

HORNBY

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magazine

REVIEWED



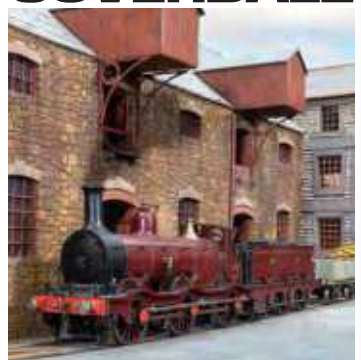
SONIC 'OO' DEBUT

How does the new Great Central Railway 'A5' 4-6-2T measure up?

PLUS FULL CLASS HISTORY

INSPIRATIONAL LAYOUTS

COVERDALE



Stunning pre-grouping club layout modelled in 'O' gauge

STEP BY STEP

MAGLIGHT MAKEOVER



Step by step: we install Hornby's new lighting system in Mk 3s

MISSELTHWAITE

A TALE OF TWO HALVES

Discover this 'OO' gauge layout's unique story



FIRST LOOK!
HORNBY'S
TRIPLEX
SOUND
TESTED

PLUS

- KR Models 'OO' Palbrick • Hornby Tiger train pack
- Heljan's upgraded Class 33/2 • Rapido Ferryvans



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2005 'Thane of Fife' was outshopped in August 1936. The engine would be fitted with the A4 style Bugatti nose and, unique to 2005, a single chimney. 'Thane of Fife' would continue in service as a P2 locomotive until January 1943, when it would become the first member of the class to be rebuilt into the controversial A2/2 Class by Edward Thompson. Continuing in service for another 16 years until withdrawal in November 1959 the locomotive would be swiftly scrapped.

R30130 LNER P2 Class 2-8-2 2005
'Thane of Fife' - Era 3



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HORNBY
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LATEST OFFERS
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THE NEW MS-SOUND LINE-UP

MS440 'Maxi'

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

MS450 'Maxi'

30 x 15 x 4mm
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8-pin & PluX-22

MS480 'Mini'

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

MS490 'Mini'

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1W - 0.7A - 4 FOs
6-pin & 8-pin

MS580 'Mini'

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1W - 0.8A - 4 FOs
Next-18 only

MS500 'Micro'

14 x 10 x 2.6 mm
1W - 0.7A - 4 FOs
6-pin & 8-pin

MS590 'Micro'

15 x 9.5 x 3.3 mm
1W - 0.7A - 4 FOs
Next-18 only

MS950 'O' Gauge

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

MS955 'O' Plus

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

MS990 'Flagship'

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WELCOME

THE EDITOR'S PAGE

HELLO, and welcome to the latest issue of *Hornby Magazine*. It was great to see such a fantastic turnout at the annual Model Rail Scotland exhibition in Glasgow at the end of February.

This show has always been one of my go-to events of the year and it was even more special as we debuted our brand new 'OO' gauge diesel depot, Natford TMD, on the *Hornby Magazine* stand at the show. It had a roster of mid-1980s BR motive power, bearing a distinct Scottish flavour. Thank you for the kind comments and multitude of enquiries about the products used in creating the layout. You can see more on how we built the exclusive Key Publishing 'OO' gauge laser-cut four-road diesel depot buildings on pages 48-53 with a full step-by-step guide while next issue we continue the layout's development as we explain the backscene and detailing process.

Over on www.keymodelworld.com you can now watch all four parts of our Building a Diesel Depot video series which follows the creation of Natford TMD.

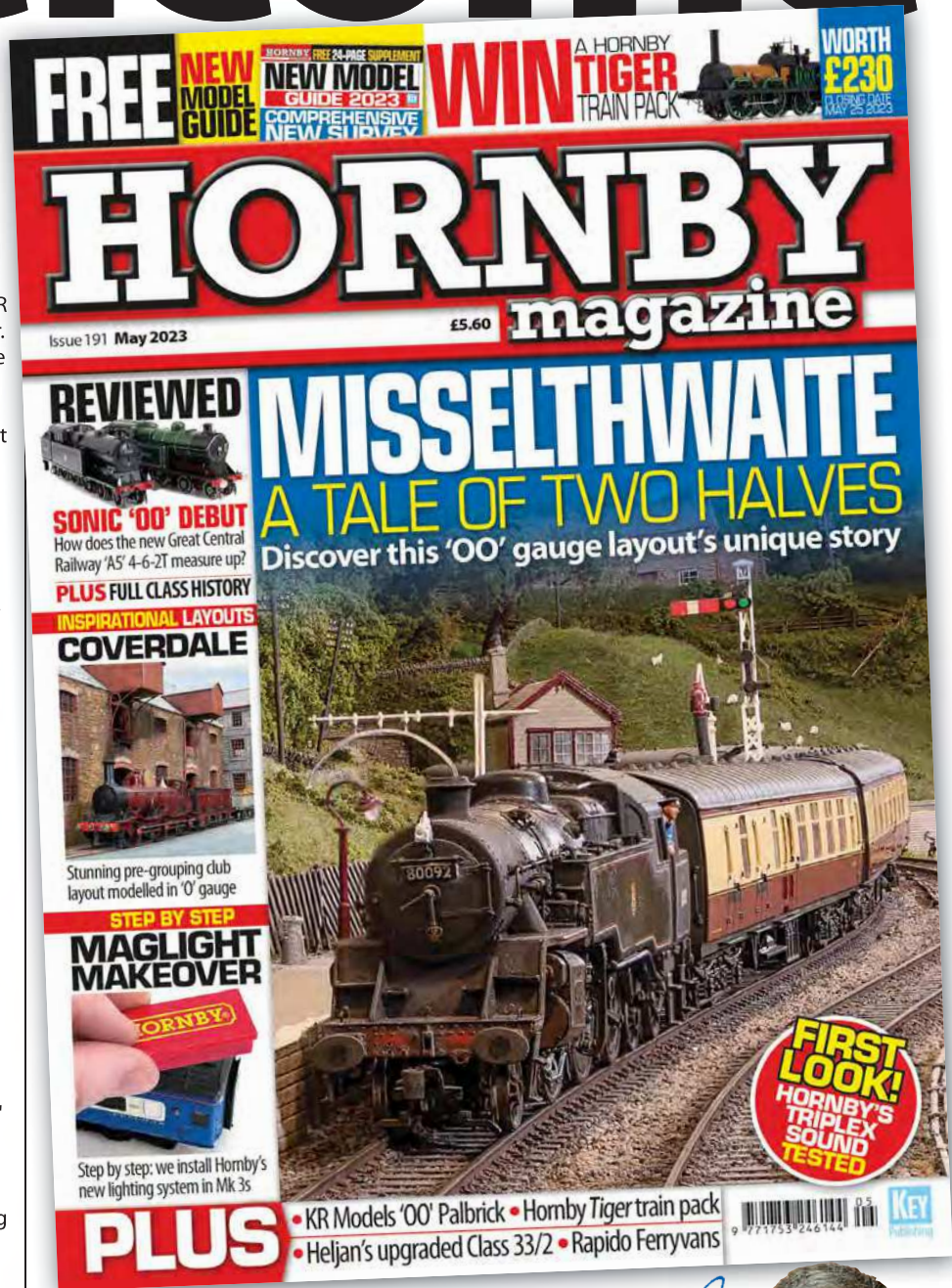
We also received enquiries about the Great Central Railway 'Birdcage' bridge which acts as a scenic break between the depot entry/exit and the small storage yard. I'm pleased to reveal that this month we are releasing this exclusive 'OO' gauge laser-cut kit through the Key Publishing shop – you can read more on p11.

Our next exhibition appearance will be at the Stamford Model Railway Exhibition on the weekend of May 13/14 where Natford TMD will be on display, but reflecting a different era. For this show we will be operating it in late 1990s-early 2000s guise. See pages 18-19 for more details.

This issue also marks a series of firsts including reviews of Hornby's eagerly-awaited HM7000 Bluetooth® digital control app and associated range of decoders and Sonic Models' debut 'OO' gauge ready-to-run locomotive. It also heralds the first in a new series of layout and track planning articles from author Paul Lunn, who brings a wealth of experience on layout planning techniques.

We also welcome Jonathan Newton to the team this month as Associate Editor. Jonathan is an avid modeller and we will get to see more of his developing 'O' gauge layout in the coming months as Jonathan will be creating the digital content you enjoy from *Hornby Magazine* and Key Model World.

Inside this feature-packed issue are three stunning layouts, step-by-step modelling guides, the latest reviews and updates on



manufacturers' forthcoming models. Indeed, with so many new projects on the go, *Hornby Magazine's* annual 24-page New Model Guide included free with this issue outlines more than 300 all-new models currently in development for 'OO', 'N', 'O', 'TT:120' and narrow gauge.

I do hope you enjoy the new issue.

Mark Chivers

Mark Chivers
Acting Editor



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HORNBY REVEALS...

EXCLUSIVE**COLLECTOR CLUB 'P2'**

Hornby has revealed an exclusive Collector Club model of LNER 'P2' 2-8-2 2005 *Thane of Fife* for 'OO' gauge.

GRESLEY'S streamlined 'P2' 2-8-2 2005 *Thane of Fife* has been selected as the next exclusive Hornby Collector Club model. The new 'OO' gauge release was revealed at Hornby's Virtual Collector Club day on March 25.

The new model of *Thane of Fife* models the Gresley 2-8-2 in original form with streamlined smokebox and it will carry LNER lined apple green livery depicting the locomotive as it was in service in Era 3 between delivery in 1936 and rebuilding as an 'A2/2' in 1943.

2005 was completed at Doncaster Works in 1936 and differed from the other 'P2s' as it was not fitted with a Kylchap double blastpipe. Like the rest of the 'P2s', the locomotive was based in Scotland to work heavy Edinburgh-Aberdeen expresses over the challenging route. In 1943,

2005 was selected for rebuilding by Edward Thompson as the first of the 'A2/2' 4-6-2s which saw the locomotive in service for another 16 years before final withdrawal in November 1959.

Release of the new model of 2005 *Thane of Fife* is expected in summer 2023 with the price set at £199.99. The specification incorporates NEM coupling pockets with small tension lock couplings, a 21-pin decoder socket, space for a speaker, a five-pole motor in the locomotive, turned metal buffers, locomotive-specific details and a new locomotive to tender power coupling.

Ordering opened at 10am on March 25 for Collector Club Members only.

● Visit uk.hornby.com/community/hornby-club for more information.

Right: New and exclusive to the Hornby Collector Club is a 'OO' gauge model of Gresley 'P2' 2-8-2 2005 *Thane of Fife* in LNER lined apple green.



WIN! HORNBY'S NEW

QUESTION

The Liverpool and Manchester Railway's 0-4-2 No. 58 *Tiger* was built by Todd, Kitson and who?

A.Baird **B.**Laird **C.**Nairn

HORNBY MAGAZINE is offering the chance to win one of Hornby's new 'OO' gauge Liverpool and Manchester Railway (L&MR) *Tiger* train packs (R30233).

Presented in book set style packaging, the prize is worth £229.99 and includes L&MR 0-4-2 No. 58 *Tiger* together with three four-wheel coal wagons and painted footplate crew. The locomotive is finished in rebuilt condition with stovepipe chimney and features a three-pole motor, Next18 Digital Command Control (DCC) decoder socket and factory-fitted digital sound speaker in the tender.

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

Even if you don't win, Hornby's new 'OO' gauge L&MR *Tiger* train packs are available from Hornby stockists and at www.hornby.com now. Good luck!



Locomotion Models *Flying Scotsman* exclusives

LOCOMOTION Models is marking the centenary of the world's most famous steam locomotive with an exclusive Hornby limited edition of Gresley 'A1' 4-6-2 4472 *Flying Scotsman* as it appeared at the 1924 British Empire Exhibition.

February 24 2023 marked 100 years since the locomotive was completed at Doncaster Works and it later became the first steam locomotive to officially reach 100mph and also the first to circumnavigate the globe, touring in America and Australia.

The new model will form part of the National Collection in Miniature series and is set to be available from summer 2023 with orders open now through the Locomotion Models website.

The 1924 Empire Exhibition edition of *Flying Scotsman* (Cat No. R30295) will feature turned metal wheels, NEM coupling pockets, a 21-pin decoder socket, space for 28mm round speaker and a

Locomotion Models has commissioned an exclusive Hornby 'OO' gauge model of Gresley 'A1' 4-6-2 4472 *Flying Scotsman* in 1924 British Empire Exhibition condition.



five-pole motor. It will also use Hornby's latest tooling for the Gresley 'Pacific' which incorporates a die-cast running plate on the locomotive as well as firebox flicker.

Hornby Marketing and Development Director Simon Kohler said: "Quite a few years ago I managed to persuade my then

CEO that Hornby should create a suite of tools that would allow us to produce as many variants of *Flying Scotsman* as possible. Through these models, Hornby has had the privilege of forging a strong relationship with both the NRM and the Science Museum. We are proud and honoured to be part of *Flying Scotsman's* centenary celebrations."

Joining the 1924 condition model

of 4472 is a series of celebratory wagons carrying LNER green and numbered 4472, LNER black numbered 103, BR blue numbered 60103 and lastly BR green numbered 60103. The wagons are available now priced at £25 each.

The 1924 *Flying Scotsman* model is available to pre-order now with a £30 deposit or in full for £250.

● Visit www.locomotionmodels.com for more information.



A series of commemorative *Flying Scotsman* wagons have also been commissioned from Hornby to celebrate the locomotive's centenary year.

L&MR TIGER TRAIN PACK



**WORTH
£230**

HOW TO ENTER

● For your chance to win, simply visit www.keymodelworld.com/hornby-magazine/competitions, click the competition tab on the menu and fill in the online form to complete your entry. Online entries open at 9am on April 6 2023 and the closing date for entries is May 25 2023 at 5pm GMT. The winner will be notified no later than June 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.

NEW LAYOUTS REVEALED

FOR THE 2023 GREAT ELECTRIC TRAIN SHOW

Five new layouts have been revealed for the 2023 Great Electric Train Show as Accurascale and West Hill Wagon Works join as sponsors.



FIVE NEW LAYOUTS have been revealed for the 2023 Great Electric Train Show on October 14/15 covering steam and diesel subjects across 'N', 'OO' and 'OO9' gauges.

The latest layout announcements are joined by the news that the 2023 10th anniversary event will be sponsored by Accurascale and West Hill Wagon Works with the regular supporters of the Great Electric Train Show increasing their support of the two-day exhibition.

New layouts revealed for the show are Greg Marshall's Southern



Ian Woodward's Wardwood will be bringing the transition from green to blue diesels to the show.



New to the 2023 Great Electric Train Show line-up is Greg Marshall's Gordon Lane.

THE DETAILS

When:	October 14/15 2023
Where:	Marshall Arena, Stadium Way, Milton Keynes MK1 1ST
Times:	Saturday 10am-5pm, Sunday 10am-4pm (advance ticket holders enter from 9.30am)
Website:	www.keymodelworld.com/grealelectrictainshow
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.

Region modern image 'OO' layout Gordon's Lane (HM181), Ian Woodward's 1970s era 'OO' gauge layout Wardwood (HM189), young modeller Oscar Robson's 'N' gauge Fordon Hill Railway, Steve Wright's magnificent multi-scene 'N' gauge layout James Street and Andy Hooper's 'OO9' Lemanis Light Railway.

These new additions join Pete Waterman's Making Tracks 3 layout in its never-seen-before 152ft form combined with Making Tracks 1 and 2 specially for the Great Electric Train Show, *Hornby Magazine's* new diesel depot layout Natford TMD (HM190 and pages 48-53), Burntisland 1883 from the East of Scotland 4mm Group (HM190) and Neil

Woodbine's Rosebury Goods (HM179).

Discounted advance tickets for the 2023 Great Electric Train Show are on sale now – offering early entry from 9.30am – from shop.keypublishing.com with prices set at £15 for adults, (£12 subscribers) and £8 for children (Saturday only) – kids go free on Sunday, up to two permitted per paying adult. In addition, VIP tickets are on sale which include two-day entry to the show, £25 of Key Publishing model and railway publications, early entry to the show each day at 9.30am, access to a VIP lounge and more.

● Visit www.keymodelworld.com/grealelectrictainshow for more information.

GREAT ELECTRIC TRAIN SHOW SPONSORS 2023

accurascale

**WEST HILL
WAGON WORKS**

KEY PUBLISHING AND PJM MODELS LASER-CUT GCR 'BIRDCAGE BRIDGE' KIT

Key Publishing and PJM Models have released their second kit – a 'OO' gauge laser-cut model of the GCR 'Birdcage Bridge' which once crossed the WCML at Rugby.



New to the Key Model World Shop is PJM Models' laser-cut GCR 'Birdcage Bridge' which is ideal as a scenic break.

KEY PUBLISHING and PJM Models have released their second kit – a 'OO' gauge laser-cut model of the GCR 'Birdcage Bridge' which once crossed the West Coast Main Line at Rugby.

This CAD-designed laser-cut plywood and MDF kit was originally designed for Pete Waterman's Making Tracks 2 layout in 2022 (HM182) as a scenic break across the Rugby end of the layout, but is now being made available exclusively through the Key Model

World Shop with brand-new parts.

The bridge will be available in two forms – bridge only without support walls and as a combined bridge and walls kit. All components are laser-cut and each kit comes with instructions.

The total size of the bridge is 435mm x 140mm. The total height is 83mm while the minimum height inside the bridge frame allows for a double track main line to be

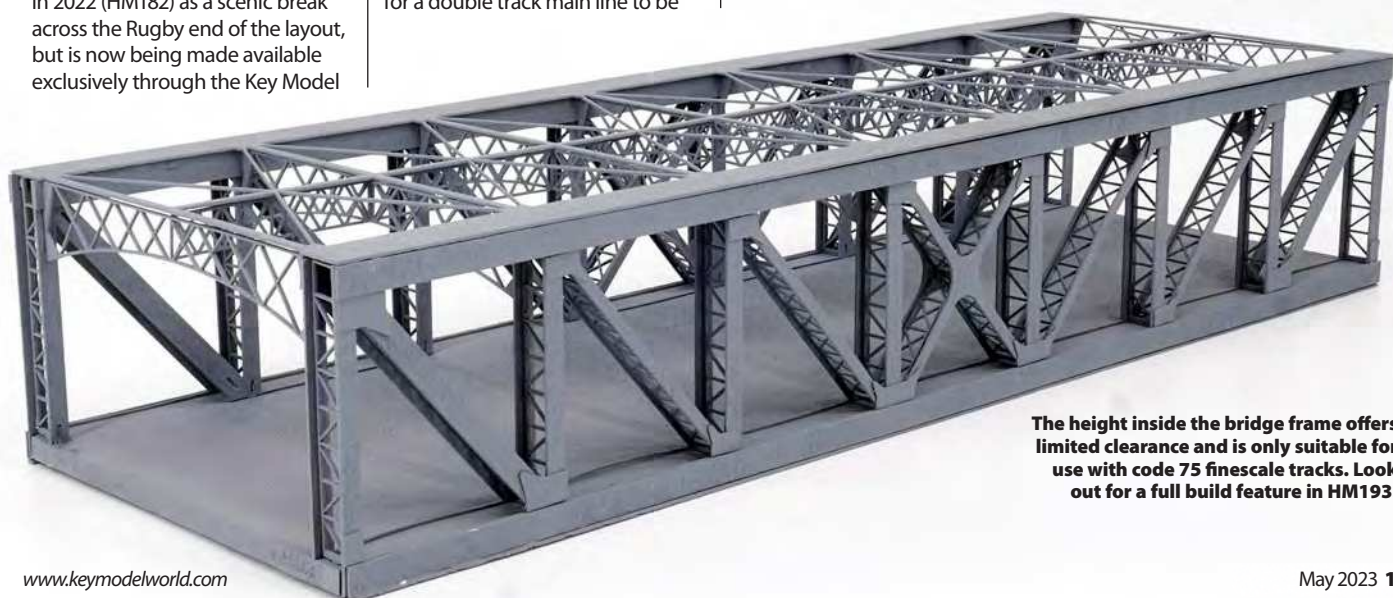
installed with either code 75 or code 100 track.

The bridge support walls are cut from 4mm thick MDF and feature laser-engraved brick details. They have been created over-length allowing the bridge to be set square or skewed depending upon the layout design.

Prices for the GCR 'Birdcage Bridge' kits start at £64.99 for the

bridge only and rise to £79.99 inclusive of a pair of support walls with full brick detail. Deluxe Materials Rokit Rapid superglue is a suitable adhesive for assembly and builders will also need to supply paint to finish the structure.

● Visit www.keymodelworld.com/shop for more information and look out for a full build feature in HM193.



The height inside the bridge frame offers limited clearance and is only suitable for use with code 75 finescale tracks. Look out for a full build feature in HM193.

Accurascale launches Great Eastern 'BUCKJUMPER' for 'OO'



Accurascale's next 'OO' gauge steam outline locomotives will be the LNER's 'Buckjumper' 0-6-0Ts.

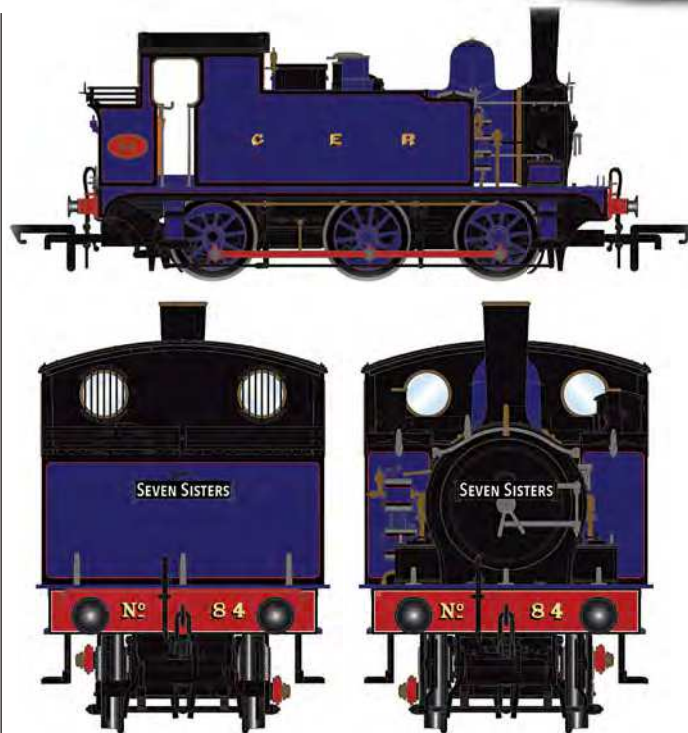
ACCURASCALE is to produce the Great Eastern Railway 'J67'/'J68'/'J69' 0-6-0T locomotives for 'OO' gauge.

Built between 1890 and 1901 at the Great Eastern Railway's (GER) Stratford Works, 140 'R24' 0-6-0Ts were constructed across 14 batches, with 100 built to passenger configuration and 40 to goods specification. Further builds, rebuilds and conversions resulted in 190 locomotives of various classifications and specifications collectively known as 'Buckjumpers' – a name applied to the class due to their lively running characteristics – by Grouping in 1923.

Under London and North Eastern Railway (LNER) tenure, these underwent a complex series of alterations and were reclassified 'J67', 'J68' and 'J69', remaining in regular use until the mid to late 1950s, with the last locomotive withdrawn in 1962. One example – 68633 – survives in preservation at Bressingham Museum.

The range will comprise five models initially, covering several of the important changes undergone by the classes between 1890 and 1962.

A full 3D scan of sole survivor,



Five different models are planned initially, including Great Eastern Railway (GER) No. 84 in GER lined blue.

GER 87 at Bressingham, has been undertaken to aid the development team in designing the all-new 'OO' gauge model. Variations include options for narrow and wide cabs, asymmetrical and symmetrical

doorways, alternative cab roof ellipses, narrow and wide bunkers, alternative coal rail fitting and differing side tank capacities and profiles.

The new models' specification

includes a die-cast metal chassis and boiler, factory fitted brake rigging, all-wheel pickup, smokebox mounted Next18 DCC decoder socket, stay-alive, fully detailed cab, removable magnetic roof, fully detailed bunker area and moveable roof ventilator.

Other features include separately fitted grab handles, steps, buffer beam pipework, lamp irons, brass turned whistles/valves, fully sprung metal buffers, factory-installed pipework, screw couplings and etched metal pre-painted number plates and plaques (where applicable).

The initial batch of models will appear as 'S56' Class No. 84 in GER ultramarine blue, 'J69' No. 359 in LNER lined black, 'J69' 68535 in BR black with early crests, 'J68' 68646 in BR black with late crests and finally Accurascale Exclusive 'J69' 68619 *Liverpool St. Passenger Pilot* in GER fully-lined green.

Tooling is under way and samples are expected during the summer with decorated samples to follow in late 2023.

Prices are set at £139.99 DCC ready and £239.99 DCC sound-fitted. Release is anticipated in spring 2023.

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

Rapido Trains UK plans 'OO' Met 'E' 0-4-4T

Rapido Trains UK is adding a Metropolitan Railway 'E' 0-4-4T to its 'OO' gauge range in a double celebration marking the 125th anniversary of sole survivor No. 1 and the 160th of the world's first underground railway.

Built in 1898 at Neasden Works, No. 1 worked the opening train on the Metropolitan Railway's Uxbridge branch on July 4 1904 and has been involved with a series of anniversary runs through the decades, including a central role in the 150th anniversary of the London Underground in January 2013 when it brought steam back to the network's tunnels for the first time since 1971.

The sole surviving 'E' features several detail differences from the main batch of locomotives, so Rapido is focusing attention on this locomotive in its London Transport and preserved state, together with one other similar class member.

Development of the newly-tooled 'OO' gauge model of Met No. 1 is at an advanced state with an Engineering Prototype sample with the development team for assessment.



Rapido Trains UK's all-new 'OO' gauge model of Metropolitan Railway 'E' 0-4-4T No. 1 is already at the Engineering Prototype stage.

Four models are planned, finished as L.44 (Cat No. 909001) and L.48 (909002) in London Transport livery (909002), together with two preservation era colour schemes as No. 1 in 1999-2009 form (909003) and the Metropolitan livery it has carried since 2013 (909004).

The models will include a smooth, powerful mechanism, Next18 Digital Command Control (DCC) decoder socket, flickering firebox LED light and factory-fitted speaker as well as NEM coupling pockets. Digital sound-fitted models will also be available on release.

Priced at £179.95 DCC ready and £279.95 DCC sound-fitted, production is expected to start shortly with release expected in early 2024, Rapido having already received a sample for inspection. ● Visit www.rapidotrains.co.uk for more information.

Two models are planned in London Transport livery as L.44 and L.48.



The all-new 'OO' gauge model will also appear in two preserved era liveries including this version carried between 2013 and 2020.

RCH 1907 wagons in 'OO' for Rapido



Rapido Trains UK is developing a series of all-new RCH 1907 five and seven plank open wagons, including this five-plank Alfred Pratt example.



No less than 20 seven-plank private owner wagons are also planned, including this S. Skinner variant.

Rapido Trains UK is to produce a series of newly-tooled five and seven-plank open wagons built to the Railway Clearing House's (RCH) 1907 standards for 'OO'.

The models are based on 9ft

wheelbase underframes and will feature ribbed or smooth-tapered buffers, square, rounded or Ellis axleboxes, straight or bent 'V' hangers, split or solid-spoke turned metal wheels and single or

double-sided brakes.

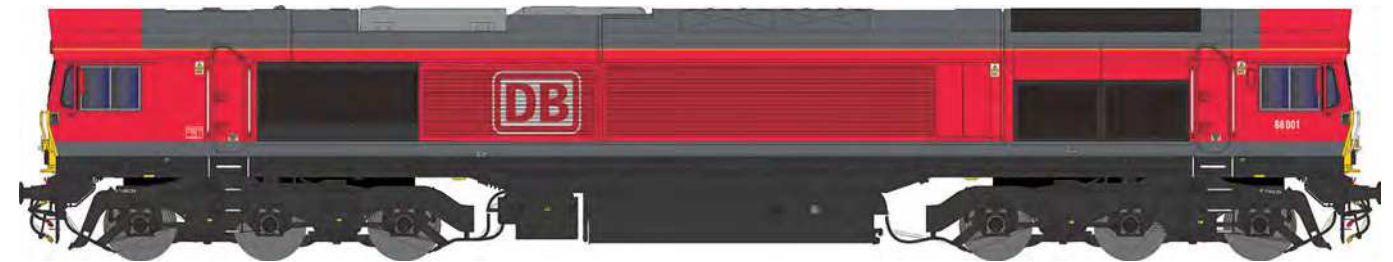
Currently at the CAD drawing stage, 34 different models are planned initially split between five and seven-plank options (visit www.keymodelworld.com/trains/

news for full details).

Priced at £32.95 each, they are expected to be released in late 2023/early 2024.

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

DAPOL REVEALS THIRD GENERATION CLASS 66 FOR 'N'



DAPOL has unveiled plans for an all-new 'N' gauge Class 66 diesel. This latest version of the Class 66 Co-Co diesel will be the third iteration of the prototype produced in 'N' gauge by the manufacturer. The all-new specification includes Dapol's new iron core five-pole motor at its heart, together with a redesigned die-cast chassis, all-wheel pick-ups, all-wheel drive, Next18 Digital Command Control (DCC) decoder socket, independent lighting control, self-centring removable couplings with NEM pockets and clip-fit body. Two cab window designs will also be tooled.

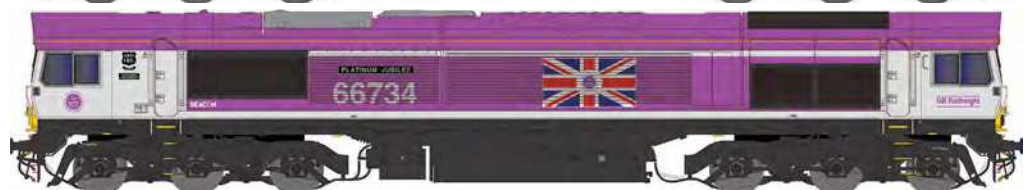
Nine all-new 'N' gauge models are planned for the first batch of releases including 66001 in DB red (Cat No. 2D-066-001), 66096 in EWS maroon and gold (2D-066-002), 66531 in original Freightliner green and yellow (2D-066-003), 66528 *Madge Elliott MBE – Borders Railway Opening 2015* in Freightliner Powerhaul green and yellow (2D-066-004), 66706 *Nene Valley* in GB Railfreight colours (2D-066-005), 66734 *Platinum Jubilee* in GB Railfreight Jubilee livery (2D-066-006), 66779 *Evening Star* in GB Railfreight branded BR lined green (2D-066-007), 66428 *Carlisle Eden Mind* in DRS plain blue (2D-066-008) and 66846 in Colas Rail Freight livery (2D-066-009).

Currently at the design stage, CAD drawings are in the process of being developed.

Priced at £172.80 DCC ready, £205.30 DCC fitted and £291.60 DCC sound-fitted, release is anticipated during the second quarter of 2024.

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

Right: Dapol is developing a newly-tooled 'N' gauge Class 66 diesel.



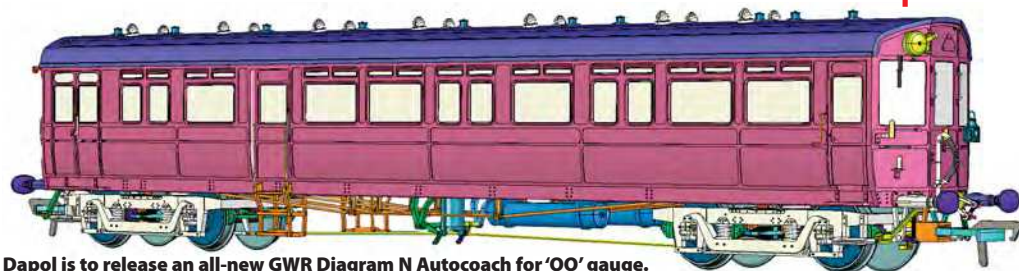
'OO' GWR Autocoach next for Dapol

Dapol is to release an all-new 'OO' gauge Great Western Railway (GWR) Autocoach.

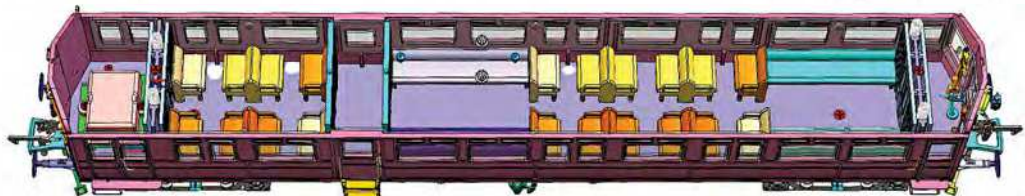
Based on six Diagram N vehicles built from new in 1907, they were used on branch lines in the West Country and Wales.

Currently in tooling, Dapol's all-new 'OO' gauge GWR Autocoaches will be available in seven different colour schemes finished as 37 in GWR lined crimson lake (Cat No. 4P-004-001), 40 in lined GWR chocolate and cream (4P-004-002), 41 in GWR Twin Cities chocolate and cream (4P-004-003), 39 in GWR 'shirtbutton' chocolate and cream (4P-004-004), W37W in BR carmine and cream (4P-004-005), W35 in BR crimson (4P-004-006) and W38 in BR maroon (4P-004-007).

Dapol's newly-tooled models



Dapol is to release an all-new GWR Diagram N Autocoach for 'OO' gauge.



Dapol's highly-detailed new 'OO' gauge GWR Autocoaches will be available DCC ready, DCC fitted and DCC sound-fitted.

will feature a wealth of separately applied detailing, sprung metal buffers, removable roof and interior illumination. Models will

be offered Digital Command Control (DCC) ready, DCC fitted and DCC sound fitted.

Prices are set at £80 DCC ready,

£115 DCC fitted and £195 DCC sound-fitted.

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

Marklin launches 'HO' Flying Scotsman

Marklin/Trix are celebrating the centenary of Gresley 'A3' 4-6-2 60103 *Flying Scotsman* with the release of a limited edition 'HO' scale model of the world's most famous steam locomotive for the very first time. This new release also marks the first new British outline model the company has produced in more than 30 years.

The new models will include a series of features including dual working headlamps and tender tail lamp (which can be changed from warm white to red), an adjustable close coupling between engine and tender, highly detailed cab interior with full backhead detail, cab illumination and flickering firebox glow, as well as copper piping, separately fitted fine metal



Trix and Marklin are to release an all-new 'HO' scale model of Gresley 'A3' 4-6-2 60103 *Flying Scotsman*.

boiler bands and a headboard.

The specification also calls for a high-efficiency motor with flywheel and factory-fitted mfx+ digital decoder with extensive light and sound functions. The model also features a factory-fitted smoke unit with speed-dependent dynamic smoke exhaust.

Two versions will be available in Trix DC two-rail (Cat No. 22886) and Marklin AC three-rail (39968) formats. Both versions will be presented in BR lined green with late crests as 60103 and will feature a double chimney. The model will also reflect the locomotive in its current form, with distinctive

German-style smoke deflectors and corridor tender (with interior illumination).

Priced at £526.50 each, these all-new 'HO' scale models are available to order now. A release date has yet to be confirmed.

● Visit www.trix.de for more information.

'OO' Mica B for KR Models

KR Models' next 'OO' gauge wagon project will be a Great Western Railway 'Mica B' ventilated refrigerated meat van.

Built in the mid-1920s at Swindon, these six-ton wooden bodied vans were used to transport chilled meat to market. Inside they were lined with metal and featured refrigeration equipment and dry ice receptacles which could be loaded from the roof.

Development work on KR Models' all new 'OO' gauge wagons is at an advanced state with CAD drawing work complete and the project has now

progressed to tooling.

Six wagons are planned initially, finished in GWR white with red lettering and numbers as vehicles 105873 (preserved at the Severn Valley Railway), 105852, 105901, 105860 (preserved at the Didcot Railway Centre), 105923 and 105966. They will be available either individually or across two triple-wagon packs.

Prices are set at £30 per wagon, while triple-wagon packs will retail at £75, release is currently expected during late 2023.

● Visit www.krmodels.net for more information.



The GWR 'Mica B' ventilated refrigerated meat van is the next 'OO' gauge project for KR Models.

'O' GAUGE GWR '4575' 2-6-2T NEXT FOR LIONHEART

LIONHEART TRAINS is planning an all-new 'O' gauge Great Western Railway (GWR) '4575' 2-6-2T as its next locomotive project.

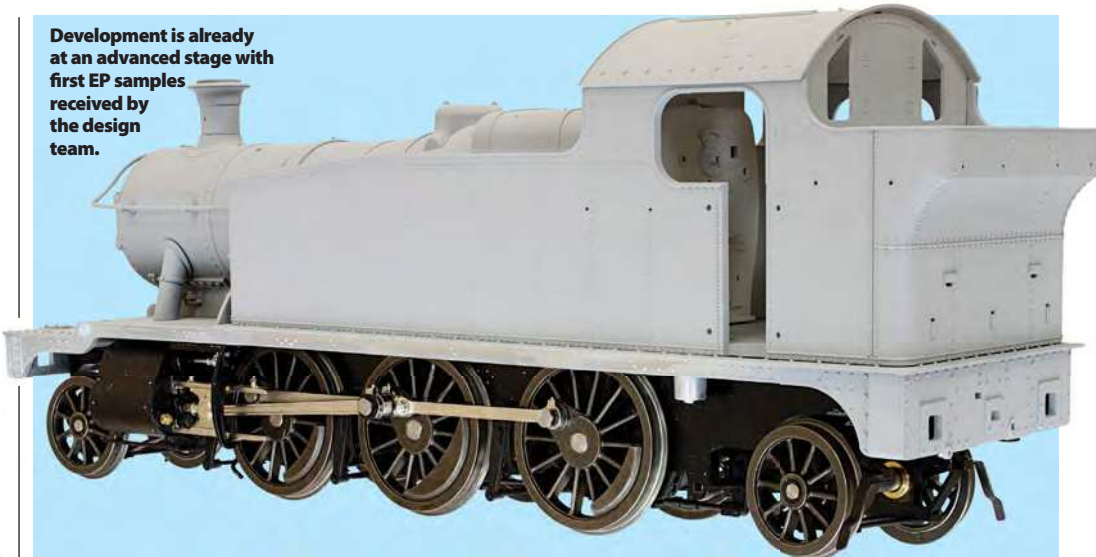
Built between 1927 and 1929 at the GWR's Swindon Works, 100 locomotives were built in a development of the previous Churchward '45XX' design.

Launched at the recent Gauge O Guild show in Kettering, the project is already advanced with a hand-assembled sample on display at the event.

The specification calls for a die-cast metal chassis, five-pole skew-wound motor, steel-tyred wheels, cylinders with working vacuum pump, brake shoes and sandboxes. The driving and pony wheels will be fully sprung and it will be designed to traverse 40.5in radius curves.

The extensive tooling suite will allow for two versions of smokebox

Development is already at an advanced stage with first EP samples received by the design team.



door, an easily removable magnetic cab roof, working cab doors, wire handrails, sprung metal buffers and screw link couplings, full back head

detail with reversing lever, a coal load in the bunker and flickering firebox glow.

A wide selection of running

numbers are set to appear including 4589 and 4594 in Great Western green (Cat Nos. LHT-S-5501/5502), 5509 in 'Shirtbutton'

FIRST LOOK

DAPOL 'O' GAUGE GWR



Above: First Engineering Prototype samples of Dapol's newly-tooled 'O' gauge GWR 'Toad' brake vans have arrived for assessment.

Dapol has received Engineering Prototype (EP) samples of the new 'O' gauge GWR 20ton 'Toad' brake van for evaluation by the company's development team.

These newly-tooled models feature a die-cast chassis with detailed body, full interior detail, finely profiled wheels, axles with brass bearing pockets, sprung metal buffers, coupling hooks, instant or screw-link couplings

and separately applied detailing.

Identities of the Diagram AA15 examples include 56683 and 68684 in GWR grey (Cat Nos. 7F-300-001/002) and W17953 in BR grey (7F-300-003) together with Diagram AA19 114925 in GWR grey (7F-300-005), Diagram AA20 W68673 (7F-300-006) in BR grey and Diagram AA21 17410 (7F-300-007) also in GWR grey. Diagram AA21 vehicles will also appear as



Ten different models are planned for the initial batch of models in GWR and BR liveries.

Lionheart Trains' next 'O' gauge project will be the Great Western Railway '4575' 2-6-2T.



GWR green (LHT-S-5503), 5505 in 'GWR' green (LHT-S-5504), 4591 in British Railways green (LHT-S-5505), 5527 in BR lined black with early

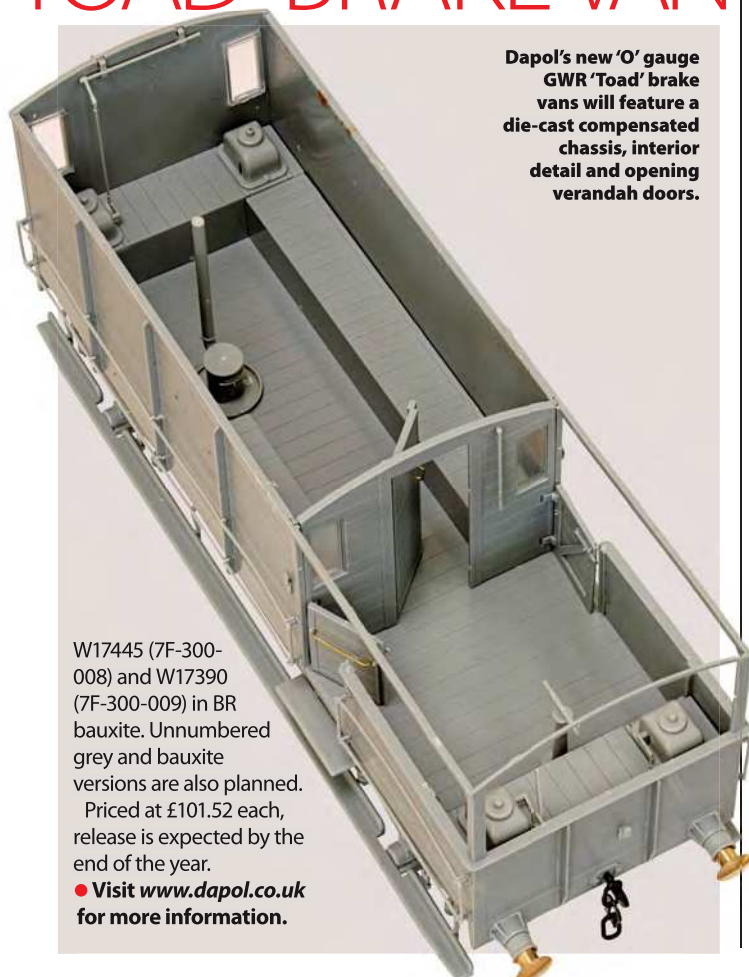
crests (LHT-S-5506), 5571 in plain BR black with early crests (LHT-S-5507), 4585 in BR lined green with early crests (LHT-S-5508) and 5514 in BR

lined green with late crests (LHT-S-5509). Unnumbered versions of each scheme will also be available. Priced at £512.33 DCC ready and

£672.77 DCC sound-fitted, a release date is yet to be confirmed.

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

'TOAD' BRAKE VAN

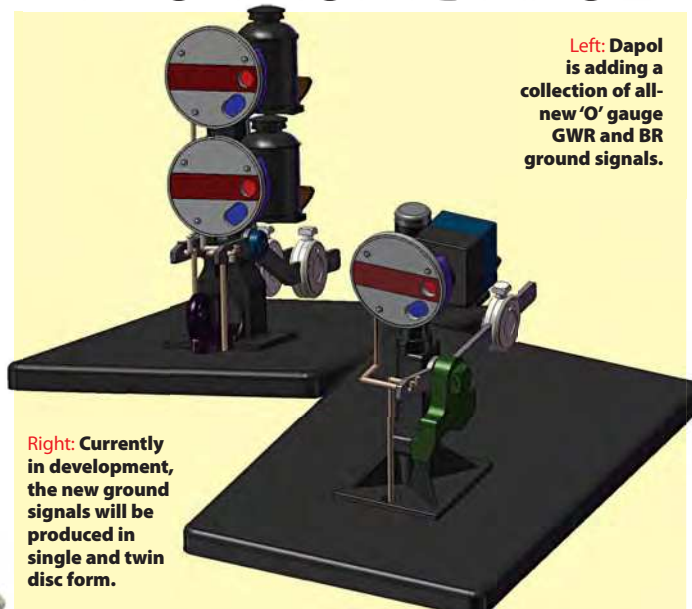


Dapol's new 'O' gauge GWR 'Toad' brake vans will feature a die-cast compensated chassis, interior detail and opening verandah doors.

W17445 (7F-300-008) and W17390 (7F-300-009) in BR bauxite. Unnumbered grey and bauxite versions are also planned. Priced at £101.52 each, release is expected by the end of the year.

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

GROUND SIGNALS IN 'O' FROM DAPOL



Left: Dapol is adding a collection of all-new 'O' gauge GWR and BR ground signals.

Right: Currently in development, the new ground signals will be produced in single and twin disc form.

Dapol is expanding its range of 'O' gauge signals with the introduction of BR and GWR ground signals.

Currently at the design stage, tooling is expected to commence once the development team has approved the CAD drawings.

These ground signals will feature servo control, working lights and rotating discs. Switches for control

are also included. Initial plans include GWR single disc, GWR twin disc, BR single disc and BR twin disc ground signals.

Prices are set at £65.00 for single disc ground signals and £85.00 for twin disc examples. A release date has yet to be confirmed.

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

STAMFORD MODEL RAILWAY EXHIBITION

2023 PREVIEW

Market Deeping Model Railway Club's annual model railway exhibition returns in mid-May. **MARK CHIVERS** outlines some of the highlights of this year's show.

FINAL PREPARATIONS ARE underway for Stamford Model Railway Exhibition, which is set to be its largest event to date, running across four halls at Stamford Welland Academy, Green Lane, Stamford on

the weekend of May 13/14 2023. 27 layouts are booked to attend, including *Hornby Magazine's* popular narrow gauge 'OO9' Fairlie Syniad Da and our latest 'OO' gauge diesel depot layout, Natford TMD, which will appear

in late 1990s-early 2000s era for its Stamford appearance. Several layouts that have appeared within the pages of *Hornby Magazine* will also be there including Nick Skelton's 'OO' gauge Rumbling Bridge (HM94), North of England

Line (NOEL) Group's 'N' gauge Scarlington (set to appear in HM192) and Boston Model Railway Society's 'OO' gauge Tytton Hall Yard (HM141). Also due to appear are Tony Forward's Boghampton



Left: *Hornby Magazine's* new 'OO' gauge diesel depot Natford TMD (HM190/191) will be on display at this year's Stamford Model Railway Exhibition. *Mike Wild/Hornby Magazine.*

Below: Nick Skelton's 'OO' gauge Rumbling Bridge (HM94) is amongst the 27 layouts set to attend this year's Stamford Model Railway Exhibition. *Mike Wild/Hornby Magazine.*





The North of England Line (NOEL) Group's 'N' gauge model of Scarlington will also be making an appearance at this year's show. This superb exhibition layout is set to feature in HM192. *Jonathan Newton/Hornby Magazine.*

THE DETAILS

Event:	Stamford Model Railway Exhibition
When:	May 13/14 2023
Where:	Stamford Welland Academy, Green Lane, Stamford, Lincolnshire PE9 1HE
Times:	Sat 10am-5pm, Sun 10am-4.30pm
Prices:	Adults £6.50, children £3, adult + child £8, family (2+2) £17
Website:	www.mdmrc.info
Features:	27 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Special bus service operating between venue and Stamford railway station (Saturday only).

('OO'), Shildon Model Railway Club's Brotton Mill ('OO'), East Bedfordshire Model Railway Society's Cheriton Bishop ('OO'), Market Deeping Model Railway Club's 1870s period model of Euston station ('OO'), Graham Morfoot's Gracetown Bank ('OO'), John Spence's Lisworth Bay ('N'), Little Layout Company's Ranelagh Bridge ('OO') and more.

The *Hornby Magazine* editorial team will be at the show across

the weekend, while a selection of more than 20 traders has also been gathered including Amberley Components, Aspire Gifts and Models, Brushes4Models, Elaine's Trains, Frizinghall Models and Railways, Keith's Models, P&D Marsh, Squires Model and Craft Tools, Trains4U, Wrenn Specialist and others.

Several modelling experts will also be on hand for the weekend including Richard Wilson demonstrating his weathering techniques, Tony Wright with his locomotive maintenance clinic and Brian Bartholomew showing how he builds teak carriages from scratch. Don's Models will also be showcasing a selection of hand-built 'O' gauge locomotives.

Peterborough Society of Model Engineers will also be offering rides on its 5in gauge outdoor electric and live steam trains, with more than 100ft of track.

Doors open at 10am each day and discounted advance tickets are available to purchase now, starting at £6.50 adults and £3 children (under 16). On-the-day tickets will also be available at the door.

Free parking is available, while a special bus service will be operating between Stamford railway station and the venue on the Saturday only.

● Visit www.mdmrc.org for more information.

