

WIN A HORNBY
CLASS 60



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HORNBY

Issue 190 April 2023 £5.60

magazine

FIRST REVIEWS



- Graham Farish Class 90 for 'N'
- Accurascale Mk 5s for 'OO'
- Rapido Hunslet 0-6-0ST for 'OO'
- EFE Rail LSWR coach set for 'OO'



STEP BY STEP



ENHANCING 'J27' 0-6-0s

Discover how to weather
North East workhorses

INSPIRATIONAL LAYOUTS

ASTONBURY JUNCTION



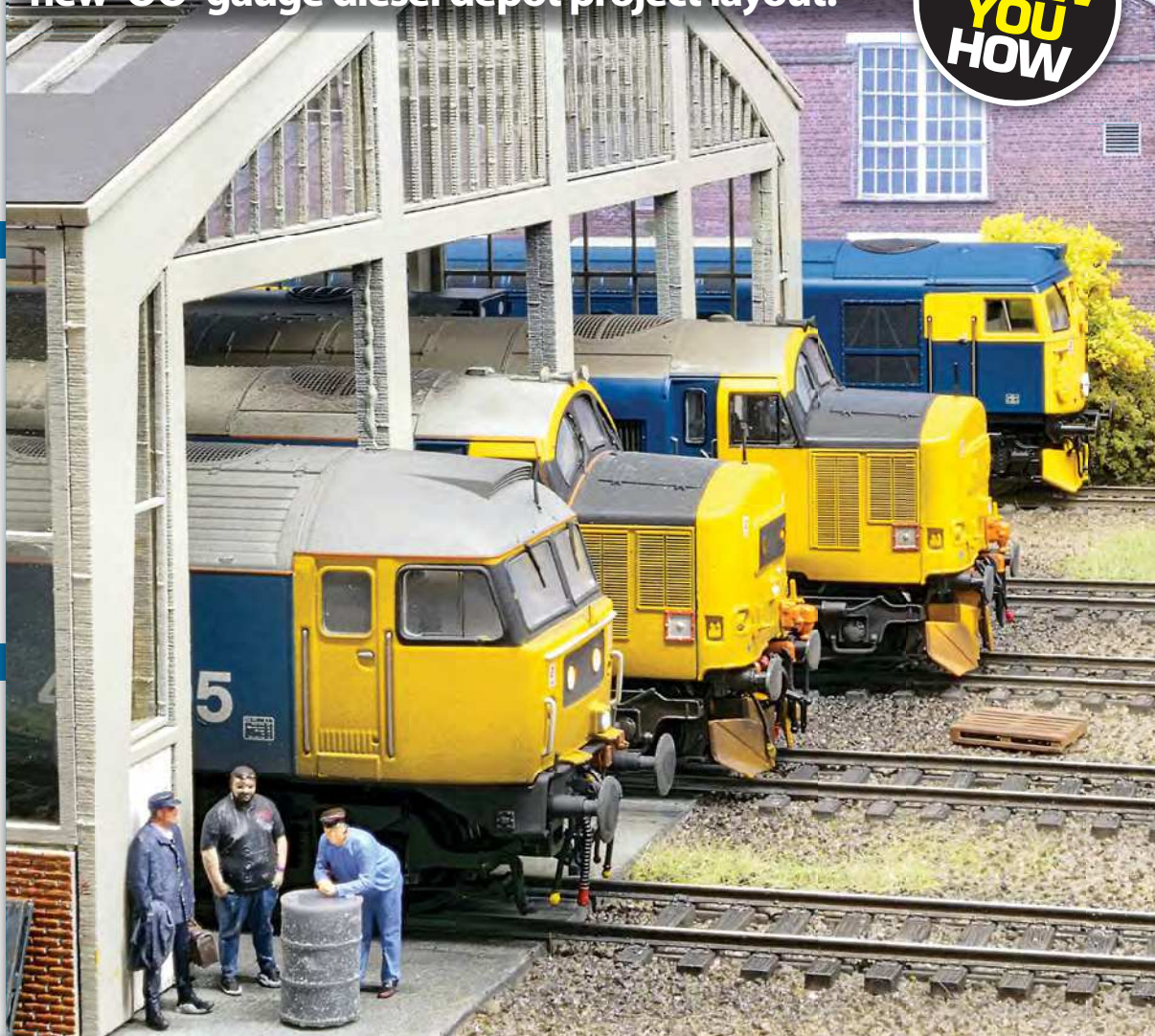
Rural Midlands steam era
'OO' layout set in the 1960s

LATEST NEWS

BUILDING A DIESEL DEPOT

We're back in the workshop to reveal our brand-new 'OO' gauge diesel depot project layout.

**WE
SHOW
YOU
HOW**



- Hornby 'B17/5' first CADs • Accurascale's Class 66
- Cavalex reveals Class 60 • Exclusive coal Class 31



KEY
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CELEBRATING 100 YEARS OF FLYING SCOTSMAN



Celebrate the centenary of Flying Scotsman with Hornby

This superb collection of finely detailed Hornby Dublo models have been carefully compiled to celebrate the locomotive's Centenary. The selection of models traces the six major stages of both structural and livery changes of 'Flying Scotsman' from the time it was outshopped in 1923 to when it returned to traffic after a full restoration in 2016. This fine collection of models, all of which will be presented in special limited edition centenary packaging, will include a dedicated, model specific brass effect medallion. For the collector it must be noted that this will be the first instance when any models of 'Flying Scotsman' have been produced under the Hornby Dublo brand.



ARRIVING SPRING 2023



R30206

Hornby Dublo LNER, A1 Class, 4-6-2, 1472 'Flying Scotsman' - Era 3

DCC READY 8 PIN CONNECTION



R30207

Hornby Dublo LNER, A1 Class, 4-6-2, 4472 'Flying Scotsman' - Era 3

DCC READY 8 PIN CONNECTION



R30208

Hornby Dublo: LNER, A3 Class, 4-6-2, 4472 'Flying Scotsman' - Era 6

DCC READY 8 PIN CONNECTION



R30209

Hornby Dublo: LNER, A3 Class, 4-6-2, 4472 1963 Alan Pegler - Era 5

DCC READY 8 PIN CONNECTION



R30210

Hornby Dublo: LNER, A3 Class, 4-6-2, 103 'Flying Scotsman' - Era 3

DCC READY 8 PIN CONNECTION



R30211

Hornby Dublo: BR, A3 Class, 4-6-2, 60103 'Flying Scotsman' - Era II

DCC READY 8 PIN CONNECTION



R40369

Flying Scotsman 100th Anniversary 4 Wheel Coach



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www.fsmuseum.org.uk

For more information please visit your local Hornby stockist or go to www.hornby.com



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- A Quarterly 56 Page Club Magazine
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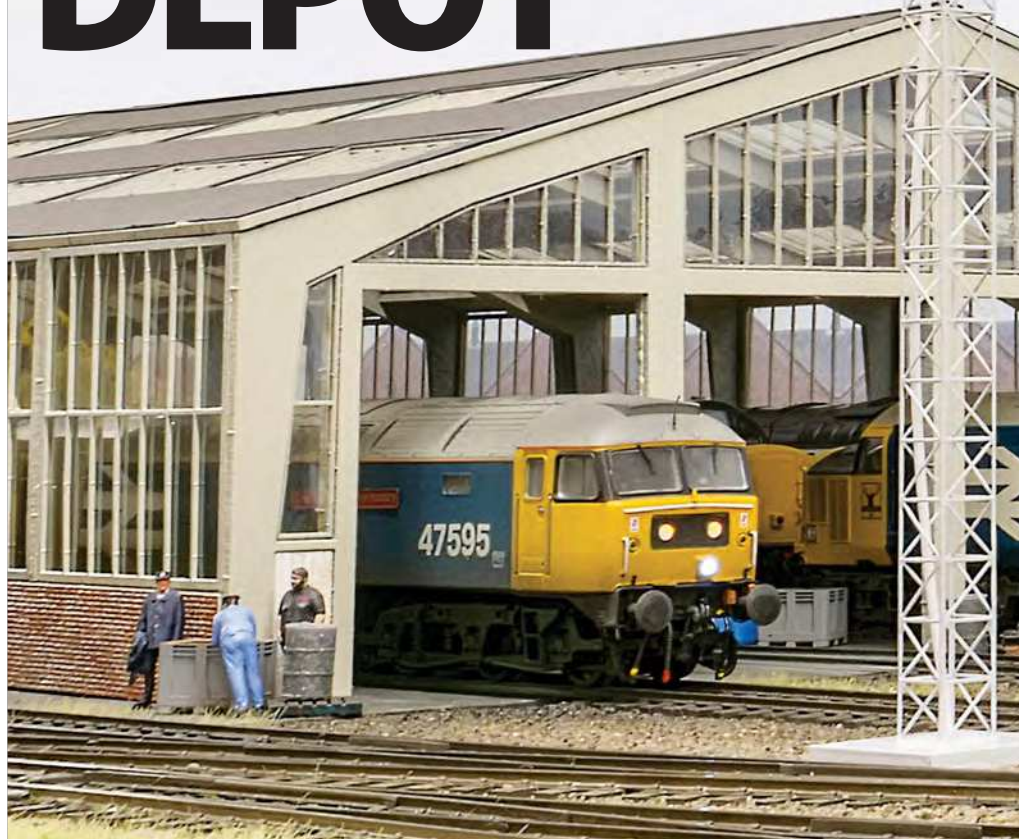
ISSN 1753-2469

ISSUE
190

LATEST OFFERS

See pages 24-25 for full details.

BUILDING A P26 DIESEL DEPOT



WE SHOW YOU HOW!

36

WORKBENCH

Tim Shackleton demonstrates two very different approaches to weathering, as he tackles his extensive collection of 'OO' gauge LNER 'J27' 0-6-0s.



42

MAKING A SCENE

Dan Evason turns the clock back and shows you how he recreated a typical urban 1970s scrap metal merchant scene.



50

CONSTRUCTION

Malcolm Briggs presents Part Two of his series on making buildings from scratch. This issue he guides you through the process of building a straightforward yard hut.



What's inside

7

WELCOME

Mark Chivers introduces the latest issue of *Hornby Magazine*.

8

UPDATE

All the latest news including new 'OO' projects from Accurascale and Cavalex Models. We reveal the first layouts for the 2023 Great Electric Train Show and unveil details of our next limited edition model. Plus, you could win a Hornby Class 60 diesel worth more than £220 in our exclusive competition.

26

BUILDING A DIESEL DEPOT

Headlining our depot theme, we are back in the workshop to create a brand-new 'OO' gauge depot layout. Discover how it starts in the first of four features, as Mike Wild introduces the build.

58

TOTON TMD

Paul Warden set out to create this evolving 'O' gauge photographic diorama based on Toton Traction Maintenance Depot in Nottinghamshire to display his growing collection of diesel locomotives and rolling stock.

66

BURNTISLAND 1883

East of Scotland 4mm Group's stunning Burntisland 1883 models the Victorian-era railway infrastructure at this real-life location, before the famous Forth Bridge was built.

84

REALITY CHECK

As Accurascale's all-new 'OO' gauge Mk 5 carriages debut, Evan Green-Hughes looks into the background of these distinctive vehicles.

108

ASTONBURY JUNCTION

Discover why Three Counties Model Railway Society selected a secondary LMS route in Buckinghamshire during the 1960s as the theme for this superb 'OO' gauge exhibition layout.

118

RAILWAY REALISM

On the 60th anniversary of the publication of the notorious *Reshaping of British Railways* report, Evan Green-Hughes considers the background to Dr Richard Beeching's controversial findings.

122

SHOW GUIDE

Hornby Magazine's guide to forthcoming events.

FIRST REVIEWS



- 76** Graham Farish 'N' gauge Class 90
- 80** Accurascale Mk 5 Sleepers in 'OO'
- 90** Accurascale 'OO' Mk 5 TPE Nova 3
- 92** Rapido 'OO' Hunslet 16in 0-6-0ST
- 96** EFE 'OO' LSWR Cross-Country set
- 98** Hornby GWR 'Loriot Y' for 'OO'

ALSO REVIEWED

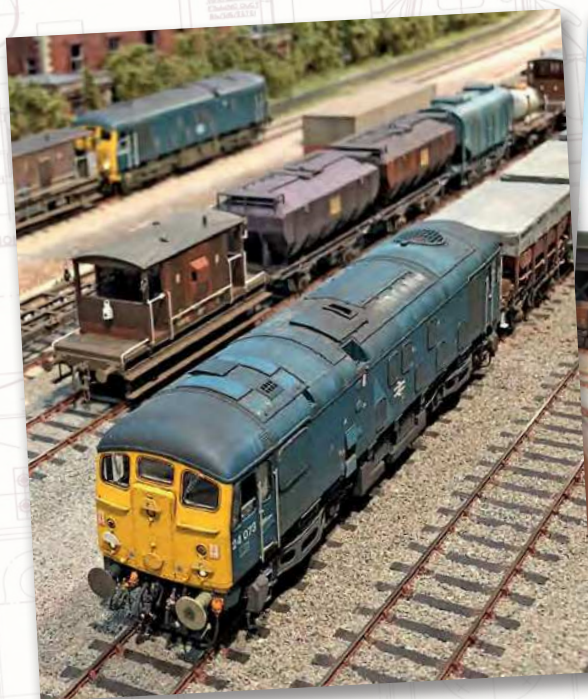
The latest releases from EFE Rail, Hornby, Humbrol, Peco, Railtec and more.

P66





You are cordially invited to join us for a
21st BIRTHDAY CELEBRATION
 of the premier BR blue 1977 P4 layout ➡ **MOSTYN**
 on the occasion of Macclesfield MRG's 50th exhibition



- ➔ **Classic BR loco-hauled & DMU action**
- ➔ **High-speed running on the main line**

Born to proud parents, David Goodwin and Richard Oldfield, in the breakfast room at The Campanile Hotel Wakefield in 2000, **Mostyn** made its debut on the exhibition circuit at Macclesfield in March 2002.

The intervening years have seen over 100 articles written, the layout more than double in size and the stock roster expand to 800 items. Our finescale 'P4' presentation of prototypically-correct trains sweeping along the North Wales coast main line in 1977 has

- ➔ **Prototypical length train formations**
- ➔ **Complex exchange sidings shunting**

entertained many thousands of visitors across the UK.

We are grateful to the very many railway historians, enthusiasts and professionals who have helped us in our quest for accuracy and also thank everyone who has shared their time and memories with us.

Now, 21 years later, **Mostyn** 'comes of age' and is returning to where it all started. Please come along and help us celebrate this special occasion! The team will be on hand to answer any questions you may have.

Macclesfield MRG 50th Annual Exhibition
Sat 25th March (10.00-17.00) Sun 26th March (10.00-16.30)
 Tytherington School Manchester Road Macclesfield SK10 2EE
 Please visit www.macclesfieldmrg.org.uk for full details

WELCOME

THE EDITOR'S PAGE

HELLO, AND WELCOME to the latest issue of *Hornby Magazine*.

It has been a busy few weeks as we have been working behind the scenes on several new projects including our latest 'OO' gauge diesel depot exhibition layout which debuts on pages 26-33, as well as at Model Rail Scotland. It has been great watching it develop and you can read all about it in this issue – and also see it all coming together in the first of a four-part video series launching on *KeyModelWorld.com* on March 10.

One of the highlights of the new layout is an incredible four-track diesel depot building inspired by the former Stratford TMD in East London. The depot buildings are bespoke laser-cut wooden kits and if you are looking to build a depot layout of your own, these super new kits are available to purchase exclusively through the Key Publishing shop. Find out more on p28.

That's not the only exclusive this issue as we also reveal details of our next limited edition locomotive commission – an all-new Accurascale 'OO' gauge Class 31 finished as 31276 *Calder Hall Power Station* in BR Railfreight coal sector livery. Full details can be found on p16 with the model available to order from February 24.

Amazingly, it is also that time of year when we can exclusively reveal the first tranche of layouts set to appear at the 2023 Great Electric Train Show in October – it seems only five minutes ago that we were welcoming you to the 2022 exhibition! The event will take place on October 14/15 at the Marshall Arena in Milton Keynes and we have some outstanding layouts booked to attend, including Pete Waterman's latest 'OO' gauge West Coast Main Line creation which promises to be truly spectacular. Watch out for more announcements over the coming months.

Between now and then, we are really excited to be out and about at several model railway exhibitions over the coming months. On April 1/2, the Statfold Model Railway Exhibition is set to take place once again at the Statfold Narrow Gauge Museum in Staffordshire. The venue is a genuine eye-opener as it houses the most amazing collection of narrow gauge locomotives and rolling stock – if you visit, you really must check out the Roundhouse and museum. The exhibition entry price also includes unlimited train and tram rides.

As a sponsor of the model railway event, we will be there all weekend with two layouts including *Hornby Magazine's* new 'OO' gauge diesel depot and our popular 'OO9' Fairlie Syniad Da narrow gauge model. If you are planning to visit, please



do pop by and say hello: we would love to see you there.

In addition to the excitements already covered, this latest issue is packed with news – including two new 'OO' locomotive announcements – three super feature layouts, step-by-step modelling guides, the latest reviews and much more. I do hope you enjoy the new issue!

Mark Chivers

Mark Chivers
Acting Editor

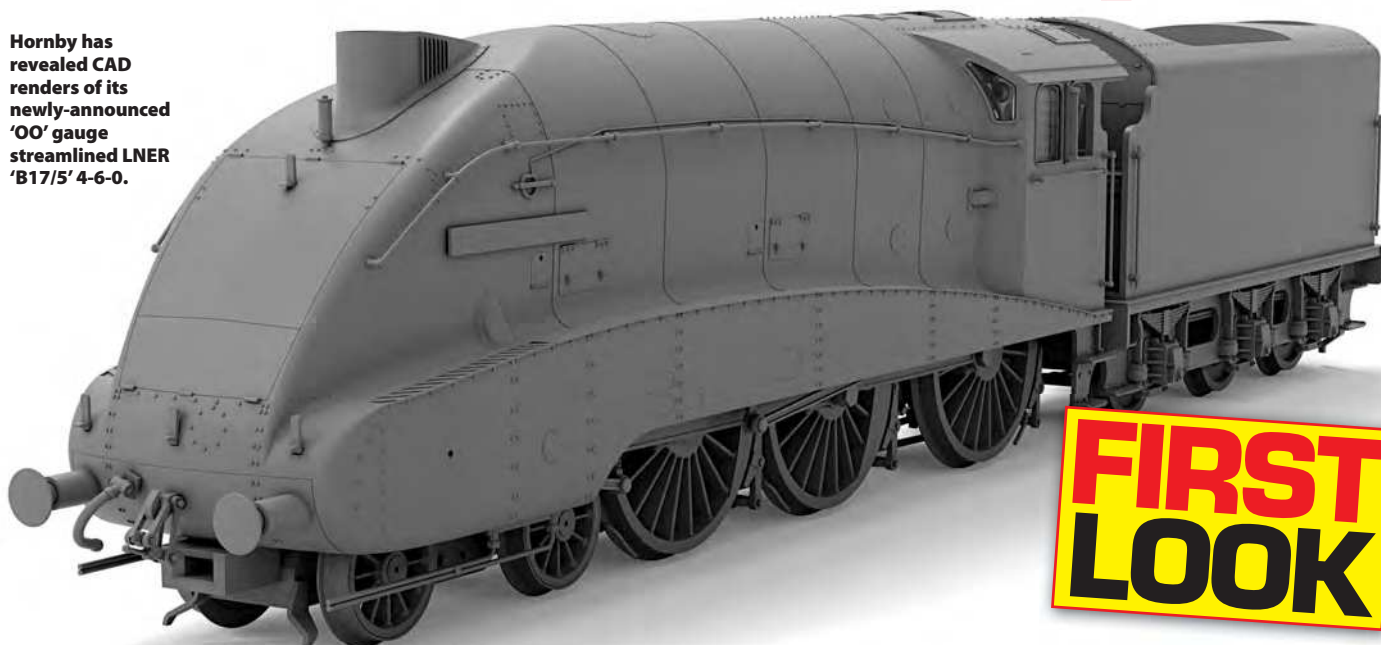


DISCOVER EXCLUSIVE ONLINE CONTENT

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'OO' Streamlined LNER 'B17/5'

Hornby has revealed CAD renders of its newly-announced 'OO' gauge streamlined LNER 'B17/5' 4-6-0.



**FIRST
LOOK**

DEVELOPMENT of Hornby's recently-announced 'OO' gauge London and North Eastern Railway (LNER) streamlined 'B17/5' is progressing with the company revealing CAD renders of the new model.

Announced in January as part of the 2023 Hornby catalogue announcements, newly-tooled models are planned of the two distinctive streamlined 4-6-0s converted from conventional

locomotives in 1937. They were employed on the Great Eastern section, primarily for use on 'The East Anglian' express between London Liverpool Street and Norwich. Both were rebuilt as 'B17/6' 4-6-0s in the late 1940s/early 1950s.

Hornby's all-new models will reflect the prototypes finished as 2859 *East Anglian* in LNER lined apple green (Cat No. R30136) and 61670 *City of London* in British Railways livery (R30137). The

specification includes locomotive drive, five-pole skew-wound motor and 21-pin Digital Command Control (DCC) decoder socket, while the extensive tooling suite

will cater for all variants.

Priced at £209.99 each, release is expected in late 2024/early 2025.

● Visit www.hornby.com for more information.



Two models of the distinctive streamlined 4-6-0s in LNER and British Railways colour schemes are planned.

WIN A HORNBY CLASS 60

QUESTION: How many Class 60 Co-Co diesel locomotives were built for British Rail by Brush Traction?

A. 60 B. 100 C. 120

HORNBY MAGAZINE is offering the chance to win one of Hornby's latest 'OO' gauge Class 60 diesel locomotives finished as 60001 *Steadfast* in BR Railfreight Construction sector livery (R30156).

The prize is worth £223.99 and features a heavy die-cast chassis, five-pole skew-wound motor, 21-pin Digital Command Control (DCC) decoder

socket, detailed cab interior, directional lighting, sprung metal buffers and more.

To be in with a chance of winning this latest model from the Hornby range, all you have to do is answer the accompanying question by April 25 2023.

Even if you don't win, Hornby's 'OO' gauge Class 60 diesels are available from Hornby stockists and at www.hornby.com now. Good luck!

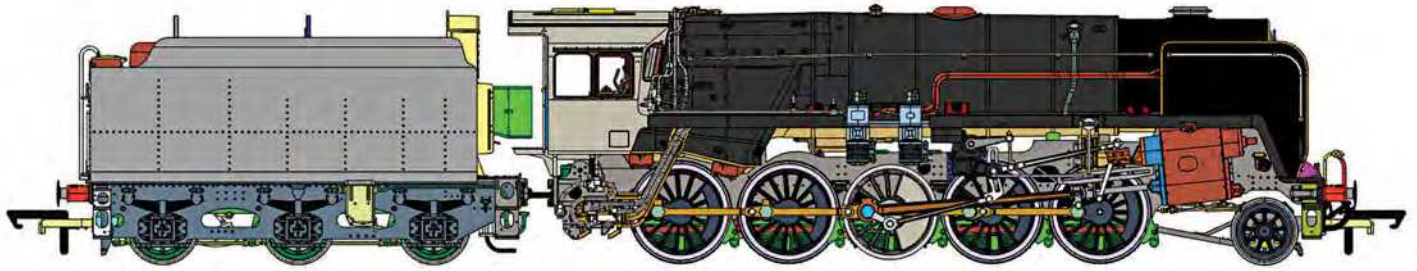
HOW TO ENTER

● 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 0900 on March 2 2023 and the closing date for entries is April 25 2023 at 1700 GMT. The winner will be notified no later than May 1 2023.

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.

HORNBY'S TYNE DOCK '9F'



Hornby's BR '9F' 2-10-0 is set to feature new Westinghouse air pumps for its outing as Tyne Dock based 92097 later this year.

Hornby's high-fidelity 'OO' gauge BR '9F' 2-10-0 is set to appear later this year in Tyne Dock guise as '9F' 92097 in BR black with late crests and Westinghouse pumps (Cat No. R30133).

Ten '9Fs' were modified and fitted

with Westinghouse air pumps to the offside of the running plate to enable them to operate the air-controlled pneumatic doors on the special bogie iron ore hopper wagons that worked the intensive and gruelling Tyne Dock to Consett

iron ore train circuit. They were based at Tyne Dock shed (52H) in South Shields.

Hornby's all-new 'OO' gauge model will include this distinctive feature and pipework integrated into the die-cast metal running

plate, together with single chimney, locomotive drive, five-pole skew-wound motor and 21-pin DCC decoder socket.

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

● Visit www.hornby.com.

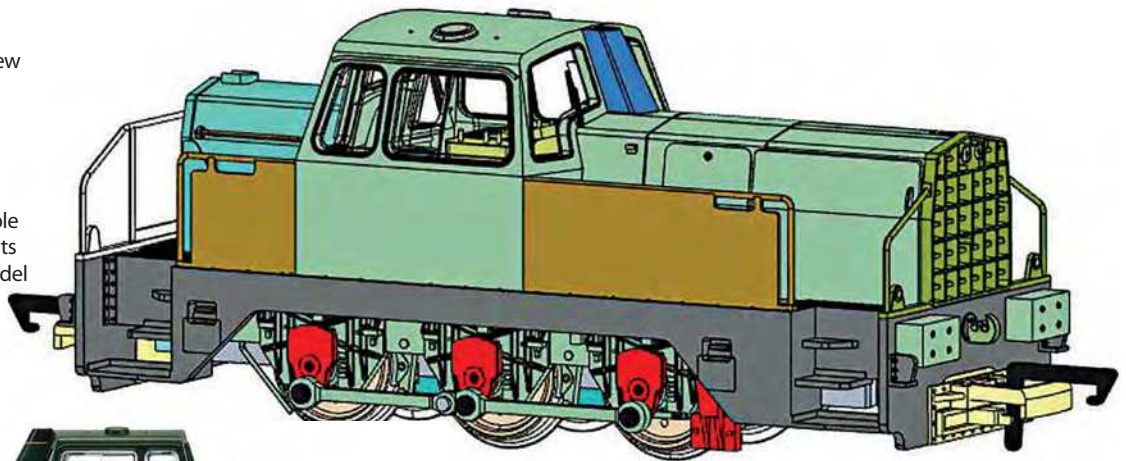
NEW DETAILS FOR HORNBY SENTINEL

Hornby's 'OO' gauge Sentinel 0-6-0DH is set to appear in two new colour schemes this year as *Pride of the Fens* in eye-catching Potter Logistics yellow (R30307) and as DL81 in London Transport lined dark green (R30306).

While the Potter Logistics example employs the standard tooling for its release, the London Transport model is set to sport dumb buffers and a tripcock device for the first time.

Priced at £108.99 each, release is scheduled later this spring.

● Visit www.hornby.com for more information.



Above: Hornby's Sentinel 0-6-0DH is set to feature dumb buffers and prototypical tripcock device (shown in red on lower edge of chassis in CAD image) for the first time.

Left: The Sentinel 0-6-0DH shunter is due to appear as DL81 in London Transport (LT) dark green for its 2023 release.



**WORTH
OVER
£220**

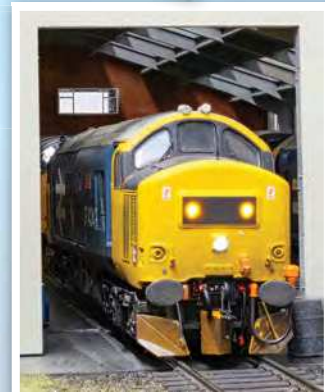
TICKET SALES OPEN

for the 2023 Great Electric Train Show

Discounted advance tickets for the 2023 Great Electric Train Show are on sale now and the first layouts for this year's line-up have been revealed.



The Hornby Magazine stand will feature the new diesel depot and another yet to be revealed layout in 2023.



A Class 37/4 stands in the diesel depot building on Hornby Magazine's new 'OO' gauge layout. See it at the 2023 Great Electric Train Show.

TICKETS ARE ON SALE now for the 2023 Great Electric Train Show which takes place at the Marshall Arena in Milton Keynes on the weekend of October 14/15 2023.

This year's event – the 10th anniversary of the Great Electric Train Show – is set to feature 30 layouts, more than 45 trade stands, demonstrations, a free shuttle bus service from Milton Keynes Central railway station and free parking. The headline layout will be one of the biggest ever 'OO' gauge portable layouts – Pete Waterman's Making Tracks 3 layout.

Making Tracks 3 is under construction for display in Chester Cathedral from July 26-September 3 and is a scale model of Milton Keynes Central station. For the 2023 Great Electric Train Show, all three Making Tracks layouts will be joined together to create a single 152ft long 'OO' gauge layout combining Watford Tunnel, North Church Tunnel, Tring Cutting, Milton Keynes Central station and Hillmorton Junction. The October

event will be the first time all three layouts have been combined.

Hornby Magazine Publisher Mike Wild said: "We are pulling all the stops out to make this huge layout possible and working closely with Pete and the Railnuts group to bring it to the Great Electric Train Show. We are all very excited to see the completed layout together especially with Milton Keynes Central station as its centrepiece."

Layouts large and small will be joining the Making Tracks layout with the first to be revealed being the East of Scotland 4mm Group's Burntisland (see feature on pages 66-73), Neil Woodbine's Rosebury Goods (HM179) and Hornby Magazine's new diesel depot layout, Natford (see pages 26-33).

Discounted advance tickets allowing early entry from 9.30am are on sale now with prices set at £15 for adults (£12 for subscribers) and £8 for children (Saturday only) – kids go free on Sunday, up to two permitted per paying adult. In addition the VIP ticket is back once more and includes two-day entry to the show, £25 of Key Publishing

model and railway publications, free tea and coffee throughout the weekend, early entry to the show each day at 09.30 and access to a VIP lounge. All tickets are available to purchase from shop.keypublishing.com

● Full details of all attending layouts will be published at www.keymodelworld.com/greatelectrictainshow while regular updates will feature in Hornby Magazine each issue in the run up the show.

THE DETAILS

When:	October 14/15 2023
Where:	Marshall Arena, Stadium Way, Milton Keynes MK1 1ST
Times:	Saturday 10.00-17.00, Sunday 10.00-16.00 (advance ticket holders enter from 09.30)
Website:	www.keymodelworld.com/greatelectrictainshow
Contact:	01780 480404
Tickets:	Adult advance £15, child advance £8 (Saturday only), adult subscriber £12, VIP £45. Adult on the day £17, child on the day £9 (Saturday only). Up to two children under 16 admitted free with each paying adult on Sunday only.





Above: 30 layouts and more than 45 traders will take part in the 2023 Great Electric Train Show which is hosted at the Marshall Arena in Milton Keynes.

Left: Pete Waterman and the Railnuts group will be exhibiting their biggest 'OO' gauge layout ever – a 152ft layout combining all three Making Tracks layouts from 2021-2023. On Making Tracks 2, a Class 87 heads south at Hillmorton Junction. **Mike Wild.**



Bachmann unveils SPRING 2023 RELEASE PLANS

BACHMANN has revealed its Spring 2023 British Railway Announcements with a raft of new model releases across its 'OO', 'N', 'OO9' and 'O' gauge ranges.

Highlights of the new release plan include a selection of 'OO' gauge Class 143/144 two-car 'Pacer' Diesel Multiple Units (DMUs) in the EFE Rail range, further new 'OO' gauge Class 37 diesels, a newly-tooled 'OO' gauge MXA 'Lobster' bogie open wagon, the return of the manufacturer's 'OO' gauge Windhoff Multi Purpose Vehicles (MPVs) to the range, an upgraded Digital Command Control (DCC) system and much more.

Bachmann Europe has also unveiled new branding to accompany its new products, in celebration of 190 years of the Bachmann company name.

EFE RAIL

In a surprise move, Bachmann revealed a collection of 'OO' gauge Class 143 and Class 144 'Pacer' Diesel Multiple Units (DMU) to the



Bachmann's Graham Farish 'N' gauge range will see an additional Class 90 added to the roster with 90042 in Freightliner Powerhaul colours.

EFE Rail range.

Five models are planned with a mix of pristine and weathered finishes appearing as 143622 in BR Tyne and Wear Passenger Transport Executive livery (E83025), 143606 in Valley Lines colours (E83026), 143608 in Arriva Trains Wales revised livery with a weathered finish (E83024), 143611 in GWR green with a weathered finish (E83027) and 144011 in weathered Regional Railways livery (E87033). Each model will feature a Next18 DCC decoder socket, directional lighting and interior illumination. Prices are £249.95 for pristine models and £254.95 for weathered examples.

BACHMANN

Bachmann's upgraded 'OO' gauge BR Standard '9F' 2-10-0s with improved chassis and new sound projects are due to be released soon - and the manufacturer has included an additional pair of BR black locomotives to the release schedule. The newly-upgraded models will now incorporate a PluX22 decoder socket and factory-fitted speakers. The new additions will be finished as single-chimney 92090 and 92134 with BR late crests and BR 1G tenders (32861/SF and /32-861A/SF) and will feature a new bespoke single chimney '9F' sound project. A new double-chimney sound project has also

been developed for the previously announced models (HM187). Prices are £229.95 DCC ready and £329.95 DCC sound-fitted.

Bachmann's recently retooled 'OO' gauge Class 37 returns in six new guises this Spring with DCC ready, DCC sound-fitted and DCC sound-fitted deluxe options. The sound-fitted models will include a ZIMO MS450P22 PluX22 sound decoder loaded with one of four bespoke sound projects, according to prototype.

Leading these releases is Series 1 split headcode D6710 in BR green (35-302/SF/SFX), together with Series 2 centre headcode D6829 in BR green with small yellow panels



Bachmann's Scenecraft range is bolstered with a selection of new items for 'OO', 'N' and 'O' including this 'OO' gauge Crossing Keeper's cottage.



(35-306/SF/SFX), 37194 *British International Freight Association* in Railfreight Distribution livery (35-307/SF/SFX), 37201 *St Margaret* in BR engineers 'Dutch' grey and yellow with centre headcodes and high-intensity headlights (35-308/SF/SFX), 37414 *Cathays C&W Works* in Regional Railway colours (35-338/SF/SFX) and 37175 in Colas Rail Freight livery (35-310/SF/SFX). Each model will also incorporate prototypical detail differences ranging from boiler port condition to bogie frame type. Prices are set at £249.95 DCC ready, £349.95 DCC sound-fitted and £379.95 DCC sound-fitted deluxe.

Further additions include Class 158 two-car DMU 158824 in revised Arriva Trains Wales colours (31-511A/SF) priced at £329.95 DCC ready and £429.95 DCC sound-fitted, while the manufacturer's long-out-of-production 'OO' gauge Windhoff MPV returns with two versions offered in Network Rail

branded orange as DR98964/DR98914 *Dick Preston* (3X-579/SF) and in Network Rail branded yellow as DR98923/DR98973 *Chris Lemon* (31-578/SF). The prototypes were amongst a selection of MPVs repainted and named in 2014, which also carried South West Trains branding. As well as DCC ready models, the MPVs will also be available DCC sound-fitted for the first time, priced at £319.95 and £419.95 respectively.

Bachmann has also added a twin-pack of BR Mk 2 Tourist Second Open (TSO) carriages in BR ScotRail livery to its rolling stock range to accompany the ScotRail liveried Mk 2 vehicles previously announced. The twin TSO carriage pack is priced £139.95.

Finally for 'OO', Bachmann is developing a newly-tooled model of the MXA 'Lobster' bogie open wagons converted by DB Cargo. These distinctive wagons utilise former BDA bogie



Above: New to Bachmann's EFE range this Spring is a collection of 'OO' gauge Class 143/144 'Pacer' DMUs, including 143622 in BR Tyne and Wear PTE livery.

Right: Bachmann's 'OO' gauge JJA Autoballaster hopper wagons make a welcome return in Network Rail branded guise for the first time, exclusive to members of the Bachmann Collectors Club.



TABLE 1 - BACHMANN 'OO' LOCOMOTIVES AND ROLLING STOCK SPRING 2023

DESCRIPTION	CAT NO.	PRICE
Class 158 158824 two-car DMU, Arriva Trains Wales (Revised)	31-511A	£329.95
Class 158 158824 two-car DMU, Arriva Trains Wales (Revised) (DCC sound)	31-511ASF	£429.95
Windhoff MPV DR98973/DR98923 <i>Chris Lemon</i> , Network Rail yellow	31-578	£319.95
Windhoff MPV DR98973/DR98923 <i>Chris Lemon</i> , Network Rail yellow (DCC sound)	31-578SF	£419.95
Windhoff MPV DR98964/DR98914 <i>Dick Preston</i> , Network Rail orange	31-579	£319.95
Windhoff MPV DR98964/DR98914 <i>Dick Preston</i> , Network Rail orange (DCC sound)	31-579SF	£419.95
BR '9F' 2-10-0 92134, BR black with late crests and BR1G tender	32-861	£229.95
BR '9F' 2-10-0 92134, BR black with late crests and BR1G tender (DCC sound)	32-861SF	£329.95
BR '9F' 2-10-0 92090, BR black with late crests and BR1G tender	32-861A	£229.95
BR '9F' 2-10-0 92090, BR black with late crests and BR1G tender (DCC sound)	32-861ASF	£329.95
Class 37/0 D6710, BR plain green	35-302	£249.95
Class 37/0 D6710, BR plain green (DCC sound)	35-302SF	£349.95
Class 37/0 D6710, BR plain green (DCC sound deluxe)	35-302SFX	£379.95
Class 37/0 D6829, BR green with small yellow panels	35-306	£249.95
Class 37/0 D6829, BR green with small yellow panels (DCC sound)	35-306SF	£349.95
Class 37/0 D6829, BR green with small yellow panels (DCC sound deluxe)	35-306SFX	£379.95
Class 37/0 37194 <i>British International Freight Association</i> , BR Railfreight Distribution	35-307	£249.95
Class 37/0 37194 <i>British International Freight Association</i> , BR Railfreight Distribution (DCC sound)	35-307SF	£349.95
Class 37/0 37194 <i>British International Freight Association</i> , BR Railfreight Distribution (DCC sound deluxe)	35-307SFX	£379.95
Class 37/0 37201 <i>St. Margaret</i> , BR 'Dutch' grey and yellow	35-308	£249.95
Class 37/0 37201 <i>St. Margaret</i> , BR 'Dutch' grey and yellow (DCC sound)	35-308SF	£349.95
Class 37/0 37201 <i>St. Margaret</i> , BR 'Dutch' grey and yellow (DCC sound deluxe)	35-308SFX	£379.95
Class 37/0 37175, Colas Rail Freight	35-310	£249.95
Class 37/0 37175, Colas Rail Freight (DCC sound)	35-310SF	£349.95
Class 37/0 37175, Colas Rail Freight (DCC sound deluxe)	35-310SFX	£379.95
Class 37/4 37414 <i>Cathays C&W Works 1846-1993</i> , BR Regional Railways	35-338	£249.95
Class 37/4 37414 <i>Cathays C&W Works 1846-1993</i> , BR Regional Railways (DCC sound)	35-338SF	£349.95
Class 37/4 37414 <i>Cathays C&W Works 1846-1993</i> , BR Regional Railways (DCC sound deluxe)	35-338SFX	£379.95
BR Mk 2 coach pack (TSOs 5152/5197), BR ScotRail	39-007	£139.95
MXA 'Lobster' bogie open wagon 965066, DB red	37-830	£57.95
MXA 'Lobster' bogie open wagon 950212, DB red	37-830A	£57.95



A series of new 'N' gauge wagon releases is planned with multiple identities, such as this BR bogie hopper wagon ('Sea-Lion') appearing in departmental black with two different running numbers.



Five additional Royal Naval Armaments Depot wagons have been added to Bachmann's 'OO' narrow gauge range, including flat wagon DH208 24 in Dean Hill livery.



bolster wagon chassis mounted with all-new bodies. Bachmann's new 'OO' models will reflect the prototypes with two models planned initially as 965066 and 950212 in DB Cargo red, priced at £57.95 each.

GRAHAM FARISH

New to Bachmann's Graham Farish range this Spring are 'N' gauge Class 90 90042 in Freightliner Powerhaul livery (371-790/SF), which will be offered in DCC ready and DCC sound fitted formats, priced at £194.95 and £294.95 respectively. Two new 'N' gauge Class 08s are also set to join the collection as 13269 in BR green (371-013A/SF) and 08895 in BR blue (371-015F/SF). These will be to the latest specification with DCC ready and digital sound-fitted options, priced at £149.95 and £249.95.

The range is also set to receive an injection of rolling stock, some of which will be offered with two different running numbers to add variety to formations. Amongst the new releases are a raft of 14ton tank wagons in National Benzole silver, Fina silver, Crossfield Chemicals green, Shell/BP black and ICI maroon.

30ton bogie bolsters with girder loads will also appear as a Macaw B in GWR grey, Bogie Bolster C in BR grey and 'Prawn' in BR Gulf Red, while the 27ton tippler wagons also make a return in BR grey, BR bauxite (with load) and National Coal Board (NCB) blue.

Modern-era HKA bogie hopper wagons are also being added in National Power and DB Schenker

red colour schemes, while a selection of 'Sea-Lion' bogie ballast hoppers are also planned in 'Dutch' grey and yellow and Departmental black, along with single examples in Loadhaul black and orange, Transrail grey (with 'Stingray' markings) and Mainline blue. See table 2 for full details of the planned Spring 2023 releases.

NARROW GAUGE

With several all-new 'OO' locomotives already added to the range recently, Bachmann's Narrow Gauge collection is set to benefit from additional rolling stock this quarter, with five further wagons planned, based on its new Royal Naval Armaments Depot (RNAD) vehicles (HM189). The new additions include RNAD enclosed brake van 65 in Welsh Highland Railway red, RNAD box van 47062 in Southern Railway brown, RNAD rebuilt open wagon 31 in ICI Buxton (Lime) grey, RNAD rebuilt open wagon 3 in Lenham Storage green and RNAD flat wagon DH208 24 in Dean Hill livery. For more details, see table 4.

SCENECRAFT

Bachmann's Scenecraft range of resin cast buildings and accessories is bolstered with a collection of new 'OO', 'N' and 'O' gauge models.

