

MODEL RAILWAY

EXPRESS

eMAGAZINE



Issue two: February/March 2017

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In
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Front cover photo

*The Dapol ‘Western’ in 00, renumbered, renamed, and gently weathered: D1010 Western Campaigner readies itself for departure from Craig Munday’s West Country terminus, Mount Charles
(c) Chris Nevard / Model Rail*

Model Railway Express Magazine would like to offer their sincere apologies for the incorrect accreditation of the article in Issue One on the West Kirby Joint layout. This is, of course, the work of Merseyside Model Railway Society not Manchester Model Railway Society. Our apologies to all at Merseyside Model Railway Society.

Model Railway Express Magazine would also like to thank Keith Johnson for his technical help & advice in putting together Issue Two.

WELCOME

Dear MRE Readers,

Welcome to this this our second issue of Model Railway Express eMagazine.

As many of you will appreciate the first issue was very much a learning curve for the MRE team but judging by the numerous and positive comments we have received via email and at the Warley show it seems that what we produced was, on the whole, appreciated.



We, the team, would collectively be fooling ourselves if we thought that all was right in the first issue and I would certainly like to thank those who took the time to let our Editor have some very constructive comments which we have certainly made note of and will hopefully be detected in this issue.

I did make mention in my last 'Welcome' that MRE Magazine is not meant to compete with other magazines, either published or available via the internet, but is a magazine put together by enthusiasts for enthusiasts. With this in mind some of the content will not be as polished as those that may appear in other publications but you can be assured that behind such articles is a passion and a desire to share knowledge and experience with like minded individuals.

Please enjoy our latest offering and if you wish to comment and hopefully contribute please do so. The Editor's 'In Box' is always open. The magazine is for all to read and enjoy but probably above all it is there so that like minded individuals can share information and experiences with others. Now that surely cannot be a bad thing.

A handwritten signature in black ink, appearing to read 'Simon Kohler', with a large, stylized flourish extending from the end.

Simon Kohler
Chairman – DRM ePublishing Ltd



SMART MODELS

www.smartmodels.co.uk



MERL EVANS

by Dennis Lovett (supplied by Pat Hammond)

On Friday 2nd December at Derby Station, Colas Rail Class 37 099 was named 'Merl Evans' after Bachmann's former Head of Research & Development, Merl Evans, who sadly died on 10th August 2016.



Such is the esteem that Merl was held in during his time at both Mainline Railways (Palitoy) and at Bachmann Europe from 1992 until his retirement at the end of 2013 that Colas Rail provided a locomotive to carry his name.

Merl joins a very select band of model railway people who have locomotives named after them with two model railway manufacturers (Graham Farish and PECO) and one individual (Frank Hornby) being so honoured in the past.

The locomotive also carries an Aberstwyth shed plate (89C) and Colas have been issued the challenge of getting the locomotive to Merl's home town one day. The nameplates are cast in brass and reflect GWR style, a railway that Merl was very passionate about!



This is an image of Merl with Sir Richard Branson at the launch of the Voyager unit on 6th December 2000 in Brugge with Merl proudly showing Sir Richard the working drawings for the then forthcoming Bachmann Branchline model.

The picture below shows Maureen Evans (Merl's wife) at the unveiling ceremony with David Haarhaus, MD of Bachmann Europe, receiving a quarter size replica of the nameplate standing in front of the actual name plate and dedication plate



Merl Evans was the man who started the revolution in model railways way back in 1975, which directly led to the high quality and accurate railway models that we enjoy today. He will be well known to most Model Railway Express readers.



Bachmann BR Mk1 Non-Gangwayed Coaches

By Pat Hammond

The Prototypes: For many years we knew these as 'suburban' coaches, but this was an inaccurate description as the real vehicles were used on non-suburban services as well. They appeared on frequently stopping trains and so were often used on rural local services. They were without toilets and had denser seating.

The brake seconds and composites could each seat 72 passengers. In the case of the composite coach, 24 of the seats were first class and contained in the middle three compartments. The coaches were built at Wolverhampton and Derby.



Bachmann Mk1 Sub C BR Maroon M41014 34-700c

Model History: Bachmann introduced two non-gangwayed coaches with compartments in 1993 and these were a second class and a brake second. In 1996 they added an open second and a brake composite. To date over 50 variations have been released including red, maroon and blue liveries and even a Network Rail tool van.



Bachmann Mk 1 Sub BSB Maroon

Current Models: The four non-gangwayed coaches recently released by Bachmann are in BR lined maroon livery (era 4) and, for the first time, come with passenger figures in the seats. The models each have a recommended retail price of £39.95. The inclusion of passengers is a major move forwards in making the models more realistic when in use, but how do we cope with them stored in a siding? That has always been the argument by manufacturers for not including them in the past. Perhaps Bachmann are testing the water to see how you react to them. They certainly do look good.



Bachmann Mk 1 Sub BS BR Maroon

The four new versions of the 'suburban' coaches are listed here with their catalogue and running numbers and two of them are illustrated.

- 34-630A brake second No.M43226
- 34-700C composite No.M41014
- 34-604C composite No.M46067
- 34-630B brake second No.M43301

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Model Rail Magazine Index, all issues from #1

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With daily updates something new is always happening on

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Trivia: History of Manchester United F.C. (1878–1945)

Source Wikipaedia

Manchester United Football Club was formed in 1878 as Newton Heath Lancashire & Yorkshire Railway (LYR) Football Club by the Carriage and Wagon department of the Lancashire and Yorkshire Railway depot at Newton Heath.



The team initially played games against other departments and rail companies at their home ground at North Road, but by 1888 the club had become a founding member of The Combination, a regional football league. However, following the league's dissolution before the end of its first season, Newton Heath joined the newly formed Football Alliance, which ran for three seasons before being merged with The Football League. This resulted in the club starting the 1892–93 season in the First Division, by which time it had become independent of the rail company, dropped the “LYR” from its name and moved to a new ground at Bank Street. After just two seasons, the club was relegated to the Second Division.

In January 1902, with debts of £2,670 – equivalent to £261,416 in 2015 – the club was served with a winding-up order. Captain Harry Stafford found four local businessmen – including John Henry Davies, who became club president – each willing to invest £500 in return for a direct interest in running the club. As a mark of this fresh start, on 24 April 1902, the club's name was changed to “Manchester United”.

And the rest, as they say, is history!



Fleet Lane

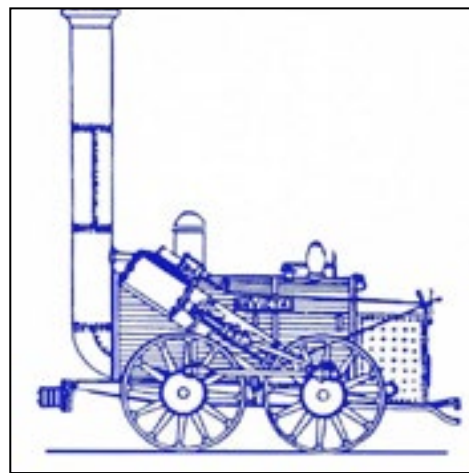
by Erith Model Railway Society
(supplied by Michael Chipperfield)

Fleet Lane is a new four-track continuous circuit OO gauge layout based on Farringdon station, with modeller's licence, and will feature two levels of running.

It is set some time in the period between 1948 and 1962 and will have both British Railways Eastern Region and London Transport operations. It is 16ft by 8ft with all operations carried out from the centre. It has been gradually evolving week by week.

Considering work started in July 2014 progress has been quite extraordinary, bearing in mind we are fortunate enough to have access to our clubrooms at any time we need to and can leave layouts permanently set-up, unlike other clubs.

The track on the layout uses fine scale SMP Scaleway (now produced by Marcway) products on the scenic sections and Peco Code 100 in the fiddle yard and non-scenic areas.



4th September 2014



The three single slips in the scenic sections had to be hand-built and the laying of the chairs on the girder bridge was done individually.

Tortoise Slow Motion point motors are used on the scenic section while standard Peco ones are used in the fiddle yard. These were tested prior to the track around them being ballasted. The third and fourth rails have been fitted on the 'Tube' lines.

9th January 2015



10th March 2015



17th June 2015



3rd October 2015

The layout is intended to be viewed from two sides, the front and right. The left side will feature a display board showing archive images of the area being modelled, a description of the background to the layout and its construction, and photographs of the layout during the various phases of its construction. The station building is in-situ and has received interior details and lighting.



3rd August 2015

Businesses in the station building include a café, tobacconist, chemist and travel agent.

The station footbridge is adapted from Ratio products and is more or less completed.

The pavements and walls are from Wills, all of which had to be painted and weathered.



22nd October 2015

The low-relief buildings and Booth's distillery, which all had to be scratch-built, are in place along the back of the front of the layout.

The windows in these low-relief structures are from York Modelmaking. The warehouse at the front of the layout, which uses Skytrex Model Railway brick-built factory warehouse facades, has received interior details, including a

(non-functioning) lift and lighting. The Fire Station and Cinema are based on Kingsway Model kits being used as templates. These are based on actual building that existed in the vicinity of Farringdon at the time period being modelled.



3rd August 2016

The telephone exchange on the far left at the front has been kit-bashed from an old Concor/Heljan kit.

The Fullers pub, called The Admiral Hawke, also features a toy shop where one of members who sadly passed away in 2016 has been immortalised. Some of the members of the club who are involved in or taken an interested in the project have been or are to be celebrated on the layout somewhere or other.

Most importantly, we now have trains running on all four lines! But there is still much work to be done. The layout team need to do a 'dry run' of setting up, running, operating and breaking down the layout before it is ready to go on the exhibition

circuit. There are too many unknowns and the layout team and other club members need to be fully versed before it goes out to shows.

Protective 'coffins' also need to be constructed to keep the layout sections safe and secure whilst in storage and in transit.

The high street by the station needs to be completed.



30th November 2016

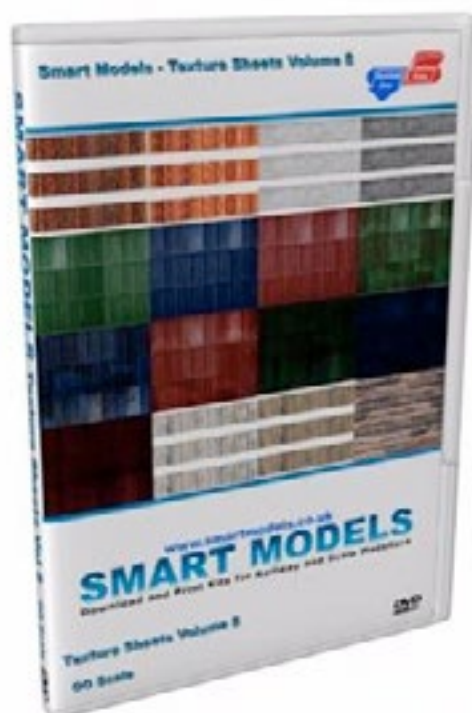


30th November 2016

The initial plan of using adapted buildings by American manufacturer Walthers has been abandoned. The cinema has recently been completed and features a detailed and lit foyer. It will certainly be one of the many sights that will draw people's attention to the layout.



30th November 2016





Wiring? What wiring? This is Heaven, remember?

O gauge resin and white metal kits



O gauge low-relief building facades. Picture shows SMRS38 2-storey north-light facades with added details.

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OO gauge modular building systems. Picture shows 4,1041 north-light warehouse kit

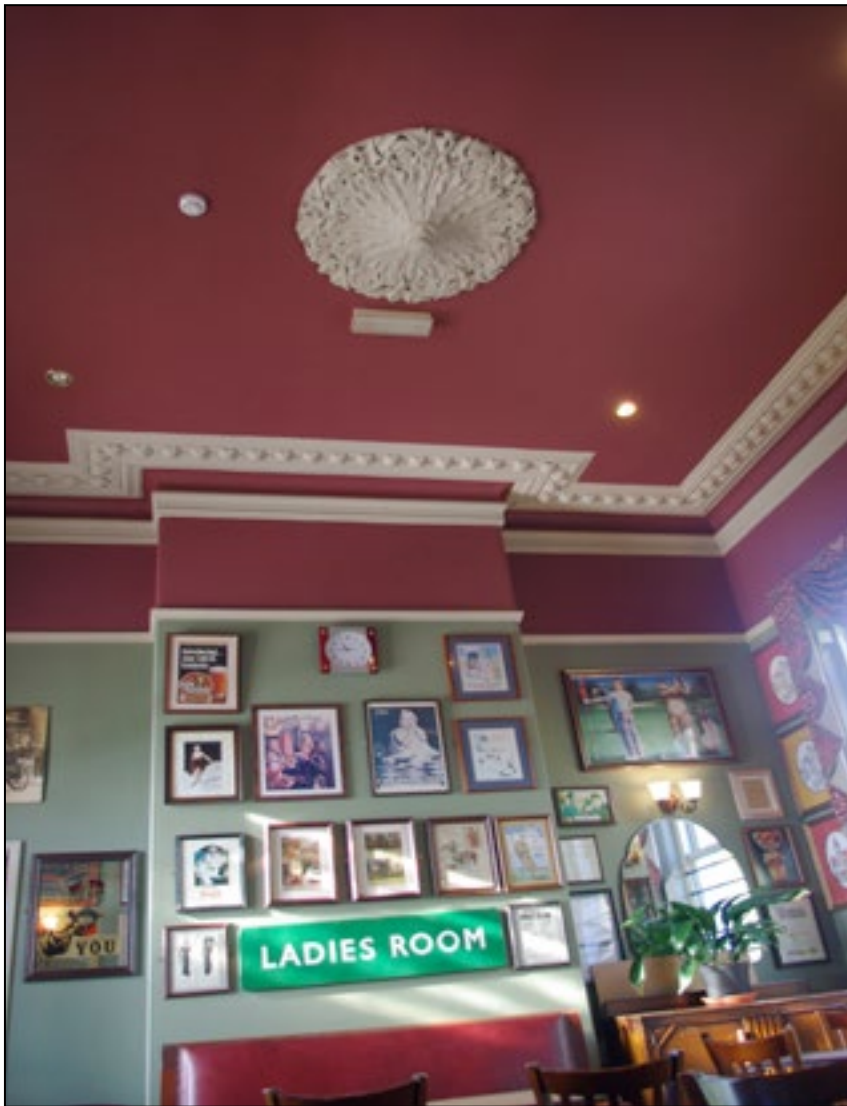
Railway refreshments: The Stalybridge station buffet bar

By Cath Locke



On the Manchester to Huddersfield line

the Stalybridge Station Buffet Bar is an excellent stopping off point on the Trans-Pennine Real Ale Trail. It dates back to the Victorian era and is an absolute emporium of railway memorabilia and nostalgia.



Entering from Platform 4 the Buffet Bar has retained its original marble-topped bar, back fittings and the welcoming fire. Renovations saw it extended to include the 1st class ladies waiting room complete with ornate ceiling and all original features.

8 cask ales and 2 ciders are always available and food choices include the unusual black peas (available with a wide choice of pies). Black peas are a traditional dish served in Lancashire and Greater Manchester and come from a variety of pea (*Pisum sativum*) which has a purple pod.

As well as the obvious attractions of the Buffet Bar itself Stalybridge station has a number of other interesting claims to fame.

A blue plaque outside the bar commemorates the actions of Fred Wood, signalman at Dukinfield West where on Friday 15 March 1907, just before 6am, the couplings on a goods train from Birmingham to Leeds broke, leaving over fifty wagons careering down the line.



The Ashton Reporter at the time described what happened;

"Shortly before six o'clock a heavily laden mineral train of nearly sixty wagons from Birmingham to Leeds passed through Dukinfield Station. The train was going up the incline and curve at a moderate speed and all the wagons were safely attached to each other and proceeding along in the usual way. On approaching Stalybridge Station the driver felt the load lighten and on looking round saw that the coupling of a

wagon had broken, about the fourth from the engine. Over fifty wagons laden with coal, timber, minerals and other goods began to travel back down the line."

