37 awaits its return train in the transfer sidings.**

3 **One of British Steel's venerable diesel shunters eases 24.5ton coal hopper wagons from the transfer sidings into the coal yard, ahead of unloading.**

Knowing the scenery would be relatively flat, I elected to use 6mm ply for the baseboard top, fascia panel and backscene. These are joined together by 9mm ply crossmembers, the whole assembly being glued and pinned together.

Using a similar approach to how Colin Chapman designed his Formula 1 cars, I ensured there were no duplicated panels, and as such the backscene and fascia panel form structural elements of the baseboard rather than being added after the baseboard was constructed as is more typically the case.

Upon completion, I did find I'd taken the minimalist design a bit too far, and there was an unacceptable level of flex in the baseboard. Fortunately this was solved with a small amount of additional diagonal bracing, resulting in a very strong structure. The baseboard is supported by a pair of metal A frame trestles.



4 With a collection of empty steel bolster wagons in tow, BR green-liveried 4033 rumbles into view on its short journey to the steelworks.

The storage yard boards follow a similar design to the main board, and are relatively compact, each tapering away from the front of the layout. Rather than constructing legs for these, they are cantilevered from the main baseboard using metal wires and hooks similar to those designed to support garden canopies, the result being very strong and secure.

In order to allow some scenic development below track height (in my opinion key to creating a realistic scene) the track plan was marked out onto 12mm plywood which was then cut to shape and attached to the baseboard top.

PRESENTATION

The scenic area of the layout extends to 4ft 5in and is framed at each end by upright 'wings' approximately 4in wide. A pelmet, set around 8in above rail height, and containing a single strip light, completes the presentation in a picture frame style. I present the layout relatively high, with the rail height around 4ft above floor level - as I am quite tall this presents a comfortable operating height, while forcing viewers to look into the scene, rather than over it. A periscope is provided at exhibitions to allow any children or visitors in wheelchairs to view the layout.

MAKING IT GO

A Gaugemaster Prodigy Express acts as the nerve centre of the layout. From this, a pair of Gaugemaster handsets are mounted at the ends of the layout allowing operators to drive trains towards them or for multiple movements to take place at the same time.

Points and signals are operated by servos controlled by ESU Switchpilot Servos, and operated from an iPad using the Train Controller app. This is connected to the layout through the Gaugemaster Prodigy Wifi module.

THE PERMANENT WAY

Having decided to stick with 'OO' gauge many years ago, and not pursue the more prototypical 'EM' or 'P4' standards, I went to some effort to make the track look as representative as possible for an industrial »

5 BSC No. 27 appears in need of a good scrub as the grimy-looking Hunslet 0-6-0 waits for a rake of steel wagons to clear the transfer sidings.

branch line. Plain track is C&L Finescale, while pointwork is constructed from copper-clad sleepers and rail from the same stable.

To help convey the feel of a railway constructed on a relatively poor alignment, with a low line speed, I built the pointwork largely freehand without any templates, the results of which are quite pleasing on the eye. Woodland Scenics fine ash cinders were used to ballast the main lines, a fairly convincing representation of the ash ballast that was common on the prototype. A cess was then created using sieved barbecue ash, blended into the ballast.

For the sidings at the front of the layout, I was keen to try and represent the general ash and mud combination typical of industrial facilities. This was achieved through the use of DAS modelling clay, which was spread around all the sleepers, working in roughly 10cm sections. Once in place, the clay was 'tamped' using an old paintbrush with the bristles cut back to the point at which they are firm, before being painted with a black/brown wash and then further weathered with powders and textures.

Because I was modelling an electrified branch, overhead wiring was obviously essential. I used the products available from Sommerfeldt, its Dutch products being very similar to those used on the MSW electrification.

For the wiring itself, I was inspired by the method used by Alan Whitehouse on his 2mm scale 'Mini MSW' layout. Wires are EZ-Line, with vertical hangers formed of 0.6mm lead fishing wire, this being heavy enough to hold the catenary wire in place. Using the EZ-Line allows some flexibility in the wires, which comes in very handy when track cleaning and other related tasks are taken into account!

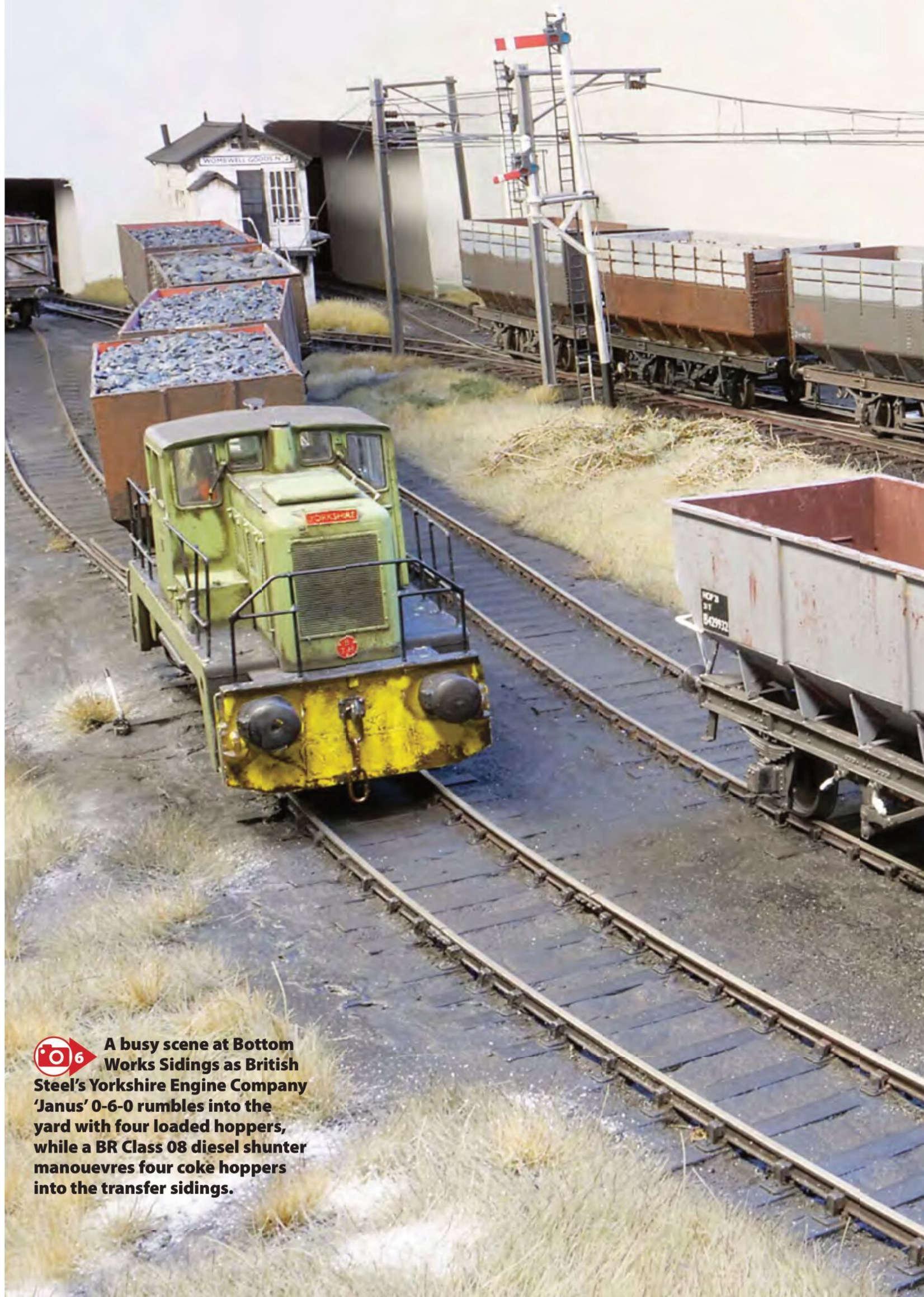
The working signals were constructed for me by my friend Mark Tatlow, who made a far better job of them than I could ever have done and this certainly adds an extra dimension to operation. These are controlled from the signalbox, constructed from a slightly modified laser-cut kit by another friend, Oly Turner.

SCENERY

One of the key considerations at the design stage was to avoid trying to cram too much in to what is, whichever way you look at it, a relatively small space. To this end, and in keeping with the geography of the area modelled, the landscape is relatively flat and devoid of any significant contours.

Beyond the track, the ground level drops away to help create an illusion of there being more space than there really is. This is continued onto the backscene, where the impression of a very simple low landscape was added using nothing more than coloured pencils - painting landscapes is definitely not my forte and seemed best avoided!

The joint between the backscene and scenery has been carefully disguised using a mixture of hedgerow and fencing - the



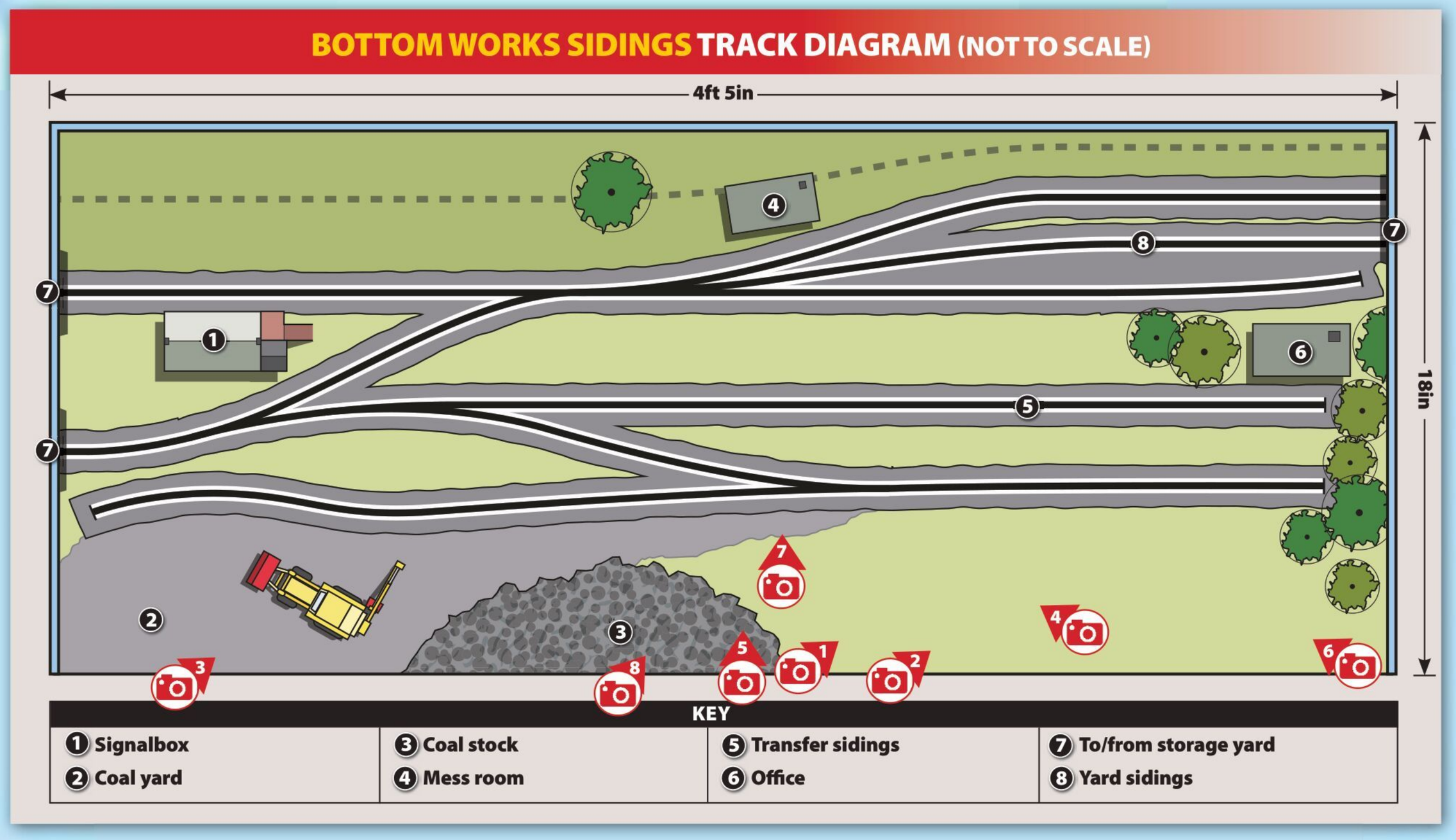
6 A busy scene at Bottom Works Sidings as British Steel's Yorkshire Engine Company 'Janus' 0-6-0 rumbles into the yard with four loaded hoppers, while a BR Class 08 diesel shunter manouevres four coke hoppers into the transfer sidings.

road appearing onto scene does so through a gate, hiding what would usually be one of the hardest joints to mask.

To avoid filling the layout too much, buildings were kept to a minimum - a mess room and an office building being the only non railway structures. These are both single storey and flat roofed, helping to reduce their impact. The mess room was scratchbuilt from plasticard, my first attempt at building a structure from scratch and one which I am very happy with. The office is a laser-cut kit which fitted the bill perfectly - I'm a big proponent of using what is commercially available if it fits with what you need.