Also booked to attend is Boston Model Railway Society's 'OO' gauge Tytton Hall Yard which appeared in HM141.

Mike Wild/Hornby Magazine.



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Misselthwaite

To make the most of an inaccessible space in his new home, **LEWIS BUCKNELL** built a 'OO' gauge layout set in the BR steam era in Yorkshire - to evocative effect.

PHOTOGRAPHY, JONATHAN NEWTON



GAUGE
'00', 16.5mmSCALE
4mm: 1ftSIZE
16ft x 2ftREGION
MIDLANDPERIOD
1950sCONTROL
ANALOGUE

01 Viewed from the surrounding hills a Stanier 'Black Five' 4-6-0 slows on the final approach to its destination. All of the locomotives have been weathered by Lewis for the layout.



02 A canal boat crew tend to their load as 'WD' 2-8-0 90441 departs with a rake of loaded 21-ton coal wagons.

IN THEORY, as the average railway modeller progresses through life and works their way up the property ladder, they should hopefully have more space to build bigger and bigger layouts. I've experienced the opposite, at least for now.

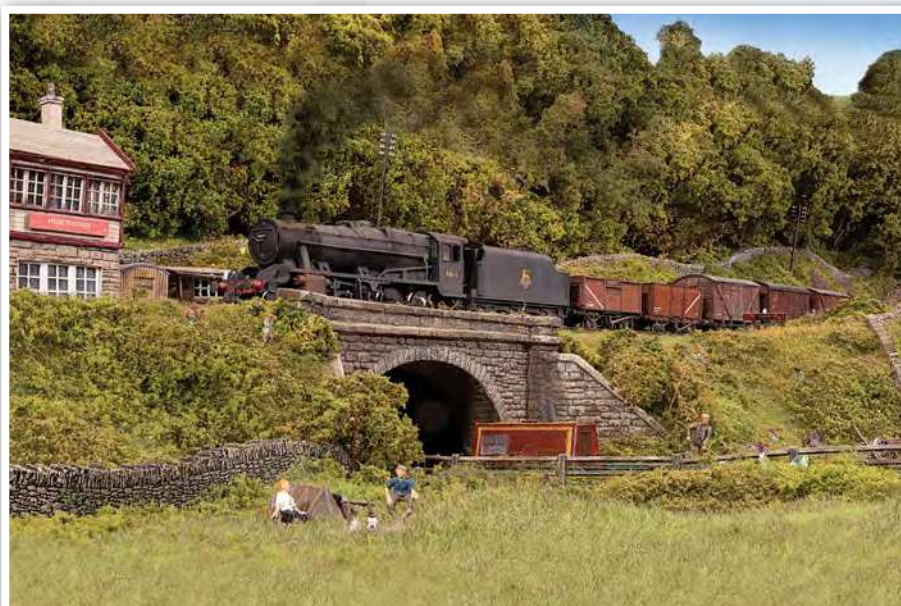
I built my first layout in my parent's loft whilst home from university on summer breaks (HM152), but upon graduating, getting a job, saving and eventually buying a house in 2021, the possibility of a new project dawned. Unfortunately, space for a model railway isn't really a top priority when buying a first home in this day and age - despite my valiant and persistent efforts to convince my partner otherwise. I knew that whatever house I ended up in, I'd have to be creative.

In the end I was able to build an L-shaped layout with a 16ft x 2ft scenic section and an 8ft non-scenic storage yard with three sidings capable of

holding a locomotive and six coaches. The storage yard runs behind my desk out of sight and is accessible via a tunnel which acts as a scenic break.

The layout is six inches or so off the floor due to being built in a convenient alcove in a converted loft where the roof slopes down. It's one of those quirky spaces which I wouldn't have otherwise known what to do with, so installing a model railway here was the perfect solution. One disadvantage of having the layout so close to the floor is that my cocker spaniel can occasionally be found eating the odd 4mm scale sheep or licking the roof of a cottage. Fortunately, he doesn't take too much interest in it.

I thought long and hard about naming the layout and eventually settled on Misselthwaite - the name of the Yorkshire manor house from the novel *The Secret Garden* which I loved reading growing up. I thought it would not be »



03 Campers make the most of the summer weather as Stanier '8F' 2-8-0 48119 arrives with a mixed goods.





The crew of Fowler '4F' 0-6-0 44044 prepare the fire for departure as a 'Britannia' 4-6-2 arrives with an express working.

BR '4MT' 2-6-4T 80092 crosses the canal on the approach to Misselthwaite station with a passenger working.



too much of a stretch to imagine a quaint village near this house served by a former Midland Railway branch line.

My parents kindly allowed me to keep my original layout in place for use when I visit them, so I decided to stick with the same late 1950s West Yorkshire setting and theme so I could film YouTube videos of the same trains running on both layouts and then edit them to appear as if it was one continuous railway. I needed to use similar materials and techniques as before to create a sense of continuity between the two.

Having a much smaller layout this time around was a blessing in many ways, not least for the wallet. It meant I could really go to town on small details like point rodding and scenery, as well as quality baseboard construction, buildings and track without it taking me an age to finish anything. I'd also learnt a lot since building my first layout, and was excited to try out some new methods and avoid any mistakes I'd made previously.

SIMPLE PLAN

Having only 2ft of baseboard depth meant I decided to keep the track plan very simple so I could maximise scenery in front of and behind the track. I've modelled a terminus station at the end of my fictional branch line, very loosely based on and inspired by Oxenhope on the Keighley and Worth Valley Railway. It has a run-round loop and a single goods siding as well as a couple of headshunts.

It might not be the most interesting setup from an operational perspective, but I wanted to keep the theme of a railway in a landscape rather than a flat baseboard covered in track. It's more than enough to keep me entertained. I also wanted to ensure I framed the view »

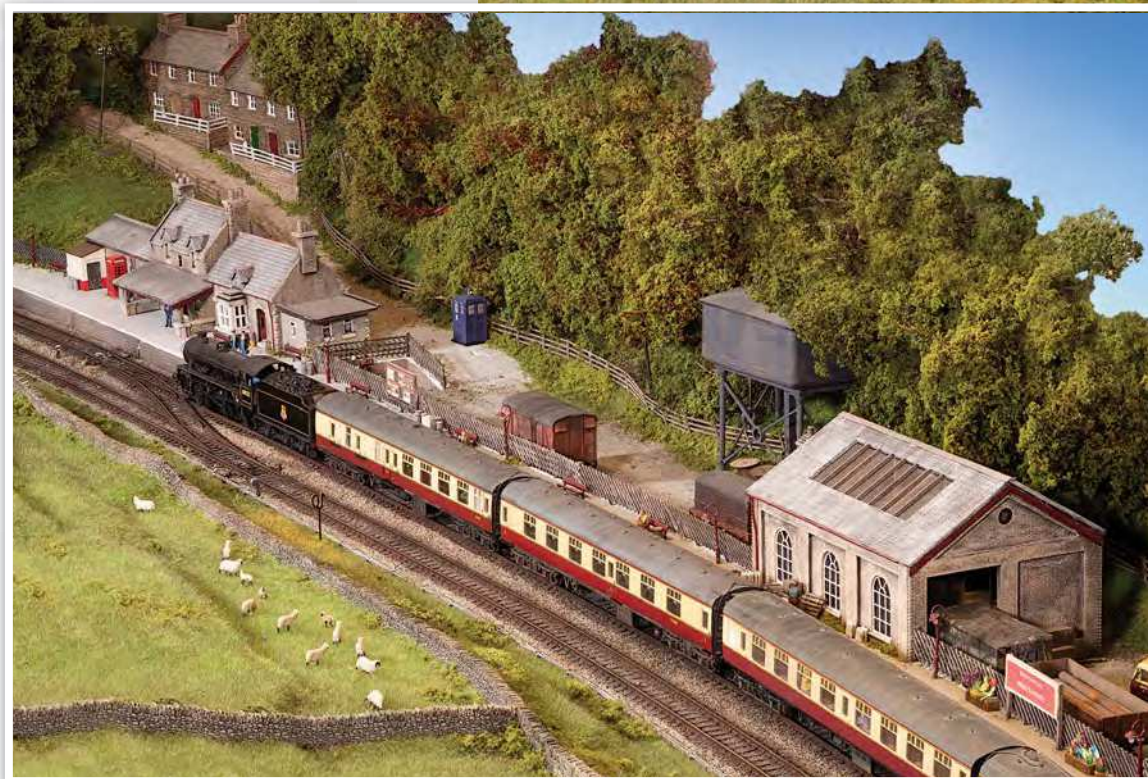
“Since my previous larger layout, I’ve spent a fair amount of time improving and detailing my locomotives and rolling stock.”

LEWIS BUCKNELL

of the layout by building the scenery to fall away in front of the track and rise behind. This makes filming and photographing easier, as you can in effect get below the locomotive as if you were standing at the bottom of an embankment looking up, which gives a very realistic view.

I stuck with a simple analogue Gaugemaster Combi controller with manual points and signals and kept all wiring simple. I’ve considered upgrading to Digital Command Control but as the layout is single track and I only ever run a single train at any one time, I’ve not really felt a pressing need. Track is Peco code 100 and is ballasted using ‘N’ gauge Geoscenics products which, like many, I feel works well in 4mm scale.

The track was weathered with my trusty airbrush using Tamiya acrylics, as well as some of the Geoscenics track weathering kits. I was keen to try and get the road and goods yard surfaces a bit better this time around. I used another Geoscenics product for this - effectively a series of fine powders which create a realistic appearance, especially of the ash ballast commonly used in goods yards and for sidings.



06 Above: Heavy freight 2-8-0s pass at the station as Stanier ‘8F’ 2-8-0 48119 arrives with a mixed goods to allow a ‘WD’ 2-8-0 to depart with loaded coal wagons.

07 Left: A Thompson ‘B1’ from the Eastern Region arrives with a matching rake of BR carmine and cream Mk 1 stock at the Yorkshire village of Misselthwaite.



SCENERY AND STOCK

In terms of buildings, I tried laser-cut kits for the station building and goods shed which turned out well. I went for scratchbuilt terraced cottages elsewhere using Wills stone and slate roof sheets, with the clear packaging for these as the window panes. For station platforms, I used 15mm foamboard edged with Wills stone sheets and topped with filler. I smoothed this down, sanded once dry and painted it grey. I applied white edging using tape to get a clean line. This method allowed me to build a long curved platform capable of holding a

locomotive and eight coaches.

I upgraded from the cat litter dry stone walls used on my previous layout to foam versions produced by Osborn's Models, which whilst being more expensive, look a lot more convincing. They also have the benefit of not disintegrating when I accidentally lean on them. I have used Woodland Scenics products for most of the scenery and static grass.

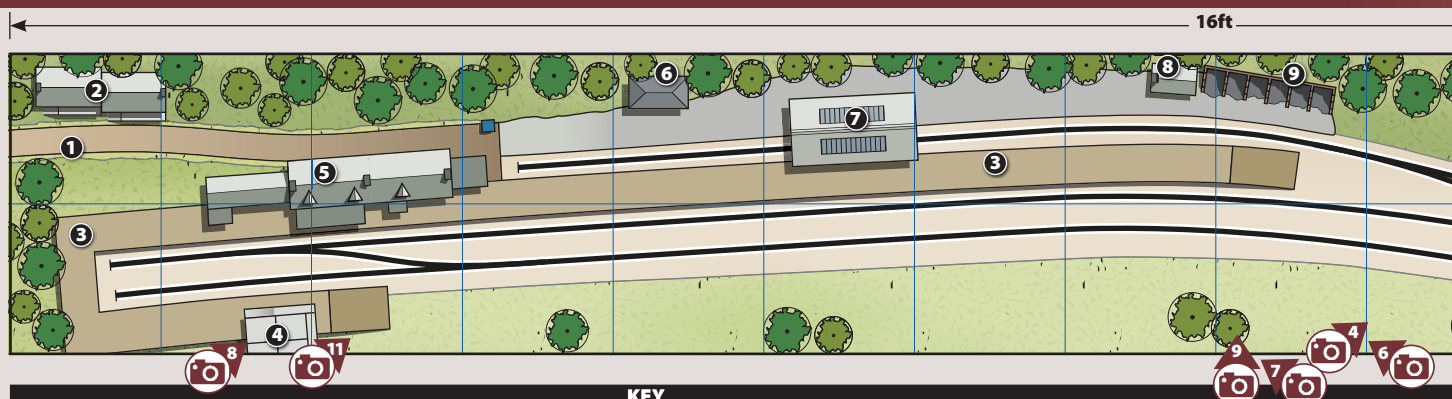
For trees, I used the same method as on the previous layout – twisted wire covered in DAS modelling clay and spray painted brown, with seafoam

superglued to the branches and covered in Woodland Scenics light green coarse turf using hairspray.

The backscene is hand painted, but with the back of the layout being lined with tall trees, its only partially visible. I had a go at modelling a canal using PVA glue for the water which worked quite well. I've tried to add a few small cameo scenes so there is something interesting to view in the foreground when I'm filming trains going past such as campers, hikers and a canal boat loaded with coal.

Filming trains on both layouts means »

MISSELTHWAITE TRACK DIAGRAM (NOT TO SCALE)



KEY

- 1 Road
- 2 Houses
- 3 Platform

- 4 Cattle dock
- 5 Station building
- 6 Water tower

- 7 Goods shed
- 8 Office
- 9 Coal staithe

careful attention being paid to matching the same formations of coaches and wagons to create a sense of continuity in the videos I film and upload to YouTube. To complete a journey on both layouts, I have to transport any stock between the two which involves a 157-mile car journey. Any videos you see of a locomotive travelling on both layouts means it's completed a 300-mile round trip!

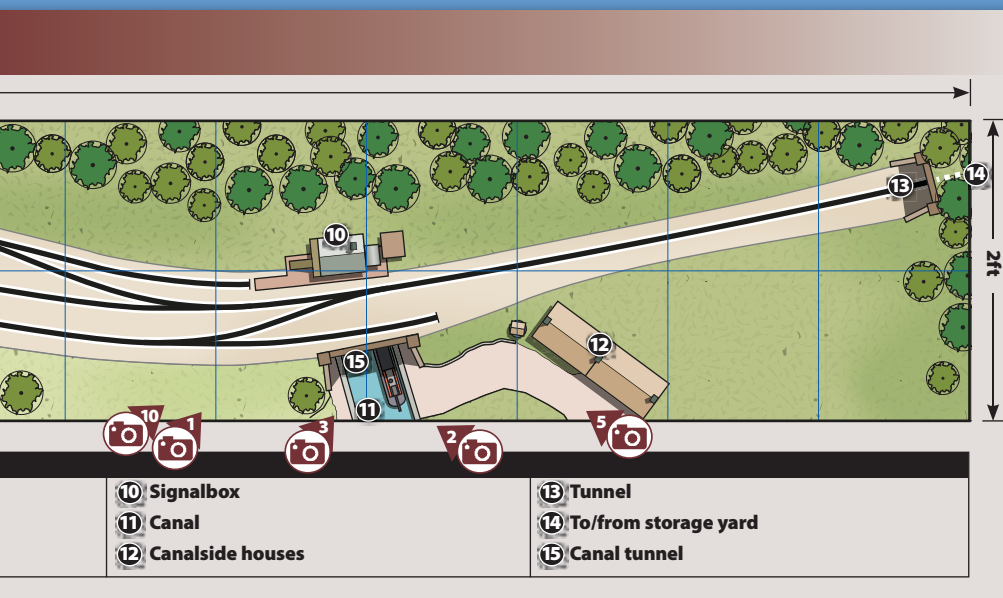
Since my previous larger layout, I've spent a fair amount of time improving and detailing my locomotives and rolling stock which I've really enjoyed. I've switched over to Kadee couplings, which whilst no more authentic for British layouts than tension locks, do in my opinion look better and are very reliable. I've also replaced moulded details like smokebox door darts on older locomotives, as well as adding lamp irons and cab details. I've close coupled everything, built some coaches and wagons from kits and renumbered and renamed some locomotives. I've added Modelu lamps to most locomotives which slot straight over the lamp irons and so can be changed depending on what headcode a train needs.

Another big improvement was the addition of West Hill Wagon Works magnetic couplings to my coaches. I always considered it strange that »

"I thought long and hard about naming the layout and eventually settled on Misselthwaite – the name of the Yorkshire manor house from the novel The Secret Garden which I loved reading growing up."

LEWIS BUCKNELL





 8 Amongst the latest arrivals on Misselthwaite is a Hornby BR '9F' 2-10-0. 92167 enters with a goods working while an Ivatt '2MT' 2-6-2T waits for its next duty.





manufacturers sometimes differ the height of the NEM sockets between coaches, which can make coupling a challenge – these magnetic couplings have resolved this issue for me. I've also continued to develop my skills at weathering and undertook my first few commissions which were nerve-racking but very rewarding.

I continue to run anything I fancy on the layout but do try to keep things prototypical in a session. Most locomotives are BR Standards or London Midland & Scottish Railway and London and North Eastern Railway classes with a couple of Great Western Railway and Southern Railway types included. The locomotive roster includes a Stanier 'Black Five' 4-6-0 and '8F' 2-8-0, Hughes-Fowler 'Crab' 2-6-0, Ivatt '2MT' 2-6-2T and Fowler '4F' 0-6-0, a Thompson 'B1' 4-6-0 plus BR '4MT' 4-6-0 and 2-6-4Ts, a 'Britannia' 4-6-2, a '9F' 2-10-0 and an ex-War Department 'Austerity' 2-8-0.

In terms of development, I still have a few period advertisements to add to the station fencing and small details to add but nothing significant. I'm also looking forward to acquiring some of the long-awaited new releases on the layout such as Accurascale's Class 37 diesel and Hornby's new Standard '2MT' 2-6-0 and 'Black Five' 4-6-0.

All in all, I'm really pleased with my new, smaller layout – although I already can't help but start thinking of what's coming next. **HM**

● Read more layout features, including our original feature on Lewis' Yorkshire Dales Model Railway at www.keymodelworld.com/trains/layout-features.





Left: The goods yard includes a coal merchant with fully laden staithes.



Right: The signalbox stands guard over all movements at Misselthwaite. Point rodding has been added to increase the lineside detailing of the layout.



Below: BR '4MT' 4-6-0 75053 exhibits its well polished BR lined black paint as it brings its arriving train to a halt.



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TransPennine Express Mk 5

MAKEOVER

With the deftest of touches, **TIM SHACKLETON** breathes fresh life into some of the most outstanding models yet released in 'OO' gauge.

Below:
Next stop
Huddersfield
– a Class 68
and Nova 3 set
roars through
Dewsbury on
September 5
2019 with a
westbound
TransPennine
Express
working.
Andy Glover.





In 2019 the dashing lines of the Nova units brought dazzle and glamour to the dour Trans-Pennine country. With my model I wanted to capture the excitement of those early days.

THERE'S A VIEW THAT today's high-end models need little if anything doing to them – you just put them on the track and away they go. That maybe true in terms of their smooth-running mechanisms and impeccable paint finish, the almost obsessive attention to detail and their overwhelming prototype accuracy. I always like to progress projects further if I possibly can, taking things to a new level of realism.

My interest is and always has been creating models that look 100% authentic in every possible way and in this feature we'll see what we can do with two of the most dazzling UK-outline products I've ever seen – Accurascale's newly launched 'OO' gauge TransPennine Express (TPE) coaches and the Dapol Class 68s dedicated to hauling them. I'm not going to do much – a light touch is all they need, a hint of dirt in the right places – but in order to bring these stunning models to life I'm going to match my weathering

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Burned Black acrylic paint	Lifecolor	UA736
Deep Cockpit acrylic paint	Lifecolor	UA735
Dirty Black acrylic paint	Lifecolor	UA731
Flat Black acrylic paint	Tamiya	XF-1
Flat Black aqueous acrylic paint	Mr Hobby	12
MIG weathering pigments	Abteilung 502	Various
NATO Brown acrylic paint	Tamiya	XF69
Red Brown acrylic paint	Tamiya	XP-64
Worn Black acrylic paint	Lifecolor	UA 734

efforts as closely as possible to a remarkable set of guide photographs assembled especially for me by my friend Andy Glover.

Like all trains, the TPE Nova 3 Mk 5a sets show signs of everyday usage but operator First Group is far too aware of their publicity value to allow them to start looking grubby. Observation, as ever, is the

key – understanding this essential point makes the difference between a model that will always look like a model and something that, just for a moment, really does remind you of the real thing. **HM** Visit www.keymodelworld.com /step-by-step to read our extensive collection of step-by-step modelling guides.

USEFUL LINKS

Abteilung 502	www.ak-interactive.com
Lifecolor	www.airbrushes.com
Mr Hobby	www.albionhobbies.com
Tamiya	www.tamiya.com

“My interest is and always has been creating models that look 100% authentic in every possible way and in this feature we'll see what we can do with two of the most dazzling UK-outline products I've ever seen.”

TIM SHACKLETON

STEP BY STEP WEATHERING A TRANSPENNINE EXPRESS NOVA 3 SET

1



The underframes of disc-braked locomotives aren't coated in the familiar rusty tones of corroding metallic particles the way engines with conventional iron brake blocks are. A more appropriate colour for a Class 68 would be a warm black, something like NATO Brown from Tamiya (Cat No. XF-69) or LifeColor's ever useful Burned Black (UA736). I airbrushed a thin, uneven mist at about 20psi.

3



Work fast now because acrylics dry incredibly quickly – less experienced weatherers might prefer to use enamels. With a stiff and very wet brush dipped in airbrush cleaner, dab off as much of the brown mix as you can, coaxing it into the nooks and crannies of the underframe and creating random weathering patterns.

5



I've lightly misted the roof areas with three separate applications of black – NATO Black (XF-69), Flat Black (12) from Mr Hobby and the very interesting Steel Red (36) from the same stable, which has a subtle metallic sheen.

7



I always look closely at the silencers on big modern diesels. They generally start off silver (although EMD's Class 66s never did) but soon blacken and corrode. A flick of rust-coloured weathering powder is easier than trying to paint or airbrush this kind of thing.

2



A study of Andy Glover's detail photographs also reveals a subtle build-up of road dirt on the underframes. I started the process off with a few dots of heavily diluted acrylics, an 80:20 mix of Red Brown (XP-64) and Flat Black (XF-1).

4



Now to the roofs, and the chance to spray the roof fan areas liberally with Flat Black. You can blacken the exhausts at the same time but don't go too mad – as ever, a light touch brings the best results. Incidentally, 68026 and upwards have black air-conditioning units.

6



Using a flat brush dipped in airbrush cleaner, I'm creating longitudinal streaking along the roof, especially around the air-conditioners. Real-life weathering has distinctive patterns that look far more effective than speckled airbrush coverage.

8



Rainwater washes soot and dirt from the roof down the bodysides. You can represent this with paint, but I prefer the subtlety of weathering powder – MIG in this instance, now sold under the Abteilung 502 brand. First apply a few irregular dabs of black using a cotton bud.



Now take a broad, flat brush moistened with white spirit and create vertical streaks, closely following our reference photographs. Remember, though, that the more pigment you put on, the more you'll have to take off.



Keep brushing away with the white spirit until you have the effect you want and then leave the model to dry thoroughly for 24 hours. If it goes wrong, wash it all off and start again. I become very attached to my brushes – I've had some of them for years.



When it came to the TPE Nova 3 Mk 5a set, I wanted to create the impression of coaches that had only recently entered service, with minimal impact from the weather, environment and operating conditions. 'Wake up and smell fresh paint' was my guiding principle. For my colour palette, I used LifeColor's superb Black Rubber set and the delicacy of an Iwata HP-SB side-feed airbrush.



I started with Dirty Black (UA731) and then moved on to Worn Black (UA734). You need only the tiniest amounts to take the edge off the factory-fresh shine. I masked the bodysides – which were to remain pristine – with the back of an old postcard.



I was surprised how clean the roofs of the TPE sets seem to be – there's even a bit of sheen on them. I gave each roof nothing more than the quickest of wafts with the two black shades I'd already used, with the addition of a hint of Deep Cockpit (UA735).



On some of Andy's photographs I noticed clear signs of sooting on the coach ends nearest the locomotive – just as you'd find on an articulated lorry trailer next to the exhaust on the tractor unit, only not so intense. This is NATO Black again – softer and less stark than a conventional matt black.



Clean but showing obvious signs of use, Stadler-built 68031 *Felix* (named after the station cat at Huddersfield) displays the powerful lines of these Spanish-built machines, sub-leased to First Group for Trans-Pennine duties but occasionally seen on other workings.

Transpennine Express Class 68 and Mk 5s IN DETAIL



The bold TransPennine Express colour scheme sits well on the Class 68s. While at first glance the locomotive appears clean, closer inspection reveals road dirt, exhaust streaking and even deposits from the windscreen wiper. [Andy Glover.](#)



Rainwater causes soot and dirt deposits to streak down the bodyside. Interestingly, the underframe tanks appear reasonably clean on 68021. It also looks as though the warning labels have received a wipe over at some point. [Andy Glover.](#)



Look at the different colours on 68021's exhaust silencer with varying shades of black and corrosion. Once in service this area soon changes appearance. [Andy Glover.](#)

Right: Another useful view showing how the Mk 5 carriages couple to the locomotives. The carriage at this end of the five-car Nova 3 set does not feature a corridor connection and is showing signs of deposits from the locomotive. [Andy Glover.](#)

Left: For modellers this overhead view is great as it provides guidance on where to place buffer beam pipework, as well as demonstrating the angular roof sections and how they weather in service. Note those air horn covers too. [Andy Glover.](#)





TransPennine Express liveried Class 68 68021 *Tireless* rests between duties at Carlisle station. Note the subtle streaking down the bodysides which appear to match the line of bolts along the cantrail. [Andy Glover](#).



The Mk 5 carriages are generally kept clean, with just hints of road dirt along the tumblehome and underframe. Even the exposed wheelsets appear quite clean. [Andy Glover](#).



TransPennine Express' complicated colour scheme is seen to full effect as all the livery elements come together on the Mk 5a Driving Trailer Standard. [Andy Glover](#).



Again, this particular Mk 5 set has benefitted from regular cleaning, with just a little dirt gathering along the lower edge of the body. [Andy Glover](#).



A view of a Mk 5 set coupled to an immaculate 68030 *Black Douglas* at Carlisle station. Just look how many pipes and cables are connected to the Class 68. [Andy Glover](#).

Building a low relief **BUS DEPOT**

Low relief buildings are an excellent means of suggesting depth to a model railway where space is at a premium. **DAN EVASON** creates a unique bus depot scene in 'OO' gauge.

The completed depot is simple to build and could be expanded with additional bays to create a larger structure.



A LOW RELIEF BUILDING can really enhance a model railway scene, particularly where space is at a premium. In this guide we show how to make your own low relief bus depot – a classic town and city structure which can be built to any size.

The design for this building offers two bays together with a small office to one side. However, you could easily expand the building to have three or four openings or add additional sections in the same style but without doors for the bus company to service and maintain its fleet.

The challenge with any scratchbuilt structure like this is going from idea

to reality. Where do you start? Size is the most important question and to set the wheels in motion, we used the Oxford Diecast Weymann Fanfare bus as a guide to how high the door openings should be which then determined the overall size. Remember if you have double deck buses you will need a higher opening for the doors. The style was modelled from photographs on the internet using Flemish bond brick plastic sheets laid over a card structure.

The completed building was painted with acrylics and finished with guttering components from Modelu and South Wales lettering from a Squires etched sheet. The final steps were to create an MDF

WHAT WE USED		
PRODUCT	SUPPLIER	CAT NO.
Flemish brick bond plastic sheet	www.squires.co.uk	FBS405
Corrugated plastic sheet (Wills)	www.peco-uk.com	SSMP216
Black Soot weathering powder	www.wwsenics.co.uk	WSWP001
Burnt Sienna acrylic paint	www.daler-rowney.com	221
Burnt Umber acrylic paint	www.daler-rowney.com	225
Yellow Ochre acrylic paint	www.daler-rowney.com	690
Roket card glue	www.deluxematerials.co.uk	AD57
Weathered road markings	www.scalemodelsenery.co.uk	RX014-00
Day trippers figures pack	www.modelu3d.co.uk	9014
Rectangular hopper	www.modelu3d.co.uk	2905
South Wales Transport Weymann Fanfare	www.oxforddiecast.co.uk	43WFA001

base onto which the model could be placed after modification of the Weymann Fanfare to suit the scene.

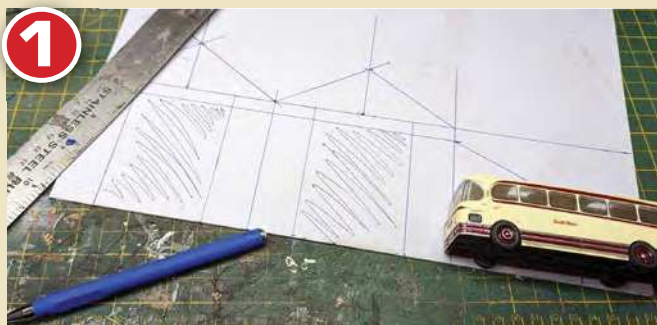
The following step by step guide goes through the process from

start to finish.

● Visit www.keymodelworld.com/making-a-scene to read our full collection of scenic modelling guides.

PLEASE TURN FOR
STEP BY STEP GUIDE





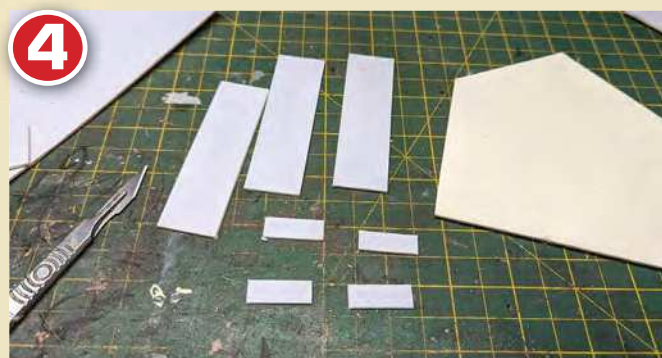
1 When scratchbuilding, there are no instructions - just you and an idea. To start the process, I used an Oxford Diecast Weymann Fanfare as a scale reference to design the depot frontage. Artists mount card has been used to create the basic structure, the key being to use a fresh blade when you start cutting the card.



2 With the basic shape now drawn, I added a side office. I came across a set of laser cut doors and windows in my spares box which fitted the bill. These were marked onto the building shell, remembering to make the window openings smaller than the window frames.



3 To cut out the components, I used a fresh scalpel and a steel straight edge. It is always best to run the knife along the cut line multiple times than to try and cut through in one go. You will also find that your cuts are more accurate with less pressure applied.



4 With the rear now cut out, it was time to make the side walls, the depth of which can be altered to suit your needs. I want to create a depth of about 25mm with the walls and to create additional strength, extra sections were cut out to brace the walls.



5 To join the parts together, I selected Deluxe Materials Rokat Card glue. This instantly grabs the card components together for a strong bond. The support tabs were also added together with roof supports to make the structure strong.



6 While the rear of the depot sets, we can work on the front panel. I was keen to add the feeling of depth to the front walls. For this I cut some thin 5mm strips of card. These were glued into place, making sure they were square. I also added upper strips to the doors on the inside.



7 With glue now dry in the rear section, I sprayed the inside Matt Black to give it a sense of depth by plunging the interior into darkness.



8 Next, the basic shell needs bricks. Finescale Flemish bond brick embossed plastic sheet from Squires has been used for this purpose. As the sheets were larger than the depot, I simply laid the building face down, bonding the brick sheets to the card shell with Rokat Card glue. Once dry, I loosely trimmed off the excess which will be cleaned up later.



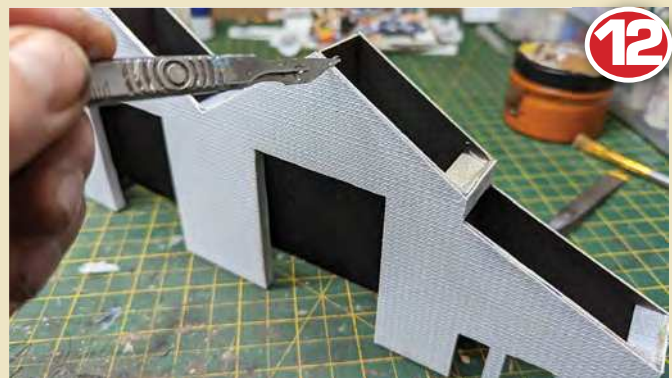
Next, I moved across to the window openings. I slowly scored the knife from behind until I broke through the plasticard, then, where required, I used a small file to tidy up the corners.



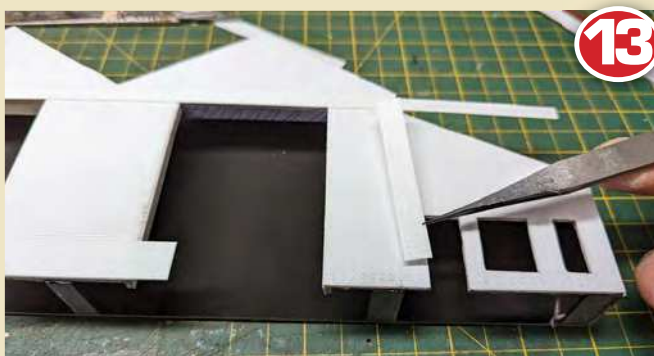
As the building is mainly viewed from the front, I was keen to hide any visible joints. This is the reason I have not trimmed the front to fit properly as it means I can hide the side joints of the brick plasticard. Once dry, the sides and openings can be trimmed so the brickwork is flush.



The two halves of the building can now be joined together using Roket Card glue. It may be necessary to use weights to hold the building down flat and level while the adhesive cures.



Once the structure is complete, you can clad the sides of the building. With all the main brickwork in place, it is time to trim the front. Very carefully start trimming away until you are left with flush clean edges.



With the main brickwork now complete, I wanted to add some architectural details. These were created using cut strips of brick embossed sheet overlaid on to the main brickwork. Using reference images as a guide, the strips were glued in place.



Across the door openings, iron support beams were added from plastic strip. These were cut to length and fixed in place with superglue.



15 For the roof, Wills corrugated sheeting was used, cut to size and fixed in place with Roket Card glue. Plastic strip was also added to model gutters and for the centre of the two joining roof pitches.



16 Painting follows a tried and tested method. Dabs of Daler Rowney Burnt Sienna, Burnt Umber and Yellow Ochre are placed on a plastic lid and then stippled onto the building in random patches until it is covered.



17 To seal the acrylic base colours, Matt Lacquer has been used. Only when this has fully dried can you move on to the next step.



18 With the lacquer now dry, focus turns to the bricks again. To create the mortar, I use Daler Rowney Buff Titanium and a spot of Burnt Umber applied with a wet brush. This is applied over all the brickwork, which doesn't look pretty to start with.



19 With the mortar paint still wet, it's time to work fast to remove it before it dries. I've tried a selection of methods for removing the excess paint and the best tool you can use is your thumb and a tissue to clean it with as you wipe away.



20 Using Tamiya X64 Dark Iron and a steady hand, I painted the iron girder. This also helps to break up visually the large area of brickwork.



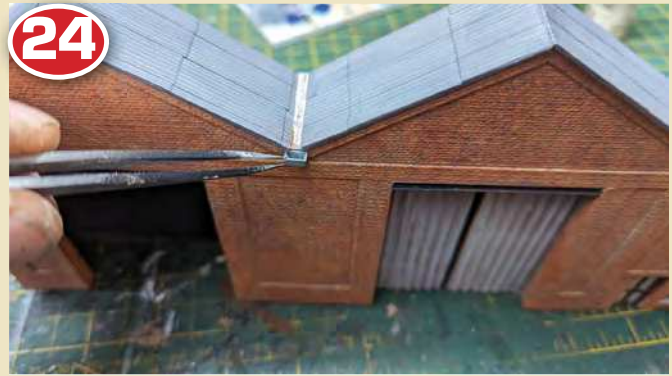
21 For the doors I wanted to model the classic concertina style. After looking through arts and crafts materials, I came across a brown foam which was ideal for the job. Panels were cut to size with a craft knife.



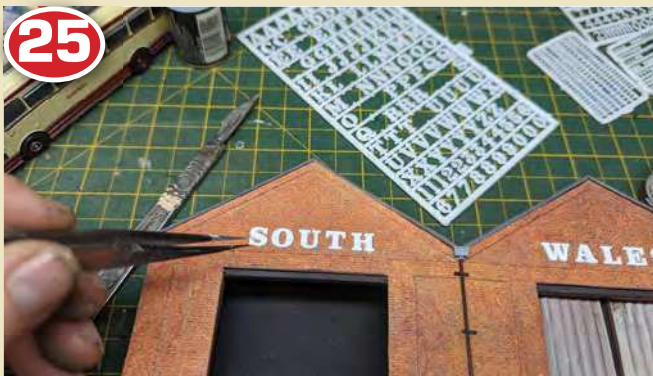
22 The doors were given a cream colouring, similar to the Weymann Fanfare South Wales Transport colour scheme, and by applying the paint thinly, the brown of the foam showed through as a rust effect. These were glued to make the doors appear as if they were not fully shut, adding more detail to the building.



23 For the office, Vallejo Burnt Red and Cream colours were used for the doors and window frames prior to them being fixed in position with Roket Card glue. Clear glazing was cut from plastic sheet.



24 The central guttering was built around a Modelu 3D-printed rectangular hopper (Cat No. 2905) which was glued in place and painted later in the build. A downpipe was added from plastic strip.



25 Another rummage through my spares box came up with a set of individual letters from Squires which were cut from their sprue and then spaced out across the doorways to spell South Wales.



26 As I wanted the bus to appear half inside, I used a razor saw to cut off the rear quarter of the model. I used a jig to ensure the cut was square all the way through the model.



27 Weathering started with War World Scenics Black Soot powder. This was applied gradually to build up the dirt around the building.



28 To fix the remaining three-quarters of the bus in place, I used a glue gun: superglue would have caused fogging of the clear glazing on the model.



29 To position the depot, I created a small MDF base painted grey and sanded to give the road surface a used look. Next, Scale Model Scenery's weathered road markings were added in front followed by a bundle pack of Modelu 3D-printed figures, suitably painted.



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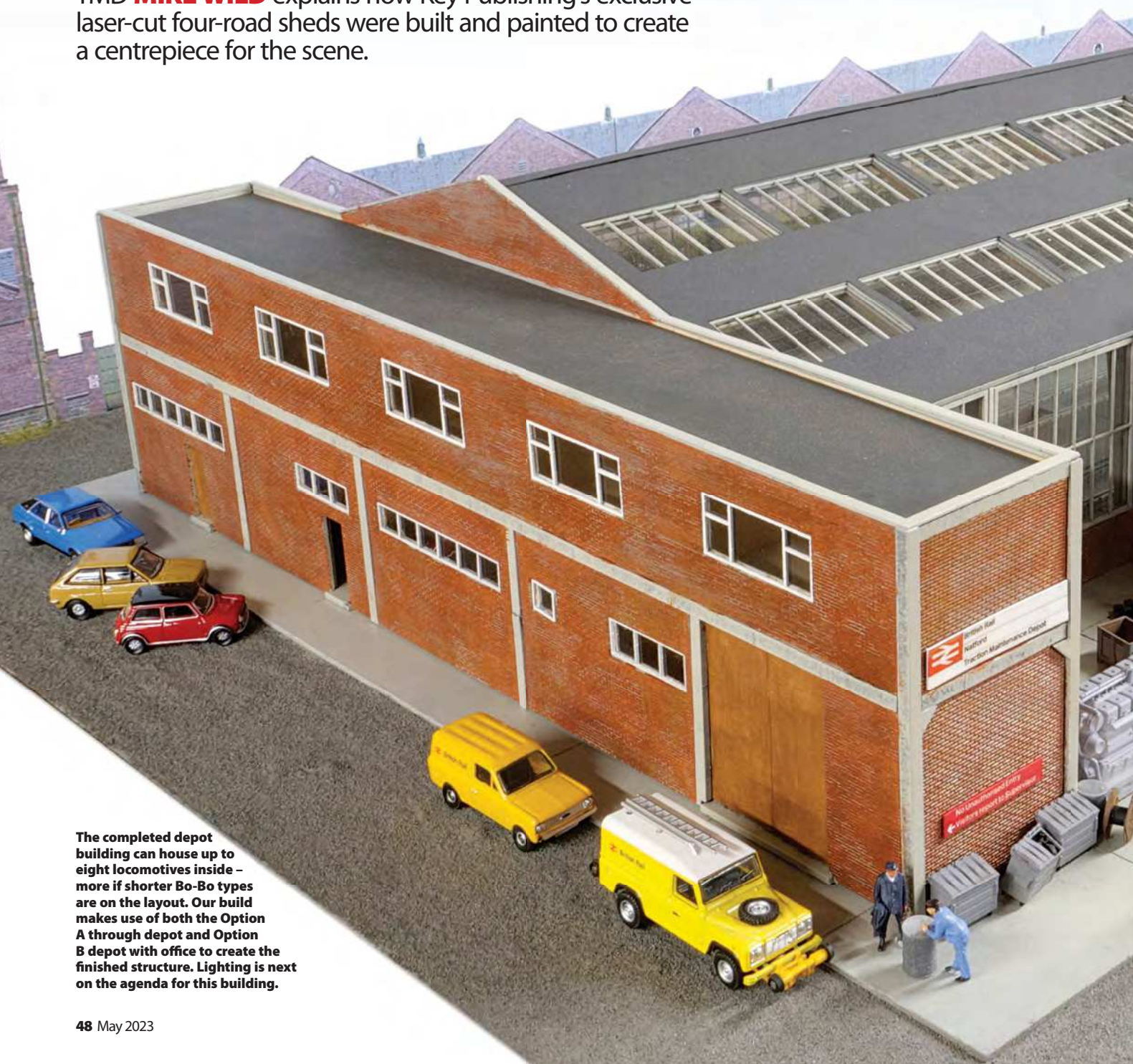
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BUILDING A **PART 2** DIESEL DEPOT

In the second part of our series on construction of Natford TMD **MIKE WILD** explains how Key Publishing's exclusive laser-cut four-road sheds were built and painted to create a centrepiece for the scene.

TO BUILD A TRACTION Maintenance Depot (TMD), we needed a building and we wanted this to be the centrepiece of our project to build Natford TMD. The structures at Stratford in East London and Finsbury Park in North London stood out to us - but how could we model such large structures within the 11ft x 2ft



The completed depot building can house up to eight locomotives inside - more if shorter Bo-Bo types are on the layout. Our build makes use of both the Option A through depot and Option B depot with office to create the finished structure. Lighting is next on the agenda for this building.

footprint of our new project layout?

The answer came in a partnership with laser-cutting specialist PJM Models – the design and cutting company behind many of the structures which adorn Pete Waterman's 2021 and 2022 Making Tracks layouts seen at Chester Cathedral and the Great Electric Train Show. Having decided our inspiration would be Stratford TMD, PJM Models created

a laser-cut kit to include the office building at one end and the stores to one side and, to make the building more flexible, we added an additional four-road through depot kit.

In combination, the kits can be used in multiple to build larger depots as we have for Natford TMD. Optional parts are included in the kits to allow two to be joined together while the kits also

WHAT WE USED		
PRODUCT	SUPPLIER	CAT NO.
Four-road through diesel depot kit	Key Publishing	MOD66
Four-road diesel depot and office kit	Key Publishing	MOD67
Grey Primer aerosol	Halfords	473116
Ford Dove Grey aerosol	Halfords	452896
Urban Diorama Colours	MIG Ammo	A.MIG-7177

include a full complement of laser-cut MDF and plywood parts as well as laser-cut glazing.

Assembly is straightforward as all

parts are designed to fit together with slots and tabs. To bond the parts together, we used Deluxe Materials Rokat Rapid superglue for the main structure and the same supplier's Glue 'n' Glaze for the windows as superglue would cause fogging of the glazing.

One of the biggest challenges with a building like this is painting, particularly with so many windows. We built the main structure of each building first, then separated all the window frames from the laser-cut fret to paint the building and window frames separately. This meant that the final process was installation of the glazing and painted window frames into the painted structure.

Both of our exclusive depot kits are available to purchase from the Key Model World shop at www.keymodelworld.com/shop while the following step by step guide explains our assembly process from start to finish. **HM**

● **Don't miss our four-part video series online at www.keymodelworld.com/building-a-diesel-depot where you can follow our build on video now. All four parts are live now and ready to watch!**

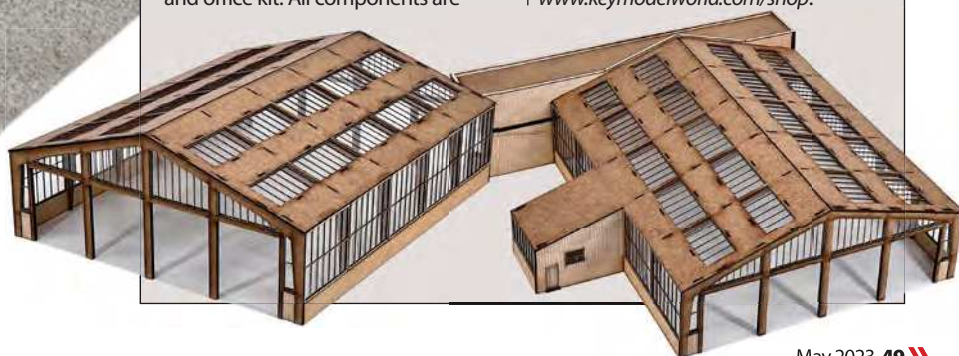
PLEASE TURN FOR
STEP BY STEP GUIDE

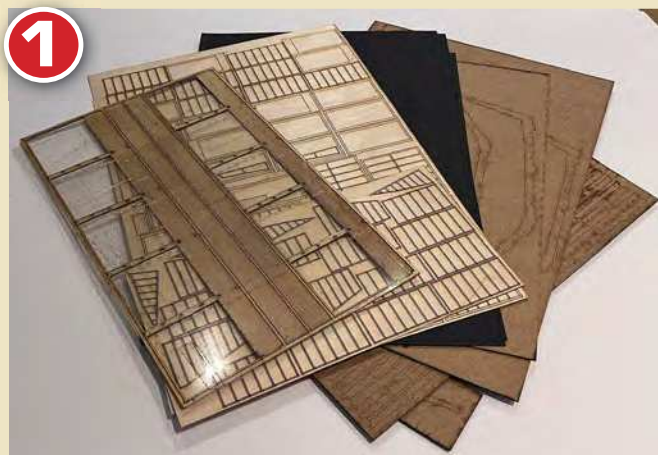
EXCLUSIVE

AVAILABLE NOW!

● Key Publishing has teamed up with PJM Models to offer exclusive laser-cut kits with our first releases being the depot structures featured on Natford. Prices start from £85 for the through depot kit and rise to £135 for the depot and office kit. All components are

laser-cut and the buildings are 367mm x 312mm (through design – Cat No. MOD66) and 427mm x 410mm (office design – Cat No. MOD67). Both kits are available exclusively through the Key Publishing modelling shop at www.keymodelworld.com/shop.

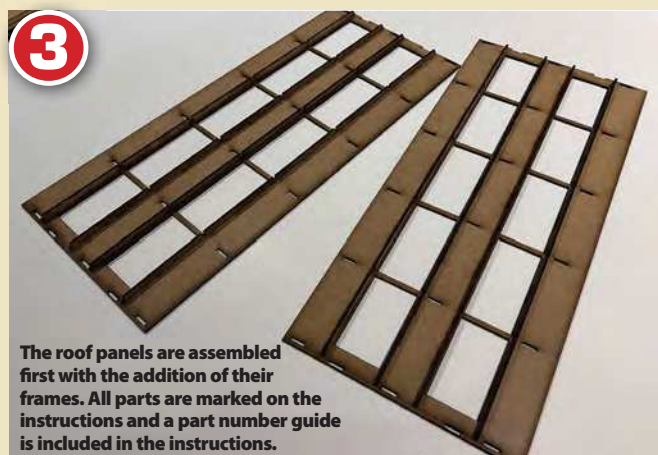




2 The kits are designed to allow the building to be constructed as standalone pieces or to be joined together. When joining kits together, the scored section at the end of the roof needs to be removed for a flush joint.



All of the components for the depot kits, including glazing, are laser cut. They are designed to be a tight fit, but if parts aren't fitting into their slots, check the clearances rather than forcing them in. Also note that once painted, parts like window frames will be a tight fit into their openings.



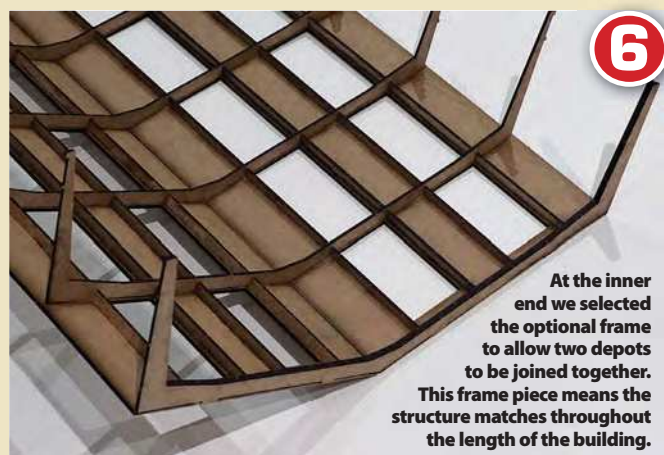
The roof panels are assembled first with the addition of their frames. All parts are marked on the instructions and a part number guide is included in the instructions.