For 'OO' gauge modellers, a selection of popular buildings are set to return including several suitable for creating a depot layout or diorama, including a two-road engine shed, depot water tower, an Eastern Region water crane, depot

TABLE 2 - GRAHAM FARISH 'N' LOCOMOTIVES AND ROLLING STOCK SPRING 2023

DESCRIPTION	CAT NO.	PRICE
Class 08 13269, BR plain green	371-013A	£149.95
Class 08 13269, BR plain green (DCC sound)	371-013ASF	£249.95
Class 08 08895, BR blue	371-015F	£149.95
Class 08 08895, BR blue (DCC sound)	371-015FSF	£249.95
Class 90/0 90042, Freightliner PowerHaul	371-790	£194.95
Class 90/0 90042, Freightliner PowerHaul (DCC sound)	371-790	£294.95
14ton tank wagon 757, National Benzole silver	373-650B	£25.95
14ton tank wagon 752, National Benzole silver	373-650C	£25.95
14ton tank wagon 138, Fina silver	373-658	£25.95
14ton tank wagon 136, Fina silver	373-658A	£25.95
14ton tank wagon 127, Crossfield Chemicals green	373-659	£25.95
14ton tank wagon 129, Crossfield Chemicals green	373-659A	£25.95
14ton tank wagon 3973, Shell/BP black	373-660	£25.95
14ton tank wagon 3977, Shell/BP black	373-660A	£25.95
14ton tank wagon 309, ICI maroon	373-682A	£25.95
14ton tank wagon 314, ICI maroon	373-682B	£25.95
HKA bogie hopper 300621, National Power blue	373-811A	£51.95
HKA bogie hopper 300643, National Power blue	373-811B	£51.95
HKA bogie hopper 300671, DB Schenker red	373-813A	£51.95
HKA bogie hopper 300649, DB Schenker red	373-813B	£51.95
30ton bogie bolster 'Prawn' KDB940144, BR gulf red (girder load)	373-925C	£33.95
30ton bogie bolster 'Prawn' KDB943414, BR gulf red (girder load)	373-925D	£33.95
30ton bogie bolster 'Bogie Bolster C' B943444, BR grey (girder load)	373-926E	£33.95
30ton bogie bolster 'Bogie Bolster C' B944226, BR grey (girder load)	373-926F	£33.95
30ton bogie bolster 'Macaw B' 84350, GWR grey (girder load)	373-927C	£33.95
30ton bogie bolster 'Macaw B' 84249, GWR grey (girder load)	373-927D	£33.95
BR YGH 'Sea-Lion' bogie hopper wagon DB982599, BR engineers grey and yellow	377-001B	£59.95
BR YGH 'Sea-Lion' bogie hopper wagon DB982684, BR engineers grey and yellow	377-001C	£59.95
BR bogie hopper wagon DB992508NE, BR departmental black	377-003	£59.95
BR bogie hopper wagon DB992503NE, BR departmental black	377-003A	£59.95
BR YGH 'Sea-Lion' bogie hopper wagon DB982582, Loadhaul orange and black	377-004	£59.95
BR YGB bogie hopper wagon DB982648, Mainline blue	377-005	£59.95
BR YGB 'Stingray' bogie hopper wagon DB980172, Transrail grey	377-006	£59.95
BR 27ton steel tippler wagon B380856 BR grey 'Chalk'	377-276B	£20.95
BR 27ton steel tippler wagon B383327 BR grey 'Chalk'	377-276C	£20.95
BR 27ton steel tippler wagon (MSV) B385893 BR bauxite (with stone load)	377-278A	£22.95
BR 27ton steel tippler wagon (MSV) B386096 BR bauxite (with stone load)	377-278B	£22.95
BR 27ton steel tippler wagon 63, NCB blue	377-282	£20.95
BR 27ton steel tippler wagon 47, NCB blue	377-282A	£20.95

crew room and wooden post yard lamps. A crossing keeper's cottage is also set to appear, as is a new

Midland Region hut, while 'OO' gauge accessories include a BR-era ticket kiosk, lineside troughs and



Bachmann is also developing a newly-tooled 'OO' gauge MXA 'Lobster' bogie open wagon in DB Cargo red for release this Spring. Two different running numbers will be available.

Bachmann's 'OO' gauge Windhoff Multi Purpose Vehicles make a welcome return to the range with two colourful Network Rail/South West Trains branded examples.



TABLE 3 - EFE RAIL 'OO' GAUGE NEW RELEASES SPRING 2023

DESCRIPTION	CAT NO.	PRICE
Class 143 143608 two car DMU, revised Arriva Trains Wales livery (Ebbw Vale/Cardiff Central destinations) (Weathered)	E83024	£254.95
Class 143 143622 two car DMU, BR Tyne and Wear PTE livery (Middlesbrough/Newcastle destinations)	E83025	£249.95
Class 143 143606 two car DMU, Valley Lines livery (Treherbert/Penarth destinations)	E83026	£249.95
Class 143 143611 two car DMU, GWR (First Group) green (Barnstaple/Exeter Central destinations) (Weathered)	E83027	£254.95
Class 144 144011 two car DMU, BR Regional Railways (York/Leeds destinations) (Weathered)	E83033	£254.95

TABLE 4 - BACHMANN 'OO' NEW RELEASES SPRING 2023

DESCRIPTION	CAT NO.	PRICE
RNAD enclosed end brake van 65, Welsh Highland Railway red	393-102	£29.95
RNAD box van 47062, Southern Railway brown	393-126	£29.95
RNAD rebuilt open wagon 31, ICI Buxton (Lime) grey	393-152	£29.95
RNAD rebuilt open wagon 3, Lenham Storage green	393-153	£29.95
RNAD flat wagon DH208 24, RNAD Dean Hill livery	393-177	£29.95

TABLE 5 - BACHMANN SCENECRAFT NEW RELEASES SPRING 2023

DESCRIPTION	GAUGE	CAT NO.	PRICE
Post war system built station	'N'	42-0013	£49.95
Post war platform shelter	'N'	42-0014	£29.95
The Gate Inn	'N'	42-0099	£54.95
Police box	'N'	42-0502	£12.95
Kent Coast signalbox	'N'	42-064Z	£54.95
Blue Anchor station	'N'	42-183	£44.95
Grounded carriage	'N'	42-195	£32.95
Low-relief gentlemen's outfitters	'N'	42-242	£35.95
Low-relief local garage	'N'	42-260	£42.95
Low-relief corner pub	'N'	42-267	£34.95
Low-relief Jo's Jewellery	'N'	42-282	£41.95
Greenhouse (x2)	'N'	42-515	£22.95
Sleeper-built fencing (x4)	'N'	42-595	£10.95
Two lane engine shed	'OO'	44-0033	£164.95
Depot crew room	'OO'	44-0034	£57.95
Crossing Keeper's cottage	'OO'	44-0078	£47.95
Midland hut	'OO'	44-0173	£27.95
BR platform ticket kiosk	'OO'	44-0511	£16.95
Eastern water crane	'OO'	44-0519	£27.95
Lineside troughs and junctions	'OO'	44-0527	£15.95
Stile and gates	'OO'	44-0530	£19.95
Art deco signal box	'OO'	44-064	£57.95
Depot water tower	'OO'	44-097	£99.95
Great Central single track road bridge	'OO'	44-121	£44.95
Jacket potato van	'OO'	44-512A	£29.95
Benches (x4)	'OO'	44-514	£10.95
Greenhouse (x2)	'OO'	44-515	£24.95
Wooden post yard lamps (x2)	'OO'	44-561	£19.95
Narrow gauge slate retaining walls (x4)	'OO'	44-599	£34.95
Four lever open ground frame	'O'	47-575	£29.95



Bachmann has upgraded its entry-level Digital Command Control (DCC) system with release of the E-Z Command Plus.

junctions, slate retaining walls – ideal for 'OO' and 'OO9' use.

For 'N' gauge, the post war system-built station is added to the range along with a matching platform shelter, accompanied by a Kent Coast signalbox. A station building from an altogether different era is also included, with Blue Anchor station representing the structure on the West Somerset Railway. Several low-relief 'N' gauge buildings are also planned including a corner pub, gent's outfitters, jeweller's and a garage.

Finally from Scenecraft, 'O' gauge modellers are set to benefit with a four-lever ground frame. For full details and prices of all the new Scenecraft releases for Spring 2023, see the accompanying table.

E-Z COMMAND

Bachmann is also upgrading its E-Z Command DCC system – E-Z Command Plus (36-502).

The E-Z Command Plus unit is similar in appearance to the original E-Z Command controller, but it incorporates a series of differences including a new LED

speed indicator alongside the rotary speed dial. It will also enable up to 29 digital functions to be selected for the first time, while also offering illuminated function buttons, 128 speed step control (for up to eight locomotives) and the system also includes the ability to stop the locomotive under control in an emergency as well as providing a separate 'stop all' button too, should you wish to stop all movements on the layout. The price for this new entry-level DCC system is £164.95.

COLLECTORS CLUB

Finally, the Bachmann Collectors Club gains two new 'OO' gauge additions with a pair of exclusive

JJA Autoballaster hopper wagons in Network Rail branded colours. The two models will appear as non-generator JJA NR12918 with curved top (38-212K) and generator-fitted JJA NR12976 with curved top (38-213K). Each will feature a weathered finish to the former Railtrack inspired colour scheme overlaid with a pristine Network Rail branded yellow stripe on each side (and yellow painted generator on 38-213K). Priced at £94.95 each, they are available exclusively to Bachmann Collectors Club members.

● Visit www.bachmann.co.uk for more information on Bachmann's new Spring 2023 British Railway Announcements.

Key Publishing launches limited edition COAL SECTOR CLASS 31

The Key Publishing Limited Edition collection is expanding with an exclusive model of Coal Sector liveried Class 31 31276 *Calder Hall Power Station* with Accurascale for 'OO' gauge.

KEY PUBLISHING has commissioned an exclusive limited-edition model of one of only two named Coal Sector Class 31s – 31276 *Calder Hall Power Station* – using the brand-new tooling from Accurascale.

The model of 31276 will be the only triple-grey liveried Class 31 in the first production run and will be available this summer along with the main production batch.

This limited-edition model will be restricted to 150 DCC ready units and 150 DCC sound fitted units. The model will use Accurascale's new tooling for the Brush-built A1A-A1A Class 31s (HM178) which is at the decorated sample stage before progressing to production for release this summer.

The real 31276 was completed at Brush Traction, Loughborough, on July 13 1961 and numbered D5806. It was given Works Number 307 and entered service at Sheffield Darnall shed (41A). It spent the 1960s allocated around the Sheffield area including periods at Tinsley and Wath depots, but moved to the Nottingham Division briefly in 1972 before returning to Tinsley in the same year. Its final allocation was to Thornaby from 1987 until withdrawal on February 11 2000.

31276 was an early repaint into the Railfreight triple grey livery in December 1988 when it also gained Coal sector branding. It was repainted at Vic Berry's and had a black centre door as well as centrally mounted high-intensity lights at the bottom of each cab front. The locomotive carried the *Calder Hall Power Station* nameplate



Key Publishing has commissioned an exclusive 'OO' gauge model of Accurascale's forthcoming new Class 31 A1A-A1A diesel as 31276 *Calder Hall Power Station* in Railfreight Coal sector livery. On September 1 1991 31276 *Calder Hall Power Station* displays its eye-catching colour scheme at Worksop depot open day. Tim Rogers.

from November 30 1988 until April 30 1992 when the name was transferred to 31130. The locomotive retained Coal sector livery until withdrawal in 2000 with its duties including nuclear fuel trains, engineering movements and even passenger workings on the North Wales Coast around 1992.

The specification for the Key Publishing limited edition will see 31276 delivered in Railfreight Coal sector livery with centrally mounted high-intensity lights on each cab front. Etched metal nameplates will be included with the model, but will not be fitted to allow modellers to choose

whether their model represents 31276 before or after April 30 1992. It will have separately fitted metal handrails, flush glazing, in-line brake blocks, etched metal and injection moulded detail parts, chassis fitted optional miniature snowploughs, sprung buffers, correct buffer beam pipework and optional dummy screw link couplings.

Mechanically the Accurascale produced Class 31 will feature a die-cast chassis and injection moulded body, a 21-pin DCC decoder socket, helical cut gears for maximum performance and slow speed running, and gearing

for a scale top speed of 90mph. DCC sound fitted models will have a LokSound V5 21-pin chip, factory installed twin speakers, a PowerPack supercapacitor, switchable lighting and a wheel flange squeal sensor for automatic flange squeal. There will also be an independently powered roof fan which will operate on DC and DCC control systems.

Prices for the limited edition of 31276 are set at £169.99 DCC ready and £269.99 DCC sound fitted. Both versions are available to order from the Key Publishing Shop today with a £10 deposit, with delivery expected in summer 2023.

On February 2 1993 31276 (now devoid of nameplates) runs down Elland Bank while heading a departmental train – the 1102 Castleton to Healey Mills. Neil Harvey.



Revolution 'PEP' gains colour

Revolution Trains has received the first Engineering Prototype sample of its all-new 'N' gauge Class 313 three-car Electric Multiple Unit in BR blue and grey.



Revolution Trains has taken delivery of the first decorated sample of its eagerly-awaited 'N' gauge Class 313 Electric Multiple Unit (EMU) for inspection by the company's development team.

Currently under assessment for mechanical and electrical performance, the all-new BR blue and grey EMU features a powered

centre car with conductive couplers providing electrical continuity throughout the three-car set. Each of the newly-tooled models will also feature a Next18 Digital Command Control (DCC) decoder socket and factory-fitted sound speaker.

Colour schemes planned for the Class 313s include BR blue and grey,

Network SouthEast, Silverlink, First Capital Connect and Southern, while the similar Class 314 units are also being produced and offered in Scotrail Saltire and original Strathclyde Passenger Transport Executive orange and black liveries.

Further decorated samples are expected shortly, with production due to commence later this year.

Early-bird prices are set at £255 DCC ready and £320 DCC sound-fitted, with pre-orders being taken now.

● Visit www.revolutiontrains.com for more details.



The newly-tooled 'N' gauge Class 313 EMU will appear in a selection of colour schemes and identities including 313063 in BR blue and grey with Welwyn G.C. destination panels.

Revolution's 'OO' KSA EPs arrive

Revolution Trains has received the first Engineering Prototype samples of its newly-tooled 'OO' gauge KSA Rover 'Cube' enclosed wagons and timber carriers.

These distinctive wagons were built in Finland in the mid-1990s for Rover Cars to provide a more secure way of transporting components and sub-assemblies between the company's plants. They featured four-part sliding roofs and hydraulic deck equipment. In later years some were acquired by Malcolm Group for its traffic flows, while several were converted for timber carrying, with the roofs and redundant equipment removed and heavy duty stanchions installed.

Revolution Trains is offering the new 'OO' gauge wagons in twin vehicle packs, with four different sets of individually numbered KSA-A Rover 'Cube' wagons and three sets of individually numbered KSA timber carriers.



Revolution Trains has received first Engineering Prototype samples of its all-new 'OO' gauge KSA Rover 'Cube' wagons and timber carriers.

These models feature separately applied detailing including handrails, door mechanisms and grab handles, turned metal wheels

on 26mm axles (the latter to aid 'EM' and 'P4' conversions) and small tension lock NEM couplings.

Prices are set at £99.95 per twin

wagon pack, with release currently slated for late 2023.

● Visit www.revolutiontrains.com for more information.

CLASS 66 NEXT FOR

ACCURASCALE'S next 'OO' gauge locomotive project will be the widespread General Motors – Electro Motive Division (EMD) Class 66 diesel.

Built in the late 1990s, an initial order for 250 locomotives was placed with General Motors – Electro Motive Division by the owners of English Welsh and Scottish Railway to modernise its fleet of former British Rail motive power. The first examples arrived in the UK in mid-1998 and subsequent orders for use with other UK freight operators have since tipped the balance to more than 500.

Unveiling its plans at Model Rail Scotland in Glasgow on February 24-26, Accurascale has confirmed that following an agreement with Hattorns Model Railways in late 2022 it has purchased the highly-regarded 'OO' gauge Class 66 tooling from the retailer to expand its own portfolio of products.

Accurascale has now integrated the tooling suite into its range and identified a raft of improvements for its new acquisition to further enhance its appearance and running characteristics. Amongst the new improvements are redesigned rotating axleboxes which are set to be more secure and smooth-running, improved access to the Digital Command Control (DCC) decoder through a lift-off magnetic roof section, revised lighting configurations for day, night and yard workings, an enhanced Printed Circuit Board (PCB), plus cube and Accurathrash bass reflex speakers.

In addition, Accurascale has revised the cab step and handrail



Accurascale has acquired the tooling for Hattorns Model Railways' high-fidelity 'OO' gauge Class 66 as the basis of the new project, which the manufacturer has significantly upgraded.

arrangement so they are now chassis mounted to improve access to the chassis interior, as well as revising the orientation of the bogie coil springs.

While the tooling suite for the new models was extensive, Accurascale has also taken the opportunity to modify the tooling so further variety is available when selecting models. These upgrades include angled or straight sand pipe fixings on the bogies, correct round profile handrail mounts with five or seven point mounting and a second style of cab interior offering the choice of original pedestal type or more recent wraparound desk.

Displaying an Engineering Prototype (EP) sample of the newly revised model on its stand at Model Rail Scotland, Accurascale is offering six standard models initially, finished as 66004 in DB Cargo Climate Hero livery, 66167

in DB traffic red, 66171 in EWS maroon and gold, 66122 in Direct Rail Services (DRS) livery (with EWS modifications including wing mirrors), 66507 Freightliner green and yellow and 66763 *Severn Valley Railway* in GB Railfreight (GBRf)

colours (with Europorte branding removed).

Accurascale's new model will also feature a heavy die-cast chassis, all-wheel pick-ups and drive, five-pole motor, twin flywheels, etched metal grilles, selectable directional

Accurascale has revealed that its next 'OO' gauge project is the General Motors – Electro Motive Division (EMD) built Class 66 diesel. A working Engineering Prototype (EP) sample makes light work of a rake of MGR coal hoppers on Hornby Magazine's Quorn Magna 'OO' layout.



A raft of refinements have been introduced to enhance the appearance and running characteristics, including revised rotating axleboxes.



ACCURASCALE



Accurascale has developed a new magnetic lift-off roof section for easier access to the 21-pin DCC decoder socket.

lighting, cab illumination, revised rotating axleboxes and more.

The manufacturer has also developed a new bespoke sound project for these releases. Amongst the features being incorporated is a new hall sensor

to automatically activate wheel flange squeal on corners.

All tooling revisions have been made and production of the first batch of models is expected to begin soon. A range of Accurascale Exclusive special editions are also

expected to be announced shortly.

Priced at £169.99 DCC ready and £259.99 DCC sound-fitted, release is currently scheduled during the first quarter of 2024.

● Visit www.accurascale.com for more information.



CLASS 31 AND 50 EXCLUSIVES

Accurascale has revealed a series of web-exclusive models for its all-new 'OO' gauge Class 31 and Class 50 diesel locomotives.

The new announcements include Class 31s 31407 in Mainline Freight aircraft blue and 31466 in EWS maroon and gold, while two Class 50s have also been added modelling 50007 *Sir Edward Elgar* in GW150 green and 50149 *Defiance* in BR Railfreight General sector livery.

Prices for the newly-announced Class 31s are set at £169.99 DCC ready and £269.99 DCC sound-fitted, while the Class 50s are priced at £189.99 DCC ready and £299.99 DCC sound-fitted.

● See www.keymodelworld.com for full details.

BR MK 2CS CONFIRMED

Accurascale is developing a series of newly-tooled 'OO' gauge BR Mk 2c carriages to accompany its previously announced Mk 2b vehicles.

This is the first time Mk 2c carriages have been produced for 'OO' gauge with examples planned covering Corridor Brake First (BFK), Brake Standard Open (BSO), Corridor First (FK), Corridor Standard (ex-FK) (SK), Open First (FO), Open Second (ex-First Open) (SO) and Tourist Open Second (TSO) vehicles.

Priced at £59.95 each, delivery is expected in late 2023.

● Visit www.keymodelworld.com for full details.

'DELTAIC' RE-RUN

Accurascale has confirmed a second production run of its popular 'OO' gauge Class 55 'Deltics'.

The new run of models will also feature improvements and modifications following customer feedback about the initial batch of locomotives. Six new 'OO' gauge 'Deltics' form this latest production batch, including a re-run of 9016 *Gordon Highlander* in Porterbrook purple with unique WIPAC lights.

Delivery is slated for early 2024, priced at £169.99 DCC ready and £259.99 DCC sound fitted.

● Visit www.keymodelworld.com for further information.

ALL-NEW 'OO' CLASS 60 FOR CAVALEX

CAVALEX MODELS' second all-new 'OO' gauge locomotive project is British Rail's Class 60 Co-Co diesel.

Designed and built by Brush Traction in Loughborough, 100 of the powerful Type 5 locomotives were completed. Much of the component manufacture was contracted out to external suppliers with Brush assembling the locomotives at its Loughborough Works. Each locomotive was fitted with a Mirlees 8MB275T engine, providing 3,100hp and a top speed of 60mph. Despite the first example being built in the late



Cavalex Models' newly-tooled 'OO' gauge Class 60 is currently in tooling, with a raft of colour schemes planned.

1980s, acceptance of the class by British Rail was protracted due to a series of technical issues.

Following privatisation, the Class 60s passed to English Welsh &

Scottish Railway ownership where they enjoyed mixed fortunes. Many were laid up during the 2000s with some enjoying a new life following refurbishment. More recently,

further class members have been purchased and subsequently restored to enjoy new careers with Colas Rail Freight, GB Railfreight and DC Rail.

The Class 60 has been selected as it complements existing wagons within Cavalex Models' expanding range and is being designed from new using original works drawings supplied by Wabtec UK, backed up with extensive research visits to measure the prototypes at DB Cargo's Toton Traction Maintenance Depot in Nottinghamshire.

The high-fidelity specification will incorporate a five-pole motor, twin flywheels, low-ratio gearbox,



Each model will feature separately applied parts and etched metal grilles.

Cavalex adds GBRf railtour 56s



CAVALEX MODELS has confirmed plans to add a further pair of all-new 'OO' gauge Class 56 diesels to its release plans, representing the 'Grids' that worked UK Railtours' recent Class 56 Farewell railtour in conjunction with GB Railfreight.

The two new 'OO' gauge additions are 56081 in BR blue and 56098 in BR large logo blue and will represent the prototype's condition during this final working of the class on a railtour by GB Railfreight on January 14 2023. Amongst the embellishments, the models will feature present-day overhead warning labels, while Class 60 buffers will also be fitted to one



Cavalex Models has added GB Railfreight's railtour-condition Class 56s 56081 in BR blue and 56098 in BR large logo blue, as used for the Farewell Class 56 tour in January.

end of 56081.

Like Cavalex's other Class 56s, the models will have a highly detailed underframe and body, a wealth of separately fitted detailing, etched metal roof fan grilles (prototypically just proud of the roof), see-through etched cantrail grilles along each side, correct etched mesh bodyside grille types (according to

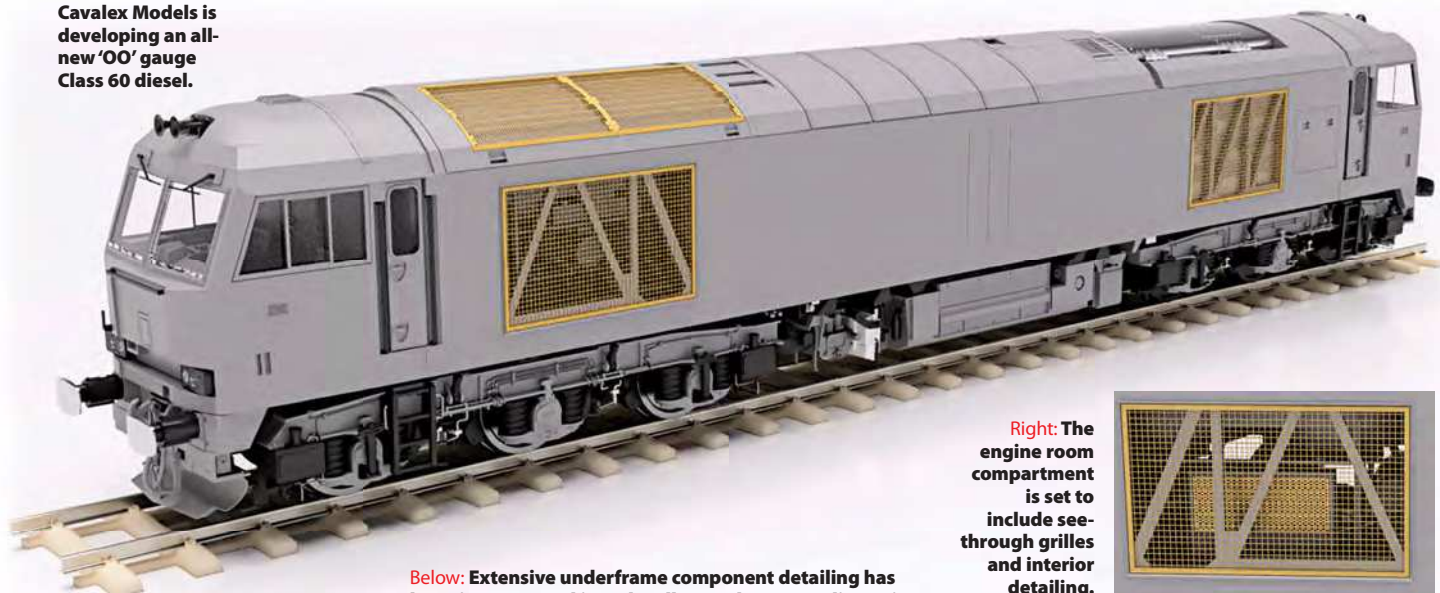
prototype), 3D-effect horn grilles and full relief bogie sideframes built from more than 30 separate parts. Four different cab designs have also been tooled to enable all permutations to be modelled – even accident-damaged examples.

The specification also calls for an alloy chassis, five-pole motor, twin flywheels, all-wheel pick-

up, low ratio gearbox for slow-speed running, floating centre axles for improved track holding, power bank for uninterrupted running, 21-pin Digital Command Control (DCC) decoder socket with easy access, full independently controlled lights, cab illumination and decorated cab interior.

DCC sound fitted models will also

Cavalex Models is developing an all-new 'OO' gauge Class 60 diesel.



Right: The engine room compartment is set to include see-through grilles and interior detailing.

Below: Extensive underframe component detailing has been incorporated into the all-new Class 60 tooling suite.



all-wheel pick-up, 21-pin Digital Command Control (DCC) decoder socket, onboard power bank, fully detailed cab, independently controlled lighting and a removable panel for quick access to the DCC socket and switches.

For those modelling in 'EM' or 'P4', provision is being made for drop-in wheelsets, while a floating centre axle will aid the model's track holding and operation. Lighting options will enable prototypical operations to be modelled for light engine, on-train and yard working, while parking lights will also be included. Lighting levels will feature realistic brightness, while day and

night lighting options will also be offered on appropriate models.

An adjustable hall sensor will also enable the characteristic flange squeal sounds on DCC sound-fitted models to activate as the model encounters a sharp curve.

Liveries planned initially include Trainload Coal, Construction, Metals and Petroleum sector colours, Loadhaul, EWS, DB red, Colas Rail Freight, DC Rail, Cappagh Group and GB Railfreight, although specific locomotive identities

have yet to be decided for the first production run.

The model is being tooled and release is scheduled for late 2024. Prices are to be confirmed.

● Visit www.cavalexmodels.com for more information.

Right: The manufacturer is also producing a further 14 'OO' gauge models of its all-new Class 56 Co-Co diesel.

be available, featuring a custom digital sound project recorded and programmed by ESU, which has been created to interact with the separately-driven roof fan which has its own coreless motor. A fully-adjustable hall sensor will also detect sound-fitted models negotiating curves, which will activate wheel flange squeal automatically. Factory-fitted bass and cube dual speakers also feature.

Thought has also been given to the couplings with a special NEM pocket 'blank' included to represent the 'grid' under the buffer beam when not required for the supplied small tension lock couplings.

The price is set at £189.99 each, DCC ready. Prices for DCC sound-fitted models have yet to be confirmed.

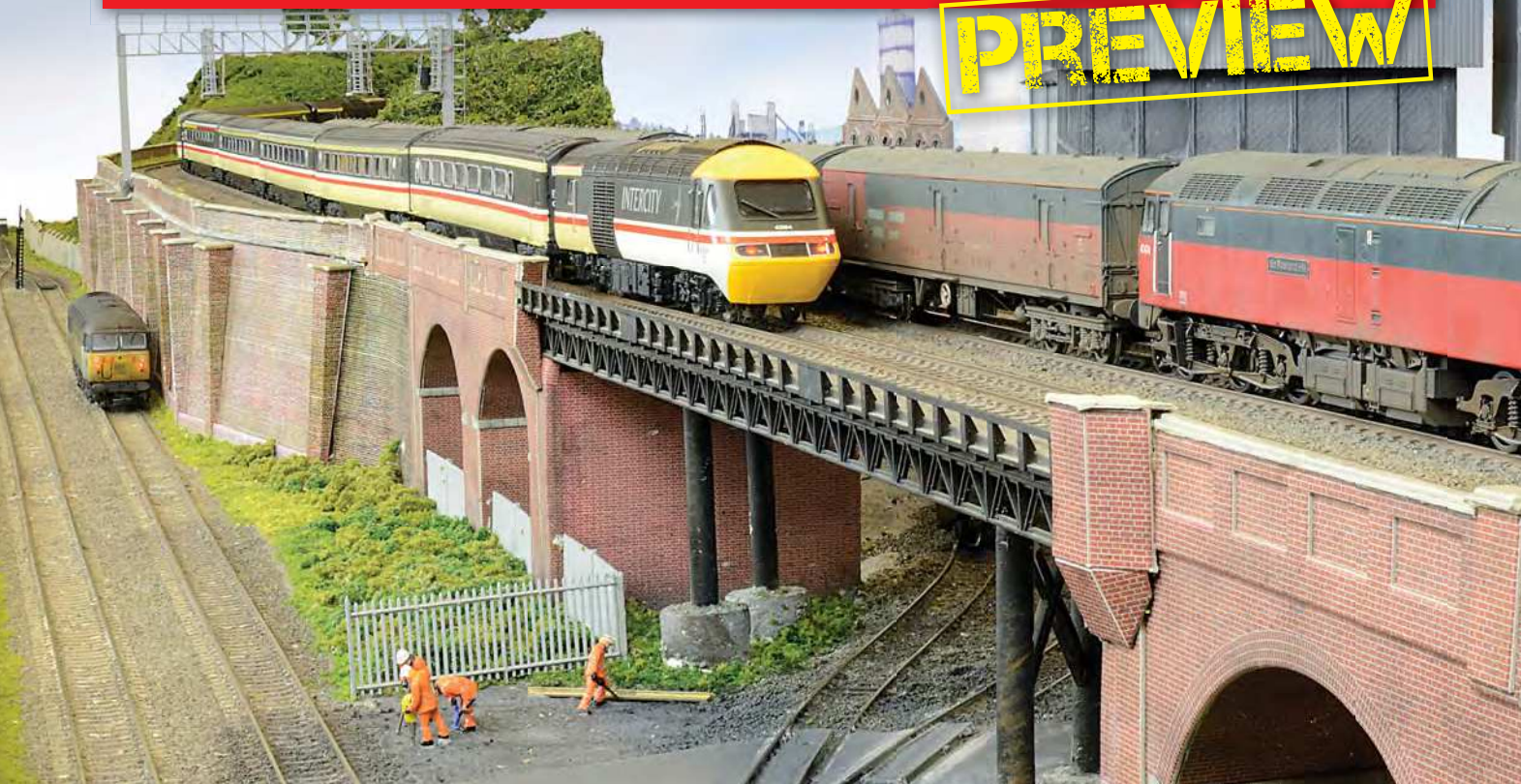
● Visit www.cavalexmodels.com



Statfold Model Railway

EXHIBITION 2023

PREVIEW



THE STATFOLD MODEL Railway Exhibition is set to return to the Statfold Narrow Gauge Museum on the weekend of April 1/2 2023, following the success of the debut event in 2022.

Set amongst the UK's largest collection of narrow gauge steam locomotives within the museum's

extensive 1,000 acre site in Staffordshire, more than 30 layouts and 35 traders are expected to attend this two-day model railway event.

Sponsored by *Hornby Magazine* and Tony's Trains of Rugby, a wide selection of model railway layouts has been gathered together for the show including several which

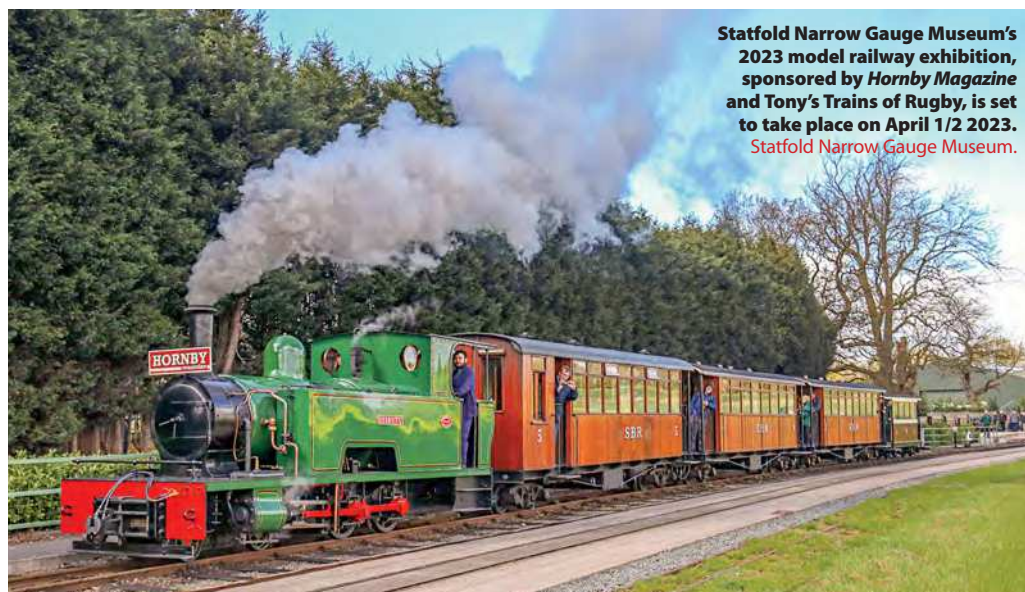
have appeared within the pages of *Hornby Magazine*, including Richard Holder's 'OO9' narrow gauge layout Launceston Steam Railway (HM178) and Boston Model Railway Club's 'OO' gauge 1980s/1990s-era Tytton Hall Yard (HM141). Further highlights include Nigel Smith's 'OO9' layout Devil's Bridge, James and Richard Handley's 'OO' gauge

Sixpenny Handley, Hackworth Model Railway Group's 'OO' gauge Hackworth (Trafalgar Terrace), Charles Insley's 'OO9' scale Fort Whiting and more.

The *Hornby Magazine* team will be there all weekend with our popular 'OO9' scale Fairlie Syniad Da (HM175/176) and brand new 'OO' gauge diesel depot (see pages 26-33, this issue) exhibition layouts on display, together with special show-only offers on subscriptions, bookazines and books, plus exclusive limited edition models too.

Bachmann Europe will also be in attendance across the weekend with displays of its latest releases and in-development projects, together with a host of traders including Culcheth Model Railways, Elaine's Trains, Grainge and Hodder, Invicta Model Rail, Layouts4U, LCUT Creative, Malcs Models, Ten Commandments, Tony's Train, TTC Diecast, WM Collectables, West Hill Wagon Works and others.

As well as the model railway event, the Roundhouse and museum will be open for visitors to view the many narrow gauge locomotives on display, including



Statfold Narrow Gauge Museum's 2023 model railway exhibition, sponsored by *Hornby Magazine* and Tony's Trains of Rugby, is set to take place on April 1/2 2023.
Statfold Narrow Gauge Museum.



Above: Amongst this year's line-up of layouts is Richard Holder's 'OO9' layout Launceston Steam Railway which appeared in HM178.
Trevor Jones/Hornby Magazine.

Left: Boston Model Railway Society's 'OO' gauge layout Tytton Hall Yard (HM141), set in the 1980s/1990s will also be on display at the event.
Mike Wild/Hornby Magazine.

Right: As well as unlimited tram and narrow gauge railway rides, the entry price to this year's show also includes access to the museum's stunning Roundhouse and exhibits.
Statfold Narrow Gauge Museum.

THE DETAILS	
Event:	Statfold Model Railway Exhibition,
When:	April 1/2 2023
Where:	Statfold Narrow Gauge Museum, Ashby Road, Tamworth, Staffordshire B79 0BU
Times:	Sat 10am-4pm, Sun 10am-4pm
Website:	www.statfold.com
Prices:	Adults £14, concessions £11.50, children £6, family (2+2) £37.50



the Beyer-Peacock 'K1' 0-4-0+0-4-0T and Hudswell Clarke 0-6-0 972 *Fiji*, together with Quarry Hunslets of all eras and examples of Royal Naval Armament Depot (RNAD) wagons, which provided the inspiration for Bachmann's recently released 'OO9' models.

Unlimited train rides are also included in the ticket price with Peckett 0-6-0ST 2050 *Harrogate*, Hudswell Clarke 0-6-0PT 1172 *Alpha*, Hunslet 0-4-2ST 1842 *Howard* and Fowler 0-4-2T 13355 *Saccharine* all expected to be in use during the weekend, subject to availability. Quarry Hunslet 0-4-0ST 3903 *Statfold* and Avonside 0-4-0T 2066 *Ogwen* are expected to be operating shuttle services between Oak Tree station and Statfold Junction, while Burton and Ashby Tram No. 14 will also be in service over the weekend.

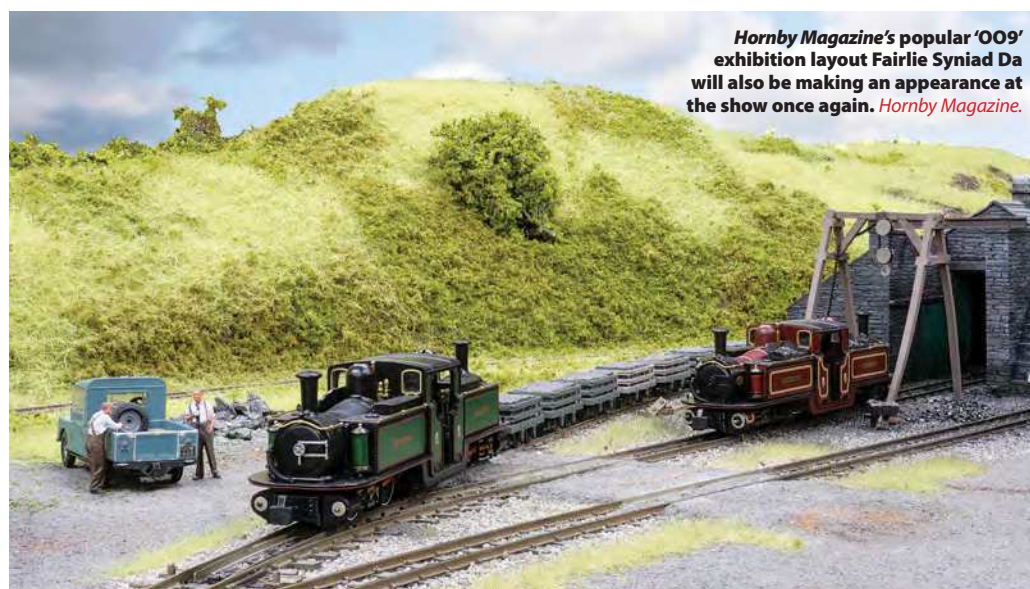
The railway's 'Driver for a Fiver' experiences will also be on offer once again, utilising Bagnall 0-4-2T No. 3023 *Isaac* at Oak Tree Station.

The event takes place at the Statfold Narrow Gauge Museum, Ashby Road, Tamworth, where you will find plenty of free parking. A free shuttle bus service will also

run between the venue, Tamworth town centre and Tamworth railway station on both days – see website for details.

Discounted advance tickets are available now priced at £14 adults, £11.50 concessions, £6 children and £37.50 families (2+2).

● Visit www.statfold.com for more information.



Hornby Magazine's popular 'OO9' exhibition layout Fairlie Syniad Da will also be making an appearance at the show once again. *Hornby Magazine.*

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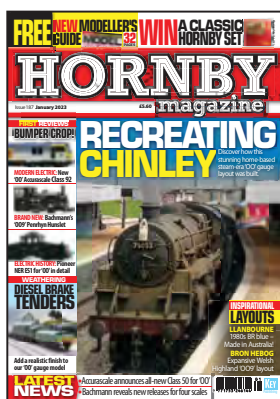
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BUILDING A DIESEL DEPOT

PART

1

There is always a plan for a new project layout at *Hornby Magazine* - and this issue marks the debut of our latest build to create a multi-era depot in 'OO' gauge. **MIKE WILD** introduces the project in the first of four features which join our new video series on *KeyModelWorld.com* - and an exclusive laser-cut building kit.

Scottish Region Class 37/4s 37424 and 37417 stand outside the newly completed depot in the company of Class 47/4 47595. The laser-cut diesel depot is a stand out feature of the layout and is available as an exclusive kit from Key Publishing.



DIESEL DEPOTS are great fun to build and with the right trackplan they are entertaining to operate. For our latest project we are back to working in 'OO' gauge to create a freelance depot scene with a scenic area just under 10ft x 2ft and a total length of 11ft including the storage yard.

The idea was to create something anyone could build at home along one side of a spare room, or in a garage, while offering an ideal space to display a growing collection (hopefully we aren't the only ones!) of locomotives and creating a believable scene.

Like all of our great ideas, the initial concept spiralled. The plan was to use entirely out of the box buildings, but the more we thought about it, the more we wanted to create something unique and with a statement depot structure. PJM Models had the answer as it joined forces with the *Hornby Magazine* team to develop an exclusive laser-cut building based on Stratford Depot in East London which we have now turned into a pair of kits you can buy direct from Key Publishing to build for your own layout (see panel).



Class 47 47595 is prepared for departure from the depot. 3D printed accessories are from Westhill Wagon Works while the figures are 3D laser scanned models of the Hornby Magazine team.

DESIGN & PLANNING

The design for this depot layout called for a series of features typical to all locations of this type. We needed a main depot building, inspection pits, a fuelling point, fuel storage tanks and a wash plant. Overlaying all of these considerations was that the trackplan had to be operationally interesting as well as realistic.

The footprint for the scenic area was set at 8ft x 2ft initially with the plan being to add a further 3ft x 2ft baseboard onto one end as a

storage yard. There would be an entry and an exit road, a fan of four sidings going into the depot building plus headshunts to give access to the fuelling point and wash roads. Of interest too is that the overall length is identical to the 'O' gauge depot we built in 2019 called Seven Mill Depot (HM152). You can read more about this build at www.keymodelworld.com/seven-mill-depot.

As with many of our layout designs, once we started laying out the track, changes and adjustments

started to flow. An extra loop was added for the wash plant meaning that locomotives can run all the way through on entry or exit to the complex, or bypass it altogether. The fuelling sidings gained additional points so fuel deliveries can be held independently of the refuelling process. Finally, we added a double slip in the entry to the depot which has really enhanced the flexibility – and complexity – of the track plan.