Anyone who has read Gordon Gravett's excellent books on scenic modelling will be familiar with almost every scenic technique used on the layout. Grass is a mixture of 2mm and 4mm fibres in a variety of winter shades, blended together and then applied over a mix of »

7 A member of staff approaches the mess room, while a Class 31 ticks over in the adjacent transfer sidings.



clump foliage to provide some variance. 6mm brown fibres then finish the job, representing dead patches. Undergrowth and hedges are created using rubberised horse hair, teased out and mounted directly on the ground, or mounted on simple wire trunks for the hedges.

A reasonable chunk of the layout is occupied by a coal yard. This was created using tile grout, through which several vehicles were run to create some tyre marks. A JCB is used to unload wagons in this yard. This was built from a Dapol kit with a significant amount of detailing and rebuilding work done to better represent the prototype.

STOCK

BR locomotives on the layout are all based on ready-to-run models which are all upgraded with screw link couplings and pipework on the buffer beams as a minimum. Industrial locomotives are from a wider range of sources, with a mix of repainted and detailed ready-to-run, kit-built bodies on ready-to-run chassis and fully kit-built locomotives.

Wagons are again a mixture of ready-to-run and kit-built and represent a range of hoppers and opens for coal and coke, alongside a wide variety of steel wagons. A number of coke hoppers are modified kits with scratchbuilt bodies to represent the later solid-sided design.

All stock is weathered using a consistent range of colours to provide uniformity across the fleet, and I use three-link couplings on everything - while this may seem masochistic, you soon get used to uncoupling around the overhead wires!

WHERE NEXT?

Bottom Works Sidings was always intended to be a test bed to develop modelling skills which could then be fed into future layouts. In this it has been successful, and proved popular at exhibitions. Following a couple of years' hiatus, I'm looking forward to getting back out and about on the exhibition circuit during 2022 while work progresses on my new layout in the background.

I'm also keen to explore new ways to share the layout and my modelling projects with the wider public, and to this end as well as an online blog I'm developing a video library of the layout on YouTube - these can be found by searching 'OTCM Modelling'.

This hobby wouldn't be anywhere near as enjoyable if it wasn't for the friendships we build through our modelling activities, so my thanks must go to those who played a part in the layout's development, and those who happily give up their weekends to help transport others back 50 years to a grim corner of industrial South Yorkshire, fuelled only by fry-ups, curry and beer! **HM**

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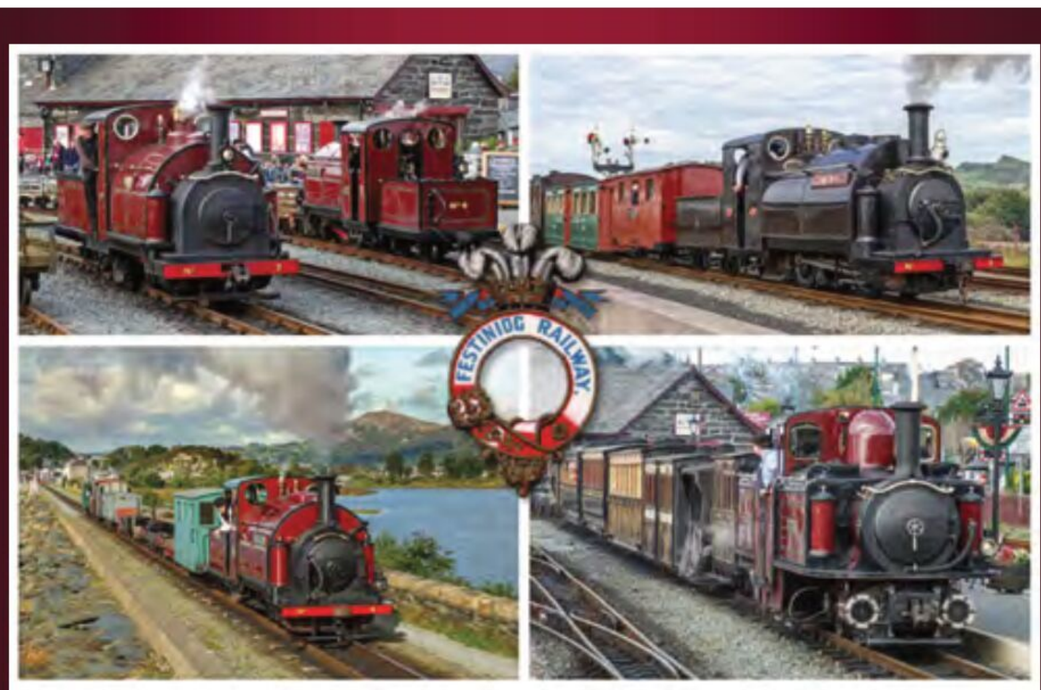

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KEEPING TRAINS MOVING

Although trains run on what is usually termed the permanent way, in fact it is anything but permanent and requires constant attention and replacement. **EVAN GREEN-HUGHES** looks at how track is maintained and how that process has changed over the years.

THE FIRST RAILWAYS WERE not invented from scratch but were developments of earlier wagonways that had been built to transport minerals from the place where they were mined to a place where they could be used, or where they could be transferred onto a boat. These wagonways in turn were developed from the ruts that had worn in paved roads, which in some cases dated back more than a thousand years.

The problem with hauling a heavy load along a conventional road was that each wagon could only be quite small, due to the limited power available from haulage by horses or mules.

One answer was to attach metal plates to the road surface, which made the carts roll along more easily and it wasn't long before these were fitted with edges so that they formed a right angle, which then successfully guided the wagon along. The people who laid these metal plates in the road were known as platelayers, and that term has survived in use to this present day to describe any form of railway track worker.

Early railways were laid entirely by hand, but their construction was very different from that with which we are familiar today. The Stockton and Darlington Railway of 1825 used 'fish-belly' shaped rails which were only 15ft long and these rested at each end on a stone block.

There were 64,000 of these blocks and each one had two holes in it, which were used to attach the iron chairs. It is said that young boys were paid eight old pence a day to drill these holes, while the actual railway was laid by older labourers, mostly recruited locally off the land, but some

Track maintenance and renewal ensures the railway is kept in tip-top condition. On March 12 1961, engineering works are under way at Ashford in preparation for electrification of the route through the station.
Hugh Ballantyne/Railphotoprints.uk.

GWR '74XX' 0-6-0PT 7421 stands at the head of an engineering train between Rodmarton and Kemble on the Tetbury branch in March 1955. Hugh Ballantyne/Railphotoprints.uk.

Today, Network Rail has a vast selection of modern equipment at its disposal, including the National Track Construction (NTC) machine, seen laying sleepers and clipping in the rails during track laying for the Bermondsey dive-under in South London on October 18 2016. Network Rail.

were coastal sailors who had recently been thrown out of work following a strike.

KEEPING GAUGE

Once the railway was complete men had to be employed to keep this track in working order, with much of the emphasis being on keeping it in gauge, as this relied purely on the weight of the blocks, sleepers not being fitted due to a requirement that horses should be able to walk without obstruction between the rails. All this was achieved using only the most basic of tools and equipment, and everything was done by hand.

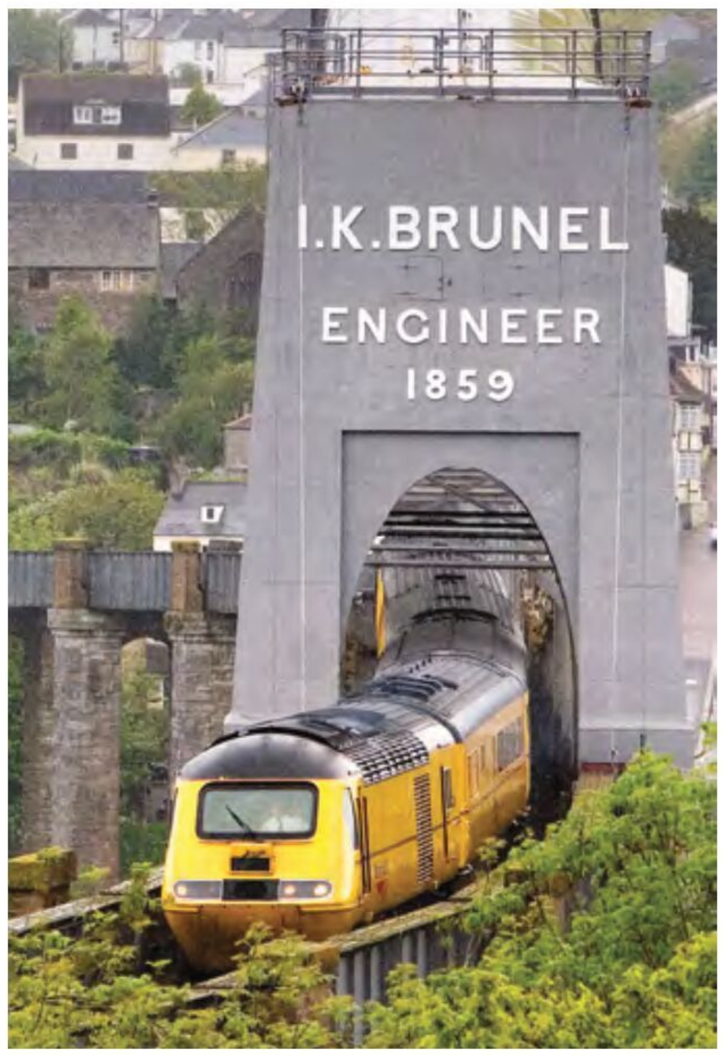
As more railways were built most contractors began to employ men who had formerly been used to construct canals, these were already called 'navigators' by the general public and this soon became shortened to 'navvy' for those working in railway construction. Many of these stayed on the lines they had constructed as track gangers, their prodigious strength being a considerable advantage when repairs and renewals were necessary.

Within a short time railways had developed to the familiar form that we see today, with components such as sleepers, chairs, fishplates and rails all being present. However, each item was much lighter than those we use today, with rail being of a smaller section and in much shorter lengths, at first of 45ft, but much later extended to a standard 60ft, four times as long as those used on the pioneer railways.

SENSE OF PRIDE

Throughout this period a method of maintaining the track was developed and this saw each section allocated to a specific gang to look after. In charge would be a ganger and under him would be six or eight platelayers who would patrol their patch daily and arrange to repair any faults that they might come across.

There was much work to do, for the wooden keys that held the track in the chairs would come out with vibration and would need to be knocked back in, the ballast would constantly need packing up using shovels and crowbars and the fishplates that held the rails back together required oiling and checking frequently. »



Today, Network Rail operates a series of track inspection trains, including the distinctive New Measurement Train seen passing over Isambard Kingdom Brunel's Royal Albert Bridge on June 6 2006. Network Rail.

This gang would also look after the important job of keeping culverts and drainage channels free of obstructions, for there is nothing worse for railway track than poor drainage.

Many of these track workers took great pride in their job and, right up until the diesel era, there were prizes for the gang that kept the best length of track, with judges looking not only for the condition of the permanent way itself but also of the fences, drains and greenery that surrounded it.

Unfortunately, this method of maintenance was very manpower intensive and, even with the big relaying jobs being done by specialist gangs, it proved to be very expensive. However, the image of a gang of men, usually clad in a three-piece complete with waistcoat and hat and overseen by a ganger, also in civvies, is one of the defining images of the steam era.

NEW MACHINERY

Machines were developed that took on some of this work from the 1930s onwards but they were expensive to buy and unreliable and did not really catch on in the days when labour was cheap. However, in the 1950s a combination of rising costs and labour shortages led to the introduction of more mechanisation and a gradual end to the old length system of maintenance.

Pivotal to this was the introduction of the tamping machine, which could pick up individual sleepers and pack ballast underneath them so a level bed could be obtained much more quickly than it could by hand. Tampers could also handle the much heavier concrete sleepers that were gradually being introduced.

The first tampers only dealt with one sleeper at a time but two-sleeper models soon followed, with the equipment developing until machines were available that could deal with whole panels of track at once, and which could tamp while moving along at a slow speed. Early tampers would be worked with a gang of men around them but later ones tend not to have much physical input.

Also developed were hand-held tampers that cut out much of the manual work that formerly was used to pack track. A typical modernisation-era track team would have one of these small tampers at work, perhaps supported by one of the ubiquitous Wickham trolleys with its trailer carrying ballast and tools.

40143 provides a little shelter for a permanent way track gang outside Blea Moor signalbox on a cold winter's day in February 1983.
Colin Whitfield/Railphotoprints.uk.

RECORDING TROLLEYS

In 1957 British Railways commissioned a fleet of track recording trolleys from Matisa in Switzerland. These small self-contained units looked a bit like a large Wickham trolley but contained equipment that could identify track faults, which were then marked with paint for attention by the gangs later on.

These trolleys took away a lot of the guesswork from the gangs and were active until 1979 when their work passed to full-

GWR 'Hall' 4-6-0 6932 *Burwarton Hall* arrives wrong line at Bath Spa station with the 10.10 Cardiff-Portsmouth, during bridge replacement works. A Collett '2251' 0-6-0 stands on the Up line with a permanent way train.
Hugh Ballantyne/Railphotoprints.uk.

size track recording vehicles. Also, at the same period, BR bought the Elliot Track Recording Coach from Wickham, with this resembling a four-wheel railbus, although fitted to a more substantial underframe and which could measure curvature and cant at up to 30mph.

Advances such as mobile tampers and track recording machines gradually put an end to the principle of a section of track being looked after by a dedicated gang of men and instead there was movement towards repair and maintenance being carried out by larger groups of people.