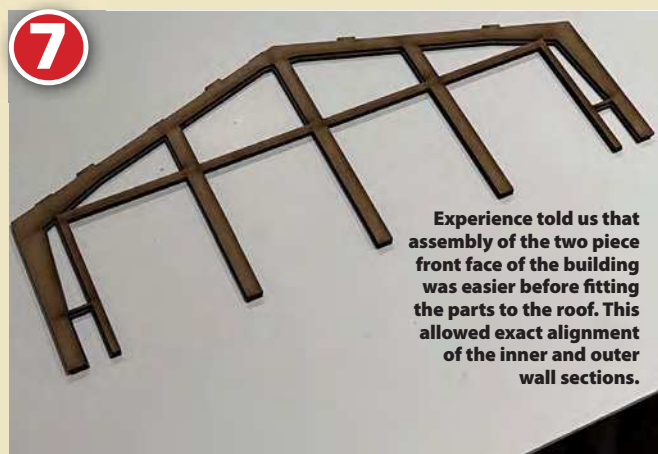
Assembly of the roof is handled one half at a time. We also found it easier to pre-assemble the two piece front panel of the building, see step 7.



5 After the roof frames, the main structure of depot can be assembled. We are using Deluxe Materials Rokat Rapid superglue through the main construction.



6 At the inner end we selected the optional frame to allow two depots to be joined together. This frame piece means the structure matches throughout the length of the building.



7 Experience told us that assembly of the two piece front face of the building was easier before fitting the parts to the roof. This allowed exact alignment of the inner and outer wall sections.



8 With the main structure complete, the inner and outer walls were added followed by the window frames. Again, Rokat Rapid superglue was used to fix all of these parts together.



9

A set of plywood window supports fit into the roof from below to support the final window frames. Note there are three styles – one for each end and a third for the centre roof windows in each row.



10

At this stage, the main structure of the through section of our depot building is complete. A number of the stages require repeating to achieve this result.



11

Next, our project moves on to the depot and office structure. Assembly of the main building is identical to the through building, except for the roof shape. Again we have removed the front edge following the score lines to allow the two depot sections to be joined together.



12

The inner wall is fitted to one side only at this stage as the other is connected to the office building. Note that the bricks face inwards on the main side walls as a separate brick strip is added to the outside later.



13

The office building is assembled in layers to create the inner structure and then add the brick overlays. Internal walls are included as well as doors. We recommend leaving the roof and floor separate as this will allow access to the interior at a later stage.



14

The inner wall, which is connected to the end of the office building, is added next to the main building now the office structure is complete.



15

The outer brick layers have now been added to the main building as well as the window frames, completing the structural elements of the build.

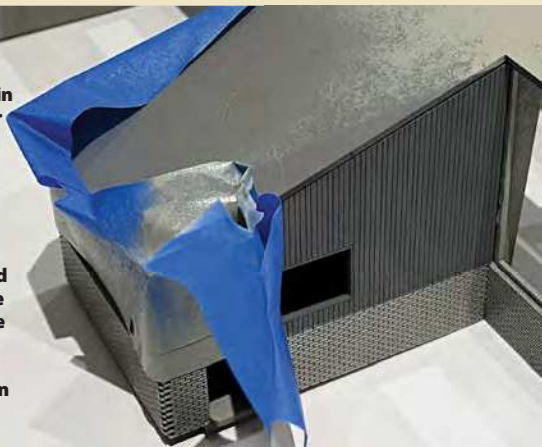


16

The MDF and plywood base materials will require priming before painting. We used Halfords grey primer to cover the entire structure inside and outside. We have yet to fit the windows and frames, which were cut from their frets and painted with the same colour processes.

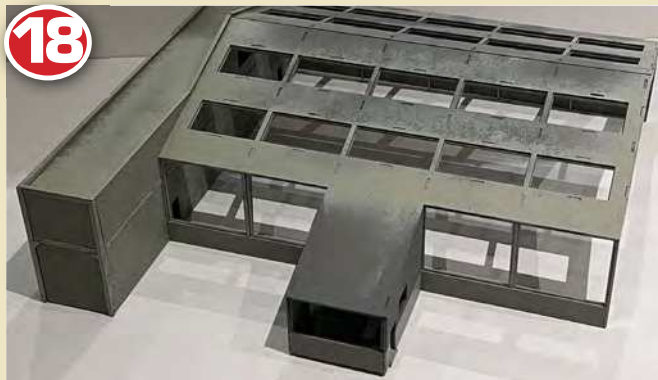
17

To maintain the primer grey colour to the upper part of the stores structure, we masked this before adding the concrete colouring to the main buildings.



18

The concrete colour applied to the framework is Ford Dove Grey from the Halfords spray paint range. The window frames were painted the same colour and left to dry before moving to the next stage.



19

The windows and frames are a repetitive but rewarding task. Laser cut glazing is included in the kit and slots into each opening prior to the addition of the laser cut window frames. We pre-painted all the window frames with Halfords grey primer and Ford Dove Grey before assembly.



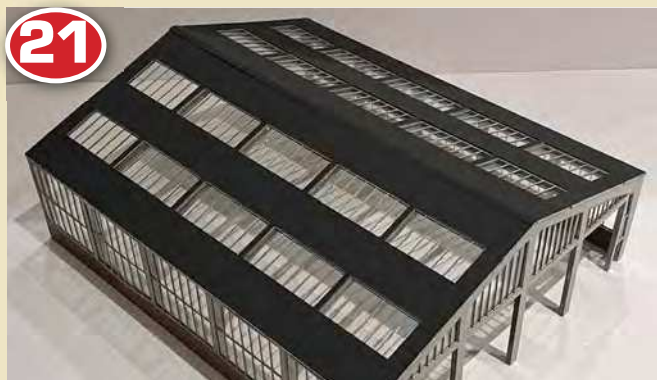
20

Our adhesive of choice for the glazing and window frames is Deluxe Materials Glue 'n' Glaze which dries clear after application.



21

Black card cover layers are included in each kit to add to the roof after the glazing and window frames have been installed. We secured these in place with Glue 'n' Glaze, but you could use spray mount as an alternative.



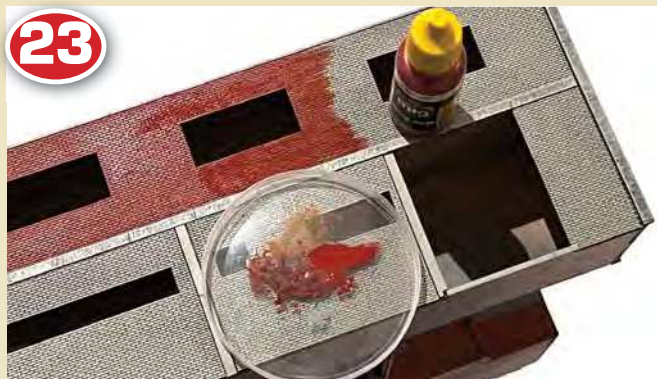
22

Brickwork uses a combination of MIG Ammo Urban Diorama colours using dry brushing techniques.



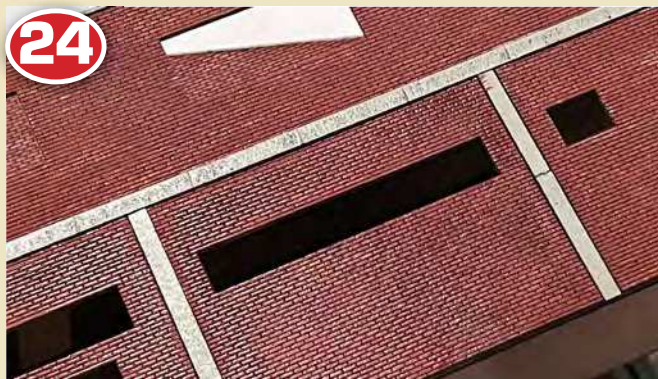
23

The brick painting starts with Dart Dust (A.MIG-041) from the Urban Dioramas paint set. A small amount at a time is placed on a plastic tray and then brushed across the brick faces.



24

Next, successive coats of Earth Brown (A.MIG-064), Red Primer Light Base (A.MIG-921) and finally small amounts of Ochre Brown (A.MIG-102) are added to give texture to the brick faces.



25



Finally, Stone Grey (A.MIG-075) is lightly washed across the bricks and allowed to run into the mortar courses to soften the finish. The finishing touch was application of Lifecolor Warm Wood to the doors.

26



The two buildings are now assembled and, having checked they match correctly on the workbench, are ready for installation.

27



To create the hardstanding around the Peco inspection pits, we used 2mm MDF cut to shape. The sizes were measured, transferred to the MDF sheets and then cut with a craft knife. When cutting MDF with a craft knife, make several light passes for a neat cut and then sand the edges.

28



The hardstanding was built up in sections around the track base, ensuring each successive piece fitted together square with the previous piece.

29



NEXT ISSUE

- In the next issue of *Hornby Magazine* we explore the detailing of the depot scene including the use of Sankey Scenics backscenes, Westhill Wagon Works accessories and more – on sale May 4 2023. Don't forget to visit www.keymodelworld.com/building-a-diesel-depot to watch our full four-part video series. All four parts are available now!

The hardstanding runs beneath the entire depot building (including the office) for a consistent ground height. The MDF pieces were glued in place with contact adhesive and the base rails were tacked in place with superglue.

30



To finish the hardstanding, it was painted with Halfords grey primer and given a soft coat of Ford Dove Grey to create a patchy concrete finish. Weathering was applied using Geoscenics Black Concentrate applied by airbrush and manipulated by brush for the final look.

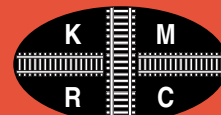


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Coverdale

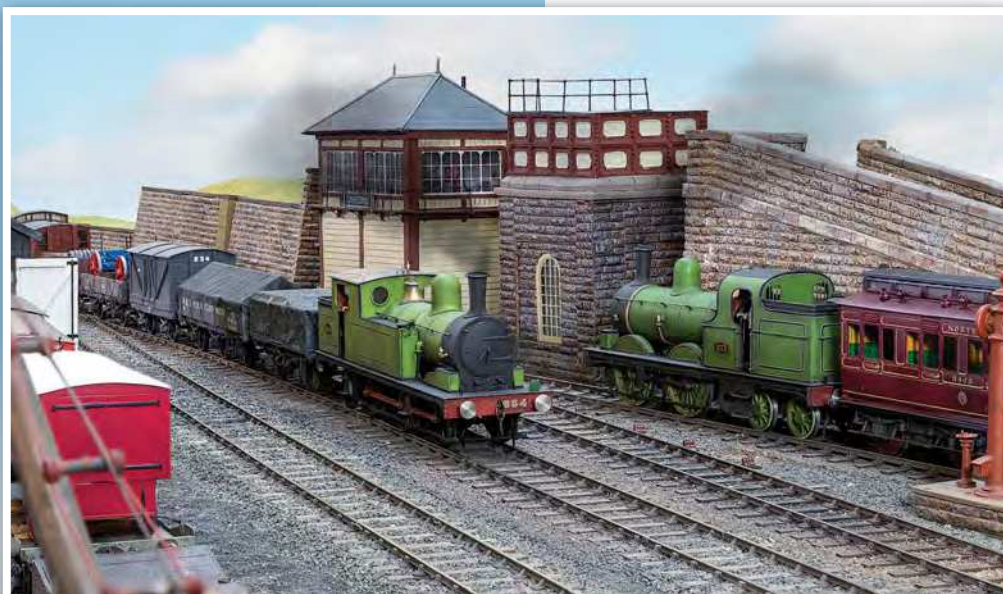
A fascinating never-built railway is the subject of Keighley Model Railway Club's pre-grouping 'O' gauge layout. **JOHN BUCK** explains how history was altered to bring this route to life.

PHOTOGRAPHY, JONATHAN NEWTON



1 Right: A busy scene at Coverdale as Worsdell NER 'N8' 0-6-2T 864 approaches with a goods train and a Fletcher 'G6' 0-4-4T departs the bay with a local stopper.

2 Below: Passengers and platform staff ready themselves as a North Eastern Railway 'O' Class 0-4-4T rumbles in to Coverdale station with a local stopping train.



COVERDALE is a classic 'might have been' layout. It started life as part of a grand plan by the Yorkshire Dales Railway (YDR) that would give access to the industrial North East

and the North West from Skipton. The proposal included a line that would extend from Grassington further up Wharfedale and into Coverdale via a 6,000yd tunnel under Great Whernside to join up with the North Eastern Railway (NER) at Leyburn.

The plans were overambitious and the North Eastern Railway objected to any invasion of its territory, so that part of the plan failed. The YDR was, however, able to construct a line from Skipton to Grassington with Midland Railway support. Although the Midland Railway provided locomotives, rolling stock, signalling and track maintenance, the YDR survived until 1923 when it was absorbed by the London Midland & Scottish Railway (LMS).

The Coverdale part of the YDR proposal was never realised. Even if agreement could be reached with the NER, the enormous expense of building a deep tunnel to get between the two dales at Kettlewell could never be justified by the anticipated traffic.

THE LAYOUT

Such constraints do not apply to railway modellers. In this alternate history, we built the tunnel and placated the NER. Now we have a railway through Coverdale built by the YDR/MR with the NER having joint running powers. If the full ambitions of the YDR had been realised then there would also be the prospect of London & North Western Railway trains.

Building started 12 years ago with, over the years, many members making a contribution. The boards are constructed from 9mm ply. This makes them strong and resilient but also heavy. There are five 5ft 6in long scenic boards and two 6ft long storage yards. The layout has been exhibited but its size and weight make it cumbersome and expensive to transport. »



A North Eastern Railway
'O' 0-4-4T approaches
Coverdale at the head of a two-
car stopping train.



A bystander
watches from the
footbridge as a Kirtley '1P'
0-4-4T passes below.





 The driver of the Kirtley 0-6-0 peers through the spectacle glass as the locomotive extracts loaded open wagons from the mill.



The track plan evolved in two stages. The first station yard had a pair of interleaved points with a crossing similar to the one at Damems on the Keighley & Worth Valley Railway. While prototypical, this configuration, when compressed to fit on the layout, proved difficult to operate effectively.

About five years ago the interleaved points and crossing were replaced by a loop with a double slip when the layout was radically reconstructed. This revision also removed a number of buildings to give the layout a more open feel. At this time we also created a short extension through a tunnel onto the storage yard to serve a quarry. A quarry gives a reason to keep the line open into the 21st century. The opportunity was also taken to rewire and fit Cobalt point motors. Operation is by two controllers which allows both storage yards and the quarry siding to be operated.

All the track is hand laid with the exception of two double slips which are from Peco. The hand laid track is on wooden sleepers with C&L chairs. The two Peco double slips have had their original tie bars removed in favour of something more realistic. The track is all constructed to correct Midland Railway standards, including rail section length, sleeper spacing and inter-track spacing.

To date there has been little demand for Digital Command Control (DCC), but this may change and the option to make it available is being considered. The changes greatly improved operating potential, although the storage yard length puts constraints on train length. »



MORE RECONSTRUCTION

A planned move within the club will give us the opportunity for a second less radical reconstruction. We will be able to remove the two storage yards and replace them with a continuous circuit. It is not intended to change the overall feel of the layout but some changes will be needed to accommodate the curves needed to fit it into its new space. The opportunity will also be taken to improve some of the existing structures. The big advantage of the new configuration is that it will be possible to run realistic length trains. We also hope to make the layout multi period. Most if not all of the structures would have had very long lives. By making the figures and possibly a few other items removable we will be able to switch period and enable a greater range of stock to run.

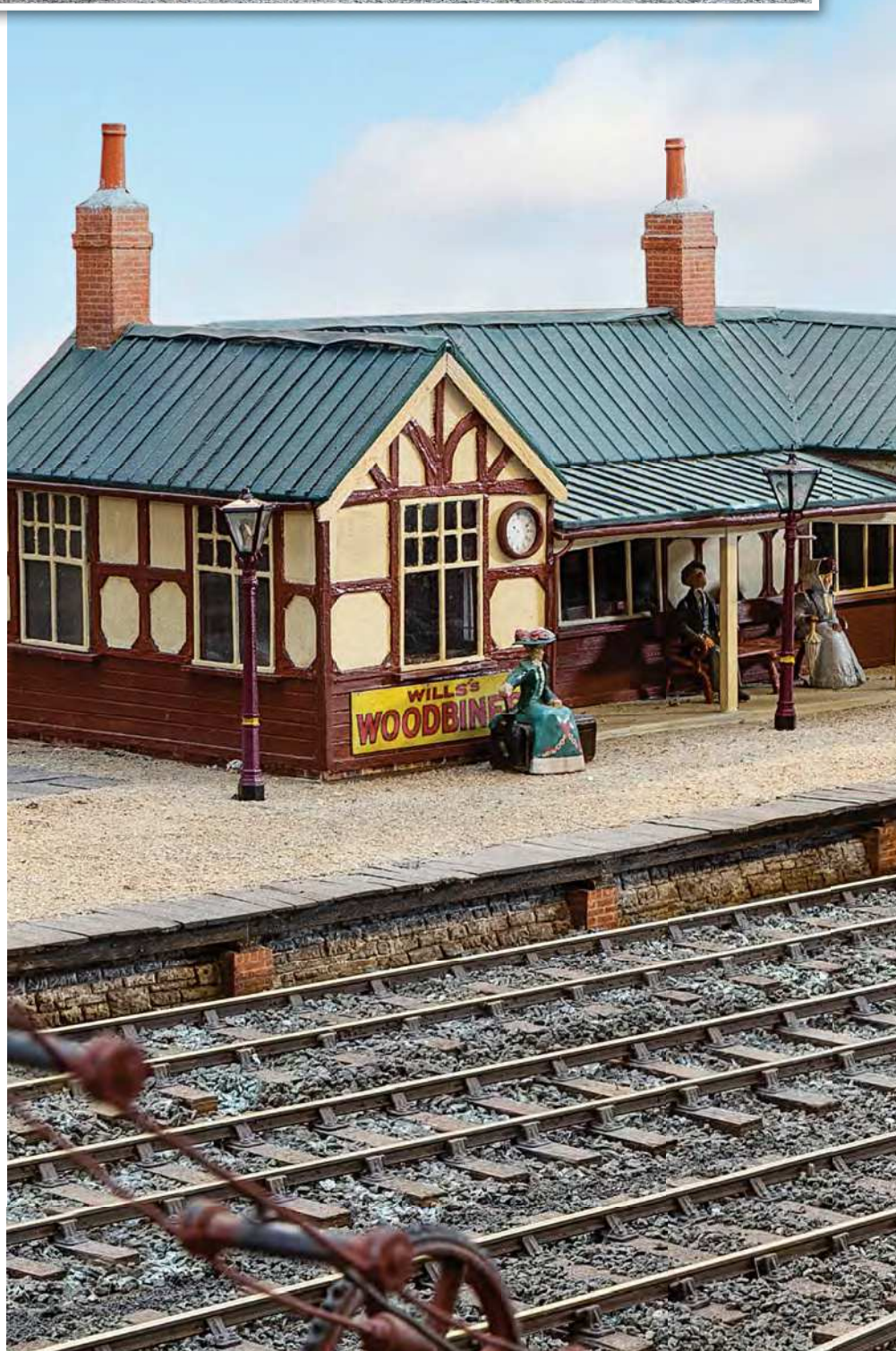
As the layout is intended to represent an area of low population in the Yorkshire Dales, we have kept buildings to a minimum although the mill buildings are relatively big.

STRUCTURES

The railway buildings are typical Midland Railway, with a signalbox and small goods shed. The station is typical of the small wooden structures favoured by many railway companies at the turn of the last century and is based on the station building at Grassington, which would have been a few miles further down the line. The platform is interesting in that it has brick pillars with a sloped infill of stone. This matches the platform at Grassington and other stations on that line.

The mill building on the right is, with the goods shed, all that remains of the original buildings on the layout. The second mill and the boiler house are part of the first reconstruction. The gap between the two buildings provides an interesting viewpoint. They also create height in the middle of the layout giving a sense of distance beyond.

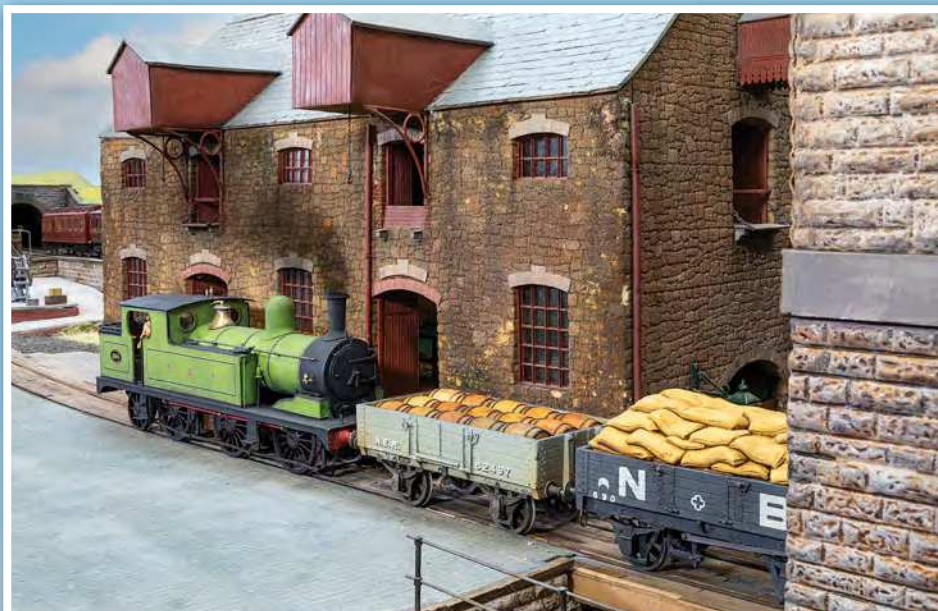
The unusual footbridge just beyond the >>



6 Left: Midland Railway railmotor 2233 passes through Coverdale as a member of staff stokes the boiler in the boilerhouse. It looks as though the signalbox windows are about to receive a polish too.

7 Right: Worsdell 'N8' 0-6-2T 864 propels a short rake of loaded wagons into the mill at Coverdale.

8 Below: Johnson '1P' 0-4-4T 1263 slows for its Coverdale station stop. The vehicle immediately behind the locomotive is a Midland Railway meat van.





Worsell NER 'P2' (LNER 'J26') 0-6-0 1172 eases past Coverdale signalbox at the head of a goods train.



platform is a model of Ings Bridge on the Grassington branch of The Yorkshire Dales Railway. It carries an ancient footpath from Linton to Threshfield and still exists, long after the railway was shut.

There are plans to signal the layout. It is intended to have them demountable and operating. Although we could make them interchangeable with modern colour lights, it is also probable that such a marginal line would have retained semaphore signals.

Originally stock was pre-grouping, mostly NER and MR. Most of the stock is kit or scratchbuilt and the NER locos are radio controlled. Radio control offers many advantages over DC and DCC and I expect that its use will increase in the future. The advent of good quality ready-to-run models in 'O' gauge has led to members turning up with more modern stock, some of the locomotives not even having chimneys.

FULL POTENTIAL

Overall, I think we have created a layout that reflects the timeless atmosphere of a small station in the Yorkshire Dales.

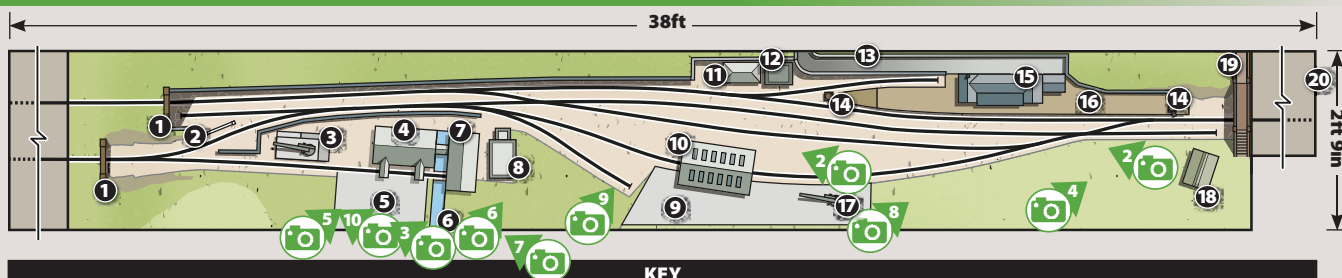
The layout was conceived as a project to draw new members into the Keighley club and this is still the case. We would like more people to get involved in converting Coverdale into a continuous run layout that will unleash its full potential by allowing full length trains to run. If you are interested, please come along to Keighley Model Railway Club. This upgrade will take place in conjunction with the longer term planning of a completely new layout that will eventually replace Coverdale.

The group has also committed to building a 12ft module that will be part of the Gauge 'O' Guild's modular layout project. If you just want to see the layout, it is based at Keighley Model Railway Club and can be viewed on one of our open days. See the KMRC website for details. **HM**

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



COVERDALE TRACK DIAGRAM (NOT TO SCALE)



- ① Tunnel
- ② Gate
- ③ Loading ramp
- ④ Warehouse
- ⑤ Hardstanding

- ⑥ Stream
- ⑦ Mill
- ⑧ Boiler house
- ⑨ Goods loading dock
- ⑩ Goods depot

KEY

- ⑪ Signalbox
- ⑫ Water tower
- ⑬ Road
- ⑭ Water column
- ⑮ Station building

- ⑯ Platform
- ⑰ Goods crane
- ⑱ Shed
- ⑲ Footbridge
- ⑳ To/from storage yard



A Kirtley 0-6-0WT eases a rake of loaded limestone wagons from the quarry as Worsdell 'P2' (LNER 'J26') 0-6-0 1172 passes with a mixed goods.



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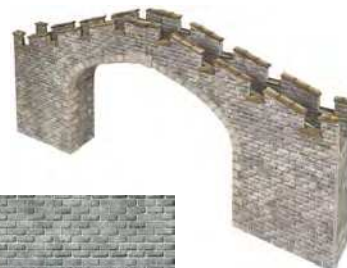
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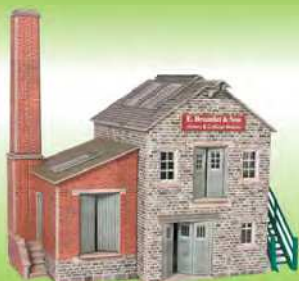
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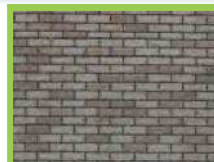


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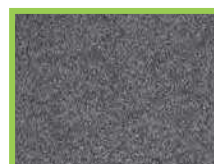
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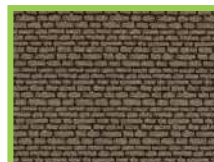
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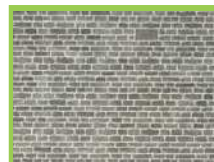
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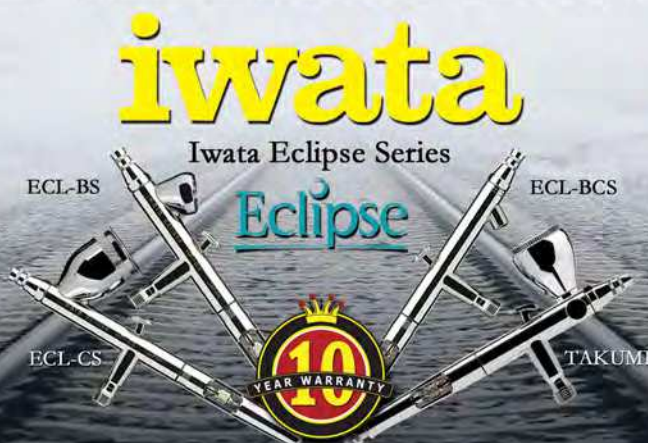
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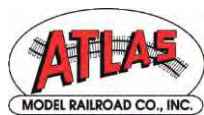
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Sonic Models GCR 'A5' DEBUTS

FIRST REVIEW

A new name in 'OO' gauge ready-to-run has delivered its first ready-to-run locomotive – the Great Central Railway 'A5' 4-6-2T. **MIKE WILD** takes a closer look at this enticing new addition for Eastern Region modellers.



THE 4-6-2 WHEEL arrangement was an unusual format for a tank engine, but the LNER inherited four designs at the 1923 Grouping - three from the North Eastern Railway and what became the 'A5' from the Great Central Railway.

These substantial tank engines were Robinson's last passenger tank engine design and were introduced in three batches between 1911 and 1917 with a fourth batch ordered by the GCR built after the 1923 Grouping by the LNER with a fifth and final order placed with Hawthorn Leslie by the

LNER and delivered in 1925-1926. They were originally classified '9N' by the GCR.

These 44 locomotives were built with passenger service in mind and they could be found on ex-GCR lines as well as on ex-North Eastern and Great Northern line passenger trains. The last was withdrawn in 1960 and none have been preserved. Read our full Reality Check class history on pages 72-75.

THE MODEL

Sonic Models announced its plans to produce a first-ever ready-to-run 'OO' gauge model of the characterful 'A5' 4-6-2T in August 2021 – an exciting addition for the scale and the manufacturer's first



TECHNICAL DETAILS

Supplier:	www.railsofsheffield.com
Cat No:	S4101-01 and S4101-07
Description:	GCR 'A5' 4-6-2T
Builder:	Gorton Works and Hawthorn Leslie
Region:	Eastern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	171mm
Price:	£149.95 (DCC ready)
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:	One
Wheel arrangement:	4-6-2T
Purpose:	Passenger

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"Both models are superbly assembled and have a very solid feel through the use of die-casting for the main body elements including the boiler and side tanks."

MIKE WILD



step into 'OO' gauge locomotives following the successful arrival of its first 'N' gauge models.

The 'A5' is available exclusively through Rails of Sheffield with a choice of Great Central Railway, London and North Eastern

Railway and British Railways era locomotives. For review we had the opportunity to inspect two versions finished as 373 in elegant Great Central Railway lined green (Cat No. S4101-01) and 69804 in BR lined black with early crests

(S4101-07).

Both models are superbly assembled and have a very solid feel through the use of die-casting for the main body elements

Sonic Models' first ever ready-to-run 'OO' gauge model is the Robinson 'A5' 4-6-2T. Our review samples were finished as 69804 in BR black with early crests and 373 in Great Central Railway lined green.

including the boiler and side tanks. Impressively, the tooling also caters for detail differences including original open sided and later closed cabs as well as different domes and »

coal rail styles.

The overall dimensions are close to the prototype with the locomotives measuring 171mm over buffers, ever so slightly under the 172mm they should be to model the 43ft length exactly. The height is correct while the proportions of the 'A5' are well captured by Sonic Models.

While there are a lot of good points to appreciate about the 'A5', there are also a couple of elements which aren't quite so good. The lip on the top of the chimney isn't as pronounced as images of the real locomotives show while the dummy screw link coupling is simplified too much in our view. In addition, we noticed a little distortion in the coal rails on our GCR sample while the red paint on the buffer beams didn't have 100% coverage.

However, those points aside, there is much to appreciate. For starters, there are sprung buffers of two different types at each end of the locomotive together with NEM coupling pockets which sit neatly in line with the buffer beams. The smokebox door looks spot on and features period correct darts for different locomotives together with separately fitted handrails and alternative upper lamp iron positions to suit GCR/LNER and BR period locomotives.

The good work continues along the boiler where different domes are available in the tooling suite and there is also separately fitted pipework, handles, safety valves

The Great Central Railway lined green livery has been recreated to a high standard by Sonic Models.



and more. The bulky side tanks are also reproduced well, together with correct shaping of the footplate around the sides tanks. Completing the picture is a detailed

underframe which features factory fitted brake shoes in line with the wheels, sandboxes and optional brake rigging in the accessory pack to further enhance these 4-6-2Ts.

Livery application is also impressively well done overall and includes finely applied lining on both the GCR and BR locomotives as well as neatly printed numbers,

Separately fitted metal handrails.

Moulded chimney.

Period correct smokebox door dart.

Sprung metal buffers.

The motor is mounted at the front of the chassis and drives the centre axle. A Next18 decoder socket and 15mm x 11mm cube speaker are mounted in the bunker.

Turned metal wheels.

Five-pole motor and brass flywheel.

crests and builder's plates. Even the cab interior is fully painted, despite it being difficult to see on the BR version with side window cab. Happily the cab roof can be removed for full access to fit a crew – a nice touch.

PERFORMANCE

On the track we were impressed with the performance of these 4-6-2Ts. Interestingly, most of their weight comes from the

body rather than the chassis – the latter appearing quite lean by comparison to other locomotives. However, don't let that concern you as once we had followed the running in procedure outlined in the instruction sheet, these two locomotives ran beautifully during our testing and proved capable of hauling a 10-coach train with ease.

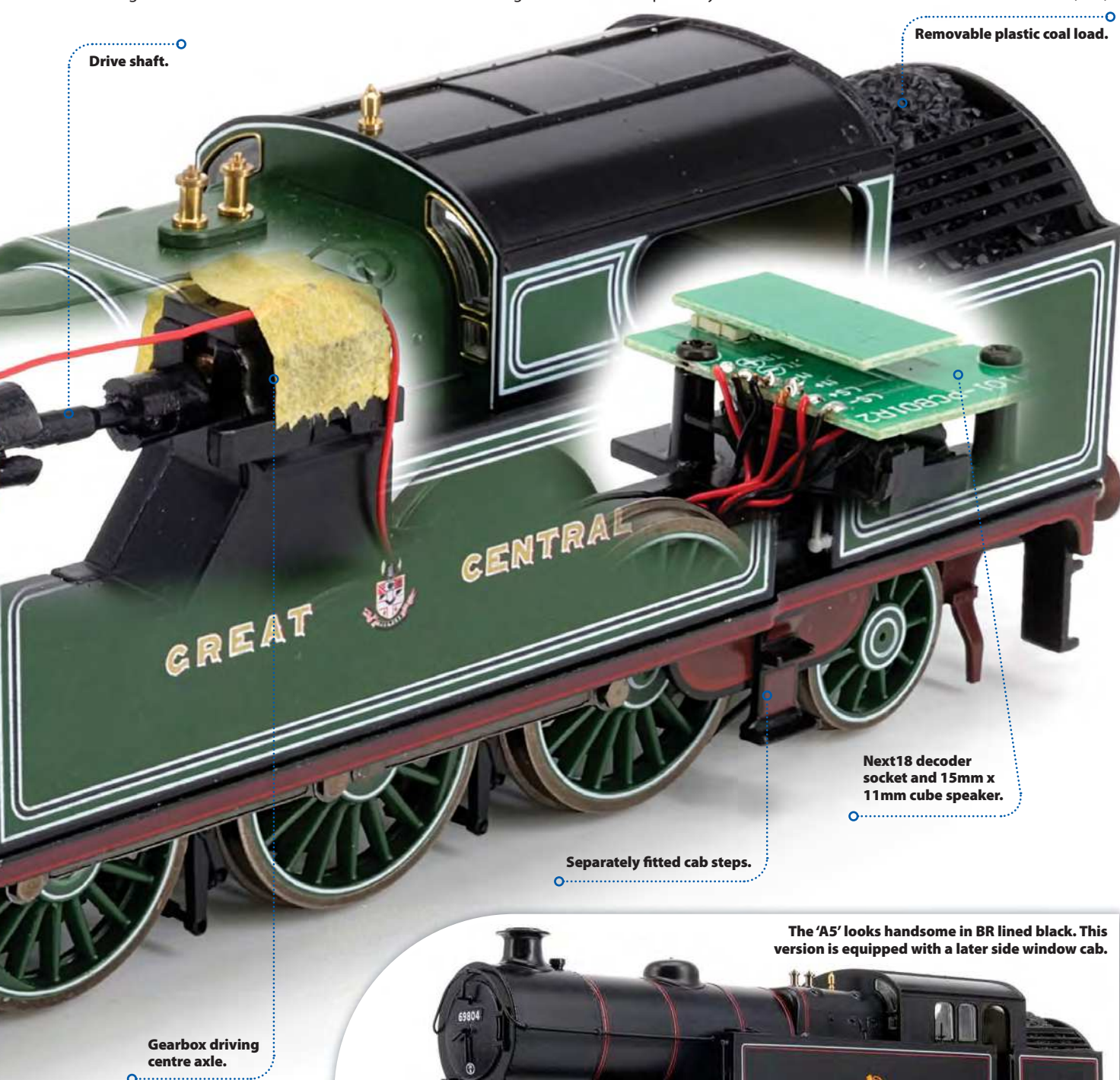
Inside, the models are equipped with a Next18 decoder socket mounted in the bunker together

with a 15mm x 11mm cube speaker beneath the decoder socket. Access is straightforward and requires the removal of three screws from the underside of the model. Care is needed when reassembling the 'A5s' to ensure the sand pipes aren't trapped by the wheels.

OVERALL

Sonic Models' debut 'OO' gauge locomotive is an excellent choice, and importantly a class which

has never been covered before. The rugged looks of the real locomotives transpose well into 'OO' gauge and overall we feel that Sonic Models has done a good job on its first product for the scale, despite a couple of small points. If this is a sign of the future, we can see Sonic Models creating attractive 'missing links' to a high standard. A great start in 'OO' gauge which we would be happy to add to our own collection. (MW)



GREAT CENTRAL RAILWAY 'A5' 4-6-2T

Built originally for heavy suburban traffic out of London Marylebone station, the 'A5' 4-6-2Ts spread their wings to all corners of the London and North Eastern Railway's system. **EVAN GREEN-HUGHES** looks into the history of this long extinct class.

Great Central Railway
(GCR) 'A5' 4-6-2T 69814
enters Princes Risborough
station with the empty
coaching stock for the 0816
train to Marylebone in
October 1948. [H.K Harman/](#)
[Rail Archive Stephenson.](#)



AT THE DAWN OF THE 20th century, commuting into and out of major cities had become an established feature of life. Increased income meant that many in the middle classes had deserted poor conditions in the city centre and taken up residence in newly-developed suburbs.

What became known as commuter traffic was soon a major source of income for the railways, with one of those benefitting greatly from this being the Great Central Railway (GCR). It was a latecomer to the capital but won a great deal of this business from its Marylebone terminus, helped by the expansion of London Transport services into what became famously known as 'Metroland'.

This nascent traffic was in the hands of 4-4-2Ts but as trains got longer and timings were accelerated they struggled. The issue was considered by the GCR's Chief Mechanical Engineer, John Robinson, who concluded that a large-boilered tank locomotive with superheating and six coupled wheels was required. Any replacement would also need to have the ability to run equally as fast

in both directions (hence opting for a tank locomotive) and would need good acceleration.

The resulting design, which was initially known as the GCR Class '9N' but which later became the 'A5', was one of the earliest GCR types to be superheated and initially two different types each with 18 elements were fitted. The first ten engines had Schmidt equipment while the rest of the 21-strong batch had a design by Robinson himself. All were later altered to the Robinson pattern.

Following normal GCR practice, the cabs did not have side windows and all locomotives were fitted with water pick-up equipment, although this was later removed. Construction was undertaken by the company at its Gorton works in Manchester, with locomotives being constructed between 1911 and 1917.

Although intended to be identical there were a number of variations in this batch. Locomotives constructed from 1912 onwards had 24-element superheaters with the vacuum exhaust pipe being placed outside of the boiler while from 1914 a 22-element design was adopted. Around 1917, boiler top-feed apparatus >>

LNER A5 4-6-2T

Designer:	John G Robinson
Built:	1911-1926
Withdrawn:	1942-1960
BR Number Series:	69800 - 69842
Builder:	Gorton Works
	Hawthorn Leslie and Co
Purpose:	Suburban passenger
Power classification:	'4P'
Wheel arrangement:	4-6-2T
Total length:	42ft 11in
	43ft 3in (1925-26 batch)
Weight (locomotive):	85 tons 18cwt
	90 tons 11 cwt (1925-26 batch)
Pony wheels diameter:	3ft 6in
Driving wheel diameter:	5ft 7in
Trailing wheel diameter:	3ft 9in
Valve gear:	Stephenson with 10in piston valves (8in on 1925-26 batch)
Boiler:	5ft 0in
Boiler pressure:	180psi
Cylinders:	Two inside, 20in x 26in
Tractive effort:	23,750 lbs
Number in class :	44
Coal capacity:	4 tons 3cwt
	4 tons (1925-26 batch)
Water capacity:	2,280 gallons
	2,100 gallons (1925-26 batch)



was introduced, which later became standard, while in 1920 Ross pop safety valves were fitted and boilers lost their safety valve base covers. Two different sizes were used on the class - short and tall. In 1919 some locomotives were fitted with 'Reliostop' apparatus, which was a form of mechanical automatic train control equipment bolted to the footplate below the cab on the left-hand side. Finally, three or five coal rails could be seen on the bunker.

POWERFUL AND RELIABLE

The 'A5s' quickly proved successful, with the whole batch being allocated to Neasden and employed on the intended suburban services. There were, however, issues with the cab design and so, in September 1921, 450 was slightly rebuilt so that it had a cab with better side protection and cab windows. All other members of the initial batch were eventually modified in this way, although this took until 1926 for work to be completed.

In 1923 a further ten locomotives were ordered from Gorton, and these had side window cabs from new. One modification



The driver looks on as GCR 'A5/1' 4-6-2T 69823 rumbles through Guide Bridge in the mid 1950s. K. Field/Rail Archive Stephenson.

was the fitting of ash ejection equipment which resulted in an extra pipe entering the smokebox on the right-hand side of the engine, but this was removed between 1934 and 1937. Like the earlier batch, these engines were built to the rather generous Great Central loading gauge which limited

where they could be used, and as a result later in their lives some were fitted with lower, flatter domes and Gresley-style chimneys to widen their sphere of operation.

Following the Grouping of 1923 the newly-formed London and North Eastern

LNER 'A5' VARIANTS (AS BUILT)		
DESIGNATION	NUMBERS	DESCRIPTION
'A5#'	69800-69819	Original design to GC loading gauge Right-hand drive
'A5/1'	69820-69829	To GC Loading Gauge Right-hand drive Side window cab
'A5/2'	69830-69842	To LNER rolling stock gauge Left-hand drive Side window cab Originally fitted with Westinghouse pump
*Earlier locomotives fitted with side window cab 1924-26		

GCR Class 'A5/2' 4-6-2T 9842 puts in a spirited performance near Hawsker at the head of a Whitby to Scarborough train in June 1947. T.G. Hepburn/Rail Archive Stephenson.

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Railway (LNER) commissioned another batch of 'A5s' for service in the North East of England. This time construction took place at contractor Hawthorn Leslie and Co. and this batch had a number of modifications, principally to bring them within the LNER's corporate loading gauge.

Fitted with side window cabs from new, these locomotives had flatter boiler domes and Gresley chimney, while the cab roof was reduced in height by 2in. The overall width of the locomotive was also reduced by 2in by cutting down the size of the side tanks and this reduced the water capacity by 180gallons and the coal capacity by three hundredweight. Redesigned cylinders were fitted, with the piston valves reduced in diameter from 10in to 8in inches and being given a longer travel.

Apart from the earliest of this batch, these locomotives had a slightly revised frame behind the smokebox intended to make oiling up easier following complaints from North Eastern footplatemen. A slight revision in dimensions saw an increase in length of 3in and left-hand drive was fitted instead of the right-hand previously employed. Westinghouse air brakes and Raven fog signalling equipment were fitted from new but were later removed.

SPREADING THEIR WINGS

The arrival of the 1923 batch caused some of the earlier locomotives to be moved to Woodford and Annesley. The following year, six were moved to the West Riding of Yorkshire where they were shedded at Ardsley and found employment on the very hilly route between Bradford and Wakefield. This was not entirely successful as the engines were sent to Neasden and King's Cross four years later. At King's Cross, the 'A5s' replaced tender engines on the Hitchin and Baldock services, doing away with the requirement to run some services tender first. Some were later deployed on the route between Rickmansworth and Aylesbury.

There were more transfers to Yorkshire in the summer of 1937 when four went to Bradford for a few months while five were sent to the same area in 1941 when some 'N2' 0-6-2Ts were sent the opposite way. However, by 1942, the 30

Oil-fired Great Central Railway liveried 'A5' 4-6-2T 24 rests between duties in 1921. P.F. Cooke/Rail Archive Stephenson.



LNER 'A5' BATCHES AND NUMBERING

DATE	BUILDER	ORIGINAL NUMBERS	LNER (LATER)	BR
1911-1917	Gorton	23-24/128-129/165-170/371-374/411/ 447-452	9800-9819	69800-69819
1923	Gorton	3/6-7/30/45-46/88/154/156/158	9820-9829	69820-69829
1925-26	Hawthorn Leslie	1712/119/1738/1750/1756/1760/1766-68/1771/1782/1784/1790	9830-9842	69830-69842

remaining members of the class were all back at Neasden where they remained until replaced by new Thompson-designed 'L1s' from 1948 onwards. A transfer to Lincolnshire then followed with Lincoln, Grantham and Boston each having an allocation. Two were later sent to Saltburn, then moving to Hull. Three spent some time then at Norwich where they performed admirably on the heavily-graded Cromer line.

In 1954, five were sent to Gorton for working expresses between Manchester Central and Guide Bridge but were also used on suburban trains out of what was then London Road station. This was short-lived as they were soon replaced by 'L1s', after which they were withdrawn and cut up. A similar fate awaited the remainder in Lincolnshire which were displaced by the arrival of new diesel railcars.

The history of the later, LNER built, engines was rather different. The 13 class members were allocated to Gateshead, Heaton and Blaydon and were employed on local passenger services on Tyneside. In 1928, six were sent to Saltburn for use on services to Darlington and on the coast route to Scarborough while three others were allocated to boat train workings between Tyne Quay and Newcastle. By 1939, all 13 were at Darlington where they remained for the next ten years, barring odd loans to other locations for a month

or two. In this period they could be found on Saltburn, Richmond and Tow Law workings as well as other heavily-loaded suburban services.

In 1949, four locomotives returned to Saltburn but their work was unaffected and this remained the case until 1951 when five departed for Norwich. An interesting but short-term transfer came in August that year when ten were loaned to Neasden for Liverpool Street-Southend services while a new turntable was being installed as part of the introduction to service of the British Railways 'Britannia' 4-6-2s. Once this was completed, the 'A5s' returned to their former sheds.

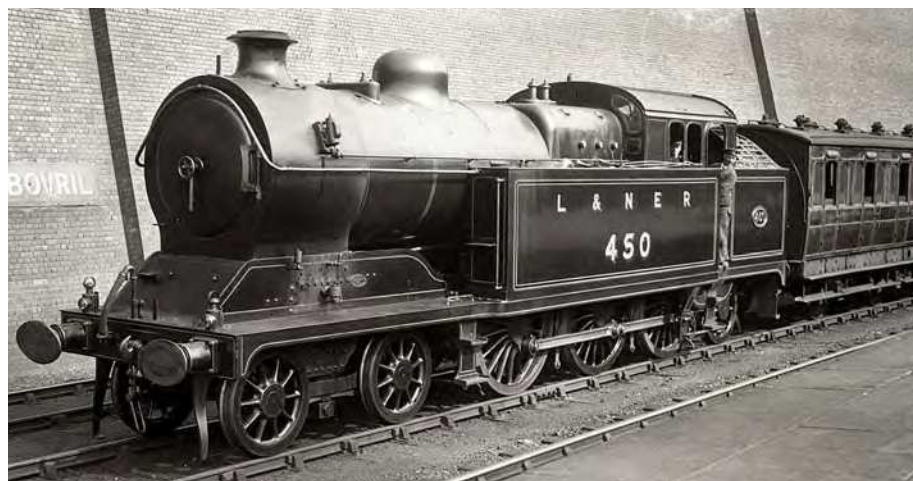
FINAL YEARS

The final years of the class saw them working from various locations in the North East on heavy passenger work as well as on workman's trains to the Brough aircraft factory, near Hull. All 13 were taken out of service as a result of dieselisation and all had gone by the end of 1958.

One member of the class, 5447, was scrapped in December 1942 with badly cracked frames but this was the only locomotive to suffer this fate. Ten others were provided with new frames over the following years and this resulted in the rest of the class lasting until mass withdrawal, starting in 1957, and largely caused by the arrival of new diesels.

The 'A5s' were very successful locomotives which worked throughout their lives without any major rebuilding, modification or alteration. They were masters of heavy suburban trains and were known to be capable of quite high speed, 70mph being recorded in one case. Unfortunately none survived into preservation as their mass withdrawal came too early for any of them to be picked up by the growing heritage movement. However, their wide sphere of operation, coupled with the few differences between individual locomotives, is sure to make them a firm favourite amongst modellers of the steam era. **HM**

● For more in-depth Reality Check articles, visit www.keymodelworld.com/reality-check to browse our extensive collection.