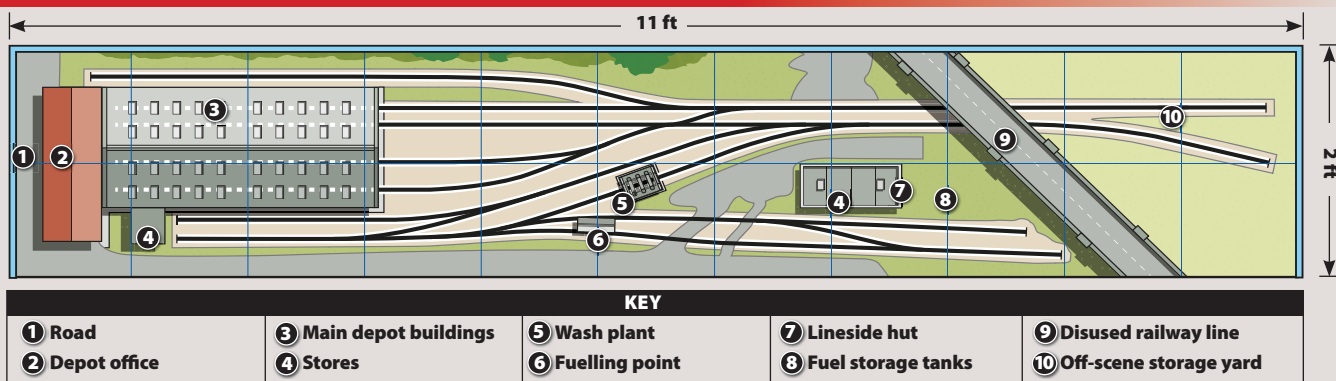
The style of layout meant we could work with solid top baseboards throughout, but again our original plan of a straight scenic break at the join between the 8ft and 3ft long sections changed during the design stage and now sees the scenic break run at an angle across the 3ft long storage yard board which leaves plenty of space for off-scene locomotive storage as well as a more interesting scenic break.

BUILDING THE DEPOT

Construction of the baseboards follows our tried and tested method with a combination of 9mm plywood for the tops supported by a 69mm x 18mm planed timber frame. The timber >>>



HORNBY MAGAZINE DIESEL DEPOT TRACKPLAN (NOT TO SCALE)

**EXCLUSIVE****DIESEL DEPOT KITS AVAILABLE NOW!**

● Key Publishing has partnered with PJM Models to offer a brand-new and exclusive laser-cut diesel depot kit for 'OO' gauge. This impressive four-track depot is the centrepiece of our new diesel depot build and comes in two formats:

Option A: Four-road depot

This building measures 367mm x 312mm and can accommodate four locomotives inside. It is based on the design at Stratford Depot in East London, but modified to create a through design. It features laser cut walls, ends, roofs and window frames as well as laser cut glazing panels and doors. The kit can be assembled as a standalone building or by using optional parts included with the kit it can be built to be joined with Option B or a second Option A kit.

Price: £85**Availability:** Now!

Available from: *shop.keypublishing.com*

Option B: Four-road depot with office block (Below)

This building measures 427mm x 410mm and can accommodate four locomotives inside. It is based on the design at Stratford Depot in East London and includes the office block at the rear (with internal walls and doors) as well as the side extension. It features laser cut walls, ends, roofs and window frames as well as laser cut glazing panels and doors. The kit can be assembled as a standalone building or by using optional parts included with the kit it can be built to be joined with Option A to create a longer building.

Price: £135**Availability:** Now!

Available from: *shop.keypublishing.com*



is screwed together following the same methods outlined in our baseboard construction feature in HM175 (www.keymodelworld.com/beginners-guide) which sees a softwood frame cut to length with four cross-members added – one at each end and two set 400mm in from each end of the baseboard.

During assembly of the board which will house the depot, we realised the need to adjust the position of the frame so it didn't conflict with the inspection pits we planned to install, which required one of the cross-members to be moved by 50mm.

Baseboards complete, our next task was painting of the bare timber with 'Hornby Magazine Grey' – that's not a real Dulux colour yet, but maybe we could suggest it – to seal the wood and provide a consistent base colour underneath the future scenic layers. This was followed by installation of the backscene on the storage yard board.

Next, we were straight into the track and rather than use cork underlay, for this project we laid the running lines directly onto the plywood surface. Because of the loose ballasting method we will be using, the sound deadening properties of cork won't be felt while we didn't need to raise the track off the baseboard to create a ballast 'shoulder' because of the depot setting.

All of the track is Peco code 75 using a combination of large and medium radius points plus one double slip. The plain track is all wooden sleeper yard lengths which have been joined to the points with metal or plastic rail joiners as required to suit the electrical plan which allows the layout to be wired permanently live for operation with digital sound locomotives.

The track has been pinned in place with Peco track pins while the cuts have been made using a cutting disc in a Dremel mini drill for quick and accurate fitting of the track.

One of the larger tasks in the initial phase of the build was cutting the openings for the inspection pits which run the length of the depot. These were marked out using a pre-built section after which a 13mm hole was drilled at one end to allow a jigsaw to be used to cut out most of the pit opening. However, we realised we had a second cross-member under one end of the pits which meant a change of tool to a plunge saw which, set to a 25mm depth, cut through the plywood top and a limited depth into the timber frame below. Once the top had been removed we were able to knock out the notches cut into the frame to make way for the inspection pits.

GROUND COVER

Being a depot the biggest component of the ground cover is ballast. For this layout we have used the Geoscenics 'N' gauge ballasts available from the Key Publishing Shop as the basis for the layout. These are supplied in 500g packs, together with sheets of cardboard for the creation of wagon loads.

The ballast was laid loose across the layout, tamped into place with a 1in wide paintbrush and then glued in place with SBR adhesive. Prior to application of the ballast, a water mister was used to spray a square foot at a time which helps the glue flow more readily into the loose ballast without disturbing it.

Another key feature was the installation of the buildings before ballasting. The fuelling points, fuel storage tank, office and wash plant are all from the Bachmann Scenecraft range and were secured in place with PVA glue prior to the ballasting process. Fixing the buildings down at this stage prevents them from looking like they are placed on top of the ballast as the ground cover flows around the edges to set them in place.

The next big task was installation of the hardstanding around the inspection pits. For this we used sheets of 2mm thick MDF which



The fuelling point, wash plant and stores building are all from the Bachmann Scenecraft range while the majority of the locomotives on display are from Bachmann too.

was cut to size to meet the needs of the depot floorplan while also allowing an overlap outside the building as a walking and fork lift route. This part of the project took a little time as the 2mm MDF had to be cut to exactly the right shape and size.

Contact adhesive was used to fix the MDF in place after which it was scored with the back of a craft knife to represent joints in the concrete surface. To finish the area, it was sprayed with grey primer followed by Ford Dove Grey to create a concrete finish for the new hardstanding.

Around the outside of the depot, there was a need to introduce further ground cover textures with grasses and bushes around the edges as well as weeds growing between the running lines. All of this was created using Woodland Scenics Fine Blended Turf overlaid with Green Scene static grasses in Spring and Autumn colours mixed between 4mm and 6mm lengths. A Noch Grasmaster was used to apply the static grasses to create a realistic finish.

Further Geoscenics products have been used around the depot including its rather useful Potholed Road kit which contains a fine grey

powder as well as a brown powder. These can be applied over neat PVA glue and then the depth can be built up and sealed in place with diluted PVA glue. Adding small patches of brown suggests holes in the road surface and creates a realistic finish to the roads around the depot.

As this issue closed for press, we were applying the first layers of weathering to the ballast and concrete using Geoscenics Track Dirt Kit – also available from the Key Publishing Shop - with a first pass of Track Grime followed by heavier staining using the Black Concentrate suitably diluted. Both of these colours were applied by airbrush which made quick work of the weathering process.

We have plenty of additional details to add to the layout both in terms of weathering and physical details and we will cover these elements in a future instalment as part of this series in both print and video.

MULTI-ERA THEME

While our depot structure takes its inspiration from Stratford Depot, we didn't want to be tied to a single era for the layout – our interests are just too diverse. However, we

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Code 75 large radius left-hand point	Peco	SL-E189
Code 75 large radius right-hand point	Peco	SL-E188
Code 75 medium radius left-hand point	Peco	SL-E196
Code 75 medium radius right-hand point	Peco	SL-E195
Code 75 double slip point	Peco	SL-E190
Code 75 wooden sleeper flexible track	Peco	SL-100F
Code 75 rail joiners, metal	Peco	SL110
Code 75 insulated rail joiners	Peco	SL111
Rail built buffer stops	Peco	SL-40
Track pins	Peco	ST-280
Geoscenics 'N' gauge limestone ballast	Key Publishing	MOD19
Geoscenics Potholed Road kit	Geoscenics	PH600
Geoscenics Track Grime kit	Key Publishing	MOD51
Scenecraft fuelling point	Bachmann	44-040
Scenecraft office building	Bachmann	44-039
Scenecraft lineside hut	Bachmann	44-0176
Scenecraft fuel storage tanks	Bachmann	44-0110
PJM Models four-road through shed kit	Key Publishing	MOD66
PJM Models four-road shed with office	Key Publishing	MOD67
Layouts 4U yard lighting towers	Layouts 4U	Masts
Sankey Scenics factory backscene	Sankey Scenics	Brick Factory 1
Sankey Scenics factory backscene	Sankey Scenics	Warehouse Backs 1

needed depot signage to bring the scene to life, but we have been careful about its placement to ensure it doesn't stand out too much. We plan to create removable signage for the depot road entrance in the future so we can switch between different eras.

For the layout's first showing at Model Rail Scotland in February

2023, we opted for a Scottish 1980s theme with BR blue, Large Logo, Railfreight, ScotRail and InterCity Mainline liveried locomotives in attendance while its second appearance at the Statfold Barn Model Railway Exhibition on April 1/2 will see the layout filled with early privatisation era stock for a change of theme. **HM**

STEP BY STEP BUILDING A DIESEL DEPOT IN 'OO' GAUGE

1



Three baseboards form the basis of the layout built from 18mm x 69mm planed softwood for the frame and topped by 9mm plywood. The softwood frame was marked for cutting first.

2



To ensure the frame ends don't split during assembly pilot holes were drilled through each end.

3



4.0 x 40mm wood screws were used to screw all the frame components together for secure and robust joints.

4



The frame was assembled first using the plywood top as a table for assembly. The two scenic boards are both 4ft x 2ft while the storage yard board is 3ft x 2ft.

5



The frame has now been fixed to the plywood top ensuring that all corners are square with a tri-square. Cross-braces have also been added 400mm in from each end of the main 4ft baseboards.

6



With the plywood attached to the outside of the frame, the finishing touch is to add screws across the cross braces.

7



Joining of the baseboards is achieved with a pair of M6 coach bolts and wing nuts. For accurate alignment DCC Concepts alignment dowels have also been installed.

8



The two 4ft baseboards have been joined together for mocking up of the trackplan. This highlighted where adjustments to point positions were required to work around the cross-braces.



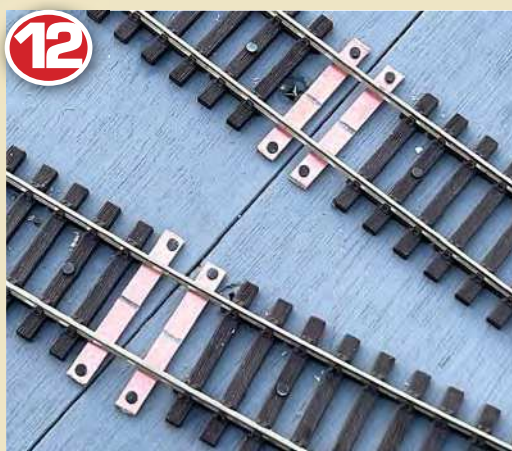
9 The size of the depot and its track centres were also marked on the board's surface. This showed the need to move one of the cross-braces 50mm to the right in this view to clear the planned inspection pits.



10 The baseboard surface has now been painted grey and the plain line into the depot has been laid in position using Peco code 75 flexible track.



11 The entry to the depot complex is handled by Peco large radius points and a double slip. Use of the latter has enhanced the operational flexibility of the trackplan.



12 At the baseboard joints copper-clad sleepers have been installed to ensure the tracks remain accurately aligned during dismantling and reassembly. These are pinned in place on each side with Peco track pins.



13 The rails are then soldered to the copper-clad sleepers to make a firm joint. Note the cut in the centre of the copper-clad sleeper which prevents short circuits.



14 Installation of the point motors requires a 9mm hole to be drilled under the point tie bar. Its position is marked in pencil beneath each point.



15 Using a 9mm wood drill in an electric drill, the hole is created and cleaned.



16 The next step in the project is to make the openings for the inspection pits. A short length was assembled and then used as a guide to mark the baseboard surface for cutting.

STEP BY STEP BUILDING A DIESEL DEPOT IN 'OO' GAUGE



A 13mm hole was then drilled at one end of the pit opening after which a jigsaw was used to cut out most of the pit opening.



To finish the pit openings through the cross-brace, a plunge saw was used to cut 25mm down into the frame and through the plywood surface. Once the plywood had been removed the notched section of the frame was snapped away.



Inspection pits are from the Peco range with eight kits being used for this depot interior. All were assembled with Flex-i-File Plastic Weld glue from Albion Hobbies.



The track layout was then weathered with Humbrol No. 29 from an aerosol, making sure that the point blades were covered with masking tape prior to paint application. The rail heads have now been cleaned again to prepare for testing.



An essential part of any layout project is testing the track formation. With all the wiring complete underneath, all lines were checked for correct operation.



Ballasting followed using Geoscenics 'N' gauge ballast which is available from shop.keypublishing.com. This was applied loose, brushed into place, wetted with a water mister then set in place with SBR adhesive applied with a syringe.



Continuing the ground cover, 2mm MDF was used to make the hard standing inside and around the main depot building. The MDF sheets were cut to size using a craft knife and a straight edge.



Cutting the MDF sheets is a simple task, but requires multiple passes with a craft knife – don't be tempted to try cutting through in one go. Always use a steel ruler when cutting with a craft knife.



25

Multiple sections were built up around the depot to create the concrete apron. At the depot entrance the sleepers were removed from the track so the MDF could be threaded under the rails.



26

The completed hardstanding was glued in place with Gorilla Contact Adhesive and left to set. With the test build of the diesel depot building in place the scene is coming together.



27

To enhance the appearance of the MDF, the back of a craft knife blade was used to score the timber surface to represent concrete sections prior to the hard standing being painted with Halfords grey primer and then a dusting of Ford Dove Grey from the Halfords range.



29

Weathering around the fuelling point is much heavier to represent fuel and oil spillages on the ballast.

NEXT ISSUE

● In the next issue of *Hornby Magazine* we go into detail explaining how we built, painted and installed our exclusive diesel depot kits on this new layout. Don't miss our comprehensive guide next issue – on sale April 6 2023. Don't forget to visit www.keymodelworld.com/building-a-diesel-depot to watch our full four-part video series. Part One goes live on March 10 2023.

WATCH OUR FULL VIDEO BUILD SERIES ONLINE!



● Visit www.keymodelworld.com/building-a-diesel-depot to watch our full four-part video series. Part 1 launches on March 10 with new instalments available every Friday from 9am. In Part 1 we take on the challenge of building baseboards in winter, develop the trackplan and get it working.



28

Track weathering has now been added using a two-layer approach: one pass of Geoscenics Track Grime followed by a second pass with Geoscenics Black Concentrate watered down. Both colours were applied by airbrush.



30

To add roads around the depot, Geoscenics' Potholed Road kit was used which adds great texture to the road surfaces and a realistic look to the layout. It is now ready for detailing which you can see in a future instalment in our four-part series.

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- Attending model railway events
- Involvement in magazine projects
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- Experience of managing social media channels
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- Railway subject knowledge
- Basic modelling skills
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Addition & subtraction

It's back to maths class as **TIM SHACKLETON** explains how, as far as weathering is concerned, what you take off can be just as important as what you put on.



THIS MONTH I'd like to take a look at two very different approaches to weathering. One involves slapping on layer after layer of filth and leaving it there, while the other entails wiping most of it off again.

Paradoxically, the two methods complement one another very well and can be used again and again on the same model – you can add paint, powder and pigment to your heart's content and then systematically take much of it off again, until you have the effects you seek. After all, real locomotives and rolling stock see a steady build-up of road dirt, exhaust fumes, corrosion, splash marks and much else besides – even sometimes the cleaner's rag. The idea that weathering can be done in one over-simplified airbrushed hit has no basis in reality. A really mature 'WD' or '9F' could take years to reach such a truly wanton state of degeneracy.

Our project models are from one of my favourite locomotive classes of the steam era – the 'J27' 0-6-0s that were the workhorses of the North East for more than 60 years from their introduction in 1906 to their final withdrawal late in 1967. They were absolute masters of their job, which was mostly to do with lugging enormous tonnages of coal around, and I'm told this competency was the factor that allowed BR to divert many of the North East's allocation of new



Seen at its home shed of Sunderland on July 24 1960, 65854 shows evidence of hard work and a fair bit of priming. There are big problems with the smokebox, which has recently been repainted after repairs. Already the door is badly burned and so is the chimney. *Jacy collection.*

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Charcoal enamel	www.revell.com	6
Dark Grey acrylic	www.tamiya.com	XF-24
Engine grime wash	www.migjimenez.com	A.MIG1407
Flat Black acrylic	www.tamiya.com	XF-1
Flat brushes (series 30)	www.proarte.co.uk	Various
Leather Brown enamel	www.revell.com	84
Red Brown acrylic	www.tamiya.com	XF-64
Stynylrez Metal primer	www.badgerairbrush.com	SNR-212

Class 37s to South Wales instead. Only when the Western Region grudgingly admitted they were surplus to requirements were the missing '37s' sent to County Durham – where many of them

had of course been built – and allowed to take up the duties they'd originally been intended for. The victims, of course, were the long-lived 'J27s', the last pre-Grouping class still active on BR.

So here we have a selection of 'J27s', some kit-built and some the much under-rated (in my view) Oxford Rail version. All have subtle differences of detail and no two are weathered alike. I'll talk through the various processes involved, from the initial airbrush-driven discoloration to the final touches with pastels and powders. As ever the secret is knowing when to stop – but even then, it's often as easy to take surplus weathering off as it is to put more on. If in doubt, my advice is to down tools and come back the next day. It's amazing how much better things look after a good night's sleep. **HM**

In their final months, many of the surviving 'J27s' were specially cleaned by enthusiasts and photographers, toiling through the night with rags and paraffin. On September 8 1967, North Blyth's 65882 hammers past the popular photographic location of Ryhope with empties for South Hetton. The locomotive was withdrawn on the following day. *Jacy collection.*

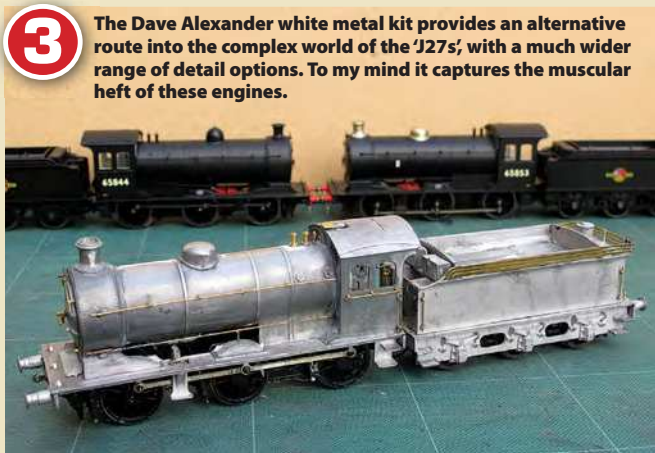




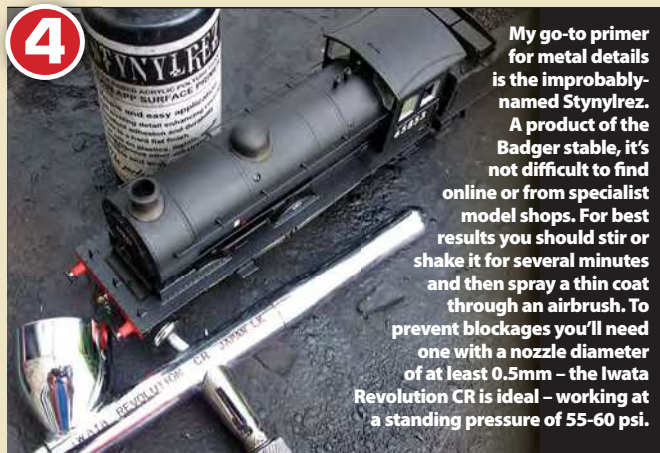
1 In real life 'J27s' came with quite a range of detail options but – for now at least – Oxford Rail has released one pre-war and one post-war example. Fortunately, Dave Bradwell offers a huge range of lost-wax detail parts originally produced for his own exquisite 'J27' kit. A few minutes with files and superglue give us the characteristic low dome and a much more believable chimney. Many other variations are possible.



2 Whilst finely detailed, the spring and axlebox detail of the Oxford Rail model appears on the shallow side, certainly when compared with the equivalent castings from the Dave Alexander kit.



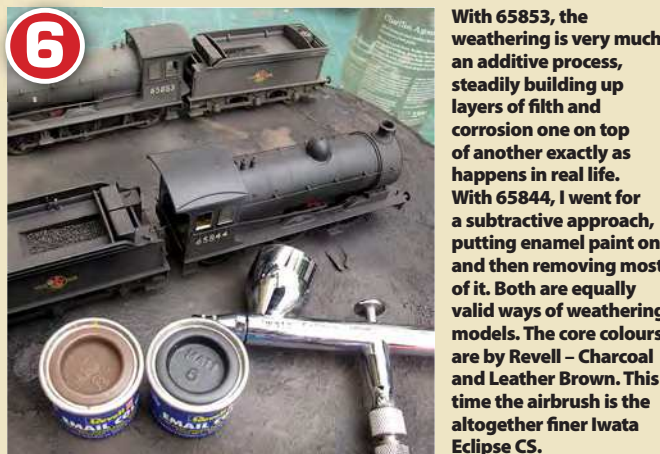
3 The Dave Alexander white metal kit provides an alternative route into the complex world of the 'J27s', with a much wider range of detail options. To my mind it captures the muscular heft of these engines.



4 My go-to primer for metal details is the improbably named Stynylrez. A product of the Badger stable, it's not difficult to find online or from specialist model shops. For best results you should stir or shake it for several minutes and then spray a thin coat through an airbrush. To prevent blockages you'll need one with a nozzle diameter of at least 0.5mm – the Iwata Revolution CR is ideal – working at a standing pressure of 55-60 psi.



5 Still using the Iwata Revolution, but now with the standing pressure turned down to around 25psi, I've quickly sprayed the model with a mixture of colours from the Tamiya acrylic range – Flat Black, Dark Grey and Red Brown. The aim is to provide an ever-shifting background layer of colour on which weathering effects will be built up.



6 With 65853, the weathering is very much an additive process, steadily building up layers of filth and corrosion one on top of another exactly as happens in real life. With 65844, I went for a subtractive approach, putting enamel paint on and then removing most of it. Both are equally valid ways of weathering models. The core colours are by Revell – Charcoal and Leather Brown. This time the airbrush is the altogether finer Iwata Eclipse CS.

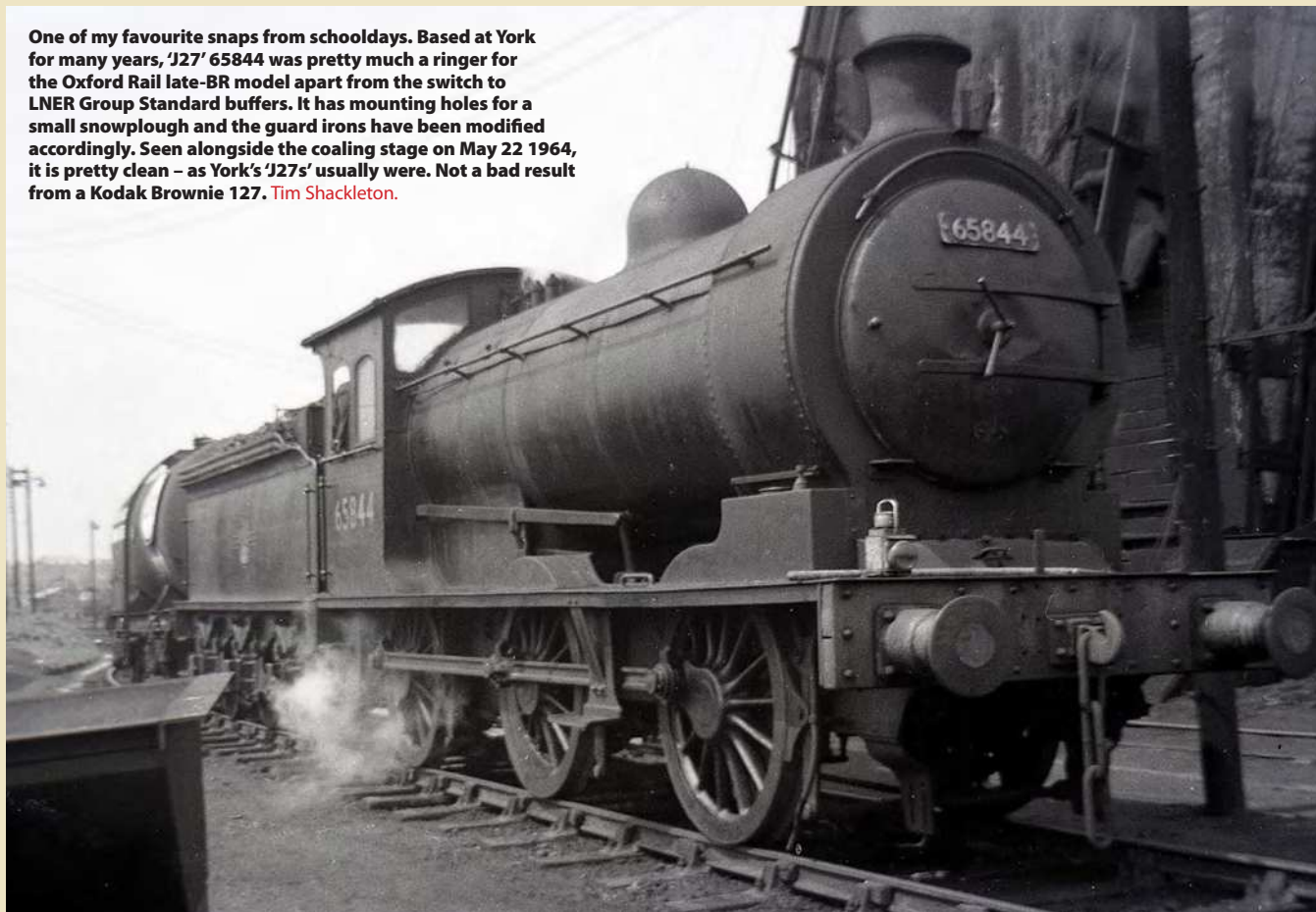


7 Having sprayed enamel paint around difficult-to-clean areas – underframe, cab roof, tender top and so on – I'm now taking most of it off again with white spirit. This will leave a build-up of dirt in out-of-the-way places.



8 This is the outcome – even at this early stage, the locomotive really does look like it's been cleaned. I like these synthetic flat brushes from ProArte's Series 30 range and they don't seem to mind the harsh solvents we use.

One of my favourite snaps from schooldays. Based at York for many years, 'J27' 65844 was pretty much a ringer for the Oxford Rail late-BR model apart from the switch to LNER Group Standard buffers. It has mounting holes for a small snowplough and the guard irons have been modified accordingly. Seen alongside the coaling stage on May 22 1964, it is pretty clean – as York's 'J27s' usually were. Not a bad result from a Kodak Brownie 127. **Tim Shackleton.**



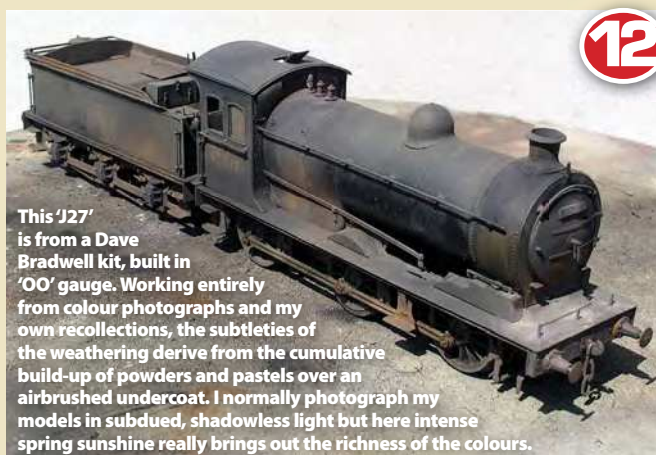
9 Weathering is applied to 65844's buffer beams and immediately wiped off again, using my limitless supply of worn-out brushes to create irregular patterns that suggest a token effort to clean this area.



10 More subtractive weathering – I've added a few dabs of a runny grey wash (Engine Grime from the Mig AMMO range) and now I'm going to blast it with neat white spirit applied at high pressure with an airbrush, coaxing the pigment almost randomly into vertical streaks.



11 The ultra-thin paint dries within minutes, adding another convincing layer of discoloration to the boiler of 65853. I've finished the job with a selection of weathering powders, following photographs of my chosen prototypes as closely as possible. I always use tiny quantities – it's a lot easier to add more than it is to take off what you've already put on.



12 This 'J27' is from a Dave Bradwell kit, built in 'OO' gauge. Working entirely from colour photographs and my own recollections, the subtleties of the weathering derive from the cumulative build-up of powders and pastels over an airbrushed undercoat. I normally photograph my models in subdued, shadowless light but here intense spring sunshine really brings out the richness of the colours.

13

By coincidence this is the same locomotive, 65817, that Oxford Rail subsequently chose for its 'late crest' version. The condition is slightly different to the out-of-the-box model.



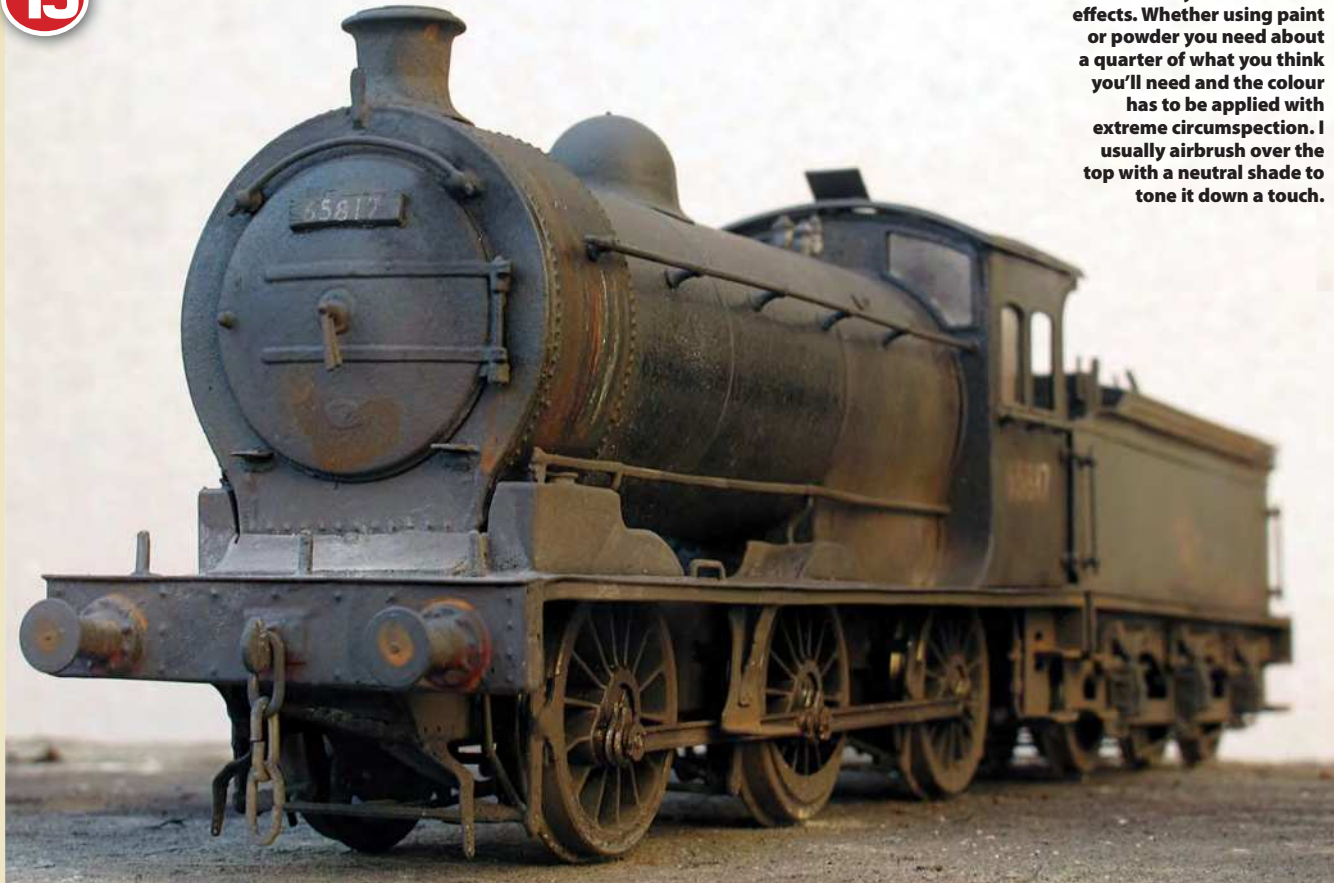
14

Steam locomotives never weather in quite the same way on both sides – they're obviously similar, but never identical! In the latter days of steam I remember seeing locomotives that had been cleaned on one side only for the benefit of photographers.



15

It's so easy to overdo rust effects. Whether using paint or powder you need about a quarter of what you think you'll need and the colour has to be applied with extreme circumspection. I usually airbrush over the top with a neutral shade to tone it down a touch.



16

Never forget the tender - the most outwardly neglected part of all. Even on preserved railways, the flat surfaces on which crewmen walk are deliberately kept grubby - if they shone like the tender sides they'd present a slip hazard, especially with all that water sloshing about. Locomotive running plates and front platforms are treated the same way, often with a bit of smokebox char sprinkled around to give some grip.

17

Even the grubbiest steam locomotive is never uniformly dirty all over and the boiler of this 'J27' has a pronounced shiny patch where it's been repeatedly rubbed by the overalls of shed staff and locomotive crews. In replicating this, close observation is key. All I did was rub the paint off in this area as soon as I'd put it on.


18


65894 is different again. This was a long-time York engine that was normally kept pretty clean, but when it was transferred to Sunderland in late 1966 its outward condition quickly degenerated and this is how I've depicted it here. Another Dave Bradwell kit, you're left in no doubt that this heavy freight engine had a '5F' power classification.

19


Working from photographs I could see how worn and patchy 65894's paintwork had become once it reached the Durham coalfields. Neglect, hard work and salt air do this to a locomotive. The effect was achieved by using a sequence of thin enamel washes, each application very slightly different in hue until the desired effect was achieved.

20


The red coupling rods are a relic of 65894's long sojourn as one of York's pet 'J27's. I'm not sure it ever did a vast amount of work there and, like the other class members at 50A, you could usually find it simmering gently away in the engineers' sidings at Clifton or on shed at York North.

HIDDEN TREASURES!

Every town once had a scrap yard full of hidden treasures.
DAN EVASON recreates a typical 1970s scheme in 4mm:1ft scale.

TIMES WERE VERY different in the 1970s and if you travelled through any industrial parts of town you would often happen across a scrap metal merchant where you could dispose of your car for cash or perhaps even find a spare part you had spent much time searching for – after all, this was pre-internet! These yards would store and

collect scrap metal until the value was at a premium. These would then be collected and taken to foundries for melting and recycling.

With this diorama I have attempted to create my own take on a scrap merchants that could very easily be placed on an urban style 'OO' gauge layout, populated with Oxford Diecast 1:76 scale vehicles and a selection of Scale Model Scenery's 4mm scale

products.

The following step by step guide will show you how I developed the scene using a selection of materials, kits, paints and weathering powders. Along the way I'll also explain a few of the techniques employed and share a few top tips too. **HM**

● Read our full collection of **Making a Scene** features at www.keymodelworld.com/making-a-scene

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
1970s Carflat set	www.oxforddiecast.co.uk	OR76CPK002
13ft scaffold boards	www.scalemodels scenery.co.uk	LX098-00
20ft shipping container	www.scalemodels scenery.co.uk	LX167-00
3D-printed 4mm scale shunter (leaning)	www.modelu3d.co.uk	1100-076
45gallon drums	www.scalemodels scenery.co.uk	AX143-00
Buff Titanium acrylic	www.daler-rowney.com	024
Burnt Grass fine turf	www.bachmann.co.uk	T44
Burnt Umber acrylic	www.daler-rowney.com	225
Chain link security fence	www.scalemodels scenery.co.uk	LX007-72
Dark Dirt wash	www.florymodels.org	FMW002
Deep Yellow acrylic	www.acrylicosvallejo.com	70.915
Green Grass fine turf	www.bachmann.co.uk	T45
Grey primer aerosol	www.halfords.com	456855
Portable office building	www.scalemodels scenery.co.uk	KX041-00
Pritt Stick	www.therange.co.uk	P406960
Rust wash	www.florymodels.org	FMW006
Roket card glue	www.deluxematerials.co.uk	AD57
Rubbish skips	www.scalemodels scenery.co.uk	LX110-00
Scrap V8 engines (rusty finish)	www.scalemodels scenery.co.uk	AX168-00
Small wooden pallets	www.scalemodels scenery.co.uk	AX063-00
Stillage bins	www.scalemodels scenery.co.uk	LX187-00
Stone retaining arches	www.peco-uk.com	SS69
Warm Grey acrylic	www.daler-rowney.com	078
Weathering powders	www.dcccconcepts.com	Various

STEP BY STEP MODELLING A SCRAP YARD

1



For this project, the diorama board size was determined by the Wills stone arches. The arches are a simple design and go together well, although the brick embossed sheet needed trimming to fit within the guides on the reverse side of the stone arch itself. Two sections were used and glued together with Plastic Weld.



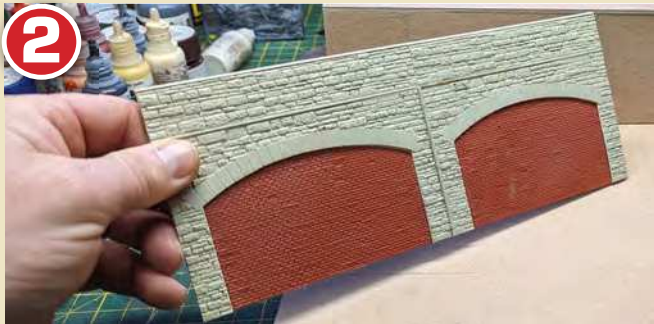
PLEASE TURN FOR
STEP BY STEP GUIDE

“These yards would store and collect scrap metal until the value was at a premium.”

DAN EVASON

This 1970s scrapyards scene would make a superb corner filler on a layout. Great use has been made of laser-cut kits and ready-to-place 1:76 scale vehicles, with some very heavy weathering.





2 For the baseboard, 9mm MDF was selected and cut to 350mm x 250mm. I then created a box section at the rear for the arches to be attached. A glue gun was used for speed at this stage. An added bonus of the box section is that it also provided an option to add a railway or road, adding variety to the scene.



3 Once the arches were glued in place, attention turned to the yard road surface. As the MDF base has no grain pattern, I used 40-grit coarse sandpaper to create added texture and set to work scuffing the surface ready for painting.



4 Once the surface was ready, I painted a milky wash of Daler-Rowney Warm Grey and Burnt Umber over the yard. A little fine soil was also added to give the scene added texture as I wanted to make the yard appear unloved.



5 Once the yard was dry, the next task was to transform the clean looking rear arches. To give these a more realistic appearance, I started with the red bricks and applied an all-over mortar mix using Daler-Rowney Buff Titanium with a damp brush.



6 While the Buff Titanium was still wet, I gently set about removing the excess paint with my thumb until the desired effect was achieved. You may wonder why I used my fingers rather than a tissue: I find the paper can remove too much paint for this technique, so fingers it is!



7 For the stonework, I like to use Flory Wash Dark Dirt. This is a liquid clay wash which is painted onto the surface and left to dry. You can then use a damp cotton bud and begin removing the excess in a downward movement.



8 Next, I added greenery to bring the area in front of the arches to life with grass and weeds. For this I used Woodland Scenics Burnt Grass fine turf. This was attached using a small bead of PVA glue and a paintbrush for control.



9 Whilst searching for appropriate items to place in the yard, I discovered Scale Model Scenery's (SMS) 4mm portable building laser-cut kit. This is supplied with a paper wrap which fitted perfectly and provided a realistic appearance. During assembly of the kit, Deluxe Materials Roket card glue was used for the main framework, while Pritt Stick glue was ideal for attaching the wraps.



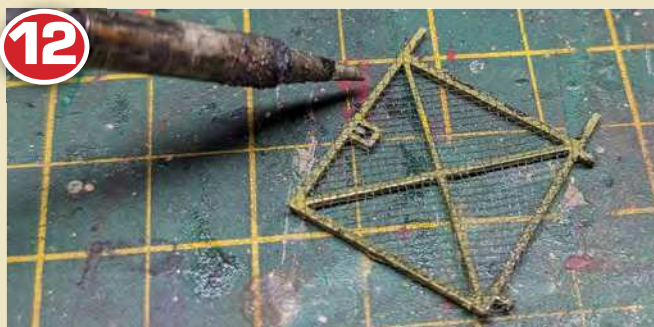
Populating the yard with weathered cars, detailing and general clutter results in a realistic-looking scrap metal merchants scene.



For the 20ft shipping container, I used another SMS kit which comprises a series of laser-cut wooden parts. Whilst it may appear complicated at first, in fact it proved to be really straightforward. You begin by creating a simple rectangular box then clad it with the pre-spaced ribs. Again, Roket card glue was used for assembly and the container was then left to dry.



The SMS range also includes a useful chain link fence kit which contains all you need, right down to the razor wire along the top. As the fence posts are wood and neatly spaced on the fret. For the concrete effect Halfords Grey primer was used, followed with a light dusting of Flat Black spray. The metal gates were picked out with Vallejo Deep Yellow.



Applying the chain link to the gates can be a little tricky. I used really thin superglue which worked well and once in place this was then trimmed. Because it was plastic, rather than use a knife I opted for my soldering iron and burnt off the excess, leaving a perfect finish. Do take care at this stage though as you don't want to accidentally remove too much material.



2mm holes were then drilled for the posts 33mm apart. The gateway is a little larger, so you need to allow for that. To attach the chain link, I began by getting a good fastening to the first post with superglue and then letting it flow to the bottom of the post. I then pulled the remainder of the strip around to the last post and glued this too. Once dry, I went back and glued the rest of the posts to the chain link. Tweezers were then used to thread the nylon 'barbed wire' along the top.



The metal skips were built next. These are also laser-cut and as they are quite small can be a little tricky to assemble. However, if you apply the glue to one edge and leave it a second to go tacky, you can fix the parts together easily. This was then painted yellow and the decals added.



As I was keen to add as much detail as I could to this build, I also assembled a set of SMS laser-cut stillage bins. These were simple to assemble using small spots of Deluxe Materials Roket card glue to hold them in place.