Travelling down the steep incline, the wagons gathered pace. Numerous attempts to apply the brakes proved fruitless as the runaway train sped down the line. In spite of frantic efforts by a guard, the wagons continued to hurtle backward towards Dukinfield Station and unable to do any more the terrified guard jumped clear. As the wagons thundered past the Dukinfield West Signal Box, Fred acted instinctively

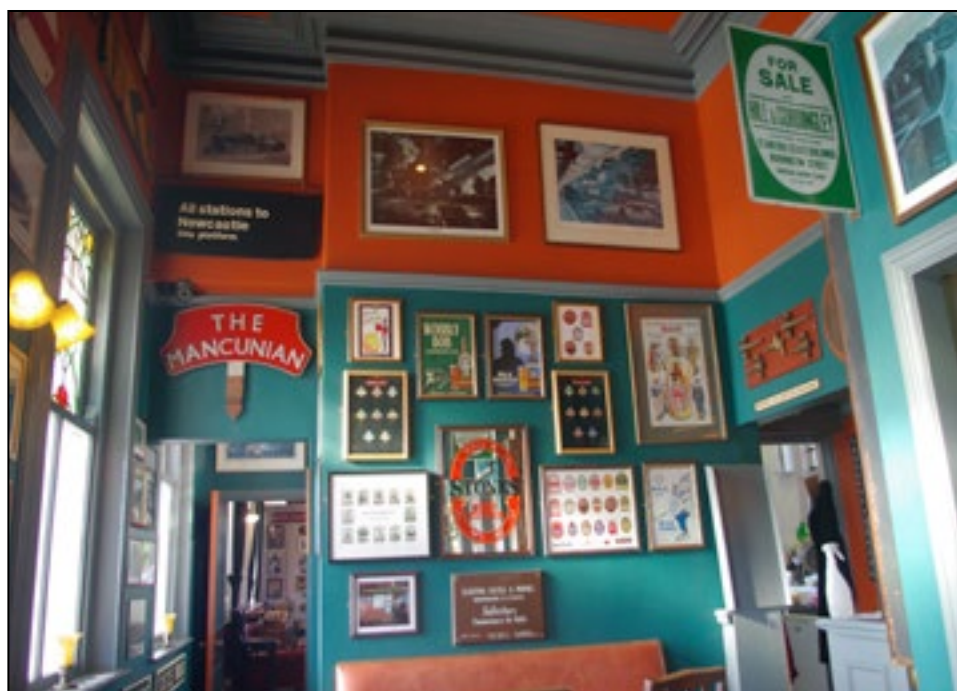
Fred knew that a "workers" train travelling from Stockport to Stalybridge was due along the same line at any moment packed with hundreds of workers preparing for their morning shift at the local mills, factories and mines. Fred turned the points, forcing the runaway train onto a track and towards Dukinfield goods yards and it was only Fred's quick-thinking actions that steered it off course and away from the passenger train. Three wagons went over the buffers and were hurled into the air with others derailed and wreckage strewn across the line. Miraculously no-one was injured.

Within hours of the accident, Fred was hailed a hero and a report of his actions appeared in the Manchester Guardian that evening headed "Runaway Train at Dukinfield - Disaster Narrowly Averted".

News of Fred's deed spread further and reached one of the shareholders of the London and North West Railway, Mrs FJ Robinson. The next morning Fred received a hand-written letter from Mrs Robinson who thanked him for his actions and enclosed the then princely sum of two guineas.

Another plaque (a bronze one this time) commemorates the installation of a replica of the original station clock. The original resides in the National Railway Museum, York.

And finally, the one-way only Stockport to Stalybridge Parliamentary 'Ghost' train arrives each Friday evening having called at the only two stations on the line (Denton and Reddish South).



Bachmann BR Weathered Bulk Grain Wagons 38-600A and 38-602A

By Pat Hammond



The Prototype: the model is based on the British Railways diagram 1/271, which in turn had been based on the final LMS design. Early BR grain wagons had been built to diagram 1/270 and were of riveted construction, while the 1/271 wagons were welded, giving the model its smooth external appearance. The first of the 1/271 wagons arrived in the Summer of 1951 and 75 of them were built in two batches at Derby. They were 21ft 6in long and had a 10ft 6in wheelbase. The wagons remained in use well into the 1970s.

The Model: as already indicated, the Bachmann model is based on the welded design. Detail that has been modelled includes oleo and spindle buffers, underframe equipment, unloading door operating wheel, tie bars, both roller bearing and plate-front axle boxes and ladders leading to a detailed roof with individual grab handles and access hatches. They are 'unfitted' with an option of through vacuum piping.

Two BR weathered models are illustrated here. 38-600A is in BR early grey livery (eras 4 and 5) as number B885068 and 38-602A is in BR late bauxite livery (era 5) as number B885659. Both have been finished with patches of rust showing through the paintwork and each has a recommended retail price of £27.95.



Memoirs of a model railway widow

by Anne Onn



Ring, ring....

‘Hello’

‘It’s me...’

‘I know, the caller display says it’s you...’

‘Are you busy....?’

Let me see, it’s 3.15pm on a weekday and I’m at work, so, you guess.....

Turns out he’s collected a visiting model railway club friend from the station, as arranged a while ago, and said friend has suggested a stop off on the way home. You can guess where.

Only the online shopping delivery is due in 45 minutes and they were wondering if they should have another pint. And if they have another pint they can’t drive home. So, would I like to;

- a) Leave work early (like NOW) to be there for Mr Waitrose and then
- b) Walk into town (having put the shopping away, obviously) and drive them home?

Now, it takes at least 35 minutes to get home (once I leave the car park) so before that I need to shut down my pc and gather my goods & chattels. And I know my car is running on fumes as I’d planned to call at the garage on the way home. So 45 minutes is pushing it.

Now, in our house, as in many I’m sure, there is a clear demarcation of domestic responsibilities. And shopping (and dealing with it) is not on my list. I do earning the daily crust, dog walking/feeding/poo clearing from the garden and all aspects of horticulture. He does washing, shopping, toilet roll stocks and bins.

‘Of course, I’ll come, dear’.

What I haven’t told you is that the shopping delivery is booked for a 2 hour window of 4-6pm. And, usually the nice man arrives around 5.45pm as we seem to be at the end of his list every week. Experience has taught me to work late on a Thursday so I don’t have to get involved in the fallout of loads of bags on the kitchen floor and himself cussing about where things go (we’ve only lived in that house for 20 years...).

And, true to form, 5.45pm and there’s a sea of shopping on the kitchen floor.

So by the time I've dealt with that (with minimal swearing) and walked into town they've been there for almost 3 hours. And by the time I arrive they've been phoning their mates so now there is a gaggle of them.

At least himself had remembered he'd got one of the dogs in the van and said dog is in the establishment enjoying all the attention. Feeling sorry for it I buy it a bag of pork scratchings (along with another round of drinks for the impromptu model railway club meeting) only to learn that what the dog didn't tell me was that this will be her THIRD bag of scratchings. I've tried to teach the dogs to politely say 'no thank-you, I've had enough already' but the automatic 'sit' in response to a rustled packet is straight out of Pavlov!

I finally extracted them an hour or so later. Stowing dog and getting 3 largeish bodies in the van wasn't as amusing for me as it was for others though, and friend and luggage were eventually successfully delivered home. And dog was made to wait in the van while I fed the others who were clearly at death's door through starvation by then.

Still, himself is now very aware that I have serious credits in the bank!

Now, himself is having a birthday, as we all do, but not everyone's is quite as inconveniently close to Christmas. This brings the perennial problem of finding a suitable birthday card when the shops are full of cards with pictures of reindeer, robins and the chap in the red suit. Every year I swear I'm going to get it in June and I either forget or I forget where I've stashed it by December. Anyway, inspiration for birthday gifts at that time of year is always sadly lacking.

So, as usual, we have the 'what do you want for your birthday' conversation. Once we've got over the 'nothing'/'don't be a grumpy old git' etc etc bit it turns out there is, in fact, some new, must have toy train just out.

Enquiries have been pursued and having got over the shock of the cost of it, said item has been not just ordered, but pre-ordered (how clever am I?).

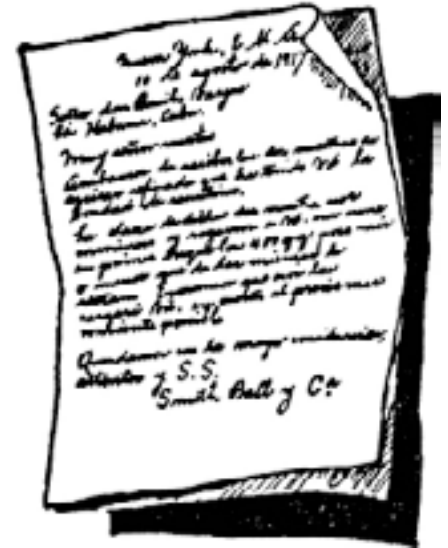
'How much?!!!' is my usual refrain at the vet's after a 10 minute consultation and the issuing of a small packet of pills (that brings its own challenges in terms of getting them down the gullet of a reluctant hound). However, I can make exceptions in the case of model railway desirables, no matter how desirable.

So, having wafted the magic credit card I get to express amazement at the cost twice more; once when the credit card statement comes next month and again when the item itself arrives. Note to self; remember to make appreciative noises too (and not to call it a toy train)!

PS: Item has now arrived and I must admit it does 'chuff' rather impressively. As an additional surprise I got to pay P&P as well as the bazillion squiddies for the item itself. Thrilled!

Letters

I was interested to read Simon Kohler's piece on TT gauge. It was the gauge of my first real layout and the fact that it was not produced after 1964 was long lamented by myself. I had enough to give my eldest son for his first layout but it lacked the one thing that all children need when they have a railway, the ability to go to a shop and buy something and bring it home. We made an annual pilgrimage to the Model Railway Exhibition in central London just to buy second hand stuff. In the end we gave up. We gave the lads a OO set and as if I wanted anything new it had to be kit or scratch built I moved to 009 as at least there are R-T-R chassis.



Having said that as I am now trying to fit a Cambrian Station onto a table 9ft in length the extra space created by a smaller scale would be useful. Also I really like the size, and how it looks, not too big, not too small. Also modelling the Cambrian means I am back to kit building and may have to kit build locos and chassis. The plus side is the extra millimetre is so much better for my eyesight. As for backdating model figures and painting them I do not wish to think about it.

So do I think it would be a good idea? Maybe, but i would not wish to buy into it in case I got my fingers burned again.

Chris Nottage

I was interested in Simon's article about TT - coming back to model railways I chose TT (with help from the 3mm Society) for the very reasons he made about ease of handling when in one's later years. As regards a proprietary brand I wonder if it might be brave and launch in 14.2mm gauge and hence overcome the major problem of N and OO being too narrow a gauge when all the other dimensions are probably very accurate. The Hornby subsidiary Corgi has a a range of excellent static British model locos but in continental 1:120 scale rather than 1:100 - perhaps Simon has inside knowledge of why this scale was chosen by Corgi thus making the range too small for British TT modellers?

Chris Chapman

I have read with great interest Simon Kohler's article entitled The 3 M way.

As you may remember we have discussed this topic at Margate when I had visited the Hornby facility with Richard Lines. As you know I fully support the return of ready to run TT model railways. Whether any commercial organisation would grasp the nettle and commit funds remains to be seen.

You will remember I undertook an online survey, that is still live, to gauge what sort of response there would be for the return of TT3. There are currently 182 responses and 94% (168) of them would like to see its return which I think is quite encouraging.

For anyone wishing to complete the survey they will need to go to www.tri-angt-trailways.co.uk can set you up with a password or link so that you can view the survey if you wish.

Rob Hampton

I have just received the two Hornby Southern cattle wagons. The BR livery model is of the earlier 1930s Diagram 1529 whilst the 1940s liveried model is the as delivered new Diagram 1530.

Differences between the two are modelled and include brake gear, end walls and the roof. The 1529 has spoked wheels and the 1530 has 3 hole wheels.

Particularly nice is the lip modelled on the bottom door, a detail which is apparent in photos but not obvious, the general moulding and finish, and the metal



buffers. Comparison with the line drawings in OPCs Southern Wagons indicates an accurate model.

Highly recommended and I'm hoping that Hornby will release 3 wagon sets of a large SR 1529 and BR 1530.

Robert Inns

Fitting real coal to a Bachmann pannier tank

by Dave Wheatley

The Bachmann pannier tank is a very well detailed model but, to me it is slightly spoilt by the ever present moulded coal.

It would be easy just sprinkle coal over the top, but it is then overfilled and I think that looks worse.

(Some of you may be aware of my other project 'Go that bit further', where I replaced the moulded coal in the Hornby P2, we will use the same principles on the pannier tank)

So how to replace it with real coal? Well it is not too difficult, just using basic modelling tools.

I will be explaining how using my London Transport version

First thing to do is carefully remove the vertical cab handle which goes from the coal bunker to the cab roof on the left side of the locomotive looking from the rear to the front of the loco. Store in a safe place, do this with care you do not want to damage it.

Remove the rear coupling, just to make life easier, you should now be able to see 2 large screws, either side of the chassis, remove these, the coal bunker is now loose.

Before you remove the bunker use a sharp pencil to mark where the half round shape sits against the rear cab wall, it will help later

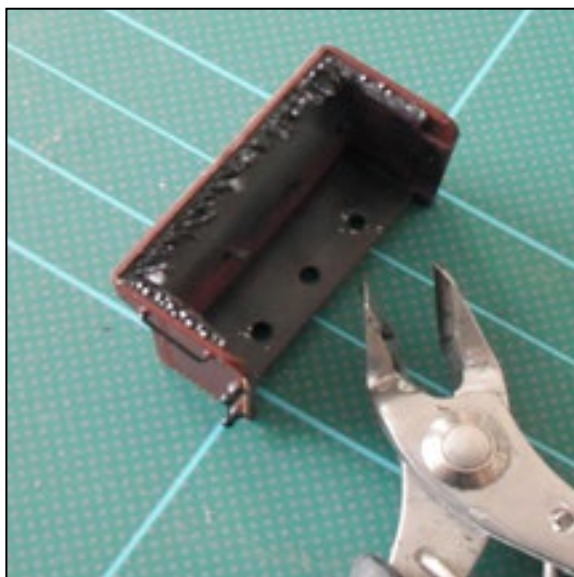
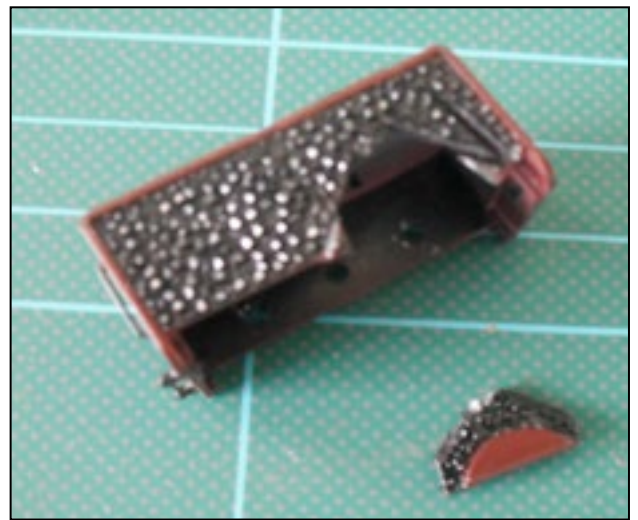
Remove the coal bunker from the loco by gently pulling it out and up at the same time, the cab may move as well but this is easily pushed back into place later.



Once the coal bunker is off the metal weight should be pulled out in a forward movement, it is just a loose press fit.



The next step is to remove the half round shape from the moulded coal, I used a sharp pair of sprue cutters, and you don't need to go to close, just remove it out of the way.



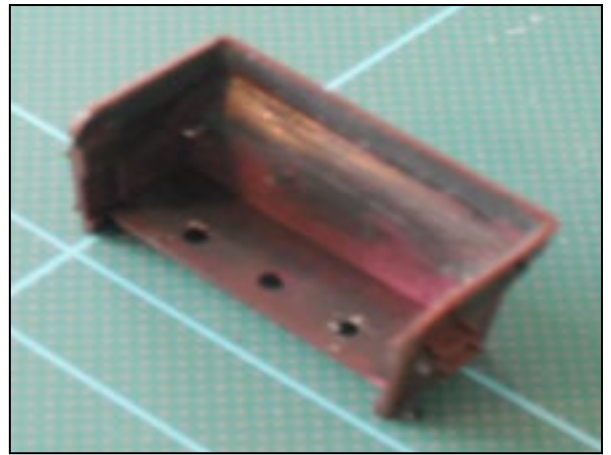
Using the sprue cutters or a knife, whichever you feel most comfortable with, remove as much of the plastic coal from the bunker as you can. I will normally stay about 1-2 mm away from the edges.

Take care not to damage any of the bunker sides or back. Remove small pieces at a time as this will stop any distortion to the sides and back resulting in damage to the paint work.

Now using a flat file, file the remaining plastic coal out, take care not to catch the paint. I angled the file at about 5 degrees for the sides. The back is a bit more difficult because of the shape. I found the best way was to carefully scrape the remains of the coal with the knife blade, and then smooth with the flat file, there is no need to be too fussy, again take great care not to damage the paint.

