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HORNBY

Issue 179 May 2022 £5.49

magazine

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- Hornby's updated Gresley 'A3' for '00'
- Dapol's new Class 121 for 'O' gauge
- Accurascale all-new '00' MGR hoppers

WE SHOW YOU HOW



- Weathering SPA and SEA wagons
- Building a cement works in '00'
- Double-headed Class 20 sound
- Point building beginner's guide

**LATEST
NEWS**

SOMERSET AND DORSET REVIVAL

Rebuilding a '00' S&D steam-era layout at the North Norfolk Railway



PLUS

OLD OAK BRIDGE

The 1980s around London in '00'

ROSEBURY GOODS

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- Heljan North British pioneer • Rails SECR 'D1' 4-4-0
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For more information please visit your local Hornby stockist or go to www.hornby.com

HORNBY

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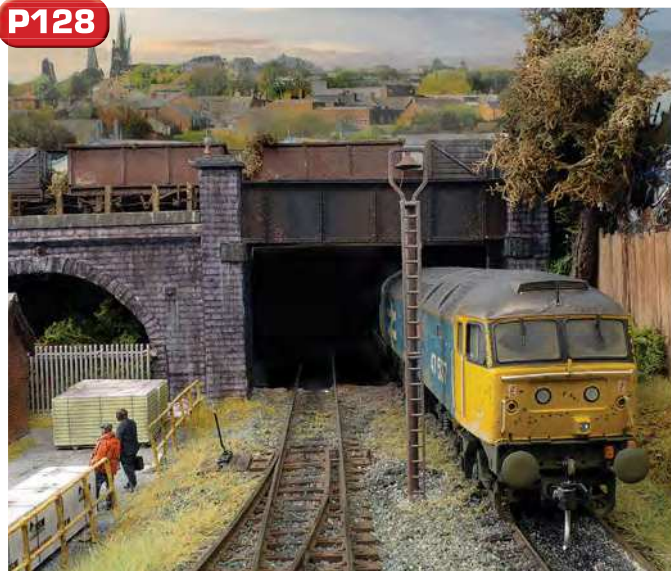
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THE NEW MS-SOUND LINE-UP

MS440 'Maxi'

30 x 15 x 4mm
3W - 1.2A - 8 FOs
21-pin MTC socket

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30 x 15 x 4mm
3W - 1.2A - 9 FOs
8-pin & PluX-22

MS480 'Mini'

19 x 11 x 3.1 mm
1W - 0.8A - 6 FOs
6-pin & 8-pin

MS490 'Mini'

19 x 8.6 x 2.9 mm
1W - 0.7A - 4 FOs
6-pin & 8-pin

MS580 'Mini'

25 x 10.5 x 4 mm
1W - 0.8A - 4 FOs
Next-18 only

MS500 'Micro'

14 x 10 x 2.6 mm
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6-pin & 8-pin

MS590 'Micro'

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1W - 0.7A - 4 FOs
Next-18 only

MS950 'O' Gauge

50 x 23 x 13 mm
2 x 3W - 4A - 11 FOs
34-pin L-interface

MS955 'O' Plus

50 x 26 x 13 mm
2 x 3W - 4A - 11 FOs
38-pin L-interface

MS990 'Flagship'

50 x 40 x 13 mm
2 x 10W - 8A - 16 FOs
38 screw terminals



INTRODUCING THE NEW ZIMO MS-SERIES DECODERS 'DIGITAL SOUND REDEFINED'

ZIMO – Britain's fastest growing DCC brand – is delighted to roll-out a new range of premium sound decoders over the next few months, following years of intensive development. These decoders incorporate the most powerful micro-electronics ever found in the model railway industry: Truly 'state-of-the-art' 32-bit ARM microprocessors with high-speed real-time digital signal processing. In the simplest terms, this means sound projects can be output at 'Compact Disc Hi-Fi' quality for the first time. The numbers are impressive but, at ZIMO, technology is just the means to an end. For us, it is always about amazing authentic soundscapes linked with silky-smooth, ultra-reliable, motor operation.

● REAL 16 BIT AUDIO 'RESOLUTION'

for the whole sound project architecture and hardware. From the 'high-res' sound files held in the flash memory, through to the inter-IC-sound bus and the fully-digital Class 'D' amplifier.

● 44kHz, 22kHz & 11kHz SAMPLES

can be mixed in the same sound project, allowing the maximum 44 kHz hi-fi quality to be combined with lower rate channels for simple noises (such as announcements).

● 16 INDIVIDUAL SOUND CHANNELS

can be played back simultaneously and adjusted via high/low-pass filters using simple CV configuration. Sound output distributed to two speakers in the new 'stereo' large-scale decoders.

● LARGE 128 MBIT SOUND MEMORY

is four times that of the MX-series, equating to 360 secs of sound sample time in high-quality (16 bit/22 kHz). Economical memory usage can allow up to 1440 secs of recorded sound.

● MORE 'STAY-ALIVE' CAPACITY

is now available - our OO/HO 'Maxi' (Wired 8-pin, 21-pin MTC, PluX-22) now have no top limit for their linked energy storage! Smaller decoder types now have direct connections.

● BETTER CURRENT PROTECTION

is provided for all function outputs with a new methodology employed to prevent unnecessary cut-outs due to quick overload scenarios (e.g. high start-up current of tungsten bulbs).

The long-established and highly-regarded original MX-series of sound decoders will continue to be offered alongside the new MS-series for the foreseeable future.

'DON'T FOLLOW THE CROWD - LET THE CROWD FOLLOW YOU!'
ASK FOR 'ZIMO' BY NAME AND PURCHASE WITH CONFIDENCE
FROM YOUR REGULAR AUTHORISED ZIMO RETAILER

For more details about the MS decoder family and stockists contact ZIMO UK
Telephone: 01780 470086 E-mail: sales@zimo-digital.co.uk

WELCOME

THE EDITOR'S PAGE



HELLO and welcome to the latest issue of *Hornby Magazine* – our biggest of the year with 196 pages! On top of our usual mix of layout features, modelling guides, news and reviews

we are also bringing you our second *Hornby Magazine* New Model Guide to keep you up-to-date with all the latest product development for ready-to-run models.

We launched the New Model Guide in our May 2021 issue and it is fascinating to see how ready-to-run has continued to grow. Last year we had more than 240 models listed, but this year that total has grown to more than 300. It's incredible that so much is being invested across the scales from industrial steam locomotives to big main line diesels and everything in between.

Another high point is the trend towards modelling full sets of rolling stock and we have kept our listings up to date to include variations on themes such as the new Hornby Mk 3s and Mk 4s, Accurascale Mk 2bs and Hattons Original four- and six-wheel coaches.

Just as interesting as the content of the listings are those models which have been announced and delivered in the past 12 months. Bachmann alone has delivered its all-new Class 24 and Class 47 for 'OO' in addition to the Double Fairlie 0-4-4-0T for 'OO9' narrow gauge. Hornby's 2022 range Sentinel 0-6-0DH also arrived before we could compile this year's new listings.

Joining the New Model Guide in this issue are the latest product reviews with new models arriving from Hornby, Dapol, Oxford Rail, Rapido Trains UK, Revolution Trains and Accurascale this month. They are joined by an extensive range of new product announcements in Update from Model Rail Scotland at the end of February.

Our layout features take us from the Somerset & Dorset Joint Railway in a return visit to the completely refreshed Broad Sidlinch based at the North Norfolk Railway to the fringes of London at Old Oak Bridge and a compact shunting layout with a West Midlands theme. Meanwhile, our modelling team are showing you how to weather EFE SPA/SEA steel wagons, build points, create a road served cement terminal plus weather and sound equip a pair of Bachmann Class 20s.

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Rebuilding a 'OO' S&D steam-era layout at the North Norfolk Railway

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- Building a cement works in 'OO'
- Double-headed Class 20 sound
- Point building beginner's guide

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- Rails SECR 'D1' 4-4-0
- Dapol industrial 0-4-OST
- Revolution Alstom DMUs

PLUS

- OLD OAK BRIDGE**
The 1980s around London in 'OO'
- ROSEBURY GOODS**
A compact 'OO' shunting yard

Barcode: 9 771753 246991

The 2022 exhibition season is warming up nicely, and the *Hornby Magazine* team is preparing for exhibitions in the spring with our next outings being the Statfold Barn Model Railway Event on April 9/10 in Staffordshire and the Stamford Model Railway Exhibition on May 14/15. We will be exhibiting our latest project layouts at Statfold while Stamford sees West

Coast Cement make its first venture out in two years. We look forward to seeing you there. Happy modelling!

Mike Wild

Mike Wild
Publisher - Modelling

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Colourful Class 37s



Above: Hornby has recently released this trio of Class 37s in Europhoenix, Network Rail and Colas Rail Freight colour schemes.

HORNBY has released a trio of colourful Class 37 Co-Co diesels in Colas Railfreight, Europhoenix and Network Rail liveries.

These latest 'OO' gauge arrivals form part of Hornby's RailRoad Plus range of budget-priced models with enhanced decoration and etched metal nameplates (where appropriate).

In a change to their previously billed identities, two of these all-new arrivals now appear as 37884 *Cepheus* in Rail Operations Group Europhoenix livery (Cat No. R30047) and 37421 in Colas Railfreight colours (R30041TTS), together with former Class 37, 97302 *Ffestiniog & Welsh Highland Railways* in Network



Above: 37421 in Colas Rail Freight livery also boasts factory-fitted Twin Track Sound.



Rail Operations Group's ornate Europhoenix livery is showcased to full effect on Hornby's 37884 *Cepheus*.

Rail yellow with large, distinctive nameplates (R30044).

Each features a high level of decoration with small details picked out in appropriate colours, together with crisply printed data panels, lettering and labels while the Colas Rail Freight liveried model also benefits from a Twin Track Sound (TTS) decoder and factory-fitted speaker.

Priced at £96.99 for standard RailRoad Plus models and £120.99 for the TTS fitted example, they are available from Hornby stockists now.

● Visit www.hornby.com for more information.

WIN A HORNBY SENTINEL

0-6-0DH FOR 'OO'



**WORTH
£110**

New look for Crewe's 87035

Crewe Heritage Centre (CHC) hosted a rededication of its preserved Class 87 Bo-Bo electric, 87035 *Robert Burns* on 15 March 2022.

Now resplendent in freshly-applied Virgin Trains livery, the locomotive's nameplates and new crests were unveiled by Hornby Hobbies' Marketing and Product Development Director Simon Kohler, in the presence of CHC Chairman Gordon Heddon and Mayor of Crewe, Cllr Tom Dunlop.

Introduced in the 1970s, the Class 87s were utilised on passenger (and occasional freight) workings on the West Coast Main Line until replaced by new Class 390 Pendolinos, with 87035 withdrawn from service with Virgin Trains in December 2004. It entered preservation at Crewe Heritage Centre in September 2005.

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



Above: Hornby Hobbies' Marketing and Product Development Director Simon Kohler unveils 87035's nameplates on 15 March 2022.

Left: 87035 *Robert Burns* displays its pristine Virgin Trains livery in the Exhibition Hall at Crewe Heritage Centre on 15 March 2022 following its rededication by Hornby's Simon Kohler.

QUESTION: Which docks complex was PBA 39 based before entering preservation?

a. Immingham b. Bristol c. Southampton

Hornby Magazine is offering the chance to win one of Hornby's newly-tooled 'OO' gauge industrial Sentinel 0-6-0DH in our latest competition, worth £110.

The prize consists of all-new 'OO' gauge Rolls Royce Sentinel 0-6-0DH PBA 39 in Port of Bristol Authority lined blue (Cat No. R30083). This superb new model features a three-pole motor, die-cast metal chassis, six-pin Digital Command Control decoder socket, detailed cab interior and more.

To be in with a chance of winning this latest Hornby locomotive, all you have to do is answer the question



above by May 25 2022 and you can read our full review on pages 94-97.

Even if you don't win, Hornby's newly-tooled 'OO' gauge Sentinel

0-6-0DHs are available from Hornby stockists and at www.hornby.com now.

Good luck!

HOW TO ENTER

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

Online entries open at 9am on April 7 2022 and the closing date for entries is May 25 2022 at 5pm GMT. The winner will be notified no later than June 1 2022.

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

No purchase necessary.

Unique North British pioneer diesel NEXT FOR HELJAN



Heljan is developing a model of pioneer diesel-electric 10800 for 'OO'.

HELJAN HAS REVEALED that it is developing a first ever ready-to-run 'OO' gauge model of North British pioneer diesel-electric 10800 to celebrate the manufacturer's return to the exhibition circuit at Model Rail Scotland 2022.

The locomotive was ordered by

the LMS in 1946 from the North British Locomotive Company, but wasn't completed until after nationalisation. Construction was completed on July 1 1950 and it operated on both the Midland and Southern Regions as well as a brief stint on the Eastern Region.

It remained in traffic with BR until 1959 after which it was sold to Brush Traction to become a

testbed for new equipment and named *Hawk* but was ultimately scrapped in 1976.

The unique locomotive follows on from Heljan's previous series of prototype diesels which modelled BRCW's D0260 *Lion*, Brush Traction's D0280 *Falcon*, Hawker Siddeley HS4000 *Kestrel* and English Electric DP2.

Like the previous prototypes,

10800 will be produced in limited numbers by Heljan with four different versions being available. The specification includes a 21-pin DCC decoder socket, DCC sound provision, sprung buffers, all-wheel pick-up and drive, etched metal detail parts, working marker lights and cab lights.

CAD drawing work is complete and tooling for the model is under way following research using original NBL drawings.

Each locomotive will cost £234.95 with delivery expected in 2023.

The four versions planned will model the locomotive as 10800 in BR black and silver with early crests as operated on the Southern and Midland (Cat No. 1080), as 10800 in BR black and silver with early crests as operated on

the Southern and Midland with a weathered finish (1081), as 10800 in BR black and silver with early crests in its final BR condition (1082) and as 10800 in BR green with late crests (1083).

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



The unique locomotive is due to be released in 2023.

Heljan reveals ALL-NEW 'OO' CLASS 26

Heljan launched a brand-new 'OO' gauge model of the BRCW Class 26 Bo-Bo diesels at Model Rail Scotland spearheaded by the introduction of a Class 26/1 with twin car-style headlights for working the Far North Lines in Scotland.

The new announcement at Model Rail Scotland is the first step in a full revamp of the popular Heljan 'OO' gauge Class 26 and comes in response to demand since the announcement of the

'O' gauge Class 26/1 with car-style headlights. The distinctive lights were fitted to Class 26s allocated to Inverness depot for use on the Far North Lines in the early 1970s which they retained until the mid-1980s.

The new Class 26/1 specification will include separately switchable head, tail and cab lights plus engine room interior lights, a 21-pin Digital Command Control (DCC) decoder socket with access through a removable hatch in the

roof, plug and play DCC sound capability and brand-new tooling for the locomotive.

The Inverness locomotives are the first announcements and will model 26039 in BR blue with twin headlights (Cat No. 2635) and 26032 in BR blue with Highland Rail stag emblems (2626). Both locomotives will have early circular radio pods which were added to improve communications when operating on the remote Far North Lines from Inverness to Kyle of

Lochalsh, Wick and Thurso.

Heljan has also said that a wide range of upgraded Class 26/1s will be revealed in the coming months modelling the class from introduction in the late 1950s through to withdrawal in 1993. In addition, an upgraded Class 26/0 is planned to follow later.

Prices and a release date are still to be confirmed by Heljan.

● For more information visit www.heljan.co.uk



The Class 26s with car-style headlights are launching a brand-new tooling for the BRCW Type 2s in 'OO' from Heljan. On June 2 1978 26042 departs Pitlochry with a Perth-Inverness freight displaying the Inverness-applied headlights. John Chalcraft/Railphotoprints.uk.

Bachmann and Locomotion Models limited edition 'OO' Class 90

A brand-new limited edition of just 500 pieces have been revealed by the Bachmann Collectors Club and Locomotion Models modelling DB Cargo red liveried Class 90 90028 *Sir William McAlpine* for 'OO' gauge. The model launched at Model Rail Scotland on February 25 2022 and is available to buy now.

The limited edition is restricted to 200 sound fitted models which are available exclusively to members of the Bachmann Collectors Club while 300 DCC ready versions are available exclusively from Locomotion Models.

90028 was named *Sir William McAlpine* at the National Railway Museum in York on January 11 2019 as a tribute to Sir William McAlpine who was a lifelong railway enthusiast and rescued *Flying Scotsman* from its failed USA tour in 1973. He owned the locomotive until 1996. Sir William was involved

in railway preservation and was the first Chairman of the Railway Heritage Trust. He passed away on March 4 2018.

Bachmann's model of 90028 features day and night lighting modes, a DCC operated pantograph (which can be raised manually for analogue layouts), locomotive specific details

including battery box styles, buffers and ETH cables plus the option to choose between DCC ready and DCC sound fitted versions.

Prices are set at £229.95 for Locomotion Models' DCC ready version while the Bachmann Collectors

Club sound fitted model costs £329.95.

● Visit www.bachmann-collectorsclub.co.uk or www.locomotionmodels.com for more information.

Below: The latest limited edition Class 90 from Bachmann for 'OO' models 90028 *Sir William McAlpine* in DB Cargo red and grey, as it was when named on January 11 2019.



Rails reveals 'D1'

4-4-0 FOR 'OO'

RAILS OF SHEFFIELD has revealed that its next ready-to-run exclusive locomotive is the South Eastern & Chatham Railway 'D1' 4-4-0. The brand-new model is being developed by Dapol exclusively for Rails of Sheffield and is due for release in autumn 2022.

The 'D1' 4-4-0s were introduced in 1921 by the rebuilding of 21 of the 1901-introduced Wainwright 'D' 4-4-0s. The 'D1' locomotives were equipped with a larger superheated boiler, Belpaire firebox and upgraded cylinders to make them more powerful than the original 'Ds'.

Above right: The cab interior is fully detailed and includes firebox glow.



Motion detail is visible below the boiler between the frames.



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British Railways liveries are being catered for including 31487 in unlined black with 'sunshine' lettering.



Amongst the first batch is 1749 in Southern Railway lined olive green. This is the decorated sample.

The fleet of 21 operated on the SECR as well as with the Southern Railway and British Railways on the South Eastern Section on passenger and parcels traffic with the last being withdrawn in November 1961. None of the class have been preserved with all examples being scrapped in the 1960s.

The SECR 'D1' 4-4-0 is a natural follow-up to the 'OO' gauge Wainwright 'D' produced between

2019-2021 as a collaboration between Locomotion Models, Rails of Sheffield and Dapol (HM170). The 'D1' is only available from Rails of Sheffield.

Key features of the new locomotive include turned metal buffers, NEM coupling pockets with small tension lock couplings, a tool-free DCC decoder and speaker installation design using Dapol's new slide-out Printed Circuit Board (PCB) in

the smokebox, a Next18 decoder socket, space for a 15mm x 11mm cube speaker in the smokebox plus space for a second speaker in the tender.

The locomotive to tender coupling is Dapol's latest kinematic clip-together power coupling which means there are no trailing wires between the locomotive and tender. The kinematic design also allows for close coupling of the locomotive and tender while it is

still able to negotiate a minimum of second radius curves.

The specification also includes firebox flicker, a detailed cab interior, valve gear visible between the frames from above and below, turned metal wheels with profiled die-cast centres, a removable plastic coal load, separately fitted parts throughout and detail variations between locomotives. The tooling suite caters for two chimneys, two cab designs, Ross Pop and Ramsbottom safety valves, air-pumps, manual and automatic lubricators together with three different dome types and two different frame designs.

Six locomotives are planned in the first batch modelling 735 in SECR wartime grey, 1741 in Southern Railway olive green with green running plates, 1749 in Southern Railway olive green with black running plates, 31487 in British Railways lettered black, 31741 in BR lined black with early crests and 31246 in BR lined black with late crests.

Rails has revealed the model with decorated samples which are subject to revisions to the livery details before moving into production.

Prices are set at £199.95 for DCC ready versions and £324.95 DCC sound fitted. Release is expected in autumn 2022 and all versions are available to pre-order from Rails of Sheffield for a £30 deposit.

● Visit www.railsofsheffield.com for more information.

Rails of Sheffield is developing an all-new model of the SECR 'D1' 4-4-0 for 'OO' gauge with six versions due for release this autumn.



“Rails of Sheffield has revealed that its next ready-to-run exclusive locomotive is the South Eastern & Chatham Railway 'D1' 4-4-0.”

MIKE WILD

Revolution selects Class 175/180 DMUs NEXT FOR 'OO' AND 'N'



'Revolutionary' wagons planned

Revolution Trains has unveiled plans to produce newly-tooled FNA-D nuclear flask carriers for 'OO' and 'N'.

Built by WH Davis, the first FNA-D nuclear flask wagons entered traffic in 2014 and have since replaced older examples on spent nuclear fuel traffic from power stations to the Sellafield reprocessing plant in Cumbria. They are operated by Direct Rail Services (DRS) and are usually double-headed or top-and-tailed by the company's locomotives.

Revolution Trains' all-new FNA-D

flask wagons are being developed from original works drawings and will appear in the prototype's distinctive colour scheme with green body and white flask cover. They will be available with a choice of running numbers in 'OO' and 'N' and are expected to progress to tooling shortly.

Launching the new wagons at Model Rail Scotland in Glasgow, Revolution Trains' Mike Hale said: "Having worked with DRS on the huge flasks used for submarine fuel, modelling their smaller brothers seemed an obvious step.



The FNA-D is the latest modern era freight wagon to be selected by Revolution Trains as a ready-to-run project. It will be released for 'OO' and 'N' gauge.

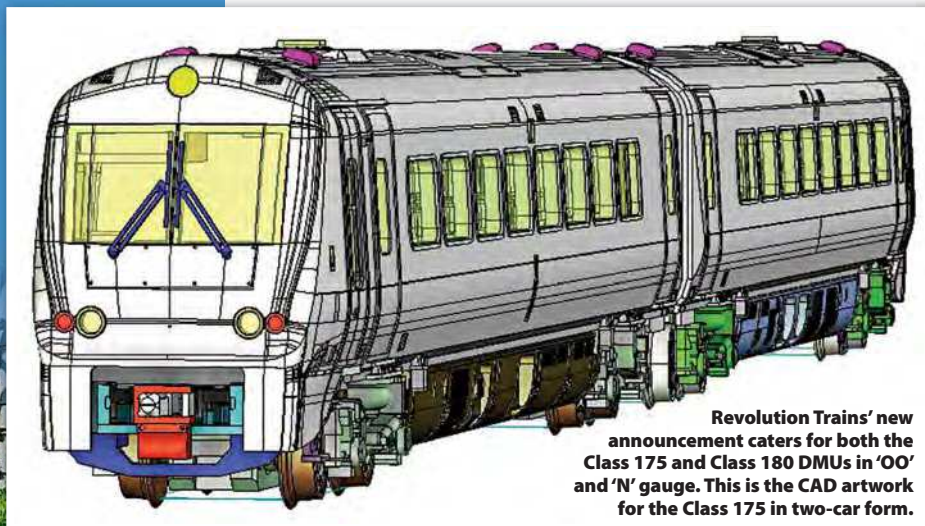
While the fleet is not especially large - just over three dozen wagons - they are widely used and operate across the network." Prices have yet to be confirmed,

but the order book is set to open shortly. Delivery is anticipated during early 2023.

● Visit www.revolutiontrains.com for more information.

Below: **The Class 180 'Adelante' units initially operated on the Great Western Main Line, but now operate on the East Coast and Midland main lines. On May 9 2018 180106 passes through Alexandra Palace heading for King's Cross from Bradford.**

John Day/Railphotoprints.uk.



Revolution Trains' new announcement caters for both the Class 175 and Class 180 DMUs in 'OO' and 'N' gauge. This is the CAD artwork for the Class 175 in two-car form.

REVOLUTION TRAINS' next multiple unit project will model the Alstom Coradia 1000 family of Class 175 and Class 180 DMUs for 'N' and 'OO'.

Built at Alstom's Washwood Heath factory in Birmingham between 1999 and 2001, 11 two-car and 16 three-car Class 175s were ordered for use on First North Western services to/from North Wales, the West Midlands, the North West and the Lake District and have a top speed of 100mph. The 14 five-car, 125mph Class 180 'Adelante' DMUs were developed for use on longer distance First Great Western services to/from London Paddington.

The units have cycled through several franchises since their introduction with the Class 175s now operating with Transport for Wales, while the Class 180s are currently employed on Grand Central and East Midlands Railway services.

Revolution Trains' models will appear as two- and three-car Class 175 and five-car Class 180 sets

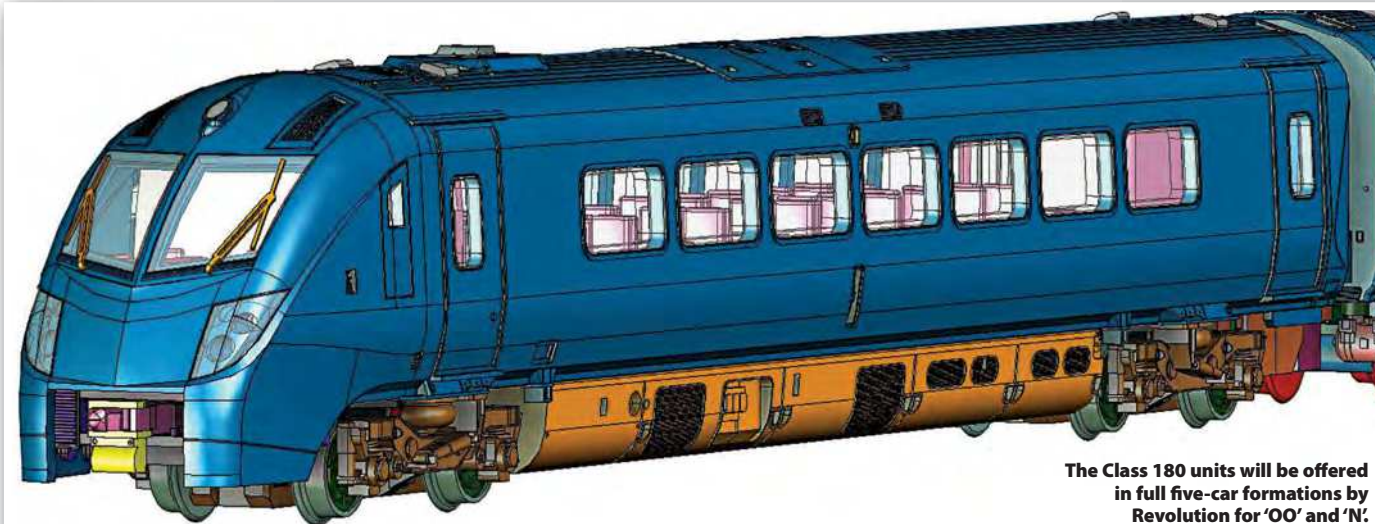
and while identities and liveries have yet to be confirmed, the 'Coradias' are expected to appear in First North Western, Arriva and Transport for Wales colour schemes, while the 'Adelantes' are expected to appear in First Great Western, First Hull Trains, Grand Central and East Midlands Railway liveries.

The new models' specification will incorporate detail differences between the types as well as a coreless motor, pinpoint axles, directional lights, inter-vehicle power couplings, interior detailing and saloon lighting.

Currently, CAD work for the 'N' gauge models is almost complete while development work on the 'OO' gauge models is expected to start soon.

Prices have yet to be confirmed, but the order book is due to open shortly when early-bird prices will be revealed. While release dates are also yet to be set, the 'N' gauge models are expected to appear first, followed by 'OO' gauge examples several months later.

● Visit www.revolutiontrains.com for more information.



The Class 180 units will be offered in full five-car formations by Revolution for 'OO' and 'N'.

Highland Railway 'JONES GOODS' 4-6-0 next for Rapido



The Highland Railway 'Big Goods' 4-6-0 is the latest 'OO' gauge announcement from Rapido Trains UK.

CAD drawing work is at an advanced stage for the new 'OO' gauge 4-6-0.

Rapido UK selects VIX ferry van for 'OO'

The VIX ferry van has been selected as Rapido Trains UK's first modern era wagon for 'OO' gauge with 12 different versions due for release across winter 2022/2023.

The VIX ferry vans were introduced in 1962 for use on cross-channel goods services. They were 42ft long with a 26ft 3in wheelbase and had air and vacuum brakes. The diagram 1/227 fleet consisted of 400 vehicles built by Pressed Steel and BR which had a similar appearance to continental freight vans used in mainland Europe.

Their use on cross-channel freight was short-lived as during the 1970s they were replaced by larger bogie vehicles, but the VIX fleet continued in service on domestic services as well as being used as barrier vans and for departmental duties.

The first were withdrawn in the 1980s with a number continuing in service in different forms as departmental vehicles. The last were finally removed from the national network in 2018 when the last three ex-Fastline VIX-based vans were craned out of Peterborough yard.



The VIX ferry van is being tooled afresh by Rapido Trains UK for 'OO' gauge.

Rapido's new VIX van will model the diagram 1/227 vehicles and feature all-new tooling for the body and underframe with extensive detail, NEM coupling pockets on sprung cams, opening sliding side doors, tooling for both original and later end styles and two types of wheel.

The price per wagon is set at £45.95 with 12 different vans being offered. They are:

●B786873 in BR bauxite (Cat No. 910001)

●VIX GB787298 in BR bauxite

(Cat No. 910002),

●VIX B787213 in BR bauxite with Ferry Link logos (Cat No. 910003)

●RBX B787170 in BR bauxite (Cat No. 910004)

●VIX GB787252 in Railfreight red and grey (Cat No. 910005)

●ZSX DB787181 in Railfreight red and grey (Cat No. 910006)

●RBX B707178 in Railfreight red and grey (Cat No. 910007)

●VIX 21 70 2380 249-9 in Railfreight International red and grey (Cat No. 910008)

●ZSX B786980 in BR engineering

Dutch grey and yellow (Cat No. 910009)

●ZRX DB787218 in S&T olive green (Cat No. 910010)

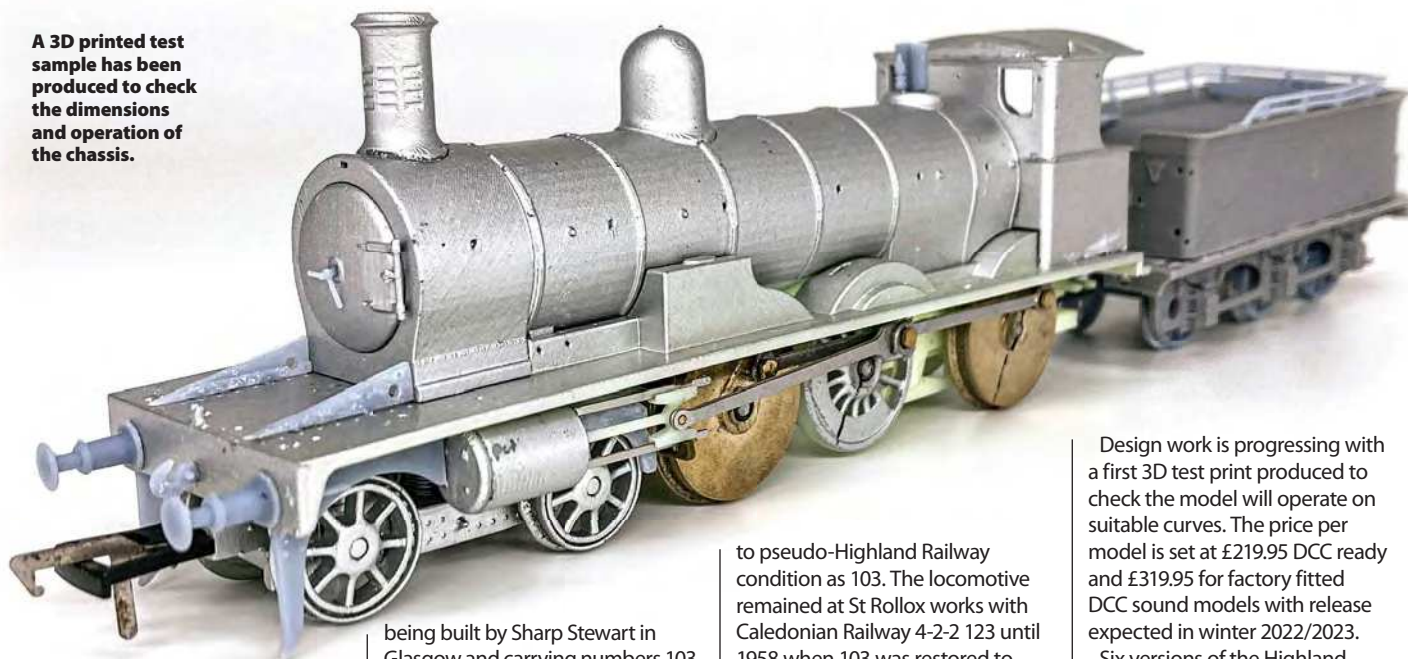
●ZYX LDB786913 in engineers olive green (Cat No. 910011)

●ZJX KDB787210 in S&T Satlink red and yellow (Cat No. 910012)

Rapido Trains UK has received the first engineering sample of the new ferry van model which is subject to revisions before it progresses to production.

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

A 3D printed test sample has been produced to check the dimensions and operation of the chassis.



THE FAMOUS HIGHLAND Railway 'Jones Goods' 4-6-0 will be Rapido Trains UK's next ready-to-run steam locomotive in 'OO' gauge. Introduced in 1894 the class of 15 locomotives were officially known as 'Big Goods' 4-6-0s, but were nicknamed 'Jones Goods' after Highland Railway Locomotive Superintendent David Jones. The fleet of 4-6-0s were the first of this wheel arrangement to run in fleet service in the British Isles with all

being built by Sharp Stewart in Glasgow and carrying numbers 103-117. On completion they worked between Perth and Inverness, but later spread across the Highland Railway network hauling passenger and goods trains.

At the 1923 Grouping the 4-6-0s passed into London, Midland & Scottish Railway ownership and were renumbered 17916-17930. The first was withdrawn in 1929 with the last, 17925, being stood down in 1940.

The LMS preserved the first of the class, 17916, which was restored

to pseudo-Highland Railway condition as 103. The locomotive remained at St Rollox works with Caledonian Railway 4-2-2 123 until 1958 when 103 was restored to working order for railtours around the Scottish Region as well as ventures to Bedfordshire for the filming of *Those Magnificent Men In Their Flying Machines*.

103 was withdrawn again in 1965 and is now an exhibit at the Glasgow Riverside Museum.

The model is set to cater for detail changes including smokeboxes and chimneys. In addition it will feature firebox flicker and a factory fitted speaker while further details are to be confirmed.

Design work is progressing with a first 3D test print produced to check the model will operate on suitable curves. The price per model is set at £219.95 DCC ready and £319.95 for factory fitted DCC sound models with release expected in winter 2022/2023.

Six versions of the Highland Railway 4-6-0 are being produced: 103 in Highland Railway yellow (1960s condition) - Cat No. 914001; 106 in Highland Railway light green (1890s condition) - Cat No. 914002; 107 in Highland Railway Drummond green - Cat No. 914003; 17920 in LMS unlined black (early) - Cat No. 914004; 17924 in LMS lined black - Cat No. 914005 and 17917 in LMS unlined black (late) - Cat No. 914006

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

RAPIDO 'TOAD' READY TO ORDER

The order book has opened for Rapido Trains UK's new 'OO' gauge model of the Great Western Railway diagram AA20 'Toad' brake van.

The model was announced as part of Rapido's *The Titfield Thunderbolt* product range. The 1934 introduced AA20 'Toad' is now being offered as a separate item in GWR and BR liveries.

The specification includes options for short and long rainstrips, high and low footboards, spoked and disc wheels plus interior detail, a removable roof and NEM coupling pockets.

Ten different versions priced at £39.95 each are planned in the first production run with release anticipated in late 2022. The 'Toad' models are:

- 114765 with large GW letters in grey and Hereford Barton lettering - Cat No. 918001
- 68777 with large GW letters in grey and Newton Abbot lettering - Cat No. 918002

- 68784 with large GW letters in grey and East Depot lettering - Cat No. 918003
- 17295 with small GWR lettering in grey - Cat No. 918004
- 68764 with small GWR lettering in grey - Cat No. 918005

- W68868 in BR grey with Leamington lettering - Cat No. 918006
- W114751 in BR grey with Worcester R.U. lettering - Cat No. 918007
- W114764 in BR grey with Yeovil Pen Mill RU lettering - Cat No. 918008

- DW17247 in WR departmental grey - Cat No. 918009
- DW17244 in engineer's yellow with ZXO TOPS codes - Cat No. 918010

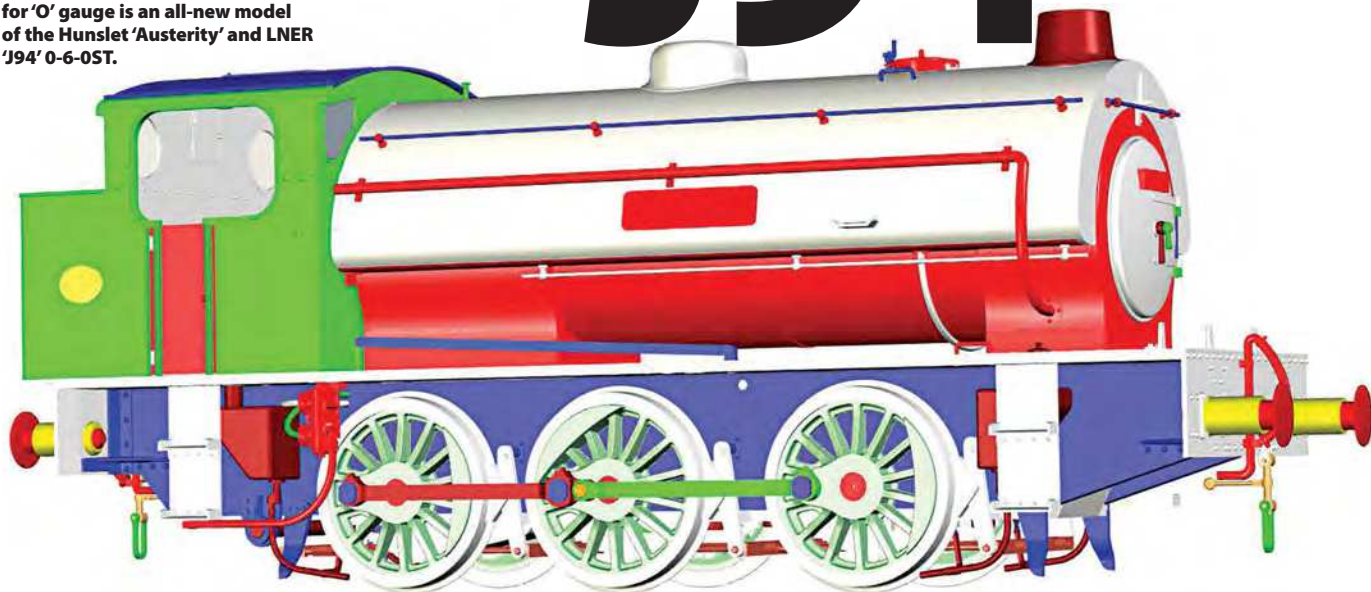
● Visit www.rapidotrains.co.uk for more information.



Rapido has opened orders for its new GWR AA20 brake van in 'OO' gauge.

Dapol unveils 'J94' for 'O'

Below: Dapol's latest announcement for 'O' gauge is an all-new model of the Hunslet 'Austerity' and LNER 'J94' 0-6-0ST.



Below: The Dapol 'Austerity' tooling suite covers chimney types as well as changes to the cab and bunker design.

DAPOL has announced plans to produce a newly-tooled 'O' gauge Hunslet 'Austerity' (LNER 'J94') 0-6-0ST. Introduced during the Second World War, the Robert Riddles-designed locomotives were built primarily for shunting duties. After the war, 75 of the 377 locomotives were purchased by the London and North Eastern Railway (LNER) and subsequently designated 'J94'. 90 were retained by the military for internal use, while others were sold for use at collieries, industrial locations and abroad. Further batches were built into the 1960s, with more than 480 locomotives constructed.

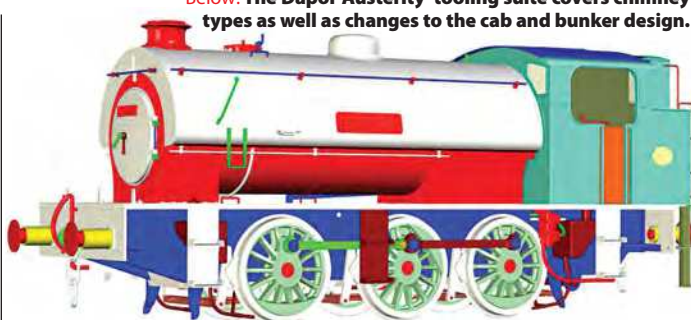
Unveiling plans at the Gauge O Guild's annual exhibition in Kettering, design work is complete

with the project due to enter the tooling stage imminently.

The locomotives will incorporate a die-cast chassis, one-piece die-cast saddle tank, five-pole skew-wound motor, vertically-mounted flywheel, 21-pin Digital Command Control (DCC) decoder socket, all-wheel pick-up, sprung centre driving wheel, working inside motion and firebox glow.

The new model's specification also includes a fully detailed cab interior, underframe, alternative cab and bunker variations, removable magnetic cab roof, scale metal handrails, separately fitted chimney (two variants), poseable cab doors, sprung buffers and three-link couplings.

Ten models are planned initially as 'J94' 0-6-0ST 8006 in LNER black (75-094-001), 68023 in British



Railways black (75-094-002), 68030 in BR black with early crests (75-094-003) and 68012 in BR black with late crests (75-094-004), together with 'Austerity' 75061 in War Department black (75-094-005), No.15 in Wemyss Private Railway (WPR) lined brown (75-094-006), *Whiston* in National Coal Board (NCB) lined green (75-094-007), No.22 in United Steel lined

red (75-094-008), 71515 in Mech. Navvies red (75-094-009) and 196 *Errol Lonsdale* in Longmoor Military Railway (LMR) lined blue (75-094-010).

Priced at £250 DCC ready, £285 DCC fitted and £380 DCC sound-fitted, release is currently slated for the second quarter of 2023.

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

KR MODELS CLAYTON DHP1

KR Models has received the first engineering prototype (EP) sample of its 'OO' gauge Clayton diesel-hydraulic prototype DHP1 for review.

Originally ordered as a Rolls-Royce demonstrator to show off its engines and hydraulic transmission, Clayton modified the Class 17 to suit the requirements needed.

KR Models' DHP1 will include a 21-pin DCC socket with easy access, directional lighting, heavy die-cast chassis with a centrally mounted motor, etched grilles, sprung buffers and flush glazing. The model will be available in



Unique Clayton prototype DHP1 is progressing with KR Models – this is the first engineering sample.

prototype red, BR green and BR blue liveries with prices set at £160 DCC ready, £190 DCC fitted and £260 DCC sound fitted.

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

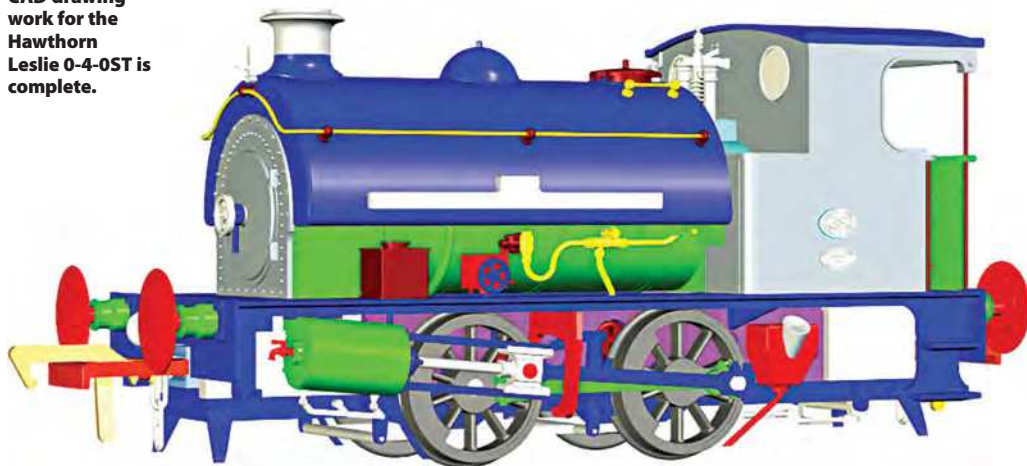
Dapol reveals Hawthorn Leslie 0-4-0ST for 'OO'

Dapol has revealed that it is working on its first 'OO' gauge industrial locomotive with a model of the Hawthorn Leslie 0-4-0ST. The new project was revealed at the 2022 London Festival of Railway Modelling.

Hawthorn Leslie formed in 1886 with the merging of shipbuilder A Leslie and Company in Hebburn and locomotive builder R and W Hawthorn in St Peter's, Newcastle-upon-Tyne. It built locomotives for industrial railways to a number of designs and specifications with examples of the 0-4-0 and 0-6-0 wheel arrangement. Its products also extended to fireless locomotives.

Dapol's new 'OO' gauge model replicates the 'standard' Hawthorn Leslie 0-4-0ST which was built between 1899 and 1924. They saw service in industry at iron works, collieries and power stations with the last being withdrawn in the 1970s. In total 10 have survived

CAD drawing work for the Hawthorn Leslie 0-4-0ST is complete.



into preservation.

The specification for the model includes a moulded body with separately fitted detail parts, a Next18 decoder socket with access through removable saddle tanks, cast wheels, a die-cast compensated chassis with all-

wheel pick-up, NEM coupling pockets, a five-pole motor and an accessory pack with each locomotive.

The price per model is set at £117 for DCC ready versions and £152 DCC fitted. Dapol has confirmed that the CAD drawing phase is

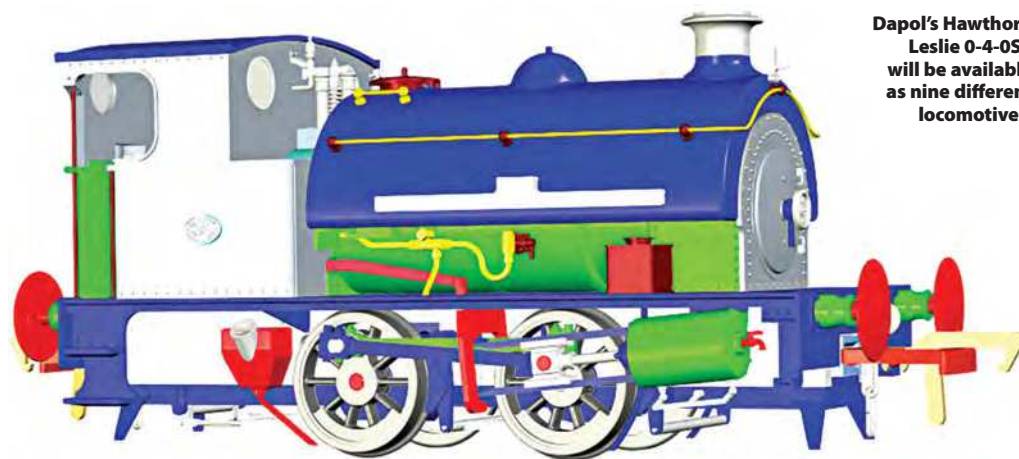
complete and the 0-4-0ST is due to go into the tool room with first engineering samples expected in summer 2022.

Nine locomotives are planned in the first batch modelling *Asbestos* in green with yellow lining (Cat No. 45-024-001), *Henry* in black with red lining (45-024-002), *Invincible* in maroon with straw lining (45-024-003), Port of London Authority 56 in blue with yellow lining (45-024-004), National Coal Board blue with straw lining (45-024-005), *Faraday* in green (45-024-006), *Spider* in Black Park Colliery green (45-024-007), Newcastle Electric Supply No. 13 in yellow with chevrons (45-024-008) and *Wallaby* in Australian Iron and Steel Company light blue (45-024-009).

The Hawthorn Leslie 0-4-0ST is scheduled for release in 2023.

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

Dapol's Hawthorn Leslie 0-4-0ST will be available as nine different locomotives.



Dapol adds new 'O' gauge 12ton vans

Dapol has added three all-new 12ton box vans to its 'O' gauge portfolio, with first Engineering Prototype (EP) samples being evaluated by the company's development team.

These newly-announced models include a Great Western Railway (GWR) 12ton Diagram Y8 Fruit Van, GWR Diagram V23/24/26 12ton vans and London Midland & Scottish Railway (LMS) Diagram D1867 12ton vans.

The specification utilises Dapol's 10ft wheelbase die-cast compensated chassis and each will incorporate sprung metal buffers, sprung metal coupling hook, Instantanor or screw link couplings, separately applied detailing, turned metal wheels



Dapol's collection of 'O' gauge ready-to-run box vans is expanding with the addition of LMS and GWR vent vans.

and brass bearing pockets. They will be available unfitted and vacuum braked.

Models planned include GWR 12ton vans as 123254 in GW grey (7F-066-001), 123522 in GW grey (7F-066-002), 112788 in GW Parto grey (7F-066-003), W145580 in BR

grey (7F-066-004) and W145570 in BR bauxite (7F-066-005), while the LMS 12ton van will appear as 505010 in LMS grey (7F-065-001), 510289 in LMS bauxite (7F-065-002) and M508580 in BR bauxite (7F-065-003). The GW Fruit Van A will be offered as 134149 in GW

grey (7F-067-001) and B143313 in BR bauxite (7F-067-002).

Prices are set at £51.40 for the LMS vans and £51.50 for the GWR examples. Release is expected during the second half of 2022.

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

Stamford Model Railway EXHIBITION

Following an act of vandalism and cancellation due to the pandemic, Market Deeping Model Railway Club's Stamford Model Railway Exhibition returns for the first time in three years. **HORNBY MAGAZINE** previews the show's resumption.

STAMFORD Model Railway Exhibition is set to return on the weekend of May 14/15 2022 at Stamford Welland Academy in the Lincolnshire town.

Hosted by Market Deeping Model Railway Club, this previously annual model railway exhibition was last due to be held in 2019 when it suffered from vandalism the night before the show was due to open which led to a high-profile crowd funding campaign raising more than £100,000, including a £10,000 personal donation from Sir Rod Stewart.

This year's event is taking place across two days for the first time and is set to be the club's biggest show ever. It will feature more than 20 layouts including *Hornby Magazine's* modern-era 'OO' gauge West Coast Main Line exhibition layout, West Coast Cement. This will be the layout's first outing in two years and is set to feature a series of upgrades to its appearance and improvements to the motive power and rolling stock.

Further layout highlights at

this year's show include Allville Yard East ('HO'), Bantry ('OO'), Billingham ('OO'), Kinross ('OO'), Spirit of Swindon ('N'), Witham ('OO') and a host of Market Deeping Model Railway Club's own layouts including Butterwick, Canons Cross ('OO'), Deeping Road MPD ('OO') and Euston Station ('OO'), reflecting the LNWR site as it was in the 1870s.

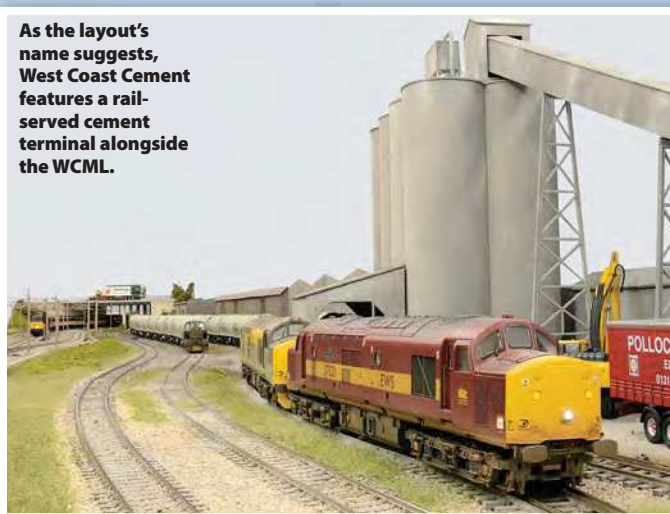
Amongst the line-up of traders at this year's show are Brushes4Models, Frizinghall Model Railways, Hobbytools4U, Keith's Models, Layouts4U, Lcut Creative, P&D Marsh, Squires Model and Craft Tools, Trains4U and Wrenn Specialist.

The show will also feature a selection of demonstrations and societies including the Model Electronic Railway Group (MERG), Nene Valley Railway and the P2 Preservation Society.

Tickets are priced at £6 for adults, £3 for under 18s and £15 for a family ticket (2+3) and will be available on the door on the day or in advance (see website).