These track gangs would typically wear donkey jackets and half-size orange safety wear, which was often filthy. Hard hats began to replace the trilbys and flat hats of previous generations and access to jobs was by road vehicle rather than by rail or foot. Despite all this there was still plenty of manual work to do, with vegetation and drains still being dealt with by hand.

MODERN METHODS

Today's platelayers have a whole array of complex machinery at their disposal and they are maintaining mainly concrete-sleeper equipped track which has had its rail joints welded to give a smoother ride and to cut down on maintenance.

Track is checked automatically for condition by one of Network Rail's hi-tech inspection trains and a report is produced. In turn large tampers can take care of any issues with level and twist of the track while rail-grinding machines are available that return the profile of the rail to its original configuration.

Another piece of modern on-track plant available to today's engineers is the Railvac, which is utilised to clear drains, catchpits and spent ballast, as seen here on Network Rail's Southern Region third-rail territory on November 8 2021. Network Rail.

A particularly welcome addition has been the Railvac, which is a large bogie vehicle that operates in much the same way as those that your local council uses to clear out its street drains, this is used to clear out drains and catch pits but it can also be used to remove spent ballast, being capable of clearing a length of track in less than an hour!

Ballast can now be returned to the track using an autoballaster which can be anything from a single wagon to a full-length train, these have a conveyor attached to them and can dispense ballast as they go along, usually controlled by a person on the ground with a remote-control panel. All these machines are usually backed up by a squadron of road-rail diggers, which scurry up and down the track doing the fetching and carrying and performing the finishing-off jobs.

Track lowering work in Sydney Gardens, Bath in preparation for overhead electrification on August 25 2014. Due to the 'Heritage' status of the gardens, it was not possible to rebuild the bridges so the track was lowered. John Chalcraft/Railphotoprints.uk.

NEW TRACK

However, the daddy of all tracklaying machines is the recently-introduced NTC, or New Track Construction machine, which is revolutionising the way that the permanent way is renewed. This incredible piece of equipment works on a prepared and stripped trackbed, moving along at its front on caterpillar-style tracks and at its rear on railway tracks. It first drops sleepers into place before pulling the rails into position and then it clips the rails to the tracks while all the while advancing slowly down the section to be relaid. It even has its own railway which runs along its top and which brings sleepers from wagons behind it and enables reloading to be carried out without stopping the machine.

This NTC machine was used to relay 11 miles of the Dartmoor Line before its reopening, over an eight-week period during which time it positioned some 24,000 concrete sleepers, and it has since been deployed elsewhere on a number of successful projects.

Track maintenance has come a long way since the days of the platelayer and his hand tools and today the work is heavily mechanised and highly organised. How you represent track work on your model railway can easily define the period in which it is set and an accurate representation can only help to make your layout more realistic. **HM**

HORNBY magazine

SHOW GUIDE

Welcome to the *Hornby Magazine Show Guide* – your guide to the exhibitions that are taking place throughout the country every weekend. This listing is a guide to events planned by model railway clubs and societies and is updated each issue. 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.

September 2022

3 BRIDLINGTON MODEL RAILWAY EXHIBITION

Hosts: Trainshed – Bridlington Model Railway Group
Location: Emmanuel Church, Cardigan Road, Bridlington, East Yorkshire YO15 3JT
Times: 10am-4pm
Prices: Adults £5, accompanied children free
Website: *www.bridmodelrail.org.uk*
Features: Ten layouts, trade support, refreshments and parking.

3 TADWORTH AUTUMN MODEL RAILWAY EXHIBITION

Hosts: North Downs Model Railway Circle
Location: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE
Times: 10am-5pm
Prices: Adults £6, concessions £5, children (under 16) £3
Website: *www.ndmrc.info*
Features: Layouts, trade support, refreshments and parking.

3/4 GUILDEX 2022

Hosts: Gauge O Guild
Location: Bingley Hall, Stafford County Showground, Weston Road, Stafford ST18 0BD
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Members £10, non-members £15
Website: *www.gaugeoguild.com*
Features: 13 layouts, trade support, demonstrations, refreshments parking and disabled access.

3/4 LIVERPOOL MODEL RAILWAY SOCIETY EXHIBITION

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

3/4 MEDWAY MODEL RAILWAY EXHIBITION

Hosts: Medway Model Show Group
Location: Fort Pitt Grammar School, Fort Pitt Hill, Chatham, Kent ME4 6TJ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, accompanied children free
Website: *www.facebook.com/TheMedwayModelShow/*
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

10 CAMBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Cambridge 31A Model Railway Club
Location: Comberton Village College, West Street, Comberton, Cambridge CB23 7DU
Times: 10am-4pm
Prices: Adults £5, children £2
Website: *www.cambridge31a-mrc.org.uk*
Features: Layouts, trade support, refreshments and parking.

10/11 FAVERSHAM MODEL RAILWAY CLUB EXHIBITION

Hosts: Faversham Model Railway Club
Location: The Abbey School, London Road, Faversham, Kent ME13 8RZ
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £6, children £3
Website: *www.favershammrc.org.uk*
Features: 16 layouts, trade support, societies, refreshments and parking.

10/11 LEIGH FESTIVAL OF MODEL RAILWAYS AND TRANSPORT MODELLING

Hosts: Leigh Model Railway Society
Location: Leigh Sports Village, Leigh Leisure Centre, Sale Way, Leigh, Greater Manchester WN7 4JY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied under 15s free
Website: *www.facebook.com/LeighMRS*
Features: 25 layouts, trade support, demonstrations, refreshments, parking and disabled access.

10/11 SWINDON RAILWAY FESTIVAL

Hosts: STEAM - Museum of the Great Western Railway
Location: STEAM – Museum of the Great Western Railway, Firefly Avenue, Swindon, SN2 2EY
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £14.50, concessions £11, children £9.70
Website: *www.steam-museum.org.uk*
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Ticket price includes entry to STEAM museum displays.

10/11 THE INTERNATIONAL N GAUGE SHOW

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

17 CULM VALLEY MODEL RAILWAY EXHIBITION

Hosts: Culm Valley Model Railway Club
Location: Willand Village Hall, Cullompton, Devon EX15 2PL
Times: 10am-4.30pm
Prices: Adults £5, children £1.50
Website: *www.cvmrc.co.uk*
Features: 14 layouts, trade support, refreshments, parking and disabled access.

17 ERNE MODEL RAILWAY EXHIBITION

Hosts: Erne Model Railway Club
Location: Saint Macartin's Cathedral Hall, Halls Lane, Enniskillen BT74 7EJ
Times: 10am-5pm
Prices: Adults £5, concessions £3, children £3
Website: *www.facebook.com/Erne-Model_Railway_club*
Features: Layouts, trade support, demonstrations, refreshments and parking.

17 LICHFIELD MODEL RAILWAY SHOW

Hosts: Trent Valley Model Railway Society
Location: Lichfield Life Church, Netherstowe, Lichfield, Staffordshire WS13 6TS
Times: 10am-4.30pm
Prices: Adults £5, accompanied children £3, family (2+2) £13
Website: *www.tvmrs.org.uk*
Features: Layouts, trade support, model engineering display and refreshments.

17 MID ESSEX MODEL RAILWAY EXHIBITION

Hosts: Mid Essex Model Railway Club
Location: Bishops Hill College, Rayleigh Road, Shenfield CM13 1BD
Times: 10am-5pm
Prices: Adults £5, children £3, family £15
Website: *www.midessexmrc.org*
Features: Layouts, trade support, refreshments, parking and disabled access.

17 STOURPORT MODEL RAILWAY EXHIBITION

Hosts: Wyre Forest Model Railway Club
Location: Stourport Community Centre, Lickhill Road, Stourport-on-Severn, Worcestershire DY13 8RW
Times: 10am-4pm
Prices: Adults £2, accompanied kids under 12 free
Website: *www.wyreforestmrc.com*
Features: Club and members' layouts, refreshments, parking and disabled access.

17 WILMINGTON MODEL RAILWAY EXHIBITION

Hosts: St. Michael & All Angels Church/Erith Model Railway Society
Location: St. Michael's Church Hall, Church Hill, Wilmington, Dartford, Kent DA2 7EG
Times: 10am-5pm
Prices: Adults £5, children free
Website: *www.stmichaelswilmington.org.uk*
Features: Layouts, trade support and refreshments.

17/18 AYR MODEL RAILWAY GROUP EXHIBITION

Hosts: Ayr Model Railway Group
Location: Walker and Concert Halls, South Beach, Troon KA10 6EF
Times: Sat 10am-5pm, Sun 10.30am-4pm
Prices: Adults £6, children £4, family (2+2) £15
Website: *www.ayrmrg.co.uk*
Features: Layouts, trade support, refreshments and parking.

17/18 BLACKPOOL AND NORTH FYLDE MODEL RAILWAY CLUB EXHIBITION

Hosts: Blackpool and North Fylde Model Railway Club
Location: YMCA Thornton Health and Fitness Centre, Victoria Road East, Thornton-Cleveleys, Lancashire FY5 3SX
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, concessions £5, children £2.50, family (2+2) £14
Website: *www.blackpoolandnorthfyldemrc.co.uk*
Features: 17 layouts, trade support, refreshments, parking and disabled access.

18 CLEVELAND MODEL RAILWAY CLUB AUTUMN OPEN DAY

Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland, TS12 2LQ
Times: 10am-4pm
Prices: Day membership £1, children 50p
Website: *www.clevelandmrc.club*
Features: Layouts, meet club members, club sales, refreshments, parking and disabled access.

18 SWANSEA RAILWAY MODELLERS GROUP OPEN DAY

Hosts: Swansea Railway Modellers Group
Location: Gordon Moore Centre, 300 Carmarthen Road, Cwmbwrla, Swansea SA5 8NJ
Times: 10am-4pm
Prices: Adults £4, accompanied children £1
Website: *www.srmg.org.uk*
Features: Layouts, trade support, displays, societies, refreshments, parking and disabled access.

24 LODDON VALE MODEL RAILWAY EXHIBITION

Hosts: Loddon Vale Model Railway Club
Location: St. Peter's Church Hall, Church Road, Earley, Reading RG6 1EY
Times: 10am-4.30pm
Prices: Adults £5, children £2, family (2+2) £11
Website: *www.lvmrc.co.uk*
Features: Layouts, trade support, refreshments, limited parking and limited disabled access.

24/25 SCALEFORUM 2022

Hosts: Scalefour Society
Location: Cressex Community School, Holmers Lane, High Wycombe, Buckinghamshire HP12 4QA
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: Adults £12
Website: *www.scaleforum.org*
Features: Layouts, trade support, demonstrations, parking and disabled access.

24/25 SEVERN VALLEY RAILWAY (SVR) 'O' GAUGE GET TOGETHER

Hosts: SVR 'O' Gauge Get Together Group
Location: Engine House, Highley Station, Severn Valley Raiway
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Free to SVR ticket holders
Website: *www.svr.co.uk/whats-on/autumn-model-railway-weekend/*
Features: Seven 'O' gauge layouts, trade support, refreshments and disabled access.

24/25 SPA VALLEY MODEL RAILWAY WEEKEND

Hosts: Spa Valley Railway
Location: Tunbridge Wells West Station, Neville Terrace, Tunbridge Wells, Kent TN2 5QY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £15, concessions £14, children £7.50, family £38 – inclusive of unlimited all-day travel (exhibition-only prices £10, £9, £5, £25)
Website: *www.spavalleyrailway.co.uk*
Features: 21 layouts, trade support, access to engine shed, refreshments, parking and disabled access.

24/25 STAFFORD MODEL RAILWAY EXHIBITION

Hosts: Stafford Railway Circle
Location: Bingley Hall, Stafford County Showground, Weston Road, Stafford, Staffs ST18 0BD
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £12, accompanied children free
Website: *www.staffordrailwaycircle.org.uk*
Features: 43 layouts, trade support, demonstrations, refreshments, parking and disabled access.

October in brief

30-2 TAUNTON MRG OPEN DAYS

Location: Platform 1, Bishop's Lydeard Station, West Somerset Railway, Taunton, TA4 3BX
Website: *www.tauntonmodelrailwaygroup.co.uk*

1 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Location: Yiewsley Baptist Church Hall (side entrance), Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Website: *www.hillingdonrailwaymodellers.co.uk*

1 SHEFFIELD MODEL RAILWAY SOCIETY EXHIBITION

Location: Grenoside Community Centre, Main Street, Sheffield S35 8PR
Website: *www.sheffieldmrs.co.uk*

1 TELFORD RAILWAY MODELLERS GROUP EXHIBITION

Location: Sports Hall, Charlton Academy, Apley Avenue, Wellington, Shropshire TF1 3FA
Website: *www.trmg.webs.com*

1/2 DORKING AND HORSHAM AUTUMN MODEL RAILWAY EXHIBITION

Location: Ashcombe School, Ashcombe Road, Dorking RH4 1LY
Website: *www.dadmrc.co.uk*

1/2 FOLKESTONE MODEL RAILWAY EXHIBITION

Location: Leas Cliff Hall, The Leas, Folkestone, Kent CT20 2DZ
Website: *www.folkestone-mrc.com*

1/2 GAUGE ONE MODEL RAILWAY ASSOCIATION 75TH ANNIVERSARY CELEBRATION

Location: Bicester Heritage, Buckingham Road, Bicester, Oxfordshire OX27 8AL
Website: *www.g1mra.com*

1/2 WIGAN MODEL RAILWAY EXHIBITION

Location: Robin Park Leisure Centre, Loire Drive, Robin Park, Wigan, WN5 0UL
Website: *www.wiganfrm.org.uk*

1/2 WORTHING MODEL RAILWAY EXHIBITION

Location: Durrington High School, The Boulevard, Worthing, West Sussex BN13 1LA
Website: *www.worthingmrc.co.uk*

DON'T MISS

8/9 GREAT ELECTRIC TRAIN SHOW

Hosts: *Hornby Magazine*
Location: Marshall Arena, Stadium Way, Milton Keynes, MK1 1ST
Times: Sat 10am-5pm, Sun 10am-4pm (advance ticket holders enter from 9.30am)
Prices: Advance ticket prices: Adults £14 (£12), children £8, VIP £40 – subscriber advance ticket price in brackets. On-the-day prices: Adults £16, children £9.
Website: *www.keymodelworld.com/greatelectrictrainshow*
Contact: 01780 480404
Features: 30 layouts, 40+ trade stands, skills zone, refreshments, parking and disabled access. Up to 2 children under 16 admitted free with each paying adult on Sunday only.