TOP TIP: If you feel happier you can mask the top edges, just to be on the safe side

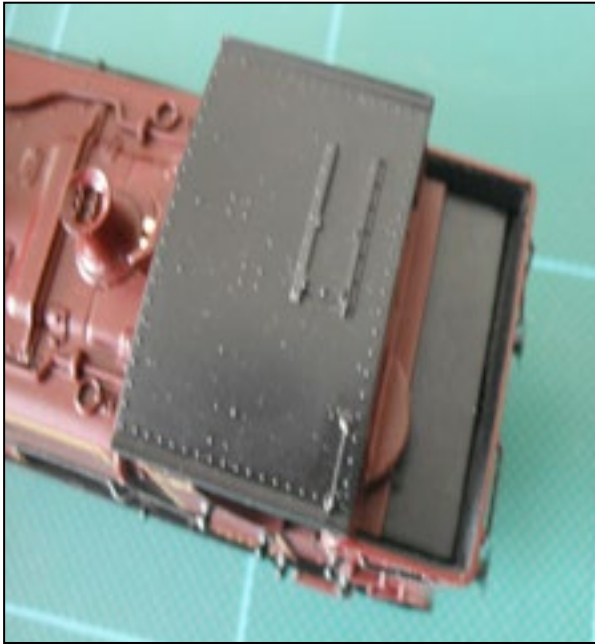
The half round shaped piece that was put on one side, now file off the remaining plastic, angle the file away from the painted edges, or tape up if this is preferable.



Remember drawing around this half round shape with a pencil on the rear cab wall? If you look at the cab there is a ledge about 4-5mm in width, the half round shape is now glued onto that shelf using the pencil marks as your re positioning guide. I would use liquid ploy to stick it in place, but use it carefully so you don't damage the paint. The ledge will be covered by the real coal later, once it is stuck in place and dried, use warm water and a pointed tipped cotton bud to remove the pencil lines from the cab wall. (the photo shows the half round piece in place).

While you have easier access to the cab why not fit crew figures? It is easier now than with the bunker back in place. If you decide to do this, keep your figures forward as you do not want them to get in the way when you refit the bunker.





Once the crew have set (if you have decided to fit them) the next stage is to refit the metal weight into the bunker and refit the metal weight and bunker assembly to the chassis and cab. Take care you don't force it in, if the cab lifts it can be carefully pushed back into place. Once it is in, secure with the 2 screws from the bottom, and finally replace the vertical handrail on the cab side, which you put in a safe place at the very start.

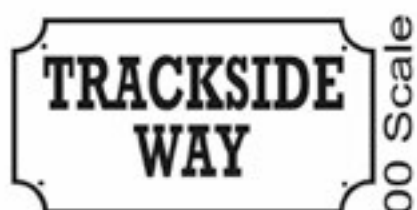
And finally, fill the bunker with real coal. There are lots of variations on tried and trusted methods all using PVA glue.

Here is my version. Using a good quality PVA and brush, coat the top of the metal weight and sprinkle on lumps of coal around 2 - 4mm in size to form a base. Do not fill to top just yet. Using a mixture of 50/50 water and PVA just drip the PVA solution onto the coal in about 4 places. Fill bunker to the desired level, I aim to the original level, as I do not like to see overfilled coal bunkers. Then drip the solution again in 3 or 4 places: you should be able to see some white around the edges of the coal lumps. Do not worry: leave it overnight to set and it is complete



Just a final point, just tip it over when dry any loose bits of coal should fall out, rather than fall out later on the layout

Real coal in a Bachmann pannier and not over filled.





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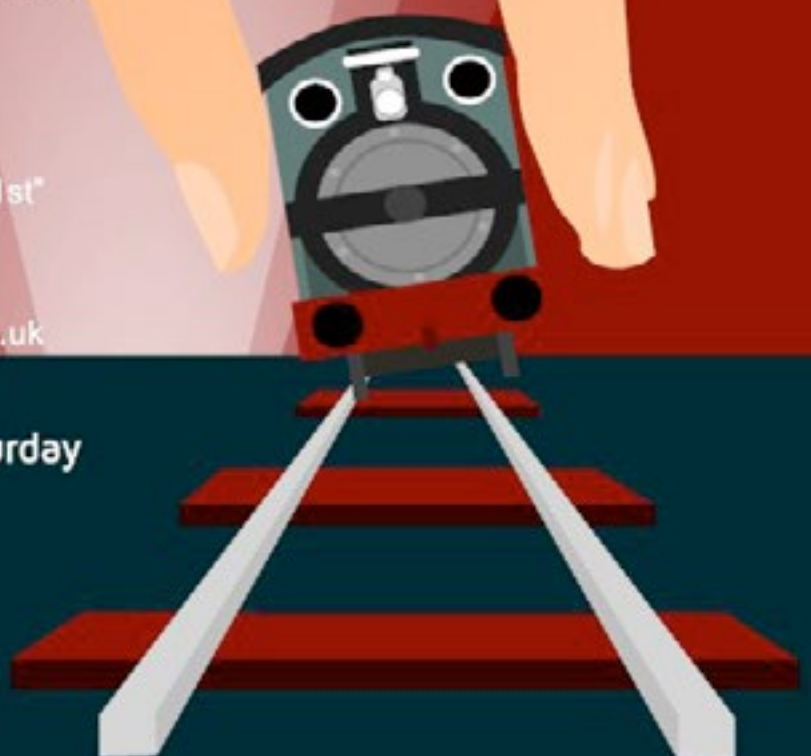
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O gauge low-relief building facades. Picture shows SMRS38 2-storey north-light facades with added details.

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OO gauge modular building systems. Picture shows 4/041 north-light warehouse kit

Feedback on Issue One

That is positively excellent - (I) sat down and read it this past weekend!

Yes, I think it's bloody brilliant - Love the format...worked a treat on my tablet and the format was easy on the eye – Bryn

The real version of the Mag. is great. The centre line shadow splits the pages very effectively. Also the ads are capable of being expanded on screen and the links appear to be working ok. I haven't tried them all.

Many congratulations to the whole team. – Dave

Well done on getting the MRE Magazine up and running. Lots of interesting stuff in the first issue - Mike

I personally think that you have made an excellent transition to your new format.

Carry on with this style of magazine.

Well done – David

Lovingly done, very nicely presented.....Jim

I have looked through the new magazine with interest, and have read some of it, and noted the adverts. No I did not read it cover to cover but then I would not read a paper mag cover to cover, which is why I do not buy them unless there is something of relevance, which is fairly seldom. It looks good and is easy to navigate and it has jokes, nothing is bad if it has jokes. Chris

Just been reading issue 1 of the new mag - appreciate the amount of work put into it.....I ended up downloading it as a PDF - a very large file but it made reading it much easier/clearer. - Chris

The logo features the website address 'www.blackhamtransfers.com' in a bold, yellow, sans-serif font. Below it, the tagline 'for the best dry transfers' is written in a smaller, italicized, yellow font. The text is set against a black background with a jagged, flame-like border around the website address.

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Midland Main Lines: Derby to Stoke-on-Trent

by Pat Hammond

Authors: Vic Mitchell & Keith Smith

Publisher: Middleton Press, Easebourne
Lane, Midhurst, West Sussex GU29 9AZ
www.middletonpress.co.uk

ISBN: 978 1 908174 93 2

Pages: 96

Illustrations: 183 illustrations including
37 maps and track elevations.

Date: September 2016

Cover: Hardback

Size: 240 x170mm portrait

Price: £18.95

Index: Contents page

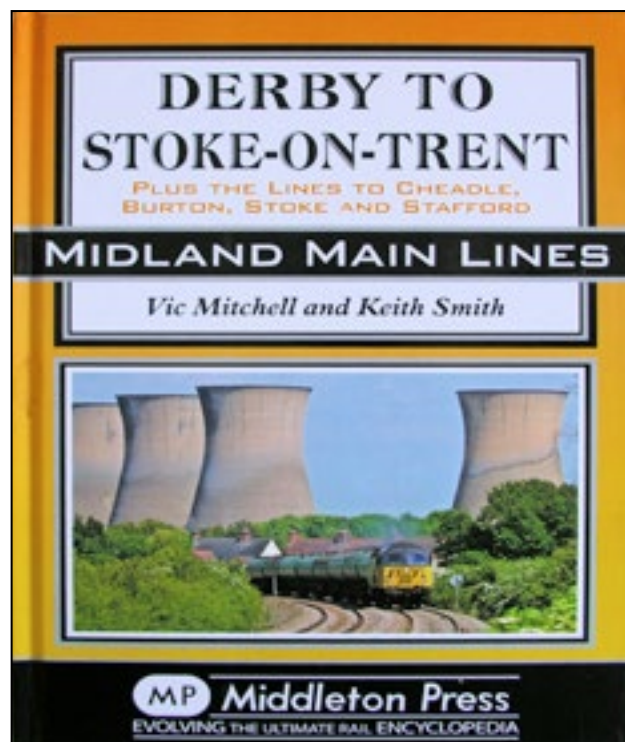
Our journey starts at Derby and follows the LMS route southwest through Peartree before swinging westwards to Egginton Junction. Here a branch runs south to Burton-on-Trent and this branch is covered later in the book.

Our route continues westward through Tutbury and Sudbury to Uttoxeter. From here a line once ran north to Buxton and Manchester, with a branch off this along the Churnet Valley. This connection has now gone, but part of the Churnet Valley route is operated as a heritage line.

Continuing west we come to Bromshall from where an LNER branch to Stafford once left the main route (more of this later). Our route turns northwest through Leigh to Cresswell. A short way south of Cresswell a branch once ran to Cheadle. Details of this branch line are also included in the book. Beyond Cresswell is Blythe Bridge which is the nearest station to the Foxfield Railway to the north – also featured in the book. Continuing on our route to the north-west we reach the outskirts of Stoke-on-Trent.

The last part of the book follows the LNER route from Bromshall Junction to Stafford, in a westerly direction. This line no longer exists.

The book follows the standard Middleton Press format with numerous black and white pictures. These have extensive captions and there are many classic Ordnance Survey extracts that together show the entire route as it once was. There is a gradient profile, reproduced timetables and ticket facsimiles, service statistics, as well as a potted history of route development and geological notes.



Out and about: The Bo'ness & Kinneil Railway

By Dave Scott

On a recent trip to the Falkirk area in Scotland the Bo'ness and Kinneil Railway was on the list of places to go. Situated a few miles from Falkirk in the Edinburgh direction it was well signposted and easy to find.



The railway was built as part of the Slamannon to Bo'ness Railway in the mid 1800s to haul minerals to the Bo'ness Docks and to connect with the Edinburgh to Glasgow Railway. In 1979 the 5 mile line was taken over by the Scottish Railway Preservation Society (SRPS) who now operate trains from Bo'ness to Manuel using a variety of steam and diesel locos. Many of the buildings have come from other parts of Scotland and have been re-erected on site. Manuel also has a main line connection. This is used to support the mainline railtours operated by the SRPS.

Unfortunately I couldn't travel the full line as major works by BP Pipelines meant the line was closed part way for essential maintenance. However this did not detract from the views of the Firth of Forth from the train leaving Bo'ness station. Beyond Kinneil Halt the train climbed through a wood for

most of the way to its stopping point, a stiff climb for the 2 Austerity Locos on the front, although I think they were assisted by the class 37 on the rear. A short photo stop on the return at Kinneil Halt was included in the journey. The yard area at Bo'ness is quite extensive, with various buildings for the Steam, Diesel and Carriage and Wagon Departments. In conclusion I can strongly recommend this railway for an excellent day out and would like to thank the friendly staff for their assistance.



Also within the site is the Museum of Scottish Railways. Even if trains were not running the Museum is worthy of a visit on its own. It is well laid out and is light and airy with lots of historic and modern day exhibits, some of the displays are also interactive. And if that wasn't enough housed in 2 vintage Norwegian Coaches is an excellent O gauge railway.





Amazing
what you
see on a
day out in
Decem-
ber!

Bachmann Class 43 'Warship' Diesels

By James Purves

The Prototype: Built between 1960 and 1962, the D800 class eventually totalled 33 locomotives. They were the last of three 'Warship' classes built for the Western Region. They were based on the German V200 but were designed at Swindon for the smaller British loading-gauge. They had diesel-hydraulic drives and 4-wheel B-B bogies. The early ones were delivered in BR green livery but, from 1964, some were out-shopped in maroon. In the late '60s, as they went in for service they were repainted in BR blue. The last was withdrawn in 1971 and none has been preserved.



The Model: This is a new well detailed model that was from completely new tooling in 2015. It has highly detailed bogies, etched roof grilles, well detailed cab interior, fine wire handrails all round, separately attached windscreen wipers, illuminated cab-front code boxes, marker lights and is fitted with a 21-pin DCC decoder socket. Much of the finer detail is provided in a packet for the purchaser to fit. This includes buffer beam and cab-front attachments, optional front skirt accessories, open or closed roof vents, roof panel lifting loops and cab steps that would otherwise restrict bogie movement on tight curves. In another packet there are etched metal nameplates and maker's plates.

Two of these 'Warship' Class 43 models have recently been released by Bachmann and these each have a recommended retail price of £149.95. Their liveries belong to era 5 and are:

32-068 D838 'Rapid' in BR maroon livery.

32-069 D841 'Roebuck' in BR green livery (illustrated here).



Livery Histories: D838 arrived in green in October 1960 and received yellow cab-front panels in May 1962. It was repainted in maroon in October 1966 and received a full yellow front in September 1968. It was not painted in blue. D841 arrived in December 1960 and was also in green. It received its yellow panels in September 1962 and remained like this until repainted into blue in September 1967.

Tip

By Cath Locke

Having done a couple of railway dining trips recently here's a tip if you're doing something similar (or just having a day out on a preserved railway) and the windows are all steamed up.

Take a small container of neat liquid soap with you and a packet of tissues. Using the tissues apply the soap to the windows. Don't be too vigorous and work up a lather but smear it thinly across the full extent of the window.

As it dries it clears any condensation. I don't know (nor need to know) the science behind it, I only know it works.

Your fellow passengers will soon be asking if you've got any spare tissues and soap!



Another offering from the editor's recent day out on the North Yorkshire Moors Railway. This helpful sign is outside the engine shed.

Hornby's Peckett takes the biscuit

By Tony French



Hornby's most surprising announcement of their 2016 range was the Peckett W4 0-4-0T. Often desired by many modellers was a ready to run 'industrial' loco (aside from the Hornby, exDapol, Hunslet Austerity and one or two 'cottage industry' products) and Hornby answered those calls with the small W4 class, but it the right choice though?

The prototype: Designed and constructed by Peckett and Sons of Bristol, the W4 sat right in the middle of six classes of industrial loco (W2-W7) available 'off the peg' as it were to the customer. 140 of these charming little locos were produced from 1885 through to 1906 and supplied to various companies around the UK. Many examples surviving into the 1960s and a few into preservation. Biscuit company Huntley & Palmers had a W4, hence the headline!

One issue with industrial locos is their histories can be very hard to trace. Whilst several examples of W4 have survived, at the time of writing I don't believe there are any in working order.

The Model: "What a little beauty!" proclaimed the Bishop Of Welchester to the Reverend Weech in the delightful Ealing Comedy 'The Titfield Thunderbolt' upon sight of 'Thunderbolt' and that expression seems a just first impression of this model. Although small, it is perfectly formed with every last detail perfectly applied by Hornby to produce three very detailed accurate examples of the W4.

First up, is 563 'Dodo' which is finished in Peckett's in-house livery of Leaf Green which the locos were despatched in unless the customer requested their own livery, a very pleasant livery (not too different to LSWR green) with bold black and white lining applied



liberally to the cab, saddle tank, cylinder and running plate much as was the style of Victorian locomotives.

Next is, 654/Manchester Ship Canal No.11 which is finished in a more austere style and is devoid of the elaborate lining and brass dome of her sisters. Although still produces a very handsome model in her dark green livery.



Finally there is 832/Huntley & Palmers 'D' carries a Royal Blue paint job and the same level of elaborate lining as 'Dodo' along with the lettering 'Huntley & Palmers Limited' on the saddle tank.



The model performs just as well as it looks, very smooth running and surprisingly strong for her size, easily capable of hauling four Mark 1s during our tests (a feat the real thing would have found most difficult) despite its short wheelbase the loco also made relatively easy work of the insulfrog points on the test layout, although a slight stutter on the Hornby Express point occurred this was to be expected and I must emphasise only a stutter, the loco didn't actually stop (personally I favour Electrofrog points on my layouts which eradicate any stutters).

One feature lacking from the model is sprung buffers, although this is quite understandable when the size of the model is taken into account. For DCC modellers the loco requires a 4 pin decoder, which is also produced by Hornby and unfortunately at the time of writing unavailable so I can not bring news of how easy it is to fit with any certainty, however initial inspection shows that it is going to be a very tight fit!

