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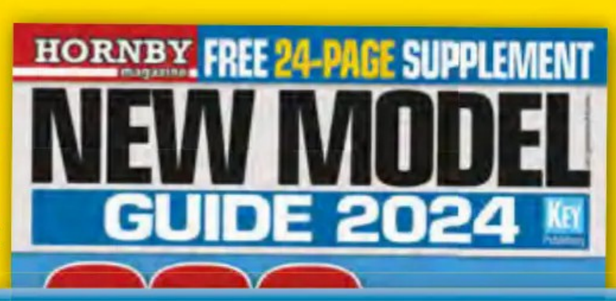

196 PAGE PACKAGE

HORNBY magazine

Issue 204 **June 2024** **£5.75**

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HORNBY magazine

June 2024

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ISSUE 204

ISSN 1753-2469

HORNBY magazine

LATEST OFFERS

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HEWISBRIDGE REVISITED

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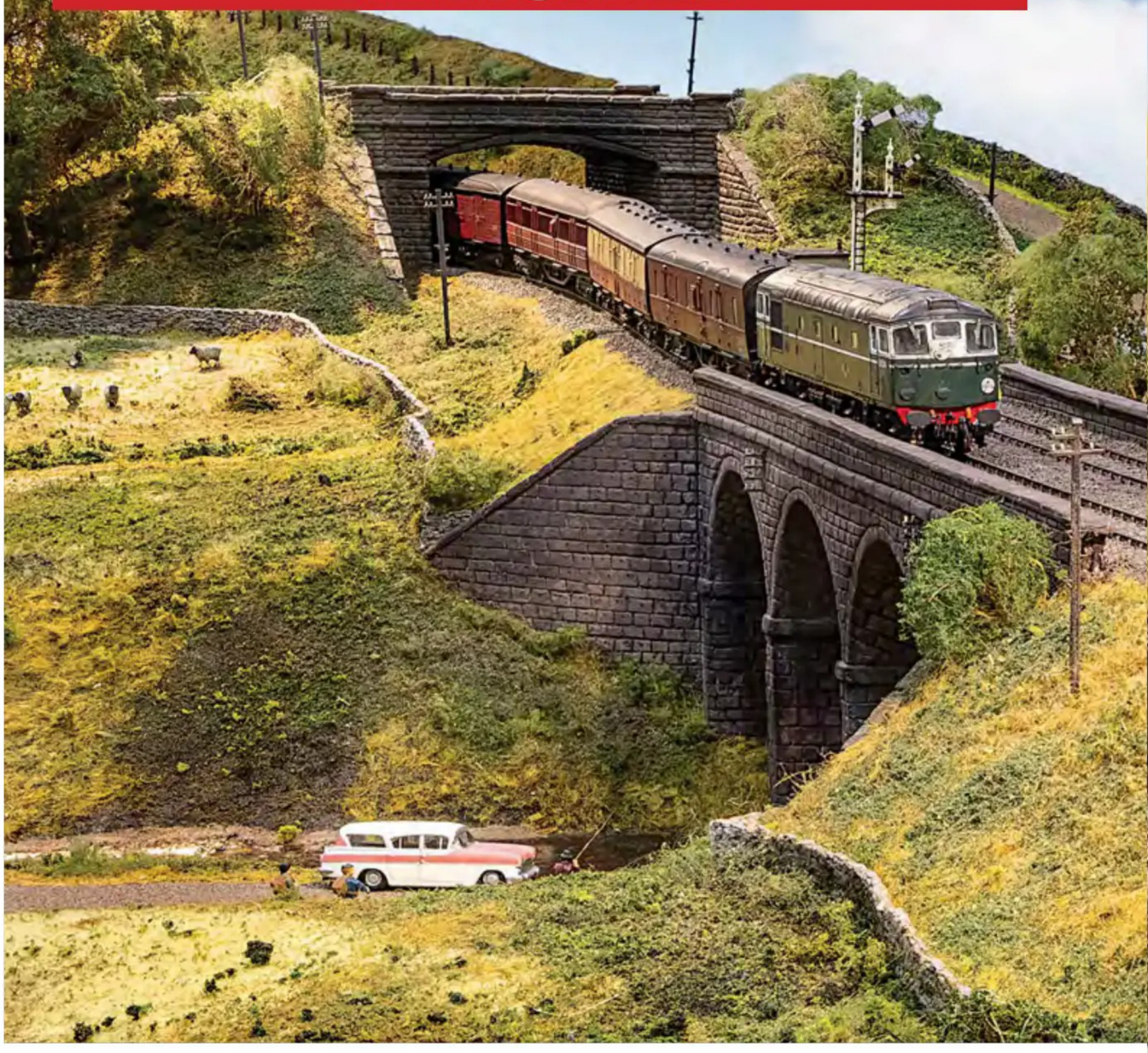