Gleaming Robinson 'A5' 4-6-2T 450 in very early LNER livery with GCR brass numberplate at Nottingham Victoria in 1924. T.G. Hepburn/Rail Archive Stephenson.

**FIRST
REVIEW**

RAPIDO FERRY VANS

sail in

NEW FROM RAPIDO Trains UK are these all-new 'OO' gauge BR 20ton ferry vans.

Built to BR Diagram 1/227 by Pressed Steel and British Rail's Ashford Works, the first examples of these long wheelbase vans entered traffic in the early 1960s for use on cross-channel freight services via train ferries. 450 examples were built across two lots initially. Their appearance was influenced by European designs and they featured a large sliding door on each side for loading and unloading their cargo.

Whilst intended for freight use to and from Europe, these wooden-bodied vehicles were also used on domestic traffic too. They continued in frontline service into the 1980s, although new fleets of bogie vehicles which had started to appear on cross-channel traffic resulted in them being cascaded to other

uses, including departmental duties.

Rapido Trains UK has produced 12 different models initially covering many of the colour schemes carried by these distinctive vehicles, ranging from BR bauxite and Railfreight red and grey from their heydays to BR departmental olive green and eyecatching Satlink yellow and red livery from latter years.

Our review samples included three vehicles from their later years in service finished as Barrier Vehicle RBX B787170 in patched and faded BR bauxite (Cat No. 910004), ZYX LDB786913 in BR departmental olive green (910011) and ZSX DB786980 in BR 'Dutch' yellow and grey (910009).

Straight from the box, the appearance of each is outstanding with an impressive combination of moulded and separately fitted detailing. This includes fine metal handrails, grab handles, lamp

irons, buffer rungs, foot steps, anchor points, brake handles, sprung buffers and a wealth of underframe detailing, plus the large bodyside doors slide open too!

Weighing in at 80g each, our samples also measured well against the prototypes at 168mm over headstocks and 183mm over buffers, along with a 105mm wheelbase.

Decoration was superb with our review samples displaying a high-quality paint finish together with crisply printed detail, including data panels, numbers and lettering. The faded appearance of our BR bauxite example was further enhanced with the appearance of more recent patch-painting, reflecting its changed duty.

Underneath, the model really excels with extensive separately applied detailing along the length of the underframe including

exquisite pipe runs, cylinders, brake equipment, fine – but delicate – truss and more. Turned metal three-hole disc wheels and small tension lock couplings in sprung NEM coupling cams are also fitted, while a small detailing pack containing coupling hooks and chains, air brake and vacuum brake pipes for customer fitment complete the package.

These latest releases from Rapido Trains UK are sure to prove popular as they were long-lived vehicles and now offer a step-change in terms of the level of finesse over what has gone before. They will add a touch of variety to freight train formations of the period and the detailing is quite simply sublime. (MC)

RAPIDO'S GWR 'IRON MINK'



This metal-bodied example of the 'Iron Mink' also features door catches on the bodysides and doors.



RAPIDO TRAINS UK's eagerly-awaited all-new 'OO' gauge Great Western Railway (GWR) 'Iron Mink' vans have arrived.

Built at the GWR's Works at Swindon, the Diagram V6 'Iron Minks' made extensive use of iron in their construction and bore a

distinctive appearance due to their metal body and roof. They were used to transport materials that needed to be kept dry including

Rapido Trains UK's newly-tooled 'OO' gauge Great Western Railway 'Iron Mink' vans are now available.



12 different models form the initial batch of releases including this TOPS coded ZSX example in BR civil engineers' yellow and grey 'Dutch' colour scheme.

TECHNICAL DETAILS	
Manufacturer:	www.rapidotrains.co.uk
Cat No:	910004/910009/910011 (as reviewed)
Description:	BR Ferry Van: BR bauxite/BR 'Dutch' grey and yellow/BR olive green
Builder:	Pressed Steel/British Rail Ashford Works
Region:	Various
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	183mm (over buffers)
Price:	£45.95
Couplings:	Small tension locks in NEM pockets
Minimum radius:	Second
Purpose:	Freight/departmental



The new ferry vans are available in a range of liveries covering their careers.



Rapido Trains UK has produced 21 different models in the first batch, including a series of fictional colour schemes for these GWR vans including this example in BPCM grey.

TECHNICAL DETAILS	
Manufacturer:	www.rapidotrains.co.uk
Cat No:	908004/908007/908017 (as reviewed)
Description:	GWR Iron Mink: GWR grey 16in lettering/GW grey 1937/BPCM grey
Builder:	GWR, Swindon
Region:	Western
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	75mm (over buffers)
Price:	£32.95
Couplings:	Small tension locks in NEM pockets
Minimum radius:	Second
Purpose:	Freight

foodstuffs, cement and even gunpowder.

Rapido Trains UK's tooling suite for the all-new 'OO' gauge V6 'Iron Mink' vans reflect the alterations carried by the prototypes through the years and there are 21 different models available initially.

Of these, Rapido Trains has opted to produce eight models in fictitious colour schemes, inspired by liveries carried on other railway companies' vans, including one of our review samples finished in British Portland Cement Manufacturers light grey (Cat No. 908017).

Also received for review were the

altogether more authentic 59217 in GW grey with 16in lettering (908004) and 69627 in 1937 GW grey (908007). There are five other Great Western Railway grey vans with a choice of lettering styles, along with BR (W) grey and Salvage for Victory blue (x2), plus Southern Railway and GWR (x2) GPs.

Weighing in at 30g each, these small yet well-proportioned models feature neatly moulded bodies with rounded edges and fine bodyside supports, roof strap detailing, metal buffers, handbrake levers and three different door options, two styles of end ventilators, as well as double-sided two, three or four brake

shoes. Our GWR samples featured three shoes, while the BPCM example featured four.

Closer inspection also reveals subtle detail differences between vehicles such as wooden doors to one of the earlier GWR liveried examples, while both GWR vans feature bodyside door catches – the BPCM model doesn't. Indeed the detail even extends to different detailing to the metal doors with both our examples differing slightly with door catches on the GWR version only.

Application of the various colour schemes is up to the high standard we have come to expect from

the manufacturer with even paint finishes and crisp bodyside printed lettering – the white roofs also highlight the impressive strapping and rivet/bolt head detail.

Underneath the chassis features representation of the wooden deck planking and metal supports, together with brake equipment, levers and brake shoes, while the axlebox and spring detail is also very neatly moulded.

Eight-spoke turned metal wheels and small tension lock couplings in correct height NEM pockets round off these delightful new additions to the rapidly expanding Rapido Trains UK rolling stock roster. (MC)

Hornby launches **FIRST** HM DCC & REVIEW TRIPLEX SOUND

The world of digital is about to be turned on its head with the arrival of Hornby's new HM DCC Bluetooth control system. **MIKE WILD** gets to grips with this new way to control your trains and assesses its value.

DIGITAL CONTROL has been a staple of *Hornby Magazine* since we launched. In that time we've seen Hornby migrate through the Select and Elite controllers to RailMaster

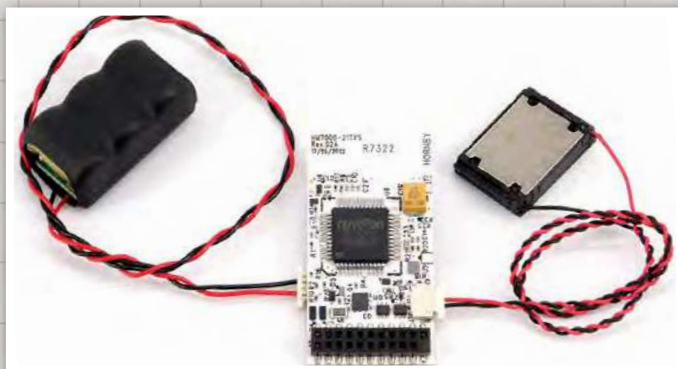
computer control and more recently the introduction of its own budget priced range of Twin Track Sound decoders. Now it is time for something new.

At its 2023 catalogue launch, Hornby revealed that it had been developing an all-new Bluetooth control system for digital model railways using a smartphone

application and a brand-new decoder platform incorporating Bluetooth technology. The demonstrations were impressive, but now the first wave of products is on our desks ready for real world testing.

The range of products is comprehensive. First there is the HM DCC app which can be downloaded free of charge from the Apple App Store and, soon, Google Play. Next is the hardware which consists of both sound and non-sound decoders in 21-pin,





THE RANGE

R7337 – 15V 4Amp power transformer and adapter cable	(£59.99)
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R7321 – HM7000-6 Bluetooth decoder	(£31.99)
R7335 – HM7000-8 Bluetooth decoder	(£39.99)
R7401 – HM7000-N18 Bluetooth decoder	(£44.99)
R7402 – HM7000-21 Bluetooth decoder	(£44.99)
R7322 – HM7000-21TXS 21-pin Bluetooth sound chip	(£69.99)
R7336 – HM7000-8TXS 8-pin Bluetooth sound chip	(£64.99)
R7345 – HM7000-N18TXS Next18 Bluetooth sound chip	(£69.99)
R7377 – HM7000 Power Bank capacitor	(£15.99)

8-pin, 6-pin and Next18 formats together with optional Power Bank capacitors to add stay alive capacity to the chips. To complete the line-up there is a range of track power connection options to allow simple and cost-effective setup of a digital model railway with Bluetooth control.

APP CONTROL

Hornby has created a brand-new app interface for the HM DCC products. It is well designed with a sleek look to its colouring and

allows management of locomotive profiles, driving characteristics, sound functions and CV values.

The most impressive part of the app is that it communicates with HM DCC Bluetooth chip fitted locomotives without the need to send signals via the track. You do still need track power to run the models, but there is no need for a traditional DCC base station anymore. All the communication is now carried out by Bluetooth, removing the occasional unreliability of track based signals.

In reality you don't notice this, but the result is full control of your models no matter what the circumstances.

Setup of the app requires a Hornby account – a simple email and password process which takes less than two minutes to complete. Once that is done you are ready to start navigating the HM DCC controller interface for which Hornby includes links to tutorials to get you started.

Track power can come from an existing DCC system – for example, you can just leave your Elite connected and take control of Bluetooth chip fitted models through the smartphone app – or alternatively if you are using the new HM DCC system exclusively on your layout, you can use a Hornby power supply connected direct to the track with an adapter cable. Thirdly, you can use a 12V analogue power supply, but note that this will need to be turned up to full power and only non-sound locomotives can be operated.

Once you are past these steps, you need a locomotive with a Bluetooth enabled chip on board. We started out by fitting a pair of Hornby HST power cars with a pair of HM DCC TXS sound 21-pin decoders and then followed the process on the app to link them to our smartphone.

Now the really clever part starts. The Triplex Sound (TXS) chips are factory loaded with a generic steam sound, but via the HM DCC app you can change the sound profile on the chip within ten minutes from the available profiles as all of the data transfer is handled by Bluetooth. This meant that our HST was decoder fitted with stay alive Power Banks and received a new sound profile on each power car within 20 minutes.

The app caters for both Bluetooth and standard DCC driving, but you will need the app to select between the two. Switching to DCC means the chips can be driven by any other control system and a simple slider on the app makes the switch.

Acceleration and deceleration characteristics can be managed in a similar way while the locomotive functions can also be reviewed. CV data can be read over Bluetooth too and took around 10-15 seconds to read all the chip data – much quicker than through conventional programming tracks.

There are many positive aspects to the new HM DCC app, but there are a couple of areas which caught our attention. There isn't a direct means of running two locomotives, for example HST power cars, »

Hornby's new HM DCC app and Triplex Sound chips are here offering revolutionary Bluetooth control for model railway locomotives.



Each Triplex Sound decoder comes with a 15mm x 11mm cube speaker together with a sprue of speaker enclosures which can be assembled to suit specific locomotives.

together at the same time without adjusting CV value (CV19). However, that is now much easier through the app than before.

In addition, we found that the long address allocated in the app didn't transfer to the locomotives which meant that we needed to readdress the chips to run on standard DCC control using other systems. That aside, we found the the app quick to navigate and, just as importantly, very quick to make adjustments to a locomotive's performance and sound volume.

TRIPLEX SOUND

The new Triplex Sound (TXS) decoders are a step up from the previous Twin Track Sound (TTS) chips. The new TXS chips can play three sound channels at once which increases their realism while there are also now more socket choices too with 21-pin, 8-pin and Next18 currently available. One point to note is that the Next18 chip is larger than other brands to incorporate the Bluetooth circuits which does mean that it won't fit into some of the smaller 'OO' gauge or 'N' gauge locomotives.

All decoder systems can provide 1Amp of power to the locomotive while also controlling lighting and sound functions. Sizes range from 28mm x 14mm for the Next18 TXS chip to 30mm x 15mm for the 21-pin version.

The TXS chip family all have Bluetooth connectivity to work with the HM DCC app. They can also be controlled through conventional DCC, but will require the app for sound profile changes.

The chips are very well designed and consider the installation process. Each of the sound chips comes with a 15mm x 11mm cube speaker which has a self-adhesive backing which allows it to be fitted into pre-built sound enclosures in locomotives like the Hornby '9F' or to be used in conjunction with the supplied sprue of enclosures. The enclosures on the sprue have footprints measuring 15mm x 11mm, 30mm x 11mm and 40mm x

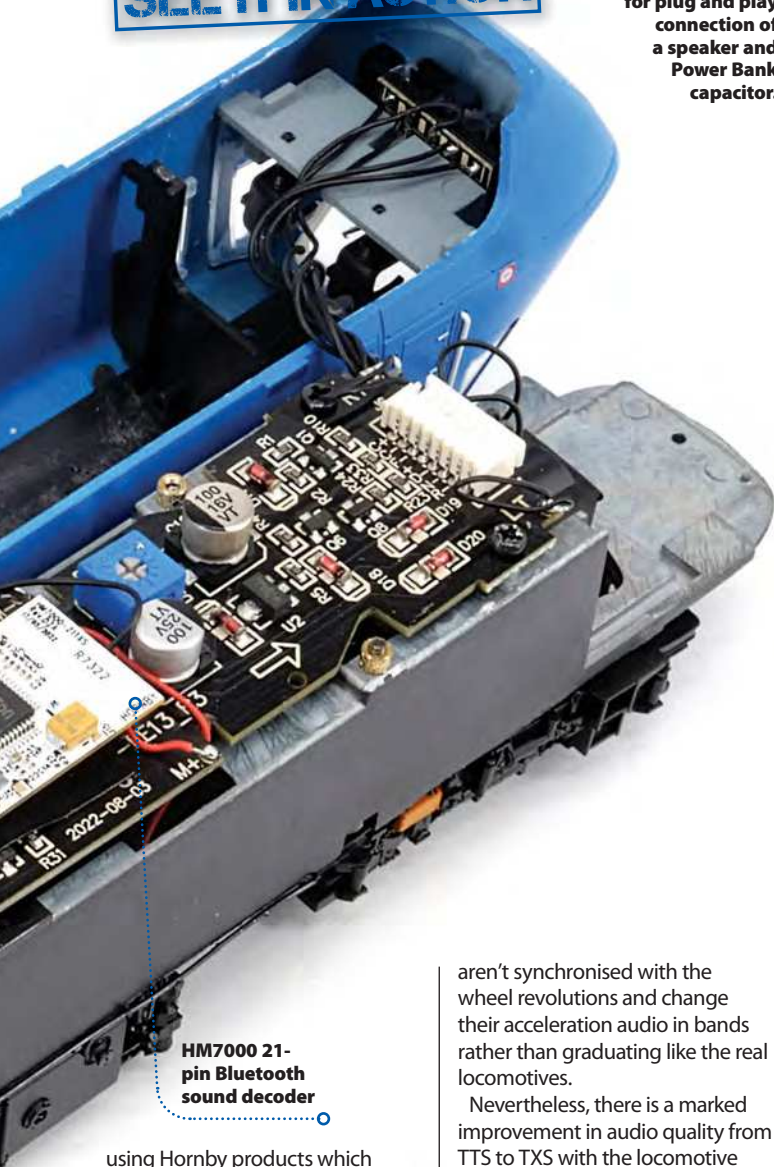
20mm with three different depths available for the 15mm and 30mm long designs to suit different locomotives.

Better still, the speakers come pre-wired with two-pin plugs

which connect to terminals on the decoders. This makes connection very simple and no soldering is required to join these components together. The same process can also be used to connect the Power Banks which have a three-pin plug so you can't connect the speaker or Power Bank to the wrong terminals. We tested the TXS chips with factory speaker fitted locomotives as well as those without speakers

HM 7000 Power Bank capacitor

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SEE IT IN ACTION



HM7000 21-pin Bluetooth sound decoder

using Hornby products which worked in both cases.

The sound profiles are available within the app free of charge at the launch of the HM DCC and TXS products. The first tranche covers the Gresley 'A3' 4-6-2, 'P2' 2-8-2 and 'A4' 4-6-2, the Stanier 'Princess Coronation' 4-6-2, Fowler '2P' 4-4-0 and '4F' 0-6-0, BR 'Britannia' 4-6-2 and '9F' 2-10-0 plus the Bulleid rebuilt 'Merchant Navy' on the steam front. Diesels and electrics available are classes 08, 31, 43 (Valenta engines), 43 (MTU engines), 56, 66 and 73.

Our tests with the HST impressed us with the quality of the sound and its performance which replicated the Valenta engine sound superbly and the Class 43's driving characteristics. However, like the TTS steam locomotive sounds, our testing of the TXS steam sounds showed that they

The Triplex Sound chips have been designed with a choice of 21-pin, 8-pin and Next18 decoder interfaces. They are also designed for plug and play connection of a speaker and Power Bank capacitor.

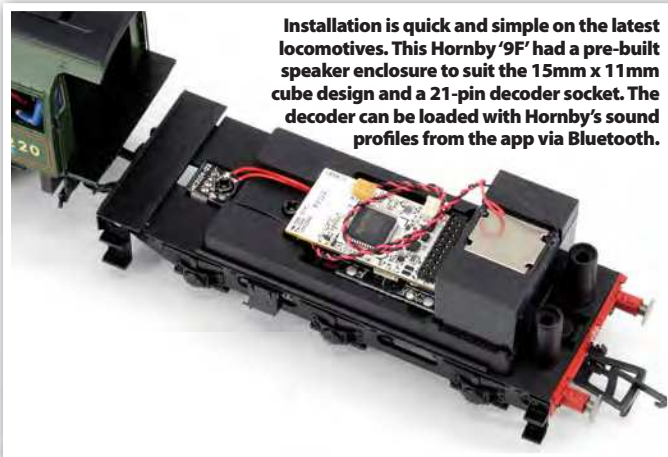
aren't synchronised with the wheel revolutions and change their acceleration audio in bands rather than graduating like the real locomotives.

Nevertheless, there is a marked improvement in audio quality from TTS to TXS with the locomotive horns and whistles playing well while the steam sounds had a positive depth to their tone.

OVERALL

Hornby's new HM DCC app control and TXS sound chips are a fascinating and impressive new choice for digital layout control. The chips are designed to allow their operation with Bluetooth and conventional DCC systems while if you are completely new to DCC, your power supply can be as simple as a Hornby 4Amp power supply connected to the track through a new adapter cable.

The HM DCC app is free to download for use with smartphones and tablets while the 4Amp power supply and adapter cable cost £59.99. A TXS sound chip is priced at £69.99 – all good value in our book when you consider that



Installation is quick and simple on the latest locomotives. This Hornby '9F' had a pre-built speaker enclosure to suit the 15mm x 11mm cube design and a 21-pin decoder socket. The decoder can be loaded with Hornby's sound profiles from the app via Bluetooth.

a full DCC system plus, for example, a typical ESU or ZIMO sound chip would cost in the region of £400.

The functionality of the app is outstanding and its ability to programme and control locomotives by Bluetooth is a real revolution in model railway technology. The new TXS decoders have clearly been designed with the end user in mind and, importantly, through the use of NMRA compliant socket types they can be used with any brand of model railway locomotive they will physically fit.

The first wave of sound profiles

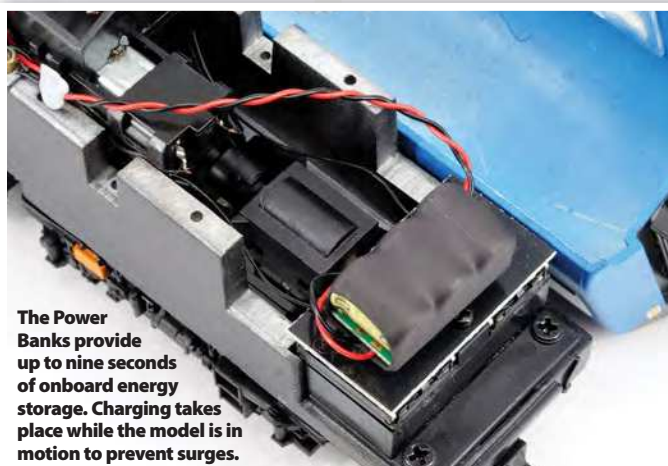
is now available in the app and we hope this range will continue to develop with Hornby in the coming months to deliver a greater choice of sound profiles to suit its extensive range of steam and diesel locomotives.

First impressions count and our first steps into Bluetooth control with HM DCC and Triplex Sound have been both rewarding and successful. We can't wait to explore it more in future issues.

● Visit www.keymodelworld.com/triplex-sound for more news and features about Hornby's new system.



Power supply options include an existing DCC system or if you are only using the HM DCC app for control you can switch to a direct 4Amp power supply and adapter cable from Hornby.



The Power Banks provide up to nine seconds of onboard energy storage. Charging takes place while the model is in motion to prevent surges.

KR Models

PALBRICK WAGONS

The late-1950s saw the introduction of the Palbrick wagon fleet for the transport of bricks. **MIKE WILD** inspects the first ever ready-to-run 'OO' gauge model of these distinctive wagons from KR Models.



KR Models' latest rolling stock release is the BR Palbrick B. The wagons are offered in triple packs with unique running numbers on each vehicle.

CONSIDERING that 1,423 Palbrick wagons were built in the late 1950s by British

Railways, it is surprising that these four-wheel brick wagons have never been available as a ready-to-run model before.

However, KR Models has set the record straight with the arrival of its 'OO' gauge models of Palbrick B open wagons and subsequent

modifications as frame only wagons used for the transport of shell cases.

The Palbrick was introduced to replace ageing designs of LNER heritage on the British Railway network. There were three build types – A, B and C – the earliest A variants rated at 13tons while the later B and C wagons were able to carry 16tons each. Unfortunately brick traffic by rail didn't last long and during the 1960s the fleet was withdrawn with the remaining vehicles converted as barrier wagons as well as shell case wagons while some were used for the transport of steel coils with the original sides removed.

For review we received a triple pack of BR bauxite Palbrick B wagons from KR Models. On opening the box we were impressed by their weight, but did notice that one of handles and a frame support had been



The Palbrick wagons are neatly detailed and feel well built.



The braces are moulded in plastic and exhibit fine detail including the screw thread on each handle for the brace bars.



Internal detailing models the wagon floor as well as the braces to support the brick pallet load in transit.

TECHNICAL DETAILS

Manufacturer:	www.krmodels.net
Cat No:	BR Palbrick – Full Side
Description:	BR Palbrick B four-wheel brick wagon
Builder:	British Rail Ashford Works
Region:	Eastern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	75mm (over buffers)
Price:	£50 (triple pack)
Couplings:	Small tension locks in NEM pockets
Minimum radius:	Second
Purpose:	Brick traffic

“These new Palbrick B wagons are a great addition from KR Models which are keenly priced at £50 for a triple pack.”

MIKE WILD



Below: The wagons feature correct end details and vehicle identities printed in the correct positions. They also correctly have roller bearings.

dislodged in transit, so be careful when opening the boxes in case there are loose parts. A couple of minutes and a dot of superglue returned both parts promptly to their original positions.

Construction of the model is principally injection moulded and mirrors the appearance of the real wagons well. This includes side panels with twin openings, screw adjusted braces to stabilise the brick load in transit, separately fitted but fixed buffers and a coupling hook at the centre of the buffer beam.

The underframe is again injection

moulded and features neatly moulded W irons, spring detail and roller bearing axleboxes while there are turned metal wheels with pinpoint axles on each wagon as well as small tension lock couplings in NEM pockets.

Paint application is well done and each of the wagons in the triple pack is uniquely numbered.

These new Palbrick B wagons are a great addition from KR Models which are keenly priced at £50 for a triple pack. Steam era modellers will be pleased to finally see these distinctive brick wagons available ready-to-run. (MW)



HELJAN'S UPGRADED 'OO' 33s

HELJAN'S well-regarded 'OO' gauge Class 33s are back sporting a series of upgrades.

Amongst the latest batch of models are Hastings gauge Class 33/2 Bo-Bo diesels in original guise with all-new exhaust arrangements for the first time and improved Class 33/1 push-pull variants.

Built in the late 1950s/early 1960s by the Birmingham Railway Carriage and Wagon Company (BRCW), almost 100 Type 3 Bo-Bo diesel locomotives were built for use on BR's Southern Region. Of these, the final 12 (D6586-D6597) were constructed for use on the restricted Tonbridge to Hastings line. This restricted loading gauge required the locomotive bodies to be several inches narrower than the standard examples (8ft 8in) so they could negotiate the limited clearance in tunnels along the route.

A batch of 19 locomotives were also converted to push-pull operation in the 1960s for use with 4-TC trailer units in connection

with BR Southern Region's Bournemouth route electrification for the final non-electrified stretch between Bournemouth and Weymouth.

THE MODELS

Turning our attention to the restricted gauge example, Heljan revealed plans to release its 'OO' gauge model of the small batch of 'Slim Jim' Class 33/2s in 2006, but until now the model has featured the later roof and exhaust arrangement.

Now five new versions have been produced featuring the original exhaust arrangement for the first time finished as D6586 in BR green (Cat No. 3375), D6594 in weathered BR green (3379), D6591 in BR green with small yellow panels (3376), D6596 in BR green with full yellow ends (3378) and D6590 in BR blue with full yellow ends (3377).

Our Class 33/2 review sample represents D6591 which entered traffic in February 1962, allocated to Hither Green depot on the Southern Region's South Eastern Division. It was later reallocated to St Leonard's depot near Hastings for the next four years before it



was reallocated again to Hither Green in 1967. Here the locomotive remained until the mid-1980s when it was allocated to Stewart's Lane depot (by now renumbered 33206). It was withdrawn in 1996 and scrapped early in the following year at Eastleigh.

As with previous Class 33/2 models, these have a heavy die-cast chassis, darkened metal wheels, wire metal handrails, neat glazing and separately fitted windscreen wipers, but the main changes are to the roof area of the model. This area on D6591 features a newly-tooled exhaust and silencer section at the No. 2 end, painted silver and certainly looks the part.

In addition, this model also features the original style of roof panel fastening bolts (in later life these were replaced with

fastening clips), original cantrail grilles, together with roof mounted ventilators and air horn roof covers. On our review sample there were no lamp irons at each end, but Heljan has confirmed that these will be on the production models.

Decoration is up to the high standard we have come to expect from Heljan with an evenly applied BR lined green colour scheme with grey roof, white cab surrounds and bodyside stripe, red buffer beams and neatly applied small yellow warning panels with crisp right-angled edges. British Railways crests and small Blue Star coupling codes have been crisply applied, as are the numbers. Route indicator panels are also well defined behind



The original condition Class 33/2 now features a newly-tooled roof exhaust arrangement.



The new batch of 'OO' gauge push-pull fitted Class 33/1s includes 33108 in Fragonset black.

- **Gauge:** 'OO' gauge
- **Price:** £219.95/£209.95
- **Cat No:** 3379 (Class 33/2)/3350 (Class 33/1)
- **Site:** www.heljan.co.uk
- **Era:** 6/9 respectively

Both models benefit from an upgraded Printed Circuit Board which now features 21-pin DCC decoder socket, wired speaker terminals, directional lighting on/off switch and LED lighting.



A new batch of Heljan's 'OO' gauge BR Class 33/1 and 33/2 Bo-Bo diesels has arrived.

the glazing, displaying EB at one end and G2 at the other. As with previous releases, these are fairly simple to replace should you wish to change them, although we found the bodysheet was a snug fit on our example.

Looking a little closer at Heljan's Class 33/1 push-pull variant, our review sample was finished as 33108 in Fragonset's black livery, relieved by a bodyside red stripe and grey roof. Detailing is as per

previous releases of the Class 33/1 with separately fitted push-pull jumper cables at each end, later condition roof fixings and exhaust port, exposed air horn apertures, separately fitted lamp irons and high-intensity headlights set in the centre of each cab front. Headcodes are set as 24 at the No. 1 end and blank white squares at the other.

As with the Class 33/2, application of the Fragonset livery was

very good with crisp lettering, numbers and labels. Jumper cables and sockets are also painted accordingly – some (as with the 33/2) with electrification flashes now printed on them, adding to the quality feel.

PERFORMANCE

The chassis on both versions of the Class 33 have also been upgraded and now feature 21-pin Digital Command Control decoder sockets and a new on/off switch for the LED directional lighting. This, incidentally, has an effective off-white/yellowish hue about it,

while the Printed Circuit Board also now features pre-fitted speaker wires through a plug and socket arrangement, to aid the installation of digital sound. On test, our review samples ran smoothly and quietly through the speed range.

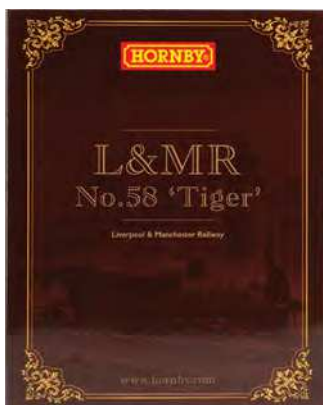
Each also comes with a small detail pack including optional snowploughs and small tension lock couplings, while sprung metal buffers, factory-fitted screw-link couplings (33/2)/lowered cosmetic buckeye couplings (33/1) and NEM coupler pockets complete these latest editions of the manufacturer's popular Class 33s. (MC)

**FIRST
REVIEW**

TIGER

EXPANDS HORNBY PIONEER COLLECTION

Hornby has released its follow up to the 2022 model of 0-4-2 *Lion* in the form of classmate *Tiger*. **MIKE WILD** inspects the latest early railway locomotive to arrive for 'OO' gauge.



Left: *Tiger* is presented in a book set, just like the first editions of *Rocket* and *Lion*.



This characterful locomotive will be an ideal companion to *Lion* and potentially the incentive to build a pioneering era 1 set layout.

THE early development of the British railway system is fascinating. Progress was so swift that locomotive designs were out of date within years, not decades, and the need for greater power to haul longer trains over greater distances at increased speeds only intensified.

Amongst the early railway locomotives were the two 0-4-2 Luggage Engines ordered from Todd, Kitson and Laird by the Liverpool and Manchester Railway

in 1837. They were part of an order for ten locomotives which also comprised Banking and Coaching engines. The two locomotives were numbered 57 *Lion* and 58 *Tiger* which were completed in 1838. *Lion* was by far the best known while *Tiger* saw out its short lifespan which came to an end in 1850, working a mixture of passenger and freight trains with its final duties seeing the 0-4-2 relegated to ballast trains.

Hornby's model of *Tiger* was announced in its 2023 catalogue and is a worthy successor to *Lion* (HM186). It is finished in its later condition following rebuilding and features a stovepipe chimney, plain black topped firebox while its livery

is also more subtle than that carried by *Lion* as it features black frames.

Detailing of the model is very well done and includes superbly made open side splashers over the driving wheels, a neatly produced chimney and smokebox with cylinder detail at the base while there is also excellent attention to

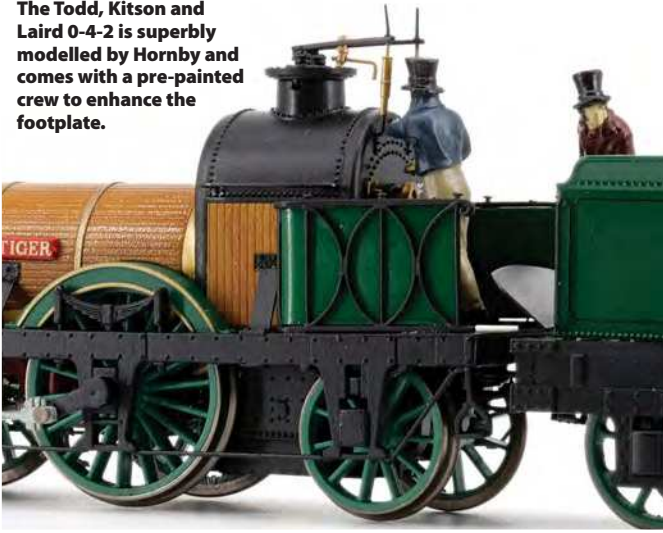
detail in the moulded and painted finish of the boiler barrel. The firebox follows the style of the real locomotive according to the few images available of *Tiger* while the 0-4-2 is paired with the same four-wheel tender as the model of *Lion*.

Beneath the frame

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The Todd, Kitson and Laird 0-4-2 is superbly modelled by Hornby and comes with a pre-painted crew to enhance the footplate.



TECHNICAL DETAILS

Manufacturer:	www.hornby.com		
Cat No:	R30233		
Description:	Todd, Kitson and Laird Luggage Engine, 58 <i>Tiger</i>		
Builder:	Todd, Kitson and Laird, Leeds		
Region:	Liverpool and Manchester Railway		
Gauge:	'OO', 16.5mm		
Scale:	4mm:1ft		
Length:	134mm		
Price:	£229.99 (DCC ready)		
Couplings:	Plastic chain couplings		
DCC:	DCC ready, Next18 socket		
Speaker:	15mm x 11mm factory fitted		
Exterior lights:	None		
Interior lights:	None		
Minimum curve radius:	Second		
Motor type:	Three-pole		
Flywheel:	None		
Wheel arrangement:	0-4-2		
Purpose:	Passenger and goods trains		

the detail continues with fine brake rigging and connecting rods between the wheels while underneath the slide bars from the cylinders are modelled together with the inside frames.

Like the first edition of *Lion*, *Tiger* is offered in a boxed train pack which is smartly presented in a book style. This contains the locomotive together with three coal wagons as well as a pre-painted crew which can be positioned on the footplate using the mounting holes provided. The wagons are neatly presented in plain brown and look remarkably small when compared with the

typical 10ft wheelbase wagons we are used to seeing from the British Railways steam era.

Couplings are Hornby's plastic chains which take a little care to locate onto the coupling spigots on each wagon and the locomotive tender, but it is effort which is worthwhile as this pioneering train looks superb out on the track. Additional wagons are being produced with release anticipated in Autumn 2023.

Inside the locomotive is a three-pole motor which ran smoothly and quietly throughout our tests on both analogue and digital control systems. For those looking to upgrade to DCC, there is a Next18 decoder socket mounted in the firebox with access through the base, while sound fitters will be pleased to know that there is a factory fitted 15mm x 11mm cube speaker positioned in the tender

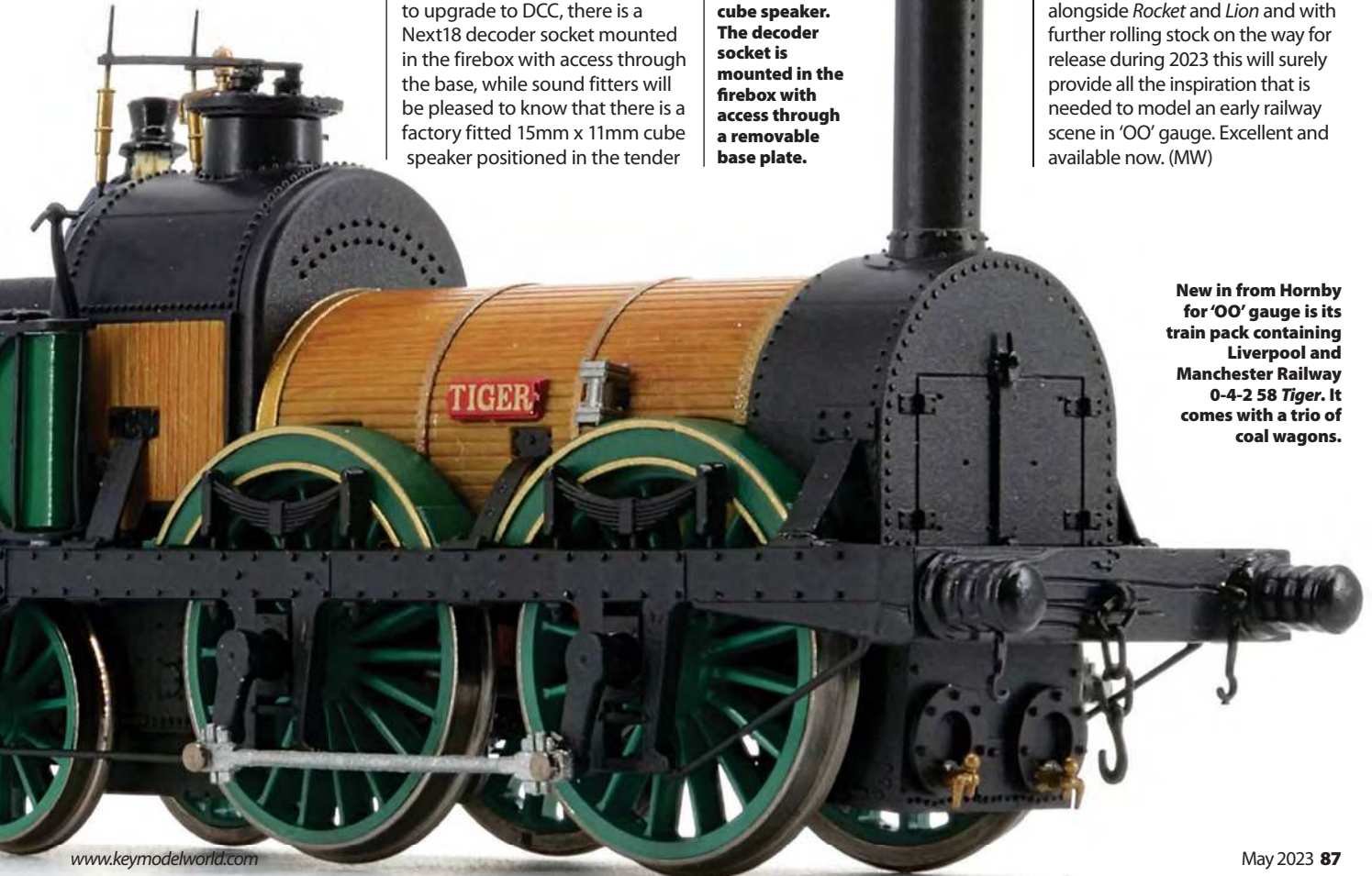


Above: The locomotive is paired with a four-wheel tender which contains a 15mm x 11mm cube speaker. The decoder socket is mounted in the firebox with access through a removable base plate.

pre-wired back to the decoder socket.

This new addition to Hornby's pioneering Era 1 collection is another excellent model to run alongside *Rocket* and *Lion* and with further rolling stock on the way for release during 2023 this will surely provide all the inspiration that is needed to model an early railway scene in 'OO' gauge. Excellent and available now. (MW)

New in from Hornby for 'OO' gauge is its train pack containing Liverpool and Manchester Railway 0-4-2 58 *Tiger*. It comes with a trio of coal wagons.



Skaledale ROSE AND CROWN PUB



- **Gauge:** 'OO' gauge
- **Price:** £36.49
- **Cat No:** R7359
- **Site:** www.hornby.com
- **Era:** 5-11

A RECENT addition to Hornby's 'OO' gauge Skaledale range is this substantial model of the Rose and Crown pub.

Hornby's latest addition is cast in resin, beautifully painted and detailed in typical red brick with slate tile roofs, white window frames, painted front and rear doors, chimney pots and detailed signs.

As with the other buildings in the Skaledale range, the cast resin structure is hollow and with the addition of extra interior detailing, painting and lighting can really be transformed, especially for a night scene. (JN)

4mm scale laser-cut stables

- **Gauge:** 'OO' gauge
- **Price:** £8.99
- **Cat No:** KX-085-OO
- **Site:** www.scalemodelscenery.co.uk
- **Era:** Any



Scale Model Scenery has recently added this 4mm scale stables kit.

Comprising a mixture of MDF, laser board and pre-printed paper components, the completed building measures 77.6mm x 43mm x 42mm. The wooden parts are pre-cut to simplify the construction process with the building comprising two rooms for

the stable and tack room, with an alternative solid door also provided to replace the split stable door.

The kit also includes weathered stone or brick wall texture sheets and roof slates with interior detailing. The doors can be left open or closed, while windows and vents feature engraved planks, hinges and locks. (JN)

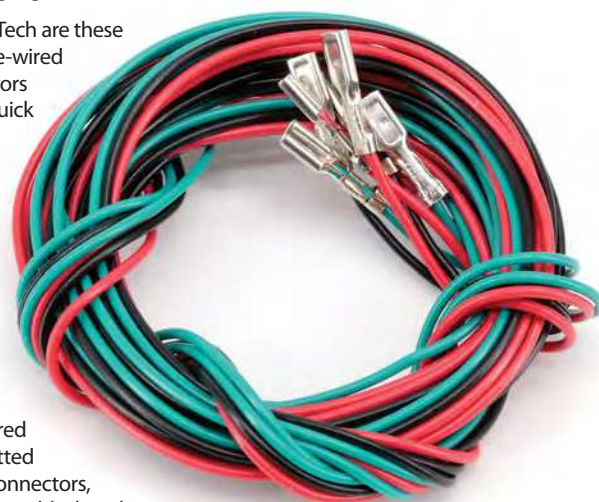
Train-Tech toggle switch terminals

- **Gauge:** Any
- **Price:** £4.75
- **Cat No:** CON12
- **Site:** www.gaugemaster.com
- **Era:** N/A

New from Train-Tech are these simple to use pre-wired push-fit connectors which provide quick and solderless connections to a variety of common switches, including toggle switches in the Train-Tech range.

The pack contains six 1m lengths of coloured wires with pre-fitted spade push-fit connectors, with two green, two black and two red lengths.

The connectors will suit use with Train-Tech mini-toggle switches, Gaugemaster push-to-make rotary switches and a host of other



applications. The pack provides enough pre-fitted wires to connect two point motor switches.

A useful addition to the range. (JN)

POCKET-SIZE PIGMENT PACKS

●Gauge: Any ●Price: £11.99 ●Cat Nos: AV0020/21
●Site: www.humbrol.com ●Era: N/A

Recent additions to Humbrol's extensive collection of modelling paints and powders include two new sets of tonal pigments.

The new packs include a set of ageing powders (Cat No. AV0020) and a set of weathering powders (AV0021).

Each set contains six 9ml tubs of pigment with the ageing powders pack containing Light Rust, Medium Rust, Dark Rust, Black, Smoke and Iron Oxide

shades, while the weathering pack includes Brown Earth, Dark Earth, Bright Sand, White, Sand and texturing powder.

The texturing powder has been included so you can mix it with the other colours to create textured weathering effects such as mud and other heavier deposits.

Ideal for building up subtle weathering effects to many modelling projects. (MC)



SMS adds workshop for 'OO'

●Gauge: 'OO' gauge
●Price: £12.49
●Cat No: KX088-OO
●Site: www.scalemodels scenery.co.uk
●Era: Any

Scale Model Scenery has released a versatile and highly-detailed 4mm scale machine shop/workshop building to its range of laser-cut kits.

Measuring 110mm x 64mm x 56mm, the completed kit has been designed with a stone texture finish, although it is also supplied with a set of weathered red brick wraps should you prefer a different appearance.

The pre-cut MDF and laser board components are easily removed from the supplied frets ready for assembly and full instructions are included. The kit also comes with doors and windows and it is recommended that these are painted before the kit is assembled for best results. (JN)



Yorkshire stone texture sheets

●Gauge: 'OO' gauge
●Price: £4.49
●Cat No: TX268-OO
●Site: www.scalemodels scenery.co.uk
●Era: Any

Scale Model Scenery has added a set of weathered stone texture sheets to its range of 4mm scale modelling accessories and detailing.

The heavily-weathered Yorkshire stone texture sheets are suitable for use on houses, shops, factories and railway buildings.

This photo-realistic pack includes five A4 sheets of pre-printed stone walling, featuring no repeat patterns and individually weathered stone blocks and is ideal for buildings set in Yorkshire and the wider North Eastern region.



A useful scratchbuilding aid, the sheets can be cut to any size and secured with a suitable glue, such

as Deluxe Materials View Glue, Pritt Stick, UHU or similar. (JN)



Modelling BR Vol. 8

Author:	Simon Bendall
Publisher:	www.keypublishing.com
Title:	Modelling British Railways Modern Freight Locomotives
ISBN:	978-1-80282-631-9
Price:	£8.99
Spec:	116 pages, bookazine

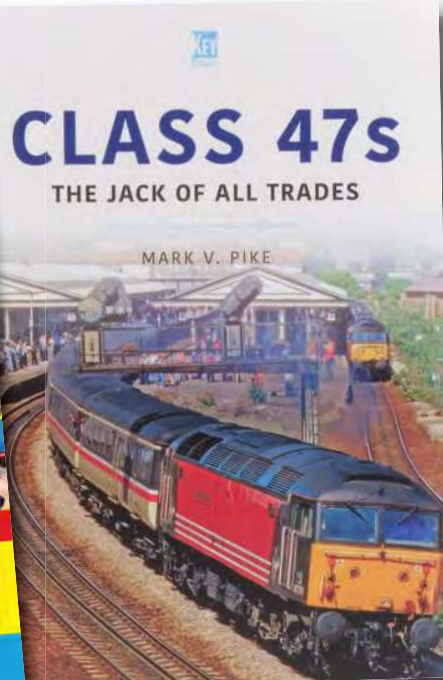
THIS latest title in the series of Modelling British Railways bookazines from Key Publishing focuses on modern-era freight locomotives and the various models available 'off-the-shelf' across 'OO', 'N' and 'O' gauge.

Concentrating on the period from 2000 onwards, understandably there is plenty of coverage to the General Motors Class 66 initially purchased for use with English Welsh & Scottish Railway (EWS) freight operations and subsequently Freightliner, GB Railfreight and others. However, other modern era classes also feature including Class 67, 68 and 70, as well as examples of former British Rail motive power – some of which continue in revenue service today, which is a testament to their respective designs.

Of course, the colour schemes carried by these freight engines have also changed through the years and this volume provides a snapshot of some of these with a series of models featured having been weathered, painted and detailed accordingly, with hints and tips included.

The publication opens with an explanation of the restructured freight operations, followed by dedicated chapters covering EWS, Freightliner, GB Railfreight, Advenza Freight, Fastline Freight, Direct Rail Services, Colas Rail, DB Cargo and DC Rail. Within these chapters there are a series of modelling projects highlighting some of the models available through repainting and weathering projects, resulting in some superb looking diesel and electric locomotives.

Another must-have addition for the modeller's reference library. (MC)



Jack of all trades

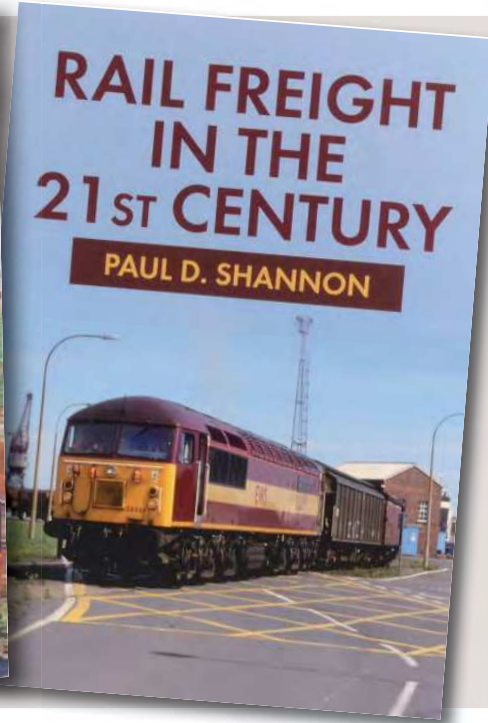
Author:	Mark V. Pike
Publisher:	www.keypublishing.com
Title:	Class 47s – The Jack of All Trades
ISBN:	978-1-80282-356-1
Price:	£16.99
Spec:	96 pages, softback

MARK V. Pike's latest picture volume provides a highly illustrated portrait of Class 47 diesel locomotives at work across the UK from 1985 to the present day and features the class in a wide variety of liveries from the final years of corporate BR blue to more recent privatised freight company schemes. Reflecting the book's title, they could be found all over the country on all manner of workings throughout the 1960s, 1970s and 1980s. As change resonated through the railway with the introduction of sectorisation in the 1980s, the large fleet of Class 47s were suddenly on borrowed time with inroads beginning in earnest in 1992.

Opening with a brief introduction, the author's collection of photographs provides a colourful journey through the years highlighting the changing railway scene. Chapters cover BR days between 1985 and 1999, 2000 to the present day, open days and heritage lines. While there are still a few main line registered examples in regular use, most of the remaining examples can be found in use at heritage railways or in storage awaiting restoration.

For modellers, the collection of photographs within this book acts as a useful reference for painting, detailing and weathering a Class 47 as well as noting the changes in the colour schemes through the years, while the train formations they can be seen hauling make equally useful reference material.