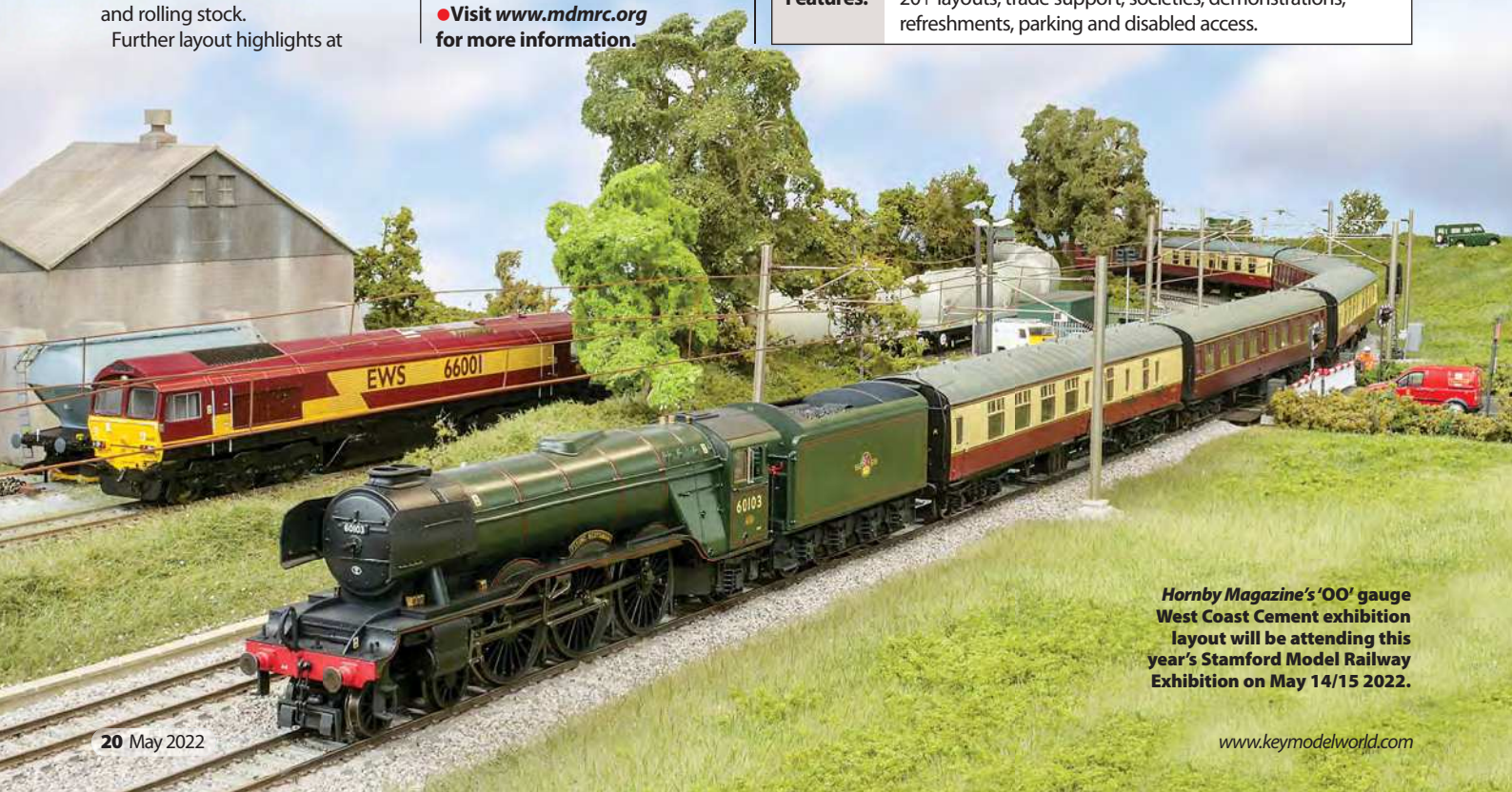
● Visit www.mdmmc.org for more information.

As the layout's name suggests, West Coast Cement features a rail-served cement terminal alongside the WCML.



THE DETAILS

Event:	Stamford Model Railway Show
When:	May 14/15 2022
Where:	Stamford Welland Academy, Green Lane, Stamford, Lincolnshire PE9 1HE
Times:	Sat 10am-4pm, Sun 10am-4pm
Prices:	Adults £6, under 18s £3, family (2+3) £15
Website:	www.mdmmc.org
Features:	20+ layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.



Hornby Magazine's 'OO' gauge West Coast Cement exhibition layout will be attending this year's Stamford Model Railway Exhibition on May 14/15 2022.



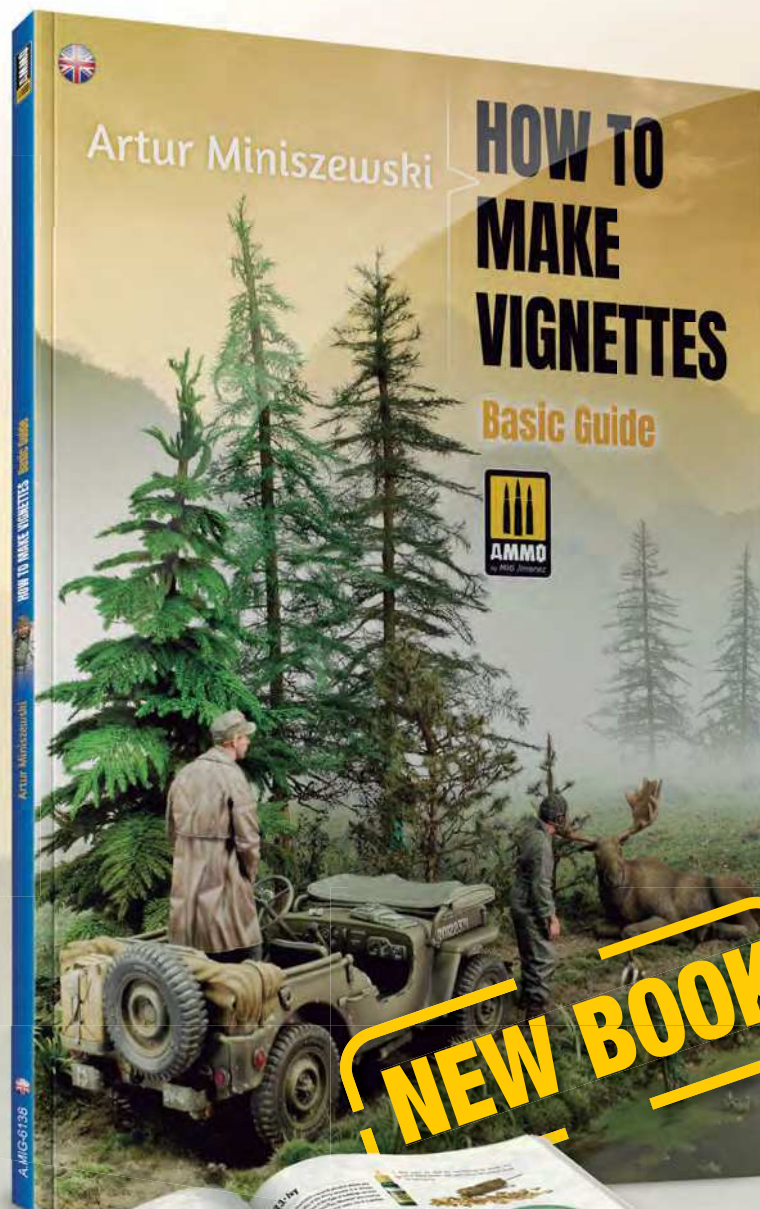
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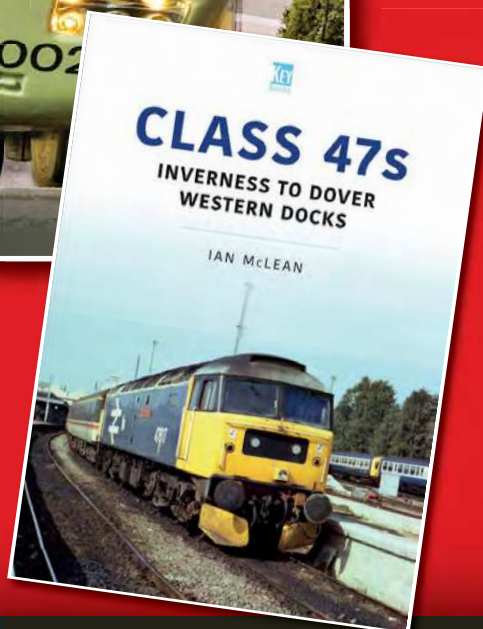
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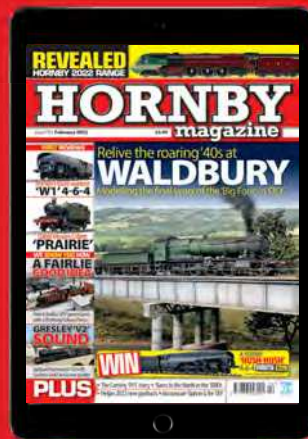
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BROAD SIDLINCH

REVISITED

The Somerset & Dorset Joint Railway is the setting for this fascinating 'OO' gauge layout which is now operated by the North Norfolk Model Railway Enthusiasts at Holt station on the North Norfolk Railway.

PAUL GOLDSMITH takes us on a return journey to discover how this layout has been refurbished for a new lease of life.

PHOTOGRAPHY, MIKE WILD





Right: The engine shed has become a busy location with stored locomotives. A visiting '7F' moves off shed as a Bulleid 'West Country' races past on the main line above.



Below: Broad Sidlinch has been completely overhauled with brand new scenery at the North Norfolk Railway. In a busy scene Bulleid 'Pacifics' head passenger trains on the upper main line as a BR '4MT' 4-6-0 and Stanier '8F' 2-8-0 cross on the incline.



BROAD SIDLINCH was built by Julian Birley, former North Norfolk Railway Company Chairman, and current M&GN Society President, in the 1990s to 4mm scale/'OO'

gauge to represent part of the Somerset & Dorset Joint Railway (SDJR). Admittedly, the track layout is far more complex than anything on the old S&D, but it does make for interesting operation.

Broad Sidlinch is a fictional place and appears in *The Grave by the Handpost* by Thomas Hardy published at Christmas 1897. Sydling St Nicholas is a village in Dorset on which Broad Sidlinch was based. In the story Broad Sidlinch is about two-miles from Chalk-Newton, in reality, Maiden Newton, which is located on the Great Western Railway line from Yeovil to Dorchester and at one time, a junction for the branch to West Bay.

The layout measures approximately 18ft x 16ft and was relocated from his Essex home in May 2000 to Holt station for display in a pair of portable buildings. Initially located by the station entrance, it was moved to the current site by the station buffet and opposite the main station building in May 2006.

HOLT ARRIVAL

Although ongoing maintenance work had been undertaken to the model railway since arriving at Holt, it was not until March 2016 the decision was made that the scenic areas needed to be totally rebuilt. Chicken wire had been used as the formers, covered with papier-mache, and covered with a coarse scatter material. The chicken wire had badly corroded and the papier-mache had cracked, was flaky and the scatter material had become loose and lost its colour. There was also a heavy layer of dust over the entire layout.

When work started on removing the scenery, it soon became clear the baseboards were also in poor condition. After consultation with the model railway manager at the time, the decision was taken once all the scenery had been removed to glue and screw the various baseboards together to try and stabilise the problem. »



A Stanier '8F' 2-8-0 has charge of a mixed goods on Broad Sidlinch viaduct as it threads through the Somerset countryside.

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4 The farmers herd their cattle out of the barn to head for new grazing land.

WORK IN PROGRESS

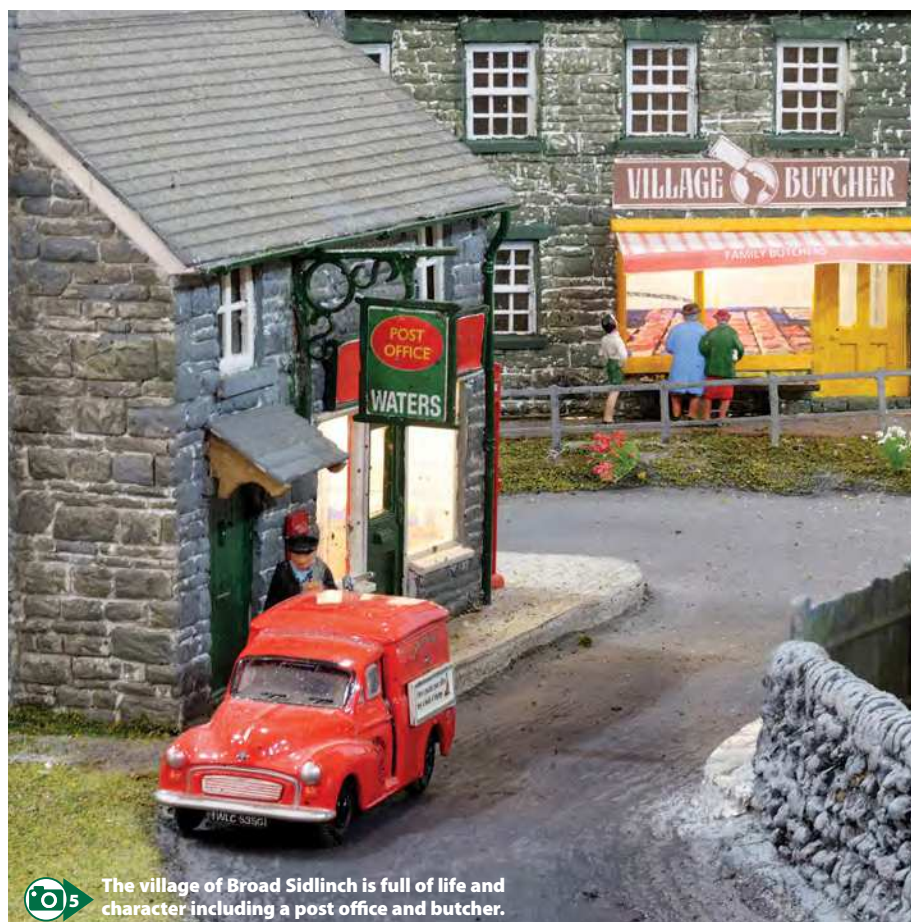
All the scenery was removed over a period of several months to baseboard level, leaving just the tracks intact. If funds had been available, the track and wiring

would have also been replaced, but it was important to keep trains running during the rebuild while allowing us to change its appearance completely from how it was seen in HM33 in 2010.

To enable the model railway to run without operators being present, a sensor detects visitors entering the building and activates trains on the outer two circuits using two RR Concepts Station Master 5 Station Stop Train Controllers, via two dedicated controllers. There are a further two Gaugemaster controllers to operate the railway on manual mode, a storage yard controller and a controller to operate the locomotive yard, which also now doubles up to control the turntable.

Celotex offcuts have been used as the new scenery base material and these have been laid and glued across all the baseboards to give further strength, but this does mean the layout is now not demountable. The Celotex has been carved as required, overlaid with plaster bandage, laid dry and fixed with water-based earth colour paint; far easier than dipping strips of plaster bandage into water and placing wet as the instructions suggest. PVA glue is spread neat over the plaster bandage to fix the scatter material, then further PVA and static grass are added. In small areas, spray glue is used to fix additional, and to build up, static grass overlays.

In the scenic rebuild it was important to try to represent the Somerset and Dorset landscape and buildings as it would have appeared in the 1950s early 1960s. In a couple of areas to speed up the rebuild, we have used ready-to-plant resin or similar buildings, but these are very expensive and soon used up our budget for the year. Therefore, to keep down costs, the majority of buildings are either laser-cut timber kits or made from plasticard. The latter are either from kits or from drawings »



5 The village of Broad Sidlinch is full of life and character including a post office and butcher.



and photographs - we cannot use card buildings due to high humidity levels.

At one end of the layout is the large locomotive depot. The engine shed is a replacement as is the turntable, which is a Heljan 89121 model, which has been difficult to keep running reliably. It failed soon after installation and although Heljan agents in the UK have been very helpful, in the end, we have hardwired the turntable deck to the turntable DC controller and the stop positions are done by eye.

During the rebuild we enlarged the adjacent railway village, complete with a chapel, pub and shop. Had it not been necessary to have a track maintenance access hole, the village could have been bigger as befits such a large depot and its workforce. A windmill and millers cottage overlook the village – the windmill is an import from the Netherlands and will be rebuilt in the future.

The main railway feature on the layout is the curved viaduct and hopefully visitors note the fisherman in the stream below. The road which goes under the viaduct leads to Broad Sidlinch and passes the farm, with cattle getting ready for loading

“In the scenic rebuild it was important to try to represent the Somerset and Dorset landscape and buildings as it would have appeared in the 1950s early 1960s.”

PAUL GOLDSMITH

onto lorries for market.

The original layout had a runway on top of a tunnel in the centre section of the layout and this has been removed and replaced with the village of Broad Sidlinch, complete with a church, church school, vicarage, pub, garage and various shops and houses. The village High Street is nearing completion, but we still have the adjacent army camp to build.

The station at the other end of the layout is one of only two areas where we have altered the original track design, with the removal of the small engine shed. We also revised the goods yard and added a creamery using examples on the SDJR at Bason Bridge and Bailey Gate for inspiration. Detailing has only just started on the station area, with a quick covering of scatter material to cover the bare baseboards. In addition to the new station buildings, footbridge and Railway Hotel we plan to add further buildings along the street scene to act as a backstop to this part of the layout. Behind the station platform is a mass of trees, to form the backdrop to this end of the layout.

All the trees on the layout are handmade, some using wire and others plastic to form the trunk and branches of the trees, with leaf material from Model Scenic Supplies. So far, we have made about 70 trees, but we probably need three times that number.

Because of the movement in the baseboards over the years, in some areas the dips and humps in the track are even more extensive than on the original route. The rise up from the storage yard to the main lines is very steep, so much so that few locomotives can pull a train out of the storage yard without a banking locomotive. This has given those responsible for rewiring the layout a few issues to resolve,»

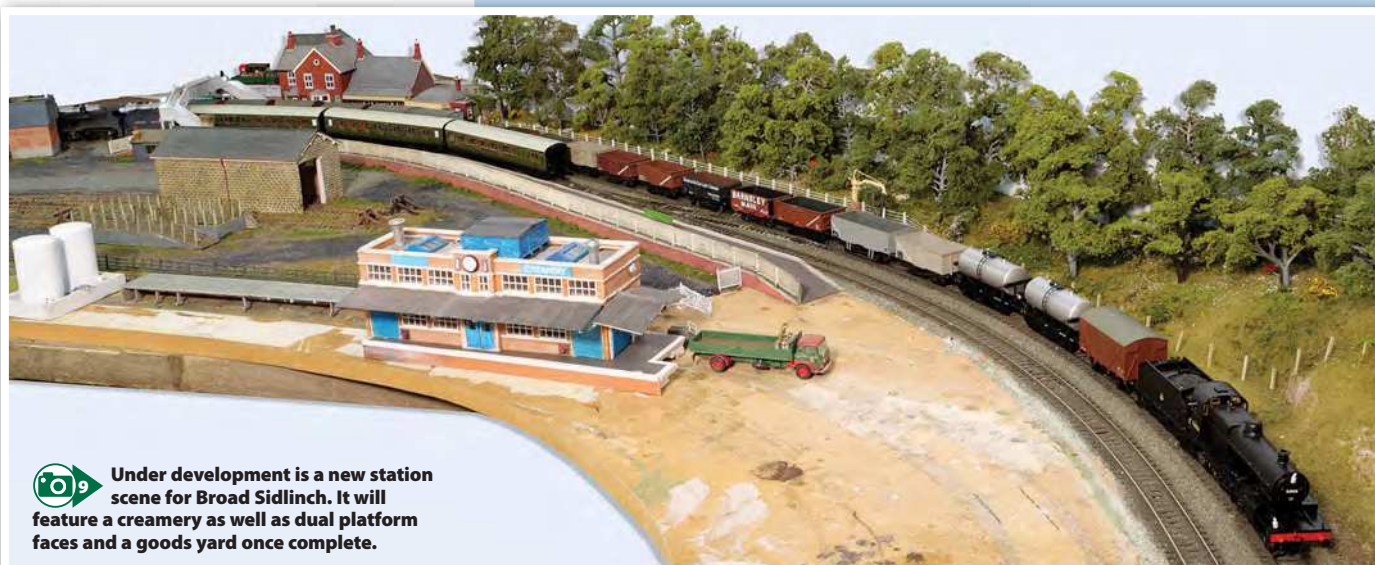


6 Left: The village scene at Broad Sidlinch has been built to replace the original runway scene and makes a stark contrast with the original setting.

7 Right: The farmer has amassed a collection of tractors, all of which have been weathered by the Broad Sidlinch group.

8 Below: Air-smoothed 'Battle of Britain' 34067 *Tangmere* races along the main line as a Fowler '4F' 0-6-0 enters the scene on the lower level. The Somerset and Dorset Railway had a unique mixture of motive power from different regions.





Under development is a new station scene for Broad Sidlinch. It will feature a creamery as well as dual platform faces and a goods yard once complete.

especially as the layout is DC (analogue) operation only.

The other area of the layout where the track layout has been altered from the original concept is the storage yard. Originally, all the off-scene yard sidings converged onto a short section of single track before splitting into up and down lines. The points where the two lines converged were under a tunnel section and the track was badly misaligned with inevitable derailments. The Up and Down lines now continue directly into the storage yard before splitting into sidings, with locomotive run-round facilities at the end of the yard via a turntable.

As mentioned above, the wiring requires total replacement. There are no wiring diagrams and clearly the wiring has been altered many times in Broad Sidlinch's 30 year life-span. There is significant power loss over the circuits, no doubt due to ageing rail joiners, none of which have omega loops across the rail joints, and there doesn't appear to be sufficient additional feeds around the circuit to solve the problem. In next year's winter shutdown, there are plans to rewire the layout.

ROLLING STOCK

Our initial focus was the rebuild of the scenery, but over the last year or so we have started to look at the stock which had been obtained for the layout. The small group of us involved with the layout have no in-depth knowledge of the SDJR, but it didn't take long to conclude most of the stock running on the layout would never have been seen there.

The Friends of Holt Station who fund the layout kindly purchased two very large bespoke display cabinets, into which all the quality or historically important models, but which had no SDJR connection, were placed on display. Other items were sold to help fund some new stock, which we are gradually acquiring as funds permit, but *Hornby Magazine* Editor Mike Wild kindly supplied the rolling stock for this feature.

As mentioned above, the model railway operates predominantly automatically



and unmanned. Station staff open up the building and switch on the layout at 9.30am and switch it off at 5.00pm, seven days a week throughout the NNR operating season, which is usually from April to October. The trains start to run when a visitor enters the building, completing a circuit, and back to rest in the station, until another visitor sets off the motion sensor.

We are usually in attendance one day a week, not to operate, but to carry on the rebuilding work, although track cleaning is a necessity with dirty steam and diesel locomotives outside our entrance doors spreading realistic grime over the layout.

We have had a number of problems with tension lock couplings. We have mentioned the slight power surge and undulating track, both of which have a knack of uncoupling sections of the train,

“Our initial focus was the rebuild of the scenery, but over the last year or so we have started to look at the stock which had been obtained for the layout.”

PAUL GOLDSMITH

with sometimes serious consequences.

We have an eclectic mix of wagons, which although reasonable models, had a mixture of tension lock couplings and many were not fitted with NEM pockets, and on those with pockets the couplings tended to droop. We have resorted to Smiths three-link and screw couplings for the freight stock, which appear to have sorted the problem.

Where possible on the carriages we have used buckeye couplings, which work well. However, on the Hornby Southern Railway

carriages, the NEM pocket is connected to a swinging mechanism under the carriage, which means when two carriages are pushed together, the buckeye swings out of line. Therefore, on these carriages we have used West Hill Wagon Works magnetic couplings with excellent results, and we may convert all the carriages to these.

We have started to make up carriage sets, following an excellent article in *BackTrack* by C.S. Carter called Coaching Stock on the S&D in BR Days. This is also work in progress and subject to funds and »

10 A Fowler '7F' starts the climb from the bottom of the incline with a long rake of 16ton mineral wagons as a Bulleid air-smoothed 'West Country' leads a passenger working on the main line above.





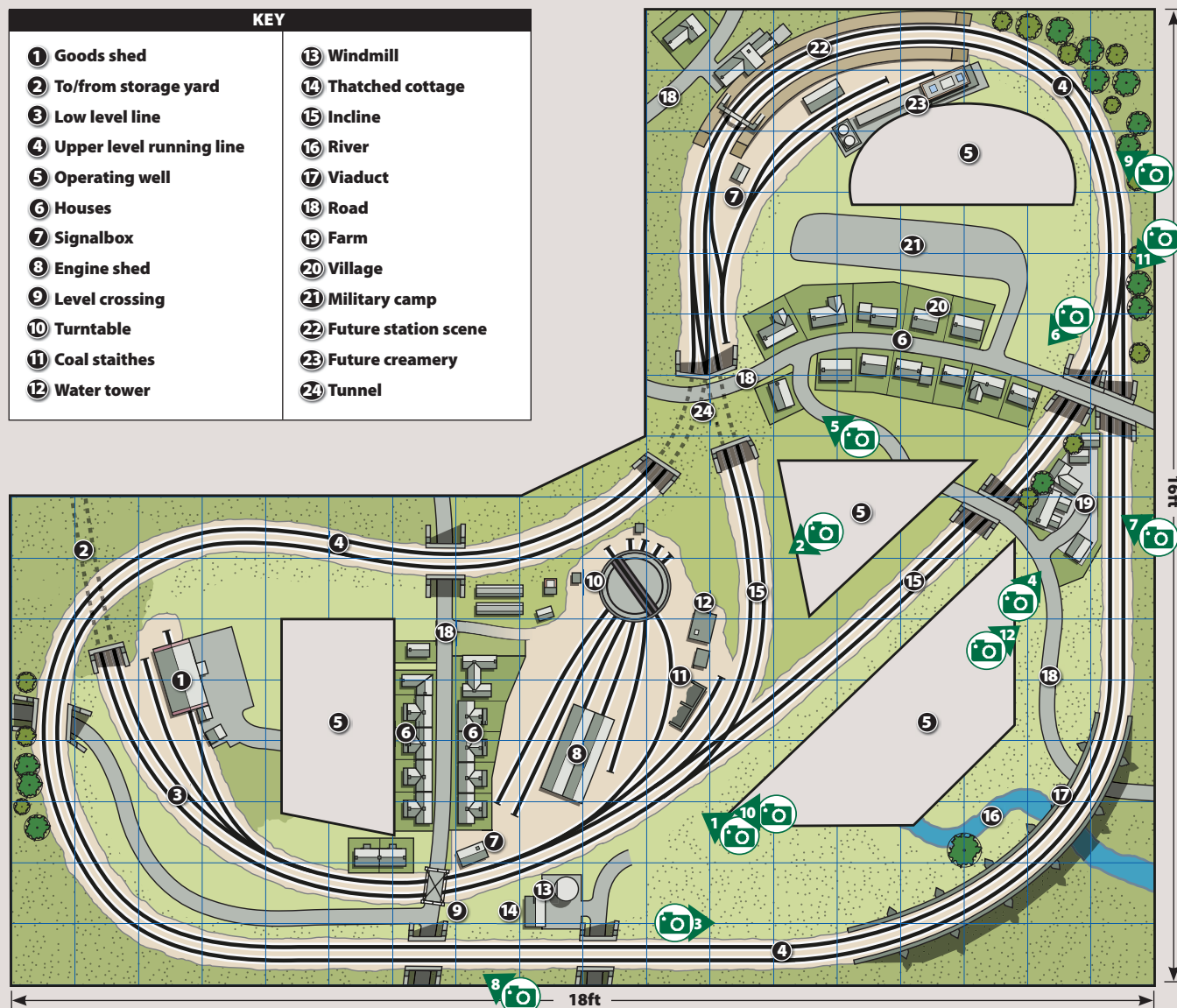
Bulleid 'West Country' 34008
Padstow crests the gradient
from the lower level storage yard as
it joins the upper main line circuit.



At the junction a BR '9F' is held
at the signal while a Fowler '7F'
takes its rake of 16ton mineral
wagons onto the incline to the
lower level storage yard.



BROAD SIDLINCH TRACK DIAGRAM (NOT TO SCALE)



donations. Most of the corridor stock has been fitted with corridor connections.

On the locomotive front we have an ageing mix: the famous BR Standard '9F' 2-10-0s, LMS 'Black Five' 4-6-0s, '4F' 0-6-0s, 'Jubilee' 4-6-0s, 'Jinty' 0-6-0T and '2P' 4-4-0s. Many of these are now very old models which really need replacing, but from a normal viewing distance appear reasonable and run well. There are two 'West Country' 4-6-2s, which although not the recent Hornby models, look acceptable. The most recent locomotives are a Bachmann LMS Ivatt '2MT' 2-6-2T, LMS '3F' 0-6-0 and SDJR '7F' 2-8-0, but more are required to bolster the fleet and offer a realistic picture of the SDJR in the BR steam era. Most of the locomotives have been fitted with loco crew.

SIGNALLING

This is another dark art for our small group. One member had a Ratio SR distant signal kit and a home and distant signal on a single post kit, and these two signals have been made and placed on the layout, in an appropriate location and

we plan to make them operable in the future. We are clearly going to need three junction signals, but we will have to have a discussion with some of the signallers on the NNR in the not-too-distant (pun intended) future for advice.

MAKING CONTACT

There are currently five of us working on the model railway, usually one day a week, with assistance from time to time from a couple of other friends.

Work continues on all aspects of the railway and will do for many years to come. We are partly funded by the Friends of Holt Station but rely on donations from visitors to enable the work to continue and if any reader has suitable stock they could donate, it would be most welcome. You can find us on the North Norfolk Railway website – www.nnrailway.co.uk - and we have our own Facebook page for the North Norfolk Railway Model Railway Enthusiasts too for visitors to make contact. **HM**

● Visit www.keymodelworld.com/layout-features to see more inspirational model railways.

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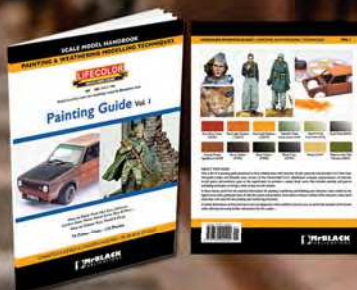
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92 010 Caledonian Sleeper
92 020 GBRf
92 022 Railfreight Distribution, Charles Dickens
92 032 GBRf, ImechE Railway Division
92 036 EWS, Bertolt Brecht

92 038 Caledonian Sleeper
92 042 DB Schenker
92 043 Euro Porte 2, Debussy

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SEA CHANGE

Looking to add EFE Rail's recently released 'OO' gauge SEA and SPA wagons to his fleet, **DAVID DOLMAN** took to the workbench to improve their out-of-the-box appearance with a realistic, weathered in-service makeover.

Weathering and detailing EFE Rail's 'OO' gauge SEA and SPA steel wagons really brings the models to life.

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Frame Dirt enamel	www.phoenix-paints.co.uk	P960
BR Signal Red enamel	www.phoenix-paints.co.uk	P135
Dark Rust enamel	www.phoenix-paints.co.uk	P951
Sand Grey Surface Primer acrylic	www.acrylicosvallejo.com	70.614
Dark Grey Wash acrylic	www.acrylicosvallejo.com	74.517
Concrete acrylic	www.acrylicosvallejo.com	71.131
IDF Sand acrylic	www.acrylicosvallejo.com	71.141
Dark Rust acrylic	www.ak-interactive.com	AK708
Old Rust acrylic	www.ak-interactive.com	AK709
Shadow Rust acrylic	www.ak-interactive.com	AK710
Chipping Colour acrylic	www.ak-interactive.com	AK711
Starship Filth oilbrusher	www.migjimenez.com	A.MIG 3513
White oilbrusher	www.migjimenez.com	A.MIG 3501
Black weathering powder	www.migjimenez.com	A.MIG 3001
Light Rust weathering powder	www.migjimenez.com	A.MIG 3006
Chrome enamel	www.plastikote.com	B35W
NATO Black acrylic	www.tamiya.com	XF-69
Instantan couplings	www.peterspares.com	LP2
Air pipes	www.roco.cc	n/a
10mm brake disc inserts	www.stensonmodels.co.uk	CC07W
4mm wire coils, steel grey	www.goodwoodscenics.co.uk	BS4GSWC10
8mm wire coils, steel grey	www.goodwoodscenics.co.uk	BS8GSWC10



THERE'S nothing better than seeing a rake of wagons weathered, loaded and being hauled by your favourite locomotive.

For years the choice of steel wagons available was limited to a few of the popular types, and if you wanted anything slightly different you had to be prepared to either build it from a kit or from scratch.

Thankfully, the last few years have seen new manufacturers stepping forward and starting to fill in some of those missing wagon types to help give modellers a bit more variety.

Towards the end of 2021, EFE Rail

released 'OO' gauge models of the SEA and SPA steel wagons in a variety of liveries. It is not a totally new model, as it was originally developed for FTG Models, first appearing in late 2014, and then taken forward by Kernow Model Rail Centre. I've seen comments about the detail and general sizing of the model, but to me it portrays the original wagons pretty well.

For as long as I've been a railway modeller, I've weathered my rolling stock. Not only does it make them more realistic, it also highlights detail you might not notice. I know some may shy away from doing it, but it's not that difficult and the main thing to

remember is to take your time and always work from a photograph of the real thing.

I've seen many models ruined because of poorly applied weathering. Even wagons that are the same type weather differently, so whenever possible I try and vary my weathering style so they don't all look like they've rolled off a production line. It's also why I try and steer clear of factory weathered items.

With this project I've used enamels and acrylics for the effects and never had any issues, just as long as you give the different layers time to dry. The entire project was completed

using brushes – I've got several airbrushes but find them problematic sometimes and I'm aware not everyone has one.

So, with some weathering, detailing and the addition of a few loads for the open versions, you end up with a decent looking model that certainly won't disgrace anyone's layout. I detail my wagons quite extensively, but you can go to whatever level you want. Even small embellishments will result in a wagon that's individual to you. As you get increasingly confident, you can add more and I often revisit older items of rolling stock to update and improve them. Above all, just have a go! **HM**



1

EFE Rail's 'OO' gauge SEA and

SPA wagons add further variety for those modelling Railfreight era steel trains. In the late 1980s, a small number of SPA wagons were modified for carrying steel coil rod. They received distinctive protective covers and were subsequently designated SEA.



2

The SEA version with the tarpaulin cover is available in BR Railfreight and Railfreight Metals colours, while the SPA is available in a wider choice of liveries. I was only interested in the Railfreight red versions.



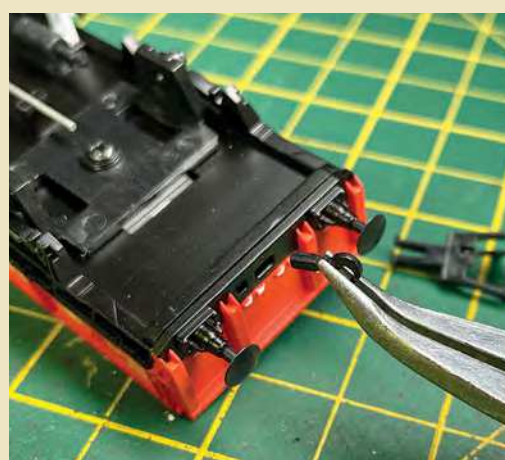
3

In addition to the moulded tarpaulin covers supplied with the SEA steel wagons, they also include a representation of the wooden load support and some chunky air pipes - more on those later.



4

The first task was to remove the tension lock coupling and plastic drawhook on the buffer beam. It's not glued in and pulls out easily. If your stock needs to use tension locks (or other NEM couplings) then you can skip this part.



5

I use scale couplings on most of my freight stock. I've standardised in using Smiths Instantan couplings and whilst they may be slightly overscale, I've never had any issues with buffer lock, uncoupling or breakages. Simply open out the hole where the plastic hook was and glue the new scale coupling in place.



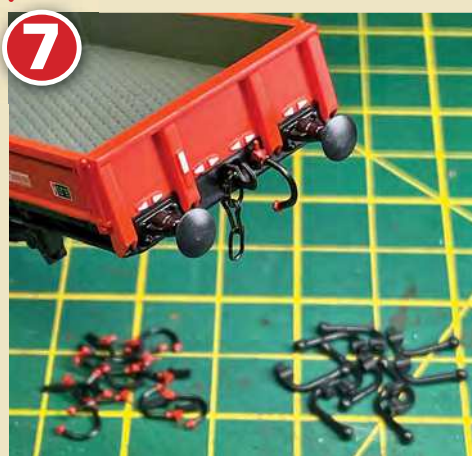
6

Air pipes are Roco 'HO' scale items.

I model German 'HO' and all Roco models come with additional pipes, so I have acquired a good selection. Despite being 'HO', they are perfect in size and very easy to fit, with just a dab of glue added before placing in the pre-drilled hole on the buffer beam. A touch of red paint either end finishes them off.



7



When added to the buffer beam, the new finer pipes certainly look the part. Having said that, there's no reason why you couldn't use the supplied ones at all - I just prefer the Roco examples. In the past, I've also used lengths of solder for pipes - it is easy to cut and pretty robust when it comes to handling the wagons.

8



Next, attention turns to the wheels. I gave the sides a coat of Frame Dirt (you could use Dark Rust), making sure to keep the rim and centre pin clear of paint. Once they were dry, I added some 10mm diameter etched brake disc inserts from the excellent Colin Craig/Stenson Models range. A small dab of glue on the back of the disc and they pop on to the wheelsets very easily.



Adding realistic painted loads also makes a world of difference, such as these 3D-printed wire coils from Goodwood Scenics.



Once fitted, the wheelsets look a lot more realistic. I always find that something simple like this lifts a model no end. The frame has been brush painted in a base weathering colour - Frame Dirt.



The underframe is next. I split the weathering up, rather than trying to do the whole thing at once. I like to take my time and for small wagons like this I'll brush paint rather than use an airbrush. For now we apply a single colour - Frame Dirt again. Shadow areas, additional dirt and rust can be added later. All we are trying to do at the moment is get a less plastic, generally dirty feel to the underframe.



As the underframe weathering starts to take effect, it's about layering up tones and finishes to get the right effect. Don't try and do it all in one stroke of the brush. While it's looking quite monotone at the moment, subtle hues will be introduced towards the end. Try to limit your palette of colours as everything needs to work together and not stand out too much - unless that's the intention.



Whilst the underframes are drying, we can focus on the separate wooden load supports. I use the excellent Vallejo Aged Wood kit and just pick a few of the colours/effects to use. Prime, paint, add wash, dry brush and then add a bit more wash and it starts to look a bit more like aged wood than brown plastic.



13

Before the main weathering, I always print off a few reference photographs to work from. As my wagons were from the Railfreight era, they needed to be weather-worn but not too rusty or ready for scrapping. The pictures help identify where to apply marks, rust and so on, plus what loads to use.



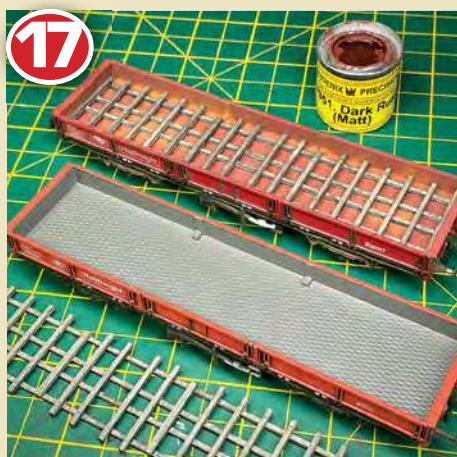
14

Making the model look really dirty is more about confidence than skill. Take your time - do one side at a time and use the 'paint on, leave for a bit, then wipe off' technique. The remaining paint will highlight the detailing and if you carefully remove the paint with downward strokes, it'll simulate the gravity effect of dirt running down the sides, with some nice staining effects.

15 Slowly but surely work on each side of the wagon. I'm using enamels for this part of the weathering process and removing the paint with cotton buds soaked in thinners. It can be a bit of a messy job but just take your time. One of the reasons I use enamels is they take a while to dry and are easier to work the paint around the model.



16 The next stage uses acrylics to apply the chipping and rusting effects on the wagon sides and leading edges. The colours are very subtle and quite similar to the original base colour used, which is all part of the plan. I use a bit of foam scrunched up, lightly dipped in the paint, then dabbed carefully onto the sides and edges of the wagon to slowly build up the rust and chip patches. Each wagon is slightly different.



17

Moving to the interior of the wagon, I very roughly brushed on a couple of coats of Dark Rust. Once this has dried, go over the corners and edges with some light coloured rust powders to blend it all together. If you are going to load your SPA you might not want to go to the effort of doing this, but I always like to finish a wagon completely.



18

With the SPA open wagon almost completed, you can see the weathering layers coming together in this close up view. The buffer shanks have been picked out with Chrome Plastikote paint, but you could use any bright metal paint colour you have. The buffer heads themselves have had a dab of Tamiya NATO Black applied with a cotton bud to simulate the grease patch.

19 To improve the appearance of the SEA's hood, I adopted the 'paint on/wipe off' approach again. I didn't want them to be completely covered and unrecognisable - just well worn - and so decided to use a couple of colours to introduce highlights and shadows to the mouldings. Frame Dirt was used first, then wiped off, clinging to the detail in the process.



20 Leave the hoods to dry overnight, before adding the highlights using oil pens. You need only the slightest bit of this paint as it spreads very easily and it's easy to overdo it, but if you're careful and use a brush dampened with thinners you can introduce some subtle highlights and shadows. Oil paint does take quite a while to dry, but the effects are worth it.



Varying the weathered finish on individual wagons can result in a spectacular overall appearance to a completed rake.



21

Once this has dried, it's time to review the model. You'll have a chance to add to or tweak any of the weathering you've done and see how the wagons look as a set. As a final finishing touch I've added some black weathering powder to the axle centres, underframe and around some of the brake gear to look like grease patches, and some rust weathering powder on the buffer tops and axle springs.

22

I decided to treat the open SPA wagons to a couple of typical steel coil loads I'd seen in some of the reference photographs. The wire coil loads are 3D printed from Goodwood Scenics' excellent Bulkscene range and really round off the wagons perfectly.



23



The end result is a realistic looking set of wagons to add to my existing rakes for a typical Railfreight era steel train. Hopefully the weathering and added detail helps improve the overall appearance.

POINTS ARISING

Building your own points doesn't have to be a complicated and time consuming process, as **TIM SHACKLETON** demonstrates whilst assembling one of the impressive quick-build plastic turnout kits from Finetrax.

TOOLS

- » 25watt soldering iron
- » Cyanoacrylate gel
- » Flat file
- » Mini-drill with carborundum discs
- » Pliers
- » Ruler
- » Xuron rail cutters



IT IS A FACT THAT ALL 'OO' gauge ready-to-lay-trackwork (including flexible track) is severely compromised. This isn't just in terms of gauge (a whopping 12% reduction of the 4ft 8½in encountered in reality) or the heaviness of the rail section but there are also compromises in geometry, prototypical authenticity, detailing and general appearance.

Peco Streamline, the most popular brand, is 'HO' (3.5mm:1ft) scale in its sleeper spacing, which looks fine with 'HO' scale models but to my eye distinctly odd with 'OO' gauge models, especially when viewed (as layouts usually are) from above. I chose RocoLine code 83 turnouts and plain track for my 'HO' scale layout.

For many layout-builders, however, simplicity and ease of use understandably triumph over appearance. It is estimated that more than 60% of the 'OO' gauge ready-to-lay track sold in UK retail outlets is the sectional variety offered by Hornby, Bachmann and Peco and primarily intended for train sets.

In terms of layout design it is like trying to write a symphony using only three chords – that's the consequence of its restricted geometry and limited flexibility. The way around this if you wish to replicate the flowing curves and point formations of the real thing is to build your own but this is seen as difficult, time-consuming and with no guarantee that it will work.

All this, however, looks set to change. A few years ago Wayne Kinney of British Finescale caused a revolution in 'N' gauge with his Finetrax track system based around a range of easy-to-assemble pointwork kits and now he looks set to do the same in 4mm scale.

All the hard work is done for you – you start with a moulded one-piece base with all the chairs ready fitted. The crossing vee or frog is a one-piece casting that simply plugs into the base, while the kit includes pre-machined switch blades with pre-soldered pins ready to insert into the tie bar provided. Basically, all you have to do is cut the rail provided to length and slide it through the chairs.

If you can build an Airfix Spitfire, you can build a Finetrax point and in this feature I want to show you exactly how it's done. Will I be building more Finetrax turnouts in future? Absolutely. **HM**

• Find out more about the Finetrax range at www.britishfinescale.com.

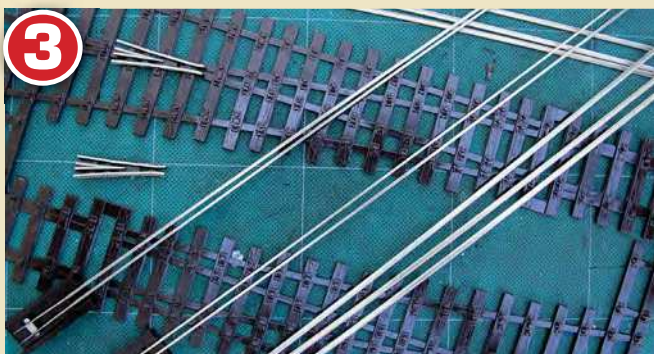
Not many people will immediately recognize this as 'OO' gauge but, in the hands of an expert builder such as Norman Solomon, hand-laid track with the correct sleeper spacing and rail section can and does look beautiful. To do the job properly, however, takes time and experience.



1 The arrival of Finetrax's easy-to-assemble point kits for OO gauge is long overdue and helps redress the visual imbalance between our exquisitely detailed locomotives and rolling stock and the often compromised track they run on.



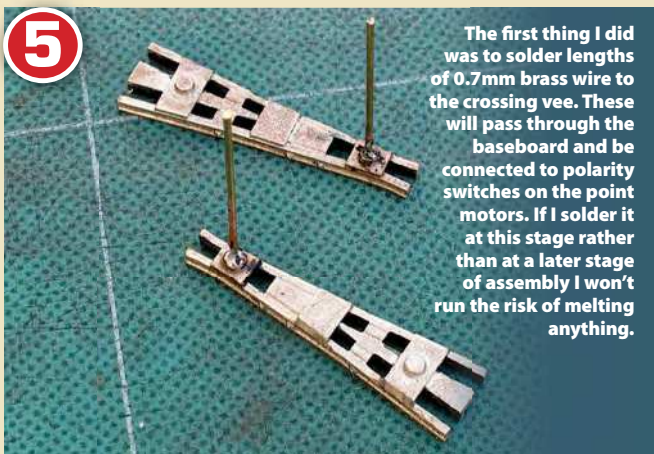
Each Finetrax point kit comes neatly packaged and labelled. As with the 'N' gauge trackwork that preceded it, this is a very professional production.



3 What you see is what you get – the track base (two in the case of this crossover), cast crossing vees, pre-formed switch blades and sufficient code 75 rail to make all stock rails and check rails. For ease of handling, this B7 crossover will be built as two sub-assemblies.



4 Tools for the job – ruler for double-checking, 25W soldering iron, cyanoacrylate gel, Xuron rail cutters, power tool with carborundum disc, pliers and a large metal file.



5 The first thing I did was to solder lengths of 0.7mm brass wire to the crossing vee. These will pass through the baseboard and be connected to polarity switches on the point motors. If I solder it at this stage rather than at a later stage of assembly I won't run the risk of melting anything.



6 The two circular lugs on the underside of the cast vee locate in holes in the moulded base. I used a gel-type superglue and made sure the castings were firmly in place while it was setting.

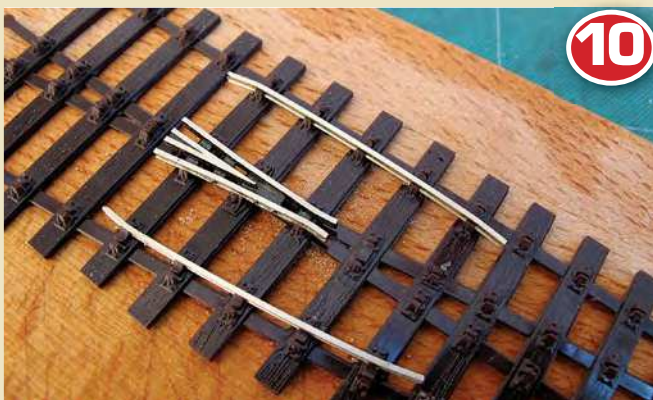
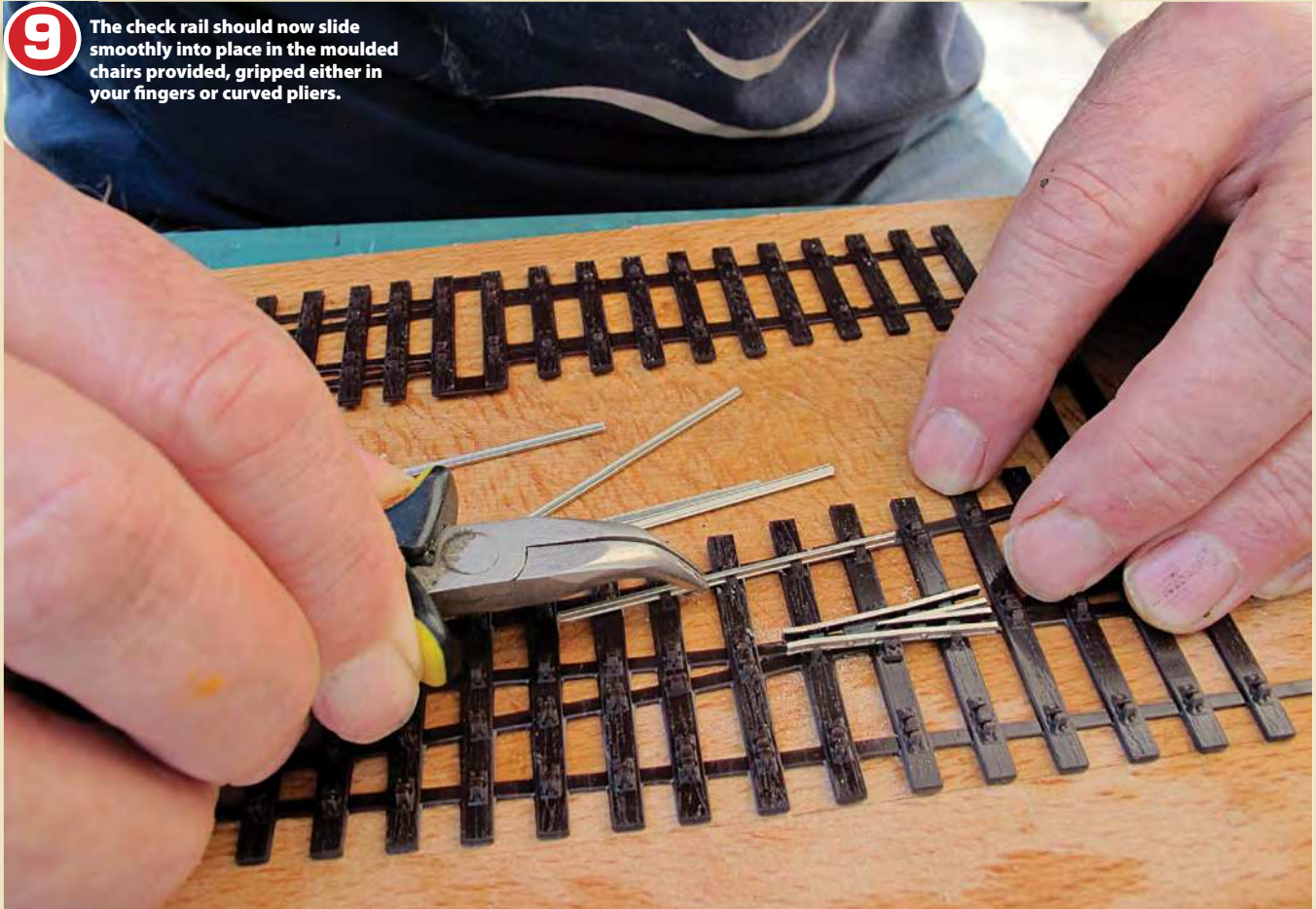


7 I measured the length required for each check rail and then snipped off four sections with my Xuron cutters. Eye protection is highly recommended when cutting and cleaning-up sections of rail.



8 This action leaves quite a sharp cutting edge on the nickel-silver rail that could damage the moulded chairs, so I smoothed it off using a carborundum disc in a minidrill. You can use a flat needle file for the same purpose.

9 The check rail should now slide smoothly into place in the moulded chairs provided, gripped either in your fingers or curved pliers.



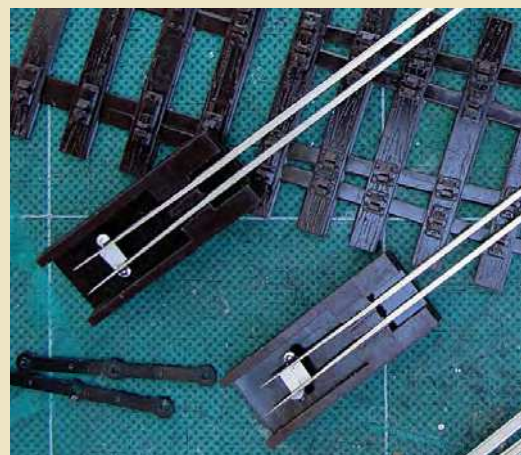
Once they're in place and symmetrically aligned, bend the ends of the check rails inwards to reflect prototype practice.



I've roughly cut the stock rails to length and having smoothed off the ends, I'm sliding them into the chairs that will support them. Don't force anything if you encounter resistance – if necessary, a little tweak or jiggle should see the rail slide easily into place.



I'm following the same procedure with the curved stock rails. Compared with the palaver of fixing curved stock rails on soldered track, this really is remarkably easy and the moulded chairs automatically steer the rail towards the correct curvature.



13 Now for the switch rails and tie bars. The soldered tags on the former are quite fragile and should be handled carefully once removed from their protective packing.

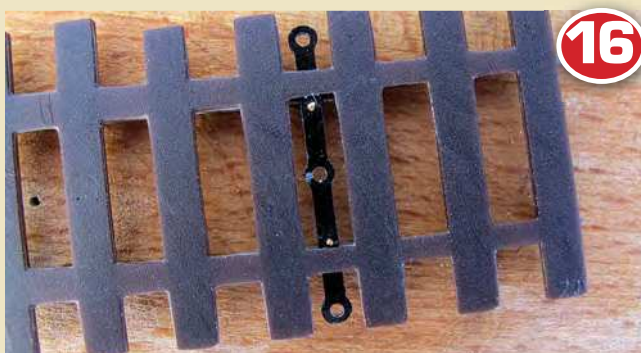
STEP BY STEP BUILDING FINETRAX TURNOUT KITS



Once they've been roughly cut to length and trimmed off, we can start to ease the switch rails into position.