WE SHOW YOU HOW!

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Richard Hall reveals how he upgraded a Locomotion Models/ Bachmann model of *Green Arrow* to better represent the famous Gresley 2-6-2 in its last few years of service on the main line.

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

8 **UPDATE**
All the latest news including Bachmann's new 7mm narrow gauge range and the first layouts set to appear at the 2024 Great Electric Train Show – plus the latest model announcements and the chance to win Hornby's all new 'OO' gauge LMS 'Black Five' 4-6-0 worth £230.

18 **FAIRWOOD JUNCTION**
Due to star at the 2024 Great Electric Train Show, Steve Jones' stunning 'OO' gauge modern image rendition of the Great Western Main Line showcases the tremendous variety of passenger and freight trains seen around Westbury.

50 **SECOND-HAND SUPERSTARS!**
The second-hand market can provide a way to acquire desirable models at bargain prices. Ben Church provides some insights into navigating this ever-changing landscape - and some of the pitfalls to watch out for.

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116 **RAILWAY REALISM**
Westbury has long sported a vibrant and varied selection of traffic and motive power as Evan Green-Hughes explains.

120 **SHOW GUIDE**
Hornby Magazine's guide to forthcoming events.

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SEVERAL MODELS ARE ALREADY SOLD OUT

The long awaited follow-up to the widely-acclaimed 4mm scale Class 24 is coming down the line at long last! The **Sutton's Locomotive Workshop Class 25**, shipping over the next few weeks, is set to raise the bar even higher with a truly impressive feature list

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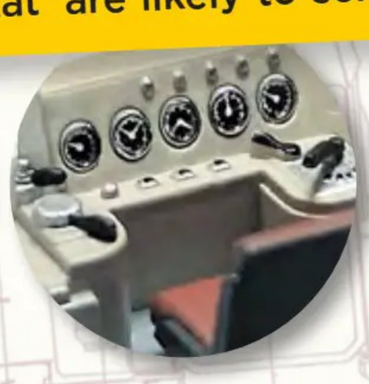

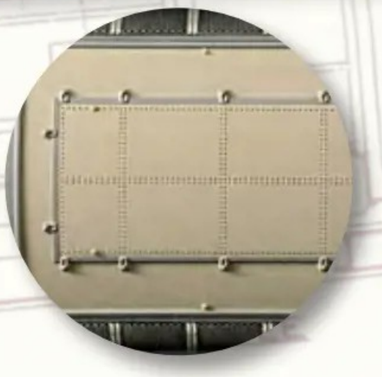

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THE EDITOR'S PAGE

Welcome

HELLO, and welcome to the latest issue of *Hornby Magazine*. It has been another busy and exciting month with an exhibition appearance at Statfold Country Park in mid-April, and as you read this, we'll be celebrating our first Model World LIVE show at the NEC in Birmingham on April 27/28.