With over 230 full colour images, this super new volume showcases the versatility of this once ubiquitous class. (JN)



21st Century freight

Author:	Paul D. Shannon
Publisher:	www.amberley-books.com
Title:	Railfreight in the 21st Century
ISBN:	978-1-3981-1184-4
Price:	£15.99
Spec:	96 pages, softback

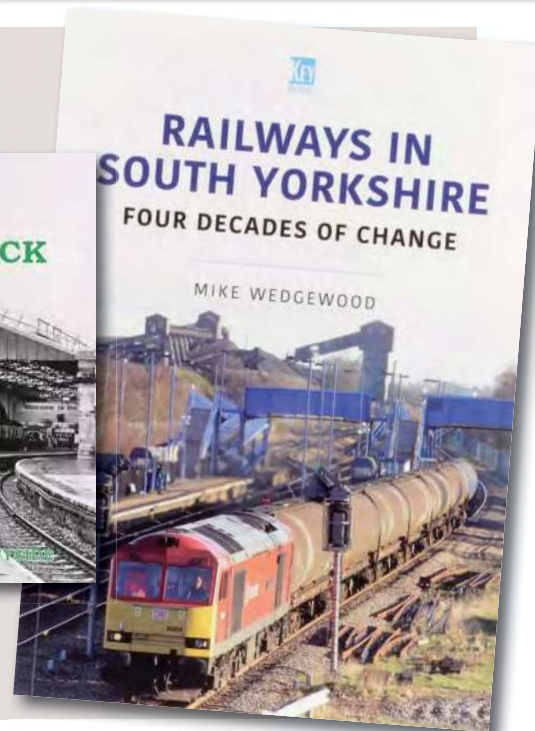
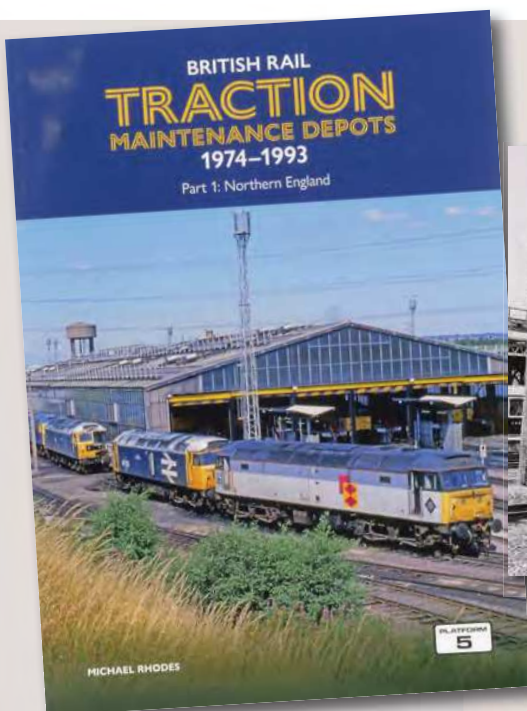
ALWAYS of interest to railway enthusiasts and modellers alike are the operation and formation of freight trains. Over the last two decades the railfreight scene has changed substantially and this book reflects many of these changes since the year 2000.

Gathering a super collection of photographs, the author has managed to include a wide variety of traction along with the amazing array of wagons that could be seen around the freight terminals, ports and inland.

A wide variety of freight was carried over this 20-year period and the book is divided into segments of each traffic type including aggregates, cement and blocks, infrastructure traffic, coal, biomass and nuclear, minerals and waste, metals, petroleum and chemicals, automotive, intermodal, mail and parcels, wagonload and niche markets.

Within each segment a good cross-section of motive power is included ranging from the ever present Class 66 diesels to Class 37s, 47s, 58s, 60s and 70s in a wide ranging selection of colour schemes – there's even a glimpse of a few privately owned locomotives hauling contemporary freight formations at some sites.

Again, this picture volume is a useful source of reference material for modellers wishing to replicate authentic and realistic freight formations from the ever-expanding ready-to-run ranges of contemporary wagons, together with the colourful motive power colour schemes that have plied the metals of the 21st Century railway scene in rural and industrial settings across UK. (JN)



British Rail TMDs

Author:	Michael Rhodes
Publisher:	www.platform5.com
Title:	British Rail Traction Maintenance Depots Part 1: Northern England
ISBN:	978-1-909431-68-3
Price:	£21.95
Spec:	96 pages, A4 softback

A NEW series of publications showcasing British Rail Traction Maintenance Depots (TMDs) from Platform 5 opens with this volume dedicated to locations in Northern England between 1974 and 1993. More will follow.

Presented by Michael Rhodes, the album features primarily monochrome photographs, with the odd splash of colour.

Coverage is split between the North East and the North West, with a good selection of depots and stabling points included with views from the author's photographic collection.

The volume includes a great selection of high quality photographs which are showcased to full advantage on the A4 page size and quality paper stock. Reproduction is top-notch as are the accompanying text and listings.

While many of the TMDs featured within this publication have long been consigned to history, it acts as a great reminder of these once busy locations with plenty of detailed views providing an excellent reference for modellers who may wish to replicate something similar in model form. Indeed, there's plenty of depot inspiration – large and small – from the once vast Thornaby site to the, by comparison, more modest Blyth Cambois facility.

What sets this album apart is the quality of photography which encompasses much more of the sites, such as track layout, equipment positioning, depot facilities, interiors, typical working conditions, buildings, redundant vehicles, detritus and, of course, the sheer variety of motive power.

An enjoyable read. (MC)

Far North diesels

Author:	Tom Heavyside
Publisher:	www.stenlake.co.uk
Title:	Classic Diesel Years: Inverness to Kyle of Lochalsh and Wick
ISBN:	978-1-84033-941-3
Price:	£11.95
Spec:	56 pages, softback

NEW from Stenlake Publishing is this new monochrome picture album devoted to the Far North lines between Inverness and Kyle of Lochalsh, Thurso and Wick during the 1980s diesel era.

Presented in landscape format (240mm x 175mm), the photographs are arranged in a page per view style with some superb images of diesel locomotive haulage – primarily passenger trains – and accompanying captions.

The album opens with an introduction to the Far North lines and sets the scene for the book which covers the period between 1980 and 1989, which witnessed the demise of regular Class 26 diesel haulage and introduction of Class 37s, before they too were replaced when Class 156 Super Sprinters began to appear in 1989.

From a modeller's perspective, the Scottish Highlands offer a great deal of modelling potential due to the short train formations and readily-available motive power and rolling stock, especially in 'OO' and 'N' gauge.

The photographs capture the scenes during this time with BR blue and BR large logo locomotives hauling BR blue and grey carriages, as well as the Hebridean Heritage coaches (with converted Class 101 DMU trailer) in their distinctive green and cream colour scheme.

Photographic views also include the aftermath of the Ness Bridge collapse in 1989, the temporary diesel depot at Muir of Ord, rail infrastructure, unorthodox unloading of mail, station scenes, as well as Class 26s and 37s on passenger and freight turns.

Excellent and available now. (MC)

Changing scene

Author:	Mike Wedgewood
Publisher:	www.keypublishing.com
Title:	Railways in South Yorkshire Four Decades of Change
ISBN:	978-1-80282-358-5
Price:	£15.99
Spec:	96 pages, softback

THE railway across South Yorkshire has changed significantly since the 1970s and this latest book from Key Publishing recalls how the rail network has adapted since then to the present day scene. There have been closures, traction has changed and the collieries on which the railway was so dependent have gone too. But the railway still plays an important role for freight and passenger traffic and this volume reflects some of the changes through the years.

The author opens the book with a brief introduction on how the railway developed in South Yorkshire, followed by chapters on specific areas including Rotherham and the Midland Main Line, the Sheffield area, the Barnsley coalfield and concluding with Doncaster and the East Coast Main Line.

The album contains many reminders of long since withdrawn traction and closed infrastructure, especially colliery branch lines and yards which act as a reminder of how freight traffic has changed over time.

Double-headed Class 20s and Class 56s on coal trains, Class 47s on LPG tanks, Class 76s on rakes of steel open mineral wagons and Class 45s and 'Deltics' on passenger trains are reminders of the area's rich railway heritage. But there are plenty of colourful contemporary views of modern-day operations too.

Photographic reproduction is superb throughout, printed on fine quality paper, with many of the archival images as crisp and clear as some of the more recent inclusions, which is a real bonus and testament to the quality of the original material. (JN)



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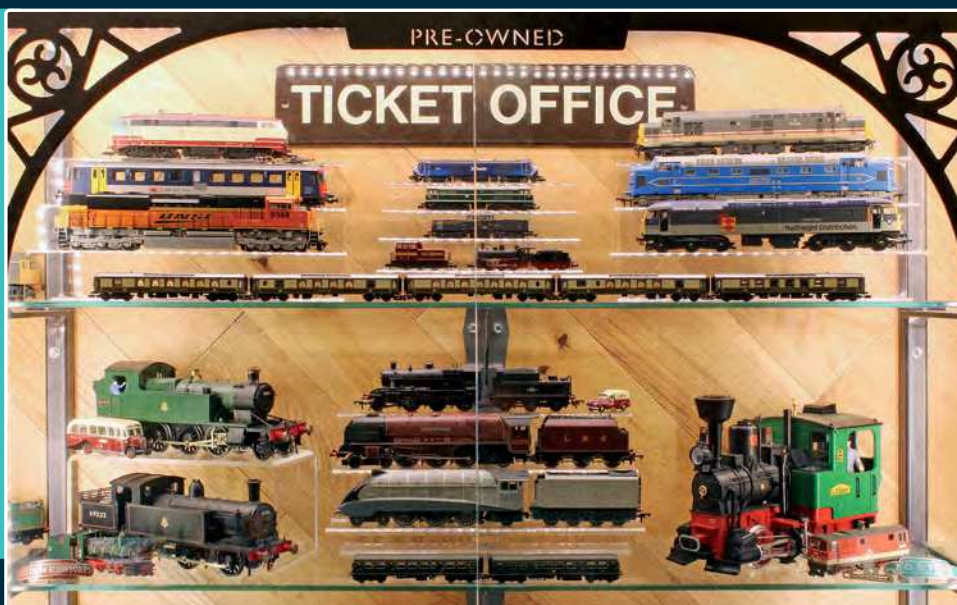
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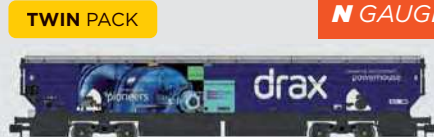
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Dapol are releasing a new version of the F H Silvey liveried wagon featuring their new 5-plank body and 9-foot wheelbase wood style chassis. This model will carry a different running number to previous releases, representing another

wagon in the large fleet of this Bristol coal supplier.
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Installing Hornby's Mk3 **MAGLIGHTS**

Hornby's latest generation Mk 3 carriages have been designed with the manufacturer's new magnetic switched lighting strips in mind.

MIKE WILD adds a full set to a Blue Pullman HST set in 'OO' gauge.

TOOLS

- » Small crosshead screwdriver
- » Insulation tape

INTERIOR LIGHTING adds a new level of interest to model railway rolling stock, particularly if you have the option for night running on your layout. To enhance its new range of BR Mk 3 carriages, Hornby has introduced a Maglight lighting strip which is simple to install.

The Maglights have been created with simplicity in mind. They are battery powered and each strip has ten LEDs as well as a magnetic reed switch and a magnetic block to operate the switch. The coaches have also been created with this system in mind down to a spare screw in the lighting support bar and a battery enclosure

space in the underframe.

Installation takes around ten minutes per coach and starts with dismantling of the vehicle for access to its internal components. From here there is further dismantling required as the lighting support bar and seat moulding both have to be removed to complete the addition of the lighting strip. However, while that sounds challenging, everything comes apart and goes back together well. So well, in fact, that we have completed nine coaches for this project.

In addition to the lighting, we also took the opportunity to change the couplings on each coach to Hornby's new magnetic buckeye

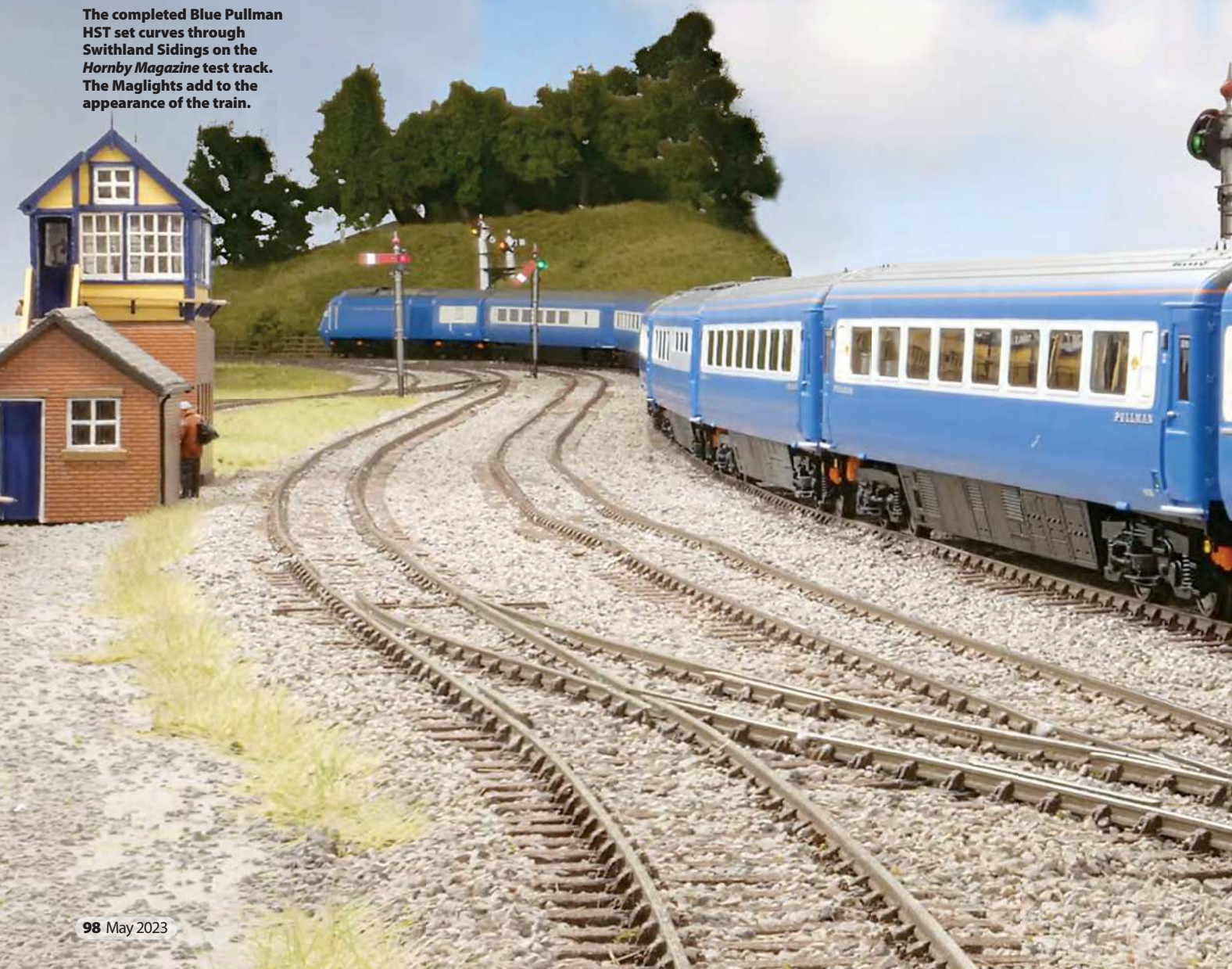
design. These couplings are included with each Mk 3 coach and, as well as offering close coupling between coaches, also make it much quicker and easier coupling and uncoupling vehicles when assembling a train.

The following step-by-step guide goes through the process from start to finish and you can see a video demonstration of the completed formation at www.keymodelworld.com/video. **HM**

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Maglight	www.hornby.com	R7305

The completed Blue Pullman HST set curves through Swithland Sidings on the Hornby Magazine test track. The Maglights add to the appearance of the train.



STEP BY STEP

INSTALLING HORNBY MAGLIGHTS IN MK 3 CARRIAGE

1

To enhance its new BR Mk 3 carriage collection (HM187), Hornby has introduced a lighting strip with a magnetic switch. The lights are battery powered and simple to install.



2

Our first step before adding the lights is to change the couplings from small tension locks to Hornby's new magnetic design included with the Mk 3s.



3

Replacing the coupling is a simple case of pulling out the small tension lock from the NEM pocket and clipping the magnetic version into place. You will need to ensure that the magnetic coupling is the correct way up for the next coach.



PLEASE TURN FOR
STEP BY STEP GUIDE



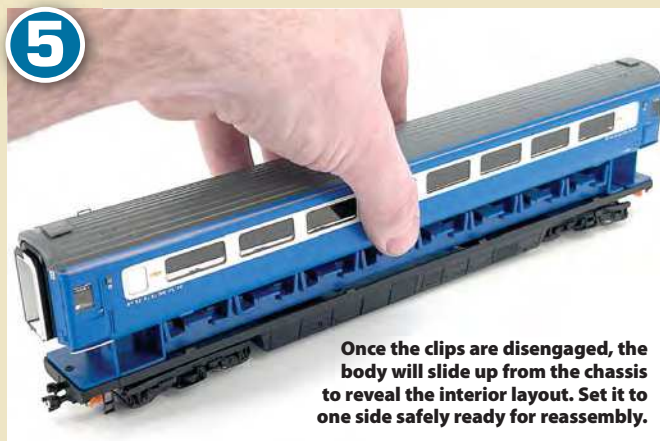
STEP BY STEP INSTALLING HORNBY MAGLIGHTS IN MK 3 CARRIAGES

4



Installation of the lighting starts with removal of the bodyshell. It is clip fitted to the chassis and light pressure from a fingernail above the rear of each bogie will unhook the body.

5



Once the clips are disengaged, the body will slide up from the chassis to reveal the interior layout. Set it to one side safely ready for reassembly.

6



The interior lighting support units are screw-fitted to the chassis with small crosshead screws. These are easy to access once the body has been removed.

7



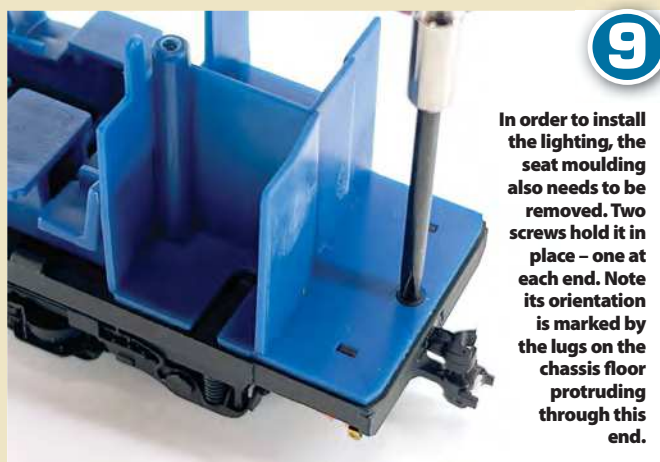
Start by releasing the first of two screws on top of the lighting support bar (black plastic strip).

8



At the other end of the coach, repeat the same process to complete removal of the lighting support bar.

9



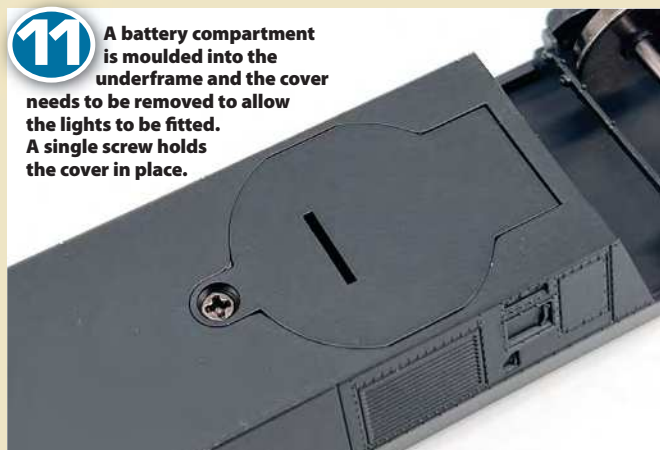
In order to install the lighting, the seat moulding also needs to be removed. Two screws hold it in place – one at each end. Note its orientation is marked by the lugs on the chassis floor protruding through this end.

10



The coach is now stripped down into lighting support bar, seating unit and chassis moulding, making it ready for addition of the lighting.

11



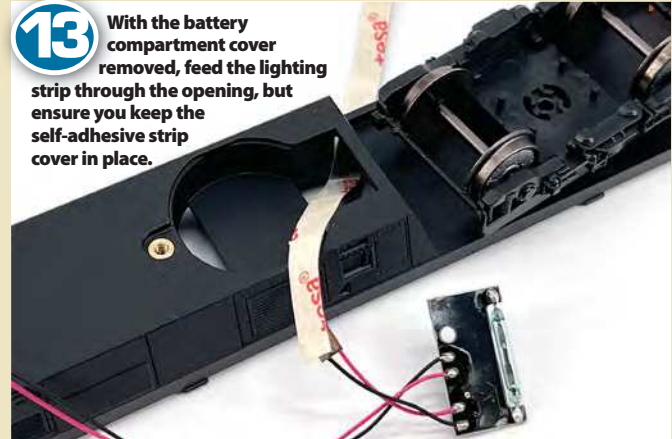
A battery compartment is moulded into the underframe and the cover needs to be removed to allow the lights to be fitted. A single screw holds the cover in place.

12



The Maglight pack contains all the components required for the installation including a magnetic block to activate the reed switch on the lights.

13



With the battery compartment cover removed, feed the lighting strip through the opening, but ensure you keep the self-adhesive strip cover in place.

14



Continue feeding the switch circuit board through until the battery connection is almost in place.

15



At this stage we found it advantageous to clip the battery in place prior to completing the installation.

16



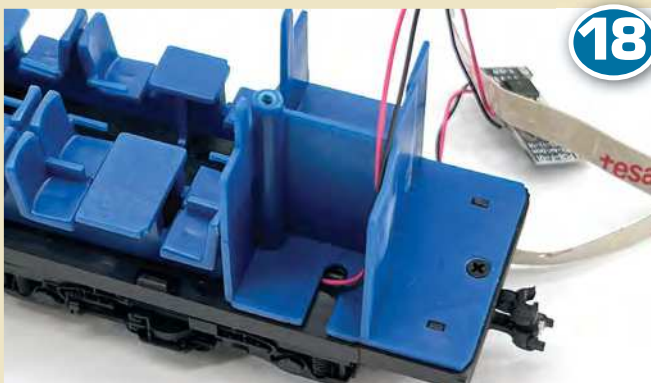
The battery compartment cover can now be refitted, completing the work on the underside.

17



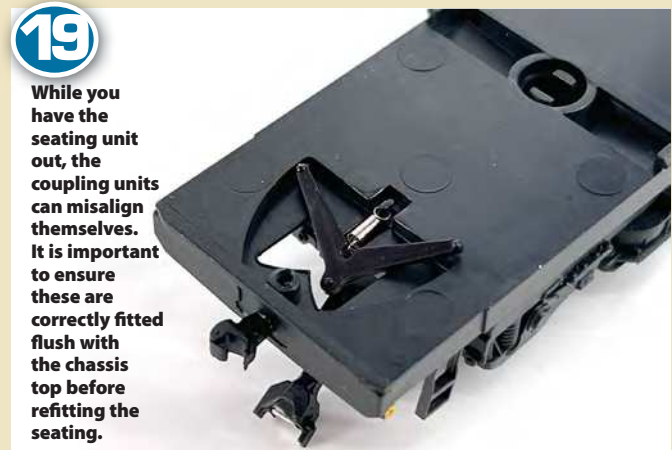
Turn the chassis over and there is a channel leading to one end which is designed to accommodate the wires to the lights. We taped these in place with black insulation tape to keep them in position.

18



Next, the seating unit was refitted taking care to ensure that the coupling supports were correctly positioned and that the wires passed freely through the opening in the floor of one of the toilet compartments.

19



While you have the seating unit out, the coupling units can misalign themselves. It is important to ensure these are correctly fitted flush with the chassis top before refitting the seating.

STEP BY STEP INSTALLING HORNBY MAGLIGHTS IN MK 3 CARRIAGES

Intermediate
Beginner SKILL LEVEL Advanced

20

Viewed from below, the position of the coupling is clear – it should sit straight and level if set right. If not, remove the screw at the offending end of the seating unit, reseal the coupling and refit the screw to hold the seating unit in place.



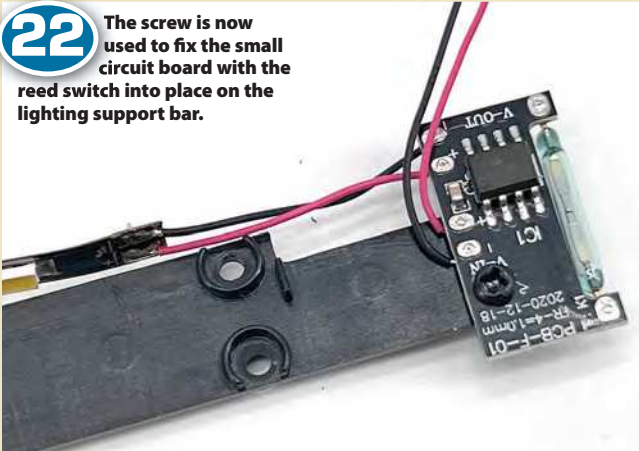
21



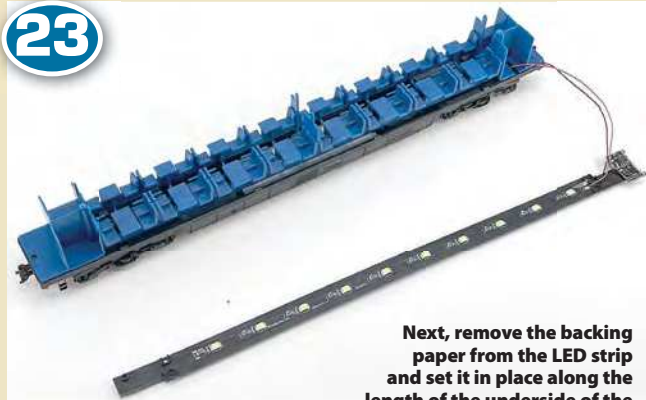
A screw to hold the reed switch circuit board is factory fitted into the lighting support bar. Remove it using a crosshead screwdriver.

22

The screw is now used to fix the small circuit board with the reed switch into place on the lighting support bar.



23



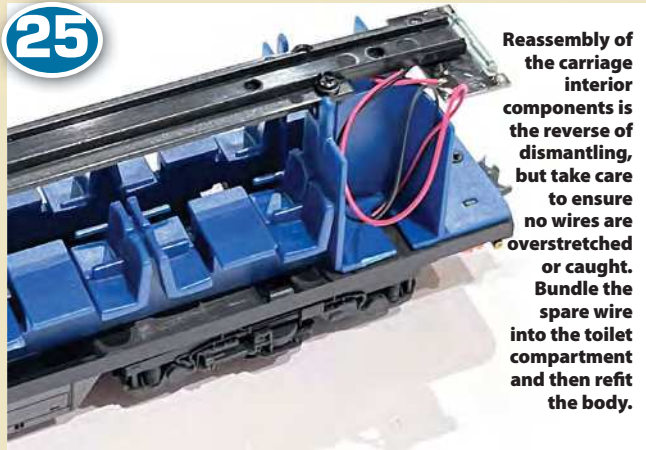
Next, remove the backing paper from the LED strip and set it in place along the length of the underside of the lighting support bar.

24



Ten LEDs are positioned along the length of the lighting strip which emit cool white light. They are neatly produced and totally invisible from the outside once the installation is complete.

25



Reassembly of the carriage interior components is the reverse of dismantling, but take care to ensure no wires are overstretched or caught. Bundle the spare wire into the toilet compartment and then refit the body.

26

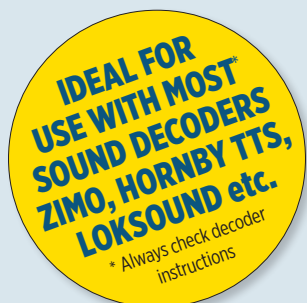


Once the lighting unit is fitted, you can test it on your workbench as the strip is battery powered. The Hornby branded magnetic wand is passed over the switch end of the circuit to turn the lights on and off.

27



With the lights on, the interior of the new Mk 3s is clear to see. What they really need now is a miniature population.



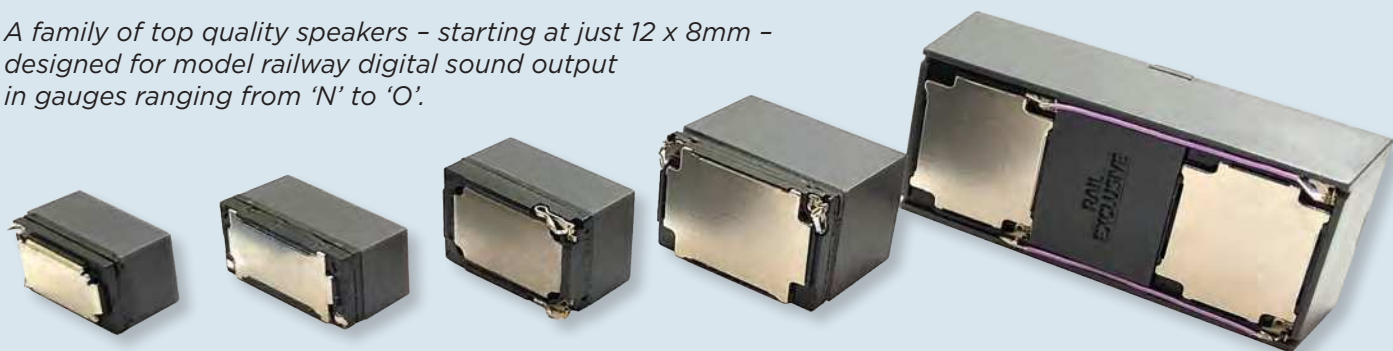
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Maxi 'Sugar Cube'	15x11x12	Single	8 Ω	1.0 W
'Boomer'	18x13x13	Single	8 Ω	1.0 W
Baby 'Boomer'	26x20x8	Single	8 Ω	1.0 W
Big 'Boomer'	40x20x7	Single	8 Ω	1.0 W
'Boom Box'	40x20x10	Twin	4 Ω	2.0 W
Slim 'Boom Box'	50x15x15	Twin	4 Ω	2.0 W
Chunky 'Boom Box'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

As a self-confessed 'dabbler', **DAVID JONES** gave an old 'OO' gauge layout set around Bristol a new home and revitalised it to show the final years of the Class 50s in homage to these popular machines.

PHOTOGRAPHY, RICHARD WATSON



As the yard foreman heads back to his illuminated office, BR large logo liveried Class 50 50046 *Ajax* heads through Parsons Vale carriage sidings with a mixed rake of Mk 1 and Mk 2 coaching stock, possibly on a railtour judging by the passengers still on board.





A pair of BR Class 50 diesels rest between duties at Parsons Vale carriage sidings.



I HAVE always been what you might call a 'dabbler' with model railways. For a while I have focused on the aspects of the hobby I enjoy, which are running trains and photographing the smaller details rather than building a bespoke layout. Eventually I decided to search for a pre-built layout I could alter to my tastes and that would fit in the car.

I had set myself the task to see if there was anything available for sale that I could offer a new home that was reasonably priced. I think I found that in Parsons Vale. If you look through the major auction sites you often find that people want hundreds of pounds for a basic 8ft x 4ft track plan and with the costs of everything increasing, finding a bargain is difficult but I'm glad I took a chance on Parsons Vale.

INSPIRATION

The origins of the layout are based around locations such as Malago Vale carriage sidings near Bristol - now long disappeared - and a bridge that the builder used to pass over at Parson Street, hence the name Parsons Vale. The premise for operation is that the sidings are located just beyond the main station, with empty stock workings between the two locations. These empty stock formations are then marshalled within the sidings, ready to be despatched for their next turn of duty.

The layout currently sits in my office in the garden. Working from home, it's a nice distraction from the day job to turn around and move a train or two. It also causes a fair few off-topic conversations to liven up virtual meetings.

The layout has previously been exhibited mainly in the South West and will continue its tour of the UK in the »



Left: With shunting taking place in the yard, a new shed is taking shape in the garden below.

Right: An immaculate Triumph Herald takes in the daylight following completion of its recent restoration.

Below: Class 33 33065 *Sealion* in departmental 'Dutch' yellow and grey enters Parsons Vale yard heading a short rake of loaded 'Dogfish' ballast hopper wagons.

North West in 2023. One of the reasons I purchased it was for that element: I enjoy going to exhibitions and working layouts, as well as meeting people.

Although the builder, Rob Owst, did a great job, I have made a few changes. The original baseboard is on 2in x 1in timber with an open frame construction to allow for the landscaping and bridges. I've made those supports thicker to alleviate signs of bowing that were beginning to appear and this was also handy for the swap to Digital Command Control (DCC) as the Cobalt Digital IP motors are larger than the Peco ones used, so the larger bracing added some support and protection.

The layout is split over two boards - the scenic 5ft section and a separate storage yard board that attaches to the side. I've replaced the original 4ft storage yard board with a 5ft Grainge & Hodder traverser to provide a few more options than the fixed yard previously did and it also means I can use this storage yard for other layouts.

Parsons Vale was previously analogue controlled, but I prefer the flexibility and capability of DCC. Following a visit to DCC Concepts' store in Settle, the layout is now entirely digital. The points are operated by DCC Concepts Cobalt IP Digital point motors, and these are worked by a mimic panel on the front - one of the newer style panels which I think is a huge improvement. Having chosen to go digital, I have selected the NCE Powercab as my control system and I am adding digital sound decoders to my diesel fleet, which will add a new dimension to operation.

Some of my favourite aspects of the layout are the subtle cameos in the scene. These range from the window cleaner (who has been affectionately named James by my son, after my stepdad who's a window cleaner) to the builders in the garden at the front. Carl the fitter, named after a friend who works at Allerton, has been a feature of most of my part-builds and he makes a return in the middle of the carriage siding. For me, it wouldn't be a layout without a Carl!

Further detailed modelling work to the layout is still required: the three-lane road looks too busy, even if it is accurate

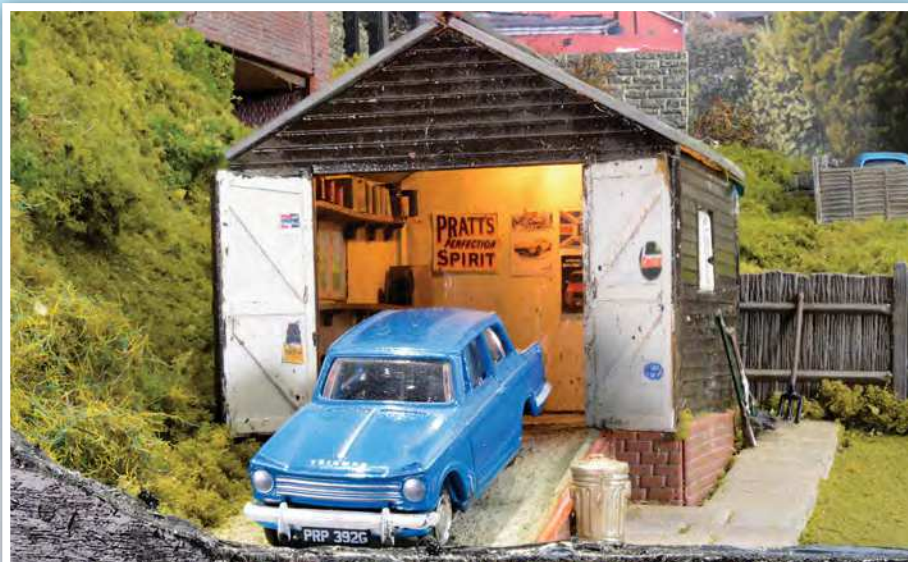


for the period, so I plan to reduce this to two lanes with the addition of an under-construction bus stop in the third lane. This should allow me to add some workmen, roadworks and other fine details to enhance that section of the layout, with its own focal point to draw the eye.

The front fascia board is also set to be replaced, but retaining the original idea that the front panel folds onto itself to contain everything in one box.

THE TRAINS

Originally the layout fleet was a mixture of BR blue era diesels, with Class 47s, 50s, 52s and so on, but I wanted to bring that forward a touch whilst not losing the sense of location in the Bristol area. Primarily, I now operate the layout with Class 50s during their final years in the South West. There are other locomotives from the »

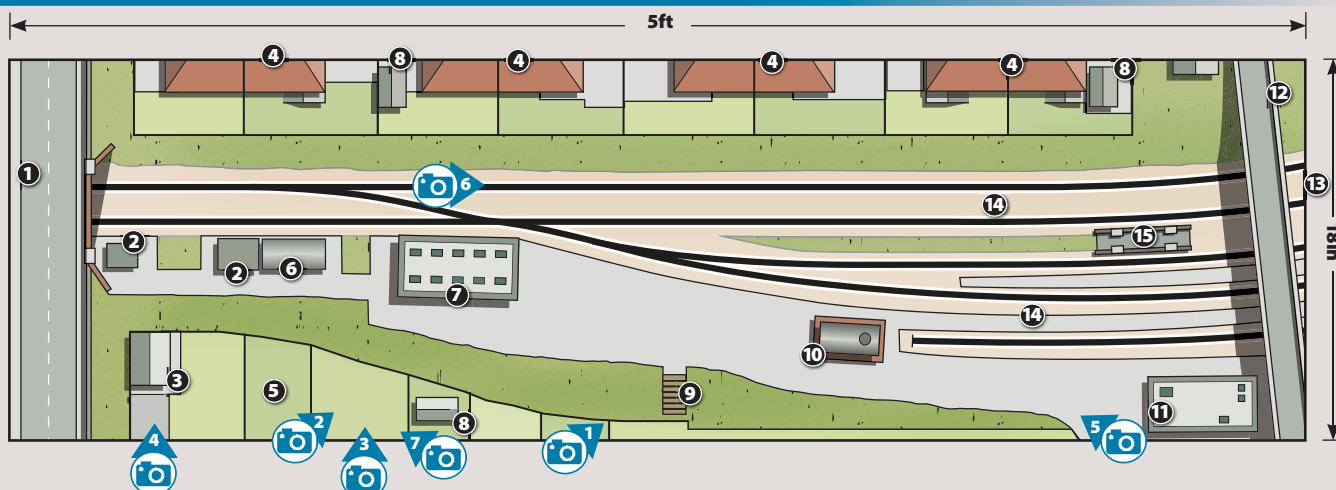




A general view of Parsons Vale's scenic section which measures just 5ft x 18ins.



PARSONS VALE TRACK DIAGRAM (NOT TO SCALE)



KEY				
① Road bridge	④ Low relief semi-detached houses	⑦ Depot office/mess	⑩ Fuel storage tank	⑬ To/from storage yard
② Storage hut	⑤ Building under construction	⑧ Shed	⑪ Stores	⑭ Water hydrants
③ Timber clad garage	⑥ Cycle rack	⑨ Steps	⑫ Footbridge	⑮ Shore supply

Class 50 50033
Glorious prepares
to run round a rake of
empty coaching stock,
as 50046 **Ajax** edges
gingerly through the
sidings with another set
of rolling stock.

general Network SouthEast fleet at the time, but the layout now effectively pays homage to the big English-Electric diesels.

I have three detailed and weathered Class 50s, but I think 50033 *Glorious* and 50046 *Ajax* look the closest in appearance to the real machines at the time. One is sound-fitted, so I now just need to get the other two completed.

I thought that operation would be rather limited, but the movements required to assemble the rakes of coaches, run locomotives around them and take them off-scene is quite surprising. I now need to find a suitable set of freight locomotives to cater for the non-passenger movements on the layout. The plan is to add some Class 31 and Class 33 diesels to the roster in due course.

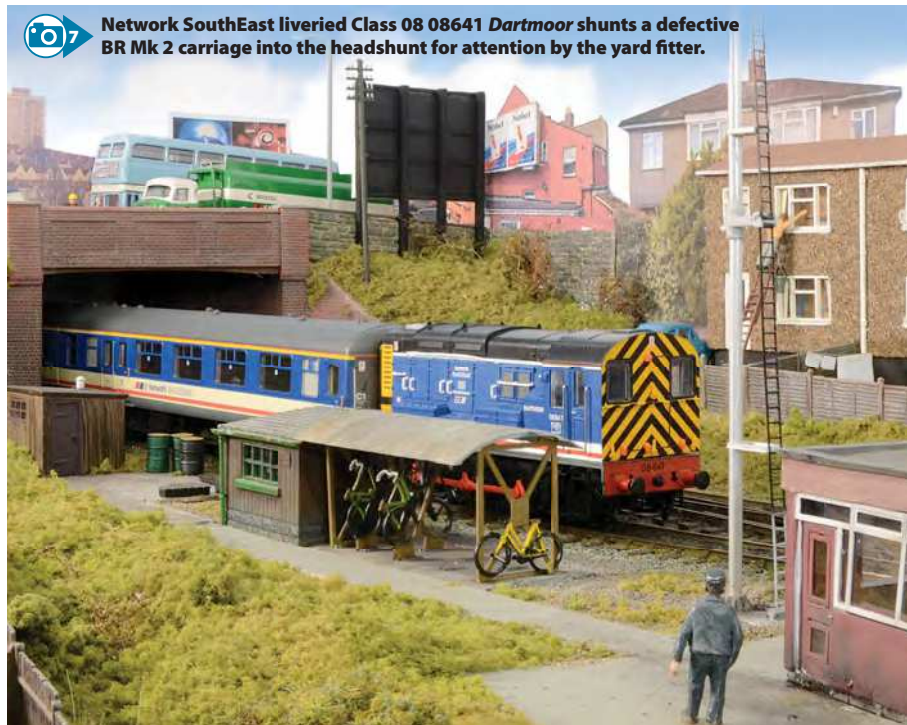
A REAL BARGAIN

I bought Parsons Vale as something to dabble with and take to shows, and it has certainly lived up to expectation. My aim has been to recapture the sense of a rapidly changing but colourful railway scene in the final half of the 1980s and first half of the 1990s, and I'd like to think that I have achieved that with the tweaks I have made to the running and appearance of the layout.

It goes to show that no matter what your interest is in railway modelling, you can always find a way of bringing it to fruition and sometimes that's through purchasing a layout and adding your own personal touches. **HM**

● Read more layout articles at
www.keymodelworld.com/trains/

Network SouthEast liveried Class 08 08641 Dartmoor shunts a defective BR Mk 2 carriage into the headshunt for attention by the yard fitter.



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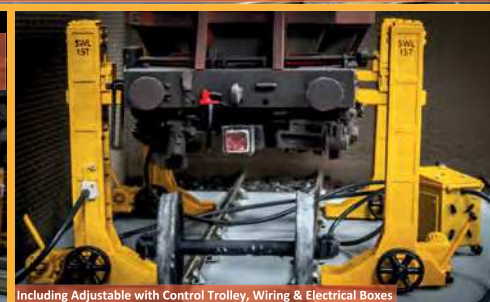


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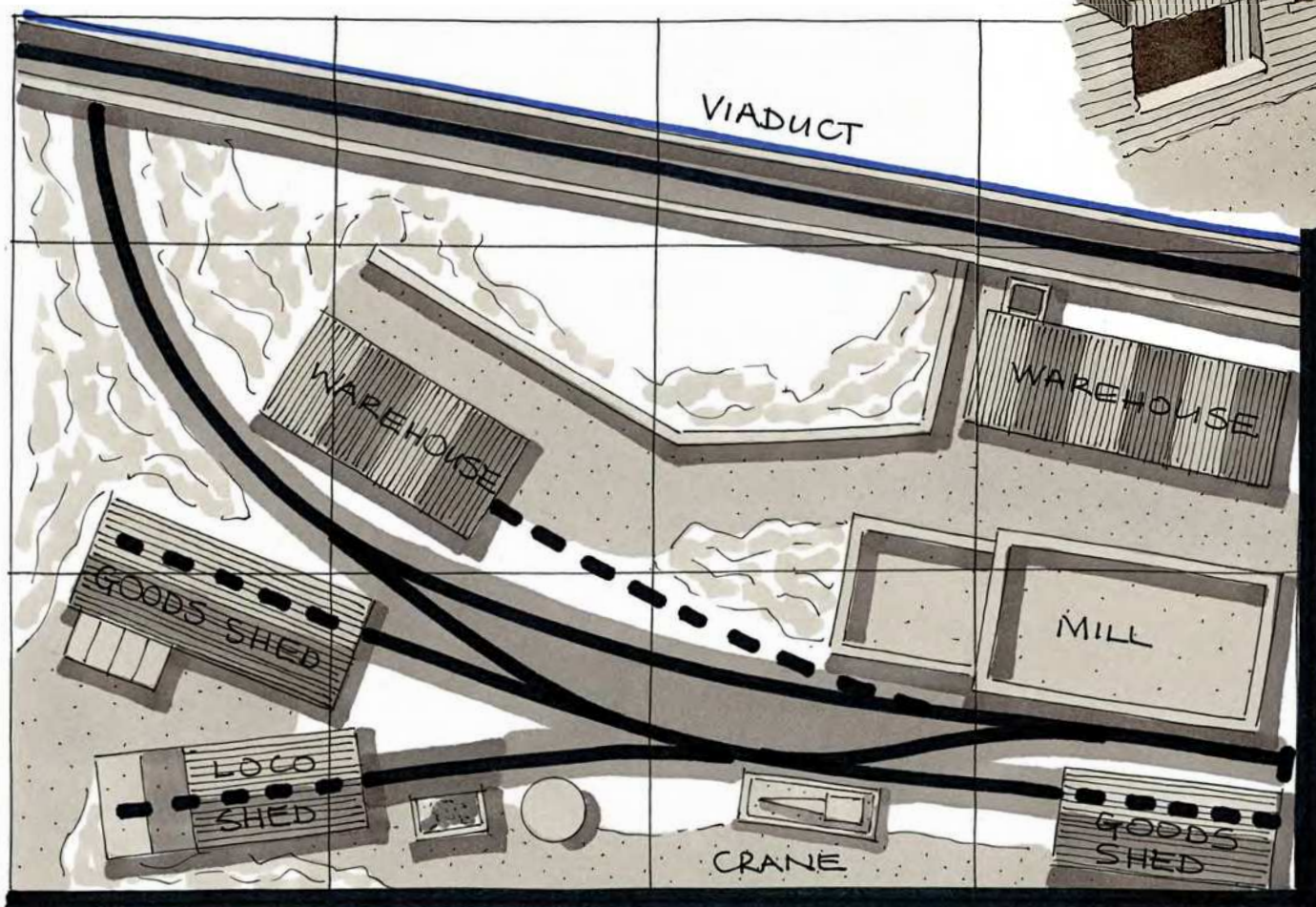
TAKE A fresh LOOK

Rather than building a new layout to replace one you're happy with, **PAUL LUNN** argues that changing the scene can be just as enjoyable - and much cheaper.