With the 20ft container kit now dry, a grey undercoat was applied followed by a covering of Dark Dirt Flory Wash. To make it appear more rusty and unloved, MIG Ammo Track Rust weathering powder was applied once the paint was dry. A small amount of powder was sprinkled into the cap and mixed with water to create a paste which was then applied to the edges sparingly.



The rust treatment was also applied to the stillage bins before placing them in the yard. At this stage it is worth a few dry runs just to make sure you are happy with the placement before committing to fixing everything in place.



Now the yard is coming together and the detail around the outer edges is growing. Tyres were acquired from an old Oxford Diecast chassis and a few pallets were also added to the scene for effect.



I was keen to model the 1970s for this scene, but as I am a child of the 1980s I was relieved to discover Oxford Diecast's super 1970s car pack introduced for the Oxford Rail '00' Carflat wagons, making selection of suitable vehicles easier.



One minor issue with Oxford Diecast's models is that they are in showroom condition straight from the box, so I needed to tone them down for the scrapyards scene. The first stage is an all-over coating of clear matt lacquer, which also helps dull the glazing so you can't see inside the vehicle. Flory Wash was then added before being removed once dry using a damp cotton bud. MIG Ammo Track Rust was then applied to pick out areas of rust and damage.



I initially thought I'd place the cars along the side of the fence leading up to the portable building, but then decided they would be better placed alongside the entrance, with the car transporter next to the office.

22



Before the cars could be glued into position, weeds and shrubbery were added around the fence line and portable cabin area using Woodland Scenics coarse and fine turf flocks which were left to dry and the excess removed with a brush.

23



At this stage, the yard was still looking far too clean for the effect I was after, so using DCC Concepts Ultra Black weathering powder, I set to work concentrating on where the cars would be parked and where leaking oil and fuel might appear on the ground.

24



To fix the vehicles in place, a spot of superglue was applied to the rubber tyres, as these bond really well. The cars were carefully placed so as not to all be facing the same direction – or even squarely – to add visual interest to this area.

25



At any scrap metal yard, you might see skips full of factory machine swarf. To replicate this, I spotted some fine wire wool on my workshop shelf. For this diorama it was perfect – with a touch of Flory Wash Rust added for the finishing touch.

26



Scale Model Scenery's 13ft scaffold boards were added to the scene. These plywood parts were treated to a black wash and added to the back of the car transporter to provide a ramp. A Modelu 3D-printed figure was then painted and added to the scene.

27



Smaller detailing parts were then added, including engines and barrels together with a few more pallets, enhancing the scene further. You could really go to town with a scene like this.

28



I felt the scrap metal merchants needed a sign, so this was created on the computer. Straight from the printer it was far too bright, so DCC Concepts Rust weathering powder was applied to age it around the edges along with a few passing streaks over the front of the text.

29



Finally the sign was added to the chain link fence using Pritt Stick glue on the rear of the sign and then carefully guiding it into place to complete the scrap yard scene.

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2

Having established why structures are built in the way they are, **MALCOLM BRIGGS** puts theory into practice by scratchbuilding a weighbridge hut in 'OO' scale.

Small buildings can make a big difference to a scene, such as this security hut on Malcolm Briggs' North Cornwall Brewery 'OO' gauge exhibition layout.

In the previous article in *Hornby Magazine* (HM188), I explained some of the theory behind building real structures and in particular how to lay bricks for strength and design.

Now we're going to move forward and apply this knowledge to the building of a yard hut – in my case, for use as a weighbridge hut. I model in 4mm:1ft scale but the techniques are applicable to any size, which is just as well because I have recently made the move to 7mm:1ft for my next layout – Weymouth Harbour Tramway.

Firstly, as we saw last time, we need some inspiration. Searching my archives, I happened across a

photograph taken in Gillingham, Dorset in about 1979 which caught my eye. Whilst not the most glamorous building with the main weighbridge window bricked-up, it demonstrates the use of a small building for this purpose.

For simple or small buildings, I make the walls of 30thou plastic or styrene sheet and then cover this with an appropriate brick material. In this case, I am using a Slater's product and we are assuming it is a non-cavity wall (ie two bricks thick).

First we create a base to match the size of the area we want to cover and I make this from 40thou plastic sheet. Then four walls are »





This down-at-heel weighbridge hut spotted in Gillingham, Dorset in the late 1970s provided the necessary inspiration for Malcolm's 4mm scale project.

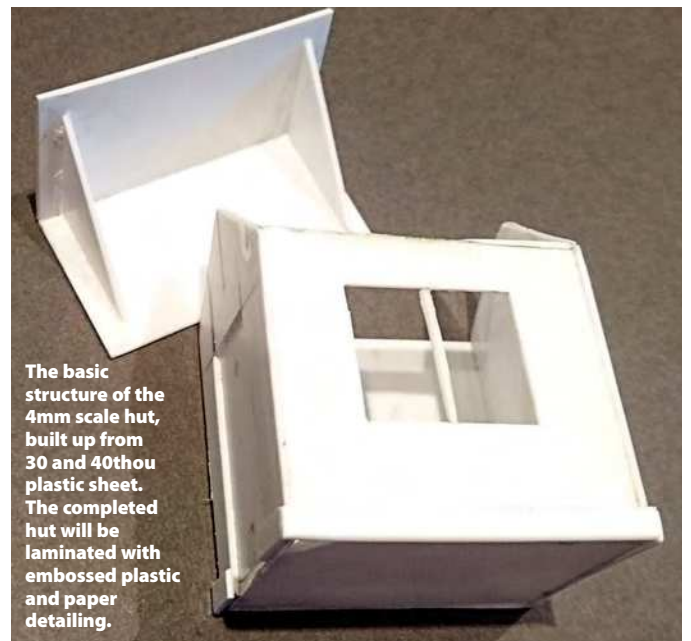
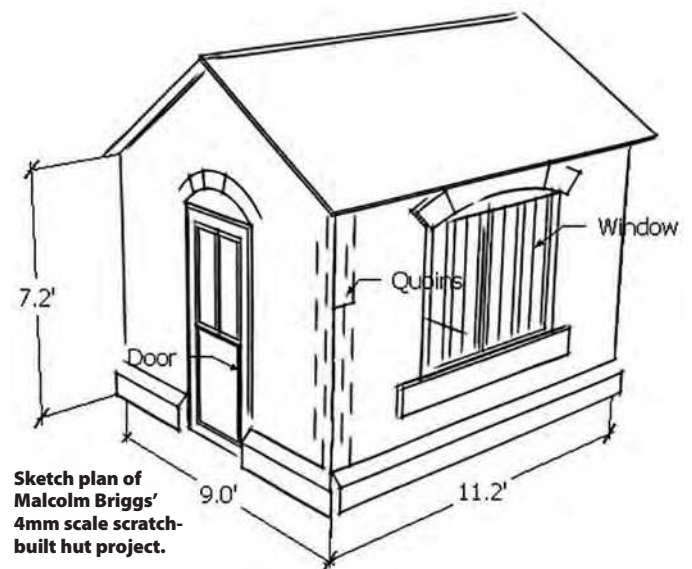


TABLE 1 – STANDARD BRICK SIZES			
Scale	Length – 9in/225mm	Width – 4½in/112.5mm	Height – 3in/75mm
2mm	1.5mm	0.75mm	0.5mm
4mm	3mm	1.5mm	1mm
7mm	5.25mm	2.62mm	1.75mm

Matching bricks around the corner of buildings can be tricky. An alternative take is the use of 'quoins' – raised contrasting bricks or stones that add a feature to a building, such as on this modern development.



made from 30thou sheet plus an opening cut for a window and a door. Wherever possible, I use ready-made windows and doors – Wills, Merit or York Modelmaking.

SCORE AND SNAP

To cut plastic sheet, simply score it with a sharp knife – I use a scalpel with a No. 11 blade – and once you are more than halfway through, you can snap it cleanly. I reckon to cut 10thou on each pass, so for 30thou it needs two passes; 40thou three passes and so on. To cut openings like windows, score all four sides twice and then flex the material so the cut lines show through on the back. Cut these through again from the back and the whole piece should pop out. It's one of the reasons I use 30thou – anything thicker is very difficult to cut the windows out of. I would rather laminate layers of 30thou if

a thicker wall is needed than use a thicker sheet.

The simple walls are glued together with liquid glue – I tend to use EMA – and a simple inverted roof was made to fit on it. A piece of scrap plastic sheet is put behind the door opening. I often plan my buildings to be an exact number of bricks wide and deep – it saves the issue of closers, except around windows and doors.

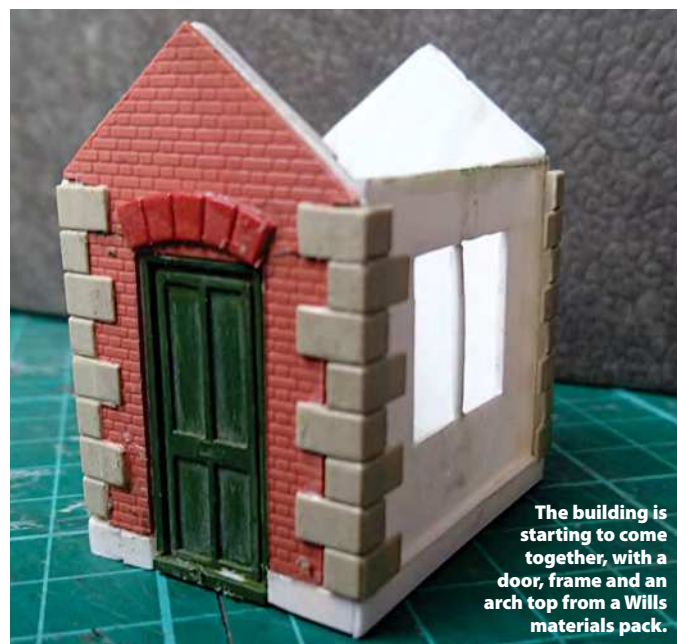
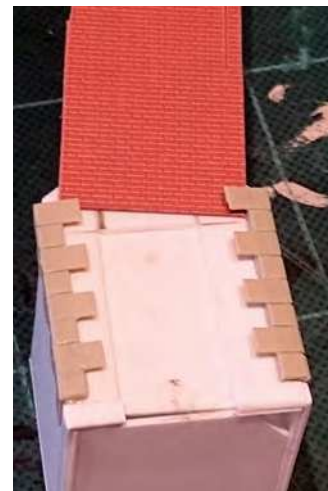
Next, thin strips of 40thou plastic sheet were applied around the bottom – about three brick courses deep – to form a damp proof course. These will need to have angled tops to them to encourage water to run off, which I make from filler. It was a typical technique of the Victorian age and had limited success.

The first issue we are going to face is that of matching the bricks around the corner. This needs



Wills makes suitable 4mm scale mouldings which will provide the basis of the corners to our hut once glued together. Note that the long and short sections have to match.

With the quoins in place, a section of embossed brick sheet is cut to the correct width so it can be slipped into place beneath and between the end sections. You can then mark the apex for the roof and cut to size.



The building is starting to come together, with a door, frame and an arch top from a Wills materials pack.

careful planning to ensure that a stretcher on one wall is matched with a header, as they represent two sides of the same brick. Alternatively, you can cheat, like me, and make much use of quoins – raised contrasting bricks or stones that add a feature to a building.

Wills make these with a nice 45° mitre to them, so I simply cut two lengths of the right size and glue them together. Notice how the long and short pieces have to match – much like the stretcher face and header face should for a brick.

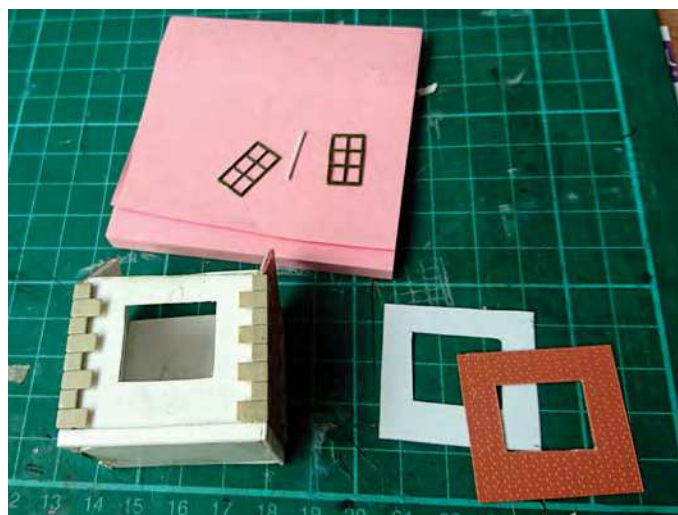
When you turn the parts over, you will see that they are built with a solid corner and a thinner face – this is to ensure they can go over the brickwork, so you need to allow for this when making the corner, or laboriously file them off before gluing together. I have done both! The real trick is to get them

perfectly in line and stuck together so well you can't see the join line – if necessary, let the glue ooze out and sand it back when dry.

MARKING OUT

Once attached to the building, the gap left allows a piece of brick to slip in between them. I now take a piece of brick material the same width as the wall and mark it where the quoins end. This is cut away as far as the point where the apex of the other end of the roof appears over the quoins and is slipped into place. It is then turned over to mark the top of the apex. Once cut out, you can see that it has adopted the same shape as the wall.

We can now add the door and frame plus a snippet of an arch top taken from a Wills set of arches (very useful components for Victorian buildings). Instantly, you can see that this is starting to



In this example, the quoins didn't provide an equal amount of recess to the front of the hut, so it was laminated with an extra layer of plain plastic sheet, overlaid with a layer of the embossed sheet (with window apertures cut-out), pre-painted window frames and a piece of plastic strip to help represent the middle of the frame for the sliding window.



Before the roof goes on the building, attention turns to the interior. This was created in a computer software package called SketchUp. Once you are happy with the sizing, it can be cut out with scissors and gently creased at the corners before placing within the hut structure. A dry run is recommended before gluing in place.

look like a building. If you were modelling a simpler structure, you might put a plain stone lintel in there.

Alternatively, from about the 1920s onwards, steel and concrete lintels were used and these can't be seen from the outside except for a thin line immediately above the window which, in our scales, looks like part of the window.

The Wills quoins don't always go on the building with an equal amount of recess, so on the front of this hut I had to make another layer to be laminated between the first front and the brickwork. I made this from 15thou plastic sheet.

This has the advantage of making the window reveal look more like scale thickness, although in reality, it needs to be about 3mm thick in 4mm scale, representing about 9in. (Standard UK bricks are just under 8½in long (215mm) by just

under 4in wide (102.5mm) and just over 2½in high (65mm). Allowing for a 3/8in (10mm) mortar bed, the rule of thumb is 9in x 4½in x 3in). See Table 1 for more details. From this, you'll notice that most of the printed or embossed sheets are overscale, certainly in 4mm.

Having gathered the components of the front wall – the basic structure, the layers and the windows – it is time to test fit the parts. There are plenty of options available when it comes to suitable windows – I think the ones I used were Merit or Peco.

The windows are meant to be a pair of opening examples, so I had to insert a piece of strip plastic to make up the middle part of the frame – known as a Mullion (horizontal bars are called a Transome). Once painted they were attached to a piece of clear plastic sheet using Johnson's Klear (floor



At this stage the frontage looks a little rough at the top edge, where the quoins and bricks don't quite extend to the top, but once the roof is in place it will overlap and hide this. A sill has also been added. The frame was laminated to the glazing material using Johnson's Klear polish.



Once the interior is fitted, the exterior painting can get underway to the bricks and stonework, in appropriate colours. The rain strip at the bottom (three rows of bricks) was then also added along all four sides of the hut.

polish) rather than glue, which has the adhesive qualities of glue but does not fog the plastic. The clear plastic overlaps the window opening and this is what is used to glue the whole window assembly to the back of the wall.

The final task is to assemble it all and then add a window sill from a strip of 40thou plastic, rounded down at the top edges and lightly sanded to take the sharp edges off and give it some texture. You will notice that the quoins do not go to the top of the wall and there is no brick there – it does not matter as the roof overhang will cover that.

INTERIOR

Now to the interior. I like to illuminate my buildings and enjoy adding a simple detailed interior. I use a software package called SketchUp to do this, although you could use Word, PowerPoint, Paint

or any similar package, as the techniques are the same.

I start by creating a floor, which SketchUp provides with a variety of standard colours and planking effects – all you have to do is shrink it down to an acceptable scale. You could do the same by searching on the internet for 'old flooring' and perhaps take a screenshot of any of the samples offered, as long as they are taken absolutely perpendicular to the floor.

Next you need to create a wall colour – in this case I went for green lower and cream upper. A strip of this is pushed into the building and creased to match the three walls visible through the window. This in turn gives me the relative sizing which is transferred to the image on the computer and then images are inserted at the appropriate place and the whole thing printed again. »



While the initial paintwork looks the part, it is quite uniform, so the next stage is to tone it down with a coat of mortar paint, which has then been wiped away with a pad of kitchen towel. This results in the mortar paint remaining in the crevices and also adding subtle tones to the bricks. Here I've also added a ceiling section with a grain of rice bulb routed back to the base of the hut ready to connect up.

Next, the roof section is made up in two parts. Firstly, the top layer is printer paper with lines marked along it for the strips of paper slates to be added. These are cut, layered and glued in place, with each layer overlapping the other by about 50% as you work up to the apex. Then you will need to add a capping strip over the apex.



You might want to add pictures, clocks or even a fireplace. At these scales and through a tiny window, it will not show that it is not 3D. For this task, I added a fireplace and chimney breast (although this was before I realised there was no chimney!), clock, noticeboard and pigeon holes. One of the advantages of *SketchUp* is that you can apply shadows, which you may notice especially on the pigeon holes. I also made a representation of the inside of the door at this stage.

Once complete, the next task is to paint the building. Getting brick colour right is important, as colour varied a lot. For this build I am using a Humbrol colour (Cat No. Matt 70) which is a reasonable representation, but it will be transformed shortly. This is then followed with the stone detailing in the chosen stone colour and then we need to add the brick effect to

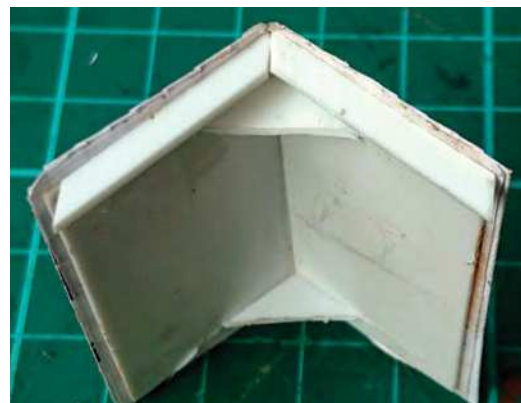
the rain strip at the bottom.

These strips are applied with substantial overhang to allow trimming back. At the joins, there will be one thickness of plastic sheet showing unless you mitre both of them. Personally, I just run a triangular file into the grooves of the face to cut a slight indentation in the end of the other face. This seems to work and I use this on all buildings at corners where there are no quoins and around window openings.

For the next stage, a ceiling is cut and a grain of rice bulb inserted to enable the interior to be illuminated before the roof is added.

TONING DOWN

I mentioned earlier about brick colour. Those on our model building are a uniform colour at present. If you look at a typical wall, they are anything but uniform, so



The completed paper sheet is then glued to the plastic roof, which is made up of two sections of plastic sheet and two triangular sections underneath for support. Once dry, the paper roof section is cut to size.



The roof is then painted grey and left to dry. The individual slates don't need to be marked out as at this size it is hardly noticeable, especially once the paint has dried. Tamiya's acrylic Neutral Grey is a good match for slates.



Once dry, a liberal coating of *Petite Properties'* mortar paint was applied which helps to tone down the overall grey roof colour.

we need to attempt to replicate this appearance in model form. The brick colours can range from orange to blue, due to frost damage, water ingress and the like.

To create realistic brick colours, I usually reckon to cover about 30% of the bricks or stones in about eight colours, but on larger areas it is enough to apply mortar and weathering. I have tried many ways of doing the mortar with varying degrees of success, but a few years ago at an exhibition I hit on a really easy way to apply it, thanks to *Petite Properties*. It sells mortar paint and I bought two colours – *Wishy Washy Stone* (WWSP100) and *Dirty Stone Mortar* (DSMP100). These are emulsion paints and work on both enamels and acrylics.

Once the brick paintwork is dry, simply paint the mortar colour roughly over the surface. Make a pad of kitchen towel that is stretched tight on one side and

rub that over the brickwork. This removes the mortar from the bricks and leaves it in the grooves. It takes a bit of practice to work out the correct pressure so you leave the paint in the mortar lines, but is soon perfected. It also changes the colour of the bricks so this must be borne in mind when selecting a brick colour and which mortar colour to choose. This in turn helps age the overall brick colour.

SIMPLE SLATES

Back to the hut, it is time to finish the roof which is simply two flat pieces with two triangles to provide support. For the slates, we need to employ a little magic. In reality these should be incredibly thin and most embossed examples are way too thick. 10thou plastic sheet just about works but has a tendency to warp when sufficient adhesive is applied, so I just use simple printing paper.

A completed hut with roof in place, guttering added and a figure included too – all ready to place on a layout or diorama board. This example differs slightly as it also includes a chimney.

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However, this can be very difficult to stick to plastic as most of the tile strip is in contact with the strip below, so you would need to apply plastic cement to the top and PVA glue to the bottom. As paper is very easy to stick to plastic and paper sticks to paper with PVA, I now use a piece of ordinary printer paper as the joining mechanism. To make things even easier, I print paper with lines on it appropriately spaced for 4mm tiles and this helps keep the strips level. The paper is placed on the roof and washed over with plastic cement and it sticks instantly!

Just repeat until complete. Incidentally, I haven't marked the individual tiles on the paper – you really can't see these from any distance and it can serve to emphasise overscale tiles. You will also notice that I leave them over-length and trim them back once the PVA has dried.

Do also bear in mind that the size of slates varies tremendously and some roofs have a number of different sizes on them, usually ranging from large to small as you progress up the roof. For general purposes, 12in long x 6in wide would be the norm. More than half the slate is overlaid by the slate row above and joints are staggered, like brick bonds. For our needs, about 2mm of slate should be showing on each row in 4mm scale.

Next, a thin strip of paper is cut to make the capping stones at the top roughly folded in half and glued on. Bargeboards follow from strips of plastic sheet and the angling of them is largely down to trial and error. I usually work on a 30-35° angle for roofs, so the joint in the middle will be around 15-17½°.

When it comes to painting the roof, getting an accurate slate colour shade is extremely difficult. Many are too grey or too blue so

I use a variety of different shades. For this project I am using Tamiya acrylic Neutral Grey (XF53) but my paint of choice these days is Railmatch Slate Acrylic (2429).

Once the roof is fully painted, I give it a sloppy coat of the Petite Properties mortar mix – yes I know there's no mortar on a roof, but it gives a variation to the colour. Then, I take a step out of the railway modelling field and look to the wargaming fraternity and some of the methods used to add rust and ageing effects to models.

FINISHING TOUCH

As I am planning to use this hut for a weighbridge, it should show the effects of having filthy diesel-engined lorries standing by it for years, mostly with their engines running but probably exuding blue smoke from having been recently started. For this, I have selected AK Interactive Engine Grime (AK082).

When you apply it, it looks like a gloss finish, which can be a worry – but don't panic as it will settle and when dry, it darkens the mortar and gives that slightly oily appearance.

For the final flourish, I've also added guttering and downpipes from the Wills range to complete the appearance. Every yard needs at least one of these small huts – mine has half a dozen or so.

There you have it, a completed yard hut. I can usually build one of these in about six hours or so. It is an ideal beginner's project and once you have mastered the techniques to create it, you can progress to larger structures. Next time, we'll be creating a shop, which will involve a more detailed interior. **HM**

● Part three of Malcolm Briggs' new series on constructing buildings from scratch will appear in the June 2023 issue of *Hornby Magazine* (HM192).

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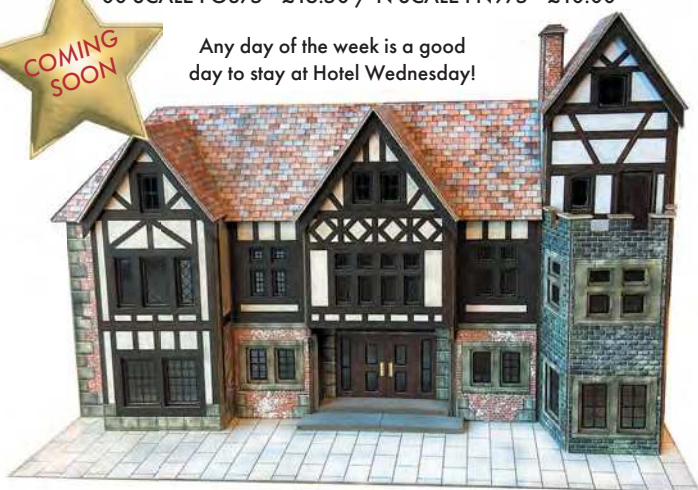


Photo shows A prototype. Finished kit may look slightly different.

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Toton TMD

This famous Traction Maintenance Depot was started as a simple photographic diorama by **PAUL WARDEN** – but as he explains, this superb example of ‘O’ gauge modelling is becoming rather bigger than originally planned.

PHOTOGRAPHY, RICHARD WATSON



TOTON began after I decided I wanted an 'O' gauge diorama to photograph my Heljan diesels in natural sunlight to as realistic effect as possible.

I contemplated other depots which had to feature 1960s depot buildings to match my BR green and early blue era models including Saltley, Cricklewood and Derby, but Toton's near legendary status amongst enthusiasts won the day.

Planning and research took around six months with most of that time spent trying to find scale drawings for the depot buildings and certain views of it. Fortunately, I purchased a magazine which featured London Midland Region diesel depots. It had the front and rear elevation drawings of Toton along with some helpful photographs. From this I produced my own 7mm scale drawings for three bays to be modelled and then compiled photographs to work from.

I was lucky in that I knew retired Toton fitter Bill Harrison from my time in locomotive preservation at the Midland Railway – Butterley. Bill was able to advise and assist with information during the making of the main building answering questions and supplying photographs to work from. Without his help I would never have managed to build the compressor house which no longer exists as bays 13 to 15 were extended forward during English Welsh & Scottish Railways' ownership of



Maintenance continues around the clock at Toton, as witnessed by this nighttime view of Class 37, 40 and 45 traction on roads 13 to 15 at the depot.

the site, changing this part of the depot frontage beyond recognition.

The original diorama took around three weeks to build on a 3ft 4in x 1ft 8in baseboard – but after completing this, I decided to take the plunge and build the previous 12 bays on the frontage. The baseboards are 12mm MDF supported by 68mm x 20mm timber. Two of these new boards are 3ft 4in x 1ft 5in, and the last 3ft 4in x 1ft 8in. There are four bays on the first two boards and three on the last two.

TRACK AND SCENERY

Peco flat bottom flexible track has been used, which matches the real depot well. It was glued to the board with fine cuts made to the rail heads at scale 60ft length and then dummy fishplates were attached to both sides of both rails. 'O' gauge ballast was used on the track with 'OO' gauge ballast running alongside the tracks and baseboard edge. The track was then finished by airbrushing the area between the running rails and along the sleepers ➤



Typical London Midland Region motive power from the 1960s at rest on Toton TMD, including a Sulzer Type 2 and Diesel Brake Tender. Empty coal hoppers await a fitter's attendance on the far side of the depot.



Left: Gleaming in the shadow of bay 14 at Toton TMD, a recently painted Class 37 diesel receives a final inspection before heading off depot for its first revenue earning duty in its new colours.

Right: Reminiscent of a 1960s scene, the driver of D7629 edges his Sulzer Type 2 (later BR Class 25) onto the depot, alongside Sulzer Type 4 and English Electric Type 1 traction.



A fitter and the depot supervisor prepare to oversee the movement of a spare Class 20 8SVT power unit.



firstly with a mix of Matt Black and Dark Grey and then overspraying patches and areas with Satin Black to give the sheen of leaked oil.

The working lights were a challenge as nothing was commercially available close to their design. This meant they had to be scratchbuilt with each lamp taking well over an hour to make with quite a lot of pieces involved. They are amongst my favourite features on the diorama – particularly those above the bays. They give a fan of light across the depot front almost like the real depot lights and really set the scene when photographed in the dark.

As per Toton TMD when built, there are no signals as the real depot installed the ground signals much later when catch points were installed on bays 13-15 and ground signals and stop boards were installed on bays 1-12.

The board was wired for Digital Command Control, and a test was completed after just two days of assembly and track laying with a Class 25 and Class 45 to check that the dummy fishplates were clear of the wheel flanges.

As you might expect from the location »

“Planning and research took around six months with most of that time spent trying to find scale drawings for the depot buildings and certain views of it.”

PAUL WARDEN

Paul Warden's diminutive diorama is part of a larger scheme to model the remaining 12 roads of Toton TMD's frontage in 'O' gauge.

and era, classes 08, 20, 25, 31, 37, 40, 45 and 47 dominate the BR green and blue fleets, and in the latter, I hope to add a brand-new Class 56 to set the scene. Alongside the locomotives, a 'Lowmac' can be seen with an 8SVT Class 20 power unit loaded, two diesel brake tenders, a London Midland & Scottish Railway steel-bodied tool van and a breakdown train coach in red.

My favourite model is without a doubt the Heljan Class 25/3. This model is superb and with the Legomanbiffo sound chip and two speakers, it sounds as good as it looks. These models have further been improved by replacing the original headcodes with superb alternatives kindly made for me by John Peck of Precision Labels, with the correct font and spacing while maintaining the lighting capacity.

The idea was to have doors which can be opened and closed and allow a locomotive to move off-scene inside the shed. Locomotives also look and sound extremely good started up and moved just in front of the building. On exhibition, it has been used as a demonstration and display for sound-fitted 'O' gauge locomotives.

Of course, doing justice to Toton – whether as-built or today – would take a vast amount of space in any scale and gauge combination, but I hope this compact scene really showcases the level of detail and realism that 'O' gauge can offer – and prove that you don't need a huge amount of space to build something you can be really proud of. **HM**

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





A classic Toton scene from the 1970s and 1980s, as the crew of BR blue Class 08 08717 discuss its next shunting duty.



Fresh from the paint shop, a pair of BR Railfreight 'red-stripe' liveried locomotives await their next turn of duty at Toton Traction Maintenance Depot.



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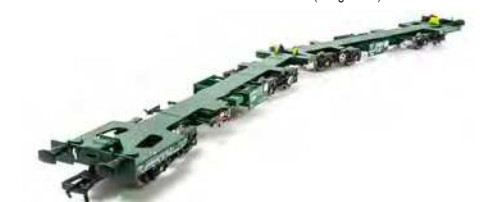
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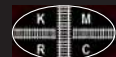
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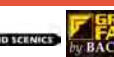
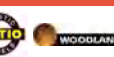
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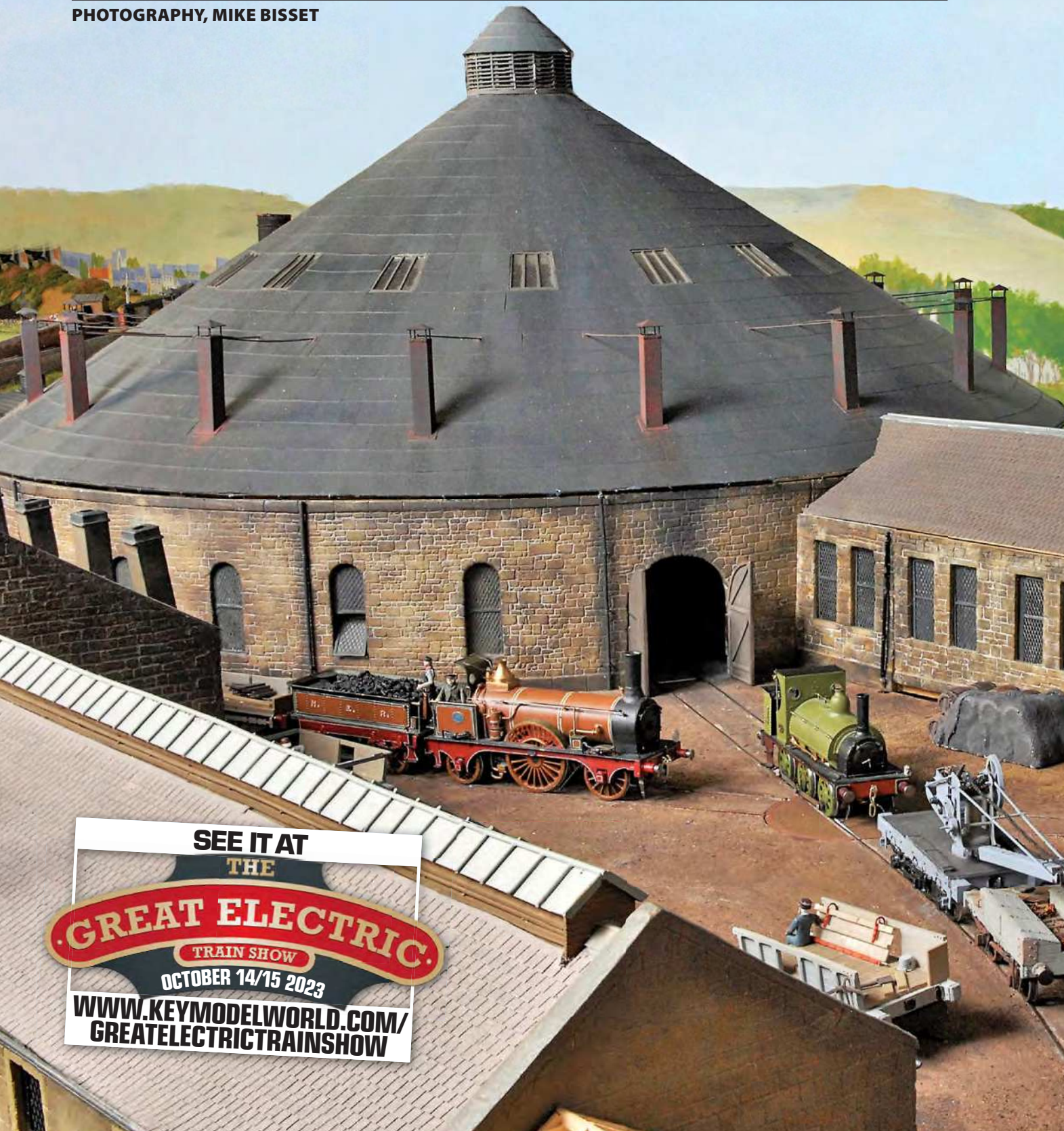
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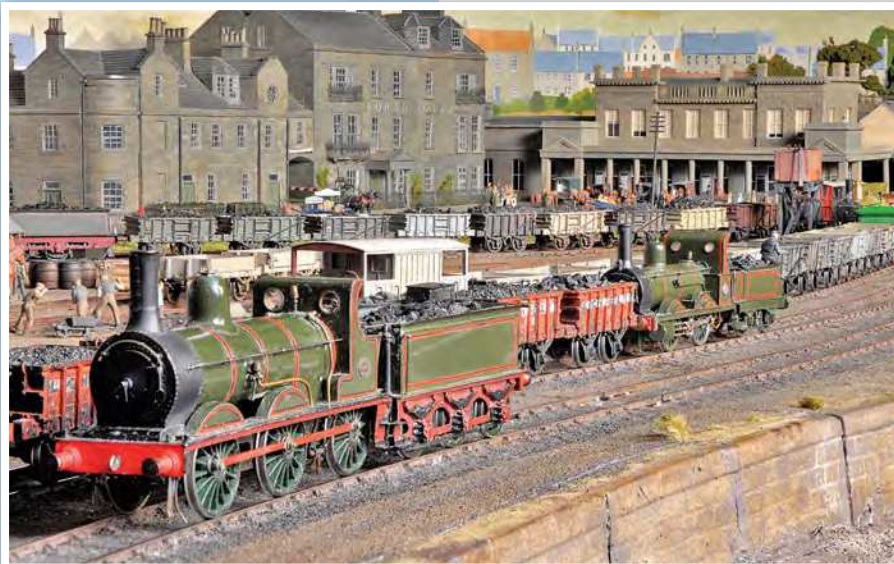
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GREATELECTRICTRAINSHOW](http://WWW.KEYMODELWORLD.COM/GREATELECTRICTRAINSHOW)

1 Right: At West Dock, 0-6-0 415 has just arrived with a loaded coal train which 0-4-0 484 is now shunting. To the right, 0-6-0 80A departs with an eastbound empty train.

2 Below: Having passed through the Roundhouse, 0-6-0ST 32 heads into the yard to collect a crane which has been offloading materials for the new Boiler House. This area was previously where locomotives were manufactured and assembled, but by 1883 is only used for locomotive and wagon repairs.



THE RAILWAYS OF FIFE in 1883 were isolated from the lines to the north and south of the county. A relatively small group of routes ran through Fife, bounded by the Firth of Forth to the south and the Firth of Tay to the north. Ferries were used to connect south to Edinburgh and north to Dundee and beyond.

This isolation led to some interesting railway innovation: freight and passengers were transferred to and from boats, either for the relatively short journey to Granton (for Edinburgh), or further afield. At our date of 1883, there were plans to build bridges over both rivers, but developments had been stalled by the collapse of the Tay Bridge in 1879. The world famous Forth Bridge was begun in 1882, and when opened in 1890, would see the end of the Forth railway ferry from Burntisland.

For the railway's owners, Fife had much traffic potential. As well as the link between the central area of Scotland and the North East, Fife had good agriculture and a lot of accessible coal. It was this latter commodity which would lead to Burntisland developing into a large port.

The builders of this model are the East of Scotland 4mm Group. Most of our active members are from the Edinburgh, Lothians and Fife area, though we have many members further afield contributing in various ways, whether research or assembling something and delivering it to the layout. The model is large, with a scenic section around 34ft long, plus storage yards.

The model was started more than 20 years ago when the Scalefour Society ran a competition for models built within a size limit of 18.83 square feet. So, with that number in mind, an entry was built: 18.83mm gauge, 18.83 square feet and set in 1883 and won the competition – the area modelled were the station buildings and the approach along the dock wall to the passenger station. From that relatively small start, something larger was born.

Members of the group have diverse interests, and some spend a lot of time »



for the real railway as it is for us. The roundhouse has a turntable in the centre, and 16 roads radiating from it. One problem with roundhouses is they are difficult to extend, something the prototype discovered soon after our period as larger new locomotives would not fit on the turntable or in the storage roads.

The interior of the roundhouse is modelled, and viewed via cameras inside. There is a screen for exhibition visitors, duplicated for the operators. Access into the roundhouse is under the water tower, and immediately outside the water tower is an ash crane, which is motorised and empties the ash from the pit into a waiting wagon on a short spur. The roundhouse has been a testbed for a number of successful electronics projects to control the rotation of the turntable, the operation of the ash crane, and interlocking the track »

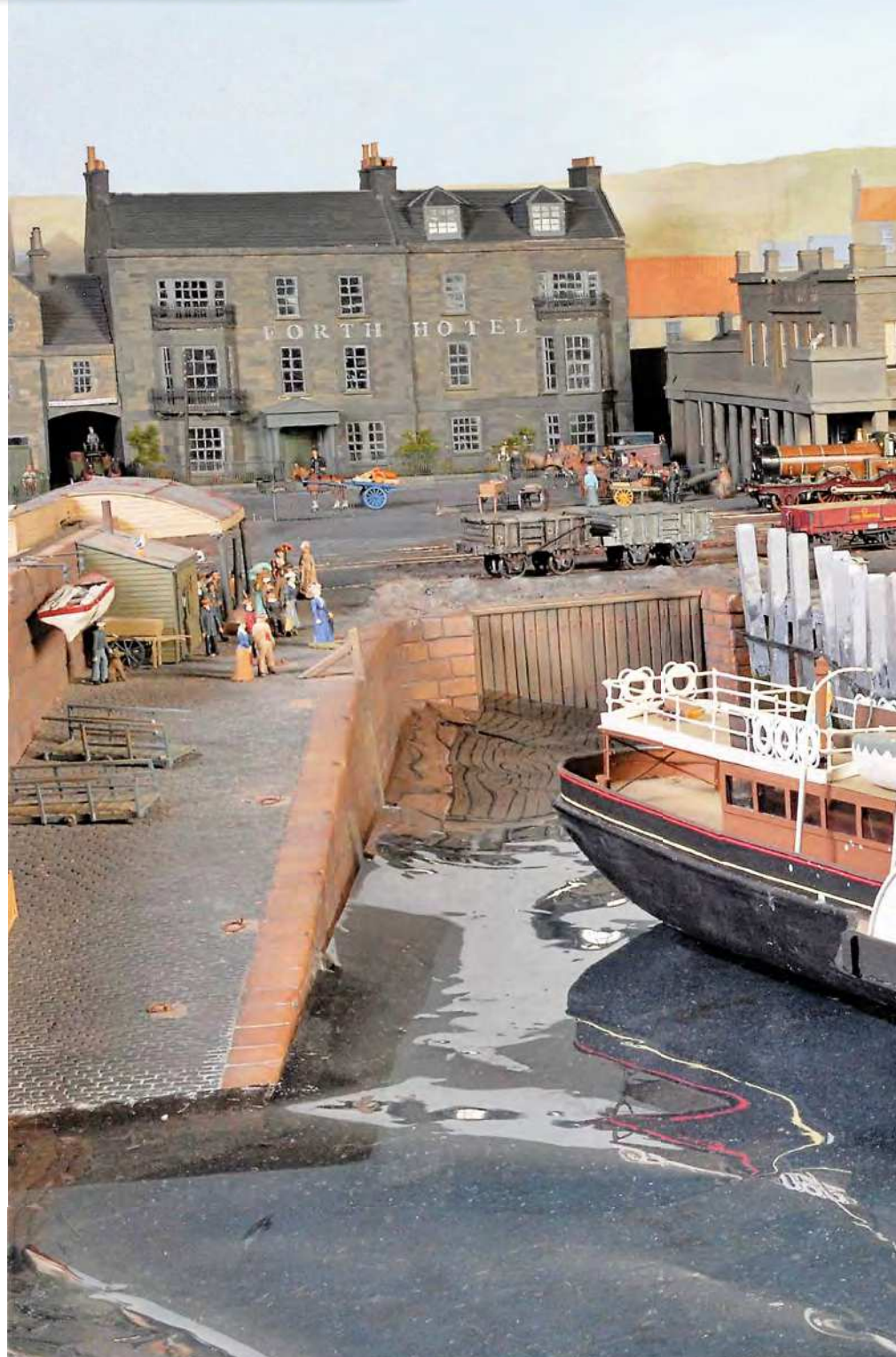
researching archives, this being essential to find the details to construct models where little survives in museums or preservation. Once substantial buildings and engineering have been demolished, we have to work from a few old photographs and what can be found on various maps. We have developed a close connection with the Burntisland Heritage Trust, which has provided much useful information, and we regularly take the model to Burntisland itself to show to local schools and the general public.