2 WESTON, CLEVEDON AND PORTISHEAD RAILWAY ANNIVERSARY EXHIBITION

Location: Parish Wharf Leisure Centre, Portishead, North Somerset BS20 7DD
Website: *www.wcprgroup.org.uk*

8 CRADLEY HEATH MODEL RAILWAY EXHIBITION

Location: St. Michael's Church of England High School, Curral Road, Rowley Regis, West Midlands B65 9AN
Website: *www.cradleyheathmrc.co.uk*

8 SOUTH WEST HERTS MRS MINI MODEL RAILWAY EXHIBITION

Location: All Saints Church Hall, Horseshoe Lane, Leavesden, Watford WD25 0LU
Website: *www.southwesthertsmrs.org.uk*

8/9 ELIZABETHAN RAILWAY SOCIETY EXHIBITION

Location: The Summit Centre, Lowmoor Road, Kirkby-in-Ashfield, NG17 7LL
Website: *www.elizabethanrailwaysociety.com*

8/9 SHILDON MODEL RAILWAY CLUB EXHIBITION

Location: Locomotion, Dale Road, Shildon, County Durham DL4 2RE
Website: *www.shildonmrc.com*

8/9 WAKEFIELD MODEL RAILWAY EXHIBITION

Location: Queen Elizabeth Grammar School Sports Hall, Northgate, Wakefield WF1 3QX
Website: *www.wakefieldrms.org*

PLANNING AN EXHIBITION? LET US KNOW!

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

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

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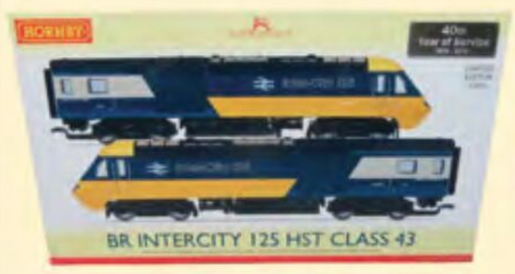

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New GT3 Liveries

Due to the success of our GT3 in BR Blue, we have had a lot of interest in the more 'never ran in' liveries. Therefore, we would like to announce 3 new liveries for our GT3. **LMS Black, BR Black early crest and BR Green late crest.**

These new liveries will only be available in a very limited run, and these will be available in **DCC Ready and DCC sound.** We will also be making the original prototype Brown, these will be a limited run and will sell fast.

Delivery is expected October 2022.

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Forthcoming Releases

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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:** 2023
Price: from £110.46 **Digital:** NEXT-18
hattons.co.uk/rapidohunslet

LBSCR Class E1 0-6-0T
Stage: Render **Due:** 2023
Price: from £110.46 **Digital:** NEXT-18
hattons.co.uk/rapidohunslet

Class 78xx Manor 4-6-0
Stage: In production **Due:** Q3 2022
Price: from £169.99 **Digital:** 21-pin
hattons.co.uk/accurascalemanor

HR Class I 'Jones Goods' 4-6-0
Stage: CADs **Due:** TBC 2023
Price: from £186.96 **Digital:** 21-pin
hattons.co.uk/rapidojonesgoods

OO Diesels & Electrics

Class 31
Stage: Engineering Samples **Due:** Q2 2023
Price: from £169.99 **Digital:** 21-pin
hattons.co.uk/accurascale31

Class 37/0, 37/4 & 37/6
Stage: Decorated Samples **Due:** Q3/4 2022
Price: from £169.99 **Digital:** 21-pin
hattons.co.uk/accurascale37

Class 45 Peak
Stage: Deco Samples **Due:** Oct 2022
Price: from £143.65 **Digital:** 21-pin
hattons.co.uk/heljanoo45

Class 59
Stage: Painted Samples **Due:** Late 2022
Price: from £136.31 **Digital:** 21-pin
hattons.co.uk/dapol59

BR NBL Prototype 10800
Stage: Engineering Sample **Due:** 2023
Price: from £199.71 **Digital:** 21-pin
hattons.co.uk/heljan10800

OO Gauge Multiple Units

Class 104 DMU
Stage: Engineering Samples **Due:** 2023
Price: from £296.65 **Digital:** 21-pin
hattons.co.uk/heljan104

OO Coaches & Wagons

Genesis 4 & 6 Wheel Coaches
Stage: Deco Samples **Due:** 2022/ 23
Price: from £30 **Digital:** 18-pin
hattons.co.uk/genesis

BR Mk2B Coaches
Stage: Deco Samples **Due:** Q4 2022
Price: £59.95 each **Digital:** Yes
hattons.co.uk/accurascalemk2b

GWR 'Toplight City' Coaches
Stage: Deco Bodyshells **Due:** 2023
Price: £51 each **Digital:** 6-pin
hattons.co.uk/dapoltoplightcity

Siphon G Vans
Stage: Deco Samples **Due:** Q4 22/ Q2 23
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

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

SECR 6-wheel Brake Van
Stage: Early sample **Due:** Q1 2023
Price: £33.96 each **Digital:** N/A
hattons.co.uk/rapidosecr6brk

N Gauge Steam Locos

LSWR Class M7 0-4-4T
Stage: Prototype **Due:** Q4 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
hattons.co.uk/dapolnjha

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
hattons.co.uk/dapololswrb4

O Gauge Diesels/ Electrics

Class 26
Stage: Deco Samples **Due:** Q3 2022
Price: from £509.15 **Digital:** ESU XL
hattons.co.uk/heljano26

Class 37/0 Re-Tool
Stage: Early sample **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:** 2023
Price: from £636.65 **Digital:** ESU XL
hattons.co.uk/heljan73

O Diesel Multiple Units

GWR Streamlined Railcar
Stage: Painted Samples **Due:** Q3 2022
Price: from £297.50 **Digital:** 21-pin
hattons.co.uk/dapolorailcar

Class 117 2/ 3-car DMU
Stage: Early samples **Due:** 2023
Price: from £551.65 **Digital:** 21-pin
hattons.co.uk/heljan117

O Coaches & Wagons

Stroudley 4 Wheel Coaches
Stage: Deco Samples **Due:** Q3 2022
Price: from £96.77 **Digital:** Yes TBC
hattons.co.uk/dapolstroudley

Mk2 & Mk2A Coaches
Stage: Prototypes **Due:** Late 2022
Price: from £237.15 **Digital:** N/A
hattons.co.uk/heljanmk2

Mk1 Covered Carriage Trucks
Stage: Early sample **Due:** 2022
Price: from £152.15 **Digital:** N/A
hattons.co.uk/heljancct

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4S-001-001 Class 78xx 'Manor' 4-6-0 7800 "Torquay Manor" in GWR green shirtbutton emblem (Dap) NEW £140.72
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4S-001-003 Class 78xx 'Manor' 4-6-0 7807 "Compton Manor" in GWR green post-war G W lettering (Dap) NEW ... £140.72
4S-001-003D Class 78xx 'Manor' 4-6-0 7807 "Compton Manor" in GWR green post-war G W lettering - Digital fitted (Dap) NEW £167.11

4S-001-006 Class 78xx 'Manor' 4-6-0 7810 "Draycott Manor" in BR lined green early emblem (Dap) NEW £140.72
4S-001-006D Class 78xx 'Manor' 4-6-0 7810 "Draycott Manor" in BR lined green early emblem - Digital fitted (Dap) NEW £167.11

4S-001-002 Class 78xx 'Manor' 4-6-0 7814 "Fringford Manor" in GWR green GWR lettering (Dap) NEW . £140.72
4S-001-002D Class 78xx 'Manor' 4-6-0 7814 "Fringford Manor" in GWR green GWR lettering - Digital fitted (Dap) NEW £167.11

4S-001-005 Class 78xx 'Manor' 4-6-0 7819 "Hinton Manor" in BR black early emblem (Dap) NEW £140.72
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4S-001-004D Class 78xx 'Manor' 4-6-0 7823 "Hook Norton Manor" in BR lined black early emblem - Digital fitted (Dap) NEW £167.11

4S-001-007 Class 78xx 'Manor' 4-6-0 7827 "Lydham Manor" in BR lined green late crest (Dap) NEW .. £140.72
4S-001-007D Class 78xx 'Manor' 4-6-0 7827 "Lydham Manor" in BR lined green late crest - Digital fitted (Dap) NEW £167.11

R30001 Class 8P 'Princess Royal' 6203 "Princess Margaret Rose" in LMS crimson lake (Hor) £229

R3855 Class 8P Princess Royal 4-6-2 46211 'Queen Maud' in BR green late crest (Hor) (RRP £229.99)BARGAIN £159
R3854X Class 8P Princess Royal 4-6-2 6212 'Duchess of Kent' in LMS crimson lake - DCC fitted (Hor) (RRP £254.49) .. BARGAIN £199

R3990 Class A1 4-6-2 2547 "Doncaster" in LNER green (Hor)...£228

R3702 Class W4 Peckett 0-4-0ST "Daphne" in Tytherington Stone Co. purple (Hor) £115

R3703 Class W4 Peckett 0-4-0ST No.8 "Bear" in light blue (Hor)£115

Diesel locos

4D-022-019D Class 68 68016 "Fearless" in DRS compass blue - Digital fitted (Dap) £161.49
4D-022-020D Class 68 68018 "Vigilant" in DRS compass blue - Digital fitted (Dap) £161.49

4D-022-021 Class 68 68027 "Splendid" in TransPennine Express (Dap) £135.99
4D-022-021D Class 68 68027 "Splendid" in TransPennine Express - Digital fitted (Dap) £161.49
4D-022-022 Class 68 68031 "Felix" in TransPennine Express (Dap) ..£135.99
4D-022-022D Class 68 68031 "Felix" TransPennine Express - Digital fitted (Dap) ..£161.49

Electric locos

R3569 Class 71 E5005 in BR blue (Hor) (RRP £206.99)BARGAIN £99

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

R1230 Starter train set - "GWR High Speed Train" (Hor) £142

Coaches

GWRcoachpackK Hawksworth 63' 3-pack in BR crimson & cream (Includes R4404B, R4408B & R4493B) (Hor) (RRP £181.47) .....BARGAIN.....£90

LMSCoachPackA LMS Period III Non-Corridor 4-pack in BR crimson (Includes R4799, R4800, R4801 & R4801A) (Hor) (RRP £237.96).....BARGAIN....£108

R4816A Maunsell restaurant kitchen and dining car 7865 in SR olive green (Hor) (RRP £58.49) ..BARGAIN.....£29

R4808 Mk2D BSO brake second open E9481 in BR blue and grey (Hor) (RRP £49.49) .....BARGAIN.....£23

R4811 Mk2E BSO brake second open 9502 in Intercity (Hor) (RRP £49.49) .....BARGAIN.....£23

Commercial vehicles

76ACD001 AEC 690 Dumper Truck Wimpey (Oxf) NEW .. £19.50

N Gauge

Diesel locos

2D-018-011 Class 35 'Hymek' D7000 BR green no yellow ends (Dap) NEW £106.25

2D-007-013 Class 66/4 66413 "Lest We Forget" in Freightliner / G&W orange (Dap) NEW £96.77
2D-007-013D Class 66/4 66413 "Lest We Forget" in Freightliner / G&W orange - Digital fitted (Dap) NEW £123.17

2D-007-014 Class 66/7 66780 "The Cemex Express" in GBRf / Cemex (Dap) NEW £96.77
2D-007-014D Class 66/7 66780 "The Cemex Express" in GB Railfreight / Cemex - Digital fitted (Dap) NEW £123.17

DMUs

2D-020-003 Class 153 single car DMU 153302 in Wessex Trains black & gold (Dap) NEW £105.53
2D-020-003D Class 153 single car DMU 153302 in Wessex Trains black & gold(Dap) - Digital fitted NEW £131.92

2D-020-004 Class 153 single car DMU 153323 in Arriva Trains Wales (Dap) NEW £105.53
2D-020-004D Class 153 single car DMU 153323 in Arriva Trains Wales (Dap) - Digital fitted NEW £131.92

Bi-Modal Multiple Units

K10-1674 Class 800/0 5-car BiMU IET 'Azuma' 800209 in LNER (Kat) £178

K10-1671 Class 800/0 5-car BiMU IET 800021 in GWR green (Kat).....£178

O Gauge (1:43 Scale)

Steam locos

H7-A3-005 Class A3 4-6-2 60035 "Windsor Lad" in BR green early emblem and unstreamlined non-corridor tender (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-A4-006 Class A4 4-6-2 60007 "Sir Nigel Gresley" in BR express blue unstreamlined corridor tender - "Record Breaker" (Hat) (RRP £750).....BARGAIN....£579

H7-A4-008 Class A4 4-6-2 60009 "Union of South Africa" in BR green late crest and unstreamlined corridor tender (Hat) (RRP £750).....BARGAIN....£579

Coaches

4904 Mk1 SK second corridor in BR blue and grey (Hel).... £186.15

Track - Code 124 Bullhead Streamline

ST-701 Setrack starter track set (Pec) £183

All items in stock when advert created. Prices valid until 05/10/22. Errors excepted.