Is This Model Suitable For My Layout?: As long as you have a factory siding on your layout then the answer is yes. One advantage of Hornby producing Dodo in the in-house Peckett livery is it could belong to any company of your choice, no need to worry about awkward company names spoiling the effect of an industrial engine delivering supplies into your company's factory with NCB splashed across the side of it! Likewise the same could be said of the MSC liveried example as although produced in their livery it has no tell tale signs that it truly belongs to that company. However, the Huntley and Palmer example is pretty limited to a Reading biscuit company!

Their relatively anonymous appearance and the fact several survived into preservation means they are also a suitable candidate for anyone who has a preserved layout.

Although unsurprisingly they don't really fit into the modern image mid '60s (unlike some industrial classes which survived into the '80s) and as I'm sure you can all imagine none have clearance to run on the main line.

In Conclusion: A beautiful and versatile model that wouldn't look out of place on any steam layout large or small. I have only two issues with the model, one being the four pin DCC socket which leaves you very short on choice of chip, the other being the short supply, these models are selling like Hot Cakes and many retailers sold out before they even hit the shelves (or the UK for that matter!) If you want one grab it when you get chance! My rating; 9¹/₂/10.

Bachmann in 2017-18

Press release

Last year Bachmann celebrated 30 years of Network SouthEast and this year (2017) sees the 30th Anniversary of the creation of the Railfreight Sectors. The 30th anniversary of this popular BR sector livery is being celebrated in 2017.



In October 1987, the Railfreight brand was relaunched with a bold new colour scheme combining three-tone grey paintwork with colourful sector symbols and imaginative depot plaques. It remains a firm favourite with modellers to this day and Bachmann have compiled a representative collection of Railfreight locomotives and matching freight wagons to mark this milestone. These items are highlighted with a 'RF 30 YEARS' symbol throughout the new catalogue.



New Bachmann Branchline Tooling

Midland Railway Class 1532 (LMS 1P)

One hundred and fifteen of these and the similar 1823 and 1833 Classes of lightweight passenger tanks were built for the Midland Railway, between 1881 and 1900, by Derby Works, Dübs & Co. and Neilson. All passed to the LMS in 1923 and, although withdrawals started as early as 1930, the final locomotive was not retired by BR until 1959. They were distributed widely across the former MR and S&DJR systems from North Yorkshire and the Midlands to the South West and London, where certain locomotives had condensing gear for working through Metropolitan Railway tunnels.



Class 20/3

DRS had 10 Class 20s rebuilt by Wabtec between 1998 and 1999. These locos had plated cab and nose ends with Wipac lights fitted and increased fuel capacity with tanks in front of the cab and in the nose. Multiple Unit connectors were added to the ends allowing operation with other Class 20/3 locomotives.



The Class 20/3 models feature working head and tail lights, working cab lights and sprung buffers. The body has been completely retooled but will not replace the earlier one, which will continue to be used for earlier liveries. The three versions to be made initially are as follows:

- 35-125 No.20306 in DRS blue livery
- 35-126 No.20311 in Harry Needle Railroad Company yellow livery
- 35-127 No.20312 in Direct Rail Services (Compass) livery

Class 410 (4BEP) EMU

The Class 410 (or 4BEP) electrical multiple units (7003 to 7012) were delivered from Eastleigh works in 1958/59. The 4BEP was conceived alongside the existing 4CEP to provide buffet accommodation and were often to be found as the centre 4 coaches in a 12-car formation between two 4CEP units, but could also be found running singularly or paired with a single 4CEP.



The models feature full underfloor equipment, dedicated coupling system, internal lighting and illuminated train head code boxes. As tooling for three of the coaches already exist in Bachmann's 4CEP, only the buffet car needs to be tooled to make up a 4BEP. The first two versions to be released will be:

- 31-490 4BEP 4-Car EMU No.7003 in BR green livery with small yellow panel
- 31-491 Class 410 4-Car EMU No.7010 in BR blue & grey livery

'Carflat'

A new addition to Bachmann's wagon range this year is the distinctive BR Mk1 'Carflat' wagon which were converted from redundant passenger coaches in the 1960s to carry cars – both delivering them new from the factory and on long-distance 'Motorail' services.

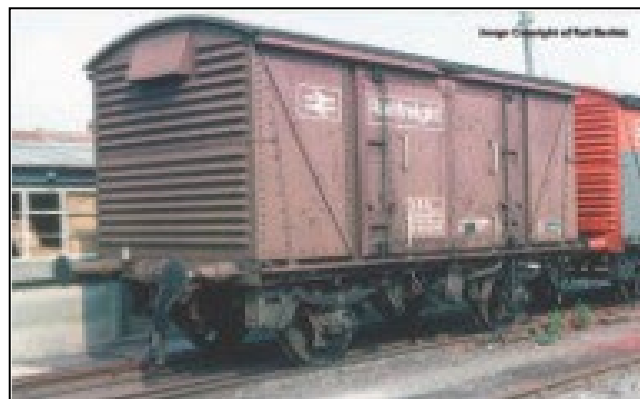


The BR blue 'Carflats' will be loaded with period vehicles to complete the authentic effect.

- 38-900 BR Mk1 'Carflat' in BR Bauxite livery
- 38-901 BR Mk1 'Carflat' in BR blue livery with 4 Vans
- 38-902 BR Mk1 'Carflat' BR blue Motorail livery with 4 Cars

VEA Vanwide ventilated van

The VEA 'Vanwide' 12T ventilated vans were introduced by BR in the early 1960s when earlier inherited vans had been scrapped and there was a shortage of suitable vehicles. They were built at Wolverton between 1961 and 1964 and had sliding doors to that they could be accessed on closely spaced sidings. The vans were rebuilt and modernised for military traffic in the late-1970s.

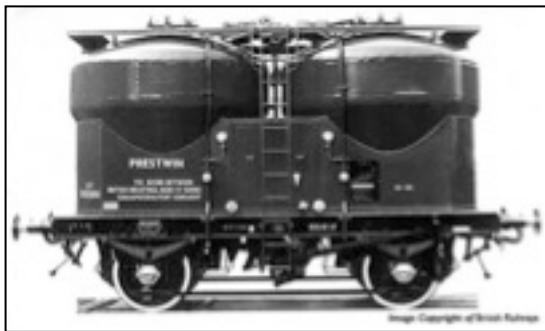


The models represent Diagram 1/217. First releases will be:

- 38-880 VEA in weathered BR Bauxite livery
- 38-881 VEA in BR Railfreight red & grey livery
- 38-882 VEA in BR Railfreight Distribution livery

BR 'Prestwin' Twin Silo

These BR wagons ran from the 1950s until the 1980s carrying bulk powdered goods. It had been found that the angular shape of earlier 'Presflo' wagons created a tendency for powder to catch in the corners, and so the 'Prestwin' was introduced. It was based on a Continental design and around 130 were built. The conical shape of the bottom half of the silos was largely hidden by cladding on British wagons. Loads carried included cement and sand.



- 38-290 'Prestwin' in BR Bauxite livery
- 38-291 'Prestwin' in BR Bauxite livery CQV
- 38-292 'Prestwin' in weathered BR Bauxite livery CQV

Other Significant Branchline (OO Scale) introductions

Class 37 'Merl Evans'

To honour Bachmann's great friend and colleague, they are producing a OO scale model of the Class 37 locomotive in Colas Rail livery that was recently named Merl Evans. This is a mainstream catalogue item. The locomotive has just been extensively overhauled and modified for the latest chapter in its working life with Colas working on the main line. As part of these works, a change had to be made to the headlight position on the nose (something that Bachmann will replicate on their tooling) and it was out-shopped in the latest Colas livery proudly carrying its unique tribute to Merl. From the sale of each model, a donation will be made towards LOROS, the chosen charity of Merl's family. LOROS provides hospice care in Leicester, Leicestershire and Rutland and further details can be found at www.loros.co.uk



- 32-789 Class 37/0 No. 37099 'Merl Evans' in Colas livery with split headcode

LMS Porthole Coaches

These will be available in BR maroon livery for the first time as follows:

- 39-456 57ft corridor 1st in BR maroon livery
- 39-476 60ft open vestibule in BR maroon livery
- 39-466 60ft corridor composite in BR maroon livery
- 39-451 57ft corridor 2nd in BR maroon livery
- 39-471 60ft corridor brake 1st in BR maroon livery
- 39-461 5 ft corridor brake 2nd in BR maroon livery

Vulcan Train Pack (OO & N Scales)

2007 saw the return to the skies of the only air-worthy Vulcan Bomber following two years of restoration by the Vulcan to the Sky Trust. XH558 delighted aviation enthusiasts at air displays around the country before being permanently grounded at the end of 2015. In 2016 a unique relationship was formed between DRS and the Trust, which culminated in the naming of a Class 37 locomotive (37424 built at the Vulcan Foundry in Newton-le-Willows by English Electric) as 37558 Avro Vulcan XH558.

To celebrate the synergy between these two outstanding examples of British innovation and engineering prowess from the late 1950s, Bachmann are to produce this special collector's edition pack which will be sure to delight railway and aviation enthusiasts alike. It will also be available in N scale. The train packs will include two 1:144 scale models of the aircraft which come from one of the other toy ranges recently acquired by Bachmann.



- 30-375 Avro Vulcan XH558 Collectors Pack

Contents:

- Class 37/4 Locomotive No. 37558 'Avro Vulcan XH558'
- 1:144 Scale Vulcan in original 'anti-flash' white colour scheme
- 1:144 Scale Vulcan in final camouflage colour scheme
- Resin reproduction of the English Electric 'Vulcan Works' locomotive works plate
- Resin reproduction of the Avro airframe identification plate from XH558
- Set of original RAF Training Board card reproductions
- Fine Art Print of the aircraft and locomotive

Scenecraft

The Scenecraft range also expands again, with another wave of railway buildings, lineside structures and buildings for town and country. Highlights include 00 buildings featuring lighting and March Station scenes, allowing you to model anything from farms to factories or complete your projects with the range of accessories.

- 44-004 Provender Store
- 44-006 Corrugated Goods Shed
- 44-0065 March Station Waiting Room
- 44-0066 March Station Ticket Office
- 44-0067 March Station Facilities and Stores
- 44-0068 March Station Canopy
- 44-0069 Tabernacle
- 44-0070 Prefab Commercial Building
- 44-0071 Station Café

- 44-0072 Weybourne Road Bridge
- 44-0073 Weybourne Water Crane and Tank
- 44-0074 Downham Market Signal Box
- 44-0075 Colliery Pit Head Lift
- 44-0076 Watermill
- 44-0077 Filling Station
- 44-0078 Crossing Keeper's Cottage
- 44-0079 Grain Warehouse
- 44-0080 Beach Huts
- 44-0081 Stone Cattle Dock
- 44-0082 Hampton Station Building with Lights
- 44-0083 Hampton Station Booking Office with Lights
- 44-0084 Hampton Lodge with Lights
- 44-0085 Office Building with Lights
- 44-017 Modern Servicing Depot
- 44-036 Sectional Lineside Hut
- 44-041 Sanding Plant
- 44-047 Hampton Hill Platelayers Hut
- 44-052 Concrete Mixing Hopper
- 44-053 Aggregate Weigh Station
- 44-054 Industrial Silo
- 44-055 Site Office
- 44-065 Art Deco Platform Centre Building
- 44-066 Art Deco Station Building
- 44-067 Art Deco Platform End Building
- 44-068 Art Deco Subway Building
- 44-110 Nissen Hut
- 44-184 Mechanical Wash Plant
- 44-283 Low Relief 'McMillan's Mounts' Cycle Shop
- 44-284 Low Relief 'Lovett's Lamb and Meats' Butcher
- 44-285 Low Relief 'Parson's Properties' Estate Agent

- 44-286 Low Relief 'The Ship Inn' Pub
- 44-516 Garden Shed (x2)
- 44-538 Domestic Coal Bunkers
- 44-585 Roadside Rescue Phone Boxes
- 44-586 Ground Lever Frame and Board
- 44-587 Fibre Board Hut

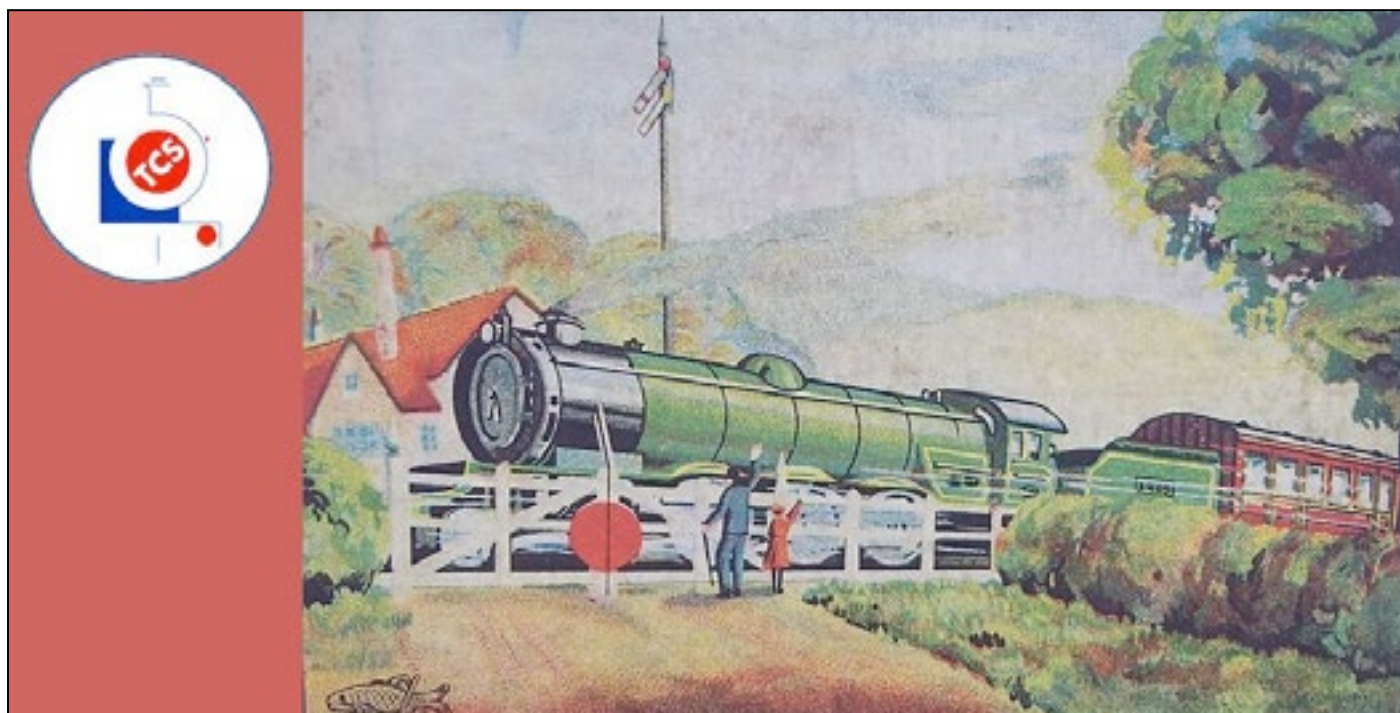
Scenecraft Figures

- 36-415 Rural Tradesmen
- 36-416 1960/70s Urban Workers
- 36-417 1960/70s Tradesmen

Track and Accessories

- 36-568 6-pin DCC Loco-Decoder with Back EMF featuring Railcom®
- 36-870 Left-hand Standard Point (Self-Isolating)
- 36-871 Right-hand Standard Point (Self-Isolating)
- 44-588 Tanktainers (x2)









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Hornby's coke wagon is full of fizz

By Tony French



In recent times the rise in the cost of wagons has often made many a modeller wince and the £21.99 RRP on Hornby's latest release the LMS 20T coke hopper will be no exception to that trend I'm sure, but on close inspection will it meet up to the specifications of other recent wagon releases?

The answer is a resounding 'yes'. Attention to detail is stunning. The exterior of the wagon, the interior, chassis and underside have all received an equal level of attention from the Hornby design team, quite often areas out of sight were overlooked on earlier models.

The wagon comes in three different liveries, LMS grey (available in two different running numbers), BR bauxite (also available in two different running numbers) and BR grey as a three pack. Whilst the LMS variant features an all over grey appearance, the BR variants have the steel bodies painted but the planking still appears in bare board form, a correct reproduction but in some ways detracting from the appearance of the model slightly. Having said that paint, decals and wagon plates are beautifully applied and crisp.



For performance and practicality the model features both metal wheels which give a smooth running quality and NEM pocket couplings as well.