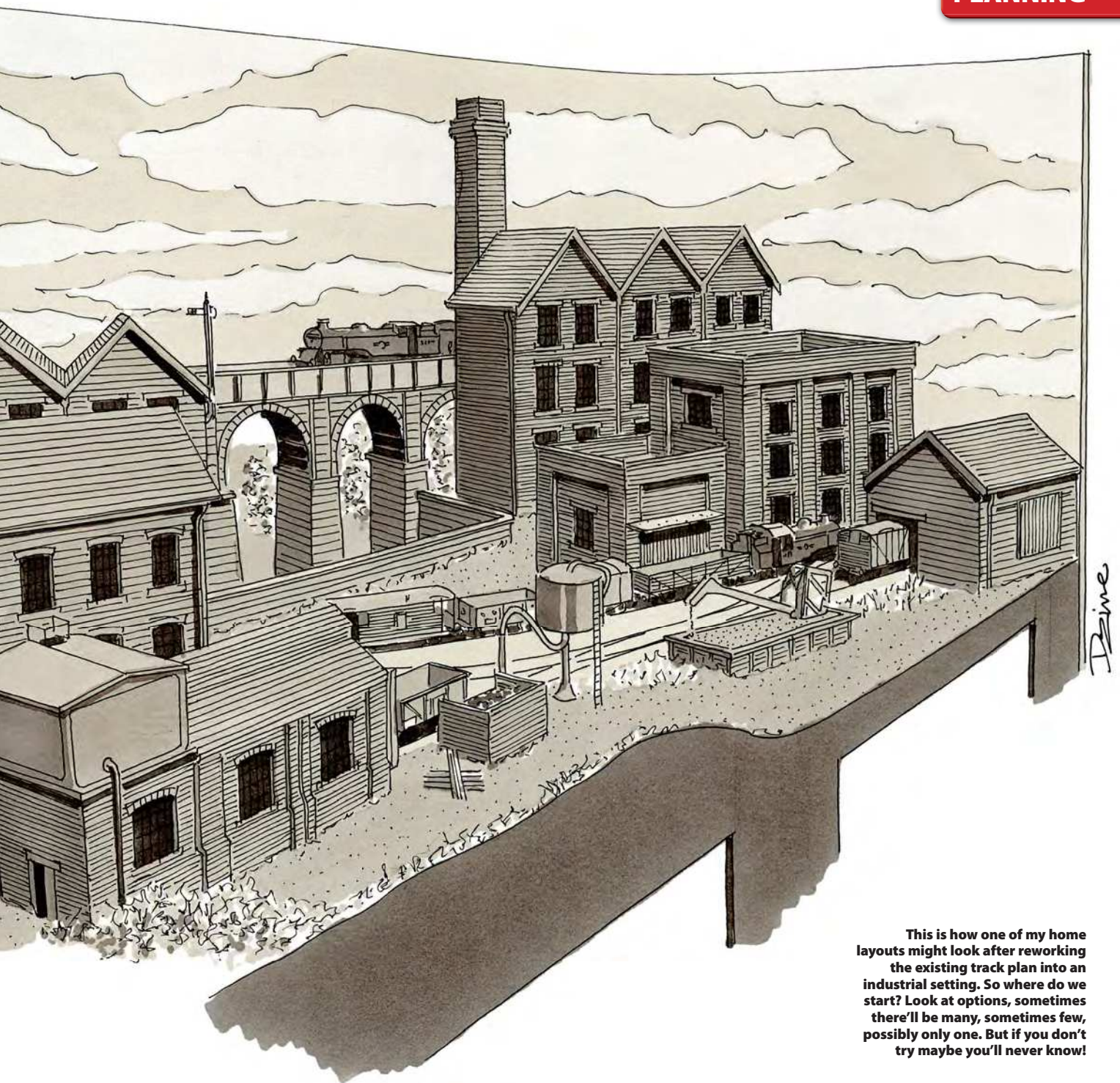
HOW MANY OF US HAVE found ourselves in a situation where you have a proven, reliable track plan for a layout that's realistic to

operate and fun - but despite all of that you hanker for a change of scene? The obvious thing to do is to start again, but that's time-consuming and costly - and

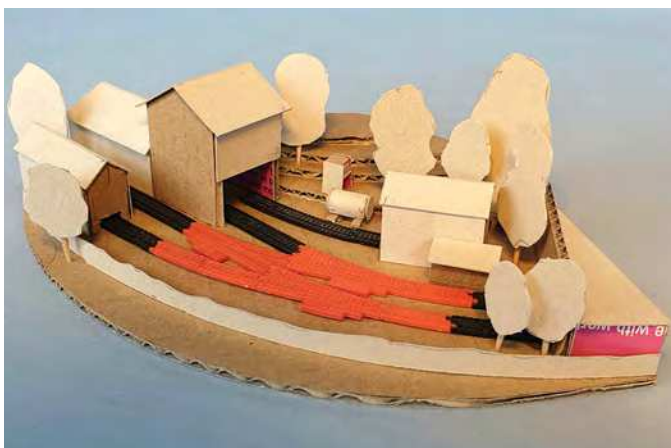
environmental issues of discarding material are coming to the fore. What about taking a fresh look at what you already have? Where do we start? Firstly, look >>



Having mocked up my intended plan, there were several revisions. This version of the plan resulted in the locomotive shed placed front left, the loading dock and crane moved onto the loop and a more dominant warehouse grouping has been created in the distance. I've also suggested adding an additional kickback siding (dashed line on plan) and whilst tight in headshunt capacity, it's worth it for increased operational value.



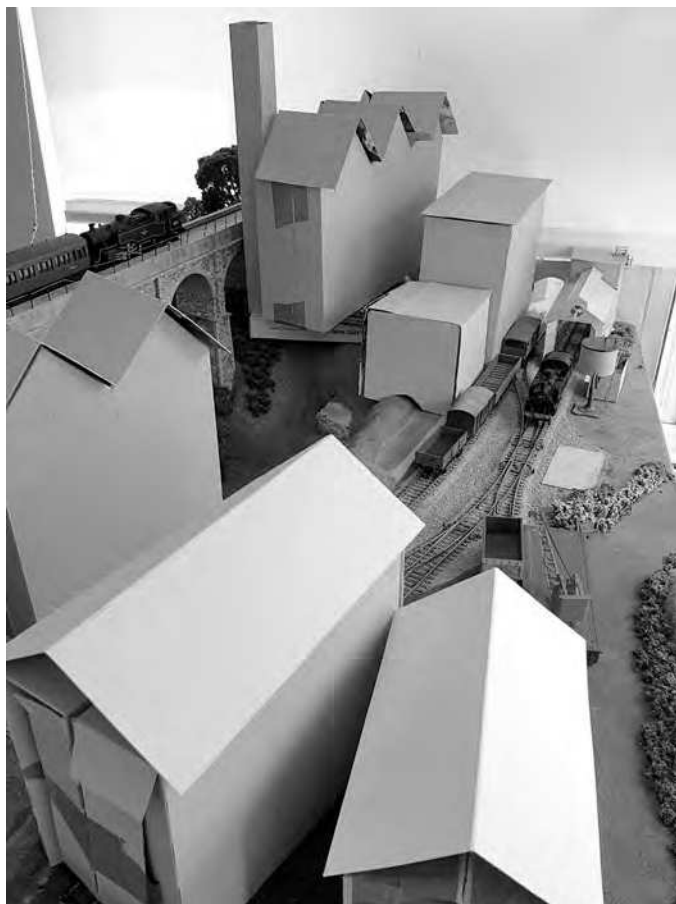
This is how one of my home layouts might look after reworking the existing track plan into an industrial setting. So where do we start? Look at options, sometimes there'll be many, sometimes few, possibly only one. But if you don't try maybe you'll never know!



The greatest thing about a mock-up is that, unlike a drawing, you can view it from any angle. Note how there's a balance between left and right-hand side tree grouping with one solitary tree, right, that is a bit taller to avoid visual repetition.



This layout plan was inspired by Clifton suspension bridge. I wanted to incorporate Hornby's Grand Suspension Bridge into a scheme and this mock-up helped provide a sense of length and height, as well as perspective for the rest of the scene.



There's nothing wrong with adding real structures in amongst your cardboard mock-ups and here you see my adapted Dapol locomotive shed with rooftop water tank. The location and variation of different rooftops is good but the size of some buildings isn't. The gable ended building needs to have extra depth from front to back. Similarly, the rear structure with chimney could also benefit from greater depth.



This opposite handed version repositions the locomotive shed, moves the loading dock and crane onto the loop and creates a more dominant warehouse grouping in the distance. Do I have a preference between the two arrangements? It's a hard call, but if I had to choose it would be locomotive shed on the left and the additional siding.

at options for change. Sometimes there will be many, but there might only be a few or even one. One thing is certain though - if you don't spend some time looking and thinking about alternatives, you'll never know!

My existing, partly finished 4ft x 4ft rural layout has a large slightly diagonally positioned aqueduct visually separating two key scenes. There are numerous trees and grass covered hills. This will be the baseline from which I'll mock-up a completely different interpretation.

MOCKING UP

Mocking up a layout design is a great way to assess how it will look without expending too much time and money. Some of my previous

examples are very basic in their appearance, whilst others have been quite advanced.

I developed a micro layout with a curved front edge designed to fit in a 2ft-3ft square space. The design made use of Hornby 1/4 scale track templates, easily adjusted to suit location and design requirement. It also utilised used cereal packets, corrugated packing card and cocktail sticks for tree trunks.

Front left, there was an engine shed with colliery screens behind. Front right featured a low-relief bridge masking the exit to a non-scenic cassette, and a weighbridge lean-to with a locomotive servicing shed behind. To the rear there was a hill from four layers of corrugated card. It took several attempts to

“Mocking up a layout design is a great way to assess how it will look without expending too much time and money.”

PAUL LUNN

This view of Trumans Brewery in Burton-upon-Trent provides a sense of scale. Look closely and there are multiple architectural features including corbelling, protruding key stones on two courses of windows, recessed windows with use of both elliptical and semi-circular arches. Note too how all windows vary in height. Stanier 'Black Five' 45048 passes with a mixed freight on May 20 1964.

Richard Inwood/
Paul A. Lunn Collection.



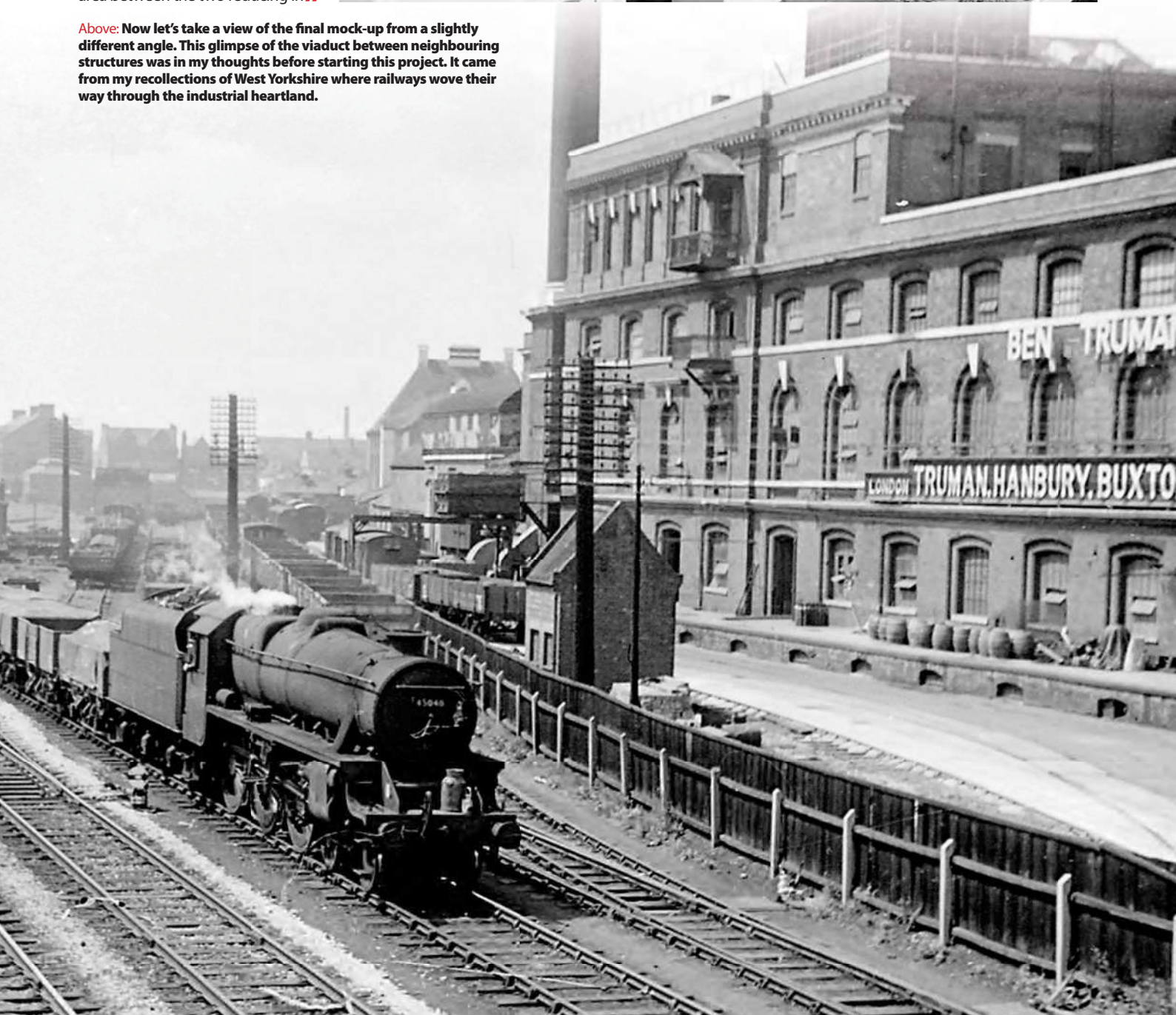
achieve this pleasing composition with the hill masking a non-scenic track, served from a sector plate hidden inside the screens.

Another layout plan was inspired by Clifton suspension bridge. The mock-up helped me decide whether Hornby's Grand Suspension Bridge would be overpowering in length and height. As the left-hand end represented a station at ground level, I wanted to make sure I could find a suitable height backscene that would look effective with both levels. Furthermore, could the arrangement hide the River Avon's three-dimensional end where it meets the two-dimensional backscene behind the outer elevated end span of the bridge.

A modeller friend also approached me for help with his planned wartime diorama. In a depth of only 2ft he wanted to know if he could use 'O' gauge track in the foreground, and 'OO' gauge track to the rear, with the area between the two reducing in >>



Above: Now let's take a view of the final mock-up from a slightly different angle. This glimpse of the viaduct between neighbouring structures was in my thoughts before starting this project. It came from my recollections of West Yorkshire where railways wove their way through the industrial heartland.



scale to create a forced perspective. Again, a mock-up helped in terms of developing the potential scene.

Don't just think of mock-ups as a method for complete schemes: they also work for specific details. I've always been an advocate of adding a short additional section between scenic layout and non-scenic storage yard, purposely designed to hide a hole in the backscene and enabling track to pass more discretely between the two.

MATERIALS

From a reuse point of view, cereal boxes and corrugated card figure high on my materials list. Expanded polystyrene whilst ethically questionable often comes to our house by way of packaging. This is a material I try to use more for full size mock-ups as any hills made can be transferred as a time saving device, onto the finished model. There are some things I buy new - wooden barbecue skewers, cocktail sticks, coffee stirrers and the like.

I regularly make extensive use of used cereal packaging. You can use them just as they are, printed side out, but I find the graphics distracting. I always turn them inside out. Carefully open them up on the long vertical join line at one corner, re-fold all fold lines the opposite way and stick the thing back together. You can use glue but I tend to use tape as it allows me to easily unpick the structure if I need to make any modifications later.

From adapted boxes you can create a building representation with flat, gable or hipped roofs. I always tend to make mock-up buildings a little on the high side at first so that when placed in position I can adjust height to taste:



Mock-ups are just one part of the process. There are times when it's important to make a mock-up trial model. This test piece for a future colliery railway shows a section of dipping track. Of particular note are the slightly 'flooded' sleepers, and autumnal vegetation made from garden twine and unused tea leaves.

it's always much easier to cut off rather than add on.

DESIGN CLEVER

I start by planning most things in my head and want to fill much of the area with substantial structures and tracks weaving their way between neighbouring buildings. Some gaps between track and bridge are larger than others and ideal for buildings with a large footprint. That's the best place for them too, so as not to obstruct your viewpoint.

Most ready-to-plant structures are of a size and of the largest, most don't represent the true scale of the original type of structure. When measured against passing trains, many warehouses and mills dominate the scene.

Layouts are always a fine balance in size, volume and creating the right look. Kits like those from the Metcalfe range

and some downloaded versions can be adapted, although a customised scratchbuild will undoubtedly bring better results.

It is also worth bearing in mind that if you make changes to a section of a layout there may be visual implications for any neighbouring section, so mock-ups can certainly help in the first instance and also be on the lookout for attractive cameo views or arrangements.

OVERALL BENEFITS

Mock-ups are a great way to resolve design issues. You get an idea of the end result before laying out any cash and real time. You can adjust items, perhaps with less or more volume in height or width, or change a gable ended roof for a flat one, as I did, and all you need is some decent size scrap card, tape and/or glue and a few basic tools. Happy planning!

HIM

I've included this October 1963 view of BR '9F' 92208 at Iron Bridges, partly for its mixture of brickwork styles, but mainly for the fact there are very few windows! Note also how at least one track is at 90 degrees to the main line.

Richard Inwood/Paul A. Lunn Collection.



This view demonstrates how careful placement of scenery can disguise the inevitable hole in the backscene leading to a storage yard, such as adding a mix of model railway trees. Note that some greenery has been glued to the backscene itself.



A substantial backdrop at Derby Works with an angular art deco type structure behind Midland Railway '2F' 0-6-0 58138 on February 26 1963. Note the water tower extreme top left and rooftop steel structures top right.
Richard Inwood/Paul A. Lunn Collection.



Beeching

THE GOOD BITS

While the Beeching report of 60 years ago is best remembered for the closure of a third of our railway network, it proposed investment and improvement in some areas, particularly freight and long-distance passenger services. Some of these proposals were then seen as radical, but were they as original as generally thought? **EVAN GREEN-HUGHES** set out to find out.



Right: The Port of Southampton is one of the country's busiest deep-sea ports. On May 28 2003, Freightliner Class 66 66505 shunts a rake of wagons at Southampton Maritime container terminal. Note the spare bogie frames piled up in the foreground.

John Chalcraft/Railphotoprints.uk.

Below: Tinsley 'hump' marshalling yard in Sheffield opened in 1965, as part of a rationalisation of freight yards across the rail network. On January 8 1978 dedicated Tinsley shunter 13003 awaits its next duty on the 'hump' while an inspection is made of the track ahead.

Railphotoprints.uk.



IN the last issue of *Hornby Magazine* (HM190) we examined how the Beeching report was in reality an acceleration of policies that had been already under way, in some cases for many years, and which had already involved the closure of many miles of railway line in the UK. However, the report was not entirely about retrenchment as it contained proposals for extensive modernisation and investment in the system. Included in these were new marshalling yards, the Freightliner container service, Merry-Go-Round working for coal trains as well as the establishment of a network of fast inter-city passenger routes.

Perhaps one of the most successful initiatives included in the Beeching Report was that of block container freight trains, which were to run at express speeds between dedicated terminals in an effort to compete with road transport. The name 'Freightliner' was coined for this operation, although the term 'Liner Train' was used in the report itself, and it was to become very successful, laying the foundations for the extensive use of containers that continues to this day. While Beeching is largely credited with this initiative, it was in reality a logical progression of what had gone before, and took into account developments in the rest of the world.

In fact, by the time Beeching reported, British Railways already had container trains although they used equipment built to Railway Clearing House specifications that dated back to 1923. These, however, resembled normal goods wagons, being made of wood, and were of limited capacity, yet had been built in

large numbers, being used particularly for perishables and door-to-door goods services. Most of these were used singly as required and ran in normal mixed goods trains although dedicated block trains did appear in 1959 when the London Midland Region launched its daily 'Condor' container train between London and Scotland, a service which saw 27 wagons of goods worked non-stop at speeds which the road transport of the day could not hope to match.

Clearly there was a place for container traffic but, even before Beeching, it was realised that the existing wooden containers were becoming outdated. As a result, in 1961, a larger square type made of steel was introduced for a new service called 'Speedfreight'. These were larger than the wooden ones but still small enough that they could be accommodated on four-wheel wagons. The new service ran from London to Manchester and special handling equipment was installed to load and unload the containers.

Meanwhile, in the rest of the world, the use of much larger steel containers was becoming widespread. The first ship designed to carry them was introduced in 1957 and adaptors for securing them on trains and road lorries came soon after. This method of transport was then extensively used by the American military in the supply of their troops during the Vietnam conflict. International standards for container size and mountings soon followed and it was these that were proposed for the introduction of the Freightliner network, which was very successful and at its height was responsible for running 140 trains a day in and out of 30 different terminals. »

"Perhaps one of Beeching's most enduring legacies was the way that the railway's emphasis was changed from being a predominantly goods-led system to one that prioritised long distance passenger services."

EVAN GREEN-HUGHES

Inter-City as a brand was launched in 1966, becoming synonymous with high-speed rail travel the length and breadth of Britain. On July 18 1986 an unidentified InterCity 125 High Speed Train weaves its way across the pointwork as it approaches Newcastle while forming an Edinburgh to King's Cross train. [John Chalcraft/Railphotoprints.uk](http://JohnChalcraft/Railphotoprints.uk)



MERRY-GO-ROUND

Another initiative from the Beeching Report that worked very well was the introduction of Merry-Go-Round (MGR) trains with the intention of making the transport of coal more economic. Again, the idea of working coal in block trains was not new for such trains, in this case made up of strings of unbraked four-wheel wagons, had been used on the network for many years, particularly running from the Midlands to London.

The introduction of the Clean Air Acts had seen the destination for much of this traffic move from retail domestic merchants in cities to power stations but the method of working had not altered so that at the time of the report the average wagon was only making a couple of journeys a week from colliery to power station and most were still being unloaded by hand. Despite the quantity of coal being moved by rail, the traffic only generated £2.8m profit a year and it was estimated that about £11m was being wasted by the inefficient use of wagons.

However, there were instances where other forms of traffic were more efficiently handled, for instance iron ore for steelworks in the north east ran in block trains using wagons equipped with bottom discharge doors, while for around 30 years limestone had been conveyed from Derbyshire in bogie hoppers with purpose-built loading and unloading facilities.

Beeching proposed using some of the lessons learned from these operations for the transport of coal but with the added twist that wagons should be loaded and unloaded while the train was on the move. The result of this was the MGR coal train which was designed to be loaded and unloaded more efficiently and could run at higher speeds, enabling each set of wagons to make multiple journeys in each day.

Cockenzie power station in Scotland was the first to be converted to the new system, which eventually became the industry standard. It is a sign of how successful this policy was that the 80 wagons deployed to Cockenzie were able to replace no fewer than 1,500 of the old four-wheelers. As a result of this initiative coal trains remained a prominent traffic on our railways until the recent decimation of the coal industry caused its demise.

At the time of the Beeching Report 89m tons of general merchandise still travelled by rail, much of it in individual wagons, and although this brought in over £100m a year it was losing around £1m a week.



Dr Beeching proposed a new UK-wide containerised freight service in his *Reshaping of Britain's Railways* report. D1858 passes Kingmoor, Carlisle with a southbound Freightliner service on July 27 1967. On the far left, the area's new diesel depot is under construction. [Richard Lewis/Railphotoprints.uk](http://RichardLewis/Railphotoprints.uk).

The reason for this had been identified many years previously and was due to the number of stations handling goods traffic, the cost of running pick-up goods trains and the time and cost expended in shunting and re-marshalling trains so that each wagon ended up at its intended destination.

Rather surprisingly Beeching came to the conclusion that much of this traffic could be saved, but that to do that most of the smaller yards should be closed, with shunting to be carried out at new, massive hump-equipped yards. Again, this was not a new idea, as this form of shunting had been in use since introduced in Liverpool in 1882, but what Beeching did was to introduce such yards in many more areas, at considerable expense.

Unfortunately, unlike some of the other initiatives this policy did not work as the stations that had provided the traffic were closed and road transport provided a more flexible and cost-efficient way of making short-distance deliveries. This was one way of working that had provided efficiencies in the past but failed to do so this time, and it was not long before wagonload freight passed into oblivion.

EXPRESS OPERATION

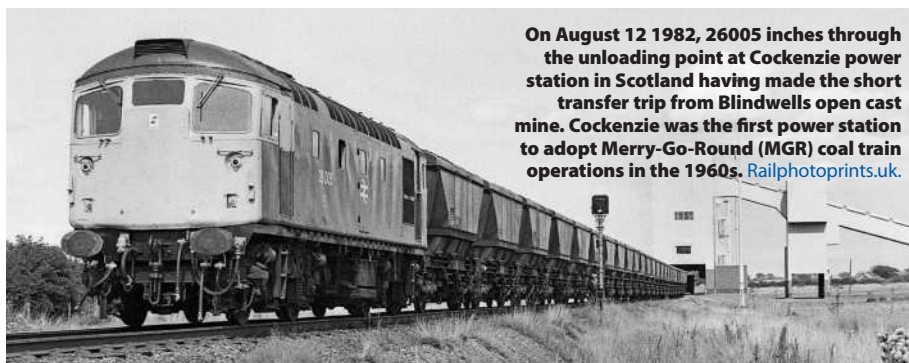
Perhaps one of Beeching's most enduring legacies was the way that the railway's emphasis was changed from being a predominantly goods-led system to one

that prioritised long distance passenger services. Although before nationalisation all four major railway companies had their crack expresses, they had to be run on a system that was bursting at the seams with conflicting goods and local passenger traffic.

Beeching foresaw that the main demand in the future would be for travel from city to city at high speeds with passengers travelling to their nearest station by bus or by car. His view was that the best way to achieve this was to clear the system of slow-speed competing traffic and to modernise the long-distance services. It was in this period that the phrase 'inter-city' was originally coined and the foundations of the main passenger services that are still in existence today were laid.

The report also identified that suburban services into large cities, such as London, were very important although they hardly covered their costs. Closing these was 'inconceivable' but the report was silent as to how they might be made more profitable, save for a suggestion that fares would have to be raised to a more realistic level. Although there was no direct action as a result of the report, the debate on this led to the principle that local authorities could make a financial contribution towards retaining a rail service. Had that principle existed in the immediate aftermath of Beeching, it might have led to more lines being retained.

It is easy to see how Beeching came to the conclusions he did given the information and tools he had to hand at the time. However, it is also interesting to note how many of his proposals were a development from what had gone before rather than of bold new thinking. The report had a massive impact on the railway system, not only with the well-known series of closures but also with the initiatives, such as Freightliner and Inter-City, that allowed the railway to survive and to develop into the system we have today. **HM**



On August 12 1982, 26005 inches through the unloading point at Cockenzie power station in Scotland having made the short transfer trip from Blindwells open cast mine. Cockenzie was the first power station to adopt Merry-Go-Round (MGR) coal train operations in the 1960s. 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.

April 2023

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.

12 TAUNTON MODEL RAILWAY GROUP OPEN DAY

Hosts: Taunton Model Railway Group
Location: Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX
Times: 10am-4.30pm
Prices: Small admission charge
Website: www.tauntonmodelrailwaygroup.co.uk
Features: Bath Green Park and Tamerig New layouts on display and refreshments.

15 BIRCHINGTON MODEL RAILWAY EXHIBITION

Hosts: East Kent Model Railway Society
Location: The Centre, Alpha Road, Birchington-on-Sea, Kent CT7 9EG
Times: 10am-4pm
Prices: Adults £4, accompanied children free
Contact: ekmrswhitstable@gmail.com
Features: Layouts, trade support, refreshments and nearby parking.

15 EPSOM AND EWELL MODEL RAILWAY CLUB OPEN DAY

Hosts: Epsom and Ewell Model Railway Club
Location: Ruxley Church, Ruxley Lane, West Ewell, Surrey KT19 0JG
Times: 10am-5pm
Prices: Free admission – donations welcome
Website: www.eemrc.org.uk
Features: Club and members' layouts, demonstrations, limited trade support, parking and disabled access.

15 NORWICH MODEL RAILWAY EXHIBITION

Hosts: Norwich Railway Heritage & Model Society
Location: Hellesdon High School, Middletons Lane, Norwich NR6 5SB

Times: 10am-4pm
Prices: Adults £6, accompanied children free
Website: <https://norhams.org.uk>
Features: 16 layouts, trade support, demonstrations, societies, parking and disabled access.

15 SOUTH WEST HERTS MODEL RAILWAY SOCIETY EXHIBITION

Hosts: South West Herts Model Railway Society
Location: Queens' School, Aldenham Road, Bushey, Watford, Hertfordshire WD23 2TY
Times: 10am-4.30pm
Prices: Adults £8, children £4
Website: www.southwesthertsmrs.org.uk
Features: 20 layouts, trade support, societies, refreshments, parking and disabled access.

15/16 CALNE MODEL RAILWAY EXHIBITION

Hosts: Bentley Model Railway Group
Location: Calne Community Campus, White Horse Way, Calne, Wiltshire SN11 0SP
Times: Sat 11am-5pm, Sun 10am-4pm
Prices: Adults £6, children £3, group (2+3) £15
Website: www.calnemrs.org.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

15/16 HELSTON AND FALMOUTH MODEL RAILWAY CLUB SPRING EXHIBITION

Hosts: Helston and Falmouth Model Railway Club
Location: Pool Academy, Church Road, Pool, Redruth, Cornwall TR15 3PZ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £3, family (2+2) £14
Website: www.hfmrc.com
Features: 14 layouts, trade support, demonstrations, model displays (boats/aircraft/vehicles/buildings), refreshments, parking and disabled access.

15/16 LOTHIAN MODEL RAILWAY EXHIBITION

Hosts: Pentland Model Railway Group
Location: St. Mary's Church Hall, Dalmahoy, Edinburgh EH27 8EB
Times: Sat 10am-4.30pm, Sun 11.30am-4pm
Prices: Adults £4, children £1
Website: www.lothianmodelrail.co.uk
Features: Seven layouts, trade support, demos, refreshments, parking and disabled access.

15/16 NORTH DOWN MODEL RAILWAY EXHIBITION

Hosts: North Down Model Railway Society
Location: Bangor Grammar School, Gransha Road, Bangor, County Down BT19 7QU
Times: Sat 10am-4pm, Sun 12pm-4pm
Prices: Adults £6, accompanied children £4, family £16
Website: www.ndmrs.org.uk
Features: 20 layouts, trade support, model displays,

demonstrations, refreshments, parking and disabled access.

15/16 WIMBORNE RAIL EX 2023

Hosts: Wimborne Railway Society
Location: Allendale Community Centre, Hanham Road, Wimborne, BH21 1AS
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, accompanied children free, family £10
Website: www.wimrail.org.uk
Features: Layouts, trade support, refreshments, nearby parking and disabled access.

22 BAWDESWELL MODEL RAILWAY EXHIBITION

Hosts: 32a Model Railway Club
Location: Bawdeswell Village Hall, Reepham Road, Bawdeswell, Norfolk NR20 4RU
Times: 10am-4pm
Prices: Adults £5, concessions £4, children £2, family £12
Website: www.32amrc.co.uk
Features: 14 layouts, trade support, demonstrations, refreshments and parking.

22 HIGH WYCOMBE MODEL RAILWAY EXHIBITION

Hosts: High Wycombe and District Model Railway Society
Location: Cressex Community Centre and Social Club, Cressex Road, High Wycombe HP12 4PZ
Times: 10.30am-4.30pm
Prices: Adults £4.50, accompanied children £1
Website: www.hwdmrs.org.uk
Features: 12 layouts, trade support, refreshments, parking and disabled access.

22 LUTON MODEL RAILWAY EXHIBITION

Hosts: Luton Model Railway Club
Location: Stopsley High School, St Thomas' Road, Luton LU2 7UX
Times: 10.30am-5pm
Prices: Adults £8, children £4, family £20
Website: www.lutonmodelrailwayclub.org.uk
Features: 20 layouts, trade support, societies, refreshments and parking.

23 BODLE STREET GREEN MODEL RAILWAY SHOW

Hosts: BSG Village Hall Committee
Location: Bodle Street Green Village Hall and Green, Hailsham, East Sussex BN27 4BU
Times: 10am-3pm
Prices: Charity donation
Contact: 01323 833125
Features: Six layouts, dioramas, more than 150 vintage vehicles (part of charity gathering and road run with steam, tractors, cars, stationary engines, motorcycles), refreshments and parking.

FULL LISTING ONLINE!

For more shows and the very latest event details visit www.keymodelworld.com for our online Show Guide.

28-30 TAUNTON MODEL RAILWAY GROUP OPEN DAYS

Hosts: Taunton Model Railway Group
Location: Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX
Times: Fri 10am-4.30pm, Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Small admission charge
Website: www.tauntonmodelrailwaygroup.co.uk
Features: Bath Green Park and Tamerig New layouts on display and refreshments.

29 CRAWLEY MODEL RAILWAY SOCIETY OPEN DAY

Hosts: Crawley Model Railway Society
Location: Milton Mount School, Grattons Drive, Pound Hill, Crawley RH10 3AG
Times: 11am-4pm
Prices: Adults £2, accompanied children free
Website: www.crawleymrs.org.uk
Features: Club and members' layouts, club stand, refreshments, parking and disabled access.

29 DE HAVILLAND MODEL RAILWAY SOCIETY EXHIBITION

Hosts: De Havilland Model Railway Society
Location: Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City AL7 3PN
Times: 10am-5pm
Prices: Adults £5, children £2
Website: www.dhmrs.co.uk
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

29-1 WENSLEYDALE RAILWAY MODEL RAILWAY EXHIBITION

Hosts: Wensleydale Railway
Location: Leeming Bar Station, Leases Road, Leeming Bar, North Yorkshire
Times: Sat 10am-4.30pm, Sun 10am-4.30pm, Mon 10am-4pm
Prices: Adults £5, concessions £4, children £3, family £14
Website: <https://wensleydale-railway.co.uk>
Features: 11 layouts, trade support, refreshments and parking.

29/30 LEICESTER MODEL RAILWAY EXHIBITION

Hosts: Syston Model Railway Society
Location: Layouts, trade support, demonstrations, refreshments and disabled access.
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free, family (2+2) £10
Website: www.systonmrs.org.uk
Features: 11 layouts, trade support, refreshments and parking.

29/30 WOODGREEN CHARITY MODEL STEAM RALLY AND MODEL RAILWAY EXHIBITION

Hosts: M Hunt/C Warne
Location: Woodgreen Village Hall, Woodgreen, Nr Fordingbridge, Hampshire
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3, children £1, family £7
Contact: 01725 511977
Features: Seven layouts, trade support, traction engines, half-size steam engines, refreshments, parking and disabled access.

30/1 WEXFORD MODEL RAILWAY CLUB EXHIBITION

Hosts: Wexford Model Railway Club
Location: St. Joseph's Community Centre, Bishopswater, Wexford Y35 A66C
Times: Sun 11am-5pm, Mon 11am-5pm
Prices: TBA
Website: www.wexfordmodelrailwayclub.ie

Features: Layouts, trade support and refreshments.

May

1 CLEVELAND MODEL RAILWAY CLUB SPRING OPEN DAY

Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland, TS12 2LQ
Times: 10am-4pm
Prices: Adults £1, children 50p
Website: www.clevelandmrc.club
Features: Club layouts, trade support, chat with club members, refreshments, parking and disabled access.

7 ILFORD AND WEST ESSEX MODEL RAILWAY CLUB OPEN DAY

Hosts: Ilford and West Essex Model Railway Club
Location: Clubhouse, Station Road, Chadwell Heath RM6 4BU
Times: 10am-4pm
Prices: Free (fee payable for outdoor rides)
Website: www.iwemrc.org.uk
Features: Club layouts, outdoor ride-on railway and refreshments.

13 INDUSTRIAL AND NARROW GAUGE MODEL RAILWAY EXHIBITION

Hosts: Bournville Model Railway Club
Location: The Austin Sports and Social Club, Tessall Lane, Longbridge, Birmingham B31 2SF
Times: 10am-4.30pm
Prices: Adults £5, concessions £4, accompanied children free, family £9
Website: www.bournvillemrc.co.uk
Features: Layouts, trade support and demonstrations.

13 LUTTERWORTH MODEL RAILWAY EXHIBITION

Hosts: Lutterworth Model Railway Club
Location: The Wycliffe Rooms, George Street, Lutterworth, Leicestershire LE17 4ED
Times: 10am-4.30pm
Prices: Adults £5, accompanied children under 15 free, 15-18 years £3
Website: www.lutterworthrailwaysociety.co.uk
Features: Layouts, trade support, societies, refreshments and disabled access.

13 SOMPTING MODEL RAILWAY EXHIBITION

Hosts: Sompting and District Model Railway Club
Location: St. Peter's Church, Bowness Avenue, Sompting, Lancing BN15 9TS
Times: 10am-4.30pm
Prices: Adults £3.50, children £1
Website: www.somptingdistrictmrc.co.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

13/14 HAYLE RAILWAY MODELLERS SPRING EXHIBITION

Hosts: Hayle Railway Modellers
Location: Hayle Day Care Centre, Commercial Road, Hayle TR27 4DE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: www.haylerail.co.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

13/14 IMMINGHAM MODEL RAIL SHOW

Hosts: Immingham Museum
Location: Civic Centre, Pelham Road, Immingham DN40 1QF
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £1, family £9

DON'T MISS

13/14 STAMFORD MODEL RAILWAY EXHIBITION

Hosts: Market Deeping Model Railway Club
Location: Stamford Welland Academy, Green Lane, Stamford, Lincolnshire PE9 1HE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6.50, children £3 (advance ticket prices)
Website: www.mdmc.org
Features: Layouts, trade support, refreshments, parking and disabled access. *Hornby Magazine* will also be there with our 'OO9' Fairlie Syniad Da and latest 'OO' gauge diesel depot layouts.

Website: www.imminghammuseum.org
Features: 16 layouts, trade support, societies, refreshments, parking and disabled access. Includes entry to Immingham museum to view Immingham shed and Barnetby to Wrawby layouts.

13/14 KIRKCALDY MODEL RAILWAY EXHIBITION

Hosts: Glenrothes Model Railway Club
Location: Templehall Community Centre, Beaully Place, Kirkcaldy, Fife KY2 6EX
Times: Sat 10am-4pm, Sun 10.30am-4pm
Prices: Adults £5, children £2, family (2+2) £10
Website: www.glenrothesmrc.org.uk
Features: Layouts, trade support, refreshments, parking and disabled access.

13/14 TROON MODEL RAILWAY EXHIBITION

Hosts: Kyle Model Railway Club
Location: Walker and Concert Halls, South Beach, Troon KA10 6EF
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £4, family (2+2) £15
Website: <https://kyle-model-railway-club.business.site/>
Features: Seven layouts, trade support, refreshments, parking and disabled access.

20 GAUGE O GUILD SOUTHERN SHOW

Hosts: The Gauge O Guild
Location: Kempton Park Racecourse, Staines Road East, Sunbury-on-Thames TW16 5AQ
Times: 10am-4pm
Prices: Adults £12, members £8 (advance prices – £1 extra on the door)
Website: www.gaugeoguild.com
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

20/21 JARROW MODEL RAILWAY CLUB EXHIBITION

Hosts: Jarrow Model Railway Club
Location: Primrose Community Association, Lambton Terrace, Jarrow, NE32 5QY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, accompanied children £3, family £14
Website: www.jarrowmrc.org

PLANNING AN EXHIBITION? LET US KNOW!

● Is your club or society planning a model railway exhibition? *Hornby Magazine's* Show Guide is a free listing that allows you to promote a forthcoming model railway show. If you have a show to add to the Show Guide, contact us at *Hornby Magazine* by e-mailing: hornbymagazine@keypublishing.com and please ensure you include appropriate contact details for the public as we are unable to publish listings without this.

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dapoi
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Digital: 18-pin

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Due: Q3 2023
Price: from £154.18
Digital: 18-pin

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Due: Q4 2023
Price: from £186.15
Digital: 18-pin

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Digital: 21-pin

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Price: TBC
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Due: Q2 2023
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Due: TBC 2023
Price: from £140.21
Digital: 18-pin

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Due: Q2 2023
Price: from £127.50
Digital: 18-pin

HR 'Jones Goods' 4-6-0
Due: TBC 2023
Price: from £186.96
Digital: 21-pin

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Class 50
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Digital: 21-pin

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Digital: 18-pin

Class 26/1
Due: Q4 2023
Price: from £177.65
Digital: 21-pin

Class 47
Due: Q3 2023
Price: from £212.46
Digital: 21-pin

Class 57
Due: Oct 2023
Price: from £160.65
Digital: 21-pin

Class 86/2
Due: Q1 2024
Price: from £216.71
Digital: 21-pin

HORNBY
Ruston 88DS Shunter
Due: Jun 2023
Price: £102.59
Digital: 6-pin

Class 04 Shunter
Due: TBC
Price: TBC
Digital: TBC

OO Gauge Multiple Units

HELJAN
W&M 4-wheel Railbus
Due: Q3 2023
Price: from £169.15
Digital: 21-pin

GWR AEC Parcels Railcar
Due: Sep 2023
Price: from £198.90
Digital: 21-pin

Class 104
Due: TBC 2023
Price: from £330.65
Digital: 21-pin

HORNBY
Class 423 4-VEP EMU
Due: Q3 2023
Price: £326.69
Digital: 21-pin

Class 755 FLIRT BiMU
Due: 2023/ 2024
Price: £326.69
Digital: 21-pin

OO Gauge Coaches & Wagons

accurascale
BR Mk1 Suburbans
Due: Q3 2023
Price: £64.95
Digital: N/A

BR Mk2B & Mk2Cs
Due: Q2 2023 & Q1 2024
Price: £59.95
Digital: N/A

NER 20t Hoppers
Due: Q1 2024
Price: £84.95 (3pk)
Digital: N/A

SR 10 ton Banana Vans
Due: Q4 2023
Price: £84.95 (3pk)
Digital: N/A

FNA-D Nuclear Flasks
Due: Q3 2023
Price: £74.95 (2pk)
Digital: N/A

dapoi
14 ton Air Ministry Tanks
Due: Q3 2023
Price: £32.13 each
Digital: N/A

HELJAN
JHA P&D Hoppers
Due: Q3 2023
Price: from £46.75
Digital: 6-pin (Taillamps)

GWR Toplight City Coaches
Due: Q2 2023
Price: £55.08 each
Digital: 6-pin

HELJAN
TCV Car Transporters
Due: Q2 2023
Price: £194.65 (3pk)
Digital: N/A

HORNBY
TTA Tank Wagons
Due: Q3 2023
Price: £31.49 each
Digital: N/A

YMO/YMA Salmon Flats
Due: Q2 2024
Price: £34.64 each
Digital: N/A

Wisbech & Upwell Tramcar
Due: Q2/ Q3 2023
Price: £63.71
Digital: N/A

GWR B-Set Coaches
Due: Q2/ Q3 2023
Price: £63.71
Digital: N/A

LMS 5-Plank Wagons
Due: Q4 2023/ Q1 2024
Price: £28.01 each
Digital: N/A

Other Plank wagons due 2023/ 2024 from Rapido:
- GWR 5-plank Wagons, SR 8-Plank Wagons & RCH 1907 5 & 7-plank Wagons

GWR Toad Brake Van
Due: Q2 2023
Price: £33.96
Digital: N/A

- SECR 6-Wheel Brake van also due in 2023

Revolution
FNA-D Nuclear Flasks
Due: Q2 2023
Price: £32.95
Digital: N/A

TEA 100t Tanks
Due: Q3 2023
Price: £48.95
Digital: N/A

N Gauge Steam Locomotives

dapoi
LSWR Class M7 0-4-4T
Due: Apr 2023
Price: from £89.92
Digital: PCB Swap required

LMS Class 2MT 2-6-2T
Due: Q3 2023
Price: from £93.50
Digital: PCB Swap required

GWR 63xx Mogul 2-6-0
Due: Q1 2024
Price: from £156.06
Digital: 18-pin

LNER Class B17 4-6-0
Due: Q3 2023
Price: from £128.52
Digital: 6-pin

SR Light Pacific 4-6-2
Due: Q2 2023
Price: from £189.98
Digital: 18-pin

N Gauge Diesel & Electrics

dapoi
Class 33
Due: Q3 2023
Price: from £127.46
Digital: 18-pin

Class 43 HST (Updated)
Due: Q3 2023
Price: from £156.06
Digital: 18-pin

Class 56
Due: Q2 2023
Price: from £133.11
Digital: 18-pin

Class 59
Due: Q2/ Q3 2023
Price: from £146.88
Digital: 18-pin

Class 86
Due: Q2/ Q3 2023
Price: from £110
Digital: 18-pin

Class 44, 45 & 46 'Peak'
Due: TBC
Price: TBC
Digital: 18-pin

N Gauge Multiple Units

dapoi
Class 153 Sprinter
Due: Q2 2023
Price: from £119.30
Digital: 18-pin

Class 156 Super Sprinter
Due: Q2 2023
Price: from £146.88
Digital: 18-pin

Class 221 Super Voyager
Due: Q3 2023
Price: £213.78
Digital: 6-pin

N Gauge Coaches & Wagons

dapoi
Mk3 Packs & DVTs
Due: Q2 2023
Price: Prices vary
Digital: 18-pin

Grampus Open Wagons
Due: TBC 2023
Price: £16.48 each
Digital: N/A

LNER Dynamometer Car
Due: TBC 2023
Price: £84.95
Digital: N/A

OAA Open Wagons
Due: TBC 2023
Price: £59.45 each
Digital: N/A

SECR Freight Packs
Due: TBC 2023
Price: £84.96 (4pk)
Digital: N/A

SECR 5 & 7 Plank Wagons
Due: TBC 2023
Price: £59.46 (3pk)
Digital: N/A

SECR 10t Covered Vans
Due: TBC 2023
Price: £59.46 (3pk)
Digital: N/A

Revolution
FNA-D Nuclear Flasks
Due: Q3 2023
Price: £32.95 each
Digital: N/A

O Gauge Steam Locomotives

dapoi
LSWR Class B4 0-4-0T
Due: Q2 2023
Price: from £213.78
Digital: 21-pin

Class J94 Austerity 0-6-0ST
Due: Q2 2023
Price: from £229.50
Digital: 21-pin

BR Standard 3MT 2-6-2T
Due: Q2 2023
Price: from £229.50
Digital: 21-pin

GWR Class 55xx 2-6-2T
Due: TBC
Price: from £512.33
Digital: 21-pin

O Gauge Diesel & Electrics

dapoi
Class 08/ 09 Shunters
Due: Q3/ Q4 2023
Price: from £195.50
Digital: 21-pin

Class 66
Due: TBC
Price: from £308.30
Digital: 21-pin

HELJAN
Class 02 Shunter
Due: Q3 2023
Price: from £330.65
Digital: 21-pin

Class 37/0
Due: Q4 2023
Price: from £568.65
Digital: ESU XL

Class 45 Peak
Due: Q1 2024
Price: from £568.65
Digital: ESU XL

Class 55 Deltic
Due: Q4 2023
Price: from £619.65
Digital: ESU XL

Class 58
Due: Jun 2023
Price: from £619.65
Digital: ESU XL

Class 73 Electrodielsel
Due: Q3 2023
Price: from £662.15
Digital: ESU L

O Gauge Multiple Units

HELJAN
Class 117 DMU
Due: Q2 2023
Price: from £594.15
Digital: ESU L

O Gauge Coaches & Wagons

dapoi
TTA Tank Wagons
Due: Q2 2023
Price: £78.03 each
Digital: N/A

12 ton Goods Vans
Due: Q2 2023
Price: £47.18 each
Digital: N/A

Including LMS, GWR & SR 12t Goods Vans as well as GWR Mogo & Fruit A Vans

GWR Toad Brake Van
Due: Q4 2023
Price: £86.29
Digital: N/A

HIA Aggregate Hoppers
Due: TBC 2023
Price: £68
Digital: N/A

HELJAN
LMS Inspection Saloon
Due: Q4 2023
Price: TBC
Digital: 21-pin

BR Mk2/ Mk2A Coaches
Due: Q4 2023
Price: from £254.15
Digital: N/A

SR CCT/ PMV Vans
Due: Q1 2024
Price: from £211.65
Digital: N/A

35t Class B Tanks
Due: Oct 2023
Price: from £105.40
Digital: N/A

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00 Gauge (1:76 Scale)

Steam locos



4S-001-002S Class 78xx 'Manor' 4-6-0 7814 "Fringford Manor" in GWR green GWR lettering - Digital sound fitted (Dap) £280.87
 4S-001-006 Class 78xx 'Manor' 4-6-0 7810 "Draycott Manor" in BR lined green early emblem (Dap) £151.97



R3987 Class 9F 2-10-0 92194 in BR Black Late Crest (Hor). £228



R3991 Class A3 4-6-2 60103 "Flying Scotsman" in BR green early emblem (Hor) £252

Diesel locos



3368 Class 33/1 33101 in BR blue white cab surrounds (Hel) £178.46



R30185 Class 37/0 37116 "Comet" in BR large logo blue - Railroad Plus range (Hor) NEW £87.29



4D-005-000 Class 59/0 59005 "Kenneth J Painter" in Foster Yeoman (Dap) £147.22



4D-005-001 Class 59/1 59103 "Village of Mells" in ARC (Dap). £147.22



4D-005-003 Class 59/2 59204 "Vale of Glamorgan" in National Power (Dap) £147.22



4D-022-020 Class 68 68018 "Vigilant" in DRS compass blue (Dap) £146.88



4D-022-021 Class 68 68027 "Splendid" in TransPennine Express (Dap) £135.99

Electric locos



R3569 Class 71 E5005 in BR blue (Hor) (RRP £206.99) BARGAIN £89

HSTs



R30098 Pair of Class 43 HST Power Cars 43004 "Caerphilly Castle" and 43155 "Rougemont Castle" in GWR Green (Hor) £326.69



R30096 Pair of Class 43 HST Power Cars 43136 "Railway Heritage Trust" and 43189 in First Great Western Green and Gold (Hor) £326.69



R30099 Pair of Class 43 HST Power Cars 43314 and 43315 in East Coast Trains (Hor) £326.69



R30218 Pair of Class 43 HST Power Cars 43400 and 43484 in RailAdventure (Hor) £326.69

EMUs



R30081 Class 390 'Pendolino' 4 car EMU 390119 "Progress" in Avanti West Coast Pride (Hor) £287.50

Bi-Modal Multiple Units



R3827 Class 800 IEP five car pack 800104 "Celebrating Scotland" in LNER 'Azuma' (Hor) £400

009 Narrow Gauge

Steam locos



51-251-F Festiniog 'Small England' 0-4-0TT 1 "Princess" in Festiniog Railway green (Pec) NEW £135



51-251-A Festiniog 'Small England' 0-4-0TT 1 "Princess" in Festiniog Railway maroon (Pec) £135