The switch rails have soldered tags at the chamfered end, underneath which are copper pins that engage with the tie bar. It's important to fit the tie bars loosely in position before inserting the switch rails – this makes it much easier to locate the pins.



The stubs need to be a snug fit in the 0.5mm holes in the tie bars but be careful when jockeying the switch blades into position – the copper wire bends out of shape very easily. The three large holes relate to the operating rods from point machines, and needn't concern us here.



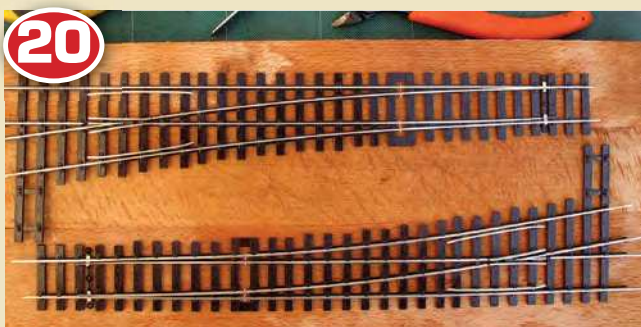
To prevent short circuits, leave an air gap of no more than a millimetre or so between the ends of the switch rails and the frog. The Xuron leaves a tapered cut so this will need squaring off.



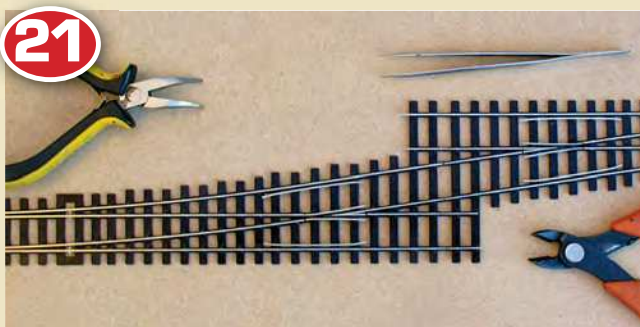
You may have noticed that all rails have been cut over-length so I can trim them later – this is a lot easier than trying to butt-join an extra few millimetres because you've cut them too short. You can also see the moulded locating lugs that keep the two sub-assemblies at the correct sleeper spacing.



To maintain continuity of current flow, each switch blade should be electrically bonded to the adjacent stock rail by soldering a short length of wire between them. The track base is remarkably heat-resistant but you don't want to hang around longer than is necessary.



The two sub-assemblies approaching completion. As my first experience of building plastic point kits, I thought it was a remarkably pain-free process from start to finish. I've had no trouble in the past building copper-clad pointwork but the Finetrax product was a revelation in terms of its essential simplicity and ease of construction.



Two B7 turnouts combined into a crossover embodying the correct sleeper spacing. Note the four prototypical 'shared' sleepers – simply joining two B7s together doesn't work because the sleeper spacing is all wrong. I wasn't keeping tabs on the time all this took me but I'd say somewhere between three and four hours altogether.

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BUILDING A CEMENT TERMINAL

Industrial activities are a brilliant corner filler for a model railway. **DAN EVASON** picks up a Gaugemaster kit with European heritage and shows how it can be built for a British scene.

THE RAILWAY BUILT UP around industrial operations, but in more recent times road based haulage has become common place alongside for short haul work. Cement traffic is a case in point as suppliers need to deliver within specified times to ensure the product is suitable for use in building projects.

This project takes a Gaugemaster Fordhampton 'OO' kit for a road served terminal as its basis which is ideal as a small space filler on a post-1970s era model railway. The kit was originally produced by Falier for the European market, but don't let that put you off. As you can see from this build, the kit is perfectly suited to a British scene as well.

The kit contains 126 parts in seven different colours together with windows and doors. The colouring is such that some parts don't need painting, just weathering to tone them down.

The structure is entirely of plastic construction which makes it accessible for all skill levels from beginner onwards. In short, if you have built a plastic kit before, you can build this kit too and create a building with unique character at the same time.

The step by step guide with this

feature focuses on the painting and finishing techniques that I have employed to build the kit – in particular the weathering process. Interestingly, this kit had moulding residue left on it from the manufacturing process, but I found this to be advantageous in creating an authentic run-down cement

works building.

The finishing touches are in the detail. The completed building has been mounted on a small plywood panel, but the same ground cover processes explained in this guide can be used to bed the building into a larger model railway scene. Added to this are 3D printed components from 3D Printing Corner, figures from Modelu3D and a suitable cement mixer lorry, all of which have been suitably painted and weathered to fit the scene.

The following step by step guide follows the build of this cement terminal from start to finish and we hope it will inspire you to have a go at a similar building or try adapting kits from the European or American market. Choosing carefully will give you a unique collection of buildings to make your layout stand out.

HM

● Read more scenic modelling guides at www.keymodelworld.com/making-a-scene

WHAT WE USED		
PRODUCT	SUPPLIER	CAT NO.
Fordhampton Cement Works	Gaugemaster	GM446
Miner pack	Modelu3D	9011
Driver leaning	Modelu3D	1089
Steel wheelbarrow	3D Printing Corner	DA-76-0082
Hand pallet truck	3D Printing Corner	DA-76-0066
Hook lift container	3D Printing Corner	DA-76-0024
Plain panels stillage container	3D Printing Corner	DA-76-0065B
Pallets	3D Printing Corner	DA-76-0016
Oil drums	3D Printing Corner	DA-76-0095
IBC pallet tanks, 1000litre	3D Printing Corner	DA-76-0033
Concrete rollover skip	3D Printing Corner	DA-76-0105
Burnt Grass turf	Woodland Scenics	T62
Medium Green flock	Woodland Scenics	T64
Course Green flock	Woodland Scenics	FC57



The finished cement terminal scene is an ideal space filler for a larger model railway.



1

The basis for this project is the Gaugemaster Fordhampton cement works kit (Cat No. GM446). The box illustration proved to be useful during its construction as a point of reference where the instructions weren't clear.



2

On opening the box for this kit, the parts displayed signs of mould residue powder. Normally I would simply rinse the parts in warm water and allow them to dry before proceeding. However, the residue stains added a layer of weathering which suited a dusty cement works and were left and even enhanced in areas.



3

The first stage is to build the ground floor office. The parts are pre-coloured in red brick plastic which I enhanced with Daler-Rowney Burnt Sienna, Burnt Umber and a spot of black. Normally I would remove the parts from the fret before painting, but for ease it was better to paint the wall sections still attached.



4

The brickwork was sealed with Halfords Matt Lacquer – this is essential as the next process involves using water-based Flory washes which would otherwise interact with the brick colours and remove them. I then coated the bricks with Flory Sand weathering wash and used a hairdryer to accelerate its drying time.



5

Once the wash is dry, it can be manipulated with a damp tissue. Use this to take away the excess paint in a downward motion – I find this gives a realistic brickwork effect. You can highlight the bricks further with White Flory wash to suggest salt in the brickwork and mortar joints.



6

To complete the wall, the lower damp course was painted black using Tamiya Nato Black. This isn't a solid black which suits this kind of modelling. Take your time over this stage so the black doesn't touch the newly weathered bricks above.



7

To give the windows a British appearance, I added a classic PVC white finish to the frames using Vallejo acrylics. I only gave them one quick coat as I wanted to create the look of dirty window frames.



8

The office door was painted Tamiya Flat Yellow. Yellow acrylic never covers very well, but for this application it was spot on with its patchy finish. I added some signs of rust using MIG Ammo medium and light rust weathering powder and picked out the door handle with Nato Black.





9 Assembly of the office is based around a concrete panel which is pre-coloured plastic. I left the moulding residue in place and attached the walls using liquid cement. Use small amounts of the glue at a time to work your way around the walls so you don't risk striping the paint and damaging your work.



10 The glazing with the kit was heavily marked so I made replacements from clear plastic packaging. To enhance their appearance, I lightly rubbed the glazing with a scouring pad to give it a dirty, dusty and unloved look. I felt this gave the building a more realistic finish.



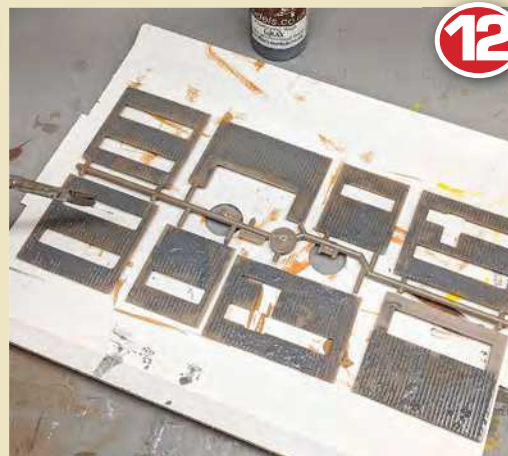
11 Once the glazing is attached, it's time to go up a level and fit the roof to the office with Plastic Weld glue. As with the office walls, use small quantities to avoid damaging the painted finish.



13 I found it easier to attach the glazing and window frames to the cladded panels before putting the upper section together. It was quite a tight fit putting this part together - so take your time to make sure it is all square.

PAINTS, PIGMENTS AND GLUES		
PRODUCT	SUPPLIER	CAT NO.
Grime wash	Flory	FMW008
Grey wash	Flory	FMW007
Sand wash	Flory	FMW005
Black wash	Flory	FMW001
Off white	Vallejo	70.820
Light Grey acrylic	Daler-Rowney	084
Burnt Sienna acrylic	Daler-Rowney	201
Burnt Umber acrylic	Daler-Rowney	247
Black acrylic	Daler-Rowney	026
Matt Lacquer	Halfords	370269
Flat Yellow acrylic	Tamiya	XF-3
Nato Black acrylic	Tamiya	XF-69
Deck Tan acrylic	Tamiya	XF-78
Light Rust pigment	MIG Ammo	A.MIG-3006
Medium Rust pigment	MIG Ammo	A.MIG-3005
Roket Rapid superglue	Deluxe Materials	AD-44
Basing Glue	War World Scenics	05-0918-WWS002
Layering Spray	War World Scenics	27-0117-WW02

USEFUL LINKS	
3D Printing Corner	www.3dprintingcorner.co.uk
Deluxe Materials	www.deluxematerials.com
Flory Washes	www.florymodels.org
Gaugemaster	www.gaugemaster.com
Halfords	www.halfords.co.uk
Modelu3D	www.modelu3d.co.uk
Tamiya	www.tamiya.com
Vallejo	www.acrylicosvallejo.com
War World Scenics	www.wwscenics.com
Woodland Scenics	www.bachmann.co.uk



12 The cladded section is next. I decided to use the moulded colour for the cladding and paint over it with Grey Flory wash. Once dry, I then wiped over it removing all the high points of the cladding which gave it a really great weathered effect.



14 Next is the overhead loading section of moulded I-beams specific to the left and right hand sides. The mounting holes needed opening out. The steel sections were painted with a Black Flory wash wiped back after drying. The floor of the upper section to the loading bay was attached to the upright steels. The floor only fits one way.



By this point, the building is starting to take shape. The next stage is to start adding the walkways and handrails. The handrails only fit one way round and it's worth checking fitment before you apply any glue.



The vertical storage chute assembled quickly and easily with Plastic Weld adhesive. It was then painted with Grey Flory wash for a weathered finished over the moulded plastic colour.



There are three silos in the kit. First to be built and fitted was the largest which sits above the loading bay roof. It was weathered in the same way with Flory grey wash. The loading feed chute along with gantry, ladders and safety hoops were all added at the same time using superglue to hold them in place.



The inspection room is moulded in clear plastic. I base coated it with Tamiya Deck Tan followed by a wash of Flory Grime. The door was fitted last after painting in brick red.



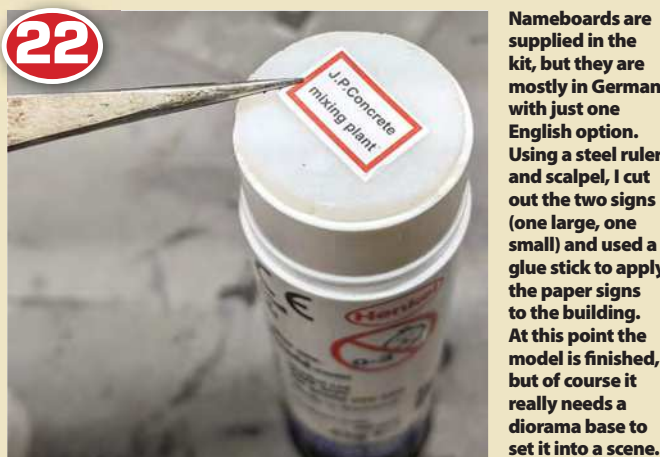
It's now time to attach the inspection room and its roof. At this point you can carry on attaching the gantries and handrails around this area.



The final two silos are made up of a series of cylindrical sections glued together. They aren't universal in their fit, so you will need to carry out a dry run before final assembly. They are supported by legs and lower feed pipes which are a little tricky to install without dislodging the supports.



To complete the cement works, the tall silos are fitted to five contact points. Some of these needed opening out for a perfect fit - after which the final gantries and handrails are added to this section of the model.



Nameboards are supplied in the kit, but they are mostly in German with just one English option. Using a steel ruler and scalpel, I cut out the two signs (one large, one small) and used a glue stick to apply the paper signs to the building. At this point the model is finished, but of course it really needs a diorama base to set it into a scene.

23



The first step was finding a suitable vehicle. An internet search revealed a useful Mercedes cement mixer as the centrepiece. When the lorry arrived it was a dazzling bright orange. Armed with Grey Flory wash and an oversize brush I gave this a thick coating and then removed the excess with a cotton bud, leaving behind a well used look.

24



For the main base, I used an offcut of plywood and painted it light grey with a hint of Burnt Umber and black. While the paint was drying, I used a scouring pad and dabbed the paint to leave behind a random effect to create old dirty concrete.

25



With a steady hand and a razor saw, I decided to cut out the ramp section of the loading bay area to give a clear definition between road and paths. This weakens the model so be careful handling it from now on until it's attached to the layout.

26



Using the scouring pad again, I created the effect of heavy traffic use on the concrete surface by lightly sanding it in one direction outwards. At this point I also applied Burnt Umber to the foundation for my hints of vegetation around the diorama followed with a sprinkle of fine burnt grass. This was attached using War World Scenics Basing Glue.

27



Carrying on with the vegetation, it's now time to give it some depth, but first I wanted to add some sort of dust to the concrete surface in these areas. Using WWS layering spray, I sprinkled on some sieved wood ash and lightly blew the excess off. I then gave it another light coat of layering spray and added medium and coarse green flocks to finish the area.

28



Yard detail comes next using a selection of 3D printed parts from 3D Printing Corner. These included concrete pouring skips, bins, barrels, water containers and pallets. These were all painted using Tamiya paints and then weathered using MIG Ammo weathering powders.



No layout would be complete without figures and those for this cement works came from the Modelu3D range. Once painted they really come to life. They are attached to the diorama base with very small blobs of superglue to their feet.

30



In this corner I used some more of 3D Printing Corner's products again, including a selection of barrels and pallets to add to the overall detail of this diorama and complete it.



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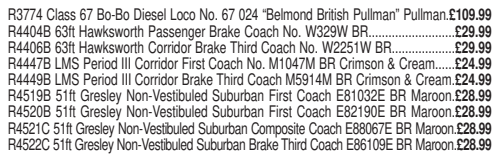
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Old Oak BRIDGE

The 1990s atmosphere around Old Oak Common Depot was the inspiration for **GARY PAYNE'S** 'OO' gauge home-based layout - a scene that has changed beyond all recognition today.

PHOTOGRAPHY, RICHARD WATSON

 **BR Southern Region**
third-rail Electric Multiple
Units 4-CEP 7134 and 4-VEP
3588 pass beneath the layout's
distinctive girder bridge.

INSPIRATION for Old Oak Bridge came from childhood memories of different locations around London as I looked to create a fictitious layout based on small cameos with their own real stories behind them. My intention was to develop a layout portraying the latter years of British Rail (BR) with BR blue and grey, Network SouthEast and the small number of sectorisation liveried trains that appeared in the mid-1990s.

As a young lad I lived at Rayners Lane in Harrow, so travelling on the Underground to visit my nan at Ruislip was an experience only a smile can show. I would spend many hours watching my grandad turning brass on the lathe, as he built large scale steam locomotives. To the rear of the house was the underground tube depot, where the Metropolitan Vickers Bo-Bo electric *Sarah Siddons* used to be stationed. I also recall seeing preserved 'A4' 4-6-2 60007 *Sir Nigel Gresley* pass the back garden and we all jumped in the car for a trip to Old Oak Common depot for a closer look. My family history was influenced by steam as my great grandfathers lived and worked at Old Oak Common; one was a driver for the royal train and the other was a guard.



GAUGE
'OO', 16.5mm

SCALE
4mm: 1ft

SIZE
12ft x 8ft

REGION
WESTERN

PERIOD
1980s-1990s

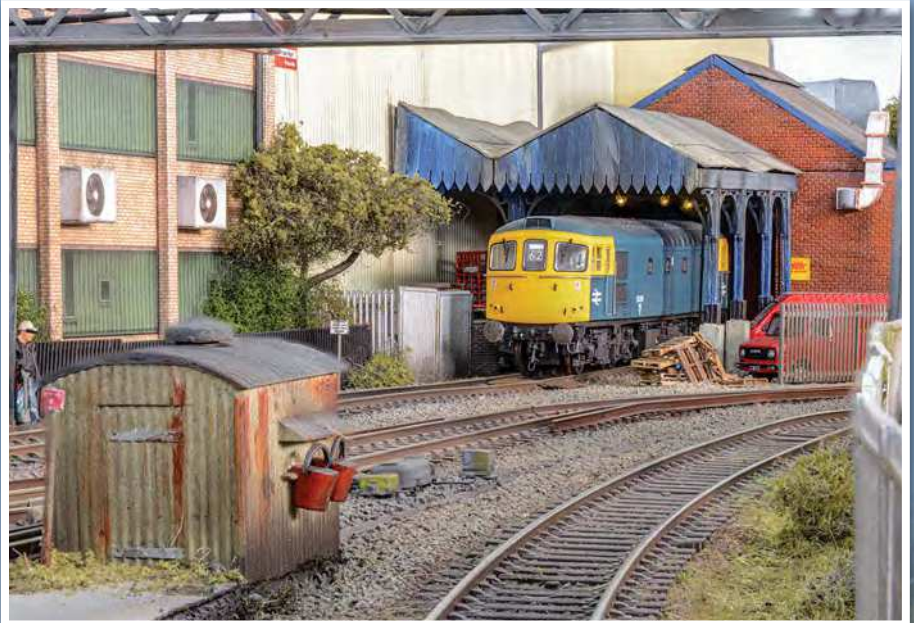
CONTROL
DCC, Gaugemaster Prodigy Advance

PLANNING

My dad built my first ever model railway layout when I was eight, but it was many years later, as a family man myself, when the idea for a large layout came about. I built a huge 40ft x 30ft scheme in the loft, themed on the Watlington branch in Oxfordshire, and installed Hornby's Zero 1 Digital Command Control (DCC) system. But this was to be my downfall, quite literally, as one day I knocked my head on a roof beam whilst attempting to catch an out-of-control train near the end of the track - and fell through the ceiling into the bathroom. The vision of me dangling whilst holding my prized 0-6-0PT still amuses my family to this day!

In December 2015, whilst doing some research, I stumbled upon a book which resonated with me. One paragraph warned that you should not go overboard with an intense track plan in the space available and consider how you might manage your project in five years and envisage how it will look in ten years and so on. To sum up, an easy maintenance layout that you will enjoy using over time, without making it difficult to use as you grow older.

A track plan for Old Oak Bridge was



drawn up following reference to many archive pictures of branch lines and depots, with a heavy focus on Old Oak Common and Acton. With the allocated space I opted for 'OO' gauge, as I already had plenty of suitable rolling stock and the >>

 In the distance, Class 33 33019 is stabled in the Red Star Parcels siding awaiting its next turn of duty.



availability of further models was good. This time it would be built in a shed.

CONSTRUCTION

Looking back to September 2016 with nine months of pre-planned work in hand, an area of 13ft x 10ft was allocated for the build with a potential space-saving design to give me enough time to assemble a layout in comfort. Work benches were tucked under the layout for tool storage, leaving the option for a clean space to tinker with other builds.

A shed structure was built at 9ft x 12ft with reinforced walls all round using traditional foam lining board inserts. The building had to be moisture free, so an airflow fan was fitted to allow a controlled flow while a small heater maintains an 18-degree temperature.

Baseboards were built as six sections using 10mm marine plywood fixed with wooden timber frames and additional cross-beams for extra support. These complement each other once bolted together for future removal if needed.

The dual-level layout's linear footprint measures 36ft x 1ft (within the 12ft x 8ft space) and the lower section is configured as an L shape, measuring 18ft in total.



Road traffic appears heavy as a London Transport RT double deck bus passes between the two bridges while a couple wait outside the nearby Underground station entrance.



This level is also used for the underground shuttle, as well as for carriage sidings.

A 5ft x 8ft open space was maintained in front of the layout to ease operation. Sometimes this is forgotten with shed-built layouts and is something I did not want

to compromise on. Building work, wiring and model making was mainly undertaken on my own, although my son Callum also offered to help. Having another pair of hands certainly helped.

Fast forward to late 2021 and the layout



An InterCity 125 High Speed Train departs Old Oak Bridge station as a 4-CEP EMU and Class 101 DMU await custom.



was all but complete having taken five years to develop. This was mostly at weekends and, most recently, during lockdown. Whilst intended as a home layout, I would also love to share it on the exhibition circuit given what I have achieved.

When I started this project, I set up a YouTube channel mainly to share pictures and to record my progress for friends. I was unaware of the online knowledge base and support that would ensue via social media, a testament to all the fellow modellers behind it. Without this library of many hints, tips and tutorials, I don't think I would be where I am today.

When it comes to scratchbuilding something that doesn't exist in model form, I do have quite a bit of patience. I like to be hands-on and about 90% of the layout buildings, including the hand painted backscenes, have been created or scratch-built from wood, plastic, card or soft balsa wood. The remainder are Hornby Skaledale and Bachmann Scenecraft items.

It has been tricky to source some items for the layout, hence opting for the 3D resin printing route to create bespoke items. Many people have asked where I get these



items from: I now find myself doing commission work for them and have produced some of these products to sell on my website – www.cheekytek.com – which have proved popular.

Weathering is mainly dry brush effects,

as you can create very subtle tones by feathering colours. I have done a few locomotive weathering projects to add that 1980s grimy look from the period. It's personal choice, but I like to keep most of the rolling stock clean with just a light brake dust effect.

The grass and flocking materials used are a mixture of Woodland Scenics and Green Scenes products. I am still trying to learn and master a technique of ground cover that suits my abilities as I still struggle to get that lush thick green wilderness look with different tones.

Trackwork and ballast was done in the usual manner, but my weathering skills were very poor four years ago. I have since learned that my mistake of over-weathering the track has actually become my saviour. A tip from a fellow modeller suggested dry brushing effects, matching the ballast colour. This was then feathered over the ballast areas, leaving the dark brown shadows at the bottom of the ballast with a grey effect on top.

The first trains ran back in September 2016 with a Bachmann Class 37 and a Hornby GWR 'King' 4-6-0 6024 *Edward I* - the first train I ever bought new, aged eight, for £18. This gave me a feel of the layout and since then a few track changes have occurred to improve operation.

A Digital Command Control (DCC) system was added in early 2017 for its ease of use and the ability to operate multiple trains simultaneously. I also replaced some of my older Lima and Tri-ang models with newer Hornby and Bachmann products, fitted with digital sound and working lights.

When I'm planning a scenic build of any sort, I usually visit lots of places and take in the many different views of architecture, aiming to incorporate some of these historic features into the layout. It's all about making the scenic 'story' fit together and sometimes this can be a challenge.

One of the most unusual features is the dropdown Underground scene that started out as carriage and locomotive storage. This evolved into a main feature »

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A Class 08 shunter undergoes heavy repairs within Old Oak Common Traction Maintenance Depot (TMD).



on the layout as an Underground shuttle linking Baker Street and South Acton Tube stations.

The corner bridge scene also helps place the layout with London buses trundling past in the daily traffic. I believe this is the most distinctive part of the layout, as it highlights a typical London setting and reflects the name of the layout, from Old Oak Common Road to the famous bridge scenes often seen.

The depot building was my first ever scratchbuild at this level and it has since inspired me to progress the layout and other themes, mainly because it was my favourite diorama scene and it showcased the locomotives, as in real life at Old Oak Common Depot.

Signals are controlled using a block signalling SDCC1 DET-8 Train Detector unit but wired to the signals instead of a points location panel. At the time I did not understand the instructions and just thought this was the way it was done, but this soon became a mistake that proved a winning formula. Whilst not the best way, the locomotive passes over the track sensor and triggers the respective signal, as intended. If I am honest this was one of my better mistakes and was certainly worth the work, at a fraction of the price of other systems.

ROLLING STOCK

More than 50 locomotives help set the colourful British Rail scene during the 1980s, with models from Hornby, Bachmann and Heljan. A favourite train of choice is the InterCity 125 High Speed Train (HST), of which I have several sets in BR blue/grey and InterCity 'Swallow' colours. In addition, the fleet also includes a selection of Electrical Multiple Units (EMUs) and Diesel Multiple Units (DMUs) in two and four-car formations, supported by a mix of locomotives used for freight movements such as the Class 08s, 20s, 33s, 37s, 47s and 50s, plus the 'Deltic' which was featured on the *Great Model Railway Challenge* TV show.

I also have a selection of steam

locomotives, 12 in total from different regions, but most are analogue controlled. These will appear on the layout once they have been fitted with suitable decoders.

Hornby wagons and rolling stock make up much of the stock with a couple of Bachmann models added to the collection.

Interestingly, my favourite vehicles are the 11 early Hornby RailRoad oil tankers that I was originally intending to sell on, as I never really liked the look of the bright shiny plastic finish. These became the basis of a fun weathering project to make them appear a touch more prototypical.

The layout runs on the Gaugemaster Prodigy Advance2 DCC system and for a medium sized layout these handsets work exceptionally well. The operation is very playable as Callum heads down to the shed sometimes and we challenge each other to run locomotives to stations in set times for a little extra fun. I have placed secondary handset sockets at each end of the layout allowing the main control unit to liaise with three additional handsets or operators at once without any complications.

A TOUR OF OLD OAK

The layout incorporates multiple locations with real scenes from photographic archives to create a fictitious layout, using history to create the story. As you pass down Old Oak Common Road set in the corner with its famous road and buses disappearing under the iron bridge, we catch sight of the oil tank scene heading to the maintenance shed, where a few





locomotives await their next duty.

Behind the maintenance shed, the Royal Mail train prepares for its routine post collection service and you may spot the postman's cat if you look closely.

Moving out of the parcels depot, we pull into Platform 1. This station is reminiscent

of North Acton Underground station with the main line running next to it. Platforms 1 and 2 can house third-rail EMUs, while Platform 3 is used for diesel locomotive-hauled trains and DMUs.

We exit from Platform 3 under the bridge of a small town scene that is fictitious

but has some resemblance to *Only Fools and Horses*, including Del Boy's motor with no tax disc. We escape through the tunnel to an arched wall area where a signalbox controls the line to the London Underground stations.

Baker Street station is modelled as the »

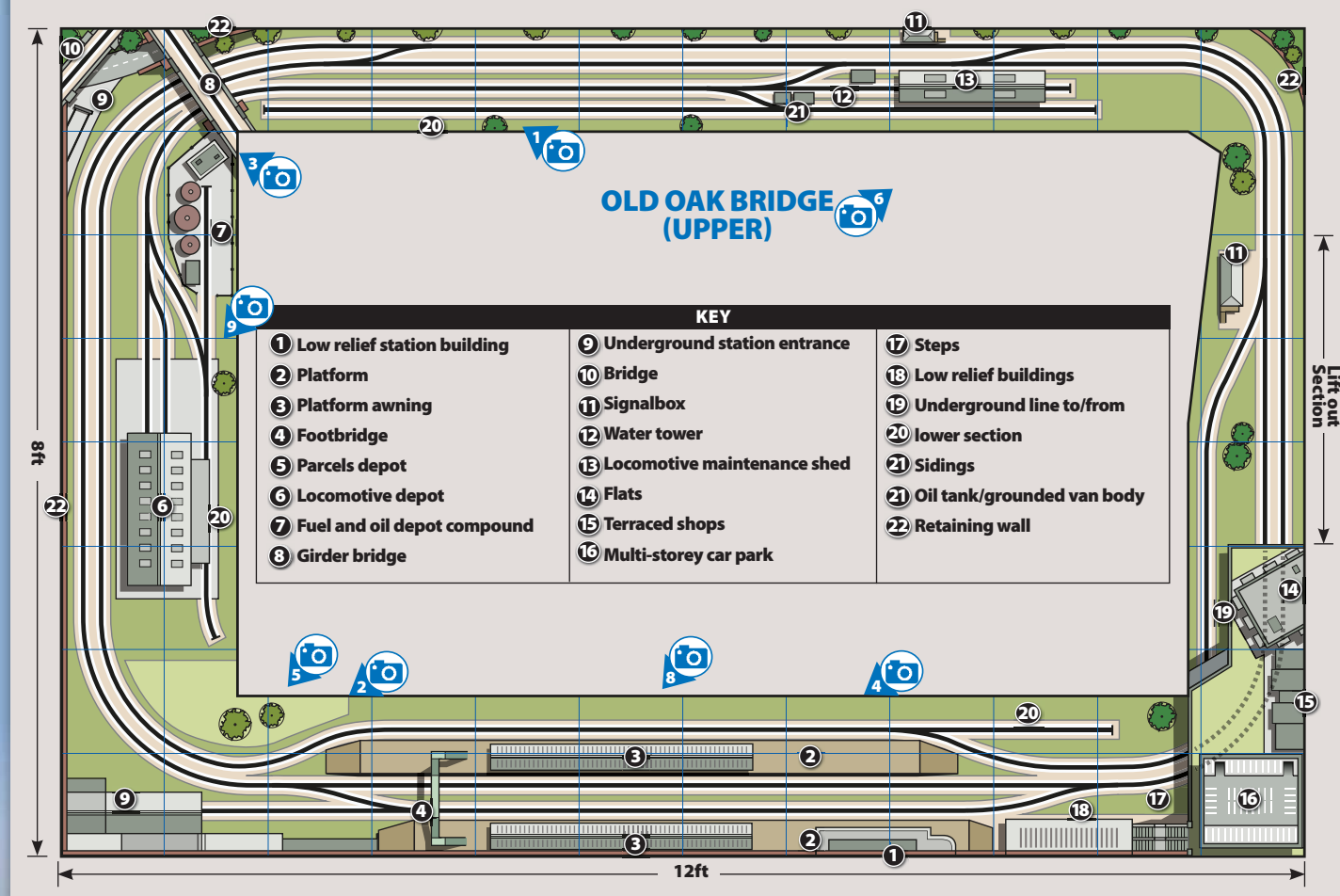


7 Above: A busker appears to have caught the attention of a police officer as a London Underground unit prepares to depart Baker Street station on the lower level of the layout.

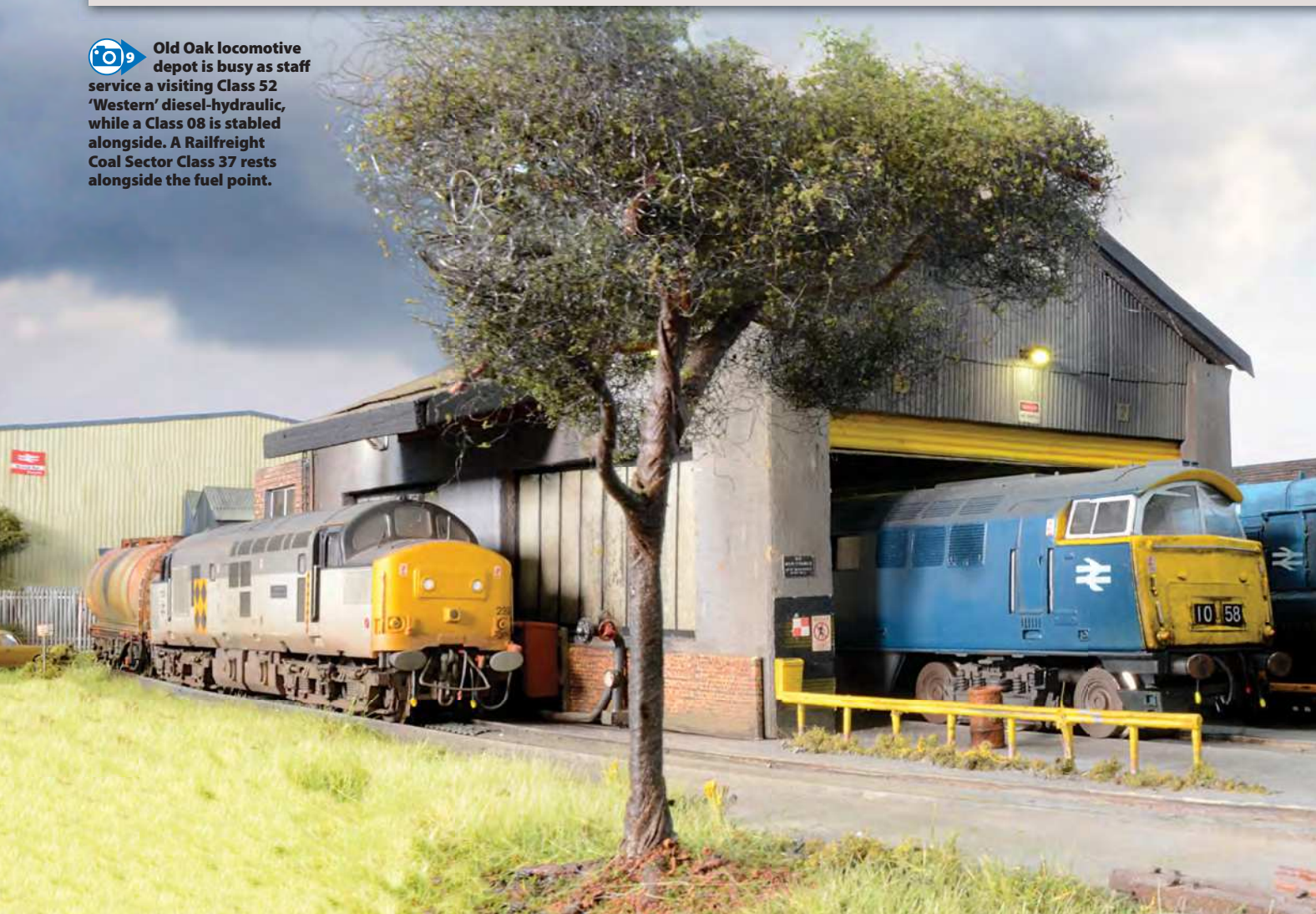


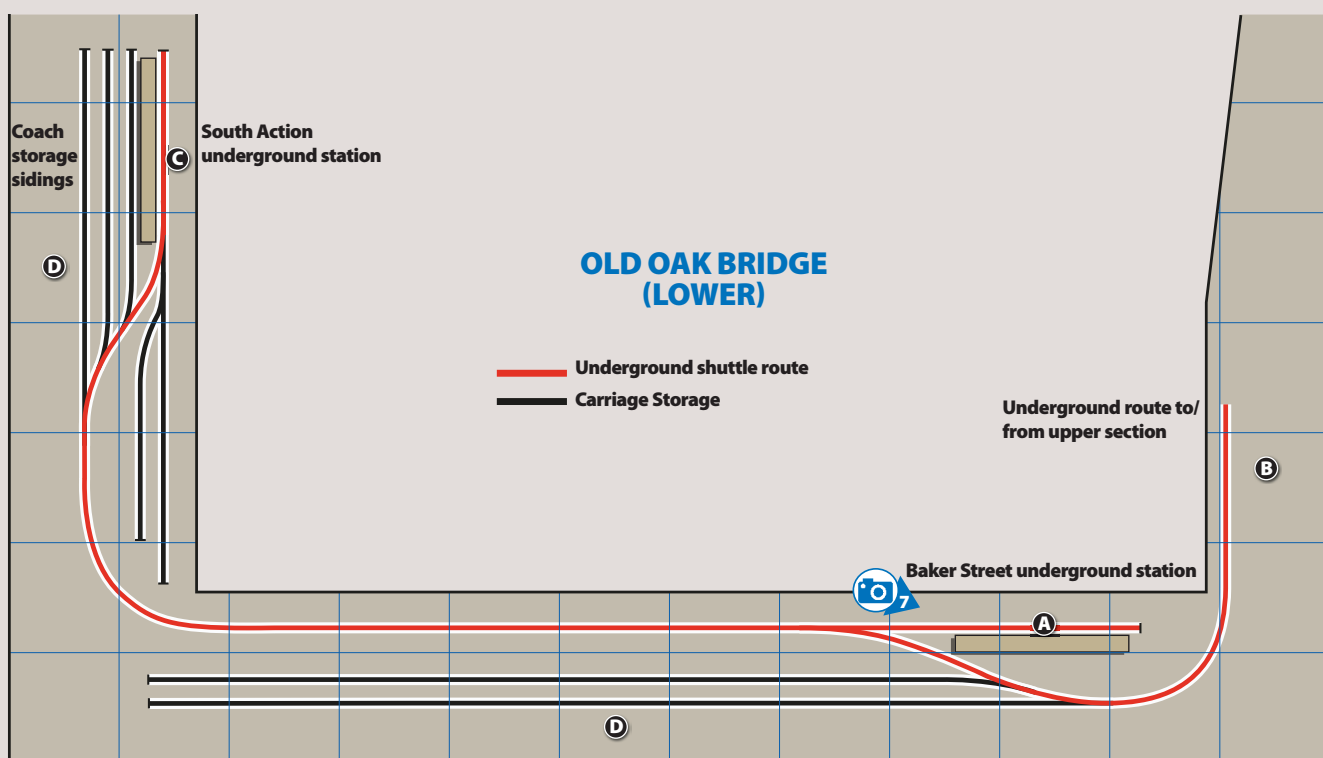
 **Livery transitions abound with Network SouthEast and BR blue and grey schemes adding a further splash of colour to the detailed station scene.**

OLD OAK BRIDGE TRACK PLAN (NOT TO SCALE)



 Old Oak locomotive depot is busy as staff service a visiting Class 52 'Western' diesel-hydraulic, while a Class 08 is stabled alongside. A Railfreight Coal Sector Class 37 rests alongside the fuel point.





"I would say that this layout has developed me personally and pushed me to areas I would normally shy away from."

GARRY PAYNE

real thing with a few musicians in situ, while this Tube line has third and fourth rails and relives the Acton Town to South Acton shuttle service of just two stations.

As the service leaves Baker Street, the Underground sparks down the tracks to arrive at South Acton Station where a set of steps takes you back up to the bus stop at Old Oak Road.

Jumping on the bus that heads down under the iron bridge onto Scrubs Lane, Wormwood Scrubs is in the background. Looking over the main line, we catch sight of the other Traction Maintenance Depot (TMD) with a few locomotives under repair.

LESSONS LEARNED

I would say that this layout has developed me personally and pushed my modelling to areas I would normally shy away from. It has been a lot easier to build over the last five years or so, mainly because of the diverse range of online knowledge that's been readily available to access. I have certainly learned many aspects in my modelling that now excites my passion for more projects.

We are hobby modellers, not architects, so we will make mistakes and this is how we learn to make something better, or we can adapt our mistakes by just adding extra glue and put a tree or building over it, which is the real beauty of modelling.

Through this project I have learned so many aspects from weathering to dry

brushing, how to use an airbrush and so on, which are all techniques I had never taken on before, so this has been the most inspiring build to date.

As for satisfaction, I am very passionate about all aspects of this hobby but my scariest would be my first ever Class 08 shunter makeover, which at the time was new out of the box. I completely resprayed it and added further weathering to make it look aged with a dusty grimy appearance. This was based on a tutorial that I followed from Richard at Everard Junction - a talented modeller who has inspired me over the years.

The future of the layout and other projects leads me to a question which can only be answered by revisiting the older buildings on the scenes on Old Oak Bridge and bringing them up to date with extra details, complementing newer manufactured models which are filtering into the hobby. The layout will maintain its own character and will keep running as intended, as it's been a complete pleasure having this to use. There may be a relocation at one point, so this will be factored in as time goes on.

For some strange reason I now find myself with an 'O' gauge Class 08 shunter, so I would like to build a small layout diorama for this going forward. Plus, I also have some plans for a smaller 'N' gauge layout scene in the future too. I'll keep *Hornby Magazine* readers posted.

HM



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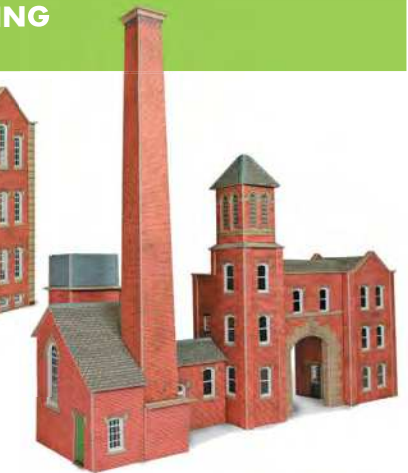
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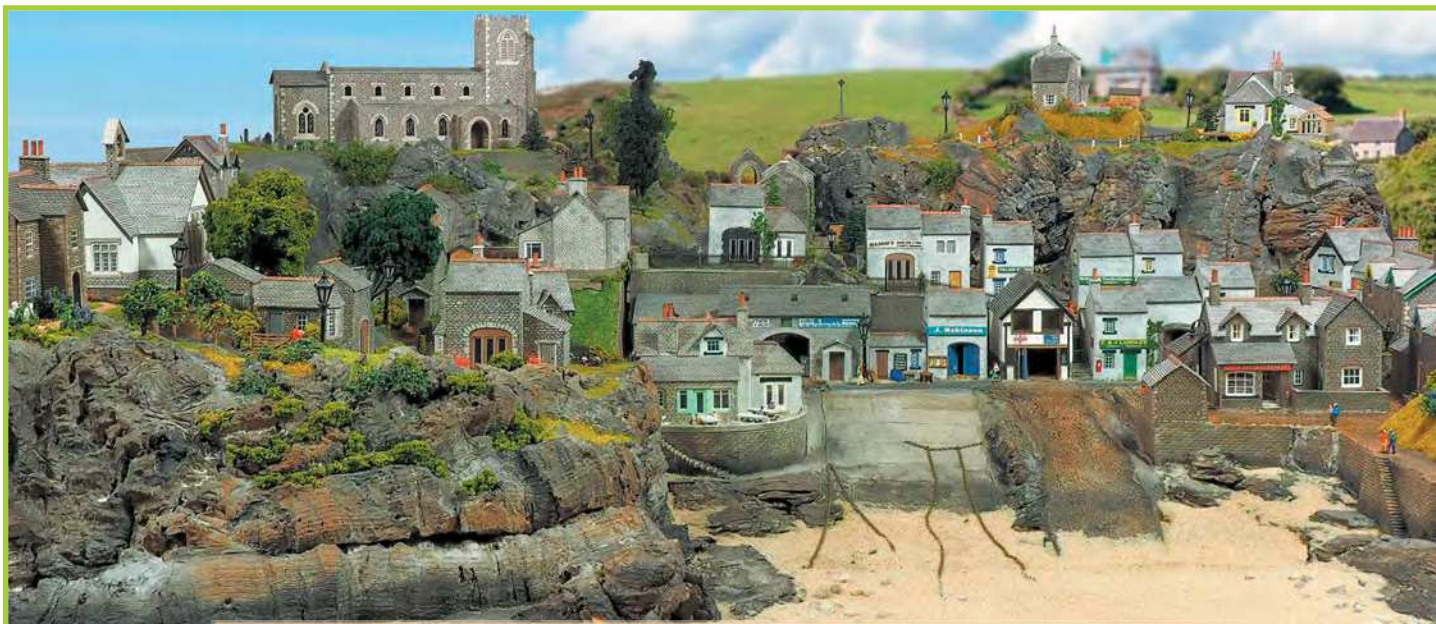
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MODEL GUIDE

2022

Hornby Magazine's comprehensive new model guide is back for the second year. In this extensive 24-page survey we bring you all the latest product updates for locomotives and rolling stock in 'OO', 'N', 'O', 'OO9' and 'O-16.5' gauges. Join us and discover what you can add next to your collection and when it will be available.



Hornby's Class 91 Bo-Bo electrics were due to arrive any day as *Hornby Magazine* closed for press.

Accurascale's first steam locomotive models the GWR 'Manor'.



Heljan's Class 56 is due in April for 'O' gauge.

MARKET LEADING 'OO'

2022 looks set to be another busy year for all-new 'OO' gauge model releases – the most popular scale for British ready-to-run. **MARK CHIVERS** looks at what's in store for modellers in the months ahead.

2021 WAS ANOTHER superb year for 'OO' gauge releases and it looks as if 2022 will be equally exciting with an impressive line-up of new model projects which seems to grow by the week.

Delving into the detail, 78 new 'OO' gauge powered models are currently in development, 31 of which are steam outline models and 47 are diesel or electric examples. Of these, the manufacturers are anticipating 42 will appear before the end of the year, with 18 steam and 24 of the diesel/electric projects coming to fruition.

This in itself is a phenomenal figure – and spookily, there are 41 weeks of the year left as I write this – but then when you factor in a whopping 91 'OO' gauge rolling stock projects in the pipeline (83 of which are due before the year end), you begin to realise that it really is going to be an outstanding year. 50 carriage projects are currently expected before the end of 2022,

together with 33 'OO' wagons. However, in reality that figure is likely to be greater in terms of actual vehicles as some projects are being produced as multi-vehicle packs and have historically only been counted once in the survey.

Of course, given the global situation at present, some of these projects may inevitably be delayed beyond the intended release dates and shift into 2023. Manufacturing capacity in China has been reduced significantly in recent months with factory closures, staff shortages and power outages taking their toll on release schedules, as well as logistical issues in sourcing components, containers and transportation. As a result, despite the best efforts from the manufacturers, some of the estimated release dates are subject to change.

ACCURASCALE

With a rapidly expanding portfolio of 'OO' gauge projects, there is plenty going on behind the scenes





Hornby's LNER 'A1/A3' 4-6-2 is receiving an upgrade footplate and firebox flicker. The first versions were arriving at the end of March.

at Accurascale. Its HYA-IIA, IIA Biomass and cut-down HYA bogie hopper wagons were due in the UK by the end of March (HM177), while the first of the eagerly-awaited HAA Merry-Go Round (MGR) and CDA china clay hopper wagons were also due (see review, this issue on p102-105). These will be followed by further variants and the MHA wagons later in the summer.

The company's diminutive four

wheel North Eastern Railway (NER) chaldron coal wagons are expected to be released by the summer too, but before then it's the moment we have all been waiting for – the arrival of Accurascale's first ready-to-run British diesel locomotive, the Class 55 'Deltic'. With high expectations having seen the similarly specified Irish Railways Models A Class Co-Co diesels last year (HM172), the wait is almost

over and with 23 different models (across standard and exclusive editions), there will be plenty of choice too.

The 'Deltics' will set out Accurascale's stall for powered models and are due to be followed during 2022 by the hotly anticipated Class 92 Co-Co electric and its all-new Class 37 family modelling the Class 37/0s, modern era 37/4s and 37/6 sub classes.

These will be followed by the manufacturer's fourth diesel locomotive in 2023 in the recently announced (HM178) all-new 'OO' gauge Class 31 A1A-A1A diesel. Ten models made up the initial releases and these are being joined by a further four examples with London Underground trip-cock gear and tablet catcher recesses.

Prioduction of Accurascale's first 'OO' gauge steam outline model also edges closer, with the Great Western Railway (GWR) 'Manor' 4-6-0s expected later this summer. Ten standard models are planned, together with a limited edition model of 7802 *Bradley Manor* in BR lined green with late crests, which is exclusive to Key Publishing.

In terms of 'OO' rolling stock, Accurascale's newly-tooled Mk 5 carriages in Caledonian Sleeper and TransPennine Express formats are currently slated for mid to late summer, while the new nuclear containers – 2031/2896/Nupak/Novapak/Dragon – on PFA container flats are expected by the summer.

Looking further ahead, the company's newly-tooled BR Mk 2b carriages are progressing well and due in late 2022 while the GWR Siphon G vans are set to appear in early 2023.

Accurascale's sister company Irish Railway Models is also producing Mk 2b carriages in NIR colour schemes, with accurate variations including Brake Generator, Brake Driving Trailer Second and Grill-Bar vehicles planned. These and a CIE Magnesite hopper wagon are also expected before the end of the year.

BACHMANN

With Bachmann's policy of announcing new products quarterly with its British Railway Announcements, there have been a few surprises recently which haven't made the annual new model listings, including the all-new BR Class 47 for 'OO' which appeared in three different formats – DCC ready, DCC sound fitted and

NEW MODEL GUIDE 2022



Newly announced for 'OO' gauge by Accurascale is the Class 31 A1A-A1A Type 2 diesel-electric. The tooling suite will model these long-lived locomotives throughout their careers.

DCC sound fitted deluxe. The latter of these three formats incorporated a fully specified model with digital sound, working roof fans and tinted glazing amongst the specification.

Next to appear will be the refurbished BR Mk 2f Driving Brake Second Open (DBSO) which is set to appear in InterCity 'Swallow', Anglia and Network Rail colour schemes. Release is anticipated before the summer, while the company's all-new Southern Railway Bulleid 63ft corridor carriages are expected to appear later this summer.

In terms of locomotives, Bachmann's remaining 'OO' gauge projects are now slated for release in 2023. Amongst these are the new BR Class 25/1 and 25/2 Bo-Bo diesels which are currently at the Engineering Prototype (EP) stage, while the upgraded BR Class 40 1-Co-Co-1 is now expected to appear next spring.

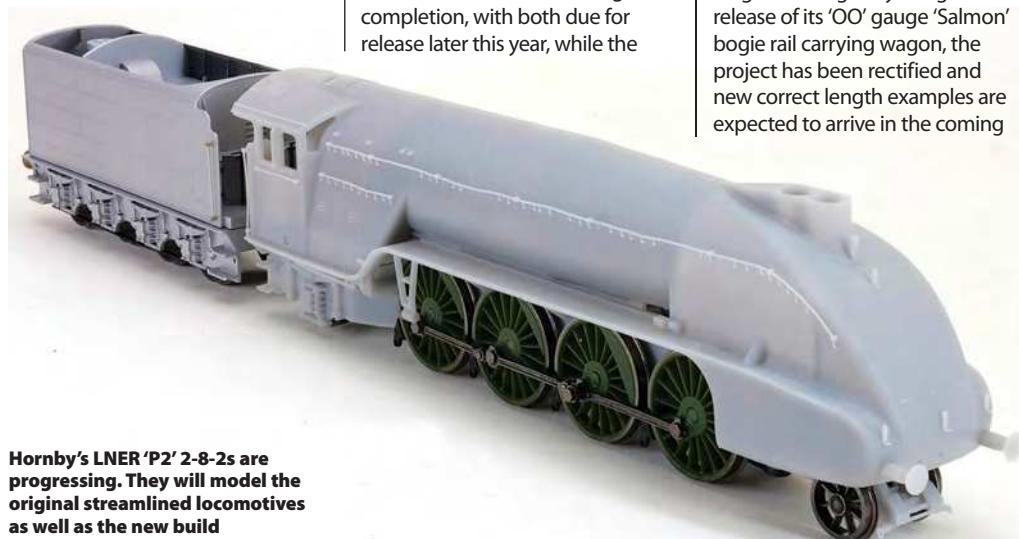
Finally, the Class 69 Co-Co diesel revealed last year remains on the project list, although no fixed date has yet been confirmed.

These converted former Class 56 locomotives are entering service with GB Railfreight and following an exclusive agreement with the company, Bachmann is set to produce 'OO' and 'N' gauge examples of the locomotives, including 69001 and 69002.

Given Bachmann's recent track record for surprise all-new model announcements, it is likely there will be more to come over the next 12 months. Watch this space.

CAVALEX MODELS

Since its launch Cavalex Models has gradually expanded its portfolio of 'OO' gauge wagons to include PGA hoppers, BBA/BLA bogie steel wagons and KFA bogie 'Warflats'. These will soon be joined by HAA Merry-Go-Round coal hoppers, CDA china clay wagons and 100ton TEA tank wagons during 2022.



Hornby's LNER 'P2' 2-8-2s are progressing. They will model the original streamlined locomotives as well as the new build locomotive – 2007 Prince of Wales.

Production of the TEA tank wagons is now complete and they should be on their way to the UK shortly, while the HAA and CDA hopper wagons are also nearing completion.

Amongst its other projects, the PHA/JGA bogie hopper wagons are progressing with release anticipated for later this year, while the BIA/BWA/BXA/BZA series of bogie steel wagons (conversions of the BBA/BLA) are still on the project list.

Finally, the company's all-new 'OO' gauge Class 56 is currently in tooling, with the first engineering prototypes anticipated to arrive for evaluation towards the end of April. All four variants of the Class 56 – Romanian-built 56001-56030, Doncaster-built (Romanian design) 56031-56055, Doncaster-built (UK design) 56056-56090 and Doncaster and Crewe-built 56091-56135 – will be represented across the 14 releases planned initially. Release remains on schedule for 2023.

DAPOL

Dapol unveiled plans during March for a newly-tooled 'OO' gauge Hawthorn Leslie 0-4-0ST. The company's all-new model will be based on the 'standard' industrial locomotives built at the builder's works in the North East between 1899 and 1924.