The prototype (history by Gareth Price): The LMS 20T Coke Wagon was built by Birmingham C&W and Met Cam between 1930 and 1935 for the coke industry. They were built in three separate lots under the Diagram 1729 and were also built for various Private owners. LMS examples were built with

wooden raves and ends over a steel body, split axle boxes and RCH buffers. After Nationalisation, these vehicles continued in service through the late 1950s/early 1960s before being withdrawn from traffic.

Hornby's LMS 299957 (R6731) and 299958 (R6731A) represent examples built by Birmingham Railway C&W in 1930 and are finished off in pre-1936 LMS Grey livery. Bar one photograph of the pioneer LMS Coke Hopper 299900, there are currently no known other images of LMS examples. As all were built before the pre-1936 livery came into practice, it is likely that all 200 wagons were grey.

Between 1949 and 1958, BR continued on the design and over 2000 were built to three different diagrams. Differences between the LMS and BR builds included plain front axle boxes, metal side and end raves and tie bars.

BR examples had very short lives as their coke load could become corrosive when wet and many lasted until the early 1980s with last examples recorded as being condemned in South Wales. No examples of BR, LMS or Private Owner Coke Hoppers have survived into preservation.

Hornby's BR B448672 (R6733), B448673 (R6733A) and three wagon pack set (R6783) which includes B448206, B448207 and B448208 represent examples built to Diagram 1/151 by BR Shildon between 1951 and 1958.



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Is variety the spice of life?



Way back in the late Sixties, early Seventies the world of modelling railways appeared to be so much less complicated than it is today. The RTR '00' scale models that were available in the UK during that time were mainly supplied by either Triang, later Triang Hornby and later still plain Hornby, Wrenn, utilising the old Hornby Dublo tooling and Trix Trains with their rather dubious take on what or was not classed as '00' scale.

In those days the choice was really straightforward for the modellers. If the locomotive they wanted was not part of either of the existing R-T-R company portfolios the modeller had three simple choices. Firstly, he or she could see if either Wills or Ks produced a kit of the desired locomotive, which they could then attempt to build or pay someone else to make the model. Secondly, they could try and scratch build the model themselves, or three, do without! Three simple choices but in those days the modellers, one could argue were less demanding than they are today but on the other hand possibly more resourceful. Trix eventually and inevitably disappeared but Hornby in the Seventies gained new life and went from strength to strength. They gained new and fresh impetus linked to major investment.

At the beginning of the Seventies Hornby were able through some very memorable marketing activity, including harnessing Bernard Cribbins and reducing him to Hornby size, to dramatically expand the UK model railway / toy train market and take it to new heights. As the decade progressed and Hornby continued to develop their range with new locomotives fitted with the latest tender drive mechanisms and increased their overall offering with an abundance of new rolling stock, buildings and scenic accessories the success of the Margate firm caught the eye of two major companies who were not at that time connected to model railways. Quite independent of each other each felt that there were major financial opportunities available in this segment of the model industry. They also believed that there was a section of the market that Hornby were really not catering for and that was to provide enhanced product for the more discerning railway modeller.

Being fair to the management at Hornby, from the very beginning of Triang Railways in the Fifties and up to the Seventies Hornby's main market was with the younger train set and accessories user. The modeller was obviously considered but when faced with financial decisions it is not unusual for any company to steer their products towards those markets that actually pay the lion's share of the bills. However, that is not to say that Hornby ignored the modeller. I

believe it is fair to assume that the modeller was considered when new models were discussed but only from the point of view that what was produced could with a little time and patience be enhanced by the enthusiast. As already hinted at, to my mind and others the modeller of the Sixties and Seventies was a very different person to many who consider themselves a modeller these days. Not that there is anything wrong with that but times were different then. If the Seventies modeller wanted a detail model he or she would have to either enhance an existing Hornby model from components supplied by specialist companies or make the model from a kit! Not easy. In short Hornby's philosophy during those days was that they produced 'jolly nice toys that could be turned into models if required'. Sadly and not unsurprisingly this statement was to haunt Hornby for many years after.

It would be wrong to say that Hornby were complacent during the early Seventies. Far from it, they were promoting their two key brands extensively through point of sale, plus television advertising together with store visits, trade shows and similar pursuits. Their Marketing budget must have been something to behold. Obviously all this 'show' brought model railways simultaneously to the attention of two major companies being that of Airfix Industries and Palitoy, a subsidiary of the US giant General Mills. One can only imagine that as their respective salesmen visited all the model shops and toy shops they would have been faced with walls of Hornby train sets and a staggering amount of point of sale, while also witnessing, once in the comfort of their own homes an abundance of Hornby's television advertising. It is quite easy to assume that during conversations with their retailers the salesmen would have been told that they should 'get into' model railways. 'After all there is only Hornby and they could do with some competition.' Such conversations I suspect would have been passed along to both the marketing and development departments of both Palitoy and Airfix and with a little bit of marketing research, and quite independent of each other both companies decided that model railways would be their next big investment. However, not for them investing in new UK factories, they had plenty of contacts in the Far East who could do the job, after all some of the US model trains were being made in Chinese factories by that time so why not some for the UK? Both companies would have looked in depth and analysed what part of the market Hornby were not really catering for and both companies came up with the same answer, 'The Modeller'. At that time the Hornby models were lacking in detail and finish and although this might have been OK for the toy train market the enthusiast was far from impressed.

In 1975, Airfix made an announcement to the model trade that they would be entering the world of model railways by producing their own range of models but the industry had to wait until the 1976 British Toy & Hobbies Fair, which was held at Brighton at the end of January before they could see any preproduction samples. That same year and at the same Toy Fair, Palitoy under the brand name 'Mainline' unveiled their own model railway offerings to an eager but somewhat surprised model and toy trade.

So what had both of these newbies done to make them different from what Hornby had on offer? Firstly, their models were all over sprayed giving a somewhat authentic feel. Hornby's models were either produced in a high gloss finish or not sprayed at all, with the colours of their models relying purely on the moulded plastic. As for the application of names and numbers, both the 'Airfix' and the 'Mainline' models had their respective liveries printed onto the bodies, whereas Hornby tended to use either transfers, sticky labels or a process known as hot foil. Such multi colour printing by 'Airfix' and 'Mainline' coupled to the overall matt spray finish of their models gave a very sharp and pleasing finish which was so different to anything that Hornby produced.. The choice of models by both of the new brands was also quite exciting with detail on each item being highlighted by the overall paint finish. What both 'Airfix' and 'Mainline' were showing at the '76 Toy & Hobby Fair and what they shipped into the market was as different from what Hornby was producing as chalk is to cheese!

Faced with such competition Hornby had to raise their game and within a short while they were experimenting with all over spray and printing their models using the same technique as those employed by the Chinese manufacturers but not always to the same effect.

It was obvious that Hornby would not surrender their market leadership gracefully and by the late 1970s and into the Eighties they had steadily upped their game with a measured flow of new models right across their range, cumulating in 1981 with what they called 'The Year of the Loco' when Hornby released a whole mass of newly tooled locomotive models into the market with some featuring their new smoke generator. Prior to this and a couple of years earlier they had introduced the Zero I digital controller, a very plausible game changer in the control of model railways. It can be argued that both 'Airfix', who later changed their branding to 'GMR' (Great Model Railways) and Palitoy's 'Mainline', over estimated the model railway market in general. In 1980 the Airfix Empire crashed and Palitoy obtained the Airfix assets, including the 'GMR' railway tooling. However with the continued onslaught of Hornby linked with their power of being the brand leader and I suspect Palitoy realising that the model railway market was not as large or as lucrative as they had first thought they too decided to cease production of their model railway range. The year was now 1983 and the fortunes of Hornby were also turning and quite rapidly. Along with many traditional toy manufacturers Hornby was hit with the declining sales of their products with the children of the day demanding electronic toys and games. Virtually overnight Hornby trains became old fashioned and the demand for toy railways simply fell through the floor.

What happened in the following years showed a tremendous amount of vision and foresight by one or two individuals. While Hornby focused on trying to keep their factory gates open by introducing a variety of toys for both boys and girls and at the same time more or less writing off their railway range there were others who believed that the model railway market was far from dead but just needed to be targetted in a slightly different direction. True, the toy train

market may have fallen from grace but there was a solid model railway fraternity who still wanted good quality products to feed their hobby. This interest was sadly ignored by Hornby but not by others. Over the following two or three years, three new names began to appear in the model railway world. There was Dapol, who had acquired much of the old Airfix railway tooling and some of Mainline's from Palitoy. There was also Bachmann UK and Replica Models both of whom began utilising what was left of the available 'Mainline' tooling. Later on this group of three were joined by 'Lima', an Italian model railway company whose UK distributor, Richard Kohnstamn Ltd. persuaded them to produce a solid and more detailed '00' scale range of British diesel and electric model locomotives and rolling stock thus making the equivalent models that Hornby had on offer dramatically out of date. While all these companies continued to supply the modeller, Hornby made a brave effort to compete but little by little their range became no match for the steady and relentless launches of freshly tooled product by the new pretenders.

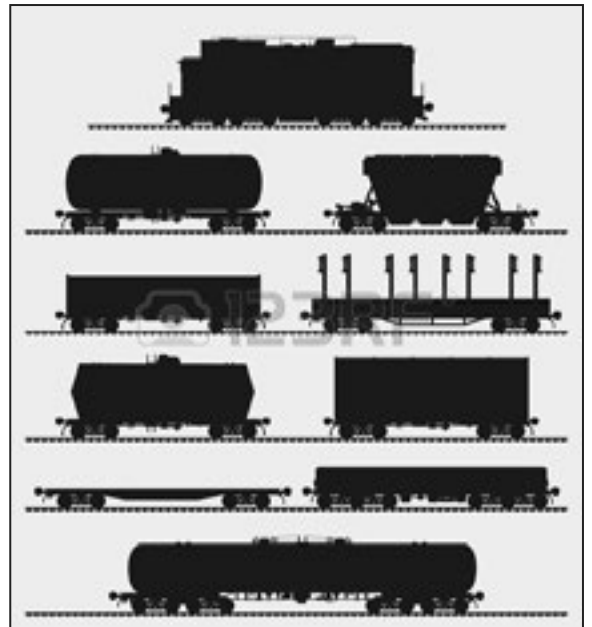
At the end of the Eighties the four new companies had been reduced to three, Dapol, Lima and Bachmann Industries, Europe, whose '00' British outline range was marketed under Bachmann Branchline. Replica Models was still there but really only a shadow of what it was or could have been. At this time Hornby's strength lay in two areas, firstly in the name. Hornby in the UK meant model railways to the vast majority of the public. Secondly they continued to have a strong train set range but not as strong as it had been in the preceding decade, however they still had a solid sales and distribution platform through not only numerous model shops but also key multinational retailers, Mail Order houses such as Empire Stores and the like plus Argos. For the modeller the Hornby range was perceived as having its roots in toys, whereas those products produced by Bachmann, Lima and to a greater extent Dapol were without doubt models. In these days of high detail one can argue that locomotives that were considered to be models twenty or thirty years ago are little more than poor replicas now but in the late Eighties and early Nineties such offerings were considered by many to be cutting edge.

By the mid Nineties Hornby with its ever growing but doomed desire to produce toys for boys and girls that very rarely sold in any great numbers continually failed to support its core brands with the result that the company was struggling to make any impression on the model railway fraternity whatsoever. To the world at large Hornby still meant model railways and national and local TV crews at Christmas time persisted in making a beeline for the Margate factory to film Scalextric cars racing round the track and the ever popular 'Flying Scotsman' powering out of a tunnel but even with all this Hornby was not performing for the shareholders and before long it was time for a real shake up in the company. The shake up came in the form of a new Chairman who had a simple idea which was for Hornby to just solely focus on what it was famous for, model railways and Scalextric but more of that in the next issue of MRE Magazine.

Wagon of the month: The GWR Iron Mink

By Gareth Price

The GWR V6 'Iron Mink' is one of the iconic designs that came out of the Wagon Works at Swindon. Built to a design which consisted of a metal body and roof, over 4000 vans were built between 1886 and 1901. The vans were long lasting and could be seen all over the rail network, with at least two being recorded at Inverness in 1927...!!



GWR Iron Mink at Didcot Railway Centre August 2014. In post -1904 GWR livery (Gareth Price)

Many of the Iron Minks went through several changes in their lifetimes. Besides the obvious repaints, vents were lengthened, brakes were replaced with DCI/DCIII brakes and some had their iron doors replaced with wooden doors. 10 of these Iron Minks were built and registered for use in passenger trains, with one van (GWR 57576) lasting until the 1960s.

The Iron Mink design was also used by several pre-grouping GWR companies and was also adapted by other pre-grouping

companies which included the NB, GN, LSWR, LT&SR, LNWR and Caledonian Railway for the gunpowder traffic. The body design was also used by several cement manufacturers which included Rugby and B.P.C.M. for their own cement vans.

The Great Western continued to use the design as the basis for a one off iron cattle wagon (GWR 38101) built in 1888 and lasting until 1935. Another wagon that owes its existence to this design is the larger sister of the Iron Mink, the 30T Mink F bogie vans. Built between 1902 and 1912; they were mostly used on night trains between Paddington and Bristol/Cardiff/Fishguard. All were condemned between 1951 and 1954 but two lasted in usage as stores vans until 1966.



GWR 58752 (Gareth Price)

With the shadow of the First World War looming, the Iron Minks found a further use in the gunpowder traffic. Vans were converted for this traffic by having their doors replaced with thick metal doors and the vents being removed and covered with a panel. When the war ended, the vans were converted back to goods traffic. However when the Second World War commenced, several Iron Minks returned once again to gunpowder traffic. From 1937 onwards, several of these vans were loaned to the Southern Railway until the end of the war when they were returned to the GWR and resumed their goods traffic duties. This is the case with the preserved Iron Mink 58725 at the Severn Valley, which whilst being restored, was discovered to have been loaned to the Southern Railway during the Second World War.

To help with the war effort, several Iron Minks were converted into special salvage vans and fitted with four internal separate bins. These vans would collect the salvage that was gathered at the stations, docks, offices etc and take it to one of the five Stores Department depots that dealt with it. To help them stand out, their livery was bright blue and lettered 'Salvage Save for Victory'. So far only GWR 47305 and 47528 are known examples of Iron Minks that performed this service.

Withdrawal of the Iron Minks began in the 1930s and continued through to the mid 1960s. Despite being condemned, many of the vans however found alternate uses such as sawdust and sand vans, lamp rooms and tool stores.



GWR 11152 at Didcot in May 2015 following a repaint which saw her restored into pre-19104 livery (Gareth Price)



Barry Railway Iron Mink 1388 at Gloucester Warwickshire Railway in June 2015 (Gareth Price)

Two van bodies even found usage as stop blocks at Machynlleth and were fitted with self contained buffers!! Luckily, three GWR Iron Minks and several van bodies have survived into the preservation era alongside two Barry Railway Iron Minks (1151, Kent & East Sussex and 1388, Gloucestershire Warwickshire). The preserved GWR Iron Minks include:

- GWR 58725 built in 1896. Purchased by the GWR 813 Fund and resides on the Severn Valley Railway. Current livery is of the GWR Improvised Gunpowder Van that would have been seen during the Second World War.
- GWR 11152 built in 1901. Purchased by the GWS and is resident at Didcot Railway Centre. Since arriving, 11152 has took on three various liveries which include the 'Salvage Save for Victory' livery, post-1904 GWR livery and currently wears the 5" white "G. W. R" lettering.
- GWR 47528 (fictitious running number) is preserved at the South Devon Railway and currently has the 'Salvage Save for Victory' livery.

The Iron Mink is currently available to the railway modeller in OO, N and O gauge in kit form. Sadly no 'ready to run' version is yet to be manufactured.

OO gauge currently offers the well known Ratio Iron Mink kit. Shire Scenes also offers the option of converting the Ratio Iron Mink into examples with Wooden Doors, Gunpowder Van Doors or the earlier mentioned GWR Iron Cattle wagon.

An N Gauge version is available in kit from the N Gauge Society. This kit can be converted into a wide range of Iron Minks from the GWR, pre-grouping companies and Private Owner companies. A kit from the 2mm Scale Association is also available.