51-251-G Festiniog 'Small England' 0-4-0TT 2 "Prince" in Festiniog Railway green (Pec) NEW £135



51-251-B Festiniog 'Small England' 0-4-0TT 2 "Prince" in Festiniog Railway maroon (Pec) £135



057-201 009 Gauge loco powered chassis (used by the Kato/Peco 'Small England') (Pec) £58.50

Coaches



GR-420A L&B Bogle composite brake 15 in Lynton and Barnstaple (Pec) £46

N Gauge

Steam locos



2S-017-007 Class TMT 4-6-2 'Britannia' 70050 "Firth of Clyde" in BR green early emblem (Dap) £133.07



2S-017-008 Class TMT 4-6-2 'Britannia' 70051 "Firth of Forth" in BR green late crest - digital fitted (Dap) £133.07
 2S-017-008B Class TMT 4-6-2 'Britannia' 70051 "Firth of Forth" in BR lined green late crest - digital fitted (Dap) £160.61

DMUs



2D-009-007 Class 121 'Bubble Car' W55025 in BR green speed whiskers (Dap) NEW £128.52
 2D-009-007D Class 121 'Bubble Car' W55025 in BR green speed whiskers - DCC fitted (Dap) NEW £156.06

Bi-Modal Multiple Units



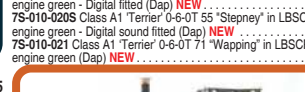
K10-1674 Class 800/0 5-car BiMU IET 'Azuma' 800209 in LNER (Kat) £178

O Gauge (1:43 Scale)

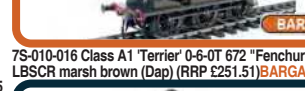
Steam locos



7S-010-020 Class A1 'Terrier' 0-6-0T 55 "Stepney" in LBSCR improved engine green (Dap) NEW £213.78
 7S-010-020D Class A1 'Terrier' 0-6-0T 55 "Stepney" in LBSCR improved engine green - Digital fitted (Dap) NEW £242.28
 7S-010-020S Class A1 'Terrier' 0-6-0T 55 "Stepney" in LBSCR improved engine green - Digital sound fitted (Dap) NEW £330.46
 7S-010-021 Class A1 'Terrier' 0-6-0T 71 "Wapping" in LBSCR improved engine green (Dap) NEW £213.78



7S-010-016 Class A1 'Terrier' 0-6-0T 672 "Fenchurch" in LBSCR marsh brown (Dap) (RRP £251.51) BARGAIN £185.50



7S-010-019 Class A1X 'Terrier' 0-6-0T B653 in SR olive green (Dap) NEW £213.78

Diesel locos



2059 Class 03 shunter in Industrial dark blue (Hel) (RRP £419) BARGAIN £225



2678 Class 26/1 in BR blue Inverness headlights - unnumbered (Hel) £551.65

DMUs



7D-011-001 Streamlined Railcar 12 in GWR lined chocolate and cream monogram (Dap) NEW £321.30
 7D-011-002 Streamlined Railcar 10 in lined chocolate and cream GWR monogram (Dap) NEW £321.30



7D-011-003 Streamlined Railcar 16 in lined chocolate and cream GWR Twin Cities (Dap) NEW £321.30



7D-011-004 Streamlined Railcar W11 in BR lined chocolate and cream (Dap) NEW £321.30



7D-011-005 Streamlined Railcar W8W in BR lined carmine and cream (Dap) NEW £321.30

Coaches



7P-020-500 Stroudley 4 wheel Main Line oil lit brake third in LBSCR varnished mahogany 1031 (Dap) NEW £104.52



7P-020-800 Stroudley 4 wheel Main Line oil lit Composite in LBSCR varnished mahogany 301 (Dap) NEW £104.52



7P-020-600 Stroudley 4 wheel Main Line oil lit third in LBSCR varnished mahogany 811 (Dap) NEW £104.52



7P-020-001 Stroudley 4 wheel suburban oil lit brake third in LBSCR varnished mahogany 917 (Dap) NEW £104.52



7P-020-300 Stroudley 4 wheel suburban oil lit Composite in LBSCR varnished mahogany 404 (Dap) NEW £104.52



7P-020-100 Stroudley 4 wheel suburban oil lit third in LBSCR varnished mahogany 861 (Dap) NEW £104.52

Wagons



7F-048-009 HAA MGR coal hopper BR freight brown cradle - 350816 (Dap) £55.04

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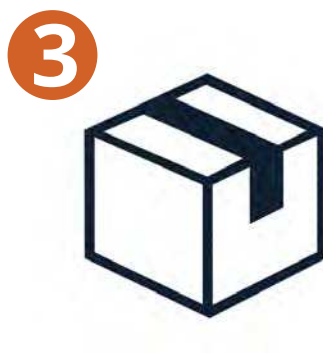
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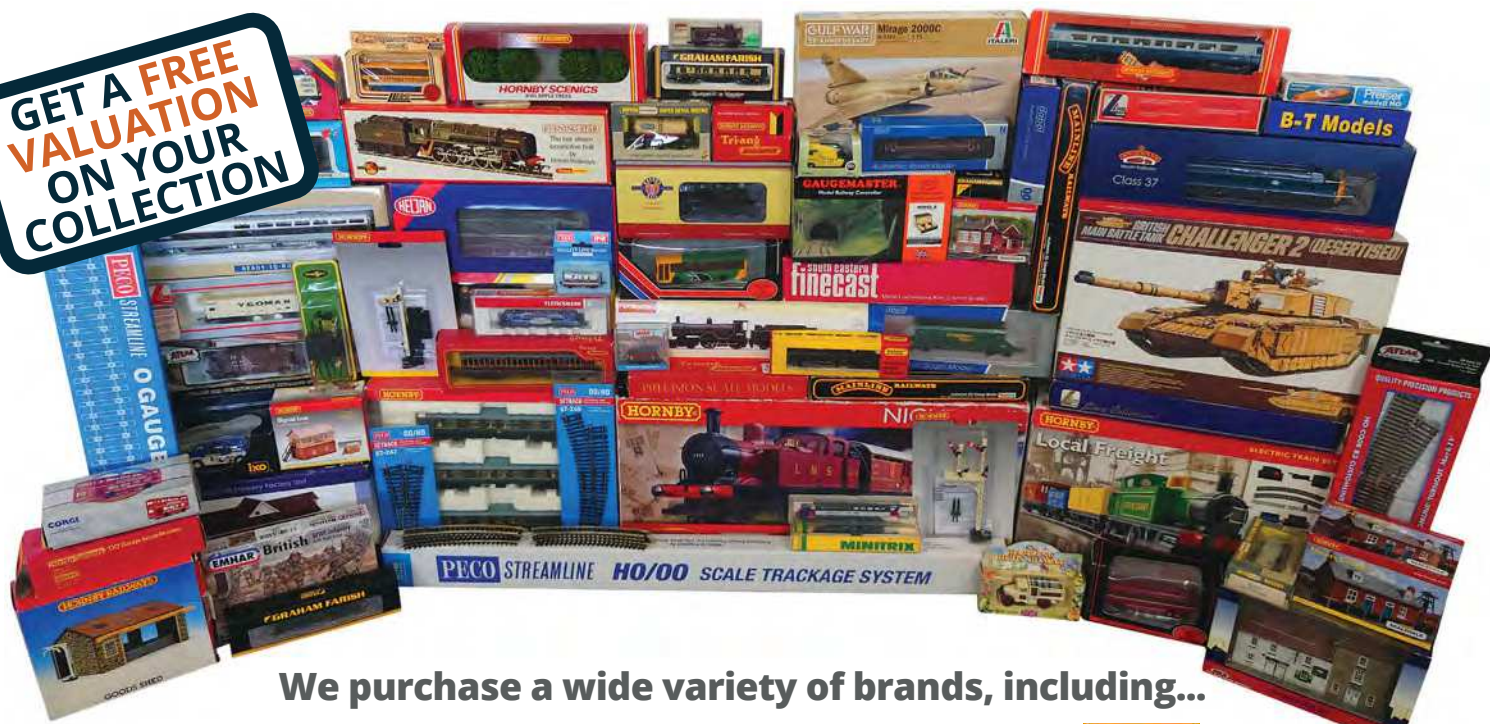
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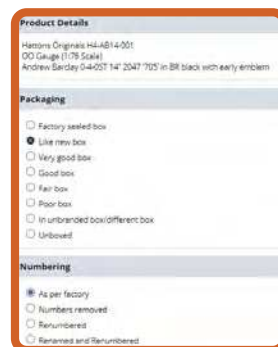
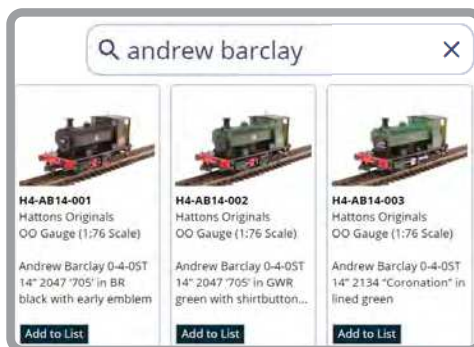


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ID203A Village 15 inch high - Also as 24 inch - Joins to B, C, D packs



ID203B Village 15 inch high - Also as 24 inch - Joins to C, D packs



ID501A Summer Sky 24 inch high - Also as 15 inch - Joins to B, C, D packs



ID501B Summer Sky 24 inch high - Also as 15 inch - Joins to A, C, D packs



ID260A Rockies 24 inch high - Also as 15 inch & 9 inch - Joins to B pack



ID260B Rockies 24 inch high - Also as 15 inch & 9 inch - Joins to A pack



ID247B Coast 15 inch high - Also as 15 inch & 9 inch - Joins to A pack



ID402 Winter Hills 15 inch high - also in 24 inch



ID147A Trees 15 inch high - Also as 24 inch - Joins to B, C, D packs



ID147B Trees 15 inch high - Also as 24 inch - Joins to A, C, D packs

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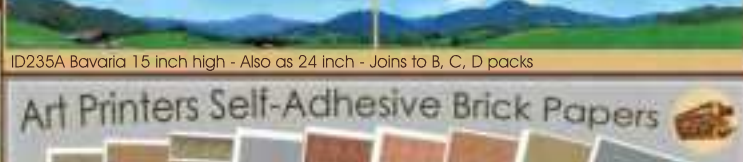
ID207A Hills & Dales 24 inch high - Also as 15 inch - Joins to B, C, D packs



ID503B Overcast Sky 15 inch high - Also as 15 inch - Joins to A, C, D packs



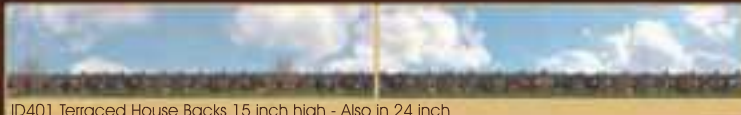
ID149A Tall Trees 24 inch high - Also as 15 inch - Joins to B, C, D packs



ID235A Bavaria 15 inch high - Also as 24 inch - Joins to B, C, D packs



ID242N Harvest Hills for Smaller Scale - 9 inch high - Also as 15 inch, 24 inch



ID401 Terraced House Backs 15 inch high - Also in 24 inch



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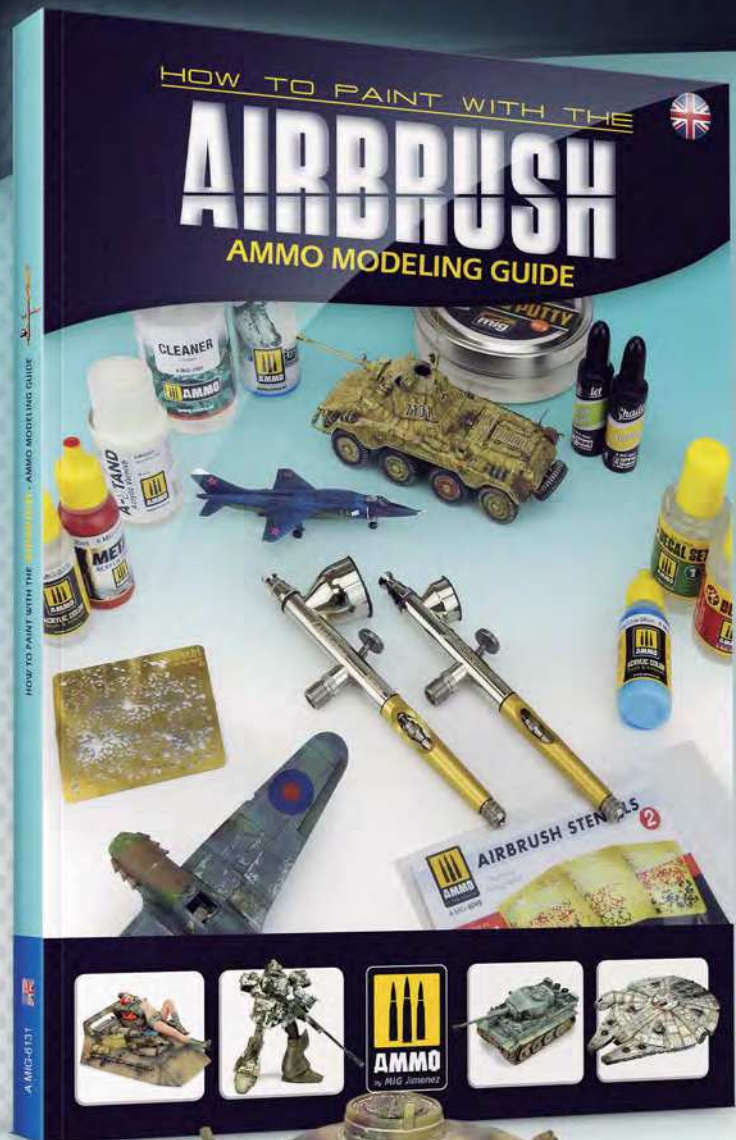
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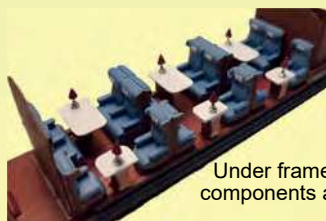
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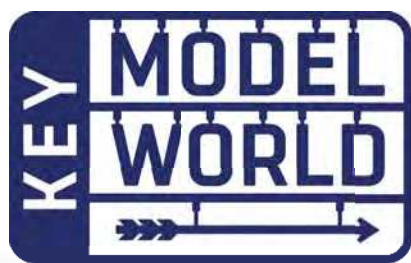


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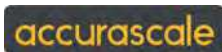
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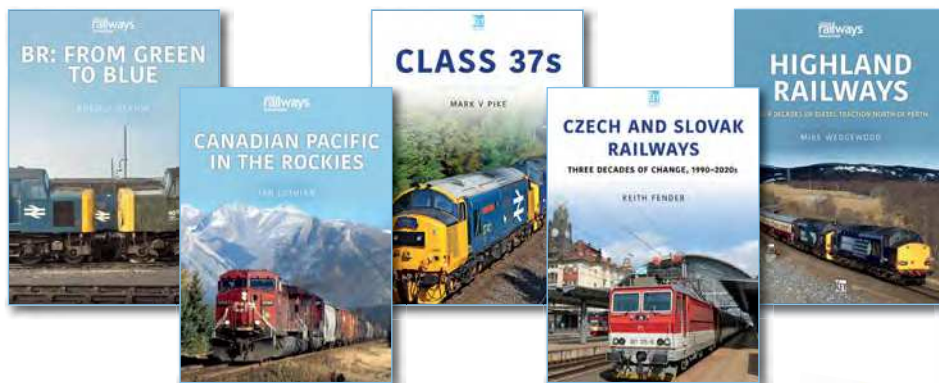
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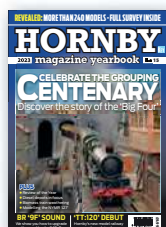
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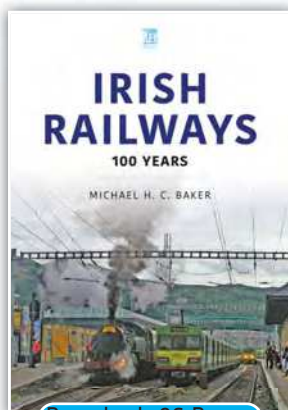
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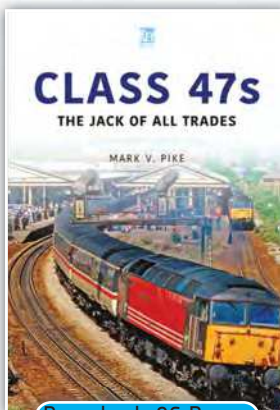
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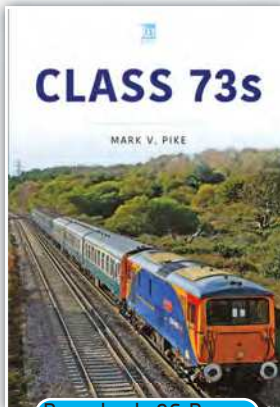
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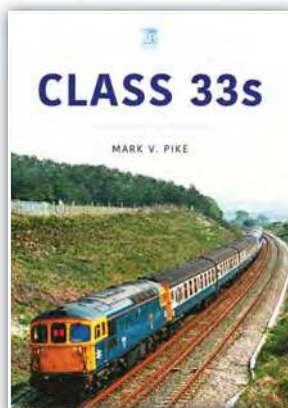
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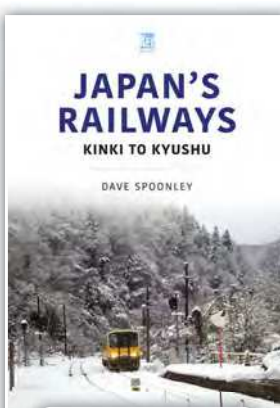
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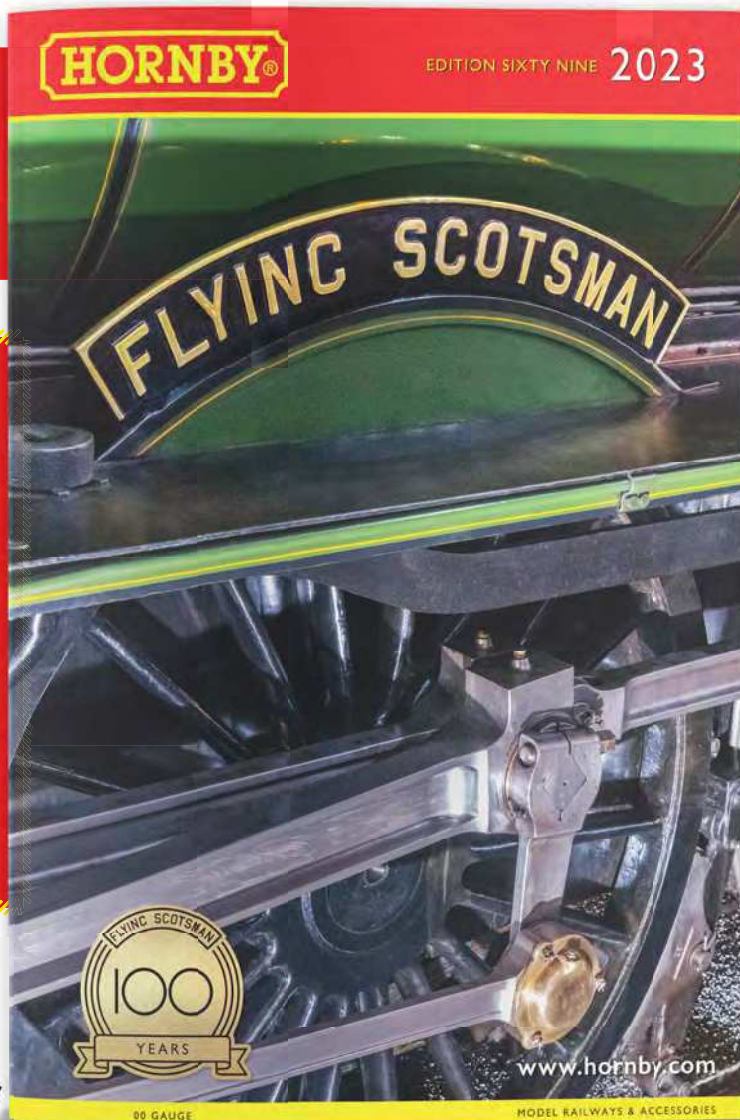
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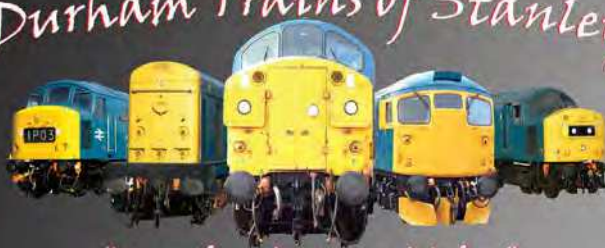


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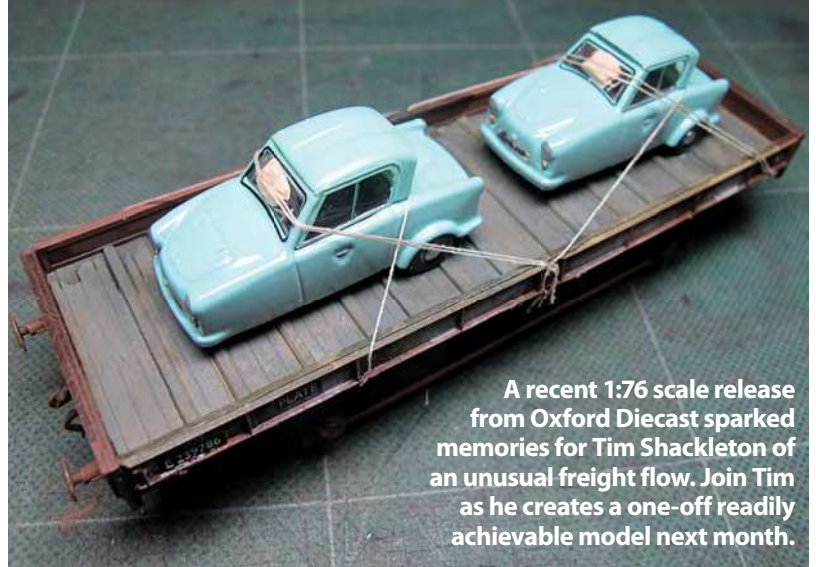
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'OO' GAUGE

2023 promises to be another busy year for new model releases in 'OO' as **MARK CHIVERS** reveals.



Cavalex Models' all-new 'OO' Class 56 project is nearing completion, with release expected later this Summer.

If you thought 2022 was an outstanding year for new releases, then prepare yourself as 2023 is shaping up to be equally exciting.

Despite disruptions to the supply chain which continue to affect manufacturers, there has been a steady stream of new releases over the past 12 months. Particular 'OO' gauge highlights included Hornby's all-new BR '9F' 2-10-0, Class 91 electric and the diminutive Liverpool and Manchester Railway (L&MR) *Lion* 0-4-2, Rails of Sheffield's North Eastern Railway autocar and 'ES1' electric, Dapol's Class 59 diesel and Accurascale's Class 55 diesel and Class 92 electric.

There have also been a few more models announced after the last survey which have since been released, such as Hornby's 'OO' gauge model of the L&MR's *Tiger* and Bachmann's all-new Class 37 diesel.

This year's survey boasts 73 locomotive and multiple unit projects and 76 rolling stock items. 52 motive power projects are slated for completion before the end of the year, while 71 of the rolling stock items are expected to appear in 2023.

Looking a little closer, 30 are steam outline locomotives while 43 are diesel, electric or bi-mode items and of the rolling stock items, 32 are carriage projects and 44 are wagons. Indeed, wagons is an area that some manufacturers have been concentrating on recently, filling some significant gaps.

Here are some of the highlights (see Table 1 and 2 for full project listings):

ACCURASCALE

Following the release of its first 'OO' gauge ready-to-run locomotives with the Class 55 diesel and Class 92 electric, Accurascale has set the bar high in terms of expectation for its next locomotive releases – and it continues to push the envelope with a series of improvements planned for the next batch of Class 55s.

Most recently, the manufacturer has announced details for its second 'OO' gauge ready-to-run steam locomotive in the Great Eastern Railway 'Buckjumpers' – LNER 'J67-J69' 0-6-0Ts.

On the horizon are the company's all-new Class 37 diesels and its first steam outline locomotive, the Great Western Railway 'Manor' 4-6-0. The 'Manor' is on-track to arrive in the UK this spring with 11 models set to appear, including Key Publishing's exclusive 7802 *Bradley Manor* in BR lined green with late crests.

Accurascale's Class 37s are also expected this spring with the first batches due during April, with the Scottish 'car-headlight' fitted Class 37/0s arriving first followed by the modern version of the Class 37/4 variants. Further examples will follow into the summer.

Next, the Class 31 A1A-A1A diesels are set to appear later this summer with 16 different models being produced, reflecting the prototype's long service careers, while the eagerly-anticipated all-new Class 89 electric – a joint Accurascale and Rails of Sheffield project – is also on schedule for release later this year.

Rolling stock isn't forgotten, as the company's all-new BR Mk 2b carriages are expected to be released this spring, with 22 models forming the first batch of FK, SK, BFK and TSOs. Expectation is certainly high, given the quality of the recent Mk 5 carriages from the manufacturer.

Also due this spring are the GWR Siphon G »



Kernow Model Rail Centre's 'OO' gauge GWR steam railmotor is on track for an early Summer release.



Decorated samples of Dapol's all-new 'OO' gauge GWR Toplight 'City' non-corridor coaches.



Revolution Trains has received first EP samples of its new 'OO' gauge Class 18 Clayton CBD90 hybrid battery diesel shunters



3D-printed stereolithographic samples of Hornby's all-new 'OO' gauge Stanier 'Black Five' 4-6-0 highlighting the differences between standard and Caprotti fitted form.

vans, which are currently in transit to the UK and should be here during April, while looking further ahead the BR Mk 1 suburban carriages and 21ton North Eastern Region hoppers are expected to appear during the summer, as are the present-day models of the FNA-D nuclear flask carriers.

BACHMANN

Bachmann's policy of announcing its new model plans in the quarterly British Railway Announcements has significantly reduced the backlog of outstanding projects. However, since the last edition of the New Model Guide, several new 'OO' gauge models have arrived without appearing in the listings including the all-new Class 37 diesel and South Eastern and Chatham Railway (SECR) 'Dance Hall' brake vans.

Its all-new 'OO' Class 25/1 and 25/2 Bo-Bo diesels are progressing, with release slated for the last quarter of the year, while a couple of upgraded models are nearing fruition with the BR '9F' 2-10-0 and Class 40 1Co-Co1 due during the spring. The Class 40 will bear newly-tooled elements while the BR '9F' has received an upgrade to the chassis to accommodate digital sound. Also due shortly is the recently-announced MXA 'Lobster' bogie open wagon (HM190).

CAVALEX MODELS

Model Rail Scotland 2023 provided the launch pad for Cavalex Models' second 'OO' gauge locomotive – the Class 60 Co-Co diesel. The manufacturer had a 3D-printed model of the locomotive on its stand for viewing, while the project is currently in tooling. It boasts a five-pole motor, twin flywheels, low ratio gearbox, 21-pin DCC decoder socket and onboard power bank amongst the specification. Ten models are planned initially.

The company's all-new Class 56 is also progressing well, with 14 standard models and a pair of GBRf 'Railtour' limited edition examples planned. Decorated samples have been assessed

and completed models should be available in mid 2023.

Cavalex Models' newly-tooled 'OO' PHA/JGA bogie aggregate hoppers and PHA/JYA bogie aggregate open box wagons should then follow. Decorated samples of the PHA/JGA have been received for assessment, while the PHA/JYAs have progressed to the Engineering Prototype stage. Both projects are slated for release by the end of 2023.

DAPOL

Having delivered its 'OO' gauge Class 59 Co-Co diesel in late 2022, Dapol has several projects for the scale remaining including GWR '43XX' 2-6-0s, the Hawthorn Leslie Industrial 0-4-0ST, GWR Toplight 'City' non-corridor coaches, 14ton Class A tanks and JHA bogie aggregate hopper wagons. As this issue closed for press Dapol also revealed plans for a new 'OO' gauge GWR Diagram N Autocoach.

HELJAN

Several of Heljan's 'OO' gauge projects are due to be completed in the coming months with the North British diesel-electric 10800 expected to arrive with retailers during May, the eagerly-awaited Newton Chambers Car Carriers in June, retooled Class 47 Co-Co diesel in August and the Great Western Railway Parcels railcar in September.

Still in development, revised versions of the company's 'OO' LNER 'O2' 2-8-0 have progressed to the decorated sample stage, while the Class 104 Diesel Multiple Unit and Class 86/2 Bo-Bo electric are currently at the Engineering Prototype point in the process. Heljan's retooled 'OO' gauge Class 26 is also progressing with decorated samples due to arrive for assessment next. All bar the Class 86/2 (due in early 2024) are scheduled for release later this year.

HORNBY

As this issue closed for press the first examples of Hornby's all-new Hornby Dublo Gresley 'A1/A3' 4-6-2 models of *Flying Scotsman* were arriving in the UK. First revealed as part of the *Flying Scotsman* centenary launch in October 2022, six models are set to appear representing the locomotive at key points in its history. As with previously-added new Hornby Dublo models, it features a die-cast body married to the existing high-fidelity chassis and tender.

Many of the projects carried over from previous announcements are also set to be released during the year with the first of the BR '2MT' 2-6-0s set to appear this spring, as are the diminutive Ruston 88DS locomotives. Hornby's all-new LNER 'P2' 2-8-2s are scheduled to appear in mid 2023, together with the new diecast bodied Hornby Dublo 'A4' 4-6-2s and revised Class 423 4-VEP Electric Multiple Units (EMU).

The LMS 'Turbomotive' 4-6-2 is scheduled for a summer release, while the LNER 'Coronation' carriages and 2022-announced GWR 'Macaw' »

"This year is set to be another remarkable one for 'OO' gauge modellers."

MARK CHIVERS

TABLE 1 – 'OO' GAUGE NEW LOCOMOTIVE PROJECTS 2023-2024

PRODUCT	REGION	MANUFACTURER	EXPECTED
L&MR 0-4-2 <i>Lion/Thunderbolt</i>	Midland/Western	Rapido Trains UK	Summer 2023
Highland Railway 'Jones Goods' 4-6-0	Scottish	Rapido Trains UK	Late 2023/Early 2024
GWR steam railmotor	Western	Kernow MRC	Summer 2023
GWR '15XX' 0-6-0PT	Western	Rapido Trains UK	Summer 2023
GWR 'Small Prairie' 2-6-2T	Western	Rapido Trains UK	TBC
GWR '43XX' 2-6-0 (new variants)	Western	Dapol	2023
GWR 'Manor' 4-6-0	Western	Accurascale	Spring 2023
LBSCR 'E1' 0-6-0T	Southern	Rapido Trains UK	TBC
SECR 'D1' 4-4-0	Southern	Rails/Dapol	Mid 2023
SR Bulleid 'Leader' 0-6-0+0-6-0	Southern	KR Models	Late 2023
MR 'Big Bertha' 0-10-0 2290/58100	Midland	KR Models	Late 2024
LMS 'Black Five' 4-6-0	Midland	Hornby	Late 2023
LMS 'Turbomotive' 4-6-2	Midland	Hornby	Summer 2023
GER 'J67'/'J68'/'J69' 0-6-0T	Eastern	Accurascale	Spring 2024
NER 'J26' 0-6-0	Eastern	Oxford Rail	TBC
LNER 'A1'/'A3' 4-6-2 (die-cast body)	Eastern	Hornby (Dublo)	Imminent
LNER 'A4' 4-6-2 (die-cast body)	Eastern	Hornby (Dublo)	Mid 2023
LNER 'G5' 0-4-4T	Eastern	TMC/Bachmann	Spring 2023
LNER 'P2' 2-8-2 (2002)	Eastern	Hornby	Mid 2023
LNER 'P2' 2-8-2 (2007)	Eastern	Hornby	Mid 2023
LNER 'P2' 2-8-2 (2003) (streamlined)	Eastern	Hornby	Mid 2023
LNER 'P2' 2-8-2 (2007/steam gen)	Eastern	Hornby	Summer 2023
LNER 'B17/5' 4-6-0 (streamlined)	Great Eastern	Hornby	Late 2024
LNER 'O2' 2-8-0 (revised tooling)	Eastern	Heljan	Late 2023
Worsdell 'Y7' 0-4-0ST	Eastern	Rapido Trains UK	TBC
BR '2MT' 2-6-0	Various	Hornby	Spring 2023
BR '9F' 2-10-0 (digital sound upgrade)	Various	Bachmann	Spring 2023
Metropolitan Railway 'E' 0-4-4T	London	Rapido Trains UK	Early 2024
Hawthorn Leslie 0-4-0ST	Industrial	Dapol	2023
Haydock Foundry 0-6-0WT	Industrial	KR Models	Late 2023
GWR AEC parcels railcar	Western	Heljan	Autumn 2023
DHP1 prototype Bo-Bo	Midland	KR Models	Summer 2023
English Electric 'DP1' Deltic	Midland/Eastern	Hornby (Dublo)	Late 2024
Hunslet 1,124hp Bo-Bo diesel	Industrial	KR Models	Summer 2023
Met-Vick 18100 gas turbine	Western	Rails/Heljan	Summer 2023
Met-Vick E1000/E2001 25kV electric	Midland	Rails/Heljan	Summer 2023
NBL diesel-electric 10800	Various	Heljan	Spring 2023
Ruston & Hornsby 88DS 0-4-0	Various	Hornby	Spring 2023
Class 02 0-4-0	Various	Heljan	Late 2023
Class 04 Drewry 0-6-0 diesel shunter	Eastern/Southern	Rapido Trains UK	TBC
Class 18 Clayton CBD90 Bo-Bo	Industrial	Revolution Trains	2024
Class 24 'Highland' Bo-Bo (new tooling)	Scotland	Sutton's Locomotive Works	Winter 2023
Class 25/1 Bo-Bo	Various	Bachmann	Late 2023
Class 25/2 Bo-Bo	Various	Bachmann	Late 2023
Class 25/2 and 25/3 Bo-Bos	Various	Sutton's Locomotive Works	Summer 2023
Class 26 (new tooling) Bo-Bo	Scottish	Heljan	Late 2023
Class 31 A1A-A1A	Various	Accurascale	Summer 2023
Class 37/0 Co-Co	Various	Accurascale	Spring 2023
Class 37/4 (modern era) Co-Co	Various	Accurascale	Spring 2023
Class 37/6 Co-Co	Various	Accurascale	Spring 2023
Class 37/7 Co-Co	Various	Accurascale	Summer 2023
Class 40 1Co-Co1	Various	KR Models	Late 2024
Class 40 1Co-Co1 (new tool elements)	Various	Bachmann	Spring 2023
Class 47 Co-Co	Various	Heljan	Summer 2023
Class 50 Co-Co	Midland/Western	Accurascale	Autumn/Late 2023
Class 56 Co-Co	Midland/Eastern	Cavalex Models	Mid 2023
Class 60 Co-Co-diesel	Various	Cavalex Models	Late 2024
Class 66 Co-Co diesel	Various	Accurascale	Early 2024
Class 69 Co-Co diesel	Various	Bachmann	TBA
Class 73/9 Bo-Bo electro-diesel	Scottish/Southern	KMS Railtech	TBC
Class 86/2 Bo-Bo electric (new tooling)	Midland	Heljan	Early 2024
Class 89 Co-Co electric	Eastern	Rails/Accurascale	Summer 2023
Class 93 tri-mode Bo-Bo	Rail Ops Group	Revolution Trains	2024/25
Class 97 (ex-Class 37) Co-Co	Various	Accurascale	Spring 2023
Class 104 two- and three-car DMU	Midland/Scotland	Heljan	Late 2023
Class 142 two-car DMU	Various	Realtrack/Accurascale	Late 2023
Class 175 two-car DMU	Midland/Wales	Revolution Trains	2024
Class 175 three-car DMU	Midland/Wales	Revolution Trains	2024
Class 180 five-car DMU	Various	Revolution Trains	2024
Class 423 (VEP) four-car-EMU (revised)	Southern	Hornby	Mid 2023
Class 755/3 three-car Bi-MU	Great Eastern	Hornby	Late 2023
Class 755/4 four-car Bi-MU	Great Eastern	Hornby	Late 2023
4-DD four-car EMU	Southern	KR Models	Late 2023
Total: 73	Steam: 30	Diesel/Electric: 43	

Engineering Prototype (EP) sample of KR Models newly-tooled 'OO' gauge Haydock Foundry 0-6-0WT Bellerophon.



B', Bogie Bolster C, LMS 62ft bogie bolsters and YMO/YMA 'Salmon' bogie bolsters are expected this autumn.

Hornby is also set to deliver two innovative new projects this year with the first of its new TXS Bluetooth digital decoders now available and its newly-developed steam generator system for selected 'OO' gauge models is also due to debut soon.

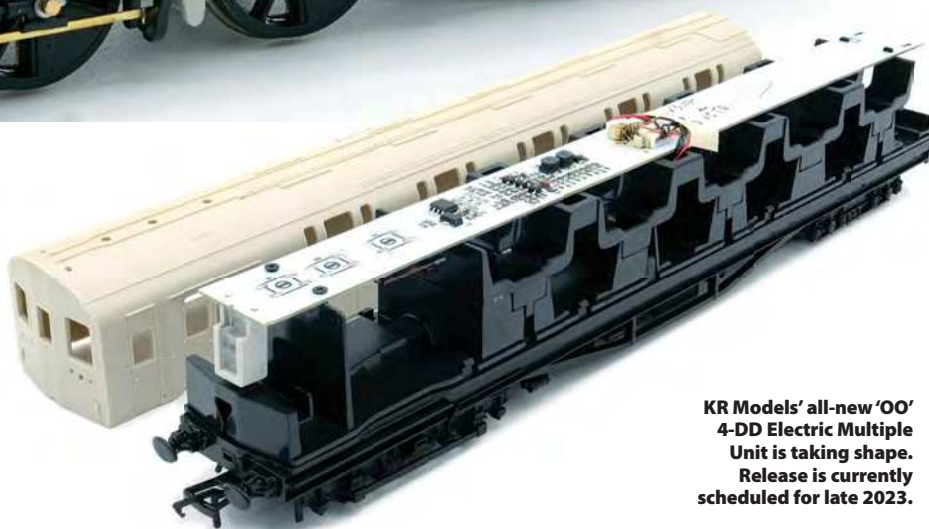
KERNOW MODEL RAIL CENTRE

The long-awaited 'OO' gauge GWR steam railmotor is edging closer to release. The project is in production and these all-new models are expected to arrive with Kernow Model Rail Centre in early summer.

KR MODELS

Following the recent arrival of KR Models' newly-tooled 'OO' gauge Palbrick wagon, the

next all-new 'OO' gauge projects set to appear this summer will be the Clayton DHP1, Hunslet industrial 1124hp Bo-Bo diesel and British Steel Torpedo molten iron ore wagons, decorated



KR Models' all-new 'OO' 4-DD Electric Multiple Unit is taking shape. Release is currently scheduled for late 2023.

Heljan's newly-tooled 'OO' BR newton Chambers car carriers are currently in production and due for release in June.



Hornby's all-new 'OO' LNER 'P2' 2-8-2s are nearing release, including original streamlined 2003 Lord President.

samples of which have been on display at recent exhibitions.

An EP sample of KR Models' forthcoming Haydock Foundry 0-6-0WT *Bellerophon* and first shots of the Bulleid 4-DD EMU have also been received by the development team for assessment.

Meanwhile, the company has just revealed that its next all-new 'OO' gauge project is the GWR Mica B refrigerated van. CAD work is complete and the project is about to enter tooling.

RAILS OF SHEFFIELD

Several of the Sheffield based retailer's exclusive 'OO' gauge locomotives are set to arrive this year, with the Dapol-produced SECR 'D1' 4-4-0 edging closer and the Heljan-developed BR gas turbine 18100 and rebuilt E1000/E2001 due later this summer. Decorated samples of these latter models are currently being evaluated ahead of production.

RAPIDO TRAINS UK

Recent arrivals from Rapido Trains UK include the GWR 'Iron Mink' vans and four-plank opens, together with BR 20ton VIX ferry vans.

In the pipeline, the manufacturer's all-new 'OO' gauge SECR six-wheel brake van and BR OAA open wagon are expected to arrive in late spring/early summer, while the long-awaited model of the L&MR's *Lion/Thunderbolt* is expected to arrive during the summer. This is

expected to be accompanied by the GWR 'Loriot Y' wagon and GWR '15XX' 0-6-0PT.

New model announcements include the first 'OO' gauge ready-to-run Metropolitan Railway steam locomotive with a model of the 'E' 0-4-4T, while a series of Railway Clearing House five and seven plank private owner wagons are also planned.

REALTRACK MODELS

Realtrack Models' all-new 'OO' gauge Class 142 two-car 'Pacer' DMUs are progressing well, with completed models expected to arrive in December 2023. 15 different models are planned including Provincial, BR chocolate and cream, Greater Manchester PTE orange, Mersey Rail, Regional Railways, Arriva Trains Wales, First Great Western and Northern colour schemes.

REVOLUTION TRAINS

Expected soon is Revolution Trains' (RT) newly-tooled 'OO' gauge BR Southern Region General Manager's saloon in BR blue and grey, Network SouthEast and contemporary green colour schemes. Three different bodysells are being produced to reflect the evolution of this distinctive vehicle. It is expected to arrive during April/May.

Similarly, the company's all-new FNA-D nuclear flask carrier and TUA caustic soda tank (exclusive commission for Rainbow Railways) are also due to arrive soon.

Further 'OO' wagons which are expected to arrive mid-2023 include the PCA alumina tanks and HOA bogie hopper wagons, while the KSA 'Rover' cube wagons and timber carriers are anticipated for release in late 2023. Keeping the theme, the 'Borail', 'Mullet', 'Parr' and 'Super Trench' wagons, together with the Cartic-4 car carriers are also slated for a 2023 release.

Looking further ahead, development of RT's all-new 'OO' gauge Class 18 Clayton CBD90 hybrid battery diesel shunter has also advanced to the Engineering Prototype sample stage, with release planned for 2024.

SUTTON'S LOCOMOTIVEWORKS

Manufacture of Sutton's Locomotive Works' all-new 'OO' gauge Class 25/2 and 25/3 Bo-Bo diesels is back on track, following delays due to the general shortage of components. These are now expected to arrive by the middle of the year, while the new 'Highland' Class 24/1 Bo-Bo is now scheduled for a late 2023 release.

THE MODEL CENTRE (TMC)

The wait for TMC's exclusive Bachmann-produced 'OO' gauge LNER 'G5' 0-4-4T is almost over, with release expected later this spring. Eight different locomotives are expected in NER lined green, LNER lined black, BR lined black with early crests and BR lined black with late crests, with detail variations between models incorporated into the tooling suite. Digital sound-fitted options will also be available.

EXCITING TIMES

This year is set to be another remarkable one for 'OO' gauge modellers, especially if all that is promised is delivered within the suggested timeframes. Tables 1 and 2 provide a snapshot of the expected timescales and *Hornby Magazine* will keep you up-to-date with the latest news and reviews each month. **HM**

TABLE 2 – 'OO' GAUGE NEW ROLLING STOCK PROJECTS 2023-2024

PRODUCT	REGION	MANUFACTURER	EXPECTED
L&MR Second Class carriage	L&MR	Hornby	Summer 2023
L&MR Queen Adelaide's carriage	L&MR	Hornby	Late 2023
GWR/BR Siphon G	Western	Accurascale	Spring 2023
GWR Toplight 'City' non-corridor Brake Third	Western	Dapol	2023
GWR Toplight 'City' non-corridor Third	Western	Dapol	2023
GWR Toplight 'City' non-corridor Composite	Western	Dapol	2023
GWR 'B Set' carriages	Western	Rapido Trains UK	TBC
SR General Manager's Inspection Saloon	Southern	Revolution Trains	Spring 2023
Railtrack/Network Rail Inspection Saloon <i>Caroline</i>	Various	Revolution Trains	Spring 2023
LNER Coronation 'Brake' /Kitchen Third	LNER	Hornby	Autumn 2023
LNER Coronation 'Double Open First	LNER	Hornby	Autumn 2023
LNER Coronation 'Open/Kitchen Third	LNER	Hornby	Autumn 2023
LNER Coronation 'Open/Brake Third	LNER	Hornby	Autumn 2023
LNER Coronation 'Observation Car	LNER	Hornby	Autumn 2023
BR Mk 1 57ft suburban Brake Second	Various	Accurascale	Summer 2023
BR Mk 1 57ft suburban Composite	Various	Accurascale	Summer 2023
BR Mk 1 57ft suburban Second Open	Various	Accurascale	Summer 2023
BR Mk 1 57ft suburban Composite Lavatory	Various	Accurascale	Summer 2023
BR Mk 1 57ft suburban Second Lavatory Open	Various	Accurascale	Summer 2023
BR Mk 1 57ft suburban Second	Various	Accurascale	Summer 2023
BR Mk 2b Brake Corridor First	Various	Accurascale	Spring 2023
BR Mk 2b Corridor First/Corridor Second	Various	Accurascale	Spring 2023
BR Mk 2b Tourist Second Open	Various	Accurascale	Spring 2023
BR Mk 2c Brake Corridor First	Various	Accurascale	Late 2023
BR Mk 2c Brake Second Open	Various	Accurascale	Late 2023
BR Mk 2c Corridor First/Corridor Second	Various	Accurascale	Late 2023
BR Mk 2c First Open/Second Open	Various	Accurascale	Late 2023
BR Mk 2c Tourist Second Open	Various	Accurascale	Late 2023
BRTCV Newton Chambers Car Transporters	Midland/Eastern	Heljan	Mid 2023
GWR Class 802/1 four-coach pack	Western	Hornby	Autumn 2023
LNER Class 801/2 four-coach pack	Eastern	Hornby	Autumn 2023
Ex-Wisbech and Upwell Tramcar	Film	Rapido Trains UK	Late 2023
RCH 1907 five-plank open wagon	Various	Rapido Trains UK	Late 2023/Early 2024
RCH 1907 seven plank open wagon	Various	Rapido Trains UK	Late 2023/Early 2024
GWR five plank open (Dia. 011/015)	Western	Rapido Trains UK	Late 2023/Early 2024
GWR 'Iron Mink A' van (Dia. V14/V16)	Western	Rapido Trains UK	Late 2023/Early 2024
GWR 'Loriot Y'	Western	Rapido Trains UK	Summer 2023
GWR 'Macaw B' bogie bolster	Western	Hornby	Autumn 2023
GWR Mica B van	Western	KR Models	Late 2023
GWR Toad' AA20 brake van	Western	Rapido Trains UK	Summer 2023
SECR six-wheel brake van	Southern	Rapido Trains UK	Mid 2023
SR banana van (Dia. 1478)	Southern	Accurascale	Late 2023
SR banana van (Dia. 1479)	Southern	Accurascale	Late 2023
LMS five-plank open wagon	Midland	Rapido Trains UK	Late 2023
LMS 62ft bogie bolster wagons	Various	Hornby	Autumn 2023
NER 20ton hopper wagon (P6)	Eastern	Accurascale	Summer 2023
NER 20ton hopper wagon (P7)	Eastern	Accurascale	Summer 2023
NER 20ton hopper wagon (P8)	Eastern	Accurascale	Summer 2023
NER 20ton hopper wagon (Q3)	Eastern	Accurascale	Summer 2023
14ton Class A tank wagon	Various	Dapol	2023
14ton Class B tank wagons	Various	Dapol	2023
BR 'Bogie Bolster C'	Various	Hornby	Autumn 2023
BR Borail B bogie wagon	Various	Revolution Trains	2023
BR 'Mullet' bogie wagon	Various	Revolution Trains	2023
BR YQA 'Parr' bogie wagon	Various	Revolution Trains	2023
BR YQA 'Super Trench' wagon	Various	Revolution Trains	2023
BR Cartic-4 car carriers	Various	Revolution Trains	2023
BIA/BWA/BXA/BZA covered steel carrier	Various	Cavalex Models	Early 2024
Class A tank wagon	Various	Oxford Rail	TBC
Class B tank wagon	Various	Oxford Rail	TBC
Cowans Sheldon 15ton crane	Various	Oxford Rail	TBC
FNA-D Nuclear flask carrier	Various	Revolution Trains	Mid 2023
FNA-D Nuclear flask carrier	Various	Accurascale	Summer 2023
HOA hopper wagon	Various	Revolution Trains	Mid 2023
JGA/PHA bogie aggregate wagon	Various	Cavalex Models	Late 2023
JHA hopper wagons	Western	Dapol	Summer 2023
KSA Rover Cube wagons	Various	Revolution Trains	Late 2023
KSA timber carriers	Various	Revolution Trains	Late 2023
MXA bogie open box wagon	Various	Bachmann	Spring 2023
OAA open wagon	Various	Rapido Trains UK	Mid 2023
PCA Alcan tank wagons	Various	Revolution Trains	Mid 2023
PHA/JGA bogie aggregate box wagons	Western	Cavalex Models	Late 2023
TTA tank wagons	Various	Hornby	Autumn 2023
TUA caustic soda tank	Various	Revolution/Rainbow Railways	Spring 2023
YMO/YMA 62ft 'Salmon' bogie bolsters	Various	Hornby	Autumn 2023
Torpedo ore wagon	Industrial	KR Models	Summer 2023
Total: 76	Carriages: 32	Wagons: 44	

DIMINUTIVE DEVELOPMENTS

The rise in popularity of the smallest mainstream scale shows no sign of abating. **MARK CHIVERS** outlines the new models we can expect.