The specification includes a die-cast compensated chassis, five-pole motor, all-wheel pick-up, Next18 DCC decoder socket, cast wheels and removable saddle tanks. Nine models are planned initially, with the first Engineering Prototype (EP) sample expected during the summer. A release date has yet to be confirmed.

Of Dapol's outstanding 'OO' gauge locomotive projects, the eagerly-awaited GWR 'Manor' 4-6-0 and Class 59 Co-Co diesel are understood to be nearing completion, with both due for release later this year, while the

NEW MODEL GUIDE 2022



GWR '43XX' variant of the popular 'Mogul' is also expected for release in mid-2022.

From a rolling stock perspective, the manufacturer's GWR 'Toplight' non-corridor carriages are currently at the initial Engineering Prototype (EP) sample stage of the development process, with the first examples anticipated for release in late 2022, while work is also underway on the corridor stock variants, full details of which have yet to be officially confirmed.

FLANGWAY

Following a discrepancy with the length of Flangeway's original release of its 'OO' gauge 'Salmon' bogie rail carrying wagon, the project has been rectified and new correct length examples are expected to arrive in the coming

months. The company has also taken the opportunity to develop the more modern ASF bogie design, offering a wider choice of variants in due course.

HATTONS ORIGINALS

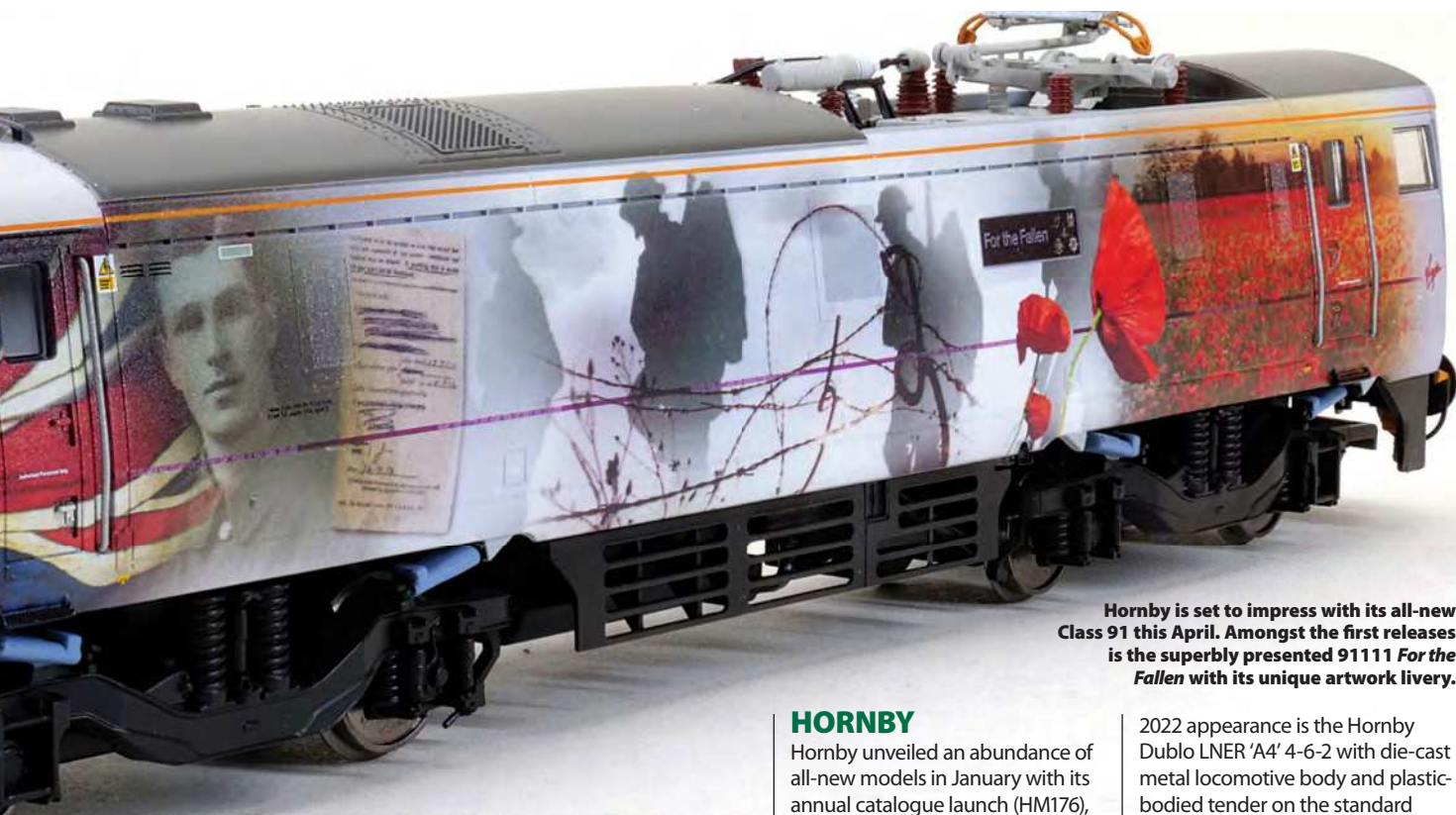
Hattons' exclusive collection of 'Genesis' four and six-wheel carriages is due for release during the year, with models planned to arrive in several batches.

The initial batch of releases in Great Western, South Eastern and Chatham, London Brighton and South Coast, Great Northern and London and North Western railway liveries are due to be completed by the end of April, with a release planned for mid-August this year.

The second batch of releases will include examples in London, Midland & Scottish, London and North Eastern, Southern and departmental colour schemes. Delivery dates are yet to be confirmed, but it is hoped they will appear before the end of the year and a third batch has already been planned.

HELJAN

Heljan's 'OO' gauge development plans continue apace with recently announced models of the unique North British pioneer diesel electric 10800 and an all-new model of the Class 26 Bo-Bo diesel, including the twin 'car headlight' fitted variants



Hornby is set to impress with its all-new Class 91 this April. Amongst the first releases is the superbly presented 91111 *For the Fallen* with its unique artwork livery.

HORNBY

Hornby unveiled an abundance of all-new models in January with its annual catalogue launch (HM176), adding to the existing projects that have been delayed as a result of the Pandemic.

The good news is that the outstanding projects have started to appear with the recent arrival of the 'OO' gauge Class 390 Advanced Passenger Train (HM178) and Sentinel 0-6-0DH shunter (see review on p94-97, this issue).

Arriving as we closed for press were the upgraded LNER 'A1/A3' 4-6-2s with firebox flicker and die-cast metal footplate (see pages 100-101), while the BR '2MT' 2-6-0 is set for an April release. Next to appear will be the all-new BR '9F' 2-10-0 which is expected to arrive in August.

Hornby's all-new 'OO' gauge 'Black Five' 4-6-0 is currently scheduled for late 2022 as is the LMS experimental 'Turbomotive' 4-6-2. Also scheduled for a late

2022 appearance is the Hornby Dublo LNER 'A4' 4-6-2 with die-cast metal locomotive body and plastic-bodied tender on the standard Hornby 'A4' chassis.

The first of Hornby's newly-developed steam generator fitted models are also set to appear towards the end of the year with LMS 'Black Five' 4-6-0 44726 in BR black with late crests due in December and 'new-build' LNER 'P2' 2-8-2 2007 *Prince of Wales* expected in November. This appears to be the first of the 'P2' 2-8-2s to appear, as the remainder have yet to receive a release date.

A release schedule for Hornby's previously-announced 'OO' gauge Liverpool and Manchester Railway 0-4-2 *Lion* is yet to be confirmed.

Diesel and electric modellers will also enjoy a bumper year with the first of the newly-tooled Class 91 electrics appearing during April, while the accompanying BR Mk 4 carriages are expected in May. The all-new Class 43 High Speed Train

used on Scotland's Far North lines. Both projects are currently at the tooling stage with release currently slated for 2023.

Of the existing 'OO' gauge projects, the Class 45 1Co-Co1 diesels are currently in production and due to appear later this summer, while the forthcoming Class 47 is presently undergoing modifications to the tooling ahead of an anticipated release before the end of the year. The Class 02 0-4-0 shunter is also receiving modifications to the tooling prior to progressing to the decorated sample stage. Release is currently expected in early 2023.

Meanwhile, Heljan's 'OO' gauge

Ruston and Hornsby 165DE 0-6-0 shunter is currently in tooling and expected to appear during the autumn, while the new GWR AEC parcels railcar is also in tooling and expected to appear during 2023, as is the eagerly-awaited Class 104 Diesel Multiple Unit.

A series of tooling upgrades are also planned for some existing models including the Class 14 0-6-0DH, which was previously exclusive to Hattons Model Railways. This is set to appear before the year end, while the recently-announced upgrade to the Class 33/2 'Slim Jim' variant to model it in as-built condition is also due to be complete by the end of the year.

Finally, the upgrade to Heljan's 'OO' gauge LNER 'O2' 2-8-0 with improved tooling is now set to appear in early 2023.



Sonic Models is developing its first 'OO' gauge steam locomotive – the GCR 'A5' 4-6-2T. It will be available through Rails of Sheffield.

power cars are currently scheduled for release this summer with First Great Western 'Fag Packet' examples set to appear first during June, followed by the remainder in July and August. Meanwhile, the newly-tooled 'OO' gauge Mk 3 trailer carriages are due to start appearing towards the end of the year.

Hornby's diminutive Ruston and Hornsby 88DS diesel shunter appears to be on-track for release during November and December, while the 2022-announced Greater Anglia Class 755/3 and 755/4 bi-mode multiple units are also planned for a late 2022 release.

The manufacturer's Class 423 4-VEP Electric Multiple Unit (EMU), which is receiving a series of upgrades to its appearance and running characteristics for its next appearances in Southern and South West Trains liveries, is presently scheduled for release during July.

Amongst the carriage and rolling stock highlights, the 2022-announced 'Coronation' streamlined carriages, including 'beavertail' Observation Car are slated for a September release, while the L&MR four-wheel mail coach is set for release during May in a special pack and the Southern Railway Maunsell dining cars are now expected during December. The four-car add-on carriage packs for the Hitachi Class 800 and 801 series bi-mode units in GWR and LNER liveries are expected to be released during November.

Finally, the Liverpool & Manchester Railway coal, horse and sheep wagons are anticipated during June, while the GWR Lorient machinery truck is expected to appear during October.



Due to arrive next with Rails is its Heljan produced model of the North Eastern Railway petrol electric autocar.

KERNOW MODEL RAIL CENTRE

Development work on Kernow Model Rail Centre's 'OO' gauge GWR steam railmotor is progressing well following receipt of a running engineering prototype sample last summer, with artwork currently being prepared for the new models. Five railmotors are planned covering both Diagram O and Diagram R types. The specification includes a vertically mounted coreless motor in the boiler, PluX 22 DCC decoder socket, directional oil lamps and interior illumination. Delivery is anticipated during the final quarter of the year.

KR MODELS

Progress on KR Models' new tooling projects continues apace with production of the 'OO' gauge 'Fell' diesel 10100 complete and expected to arrive in the UK around Easter.

Meanwhile, First Engineering Prototype samples have been received for the eagerly-awaited Southern Railway Bulleid 'Leader' 0-6-0+0-6-0 and prototype

Clayton DHP1 Bo-Bo. The Clayton is currently slated for release in late 2022, while 'Leader' is expected to be complete next spring (2023).

Further projects with a 2023 release include the Haydock Foundry 'Bellerophon' 0-6-0WT (spring) and industrial Hunslet 1,124hp Bo-Bo diesel (summer). The Southern Railway 4-DD four-car Electric Multiple Unit for 'OO' is also now slated for a summer 2023 release, with the project progressing to the tooling stage.

KR Models' new 'OO' gauge Conssett Iron Ore wagons began to arrive with customers in mid-March, while the next wagon arrival is set to be the BR Palbrick, which is expected later this summer.

Finally, the proposed Torpedo Ore wagon project is provisionally pencilled in for a summer 2023 release.

OXFORD RAIL

Having recently delivered its newly-tooled 'OO' gauge 10ton Great Eastern Railway covered vans, banana vans and 20ton 'Pilchard' bogie ballast and sleeper wagons,

attention has now turned to the remaining outstanding 'OO' gauge projects.

The company's newly-tooled LNER 'J26' 0-6-0, previously anticipated for the end of 2021, has now been revised to 2023, as has the 15ton Cowans Sheldon crane.

PLANET INDUSTRIALS

Planet Industrials' new 'OO' gauge Kerr, Stuart 'Victory' 0-6-0T remains on track for a 2022 release following a few amendments to the specification to improve decoder installation and digital sound reproduction.

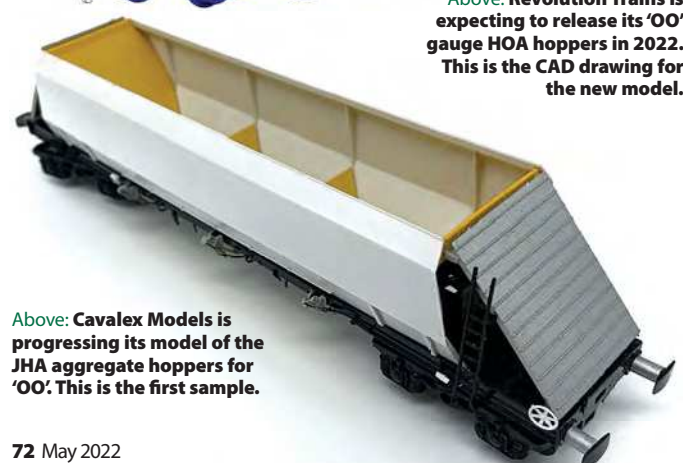
This is the company's first ready-to-run 'OO' gauge industrial locomotive and is set to feature more than 200 separate components including a die-cast chassis, Next18 DCC decoder socket, high-torque flywheel-equipped motor and all-wheel pick-up. Delivery is now expected during the second half of the year.

RAILS OF SHEFFIELD

Rails of Sheffield's range of exclusive commissions and



Above: Revolution Trains is expecting to release its 'OO' gauge HOA hoppers in 2022. This is the CAD drawing for the new model.



Above: Cavalex Models is progressing its model of the JHA aggregate hoppers for 'OO'. This is the first sample.



'OO' GAUGE CARRIAGES AND WAGONS 2022/2023

PRODUCT	REGION	MANUFACTURER	EXPECTED	PRODUCT	REGION	MANUFACTURER	EXPECTED
LNR four-wheel mail coach	Midland	Hornby	Mid 2022	NIR Mk 2b Grill-Bar	Northern Ireland	Accurascale	Late 2022
Four-wheel four-compartment coach	Various	Hatton's	2022	Caledonian Sleeper Mk 5 carriages	Midland	Accurascale	Mid 2022
Four-wheel five-compartment coach	Various	Hatton's	2022	GWR Class 802/1 four-coach pack	Western	Hornby	Late 2022
Four-wheel brake coach	Various	Hatton's	2022	LNER Class 801/2 four-coach pack	Eastern	Hornby	Late 2022
Six-wheel four-compartment coach	Various	Hatton's	2022	Trans-Pennine Mk 5 carriage sets	Midland/Eastern	Accurascale	Mid 2022
Six-wheel five-compartment coach	Various	Hatton's	2022	Chaldron wooden framed wagons	North Eastern	Accurascale	Mid 2022
Six-wheel brake coach	Various	Hatton's	2022	L&MR coal wagon	Midland	Hornby	Mid 2022
Six-wheel full brake coach	Various	Hatton's	2022	L&MR sheep wagon	Midland	Hornby	Mid 2022
GWR/BR Siphon G	Western	Accurascale	Early 2023	L&MR horse wagon	Midland	Hornby	Mid 2022
GWR Toplight 'City' non-corridor Brake Third	Western	Dapol	Late 2022	Ex-Wisbech and Upwell Tramcar	Film	Rapido Trains UK	2023
GWR Toplight 'City' non-corridor Third	Western	Dapol	Late 2022	CIE Magnesite hopper wagon	Irish Rail	Irish Railway Models	Late 2022
GWR Toplight 'City' non-corridor Composite	Western	Dapol	Late 2022	GWR Lorient Y	Western	Hornby	Late 2022
SR Bulleid 63ft Semi open Brake Third	Southern	Bachmann	Mid 2022	GWR Lorient Y	Western	Rapido Trains UK	2022
SR Bulleid 63ft Corridor Composite	Southern	Bachmann	Mid 2022	GWR Toad' brake van	Western	Rapido Trains UK	2022
SR Bulleid 63ft Corridor Third	Southern	Bachmann	Mid 2022	SECR two-plank ballast wagon (Dia. 1744)	Southern	Rapido Trains UK	2022
SR Bulleid 63ft Brake Composite	Southern	Bachmann	Mid 2022	SECR 10ton vent box van (Dia.1426)	Southern	Rapido Trains UK	2022
SR GM Inspection Saloon/Caroline	Southern/Various	Revolution Trains	Mid 2022	BR Borail B bogie wagon	Various	Revolution Trains	Mid 2022
SR Maunsell Third/Comp. Diner	Southern	Hornby	Late 2022	BR Borail C bogie wagon	Various	Revolution Trains	Mid 2022
LNER 'Coronation' Brake/Kitchen Third	LNER	Hornby	Mid/Late 2022	BR 'Mullet' bogie wagon	Various	Revolution Trains	Mid 2022
LNER 'Coronation' Double Open First	LNER	Hornby	Mid/Late 2022	BR YQA Parr' bogie wagon	Various	Revolution Trains	Mid 2022
LNER 'Coronation' Open/Kitchen Third	LNER	Hornby	Mid/Late 2022	BR YQA 'Super Trench' wagon	Various	Revolution Trains	Mid 2022
LNER 'Coronation' Open/Brake Third	LNER	Hornby	Mid/Late 2022	BR Cartic-4 car carriers	Various	Revolution Trains	Early/Mid 2023
LNER 'Coronation' Observation Car	LNER	Hornby	Mid/Late 2022	BR Palbrick B brick wagon	Various	KR Models	Mid 2022
BR Mk 2b Brake Corridor First	Various	Accurascale	Late 2022	BIA/BWA/BXA/BZA covered steel carrier	Various	Cavalex Models	TBC
BR Mk 2b Corridor First/Corridor Second	Various	Accurascale	Late 2022	CDA china clay hopper	Various	Accurascale	Mid 2022
BR Mk 2b Tourist Second Open	Various	Accurascale	Late 2022	CDA china clay hopper	Various	KMS/Trains 4U/Cavalex	2022
BR Mk 2f Driving Brake Standard Open (Refurbished)	Various	Bachmann	Mid 2022	Cowans Sheldon 15ton crane	Various	Oxford Rail	2023
BR Mk 3 Trailer Guard Standard	Various	Hornby	Late 2022	FNA-D Nuclear flask carrier	Various	Revolution Trains	Mid 2023
BR Mk 3 Trailer Guard First	Various	Hornby	Late 2022	FWA Ecotret container flats	Various	Revolution Trains	April 2022
BR Mk 3 Trailer Standard	Various	Hornby	Late 2022	HAA/HBA/HCA/HDA/HMA MGRs	Various	Accurascale	Mid 2022
BR Mk 3 Trailer Standard (Accessible)	Various	Hornby	Late 2022	HAA MGR coal hoppers	Various	KMS/Trains 4U/Cavalex	2022
BR Mk 3 TFKB/TRFK/TRFB (Buffet/Restaurant)	Various	Hornby	Late 2022	IPA car carriers	Various	Revolution Trains	April 2022
BR Mk 3 Trailer First	Various	Hornby	Late 2022	HOA hopper wagon	Various	Revolution Trains	Mid/Late 2022
BR Mk 3 Trailer First (Accessible)	Various	Hornby	Late 2022	JGA/PHA bogie aggregate wagon	Various	Cavalex Models	2022
BR Mk 4 First Open	Eastern	Hornby	Mid 2022	MHA 'Coalfish' ballast wagons	Various	Accurascale	Mid 2022
BR Mk 4 First Open (Accessible)	Eastern	Hornby	Mid 2022	PFA 2031 nuclear container wagon	Various	Accurascale	Mid 2022
BR Mk 4 Trailer Standard Open	Eastern	Hornby	Mid 2022	PFA 2896 nuclear container wagon	Various	Accurascale	Mid 2022
BR Mk 4 Trailer Standard Open (Accessible)	Eastern	Hornby	Mid 2022	PFA Novapack nuclear container wagon	Various	Accurascale	Mid 2022
BR Mk 4 Trailer Standard Open End	Eastern	Hornby	Mid 2022	PFA Nupack nuclear container wagon	Various	Accurascale	Mid 2022
BR Mk 4 Restaurant First Buffet	Eastern	Hornby	Mid 2022	PFA Dragon nuclear flask wagon	Various	Accurascale	Mid 2022
BR Mk 4 Restaurant Standard Buffet (Cafe)	Eastern	Hornby	Mid 2022	TEA 100ton tanker	Various	Cavalex Models	2022
BR Mk 4 Driving Van Trailer	Eastern	Hornby	Mid 2022	TUA caustic soda tank	Various	Revolution Trains/Rainbow Railways	Mid 2022
NIR Mk 2b First Open	Northern Ireland	Accurascale	Late 2022	Torpedo ore wagon	Industrial	KR Models	Mid 2023
NIR Mk 2b Second Open	Northern Ireland	Accurascale	Late 2022	VIX Ferry van	Various	Rapido Trains UK	2023
NIR Mk 2b Brake Driving Trailer Sec.	Northern Ireland	Accurascale	Late 2022	YMA/YMO 'Salmon' bogie wagon (revised)	Various	Flangeway	Mid 2022
NIR Mk 2b Brake Generator Vehicle	Northern Ireland	Accurascale	Late 2022	Total: 91			

The SECR 'D1' 4-4-0s have been selected as Rails of Sheffield's next exclusive model. They are being produced for the retailer by Dapol.



A series of engineering wagons including the Borail are in development for 'OO' with Revolution Trains.

bespoke models in its Rails Limited collection continues to expand with the recent arrival of the LNWR 'Improved Precedent' 2-4-0 and Caledonian Railway '812' 0-6-0.

Next to arrive is the Heljan-produced 'OO' gauge North Eastern Railway autocar which was set to arrive shortly after this edition of the New Model Guide went to press in late March/early April.

Heljan is also working with Rails of Sheffield on its Metropolitan Vickers gas turbine 18100 and 25kV electric E1000/E2001, which is currently scheduled for an early 2023 release.

New additions to the project list include a Dapol-produced 'OO' gauge South Eastern & Chatham Railway (SECR) 'D1' 4-4-0 – see Update. These were rebuilt SECR Wainwright 'D' class locomotives, so are a natural progression to the previously-produced models of the 'D' 4-4-0s produced for Rails of Sheffield and Locomotion Models. Release is anticipated during late autumn.

Finally, a decision on the proposed model of the 'OO' gauge Class 89 Co-Co electric is expected soon.

RAPIDO TRAINS UK

As this edition of the New Model Guide went to press, Rapido Trains UK delivered the first tranche of its 'OO' gauge wagon projects with the arrival of the GWR Gunpowder Vans, SECR five-plank open wagons (Diagrams 1347/1349) and seven plank open wagons (Diagram 1355).

The manufacturer has expanded its project plans rapidly with plenty of new model announcements in recent months. Amongst its motive power plans, the Liverpool and Manchester 0-4-2 *Lion/Thunderbolt* is expected to appear this year

KR Models has received the first engineering samples of its new 'OO' model of Bulleid's unique Leader 0-6-0+0-6-0T.

as is the industrial 16in Hunslet 0-6-0ST. The recently announced Highland Railway 'Jones Goods' 4-6-0 is currently scheduled for a 2023 appearance, together with the BR '15XX' 0-6-0PT and LBSCR 'E1' 0-6-0T.

From a rolling stock perspective, development work is underway on the ex-Wisbech and Upwell coach which is set to appear within the *Titfield Thunderbolt* range of models. This is currently planned for a 2023 appearance, while the similarly related GWR Lortot machinery truck and GWR 'Toad' brake van are on course for a 2022 release.

Modellers of the Southern scene will also receive a further boost later this year with the release of the SECR two-plank ballast wagons and 10ton covered vans, while the recently-announced VIX four-wheel ferry vans are expected to appear during 2023.

REALTRACK MODELS

Development of Realtrack Models all-new 'OO' gauge Class 142 DMU is now underway with release currently anticipated for release in early 2023.

Eight of the two-car 'Pacers/Skippers' are planned for the initial batch of releases with two of each livery including 142002/142013 in Greater Manchester PTE orange, 142020/142027 in BR chocolate and cream, 142067/142090 in Provincial and 142084/142092 in Northern colour schemes. The tooling will cater for units with and without roof pod aerials (as appropriate) and just 250 of each model will be produced.

REVOLUTION TRAINS

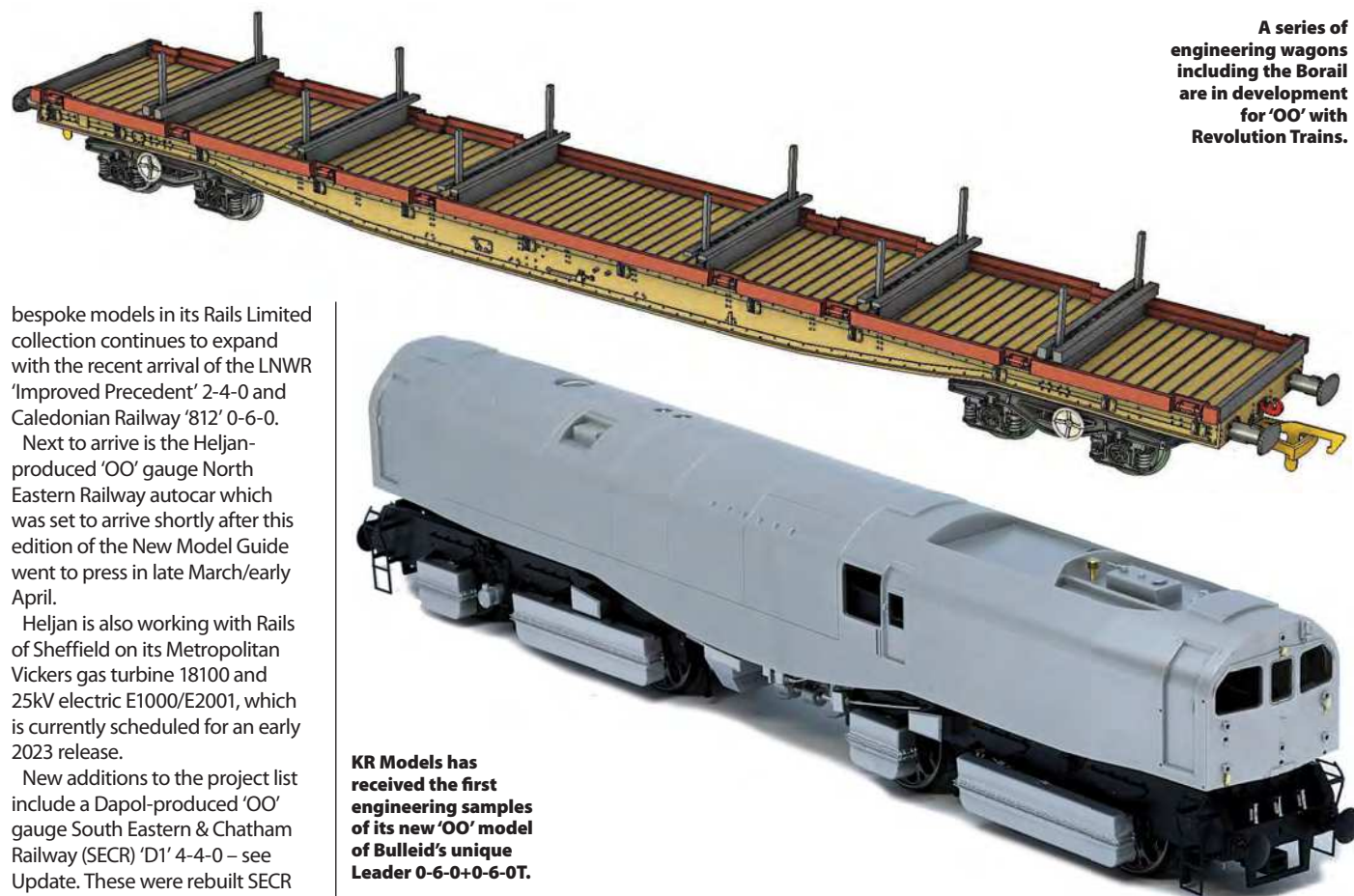
Whilst initially focussing its attention on the 'N' gauge market, Revolution Trains has significantly boosted its 'OO' gauge range in recent times.

In late February the company announced plans to produce the Class 175 and 180 'Coradia' family of Diesel Multiple Units (DMUs), together with the present-day FNA-D nuclear flask wagons for 'OO' (and 'N' gauge). Read the full stories on these new announcements in Update.

Next to arrive will be the IPA car carriers and FWA Ecofret container flat wagons. These are on their way to the UK and should be with customers and retailers shortly. The BR Southern Region General Manager's saloon for 'OO' is expected to be completed by late summer, while a special commission of a TUA caustic soda tank wagon for Rainbow Railways is expected to appear during the middle of the year too. It is currently at the decorated sample stage.

By the end of the year, the company hopes to have delivered its BR Borail/Mullet/Parr and Super

Bachmann is expanding its Mk 2f collection with addition of the revised Driving Brake Second Open for 'OO' gauge.





Hornby's all-new BR '9F' 2-10-0 is expected to arrive this summer. We can't wait to see the finished model.

"Hornby's all-new 'OO' gauge 'Black Five' 4-6-0 is currently scheduled for a late 2022 as is the LMS experimental Turbomotive 4-6-2."

MARK CHIVERS

'OO' GAUGE LOCOMOTIVES 2022/2023							
PRODUCT	REGION	MANUFACTURER	EXPECTED	PRODUCT	REGION	MANUFACTURER	EXPECTED
L&MR 0-4-2 Lion	Midland	Hornby	TBC	Ruston & Hornsby 165DE 0-6-0	Various	Heljan	Late 2022
L&MR 0-4-2 Lion/Thunderbolt	Midland/Western	Rapido Trains UK	2022	Class 02	Various	Heljan	Early 2023
Highland Railway Jones Goods 4-6-0	Scottish	Rapido Trains UK	2023	Class 14 0-6-0DH (chassis upgrade)	Various	Heljan	Late 2022
GWR steam railmotor	Western	Kernow MRC	Late 2022	Class 18 Clayton CBD90	Industrial	Revolution Trains	Early 2023
GWR '43XX' 2-6-0 (new variants)	Western	Dapol	Mid 2022	Class 25/1	Various	Bachmann	2023
GWR 'Manor' 4-6-0	Western	Dapol	Early/Mid 2022	Class 25/2	Various	Bachmann	2023
GWR 'Manor' 4-6-0	Western	Accurascale	Mid 2022	Class 25/2 and 25/3	Various	SLW	Mid 2022
GWR '15XX' 0-6-0PT	Western	Rapido Trains UK	2023	Class 26 (new tooling)	Scottish	Heljan	2023
LBSCR 'E1' 0-6-0T	Southern	Rapido Trains UK	2023	Class 31	Various	Accurascale	Mid 2023
SECR 'D1' 4-4-0	Southern	Rails/Dapol	Late 2022	Class 33/2 (original condition)	Southern	Heljan	Late 2022
SR Bulleid 'Leader'	Southern	KR Models	Mid 2023	Class 35 (lights/DCC upgrade)	Western	Heljan	TBC
LMS 'Black Five' 4-6-0	Midland	Hornby	Late 2022	Class 37/0	Various	Accurascale	Mid 2022
LMS 'Black Five' 4-6-0 (steam gen)	Midland	Hornby	Late 2022	Class 37/4 (modern era)	Various	Accurascale	Late 2022
LMS Turbomotive 4-6-2	Midland	Hornby	Late 2022	Class 37/6 and 37/7	Various	Accurascale	Mid 2022
GCR 'A5' 4-6-2T	Eastern	Sonic Models	2022	Class 40 (new tooling elements)	Midland/Eastern	Bachmann	Mid 2022
NER autocar	Eastern	Rails/Heljan	March/April 2022	Class 43 HST power cars	Various	Hornby	Mid 2022
NER J26' 0-6-0	Eastern	Oxford Rail	2023	Class 45/0	Midland/Eastern	Heljan	Mid 2022
LNWR 'A1'/'A3' 4-6-2 upgrade	Eastern	Hornby	March 2022	Class 45/1	Midland/Eastern	Heljan	Mid 2022
LNWR 'A3' 4-6-2 (steam gen)	Eastern	Hornby	Late 2022	Class 47	Various	Heljan	Late 2022
LNWR 'A4' 4-6-2 (die-cast body)	Eastern	Hornby (Dublo)	Late 2022	Class 55	Eastern	Accurascale	Mid 2022
LNWR 'GS' 0-4-4T	Eastern	TMC/Bachmann	Early 2023	Class 56	Midland/Eastern	Cavalex Models	2023
LNWR 'O2' 2-8-0 (improved tooling)	Eastern	Heljan	Early 2023	Class 59	Western	Dapol	2022
LNWR 'P2' 2-8-2 (2002)	Eastern	Hornby	TBC	Class 69	Various	Bachmann	TBA
LNWR 'P2' 2-8-2 (2007)	Eastern	Hornby	TBC	Class 73/9	Scottish/Southern	KMS Railtech	TBC
LNWR 'P2' 2-8-2 (2003) (streamlined)	Eastern	Hornby	TBC	Class 89	Eastern	Rails/Accurascale	TBC
LNWR 'P2' 2-8-2 (2007/steam gen)	Eastern	Hornby	Late 2022	Class 91	Eastern	Hornby	April 2022
BR '2MT' 2-6-0	Various	Hornby	April 2022	Class 92	Various	Accurascale	Mid 2022
BR '9F' 2-10-0	Various	Hornby	Mid 2022	Class 93	Rail Ops Group	Revolution Trains	Late 2023/2024
GWR AEC parcels railcar	Western	Heljan	2023	Class 97 (ex-Class 37)	Various	Accurascale	Mid 2022
DHP1 prototype Bo-Bo	Midland	KR Models	Late 2022	Class 104	Midland/Scotland	Heljan	2023
'Fell' diesel 10100	Midland	KR Models	Mid 2022	Class 142	Midland/Eastern	Realtrack	Early 2023
Hawthorn Leslie 0-4-0ST	Industrial	Dapol	TBA	Class 175 two-car DMU	Midland/Wales	Revolution Trains	Mid 2023
Haydock Foundry 0-6-0WT	Industrial	KR Models	Mid 2023	Class 175 three-car DMU	Midland/Wales	Revolution Trains	Mid 2023
Hunslet 16in 0-6-0ST	Industrial	Rapido Trains UK	2022	Class 180 five-car DMU	Various	Revolution Trains	Mid 2023
Hunslet 1,124hp Bo-Bo diesel	Industrial	KR Models	Mid 2023	Class 423 4-VDP EMU (revised tooling)	Southern	Hornby	Mid 2022
Kerr, Stuart 'Victory' 0-6-0T	Industrial	Planet Industrials	Mid/Late 2022	Class 755/3 three-car Bi-MU	Great Eastern	Hornby	Late 2022
Met-Vic 18100 gas turbine	Western	Rails/Heljan	Early 2023	Class 755/4 four-car Bi-MU	Great Eastern	Hornby	Late 2022
Met-Vic E1000/E2001 25kV electric	Midland	Rails/Heljan	Early 2023	4-DD four-car EMU	Southern	KR Models	Mid 2023
NBL pioneer diesel-electric 10800	Various	Heljan	2023				
Ruston & Hornsby 88DS 0-4-0	Various	Hornby	Late 2022				
				Total: 78	Steam: 31	Diesel/Electric: 47	

Electric modellers will be itching to get their hands on the new Accurascale Class 92 for 'OO' with its powered pantographs.



Tench bogie flat wagons for 'OO', together with the modern-era HOA bogie aggregate hopper wagons.

Looking to 2023, the ultra-modern Class 18 Clayton CBD90 locomotives are expected during the first quarter of the year, while the previously mentioned DMUs are set to follow.

In terms of rolling stock, the Cartic-4 car carriers which were announced at the Great Electric Train Show last October, are set to appear by early summer, while the newly announced FNA-D nuclear flask carriers are currently planned for a mid-2023 release (see Update).

Finally, the Class 93 Tri-mode Bo-Bo locomotive is slated for a late 2023/early 2024 release and will reflect the prototypes as-built, incorporating any refinements to the specification that may occur between now and their completion.

SUTTONS LOCOMOTIVE WORKS

Manufacturing and logistics issues have also added delays to the production of Suttons Locomotive Works' all-new 'OO' gauge Class 25/2 and 25/3 Bo-Bo diesels. Eleven models are planned for the initial releases with BR two-tone green

with small yellow panels, BR two-tone green with full yellow ends (late and TOPS), BR polyurethane blue, BR blue, 'celebrity' repaints and an Electric Train Heating Ex-Locomotive (ETHEL) amongst the line-up.

Fully-finished models are now expected to appear in late Summer.

SONIC MODELS

Sonic Models' debut 'OO' gauge release – the Great Central Railway (GCR) 'A5' 4-6-2T – is due for release later this year.

Available exclusively through Rails of Sheffield, the models will be offered in eight different guises including GCR lined green, LNER lined green, LNER lined and unlined black and BR lined black with British Railways lettering, early or late crests. The specification will also cater for GCR or LNER pattern domes, whistle and smokebox, three or five-rail coal bunkers and more.

When revealed last summer, the models were already at the decorated sample stage and delivery is due during 2022.

THE MODEL CENTRE

Development of The Model Centre's (TMC) 'OO' gauge LNER

'G5' 0-4-4T continues, although it is likely the models will now be available in early 2023 at current estimates.

Produced by Bachmann for TMC, eight models are set to form the initial releases spanning the class' career from North Eastern Railway through to BR colour schemes.

Engineering Prototype samples have already been scrutinised and decorated samples should be next to appear, with completed models currently expected for release in Q2 2023.

THE WAY AHEAD

It is fair to say that we are in for another bumper year of 'OO' gauge releases with plenty of variety from very early pioneering days and pre-Grouping through to some of the very latest vehicles on the railway – be they locomotives, multiple units, carriages or wagons.

We should bear in mind that development, production and shipping times have taken their toll on some plans and this is

likely to continue for some time yet. Sourcing components has proved challenging for some and not unexpected as the world has effectively rebooted following the Covid-19 pandemic and some of the dates listed may be subject to revision.

This year will see the first of Accurascale's 'OO' gauge diesel and electric locomotives appear with the Class 55s, 92s and 37s, while Hornby's newly-developed smoke generator system is set to add a new dimension to steam locomotive operations, offering fidelity, digital sound and smoke – truly immersive.

Bachmann's recent improvements to the specification of its models with independently-controlled working roof fans on the new 'OO' Class 47 have again raised the bar.

There is sure to be further innovation too, as manufacturers look to improve on what has gone before. We should be in for another outstanding year of 'OO' gauge releases. **HIM**

USEFUL LINKS

Accurascale	www.accurascale.co.uk
Bachmann	www.bachmann.co.uk
Dapol	www.dapol.co.uk
Flangeway	www.footplate.co.uk
Hattons Originals	www.hattons.co.uk
Heljan	www.heljan.co.uk
Hornby	www.hornby.com
Kernow Model Rail Centre	www.kernowmodelrailcentre.com
KMS Railtech	www.kmsrailtech.co.uk
KR Models	www.krmodels.co.uk
Oxford Rail	www.oxfordrail.com
Planet Industrials	www.planetindustrials.co.uk
Rails of Sheffield	www.railsofsheffield.com
Rainbow Railways	www.rainbowrailways.co.uk
Rapido Trains UK	www.rapidotrains.co.uk
Realtrack Models	www.realtrackmodels.co.uk
Revolution Trains	www.revolutiontrains.com
Suttons Locomotive Works	www.railexclusive.com
Sonic Models	www.railsofsheffield.com
The Model Centre	www.themodelcentre.com



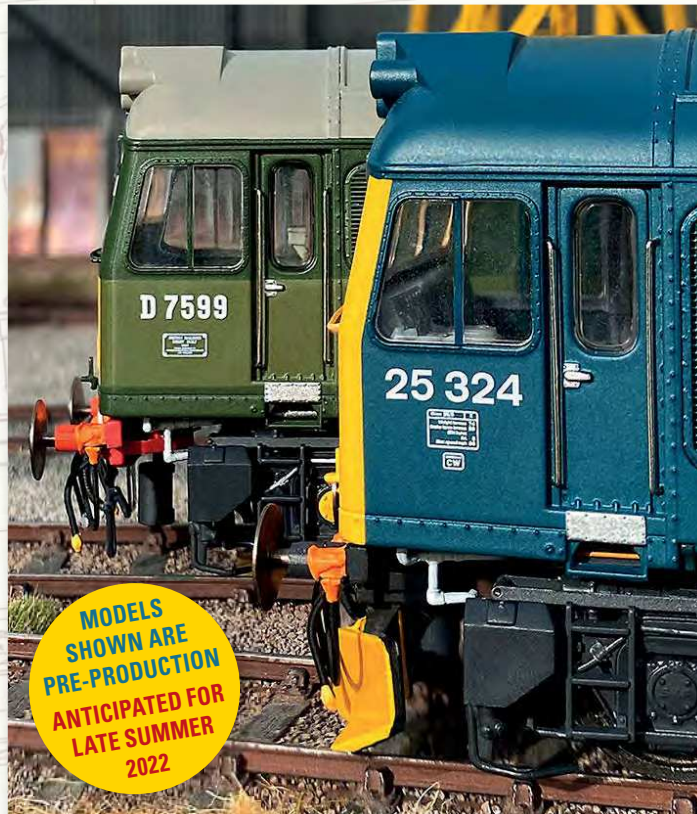
Accurascale is going back to the start of coal transport by rail with its 'OO' models of the chaldron wagons.



FURTHER BR BLUE NUMBER ADDED!
 Many versions close to sell-out. Due to demand, a BR Blue TOPS Class 25/2 has been added. Ring us or visit the website to reserve the new variant in the form of No. 25216 - a vacuum-braked Western Region loco from the 1970s.

INTRODUCING THE NEW SLW CLASS 25

SOUNDS! LIGHTS! ACTION!



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

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



25322 'Ice Cream Van'



D7672 Tamworth Castle



25324 British Rail Blue (LMR)



NEW: 25216 British Rail Blue (WR)



D7599 British Railways Green



D7666 British Rail Blue (pre-TOPS)



D7661 Experimental Blue (pre-TOPS)



25296 BR Blue (Rocket 150 special)



97252 ETHEL 3 Blue/Grey



D7552 BR Green (full yellow ends)



25260 BR Green (full yellow ends)



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LARGE SCALE PROGRESS

Ready-to-run 'O' gauge has continued its growth in popularity and products with an extensive list of new projects in development for 2022 and beyond. **MIKE WILD** surveys the locomotives, carriages and wagons which are on their way.

EACH TIME WE START TO write an annual model guide we are amazed at the quantity of 'O' gauge products being developed. It's not that long ago that 7mm scale modelling was seen as a niche within the model railway hobby, but its growth over the past five years has been unabated and shows no signs of slowing down.

The biggest names in ready-to-run 'O' are Dapol and Heljan, both of which have extensive project lists encompassing an attractive array of new locomotives, carriages and, in the case of Dapol, wagons too. However, they aren't alone in the sector as Minerva Models is continuing its quest for new products in the mass-produced injection moulded world while there are exacting high-end hand-built brass models coming through from Masterpiece Models, Lee Marsh Models and 55H.

Ellis Clark Trains is continuing its growth with home-grown products for 7mm scale while those looking for the characterful ZZA snowplough will need to keep an eye on Flangeway Models and its first project for 'O' gauge.

Table 1 with this survey lists the full line up of 'O' gauge locomotives currently in development and their current expected arrival timescales while Table 2 lists all the new carriages and wagons.

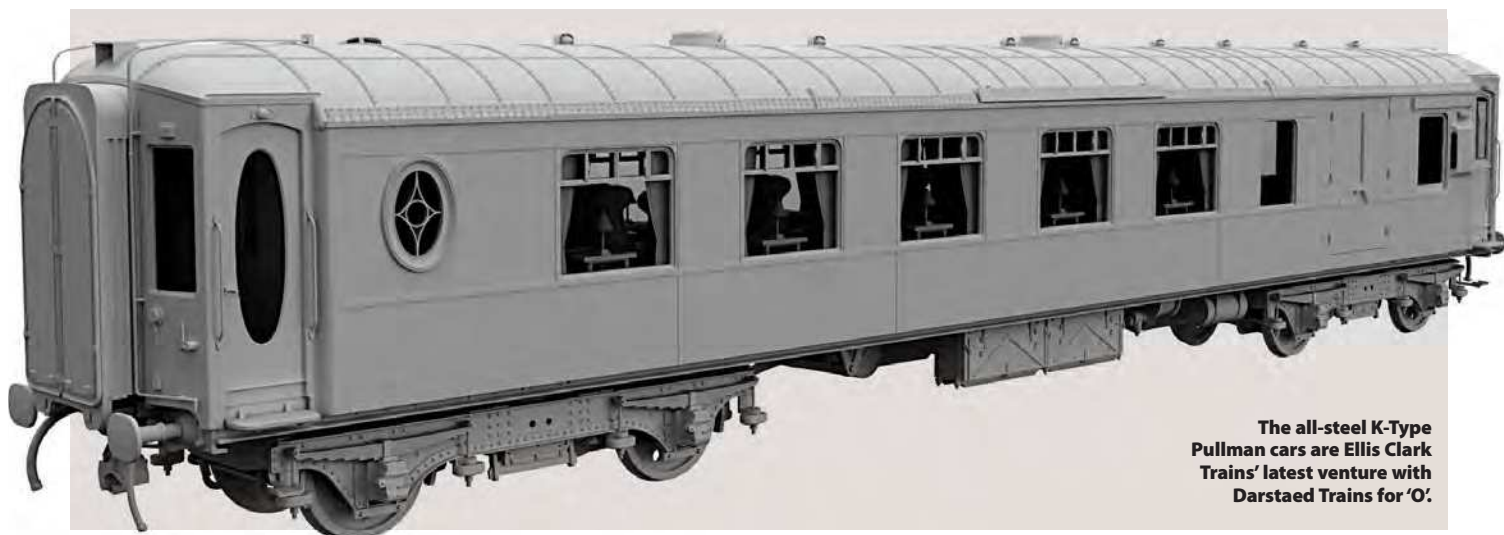
55H

Specialist brass ready-to-run locomotive supplier 55H has cut itself a special place in the market for BR Standard steam locomotives. Previous products have modelled the BR 'Britannia' 4-6-2s, unique '8P' 4-6-2 71000 *Duke of Gloucester* and the BR '9F' 2-10-0s in 'O' gauge.

The manufacturer is continuing its Standard direction with the next releases set to cover the BR '5MT' 4-6-0, BR '4MT' 4-6-0 and BR '4MT' 2-6-0. Delivery is anticipated

Ellis Clark's Wickham Type 27 trolley and trailers are another attractive addition for 'O'.





The all-steel K-Type Pullman cars are Ellis Clark Trains' latest venture with Darstaed Trains for 'O'.

in early 2022 with all three locomotives built by SAM Models in Korea.

The '5MT' 4-6-0 production run will encompass both the Walschaerts and Caprotti valve gear locomotives with a choice of lined black and lined green liveries, Southern Region named examples and a range of accurate tenders.

The '4MT' 4-6-0 will be offered with single and double chimney designs and in a choice of BR lined

black or green while the 2-6-0 version will have only BR lined black as its colour scheme – as per the real locomotives – but both will have a choice of tenders.

As *Hornby Magazine* closed for press all three of these new models were due imminently with 55H for distribution to customers.

DAPOL

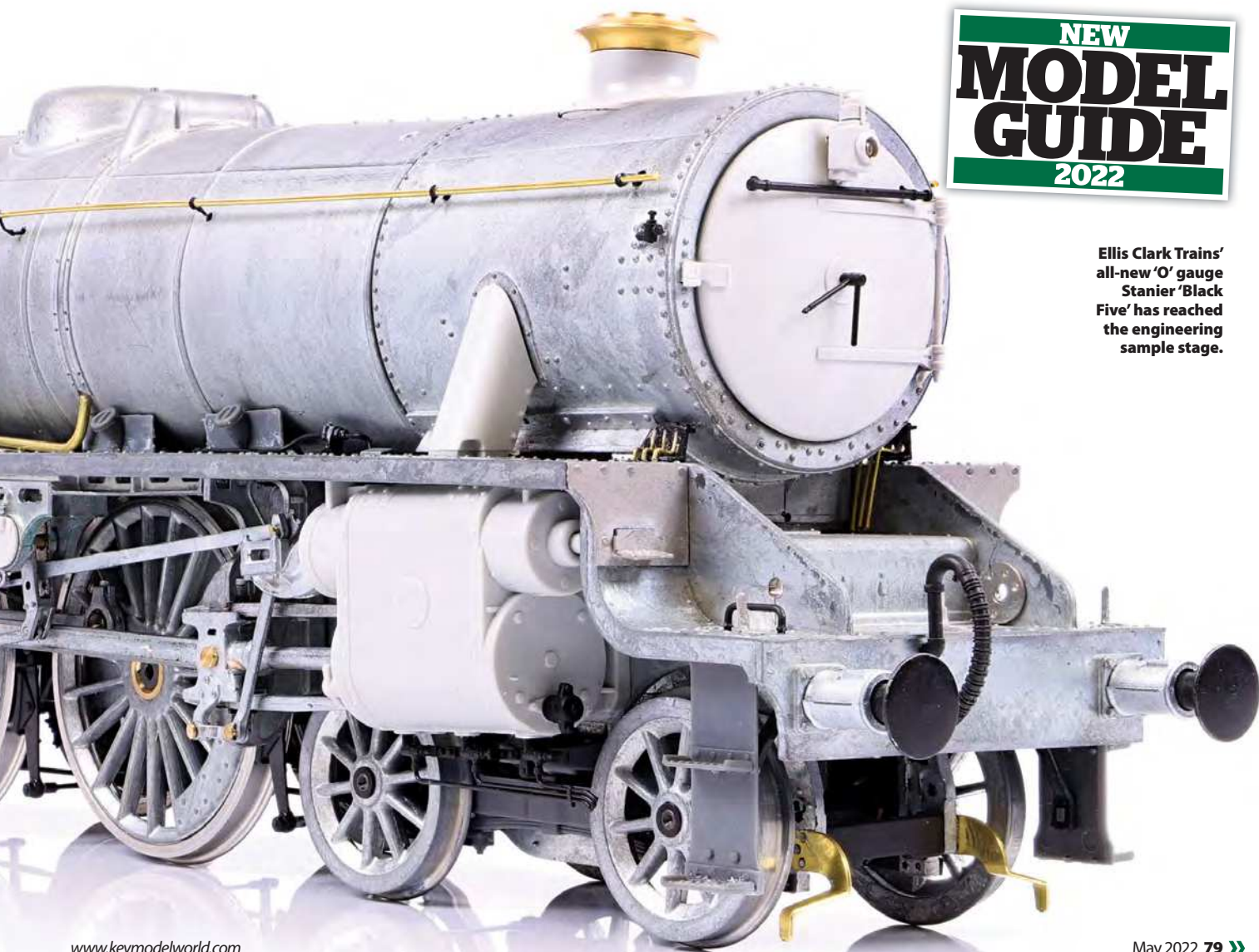
'O' gauge continues to be a big part of Dapol's model railway business

with its latest announcements coming at the Kettering Gauge O Guild Exhibition in March. They added an all-new model of the Hunslet 'Austerity' 0-6-0ST plus GWR and LMS ventilated vans to the manufacturer's plans for the future (see Update).

These new announcements expand Dapol's range further and bolster an already busy schedule. The next rolling stock arrivals from the manufacturer will include

its London, Brighton and South Coast Railway (LBSCR) Stroudley four-wheel carriages which look likely to be followed by the newly announced GWR and LMS ventilated vans in the middle of the year.

Its next locomotive release should be the GWR streamlined railcar which was announced in October 2020. The model will be available in GWR and BR era colour schemes and is set to feature



NEW MODEL GUIDE 2022

Ellis Clark Trains' all-new 'O' gauge Stanier 'Black Five' has reached the engineering sample stage.

posable luggage compartment doors, interior and exterior lighting, detailed interior decoration and more.

The middle of the year is expected to see arrival of Dapol's new LSWR 'B4' 0-4-0T for 'O' gauge which follows on from its successful 'OO' gauge version of the popular Adams dock tank. The model is currently at the engineering prototype sample stage and will be available in LSWR, SR and BR period liveries.

Due towards the end of 2022 is Dapol's eagerly awaited Class 66 for 'O' gauge. This is the manufacturer's first big diesel locomotive and will model the mainstay of modern freight haulage in EWS, Freightliner and GB Railfreight colour schemes.

A number of freight wagons are in development with Dapol at present including 14ton anchor mounted four-wheel Class A and Class B tankers alongside the newly announced vent vans while modern era modellers can expect the HEA/HBA 32.5ton hoppers, canopy equipped HAA 32.5ton hoppers and TTA 45ton tankers to arrive during the year too.

ELLIS CLARK TRAINS

Skipton-based Ellis Clark Trains is on the eve of one of its new products arriving – its first fully home-grown model replicating the popular BR 22ton Presflo cement hoppers.

These injection moulded wagons have been produced exclusively by Ellis Clark Trains with a factory in China and represent the retailers first step away from its established and continuing partnership with Darstaed Trains.