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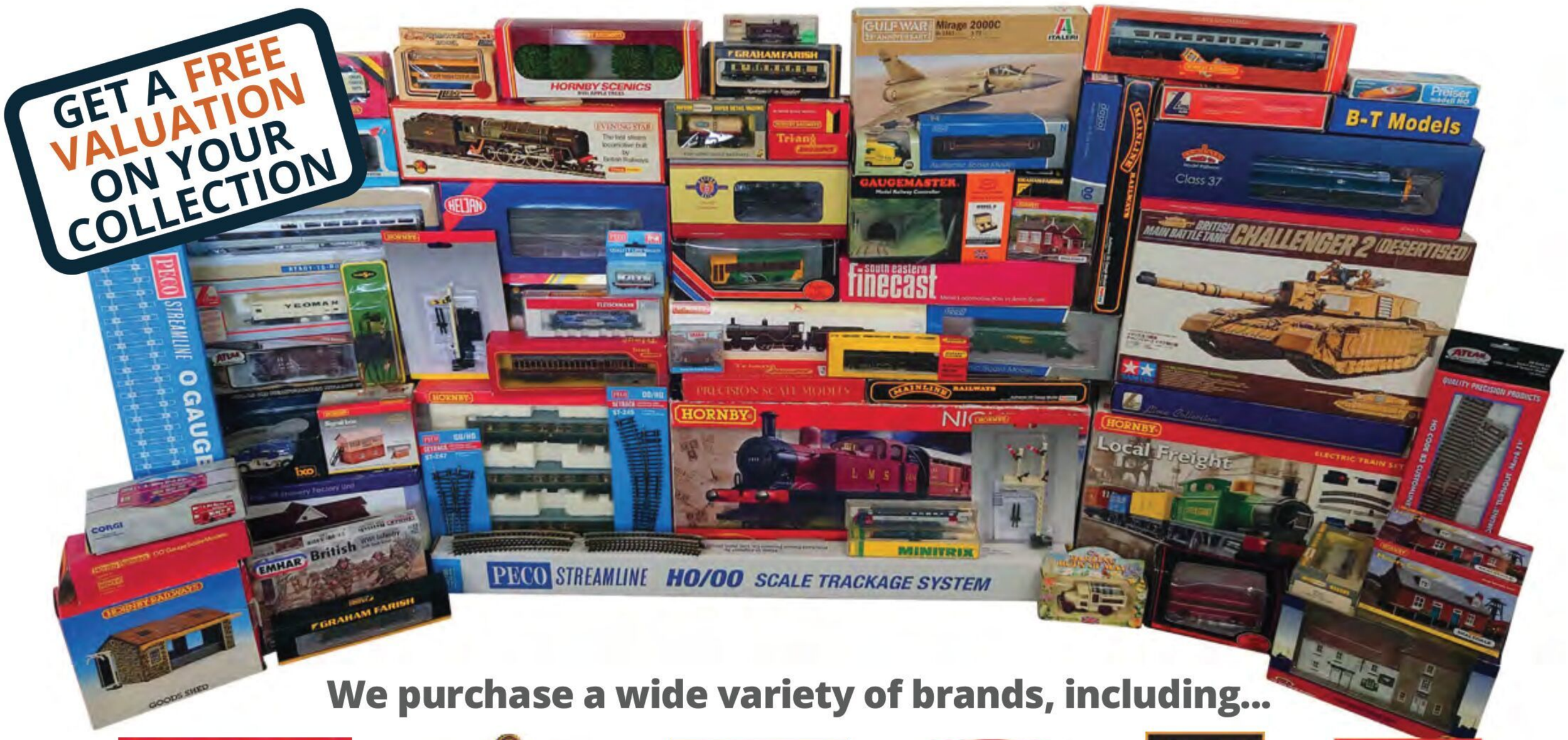

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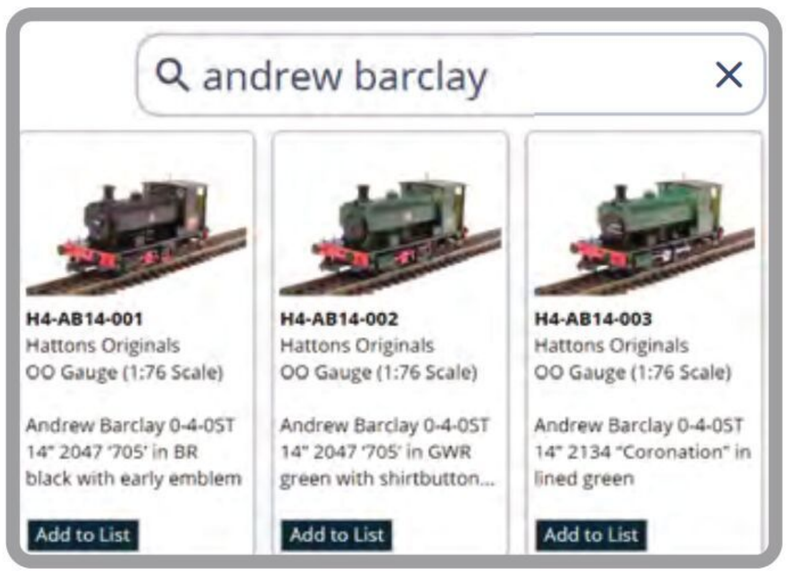

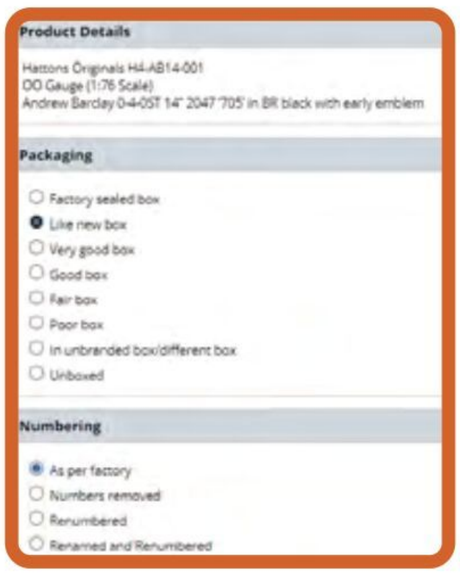

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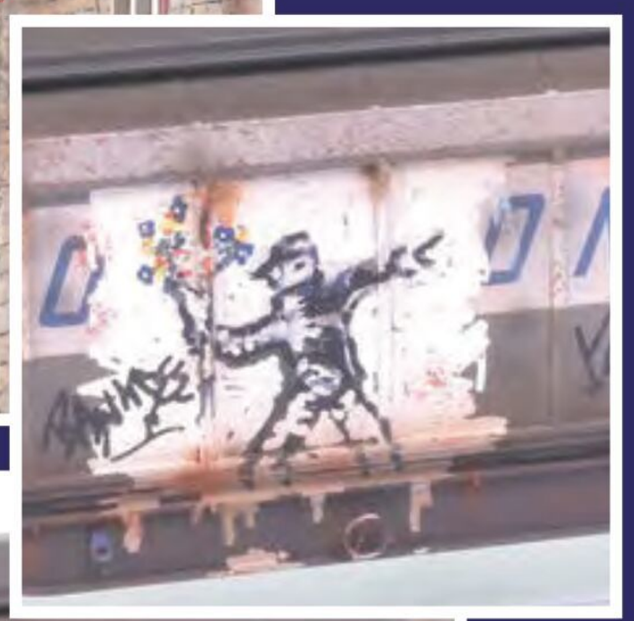

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1416 National Coal Board Blue Class 14 (ex-D9530)

1417 British Petroleum Pale Green Class 14 (ex-D9524)
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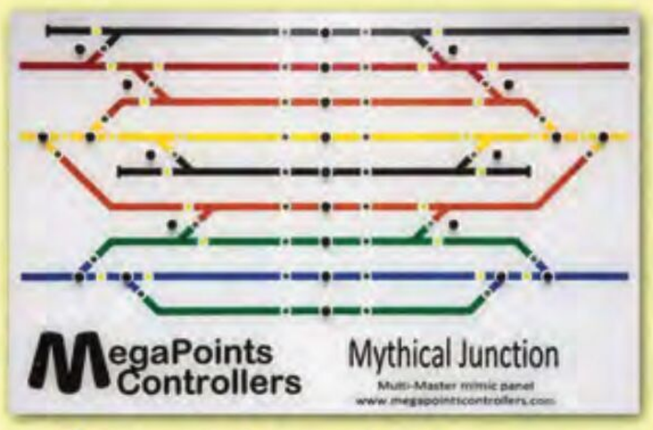

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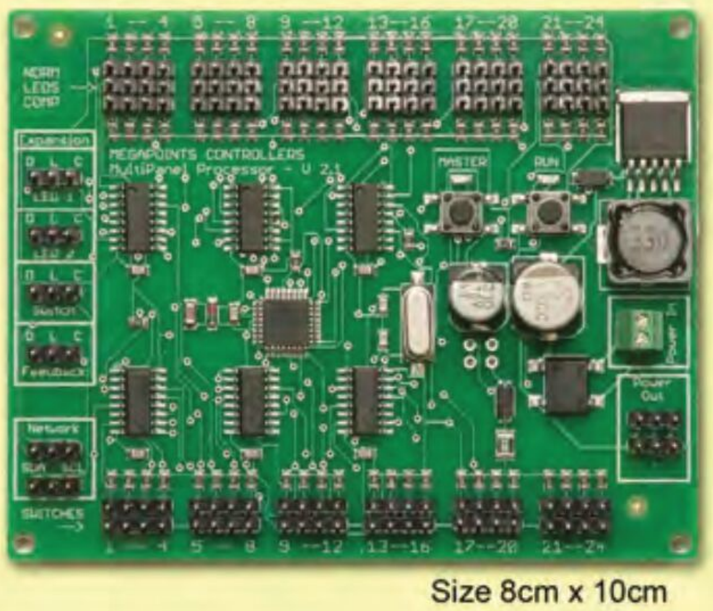

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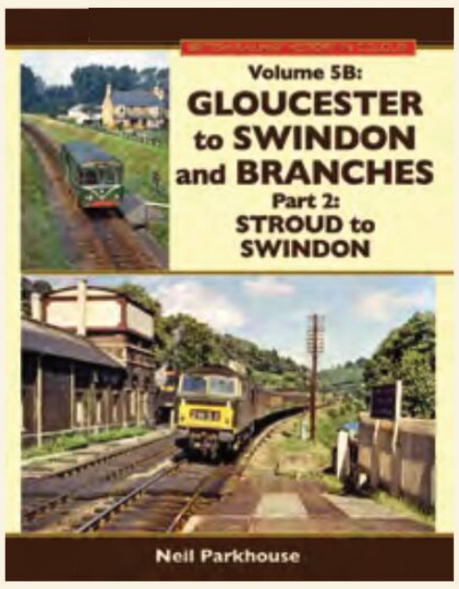
Vol. 5B: GLOUCESTER to SWINDON and BRANCHES

Part 2: STROUD TO SWINDON Neil Parkhouse



The second and concluding part of our journey from Gloucester Central to Swindon. Having reached Stroud in Part 1, we first complete our study of that station before heading off up the valley towards Brimscombe and Chalford. These were two very different stations, opened over fifty years apart, one designed by Brunel and the other to a then standard GWR design, both of which were closed on the same day in 1964 when local passenger services were withdrawn. Much of this service was provided by the auto trains running to and from Gloucester, which served the valley for sixty years until bus and private car ownership brought about their demise. However, BR having given notice originally in 1962 about ending the service, its last years of operation were well photographed and all of the intermediate halts are illustrated here, along with numerous scenic views of the autos scurrying up and down the valley. Interspersed with the auto workings were a very varied range of other trains, from London expresses to heavy freights, most of which required banking up the fearsome climb to Sapperton Tunnel and the summit of the line. Banking engines were usually stationed at Brimscombe, where a shed was provided from broad gauge days, but assisting locomotives for heavy expresses requiring piloting waited at Stroud, attaching to the front of the train when the stop was made there. Our period covers from the late 1950s to the mid 1970s, through the last years of steam on BR(WR) and the early diesel-hydraulic era. Again the locomotive variety is impressive: 'Castles', 'Halls' and 'Granges', '9Fs' and '8Fs', 'Prairies', pannier tanks and '14XX' 0-4-2Ts, along with 'Westerns', 'Hymeks' and 'Teddy Bears'. And railbuses! Once we reach Kemble we take time out to travel the branches to Tetbury and Cirencester, on which the railbuses reigned supreme for the final six years, stopping at all of the halts and studying the infrastructure of both terminii. And then, we complete the last leg to Swindon, crossing into Wiltshire and tarrying a while at the delightful Brunellian station at Minety, before arriving at our destination, past the engine shed which lay alongside the line from Gloucester. And everything on this gorgeously scenic journey, especially the lovely mostly long lost stations – Stroud and Kemble alone remain – are as usual illustrated in glorious colour, from spring greens to autumn golds, and Swindon green to Rail blue!