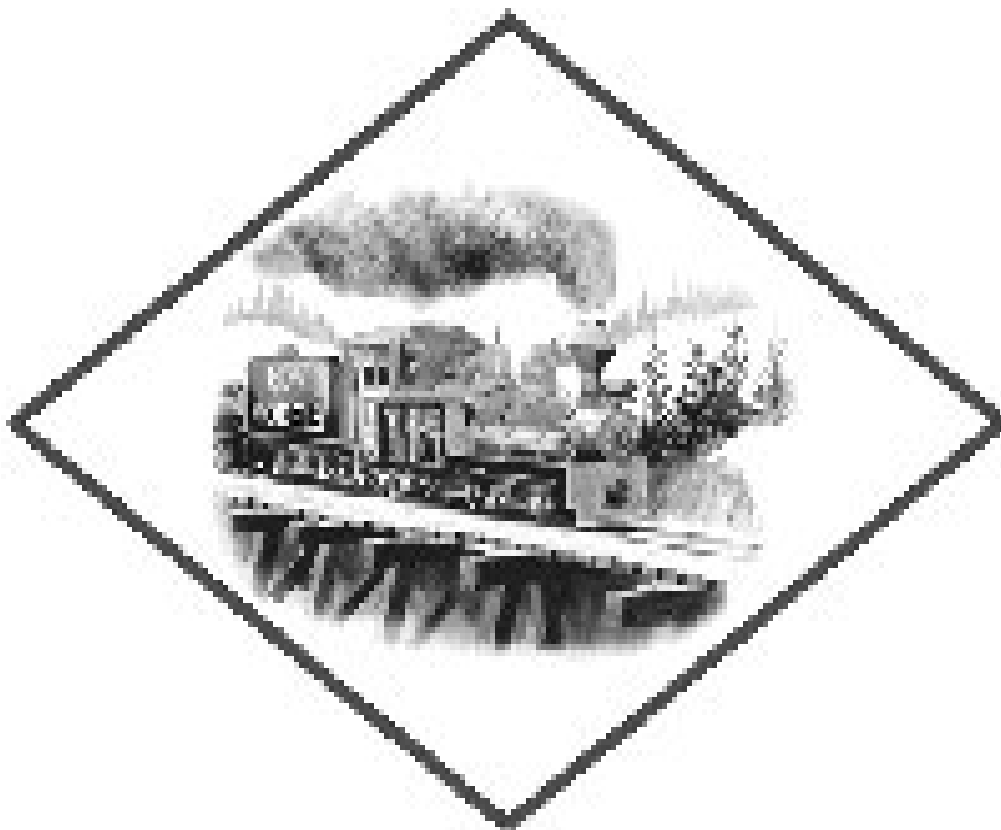
Lastly WEP Models produce the Iron Mink along with its Gunpowder equivalent and Iron Cattle wagon for the O Gauge Modeller.

If modellers or railway enthusiasts wish to go into further detail on the history of the GWR Iron Mink and any related vehicles mentioned, then the out of print publication by the HMRS 'All About GWR Iron Minks' is a very informative publication. Also the recent publication, GWR Goods Wagons by A. G. Atkins, W. Beard and R. Turret offers a more condensed version on the history of the Iron Mink and their pre-grouping GWR cousins.

Have a look at Gareth's Flickr page for lots more pictures:

www.flickr.com/photos/svr_enthusiast/

NGTrains



Bachmann Class 101 DMU

32-289

By Pat Hammond



The Prototype: The Class 101s were built in 1956-59 by Metro-Cammell Ltd for branch line and local services. They had a maximum speed of 75mph and were the most numerous of the first generation diesels. All regions received an allocation and the combination of the size of the class and the large geographical area of operation made them an obvious subject to model. Typical of large motive power classes, there were many detail variations which Bachmann need to take account of. 2-car units consisted of a DMBS and a DTC and some 4-car units had a buffet car. They were the second longest surviving class of DMUs and some were selected for refurbishment in 1974.

The Model: Illustrated here is the Bachmann 2-car model which was first released in 2014. It represents one of the refurbished members of the class as is revealed by its white livery (era 7). The model has directional and interior lighting and a 21-pin DCC decoder socket has been fitted. Instead of conventional couplings, the cars are plugged together with a power-conducting rod, which comes in a bag of fine detail parts for the purchaser to fit.



Our review model carries the car numbers M56335 and M51178, while the cab-front blinds show the destinations 'Crewe' at one end and 'Llandudno' at the other. A new feature this year is the fitting of passengers which greatly improve the appearance of the model when in use. The recommended retail price is £199.95.



Bachmann GWR 64xx Class Pannier Tank 31- 638

By James Purves

The Prototype: A total of 40 of these mixed traffic locomotives, designed by Charles Collett, were built between 1932 and 1950 at Swindon. They were all fitted with equipment for auto-trailer operation and were used on trips when something more powerful than a Class 14xx was needed. There were a number of detail variations within the class. Initially painted in GWR green, they received a black livery following Nationalisation. With a relaxing of livery controls, some were painted in lined green passenger livery. The last was withdrawn in 1964 and 3 have been preserved.

The Model: This is compatible with the new BR auto-trailers and incorporates a number of features including: detailed buffer beam accessory parts with a screw-link coupling, connector boxes and piping for auto-trailer coach operation. They also have a DCC 6-pin decoder socket fitted and have a highly detailed cab and bunker area, with metal tool rest supports. Also

included are all-round separate handrails, detailed top feed and turned metal water tank vents. The model has the new coreless motor and the tooling allows for two versions of the cab and bunker.



31-638 is numbered 6419 and is in weathered BR lined green (era 5). It has a 83D shed-plate and a recommended retail price of £105.95. Also on its way from China is 31-636A which is in BR black livery with early BR decals (era 4). This version is numbered 6422 and carries an 84A shed-plate. This other model has a pristine finish and a recommended retail price of £95.95.

A day in the life of a Welsh Highland Railway fireman

By Edward Ford

I started volunteering on the railway as part of a short holiday for a week which then turned in to 2 weeks. My intention was just to have a go and enjoy the volunteering (I have a background in Scouting), but I was captivated so much that I kept going back - at least one weekend a month since.



Because of this I very quickly became a trainee. It then became my goal to qualify on the railway. Not only did I get to learn about firing but I've also had the chance to learn skills in the engineering works and learn more about the heritage of the Welsh narrow gauge railways as well as enjoy the fabulous Welsh countryside when I'm not working on the railway.

I officially qualified as a fireman at the end of August 2015. This involved keeping an in-depth logbook of all the route and traction along with feedback forms that needed filling in. Although there was no minimum requirement to do a set number of turns on the railway 30 is generally recommended in order to get the evidence for the log book. I did around 50 turns in about 2 years before qualifying.

I'm also a bit peculiar as I qualified on both the Welsh Highland and the Ffestiniog railways at the same time, whereas most people qualify on one railway then qualify on the other at a later date.

When I'm firing I get up early in the morning, careful not to wake anyone else in the volunteers' hostel at Minffordd, go to the kitchen and pack my lunch for the day. Then drive over to one of the main yards on the Welsh Highland Railway (WHR); Glanypwll, Minffordd, Boston Lodge or Dinas. The two yards that are mainly used for prepping and disposing are Boston Lodge and Dinas. It's Dinas today.

When I arrive the first thing to do is unlock the mess room and loco shed doors. I make a strong cup of coffee to help wake me up properly and fill in the day's time sheet and check the roster book for any changes and the loco log book for any faults. Today I'm on an NGG16 Garratt. Suitably refreshed and overalled up I walk over to the shed where one of the Garrett locomotives will be waiting.

The first thing to do when you meet your loco in the morning is to turn on its

gauge glasses, ensuring there is sufficient water left in the boiler. The fusible plugs located in the fire box then have to be checked for any damage or signs of seepage and the spark arrestor located in the smoke box has to be checked for any holes larger than a 5 pence piece. The spark arrestors have been put into almost all of the locomotives running on the WHR to help reduce the fire risk to vegetation from passing trains but they also mean that I need to knock all the char out before the start of each day.

Usually by this point my driver will have arrived and gone to fetch the diesel that we use to haul the Garratt out of the shed with - we can't light up inside, for obvious reasons!

I then give him a hand coupling up and taking the handbrake off the Garratt and then reapplying it once we've pulled free of the shed. A water hose is then dropped into the front tank of the Garrett and I walk back to the cab and empty the remnants of the fire from the day before.



Only now am I ready to start making the fire. A fresh round of coal is spread across the grate and a barrowful of wood is then piled into the box. Next I add a bit of liquid persuasion to some old rags, which are then deposited, on to the end of my shovel. With a click of my lighter the rags catch and are thrown into several corners of the box. It's now just a waiting game.

The jobs don't just stop there though; the ash pans need emptying and sand boxes need filling and sometimes unblocking. While all this is being done my driver has had to walk all the way

to the other yard to pull the set out of its shed and into the release road.

By this time there may be other people around and after a quick chat to say 'good morning' it's back to the engine to start cleaning. If I'm lucky there will be some cleaners available to help me clean the loco, if not then it's a rush to make the engine look its very best for the day and get changed into our bib & braces for footplate duty.

When we get back to the loco after getting changed the Injectors need testing (if not already done) and only then are we ready to move the loco. The driver hands me the token. I take it and walk over to the frame and insert it into the lock. This allows me to move the facing point lock and then the point lever. We are now on the mainline and can run round from one yard to another with a small token exchange in the middle as we roll through the platform. The same process is followed to allow us in to the north yard.

The engine then moves off towards the fuel road then back in to 3-road siding. Several tractor buckets of coal are then transferred to the bunker where I wait with my shovel pushed up against the coal door to prevent it all falling into the cab.

We move off again towards the set of coaches that are waiting us. I call the driver on towards the coaches stopping him so that I can walk between the loco and the coaches. The two hooks are flicked over so that the couplings join then the vacuum bags on both engine and coach set need connecting.

A right of way is given by the guard and the engine jumps in to life. I jump off and watch as the train moves off on to the main line. Once clear of the points I return to the frame and reset the points then remove the token. This then has to be shown to the guard while I walk all the way along the train to the loco.

We set off towards Caernarfon on the 3-mile Empty Coaching Stock (ECS) move. Once we arrive in the platform we run round the train pausing momentarily at the water tower. I go and operate the frame then walk back towards the train where I call the driver backwards. Now re-coupled, I start throwing coal in to the box, turning up the blower to excite the fire.

It's time to go and the guard has given the right of way. The Garrett starts to move off towards Porthmadog making loud chuffing noises. As it picks up speed the chuffs become more frequent and the distinct clank, clank-clanking noise can be heard from the rods as they move back and forth. As we pass each station we exchange the token only taking water on at Rhyd Ddu at the bottom of Snowdon. Now the engine doesn't have to work, as it's mainly downhill to Porthmadog from here.

As we trundle past the Welsh Highland Heritage metals a good lookout is required for the Cambrian rail crossing. If the signal is green we can go straight through otherwise we have to stop. The first trip of the day is almost complete. As we come up to Porthmadog station we stop just short of the road so the crossing can be activated. As the train rolls down the road I keep a lookout for anything that may obstruct us.

We have now arrived in the station where I uncouple us from the coaching stock. Once this has been done we may run round to the water tower. The next stage in the day is to go have a small clean then have lunch. This is about the time the Ffestiniog railway service comes in and I wave to them, sometimes offering to help them coal (it's all shovelled from a wagon by hand).

Soon it's time for us to go back to Caenarfon. We go back to the loco and run it round to the front of the train. The right of way is given and we soon find ourselves back on the gradient climbing through the tunnels of the Aberglaslyn pass. The fire hole door is cracked open to allow the fierce light from the fire to illuminate the cab and I watch as the light flickers on the walls. The train emerges from the large tunnel and below you can see the white river flowing below us. We arrive in Beddgelert where water is taken on again and then onwards over the summit and back to Caenarfon.

Once we have arrived back at Caenarfon the train is quickly run round again and we wait for the guard. Back up the hill on the ECS to Dinas only stopping when we reach the north yard points. The set is pulled into the release road then I have to call the driver back so the set can be propelled back in to the shed. The loco is then run round to the south yard where I then dispose of it.

This means the fire has to be lifted and any clinker broken up and pushed through the bars. The Garrets have really useful mechanical rocking grates that allow this to be done in a few minutes. The ash pans need emptying and then a full inspection of the motion needs to be done. This is done by wiping away all the muck that has collected throughout the day and checking that no parts have gone missing and there's no obvious damage.

At the end of the day it's off back to the volunteers' hostel at Minfordd for me, a good clean up and a meal then we might stay in for the evening or a group of us might go out to one of the local pubs or for a walk in the stunning North



The last disposal of the season

Wales countryside. I can't wait to do it all again tomorrow!

At the moment I'm enjoying being a fireman as there's plenty to do and loads to learn and I'm also trying my hand at different departments to better understand the dynamics of the railway. The role also involves teaching the next generation of firemen (and women) and sometimes I get rostered with a trainee.



Bachmann LNER/BR Brake Vans

By Pat Hammond



Bachmann make six styles of brake van and there are structural variations such as types of cladding and the varying position of the duckets, all of which require tooling variations and take in the needs of most modellers. Recent releases are new versions of the LNER/BR design.

LNER Prototype: As will be familiar to most UK readers, the LNER design was adopted (with minor modifications) as the standard design by British Railways after nationalisation of the railways and once outstanding orders had been completed. The van had a small cabin with a narrow veranda at both ends and, beyond each veranda, there was a platform giving the impression that the chassis was too large for the body. However, the longer chassis (16ft wheelbase) ensured a steadier ride and improved visibility. On BR standard brake vans a low grab-rail was provided along the edges of the two platforms. Each van also had a ducket on either side to give the guard a view along the train.

LNER/BR Model: The earliest Bachmann long wheelbase LNER/BR model used the former Mainline tooling and the earliest Bachmann examples were released in 1990. In 2002 a new model, with better detail, arrived and besides an all-planked type, one with flush sides was also released that year. The next year a flush ends type was also available. So far, a total of over 40 versions of all types have been released.



Three new models have recently been released. These are highly detailed with fine wire handrails, detailed chassis, shell roof vents, chimney, lamp brackets, dummy coupling hooks and brake pipes on the buffer-beams. All this detail is ready fitted. The recommended retail price of each model is £25.50 and the models are:

- 37-529B LNER No.182897 in oxide livery (era 3) pictured here.
- 37-536A BR No.B952963 in bauxite livery (era 7).
- 37-535C Railfreight No.B955016 in grey and red livery (era 8).



Out and about international: The Ostra Sodermanlands Jarnvag (OSLJ)

By Dave Scott

On a recent visit to Stockholm, Sweden I came across this delightful 600mm railway about 40 minutes from the city.



The railway was started by enthusiasts in 1959 at a small brickworks to the south of Stockholm with one locomotive, a carriage and a small baggage van and was the beginning of Sweden's first preserved railway, the OSLJ.

Ten years later the Swedish State Railway closed to traffic on its 4 kilometre standard gauge branch line between Mariefred and Laggesta near Stockholm. The OSLJ managed to take over the line and rebuilt it to run to 600mm gauge.

In the late 1990s the state railways Sodertalje - Eskilstuna line was rerouted. The OSLJ then managed to acquire the discontinued section from Laggesta nedre to Taxinge-Nasby and extended their line so that today they have an 11 kilometre railway with their new Terminus located in Taxinge-Nasby.



The railway currently has eleven steam, nine diesel and one electric battery locos plus a railcar, also passenger, freight and special vehicles at its disposal. For further information if you are planning please see the OSLJ website www.oslj.nu



Mine was only a short visit with insufficient time to view all of the workshops, maybe on my next visit.....

Also for those interested there is a Steam ferry trip to be had on the huge inland lake that the railway follows, something else to explore.



HELJAN REISSUE POPULAR METROPOLITAN BO-BO

By Tony French



In 2015 Heljan made the bold decision to release a model of the Metropolitan Railway (later passing into London Transport ownership) Bo-Bo Electric Locomotive. Whilst London Transport models and locos have a very good cult following it wasn't clear how they would be received by the mainstream model market. The model was well received and sold quickly, leaving many modellers disappointed on missing out on one and equally as many asking the question "where's Sarah Siddons?"

The prototype: Twenty of the class were built between 1922 & 1923 by Metropolitan-Vickers up in Barrow-In-Furness, a fair distance from what would become their home! The original intention was to rebuild the twenty existing Metropolitan electric locomotives (built by Westinghouse and BTH respectively) however this proved impractical and the plan was switched to building twenty new locos using as many recycled parts as possible.

It wasn't until 1927 that the class received their names, nineteen of them being named after people, real or fictitious, linked to the areas served by the Metropolitan. The one exception being loco No.15 which was named "Wembley 1924" after the British Empire Exhibition, itself having been an exhibit at the exhibition (although records indicate it was 1925 when the loco visited).

The end for the majority of these quirky looking locomotives came in 1962 when electrification reached all the way to Amersham and the need to switch from electric to steam power was no longer required, allowing the A stock units to run the full length of the system.

Two of the class survived into preservation, No.5 "John Hampden" is on display at the London Transport Museum in Covent Garden. The other No.12 "Sarah Siddons" has been in service on the system for heritage events, most notably the Steam On The Met events and L150. She has also travelled from time to time, reaching the NRM at York for one of their Railfest events and working a Railtour in the Kent Area (including the now closed Dover Marine station) in 1985.