The first of the Presflos were due to arrive imminently as *Hornby Magazine* closed for press in mid-March and are set to be followed later in the year by its ready-to-run Wickham Type 27 trolley and trailers and finally the big one – its model of the LMS Stanier 'Black Five' 4-6-0 for 'O'.



Above: The Dapol 'O' gauge Class 66 is making progress towards completion. This is the cab front of the first engineering sample.

Left: Heljan is going back to the drawing board with the Class 37/0 in 'O' gauge to model the split and centre headcode locomotives with cutaway buffer beams and the latest generation chassis.





Dapol is progressing its LSWR 'B4' 0-4-0T for 'O' gauge. It is due in 2022.

The Stanier 'Black Five' is making strides towards production with full engineering samples being received for evaluation in the first quarter of 2022. The 4-6-0 uses a combination of injection and die-cast mouldings as well as etched and turned brass components to assemble what is looking like a phenomenal product for 'O' gauge, particularly for its price point.

Highlights of the 'Black Five' specification include extensive detailing, ABC helical gearbox, a Maxon motor, sprung axleboxes, removable working lamps, firebox glow, DCC ready to suit a ZIMO decoder and the ability to run on second radius curves. There are also choices of DCC ready and DCC sound fitted versions as well as LMS and BR period locomotives, tender styles and more. It's certainly one to watch.

Ellis Clark continues to partner with Darstaed Trains for production of an impressive range of new carriages. Next for release are the LNER Thompson steel panelled corridor coaches with an impressive eight different vehicle types in bound as well as 'Elizabethan' packs due for release during 2022.

The latest announcement with Darstaed is for a collection of all-steel K-Type Pullman cars for 'O'

gauge. The range will comprise Brake Third, Parlour First, Parlour Third, Kitchen First and Kitchen Third vehicles with a choice of names and numbers too. The project is at the CAD drawing stage currently with release anticipated in 2023.

FLANGEWAY

Flangeway is the model commissioning arm of Footplate Models in Kidderminster. Until now it has focused its attention on the 'OO' gauge market with models of the ZZA BR independent snowplough, 'Mermaid' side tipping ballast/spoil wagon and 'Salmon' rail carrier.

However, Flangeway is making its first step into 'O' gauge ready-to-run by producing a model of the ZZA snowplough in 7mm scale. It is working with Dapol on the production process, though an official release date is to be confirmed. In total six versions are being made in the first production run taking the ZZA story through from introduction in 1965 to the present day with Network Rail branding.

HELJAN

Heljan is the biggest producer of ready-to-run 'O' gauge model

TABLE 1: 'O' GAUGE LOCOMOTIVES 2022/2023

PRODUCT	REGION	MANUFACTURER	EXPECTED
GWR '850' 0-6-0ST	Western	Lee Marsh Models	Late 2022
GWR '45XX' 2-6-2T	Western	Lionheart Trains/Dapol	Mid 2022
GWR '28XX'/'2884' 2-8-0	Western	Masterpiece Models	Early 2022
GWR 'Hall'/'Modified Hall' 4-6-0	Western	Masterpiece Models	Early 2022
GWR 'Castle' 4-6-0	Western	Lee Marsh Models	TBC
GNR 'C1' 4-4-2	Eastern	Masterpiece Models	TBC
GNR 'C2' 4-4-2	Eastern	Masterpiece Models	TBC
LBSCR 'H1' 4-4-2	Southern	Masterpiece Models	TBC
LBSCR 'H2' 4-4-2	Southern	Masterpiece Models	TBC
LSWR 'B4' 0-4-0T	Southern	Dapol	Mid 2022
LMS 'Black Five' 4-6-0	Midland	Ellis Clark/Darstaed	Late 2022
LMS rebuilt 'Royal Scot' 4-6-0	Midland	Masterpiece Models	TBC
LMS rebuilt 'Patriot' 4-6-0	Midland	Masterpiece Models	TBC
LNER 'A1'/'A3' 4-6-2	Eastern	Masterpiece Models	Proposed
LNER 'A1'/'A3' 4-6-2	Eastern	Lee Marsh Models	Late 2022
LNER 'J94' 0-6-0ST	Eastern/Industrial	Dapol	Mid 2023
BR '5MT' 4-6-0	Various	55H	Early 2022
BR '5MT' 4-6-0	Various	Masterpiece Models	TBC
BR '4MT' 4-6-0	Various	55H	Early 2022
BR '4MT' 2-6-0	Various	55H	Early 2022
BR '4MT' 2-6-4T	Various	Lee Marsh Models	Late 2022
BR '3MT' 2-6-2T	Various	Masterpiece Models	Proposed
Class 02	Various	Heljan	Early 2023
Class 09	Southern	Gaugemaster/Dapol	TBA
Class 26	Eastern/Scottish	Heljan	Late 2022
Class 27	Midland/Scottish	Heljan	Late 2022
Class 37/0 (split headcodes)	Various	Heljan	2023
Class 37/0 (centre headcodes)	Various	Heljan	2023
Class 43 HST	Various	KMS Railtech	TBC
Class 55 (revised tooling)	Eastern	Heljan	2023
Class 56	Midland/Eastern	Heljan	Mid 2022
Class 66	All	Dapol	Late 2022
Class 73/1	Southern	Heljan	Q1 2023
Class 117	Western/Midland	Heljan	Mid 2022
Class 121	Western/Midland	Heljan	Mid 2022
Class 122	Western/Midland	Heljan	Mid 2022
Class 149 trailer car	Western/Midland	Heljan	Mid 2022
Class 150 trailer car	Western/Midland	Heljan	Mid 2022
GWR streamlined railcar	Western	Dapol	2022
Wickham Trolley and trailers	Various	Ellis Clark Trains	Mid 2022
Total: 40	Steam: 22	Diesel: 18	

railway products with an extensive list of diesel locomotives and carriages in the development process ranging in size from the tiny Yorkshire Engine Company Class 02 0-4-0 to a refresh of the mighty Class 55 'Deltic'.

2022 is being lead by the arrival of the Class 56 for 'O' gauge from Heljan. This brand new model

follows the manufacturer's tried and tested route for its power train with twin motors, DCC colour coded wiring, directional lighting, powered roof fans and detailed body. The first are due to arrive mid year offering a choice of BR blue, Railfreight, triple grey and privatisation era colour schemes.

After the Class 56 the next arrivals

Heljan's new 'O' gauge Class 73/1 has a feature-rich specification including a plug and play digital control interface.



are the long-awaited Class 117, 121 and 122 Diesel Multiple Units (DMUs) for 'O' gauge. The Class 117 will be offered as a three-car set while the single-car 121 and 122 will be joined by matching Class 149 and 150 trailer cars allowing their scope to be expanded. The mechanical setup is expected to follow the design of the Class 128 parcels railcar with the motor concealed in one bogie and a 21-pin decoder socket.

Sticking with the motive power theme the next arrivals will be the all-new Class 26 and first ever ready-to-run model of the Class 27 for 'O' gauge. Both of these are due towards the end of 2022 and are set to introduce a new era of DCC compatibility to Heljan's 7mm scale diesels with a plug-and-play socket from the ESU stable as well as switchable lighting, engine room lights and more.

Moving from Scotland to the Southern Region and Heljan's model of the Class 73/1 electro-diesel is on course for delivery in the first quarter of 2023 and will have a similar specification to the Class 26/27. It will then be followed by the YEC Class 02 0-4-0 shunter while later in 2023 the all-new Class 37/0s and Class 55 'Deltic' refresh are due to follow.

On the rolling stock front Heljan's main focus is on its new collection of BR Mk 2 carriages which have seen some delays due to closure of the factory which was originally making them. The full range will cover the Tourist Second Open (TSO), First Corridor (FK), Brake Second Open (BSO) and Brake First Corridor (BFK). They are expected during 2022 together with the planned model of the BR Mk 1 Covered Carriage Truck (CCT).

KMS RAILTECH

Aberdeenshire based model railway retailer KMS Railtech has proposed a series of high-profile model projects for 'O' gauge headlined by a first ever ready-to-

run set of HST power cars and Mk 3 trailers.

As the project is at the expressions of interest stage the exact details are to be confirmed, but cover at least the Class 43 HST power cars and potential to add Mk 3 trailer coaches.

In addition KMS Railtech has expressions of interest open for models of the BR Mk 2D, E and F carriages plus Driving Brake Second Open (DBSO) for 7mm scale as ready-to-run products.

Keep watching *Hornby Magazine's* news section for the latest updates on these projects.

LEE MARSH MODELS

Specialist 'O' gauge brass locomotive manufacturer Lee Marsh Models has three future projects progressing with the first to arrive being the GWR '850' 0-6-0ST.

These characterful 1874-introduced Armstrong locomotives are expected to arrive in time for the September Guildex show offering models of the saddle tank in Wolverhampton and Swindon liveries as well as 1930s GWR green. Detail variations are offered with each locomotive.

Looking further ahead, Lee Marsh has its sights on the BR '4MT' 2-6-4T for 'O' gauge with a target of delivery before the end of 2022 for this go-anywhere all-purpose mixed traffic locomotive.

Completing the project list for Lee Marsh for the time being is the LNER Gresley 'A1'/'A3' 4-6-2. The Gresley 'Pacifics' will be limited to just 50 models.

LIONHEART TRAINS

Now part of the Dapol portfolio, the Lionheart Trains brand has been busy over the past few months with delivery of its collection of BR Mk 1 carriages covering the Brake Second Corridor (BSK), Second Corridor (SK), Corridor Composite (CK) and Second Open (SO).

However, it still has a project

Next to arrive from Heljan for 'O' gauge is the Class 56.



in progress for 'O' gauge – its eagerly anticipated model of the GWR Churchward '45XX' 2-6-2T. The GWR 'Small Prairies' were characterful locomotives which could be found across its network on light branch trains – both passenger and freight – and we can see its arrival in the middle of the year being popular indeed.

Highlights of the all-new model include a die-cast chassis, a five-pole motor, removable cab roof for access, working doors, firebox glow, sprung metal buffers and screw link couplings as well as cast wheels and cylinders.

Lionheart has also said that it is working on an 'O' gauge model of the BR '3MT' 2-6-2T in the background, though no release date has been put forward.

MASTERPIECE

The name of this manufacturer is a reflection of its products – each

one is a stunning masterpiece providing attention to detail in every way.

Masterpiece Models specialises in hand-built brass models which are produced in South Korea. The specifications are exacting and the subjects are just as exciting, though being hand-built the price point is considerably higher than mass-produced injection moulded models.

Arriving next with Masterpiece Models are its GWR '2884' 2-8-0s together with the GWR 'Hall' and 'Modified Hall' 4-6-0s while in development are models of the Great Northern Railway and London, Brighton and South Coast Railway 4-4-2s, the BR '5MT' 4-6-0 plus the LMS rebuilt 'Royal Scot'.

Further projects in the longer term list for Masterpiece include the LNER Gresley 'A1'/'A3' 4-6-2s, BR '3MT' 2-6-2Ts and more with exact timescales to be decided.



The next passenger stock to arrive from Ellis Clark and Darstaed will be the Thompson corridor models.



Below: The modern era freight scene is to benefit from Dapol's TTA 45ton tanker in 'O' gauge.



MINERVA MODEL RAILWAYS

Specialist Minerva Model Railways has recently delivered its brand-new model of the BR Class 14 0-6-0DH for 'O' gauge and now has one more project in development - the Great Western Railway Siphon G bogie van.

The Siphon G is Minerva's first bogie vehicle. It was announced in April 2021 but an official release date is to be confirmed at this time. The Siphon G is currently at the CAD drawing phase and on release is set to feature an injection moulded body, finescale wheels, over 100 individual components, optional ventilators for the Diagram O59 vans and optional side shutters for the Diagram O62 vans plus it will have sprung buffers and cosmetic but functional screw couplings.

Liveries will cover GWR chocolate, BR carmine, maroon and blue.

OVERVIEW

With an incredible 40 locomotives and 38 rolling stock projects already in progress 'O' gauge is set for a busy future and even at

the time of writing we know that this list will only increase as the year progresses with new project announcements. You can see the full list of products currently planned in Table 1 and 2 with this feature which list locomotives, carriages and wagons.

Its also worth remembering that where 'O' gauge once had a tendency for single production runs we are now seeing a reflection of the 'OO' gauge market with repeated runs for popular items like the BR 16ton mineral wagon and BR 12ton vent vans from Dapol while Heljan has also set forth with new productions runs for its most popular diesels including the Class 37, 50 and 60.

Whatever your interest there is bound to be a locomotive, carriage or wagon here to tempt you and we will be keeping you up to date with the latest announcements and product development news through *Hornby Magazine* and online at www.keymodelworld.com.
● Visit www.keymodelworld.com/o-gauge to read more 7mm scale news, features and reviews.

TABLE 2: 'O' CARRIAGES AND WAGONS 2022-2023

VEHICLE	REGION	MANUFACTURER	EXPECTED
GWR Siphon G bogie van	Western	Minerva Models	2022
LBSCR Stroudley four-wheel Brake Third	Southern	Dapol	2022
LBSCR Stroudley four-wheel Third	Southern	Dapol	2022
LBSCR Stroudley four-wheel Second	Southern	Dapol	2022
LBSCR Stroudley four-wheel First	Southern	Dapol	2022
LBSCR Stroudley four-wheel Composite	Southern	Dapol	2022
LMS 50ft Inspection Saloon	Various	Heljan	2023
NER Thompson Full Brake	Eastern	Ellis Clark/Darstaed	2022
NER Thompson Corridor Third	Eastern	Ellis Clark/Darstaed	2022
NER Thompson Restaurant Third Open	Eastern	Ellis Clark/Darstaed	2022
NER Thompson Restaurant First Kitchen	Eastern	Ellis Clark/Darstaed	2022
NER Thompson Corridor First	Eastern	Ellis Clark/Darstaed	2022
NER Thompson Brake Corridor Third	Eastern	Ellis Clark/Darstaed	2022
NER Thompson Brake Corridor Comp.	Eastern	Ellis Clark/Darstaed	2022
NER Thompson Restaurant Buffet	Eastern	Ellis Clark/Darstaed	2022
Pullman K Type Brake Parlour Third	Various	Ellis Clark/Darstaed	2023
Pullman K Type Parlour First	Various	Ellis Clark/Darstaed	2023
Pullman K Type Parlour Third	Various	Ellis Clark/Darstaed	2023
Pullman K Type Kitchen First	Various	Ellis Clark/Darstaed	2023
Pullman K Type Kitchen Third	Various	Ellis Clark/Darstaed	2023
BR Mk 1 CCT	All	Heljan	TBA
BR Mk 2 FK	All	Heljan	TBA
BR Mk 2 TSO	All	Heljan	TBA
BR Mk 2 BSO	All	Heljan	TBA
BR Mk 2 BFK	All	Heljan	TBA
BR Mk 2d-f air-conditioned carriages	All	KMS Railtec	TBC
BR Mk 2f DBSO	Scottish	KMS Railtec	TBC
BR Mk 3 carriages	Various	KMS Railtec	TBC
BR Presflo cement hopper	Various	Ellis Clark Trains	March 2022
14ton anchor-mounted tank wagon	Various	Dapol	Mid 2022
GWR 12ton box van	Western	Dapol	Mid 2022
GWR Fruit Van A	Western	Dapol	Mid 2022
LMS 12ton box van	Midland	Dapol	Mid 2022
HAA MGR covered hopper	Midland/Eastern	Dapol	2022
HEA four-wheel hopper	Various	Dapol	Mid 2022
HBA four-wheel hopper	Various	Dapol	Mid 2022
TTA 45ton tank wagon	Various	Dapol	TBA
ZZA snowplough	Various	Flangeway/Dapol	TBA
Total: 38			

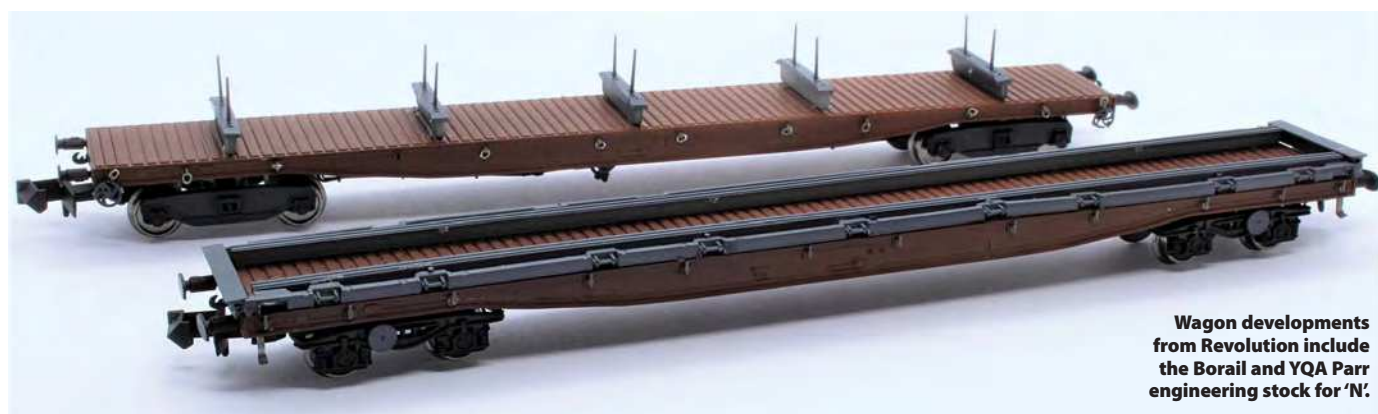
USEFUL LINKS

55H	www.55h.co.uk
Dapol	www.dapol.co.uk
Ellis Clark Trains	www.ellisclarktrains.co.uk
Flangeway	www.footplate.co.uk
Heljan	www.heljan.co.uk
KMS Railtech	www.kmsrailtech.co.uk
Lee Marsh Models	www.leemmarshmodelco.com
Lionheart Trains	www.lionhearttrains.com
Masterpiece Models	www.masterpiecemodels.co.uk
Minerva Model Railways	www.minervamodelrailways.co.uk

Miniature MATTERS

NEW
**MODEL
GUIDE**
2022

It looks as though 2022 will be another fine year for 'N' gauge modellers, with new and sought-after motive power and rolling stock projects. **MARK CHIVERS** highlights some of the exciting projects in the pipeline.

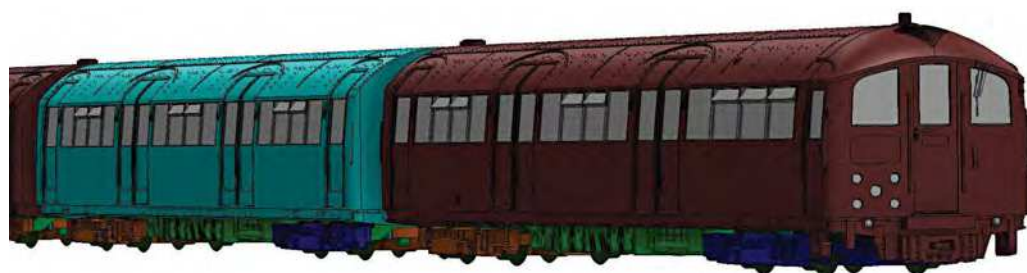


Wagon developments from Revolution include the Borail and YQA Parr engineering stock for 'N'.

DESPITE THE manufacturing delays, component shortages, logistics issues and soaring raw material costs mentioned earlier, it appears 'N' gauge projects are still very much on the agenda for 2022.

This year's listing boasts 20 'N' gauge motive power projects – two of which model the same prototype, the Class 59 Co-Co diesel – and 26 items of rolling stock. Of the 20 locomotives or multiple units listed, four are steam outline models while the remaining 16 are diesel, electric or bi-mode models.

In the rolling stock department eight projects are carriages and



Revolution Trains has branched out into London Underground models for 'N' gauge with its plans for 1938 stock.

18 are wagons. Ten of the motive power projects and 19 of the rolling stock items are expected to be completed during 2022 – an impressive number, up 33% on releases planned for 2021.

Leading the charge again for 'N' gauge this year is Revolution Trains

with 28 'N' gauge new tooling projects – eight locomotive/multiple units and 20 carriages or rolling stock items – although in terms of actual numbers of vehicles this will inevitably be more as the Mk 5 carriages, for example, are historically classed as a single

project within the listing as they are offered as coach packs rather than listed as individually tooled items.

Bachmann's Graham Farish 'N' gauge range is set to be bolstered with six new 'N' gauge items of motive power, while Dapol has four outstanding locomotives and one



The MMA/JNA box wagons are due to arrive mid-year from Revolution for 'N' gauge.

wagon, Rapido Trains UK has one locomotive and a wagon planned, while Sonic Models has a single locomotive on its project list and Cavalex Models, C=Rail, EFE Rail and the N Gauge Society each have a single 'N' gauge wagon on the go.

BACHMANN

Looking closer at Bachmann's 'N' gauge Graham Farish range, of the six motive power projects currently outstanding, the Class 769 Bi-mode Multiple Unit is its most recently announced item. This was unveiled as part of the company's Spring 2022 British Railways Announcements and, given much of the tooling is shared between it and the Class 319 EMU (forthcoming in 'N') which the real thing is based on, the Class 769 is set to appear at the same time – currently anticipated before the end of the second quarter of the year.

Multiple units form the core of the outstanding new model projects listing into 2023 with the Class 158 DMUs and Class 450 'Desiro' EMUs now expected in early 2023, while the mooted Class 69 Co-Co diesel locomotive has yet to receive a confirmed date.

Two existing models with newly-upgraded chassis have recently arrived with retailers in the Class 03 and 04 diesel shunters. The Class 08 diesel shunter is also set to receive upgrades to the chassis with a DCC decoder socket being added for the first time and this is currently on target for a mid-2022 release.

CAVALEX MODELS

Whilst Cavalex Models has been focussing primarily on the 'OO' gauge market with its existing projects, the company has teamed

up with Rails of Sheffield to produce a 2mm scale version of its popular 'OO' gauge PGA hopper wagon exclusively for the retailer.

As with the 4mm scale models, they will feature separately applied detailing including etched metal walkways, handrails and ladders.

Ten triple wagon packs are planned with a selection of differently liveried vehicles covering a trio of different Redland schemes together with Lafarge branded wagons in plain white and plain white with patches. Delivery is anticipated later this year.

C=Rail=INTERMODAL

Freightliner's FSA/FTA container flat is C=Rail=Intermodal's next 'N' gauge ready-to-run model. It is set to appear singly, in pairs and in sets of four wagons with inner and outer wagons tooled. A release date has yet to be confirmed, but it is likely to reach shops this year.

DAPOL

Dapol's new tooling projects continue apace with the resumed 'N' gauge Class 59 Co-Co diesel project now at the Engineering Prototype stage of the development process.

The manufacturer is tooling examples of each sub class – Class 59/0, 59/1 and 59/2 – with detail differences between each incorporated within the tooling suite. Seven general release models are planned in Foster Yeoman, ARC, National Power, EWS, Hanson, Aggregate Industries and DB

N GAUGE LOCOMOTIVES 2022/2023			
PRODUCT	REGION	MANUFACTURER	EXPECTED
LSWR 'M7' 0-4-4T	Southern	Dapol	TBA
SR air-smoothed 'West Country' 4-6-2	Southern	Dapol	TBA
SR rebuilt 'West Country' 4-6-2	Southern	Dapol	TBA
LNER 'J50' 0-6-0T	Eastern	Sonic Models	Mid 2022
Class 08 (Chassis/DCC upgrade)	Various	Graham Farish	Mid 2022
Class 28 Co-Bo	Midland	Rapido Trains UK	2022
Class 59	Western/Eastern	Dapol	Late 2022/Early 2023
Class 59	Western/Eastern	Revolution Trains	Late 2022
Class 69	Various	Graham Farish	TBA
Class 89	Eastern	Revolution Trains	TBC
Class 128 Parcels railcar	Western/Midland	Revolution Trains	Mid 2022
Class 158	Various	Graham Farish	Early 2023
Class 175 two-car DMU	Midlands/Wales	Revolution Trains	Early 2023
Class 175 three-car DMU	Midlands/Wales	Revolution Trains	Early 2023
Class 180 five-car DMU	Various	Revolution Trains	Early 2023
Class 313/314 EMU	Various	Revolution Trains	Late 2022
Class 319 EMU	Midland/Southern	Graham Farish	Mid 2022
Class 450 EMU	Southern	Graham Farish	Early 2023
Class 769 BMU	Western	Graham Farish	Mid 2022
LT 1938 tube stock	London	Revolution Trains	Early 2023
Total: 20	Steam: 4	Diesel/Electric: 16	

Schenker colour schemes while two retailer editions are also being produced in G&W Freightliner orange for Rails of Sheffield and GB Railfreight livery for the Gaugemaster Collection.

Models will be available DCC ready, DCC fitted and DCC sound fitted, with delivery expected in late 2022/early 2023.

Intrinsically linked to the the Class 59 is the Orenstein and

Koppel (O&K) 102tonne JHA bogie aggregate hopper wagon. Already developed for 'OO', Dapol is also producing an 'N' gauge example in original and later Yeoman liveries. Inner and outer wagons have been tooled, with development of the models at an advanced stage, having already reached the engineering prototype point. Release is anticipated in late 2022. Dapol's 'N' gauge LSWR 'M7'

The Graham Farish range is set to expand in 2022 with the arrival of the Class 769 Bi-mode alongside the new Class 319 for 'N' gauge.



0-4-4T is also still on the list of outstanding models with eight different models forming the first production run. This retooled model is set to feature a die-cast metal chassis, die-cast wheels, improved pick-ups and three-pole motor, while digital users will need to replace the pre-fitted motor PCB with a micro-decoder hardwired connection. Development appears to have been delayed on this project and a revised release date is yet to be confirmed.

Finally, whilst there are no further updates on the Southern Railway Bulleid 'West Country' 4-6-2s in original air-smoothed and rebuilt conditions, the models remain in development with three examples of each variant proposed.

EFE RAIL

EFE Rail's all-new 'N' gauge JIA NACCO china clay bogie hopper wagons in Imerys livery were due to arrive with retailers shortly after this edition of the New Model Guide went to press.

12 models form the initial batch of releases with four individually numbered examples of these detailed new wagons per finish – pristine, lightly weathered and heavily weathered. Delivery was expected during late March/April.

N GAUGE SOCIETY

A new addition to the N Gauge Society's portfolio of ready-to-run 'N' gauge models since the 2021 New Model Guide is the BR VIX ferry van.

The N Gauge Society has tooled

variations between builds of these distinctive 1960s-built wagons to reflect the subtle detail differences between them - and while final identities and colour schemes have yet to be confirmed, they are expected to include examples from initial service through to departmental use.

Currently at the first engineering prototype (EP) sample stage, prices and a delivery timeframe are yet to be confirmed.

RAPIDO TRAINS UK

A working EP sample of Rapido Train's UK's newly-tooled Class 28 Metropolitan-Vickers Type 2 Co-Bo diesel arrived with the company's development team for evaluation in early March.

Seven models are planned for release including examples in BR green, BR green with small yellow panels (original and as-preserved), BR green with full yellow ends and BR blue with full yellow ends. They will feature Next18 DCC decoder sockets, with DCC sound options also available. Release is expected later this year.

Allied to this release is the company's 'N' gauge Condor P container flat, enabling an accurate ready-to-run train formation of the late 1950s/early 1960s Anglo-Scottish (London to Glasgow) Condor freight service to be modelled for the first time in 'N'. The manufacturer has also developed all-new Diagram 3/001 Type A and Diagram 3/050 BD containers to accompany the flats.

Wagons will be available singly



and in triple-wagon packs, with release also anticipated later this year.

REVOLUTION TRAINS

Since its launch in 2014, Revolution Trains (RT) has certainly lived up to its name with an impressive roster of releases already under its belt, including recently released IWA holdall vans and timber carriers for 'N' gauge – see Reviews.

This momentum is set to continue this year with an impressive line-up of motive power and rolling stock. Indeed, the company dominates the 'N' gauge listings once again

this year.

Recent announcements include brand new Class 175 two and three-car DMUs, Class 180 five-car DMUs and a FNA-D nuclear flask carrier – see Update. The two DMUs are scheduled for an early 2023 release, while the nuclear flask carriers are expected in late 2023.

Amongst the locomotive releases, the all-new 'N' gauge Class 59 is expected in late 2022 with each of the sub-classes represented in myriad colour schemes including original and revised Foster Yeoman, Aggregate Industries, ARC, Hanson,



Revolution Trains' Mk 5 sleeper stock is due to arrive in the middle of the year.

Dapol and Revolution Trains are both developing new models of the Class 59 Co-Co diesel for 'N' gauge. This is the CAD drawing for the Dapol model.



"The Class 175 and 180 DMUs will be particularly welcome as will the Class 59 Co-Co diesels."

MARK CHIVERS



EWS, DB red and Freightliner Genesee and Wyoming liveries, together with an exclusive pair of 59s finished as 59003 Yeoman Highlander in original GB Railfreight (GBRf) Europorte and later revised GBRf colour schemes for Rails of Sheffield. Rainbow Railways has also commissioned an exclusive

'First and Last' pair of 59s as 59201 and 59206 in National Power blue and pale grey.

RT's newly-tooled Class 128 is progressing and is due for release in late summer/early autumn, while the Class 313/314 EMUs are also expected during the second half of the year. The company is

'N' GAUGE CARRIAGES AND WAGONS 2022/2023			
PRODUCT	REGION	MANUFACTURER	EXPECTED
SR GM Inspection Saloon/Caroline	Southern	Revolution Trains	Late 2022
Pullman K Type all-steel Brake Parlour Third	Various	Revolution Trains	Mid 2023
Pullman K Type all-steel Parlour First	Various	Revolution Trains	Mid 2023
Pullman K Type all-steel Parlour Third	Various	Revolution Trains	Mid 2023
Pullman K Type all-steel Kitchen First	Various	Revolution Trains	Mid 2023
Pullman K Type all-steel Kitchen Third	Various	Revolution Trains	Mid 2023
Trans Pennine Mk 5 carriage sets	Midland/Eastern	Revolution Trains	Mid 2022
Caledonian Sleeper Mk 5 carriages	Midland	Revolution Trains	Mid 2022
BR Borail B bogie wagon	Various	Revolution Trains	Mid/Late 2022
BR Borail C bogie wagon	Various	Revolution Trains	Mid/Late 2022
BR 'Mullet' bogie wagon	Various	Revolution Trains	Mid/Late 2022
BR YQA 'Parr' bogie wagon	Various	Revolution Trains	Mid/Late 2022
BR YQA 'Super Tench' wagon	Various	Revolution Trains	Mid/Late 2022
BR Condor P container wagon	Midland/Scottish	Rapido Trains UK	2022
Cartic-4 car carriers	Various	Revolution Trains	Late 2022
Class A 35ton tanker	Various	Revolution Trains	Mid 2022
FNA-D Nuclear flask carrier	Various	Revolution Trains	Mid/Late 2023
FSA/FTA Freightliner container flats	Various	C=Rail	2022
IIA biomass bogie hoppers (Drax)	Eastern	Revolution Trains	Mid 2022
JIA NACCO china clay hopper	Western	EFE Rail	March 2022
MTV/ZKV Zander open wagon	Various	Revolution Trains	Mid 2022
MMA/JNA bogie open wagons	Various	Revolution Trains	Mid 2022
O&K 102ton JHA hopper wagons	Western	Dapol	Late 2022
PFA coal container flat wagons	Various	Revolution Trains	Mid 2022
PGA hopper wagons	Various	Cavalex/Rails	Mid 2022
VIX Ferry van	Various	N Gauge Society	TBA
Total: 26			

also set to deliver its first ready-to-run 'N' gauge example of London Underground stock in early 2023 with release of the London Transport 1938 tube stock.

The company's newly-tooled 'N' gauge Mk 5 carriages in Caledonian Sleeper and TransPennine Express colour schemes are due shortly,

during the second quarter of the year, with models offered in multi-vehicle packs.

As with the 'OO' gauge version, the eagerly-awaited model of the Southern Region General Manager's Saloon (later named *Caroline*) is developing well, with models anticipated to appear in the

NEW MODEL GUIDE 2022

Rapido Trains UK's entry to the British 'N' gauge market is the Metrovick Class 28 Co-Bo together with Condor P container flats.

"Leading the charge again for 'N' gauge this year is Revolution Trains with 28 'N' gauge new tooling projects – eight locomotive/multiple units and 20 carriages or rolling stock items."

MARK CHIVERS

second half of 2022.

In terms of wagons, next to appear should be the Drax IIA-D biomass bogie hopper wagons this Spring, along with the MMA/JNA bogie open box wagons. These will likely be followed by PFA coal container flats, MTV/Zander open wagons and Class A 35ton tank wagons by late Summer. The second half of the year is set to be busy too, with BR Borail B, Borail C, 'Mullet', 'Parr' and 'Super Tench' bogie wagons, together with Cartic-4 car carriers before year end.

RT's all-new 'N' gauge all-steel Pullman K-Type cars are currently scheduled for a mid-2023 release. Examples planned include Brake Parlour Third, Parlour Third, Parlour First, Kitchen Third and Kitchen First vehicles.

Finally, no decision on the future of the company's proposed Class 89 electric locomotive has yet been taken, so it remains on the list of items still to be confirmed.

SONIC MODELS

Buoyed by the popularity of its 'N' gauge GWR '56XX' 0-6-2T, Sonic Models is preparing for the release of its second 2mm scale locomotive – the LNER 'J50' 0-6-0T. Eight models are due for release in plain LNER black, LNER lined black, British Railways black and BR black with late crests. Detail variations include

GNR or LNER buffers, plain or fluted coupling rods and open or plated coal rails.

With decorated samples received earlier in the year, release is currently estimated during the late spring/summer.

'N' GAUGE FUTURE

What a year it looks to be for 'N' gauge modellers, particularly in terms of rolling stock! Modern era modellers, in particular, look set to receive a major boost to the roster this year with Mk 5 carriages and more present day wagons. The Class 175 and 180 DMUs will be particularly welcome as will the

Class 59 Co-Co diesels.

Interestingly, given the company's size, Revolution Trains' confidence in the 'N' gauge market is reflected with the lion's share of 'N' gauge rolling stock projects on the listing once again. It is also heartening to see Bachmann reflecting the present-day railway scene with its Graham Farish 'N' gauge Class 769 Bi-mode Multiple Unit added to the motive power roster as part of the forthcoming

Class 319 four-car EMU releases.

With Class 158 DMUs, Class 450 'Desiro' EMUs and the promise of the latest Class 69 Co-Co diesels, there is plenty to look forward to.

While the 'N' gauge listings of outstanding projects may appear considerably smaller than the 'OO' gauge equivalents, they are certainly no less exciting and if 2021 is anything to go by, are sure to be added to as the year progresses. **HM**

USEFUL LINKS

C=Rail=Intermodal	https://shop.c-rail-intermodal.co.uk
Cavalex Models	www.cavalexmodels.com
Dapol	www.dapol.co.uk
EFE Rail	www.bachmann.co.uk
Gaugemaster	www.gaugemaster.com
Graham Farish	www.bachmann.co.uk
N Gauge Society	www.ngauesociety.org
Rails of Sheffield	www.railsofsheffield.com
Rainbow Railways	www.rainbowrailways.co.uk
Rapido Trains UK	www.rapidotrains.co.uk
Revolution Trains	www.revolutiontrains.com
Sonic Models	www.railsofsheffield.com



Sonic Models' second 'N' gauge locomotive will model the LNER 'J50' 0-6-0T. It will be available through Rails of Sheffield.

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Multi gauge NARROW GAUGE

Narrow gauge modelling has received a boost with the introduction of 7mm scale Lynton & Barnstaple Railway models to join the growing collection of 4mm scale 'OO9' products. **MIKE WILD** rounds up the current plans.

BRITISH NARROW GAUGE modelling is a new area of growth. The recent increase in ready-to-run 'OO9' products from Bachmann, Heljan and Peco has continued to increase the accessibility and modelling opportunities, but Dapol's Lionheart Trains brand has jumped in with something altogether bigger – 7mm scale narrow gauge products.

Traditional 'OO9' is 4mm scale models running on 9mm gauge track – the same track spacing as 'N' gauge, but with different sleepers to represent the real track on which they run. In 7mm scale the narrow gauge is known as 'O-16.5' which is 7mm scale models running on 16.5mm gauge track – the same gauge as 'OO' models.

BACHMANN NARROW GAUGE

The Bachmann 'OO9' narrow gauge range continues to flourish with its most recent announcement and delivery being the highly-regarded model of the Ffestiniog Railway Double Fairlie 0-4-4-OT for 'OO9'. Revealed in its Winter 2021 announcements the model was with stockists immediately and its popularity has seen

'OO9' GAUGE MODELS 2022/2023			
CLASS	REGION	MANUFACTURER	EXPECTED
Quarry Hunslet 0-4-OST	Industrial	Bachmann	Early 2023
Baguley-Drewry 4wDM	Industrial	Bachmann	TBA
Double Fairlie 0-4-4-OT	Ffestiniog	Peco/Kato	TBC
Ashover Light Railway carriage	Narrow gauge	Bachmann	TBA
FR 'Bowsider' coach	Ffestiniog	Peco	2022
FR 'Quarrymans' coach	Ffestiniog	Peco	April/May 2022
FR brake vans	Ffestiniog	Peco	April/May 2022
Snailbeach four-wheel hopper	Snailbeach Tram	Peco	April 2022
RNAD open wagon	Narrow gauge	Bachmann	2023
RNAD flat wagon	Narrow gauge	Bachmann	2023
RNAD box van	Narrow gauge	Bachmann	2023
RNAD brake van	Narrow gauge	Bachmann	2023
Total: 12			

a fourth version added in its Spring 2022 announcements which is due to arrive in the second quarter of 2022.

Bachmann's narrow gauge development plan has two further locomotives in progress: the Quarry Hunslet 0-4-OST and the Baguley-Drewry 4wDM. The Quarry Hunslet is the most advanced and reached the decorated sample stage as *Hornby Magazine* closed for press

and is now expected to arrive in the shops in early 2023 priced at £139.95. The Baguley-Drewry shunter, priced at £109.95, is a little further down the line, as it has now reached the engineering sample stage with an official release date to be advised.

In addition Bachmann is continuing development of its Royal Naval Armaments Depot wagons for release in 2023 as well



Lionheart Trains is set to impress with its 7mm narrow gauge model of the Lynton and Barnstaple Railway Manning Wardle 2-6-2Ts.



Bachmann's Double Fairlie 0-4-4-OT was a well received addition to its range in late 2021 and an additional version is due this spring. Livingston Thompson rounds the curve of our new narrow gauge layout with loaded slate wagons.

as the Ashover Light Railway bogie coach for 'OO9'.

LIONHEART TRAINS

Lionheart's new range of 'O-16.5' products is aimed squarely at the Lynton & Barnstaple Railway. The new range launched at the preserved Lynton & Barnstaple Railway autumn gala in 2021 where the manufacturer revealed it would be making models of the Manning Wardle 2-6-2Ts as well as a series of four different coaches to run with the locomotive.

The Manning Wardle 2-6-2T models the locomotives throughout their careers with early and late cabs and in a range of liveries too while its specification includes a compensated chassis, die-cast construction for the boiler, tanks and chassis, a five-pole motor, pull-out PCB with Next18 decoder socket and tool free DCC and DCC sound installation. They will also be designed for use on 14mm gauge track as well as 16.5mm track.

These attractive locomotives have so far been shown at the CAD drawing stage, but Lionheart is working towards an autumn 2022

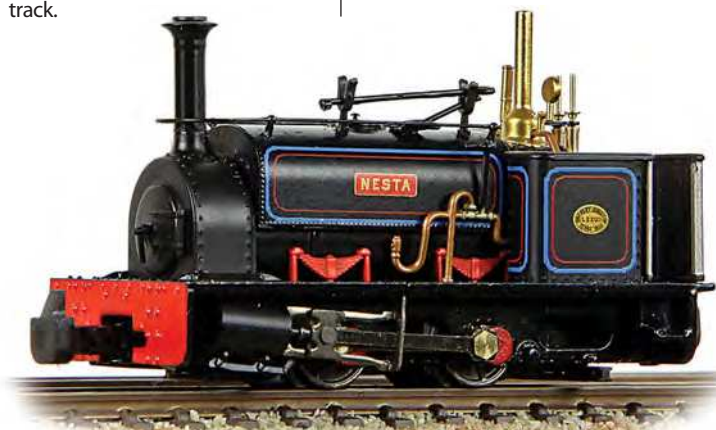


release date with prices starting from £350 for the locomotives in DCC ready form and rising to £385 DCC fitted and £500 DCC sound fitted.

Joining the 2-6-2Ts are models of the Open Third, Brake Composite, Third and Brake Third bogie carriages which will have pre-installed lighting with the option to operate the lights through DCC, injection moulded bodies and bogies designed to allow regauging to suit 14mm gauge track.



Brake Composite and Brake Third coaches are also being developed by Lionheart for the L&B collection.



Bachmann's next 'OO' locomotive for release is the Quarry Hunslet 0-4-0ST which is due in early 2023.

Like the locomotives the carriages are planned for an autumn 2022 release with prices set at £110 DCC ready and £140 for DCC fitted vehicles.

PECO

Excitingly at the end of March the first of Peco's joint ventures with Kato made it to the shops for 'OO9' – the Ffestiniog Railway England 0-4-0STT. These charming little locomotives were once the mainstay of the Ffestiniog Railway in North Wales and examples continue in working order through the care and maintenance of the railway's staff and volunteers at Boston Lodge.

The England 0-4-0STT is a precursor to a second ready-to-run locomotive with Peco and Kato modelling the famous Double Fairlie 0-4-4-0Ts. However, since the arrival of Bachmann's model Peco has said that its model is subject to review and its future is to be confirmed.

On the positive side Peco is going ahead with its planned models of the Ffestiniog 'Bowsider' and 'Quarrymans' coaches, both of which are due for release during 2022. It is also developing a model of the Ffestiniog brake van for release this year and a Snailbeach Tramway hopper for 'OO9' as well.

'O-16.5' GAUGE MODELS 2022/2023

Class	Region	Manufacturer	Expected
L&B Manning Wardle 2-6-2T	Southern	Lionheart Trains	Late 2022
L&B bogie open third coach	Southern	Lionheart Trains	Late 2022
L&B bogie compartment third	Southern	Lionheart Trains	Late 2022
L&B bogie brake third	Southern	Lionheart Trains	Late 2022
L&B bogie brake composite	Southern	Lionheart Trains	Late 2022
Total: 5			

NARROW WAY

Narrow gauge modelling is continuing to grow in popularity and the take-up of the new Bachmann Fairlie at the end of 2021 shows just how valuable the right locomotive can be.

The Quarry Hunslet 0-4-0STs are eagerly awaited while the addition of more ready-to-run rolling stock

will be useful in building up realistic trains to run with the increasing number of locomotives.

The introduction of ready-to-run 'O-16.5' from Lionheart Trains is another exciting move which brings more choice to the world of British narrow gauge and we look forward to seeing the results of all these projects. **HM**

Bachmann's collection of RNAD wagons have reached the engineering sample stage and are due for release in 2023. Illustrated here, from the top left, are examples of the enclosed brake van, open brake van, box vans, open wagon, flat wagon and flat wagon with planked ends.





HUNSLET BO-BO DIESEL SHUNTERS

Scunthorpe Steelworks ordered 10 Hunslet BO-BO shunters in 1972. After several overhauls and improvements, KR models would like to produce the three remaining units still running in Scunthorpe today. To complement them, the torpedo molten iron wagons will also be available from KR Models



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Hornby's new SENTINEL SAILS IN

FIRST REVIEW

Port of Bristol
Authority 39 features
eye-catching all-
round yellow and
black warning
chevrons.



Despite only being announced in January, Hornby's newly-tooled 'OO' gauge Sentinel 0-6-0DH has arrived with retailers. **MARK CHIVERS** casts a glance over this latest addition to the range.

HORNBY'S newly-tooled 'OO' gauge Rolls Royce Sentinel 0-6-0 diesel hydraulic shunters are here, just a few months after first being announced as part of Hornby's 2022 range. Representing examples of industrial 0-6-0DH locomotives

built by Rolls Royce Sentinel in the 1960s, three models have been produced initially finished as Manchester Ship Canal No. 3001 in MSC blue with yellow bodyside stripe (R30084) and the subject of our reviews, Port of Bristol Authority (PBA) 39 in lined blue (R30083) and Stanton

Ironworks' Stanton No. 57 in lined green (R30085).

The Sentinel Waggon Works in Shrewsbury was well-known for its steam waggon and vertical boiler steam locomotive production, as well as development of diesel lorries in the late 1940s.

Following acquisition of the company by Rolls Royce in the 1950s and the demise of steam locomotive production, consideration was given to developing a range of diesel locomotives which included 0-4-0, 0-6-0 and 0-8-0 types during the 1960s.

Hornby has released a selection of all-new 'OO' gauge Sentinel 0-6-0DH shunters.





Hornby's all-new Sentinel incorporates pick-ups to all wheels and drive to the centre axle.



Interior detail is impressive, with a fully appointed driver's cab with dials and controls picked out.

TECHNICAL DETAILS

Manufacturer:	www.hornby.com
Cat No:	R30083/R30085 (reviewed)
Description:	Port of Bristol Authority Sentinel 0-6-0DH, No.39/Stanton Ironworks Sentinel 0-6-0DH, Stanton No. 57
Builder:	Rolls Royce/Sentinel
Region:	Industrial
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	109mm
Price:	£108.99
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 6-pin socket
Speaker space:	None provided
Exterior lights:	None
Interior lights:	None
Minimum curve radius (designed):	First
Motor type:	Three-pole
Flywheel:	None
Wheel arrangement:	0-6-0
Purpose:	Industrial/Shunting
Haulage capacity (expected):	15-20 wagons
Haulage capacity (actual):	20 wagons (maximum tested)

THE MODEL

Hornby's 'OO' gauge range already includes examples of the Sentinel 0-4-0 industrial diesel locomotives in chain driven and outside crank formats, so the addition of the 0-6-0 type is a natural and welcome development for 'OO' gauge. However, this is where the

similarity ends as Hornby has opted to create an entirely new tooling suite for these latest releases, designed from scratch.

Our review samples included a Stanton Ironworks lined green 0-6-0DH representing Sentinel 10214, built in late 1964 and a PBA liveried example, as Sentinel 10218 built in

mid-1965 and delivered to the vast Avonmouth Docks complex, where it remained into the 1980s. This particular locomotive is preserved and currently resides at the East Somerset Railway in Cranmore.

Straight from the box, each of our samples certainly looks the part in its respective livery, the Port of

Bristol example looking particularly attractive in its in-service lined blue colour scheme suitable for the 1956-1968 period while the Stanton Ironworks locomotive is suited to the 1971-1986 period. Both have red coupling rods and outside cranks, but differ in their buffer beam colouring styles. »

"Hornby has opted to create an entirely new tooling suite for these latest releases, designed from scratch."

MARK CHIVERS



Reference to prototype photographs suggests both models match well with their full-size counterparts, although there are a few minor detail differences to the PBA example including the omission of the cab roof mounted beacon and buffer beam brackets for storing the shunter's pole, while buffer beam mounted 'cosmetic' lights have been included which this particular prototype does not appear to have carried. That said, this style of buffer beam lighting was carried by the Stanton Ironworks example, amply illustrating the detail differences that existed between locomotives and the necessary compromises to maintain affordability.

The model's impressive specification incorporates a finely-moulded plastic body allied to a die-cast metal underframe, die-cast metal chassis, three-pole skew-wound motor, six-pin Digital Command Control (DCC) decoder socket, flush glazing, separately-fitted handrails and stanchions, windscreen wipers, large round metal buffers, refined side sheets and handrails, sandbox fillers, chequer style walkways, cosmetic lights, metal coupling rods and well-defined shunters' footsteps at each corner.

As we have come to expect from the manufacturer, moulded detail is superb



Printed details are crisp and legible including the distinctive bonnet mounted sword insignias.

with cab roof ventilators, bonnet mounted exhaust, neat panel lines and bodyside doors represented, together with an exquisite detailed cab interior with dials and controls picked out. There is space for those who may wish to add a driver, too.

Some detail parts are necessarily fine, such as the buffer beam-mounted handrail stanchions, yet they also appear robust enough for

general handling with just enough give in the plastic material. The radiator grille at the long bonnet end also appears to feature a section of etched mesh behind the grilles for added refinement.

Decoration is impressive,

with our review samples featuring evenly-applied paint finishes, black walkways, red coupling rods and counterweights. The PBA liveried model also features crisply applied chevron warning stripes and silvered kickplates beneath each sandbox filler, while the lined green example features plain yellow bufferbeams and black kickplates. Sentinel bodyside plaques are also well-applied together with crests/nameplates (where applicable), lettering, numbers and remarkably legible 'Powered by Rolls Royce' bonnet-side plates – even the ornate Sentinel lettering to the bonnet end sword insignias is there!



Die-cast chassis underneath body.

Detailed cab interior with central console.

Coupling rods between driving wheels.

Gearbox providing drive to centre axle.

Three-pole motor with a 6-pin decoder socket.

Hornby's diminutive new Sentinel 0-6-0DH features commendably fine side sheets and handrails.

PERFORMANCE

On test our review samples proved smooth and responsive throughout the speed range on analogue control, aided by all-wheel electrical pick-ups with impressive slow gearing enabling them to creep along without issue. The three-pole skew-wound motor provides drive to the centre axle (as with the prototype) and combined with the diecast metal underframe and chassis offered plenty of tractive effort. Our samples handled 20 wagons with ease on *Hornby Magazine's* test track. They proved sure-footed with the body and underframe removed, too.

Access to install a six-pin DCC decoder is straightforward and requires removal of the four screws located at each corner underneath. Once removed, the body and metal underframe can be carefully lifted away from the chassis, revealing the motor at the long bonnet end together with a

Stanton Ironworks No 57 carries a lined green colour scheme with red coupling rods and warning yellow bufferbeams.



'loose' six-pin DCC decoder socket. Hornby suggests using a decoder with harness for this model to enable everything to be tucked into place within the long bonnet aperture. A direct plug style decoder may be possible, although space is tight. No specific speaker space has been provided for digital sound installations, although with

a few amendments to the cab or the short bonnet end it should be possible to install a suitable speaker.

Underneath, brake shoes sit in line with the wheels, together with fine sand pipes, black painted wheels and neatly moulded spring and underframe detail. The buffer beams at each end feature cut-outs for the NEM coupler pockets, fitted with small tension lock

couplings. These can be replaced with the supplied pre-painted NEM blanking plates. Coupling hooks are also provided on each buffer beam as a finishing touch.

OVERALL

Hornby's all-new Sentinel 0-6-0DH is a superb new addition to the range and fills another gap for those modelling industrial operations or, increasingly, layouts with heritage lines incorporated.

Its diminutive size is ideal for operations large or small and we are sure enterprising modellers will already be planning digital sound installations within this delightfully compact model. (MC)

Moulded marker lights.

Radiator grille.

Wasp stripe buffer beam.

Optional coupling blank.



New for 'N' gauge
from Revolution
Trains are IWA van and
timber carriers.

Revolution IWA S

'N' gauge modellers are in for a treat with Revolution Trains' new IWA wagons. **MARK CHIVERS** inspects these latest arrivals.

HOT-ON-THE-HEELS of Revolution Trains' all-new 'OO' gauge IWA holdall freight wagons (HM177), the manufacturer has delivered its 'N' gauge equivalents of the holdall vans and timber carriers.

Built in the late 1980s by Waggon Union in Germany for use on Cargo Waggon and Norsk Hydro traffic in the UK, the Holdall long wheelbase ferry vans featured hoods that could be raised and manoeuvred through use of the distinctive large handwheels located at each

end of the wagons. More recently, some had their hoods removed and were converted for timber carrying duties, retaining their IWA designation on TOPS, but reclassified Rfnoos within the UIC system.

As with the 'OO' gauge models, Revolution Trains has produced multiple twin-wagon packs in 'N' gauge with two packs of holdall vans in Cargo Waggon colours, two with Norsk Hydro branding and a final pair unbranded. Four packs of timber carriers in Touax

- **Gauge:** 'N'
- **Price:** £89.99
- **Cat No:** N-IWA-Cargo1/N-IWA-Rfnoos-A (reviewed)
- **Site:** www.revolutiontrains.com
- **Era:** 8-11/11 respectively

branded blue livery have also been produced and all are priced at £89.99 per pack.

Our review samples included IWA holdall vans 83 80 DB 474 1 052-0 and 83 80 DB 474 1 074-4 in Cargo Waggon colours (Cat N-IWA-Cargo1), while the IWA (Rfnoos) timber carriers are finished as vehicles 83 84 3523 042-3 and 83 84 3523 025-8 in Touax blue. Each measured 140mm over buffers and weighed in at 31grams and 22grams respectively.

Once removed from the secure

plastic packaging, the models certainly have the 'wow factor' we have come to expect from this manufacturer with a wealth of separately fitted parts including fine metal handrails, underframe securing eyes, lifting points, roof slide hand wheels (holdalls), hand brake wheels, coupling hooks, side stanchions (timber carriers), buffer rungs and small levers.

Underneath is equally well done with an abundance of brake equipment and pipework, together with neatly detailed bogies and

'OO' TIMBER WAGONS

HAVING RECENTLY reviewed Revolution Trains' newly-tooled 'OO' gauge IWA Sfins2 holdall ferry vans (HM177), the later IWA Rfnoos timber carrier conversions are also now available.

30 or so IWA holdalls were converted for a new role as timber carriers following the removal of their distinctive sliding hoods and installation of eight stanchions on each side. Some of these were later removed and further narrower examples fitted.

As with the holdall vans, the IWA timber carriers are supplied in twin-wagon box sets with

magnetic flip-top lids. Each pair of wagons is individually numbered, with four different packs offered, enabling an authentic rake of eight vehicles to be assembled.