The group is interested in developing and learning new skills and techniques: In tackling a model from this period, we were aware there were no ready-to-run locomotives or stock available. There was historical research to undertake, locomotives to build, and working out how to produce large quantities of rolling stock. There were large and distinctive buildings to make, and a lot of water in the harbour to complete, with ships – which is a whole area of model making on its own. We have continued to learn and try out new ideas. Details are added to the layout on a regular basis and new approaches are tried particularly in the area of technology. Back when the model was first planned it was to use Digital Command Control (DCC) – cutting edge for the early 2000s, particularly with the very small size of our locomotives.

As a group we do not have regular premises. Typically, the layout is assembled somewhere for a few weeks and work undertaken, and sometimes sections are taken away to be worked on individually – to this end the electric systems have been modified to allow sections to be powered individually, ensuring we can keep the layout portable.

A TOUR OF BURNTISLAND

At the eastern end of the layout is the large roundhouse and beyond it a collection of workshops for constructing and maintaining wagons, locomotives and other railway vehicles. Access to these workshops is through the roundhouse, which was as much an operating problem

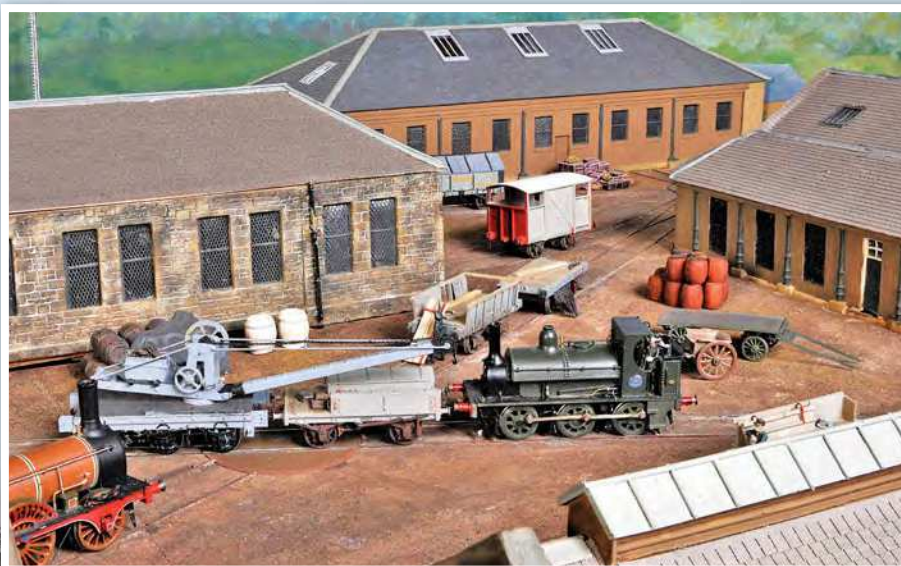


 Left: 0-6-OST 144 propels a coal wagon onto the coal ramp while 0-6-OST 32, 0-4-2T 89 *Ladybank* and 0-6-0 415 wait in the coal road. In the background on the Down Main, 4-4-0 224 passes under Lammerlaws bridge with a Tayport-bound express.

 Right: 0-6-0 155 brings a goods train into the east yard with stock destined for Edinburgh via the train ferry. On one of the Dykeside goods lines, station pilot 0-6-OST 42 shunts a rake of cattle wagons towards the west dock, while 0-4-0 358 waits its turn. A passenger train passes Lammerlaws signalbox on the Down Main.

 Below: Passenger ferry *Thane of Fife* has arrived from Granton having crossed the Forth from Edinburgh and is manoeuvring into position on the passenger pier.





to prevent accidents.

Just beyond the roundhouse is Lammerlaws, with its bridge and the junction in the main line. Whilst the passenger lines are straight through at the rear, the goods lines work over a double slip, which restricts access to several tracks as a train passes. In the front of Lammerlaws is the coaling stage and access into the East Dock goods yard.

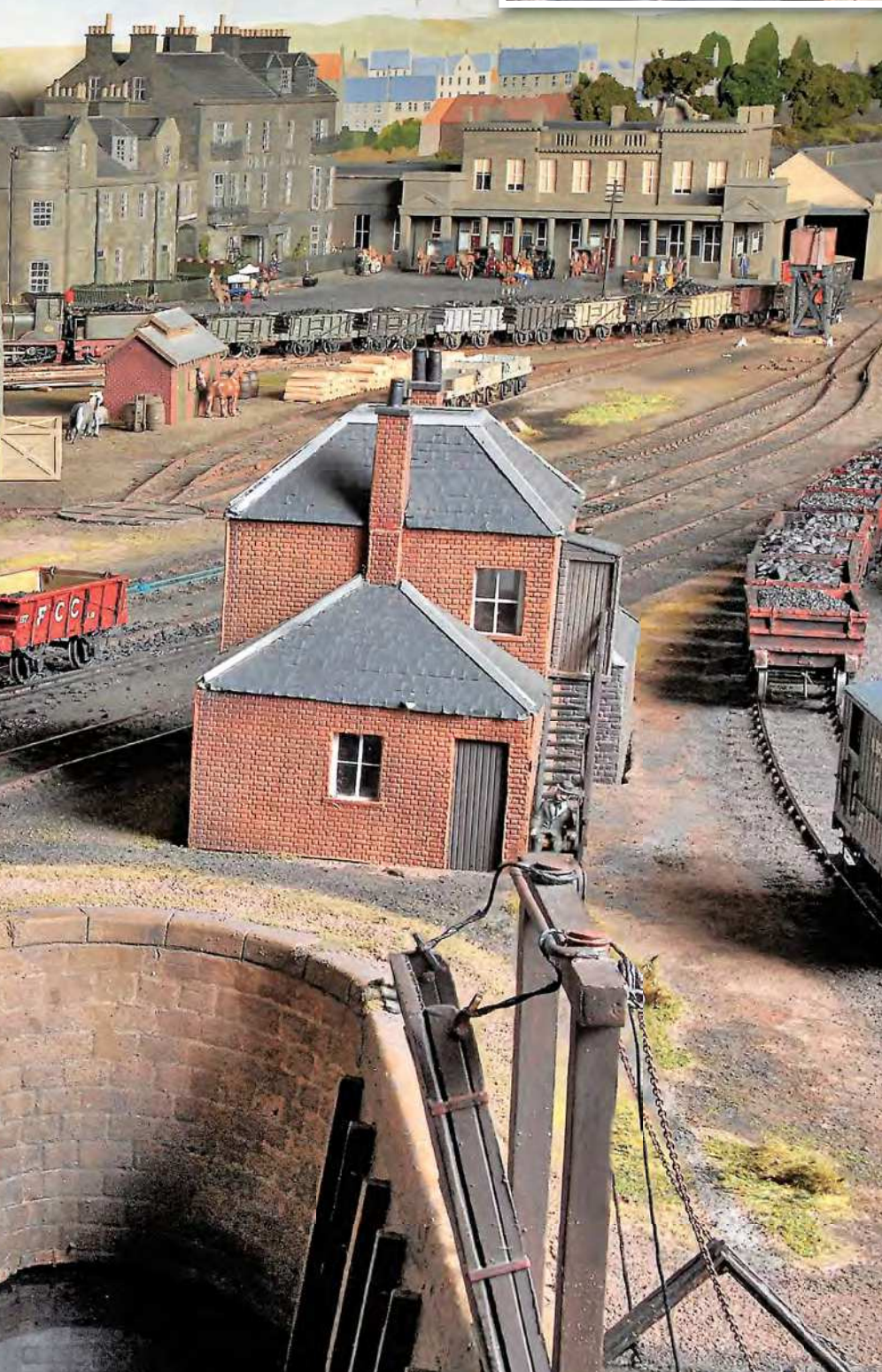
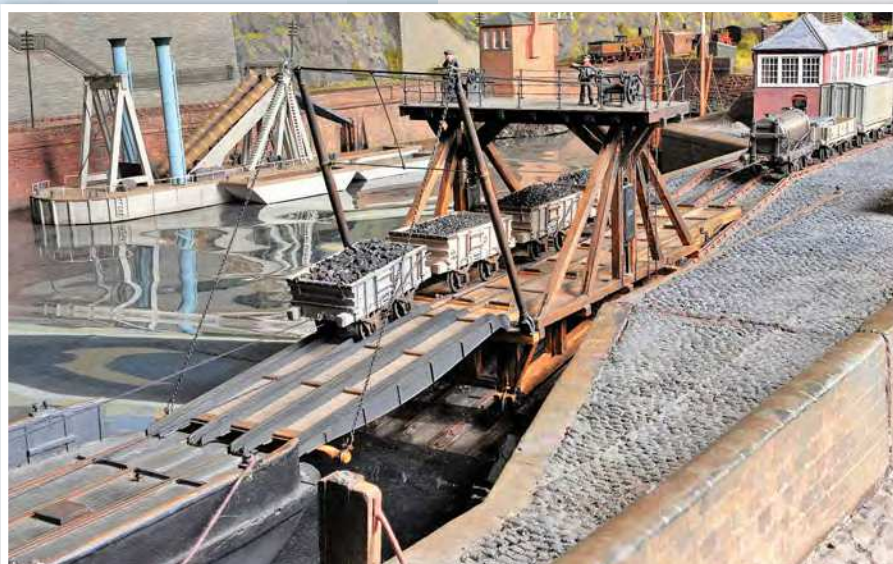
The East Dock yard is primarily to sort rolling stock heading to and from the train ferry to Granton (Edinburgh). There are also coal deliveries to supply the engine coaling stage and boiler house, and some animal traffic to the slaughterhouse at the front of the layout. At the very rear of the East Dock is a passenger stock storage siding. This is used to store carriage wagons and a rake of very old carriages which form the 'Parliamentary Train',



6 Left: 0-6-OST 144 returns the crane to the yard, while materials continue to be unloaded. Note the wagon turntable beneath the crane.

7 Right: A working cable system drops a rake of four loaded coal wagons onto the train ferry. A rake of mixed goods vehicles await their turn to board.

8 Below: In the West Dock, 0-6-0 185 waits for an outbound train to be assembled, while the working hydraulic coal hoist (left) is lifting an end loading wagon ready for the coal to be tipped into the hold of the schooner, *Solveig*. At exhibitions young visitors are allowed to operate the working hoist – and often spill less coal than the adults!



which was required to be run at a very low fixed fare.

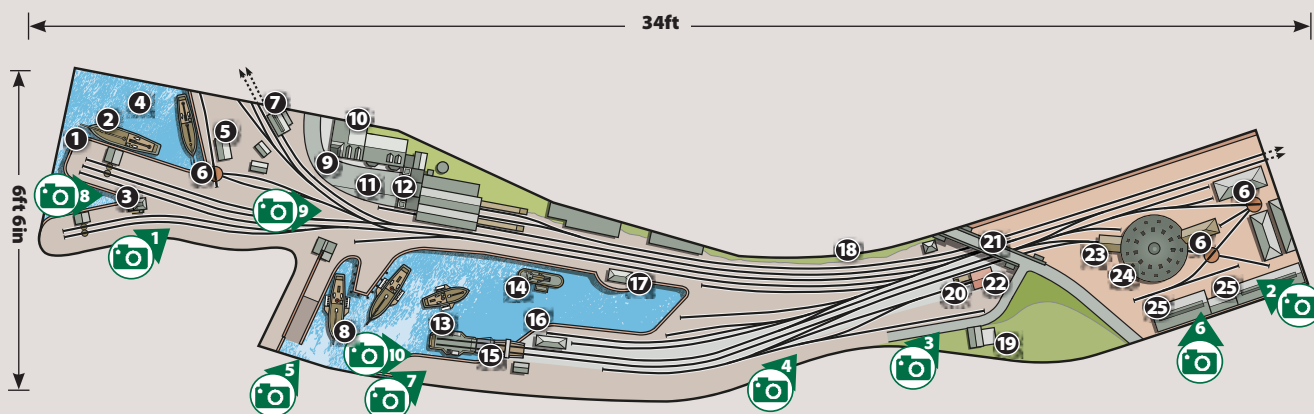
At the western end of the East Dock is the loading ramp and the train ferry *Carrier*. In 1850 there were plans to install cranes to lift wagons from the quayside onto a ferry with corresponding cranes to unload in Granton. Before the cranes were installed, the line's engineer Thomas Bouch and his assistant Grainger came up with the idea of the connecting bridge or linkspan which would adjust for tide and water movements, and a ferry with track laid on it – the world's first roll-on roll-off ferry, a design which is used on ferries to this day. The ferry has tracks arranged so that it can carry either two rakes equally balanced or one rake in the centre. This requires some complex pointwork at the top of the system to allow access to any of the three rails. Our model has a working mechanism for the bridge, so it can be raised and pulled up the slipway, as well as winches which place wagons on the ferry.

Behind the water of the East Dock is the embankment carrying the main lines and the passenger terminus. Passenger trains arrive in the train shed, and the coaches are pulled back by the station pilot before the locomotive is sent to the roundhouse for turning. The regular service is a fast train to Tayport (for the ferry to Dundee) and a slower stopping train. The fast service is usually pulled by locomotive 224, which was nicknamed 'The Diver' as it was the one which fell into the Tay when the bridge collapsed in 1879, and was recovered and re-built.

Passengers would leave the station to the large paved area outside the imposing Forth Hotel. To reach their onward ferry to Granton, they had to walk over the freight lines carrying coal trains into the West Dock area – with very little consideration of their safety when crossing the lines!

The passenger ferry pier projects out from the station, and forms the westernmost wall of the East Dock. From here, the paddle steamer departs to carry passengers to Granton. In 1890, when the Forth Bridge opened, the passenger station was replaced by a new through station to the rear of our model, although the old station building >>

BURNTISLAND 1883 TRACK DIAGRAM (NOT TO SCALE)



KEY

1 Hydraulic hoist	6 Wagon turntable	11 Station Approach	16 Ferry winding house	21 Bridge
2 Schooner <i>Solveig</i>	7 Goods shed	12 Station buildings	17 Signalbox	22 Road
3 Fever hospital	8 Passenger ferry	13 Goods ferry	18 Lammerlaws Junction	23 Water tower
4 West Dock	9 Forth Place	14 East Dock	19 Slaughterhouse	24 Roundhouse
5 Hydraulic powerhouse	10 Forth hotel	15 Bouch's flying bridge	20 Coaling stage	25 Engine Works

still exists minus the train shed. The passenger ferry and the train ferry ceased when the Forth Bridge opened in 1890.

The western end of the model shows a small part of the extensive West Dock. Here trains of coal arrive from the Fife mines for export. Quite a lot of coal was exported to Scandinavia, and in return those ships would bring in timber for pit-props. Our model includes the *Solveig* which is taking on coal. To load coal into ships, the docks were equipped with four hydraulic wagon hoists to rapidly empty a wagon into a ship's hold. We have modelled a working example but the remainder are off-scene to the rear of our model. A coal wagon is brought up to the hoist using rope capstans, and then turned on a turntable, before being horse drawn into the hoist. The wagon rises in the hoist, and is emptied through its end-door into the ship.

The West Dock model only shows a small fraction of the real dock area, so a number of our trains work through to the west storage yard, and return with workings of empty wagons.

ALTERATIONS

The main elements of the model were largely complete in 2017, though with some detailing work to complete. An appraisal of how the layout came across at an exhibition was undertaken and we concluded there were two main issues - reliability and visual appearance. To tackle reliability, we looked at all faults carefully to identify the underlying causes. This might be a change inside a locomotive, relaying track, rearranging electrics, or adjusting rolling stock. We added stay alive devices in smaller locomotives and changed to stepper motors inside some of our mechanical devices. We updated the control panels to make them clearer.

Control is through a Lenz LZV100 5amp Digital Command Control (DCC) system

with Lenz LH100 and LH101 handsets. Power district management is dealt with through half a dozen Model Electronics Railway Group (MERG) digital cut-out kits. Signals are servo driven and, again, make use of MERG products - in this case Servo4 units - while the turnouts are mostly fitted with Tortoise slow action point motors. LED lighting and the motor operated features employ a lot of microcontrollers.

Before 2017, we had a low backscene which meant anything behind the layout was visible and could distract a viewer, so an integrated system of backscene, curtains, adjustable LED lighting and pelmet was produced to improve the appearance for the viewer. This combination ensures there are fewer visual distractions and creates a stage for visitors to view the model.

We are conscious of putting on a show for the exhibition visitor. We want to keep trains moving - yes, they are prototypically accurate and carefully researched - but they also keep moving. The real Burntisland West Dock alone could export 4,000 tons of coal a day, with passenger and East Dock trains additional to that. We have incorporated numerous moving features to the layout, as explained earlier and some of these can be operated by visitors to the show.

At most shows one of our team will be in front of the layout wearing a top hat so they can be easily found to answer questions and indicate interesting features to visitors. In the future we intend to show Burntisland 1883 twice a year in as many different places around the country as possible - and this year, one of those is the 2023 Great Electric Train Show in Milton Keynes on October 14/15 - we hope to see you there. **HM**

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

0-4-2T 89 *Ladybank* pauses at Burntisland station Platform 3 having just had its passenger stock removed. The station building still stands but the rank of horsedrawn carriages is long gone.





Two short rakes of wagons have been eased onto the train ferry and secured for their onward journey. The link span has been lifted and the flying bridge has been pulled back so the ferry can depart.

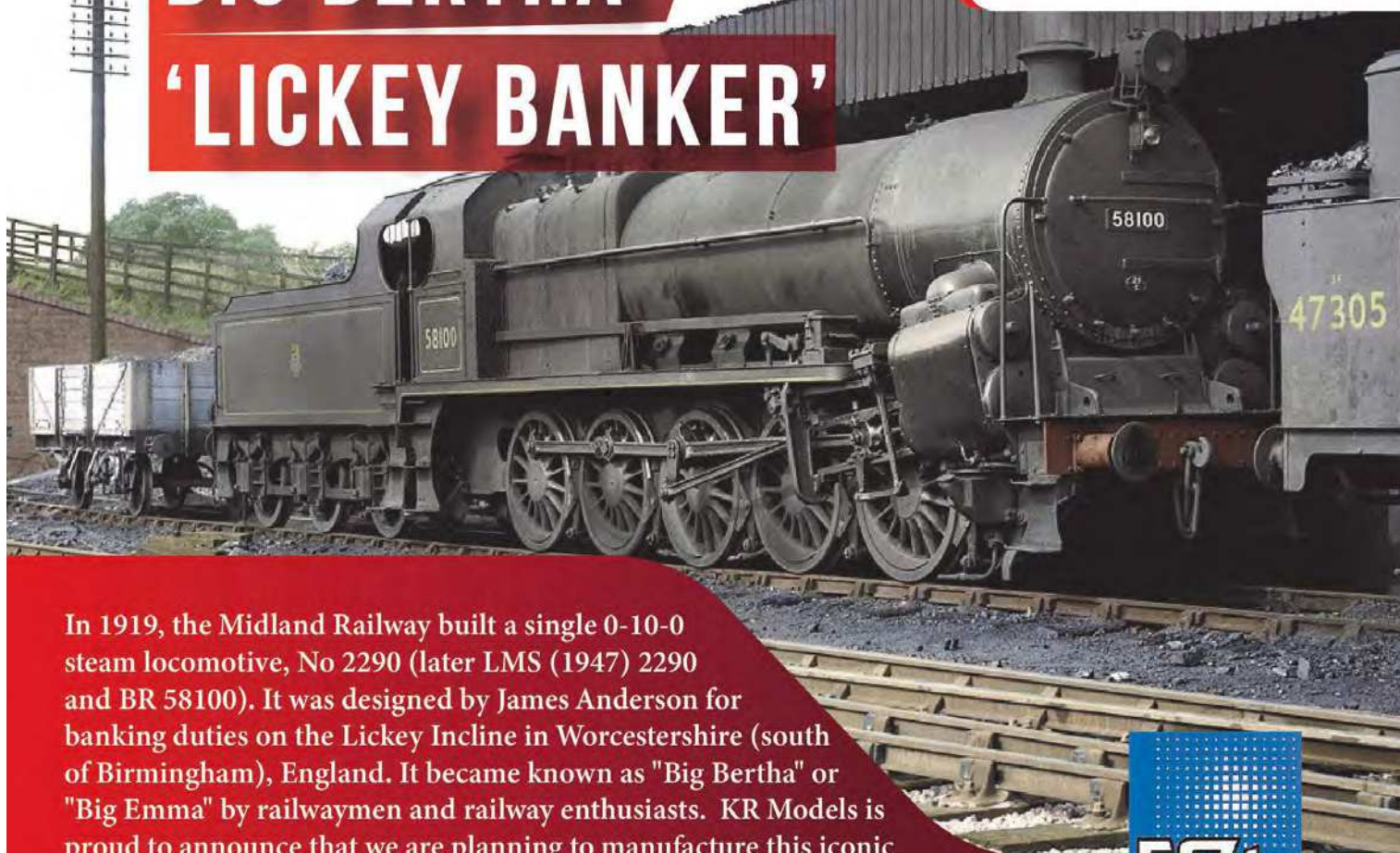


BIG BERTHA

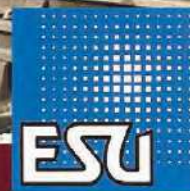
'LICKEY BANKER'



KRModels



In 1919, the Midland Railway built a single 0-10-0 steam locomotive, No 2290 (later LMS (1947) 2290 and BR 58100). It was designed by James Anderson for banking duties on the Lickey Incline in Worcestershire (south of Birmingham), England. It became known as "Big Bertha" or "Big Emma" by railwaymen and railway enthusiasts. KR Models is proud to announce that we are planning to manufacture this iconic 0-10-0 loco in OO gauge.



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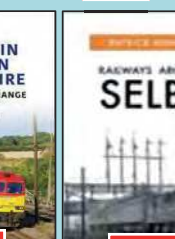
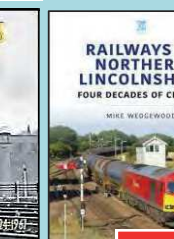
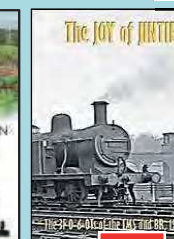
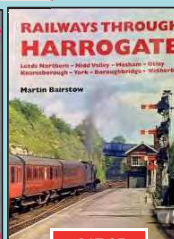
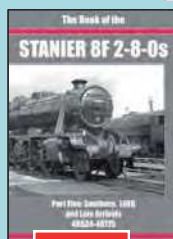
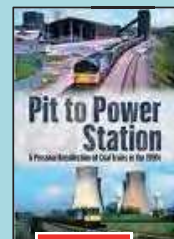
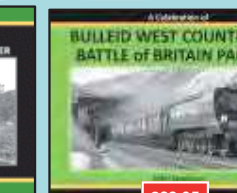
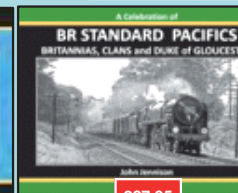
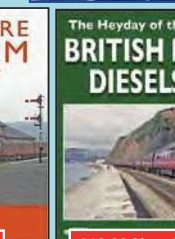
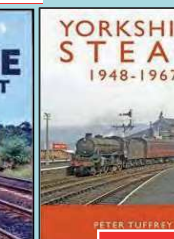
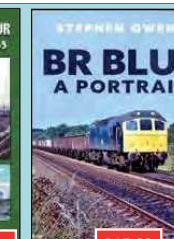
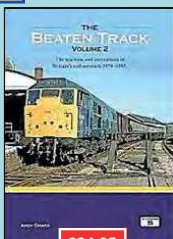
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The all-new CLASS 90

FIRST REVIEW

Graham Farish has released its hotly anticipated all-new Class 90 AC electric for 'N' gauge.

MIKE WILD takes a closer look at this enticing new addition.



The pantograph has an etched metal head and is posable.

Finished as 90004
City of Glasgow,
our sample of
the new Graham
Farish Class 90 was
superbly finished.



THE INTEREST in overhead electrics continues to grow, and not just in 'OO' gauge. In its Autumn 2022 British Railway Announcements, Bachmann Europe revealed that the Graham Farish 'N' gauge range would be bolstered with an all-new model of the 1987-introduced Class 90 Bo-Bo electrics.

I remember the excitement of the original Graham Farish Class 90 which was released in the late 1990s. At the time the only other choice for an overhead electric in 'N' gauge was a Class 91 from the same source – unless you had one of the out of scale Lima Class 86s. That first model even had a metal pantograph, but it

was a product of its era with the fairings mounted on the bogies, no lighting and a standard non-DCC chassis.

Times have changed over the years and it is great to see the Graham Farish brand step up and offer a modern take on this important piece of West Coast Main Line traction.

The first of the fleet of 50 locomotives was completed at British Rail Engineering Limited's Crewe Works in 1987 with the last emerging in 1990. They were designed to operate from 25kV AC overhead supplies on the West Coast Main Line and beyond with a maximum speed for passenger operation of 110mph.



Up close the detail of the Class 90 bogies is impressive. Remember this is 'N' gauge!



From the front the 'face' of the Class 90 is captured superbly.

TECHNICAL DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	371-783
Description:	Class 90 Bo-Bo AC electric locomotive
Builder:	BREL, Crewe Works
Region:	Midland and Eastern
Gauge:	'N', 9mm
Scale:	2mm:1ft
Length:	125mm
Price:	£194.95 (DCC ready), £294.95 (DCC sound fitted)
Couplings:	Rapido couplings in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm factory fitted
Exterior lights:	Directional head and tail lights
Interior lights:	Cab interior lights
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	Two
Wheel arrangement:	Bo-Bo
Purpose:	Express passenger and intermodal freight



"It is great to see the Graham Farish brand step up and offer a modern take on this important piece of West Coast Main Line traction."

MIKE WILD

In essence they were a development of the Class 87, but this time the cab design was revised inside and out while the electrical equipment was also upgraded to the latest design. They delivered 5,000hp which made them capable of handling WCML expresses while they also had, and continue to have, a long

association with intermodal freight traffic.

Current operators are DB Cargo, Freightliner and Locomotive Services. While they are no longer used for daily passenger work, they were once a mainstay of WCML workings as well as being used on the Great Eastern Main Line following their withdrawal by

Virgin Trains in the early 2000s.

Read our full Class 90 history at www.keymodelworld.com/class-90.

THE MODEL

The Bachmann Europe Development Team is no stranger to the BREL Class 90 having produced a highly-regarded 'OO' gauge model in 2019 for

the Bachmann Branchline range (HM145).

Five versions have arrived in the first batch modelling 90004 *City of Glasgow* in Virgin Trains colours (Cat No. 371-783), 90005 *Financial Times* in BR InterCity 'Swallow' livery (371-780), 90019 *Penny Black* in Rail Express Systems red and grey (371-782), 90037 in Railfreight >>

Distribution branded triple grey (371-781) and 90047 in Freightliner G&W orange (371-785). Prices are set at £194.95 for the DCC ready versions and £294.95 for the DCC sound-fitted options. In addition a new version was announced in the Spring 2023 British Railway Announcements finished as 90042 in Freightliner Powerhaul colours (371-790).

Our sample is 90004 in Virgin Trains colours – a superbly applied livery by Graham Farish which suits these locomotives well. Intricacies of the livery include Virgin logos, tiny lettering at the bottom of the body, coloured clips on the battery

boxes and even orange on the cable connections on the buffer beams.

The shape and proportions of the body match the design of the real locomotives while the roof is brimming with detail including a posable pantograph with an etched metal head. We didn't find this the easiest to unhook from its closed position, but it is undeniably fine.

The finesse continues through the body, which has the correct differences in the grille layout on each side as well as neatly moulded handrails at the cab doors and flush glazing.

PERFORMANCE

Inside, the Class 90 is fitted with a coreless motor, twin flywheels, a Next18 decoder socket and a 15mm x 11mm cube speaker. There are also switchable lights – including cab interior lights – which can be managed through switches on the chassis for analogue operators and through a decoder on digital layouts.

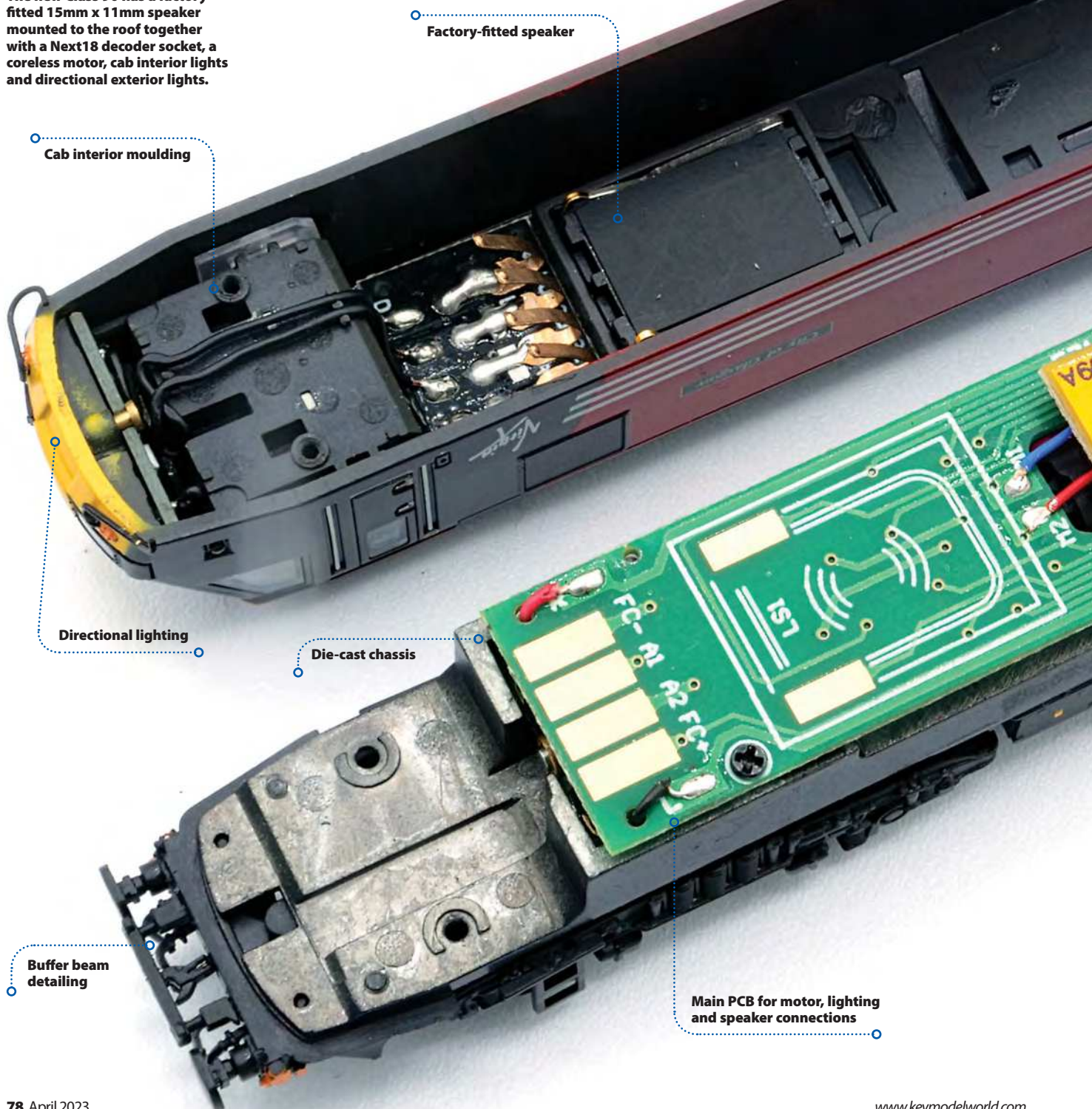
Access to the chassis is a little unusual. First, the bogies have to be removed (they are clip fitted into the chassis), after which four screws can be accessed to allow the chassis to drop out of the body. It sounds more complex than it is and

in reality makes access to the inside quite simple.

The factory-fitted speaker is fitted to the roof of the body and makes contact with the chassis through contact pads on the main circuit board. Our DCC ready version had a Next18 socket blank installed, but there is ample space to install a standard motor or full DCC sound chip inside.

Impressively, the Class 90 has both exterior and interior lighting and

The new Class 90 has a factory fitted 15mm x 11mm speaker mounted to the roof together with a Next18 decoder socket, a coreless motor, cab interior lights and directional exterior lights.



Factory-fitted speaker

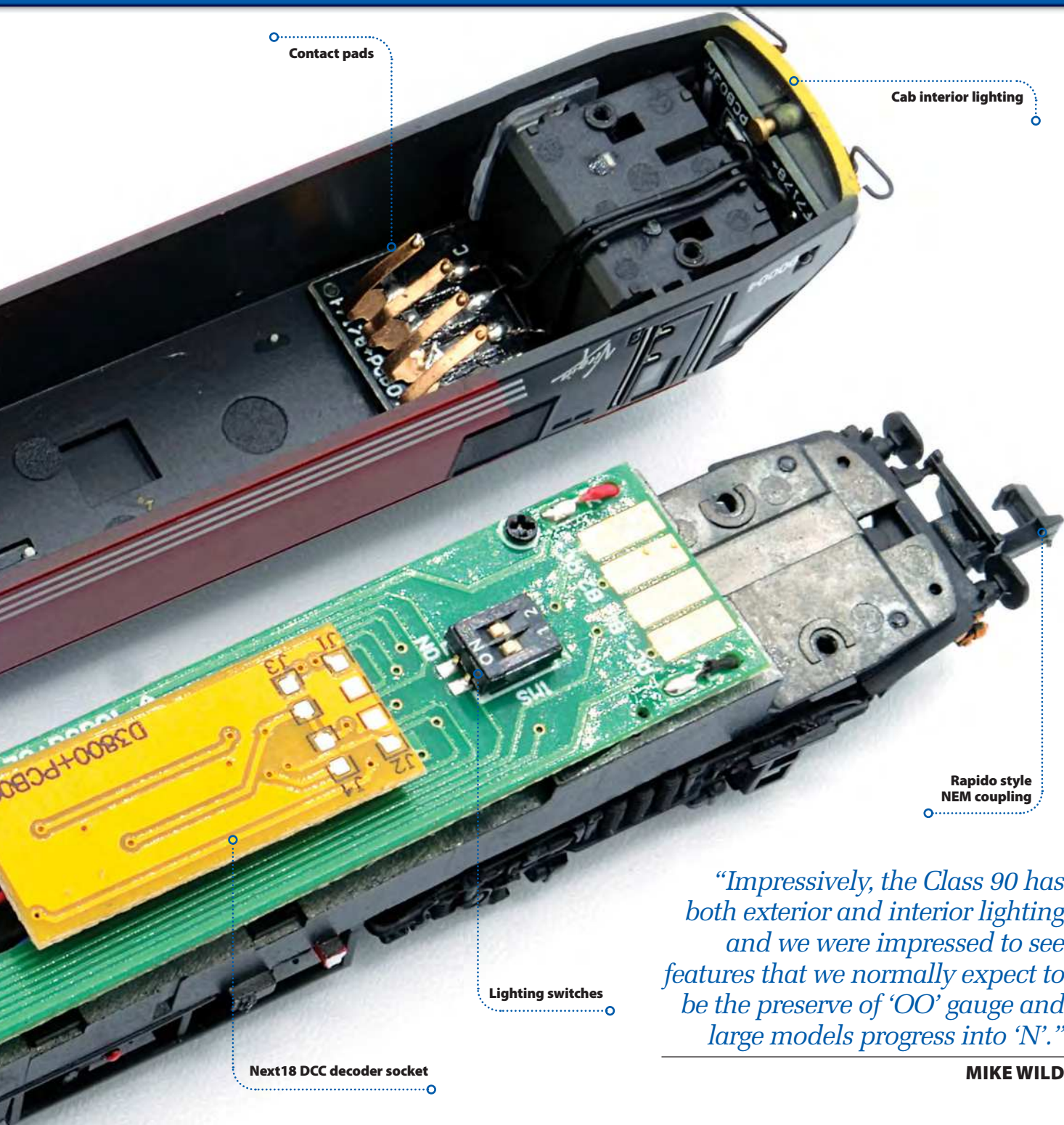
Cab interior moulding

Directional lighting

Die-cast chassis

Buffer beam detailing

Main PCB for motor, lighting and speaker connections



“Impressively, the Class 90 has both exterior and interior lighting and we were impressed to see features that we normally expect to be the preserve of ‘OO’ gauge and large models progress into ‘N’.”

MIKE WILD

we were impressed to see features that we normally expect to be the preserve of ‘OO’ gauge and large models progress into ‘N’.

On the track, our sample of 90004 ran smoothly and quietly – near silently – but like most new models required a running in period of 30 minutes in each direction at medium speeds before being subjected to load testing. Our tests were conducted with a rake of 10 Mk 1 coaches which the Class 90 handled with ease making it perfectly suited to scale length Mk 3 push-pull sets or intermodal trains.

OVERALL

The all-new Graham Farish Class 90 is an excellent addition to the range and provides the opportunity to model realistic West Coast Main Line settings in ‘N’ gauge alongside the Revolution Trains Class 92 and even its Class 390 Pendolino if you wished to model the transition to multiple unit operation.

Performance, appearance, detail and finishing are all excellent on the new Graham Farish Class 90 and a world away from the previous generation model in every respect. A great addition produced to the highest standard. (MW)



With the optional accessory parts fitted to one end the Graham Farish Class 90 looks even better.

**FIRST
REVIEW**

Accurascale's CALEDONIAN SLEEPER MK 5s

The striking Caledonian Sleeper Mk 5 carriages whisk passengers from London to destinations in Scotland overnight and now you can add them to your collection in 'OO' gauge.

MIKE WILD gets the full story on Accurascale's first ready-to-run passenger carriages.

NEW locomotive-hauled carriage sets don't enter service very often on the modern multiple unit focused railway, but in 2019, the first of a new series of Mk 5 sleeping carriages entered service with Caledonian Sleeper for Anglo-Scottish overnight trains.

These new carriages were the first to enter revenue service since the BR Mk 4s in 1989 (the Channel Tunnel 'Nightstar' sleeper coaches never carried passengers and were

exported to Canada) and were brought in as replacements for the ageing Caledonian Sleeper Mk 2/3 fleet. Construction started in 2016 with the full fleet of 75 coaches being completed in 2018 by CAF in Spain while testing took place at Velim test track in the Czech Republic prior to delivery to the UK via the Channel Tunnel.

The new Mk 5s operate in rakes of 16 coaches with formations named 'The Lowlander' (for Glasgow and Edinburgh) and 'The Highlander'

(portions for Fort William, Inverness and Aberdeen). There are four complete sets operating on a daily basis with additional spare coaches to cover for maintenance while the Fort William portion gains additional lounge and seated coaches at Edinburgh.

These heavy trains – the longest passenger trains to run on the British railway network – are hauled by Class 92s from London to Glasgow/Edinburgh with the Highland portions taken forward

by re-engineered Class 73/9s, all supplied by GBRf under contract to Caledonian Sleeper operator Serco.

While the West Coast Main Line is the primary route for the Caledonian Sleeper trains, on occasion they are diverted via the East Coast Main Line when there are engineering works on the normal route expanding the modelling opportunities for these trains. Another alternative would be to model a part set arriving via the Channel Tunnel on the





The coaches are wonderfully detailed with impressive underframe equipment and carriage end details.



Magnetic Dellner couplings are fitted as standard to each coach, but our tests showed that the maximum train weight which could be managed by these was eight vehicles. Optional tension locks are included with each set for the outer ends.

TECHNICAL DETAILS

Manufacturer:	www.accurascale.com
Cat No:	ACC2220-2227
Description:	Caledonian Sleeper Mk 5 carriages
Builder:	CAF, Spain
Region:	Midland, Eastern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	292mm
Price:	£179.99 (four-car pack), £209.99 (six-car Fort William pack)
Couplings:	Magnetic Dellner couplings in NEM pockets – optional small tension locks for outer ends
DCC:	DCC compatible without a decoder
Exterior lights:	Switchable tail lights
Interior lights:	Switchable interior lights
Minimum curve radius:	Second

Southern Region with Adventure Rail barrier wagons.

THE MODELS

Four vehicle types make up the Caledonian Sleeper Mk 5 fleet: Club Cars (CC) with space for up to 30 dining passengers, Seated Cars (SC) with seating for up to 30 passengers, Sleeper Cars (SLC) with six single-bed ensuite rooms and four single bed non-ensuite rooms and Accessible Car PRM (ACC) which have one accessible double

room, two double ensuite rooms, two single bed non-ensuite rooms and one accessible single room.

Accurascale's Mk 5s are being offered in packs to allow modellers to replicate the 'Lowlander' and 'Highlander' trains in full or part. The 'Lowlander' consists of four four-car coach packs which create the two eight-coach portions for Glasgow and Edinburgh while the 'Highlander' consists of three four-car coach packs and a fourth six-car coach pack for the Fort William

portion. In the case of the latter, a full London-Edinburgh working of the 'Highlander' would drop the lounge and seated cars to reduce the formation from 18 to 16 vehicles.