The Models: Heljan have released five examples on this occasion:

- No.19 in as built Metropolitan livery.
- No.6 "William Penn" also in Metropolitan livery, but as we've learnt from the history section obviously this livery is post 1927.
- No.11 "George Romney" in London Transport livery.

- No.12 “Sarah Siddons” in two different guises, the first being 1990s livery when she carried an elaborate version of London Transport livery (or it certainly appears elaborate when placed alongside No.11) and her current day appearance in original Metropolitan livery.

The model is superbly detailed and finished to the highest standard. Nameplates, crests, lining and numbers are all crisp and sharp. There are no extra detail parts to fit, which is a welcome bonus for anyone not keen on this task and certainly a long way from the early Heljan models which had a mountain of detail parts to fit. The only issue I would raise with this model is that the screw shackle and pipework that surround the NEM pocket would need removing if fitting the traditional tension lock couplings supplied with the model.



Performance wise the model is very smooth and quiet, benefitting from it's three pole motor and heavy diecast chassis, the model also runs smoothly over insulfrog points thanks to it's excellent pick ups. Another pleasant feature is the interior cab lights. Although I am yet personally to load test one, Heljan claim it to be capable of hauling fifteen coaches on level track.

For DCC fitting, four screws underneath are removed and the body slides off, there is plenty of room for the 21pin chip to be housed. The only note of caution I would exercise when undertaking this process is that the body fit is very tight and can be difficult to remove without disturbing some of the locos more delicate details.

Is this model suitable for my layout?: One negative of this model is the very limited scope for operating the class and the lack of suitable stock for them to haul. In their working days the class was seldom known to stray from the Metropolitan network and most of the time would be seen working the passenger trains. Metropolitan/London Transport stock is largely the domain of those prepared to kit and scratch build, I have seen some wonderful

examples of Metropolitan coaching stock built by skilled modellers. However, many of us don't have the skill or the time for this so where does that leave us?

The only real source of any London Transport rolling stock before Heljan gave us this model was the Bachmann 57xx Pannier and the wagons produced in The Midnight Metropolitan Set featuring the Pannier, a 3 plank wagon, 16T mineral and brake van in LT livery. Although a very popular set these wagons have been consigned to sets only and are yet to see release as a standard issue item. It must be said though even if they were, they wouldn't really be appropriate for the Met-Vic Electric Loco.

Don't despair though; there is a light at the end of this tunnel. That light is largely provided by No.12 "Sarah Siddons" and her preservation exploits. During her time she has been paired with Mark1 coaches (blue and grey when she did her Kent railtour, Maroon for Steam On The Met) and been paired up with many classes of steam loco that are also available as ready-to-run models.

An alternative solution is to have it on a depot layout, either with her classmates and maybe a Bachmann Pannier (or two) or visiting a depot for an open day.

Conclusion: A very impressive, smart model with good pulling capabilities and performance. The only negative being the limited range of the prototype. 9/10

And finally: Just a bit of trivia to finish off with, locomotive No.2 was originally named "Oliver Cromwell" being renamed "Thomas Lord" in 1953 presumably to avoid any confusion with BR class 7 pacific 70013 "Oliver Cromwell" which would go on to cement her place in railway history by hauling a leg of the "15 Guinea Special" in August 1968.

Online Models



Bachmann Weathered & Repaired Wagons

By James Purves



Three recently released models by Bachmann add further to the growing number of war-weary open wagons released by the company. These have excellently designed artwork and are ideal for anyone modelling the late 1940s or early 1950s. Especially useful is the fact that the sides have different printing (as seen here) to show different planks replaced. This means that it is worth buying two of each to make up a train.

Prior to the Second World War, most open wagons had wooden bodies and carried coal or coke. These were owned by the mining companies, coal agents, coal merchants and shipping companies. Some had been owned by the wagon builders and leased to the companies using them, with or without a maintenance agreement. Each owner had its own livery and trains were a colourful mix of shades of brown and grey, together with black and an occasional red, green or blue, each with the operator's name and details.

Private ownership of these had ended with the Second World War when the government requisitioned railway wagons for the war effort. From then on, once well maintained and neatly painted open wagons soon began to look tired and dirty. As they went in for repairs, planks were replaced piecemeal and usually without being painted afterwards. The once neatly painted exteriors quickly showed a patchwork of repairs. Those that passed into British Railways ownership received a number with the prefixed 'P' (as on the coke wagon shown here), most were later painted grey, sometimes with the original owner's name showing through.

Except for a few wagon kits by Peco in 1962, this era, when timber-bodied wagons were in a distressed state, has been largely ignored by model manufacturers and it is good that we now have these ready-to-run models available to buy. The new releases by Bachmann are:

- 37-185A 7-plank wagon with coke rails in Cory Brothers livery with BR No.P156917, eras 4 and 5, rrp £17.50.



- 37-092 7-plank end door wagon in Whitick, livery with load, No.G 55, era 3, rrp £17.95.



- 37-114 7-plank wagon in Baldwin livery, number removed, era 3, rrp £16.50.

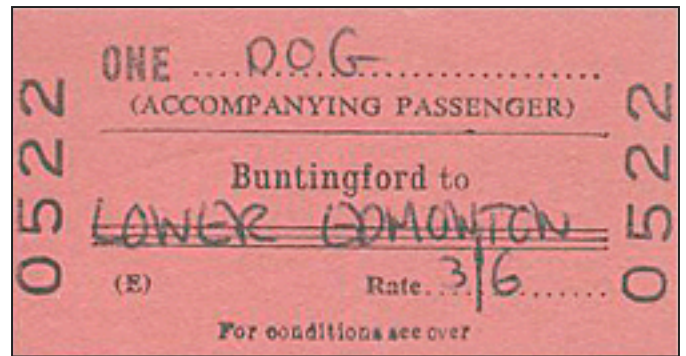


4GROUND
TRACKSIDE AND WATERWAYS



Buntingford to Broxfield on a busy day 1959

By Roger Lattimore



Like so many of us my model railway ambitions are based on my recollections as a small boy. Trainspotting destinations Broxbourne and Hatfield in Hertfordshire have become Broxfield on my layout.

I am in my tenth year of building it and since retirement progress has been more rapid. The layout is in a 'Station House' at the bottom of my garden measuring 36' x 12' with a decking platform out front and a full length canopy with dagger edging.

Basically it's a model railway enthusiast's dream scenario brought about by several strokes of good luck. To do it justice I have worked on the detail and authenticity for an era of 1956 to 1959. I have included the Ware, Hadham and Buntingford branch line for which I have fond memories particularly the part which ran through the Easneye Estate to the north of Ware.



A very busy day at Rye House Junction goods depot!

I have a four track main line and the single track branch runs around the outer perimeter to the terminus which I have tried to make a true replica with some scratch built buildings! These skills I did not have ten years ago so this is most recently completed. I have derived tremendous pleasure and satisfaction from what I have achieved so far and as the layout will never be finished I'm looking forward to more to come.



The Broxfield centre main lines change to side by side with the relief lines and the Ware, Hadham and Buntingford single track branch diverges

Buntingford is in Hertfordshire and was the country terminus of the now defunct single track Ware, Hadham and Buntingford Railway. Ware is in the Lea Valley and is itself the penultimate stop on the branch line from Broxbourne to Hertford East (Ware is the home of the Wickham Trolley)! Ware is unique in that the track is reduced to a single line through the station on an otherwise completely double track.

Follow the progress of a branch line train as it makes its way along the branch to Broxfield!

www.youtube.com/watch?v=OI4gwdcdBGo&feature=youtu.be

Graham Farish TTA Tank Wagons

By Pat Hammond



The Prototype: The 'Monobloc' tank wagon appeared on the railways in Britain in 1958 and was based on a French design. By lowering the tank between the solebars the centre of gravity was also lowered, thus allowing the accommodation of a larger tank. Wing plates welded to the solebars hold the tank in place.

Following agreements between British Railways and the petroleum industry in 1963, regarding the transportation of petroleum products by rail, there was a massive increase in the building of new tank wagons to form block trains and the 'Monobloc' was the principal design adopted.

The Model: The original Graham Farish N gauge range did not include a cylindrical bodied petroleum tank wagon, only the flat tar wagon. The N gauge 'Monobloc' TTA tank wagon was introduced by Bachmann in 2007 and since then over 30 examples have been released.

Bachmann have recently released two new versions of their Graham Farish model, each with a recommended retail price of £17.95.

These are:

- 373-777D weathered and distressed 'Shell/BP' No.67034 in pale grey livery (era 7).
- 373-780 'Total' No.PR58236 in pale grey livery (era 8).



Beautiful B12

By Tony French



One of Tri-ang's earliest releases, way back in 1963, was the B12/3. Back then

it was a revelation and the model was well received. However, 1963 was a very different time in the world of model railways and although a close approximation to the real thing the model had long slipped behind today's high standards despite several minor upgrades over the years. Hornby have now rectified that problem with their stunning new tooling of the loco.

The Prototype: Designed by S.D Holden, the B12 was designed to be more powerful than the existing D16 ("Claud Hamiltons") however, the requirement for light axle loadings and short wheelbases on the GER (Great Eastern Railway) resulted in a relatively small 4-6-0. Seventy One were built for GER service, with a further ten being built in LNER. Their days in LNER service also brought a transfer of a total of 31 members of the class to former GNSR (Great North of Scotland Railway) their light axle loading proving ideal for the route's weaker bridges.

In 1932, with the LNER improving permanent way standards on the GER routes, the decision was taken to rebuild fifty four of the class with a larger diameter boiler and round top fireboxes (Holden's originals had been designed with Belpare fireboxes) as a higher axle loading could now be accommodated. The rebuilding was not applied to the Scottish allocated B12s as the new boiler would have made them too heavy for those routes, although nine members of the class did receive a rebuild with a smaller boiler (becoming B12/4s).

During the war years they could often be seen away from their native territory of the GER, hauling heavy troop and ambulance trains most notably in the South West of England. Withdrawals began as early as 1945 (with the exception of 1506 which had been destroyed in an accident in 1913), by the end of 1954 all original B12/1s and B12/4s had been withdrawn, leaving 44 B12/3s in service. By the end of 1959 all but one locomotive had been withdrawn, this loco would go on to become something of a minor celebrity amongst railway enthusiasts.

61572 (LNER 8572) had initially been withdrawn at the same time as her remaining sisters in 1959 but Norwich shedmaster Bill Harvey seemed to take a shine to her and kept her in service until 1961. This crucial extra stint gave the Midland & Great Northern Society time to raise funds to purchase her (and J15 65462). Following two more years in storage purchase was completed in 1963 and she embarked on probably the most iconic B12 working to date, hauling the "Wandering 1500" (the name derived from the nickname of the

class due to their numbering) which saw her take to some very alien metals on her way from Broad Street to Rugby Midland, which would include a run across the majority of the Stratford-Upon-Avon & Midland Junction Railway, which had been closed to passengers since 1952.

61572 arrived at her new home, the North Norfolk Railway in 1967. Initially she was put to one side while J15 65462 was returned to steam amid fears that her poor condition and that her weight would prove too heavy for the route. Restoration eventually started when 65462 returned to steam in 1977 and 61572 (8572) finally returned to steam in 1994 and has since been a popular performer at her home railway and on visits to numerous preserved railways across the UK. She is currently in working order.

The Model: Hornby have produced a real masterpiece here, a wonderful scale model of the beautiful prototype. Stunningly reproduced in three livery variants, LNER 8573 in apple green, BR 61533 in lined black early crest, BR 61580 in lined black late crest. Thankfully Hornby has not chosen to ruin one of these wonderful machines by applying their rather poor weathering to them. The numbers, lettering, lining and works plates are all beautifully applied.



The devil is truly in the detail on this model and little touches like the beautifully reproduced inside motion and valve gear (non-functioning) and accurate back head details really bring the best out of the loco. The loco also benefits from sprung buffers and NEM pocket couplings. A small detail pack is supplied to add the final touches of pipes and brake rigging.

If this loco was to never turn a wheel it would still be a work of art. However, it is a working model, so the next logical question is how does the loco perform? The answer to that question is 'superbly'; the loco glides gracefully and smoothly through all pointwork without the slightest hint of a stall and will negotiate a 2nd radius curve with ease. We have not given our review sample a major load as yet, but she managed six Bachmann Mark 1 coaches with comparative ease and I would imagine a load of double that would be possible.

The loco has an 8 pin socket located in the tender which has plenty of room to accommodate any chip you may desire. Although the operation to fit a chip raised the only major issue I have with the model. The screws to remove the tender top are rather difficult to reach without disturbing the brake detail on the tender.

Is This Model Suitable For My Layout?: If you are an LNER or BR Eastern Region modeller then yes this loco is for you. Although most commonly seen on Great Eastern routes the class was noted to have performed on the majority of the LNER network during their careers. It certainly would be a good time to be modelling former GER routes as the Hornby B12 complements other Hornby products like the D16, B1, B17, J15 and Britannia class very well. As has been mentioned members of the class were noted running in the South West in the war years so potentially an option for GWR and Southern modellers during that period too.



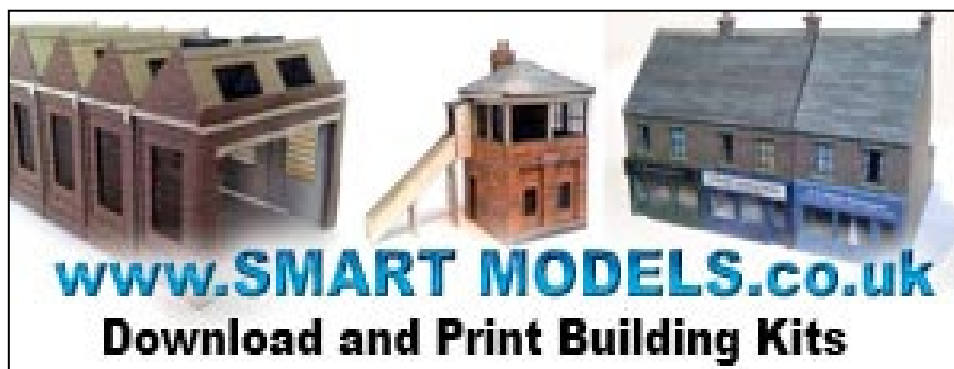
With one member of the class being preserved she is also an option for modellers of the modern era. Personally I would want to renumber the model to 8572/61572 (dependant on livery) seeing as she is the only survivor of the class, for some reason Hornby seem to avoid producing preserved examples

of their models. She has travelled well from her north Norfolk base appearing at a number of other railways and even performed at Steam On The Met in the late 90s/early 00s, although this is the closest 61572 has got to a mainline return since 1963. Another bonus is the loco has also appeared in both LNER and BR livery.

As always with this section of the review it's your railway and you run what you want.

The verdict: A superb model, which performs well and looks amazing. The only real negative I can point towards is the lack of a model of the preserved example. 10/10

And Finally: Did you know that 8572/61572 is the only inside cylinder 4-6-0 left in the UK?



Recalling — and re-creating — the ‘Westerns’

By Neale Monks



*D1051 at the famous turntable at Old Oak Common
(Paul Toulmin)*

It's 40 years since the last 'Westerns' were withdrawn from British Rail, and with them came the end of the Western Region's flirtation with diesel-hydraulic locomotives. As Brian Haresnape noted in his 1982 survey of the breed, British Rail Fleet Survey 2: Western Region Diesel-Hydraulics, the class attracted the sort of following that hadn't been seen since the demise of steam, and the surviving 'Westerns' remain among the most popular diesel locomotives on Britain's preserved railways.

In fact no fewer than seven were preserved, an astonishing number by the standards of the time, when the railway heritage movement was largely focused on preserved steam locomotives, rather than the 'boxes on wheels' that replaced them. Unsurprisingly model 'Westerns' have been produced by many of the major manufacturers across all three of the major scales, including ready-to-run versions from Trix, Hornby, Lima, Farish, Heljan and Dapol.

A brief history of model 'Westerns'

The first ready-to-run 'Western' was produced in something approximating to OO scale by the West German manufacturer Trix, later sold under the Lilliput label. They were produced in a variety of liveries throughout the 1970s, including green with small warning panels, maroon with full yellow ends, and rail blue with full yellow ends. Although these 'Westerns' were highly regarded at the time, the bogies are not convincing, and the buckeye coupling used is not compatible with standard tension-lock couplings. In terms of dimensions, Trix seemed to scale their British outline models halfway between OO and HO, i.e., 3.75mm to the foot, with the inevitable result that their models come up a little short when compared to standard 4mm fare. In short, while a good-looking model, the Trix 'Western' is nowadays more one for the collector rather than anyone else.