Our review sample was finished as IWA Rfnoos 83 83 3523 039-9 carrying the Touax branded plain blue livery of the wagon leasing company. Tipping the scales at 120grams, these models also contain a plethora of separately fitted detailing from lashing eyes, lifting points, handbrake wheels, handrails, coupling hooks and tiny underframe levers to the large bodyside stakes. Small locating points have also been

included along the side of the decking for the supplied narrower stakes to be glued in place, either to supplement some of the larger ones or replace them altogether, should you wish.

Moulded detail is superb too, with representation of the wooden decking and bolsters upon which the timber is loaded, while the distinctive angular ends have been retained.

Decoration is equally impressive with a high-quality light blue paint finish with cream coloured ends facing inwards and crisply applied Touax branding, together with exquisite data panels, warning labels and legible small

details.

The underframe features a die-cast chassis over which the plastic body is attached. This is also well detailed with separately fitted brake equipment and pipework, together with neatly moulded turned metal wheels. Kinematic close coupling mechanisms feature at each end, fitted with small tension lock couplings, completing the impressive package.

Just add a suitable timber load! (MC)

● **Read more Revolution Trains news, reviews and features at** www.keymodelworld.com/revolution-trains



Above: The underframe of each wagon is neatly detailed with brake pipes and airtanks behind the chassis frames.



Above: Printed detail is superb over the accurate bodies.



turned metal wheels.

Decoration is up to the exacting standards we've come to expect from Revolution Trains with a high-quality paint finish and tiny printed detail – particularly on the holdall vans – including Channel Tunnel logos, warning flashes and company branding.

Revolution Trains has also provided a set of 20 smaller red stanchions with each timber carrier

to either supplement the larger blue examples supplied pre-fitted from the factory or replace them altogether. Various configurations have been observed over time and these can be carefully glued in place, if required. Finally, NEM

kinematic close couplers with Rapido couplings and a pair of buffer beam air pipes for customer

fitment, complete the package. Superbly detailed and available now. (MC)



Joining the recently reviewed IWA holdall vans for 'OO' gauge are Revolution Trains' timber carrying version – ideal for contemporary period layouts.

Hornby revises its GRESLEY 'A3'

FIRST REVIEW



The Gresley 'A1'/'A3' 4-6-2s are a longstanding part of the Hornby range, but this year they have been upgraded with newly tooled components and firebox flicker.

MIKE WILD checks out the first two arrivals.

THE GRESLEY 'A1'/'A3' 4-6-2 is one of the London and North Eastern Railway's finest locomotives. The first was introduced in 1922 with a total of 52 being built to the 'A1' specification by 1935. Between 1928 and 1949, 51 of those locomotives were rebuilt as 'A3' 4-6-2s with longer travel valves, higher pressure boiler, increased superheating and improvements to the lubrication. An additional

27 locomotives followed to this specification bringing the class total to 78 in ultimate 'A3' form.

Hornby's association with the 'A3' goes back to 1969 as a Tri-ang Hornby product, though there have been a number of new toolings and revisions over the years. The most recent version first hit the shelves in 2005 with a new highly detailed body and locomotive drive. It has since had further updates

to include repositioning of the 8-pin decoder socket from the locomotive to the tender.

For this reissuing of Gresley's first 'Pacifics', Hornby has looked at where it can improve on the existing model and picked on three areas: the running plate, driving wheel profile and the addition of firebox flicker.

First in for review are 'A1' 4-6-2 2564 *Knight of the Thistle* in LNER lined apple green with a coal rail

tender (Cat No. R3989) together with 'A3' 60103 *Flying Scotsman* in BR lined green with early crests, a single chimney and no smoke deflectors (R3991).

Being the world's famous steam locomotive, 60103 also comes with a unique sleeve design as part of its packaging which has National Railway Museum branding too.

Hornby's model of the Gresley 4-6-2 was already a good all-

New from Hornby are its upgraded models of the Gresley 'A1'/'A3' 4-6-2 for 'OO' gauge with a new running plate and firebox flicker.



'A1' 4-6-2 2564 *Knight of the Thistle* is the first to arrive in LNER lined apple green livery.



Firebox flicker is a new addition to the Gresley 4-6-2s from Hornby.



The BR lined green livery with single chimney and no smoke deflectors suits 60103 well.

TECHNICAL DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3989 (2564), R3991 (60103)
Description:	Gresley 'A1'/'A3' 4-6-2
Builder:	LNER, Doncaster Works
Region:	Eastern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	293mm
Price:	£252.99
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 8-pin socket
Speaker space:	28mm round in tender
Exterior lights:	None
Interior lights:	Firebox flicker
Minimum curve radius (designed):	Second
Motor type:	Five-pole
Flywheel:	None
Wheel arrangement:	4-6-0
Purpose:	Express passenger
Haulage capacity (expected):	10 coaches
Haulage capacity (actual):	12 coaches (maximum tested)

rounder, but the new running plate, which is die-cast rather than plastic, is a big step forward in build quality. It feels much more robust, has a consistent shape to it and has the advantage of adding adhesive weight for these 'Pacifics'.

The new driving wheel profiles are realistic compared to photographs of prototype steam locomotives, though to our eyes the BR liveried model would look

better with the tyres painted black, as seen on *Flying Scotsman* today in preservation.

The firebox flicker effect is a neat addition to the 'A3' and follows the same style as that fitted to the LMS Stanier 'Princess Royal' by Hornby. It is permanently wired to the track feed rather than being fed through the decoder socket which means that it will be on at all times there is power to the track. However, if you wished

with additional wiring it could be connected to a feed from a decoder for switched operation on DCC.

Internally the mechanism remains the same with a five-pole motor driving the central axle of the locomotive and an 8-pin decoder socket in the tender plus space for a 28mm round speaker below the tender weight.

The upgraded components are a big improvement to the Hornby

'A3' with the die-cast running plate offering the most significant change to this popular model both structurally and visually too. On the track both of our samples ran superbly and happily took a 12 coach train of Hornby Mk 1s consistently around Topley Dale.

If you have been waiting for a reason to add a new Gresley 'A1' or 'A3' to your collection these reworked models are just the ticket. (MW)



"First in for review are 'A1' 4-6-2 2564 Knight of the Thistle in LNER lined apple green with a coal rail tender (Cat No. R3989) together with 'A3' 60103 Flying Scotsman in BR green with early crests."

MIKE WILD

ACCURASCALE'S MGR HOPPERS

FIRST REVIEW

The BR HAA merry-go-round hopper is an icon of the freight scene as much as the HST is for passenger trains. **MIKE WILD** inspects the first of Accurascale's all-new 'OO' gauge models of these long-lived coal wagons.

ARRIVE

COAL WAS THE COMMODITY which built the foundations of the railway. Looking back all the way to the humble beginning of plateways and early railways, the new mode of transport was primarily used in the transport of goods with coal being one of the staples across the country.

Accurascale has been building a portfolio of 'Powering Britain' wagons since its launch in 2018 with its first being the 24.5ton HUO hopper followed more recently by the steam era 21ton mineral wagon and the modern day HYA bogie hoppers. However, it isn't stopping there as it will soon be releasing the Chaldron four-wheel hoppers from the 1830s while on our review desk now is perhaps the best known of all coal wagons – the BR-introduced HAA merry-go-round hopper.

These wagons were one of the high points of Dr Beeching's reshaping of the British railway network. He is best known for line and station closures, but he also brought in better efficiency to make the railway more capable of delivering goods. The merry-go-round coal trains were a revolution as they radically reduced the number of wagons required as well as the number laying dormant in sidings and meant that coal could be collected and delivered on a continuous operation without the need for trains to stop to load or unload. You can read more about the HAA in *Railway Realism* on pages 138-141.

The first of the HAAs was built in 1964 and in total more than 11,000 were completed with all but 162

made by Shildon Works. They were classified as HOP AB initially and carried B prefix numbers until the mid-1970s while the introduction of TOPS (Total Operations Processing System) saw the wagons recoded as HAA.

Far from being a single design, the HAA family soon extended with new variants including wagons with canopies (HCA), uprated 60mph wagons (HDA), 1990s-modified wagons with new canopies (HBA – rebuilds of HDAs, and HFA – rebuilds of HAAs), while changes to the brake distributors in the mid-1990s saw introduction of the HMA code.

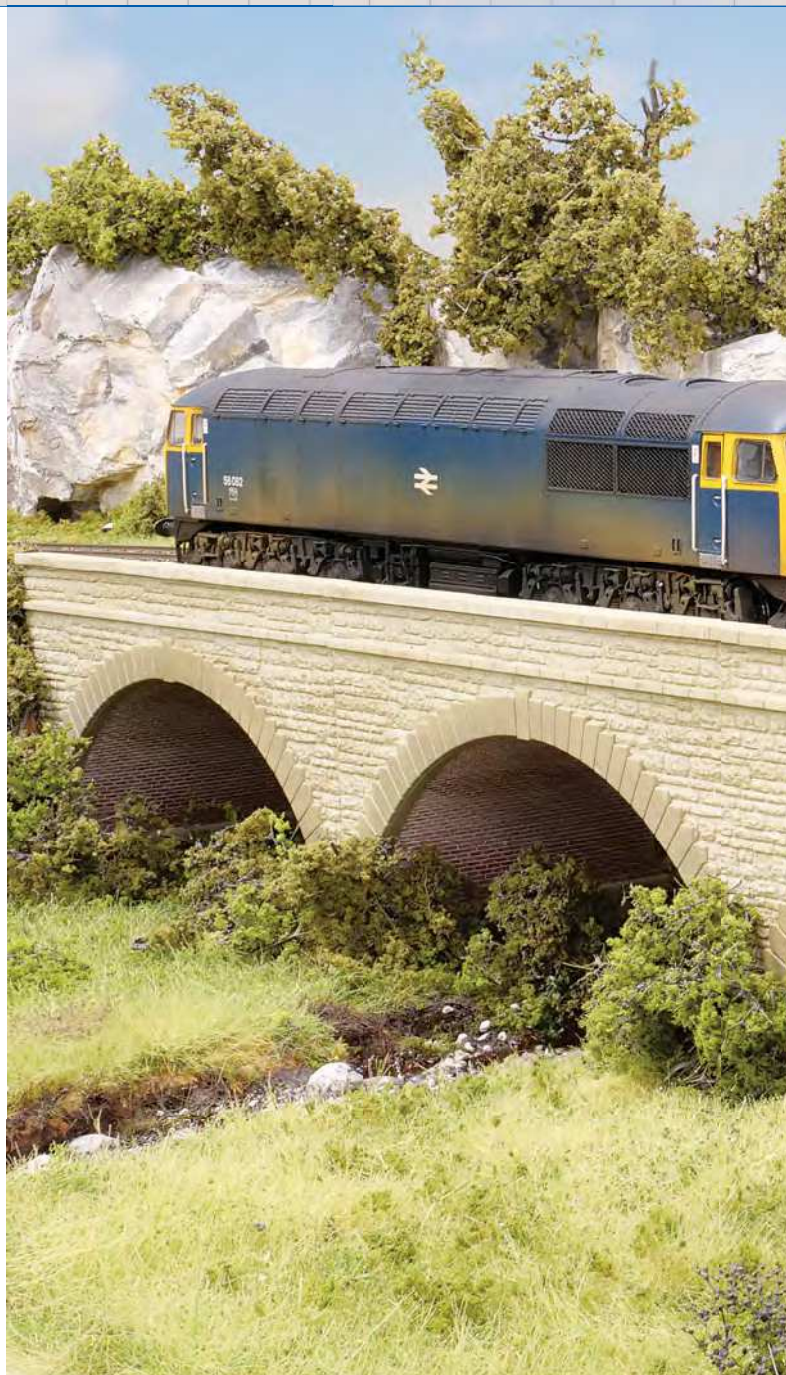
So capable were these wagons that further builds were introduced for other traffic flows including the CDA for china clay traffic, CBA for lime trains and PFA for gypsum workings.

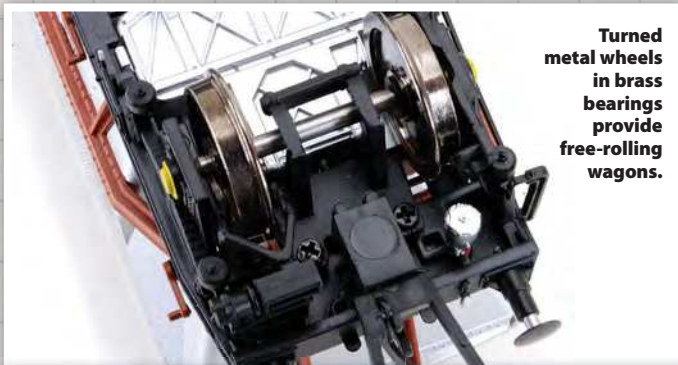
The arrival of new high capacity HTA bogie hoppers for coal traffic in December 2000 saw the HAA fleet begin to reduce with the last being stood down in 2010 – their final stamping ground being coal deliveries from Cumnock in Scotland to Earles Sidings in Derbyshire for the Blue Circle cement works at Hope.

However, that wasn't the end for HAA wagons as a large number were rebuilt into low-sided MHA ballast/spoil wagons with new bodies riding on original merry-go-round wagon underframes while the CDA fleet is still in service in Cornwall with DB Cargo.

THE MODEL

Accurascale has a large range of HAA based wagons coming to the market this year with the first »





Turned metal wheels in brass bearings provide free-rolling wagons.



Optional instanter couplings are included with each pack. They can be used, but you will need generous curves. Buffers are sprung.



The Railfreight triple pack is one of two in the first batch modelling the HAAs in their mid-1970s condition with red cradles.

TECHNICAL DETAILS

Manufacturer:	www.accurascale.co.uk
Cat No:	ACC2556HAA-FM2 and ACC2560HAA-RR1 (reviewed)
Description:	BR HAA 32.5tonne coal hopper wagon
Builder:	Shildon and Ashford works
Region:	All
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Price:	£74.95 per triple pack
Couplings:	Small tension locks in NEM pockets
Minimum curve radius:	Second
Purpose:	Merry-go-round coal trains

The first of Accurascale's new collection of HAA coal hoppers is arriving this spring. The first releases will focus on the HOP AB and early TOPS coded HAAs.



Accurascale's HAAs go back to the beginning of their careers. This is one of four triple packs modelling the wagons with original HOP AB wagon codes.



to arrive on our desk being triple packs of the HOP AB and early HAA wagons with original strengthening bars across the hopper body. They are being joined by models of the HBA, HCA, HDA and HMA coal hopper variants as well as the CDA china clay wagons and the MHA 'Coalfish' spoil wagon offering a comprehensive selection of vehicles to build realistic trains.

The first packs for review are ACC2556HAA-FM2 with

BR freight brown cradles and modelling wagons B350059, B354016 and 356335 together with ACC2560HAA-RR1. The latter contains three HAAs with Railfreight red cradles modelling wagons 357149, 350005 and 351902.

Both of these packs model the wagons in early condition with the original strengthening bars across the hopper body making them suitable for the period from

introduction until the early 1980s as Doncaster Works introduced a new body in 1977 which provided a strengthening beam along the length of the wagon due to damage to the cross-braces.

All wagons are fitted with NEM coupling pockets and small tension lock couplings from the factory. There are also sprung metal buffers at all four corners which even have black heads and silver shanks for an extra touch of authenticity.

Talking of authenticity, Accurascale includes an accessory pack with the HAAs which includes optional Instanter three link couplings and a full set of air brake pipes. If you feel inclined, the Instanter couplings can be used, though you will need more generous curves to be able to make full use of them. Holes are provided behind the buffer beam to accept the air brake pipes, although again these will need generous curves to be used alongside standard tension lock couplings.

The hopper body is beautifully detailed inside and out on the new HAA wagons with fine rivet patterns, hopper bay shaping and strengthening plates like the real wagons while the upper cross-braces are separately fitted parts. The cradles too are neatly moulded and detail differences in the hopper bay opening mechanism are also modelled on different wagons.

The most detailed area of a HAA is its underframe - and again Accurascale has given its full attention to the underside. Turn one of these HAAs upside-down and you are greeted with a full set of hopper doors - we've not seen that done in 'OO' before for the HAA - brake rigging (both clasp and caliper brakes - the latter fully modelled either side of the wheel) plus a conventional manual handbrake. We can also



The HAAs are superbly detailed and each pack comes with optional accessories to populate the buffer beams.



“Accurascale has a large range of HAA based wagons coming to the market this year with the first to arrive on our desk being triple packs of the HOP AB and early HAA wagons with original strengthening bars across the hopper body.”

MIKE WILD

recommend close inspection of the buffer shanks as they have OLEO lettering moulded into them!

Decoration matches the prototypes superbly with the unpainted metal bodies being finished in silver and surrounded by correctly coloured cradles for the era they belong to. More impressive is the individual nature of the wagon numbering as each of the six vehicles received for review had unique printed elements in its data panel relevant to the specific wagon – right down to irregularly shaped black backing to the number and TOPS code boxes on one of the Railfreight versions.

PERFORMANCE

On the track we found the new HAAs to be stable and smooth running wagons and they operated well in a mixed formation with previous HAA wagons from Hornby. Their couplings are correctly set to match other manufacturer's stock should you want to add them to an existing formation to expand a rake.

On the real railway the HAA family operated in block trains with coal formations extending to 35 wagons. Accurascale is producing four triple packs of the HOP AB variant and

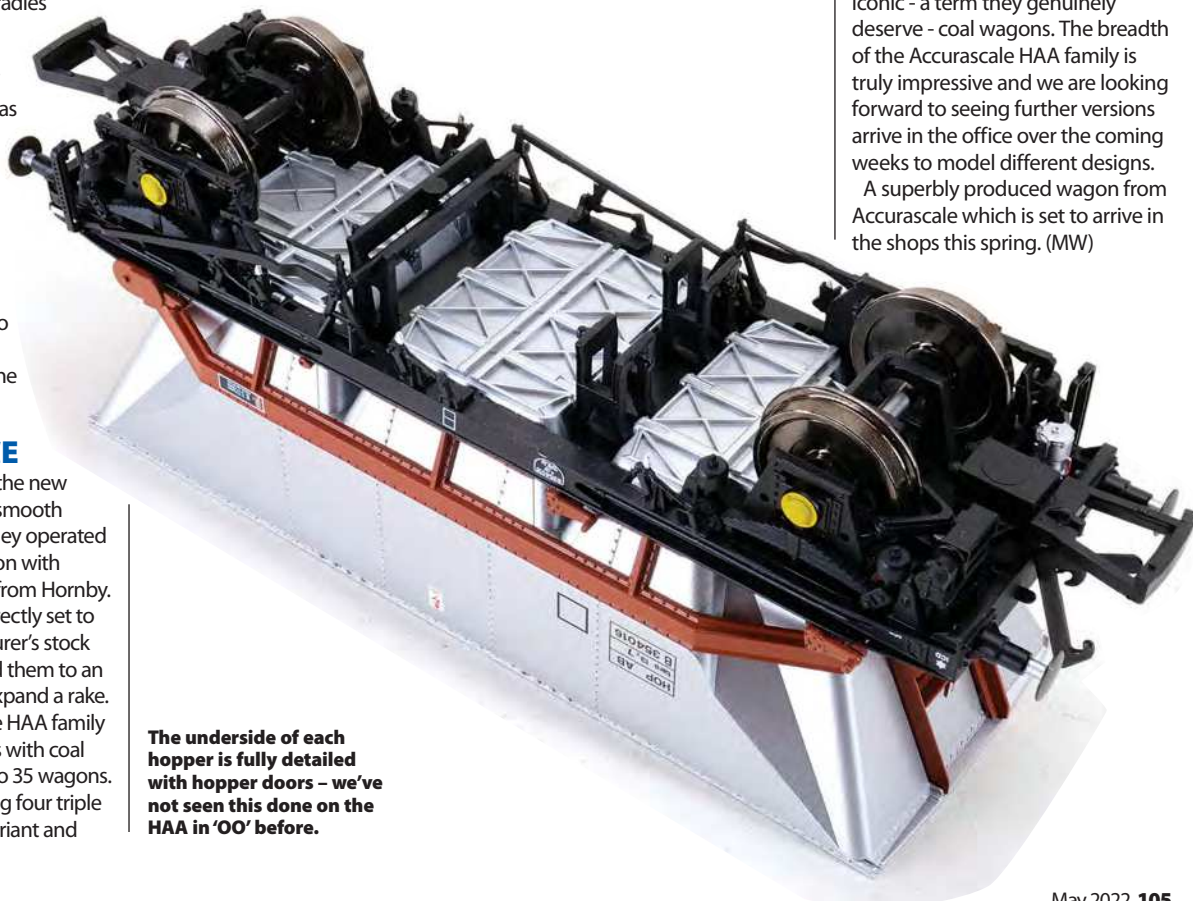
two of the HAA in Railfreight with more to follow in different colour schemes. In their early careers the 32.5ton hoppers were usually marshalled in block rakes of the same designation, but in later EWS period operation they could be

seen in mixed rakes of wagons with and without canopies. In terms of haulage there are lots of choices for these wagons. Initially they were in the hands of Class 47s which were later joined by classes 20, 26, 37, 56, 58, 60 and 66.

OVERALL

Accurascale's new HAA wagons represent a tremendous step forward in detail and refinement over previous editions of these wagons and offers the best model we have seen to date of these iconic – a term they genuinely deserve – coal wagons. The breadth of the Accurascale HAA family is truly impressive and we are looking forward to seeing further versions arrive in the office over the coming weeks to model different designs.

A superbly produced wagon from Accurascale which is set to arrive in the shops this spring. (MW)



The underside of each hopper is fully detailed with hopper doors – we've not seen this done on the HAA in 'OO' before.

Oxford Rail 'Pilchard'

Oxford Rail's eagerly-awaited 'OO' gauge 'Pilchard' engineers' wagon has arrived. **MARK CHIVERS** examines this new addition to the range.

debuts

- Gauge: 'OO'
- Price: £17.95
- Cat No: OR76PIL001
- Site: www.oxfordrail.com
- Era: 7/8



Oxford Rail's Great Eastern van

Oxford Rail has completed its newly-tooled 'OO' gauge Great Eastern Railway 10ton covered van. **MARK CHIVERS** checks out this latest release.

- Gauge: 'OO'
- Price: £16.95
- Cat No: OR76GEGV002
- Site: www.oxfordrail.com
- Era: 2/3



Oxford Rail's newly-tooled 'OO' gauge Great Eastern Railway 10ton covered van is now available.

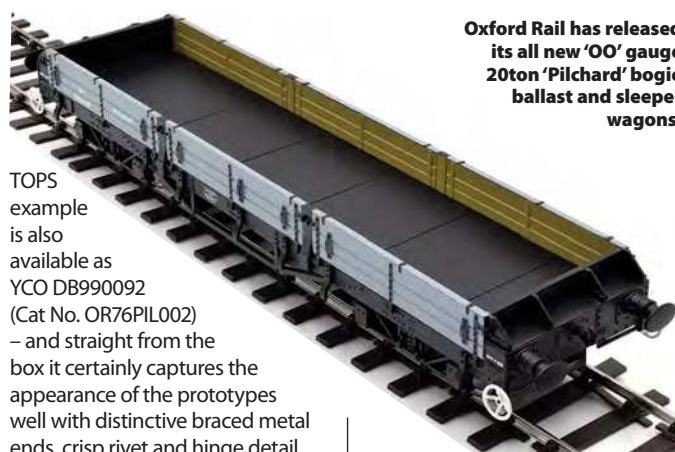
OXFORD RAIL has delivered its newly-tooled 'OO' gauge departmental 20ton 'Pilchard' bogie ballast and sleeper wagons.

Built by Butterley Engineering in Derbyshire during the early 1950s, 50 unfitted wagons were completed for use on BR Eastern Region civil engineering duties. At 36ft 6in over buffers, they were intended for ballast and sleeper duties and featured three drop-

down wooden doors on each side with removable stanchions.

The prototypes seem to have been relatively camera-shy during their careers, but photographs reflecting remnants of BR engineers' black and olive drab colour schemes do exist, as do views of the vehicles in extreme weather-worn condition with plain greying wood.

For review we examined a pre-TOPS example of the new wagon finished as 'Pilchard' DB990099 – a



Oxford Rail has released its all new 'OO' gauge 20ton 'Pilchard' bogie ballast and sleeper wagons.

TOPS example is also available as YCO DB990092 (Cat No. OR76PIL002) – and straight from the box it certainly captures the appearance of the prototypes well with distinctive braced metal ends, crisp rivet and hinge detail, three-plank wooden bodyside doors, separately fitted four-spoke handbrake wheels, door banger springs, oval hydraulic buffers, interior floor detailing and neatly moulded diamond framed bogies.

Decoration includes a pristine plain grey exterior, relieved with black metalwork and interior floor, while the rear of the bodyside doors are finished in a sandy colour and the handbrake wheels are painted white. Lettering and numbers are neatly printed, although there appears to be a spelling issue on the builder's plates on our sample and

photographs suggest the 'On-Off' lettering at the right hand end above the hand-brake wheel should be transposed.

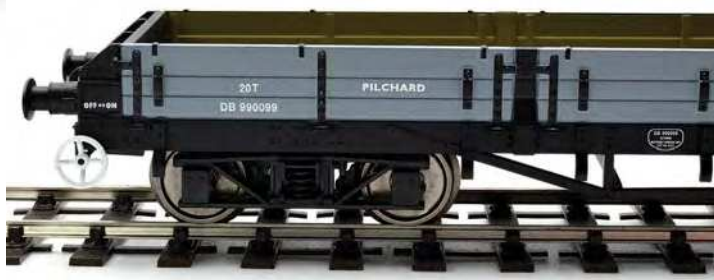
As with the prototypes, underframe detailing is sparse but rivet detail matches well with the prototypes as do the main measurements. The wagons also ride on well-defined bogies with brake blocks in line with the 10mm turned metal wheels, while correct-height tension lock couplings are fitted to NEM coupler pockets mounted to the underside of the vehicle. For those utilising the coupling hooks, a pair of fine Instantan couplings are also included.

This keenly priced model provides further variety for those modelling civil engineers' trains and with a little sympathetic (or not so) weathering to match the in-service condition of the prototypes will certainly enhance departmental wagon fleets. (MC)



Above: Two models have been released initially in pre and post-TOPS condition. This is pre-TOPS DB990099.

Right: The arrival of Oxford Rail's new 'Pilchard' wagon is set to add variety to departmental train formations.



OXFORD RAIL'S eagerly-awaited newly-tooled 'OO' gauge Great Eastern Railway 10ton covered vans have arrived.

Built by the Great Eastern Railway from 1911 onwards, scores of these characteristic 10ft 6in wheelbase vans were introduced through the years and lasted well into the BR era, with detail differences incorporated between builds.

Oxford Rail's initial batch of 10ton covered vans includes 32161 in Great Eastern Railway light grey (Cat No. OR76GEGV001), 630616 in LNER grey (OR76GEGV002) and E612630 in BR grey (OR76GEGV003).

Our review sample was finished as unfitted 10ton vent van 630616 in LNER grey and displayed a well-defined body moulding with wooden planking, metal stanchions, twin bodyside doors, hinge and door catch detail, ventilators at each end, subtle rainstrips on the roof, spindle

buffers with metal buffer heads and plenty of rivet/bolt detail. Our sample measured 76mm over headstocks (19ft) and 88mm over buffers (22ft), while it weighed-in at 29grams.

Application of the LNER grey paint finish was superb with crisply-printed lettering and numbers, white roof and black underframe with legible builder's plates.

The detailed underframe also features single brake blocks in line with the left-hand wheels on each side, separately fitted brake levers, vee hangers, plus fine spring detail, plain bearing axleboxes and 12mm split-spoke wheels with metal tyres. Small tension lock couplings are located in a special design of suspended NEM coupler pocket which sits at the correct height. Coupling hooks are also fitted to the buffer beam, while a pair of fine metal three-link couplings are also included.

This latest release fills another



Three models form the initial batch of releases including Great Eastern 10ton covered van 630616 with twin vents in unfitted LNER grey

gap in the market and offers an abundant pre-Grouping wagon type which enjoyed a long career,

lasting through to the late 1950s. Perfect for adding further variety to van trains and mixed goods. (MC)

Rapido debuts its GUNPOWDER VAN

The first ready-to-run 'OO' gauge freight wagon from Rapido Trains UK has arrived – the RCH gunpowder van. **MIKE WILD** inspects this new release.

THE NAME RAPIDO TRAINS isn't new to the British model railway market, but it is new in the sense that the wagons on these pages are its first home-brewed all-new rolling stock model. Previous products have been produced on a commission basis for Locomotion Models including the sought-after Advanced Passenger Train – Experimental and the stunning Great Northern Railway Stirling 'Single' 4-2-2 as well as the LNER Dynamometer car for Rails of Sheffield.

With such important and historic models in its story Rapido Trains UK already has a legacy to live up to and we are pleased to see the first of its own arrive. It replicates the Railway Clearing House (RCH) designed gunpowder vans which were built and operated by the

Great Western, London Midland and Scottish and London North Eastern railways as well as by the Royal Ordnance Factories for the transport of gunpowder.

The design was established in the 1930s and continued to be produced into the British Railways era. They were designed for the safe transport of gunpowder and had a metal body with wood lining and initially a maximum of five vans were allowed to work together in one train. This was later relaxed during the Second World War.

Rapido Trains UK has modelled three versions of the gunpowder van – the RCH diagram, GWR Z4 and BR 1/260 each of which have variations along a standard theme. The full collection of models extends to 10 vans finished in GWR, LMS, LNER, Royal



- Gauge: 'OO'
- Price: £32.95
- Site: www.rapidotrains.co.uk
- Era: 3, 4/5

Ordnance and BR colour schemes.

For review we received a pair of different gunpowder vans – a GWR diagram Z4 van finished as 105777 in GWR black (Cat No. 902004) and BR diagram 1/260 van M701058 in BR bauxite (902002). Straight off the bat Rapido pointed out that the GWR version has a mistake in the lettering position as the artwork

was based on a preserved example while it also concluded that the buffer beam colour of the BR bauxite van may not be correct, though our own research was also inconclusive in this area.

The GWR era van features the correct brake arrangement for the design as an unfitted wagon with four shoe brakes for the handbrake. Its underframe is



The underframe of the BR vacuum fitted wagon features a full length brake pipe.



Above: Brand-new from Rapido Trains is its collection of 'OO' gauge gunpowder vans.

neatly moulded while there are static buffers at all four corners with small tension lock couplings in NEM pockets at each end.

The body is neatly moulded and has a larger overhang on the riveted roof as per the prototype in contrast to the welded roof of the BR version. Alongside body details like the door mechanism the most obvious difference with the BR version is the inclusion of a full vacuum brake underframe. The underside of the 1948 built van (which was built at Wolverton Works) is much busier with a neatly designed single piece full length brake pipe, vacuum cylinder and tie-bars between the later style W-irons.

Taking the minor livery discrepancies into account, Rapido Trains UK has still done a good job in replicating the GWR and BR gunpowders vans for 'OO' gauge and it is encouraging to see one of the more unusual four-wheel box vans of the steam era being reborn. The detail is definitely there – and with variations between diagrams too – which makes this an attractive addition.

A great little wagon which is set to pave the way for a bright future for Rapido Trains UK. (MW)

Right: The GWR Z4 diagram van is finished in black with GPV lettering.



Left: The BR bauxite example is finished as M701158.

Dapol's 'BUBBLE' EXPANDS WITH THE 121

FIRST REVIEW

The single-car Class 121 DMU is one of the most colourful and long-lived first generation multiple units to run on the railway network.

MIKE WILD inspects Dapol's brand-new offering for 'O' gauge.

If you are short of the space for a passenger train, this is your answer – the Pressed Steel Class 121 Diesel Multiple Unit (DMU). These characterful trains were one of a series of multiple units built by Pressed Steel at its Linwood site in Scotland to serve a growing need for cost-efficient high-density passenger trains.

Just 16 Class 121s were built across 1960-1961 destined for the Western Region of British Railways where they replaced ageing steam hauled workings as well as ousting the last of the Great Western Railway-built AEC railcars.

As a single carriage self-contained train, the Class 121 was ideal for lightly used routes. With a driving

cab at each end, they required no run-round facilities and also reduced crew requirements to just two – a driver and a guard. They were the answer the railway needed to keep the remaining branch lines alive and, incredibly, these characterful slam-door units remained in public service until 2017 when the last was withdrawn by Chiltern Railways. Amazingly 13 out of the original 16 have survived into preservation.

For model railways the Class 121 and its fellow Gloucester-built Class 122 are ideal short trains. They will fit even the most modest of model

railway designs while also fitting in with main line activities on large layouts too. Dapol has clearly seen the potential of the single car train as it has previously released the GWR Autocoach and '14XX' 0-4-2T (HM150) for 'O' gauge together with the Class 122 (HM173) while it is also working on an all-new model of the streamlined GWR AEC railcars for 7mm scale as well. This is also its third model of the Class 121 having previously released versions for 'N' and 'OO' gauge.

THE MODEL

The Class 121 for 'O' gauge is the latest arrival – an exciting promise from Dapol which following receipt of the Class 122 in October 2021 we've been eager to get our hands on and inspect. Our sample model is finished as W55027 in BR lined green with small yellow warning panels (Cat No. 7D-009-002) – a »



Dapol's latest 'O' gauge release is the Pressed Steel built Class 121 single-car DMU.



The underframe features full relief engine components.



A 21-pin DCC decoder socket is positioned under a removable cover in the underframe.

The seats are painted green and finished with a moquette style print. Note the correct 3+2 layout.



TECHNICAL DETAILS

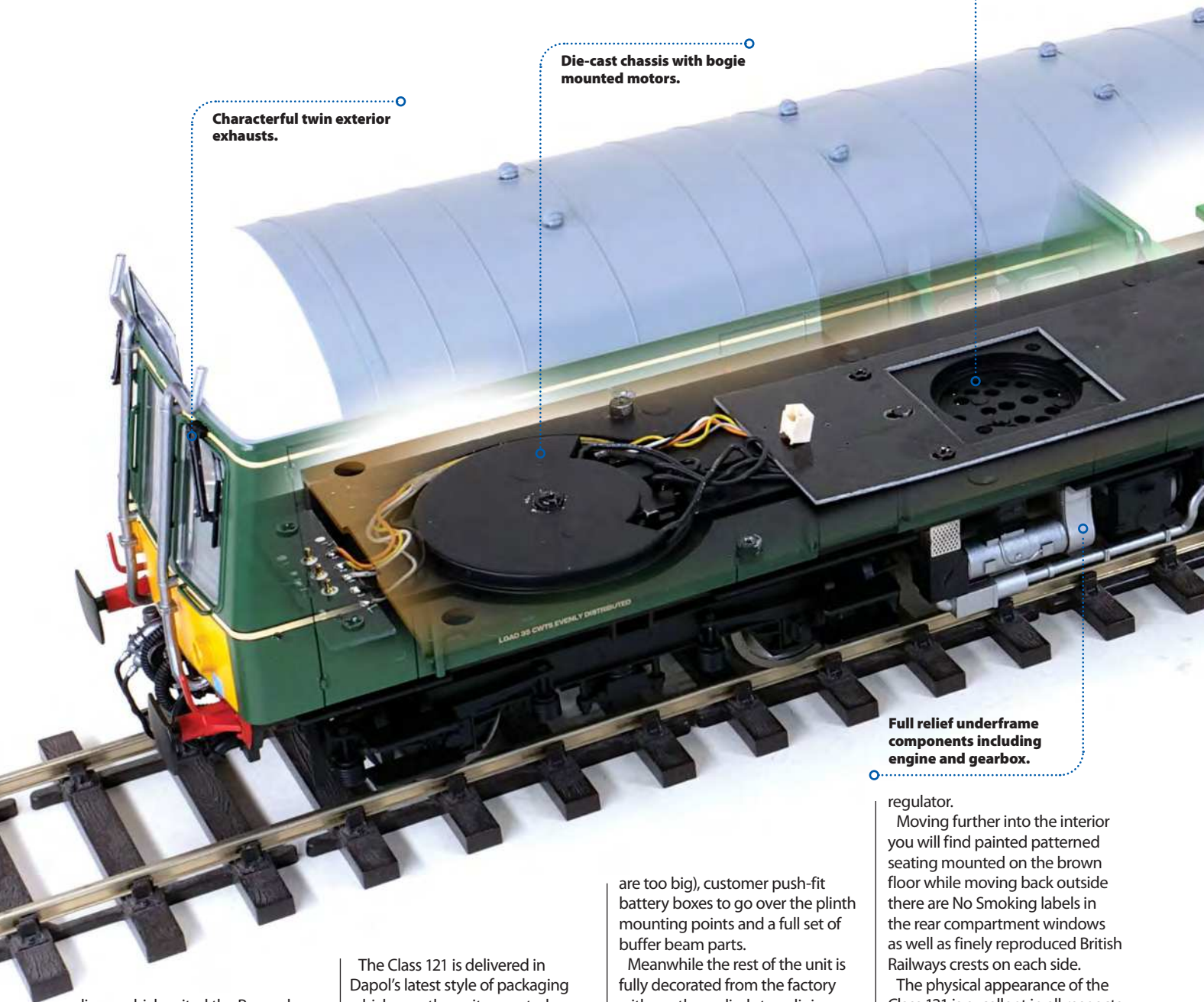
Manufacturer:	www.dapol.co.uk
Cat No:	7D-009-002 (reviewed)
Description:	Class 121 single-car DMU
Builder:	Pressed Steel
Region:	Western
Gauge:	'O', 32mm
Scale:	7mm:1ft
Length:	465mm
Price:	£309.47 (DCC ready), £340.52 (DCC fitted), £516.47 (DCC sound fitted)
Couplings:	Screw link couplings
DCC:	DCC ready, 21-pin socket
Speaker space:	Bass speaker in luggage compartment and two 28mm round speakers in the chassis
Exterior lights:	Directional head and tail lights
Interior lights:	Independent cab and saloon lights
Minimum curve radius (designed):	Second
Motor type:	Five-pole, two
Flywheel:	None
Wheel arrangement:	DMU
Purpose:	Light passenger

"The physical appearance of the Class 121 is excellent."

MIKE WILD



Inside the Class 121 there is provision for three speakers to be installed and a full complement of seating and partitions.



Characterful twin exterior exhausts.

Die-cast chassis with bogie mounted motors.

Speaker housing below interior moulding.

Full relief underframe components including engine and gearbox.

livery which suited the Pressed Steel units well. In addition Dapol is offering the Class 121 as W55020 in BR green with 'speed whiskers' (7D-009-001), as W55029 in BR blue and grey (7D-009-003), as W55023 in BR blue (7D-009-004) and in GWR 150 chocolate and cream as W55020 (7D-009-005).

The Class 121 is delivered in Dapol's latest style of packaging which sees the unit mounted on a clear plastic plinth inside the sturdy box. You also get a detailed instruction manual for the DMU as well as a set of waterslide transfers for the headcode boxes and destination blinds (although the headcode sections are too narrow and the destination blinds

are too big), customer push-fit battery boxes to go over the plinth mounting points and a full set of buffer beam parts.

Meanwhile the rest of the unit is fully decorated from the factory with neatly applied straw lining (with black key lining to the lower band) around the body to top off the smoothly applied BR green base colour. The yellow warning panels were well executed on our sample too while printed details extend to blue square multiple working codes, vehicle numbers, Private and Guard lettering on the appropriate doors and load restrictions at the base of the luggage compartments.

Perhaps more impressive is the attention to detail in the cabs. A glance through the windows reveals a fully appointed control desk while if you look a little closer you will spot individually coloured parts including the handbrake and

regulator.

Moving further into the interior you will find painted patterned seating mounted on the brown floor while moving back outside there are No Smoking labels in the rear compartment windows as well as finely reproduced British Railways crests on each side.

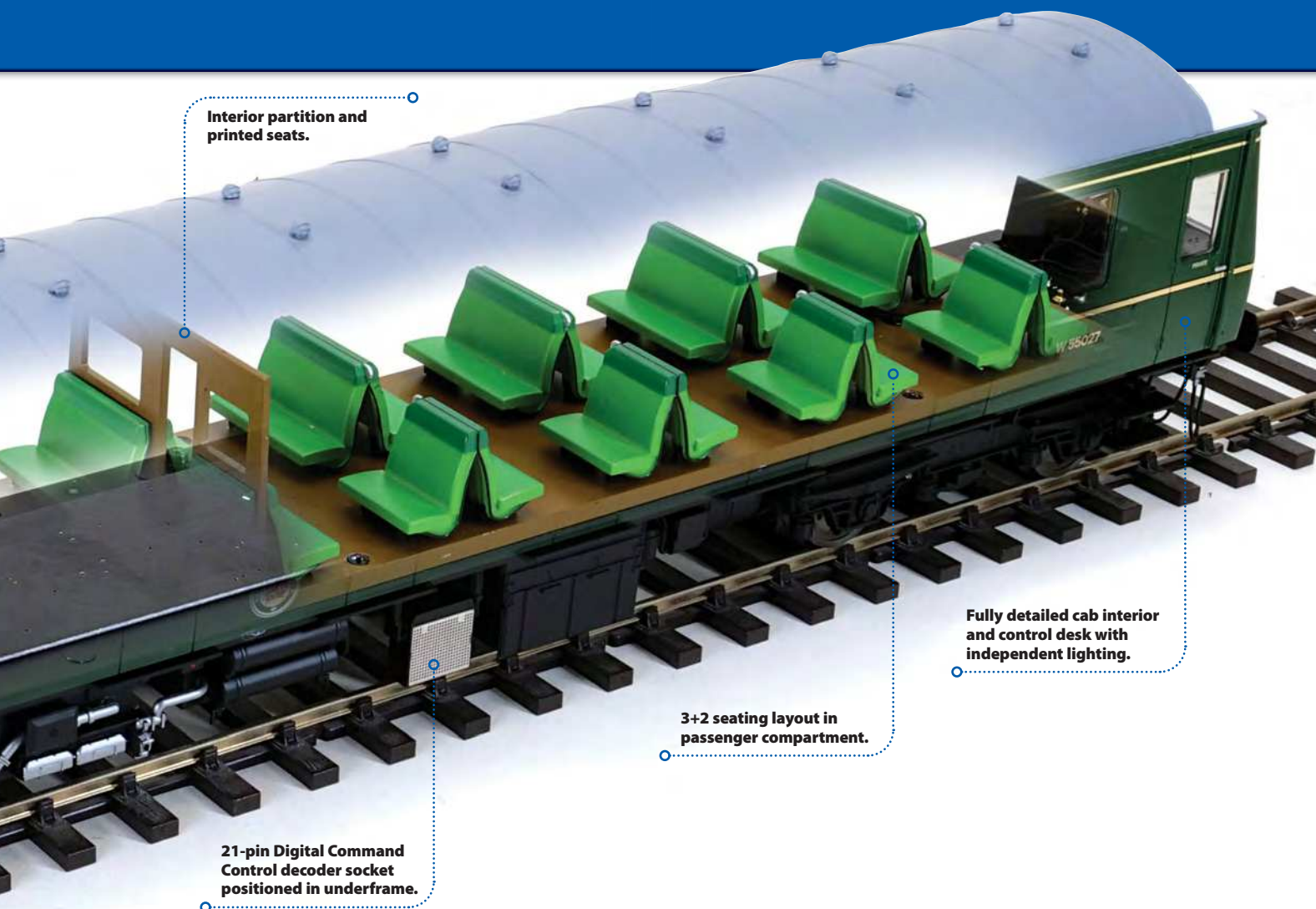
The physical appearance of the Class 121 is excellent in all respects with our sample model having clip top buffers (other versions have the later round design) together with factory fitted sprung screw link couplings and all the openings you will need to fit the rest of the buffer beam pipework. The rest of the body is superbly detailed and we were particularly impressed with the shaping of the door handles on this model.

Like the previous Class 122, the underframe is richly detailed with a full set of full relief components and there are even models of the drive shafts on flexible mounts passing into the bogies at each end.

Completing the 'look' of the Class 121 are the twin exhaust stacks at

"The mechanical setup of the Class 121 is identical to the Dapol Class 122 for 'O' gauge and consists of a pair of powered motor bogies linked to a central 21-pin DCC decoder socket."

MIKE WILD



the guard compartment end of the model which hook underneath the cab front just as they should.

PERFORMANCE

The mechanical setup of the Class 121 is identical to the Dapol Class 122 for 'O' gauge and consists of a pair of powered motor bogies linked to a central 21-pin DCC decoder socket. Our sample was analogue operated and our tests after running in showed it to be a very smooth running model which negotiated second radius curves and standard Peco bullhead points and crossings happily.

The 21-pin decoder socket is mounted in an enclosure in the underframe meaning you don't need to remove the body to upgrade to digital control. However, if you want to add your own sound installation – there is a factory sound version of each livery available – then you will need to remove the body and the interior section too for access. Four screws hold the body to the chassis while there are a further six for the interior floor unit.

Once you have the body off, Dapol has created options for fitting up to three speakers inside the Class 121 and even includes a

pre-wired two-pin plug to allow connection to the socket in the luggage compartment floor to aid fitting a speaker in this area. Option one is an 8ohm bass speaker in the luggage area, but this can be joined by two further speakers if you wish in the chassis. Details of the speaker types are recommended in the instructions.

In addition there are four switchable lighting circuits on the Class 121 which can be used in analogue mode by using the switches in the underside of the body to control the front and rear lights, cab lights and saloon lights. Factory DCC and DCC sound fitted models incorporate control of these built into the decoder settings.

OVERALL

The Pressed Steel Class 121 is a charming DMU and Dapol has done an excellent job of replicating these 'bubble cars' for 'O' gauge. The functionality of the lighting options is useful for all modellers while the ability to switch these functions through the use of DCC decoders is excellent too. With a driver and a selection of passengers these units will make superb additions to many 'O' gauge collections and we can see them being just as popular as the previously released Class 122. (MW)

The Class 121 for 'O' gauge is an attractive addition from Dapol.



EXCLUSIVE

EWS STEEL WAGONS

KMS Railtech has commissioned a series of exclusive EWS era Cavalex steel wagons for 'OO' gauge. **MIKE WILD** takes a closer look at these modern era BBA and BLA wagons.

- **Gauge:** 'OO'
- **Price:** £46.50 per wagon
- **Cat No:** CM BBA01 EWS 910256, CM BBA01 EWS 910296, CM BBA01 EWS 910522 (BBA wagons)
- **Cat No:** CM BLA01 EWS 910038, CM BLA01 EWS 910052, CM BLA01 EWS 910536 (BLA wagons)
- **Site:** www.kmsrailtech.co.uk
- **Era:** 9-10

WE'VE WAXED LYRICAL about the Cavalex Models BBA and BLA steel wagons in the pages of the *Hornby Magazine*

before and it is no surprise that these exacting models have been selected for exclusive retailer commissions as well. On the review desk is a selection

of four Cavalex Models steel wagons which have been produced exclusively for Scottish retailer KMS Railtech. In total KMS has commissioned six different vehicles – three BBA flats and three BLA coil wagons – all of which are finished in the maroon livery adopted by freight operator English Welsh & Scottish Railways when it took over running of British rail freight services in the late 1990s.

All four of our sample wagons are superbly finished and while at first glance they appear to be in matching liveries, each one exhibits individual details to set it apart from the others. For example, BBA 910256 has the first EW&S branding while similarly finished BBA 910296 has a different font for its wagon

numbers and TOPS code as well as EWS lettering on each side. The BLA coil wagons are also treated to unique differences which are as intricate as a change of font style for the 'Not to be loose shunted' lettering and the spacing of the EWS lettering. True attention to detail.

The application of each component of the livery is flawless with excellent rendition of the maroon base colour of the different base materials topped off by fine printing of all the individual lettering elements on each wagon.

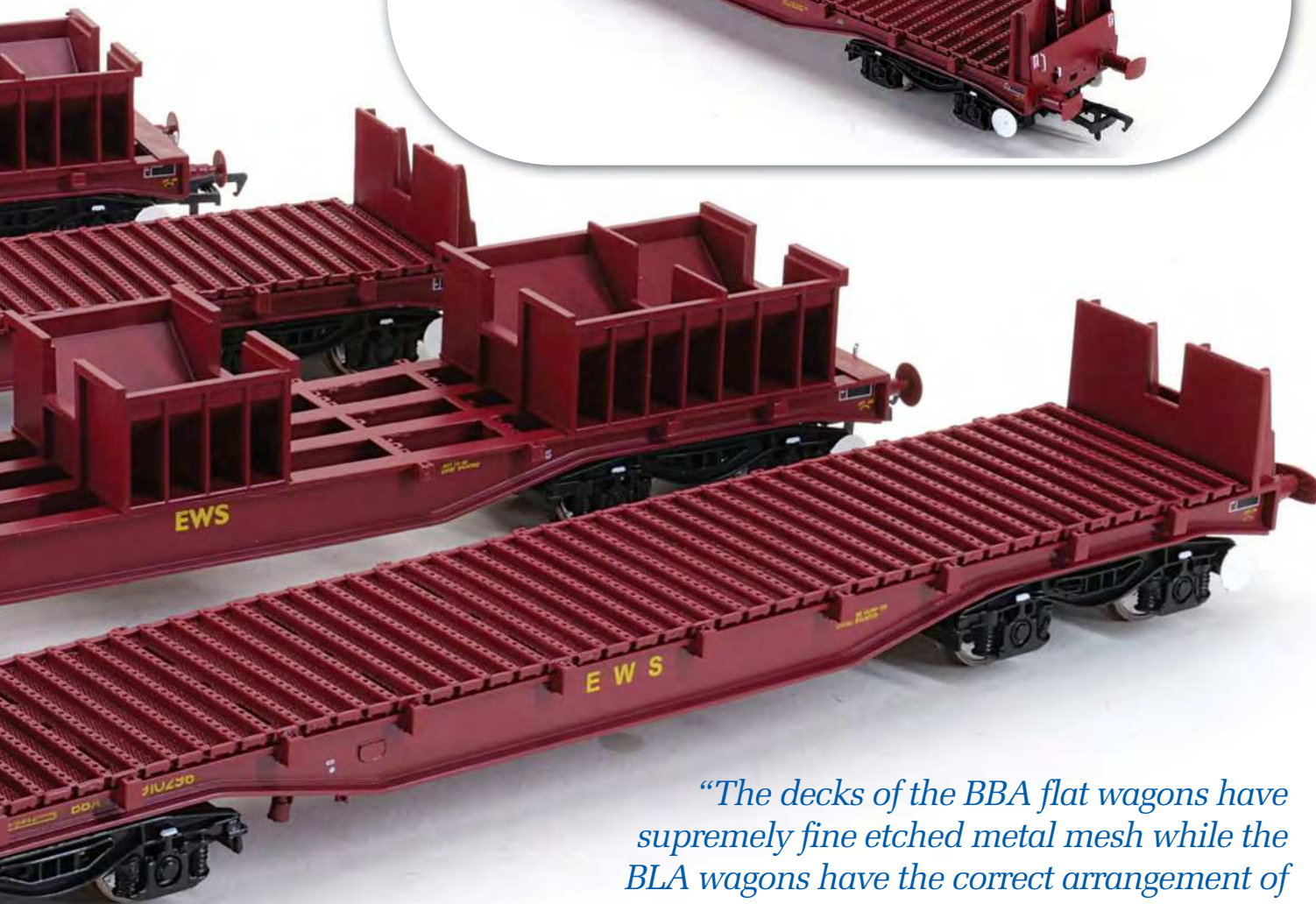
Those who have read our previous



The BLA coil wagons feature correct cradles and detailed bogies.

Right: The etched metal decks on the BBA wagons are superbly done. Each wagon also has unique lettering details as well as a fully detailed underframe, turned metal wheels and NEM coupling pockets with small tension lock couplings.

Below: KMS Railtech has taken delivery of an exclusive batch of Cavalex Models BBA and BLA wagons for 'OO' gauge in EWS maroon.



“The decks of the BBA flat wagons have supremely fine etched metal mesh while the BLA wagons have the correct arrangement of coil cradles along the length of the wagon.”

MIKE WILD

reviews of the BBA (HM161) and BLA (HM177) will be aware of the quality of these wagons and this new batch delivers on the physical front too. The bogies are sublime with full brake caliper mouldings as well as disc faces on the outside and inside faces of the wheels. The bogie frames are fully detailed too with fine moulding of the Y25 design which is topped with white handbrake wheels on each side.

The decks of the BBA flat wagons have supremely fine etched metal mesh while the BLA wagons have the correct arrangement of coil cradles along the length of the

wagon. Sprung buffers are fitted at all four corners too together with NEM coupling pockets supporting small tension couplings. For added detail the accessory pack with all wagons comes with optional bufferbeam brake pipes while the BBAs also come with a full set of optional stanchions for the load bed.

If you have already started a collection of Cavalex steel wagons or you are looking to expand your fleet for the modern freight scene these new commissions from KMS Railtech are a great choice. Excellent and available now. (MW)



The bogies are superbly detailed – as are the wheels which have disc brake faces.

'OO' GAUGE

Magnetic APT couplings

● Price: £7.95 (full train pack), £4.95 (Development Coach) ● Site: www.westhillwagonworks.co.uk

WEST HILL WAGON Works has worked its magic with a new range of magnetic couplings to suit the recently released Hornby 'OO' gauge model of the Class 370 Advanced Passenger Train.

Two coupling packs are available which can be used in place of the original clip couplings. They are a full set of replacement magnetic couplings for the five and seven-car train packs and a second pack to allow the Development Coach to be coupled to BR Mk 1 test train vehicles through an alternative cranked design.

The train pack set is neatly designed to make use of the existing coupling mounts on the Hornby APT and it will take less than five minutes to upgrade a full set. There are four pairs of couplings of three different lengths to suit the different vehicle designs. The shortest are for the Development Coach, the two medium length coupling pairs are for the Non Driving Motor cars and the longest pair are to be used (one each) on the Trailer Brake First coaches.