Lines covered: Stroud to Kemble, The Tetbury Branch, The Cirencester Branch, Kemble to Swindon

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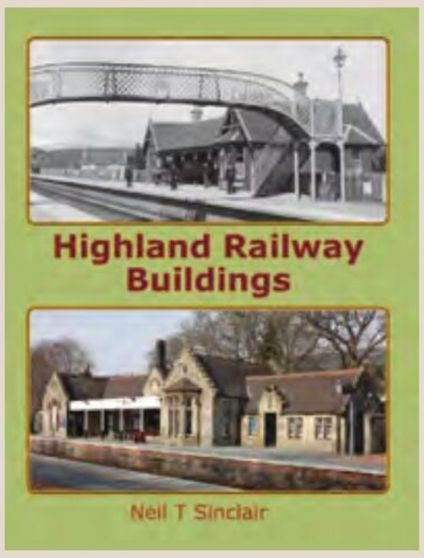

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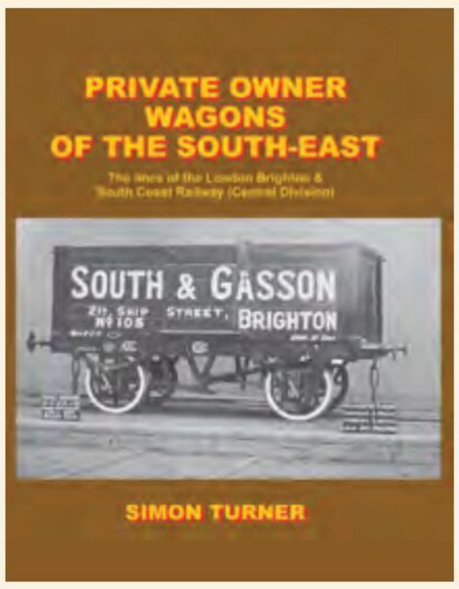

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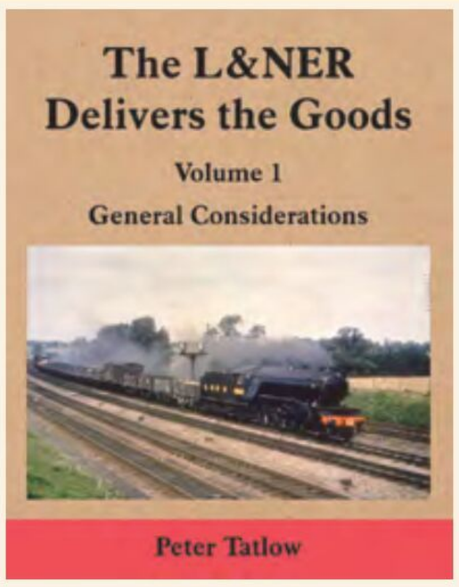

It may not be generally recognised but the London & North Eastern Railway derived almost two-thirds of its total income from the conveyance of mundane goods traffic, compared with only one third from the more glamorous carrying of passengers and their luggage. This work, by well-known railway author Peter Tatlow, sets the record straight by describing how the L&NER served the nation by delivering the goods and minerals entrusted to it. In this volume, the first of three, attention is given to general considerations applicable system wide, and will be followed in Volumes 2 and 3 by the description of goods activities in the Company's three areas during its existence (1923-1949). This was an era before motorways, HGVs loaded with ISO containers and centrally generated electricity, caused the once numerous humble steam-hauled goods train to be swept away.

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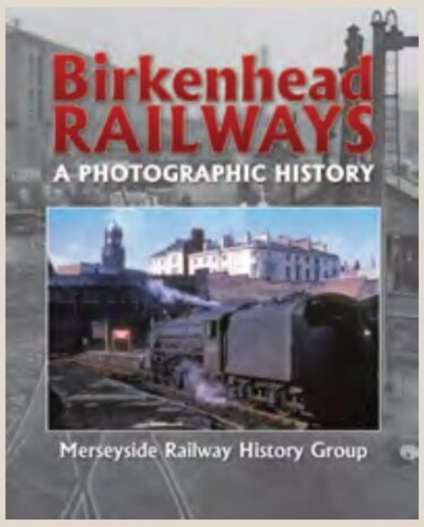

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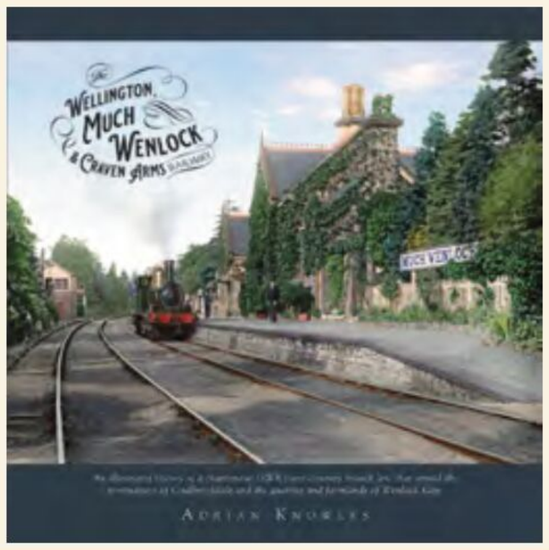

The Wellington, Much Wenlock & Craven Arms Railway

Adrian Knowles

An illustrated history of a charismatic GWR cross-country branch line that served the ironmasters of Coalbrookdale and the quarries and farmlands of Wenlock Edge. Colour is used throughout, so that early maps, station plans, sepia photographs, Edwardian colour postcards and original paintings (including three by railway artist Sean Bolan) an be enjoyed as they appear in real life, with much of what is included here never having been published before. The result of over forty years of research by the author, who is also editor of the *Great Western Echo*, the book has also been designed by him and sets a new standard in the field of railway history. Local historians and people who live in the area, railway historians in general and GWR branch line enthusiasts in particular, along with railway modelllers looking for inspiration will all find much to enjoy and entice here.

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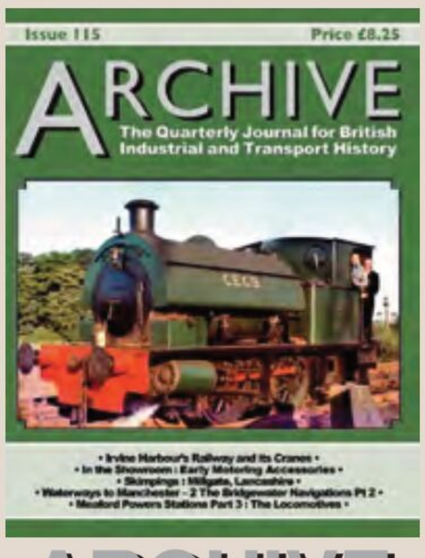

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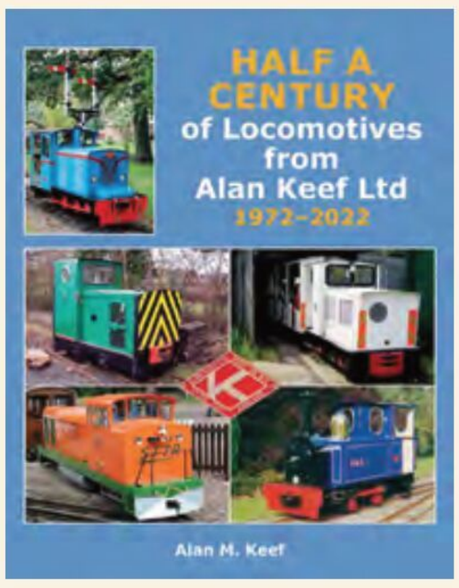

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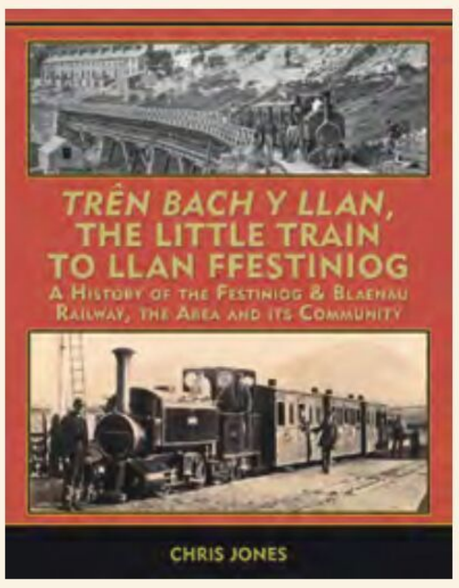
A History of the Festiniog & Blaenau Railway, the Area and its Community

CHRIS JONES



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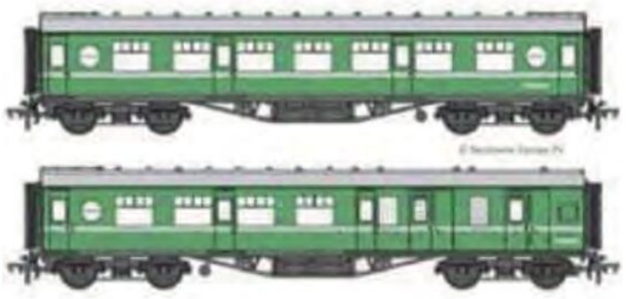

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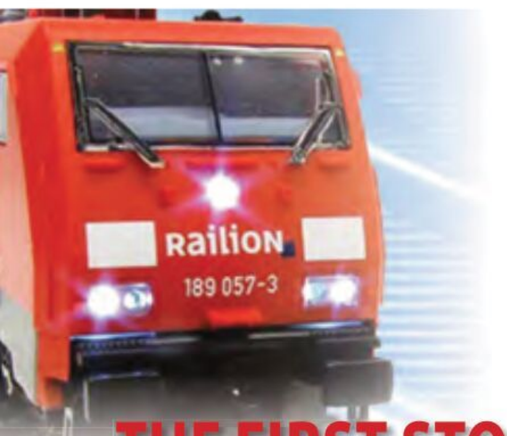

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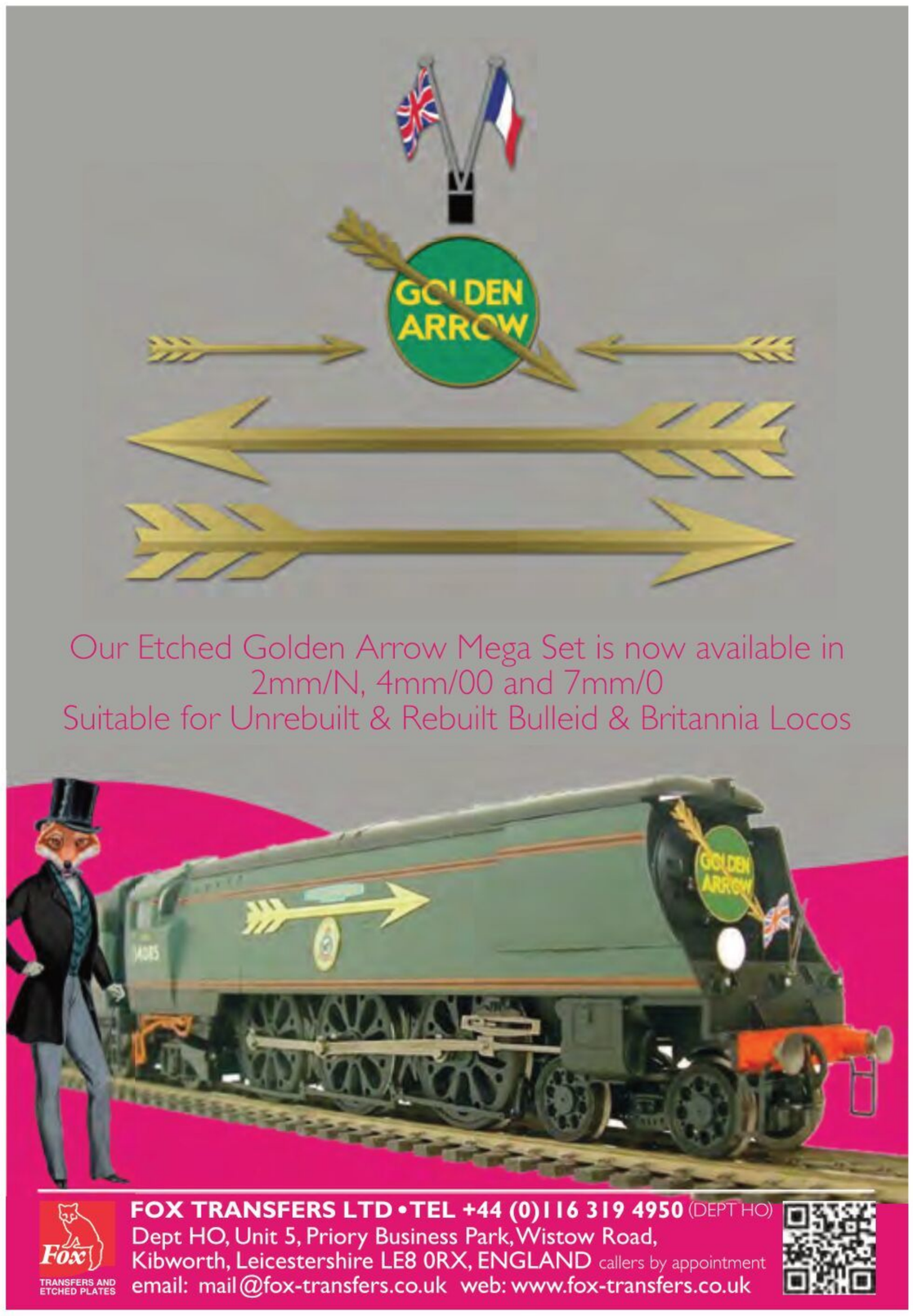