Our review samples all model vehicles from the 'Lowlander' set covering packs 1-3. Each pack is smartly packaged with the four coaches contained with a plastic tray. There is also a 'wand' included with each set to control the lighting on the coaches (see Performance)

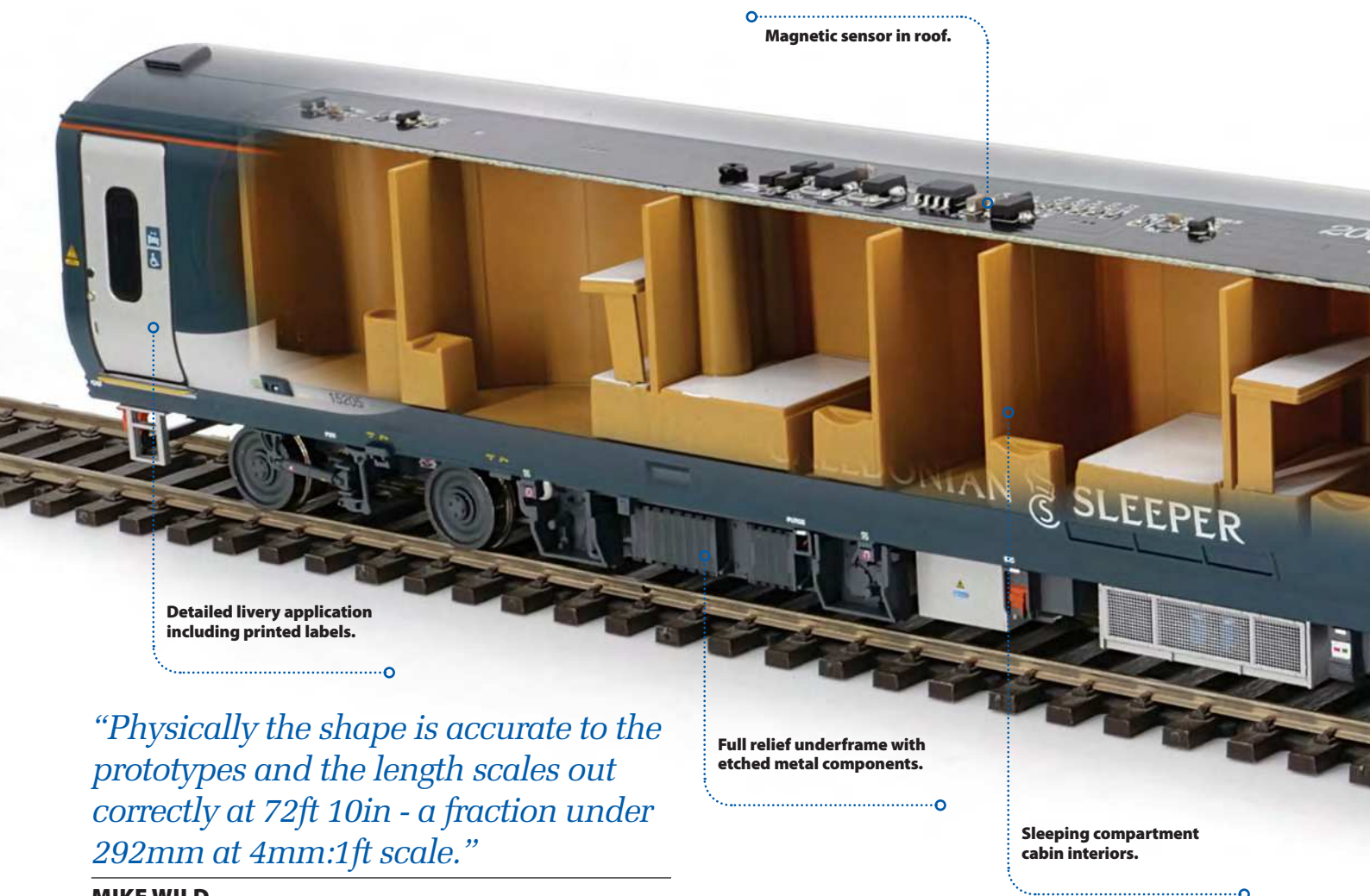
while optional destination panels are included separately allowing customers to add their own choice for northbound or southbound workings. However, these will need to be fitted with care to prevent any glue marks appearing on the carriages and take note that each pack of destinations is coach specific as well.

Externally the coaches are superbly presented with neatly applied decoration covering both painted and printed detail, though >>

Accurascale's first 'OO' gauge passenger carriages model the impressive Caledonian Sleeper Mk 5s.



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“Physically the shape is accurate to the prototypes and the length scales out correctly at 72ft 10in - a fraction under 292mm at 4mm:1ft scale.”

MIKE WILD

we did notice that a couple of window frame prints were out of registration on our samples. Close inspection reveals the level of attention placed on these coaches with the bogie sideframes even having individually applied printed details.

Physically the shape is accurate to the prototypes and the length scales out correctly at 72ft 10in - a fraction under 292mm at 4mm:1ft scale. Added to this are correct window layouts for different

vehicle types, flush glazed tinted windows and, where appropriate roof mounted equipment. The underframes are in full relief and even have separately fitted etched metal parts while modelling of the cooler groups is nothing short of exceptional.

The bogies are an inside frame design which puts the full wheelface on show while each end of the coaches is appointed with working tail lights as well as a full set of impressively robust body

mounted cables. The gangways too are suitably detailed and thanks to the factory fitted magnetic couplings there is barely 2mm between the gangways on straight track.

PERFORMANCE

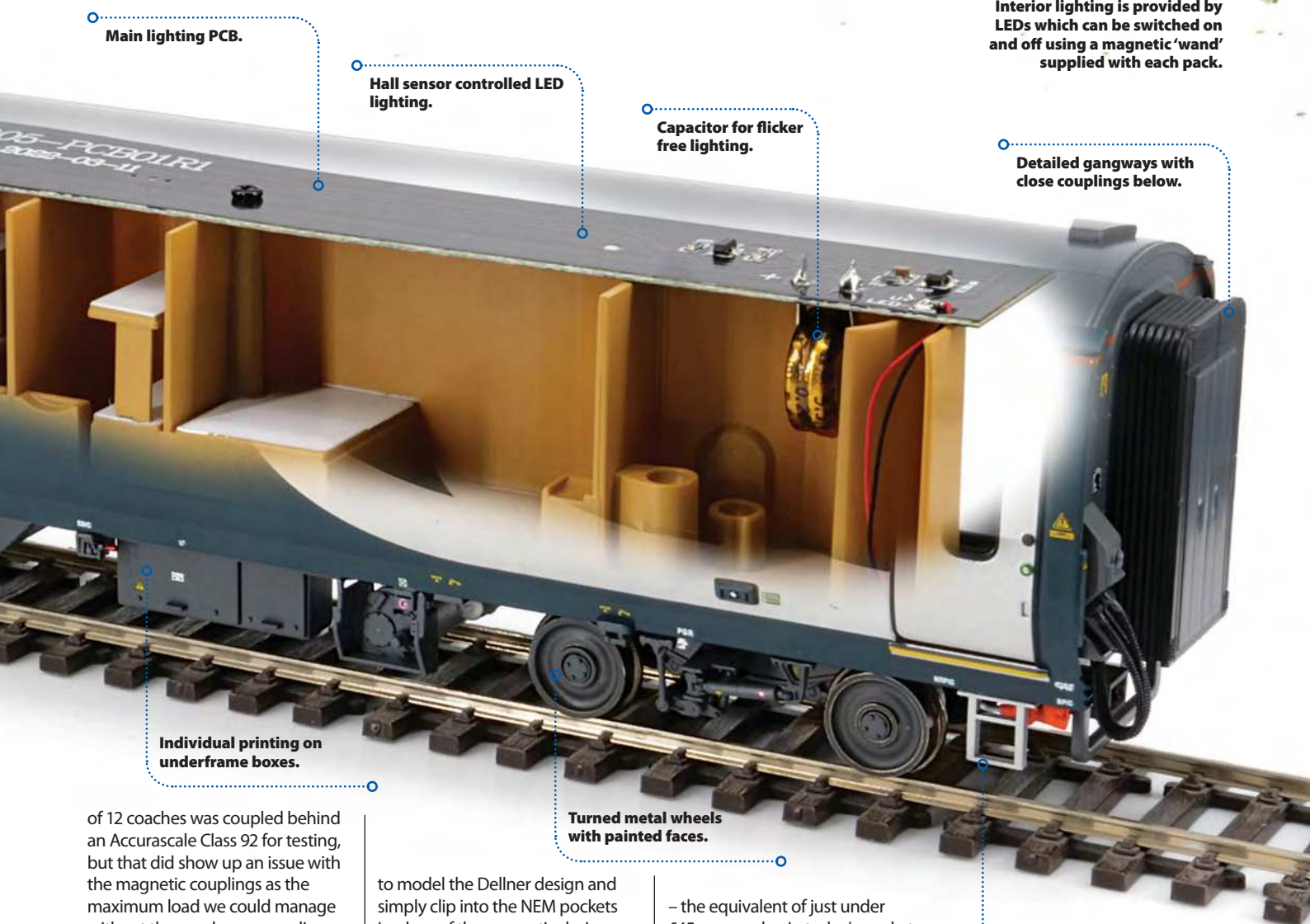
These new carriages have novel functionality, as the lighting - which operates on analogue or digital layouts straight from the box - can be turned on and off using a magnetic ‘wand’. There are three

switch points in the roof - central controls the interior lights while a ‘wave’ over each end will turn the tail lights on or off as required. The lighting for the tail lights is excellent, but we did notice light bleed from the carriage windows which is unfortunate.

Running qualities were excellent and despite each coach having all-wheel pick-up to power the lights, we were impressed by the free-running nature of these inside bearing coaches. Our sample train



The new Mk 5s are supplied in four packs (apart from the Aberdeen portion which comes as a six). This is pack 1 for the ‘Lowlander’ London-Edinburgh train.



Main lighting PCB.

Hall sensor controlled LED lighting.

Capacitor for flicker free lighting.

The interior of each coach is modelled with appropriate seating and room layouts. Interior lighting is provided by LEDs which can be switched on and off using a magnetic 'wand' supplied with each pack.

Detailed gangways with close couplings below.

Individual printing on underframe boxes.

Turned metal wheels with painted faces.

of 12 coaches was coupled behind an Accurascale Class 92 for testing, but that did show up an issue with the magnetic couplings as the maximum load we could manage without the coaches uncoupling was eight vehicles. Alternative bar couplings are available as an optional extra from Accurascale.

On the positive, the coupling design is very neat and represents the Dellner couplings used on the real Mk 5s superbly. The straight bar replacements are also designed

to model the Dellner design and simply clip into the NEM pockets in place of the magnetic design should you wish to upgrade for longer formations.

OVERALL

The Caledonian Sleeper Mk 5 coaches are fine new additions to the Accurascale collection and at £179.99 for a four-coach pack

– the equivalent of just under £45 per coach – in today's market they represent good value too. Naturally a full 16-coach set is going to be a considered purchase, but then again the first batch was completely sold out as this issue of *Hornby Magazine* closed for press. We are sure there will be more in the future – watch this space. (MW)

Separately fitted steps at all four corners.



A magnetic 'wand' is supplied with each pack to control the interior lighting. Magnetic switches in the roof allow the tail lights and interior lights to be turned on and off.

Mk 5 CARRIAGES

Although locomotive-hauled coaches are largely a thing of the past, there has been one fleet of new-builds in recent years - the Mk 5s operated by Caledonian Sleeper and TransPennine Express. **EVAN GREEN-HUGHES** looks into the background of these interesting vehicles.

THE ORIGINS of the Mk 5 coach project can be traced back to 1997 when, during privatisation, sleeper services between England and Scotland became

part of the ScotRail franchise, which was first allocated to National Express to operate, and later to FirstGroup.

Both of these operators continued to use the former British Railways stock, which was at the time relatively modern. However, in 2012, the Scottish Parliament decided that the sleeper operation should be split from the rest of ScotRail, with potential bidders being informed that the expectation was that rolling stock would be updated or replaced.

The franchise for the sleepers was won by Serco under the Caledonian Sleeper brand, which promised to invest around £100m in new rolling stock with the intention that this would be a significant upgrade to that which then existed. The new coaches would contain features such as en-suite bathrooms, showers, double rooms and purpose-built lounge and catering cars. These would be the first new locomotive-hauled vehicles to be introduced to our railways for almost 30 years.

The order for 75 vehicles was awarded to Spanish firm Construcciones y Auxiliar de Ferrocarriles (CAF) in 2015 at a cost of £145m and was to consist of six different types of coach, although this was later cut to four after conventional sleeping >>



Caledonian Sleeper's Mk 5 train formations include a stylish Club Car. The interior layout is a mix of booth and individual stool seating. *Philip Sherratt.*

Right: With Driving Trailer leading, an unidentified TransPennine Express Nova 3 Mk 5 set is propelled through Lichfield Trent Valley by Class 68 68034 on September 1 2022. The train is 5Q35 1003 Wolverton Centre Sidings to Walton Old Junction Sidings, with the Nova 3 set returning to service following modifications at Wolverton Works. [John Whitehouse](#).

Below: GB Railfreight's Class 92 92038 is seen leading eight Caledonian Sleeper Mk 5s through Uddingston on a 5Z92 0943 Polmadie Depot to Carstairs test run on July 18 2018. At the time 92038 was the only Class 92 able to power the new rolling stock. [Scott Dargavel](#).



berths were substituted for aircraft-style individual sleeping pods on some vehicles.

The designers of these new coaches faced some challenging problems, in particular that a 16-coach rake had to be able to fit into London Euston's longest platform, which had previously been possible due to the inclusion of some shorter Mk 2 coaches within the sleeper rakes. However, with the new coaches all being the same length there was a danger that the completed rake would be too long. As a result, it was decided that the coaches would be built to a length of 72ft 10in, slightly shorter than the 75ft 6in used for the Mk 3s and Mk 4s, and this short length has been used for all builds of the Mk 5 ever since, even those that never go near London.

When the order was placed the new coaches were described as being like a 'hotel on wheels' and were fitted with a considerable number of innovations intended to make travel on them as comfortable as possible. Included in these were the use of the Dellner Type 12 coupler which provides semi-automatic mechanical and pneumatic functions, with special dampers to avoid waking travellers during night-time shunting manoeuvres. These couplers are also capable of being operated without staff having to go between the carriages. What were to become the Mk 5s also utilise extruded aluminium sections for the body and share many features with that company's extensive range of multiple units, including bogie and brake components.

Of the four types of coach intended for the Anglo-Scottish operation, only two actually provide sleeping accommodation. The first has six bunk bed cabins with shower and toilet and four more cabins without en-suite. The second has two double rooms with shower and toilet, two conventional single berths along with one double and one single room, both fully accessible to persons with reduced mobility. These coaches also have two accessible toilets at the vehicle ends. A coach is provided in each rake for seated passengers and this has larger seats than normal so it only accommodates 30 passengers as well as the guard. The final vehicle is a club car that has dining space for 30 in booths or on stools as well as the galley where food can be prepared.

Because of the harsh environment in which the Mk 5s have to operate in Scotland, each is capable of working in temperatures as low as -25C. Underfloor waste tanks are fitted with frost precautions while an automatic heating system prevents freezing of other components while the train is stabled. Each coach is also fitted with a Train Control and Monitoring system which records the state of critical components and communicates this information to on-train staff as well as to ground-based maintenance facilities. This system was the cause of some of the issues that affected these sets on their introduction, but has since settled down to give reliable service.

The new coaches first made an

Caledonian Sleeper liveried Class 73/9 73971 passes through Coatbridge Central on May 17 2018 with five new Mk 5 coaches in tow on 5Z73 0954 Polmadie to Polmadie via Arrochar & Tarbet while on mileage accumulation tests.
Scott Dargavel.



appearance in 2017, with the initial five off the production line being taken to the Velim test track in Czechoslovakia, where they were put through their paces before being exported to this country. Arriving in January 2019, they were based at Polmadie depot in Scotland. Introduction to service began on the London to Edinburgh and Glasgow service in April 2019 and the whole fleet was in operation by October of that year, allowing it to be used on all the other routes, which currently comprise London to Edinburgh, Glasgow, Fort William, Aberdeen and Inverness.

ENGLISH ORDERS

Shortly after the order was placed for the Caledonian sleeper vehicles, CAF won a substantial order from Eversholt Rail to supply Northern Rail with new DMUs and EMUs, followed by a further order to supply EMUs and locomotive-hauled coaches for the TransPennine franchise. CAF was able to offer a competitive price for the locomotive-hauled vehicles as it proposed to piggyback the order onto the back of the Scottish vehicles, which were then in production. As a result, the coaches were built to the same length as the earlier vehicles but are actually a fraction narrower due to gauging requirements, and as such are often referred to as Mk 5a.

As the assembly line was already available, production of the TransPennine sets was rapid and the first one was available for tests at Velim in March 2018, after which it was transported to Portbury Docks near Bristol where it was inspected and checked over before being dispatched for running in on the West Coast Main Line, with these operations commencing in October 2018.

The first set was officially handed over to TransPennine in April 2019 following a period of fault-free running, following which they were introduced on the Liverpool to Scarborough route, powered by Class 68 diesel locomotives from November that year. Their normal route was later altered so they served Redcar rather than Scarborough due to complaints about noise from the diesel locomotives affecting residents near the station and stabling point.

The TransPennine sets consist of four seated passenger vehicles, with one of these being a First Class coach with catering facilities and, unusually, the final one being a Driving Trailer which includes passenger accommodation. A total of 66 coaches were built, with these being formed up into 13 five-coach sets, with one Driving Trailer spare. First Class accommodation is in 2+1 form while Standard Class coaches have 2+2 seating with a mixture of airline and table seating being provided. The catering facility is installed at one end of the First Class coach, with this part of the train permanently marshalled against the locomotive, and thus not being provided with a corridor connection.





The Caledonian Sleeper Mk 5 Club Cars also feature a well-appointed galley area for food and drink preparation. Philip Sherratt.

DESIGN TWEAKS

In a change from the sleeper vehicles, the TransPennine Mark 5s are equipped with inter-bar coach couplers with buckeye couplings and buffers only provided at the outer ends of sets. The Driving Trailer uses much of the technology from CAF's multiple units, but the cab is laid out so the controls are similar to those provided in the Class 68 which powers the train. All passenger accommodation in these vehicles is Standard Class. Many of the components are the same as the Scottish vehicles and they are fitted with the same bogies, braking systems, doors, gangways, air conditioning equipment and toilets.

Mk 5 coaches can be found working two services in each direction between

London and Scotland each night, six days a week, with services split and combined at Edinburgh or Carstairs. Depending on the season, these can load to 16 vehicles for the main leg of the journey, hauled by Class 92 electric locomotives for this section. Further north, rebuilt Class 73s are used on formations that range from four to six coaches to Fort William and Aberdeen and up to eight for Inverness. This can mean that up to 64 of the 75-strong Scottish fleet is active on any one day.

TransPennine uses its Mk 5s rather less intensively and often will field only three or four sets of five coaches each day, with traction provided by Direct Rail Services (DRS) Class 68s in matching

FACTS AND FIGURES

Builder:	CAF, Beasain, Spain.
Built:	2016-2019
Total Built:	141
Club Cars (sleeper lounge):	11
Seated Cars (sleeper):	11
Sleeper Cars:	41
PRM Sleeper cars:	12
Standard Class (TP):	39
First Class/Catering/Guard (TP):	13
Driving Trailers (TP):	14
Operators:	Caledonian Sleeper (75) TransPennine (66)
Length:	72ft 10in
Maximum width:	9ft 0in
Doors:	Sliding Plug
Brakes:	Air
Maximum speed:	125mph (normally)

TransPennine Express livery. However, other locomotives in other liveries have been seen covering for their dedicated classmates as required.

These Mk 5 sets offer a number of interesting modelling possibilities. The TransPennine sets are relatively short and well within the lengths most layouts can cope with while the portions of the sleeper trains that run north of the Borders are of a length that again would suit a typical layout. The appearance of new locomotive-hauled stock is a welcome change for what has become a largely unit-dominated railway, and the availability of ready-to-run models offers modern image modellers the chance to update their layouts to represent the introduction of these

TransPennine Express liveried Class 68 68024 Centaur passes Kirkham Abbey at the rear of 1T39 1600 York to Scarborough shuttle service on May 30 2021. Paul Biggs.



EFE Rail SEA URCHIN

- Gauge: 'OO' gauge
- Price: £37.95-£39.95
- Cat No: E87033 (reviewed)
- Site: www.bachmann.co.uk
- Era: 11



Above: EFE Rail's 'OO' gauge 'Sea Urchin' features a newly-tooled body fitted to the existing SPA steel plate open wagon chassis.



Bachmann's EFE Rail range has added a new 'OO' gauge 'Sea Urchin' engineers' open wagon to its portfolio.

NEW from Bachmann's 'OO' gauge EFE Rail range is this ZCA 'Sea Urchin' engineers' spoil open wagon.

First introduced in the 1990s as air-braked replacements for British Rail's veteran fleet of engineers' ballast/spoil wagons, the ZCAs were converted from a series of redundant departmental and revenue stock.

These conversions made use of former OBA wooden-bodied open wagons, VDA and VBA vans, as well as OAA, SPA and VCA vehicles in later years. Conversions continued into the privatisation era with English Welsh & Scottish

POLYBULKS RETURN



- Gauge: 'OO' gauge
- Price: £79.95 each
- Cat No: 38-428Z/38-429Z
- Site: www.railsofsheffield.com
- Era: 7/8



Railway (EWS) adding to the fleet. As a result, there were many detail differences between conversions, especially to the bodyside ribs on the new low-height steel bodies. These vary from five to 11 examples on each side.

EFE Rail's new 'OO' gauge model of the 'Sea Urchin' is based on one of the later privatisation era SPA wagon conversion and utilises the chassis from the existing BR SPA steel plate wagon, originally tooled by FTG Models. Six models form this batch of 'Sea Urchins' finished as DC460915 in pristine EWS maroon (Cat No: E87018), DC460387 in EWS maroon with light weathering (E87019),

DC460164 in EWS maroon with heavy weathering (E87020), 460006 in DB Schenker (ex-EWS) maroon (E87021), 460887 in DB Schenker (ex-EWS) maroon with light weathering (E87022) and 460503 in DB Schenker (ex-EWS) maroon with heavy weathering (E87033).

This latest iteration features a newly-tooled body moulding married to the original SPA wagon chassis, with our review sample measuring 154mm over buffers, 138mm over headstocks and 35mm wide (ends). Nine bodyside ribs feature on each side, while tiny separately-applied grab handles appear at the extreme right-hand end on each side, together

with end strengthening ribs and representation of the triangular metal capping along the top edges. Lamp irons are moulded at each end.

Decoration to our heavily weathered review sample of 460503 in DB Schenker branded livery was very well done with a work-wear 'patchy' paintwork effect to the underlying EWS maroon and gold base colours, along with an overall weathered finish to the exterior and wagon interior. Lettering is neatly applied, as are the DB Schenker labels with black backgrounds which obliterate the previous EWS identity. Small printed details are also just

discernible on the solebar, while brake levers and steps are picked out in white (and weathered).

As with the SPA wagon, the axleboxes are articulated to provide sufficient play for the wagon to negotiate model railway curves and if you plan to change the supplied small tension lock couplings on this model for an alternative type you will need to consider changing the NEM pocket mechanism too, as these are not a standard size on this model. Weathered turned metal wheels complete the package.

Another useful air-braked engineers' wagon to bolster the departmental rolling stock roster. (MC)

Rails of Sheffield has commissioned two exclusive versions of Bachmann's 'OO' gauge 'Polybulk' bogie covered hopper wagons in Tiger Rail/Nacco branded colour schemes.



New from Rails of Sheffield are these exclusive 'OO' gauge JIA 'Polybulk' bogie covered hopper wagons commissioned from Bachmann.

Built in the mid-1970s by French rolling stock manufacturer Fauvet Girel, these distinctive covered hopper wagons were employed on a variety of traffic across the UK and to/from Europe. Payloads included lime, sand, china clay and more.

Bachmann first introduced its new 'OO' gauge model in late 2013 (HM80), although there have been few releases since then. That is until now, as Rails of Sheffield has commissioned the manufacturer to produce two exclusive models of the vehicles finished as 21RIV70BR0999-011-9 in TIGER-NACCO branded grey and green (Cat No. 32-428Z) and 33RIV87SNCF5699023-4 in plain grey with TIGER and NACCO labels (32-429Z).

Weighing in at 90g each, these latest arrivals feature the same high level of detail with separately applied handrails, ladders, guard rails, etched walkway, handbrake wheels, lamp irons, buffer rungs, discharge chute wheels and anchor points, as well as neatly moulded pipework and hood opening mechanism and equipment. Underneath, detailing includes discharge chutes and

brake cylinders.

Decoration to our review samples was superb with each reflecting the prototypical colour schemes well – the TIGER-NACCO branded grey and green from the early 1980s and the plain grey scheme with separate TIGER and NACCO branding which they carried in later life (this latter model reflecting the 1990s period with BR style overhead electrification flashes that lasted until the mid-to-late 1990s). The roof walkway is silvered on each, while hand wheels, guard rails, buffer rungs, lamp irons, anchor points, lifting points and axleboxes are picked out in appropriate colours (white/yellow).

As with the original releases, each features a wealth of superbly printed lettering and labelling – some of which includes tri-lingual English/French/German instructions – printed on the hood opening mechanism at one end. Neatly printed train ferry labels, together with TIGER/NACCO branding, instructions and compartment lettering (A-E) also feature.

Darkened metal buffer heads, turned metal plain disc wheels and small tension lock couplings in NEM coupler pockets provide the finishing touches to what is another fine release. Excellent and available now. (MC)

Right: Each of Bachmann's new 'OO' gauge 'Polybulks' features impressive printed detail, with lettering in English, French and German.



**FIRST
REVIEW**

Accurascale's

TPE MK 5s

TransPennine Express has one of the most distinctive liveries on the railway and it is also one of only a handful of train operators to make use of diesel-hauled push-pull trains.

MIKE WILD inspects Accurascale's Nova 3 Mk 5 coaches for 'OO'.



Magnetic couplings are fitted between vehicles on the Mk 5a coaches with small tension locks at the outer ends. Close coupling is impressive on straight track.

THE MODERN RAILWAY is filled with multiple units, but there are still daily locomotive

hauled passenger trains with one of the most distinctive being TransPennine Express' (TPE) Class 68-hauled Nova 3 sets.

These trains were introduced in 2019 with construction of the Mk 5 coaches taking place in 2017-2018 by CAF in Spain. They run in fixed formations on the Liverpool-Scarborough corridor in push-pull form with a Class 68 Bo-Bo diesel-electric. Not only do these trains stand out; the Class 68s make a brilliant sound as well.

Accurascale revealed it would be producing ready-to-run 'OO' gauge models of the Nova 3 Mk 5a carriages in February 2019 and now the wait is finally over. The first production run has already sold out but we couldn't pass up the opportunity to give them a once-over.

Two five-car packs have been produced by Accurascale which model a complete TPE formation consisting of a Driving Trailer, three Trailer Standards and one Trailer First. Presentation is excellent with the outer packaging

particularly well designed. Inside is a two-part plastic tray which holds the models snugly between foam lining.

Once you take these coaches out of the box, they are even more impressive. The quality of the livery application is outstanding for such a complex scheme while the beauty is far greater than first appearances. Look closer and you will see individual printing in all the places you would expect and many that you wouldn't.

The shaping of the Driving Trailer is spot-on for the real vehicles and it has sprung buffers as well as impressively fine etched components. The destination panel is a separate part allowing modellers to choose the direction of travel for their train while the same process is applied to the side-mounted destination boards. Take care when fitting to avoid glue marks.

Moving along the train, the three Trailer Standards are all presented to the highest standard while the Trailer First has the correct end details to allow it to couple to a Class 68.

Lighting works on analogue and DCC layouts from the box



The Mk 5a coaches have been offered as a pair of twin packs to model the complete TPE formation.



The Trailer First is very well finished in all respects and comes with a small tension lock fitted for coupling to a Class 68.

TECHNICAL DETAILS

Manufacturer:	www.accurascale.com
Cat No:	ACC22351/ACC22352
Description:	TPE Mk 5a push-pull carriages
Builder:	CAF, Spain
Region:	Midland, Eastern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	292mm per coach
Price:	£225.00 (five-car pack)
Couplings:	Magnetic Dellner couplings in NEM pockets – small tension locks for outer ends
DCC:	DCC compatible without a decoder for carriage lights, 21-pin socket in Driving Trailer
Exterior lights:	Directional head tail lights
Interior lights:	Switchable interior lights
Minimum curve radius:	Second



New in for 'OO' gauge from Accurascale are its Nova 3 TransPennine Express five-car push-pull sets.

although a decoder is needed to power the directional lights on the Driving Trailer. The interior lights are switched by a magnetic 'wand' which activates a switch in the roof of each coach to turn the lights on and off.

Couplings between the coaches are magnetic and offer gap-free running between the gangways on straight track while the Kinematic design of the coupling mount means they can still run around second radius curves.

The magnetic couplings also aid push-pull operation, though for the best performance we would change the tension lock between leading coach and the locomotive for either a straight bar or similar magnetic design as tension locks have a tendency to override one another during propelling moves.

Also worth looking at are the underframe fittings – and not just the unusual inside frame bogies. There are many separately fitted parts in the underframe which

create a real high definition finish to these 'OO' gauge carriages.

The new Accurascale Mk 5a Nova 3 sets are an outstanding addition to its 'OO' gauge range – and even better in our view than the Mk 5 sleeper coaches. The lighting

features, magnetic couplings, gap-free running and impressive livery all make these a train pack that we really want to extend a collection. Given their early popularity, surely there will be a second production run. Let's hope so! (MW)

“The shaping of the Driving Trailer is spot-on for the real vehicles and it has sprung buffers as well as impressively fine etched components.”

MIKE WILD

Rapido's 16in 0-6-0ST

**FIRST
REVIEW**

HUNSLET

Hunslet locomotives are popular subjects, but the 1923-introduced 16in 0-6-0ST has never been available before ready-to-run. **MIKE WILD** inspects Rapido Trains' all-new 'OO' gauge version.



Rapido Trains
UK's latest release
models the
attractive Hunslet
16in 0-6-0ST.

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Detailing of this rugged 0-6-0ST is excellent throughout.

Left: The smokebox shape is an important element of the 16in 0-6-0ST which Rapido has replicated well.

TECHNICAL DETAILS	
Manufacturer:	www.rapidotrains.co.uk
Cat No:	903004 (reviewed)
Description:	Hunslet 16in 0-6-0ST
Builder:	Hunslet Engine Company, Leeds
Region:	Industrial
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	109mm
Price:	£129.96 (DCC ready), £229.95 DCC sound fitted
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, Next18 socket
Speaker:	15mm x 11mm factory fitted
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	0-6-0ST
Purpose:	Industrial shunting



HUNSLET is a name synonymous with industrial locomotives and in recent issues we have covered two new products for 'OO9' created by this well-known brand. The latest Hunslet locomotive to touch down on our review desk is Rapido Trains UK's 16in 0-6-0ST for 'OO' gauge.

The first of these simple and rugged locomotives was completed in 1923 with a total of 44 built over the next 35 years. The last was completed in 1958. They differed in appearance compared to the classic Hunslet 'Austerity' of the 1940s principally by the smokebox extending beyond the saddle tank. The 16in referenced the size of the cylinders, but orders could also be placed for 12in, 14in and 15in cylinder locomotives of the same basic design.

The 16in locomotives were built for industrial use in the UK and found favour with collieries, quarries and other private railway systems. There were also locomotives built for export to Peru and Australia. »

**EXCLUSIVE
VIDEO ONLINE!**
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Inside, the Hunslet has a Next18 decoder socket, a powerful motor and a 15mm x 11mm speaker in the bunker.

Glazed cab spectacle plates

Cube speaker beneath moulded load

Main Printed Circuit Board

Next18 DCC decoder socket

Neatly formed chimney

Detailed smokebox door

The cab interior is fully detailed inside.

Nine of the 16in design have survived into preservation with one of the best known being *Ring Haw* which worked at Nassington Quarry – it is now located at the North Norfolk Railway.

THE MODEL

Seven versions of the new Hunslet are available from Rapido Trains and its stockists offering the locomotive in a range of attractive industrial colour schemes including blue, red, green and black finished off with unique names, markings and locomotive numbers.

The specification calls for a Next18 decoder socket, NEM coupling pockets, turned metal wheels, sprung buffers and use of die-cast construction to increase the model's weight.

Our review sample was the highly popular National Coal Board blue liveried example finished as *Holly Bank No. 3*. The locomotive was completed in 1953 as works number 3783 and it is modelled as it is currently preserved at the Chasewater Steam Railway.

Decoration of the model is excellent with clean application of

the striking NCB blue base colour topped with neat cream lining, printed nameplates, NCB lettering on the cabside and workplates on the bunker. The cab interior is fully detailed too with excellent physical and painted features.

Externally, the specification set out by Rapido has been followed superbly with the 16in Hunslet modelled accurately and with numerous separately fitted parts including pipework, safety valves, chimney, handrails, lubricator box and handle, reversing rod, brake shows and more. There are also sprung buffers while the wheels are very well finished too.

However, wonderful as this model is to behold, we did find a couple of parts to be a little fragile – in fact, we actually knocked two parts off during handling which is

an unusual event. Firstly, the pipe from the dome running down the side of the saddle tank is very fine plastic, but in removing the tank for access to the decoder we managed to snap this part. That's entirely our fault, but it does show a little delicacy in this area. Secondly, we also dislodged one of the cab handrails – an easy fix, but frustrating nonetheless.

PERFORMANCE

The Hunslet is equipped with a modern specification motor and electronic components. The motor is fitted inside the die-cast lower saddle tank structure beneath a Next18 DCC decoder socket while there is also a 15mm x 11mm cube speaker concealed neatly in the bunker to make this a simple locomotive to upgrade to digital

sound if you haven't chosen the factory sound fitted version.

On track, our sample ran smoothly and quietly throughout the speed range. After following the instructions and running the model in for 30 minutes in each direction light engine, we subjected our sample to loaded test runs. 20 wagons were no match for this powerful little locomotive – making it highly capable for shunting at a large NCB complex.

OVERALL

The arrival of the Hunslet 16in 0-6-OST is excellent news for industrial modellers and those looking to add an industrial connection to a main line railway. Its detail is excellent, as are its running qualities, and we can see new owners being very pleased with their purchases.

For Rapido, this is another exciting step in the development of its UK model business and a sign of the future for the arrival of its next locomotive – the GWR '1501' 0-6-OPT. On the basis of the Hunslet, our appetite is firmly whetted. (MW)

“Seven versions of the new Hunslet are available from Rapido Trains and its stockists offering the locomotive in a range of attractive industrial colour schemes”

MIKE WILD



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**FIRST
REVIEW**

EFE Rail's LSWR CROSS-COUNTRY COACHES

EFE Rail has added a new set of 'OO' gauge LSWR coaches to its range. **MARK CHIVERS** inspects these latest arrivals.



New from EFE Rail are these LSWR cross-country carriage sets. Three versions have been released in Southern Railway malachite green, BR crimson and BR malachite green.

EFE RAIL'S newly-tooled 'OO' gauge London & South Western Railway (LSWR) Drummond cross-country three-carriage sets have arrived.

Built at the LSWR's Eastleigh carriage works between 1906 and 1910, 36 cross-country sets were formed utilising a mix of 56ft non-corridor four-compartment Brake Thirds, seven-compartment Composites and eight-compartment Third Class vehicles.

They were used on services across the south western section of LSWR/SR/BR (SR) territory.

The Southern Railway (SR) operated much of its locomotive-hauled stock in fixed vehicle sets, adding additional sets to make up specific train formations, and also held a series of spare vehicles for use to complete and strengthen formations when required. At various points in their service careers, these LSWR cross-country sets ranged from three to ten cars in length.

THE MODEL

Presented in a high-quality book-set style box with magnetic flip top, EFE Rail's newly-tooled vehicles represent stock formed up as three-car sets comprising one Composite (C) and two Brake Third (BT) vehicles. The company has produced three triple-coach packs initially to represent sets through the years and include Southern Railway (SR) Set 253 (BTs 2925/2929 and C 5056) in SR malachite green (Cat No. E86013), BR Southern Region (BR (SR)) Set 130 (BTs S2953/

S2955 and C S5041) in BR crimson (E86014) and BR (SR) Set 314 (BTs S2679(sic)/S2981 and C S5043) in BR (SR) malachite green (E86015).

Our review sample represents a later BR era Set 314 in post-war malachite green with Southern Region 'S' prefixes to the running numbers, reflecting the set as it operated from nationalisation onwards. It contains a Diagram 274 non-corridor Composite with lavatory (S5043) built at Eastleigh in 1907 and two Diagram 124 non-corridor Brake Thirds with lavatory (S2679 and S2981), also built at Eastleigh in 1907. However, it appears that an error may have crept in during production of S2679, as official records suggest this should be numbered S2979, which operated within the set at this time. Set 314 remained in service until around mid-1957 when it was withdrawn. The Brake Thirds were taken out of service during June and the Composite



Detailing also extends underneath with brake gear, battery boxes and more.



Each vehicle features a wealth of separately fitted parts including passenger door grab handles.

TECHNICAL DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	E86015
Description:	LSWR cross-country three-coach pack, BR (SR) green
Builder:	LSWR, Eastleigh
Region:	Southern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	236mm (x3)
Price:	£224.95
Couplings:	Small tension locks in NEM pockets
Minimum radius:	Second
Purpose:	Passenger

"A super new set of vehicles."

MARK CHIVERS



later that summer.

EFE Rail's delightful new carriages certainly capture the appearance of the prototypes well and feature a wealth of separately-fitted detailing including exquisite passenger and guard's door grab handles, fine metal handrails, roof ventilators, vehicle end pipework, roof grab handles and impressive underframe and bogie detailing. Moulded detail is equally impressive with neatly formed panel lines, door ventilators, hinges, door stops, buffers and footboards.

The interiors are also neatly detailed with seating picked out in different colours in Third and First

Class areas. The interior moulding also includes access to the lavatory areas, as appropriate. Adding to the quality appearance, the guard's lookout is also glazed.

PERFORMANCE

Decoration is superb throughout with an evenly applied matt malachite green paint finish to the bodysides, black ends and grey roof. Lettering and numbers are crisp and legible – including the solebar set numbers and end panel data plates. Lavatory windows feature a neatly frosted appearance, while the glazing to the compartment areas is also

commendably flush. As a reminder of different times, the glazing also features Smoking and No Smoking signs, where appropriate, while the door locks and grab handles are neatly picked out with brass coloured paint. Set numbers are printed at the outer ends of the Brake Third vehicles.

Measuring 223mm over headstocks/236mm over buffers and weighing in at 120g (Brake Third) and 127g (Composite) respectively, the vehicles are neatly appointed underneath with brake mechanism equipment and pipework, battery boxes, cylinders, trusses and even wooden planking

detail, along with separately fitted vacuum pipes which extend beneath the buffer beam at each end. Finely moulded steps feature at one end of each vehicle and conduit at the other. The bogies also look the part with well defined spring and axlebox cover detail, together with brake shoes in line with the turned metal disc wheels. Small tension lock couplings are fitted to self-centring kinematic sprung NEM coupler pockets.

OVERALL

As with some other models released within the EFE Rail 'OO' gauge range, these models bear their Kernow Model Rail Centre parentage underneath and will certainly complement the previously released LSWR 'Gate Stock', also offered through the EFE Rail range. A super new set of vehicles which plugs another gap in Southern outline rolling stock for 'OO' modellers. (MC)



A seven-compartment Composite coach forms the centre vehicle of the three-car sets.

LORIOT Y

Hornby's new 'Loriot Y' is modelled to a high standard with impressive girder and rivet head detail together with brake equipment and effective 'wooden' decking.

NEW from Hornby is this eagerly awaited 'OO' gauge Great Western Railway (GWR) 25ton

'Loriot Y' two-axle machinery truck.

Built in the late 1930s at the GWR's Swindon Works, just two 'Loriot Y' vehicles were completed, intended for use carrying heavy engineers' machinery. A development of previous similar wagon designs, these particular Diagram G39 vehicles differed in that they were constructed from I-beam girders and were slightly longer than the earlier 'Loriot' examples. They featured a deep well with low slung platform to ease loading and unloading at just above rail height.

Hornby's newly-tooled 'OO' gauge models reflect both prototypes finished as 41989 in GWR grey (Cat No. R60100) and DW41990 in BR grey (R60101) – this latter model representing the sole surviving prototype that lasted in BR use until 1990 and which is now preserved at the Severn Valley Railway.

Straight from the box, the model is a weighty affair tipping the scales at 58g thanks to its mainly die-cast metal construction. The central 'wooden' decking is a plastic component, while the axlebox,

spring and distinctive brake gear detail at each end is also a separate plastic section fixed to the die-cast chassis. Metal sheet forms the decking above the wheels.

Measuring 128mm over headstocks (32ft) by 34mm wide (8.5ft) with 104mm wheelbase (26ft), detailing is very good, with neatly fashioned girders to each side of the wagon well, together with a wealth of rivet heads and moulded securing shackles

Application of the BR plain grey is excellent with a high quality paint finish, relieved by a dark brown wood appearance to the decking with effective variation of the tone on the planking. While the wagon appears to have changed little through the years, the printed detail on the side includes TOPS code ZXP with 'Empty to CCE plant yard Radyr' lettering, along with

TECHNICAL DETAILS	
Manufacturer:	www.hornby.com
Cat No:	R60101
Description:	BR machinery truck 'Loriot Y' DW41990, BR grey
Builder:	Great Western Railway, Swindon
Region:	Western
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Price:	£46.99
Couplings:	Small tension locks in NEM pockets
Minimum curve radius:	Second
Purpose:	Engineers' traffic

overhead live wire flashes on the girders forming the well. Running numbers, builder's plates, tare details and data panels are also neatly printed, while the distinctive brake levers are picked out in white.

Self contained buffers are fitted at each corner, while underneath, NEM sockets are screwed to the underside of the end deck plates

and provide a degree of sideplay for the small tension lock couplings, although these are not self-centring. Turned metal spoked wheels complete the package.

Hornby's new 'OO' gauge 'Loriot Y' is a super new addition to the range providing a distinct, yet very useful departmental wagon which is sure to prove popular. (MC)

Underneath, the decking is secured to the chassis with two screws.



Hornby's eagerly-awaited 'OO' gauge GWR 'Loriot Y' is now available.

Steadfast Class 60

HORNBY'S high-fidelity 'OO' gauge Class 60 gains a new identity for its latest release as first-built 60001 *Steadfast* in BR Railfreight Construction sector livery.

Designed by Brush Traction at Loughborough, 100 Class 60s were built for British Rail's freight sector businesses, although by the time they entered service shadow privatisation of freight operations was looming.

The first locomotive – 60001 – was released in June 1989, but a protracted testing and commissioning phase for the class led to a significant delay to service entry.

Hornby's latest release models 60001 *Steadfast*, which was introduced to service in August 1991. Its initial allocation was to Stewart's Lane depot in South London.

The model features a heavy die-cast chassis, five-pole skew-wound motor, twin flywheels, all-wheel drive and also benefits from a new 21-pin Digital Command Control (DCC) decoder socket. 60001 also includes a detailed cab interior,



- **Gauge:** 'OO' gauge
- **Price:** £223.99
- **Cat No:** R30156
- **Site:** www.hornby.com
- **DCC:** DCC ready, 21-pin socket
- **Era:** 8

Hornby's 'OO' gauge Class 60 returns as 60001 *Steadfast* in BR Railfreight Construction sector livery.

opening cab doors, sprung metal buffers, see through etched metal grilles (with detailed engine room components) and directional lighting, with a choice of day or night settings.

Decoration is up to Hornby's usual high standard with an excellent triple grey paint finish, metallic grey exhaust silencer, orange cantrail safety stripe and Railfreight Construction sector logos on the

bodyside with repeaters alongside the driver's assistant's side doors. As with the real thing it carries the oast house depot plaques of Hither Green, despite being allocated to Stewart's Lane, and also features neatly printed *Steadfast* nameplates which it carried from entry until late September 1996. However, the running numbers on our sample didn't look quite right – perhaps a tad smaller than they appeared on

the real thing.

On test, our review model operated smoothly and quietly with its usual expected impressive tractive capabilities. A small detailing pack is also included containing separate nameplates, obstacle deflectors, buffer beam pipes and small tension lock couplings for the NEM sockets.

Perfect for early 1990s Trainload operations. (MC)



Hornby's high-fidelity 'OO' gauge model now benefits from a 21-pin Digital Command Control (DCC) decoder socket as standard.

LOADHAUL 'SHARK' SURFACES

HORNBY'S popular 'OO' gauge 'Shark' ballast plough brake van returns to the range, resplendent in Loadhaul livery as DB993826.