In use the couplings work a treat and make joining the APT together a superbly simple and quick process. The Elite coupling design means the magnets aren't polarity



West Hill Wagon Works' new coupling pack for the APT is simple to fit and makes joining the train together quick and easy.

sensitive either.

If you have bought a Hornby APT set then you need this set of magnetic couplings – they will make it much quicker and easier to set your train up when you want to put it on the track. Excellent and available now. (MW)

A second pack of Elite magnetic couplings is available to allow the Development Coach to be coupled to BR Mk 1 test train vehicles.



'OO' GAUGE

Depot detailing



● Price: £7.50 each ● Cat No: 2741/2742-076
● Site: www.modelu3d.co.uk ● Era: 4-10

Modelu's extensive range of 3D-printed finescale figures and accessories is bolstered with the addition of a new 1:76 scale fitter's cupboard and workbench.

The workbench measures 40.5mm x 10mm x 9.5mm and has two mesh covered cupboards and six drawers – two of which are

slightly open, which is a nice touch.

Meanwhile, the well-appointed fitter's cupboard (16mm x 8.5mm x 26mm) features shelving, worktop and drawers with very neatly printed tools. A pair of separate doors are also included.

Perfect for adding to a locomotive depot or garage workshop. (MC)

'OO' GAUGE

SAFETY RAILINGS



● Price: £2.95 (railings) / £1.25 (add-on end pack)
● Site: www.westhillwagonworks.co.uk
● Era: 9-11

West Hill Wagon Works has added a set of 4mm scale 3D-printed contemporary key clamp safety railings to its expanding range of model details and accessories.

Representing the modern style of safety railing seen at depots, stabling points and yards, two packs have been produced.

One contains five 123mm x 16mm lengths of standard fencing, while the add-on pack includes four 42mm x 16mm end

sections with rounded grab rail to one end.

Our review samples were 3D-printed in an orange plastic material and can also be supplied in silver material. Each strip is sturdy yet flexible and the posts have been designed to fit within pre-drilled 1mm holes.

While they can be installed as-is, an application of suitably coloured paint will enhance their appearance yet further. (MC)

'OO' GAUGE

Scania S Series Highline



- Price: £28.95
- Cat No: 76SNG001
- Site: www.oxforddiecast.co.uk

New from Oxford Diecast is this 1:76 scale new generation Scania S Series Highline with refrigerated trailer. Our review sample is finished as Scania S Series Highline SV17 ONR in Whitelink Seafoods' livery.

At 233mm in length, the model includes a superbly reproduced cab design with its distinctive radiator grilles, multiple side and forward facing mirrors, roof-mounted headlights, aerodynamic air deflectors, roof-mounted spotlights and more.

Decoration is equally sublime, displaying the colourful and detailed exterior design of the prototype over a base white paint scheme on the tractor and trailer unit. Crisply printed company logos, images of seafood on cracked ice, Saltire flags, Scania marques, website and company addresses also feature, as does 'Scottish European Haulier of the Year 2017' lettering along the lower side of the trailer.

Rubber tyres and registration plates complete what is a truly eye-catching model. (MC)

'OO' GAUGE

Double Fairlie crew

- Price: £7.20
- Cat No: 11200-076
- Site: www.modelu3d.co.uk
- Era: Any

With the popularity of Bachmann's recently-released 'OO9' Double Fairlie 0-4-4-0T, Modelu has added four new packs of 4mm scale footplate crew designed specifically for the locomotive.

Our review pack contained two locomotive crew in specially posed positions facing forward, with one figure leaning to the left and holding his right hand to the regulator, while the other is stood as if leaning slightly with feet crossed.

A further pack of figures facing forward is also available, as are two containing figures facing forward and reverse.

Care at the painting stage will result in a superb finishing touch for the Fairlie footplate. (MC)



'OO'/'TT' GAUGE

Laser-cut gravestones

- Price: £5.76
- Cat No: LX394-OO/TT
- Site: www.scalemodelscenery.co.uk

Scale Model Scenery (SMS) has added a set of 3mm and 4mm scale laser-cut gravestones to its extensive range of scenic detailing.

Supplied on a 104mm x 73mm sheet of laser-cut 1mm cardboard, each of the pre-formed gravestones features additional engraved detail from ornate designs to plain lettering, with a good selection in different shapes and sizes – 58 individual headstones and crosses in total, per pack.

The plain grey card finish provides a good base to use 'as is' to represent the stone material, while additional weathering could be added to provide further variety. (MC)



THE CLASS

86

ELECTRICS

Despite being the largest single class of electric locomotive in the country, the Class 86 has never attracted much attention from either enthusiasts or modellers, yet it was the workhorse of the West Coast route for more than 20 years, as **EVAN GREEN-HUGHES** explains.

PROPOSALS TO ELECTRIFY the West Coast Main Line (WCML) were first announced in 1955, with the intention being to provide a thoroughly modern railway between London, the Midlands and the North. British Railways took the bold step to equip this new railway with the relatively untried 25kV AC overhead system, which seemed to offer many advantages over the previously-used 1,500v DC, and to work these newly-electrified lines with a completely new type of locomotive.

Five new classes of engine were ordered, but they were all built to a fairly rigid specification that had been laid down by BR, and they all appeared fairly similar to each other. All were Bo-Bos with a four-wheel bogie at each end, and all had been specified to weigh not more than 80 tons but yet had to produce around 3,300hp. These duly appeared as the AL1-AL5s, later Class 81-85, with all being painted in an eye-catching blue and white livery on delivery and all were broadly satisfactory, although there was room for improvement.

As the electrification of the line progressed towards London, there was a need to provide further locomotives, and it was this requirement that was to result in the introduction of what was to become

the Class 86. This new class was based on the earlier locomotives but incorporated a number of changes, based on experience, the most significant of which was that the previous practice of mounting the traction motors inboard and using flexible drives to the wheels was abandoned in favour of mounting the motors in the conventional way on the axles themselves. The tap changer was also upgraded while the rectifier was split into four smaller units so each traction motor was fed separately, giving a degree of redundancy. Only one pantograph was fitted instead of the previous two and the bodies were made slightly longer to aid with the interior layout. Another interesting modification was that the wheels were half an inch smaller than those used previously.

A total of 100 locomotives were ordered with construction being shared between Doncaster Works and English Electric's Vulcan Foundry. Production was carried out very quickly with the first of the class being completed in August 1965 and the rest within the next two years.

Although the new engines worked well, issues soon arose with their ride quality which was so bad that some drivers became extremely alarmed when working them at high speed. There were also reports that the permanent way was

receiving some very harsh treatment, which was so severe that track damage was often taking place.

After investigations it was concluded that the problem arose due to the revised traction motor arrangement which was not suitable for sustained running at high speed. As a result one locomotive, E3173, was experimentally fitted with the 'Flexicoil' suspension system, which consisted of three large coil springs between the locomotive body and the centre of each bogie on each side, and this made the ride much better, although it did not cure the issues completely.

Bogie fractures also plagued the class in its early days and so another modification was tried which saw some locomotives fitted with SAB resilient wheels. In the event, 58 locomotives received the revised spring arrangement and the SAB wheels becoming Class 86/2, while others just had the revised wheels and became 86/3. Three engines were also eventually selected for trials with a new style of bogie which had spring-borne traction motors and which was intended for the new Class 87. This batch was to become Class 86/1 under TOPS.

With all these changes there were several distinct batches of Class 86 in existence for several years, with the main express duties being covered by the 'Flexicoil' and 'Class 87 style' bogie machines while freight work and secondary duties fell to the unmodified locomotives, which were run at reduced speeds.

WEST AND EAST

The class dominated WCML services for more than 10 years but as electrification progressed into Scotland they lost some of their top-link work to the newer Class 87s. As a result, there was a surplus of locomotives and this allowed the redeployment of some of the Class 86s to the London Liverpool Street to Cambridge and Norwich routes.

To enable this move, 14 virtually unmodified Class 86/3s were initially selected for an upgrade, and were given revised bogies and suspension to become Class 86/4s. This upgrade was later applied to the remaining Class 86/0s producing a more uniform fleet. Locomotives deployed >>



The first of the Class 86s entered service in 1965 and were a stark contrast to the final steam locomotives in service in the North West. In 1965 E3109 (later numbered 86016, 86316 and 86416) stands next to Stanier 'Black Five' 4-6-0 45272 at the buffer stops under the train shed at Manchester Piccadilly. Colin Whitfield/Railphotoprints.uk.

86216 Meteor passes Crawford with a northbound service formed of Mk 2 Pullman stock on June 16 1984. The Class 86s remained part of the West Coast Main Line roster until the last of the Freightliner locomotives were withdrawn in 2021.

Railphotoprints.uk

CLASS 86 SUB CLASSES

TYPE	DESCRIPTION
86/0	Original design
86/1	Fitted with Class 87 style bogies and spring borne traction motors
86/2	Fitted with 'Flexicoil' suspension
86/3	Original design fitted with SAB resilient wheels
86/4	86/0 and 86/3 fitted with improved suspension
86/5	86/2 dedicated to freight work, later returned to original class
86/6	86/4 with train heat isolated and speed reduced to 75mph
86/9	86/2 locomotives repurposed for use by Network Rail



on these East of England duties were later modified so that they could work in push-pull mode, being fitted with Time Division Multiplex equipment for this purpose.

There were further changes to the sub-fleets in the late 1980s when those Class 86/4s that were deployed to freight traffic had their train heating equipment isolated to become Class 86/6, being renumbered in the process. Another sub-class arose when a few Class 86/2s became Class 86/5s when they were put onto freight work, but these reverted to their original duties and identities after a short time.

By this time sectorisation had hit British Rail and this saw the Class 86s painted in a number of new liveries, the class had previously always been blue. Those still used on express passenger work began to appear in Intercity 'Executive' livery, while others in due course received Railfreight Distribution, Rail Express Systems and Freightliner colours.

PRIVATISATION

On privatisation of British Rail, the Class 86s were split amongst a number of operators. Those locomotives that remained on the West Coast Main Line for passenger services passed to Virgin Trains, as did those employed by CrossCountry, while Anglia Railways had those used on the London-Norwich trains. English, Welsh & Scottish Railways had 15 which it used on parcels trains while Freightliner also used the class. However, by this time the design was dated and all operators had aspirations to replace it with something more modern.

The run-down of the Class 86s on the West Coast began in the early 2000s with the arrival of the new 'Pendolino' units, while those deployed on CrossCountry services were replaced by Voyager units at around the same time.

Virgin Trains recognised the contribution that the class had made to their routes by repainting two locomotives in heritage liveries with 86253 returning to InterCity colours and 86233 into original blue. It was fitting that the latter engine worked the



The Class 86s had a long career on the Great Eastern Main Line working push-pull trains between London Liverpool Street and Norwich. Anglia liveried Class 86/2 86242 James Kennedy GC awaits departure from Norwich with the 3.00pm to Ipswich (terminating there because of Tunnel work in Ipswich Tunnel) on August 18 2000 in the company of 86235 Crown Point. John Chalcraft/Railphotoprints.uk.

final Class 86 services for both franchises.

EWS, meanwhile, was replacing its Class 86s with new Class 67 diesels and Class 90s and so ceased using the class in 2002. Those allocated to East Anglia lasted a couple of years longer but in turn were also replaced with Class 90s. Freightliner continued to have faith in the class, however, and from January 2005 the company became the last mainstream operator of the type, retaining some of them for as long as 15 years.

Some of the locomotives displaced were taken up by other operators but inevitably others went for scrap. Network Rail took three locomotives to use as mobile load banks, with two of them acquiring the numbers 86901-86902 but these were withdrawn in 2014 and eventually scrapped. Two were also operated for a time by Caledonian Sleeper and were used for Empty Coaching Stock (ECS) moves.

Today three of the class survive in this country. 86259 *Les Ross* is privately owned but is operated by West Coast Railways on charter trains, 86401 *Mons Meg* is also

with West Coast while 86101 *Sir William A Stanier, F.R.S.* is part of the Locomotive Services fleet at Crewe and is operational and available for charter work. A fourth Class 86, 86213, was preserved by the AC Locomotive Group but has since been sold on.

WORKING ABROAD

Remarkably there are still several of the class hard at work on the main line



In its previous life with Virgin Trains, Class 86 86242 James Kennedy GC heads south through the Lune Gorge at the head of the 5.10pm Edinburgh-Derby Virgin CrossCountry service on July 19 2000.

John Chalcraft/Railphotoprints.uk.



The Class 86s were stalwarts of the West Coast Main Line. On May 30 1985 86253 *The Manchester Guardian* thunders through Rugby with the 5.25pm London Euston-Glasgow.
John Chalcraft/Railphotoprints.uk.

and hauling revenue-earning trains on a regular basis, although this is not in this country. This came about as a result of an initiative to export locomotives that were not considered to be worn out. As a result, six engines were sent to Bulgaria where they were purchased by operator Bulmarket, which was the first private company to be granted a licence to run trains there, and which has a policy of obtaining second-hand motive power from

other countries. Nine further Class 86s were exported to Hungary by Europhoenix and are operated by Floyd Zrt.

The Class 86 was a very successful locomotive once its initial design deficiencies had been overcome with each locomotive achieving a very high mileage and also a high level of availability. They were undoubtedly one of the great success stories of the Modernisation Plan and as such perhaps deserve to have more

FACTS AND FIGURES	
Numbers (original):	E3101-E3200
Numbers (TOPS):	86101-86902 with gaps (locomotives renumbered between sub classes)
Built:	1965-1966
Builder:	Doncaster Works (E3101-3140) Vulcan Foundry (E3141-3200)
No built:	100
Withdrawals commenced:	1995
Number Preserved in UK:	3
Length:	58ft 6in
Width:	8ft 8 1/4in
Height:	12ft 4in (over body)
Power supply:	25kV AC overhead
Control system:	HT Tap changing
Wheel Arrangement:	Bo-Bo
Wheel Diameter:	3ft 9in
Horsepower:	3,600 (continuous)
Traction Motors:	Four AEI282AZ (as built)
Max Speed:	100mph (Class 86/1 and 86/2) 75mph (Class 86/5 and 86/6) 60 mph (Class 86/9)
Weight:	81 tons 19cwt
Maximum tractive effort:	58,000lbs
Continuous tractive effort:	20,000lbs at 62mph
Brakes:	Air, and rheostatic on locomotive Air or vacuum on train
Train Heat:	Electric ETH, Index 66

recognition than they traditionally have had. Perhaps now that a new and detailed model is available from Heljan for 'OO' gauge for us to run on our layouts we will see these engines getting the attention that they richly deserve. **HM**



Double-headed Class 86/6s on Freightliner trains have been a daily part of the Great Eastern and West Coast main line scene until 2021. On March 17 2003 86631 and 86610 head north past Cathiron with the 10.44 Ipswich-Trafford Park Freightliner service.
John Chalcraft/Railphotoprints.uk.



1970



RAILS OF SHEFFIELD

2020



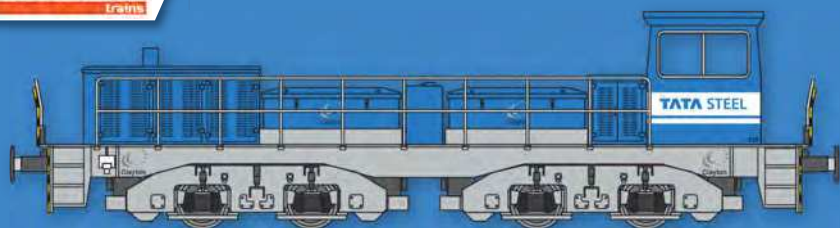
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FRAME ASSEMBLY

Locate wheels in frame
cars 17 B under the interior and back axles
See figure 2 C.
Omit spacers 17 B and place blade springs 21.
Place wheels 18 (solid
bushes) 20 (axis with gear)
Fasten metal plate 22 with
Having first sprayed the single parts, fasten to
pared head screws 24, front and rear brake shoes
and 26 B L.H. and the central ones 27 B R.H. and 28 B.
Insert on rear frame kingpin drawbars 29 C fasten
long self tapping screw 23 putting washer 30 between
and kingpin. Front coupler 31 B is kept in place by its
32 C fastened to frame with self tapping screw 23 and
Same screw and washer are needed to fasten
33 in place of coupler 31 B and bracket 32 C.
Shape uncoupler 34 in place of bracket 32 C.
It in brackets 35 in place of bracket 32 C.

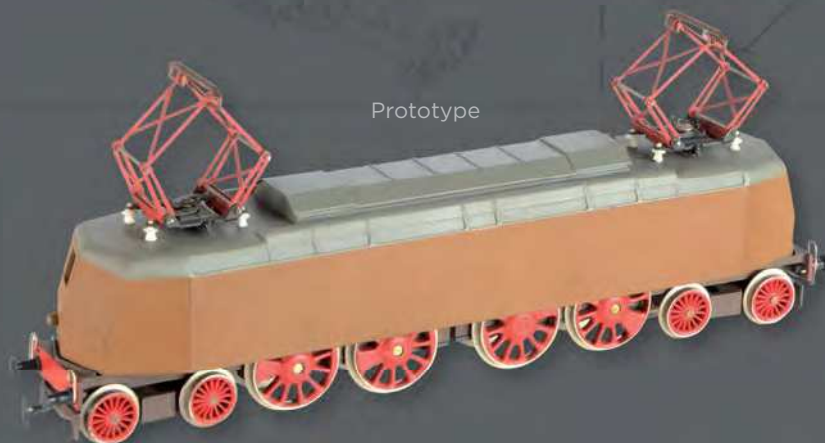


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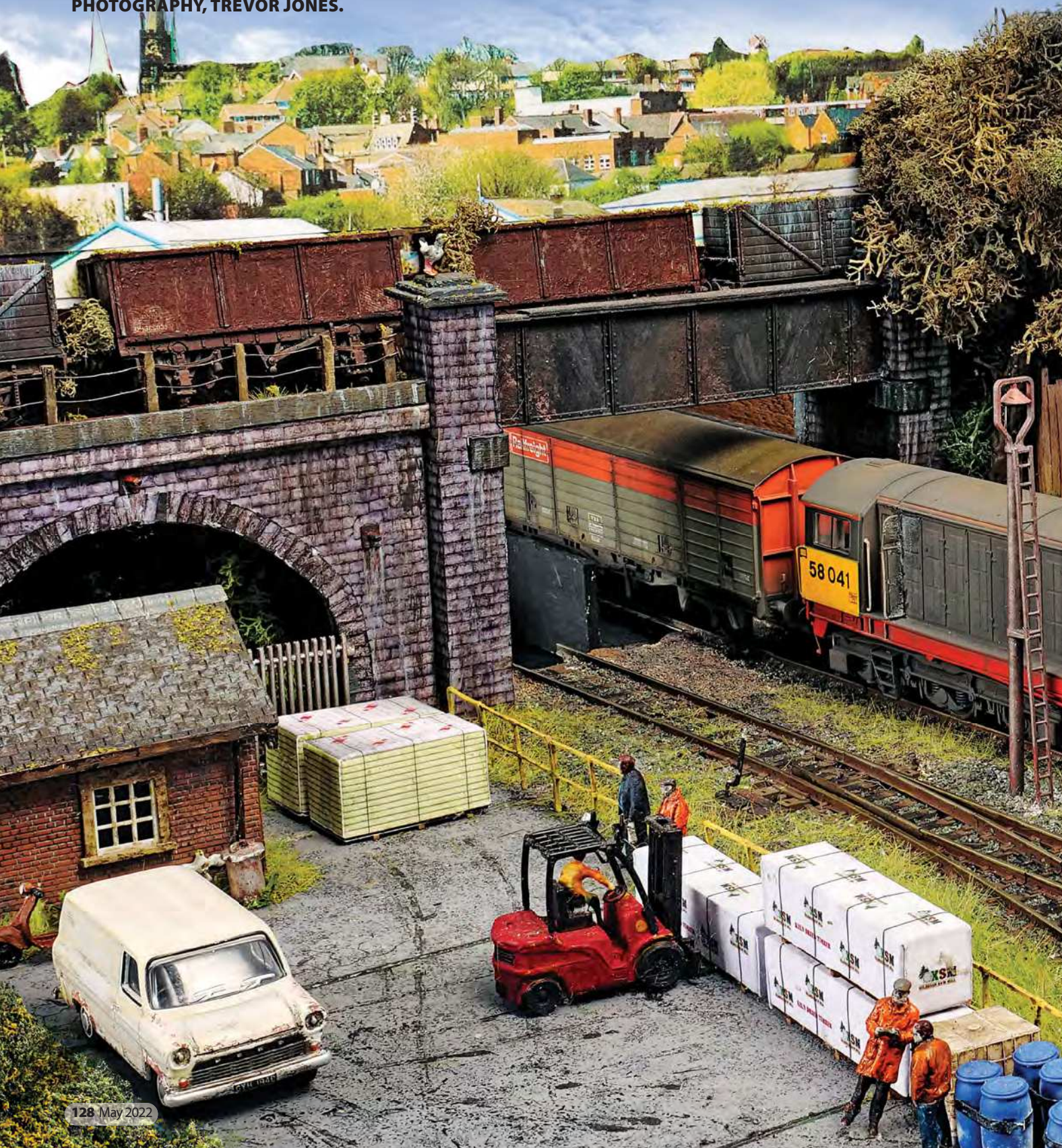
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Rosebury GOODS

The grimy industry of the Black Country in the 1980s is the setting for **NEIL WOODBINE's** latest 'OO' gauge layout, which demonstrates the atmosphere which can be achieved in a small space.

PHOTOGRAPHY, TREVOR JONES.



GAUGE
'OO', 16.5mmSCALE
4mm: 1ftSIZE
7ft x 13inREGION
MIDLANDPERIOD
1980sCONTROL
DCC, NCE Powercab

HAVING SEEN A COUPLE of 1980s photographs of Wednesbury Exchange Sidings on the internet, and being brought up mainly in the Wednesbury area of Birmingham as a child, I came over all nostalgic for my hometown during the first Covid lockdown period.

My main memories were from Potters Lane signalbox as I never managed to get access to look around the exchange sidings themselves. I remembered local landmarks such as the Patent Shaft steelworks and Ocker Hill power station

together with the flats which have long disappeared from the local skyline.

An added bonus going to school at Wood Green High was having the South Staffordshire line pass over the arches to one side and the main Grand Junction line passing the bottom of the playing field. This meant interesting dinnertime football matches with various early-1980s diesels and electrics passing by.

Using modellers licence, I wondered if we could get these landmarks plus the two churches on Church Hill (St Marys and St Bartholemews) into a representation of the area in the smallest

space possible? The challenge was on!

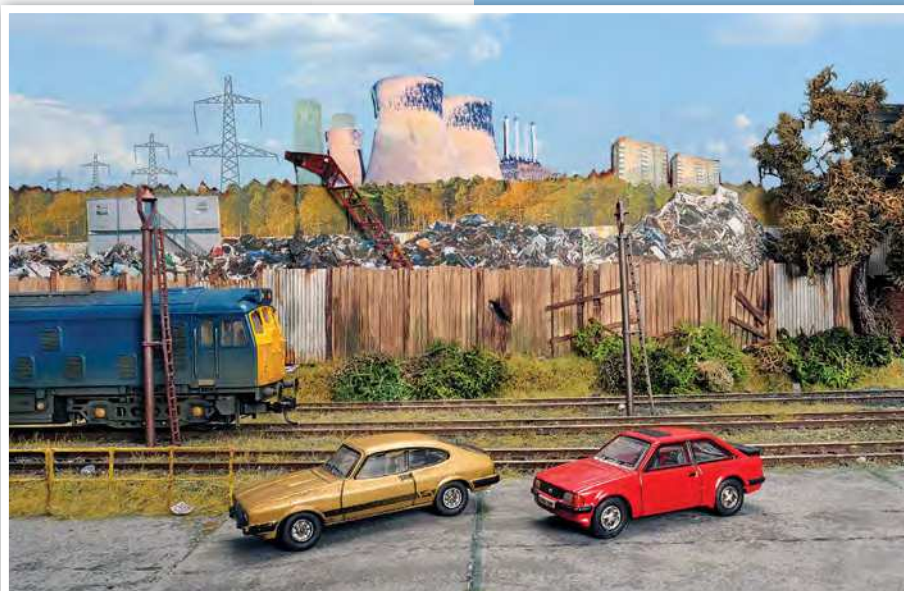
Having always been a fan of small layouts, the intention was to set it within a 'goldfish' tank structure with integral lighting. This was for two main reasons: to draw the viewer in and to frame the scene. It would also make transportation and handling easier and safer.

Our previous layouts were based in the late-1970s/early-1980s so this new layout offered the opportunity to extend our time period into the mid-1980s. This would include the new Railfreight grey and large logo blue colour schemes that started to take over from the plain BR »



Class 58 58041 Ratcliffe Power Station eases into the sidings at Rosebury Goods past the low relief scrap yard scene.





Cobalt point motor controlled by the NCE Powercab handset.

THE SCENE

The backscene was our starting point for the scenic work and we believe it is one of the standout parts of the layout. Firstly, the fencing was made using wooden coffee stirrers to give an effect of disrepair and dilapidation reflected by the holes and patching with corrugated iron sheeting. The scrapyards and scene behind were constructed using various images which were overlapped to give an effect of depth using the decoupage method. All this was stuck together on a sheet of card for ease of fitting onto the backboard.

The scrap/fly tipping theme is continued on the layout where some undesirable characters ignoring the signs on the walls have dumped their washing machine, old chair and mattress amongst other rubbish.

blue livery which was prevalent at the time.

As it was the smallest layout we were attempting to date, it was easier to start constructing the baseboard instead of drawing out the plan on wallpaper as previously done with our other two layouts. The track plan was going to be simple - one set of points and three sidings in just over 3ft. Everything else would be tailored to fit around the track layout. From here, we decided what buildings/structures were needed, where they would best fit and how they would work within the low relief backdrop.

CONSTRUCTION

All the woodwork for the layout was done at home making good use of the table saw which I inherited from my late father.

We feel we have gone the extra mile with the frame design, adding various wooden mouldings to add to the complete picture frame effect we desired.

Once woodwork was complete, the track plan was marked onto the baseboard and cork strip was glued down before track laying commenced. The track is Peco code 100 flexible track which I thought would benefit from a little sleeper spacing alteration to improve the look of it - as bought it is really designed for 'HO' scale and isn't really representative of most track in the UK. My good friend Barry duly mailed me a number of spacing gauges in the post which helped to make a laborious task a little easier. Once the glue had dried, ballasting with standard ballast and chinchilla sand was added to give the effect of oily deposits between the rails. Various paints and cold tea - which provides a surprisingly realistic tone - were added to make for a realistic permanent way.

A little inspiration was taken from our good friend Dave Tailby who likes layouts with only one set of points. To control this, I used a DCC Concepts

2 Above: A Ford Capri and Escort take pride of place in the yard as a Class 25 arrives at Rosebury Goods. The backscene features landmarks from the Wednesbury and Bescot areas.



Most of the rubbish was home made using DAS clay along with other odds and ends of card and plastic.

The entry/exit point to the layout is in the back left-hand corner which called for a bridge to hide the off-scene storage yard. One of the photographs that inspired Rosebury showed the Great Western Main Line crossing the South Staffordshire Line being used to store redundant wagons awaiting scrapping. To save space, the plan was to try and use wagons as a low relief backscene whilst also taking the eye off the entry/exit to the storage yard. To achieve this two old wagons were cut in half, glued to a half section of track and then attached to card before the track was ballasted and the whole assembly placed on the bridge structure.

The grassy bank was made using our tried and tested method of polystyrene, kitchen roll, paint and scatter. The trees »



Above: Class 20 20023 draws to a halt at the buffer stops with a scrap loaded POA wagon. The steel works buildings are modelled in low relief.



Yard staff prepare materials for despatch from the yard as Class 37/5 37506 ticks over in the sidings.



are our first attempt at scratchbuilding using DAS clay, wire, lichen and scatter, which we are quite pleased with. The surrounding greenery was completed with various homemade bushes made from string, lichen and scatter. Static grasses of various lengths have been added across the layout even around the track which adds to the downtrodden feel of the location.

The representation of the Patent Shaft steelworks is a cut down low relief version, constructed with card and plastic using hard to find photographs

as reference to pay homage to a local landmark and mass employer in the local area. The walls in front of the steelworks are made from mounting card clad with plastic brick sheet painted and weathered to add to the Black Country grime.

The front section of the baseboard depicts a concrete apron for loading and unloading goods bought in by train. The concrete effect was achieved with mounting card and various grey paint effects utilising a dry sponging method – with the odd crack or two for added effect. All vehicles enter from the right

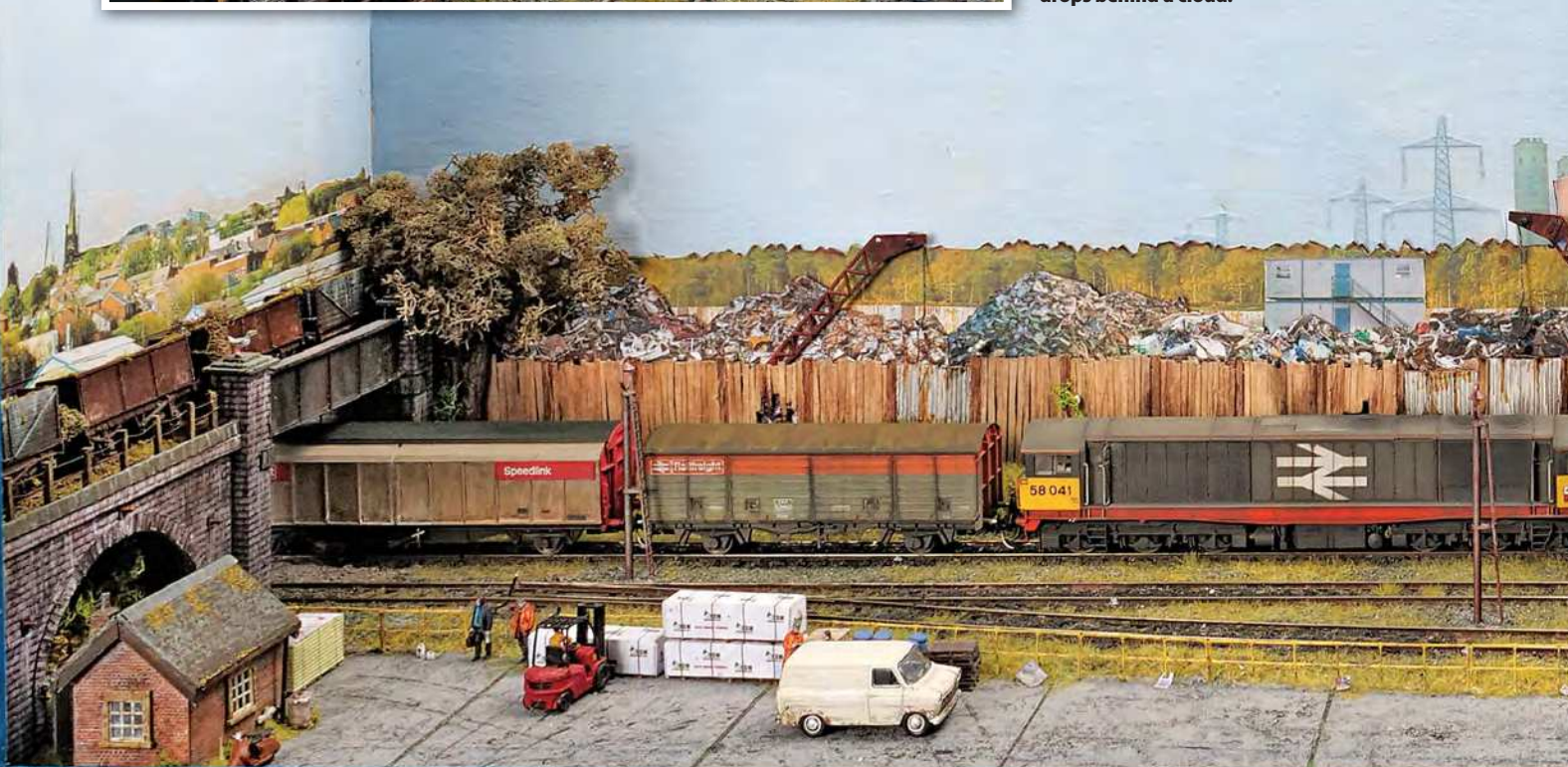
through the scratchbuilt steel gate with added barbed wire on top.

The small office building at the end of the layout is kit built with various modifications which include a new roof with a moss encrusted look. Other added detail is a home made dustbin and a Vespa scooter which is the restored pride and joy of the yard's foreman. Extra detailing at the front of the yard has been from the excellent Scale Model Scenery range which has helped to really bring the scene to life.

The layout has its own bespoke legs to



 Left: Engineering wagons are propelled out of the yard by a Class 47 as the sun drops behind a cloud.



The scenic board for Rosebury Goods is just 4ft long and 13in wide and has been designed with a full frame to enhance its appearance.

Rosebur

help reduce any wobble due to it being a shallow depth and a Railfreight 'red stripe' curtain is added when Rosebury Goods goes on show. The baseboard is made from 9mm plywood with the backscene being constructed using 3mm plywood.

The cassettes are made from foamboard and 3mm plywood sides with code 100 set track glued in place. Inside the opening at the front, two lengths of 12V LED strip are fastened with a little extra help from an industrial staple gun. This provides sufficient lighting to show off

the picture frame at its best. To finally finish the look of the layout, we fancied a nice nameplate in the modern BR locomotive style. This was made through our friends Michael Halton and Pete Disney at Hayle MRC.

All in all it took approximately five months on and off to complete the build.

THE TRAINS

The layout is split into two areas, a single road on the back and two roads to the front controlled by one point. Freight is the primary interest on the layout but the

odd railtour using Diesel Multiple Units and an inspection saloon special working for the area manager of the London Midland Region will occasionally make a visit.

We have tried to model various formations and traffic flows which could be seen in the Wednesbury/Bescot area during the 1980s including the working along the old GWR main line to Norton and Barrow scrap merchants in Bilston near Wolverhampton.

Various classes can appear on various freight services ranging from the humble »

 Right: A row of scrap wagons marks the scenic break above the storage yard entrance framing the departure of a Class 47.



y Goods



Discarded rubbish surrounds the buffer stops at Rosebury Goods while a 'Warwell' wagon waits for its next load.



Class 08 diesel shunter to main line classes 20, 25, 31, 37, 40, 45 and 47 as well as the newer Class 56s, 58s and occasional DMUs. Liveries vary and include BR blue, large logo blue and Railfreight along with other interesting oddities from the period.

The vast majority of locomotives and stock have been weathered by me and other professionals: a couple of locomotives have even gone through the paint shop to give me a different locomotive livery that the manufacturers haven't done before. The latter are thanks to Steve Newby and Rob Evans at Chris's Crafts in Plymouth.

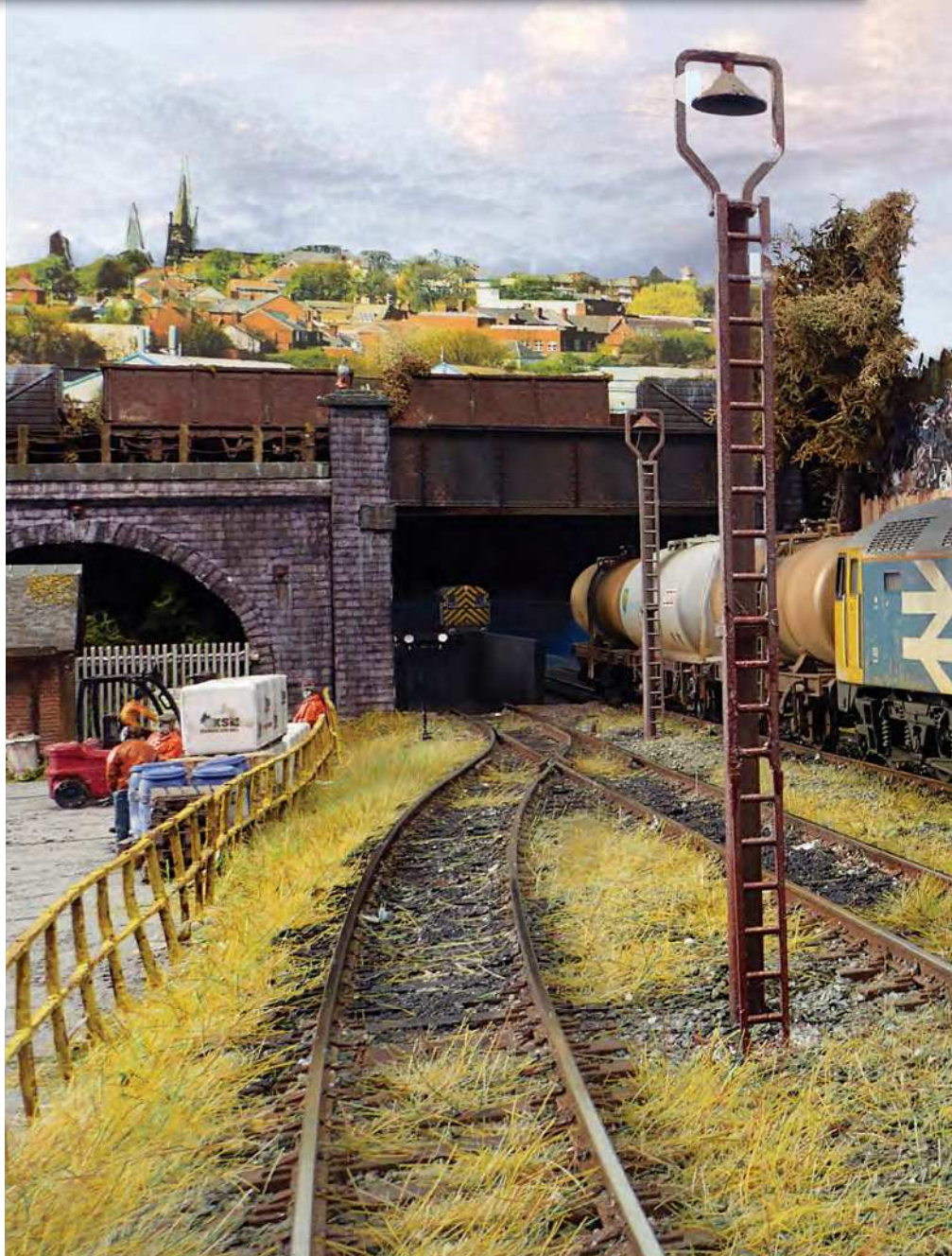
Most locomotives are sound fitted and some are renumbered to suit the specific era. As the layout is enclosed in a 'fish tank' we find that the sound is enhanced and bounces off the sides and gives a more entertaining experience which we hope the audience will enjoy at exhibitions.

As with our second layout (Farbine Road – HM175), we are now looking at finalising a movement schedule to maximise the entertainment value and make guest operators confident in knowing what to do when they join us at events.

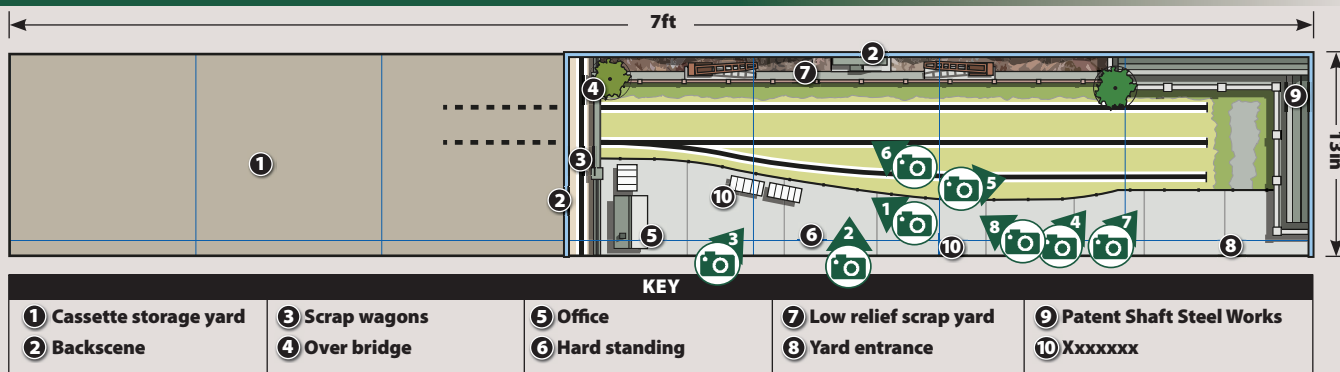
This layout has been in my head since moving to Cornwall. The lockdown of 2020/2021 gave us the opportunity to pay homage to our hometown of Wednesbury and the surrounding area during our formative years. Looking back at the creation process, we have taken great pleasure in depicting our roots in miniature and look forward to exhibiting it nationally but especially in and around the Black Country where hopefully the landmarks will be recognised by locals.

HM

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ROSEBURY GOODS TRACK DIAGRAM (NOT TO SCALE)

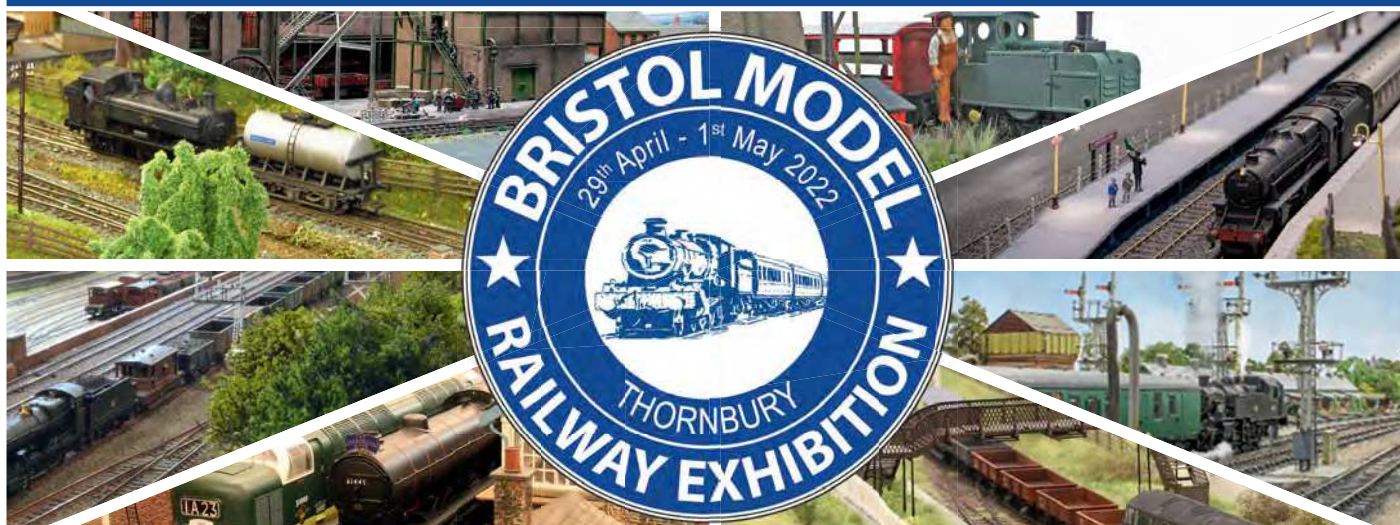


 A tatty Class 47/4 creaks into the yard with a short cut of fuel tankers which will be collected by the Class 08 in the distance for shunting to a nearby terminal.



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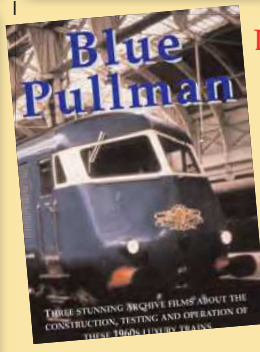
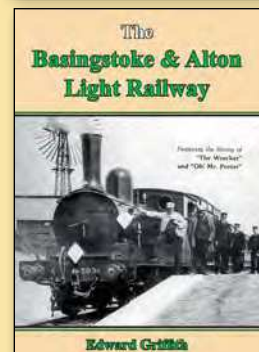
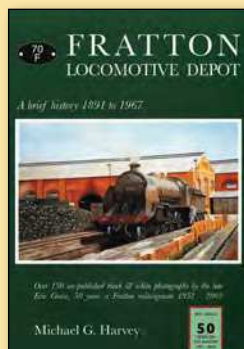
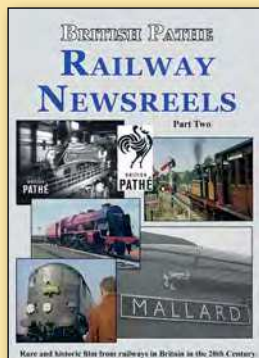
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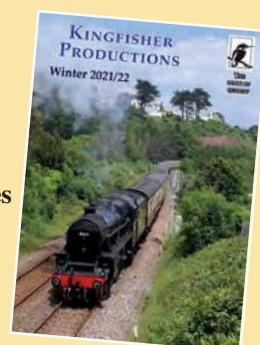
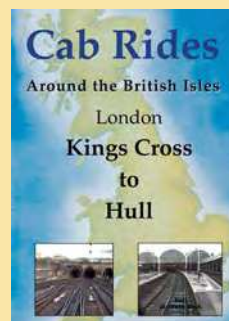
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Merry-go-round TRAINS

Doctor Beeching is more commonly known as the man who destroyed much of our railway system, but his time in office also produced initiatives that helped the railway to prosper, including the introduction of the 'merry-go-round' train for handling the transport of coal, as **EVAN GREEN-HUGHES** describes.



WHEN the first railways were constructed, their promoters did not have their eyes on the potential for carrying passengers

- they were seeking a way to move coal from inland pits to towns, cities and coastal harbours. Many of the early railways were exclusively for this purpose and it was for the transport of coal that the famous Stockton and Darlington Railway was built in the 1820s.

As the system expanded coal became the railway's largest source of income, with areas such as Yorkshire, Lancashire, the North East and Nottinghamshire dispatching literally hundreds of trainloads a day to feed the fireplaces and industrial areas of rapidly-expanding towns and cities. Unfortunately the way this traffic was handled had not developed



The Class 56 Type 5s were synonymous with MGR traffic. On April 7 1989 56011 climbs to Harbury Tunnel with 7Z65 – the 9.42am Barrow Hill-Didcot MGR. John Chalcraft/Railphotoprints.uk.

Below: The first of the HAAs were built in 1964 with the last of the 11,162 wagon fleet being withdrawn in the early 2000s. On July 20 2000 EWS Class 66 66148 approaches Garsdale after crossing Dandry Mire Viaduct with 6U62 – a southbound coal working from Ayr to Drax Power station. John Chalcraft/Railphotoprints.uk.



much since the early 19th century, with many trains being composed of wooden-bodied wagons that were owned by the pits themselves, while even the railway-owned vehicles that existed were mostly of only 12 to 16 tons capacity.

The railways had a virtual monopoly over coal transport, except for a fairly small amount that went by canal, though that changed in the 1920s when the ready availability of war-surplus lorries began to make an impact on short-haul traffic. There was a further decline over the following 40 years as road transport became more predominant so that by 1961 the system was only carrying some 133million tons a year and declining, this compared with the 39million tons that was being moved by lorry, a figure that was growing year on year.

On close inspection it was found that of the 5,031 yards open to coal traffic 1,100 of them had not had a single delivery over the previous 12 months, while another 1,790 had received fewer than five wagonloads a week. At the other end of the scale 64 locations had received more than 50,000 tons a year each. More worrying was the discovery that despite the volume involved coal traffic was only generating a profit of some £2.8m a year, and even that figure was in an alarming downwards spiral.

The report then went on to examine the utilisation of the wagon fleet, and it was discovered that on average wagons were only making one round trip every three days, and that many were spending their time used as unofficial storage facilities in yards and stations. Loading and unloading, which was still often done by hand, was another source of inefficiency. It was estimated that £11m could be saved if the wagon fleet could be put to work in a more economical fashion.

DRASTIC CHANGES

Clearly drastic measures had to be taken and so discussions were opened with the National Coal Board (NCB), which promised to invest in better loading facilities and to improve the speed at which they handled wagons. In the »

meanwhile, many of the local depots that handled coal traffic would be closed in favour of 'coal concentration' yards located around every ten miles or so, which would receive bulk deliveries while the final drops from there to the customer would be made by lorry.

However, the bulk of coal traffic was that between collieries and power stations and it was for this that Beeching produced his most radical suggestion, which was for a completely new method of working, which would be known as 'Merry-Go-Round'.

The principle of this was that a fixed rake of air-braked wagons would be hauled by diesel locomotives at speeds approximately twice those currently in use. These wagons would be loaded at the start of their journey and unloaded at the end automatically, and without the necessity for the train to come to a stand, or to shunt its wagons. Each wagon would be capable of carrying twice the load of the old ones, would be fitted with continuous brakes and be built to the latest standards. Using this system each wagon would be able to make multiple trips every day, so the number of wagons and locomotives required would be dramatically reduced.

The first experiment in this area involved the use of 24½ ton hopper wagons made

There were numerous design changes to the HAAs during their long careers including the addition of hoods to prevent coal dust from blowing out of the top of the wagons during transit. 'Steel Blue' 60033 Tees Steel Express climbs past Brentry with 6A65 - the 9.03am Avonmouth-Didcot coal service – on October 29 1997. [John Chalcraft/Railphotoprints.uk](http://JohnChalcraft/Railphotoprints.uk)



up into fixed rakes and deployed to run from local collieries to the power station at Richborough, near Sandwich, in Kent. However, these wagons had manually-operated hopper doors and so they had to come to a stand when being loaded and unloaded but despite this the operation was much more efficient than before, leading to the development of a wagon specifically for use in 'merry-go-round' trains.

Development work on what was to become the HAA wagon was undertaken by Darlington Works, which produced two prototypes in 1964. These were radically different from any coal wagon that had gone before them, being of much longer wheelbase and of a higher capacity. Designed for continuous running at 45mph, each wagon was fitted with disc brakes, along with a mechanism that allowed the hopper doors underneath to be

The first of the HAAs entered service in Scotland working to and from Cockerzie power station. On March 9 1987 Class 26/0 26006 joins the ECML at Prestonpans with a coal load from Blindwells opencast mine to Cockerzie Power Station as an HST passes heading south. [John Chalcraft/Railphotoprints.uk](http://JohnChalcraft/Railphotoprints.uk)



Class 58 58014 approaches Water Orton with a loaded MGR service for Didcot Power Station on April 8 1985. Like the Class 56s, the '58s' had a long association with power station coal trains.
 Brian Robbins/Railphotoprints.uk



operated automatically, in this case by an operating arm being contacted by a fixed system at the power station. The bodies were all steel and were designed in such a way that the coal would slide out of the bottom, without leaving any lumps stuck in corners. Each could carry 32tons of coal.

Meanwhile work was put in hand to create the loading facilities at the collieries and the unloading system at the power stations. Each consisted of a circle of

track, as well as the terminal itself, which allowed the train to be dealt with on the move, while at the same time reversing direction.

HAA PRODUCTION

Squadron production of the HAA wagon was duly authorised, with the bulk of the construction being carried out by Shildon Works in County Durham. A total of 11,162 wagons were eventually built with all but 160, which were built at Ashford, coming out of Shildon. Although basically identical there were some differences, the final batch, designated HDA, had modified brakes that enabled them to run at 60mph when empty, while some batches were produced with hoods which were designed to reduce the effects of pulverised coal blowing from wagons when on the move.

Following early trials, the full system of 'merry-go-round' working was introduced at Cockenzie Power Station in Scotland in 1966. The results were dramatic as the 80 HAA wagons employed were able to replace no fewer than 1,500 of the old type, transforming the economics of the operation. Before the end of the year 900 similar wagons were in service and these were able to handle 53,000tons of coal a week between them.

For many years thereafter the HAA wagon became the mainstay of coal traffic in this country. Designed originally for Class 47 haulage the wagons were also frequently worked by pairs of Class 20s

and in Scotland by Class 26s, while later the introduction of the more powerful Class 56s and 58s allowed train lengths to be increased by four wagons from 30 to 34. Towards the end of their career the Class 60 began to be employed and under privatisation the HAAs were often seen being hauled by Class 66s.

COAL IN DECLINE

Since the 1960s the UK coal industry has been decimated, to the extent that there are now no deep-mine pits left, and in that time the requirement on the railways to move coal has also declined. What traffic remained was turned over to new bogie coal hoppers, which came into traffic in 2001, while the last coal delivery by an HAA is thought to have been to Hope Cement Works in 2010. Many redundant HAAs lived on, however, having their frames re-used as spoil wagons, while a small number were converted to carry china clay traffic.

A few of these ground-breaking wagons have made it into preservation, with the Chasewater Railway being the eventual home of eight of them, and with the National Railway Museum at Shildon having two, these appropriately being the first and last built. Six of the Chasewater examples are now in running order and when coupled together give an idea of what a 'merry-go-round' train used to look like.

Although the last of the HAA wagons has now gone, along with the whole of the British coal industry, the principle of 'merry-go-round' is still used. The system has been used to supply iron ore to the Scunthorpe steelworks while wood pellets, which have been sent all the way from Canada as a green alternative to coal, still use this principle on their journey from Liverpool docks to Drax power station in Yorkshire. The initiative was also taken up abroad and is used in countries such as Australia where mining for materials such as iron ore is still very much a part of economic output.

The 'Merry-Go-Round' system, along with its HAA wagons, was one of the outstanding successes of the Beeching era, and it is probably true to say that had coal production remained at its previous levels we might have seen the system, and its wagons, continuing in use even today. **HM**

Pairs of English Electric Class 20s were common place on 'merry-go-round' trains in the 1980s and early 1990s. 20135 and 20071 top 'n' tail with 20082 and 20010 as they slowly move the HAAs forming 7T76, the 17.35 Bickershaw-Fiddlers Ferry, through the coal load point at Bickershaw Colliery on July 31 1990. Steve Turner/Railphotoprints.uk



STAFF PROJECTS

Killer '20s'

The Direct Rail Services-operated Class 20/3s offer an attractive and different locomotive for the modern railway scene. For his latest rolling stock project **MIKE WILD** decided to renumber, weather and sound fit a pair of the recent Bachmann 'OO' gauge models.