THERE appears to be no let-up in the number of 'N' gauge models planned for the next 12 months and beyond with at least 56 projects on the go, including 27 locomotives or multiple units and 29 items of rolling stock currently in development.

Of the motive power projects, eight are steam locomotives while the remainder are diesel, electric or bi-mode. The rolling stock roster boasts ten carriage projects and 18 wagon projects. Within these, some models are variations on a theme, but there are also a couple of projects such as the new Revolution

Trains Mk 5 carriages which are bundled as single projects due to their availability, although in reality they will spawn more than one vehicle type.

This year's tally is slightly up on last year's survey and in terms of the share of projects is concerned, Revolution Trains leads the way with 28 'N' gauge items in development. Dapol is next with seven projects – plus the newly announced Class 66 – followed by Rapido Trains and Graham Farish boasting six each. The N Gauge Society and Sonic Models boast two model projects in development, while Cavalex

Models and C=Rail have one apiece.

In terms of each project's status, it is still difficult to determine exactly when they will come to fruition as the world economy, supply chain and staffing issues are still having an impact on the manufacturing process. However, it is likely that 16 of the motive power projects and 14 of the rolling stock items could appear before the end of the year.

The past year has also enjoyed a steady stream of new releases including Bachmann's Graham Farish Class 319 Electric Multiple Units (EMUs) and Class 769 Bi-mode units, as well as the manufacturer's all-new Class 90 electric (HM190) and the Midland '4F' 0-6-0 with digital sound upgrade, while Rapido Trains UK delivered its first ready-to-run 'N' gauge locomotive with the Metropolitan Vickers Class 28 Co-Bo diesel, together with the associated Conflat P wagons.

Revolution Trains has also delivered its long-awaited 'N' gauge Drax biomass wagons in their eye-catching colour schemes, along with all-new Class A tanks, MTV and ZKV 'Zander' wagons.

ON THE WAY

Further models are nearing completion with Revolution Trains expecting its Class 128 parcels railcars this spring, together with the Mk 5 Caledonian Sleeper and TransPennine Express carriage packs which should also be arriving



Rapido Trains UK is developing an all-new 'N' gauge Class 44 1Co-Co1 diesel with nine models planned for the initial batch. DCC sound-fitted models will also be available.



Bachmann's newly-tooled 'N' gauge Graham Farish Class 158 is due for release later this year. It is due to appear as 158849 in BR Regional Railways colours and 158711 in ScotRail Saltire livery.



Revolution Trains' newly-tooled 'N' gauge Class 313 Electric Multiple Units have progressed to the decorated sample stage. This is 313063 in BR blue and grey.

imminently. In terms of freight, the long-awaited PFA coal container wagons should be here this spring too, while the modern FNA-D nuclear flask carrier is expected in the summer.

The manufacturer's all-new 'N' gauge Class 59 diesel locomotive is also progressing well with release currently slated for the summer too, together with the Class 313 and 314 EMUs. Decorated samples of these impressive looking new models have been assessed by the development team, with examples planned in BR blue and grey, Network SouthEast, Silverlink, First Capital Connect and Southern for the 313s along with Strathclyde Passenger Transport Executive orange and black and the distinctive ScotRail Saltire colour scheme for the 314s.

As previously mentioned, Bachmann's policy of revealing new models as they are coming to fruition as part of its quarterly British Railway Announcements has reduced the number of projects in the survey, with a new Class 158 Diesel Multiple Unit (DMU) currently slated for a late 2023 release. The Class 450 EMU, is now expected in early 2024, while a series of model upgrades is also nearing completion with the BR 'SMT' 4-6-0 (sound upgrade), Class 14 0-6-0DH (DCC and sound upgrade) and Crewe 'cut' version of the Class 47 Co-Co diesel all due before the end of 2023.

Development work on Rapido Trains UK's 'N'

TABLE 3 – 'N' GAUGE NEW LOCOMOTIVE PROJECTS 2023-2024

PRODUCT	REGION	MANUFACTURER	EXPECTED
GWR 'Large Prairie' 2-6-2T	Western	Sonic Models	Winter 2023
GWR '63XX' 2-6-0	Western	Dapol	TBA
LSWR 'M7' 0-4-4T	Southern	Dapol	2023
SR air-smoothed 'West Country' 4-6-2	Southern	Dapol	TBA
SR rebuilt 'West Country' 4-6-2	Southern	Dapol	TBA
Ivatt '2MT' 2-6-2T (chassis upgrade)	Midland	Dapol	Autumn 2023
LNER 'J50' 0-6-0T	Eastern	Sonic Models	Summer 2023
BR '5MT' 4-6-0 (sound upgrade)	Various	Graham Farish	Summer/Autumn 2023
Class 14 0-6-0DH (DCC and sound upgrade)	Various	Graham Farish	Summer/Autumn 2023
Class 43 HST power car (new tooling)	Various	Dapol	TBC
Class 44 1Co-Co1	Midland	Rapido Trains UK	TBC
Class 45 1Co-Co1	Midland/Eastern	Rapido Trains UK	TBC
Class 46 1Co-Co1	Various	Rapido Trains UK	TBC
Class 47 Co-Co (Crewe Cut version)	Various	Graham Farish	Winter 2023
Class 59 Co-Co diesel	Western/Eastern	Dapol	2023
Class 59 Co-Co diesel	Western/Eastern	Revolution Trains	Summer 2023
Class 69 Co-Co diesel	Various	Graham Farish	TBA
Class 120 Swindon cross-country DMU	Western	Revolution Trains	2024
Class 128 Parcels railcar	Western/Midland	Revolution Trains	Spring 2023
Class 158 two-car DMU	Various	Graham Farish	Winter 2023
Class 175 two-car DMU	Midlands/Wales	Revolution Trains	Winter 2023
Class 175 three-car DMU	Midlands/Wales	Revolution Trains	Winter 2023
Class 180 five-car DMU	Various	Revolution Trains	Winter 2023
Class 313/314 EMU	Various	Revolution Trains	Summer 2023
Class 377 Electrostar EMU	Western/Southern	Revolution Trains	2024
Class 450 EMU	Southern	Graham Farish	Early 2024
LT 1938 tube stock	London	Revolution Trains	Winter 2023
Total: 27	Steam: 8	Diesel/Electric: 19	

Development of Revolution Trains' all-new 'N' gauge Class 59 is at an advanced stage with completed models expected for release later this summer.



gauge projects including the Class 44 diesel, LNER Dynamometer Car and BR OAA open air-braked wagons are continuing, although no timescales are currently available for these, while Sonic Models' new 'N' gauge LNER 'J50' 0-6-0T remains on target for a mid-year release and the all-new GWR 'Large Prairie' 2-6-2T should hopefully be available by the end of the year.

Progress also continues in the background on Dapol's existing 'N' gauge projects and as this guide closed for press the manufacturer announced plans for a new Class 66. C=Rail's new FSA/FTA Freightliner wagons and Cavalex Models' all-new PGA hopper wagons are nearing completion – the latter now expected with Rails of Sheffield by the summer.

Finally, the N Gauge Society has two exclusive ready-to-run model projects in the works right now, with a series of 'N' gauge VIX ferry vans now at the decorated samples stage undergoing assessment and the Cowans and Sheldon 6.5ton and 10ton hand cranes. Ten different versions of the crane have been proposed, while 12 versions of the VIX ferry vans are planned covering examples of the various colour schemes on the prototypes through the years.

See tables 3 and 4 for the current estimated arrival times for all the existing 'N' gauge projects, which are subject to change.

BUSY TIMES

Clearly, despite concerns from some quarters over the economy and the various logistics and staffing issues that have inevitably affected some projects in the background, there is plenty to look forward to with some exciting all-new 'N' gauge releases in the pipeline. No doubt, further new projects will be announced in due course as existing projects bear fruit and the manufacturers reveal their next new exciting projects. Keep an eye on the news pages in forthcoming issues of *Hornby Magazine* for the latest as well as www.keymodelworld.com/n-gauge. **HM**

Above right: Dapol is revising the tooling for its 'N' gauge Class 43 High Speed Train power cars to reflect the latest examples, including the Midland Pullman liveried vehicles with cab roof mounted high intensity headlights.

Right: Rapido Trains UK is also working on a newly-tooled example of the LNER Dynamometer Car for 'N' gauge. Four models are planned, including one in a fictional BR Railway Technical Centre livery.

TABLE 4 – 'N' GAUGE NEW ROLLING STOCK PROJECTS 2023-2024

PRODUCT	REGION	MANUFACTURER	EXPECTED
SR GM Inspection Saloon	Southern	Revolution Trains	Autumn 2023
Network Rail Inspection Saloon <i>Caroline</i>	All	Revolution Trains	Autumn 2023
LNER Dynamometer Car	Eastern	Rapido Trains UK	TBC
Pullman K Type all-steel Brake Parlour Third	Various	Revolution Trains	2024
Pullman K Type all-steel Parlour First	Various	Revolution Trains	2024
Pullman K Type all-steel Parlour Third	Various	Revolution Trains	2024
Pullman K Type all-steel Kitchen First	Various	Revolution Trains	2024
Pullman K Type all-steel Kitchen Third	Various	Revolution Trains	2024
TransPennine Mk 5 carriage sets	Midland/Eastern	Revolution Trains	Spring 2023
Caledonian Sleeper Mk 5 carriages	Midland	Revolution Trains	Spring 2023
SECR five-plank open wagon	Southern	Rapido Trains UK	TBC
SECR seven-plank open wagon	Southern	Rapido Trains UK	TBC
SECR 12ton covered van	Southern	Rapido Trains UK	TBC
SECR six-wheel brake van	Southern	Rapido Trains UK	TBC
BR 24.5ton iron ore hoppers	Midland/Eastern	Revolution Trains	2024
BR Borail BRV/BRA bogie wagon	Various	Revolution Trains	Autumn 2023
BR 'Mullet' bogie wagon	Various	Revolution Trains	Autumn 2023
BR YQA 'Parr' bogie wagon	Various	Revolution Trains	Autumn 2023
BR YQA 'Super Trench' wagon	Various	Revolution Trains	Autumn 2023
Cartic-4 car carriers	Various	Revolution Trains	Winter 2023
Cowans Sheldon 6.5/10ton travelling hand crane	Various	N Gauge Society	2023
FNA-D Nuclear flask carrier	Various	Revolution Trains	Summer 2023
FSA/FTA Freightliner container flats	Various	C=Rail	2023
OAA open wagon	Various	Rapido Trains UK	TBC
PFA coal container flat wagons	Various	Revolution Trains	Spring 2023
PGA hopper wagons	Various	Cavalex/Rails	Summer 2023
PTA bogie tippler wagons	Various	Revolution Trains	2024
JSA bogie steel wagons	Various	Revolution Trains	2024
VIX Ferry van	Various	N Gauge Society	2023
Total: 29	Wagons: 19	Carriages: 10	



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'O' GAUGE

DEVELOPMENT



Dapol is producing the LSWR 'B4' 0-4-0T for 'O' gauge – an upscaling of its popular 'OO' gauge model.

THERE is something special about the feel of an 'O' gauge model, and British modellers certainly appreciate that as the range and popularity of the scale continue to grow. Perhaps it is the competitiveness in price with new 'OO' gauge models which has helped interest levels, or perhaps there is something else at play.

Whatever the reason, 'O' gauge is thriving with ever more detailed and feature-rich products in development covering a broad range of subjects from compact tank engines to main line diesels, humble goods wagons and main line coaching stock.

For the mainstream there are four big names - Dapol, Lionheart Trains, Heljan and Ellis Clark Trains - all of which produce ready-to-run

British outline ready-to-run 'O' gauge continues to grow in popularity.

MIKE WILD catches up with the latest developments for 7mm scale.

Lionheart Trains' next 'O' gauge locomotive release will be the BR '3MT' 2-6-2T. Decorated samples were shown at the Warley National Model Railway Exhibition in November 2022 – and they looked superb!



models using similar materials and techniques. In addition there are a number of high-end hand-built brass model producers including Lee Marsh Models, 55H and Masterpiece Models which create top end products at very limited quantities with a general focus on steam motive power.

STEAM TRACTION

The coming year looks very exciting for steam era modellers for two reasons in particular: Ellis Clark Trains' Stanier 'Black Five' 4-6-0 and Lionheart Trains' BR '3MT' 2-6-2T. Pre-

TABLE 5 – 'O' GAUGE NEW MOTIVE POWER PROJECTS 2023-2024			
PRODUCT	REGION	MANUFACTURER	EXPECTED
GWR '850' 0-6-0ST	Western	Lee Marsh Models	2023
GWR '4575' 2-6-2T	Western	Lionheart Trains	Summer 2023
GWR 'Castle' 4-6-0	Western	Lee Marsh Models	2023
GNR 'C1' 4-4-2	Eastern	Masterpiece Models	TBC
GNR 'C2' 4-4-2	Eastern	Masterpiece Models	TBC
LBSCR 'H1' 4-4-2	Southern	Masterpiece Models	TBC
LBSCR 'H2' 4-4-2	Southern	Masterpiece Models	TBC
LSWR 'B4' 0-4-0T	Southern	Dapol	2023
LMS 'Black Five' 4-6-0	Midland	Ellis Clark	Autumn/Winter 2023
LMS rebuilt 'Jubilee' 4-6-0	Midland	Masterpiece Models	TBC
LMS rebuilt 'Royal Scot' 4-6-0	Midland	Masterpiece Models	TBC
LMS rebuilt 'Patriot' 4-6-0	Midland	Masterpiece Models	TBC
Ivatt 'Princess Coronation' 4-6-2	Midland	Masterpiece Models	TBC
LNER 'A1' 'A3' 4-6-2	Eastern	Masterpiece Models	Proposed
LNER 'A1' 'A3' 4-6-2	Eastern	Lee Marsh Models	TBC
LNER 'J94' 0-6-0ST	Eastern/Industrial	Dapol	2023
BR '5MT' 4-6-0	Various	55H	2023
BR '5MT' 4-6-0	Various	Masterpiece Models	TBC
BR '4MT' 4-6-0	Various	55H	2023
BR '4MT' 2-6-0	Various	55H	2023
BR '4MT' 2-6-4T	Various	Lee Marsh Models	TBC
BR '3MT' 2-6-2T	Various	Lionheart Trains	2023
Class 02 0-4-0 shunter	Various	Heljan	Winter 2023
Class 09 0-6-0 shunter	Southern	Gaugemaster/Dapol	TBA
Class 37/0 (split headcodes) Co-Co	Various	Heljan	Winter 2023
Class 37/0 (centre headcodes) Co-Co	Various	Heljan	Winter 2023
Class 45 1Co-Co1 (sealed beam headlights)	Midland/Eastern	Heljan	Early 2024
Class 55 Co-Co (revised tooling)	Eastern	Heljan	Winter 2023
Class 58 Co-Co	Various	Heljan	Summer 2023
Class 66 Co-Co	All	Dapol	TBC
Class 73/1 Bo-Bo electro-diesel	Southern	Heljan	Autumn 2023
Class 117 three-car DMU	Western/Midland	Heljan	Spring 2023
Class 121 single-car DMU	Western/Midland	Heljan	Spring 2023
Class 122 single-car DMU	Western/Midland	Heljan	Spring 2023
Class 149 trailer car	Western/Midland	Heljan	Spring 2023
Class 150 trailer car	Western/Midland	Heljan	Spring 2023
Total: 36	Steam: 22	Diesel: 14	

production samples of these two locomotives are impressive to say the least, with both making extensive use of die-casting to create highly detailed models packed full of features and details.

Ellis Clark received the first decorated samples of the Stanier 'Black Five' in March 2023 with running samples expected soon ahead of an expected 2023 release date. Meanwhile, the Lionheart '3MT' was shown with full decoration – including an incredible cab interior – at the Warley National Model Railway Exhibition in November 2022.

However, there are many other steam locomotives to look forward to including the

LSWR Adams 'B4' 0-4-0T and Hunslet 'Austerity' 0-6-0ST from Dapol, while finescale brass manufacturer 55H was expected to take delivery of a production sample of its new BR '4MT' 4-6-0 as this issue of *Hornby Magazine* closed for press.

Looking further afield, Lee Marsh Models began deliveries of its new GWR 'Castle' 4-6-0 in early 2023 which will be followed by its GWR '850' 0-6-0ST later this year. The BR '4MT' 2-6-4T is set to be the next production for Lee Marsh.

DIESEL POWER

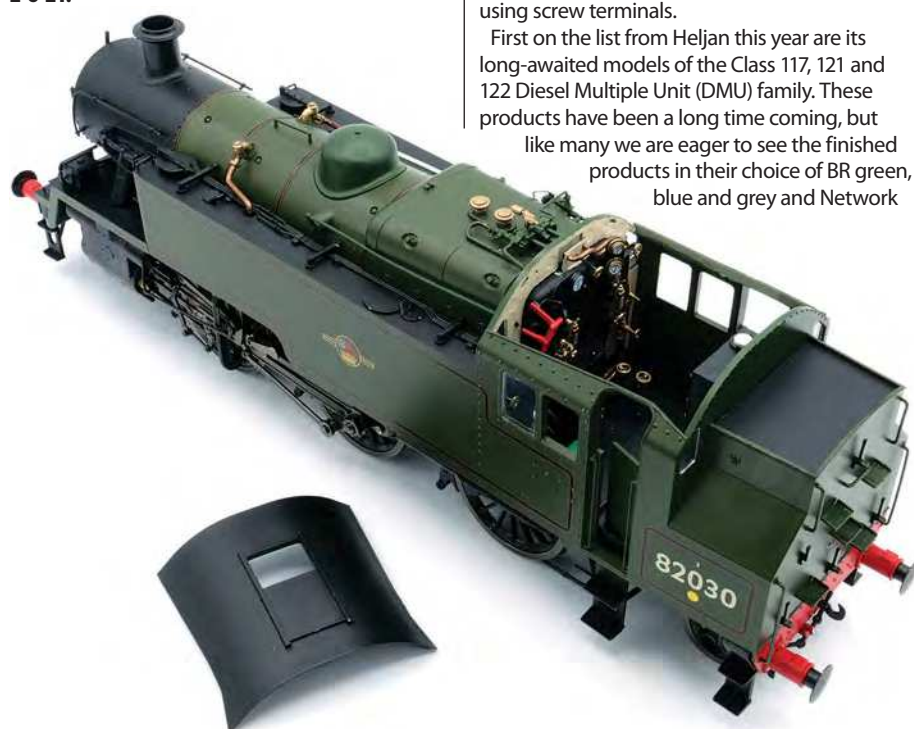
Heljan remains the dominant force in ready-to-run 'O' gauge diesel traction with an extensive list of new products and redevelopments in progress. A positive step from the manufacturer is the inclusion of plug-and-play DCC conversion»



The Stanier 'Black Five' from Ellis Clark Trains is advancing towards production. Decorated samples were received in March for inspection and evaluation.



Below: An advantage of 'O' gauge is the ability to deliver detail to a level above what is possible in 'OO' gauge. This is the Lionheart Trains BR '3MT' 2-6-2T.



for its latest products through the use of the new LokSound L decoder interface which removes the need for hard wiring a decoder using screw terminals.

First on the list from Heljan this year are its long-awaited models of the Class 117, 121 and 122 Diesel Multiple Unit (DMU) family. These products have been a long time coming, but like many we are eager to see the finished products in their choice of BR green, blue and grey and Network

SouthEast colours. They are due in Spring 2023.

The next release from Heljan after the DMUs is expected to be the Class 58 Co-Co which was announced at the Warley National Model Railway Exhibition in November 2022 while the Class 73 electro-diesel is expected in the autumn. The Class 73 promises to be one of Heljan's best yet based on what we have seen so far in the engineering samples and it will model the 'JB' Class 73/1 sub-class.

Also in development for release across winter 2023 and early 2024 are models of the Class 37/0 with cutaway buffer beams, the Yorkshire Engine Company Class 02, Class 45 with sealed beam nose-end, revised Class 55 and more.

In addition Dapol is working on the other big diesel project – its model of the Class 66 for 'O' gauge. In March the manufacturer stated that the Class 66 is currently being revised with new team members working on its development.

ROLLING STOCK

The choice of rolling stock, like locomotives, continues to expand for 'O' gauge with Dapol, Ellis Clark Trains, Flangeway, Greenwood and Pring, Heljan and Minerva Model Railways all developing new products.

Dapol is continuing its freight stock programme with models of the GWR 'Toad' brake van as well as LMS and GWR 12ton box

Right: A trio of new 12ton box vans is in development with Dapol covering (from left) the LMS 12ton vent van, GWR 12ton vent van and GWR MOGO 12ton van.



Above: Heljan's Warley announcement from 2022 of the Class 58 is advancing rapidly towards release this summer. Amongst the liveries available is original Railfreight grey with a red solebar.

vans all in development for release during 2023. In addition, Dapol has selected two modern wagon designs for development covering the TTA 45ton tanker and the HIA bogie aggregate hopper to go with its Class 66 while the manufacturer has also created revised versions of its HAA hopper wagon with canopies for release in 2023.

Buoyed by the success of its Presflo cement hopper in 2022, Ellis Clark Trains is working on models of the 'Seacow' and 'Sealion' bogie ballast hoppers as well as the 'Shark' ballast plough while Flangeway Models has chosen to upscale two of its 'OO' gauge products to 7mm scale covering the ZZA independent snowplough and the ZJV 'Mermaid' ballast tippler.

On the passenger front, 2023 is set to see Heljan's BR Mk 2a collection arrive in the shops together with its LMS 50ft inspection saloon for the scale while 2024 will see Greenwood and Pring release its new Southern Region Bulleid corridor coaches and Ellis Clark Trains deliver its Pullman K Type coaches for the scale.

With so many exciting projects in development the interest in 'O' gauge is bound to increase, particularly with the advent of new main line steam locomotive models from Ellis Clark and Lionheart trains. The tables with this feature outline the full list of incoming products for 'O' gauge and you can keep up to date with the latest 7mm scale news through *Hornby Magazine* and online at www.keymodelworld.com/o-gauge.

HM



Heljan is creating a new version of the Class 37/0 in split and centre headcode formats with cutaway buffer beams for release in 2024.



The LMS Inspection Saloon from Heljan is due for release in winter 2023.

TABLE 6 – 'O' GAUGE NEW ROLLING STOCK PROJECTS 2023-2024

PRODUCT	REGION	MANUFACTURER	EXPECTED
GWR Siphon G bogie van	Western	Minerva Models	2023
GWR N32 'Felix Pole' coal wagon	Western	Minerva Models	2023
SR Bulleid semi-open Brake Corridor Third/Second	Southern	Greenwood and Pring	Autumn 2023
SR Bulleid Corridor Composite	Southern	Greenwood and Pring	Autumn 2023
SR Bulleid Open Third/Second	Southern	Greenwood and Pring	Spring 2024
SR Bulleid Restaurant First Open	Southern	Greenwood and Pring	Spring 2024
SR Bulleid Restaurant Kitchen Third	Southern	Greenwood and Pring	Spring 2024
LMS 50ft Inspection Saloon	Various	Heljan	Winter 2023
Pullman K Type Brake Parlour Third	Various	Ellis Clark/Darstaed	Spring 2024
Pullman K Type Parlour First	Various	Ellis Clark/Darstaed	Spring 2024
Pullman K Type Parlour Third	Various	Ellis Clark/Darstaed	Spring 2024
Pullman K Type Kitchen First	Various	Ellis Clark/Darstaed	Spring 2024
Pullman K Type Kitchen Third	Various	Ellis Clark/Darstaed	Spring 2024
BR Mk 2 FK	All	Heljan	2023
BR Mk 2 TSO	All	Heljan	2023
BR Mk 2 BSO	All	Heljan	2023
BR Mk 2 BFK	All	Heljan	2023
SR CCT/PMV four-wheel parcels van	Various	Heljan	2024
GWR 'Toad' brake van	Western	Dapol	Autumn 2023
GWR MOGO 12ton box van	Western	Dapol	2023
GWR 12ton box van	Western	Dapol	2023
GWR Fruit Van A	Western	Dapol	2023
LMS 12ton box van	Midland	Dapol	2023
HIA hopper wagon	Various	Dapol	Spring 2023
PCA tank wagon	Various	Realism Redefined/Heljan	Summer/Autumn 2023
TTA 45ton tank wagon	Various	Dapol	2023
YGB 'Sealion' ballast hopper	Various	Ellis Clark Trains	2024
YGB 'Seacow' ballast hopper	Various	Ellis Clark Trains	2024
ZJV 'Mermaid' ballast tippler	Various	Flangeway/Dapol	TBA
ZUA 'Shark' ballast plough	Various	Ellis Clark Trains	2024
ZZA snowplough	Various	Flangeway/Dapol	TBA
Total: 31	Wagons: 14	Carriages: 17	

'TT:120' EXPANDS

This exciting new scale is expanding rapidly.
MARK CHIVERS reveals what's coming up in the next year.

APPEARING in the New Model Guide for the first time, 'TT:120' scale officially launched in June 2022 when Peco revealed details of a series of new buildings and track for the scale. This new development for the hobby offered a more refined and true scale, which prompted Heljan and Gaugemaster to follow with announcements of new products including a Class 31 diesel from Heljan (since withdrawn) and a selection of accessories to complement the already-announced buildings from Gaugemaster. The retailer also suggested that it might consider introducing a ready-to-run Class 66 for the scale.

In October, Hornby revealed that it too was planning to enter the 'TT:120' scale market and rather than introduce a couple of items to test the water, the manufacturer launched an entire range of products including locomotives, rolling stock, buildings, track and accessories – in fact, all you need to start building an entire model railway in the new scale.

TABLE 7 – 'TT:120' GAUGE NEW MOTIVE POWER 2023-2024			
PRODUCT	REGION	MANUFACTURER	EXPECTED
GWR '57XX' 0-6-0PT	Western	Hornby	TBC
GWR 'Castle' 4-6-0	Western	Hornby	TBC
LMS 'Princess Coronation' 4-6-2	Midland	Hornby	Winter 2024/2025
LMS 'Black Five' 4-6-0	Midland	Hornby	TBC
BR 'Britannia' 4-6-2	Various	Hornby	TBC
BR '9F' 2-10-0	Various	Hornby	TBC
BR Class 08 diesel shunter	Various	Hornby	Spring 2023
BR Class 31 A1A-A1A diesel	Various	Hornby	TBC
BR Class 37 Co-Co diesel	Various	Hornby	TBC
BR Class 43 HST power cars	Various	Hornby	Autumn 2023
BR Class 47 Co-Co diesel	Various	Hornby	TBC
BR Class 50 Co-Co diesel	Various	Hornby	Winter 2024/2025
Class 66 Co-Co diesel	Various	Hornby	Winter 2024/2025
Class 67 Bo-Bo diesel	Various	Hornby	TBC
BR Class 73 Bo-Bo electro-diesel	Southern	Hornby	TBC
Class 800 InterCity Express Train	Various	Hornby	TBC
Total: 16	Steam: 6	Diesel/electric: 10	

MOTIVE POWER
Currently 16 locomotive projects and 34 carriage and wagon projects are in development. Of

these, six of the locomotives are steam projects and ten are diesels or bi-modes. Of the 34 rolling stock projects, 18 are carriages and 16 are wagons which will very quickly enable authentic 'TT:120' scale trains to be formed. Given that the LNER and GWR carriage projects have yet to be confirmed, initial information has been included until the full extent of the plans are revealed.

By January 2023 the first of the new 'TT:120' scale train sets began to appear in the form of the Scotsman and Easterner packs, each containing a newly-tooled LNER 'A3' 4-6-2 and 'A4' 4-6-2 respectively. The former also included three all-new 'TT:120' scale Pullman cars, while the latter featured three brand new Mk 1 carriages. Pre-sales proved so popular that the sets sold through very quickly and more stock is planned for later this year. Two further 'A3' 4-6-2s, an 'A1' and three 'A4s' are also available separately.

The new range of products is set to appear in a series of phases over the next few years, but the release schedule is phenomenal with an extensive collection of models planned. This year is set to see the addition of all-new Class 08 diesel shunters this spring in BR blue, DB red and Harry Needle Rail/GB Railfreight colours, together with Class 43 High Speed Train power cars later in the autumn, together with Mk 3 carriages to accompany them during the summer and autumn, in GWR green, InterCity and BR blue and grey colour schemes.

The next phase is set to feature Stanier 'Princess Coronation' 4-6-2s, BR Class 50 diesels and Class 66 diesels (all currently scheduled for late 2024/early 2025), while phase three should see a GWR 'Castle' 4-6-0 and BR '9F' 2-10-0 follow, together with BR Class 31s, 37s, 47s and 60s. Beyond that, the fourth phase of releases is expected to include a GWR '57XX' 0-6-0PT,

Newly-tooled 'TT:120' scale 21ton mineral wagons are also in development, as showcased by these Engineering Prototype samples. Two models will appear initially in BR bauxite and BR grey. Release is expected later this summer.



Hornby's 'TT:120' scale plans include an all-new Class 50 diesel, which will appear in a kaleidoscope of colours including BR 'large logo' blue, GW150 lined green and GB Railfreight orange and blue. Release is currently slated for late next year.



Newly-tooled 'TT:120' scale Stanier 50ft BGs and 57ft carriages are planned for release later this year.

Hornby's fledgling 'TT:120' scale range is set to be bolstered with a wide range of rolling stock.



Hunslet 'J94' 0-6-0ST, LMS 'Black Five' 4-6-0 and BR 'Britannia' 4-6-2, together with Class 67 diesels and Class 73 electro-diesels, plus Class 800 InterCity Express Trains.

ROLLING STOCK

As previously mentioned, the first 'TT:120' scale carriages are available now with BR Mk 1 Corridor Composite and Brake Corridor Second vehicles along with a Pullman Brake Third Parlour and Kitchen First. These are set to be joined by Stanier 57ft corridor stock and 50ft BGs in BR carmine and cream this summer and LMS crimson during the autumn. BR Mk 2e and 2f air-conditioned coaches are expected to be released in late 2023/early 2024. Liveries include BR blue and grey and InterCity schemes. Also planned for the future are LNER Gresley Corridor Composite and Brake Third coaches, GWR Collett bow-end Brake Third and Composite carriages and more BR Mk 1s including Corridor Second and Full Brake (BG) examples.

An influx of all-new 'TT:120' scale wagons is expected during the spring with seven-plank open private owner wagons, 12ton ventilated vans, 12ton tank wagons and LNER Toad B and BR Toad E brake vans all due to arrive. These will be followed by newly-tooled 21ton mineral wagons and HAA merry-go-round coal hoppers during the summer and all-new TTA tank wagons this autumn. Further phases of wagons are expected to include CDA china clay hoppers and MHA wagons (a natural progression of the HAA design), BR Conflat wagons, a BR Mk 1 horsebox, VEA box vans, KFA container flats, VGA box vans and YGB 'Seacow' bogie ballast hoppers.

Factor in the new 'TT:120' scale buildings, track and accessories that have also been developed, there are exciting times ahead for the fledgling scale and there are sure to be further

TABLE 8 – 'TT:120' GAUGE NEW ROLLING STOCK 2023-2024

PRODUCT	REGION	MANUFACTURER	EXPECTED
GWR Collett bow-end Brake Third	Western	Hornby	TBC
GWR Collett bow-end Corridor Composite	Western	Hornby	TBC
LNER Gresley Corridor Composite	Eastern	Hornby	TBC
LNER Gresley Corridor Brake Third	Eastern	Hornby	TBC
LMS 50ft Passenger Brake	Midland	Hornby	Spring 2023
LMS 57ft Corridor First	Midland	Hornby	Summer 2023
LMS 57ft Corridor Third	Midland	Hornby	Summer 2023
LMS 57ft Brake Third	Midland	Hornby	Summer 2023
BR Mk 2e Brake Standard Open	Various	Hornby	Winter 2023/2024
BR Mk 2e First Open	Various	Hornby	Winter 2023/2024
BR Mk 2e Tourist Standard Open	Various	Hornby	Winter 2023/2024
BR Mk 2f Brake Standard Open	Various	Hornby	Winter 2023/2024
BR Mk 2f First Open	Various	Hornby	Winter 2023/2024
BR Mk 2f Tourist Standard Open	Various	Hornby	Winter 2023/2024
BR Mk 3 Trailer Restaurant Buffet	Various	Hornby	Summer 2023
BR Mk 3 Trailer First Open	Various	Hornby	Summer 2023
BR Mk 3 Trailer Standard Open	Various	Hornby	Summer 2023
BR Mk 3 Trailer Guard Standard	Various	Hornby	Summer 2023
BR 12ton ventilated van	Various	Hornby	Spring 2023
BR Conflat wagon	Various	Hornby	TBC
BR Mk 1 horsebox	Various	Hornby	TBC
12ton tank wagon	Various	Hornby	Spring 2023
21ton mineral open wagon	Various	Hornby	Summer 2023
Seven-plank open wagon	Various	Hornby	Spring 2023
LNER 'Toad B' brake van	Eastern	Hornby	Spring 2023
BR 'Toad E' brake van	Eastern	Hornby	Spring 2023
CDA china clay hopper wagons	Western	Hornby	TBC
HAA Merry-Go-Round hopper wagons	Various	Hornby	Summer 2023
KFA container flat wagons	Various	Hornby	TBC
MHA 'Coalfish' ballast open wagon	Various	Hornby	TBC
'Seacow' bogie ballast hoppers	Various	Hornby	TBC
TTA tank wagons	Various	Hornby	Autumn 2023
VEA box vans	Various	Hornby	TBC
VGA box vans	Various	Hornby	TBC
Total: 34	Carriages: 18	Wagons: 16	

announcements as confidence in this new development grows. You can be sure that we will keep you informed on all things 'TT:120' scale

as they happen in the coming months in *Hornby Magazine* and online at www.keymodelworld.com/tt120-model-railways. **HM**

NARROW GAUGE



The next narrow gauge locomotive expected for release is Bachmann's model of the Baguley-Drewry 4wDM for 'OO9'. This is the first engineering sample revealed in November 2022.

The world of narrow gauge modelling has expanded rapidly over the past 18 months with the arrival of significant locomotive models from Bachmann and Peco. **MIKE WILD** surveys the new models planned for the future.

WHEN BACHMANN RELEASED its first 'OO9' narrow gauge ready-to-run model of the Baldwin 10-12-D 4-6-0T in 2018, I don't think anyone could have imagined how popular narrow gauge modelling would become, and particularly since 2021's arrival of the Double Fairlie 0-4-4-0T from the same manufacturer.

2022 and 2023 have seen progressive release of new locomotive models including the Small England 0-4-0STT from the joint venture between Peco and Kato, the Mainline and

Lionheart Trains is breaking new ground with its ready-to-run 7mm scale narrow gauge models of the Lynton and Barnstaple Railway Manning Wardle 2-6-2Ts. This is a decorated sample from late 2022.



Lionheart Trains is also producing carriages to run with the 7mm scale narrow gauge Manning Wardle 2-6-2Ts. All are due for release in 2023.

TABLE 9 – 'OO9' GAUGE NEW PROJECTS 2023-2024

PRODUCT	REGION	MANUFACTURER	EXPECTED
Baguley-Drewry 4wDM	Industrial	Bachmann	Early 2024
VoR 2-6-2T	Vale of Rheidol	Bauer/Revolution	TBC
Ashover Light Railway carriage	Narrow gauge	Bachmann	Early 2024
FR 'Bowsider' coach	Ffestiniog	Peco	2023
Total: 4			

TABLE 10 – 'O-16.5' GAUGE NEW PROJECTS 2023-2024

PRODUCT	REGION	MANUFACTURER	EXPECTED
L&B Manning Wardle 2-6-2T	Southern	Lionheart Trains	2023
L&B bogie Open Third coach	Southern	Lionheart Trains	2023
L&B bogie Compartment Third	Southern	Lionheart Trains	2023
L&B bogie Brake Third	Southern	Lionheart Trains	2023
L&B bogie Brake Composite	Southern	Lionheart Trains	2023
Total: 5			

Quarry Hunslet 0-4-0STs from Bachmann while the Mainline Hunslet has subsequently been offered in 0-4-0STT format modelling *Linda* as it was in the mid-1960s prior to modification as a 2-4-0STT.

There have been new rolling stock arrivals for 'OO9' in 2023 with the release of the Royal Naval Armament Depot wagons (HM189), which combined with the locomotive releases has reduced the list of outstanding new items of this area of narrow gauge modelling to just four.

Top of the list is the Bachmann Narrow Gauge Baguley-Drewry 4wDM which is now scheduled for release in early 2024. The first engineering samples were shown on the Bachmann stand at the Warley National Model Railway Exhibition in November 2022 offering a glimpse of the impressive detailing and weight which has been packed into this compact

locomotive.

Peco has also confirmed that its 'OO9' Ffestiniog Double Fairlie will not be produced.

The remaining 'OO9' items are passenger carriages with Bachmann developing a model of the Ashover Light Railway carriage and Peco the Ffestiniog Railway 'Bowsider' – the latter is due for release during 2023.

Narrow gauge modelling has a second choice of scale in development with Lionheart Trains' announcement of Lynton and Barnstaple Railway Manning Wardle 2-6-2Ts and matching coaches for 7mm scale narrow gauge in 2021. This exciting development gives a new choice of larger scale narrow gauge layouts and by the end of 2022 the new Lionheart Trains products had reached the decorated sample stage. Release is expected during 2023.

The increase in narrow gauge ready-to-run products has been a catalyst for many to make the leap and model railways which are, quite often, holiday favourites. **HM**





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Hunslet BO-BO Diesel Shunters

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

Named locomotives

- > No.70 "Big Keith"
- > No.75 "General"
- > No.30 "Fusion"

DCC Ready £180

DCC Fitted £210

DCC Sound £280

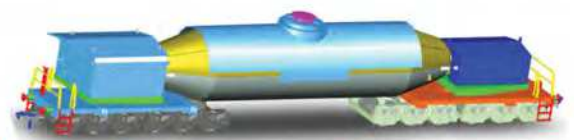
Scunthorpe Steelworks "Torpedo" Wagons

British Steel ordered 20 Torpedo Molten Iron wagons from Distington Engineering Company in Workington. The first batch arrived in 1973. Originally built to carry 250t of molten Iron at a temperature of 1480° C, and still in use to this day. These wagons can often be seen from the Scunthorpe Steelworks rail tours with the Appleby Frodingham Railway Preservation Society.

Available in a prototypical twin pack £160.

We also have developed a DCC operated version, to allow the barrel to rotate 180° to simulate emptying. There will also be an orange light in the mouth of the barrel to simulate the molten iron.

These will retail at £180.00 for the twin pack.



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OO Gauge Steam Locos

- accurascale**
Class 78xx Manor 4-6-0
Due: Q2/ Q3 2023
Price: from £169.99
Digital: 21-pin
- dapoi**
Hawthorn Leslie 0-4-0ST
Due: Q3 2023
Price: from £107.41
Digital: 18-pin
- Class 43xx Mogul 2-6-0**
Due: Q3 2023
Price: from £154.18
Digital: 18-pin
- HELJAN**
Class 02 Tango 2-8-0
Due: Q4 2023
Price: from £186.15
Digital: 18-pin
- HORNBY**
LNER Class B17/5 4-6-0
Due: Q4 2024/ Q1 2025
Price: £188.99
Digital: 21-pin
- LMS Turbomotive 4-6-2
Due: July 2023
Price: from £239.84
Digital: 21-pin
- NER Class Y7 0-4-0T**
Due: TBC
Price: TBC
Digital: 18-pin
- LMR 'Lion' 0-4-2
Due: Q2 2023
Price: from £152.96
Digital: 18-pin
- LBSCR E1 0-6-0T
Due: TBC 2023
Price: from £140.21
Digital: 18-pin
- Class 15xx 0-6-0PT
Due: Q2 2023
Price: from £127.50
Digital: 18-pin
- HR 'Jones Goods' 4-6-0
Due: TBC 2023
Price: from £186.96
Digital: 21-pin

OO Gauge Diesel & Electrics

- accurascale**
Class 31
Due: Q3 2023
Price: from £169.99
Digital: 21-pin
- Class 50
Due: Q4 2023
Price: from £169.99
Digital: 21-pin
- Class 66
Due: Q1 2024
Price: from £169.99
Digital: 21-pin
- HELJAN**
BR NBL Prototype 10800
Due: May 2023
Price: from £216.71
Digital: 21-pin
- Class 02 Shunter
Due: Q4 2023
Price: from £143.65
Digital: 18-pin
- Class 26/1
Due: Q4 2023
Price: from £177.65
Digital: 21-pin
- Class 47
Due: Q3 2023
Price: from £212.46
Digital: 21-pin
- Class 57
Due: Oct 2023
Price: from £160.65
Digital: 21-pin
- Class 86/2
Due: Q1 2024
Price: from £216.71
Digital: 21-pin
- HORNBY**
Ruston 88DS Shunter
Due: Jun 2023
Price: £102.59
Digital: 6-pin
- dapoi**
Class 04 Shunter
Due: TBC
Price: TBC
Digital: TBC

OO Gauge Multiple Units

- HELJAN**
W&M 4-wheel Railbus
Due: Q3 2023
Price: from £169.15
Digital: 21-pin
- GWR AEC Parcels Railcar
Due: Sep 2023
Price: from £198.90
Digital: 21-pin
- Class 104
Due: TBC 2023
Price: from £330.65
Digital: 21-pin
- HORNBY**
Class 423 4-VEP EMU
Due: Q3 2023
Price: £326.69
Digital: 21-pin
- Class 755 FLIRT BiMU
Due: 2023/ 2024
Price: £326.69
Digital: 21-pin

OO Gauge Coaches & Wagons

- accurascale**
BR Mk1 Suburbans
Due: Q3 2023
Price: £64.95
Digital: N/A
- BR Mk2B & Mk2Cs
Due: Q2 2023 & Q1 2024
Price: £59.95
Digital: N/A
- NER 20t Hoppers
Due: Q1 2024
Price: £84.95 (3pk)
Digital: N/A
- SR 10 ton Banana Vans
Due: Q4 2023
Price: £84.95 (3pk)
Digital: N/A
- FNA-D Nuclear Flasks
Due: Q3 2023
Price: £74.95 (2pk)
Digital: N/A
- dapoi**
14 ton Air Ministry Tanks
Due: Q3 2023
Price: £32.13 each
Digital: N/A

- HELJAN**
JHA P&D Hoppers
Due: Q3 2023
Price: from £46.75
Digital: 6-pin (Taillamps)
- GWR Toplight City Coaches
Due: Q2 2023
Price: £55.08 each
Digital: 6-pin
- HELJAN**
TCV Car Transporters
Due: Q2 2023
Price: £194.65 (3pk)
Digital: N/A
- HORNBY**
TTA Tank Wagons
Due: Q3 2023
Price: £31.49 each
Digital: N/A
- YMO/ YMA Salmon Flats
Due: Q2 2024
Price: £34.64 each
Digital: N/A
- Wisbech & Upwell Tramcar
Due: Q2/ Q3 2023
Price: £63.71
Digital: N/A
- GWR B-Set Coaches
Due: Q2/ Q3 2023
Price: £63.71
Digital: N/A
- LMS 5-Plank Wagons
Due: Q4 2023/ Q1 2024
Price: £28.01 each
Digital: N/A
- Other Plank wagons due 2023/ 2024 from Rapido:
- GWR 5-plank Wagons, SR 8-Plank Wagons & RCH 1907 5 & 7-plank Wagons
- GWR Toad Brake Van
Due: Q2 2023
Price: £33.96
Digital: N/A
- SECR 6-Wheel Brake van also due in 2023
- Revolution**
FNA-D Nuclear Flasks
Due: Q2 2023
Price: £32.95
Digital: N/A
- TEA 100t Tanks
Due: Q3 2023
Price: £48.95
Digital: N/A

N Gauge Steam Locos

- dapoi**
LSWR Class M7 0-4-4T
Due: Apr 2023
Price: from £89.92
Digital: PCB Swap required
- LMS Class 2MT 2-6-2T
Due: Q3 2023
Price: from £93.50
Digital: PCB Swap required
- GWR 63xx Mogul 2-6-0
Due: Q1 2024
Price: from £156.06
Digital: 18-pin
- LNER Class B17 4-6-0
Due: Q3 2023
Price: from £128.52
Digital: 6-pin
- SR Light Pacific 4-6-2
Due: Q2 2023
Price: from £189.98
Digital: 18-pin

N Gauge Diesel & Electrics

- dapoi**
Class 33
Due: Q3 2023
Price: from £127.46
Digital: 18-pin
- Class 43 HST (Updated)
Due: Q3 2023
Price: from £156.06
Digital: 18-pin
- Class 56
Due: Q2 2023
Price: from £133.11
Digital: 18-pin
- Class 59
Due: Q2/ Q3 2023
Price: from £146.88
Digital: 18-pin
- Class 86
Due: Q2/ Q3 2023
Price: from £110
Digital: 18-pin
- Revolution**
Class 44, 45 & 46 'Peak'
Due: TBC
Price: TBC
Digital: 18-pin

N Gauge Multiple Units

- dapoi**
Class 153 Sprinter
Due: Q2 2023
Price: from £119.30
Digital: 18-pin
- Class 156 Super Sprinter
Due: Q2 2023
Price: from £146.88
Digital: 18-pin
- Class 221 Super Voyager
Due: Q3 2023
Price: £213.78
Digital: 6-pin

N Gauge Coaches & Wagons

- dapoi**
Mk3 Packs & DVTs
Due: Q2 2023
Price: Prices vary
Digital: 18-pin
- Grampus Open Wagons
Due: TBC 2023
Price: £16.48 each
Digital: N/A
- accurascale**
LNER Dynamometer Car
Due: TBC 2023
Price: £84.95
Digital: N/A
- OAA Open Wagons
Due: TBC 2023
Price: £59.45 each
Digital: N/A
- SECR Freight Packs
Due: TBC 2023
Price: £84.96 (4pk)
Digital: N/A
- SECR 5 & 7 Plank Wagons
Due: TBC 2023
Price: £59.46 (3pk)
Digital: N/A
- SECR 10t Covered Vans
Due: TBC 2023
Price: £59.46 (3pk)
Digital: N/A
- Revolution**
FNA-D Nuclear Flasks
Due: Q3 2023
Price: £32.95 each
Digital: N/A

O Gauge Steam Locos

- dapoi**
LSWR Class B4 0-4-0T
Due: Q2 2023
Price: from £213.78
Digital: 21-pin
- Class J94 Austerity 0-6-0ST
Due: Q2 2023
Price: from £229.50
Digital: 21-pin
- BR Standard 3MT 2-6-2T
Due: Q2 2023
Price: from £229.50
Digital: 21-pin
- GWR Class 55xx 2-6-2T
Due: TBC
Price: from £512.33
Digital: 21-pin

O Gauge Diesel & Electrics

- dapoi**
Class 08/ 09 Shunters
Due: Q3/ Q4 2023
Price: from £195.50
Digital: 21-pin
- Class 66
Due: TBC
Price: from £308.30
Digital: 21-pin
- HELJAN**
Class 02 Shunter
Due: Q3 2023
Price: from £330.65
Digital: 21-pin
- Class 37/0
Due: Q4 2023
Price: from £568.65
Digital: ESU XL
- Class 45 Peak
Due: Q1 2024
Price: from £568.65
Digital: ESU XL
- Class 55 Deltic
Due: Q4 2023
Price: from £619.65
Digital: ESU XL
- Class 58
Due: Jun 2023
Price: from £619.65
Digital: ESU XL

- Class 73 Electrodielsel
Due: Q3 2023
Price: from £662.15
Digital: ESU L

O Gauge Multiple Units

- HELJAN**
Class 117 DMU
Due: Q2 2023
Price: from £594.15
Digital: ESU L

O Gauge Coaches & Wagons

- dapoi**
TTA Tank Wagons
Due: Q2 2023
Price: £78.03 each
Digital: N/A
- 12 ton Goods Vans
Due: Q2 2023
Price: £47.18 each
Digital: N/A
- Including LMS, GWR & SR 12t Goods Vans as well as GWR Mogo & Fruit A Vans
- GWR Toad Brake Van
Due: Q4 2023
Price: £86.29
Digital: N/A
- HIA Aggregate Hoppers
Due: TBC 2023
Price: £68
Digital: N/A
- HELJAN**
LMS Inspection Saloon
Due: Q4 2023
Price: TBC
Digital: 21-pin
- BR Mk2/ Mk2A Coaches
Due: Q4 2023
Price: from £254.15
Digital: N/A
- SR CCT/ PMV Vans
Due: Q1 2024
Price: from £211.65
Digital: N/A
- 35t Class B Tanks
Due: Oct 2023
Price: from £105.40
Digital: N/A

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