Hornby's latest addition represents an example of the ballast plough van in the distinctive orange and black colour scheme adopted by the North East based freight operating company before privatisation of British Rail.

DB993826 is one of several 'Sharks' to carry Loadhaul livery, although photographs of the real thing appear to suggest its planked bodysides (apart from the doors) were repainted in the mid-1990s when it originally received the orange



and black colour scheme.

Application of the eye-catching scheme is superb with a high-

quality orange and black paint finish, with grey roof and crisp yellow and black 'wasp' stripes at

- **Gauge:** 'OO' gauge
- **Price:** £42.49
- **Cat No:** R60078
- **Site:** www.hornby.com
- **Era:** 8/9

Left: Hornby has released a new Loadhaul liveried 'Shark' ballast plough brake van.

each end, together with crisply printed lettering, numbers and post-1998 overhead warning labels - there's even legible BR(M) lettering on the axlebox covers.

Turned metal wheels, self-contained buffers and small tension lock couplings in NEM pockets complete this colourful engineering vehicle which is sure to brighten a 1990s/2000s ballast train formation. (MC)

Victorian terrace houses



- **Gauge:** 'OO' gauge
- **Price:** £30.49-£36.49
- **Cat No:** R7350-R7353/R7361
- **Site:** www.hornby.com
- **Era:** Any

HORNBY'S 'OO' gauge Skaledale range of resin buildings continues to expand with a series of all-new terrace houses to help build up a residential street scene. Each of the new Victorian buildings has been designed to be oriented in a particular position

when developing the scene. From left to right, our review samples included a left-hand end-of-terrace house (R7350), middle (left) terrace house (R7352), middle (right) terrace house (R7353) right-hand end-of-terrace house (R7351) and Parker's Newsagents (R7361). All the buildings fit together well

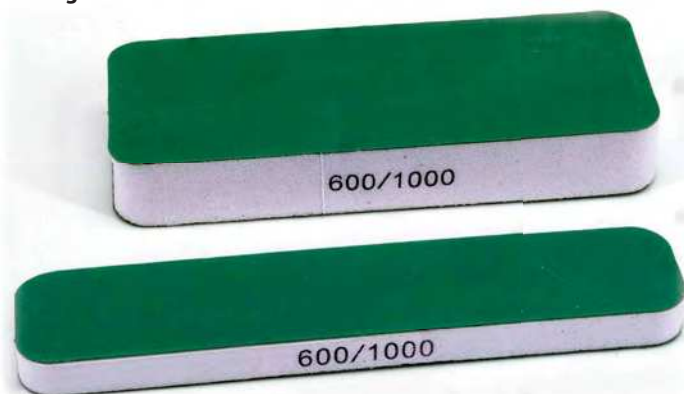
front and rear and feature neatly painted red brickwork, slate tile roofs, chimney pots and white window frames, together with doors picked out in appropriate colours offering further variety. For those looking to add a little extra detail, each of the buildings is effectively hollow, offering a

New to Hornby's 'OO' gauge Skaledale range are these Victorian brick terrace houses and shop.

blank canvas in terms of adding interiors and lighting, which can really transform their appearance and bring a scene to life, especially for a night-time display with each row lit-up. Perfect for creating a realistic looking street scene on a layout. (JN)

Humbrol sanding pads

- **Gauge:** N/A
- **Price:** £3.99
- **Cat No:** AG9166
- **Site:** www.humbrol.com



Humbrol has bolstered its range of modelling tools with these flexible sanding pads.

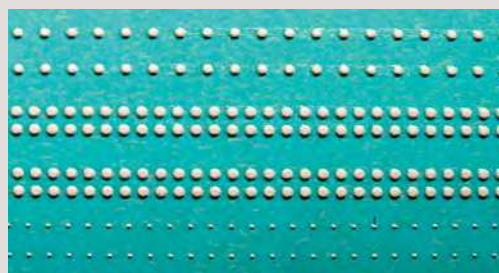
Recently added to the Humbrol range of tools and modelling materials are these new flexible sanding pads.

Each double-sided pad is easy to grip and features fine grit surfaces – 600/1,000 – suited for use on plastic, wood and metal. Each also demonstrates enough flexibility to work on curved as well as flat surfaces.

The pack contains two double-sided sanding pads – one 90mm x 19mm x 6mm thin pad and a wider 80mm x 30mm x 12 mm example. The thinner pad is intended for tasks such as paint preparation, while the wider pad could be used on areas where there are deeper scratches and blemishes that need careful removal. Useful additions to the modelling toolbox. (JN)

Riveting stuff

- **Gauge:** 'OO'/'O'
- **Price:** £6.90/£8.90
- **Cat No:** Various
- **Site:** www.railtec-transfers.com/rivets



Railtec's range of waterslide transfers now includes sheets of three-dimensional rivets and bolt heads.

New from Railtec Transfers are sheets of crisp three-dimensional rivets or bolt heads in waterslide form.

They are rendered in white to make positioning simpler, and take paint easily before or after application. Sized primarily to suit 4mm and 7mm scales, but with obvious applications outside these parameters, they come in single or double rows to suit.

There are four different spacings between one scale

inch and four, while diameters range from a scale 1/4in to 1 1/4in. At present there are more than 125 different options – our illustration shows a selection of typical sizes and spacings.

Priced at £6.90 per sheet in 4mm scale and £8.90 in 7mm, these state-of-the-art products are going to be incredibly useful for kit and scratchbuilders wanting more than just a generic line of rivets along a cabside, solebar or girder bridge. (TS)

IXO London Bus



IXO Models' range of 1:43 scale buses includes this AEC Regent III RT double decker in London Transport livery.

- **Gauge:** 'O' gauge
- **Price:** £58.99
- **Cat No:** BUS034LQ
- **Supplier:** www.shamrocktrains.com
- **Era:** 3-7

For 'O' gauge modellers looking for suitable road vehicles, the IXO Models 1:43 scale range includes this classic London Transport AEC Regent III RT double-decker bus.

Finished in London Transport red as RT3251 (registration number LLU 610), the model is supplied fully assembled with a die-cast metal body, full interior detail on upper and lower levels and is finished to a very high gloss standard with separate details added. The destination panel on our review sample marks the final run of the RT bus 1939-1979.

Lettering, advertisements, destination panels, AEC badges and numberplates are all neatly printed, while the rubber-tyred wheels with red and silver embellishment also look good. For those wishing to add passengers and crew to both levels, the body can be removed from the chassis.

Excellent and available now. (JN)

Hornby magnetic couplings

The first of Hornby's new magnetic couplings are now available in multi-coupling packs.

Our review samples included examples of the 17mm (R7399) and 20mm (R7400) vacuum pipe packs. Each contains eight pairs of couplings designed to replace standard small tension lock versions and are suitable for use with compatible 'OO' gauge locomotives, carriages and wagons fitted with NEM pockets.

The real benefit of these new items is that they provide a more realistic appearance between vehicles when coupled together, than the traditional tension lock

couplings. Each coupling features two small circular magnets at the coupling end, together with the standard NEM clip at the other. When coupled together the moulded pipes appear to be linked between vehicles and also offer closer coupling.

Two lengths of vacuum pipe magnetic couplings are available – 17mm and 20mm - depending on the coupling distance between vehicles. Our review samples demonstrated a strong bond when coupled together and also helped reduce the level of bounce that tension lock couplings can suffer. A handy upgrade. (JN)



- **Gauge:** 'OO' gauge
- **Price:** £15.99
- **Cat No:** R7399/R7400
- **Site:** www.hornby.com

Modelu Class 45 crew

- **Gauge:** 'OO' gauge
- **Price:** £7.20
- **Cat No:** 10200-076/10201-076
- **Site:** www.modelu3d.co.uk
- **Era:** 5-8

Modelu has added two new 3D-printed locomotive crew packs for Heljan's recently-released 'OO' gauge Class 45 diesel.



Modelu has added two sets of 4mm scale locomotive crew suitable for Heljan's all-new 'OO' gauge Class 45 diesel to its range of 3D-printed figures and accessories.

Each pack contains a driver and assistant which have been printed in half-relief so they can be fixed in place on the cab seats easily. Two different packs are available,

covering early and late BR periods.

Whilst the figures have been designed with the 'OO' gauge Heljan model in mind, they can also be printed in other scales too.

Our review samples were up to the high standard we have come to expect, with crisply printed detail ready for painting and setting in place within the cab. (JN)

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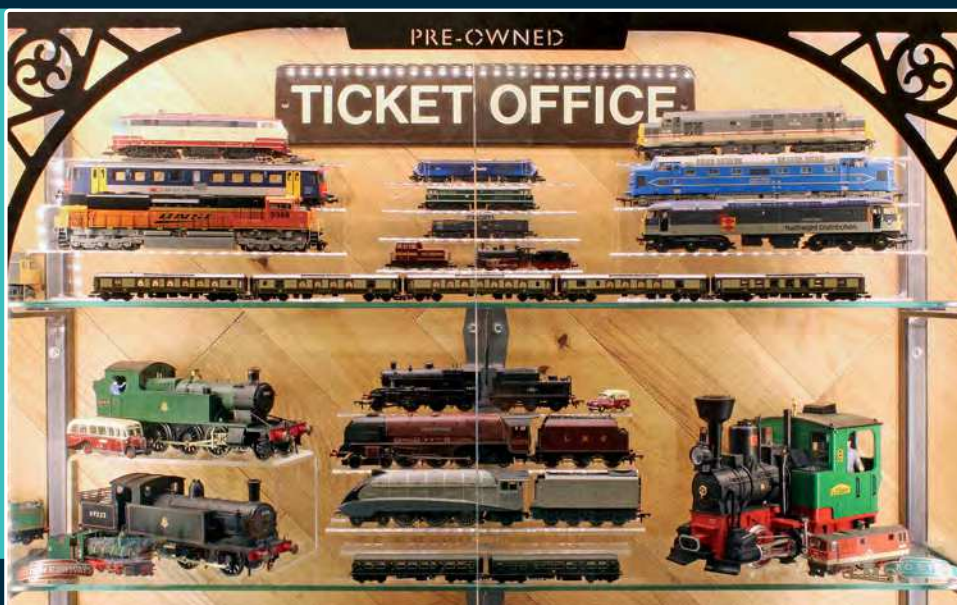
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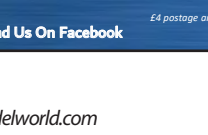
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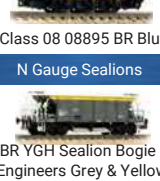
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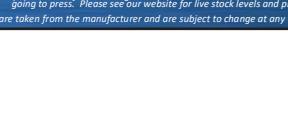


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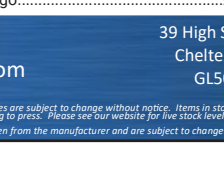
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April 2023 107

Astonbury JUNCTION



 An afternoon van train bound for Oving trundles through Astonbury Junction as Midland '1F' 0-6-0T 41661 departs the Down yard with wagons that will later form a return branch freight to Dunton.

GAUGE
'OO', 16.5mmSCALE
4mm: 1ftSIZE
20ft x 21inREGION
MIDLANDPERIOD
1960sCONTROL
ANALOGUE

The sleepy railway byways of Buckinghamshire are the subject of Three Counties Model Railway Society's atmospheric 'OO' gauge layout. **WILLIAM THOMAS** explains how it was built and operates.

PHOTOGRAPHY, TREVOR JONES



A Derby Lightweight DMU arrives at Astonbury Junction station from Dunton, while '1F' 0-6-OT 41661 shunts coal wagons in the Up yard.

ASTONBURY JUNCTION depicts a secondary London, Midland and Scottish Railway (LMS) line in the 1960s, running from rural

Crafton in Buckinghamshire to Oving with a branch line to Dunton. At 20ft x 21in, the layout has been designed to allow a three-coach passenger train plus locomotive to operate comfortably. Despite being analogue controlled, much can still be achieved with two trains departing the station simultaneously.

Astonbury Junction was inspired by Broom Junction, part of the former Evesham and Redditch Railway, which opened on June 2 1869 and has appeared at a selection of model railway exhibitions in recent times including Silver Fox Model Railway Club's (MRC's) 2019 and 2022 shows, Luton MRC's event in 2018 and Rosten MRC's 2019 exhibition.

CONSTRUCTION

Astonbury Junction's baseboards are constructed from birch plywood frames with diagonal cross-members and covered in birch plywood sheeting. There are five 4ft x 21in baseboards which accommodate the scenic section and storage yards at each end. All track and ballast was laid on a cork base to quieten the sound of trains running on plain wood, and also helps in creating the basis of a ballast 'shoulder', to replicate the real thing.

All trackwork is Peco Streamline and all the turnouts are live frog examples, as reliability was paramount, especially for exhibition use. Once this was laid, we started to run trains almost immediately so we could check the electrics, running characteristics and ensure the layout operated as we had intended.

One of the most interesting aspects of the layout is the point where the branch line diverges, as the main line train heads >>>

Ivatt '2MT' 2-6-0 46420 approaches Astonbury Junction station with an evening van train, as the Midland '1F' 0-6-OT busies itself shunting the last of the branch freight.





4 Left: A Midland '4F' 0-6-0 rumbles across the junction with a van train, as Johnson '1357' 0-6-0 58236 takes on coal in the locomotive siding, ahead of its next duty.

5 Right: A busy interlude at Astonbury Junction, as Ivatt '2MT' 2-6-0 46420 arrives with a stopping train to Crafton and the Derby Lightweight DMU prepares to depart.

6 Below: BR Standard '4MT' 2-6-4T 80032 arrives with a local passenger train from Crafton. At the opposite platform a Fowler 'Jinty' 0-6-0T waits for the signal to clear at the head of a cement train.





left and disappears into the tunnel while the branch line train can still be seen as it heads straight on under the bridge towards the storage yard. Fundamental to this junction is the diamond crossing at its centre. Initially a code 100 diamond crossing was installed but this was replaced with a code 75 version before the scenery was developed.

Following issues with the originally-installed point motors, we retrofitted each of the turnouts with servo motors. These servos together with a set of Model Electronics Railway Group (MERG) Servo4 control kits have proved extremely reliable. The layout also benefits from LMS scratchbuilt signals made by one of our club members. These are also operated by similar servos located under the layout, providing smooth movement of the signal arm.

The framework for the scenery was mainly constructed from extruded polystyrene blocks covered in plaster bandages, decorated with a mixture of woodland scenic trees, static grass, and foliage.

OPERATION

Astonbury Junction is controlled using a Gaugemaster Model W analogue controller for the central operator with a Gaugemaster feedback controller for each storage yard. A minimum of three operators is required for the running of the layout at an exhibition.

As it is an end-to-end operation, there are two storage yards, so one operator is required for each of these and another for the central control panel. When the layout »

“The layout is operated by a timetabled sequence, with trains starting at three (off-scene) destinations - Oving, Dunton and Crafton.”

WILLIAM THOMAS

is being operated at a show, the operator in the middle will control the trains from either storage yard. If it is a stopping train, the central operator will hand a train over to the storage yard operator, who is required to move the train. When the branch line train has been handed over to the storage yard, the centre operator can then operate the main line train to Oving.

The layout is operated by a timetabled sequence, with trains starting at three (off-scene) destinations - Oving, Dunton and Crafton. There are ten trains, five originating at Crafton, three at Oving and two at Dunton. The storage yards for Dunton and Oving are at the same end of the layout. Oving trains enter through a tunnel that brings the trains under the road bridge and straight into the platform. The Dunton branch enters under a footbridge alongside the embankment and Down sidings.

ROLLING STOCK

The trains starting at Crafton include a three-car set of LMS corridor coaches that operates from Crafton to Oving and return, a rake of cement wagons running from Crafton to Dunton and back and a rake of coal wagons to Oving. A pick-up

goods also stops at Astonbury Junction to drop off two wagons and pick up a further two, before heading on its way to Oving. This then returns later in the sequence to Crafton. The last train from Crafton is a BR Diesel Parcels Unit (DPU) stopping at Astonbury Junction, then on to Oving: this does two round trips in the sequence.

The trains from Oving consist of a diesel-hauled passenger train stopping at Astonbury Junction and continuing onto Crafton for a round trip, while a through van train heads to Crafton and back and a mixed freight also passes through to Crafton. The return journey drops off two wagons and collects the two wagons that had been deposited earlier.

Rolling stock in Dunton consists of just two trains at start-up. The first is a BR Derby Lightweight Diesel Multiple Unit (DMU) which runs to Astonbury Junction, then reverses into the Down sidings and waits for one of the passenger trains to pass through the station and then returns to the platform for the return journey. The final train is a branch freight. When it arrives at Astonbury Junction, the locomotive (usually a Midland

'1F' 0-6-0T) shunts all the wagons in to the Down sidings and then proceeds to the locomotive siding for refuelling. Later, the '1F' will collect the two wagons and brake van left by the pick-up goods from the down sidings, then run into the station and collect the two from the Up yard, which it then shunts to form the return goods train to Dunton.

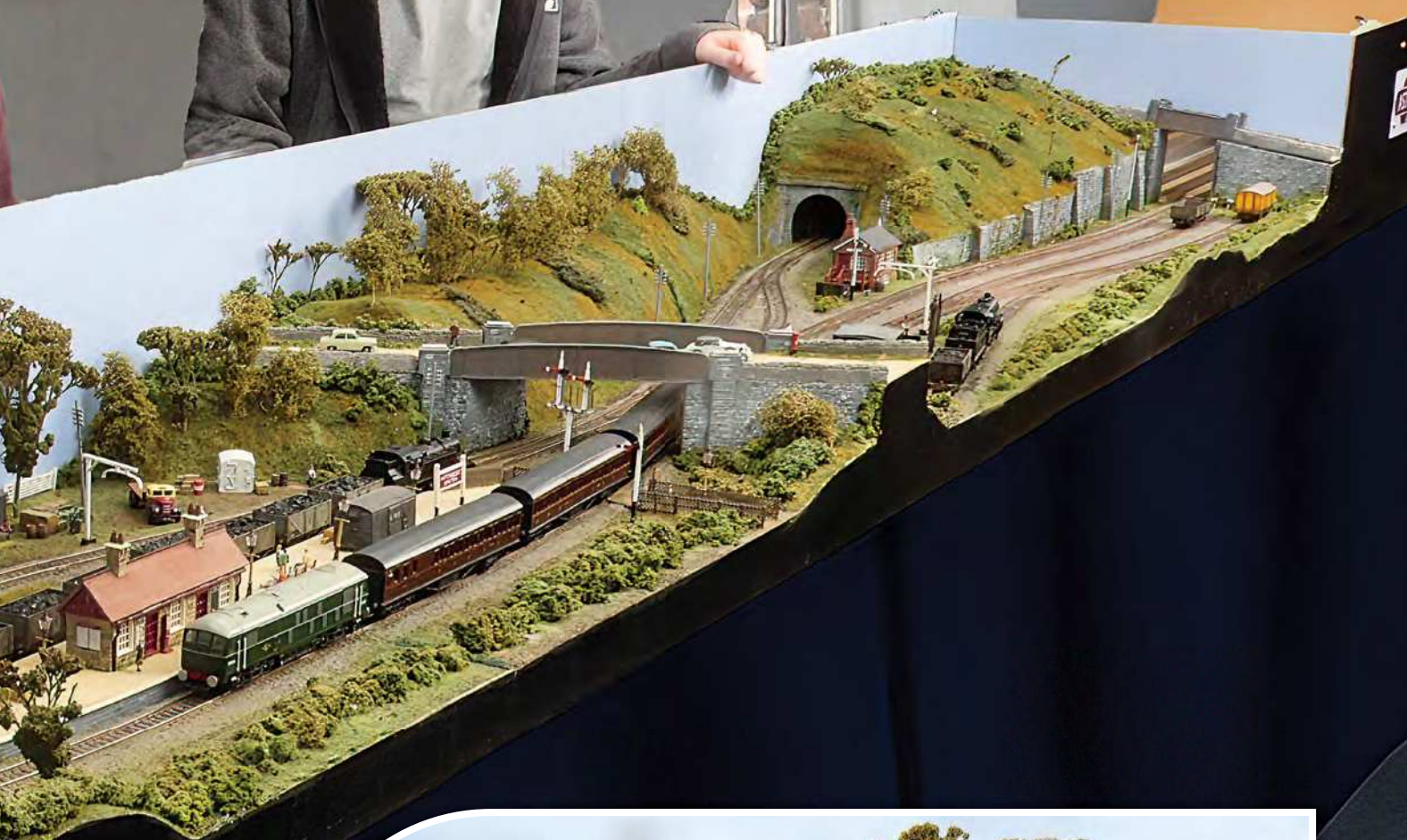
Although the layout has its own dedicated stock owned by the club, sometimes members also »

A general overview of Astonbury Junction showing the branch line to Dunton passing beneath the bridge in the distance and the line to Oving disappearing into the tunnel.





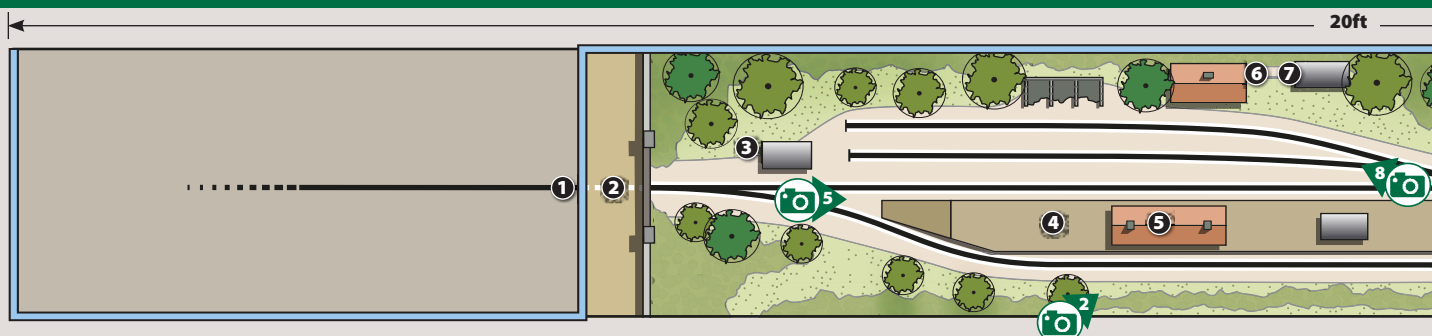
Hughes 'Crab' 2-6-0 42805 heads off the Dunton branch on a post-overhaul running-in turn with a local passenger train.



Johnson '3F' 0-6-0 43474 passes through with a mixed freight bound for Oving, while '4F' counterpart 44218 awaits departure with a pick-up goods for Dunton.



ASTONBURY JUNCTION TRACK DIAGRAM (NOT TO SCALE)



KEY

① To/from storage yard (Crafton)

② Bridge

③ Ground level signalbox

④ Platform

⑤ Station waiting room

⑥ Goods office

⑦ Grounded van body

⑧ Water tower

bring their own motive power to bolster the roster during running sessions. As a result, an impressive array of 'OO' gauge motive power has been amassed including a Fowler 'Jinty' 0-6-0T, Ivatt '2MT' 2-6-4T, Ivatt '2MT' 2-6-0, Hughes 'Crab' 2-6-0, Midland '1F' 0-6-0T, Midland '4F' 0-6-0, Johnson '1357' 0-6-0, Johnson '3F' 0-6-0, BR Standard '4MT' 2-6-4T, Class 24 Bo-Bo diesel, LMS pioneer diesel 10001, DMUs and more.

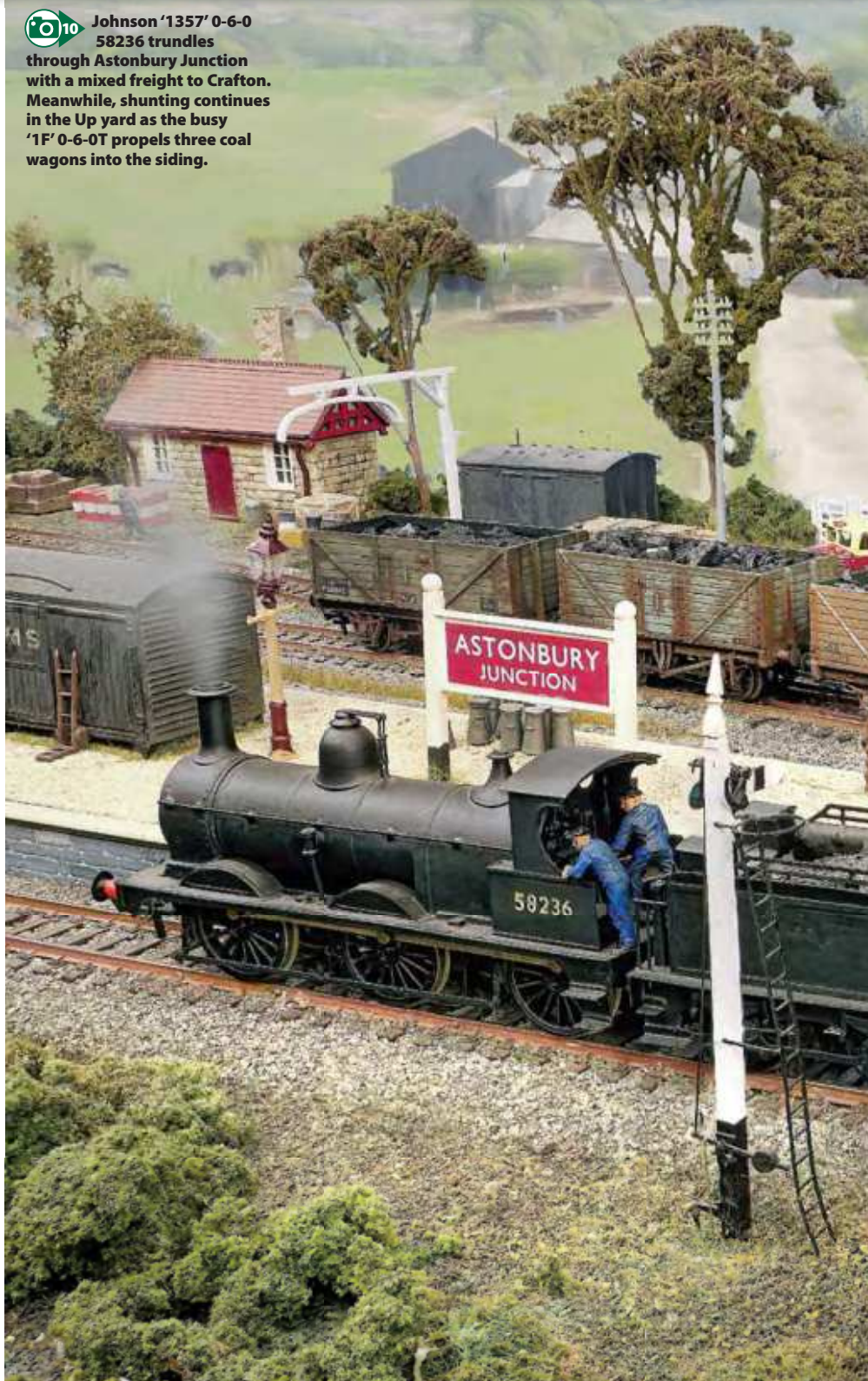
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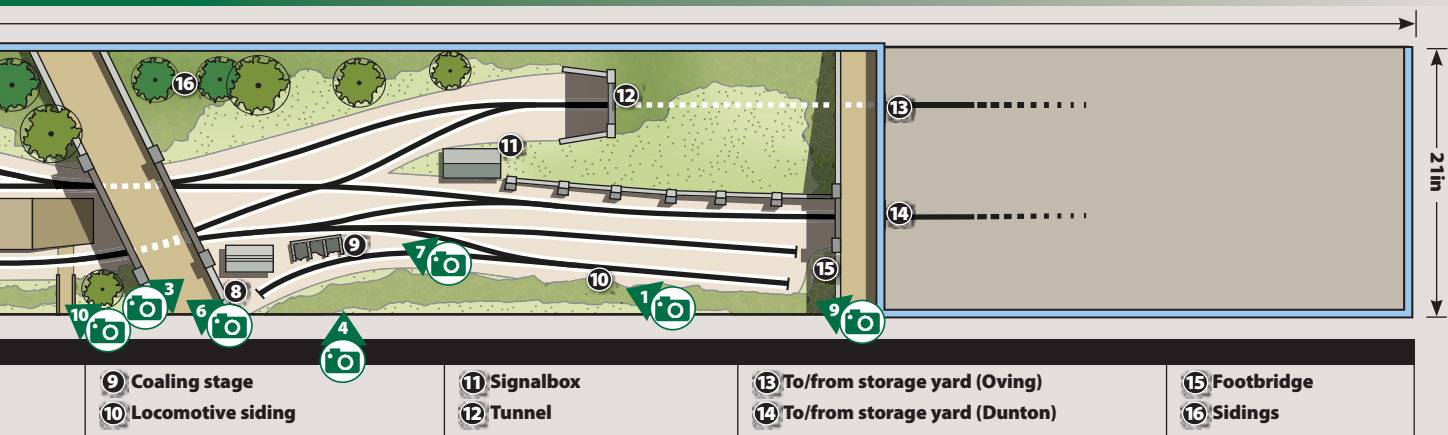
We have tried to create a realistic atmosphere of the sleepy rural railways which are now but a memory, and are proud to say that Astonbury Junction is finished and complete. As ever, attention is turning to what's next, which could include a new 'O' gauge exhibition layout - watch this space. **HM**



Missed connection! The late running Derby Lightweight DMU pulls into Astonbury Junction while the connecting train pulled by a Class 24 leaves for Oving. It could be a long wait for passengers heading to Oving.

Johnson '1357' 0-6-0 58236 trundles through Astonbury Junction with a mixed freight to Crafton. Meanwhile, shunting continues in the Up yard as the busy '1F' 0-6-0T propels three coal wagons into the siding.





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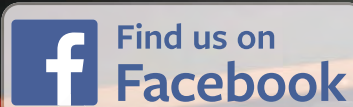
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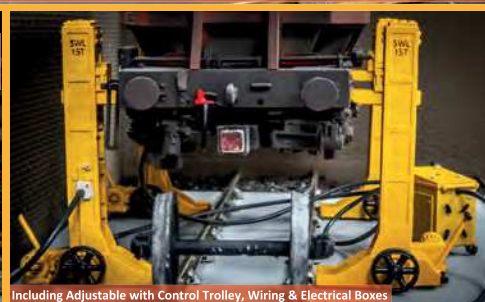


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Beeching

Many people speak as if Dr Beeching was the man who single-handedly destroyed our railway system. In reality, he was merely the culmination of a process that had been under way for more than half a century. **EVAN GREEN-HUGHES** delves into the background of route closures.

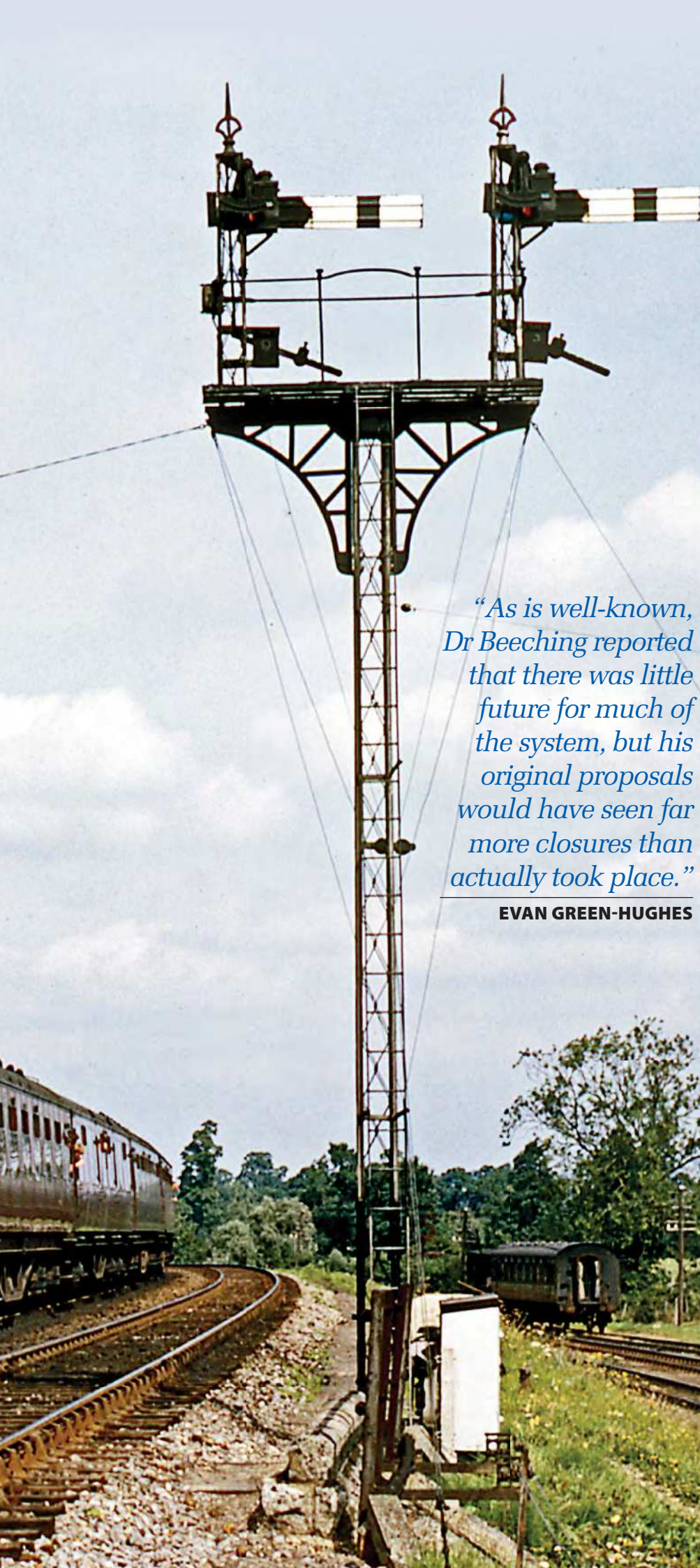
WHEN, in 1963, the notorious *Reshaping of British Railways* report was published, it sent shockwaves throughout the nation. Every national newspaper carried a full-page list of all the stations that were to be closed and the public was incensed.

Campaigns were mounted, protests were held and MPs were lobbied but all to no avail, with the result that around 4,500 route-miles of railway, about a third of the country's total, was lost. Ever since then the term 'the Beeching Axe' has come to be used when referring to the closure of any railway, whether or not the Doctor had any input to that actual site.

Railways were promoted at a time when the only other method of transport was the horse and cart, or if you were lucky enough to live near one, a canal. Getting from one place to another was a painfully slow and expensive business, while the transport of goods was almost impossible other than by coastal ship or inland waterway.

BR '9F' 2-10-0 92220
Evening Star was transferred to the Somerset & Dorset (S&D) for the last weeks of through train service. On September 1 1962, it is seen at Templecombe waiting for the signal to resume its southbound journey having just run from Templecombe LSWR onto S&D metals. The train is the 0903 Bristol Temple Meads to Bournemouth West. Dave Cobbe/
Railphotoprints.uk





“As is well-known, Dr Beeching reported that there was little future for much of the system, but his original proposals would have seen far more closures than actually took place.”

EVAN GREEN-HUGHES



A sign of the times – Cessation of Service notice for the Somerset and Dorset route, displayed at Evercreech Junction on March 5 1966.

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DUPLICATION

The arrival of the railways in the first quarter of the 19th century changed all that and caused not only a massive expansion of the economy but also in the social mobility of the population which now found it easier and cheaper to travel. Money poured into the railway companies and there was a boom in construction that left almost no part of the country without a service.

Unfortunately, due to the fragmented way that the network was developed, many of the lines that were built competed with each other, while others were built to serve places where the only traffic available was an abundant quantity of optimism.

Improved transport and communications enabled large cities and towns to expand massively, leading in turn to further demand for the railways, as materials and foodstuffs were transported in and out while commuting became an established part of British life as the better-off deserted the city centres for a new house in the suburbs.

The railway companies had it all their own way for several decades but the first sign of trouble came with the arrival of the electric tram, in Brighton, in 1883. These new-fangled devices were clean, fast and cheap and furthermore they offered the prospect of a virtual door to door service that did not involve a walk to the nearest railway station. By 1901 trams had arrived in London and within a few years every town and city of any size had a tramway system.

Trams hit passenger traffic on the suburban railways very hard, particularly on short journeys, and while some companies, particularly in Lancashire and in the south of England, tried to compete by installing their own electrified systems, passenger numbers declined dramatically. However, in the countryside, the railways still enjoyed a monopoly, for there no realistic alternatives existed. »

The second big blow came at the end of the First World War in 1918 when the Government of the day decided to dispose of a large amount of ex-military surplus at rock-bottom prices, with this including a huge number of lorries. Ex-servicemen who had been trained to drive during the conflict purchased such vehicles and set up in the haulage business, many of them in the very rural areas in which the railways still had a monopoly. Some also converted vehicles so that they would be suitable for carrying passengers, and used them to bring bus services to areas where formerly the railway was the only mode of public transport.

The Government also launched a programme of state-funded road improvements, primarily aimed to tackle high levels of unemployment, which eventually resulted in the creation of new bypasses and trunk roads, all of which made road transport a more practical proposal.

By this time the effects of the oversupply of railway lines and the underinvestment in repairs and renewals had begun to come to the fore, with the result that in 1923, the 120 or so independent companies were forcibly grouped together into four units which it was hoped would enable them to obtain sufficient capital to modernise and to compete with the growing threat from road transport. By this time around eight million tons of goods traffic per year had been lost to the roads, while passengers were deserting in their droves to use the new trams and buses.



Gresley 'A3' 4-6-2 60093 Coronach waits at Galashiels while heading the 1200 Edinburgh Waverley to Carlisle on August 26 1960. The Waverley route was recommended for closure in 1963 and eventually succumbed in January 1969. A section of the route reopened in 2015 between Tweedbank and Edinburgh, renamed the Borders Railway - and there are ambitions to reopen it in full.
[Hugh Ballantyne/Railphotoprints.uk](http://Hugh.Ballantyne/Railphotoprints.uk).

'BIG FOUR' REVIEW

One of the first reviews undertaken by the 'Big Four' companies was an examination of the lines they now controlled. Some of these duplicated each other while others carried such sparse traffic that they would never be profitable. Between 1923 and 1939 around 1,300 miles of line were closed.

During the Second World War, the railways were busier than ever, and fuel shortages curtailed the activities of the road haulage industry, but after the war competition returned, only this time the road vehicles that were available were much improved. Serious inroads were made into traffic in rural areas particularly and, when the railways were

nationalised in 1948, the new British Transport Commission set up the Branch Lines Committee to examine the issue. Rather surprisingly, in view of the pledge that the state would be best-placed to protect the country's rail network, this committee was, between 1948 and 1962, responsible for the closure to passengers of around 3,300 miles of line, with the majority of it also closed to freight.

Despite the attack from the road haulage industry, railways continued to pay their way until 1953 when the system could not generate enough cash to pay its capital charges. Two years later it was not even able to generate enough money to pay its overheads. A strike by footplate staff



Air-smoothed 'Battle of Britain' 34078 222 Squadron rests at Padstow after arriving with the 1100 'Atlantic Coast Express' from London Waterloo, on July 2 1964. Proposed for closure in the Beeching report, passenger services ceased just over two years later. Today the route to Wadebridge and Bodmin General carries more people than ever it did as a railway having been repurposed into the popular Camel Trail.
[Dave Cobbe/Railphotoprints.uk](http://Dave.Cobbe/Railphotoprints.uk).



Ivatt '2MT' 2-6-0 46459 stands at Keswick with a Cockermouth to Penrith train on May 9 1953. The route from Keswick to Cockermouth and Workington closed in 1966, while trains between Keswick and Penrith lasted several more years, before eventual closure in 1972. [George C.Lander/Railphotoprints.uk](http://GeorgeC.Lander/Railphotoprints.uk).

in the same year lost the railways a lot of business, some of it forever, while the Modernisation Plan which was an attempt to reduce some of the working costs, went very wrong, and failed to stem losses, which rose to £68m a year by 1960. Two years later this had risen to £104m a year and British Railways could no longer pay the interest on its loans without direct Government support.

Clearly losses could not be allowed to continue to spiral and as a result Prime Minister Harold Macmillan ordered that a review should be conducted with the object of making the railway system fit for purpose in the 20th century and he appointed Dr Richard Beeching to do just

that. In fact, the remit was rather narrower than that presented to the public, as the Government was anxious to get rid of any liability to pay for a non-profitable railway system, and the idea that railways could be subsidised to serve a social purpose was not a part of any discussion.

As is well-known, Dr Beeching reported that there was little future for much of the system, but his original proposals would have seen far more closures than actually took place. This is because once other factors, such as the isolation of communities in the Scottish Highlands, were taken into consideration, the case for closure of some lines was much reduced. And it wasn't just isolated branch lines that were endangered either, with several main lines targeted including the Great Central, Somerset & Dorset and Waverley routes amongst the proposed closures.

In the event there was much toing and froing in the following years as politicians made the case for lines which ran through their constituencies to be retained, and it has to be said with some success, particularly in seats where the incumbent had a slender majority. Closures followed

at some rate over the following six years, with the Waverley Route between Edinburgh and Carlisle one of the last.

ARMAGEDDON AVERTED

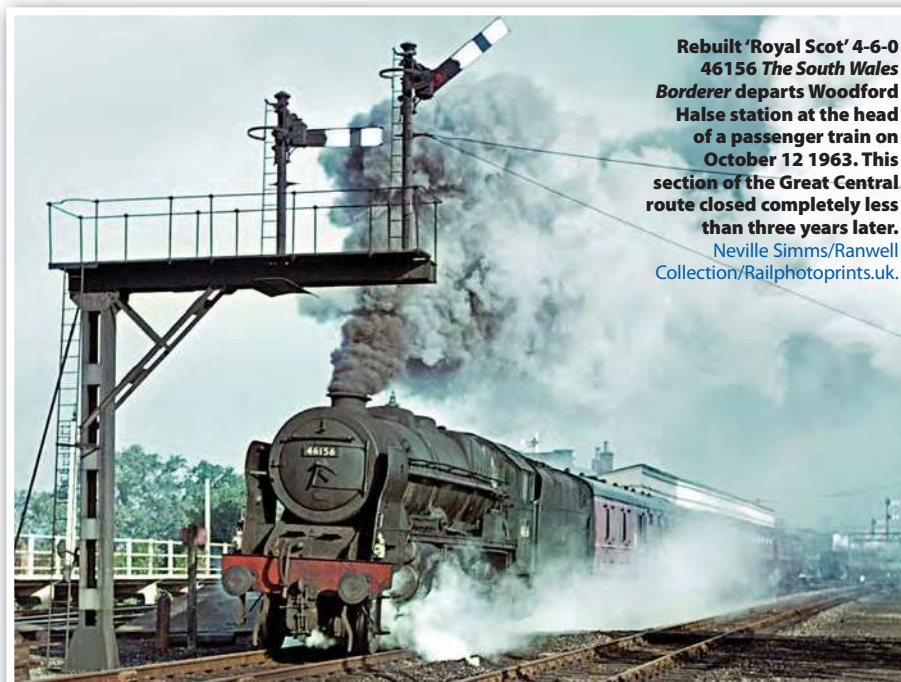
Despite the closures British Railway's losses continued to mount and by 1982 had reached £933m a year. Again, the Prime Minister of the day, in this case Margaret Thatcher, commissioned a report with the Dr Beeching figure this time being Sir David Serpell.