MIKE WILD

As well as the Class 20s featured here Mike has been working on weathering of a Freightliner Class 70 and rake of MJA wagons as part of preparations for the Market Deeping exhibition with West Coast Cement.



MARK CHIVERS

Mark's modern traction rolling stock is being prepared for West Coast Cement's first exhibition outing since March 2020 with wheel cleaning, weathering and detail fitting to enhance their appearance.



RICHARD WATSON

Progress continues on Richard's new New Junction 'OO' gauge layout with the start of track laying. Look out for more updates here in Staff Projects in future issues of Hornby Magazine.



Coupled together and hauling a single FNA nuclear flask wagon, 20308 and 20306 cross Topley Dale viaduct replicating a typical early 2000s period nuclear train.

THE ENGLISH ELECTRIC built Class 20 has long been a firm favourite amongst enthusiasts, including me. I remember being fascinated by pairs of 'Choppers' hauling long rakes of hoppers as a youngster while I was equally enthralled by the refurbishment of a small batch of Class 20s by Direct Rail Services in the late 1990s and saw a handful on trips to the West Coast Main Line.

At that time the railway was still full of wonder. Class 31s, 37s and 47s were still a daily sight on freight while the 37s and 47s hauled passenger workings as well. The Class 20s had, in the main, been withdrawn from main line service in the early 1990s except for a handful continuing in service with Hunslet Barclay on weedkilling trains, but DRS gave the class a new lease of life.

Their resurgence with DRS saw the class turned out with a new cab and bonnet front appearance, new windows, new cab interior and additional fuel capacity too for use on nuclear traffic for the Sellafield based railway operation of British Nuclear Fuels.

The DRS Class 20s were almost always seen in pairs – although they could also be seen in multiple with a Class 37 on occasions – and their arrival in 'OO' gauge from Bachmann meant a swift trip to the shops to pick up a model of 20306 in original DRS blue. However, it transpired that there was a mistake in the positioning of the bodyside DRS logos on one side of the model which saw Bachmann issue replacement bodyside shells for customers who had bought 20306. Rather than waste the original body I found that the logo positions were correct for some of the class and that set the wheels in motion for a project which gives me the option to carry out a 'swap shop' with another locomotive which can be 20306 in DRS colours or 20311 in Harry Needle Railroad Company orange should the mood take me.

RENUMBERED

Having decided on the plan, I set out about sourcing a set of Class 20 number sets from Railtec Transfers which included the option for 20308 which had the DRS logos positioned as per the original Bachmann bodyside. A few moments' work with a cocktail

stick removed the original tampo printed numbers allowing the new waterslide decals to be added instead.

With Railtec Transfers we have found that the decals require very little time in the water to release them from the backing sheet – allowing them to sit in water for too long dissolves the adhesive and means the transfer won't adhere to the model properly.

Having completed the renumbering, the transfers were sealed with an airbrushed coat of Humbrol Satin varnish (135). This was then followed by airbrush weathering with Lifecolor Frame Dirt (UA719) for the underframe and Burned Black (UA736) for the roof. A light application of Smoke (TCS208) was added around the exhaust ports for a little extra relief in the colouring while after drying the bodyside was cleaned down with airbrush cleaner for a realistic finish.

SOUND UPGRADES

Moving onto the sound installation, our choice of decoders is a pair of ZIMO MX645P22 chips loaded with Digitrains' sound file for the Class 20/3. The sound files on the two chips are paired to operate together out of the box without any further amendments.

The decoder sound files are cleverly done and include staggered start ups, the option to turn off the rear tail lights with a function key while the lights at the inner end of the locomotives are extinguished as part of the sound set up without the need to control them.

Impressively the sound file also caters for operation of the locomotive singularly as well with a simple change of CV29 Programmed On the Main (POM in DCC parlance), all of which is detailed in the comprehensive instructions with the chips. This switches the operational characteristics of the Class 20s and allows each locomotive to be driven individually. The only limitations between the two modes are that the paired operation requires a short two-digit DCC address while the solo operating mode requires a long four-digit address.

Fitting sound into the two Class 20s is a straightforward task as Bachmann has factory fitted each locomotive with a 15mm x 11mm cube speaker. To add sound all

you have to do is take the body off, remove the decoder socket blank and plug in your sound decoder of choice, as we showed in our video sound installation on KeyModelWorld – www.keymodelworld.com/class-20 – but like us you might find the speaker is a little quiet for your tastes. If that's the case, you will be pleased to know that there is a relatively simple way to upgrade the model to a twin speaker set-up. The same method can also be used for Bachmann's new Class 20/0 (HMI177).

The speakers we selected are available from Roads and Rails and offer a superior sound quality to the factory fitted version by increasing the tonal range and offering greater volume quality. To fit the new speakers requires removal of the original factory speaker and soldering of the wires for the new speaker to the tabs on the main Printed Circuit Board (PCB) as outlined in the step by step guide here. It takes around 10 minutes per locomotive and makes a big difference to their sound output.

READY FOR SERVICE

A pair of DRS Class 20s has been on my shopping list since announcement of the new tooling from Bachmann. They offer something quite different for the modern railway scene and while the last were taken out of service by DRS in 2020, with a couple hanging on with HNRC after that date, they suit the period I've been modelling more recently.

In model form my pair of DRS Class 20s are ready for service to suit the early 2000s period prior to the introduction of the DRS 'Compass' colour scheme and they will provide ideal motive power for short nuclear flask trains, at the head of a set of Accurascale PFAs or in top and tail mode either end of a Rail Head Treatment Train (RHTT) set.

If you are heading to the Market Deeping Model Railway Exhibition in Stamford on May 14/15 they will be joining the West Coast Cement fleet to expand the roster for the layout further alongside a host of new stock.

The following guide details the project from start to finish and don't forget you can visit www.keymodelworld.com to see a full sound demonstration for these two locomotives too. **HM**

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STEP BY STEP WEATHERING AND SOUND FITTING BACHMANN DRS CLASS 20S



1 The starting point is a pair of (almost) matching Class 20/3s as 20306 – the difference is that the rear locomotive has the correct DRS logo positions for 20306 whereas the front model doesn't – the DRS logo on this side should be one set of doors further to the left to be correct for 20306.



2 To get around this and make the most of the second locomotive body the numbers can be replaced with an identity which had this position of logos. Using a cocktail stick we picked off the original tank side numbers from one Bachmann body.



3 Using Railtec Transfers sheet 4mm-2014, replacement number sets for 20308 were added to the body – this locomotive had the centred DRS logos on each side, as per this bodysell.



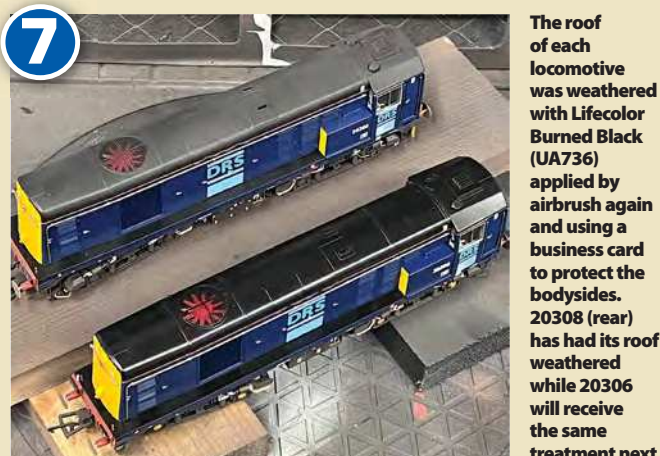
4 To seal the transfers Humbrol Satin varnish (135) was sprayed over the tanks. To avoid overspray on the cab we cut a mask from a business card to protect specific areas of the model.



5 Next the underframe was toned down with Lifecolor Frame Dirt (UA719). The aim here isn't heavy dirt, but a light and subtle toning down of the bogies which still allows the pipework to stand out.



6 To protect areas of the model from overspray a business card was used as a mask again. This simple trick allows control of the paint on the locomotive.



7 The roof of each locomotive was weathered with Lifecolor Burned Black (UA736) applied by airbrush again and using a business card to protect the bodysides. 20308 (rear) has had its roof weathered while 20306 will receive the same treatment next.



8 To add extra relief to the colour around the exhaust ports Lifecolor Smoke (TSC208) was applied. This paint is ready to apply through an airbrush.



As a finishing touch we 'washed' the bodysides with airbrush cleaner to create subtle streaking of the blue body panels suggesting cleaning of the locomotive at a depot.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
DRS Class 20/3 number sets	Railtec Transfers	4mm-2014
Lifecolor Frame Dirt acrylic	Airbrushes.com	UA719
Lifecolor Burned Black acrylic	Airbrushes.com	UA736
Lifecolor Smoke acrylic	Airbrushes.com	TSC208
ZIMO MX645P22 (x2)	Digitrains	MX645P22
Paired Class 20/3 sound file	Digitrains	ZS20ASL1 and 2
20mm x 20mm x 7mm speakers (x4)	Roads and Rails	20x20x7

USEFUL LINKS

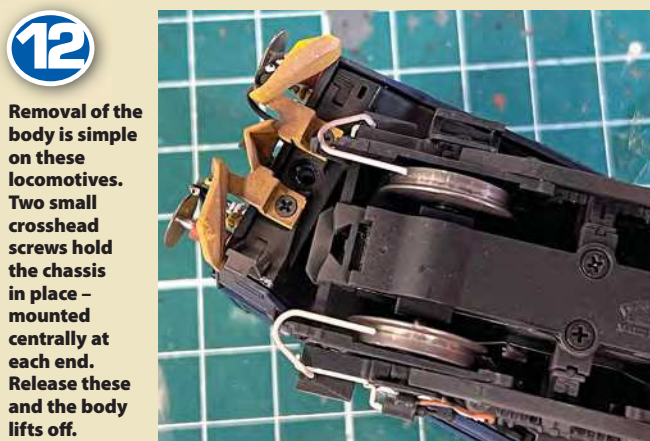
Railtec Transfers	www.railtec-models.com
Airbrushes.com	www.airbrushes.com
Digitrains	www.digitrains.co.uk
Roads and Rails	www.roads-and-rails.co.uk



The weathering is now all but complete. A little oil and grease around the bogies will be the finishing touch on these relatively clean locomotives.



Sound installation starts with a paired sound project from Digitrains for the Class 20/3 loaded onto a pair of ZIMO MX645P22 (Plux22) sound decoders. These can be used with the factory speaker or upgraded speakers.



Removal of the body is simple on these locomotives. Two small crosshead screws hold the chassis in place – mounted centrally at each end. Release these and the body lifts off.

STEP BY STEP WEATHERING AND SOUND FITTING BACHMANN DRS CLASS 20S



13



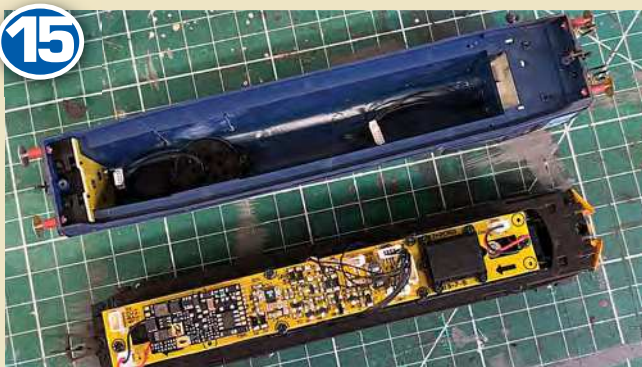
Be careful when lifting the body as there are two sets of wires linked back to the main PCB. If you are simply plugging in a decoder you can leave these attached.

14



The Plux22 ZIMO decoders replace the factory fitted blanks and at this stage you can refit the body and use the standard 15mm x 11mm speaker supplied in each model. Alternatively, you can upgrade the speakers...

15



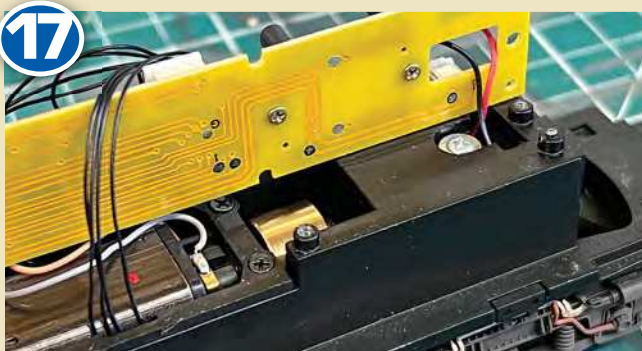
A single 15mm x 11mm cube speaker is fitted to each Class 20, but its sound output isn't as strong as we would like. Roads and Rails offers an alternative using a pair of 20mm x 20mm x 7mm bass speakers.

16



To fit the new speakers requires a couple of modifications. First the original cube speaker and enclosure need to be removed. Four small crosshead screws hold the speaker in place.

17



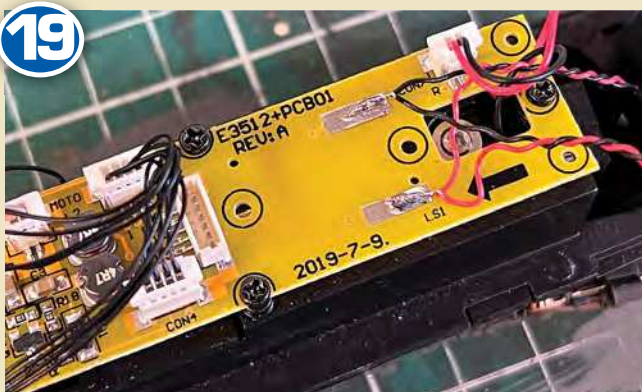
Once the speaker is out, a frame is left connected to the main PCB. To remove this take out all six retaining screws from the PCB then lift it up to reveal the two brass coloured screws which hold the frame in place and remove them.

18



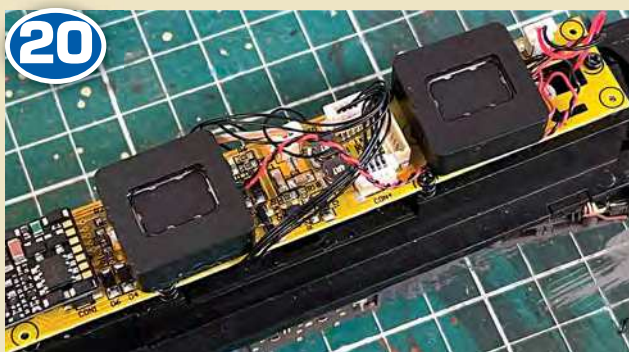
The PCB can now be returned to its original position and the fixing screws refitted to secure it in place on the chassis. The two solder pads on the original speaker will be used to connect our new pair of speakers.

19



The wires from the new speakers are twisted together – black to black and red to red – and then soldered to the pads on the Class 20 PCB.

20



The two speakers are then fixed in position with Black Tack adhesive prior to the body being refitted to complete the speaker upgrade. The transformation of the speaker change is impressive. See the results at www.keymodelworld.com/class-20.

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R3422	Adams SR	£109.45
R3423	Adams BR	£109.45
R3424	LNER Q6	£125.45
R3566	BR Merchant Navy	£154.95
R3615	Peckett W4	£89.99
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31-088	BR Black Earl	£118.95
31-119	BR 4mt I/crest	£135.95
31-127	Class 3000 BR Early ROD	£118.45
31-128	BR ROD Weathered	£102.45
31-136DC	D11/2	£115.95
31-318A	LNER J11	£127.45
31-461A	C Class SR Black	£106.20
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31-442	Ivatt 2mt tank LMS	£140.20
32-511	BR 5MT BR Green	£169.95
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35-201SF	BR V2 black w/ sound	£280.45
35-200	LNER V2 green	£195.45
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31-117	BR Std 4MT black	£178.45

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32-067	Class 43 Royal Oak	£118.95
32-992	Wickhams Trolley Yellow	£67.95
32-739	Class 66 Freightliner G&W	£135.95
35-351	BR Class 20 green	£152.95
35-413	Class 47 IC Swallow	£203.95
35-413SF	Class 47 Swallow sound	£288.95
35-411	Class 47 BR Blue	£203.95

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NR-P987KW	Shell/BP black no. 5179 withd.	£14.25
NR-P987LW	Shell/BP black no. 5168 withd.	£14.25
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NR-P993B	BP Grey no. BP067082	£13.45
NR-P993C	BP Grey no. BP067095	£13.45
NR-P993DW	BP Grey no. BP067168 withd.	£14.25
NR-P993EW	BP Grey no. BP067177 withd.	£14.25
NR-P993FW	BP Grey no. BP067184 withd.	£14.25
NR-P994A	BP Green no. BP067161	£13.45
NR-P994B	BP Green no. BP067162	£13.45
NR-P994C	BP Green no. BP067368	£13.45
NR-P994DW	BP Green no. BP067765	£14.25
NR-P994EW	BP Green no. BP067783	£14.25
NR-P994FW	BP Green no. BP067574	£14.25
NR-P995A	BP Black no. BP065762	£13.45
NR-P995B	BP Black no. BP065764	£13.45
NR-P995C	BP Black no. BP065771	£13.45
NR-P995DW	BP Black no. BP065770	£14.25
NR-P995EW	BP Black no. BP065765	£14.25
NR-P995FW	BP Black no. BP065766	£14.25



SHOW GUIDE

Welcome to the *Hornby Magazine Show Guide* – your guide to the exhibitions that are taking place throughout the country every weekend. This listing is a guide to events planned by model railway clubs and societies and is updated each issue.

With the gradual resumption of events, we recommend checking the society website or using the contact details provided to check a show or event is on before travelling, as changes may occur at short notice. All information is provided in good faith, and *Hornby Magazine* cannot be held responsible for any changes that may take place following publication.

April 2022

9 NORWICH MODEL RAILWAY EXHIBITION

Hosts: Norwich Railway Heritage and Model Society
Location: Hellesdon High School, Middletons Lane, Norwich NR6 5SB
Times: 10am–4.30pm
Prices: Adults £6, accompanied children under 16 free
Website: www.norhams.org.uk
Features: 15 layouts, trade support, societies, demos, parking and disabled access.

9/10 DON'T MISS: STATFOLD MODEL RAILWAY EVENT

Hosts: Statfold Narrow Gauge Museum
Location: Statfold Narrow Gauge Museum, Ashby Road, Tamworth, Staffordshire B79 0BU
Times: Sat 9.30am–5pm, Sun 9.30am–4pm
Prices: Adults £15 (£13), concessions £13.50 (£10.50), children £8 (£5), family (2+2) £40 (£35) – advance ticket prices in brackets
Website: www.statfold.com
Features: 30 layouts, trade support, unlimited train rides (six locomotives in steam), 'Driver for a fiver', Burton and Ashby Tram in operation, refreshments, parking and disabled access. Event sponsored by *Hornby Magazine* – see our latest 'OO' gauge Great Central Railway Quorn Magna and 'OO9' Ffestiniog Railway themed Fairlie Syniad Da exhibition layouts in operation.

23 SELBY 'MICRO' MODEL RAILWAY SHOW

Hosts: Grandad's Train Shop
Location: The Function Room, Selby Superbowl, Unit 1, Bawtry Road, Selby, YO8 8NA
Times: 10am–4pm
Prices: Adults £1.50, children £1, family £4
Contact: 07754 401209
Features: Layouts and trade support.

23 BAWDESWELL MODEL RAILWAY EXHIBITION

Hosts: 32A Model Railway Club
Location: Bawdeswell Village Hall, Reepham Road, Bawdeswell, Norwich, Norfolk NR20 4RU
Times: 10am–4pm
Prices: Adults £5, concessions £4, children under 14 free
Website: www.32amrc.co.uk
Features: Layouts, trade support, demonstrations, refreshments and parking.

23 DE HAVILLAND MODEL RAILWAY SOCIETY EXHIBITION

Hosts: De Havilland Model Railway Society
Location: Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City AL7 3PN
Times: 10am–5pm
Prices: Adults £5, children £2
Contact: 01707 267541
Features: Layouts, trade support, societies, refreshments and parking.

23/24 CORNWALL SPRING MODEL RAILWAY SHOW

Hosts: Helston and Falmouth Model Railway Club
Location: Pool Academy, Church Road, Pool, Redruth, Cornwall TR15 3PZ
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £5, children £3, family (2+2) £12
Website: www.hfmr.com
Features: 14 layouts, trade support, refreshments and parking.

23/24 NORTH DOWN MODEL RAILWAY SOCIETY MODEL EXHIBITION

Hosts: North Down Model Railway Society
Location: Bangor Grammar School, Gransha Road, Bangor, Co. Down, Northern Ireland BT19 7QU
Times: Sat 10am–5pm, Sun 12 Midday–5pm
Prices: Adults £6, children £4, family (2+2) £15
Website: www.ndmrs.org.uk
Features: Layouts, trade support, demonstrations, model displays, refreshments, parking and disabled access.

23/24 WOODGREEN CHARITY MODEL AND STEAM SHOW

Hosts: Mary Hunt and Charlie Warne
Location: Woodgreen Village Hall, Woodgreen, Fordingbridge, Hampshire SP6 2AJ
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £3, children £1.50, family £7
Contact: 01725 511977
Features: Layouts, Hornby Dublo display, model traction engines in steam, refreshments, parking and disabled access.

30 ST MILDRED'S CHURCH MODEL RAILWAY EXHIBITION

Hosts: St Mildred's Church/City of Canterbury MRS
Location: St Mildred's Church, Church Road, Tenterden, Kent TN30 6AT
Times: 10am–4.30pm
Prices: Adults £5, children £2
Website: www.ccms.co.uk
Features: Ten layouts, trade support, refreshments and parking.

30/1 BRADFORD MODEL RAILWAY CLUB EXHIBITION

Hosts: Bradford Model Railway Club
Location: Motive8, Huddersfield Road, Wyke, Bradford BD12 8AA
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £5, children £2, family (2+2) £12
Website: www.bradfordmrc.org
Features: Ten layouts, trade support, refreshments and parking.

30/1 THE GREAT BRITISH TRAIN SHOW 2022

Hosts: The Platelayers Society
Location: Jim Archdekin Recreation Centre, Conestoga Drive, Brampton, Ontario, Canada
Times: 10am–4pm, Sun 10am–3pm
Prices: Adults \$10, children \$5, family \$20
Website: www.theplatelayers.org
Features: Layouts, trade support, displays, refreshments and parking.

May 2022

1 BIRMINGHAM MODEL RAILWAY CLUB OPEN DAY

Hosts: Birmingham Model Railway Club
Location: Clubhouse, Cadbury Drive, Castle Vale, Birmingham B35 7JE
Times: 10am–4pm
Prices: Adults £1, children 50p
Contact: 07766 923361
Features: Layouts, displays, refreshments and parking.

1 HODDESDON MODELLING EXTRAVAGANZA

Hosts: Hoddesdon Model and Railway Club
Location: The Old Mill, Mill Lane, Hoddesdon, Hertfordshire EN10 7AX
Times: 10am–4pm
Prices: Adults £3, children £1
Website: www.hoddesdonmrc.org.uk
Features: Layouts, trade support, children's train rides, model boats, refreshments and parking.

2 CLEVELAND MODEL RAILWAY CLUB SPRING OPEN DAY

Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ
Times: 10am–4pm
Prices: Day membership £1, children 50p
Website: www.clevelandmrc.club
Features: Club layouts, displays, meet club members, refreshments, parking and disabled access.

7 SOUTH WEST HERTS MODEL RAILWAY SOCIETY EXHIBITION

Hosts: South West Herts Model Railway Society
Location: Queens' School, Aldenham Road, Bushey, Hertfordshire WD23 2TY
Times: 10am–4.30pm
Prices: Adults £7, children £3, accompanied children under 15 free (max. two per paying adult)
Website: www.southwesthertsmrs.org.uk
Features: 20 layouts, trade support, societies, refreshments, parking and disabled access.

7/8 LEICESTER MODEL RAILWAY EXHIBITION

Hosts: Syston Model Railway Society
Location: Roots, Thorpe Farm, Barkby Thorpe, Leicester LE7 3QE
Times: Sat 10am–4.30pm, Sun 10am–4pm
Prices: Adults £5, accompanied children free
Website: www.systonmrs.org.uk
Features: Layouts, trade support, refreshments and parking.

7/8 PORTSMOUTH RAILX 2022

Hosts: Victory Model Railway Club
Location: Mountbatten Leisure Centre, Alex Way, Portsmouth, Hampshire PO2 9QA
Times: Sat 10.30am–5pm, Sun 10.30am–4.30pm
Prices: Adults £10, children £3
Website: www.victorymrc.org
Features: Layouts, trade support, refreshments, parking and disabled access.

14 CRAVEN ARMS AND DISTRICT MRC EXHIBITION

Hosts: Craven Arms and District Model Railway Circle
Location: Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT
Times: 10am-4pm
Prices: Adults £5, children free
Contact: 07867 752301
Features: 18 layouts, trade support, refreshments, parking and disabled access.

14 SOMPTING AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Sompting and District Model Railway Club
Location: Sompting Village Hall, West Street, Sompting, West Sussex BN15 OBE
Times: 10am-4.30pm
Prices: Adults £3.50, children £1
Website: www.somptingdistrictmrc.co.uk
Features: Layouts, club sales, refreshments and parking.

14/15 EXPO EM SPRING 2022

Hosts: EM Gauge Society
Location: Bracknell Leisure Centre, Bagshot Road, Bracknell, Berkshire RG12 9SE
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: EMGS members £8, Non-members £10 (two-day ticket)
Website: www.emgs.org
Features: Eight layouts, specialist trade support, societies, demonstrations, refreshments, parking and disabled access.

14/15 GLENROTHES MODEL RAILWAY EXHIBITION

Hosts: Glenrothes Model Railway Club
Location: Lomond Centre, Woodside Way, Glenrothes, Fife KY7 5RA
Times: Sat 10am-5pm, Sun 10.30am-4.30pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £11
Website: www.glenrothesmrc.org.uk
Features: Layouts, trade support, parking and disabled access.

14/15 HAYLE MODEL RAILWAY EXHIBITION

Hosts: Hayle Railway Modellers
Location: Hayle Day Care Centre, Commercial Road, Hayle, TR27 4DE
Times: Sat 9am-4pm, Sun 10am-4pm
Prices: Adults £5, children under 14 free
Website: www.haylerail.co.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

14/15 IMMINGHAM MODEL RAIL EXHIBITION

Hosts: Immingham Museum
Location: Civic Centre, Pelham Road, Immingham DN40 1QF
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £1, family £9
Website: www.imminghammuseum.org
Features: 15 layouts, trade support, societies, refreshments, parking and disabled access. Ticket price includes entry to Immingham Museum which also hosts Immingham Shed and Barnetby to Wrawby layouts.

14/15 KYLE MODEL RAILWAY CLUB EXHIBITION

Hosts: Kyle Model Railway Club
Location: Walker and Concert Halls, South Beach, Troon KA10 6EF
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £11

Website: www.kyle-model-railway-club.business.site

Features: Six layouts, trade support, refreshments, parking and disabled access.

14/15 DON'T MISS: STAMFORD MODEL RAILWAY SHOW

Hosts: Market Deeping Model Railway Club
Location: Stamford Welland Academy, Green Lane, Stamford, Lincolnshire PE9 1HE
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £6, under 18s £3, family (max. 5) £15
Website: www.mdmrc.org
Features: 20 layouts including Hornby Magazine's West Coast Cement 'OO' gauge WCML exhibition layout, trade support, societies, demos, refreshments, parking and disabled access.

21 ELY MODEL RAILWAY EXHIBITION

Hosts: Ely and District Model Railway Club
Location: Ely College, Downham Road, Ely, Cambridgeshire CB6 3DY
Times: 10.30am-4.30pm
Prices: Adults £6, children £3
Website: www.elymrc.org.uk
Features: Layouts, trade support, displays, refreshments, parking and disabled access (except stage).

21 SWING MODEL RAILWAY EXHIBITION

Hosts: South Downs Group of the 7mm Narrow Gauge Association
Location: Durrington High School, The Boulevard, Worthing, West Sussex BN13 1JX
Times: 10am-4.30pm
Prices: Adults £6 (£5), accompanied children under 14 free – advance ticket price in brackets
Website: www.swing.model-railway.org.uk
Features: 15 layouts, trade support, demonstrations, refreshments and parking.

21/22 LUTTERWORTH MODEL RAILWAY EXHIBITION AND CLASSIC BUS DISPLAY

Hosts: Lutterworth Railway Society
Location: Lutterworth Sports Centre, Coventry Road, Lutterworth, Leicestershire LE17 4RB
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £5, children £3, family (2+2) £12
Website: www.lutterworthrailwaysociety.co.uk
Features: 14 layouts, trade support, refreshments, parking and disabled access.

21/22 NEEPSSEND (SHEFFIELD) MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Neepsend (Sheffield) Model Railway Society
Location: Grenoside Community Centre, Main Street, Sheffield S35 8PR
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children £3, family (2+2) £15
Website: <https://neepsendmrs.weebly.com>
Features: Eight layouts, trade support, demonstrations, outdoor train rides, refreshments, parking and disabled access.

21/22 ROBERTSBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Rother Valley Railway Supporters Association
Location: Robertsbridge Village Hall, Station Road, Robertsbridge TN32 5DA
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £4, accompanied children free
Website: www.rvr.org.uk
Features: Layouts, trade support, visitor centre displays, refreshments, parking and disabled access.

28 BILLERICAY MODEL RAILWAY GROUP EXHIBITION

Hosts: Billericay Model Railway Group
Location: Hannakins Farm Community Centre, Rosebay Avenue, Billericay CM12 0XP
Times: 10am-4pm
Prices: Adults £5, concessions £4.50, accompanied children £3, unaccompanied children £5, family £13
Website: www.billericaymrg.org
Features: 11 layouts, trade support, demonstrations, refreshments and parking.

28/29 GLASGOW 2022 – 'O' GAUGE MODEL RAILWAY EXHIBITION

Hosts: Strathclyde O Gauge Group
Location: Pollokshaws Burgh Halls, Pollokshaws Road, Glasgow G43 1NE
Times: Sat 10am-4pm, Sun 11am-4pm
Prices: Adults £6, accompanied children free
Contact: 0141 637 4189
Features: Layouts, trade support, test track, demonstrations, refreshments and parking.

28/29 LEICESTER MODEL RAILWAY GROUP OPEN DAYS

Hosts: Leicester Model Railway Group
Location: Club Room, Sibley Road, Cossington LE7 4UU
Times: Sat 11am-5pm, Sun 11am-5pm
Prices: £5 – includes passport to Cossington Open Gardens
Website: www.lmrg.co.uk
Features: Five layouts, multi-gauge test track, refreshments and parking, plus Cossington Open Gardens weekend.

28/29 NEW FOREST MODEL RAILWAY SOCIETY EXHIBITION

Hosts: New Forest Model Railway Society
Location: Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, children £3, family (2+2) £13
Website: www.nfmrs.org
Features: Layouts, trade support, displays, refreshments, parking and disabled access.

June 2022

4 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall (side entrance), Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-3pm
Prices: Admission £5
Website: www.hillingdonrailwaymodellers.co.uk
Features: Meet fellow modellers, refreshments and test your models on the club's 'O', 'OO' and 'N' gauge test tracks (DC and DCC available).

11/12 MENDIP 2022 MODEL RAILWAY EXHIBITION

Hosts: Shepton and District Model Railway Society
Location: Shepton Scout Hall, Old Wells Road, West Shepton, Shepton Mallet BA4 5XN
Times: Sat 10.30am-4.30pm, Sun 10am-4pm
Prices: Admission £5
Website: <https://sheptonmrs.wordpress.com>

PLANNING AN EXHIBITION? LET US KNOW!

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

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009 Narrow Gauge



FR Small England 0-4-0TT

Stage: Deco Samples Due: Q2 2022
Price: £135 Digital: Yes - no socket

hattons.co.uk/pecosmallengland

OO Gauge Steam Locomotives



Class 78xx 'Manor' 4-6-0

Stage: Deco Samples Due: Mar/Apr 2022
Price: from £140.72 Digital: NEXT-18

hattons.co.uk/dapolmanor



Class 78xx Manor 4-6-0

Stage: Engineering Sample Due: Q2 2022
Price: from £169.99 Digital: 21-pin

hattons.co.uk/accurascalemanor



Hunslet 16" 0-6-0ST

Stage: Engineering Sample Due: TBC 2022
Price: from £110.46 Digital: NEXT-18

hattons.co.uk/rapidohunslet



Class 15xx 0-6-0PT

Stage: CADs Due: TBC 2022
Price: from £127.50 Digital: NEXT-18

hattons.co.uk/rapido15xx



L&MR 'Lion' 0-4-2

Stage: CADs Due: 2023
Price: from £152.96 Digital: NEXT-18

hattons.co.uk/rapidolion

OO Diesels & Electrics



Class 33/2 Re-Tool

Stage: Announced Due: 2022
Price: from £152.96 Digital: 21-pin

hattons.co.uk/heljanoo33



Class 37/0, 37/4 & 37/6

Stage: Engineering Samples Due: Q2 2022
Price: from £169.99 Digital: 21-pin

hattons.co.uk/accurascale37



Class 45

Stage: Early Sample Due: Q2 2022
Price: from £143.65 Digital: 21-pin

hattons.co.uk/heljan45



Class 47

Stage: Prototype Due: Q2 2022
Price: from £186.95 Digital: 21-pin

hattons.co.uk/heljanoo47



Class 59

Stage: Painted Samples Due: Late 2022
Price: from £136.31 Digital: 21-pin

hattons.co.uk/dapol59

OO Gauge Multiple Units



GWR AEC Railcar (Parcels Variant)

Stage: Announced Due: Q1 2023
Price: TBC - Wishlist Digital: 21-pin

hattons.co.uk/heljanoorailcar



Class 104 DMU

Stage: CADs Due: Q1 2023
Price: from £296.65 Digital: 21-pin

hattons.co.uk/heljan104

OO Coaches & Wagons



Genesis 4 & 6 Wheel Coaches

Stage: Deco Samples Due: 2022
Price: from £30 Digital: 18-pin

hattons.co.uk/genesis



Siphon G Vans

Stage: Early Samples Due: Q1 2023
Price: £54.95 Digital: N/A

hattons.co.uk/accsiphong



BR Mk2B Coaches

Stage: Engineering Samples Due: Q3 2022
Price: £59.95 each Digital: Yes

hattons.co.uk/accurascalemk2b



SECR 10t Goods Van

Stage: Deco Samples Due: 2023
Price: £28.01 Digital: N/A

hattons.co.uk/rapidosecrvan



GPV Gunpowder Vans

Stage: Deco Samples Due: 2022
Price: £28.01 Digital: N/A

hattons.co.uk/rapidogpv



Chaldron 4-wheel Wagons

Stage: Deco Samples Due: Q2 2022
Price: £44.99 (3-pack) Digital: N/A

hattons.co.uk/accurascalechaldron



MGR Hopper Wagons & CDAs

Stage: Deco Samples Due: Q2 2022
Price: £74.95 (3-pack) Digital: N/A

hattons.co.uk/accurascalemgr



MHA 'Coalfish' Wagons

Stage: Deco Samples Due: Q2 2022
Price: £74.95 (3-pack) Digital: N/A

hattons.co.uk/accurascalemha

N Gauge Steam Locomotives



LSWR Class M7 0-4-4T

Stage: Prototype Due: Q2 2022
Price: £83.2 Digital: Yes - PCB swap

hattons.co.uk/dapolm7

N Gauge Diesel Locomotives



Class 28 Co-Bo

Stage: Early sample Due: TBC 2022
Price: from £101.96 Digital: NEXT-18

hattons.co.uk/rapidocobo



Class 59

Stage: Engineering Samples Due: Q4 2022
Price: from £136 Digital: NEXT-18

hattons.co.uk/dapoln59

N Gauge Wagons



JHA 102t Hopper Wagons

Stage: Engineering Samples Due: Q3/ Q4 2022
Price: £33.96 Digital: N/A

hattons.co.uk/dapolnjha

O Gauge Diesels/ Electrics



Class 26

Stage: Deco Samples Due: Q2 2022
Price: from £509.15 Digital: ESU XL

hattons.co.uk/heljanoo26



Class 37/0 Re-Tool

Stage: CADs Due: 2023
Price: £534.65 Digital: ESU XL

hattons.co.uk/heljanoo37



Class 55 'Deltic'

Stage: Early sample Due: 2023
Price: from £594.15 Digital: ESU XL

hattons.co.uk/heljandeltic



Class 56

Stage: Deco Samples Due: Q2 2022
Price: from £594.15 Digital: ESU XL

hattons.co.uk/heljan56



Class 66

Stage: Engineering Sample Due: Q3 2022
Price: from £285.92 Digital: 21-pin

hattons.co.uk/dapolo66



Class 73

Stage: Engineering Sample Due: Mid-2022
Price: from £636.65 Digital: ESU XL

hattons.co.uk/heljan73

O Diesel Multiple Units



GWR Streamlined Railcar

Stage: Painted Samples Due: Q2 2022
Price: from £297.50 Digital: 21-pin

hattons.co.uk/dapolorailcar



Class 117 2/ 3-car DMU

Stage: Early samples Due: 2022
Price: from £551.65 Digital: 21-pin

hattons.co.uk/heljan117



Class 121/ 122 & Trailer Cars

Stage: Early Development Due: 2022
Price: from £296.65 Digital: 21-pin

hattons.co.uk/heljanbubble

O Coaches & Wagons



Stroudley 4 Wheel Coaches

Stage: Deco Samples Due: Q2 2022
Price: from £96.77 Digital: Yes TBC

hattons.co.uk/dapolstroudley



Mk2 & Mk2A Coaches

Stage: Prototypes Due: Q3 2022
Price: from £237.15 Digital: N/A

hattons.co.uk/heljanmk2



Mk1 Covered Carriage Trucks

Stage: Early sample Due: 2022
Price: from £152.15 Digital: N/A

hattons.co.uk/heljanccct



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OO Gauge (1:76 Scale)

Steam locos



H4-AB14-006 Andrew Barclay 0-4-0ST 14 "Little Barford" in Acton Lane Power Station blue wasp stripes (Hat) (RRP £99).....**BARGAIN**.....£84



4S-041-001 Class 5101 'Large Prairie' 2-6-2T 5109 in GWR green Great Western lettering (Dap).....£119.60
4S-041-001S Class 5101 'Large Prairie' 2-6-2T 5109 in GWR green Great Western lettering - DCC sound fitted (Dap).....£243.06



R3541 Class Q6 Raven 0-8-0 2265 in LNER black pre-war lettering (Hor) (RRP £194.99).....**BARGAIN**.....£114

Electric locos



8640 Class 86/4 86404 in Intercity Executive (Hel)£186.96



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Coaches



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O Gauge (1:43 Scale)

Steam locos



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Diesel locos



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DMUs



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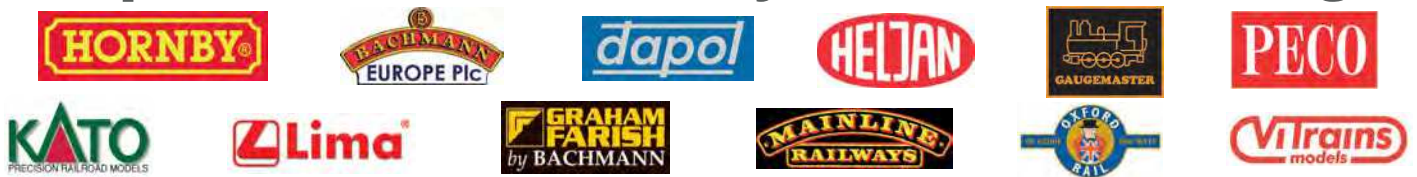
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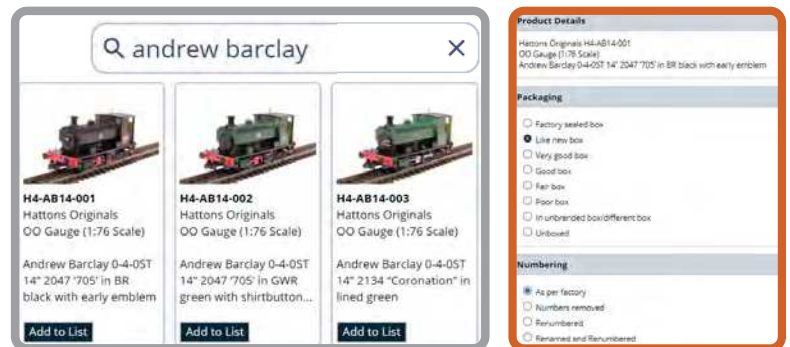


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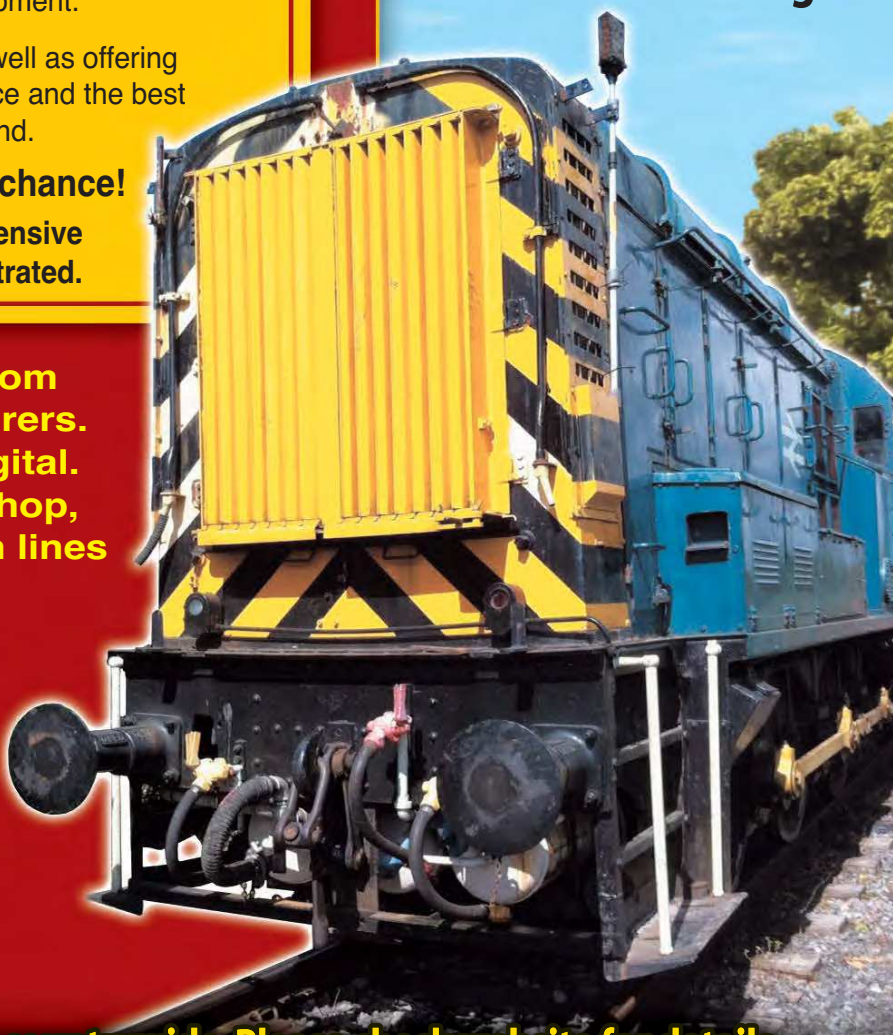
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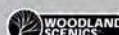
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R3890 BR, Class 91, Bo-Bo, 91002 'Durham Cathedral' - Era 8



R3891 LNER, Class 91, Bo-Bo, 91118 'The Fusiliers' - Era 11

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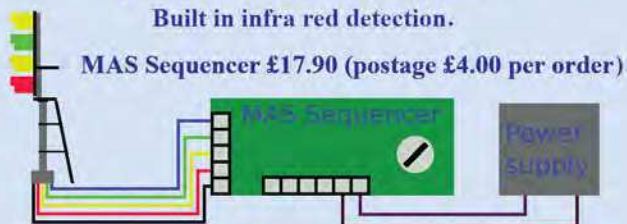


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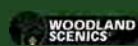
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REVIEW MODELS ON FILM

See the latest models in action on video as we demonstrate and discuss the new Hornby Sentinel 0-6-0DH and upgraded 'A3' 4-6-2 for '00' gauge together with the Dapol Class 121 for '0' gauge and more.



DOUBLE 20 DEMONSTRATION

In Staff Projects we show how we weathered and sound fitted a pair of Bachmann Class 20/3s. Join us for a full demonstration video showcasing the functionality of the paired Class 20 sound file from Digitrains this month.



FROM THE ARCHIVE

KeyModelWorld is about much more than just new content. Every month we are bringing features from the *Hornby Magazine* archive to life online. Highlights for April include the history of the Class 121 and 122 single DMUs, our reviews of the Dapol '00' gauge models plus layout features and more.



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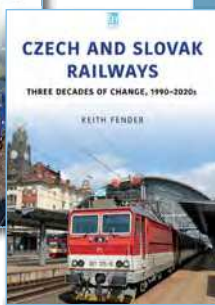
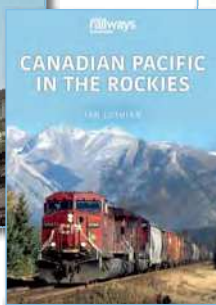
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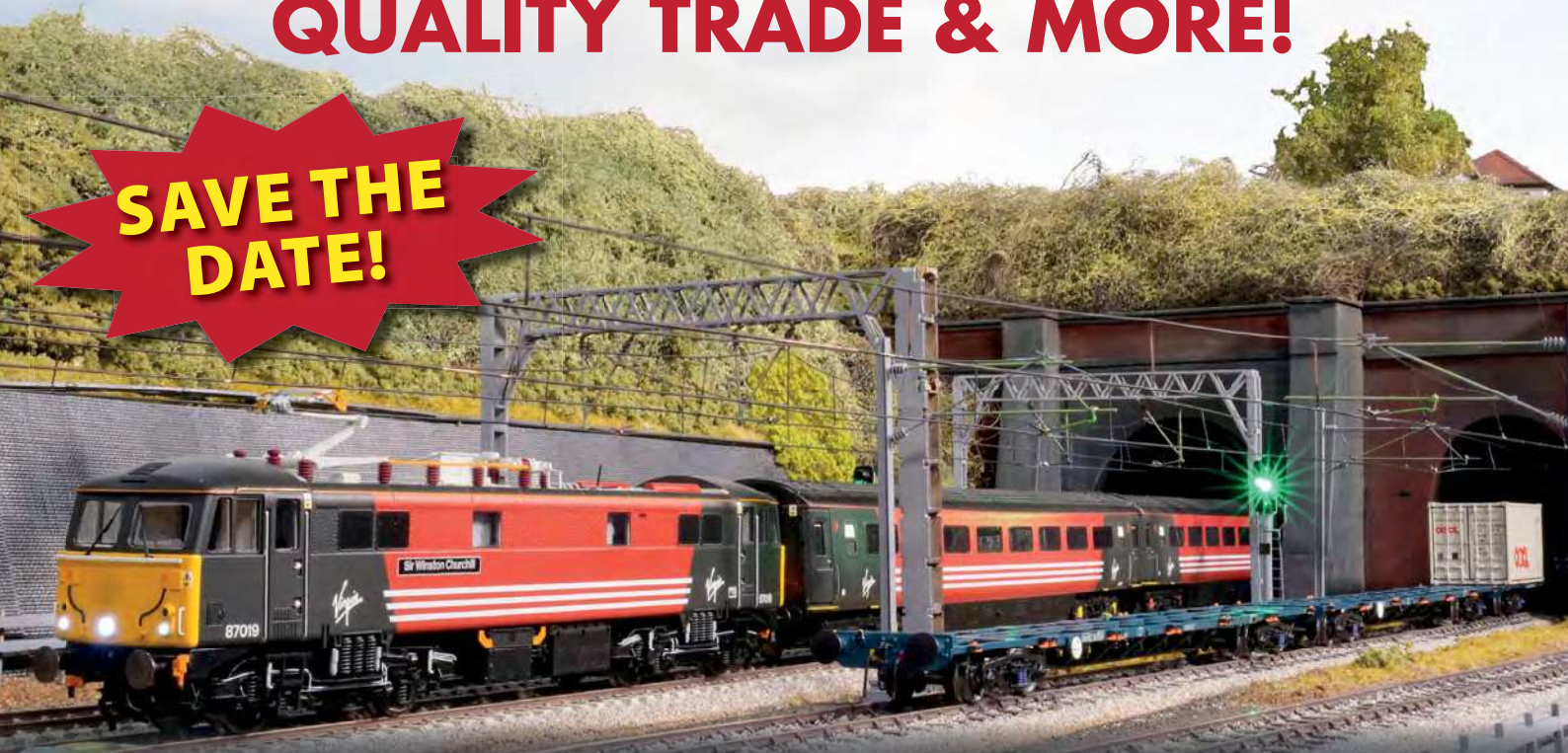
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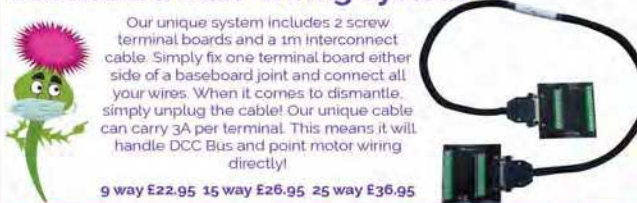
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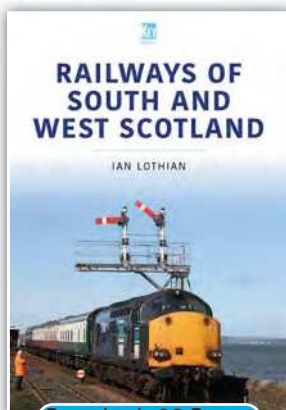
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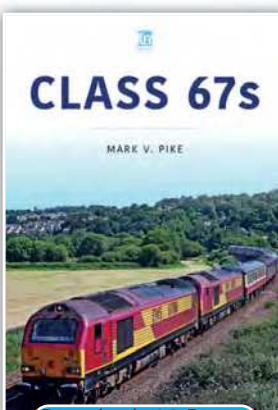
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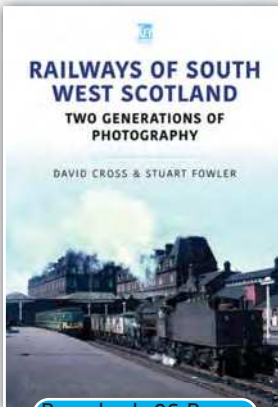
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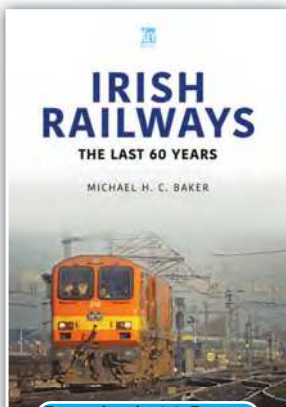
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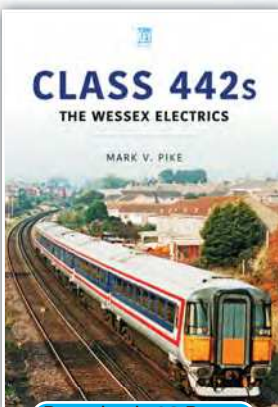
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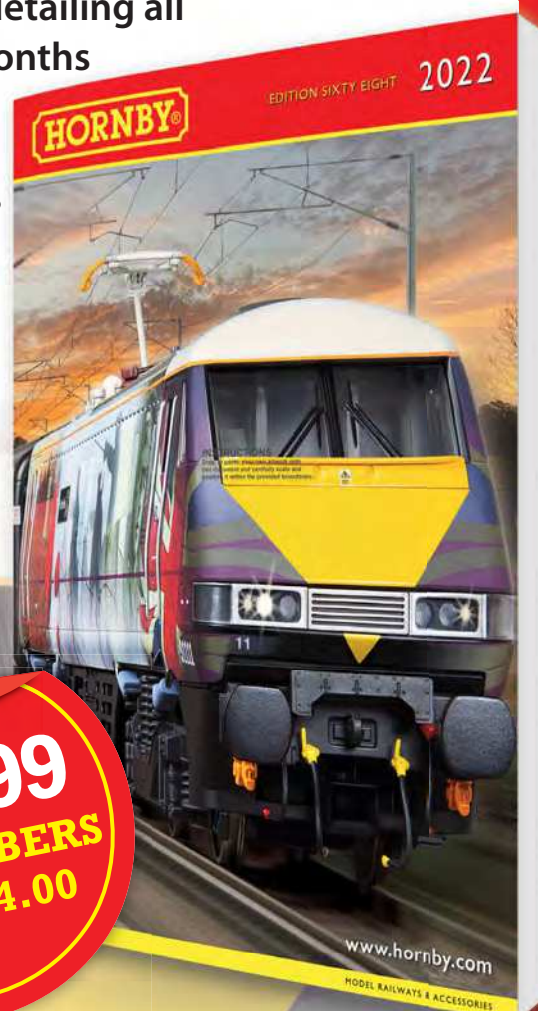
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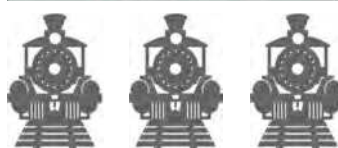
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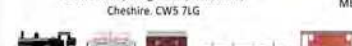
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