By 1980 modellers had two new OO 'Westerns' to choose from, one from Hornby and one from Lima, a good reminder that two manufacturers releasing models of the same loco at the same time is by no means a new phenomenon! What's most interesting about them is how the two companies solved certain

design problems in different ways. To give an example, the valance around the bufferbeam is a very distinctive part of the 'Western' look, but on a model that has to go around tight curves, a correctly scaled valance could interfere with the free movement of the bogie. Lima solved this by making the triangular flange part of the valance in front of each bogie narrower, which meant there was more space for the bogie to rotate from side to side. By contrast Hornby kept the valance to scale, but mounted it on the bogie rather than the body, so that it rotated with the bogie instead of being an obstacle.

Of the two, the Hornby model is probably the more accurate overall, the Lima model getting some details very wrong indeed. For example, on the Lima model the roof radiator fans are dead centre, whereas on the real thing they distinctly off-centre, something the Hornby model replicates reasonably well. But the Lima model does at least have brake shoes and beams moulded onto the bogies, something completely absent from the Hornby model, so again we're looking at two imperfect models that require a bit of work to be brought up to modern standards; for example by using Brassmaster etches to replace or supplement the details.

So far as 00 gauge modellers go, the two most recent offerings come from Heljan and Dapol. The Heljan model, released in 2004, was much better than either the Lima or Hornby versions, with a good, DCC-ready mechanism on the inside and much greater fidelity with regard to external detailing. Some criticisms were levelled at the shape of the cab roof though, and like other Heljan models it came with plenty of detailing parts, many of which were small and difficult to fit. The brake detailing parts in particular interfered with the free movement of the bogies except around the gentlest of curves, so most modellers left them off.

The Dapol 'Western' arrived in 2013, following a remarkable gestation period that involved discussions between the manufacturer and the hobbyists on the popular model railway forum, RMWeb. Overall, this model is regarded as being the best 'Western' to date, for example in possessing brake details on the bogies that don't prevent the loco from going around sharp curves. It also sits a little lower on its bogies than the Heljan one, which looks more realistic.

Alongside their 00 model, Dapol produced an N-gauge version that was released a few months later. This is an excellent model, DCC-ready but certainly not the first 'Western' at this scale. In 1985 Graham Farish released their 'Western', which at the time was one of the best diesels in their range. Indeed, it was still in the Bachmann-Farish catalogue as recently as 2013. The Farish 'Western' had the same reliable split chassis mechanism used by many of their diesels, and generally runs very nicely indeed, even though it isn't DCC-ready out of the box, and the detailing isn't quite up to modern standards. The body shape, especially around the cab, isn't quite right either.

By contrast the Dapol 'Western' comes as either a DCC-ready or DCC-fitted model, has excellent proportions, and comes with many more details than the

Farish one. Whereas the Farish 'Western' lacks brake details on the bogies and uses a Hornby-like approach to the valances to ensure the loco can go around tight corners, the Dapol model has fully detailed bogies and is designed in such a way that the bogies can go around tight curves without the valances having to be compromised in any serious way.

Finally, turning to the senior scale, Heljan released an O-gauge 'Western' in 2013, in the process making several improvements over their OO version of the class. While kits had been available before, including ones from PRMRP and the Just Like The Real Thing Range, the Heljan 'Western' was the first ready to run model built to the 7mm scale.

Front-end detailing

The more recent model 'Westerns' all come with the inevitable bag of bits, including a variety of pipes or hoses to decorate the bufferbeam. While attaching these can interfere with the use of standard model train couplings, they do add a lot of personality to the front end of diesel locomotives.

Looking at the bufferbeam head-on, the two outside ones at each end are the yellow mainreservoir pipes. To the left of the screw coupling is a black hose, which is the vacuum pipe; to the right of the coupling is the silver steam heat pipe. Most but not all 'Westerns' had a fifth pipe, coloured red, just above the steam heat pipe, which was the air brake pipe. The ones that didn't have air braking were D1017-D1020, which were deemed surplus to requirements and were all withdrawn by August 1973. However, since the dual-braked 'Westerns' didn't receive their air brakes until they were overhauled between 1968 and 1973, the red air brake pipe is a feature of the blue-liveried 'Westerns' rather than green or maroon ones.

The experimental liveries

One piece of 'Western' trivia is that the only livery they all carried was rail blue with full yellow ends, which the class received between 1967 and 1972.



While all the 'Westerns' received BR blue livery at some point only D1013 'Western Ranger' had its nameplates painted red as portrayed here in N-gauge with a heavily weathered Dapol model

Prior to this, the Western Region tried out a range of liveries on the class—desert sand, standard locomotive green, coaching stock maroon, and golden ochre. Apart from the golden ochre livery, of which more shortly, the other three liveries were originally turned out without yellow warning panels, but eventually locomotives in these liveries received small yellow warning panels in an attempt to make them more visible to engineers working on the railway line. Maroon locos were further embellished with full yellow warning panels from September 1967 onwards, unless of course they were overhauled and given the corporate image rail blue treatment!

However, the first ‘Western’ was turned out in desert sand livery, a colour that had been proposed for the Eastern Region’s ‘Deltics’ but never used. This loco was D1000, Western Enterprise, released into service in December 1961, and was unique among the ‘Westerns’ by having a cast aluminium British Railways crests under the opposite cab windows to the ones with number plates. D1000 received a small yellow warning panel in November 1962, but was eventually repainted into maroon with a small yellow warning panel almost two years later. While it retained its cast aluminium crests in maroon livery, these were removed when the loco was painted into standard BR blue in June 1967.



The desert sand livery sported by D1000 has been a popular subject for limited edition models like this N gauge version from Dapol exclusive to Osborns models

Unquestionably an attractive livery, it has been modelled by Lima, Heljan and Dapol over the years, though not always accurately. The Lima version has the cast aluminium crest printed on, which doesn't entirely convince, and its bufferbeam is black, rather than red. Since it lacks yellow warning panels, it is only accurate for D1000 during the first eleven months of its life. Dapol has produced D1000 models in both OO and N scale, though in both cases these were limited edition versions that are hard to come by now. The OO version was produced exclusively for the GWR Steam Museum and limited to 400 pieces, while the N gauge version was exclusive to Osborns and limited to 200 pieces. Both feature proper three-dimensional crests under the appropriate cab windows, as well as red bufferbeams, though only the N gauge version has a yellow warning panel, so they model the same loco at slightly different times.

The other experimental livery is golden ochre, a colour suggested by Brian Haresnape and similar to the improved engine green used on the LB&SCR. Only used on a single loco, D1015 Western Champion was released from Swindon Works in January 1963 sporting this unusual livery including its non-standard yellow panels. Like the maroon locos, but unlike the green and desert sand locos, this 'Western' didn't have red bufferbeams and instead the bufferbeam was the same colour as the body. D1015 was repainted into standard maroon with small yellow panels towards the end of 1965, but has been reverted to golden ochre at various times in preservation.

Heljan has produced models of golden ochre liveried D1015 and desert sand liveried D1000 in both OO and O gauges, though the O gauge versions were 75-piece limited editions sold exclusively through Tower Models. An equivalent model from Dapol was also produced in OO gauge, and again, this was a limited edition model produced for The Cheltenham Model Centre, limited to 300 pieces.

Western Legends

Like most classes of locomotive, the 'Westerns' had eventful lives that could form the basis of realistic operations on a model railway,



The 'Westerns' were strongly associated with the china clay traffic out of Cornwall as modelled here in OO with a Western Dapol in charge of a short train of Bachmann wagons (Paul Toulmin)



*D1016 Western Gladiator hustles some empty milk tanks back to the West Country;
(Paul Toulmin)*

But the class might also be modelled in terms of ‘what might have beens’. One thing that never happened was the construction of the full one hundred locomotives that the Western Region had initially hoped for; instead, only 74 were built, split between Crewe and Swindon works. The locomotives that were never built did have named allocated to them, including D1077 Western Jewel, D1094 Western Legend, and D1096 Western Fury. Nameplates for these are certainly available in 4mm and 2mm scales from Precision Labels, and possibly from other vendors as well.

Featuring these particular locomotives might not be strictly accurate, but it opens the door to thinking about how British Railways might have looked had the ‘Westerns’ been more favourably looked upon by central management. Other locomotives of their era lasted well into the 1980s, though their lack of electric train heating would surely have been a liability. Ironically for a class designed to haul express passenger trains, the ‘Westerns’ turned out to be outstanding heavy freight locomotives, and one clue to how they might have been used comes from the persistent rumour that ten machines were set aside after withdrawal...

With the demise of the ‘Westerns’ other classes were now being used to haul Foster Yeoman’s aggregate trains, but the company was not impressed with the performance or reliability of these replacement locos. The story goes that Yeoman wanted some ‘Westerns’ of their own that they could use exclusively on their trains. While nothing came of this, Yeoman did buy one locomotive,

D1010 Western Campaigner, though they renamed it D1035 Western Yeoman, and preserved it as a static exhibit at their quarry in Merehead. D1010 remained there until being moved to the West Somerset Railway in 1985 so that it could be restored in working condition. But what if things had been different? Yeoman get their fleet of 'Westerns', paint them into some version of their eye-catching white and blue wagon livery, and used them to haul stone trains through the late 70s and into the 80s. That is, of course, precisely what Yeoman did when they bought a small fleet of GM-built Class 59s almost ten years after the 'Westerns' were withdrawn.

If nothing else, this story captures the essence of the 'Westerns' perfectly: dramatic and fascinating, but full of what-might-have-beens; a class with so much potential that ultimately that was never quite fulfilled. But as railway modellers we have the chance to replay their history, thanks to some outstanding 'Westerns' in all three major scales.



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CONTRIBUTORS THIS ISSUE



Simon Kohler has been associated with the world of models and model railways for over 50 years, 35 of which have been with Hornby Hobbies Ltd mainly as Marketing Manager for the Hornby brand. Now working as an independent consultant to the models and hobbies industry, Simon is also Chairman of DRM ePublishing Ltd which owns Model Railway Express eMagazine.



Pat Hammond is a well-known model railway historian, writer and collector. He has written 12 books for collectors and over 350 articles. He is also editor and publisher of Train Collector magazine, which is now in its ninth year. Books written by Pat include: "Tri-ang Railways 1950-1964", "Tri-ang Hornby 1964-1971", "Hornby Railways 1972-1996", "Bachmann Branchline Pocket Guide" and "Ramsay's British Model Trains Catalogue"



Cath Locke enjoys days out on preserved railways and especially longer trips involving food and alcohol!

Cath is a member of CAMRA.

Cath is also the new editor of Model Railway Express magazine.



Ann Onn is the long suffering wife of a 00 gauge modeller.

Taxi and catering services are among her many talents.

Vendor of tea and buns par excellence!



Dave Wheatley has always built models including military models, radio controlled boats and 1/24th scale trucks. But 00 gauge model railways has always been a constant. He is currently moving his layout from loft to garage and rebuilding it. A fictitious location somewhere in Derbyshire, Eaton Road Heritage Centre has a strong LNER and Southern region feel running all the named trains Devon Belle, Flying Scotsman etc. with prototype diesels. All are DCC and will eventually all be sound fitted too.



Dave Scott's interest in railways began with the railway at the bottom of his childhood garden and developed into Model Engineering as a teenager. Returning to railways 17 years ago he became a driver on the Gloucestershire Warwickshire Railway. Then came a move into modelling and then an actual house move. Dave now boasts the Settle-Carlisle railway at the bottom of his garden. He models OO gauge based in Western region territory in the 1948 - 56.



James Purves has been modelling for too many years to count. After a career in management James is now enjoying retirement and the chance to take up his boyhood hobby once more. He has noticed that choice in the market has increased beyond recognition and he's learning new technical skills too. James enjoys visiting model railway exhibitions both local and further afield if he can make a day or weekend of it and tie in other railway related visits.



Tony French has been involved in model railways for nearly 30 years and has been working in the industry since the age of 16. He is a fireman at the Great Central Railway, railway photographer and also now the proprietors of Tony's Trains at Barby Model Rail Ltd.



Gareth Price has been a railway modeller for about 10 years and models his favourite period in OO gauge which is the Grouping period. His main area of interest is Grouping and Pre-Grouping wagons. And his other interest is amateur railway photography focussing mainly on preserved rolling stock



Edward Ford is a university student and in his spare time a fireman for both the Welsh Highland and Ffestiniog Railways. He spends his weekends firing from Porthmadoc to Caernarfon & back and enjoying the stunning Welsh scenery (he's 'done' Snowdon more times than he cares to remember). He is also a OO gauge modeller when studying and firing allow.



Roger Lattimore has been fascinated by trains since the age of 4 and was a trainspotter by 10! On retirement Roger started his layout based on the railways of his childhood (1956-9 Eastern Region). His station area is mostly scratch built and shows how his skills have developed from when he started 5 years before. His greatest satisfaction comes from trying something new outside his comfort zone and he urges everyone to give it a go!



Dr Neale Monks has at different times been a marine biologist, palaeontologist, teacher and writer. Recently returned to the hobby he's an N gauge man finding this scale the best way to squeeze plenty of railway action into a limited space. Neale believes layouts are stepping stones through the hobby, each one useful for developing a particular skill or out new ideas. So while he's yet to build his perfect layout, he takes pride in the skills he's learned in the last few years. He thinks he's pretty much nailed it, but really must work on his track-laying, which sometimes verges on the dangerous!



Robbie McGavin lists his interests as; steam era British railways, history, engineering, and making digital illustrations of engines and trains using RTR 00 models.



Want to be a contributor?

Please send articles to Editor@MRE-Mag.com

All articles should be your own work and any accompanying photos or images must be your own or you must have the permission of the owner to send them to us to use in the magazine (this must accompany your material). Names and addresses must also be supplied.

Please send articles in Word format clearly indicating where you would like photos to appear in the text (if relevant, otherwise you'll get the editor's selection and layout!). Don't forget to clearly number or title the photos/images to accompany your written instructions as to placement.

We welcome articles on any and all of the following:

- Modelling: your layout(s) & projects you've done,
- Days out: preserved railways, railway themed pubs,
- Tips: anything to share with fellow modellers?
- A day in the life of: do you have a railway related second hobby, if so tell us about a typical day,
- Trivia: know anything unusual or funny to share?
- Pretty much anything that might be of interest to fellow modellers

Contributors' prize draw

We are pleased to announce that 4 Ground Trackside and Waterway kits are kindly sponsoring a prize for contributors to Model Railway Express eMagazine.



Each issue we will put the names of all the contributors into a hat (or similar receptacle) and draw a name out at random.

This issue's prize is their OO-TS-111 Modern Engine Shed.

And the lucky winner is:

DAVE WHEATLEY

AND FINALLY.....

By Robbie McGavin

Rebuilt Merchant Navy 35028 'Clan Line', a very successful Hornby model R2169 from 2000-1 which Simon Kohler caused to come into being. Hornby have an 'original condition' version is planned for early 2017.

The engine bears the headboard for the Atlantic Coast Express, which was no lightweight, and booked to average 60mph from Waterloo to Salisbury from a cold start, sometime 15-total.

From the late 1930s to the early 1960s the 'ACE' was sometimes in five sections departures every few minutes between 10.40am and 11am, with carriages for destinations beyond Exeter like Bude, Ilfracombe, Padstow and Plymouth, the great age of steam railways.

35028 was built in 12/1948 at Eastleigh, rebuilt in 11/1959 and withdrawn at the end of Southern Region steam in 7/1967. Weighing approximately 150 tons ready for work, always impressive! Originally with 280lb boilers, later 250lb, and three 18-inch cylinders, some official and many anecdotal stories exist of these engines with speedos jammed at 100mph. I think 35008 was timed at 108mph as late as 1966, and it wasn't even one of 'the good 'uns', according to the fireman.



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black with S&T branding and steel/rail carriers

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WW-011 with diamond frame bogies DM748343 in BR

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WW-012 with diamond frame bogies DM748316 in BR

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WW-015 with Gloucester GPS bogies MODA95512 in

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WW-017 with Gloucester GPS bogies MODA95537 in

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WW-018 with Gloucester GPS bogies MODA95536 in

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MOD 2000s olive

WW-020 with Gloucester GPS bogies MODA95524 in

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MOD 1970s olive

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M360333 in BR grey

WW-706 with diamond frame bogies M360329 in BR

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WW-707 with diamond frame bogies ADRW96501 in BR

engineers yellow

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MOD 1970s olive

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Class 67 Shunter	hattons.co.uk/c67	£99 (EST)	Jan 2016							
Hatton's O Gauge Class A3/A4	hattons.co.uk/recordbreakers	£750	Aug 2016							

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Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design, 1st EP: First Engineering Prototype. (EST): Price is estimated.

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