Options suggested included pruning the network until there was only about 2,000 miles left, saving costs by closing stations but retaining services or a selective closure of some routes and retaining facilities only where there was a town of 25,000 people or more. As might have been expected, the reaction from the public and the press was overwhelmingly against, while politicians expressed their opposition. The report was quietly buried and what became known as 'Beeching Mark 2' was avoided.

It is interesting to note that about half of the railways that have been closed in the last century were not closed by Beeching but by other groups or committees tasked with examining the same issue, namely the poor financial performance of the railway system. It is a quandary that is still with us today because the railway continues to be a heavy loss maker and is now supported by a series of grants, subsidies and financial input from regional transport authorities.

The latest initiative is the formation of Great British Railways which is a government company that is intended to streamline the railways and to save costs in the process. However, today the emphasis is on efficiency rather than retrenchment and it is likely that we have seen the end of closures such as those promoted by Dr Beeching 60 years ago. Surely no sane politician would want to be associated with that legacy any more. **HM**

● Next time, we discover how Dr Beeching reshaped the future of the railway.



Rebuilt 'Royal Scot' 4-6-0 46156 The South Wales Borderer departs Woodford Halse station at the head of a passenger train on October 12 1963. This section of the Great Central route closed completely less than three years later. [Neville Simms/Ranwell Collection/Railphotoprints.uk](http://NevilleSimms/RanwellCollection/Railphotoprints.uk).

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.

March 2023

4 ABRAIL 2023

Hosts: Abingdon and District Model Railway Club
Location: Abingdon College, Wootton Road, Abingdon OX14 1GG
Times: 10am-4.30pm
Prices: Adults £10, accompanied children free (max. two per paying adult)
Website: www.admrc.org.uk
Features: 24 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

4 GAUGE O GUILD SPRING SHOW

Hosts: Gauge O Guild
Location: Kettering Leisure Village, Thurston Drive, Kettering, Northamptonshire NN15 6PB
Times: 10am-4pm
Prices: Admission £12, GOG members £8 (advance ticket prices – on-the-door tickets £1 extra)
Website: www.gaugeoguild.com
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

4 MODRAIL 2023

Hosts: Swindon Model Railway Club
Location: STEAM Museum of the Great Western Railway, Fire Fly Avenue, Swindon SN2 2EY
Times: 10am-4.30pm
Prices: Adults £7, accompanied children free
Website: www.swindonmodelrailwayclub.com
Features: Layouts, trade support, demonstrations, refreshments, nearby parking and disabled access. Admission price does not include entry to museum. Combined admission ticket will also be available.

4/5 BIRTLEY MODEL RAILWAY EXHIBITION

Hosts: Birtley Model Railway Engineers
Location: Birtley Community Centre, Ravensworth Road, Birtley, Tyne and Wear DH3 1EN
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Contact: 07806 323860
Features: 11 layouts, trade support, displays, refreshments and disabled access.

4/5 PRESTON AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Preston and District Model Railway Society
Location: Sports Hall, Preston College Fulwood Campus, St. Vincent's Road, Preston PR2 8UR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, accompanied children under 15 free

Website: www.prestonanddistrictmrs.org.uk

Features: Layouts, trade support, refreshments, parking and disabled access.

4/5 RAINHILL MODEL RAIL 2023

Hosts: Rainhill Model Railway Club
Location: Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children £4, family (2+2) £16
Website: www.rainhillmrc.org.uk
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

5 CHESHAM MODEL RAILWAY CLUB EXHIBITION

Hosts: Chesham Model Railway Club
Location: White Hill Centre, White Hill, Chesham Buckinghamshire HP5 1AG
Times: 10am-4pm
Prices: Adults £6, children £3, family (2+2) £12
Website: www.chesham-mrc.co.uk
Features: 14 layouts, trade support, children's activities, refreshments, parking and disabled access.

5 SIDMOUTH MODEL RAILWAY GROUP MINI EXHIBITION

Hosts: Sidmouth Model Railway Group
Location: Sidford Social Hall, Byes Lane, Sidford EX10 9QX
Times: 10am-4.30pm
Prices: Adults £3, accompanied children free
Website: www.sidmouthmrg.com
Features: Layouts, refreshments, parking and disabled access.

10/11 HARROGATE MODEL ENGINEERING AND MODEL RAIL EXHIBITION 2023

Hosts: Yorkshire Event Centre
Location: Exhibition Halls, Yorkshire Event Centre, Great Yorkshire Show Ground, Harrogate HG2 8NZ
Times: Fri 10am-5pm, Sat 10am-5pm
Prices: Adults £15 (£12), accompanied children £1 (advance ticket price in brackets)
Website: www.theeventsoffice.com
Features: Layouts – including Heaton Lodge Junction (200ft x 50ft 'O' gauge), trade support, societies, model engineering displays, model displays, refreshments, parking and disabled access.

11 MARCH MODEL RAILWAY EXHIBITION

Hosts: March and District Model Railway Club
Location: Westwood Community Primary School, Maple Grove, March, Cambridgeshire PE15 8JT
Times: 10am-4.30pm

Prices: Adults £6, accompanied children free

Website: www.mdmrc.net

Features: 19 layouts, trade support, demonstrations, refreshments, parking and disabled access.

11 NARROW GAUGE NORTH 2023

Hosts: Narrow Gauge North
Location: Pudsey Civic Hall, Dawsons Corner, Pudsey, Leeds LS28 5TA
Times: 10.30am-4.30pm
Prices: Adults £10, accompanied children £1, family (from 1.30pm) £15
Website: www.narrowgaugenorth.org.uk
Features: 20 layouts, trade support, societies, parking and disabled access.

11 WOMBOURNE SPRING MODEL RAILWAY EXHIBITION

Hosts: Midarc Promotions
Location: Wombourne Civic Centre, Gravel Hill, Wombourne WV5 9HA
Times: 10am-4pm
Prices: Adults £6, concessions £4
Contact: midarc@hotmail.co.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

11/12 BASINGSTOKE MODEL RAILWAY EXHIBITION

Hosts: Basingstoke and North Hampshire Model Railway Society
Location: Aldworth School, Western Way, Basingstoke RG22 6HQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, accompanied children free
Website: www.basingstokemrs.org
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

11/12 MIDLANDS GARDEN RAIL SHOW

Hosts: Meridienne Exhibitions
Location: Warwickshire Event Centre, A425, Southam Road, Leamington Spa, CV31 1FE
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £10, concessions £9.50, accompanied children £4.50
Website: www.meridienneexhibitions.co.uk
Features: Layouts, trade support, displays, societies, refreshments, parking and disabled access.

11/12 SADDLEWORTH MODEL RAILWAY EXHIBITION

Hosts: Saddleworth Model Railway Exhibition
Location: Saddleworth Museum, High Street, Uppermill OL3 6HS
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £3, accompanied children free
Website: www.facebook.com/people/Saddleworth-Model-Railway-Exhibition/
Features: Layouts, trade support, refreshments and disabled access.

FULL LISTING ONLINE!

• For more shows and the very latest event details visit www.keymodelworld.com for our online Show Guide.

12 WEALDEN RAILWAY GROUP MODEL RAILWAY EXHIBITION
Hosts: Wealden Railway Group
Location: Coombe Court, Steyning Centre, Fletchers Croft, Steyning BN44 3XZ
Times: 10am-5pm
Prices: Adults £4, accompanied children free
Website: www.thewealdenrailway.club/
Features: Ten layouts, trade support, demonstrations, refreshments and parking.

18 TADWORTH SPRING MODEL RAILWAY EXHIBITION
Hosts: North Downs Model Railway Circle
Location: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey KT20 5AE
Times: 10am-5pm
Prices: Adults £6, concessions £5, children £3
Website: www.ndmrc.info
Features: 26 layouts, trade support, refreshments and parking.

25 BURY ST EDMUNDS MODEL RAILWAY EXHIBITION
Hosts: Bury St Edmunds Model Railway Club
Location: The Guild Hall, Guild Hall Street, Bury St Edmunds, Suffolk IP33 1NX
Times: 10am-4pm
Prices: Adults £5, accompanied children (under 14) free
Website: www.burystedmundsmrc.com
Features: 15 layouts, trade support and parking.

25 FALMOUTH SOCIETY OF RAILWAY MODELLERS OPEN DAY
Hosts: Falmouth Society of Railway Modellers
Location: St. Mary's Catholic Church Hall, Killigrew Street, Falmouth, Cornwall TR11 3PR
Times: 10am-4pm
Prices: Free
Website: <http://fsrm.weebly.com>
Features: Six layouts, society sales stand, refreshments, parking and disabled access.

25 NEWTON AYCLIFFE MODEL RAILWAY EXHIBITION
Hosts: Rotary Newton Aycliffe/Shildon Model Railway Club
Location: Newton Aycliffe Youth and Community Centre, Burn Lane, Newton Aycliffe, DL5 4HT
Times: 10am-5pm
Prices: Adults £6, children 50p, family £12
Website: www.newtonayclifferotary.org.uk
Features: 20 layouts, trade support, societies, refreshments, parking and disabled access.

25/26 CARLTON RAILWAY SOCIETY SPRING SHOW
Hosts: Carlton Railway Society
Location: Howden School, Derwent Road, Howden DN14 7AL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children TBA
Contact: 07795 831494
Features: 20 layouts, trade support, refreshments, parking and disabled access.

25/26 MACCLESFIELD MODEL RAILWAY EXHIBITION
Hosts: Macclesfield Model Railway Group
Location: Tytherington School, Manchester Road, Macclesfield, Cheshire SK10 2EE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £9, accompanied children free
Website: www.macclesfieldmrg.org.uk
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

25/26 MODERN IMAGE O GAUGE EXHIBITION
Hosts: Modern Image O Gauge
Location: Crewe Heritage Centre, Vernon Way, Crewe, Cheshire CW1 2DB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10, children under 15 free
Website: www.modernimageogauge.co.uk
Features: Layouts, trade support, societies, access to onsite attractions, refreshments, parking and disabled access.

25/26 NAILSEA AND DISTRICT MODEL RAILWAY CLUB EXHIBITION
Hosts: Nailsea and District Model Railway Club
Location: Nailsea School, Mizzymead Road, Nailsea, BS48 2LE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, children £2, family £16
Website: www.nailsea-district-mrc.co.uk
Features: 21 layouts, trade support, demonstrations, societies, refreshments and parking.

April

1 BECKENHAM VINTAGE MODEL RAILWAY EXHIBITION
Hosts: Beckenham and West Wickham Model Railway Club
Location: St John's Church, Eden Park Avenue, Eden Park, Kent BR3 3JN
Times: 10am-5pm
Prices: Adults £8, accompanied children under 15 free
Website: www.bwvmrc.co.uk
Features: Ten vintage layouts, trade support, refreshments, parking and disabled access.

1 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).

1 KENCH HILL MODEL RAILWAY EXHIBITION
Hosts: Headcorn Model Railway Club
Location: Kench Hill Centre, Appledore Road, Tenterden TN30 7DG
Times: 10am-4pm
Prices: Adults £5, children £2
Contact: edward@sermon.me.uk
Features: Layouts, trade support, refreshments and park. Bus shuttle operating between venue and Leigh Green industrial estate.

1 NORTH EAST OF ENGLAND GROUP OF THE N GAUGE SOCIETY MODEL RAILWAY EXHIBITION
Hosts: North East of England Group of the N Gauge Society
Location: Gateshead Masonic Hall, Alexandra Road, Gateshead, Tyne and Wear, NE8 1RB
Times: 10am-5pm
Prices: Adults £5, children £2, family (2+2) £12
Contact: 0191 482 1682
Features: 11 layouts, trade support, refreshments, parking and disabled access.

1/2 SOUTH NOTTS MODEL RAILWAY SHOW
Hosts: Bingham Model Railway Club

DON'T MISS

1/2 STATFOLD MODEL RAILWAY EXHIBITION
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 £14, children £6, family £37.50 (advance ticket prices)
Website: www.statfold.com
Features: 35 layouts, trade support, unlimited train rides, museum, refreshments, parking and disabled access. Event sponsored by *Hornby Magazine* – see our 'OO9' Fairlie Syniad Da and latest 'OO' diesel Traction Maintenance Depot layouts in operation.

Location: Cotgrave Welfare, Woodview, Cotgrave, Nottinghamshire NG12 3PJ
Times: Sat 10am-4.30pm/Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.bingham-model-rail.co.uk
Features: 14 layouts, trade support, societies, demonstrations, refreshments and parking.

1/2 CHELTENHAM MODEL RAILWAY EXHIBITION
Hosts: Cheltenham Great Western Modellers Group
Location: St Margaret's Hall, Coniston Road, Hatherley, Cheltenham GL51 3NU
Times: Sat 10am-5pm/Sun 10am-4.30pm
Prices: Adults £5, children under 14 £2.50, family (2+2) £10
Website: www.cheltmodrail.org.uk
Features: 14 layouts, trade support, refreshments, parking and disabled access.

8 ILFRACOMBE MODEL RAILWAY EXHIBITION
Hosts: Ilfracombe Model Railway Society
Location: The Landmark Pavilion, Seaford, Ilfracombe, Devon EX34 9BZ
Times: 10am-4pm
Prices: Adults £4, children £2, family (2+2) £8
Contact: 01271 864677
Features: Layouts, trade support, refreshments, nearby parking and disabled access.

8-10 YORK MODEL RAILWAY SHOW
Hosts: York Model Railway Show
Location: Knavesmire Stand, York Racecourse, York YO23 1EX
Times: Sat 10am-5pm, Sun 10am-5pm, Mon 10am-4.30pm
Prices: Adults £13 (£11), children £2 (£2), family (2+3) £28 (£23) – advance ticket prices in brackets
Website: www.yorkshow.org.uk
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

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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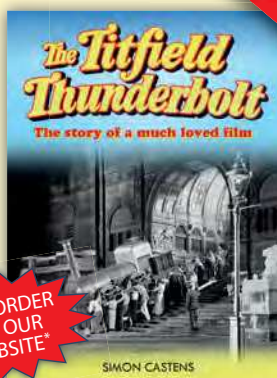
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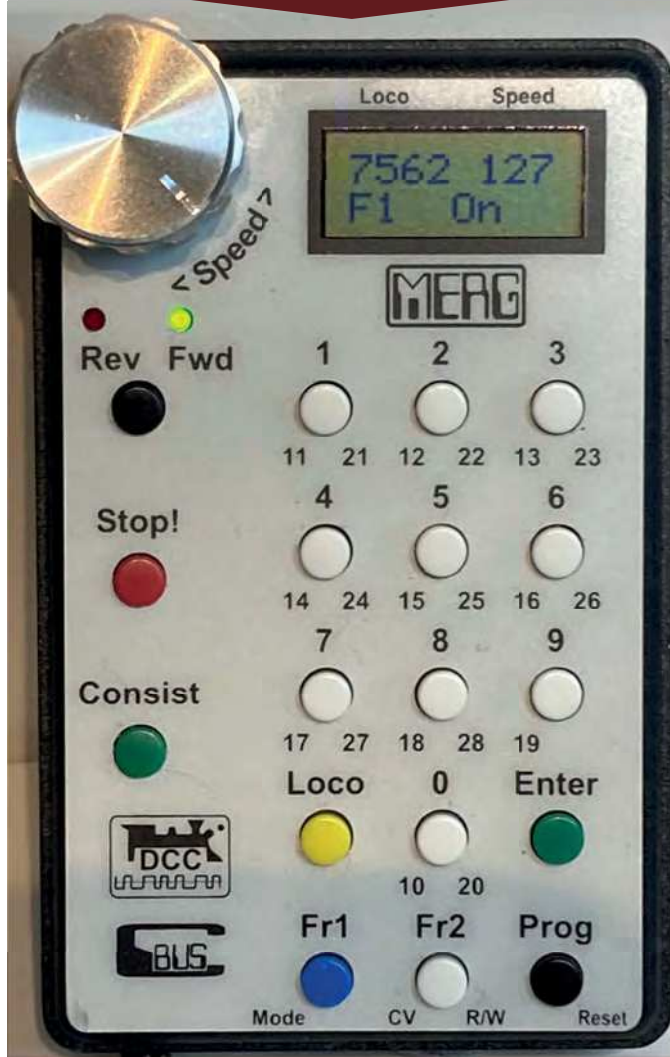


The 1952 poster that was produced by
the Odeon group for the film's release.



A colour painting of Lion at Titfield by
Mervyn Seal, from his own 1952 sketches.

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Stage: Engineering Sample Due: Q2 2023
Price: from £152.96 Digital: NEXT-18


Hawthorn Leslie 0-4-0ST
Stage: Engineering Sample Due: Q3 2023
Price: from £107.41 Digital: NEXT-18


LBSCR Class E1 0-6-0T
Stage: Render Due: TBC 2023
Price: from £140.21 Digital: NEXT-18


Class 43xx 'Mogul' 2-6-0 (Update)
Stage: CADs Due: Q2 2023
Price: from £154.18 Digital: 18-pin


Class 78xx Manor 4-6-0
Stage: In production Due: Q2 2023
Price: from £169.99 Digital: 21-pin


HR Class I 'Jones Goods' 4-6-0
Stage: Engineering Sample Due: TBC 2023
Price: from £186.96 Digital: 21-pin

OO Diesels & Electrics


Class 02 Shunter
Stage: Decorated sample Due: Q4 2023
Price: from £152.15 Digital: 18-pin


Class 26/1
Stage: Engineering Sample Due: Q2 2023
Price: from £177.65 Digital: 21-pin


Class 31
Stage: Engineering Samples Due: Q2 2023
Price: from £169.99 Digital: 21-pin


Class 47
Stage: Engineering Sample Due: Q1 2023
Price: from £212.46 Digital: 21-pin


Class 50
Stage: CADs Due: Q4 2023
Price: from £189.99 Digital: 21-pin


BR NBL Prototype 10800
Stage: Decorated Samples Due: 2023
Price: from £216.71 Digital: 21-pin

OO Gauge Multiple Units


Class 104 DMU
Stage: Engineering Samples Due: TBC 2023
Price: from £330.65 Digital: 21-pin


BR Mk1 Suburbans
Stage: Engineering Samples Due: Q3 2023
Price: £59.95 each Digital: N/A


BR Mk2B Coaches
Stage: Deco Samples Due: Q1 2023
Price: £59.95 each Digital: Yes


GWR 'Toplight City' Coaches
Stage: Deco Bodysells Due: 2023
Price: £55.08 Digital: 6-pin


Wisbech & Upwell Tramcars
Stage: Engineering Samples Due: Q2 2023
Price: £63.71 Digital: N/A


Siphon G Vans
Stage: Deco Samples Due: Q1 2023
Price: £54.95 Digital: N/A


GWR B-Set Coaches
Stage: CADs Due: Q4 23/ Q1 24
Price: £144.45 (2 pack) Digital: N/A

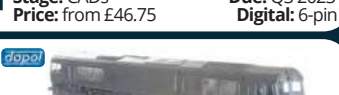

SECR 6-wheel Brake Van
Stage: Early sample Due: Q1 2023
Price: £33.96 each Digital: N/A


14t Air Ministry Tank Wagons
Stage: CADs Due: Q3 2023
Price: £32.13 Digital: N/A


FNA-D Nuclear Flask Wagons
Stage: Engineering Samples Due: Q3 2023
Price: £74.95 (2-pack) Digital: N/A


SR 10t Banana Vans
Stage: Engineering Samples Due: Q4 2023
Price: £84.95 (3-pack) Digital: N/A


NER 20t Coal Hoppers
Stage: Engineering Samples Due: Q1 2024
Price: £84.95 (3-pack) Digital: N/A


JHA P&D Hoppers
Stage: CADs Due: Q3 2023
Price: from £46.75 Digital: 6-pin

N Gauge Steam Locos


LSWR Class M7 0-4-4T Retool
Stage: Deco Samples Due: Q1 2023
Price: from £89.92 Digital: PCB swap


SR 'Light Pacific' 4-6-2
Stage: CADs Due: Q1/2 2023
Price: from £189.98 Digital: 18-pin


Class 63xx Mogul 2-6-0
Stage: CADs Due: Q1 2024
Price: from £156.06 Digital: 18-pin


Class 2MT Ivatt 2-6-2T Retool
Stage: Engineering Sample Due: Q3 2023
Price: from £93.50 Digital: PCB Swap

N Gauge Diesel Locos


Class 44 'Peak'
Stage: CADs Due: 2023
Price: TBC Digital: 18-pin


Class 59
Stage: Engineering Samples Due: Q1 2023
Price: from £146.88 Digital: 18-pin


Class 43 HST (Updated Batch)
Stage: Engineering Sample Due: Q2/3 2023
Price: from £156.06 Digital: 18-pin

N Gauge Rolling Stock


FNA-D Nuclear Flask Wagons
Stage: Engineering Sample Due: Q3 2023
Price: £32.95 Digital: N/A


SECR Wagon Packs
Stage: CADs Due: 2023
Price: from £59.46 Digital: N/A


LNER Dynamometer Car
Stage: CADs Due: 2023
Price: £84.95 Digital: N/A


OAA Open Wagons
Stage: CADs Due: 2023
Price: £59.45 (3 pack) Digital: N/A

O Gauge Steam Locos


Class J94 Austerity 0-6-0ST
Stage: Early Sample Due: Q2 2023
Price: from £229.50 Digital: 21-pin


Class B4 0-4-0T
Stage: Deco Samples Due: Q1 2023
Price: from £213.78 Digital: 21-pin


Class 3MT 2-6-2T
Stage: Early Sample Due: Q2 2023
Price: from £527.85 Digital: 21-pin

O Gauge Diesels/ Electrics


Class 37/0
Stage: Early sample Due: 2023
Price: £568.65 Digital: ESU XL


Class 45 'Peak'
Stage: Early sample Due: Q3 2023
Price: from £568.65 Digital: ESU XL


Class 55 'Deltic'
Stage: Early sample Due: 2023
Price: from £619.65 Digital: ESU XL


Class 66
Stage: Engineering Sample Due: Q1 2023
Price: from £308.80 Digital: 21-pin


Class 73 'Electro-Diesel'
Stage: Engineering Sample Due: 2023
Price: from £662.15 Digital: ESU XL


Stroudley 4 wheel Coaches
Stage: Deco Samples Due: Q1 2023
Price: from £104.52 Digital: Yes TBC


Mk2 & Mk2A Coaches
Stage: Prototypes Due: Q1 2023
Price: from £254.15 Digital: N/A


LMS 50ft Inspection Saloon
Stage: Engineering Sample Due: TBC 2023
Price: TBC Digital: TBC


HIA Hopper Wagons
Stage: Engineering Sample Due: Q2 2023
Price: £68 Digital: TBC



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OO Gauge (1:76 Scale)

Steam locos



R30232 Liverpool and Manchester Centenary (1930) Pack With 0-4-2 'Lion' and Three Coaches (Hor). £239

Diesel locos



3368 Class 33/1 33101 in BR blue white cab surrounds (Hel) NEW. £178.46



3369 Class 33/1 33114 'Ashford 150' in Network SouthEast blue high intensity headlight (Hel) NEW. £178.46



3366 Class 33/1 33117 in BR blue DCE cabside stripes-weathered (Hel) NEW. £195.46



3367 Class 33/1 6525 in BR blue (Hel) NEW. £178.46



3346 Class 33/1 D6580 in BR green small yellow panels (Hel) NEW. £178.46



R30042TTS Class 47 47813 'Jack Frost' in Rail Operations Group - Railroad plus range - TTS sound fitted (Hor). £109



R30073 Class 56 56047 in BR blue (Hor). £196.50



4D-005-000 Class 59/0 59005 'Kenneth J Painter' in Foster Yeoman (Dap). £147.22
 4D-005-000D Class 59/0 59005 'Kenneth J Painter' in Foster Yeoman - Digital Fitted (Dap). £175.72



4D-005-001 Class 59/1 59103 'Village of Mells' in ARC (Dap). £147.22
 4D-005-001D Class 59/1 59103 'Village of Mells' in ARC - Digital Fitted (Dap). £175.72



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HSTs



R30098 Pair of Class 43 HST Power Cars 43004 'Caerphilly Castle' and 43155 'Rougemont Castle' in GWR Green (Hor). £327



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EMUs



R30081 Class 390 'Pendolino' 4 car EMU 390119 'Progress' in Avanti West Coast Pride (Hor). £287.50

Train sets - analogue



R1283M Royal Scot trainset in Hornby-Dublo style packaging LMS coronation loco, two coaches, and oval of track (Hor). £387

Coaches



R4880A Collett 57 'Bow ended' non-corridor brake third (Left-hand) W4949W in BR crimson (Hor) (RRP £59.49) BARGAIN £25



R4878A Collett 57 'Bow ended' non-corridor composite (Left-hand) W6237W in BR crimson (Hor) (RRP £59.49) BARGAIN £25
 W6242W in BR crimson (Hor) (RRP £59.49). BARGAIN £25



H4-46Pack-301L Pack of 4 coaches (4BT, 4T, 6C123, 6BT) in LNWR - working lighting (Hat). £150



R40054 Stanier Period III 50' RK Kitchen Car D1912 30085 in LMS Coronation Scot blue (Hor) NEW. £55
 R40054A Stanier Period III 50' RK Kitchen Car D1912 30089 in LMS Coronation Scot blue (Hor) NEW. £55



R40052 Stanier Period III 57' BFK Brake First Corridor D1961 5053 in LMS Coronation Scot blue (Hor) NEW. £55
 R40051 Stanier Period III 57' BTK Brake Third Corridor D1905 5792 in LMS Coronation Scot blue (Hor) NEW. £55



R40053 Stanier Period III 57' FK First Corridor D1960 1070 in LMS Coronation Scot blue (Hor) NEW. £55



R40056 Stanier Period III 57' RTO Third Class Vestibule D1981 9003 in LMS Coronation Scot blue (Hor) NEW. £55
 R40056A Stanier Period III 57' RTO Third Class Vestibule D1981 9004 in LMS Coronation Scot blue (Hor) NEW. £55
 R40056B Stanier Period III 57' RTO Third Class Vestibule D1981 9006 in LMS Coronation Scot blue (Hor) NEW. £55



R40055 Stanier Period III 65' RFO First Class Vestibule D1902 7508 in LMS Coronation Scot blue (Hor) NEW. £55

Wagons



H4-WW-006A Warwell wagon 50t diamond frame bogies M360337 in BR grey (Hat). £33



76DB001 Duple Britannia 'Wallace Arnold' (Oxf) NEW £20.50



76SB007 Saro Bus 'East Midlands Motor Services' (Oxf) NEW £20.50



76ACD002 Scammell LD55 Dumper Truck NCB (Oxf) NEW £19.50

N Gauge

Steam locos



2S-017-009 Class 7MT 4-6-2 'Britannia' 70010 'Owen Glendower' in BR unlined green late crest (Dap). £133.07
 2S-017-009D Class 7MT 4-6-2 'Britannia' 70010 'Owen Glendower' in BR unlined green late crest - digital fitted (Dap) NEW. £160.61



2S-017-008D Class 7MT 4-6-2 'Britannia' 70051 'Firth of Forth' in BR lined green late crest - digital fitted (Dap) NEW. £160.61



2S-008-014 Class A4 4-6-2 60009 'Union of South Africa' in BR green early emblem (Dap). £146.84



2S-017-010D East Anglian train pack Class 7MT 4-6-2 'Britannia' 70039 'Sir Christopher Wren' and four Gresley teak coaches in BR crimson and cream - digital fitted (Dap) NEW. £266.22

DMUs



2D-009-009D Class 121 'Bubble Car' W55023 in BR blue - DCC fitted (Dap) NEW. £156.06

O Gauge (1:43 Scale)

Diesel locos



2678 Class 26/1 in BR blue Inverness headlights - unnumbered (Hel). £551.65



2777 Class 27 27032 in BR blue Highland Rail stag emblems - weathered (Hel) NEW. £568.65



2775 Class 27 D5382 in BR two-tone green small yellow panels (Hel) NEW. £551.65



2774 Class 27 in BR blue (1980s condition boiler tanks) - unnumbered (Hel) NEW. £551.65



6006 Class 60 60021 'Penyghent' in GB Rail blue and orange (Hel) (RRP £729). BARGAIN. £525

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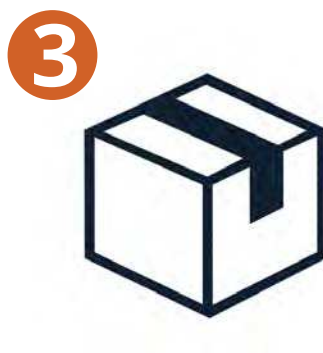
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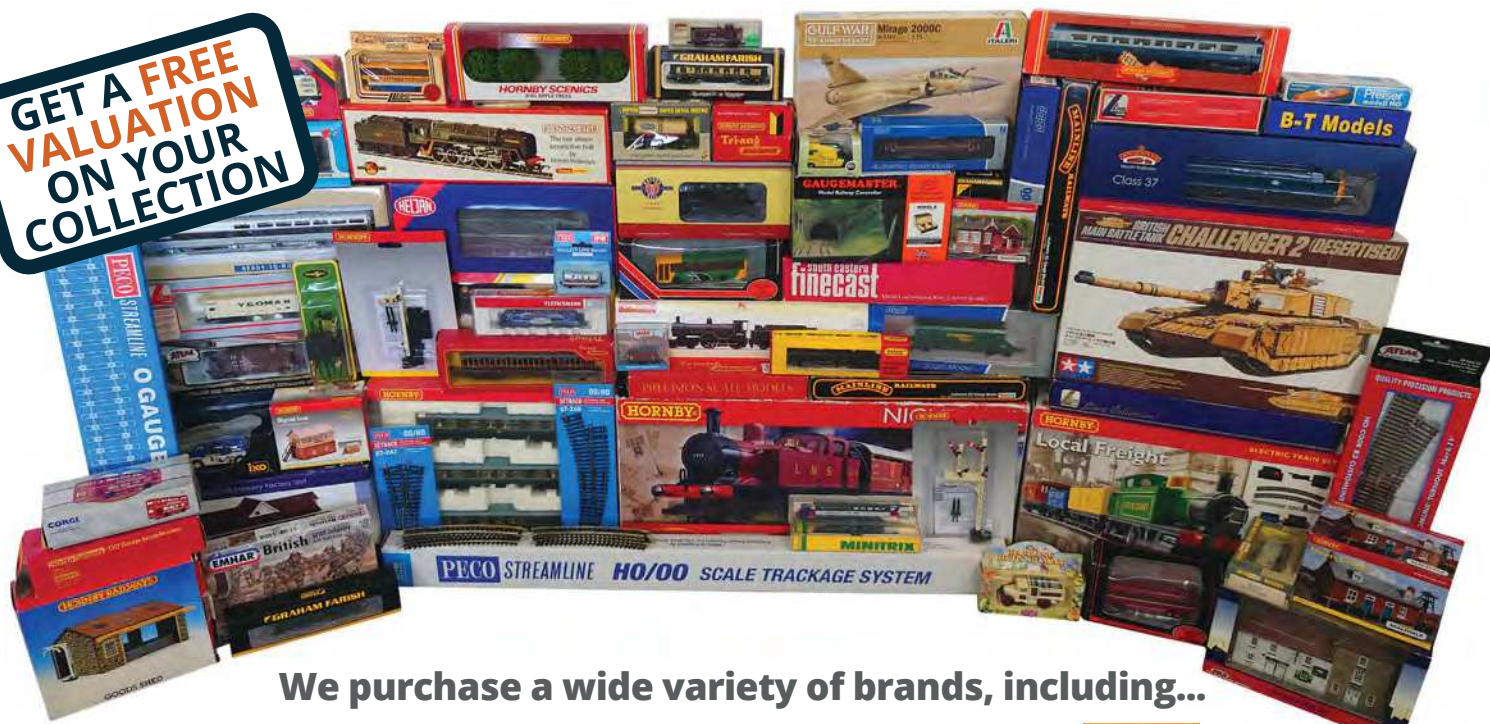
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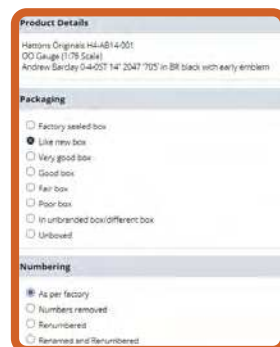
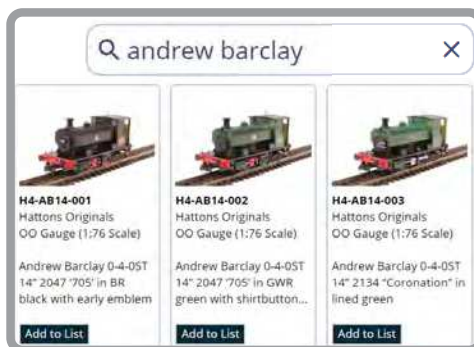


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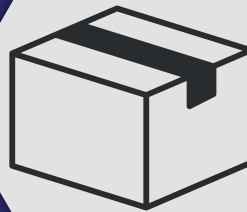
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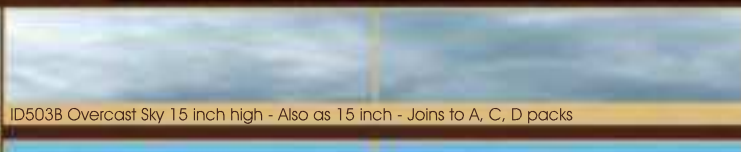


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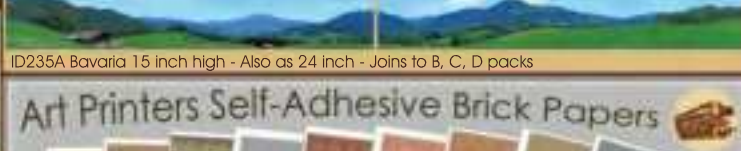
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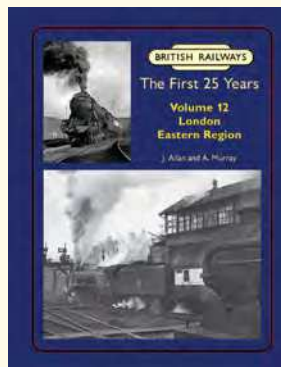
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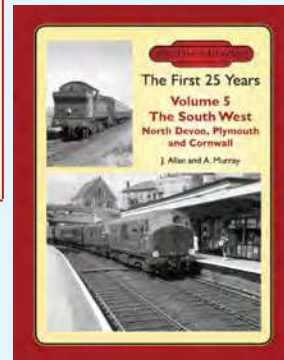
This volume covers the Eastern Region lines from the terminus stations at King's Cross, Liverpool Street and Marylebone out along the main lines as far as New Barnet, Ilford and Neasden respectively, the Metropolitan Widened Lines between King's Cross and Moorgate and the North London Line from Hackney to Canonbury. It also includes the former Great Eastern Railway branches to North Woolwich, Chingford, Enfield Town, Ongar and Palace Gates, and the ex-Great Northern Railway branch to Alexandra Palace. We visit the three principal motive power depots serving the former Great Northern Railway lines, King's Cross 'Top Shed', Hornsey and Finsbury Park, the massive complex that was the Great Eastern's Stratford Shed and Works, and the Great Central shed at Neasden. We also take in the freight traffic around the marshalling yards of Ferme Park and Temple Mills. All three termini saw extensive commuter traffic with 0-6-2Ts of different designs employed on the services from King's Cross and Liverpool. The Great Eastern 'Jazz' was the most intensive steam-worked suburban operation in the world. The Epping to Ongar line saw ancient 2-4-2Ts operating a push-pull service until it was electrified in 1957. Electrification came to the suburban lines from Liverpool Street in several stages, beginning in 1949 and completed in 1960 when the 'Jazz' was replaced by electric units. A mix of DMUs and locomotive-hauled trains took over at King's Cross. Dieselisation of main line services on both the Great Eastern and Great Northern lines began in 1958 and was complete by the end of 1963, whereas those on the Great Central ended in 1966 with run-down ex LM&SR 4-6-0s. King's Cross saw four different Type '2' diesel classes before standardisation on the Brush design. By the late 1960s the ubiquitous Brush Type '4' had become the core express motive power, supported on the Great Eastern by the English Electric Type '3' and in second place behind the small but iconic 'Deltic' fleet on the East Coast main line.



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British Railways The First 25 Years Volume. 5: The South West North Devon, Plymouth and Cornwall

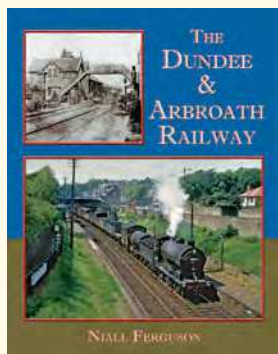
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Covers the SW of England from Plymouth into Cornwall. Included here are the North Devon lines of the SR which had much in common with their Cornish counterparts. There was also a lack of heavy industry, except in very localised areas such as the dockyards and in the China Clay areas. Dieselisation and rationalisation came early to the area and Doctor Beeching's axe hit the area's branches hard. Steam west of Exeter had gone by 1964, however the dieselisation had a character all of its own. 'Kings', 'Castles', 'Counties', '140x' and 'Prairies' contrast with Bulleid Pacifics, 'M7s', 'T9s' and 'N' Class Moguls, whilst pre-TOPS diesels including the heavyweight North British 'D600' Type '4's and the smaller Type '2' 'D6300's are also featured. In contrast are the three elderly Beattie Well Tanks and the Wenford Bridge Branch.



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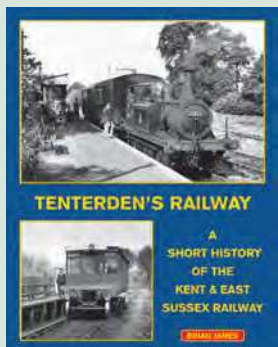
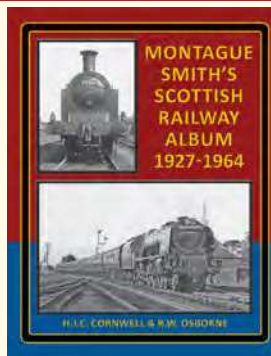
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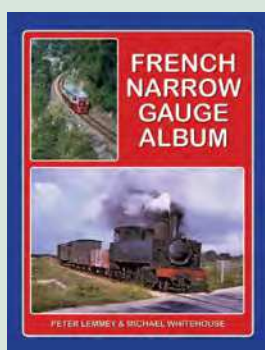
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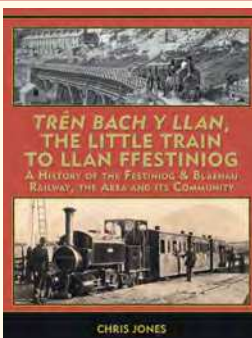
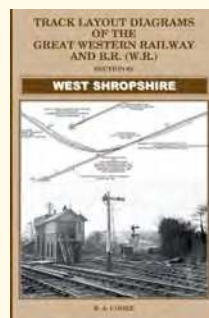
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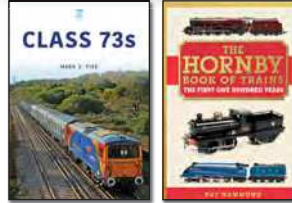
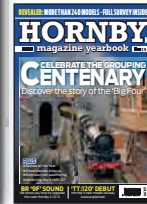
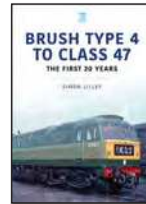
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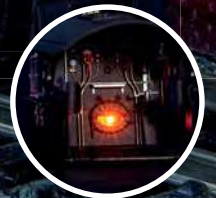
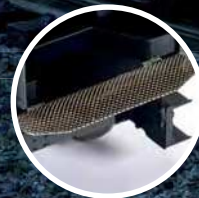
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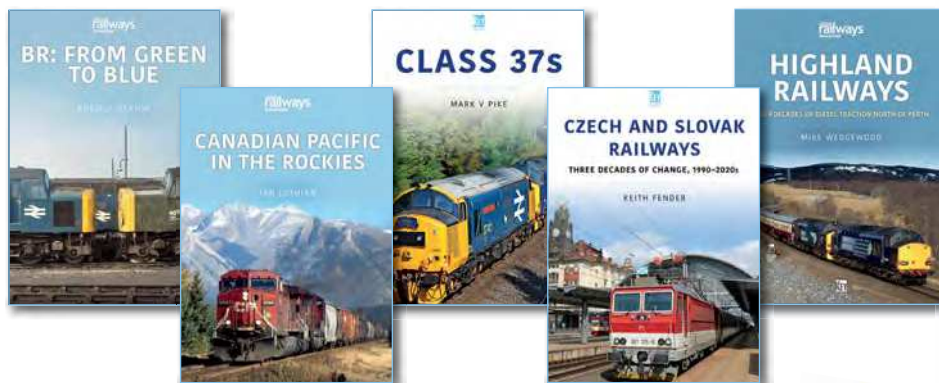
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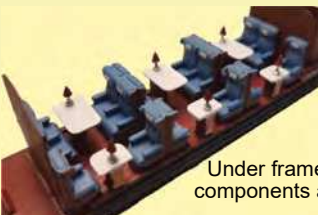
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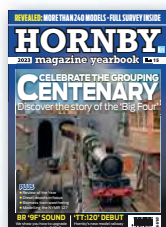
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MISSELTHWAITE

We visit Lewis Bucknell's superb 'OO' gauge layout set in West Yorkshire during the 1950s, modelling a fictional branch line station inspired by Oxenhope on the Keighley & Worth Valley Railway. Join us next issue to find out more.



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TPE MK5 MAKEOVER



With the models only just out, Tim Shackleton adds a few subtle weathering tones to Accurascale's 'OO' Mk 5a TransPennine Express Nova 3 vehicles, to realistic effect.

LAYOUT PLANNING



Next issue, we welcome model railway planning expert Paul Lunn to the *Hornby Magazine* team. In the first of a new series of articles, Paul offers a fresh perspective on planning a new model railway layout.

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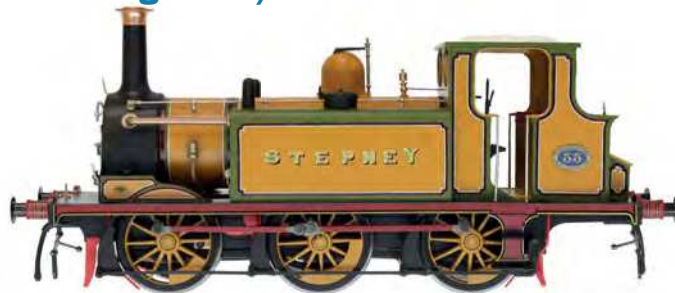
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