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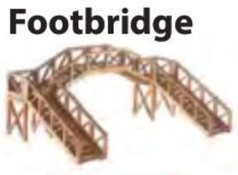
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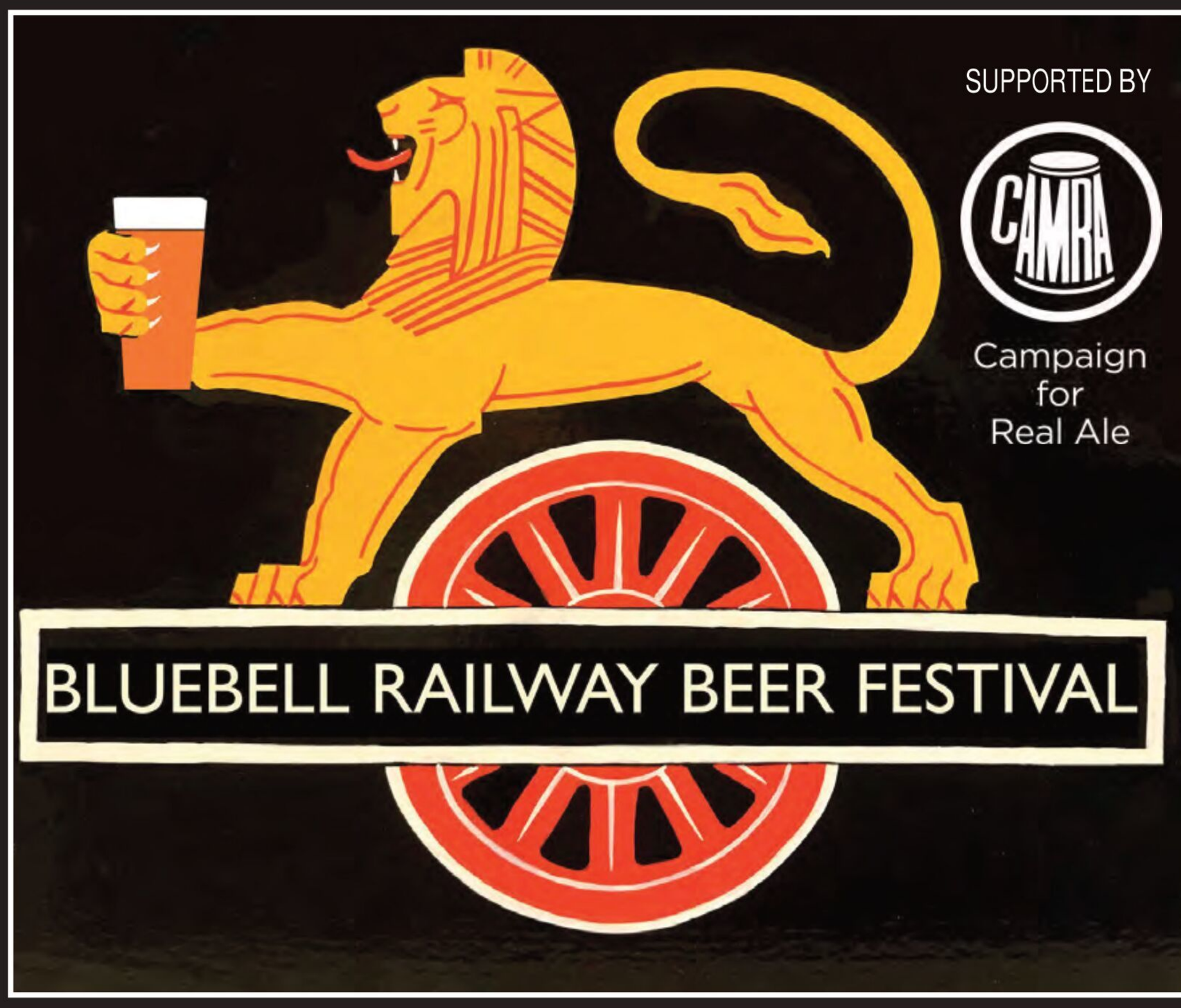

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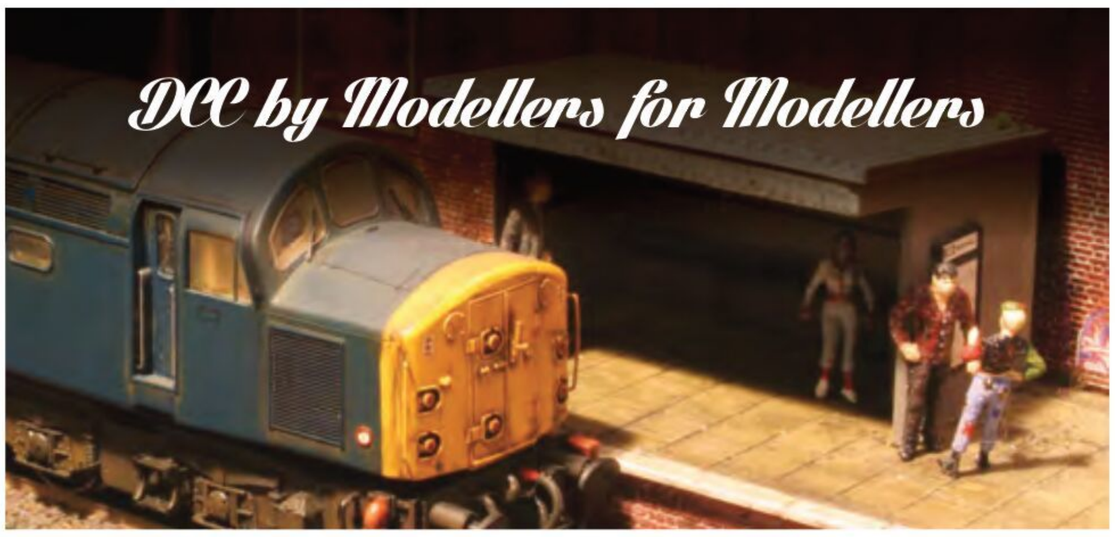

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BACHMANN'S ALL-NEW CLASS 37

The news of the brand-new Class 37 from Bachmann is the talk of the town. This month on KeyModelWorld we put the first release through its paces and discuss its operation on video. Don't miss it..

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The Dapol '00' gauge GWR 'Manor' 4-6-0 is here and as well as our review in this issue you can watch exclusive video of the model on our test track plus our thoughts at KeyModelWorld.

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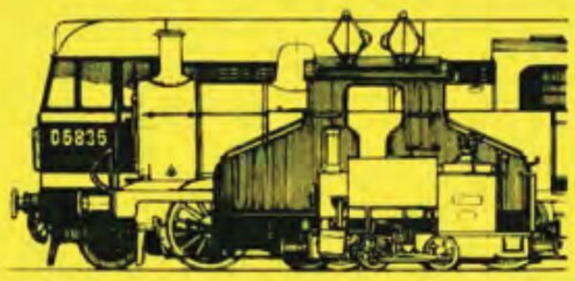

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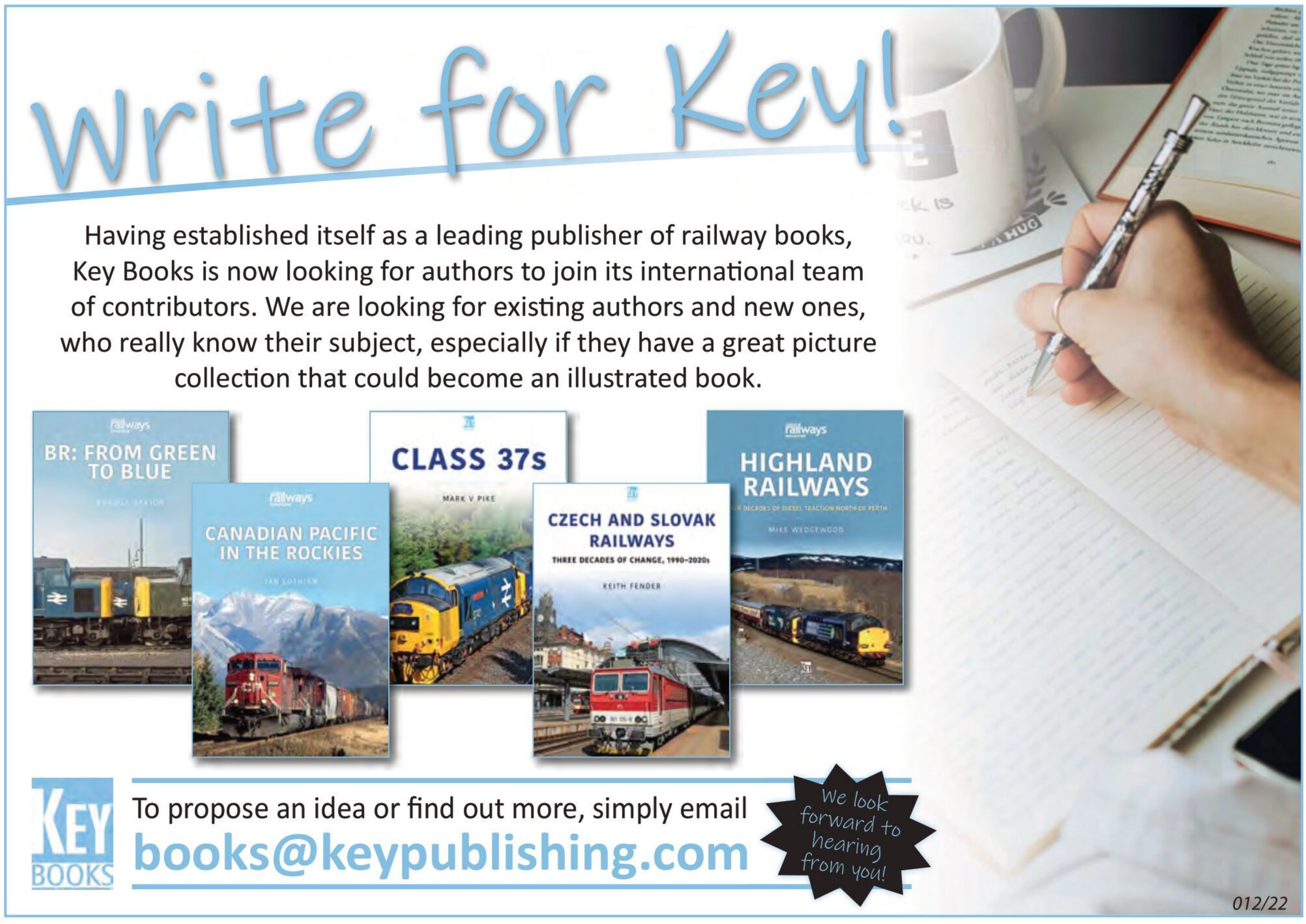
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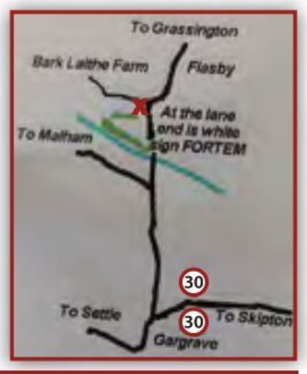

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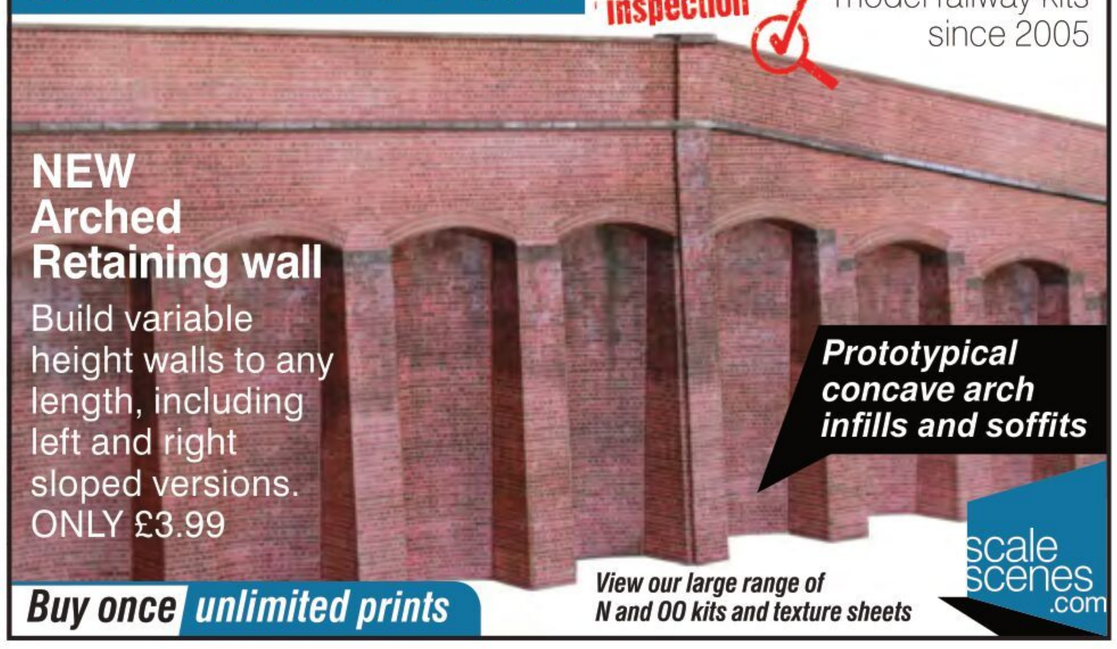

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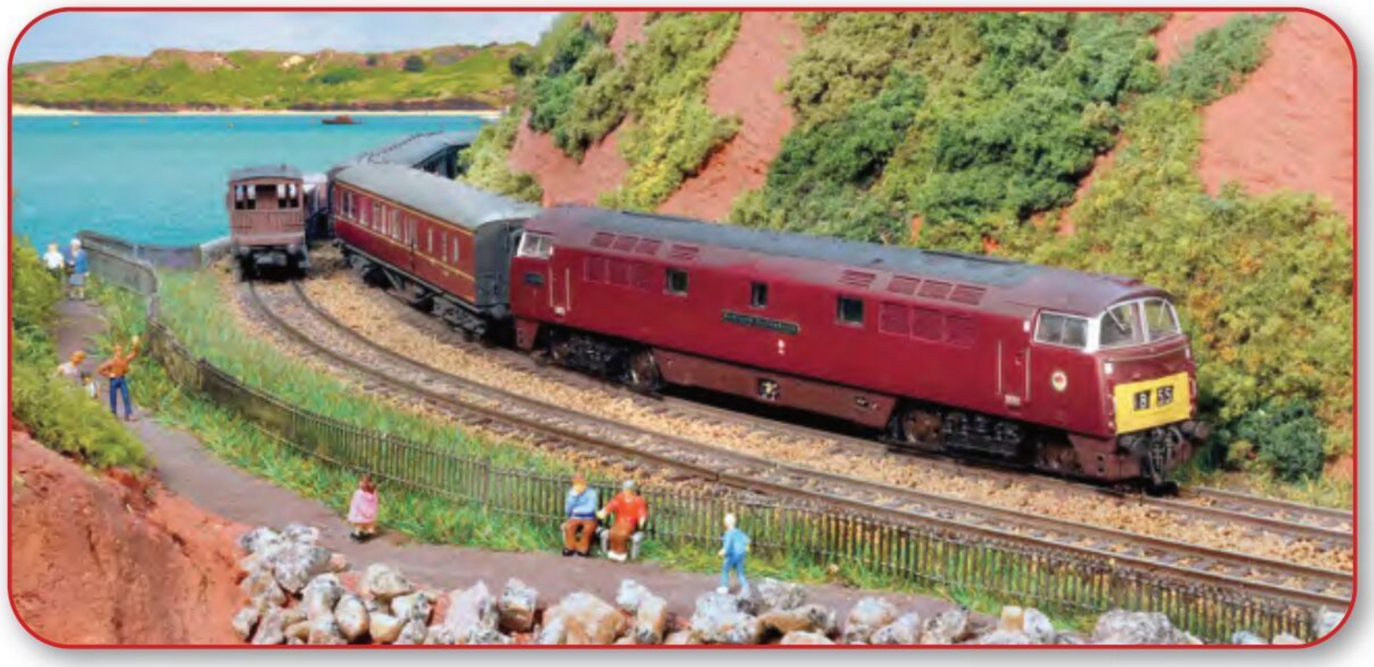

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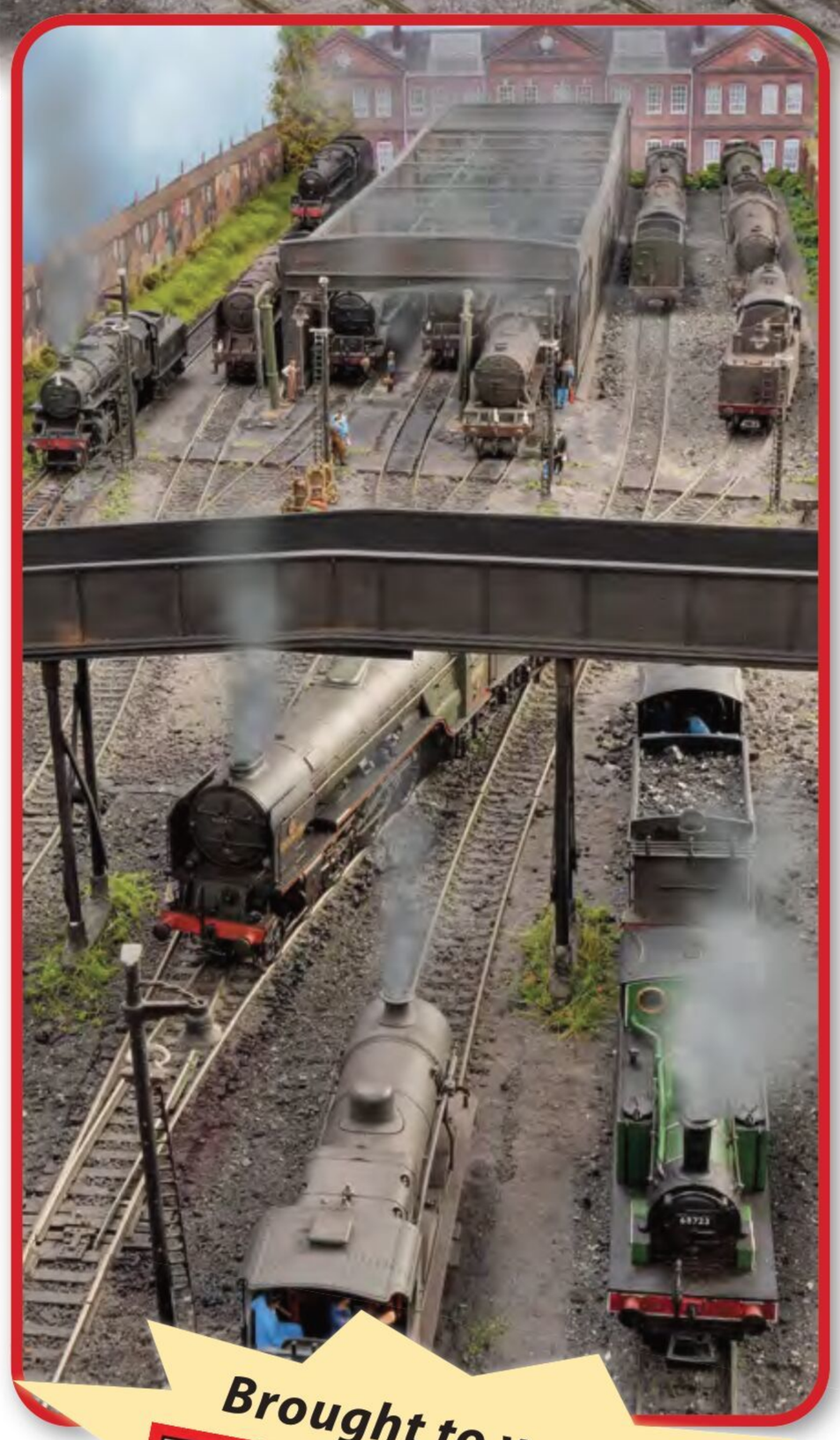

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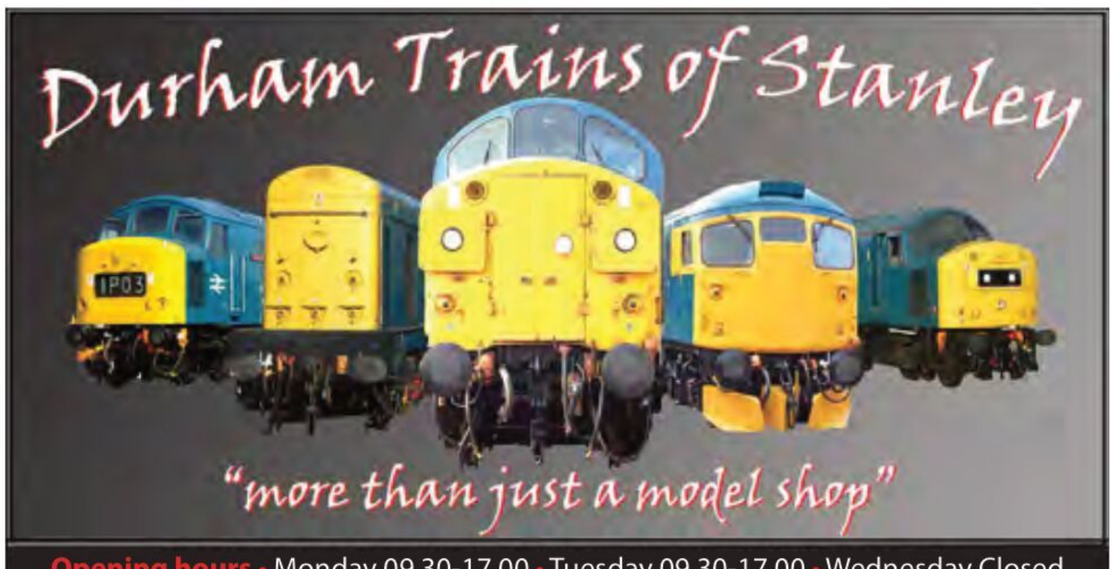

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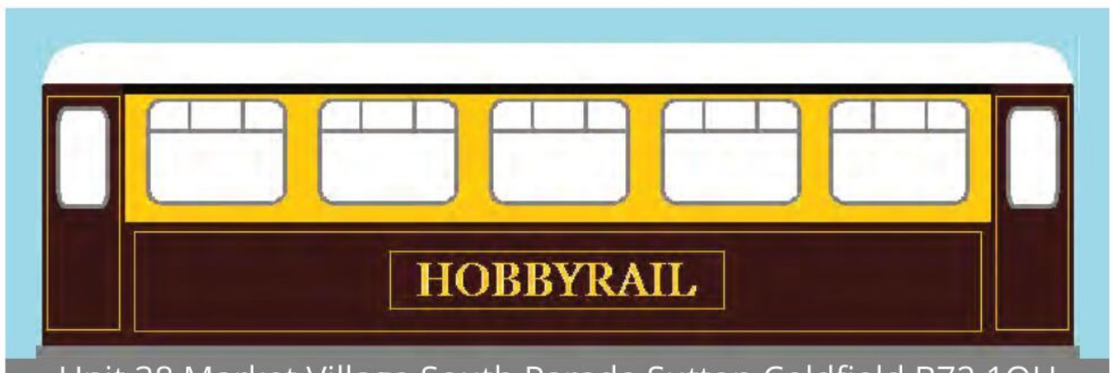

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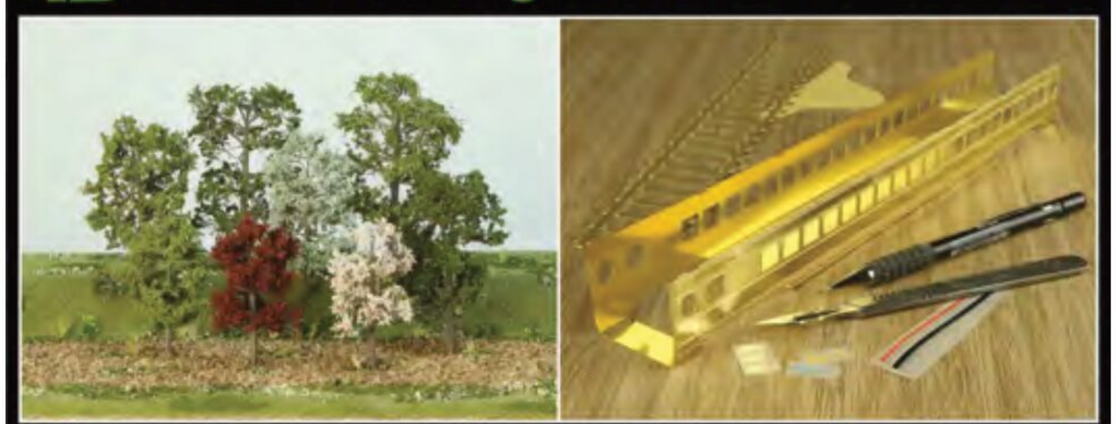

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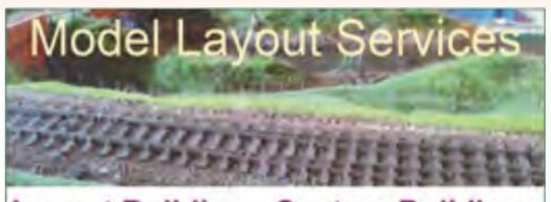

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