During Model World LIVE, we revealed several new and exclusive models including a 'OO' gauge limited edition of BR Class 37/7 37702 *Taff Merthyr* in BR Railfreight Coal Sector livery. Utilising Accurascale's 2023 tooling for the Class 37, this particular release will feature newly-tooled rectangular buffers, and a host of fine detail. You can find out more on pages 14-15.

Almost as good as the new '37' is that following the sell-out success of our exclusive 'OO' gauge Revolution Trains-commissioned JNA-T bogie box wagons in Royal Blue with and without Cappagh branding, we have managed to secure a second batch of these popular wagons. Following much feedback from modellers, we have been able to commission a further eight with new running numbers, enabling an authentic 16-vehicle rake to be assembled. More details are on p14-15.

If that wasn't enough, would you like to own a little piece of Pete Waterman's Making Tracks: The Final Frontier? Well, now you can as we have 4mm scale real estate from the layout in the form of laser-cut modern detached house kits created by PJM Models. Available in left and right-hand formats, you can build up a realistic housing development. These exclusive kits are available now from the Key Model World shop and there's more details on pages 14-15, this issue. Do keep an eye out in *Hornby Magazine* for more exciting developments soon.

Also in this issue, you will find our free 24-page New Model Guide supplement showcasing 280 locomotive and rolling stock projects across 'OO', 'O', 'N', 'TT:120' and narrow gauges – including Bachmann's new 'NG7' range. This now annual publication has been revised and updated for 2024 and features in-development projects from the main manufacturers.

Looking ahead, our attention now turns to the Great Electric Train Show and one of the 30+ layouts due to appear in October is Steve Jones' super new 'OO' gauge model of Fairwood Junction on the Great Western Main Line during the transition from High Speed Trains to the latest Great Western Railway Intercity Express Trains and Class 59-hauled freights – the feature on pages 18-27 really shows the variety of the modern railway.

We also pay a return visit to Ian Porteous' atmospheric 'OO' gauge Hewisbridge, and take a look at Peter Brown's 'N' gauge Alston, plus there's four modelling guides, prototype articles, model railway news and the latest reviews – including Hornby's stunning new 'Black Five' 4-6-0 worth £230, which you could also win!

I hope you enjoy the issue!

Mark Chivers
Acting Editor

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LNER 'CORONATION' COACH

Running samples of Hornby's all-new 'OO' gauge streamlined LNER 'Coronation' coaches have arrived for inspection by the development team, including the eye-catching 'beaver tail' observation car.

HORNBY has received Engineering Prototype (EP) running samples of its newly-tooled 'OO' gauge London and North Eastern Railway (LNER) articulated 'Coronation' coaches for evaluation by the company's development team.

The 'Coronation' was the LNER's flagship train service for a spell in the 1930s, having been named following the Coronation of King George VI in 1937. It was formed of four pairs of specially designed coaches and a streamlined observation car at the rear. During the Second World War they were stored with some vehicles later reinstated in 1948 for general use.

Hornby's latest samples incorporate refinements over previous iterations with improved windows and are the first models to feature production parts for the articulated bogies, which are shared between coaches.

Hornby is producing sufficient vehicles to create a nine-car formation, including four articulated coach packs and the characteristic 'beaver tail' observation car 1719 (Cat No. R40227) in the striking Coronation Art-Deco scheme. The coach packs comprise a 'Coronation' Brake Third and Kitchen Third (R40223), Double Open Firsts (R40224), an Open Third and Kitchen Third (R40225) and an Open Third and Brake Third (R40226).

These all-new 'OO' gauge models will feature detailed interiors, flush glazing and illuminated interiors, while the observation car also features a pair of red tail lamps at the rear. Following testing, fully decorated samples are expected to follow shortly.

Prices are set at £139.99 for the twin-coach packs and £74.99 for the observation car. Release is expected during the third quarter of 2024.

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

SCAN HERE

Scan here to go to the competition page now, or visit www.keymodelworld.com/hornby-magazine/competitions

WIN! HORNBY'S

HORNBY MAGAZINE is offering the chance to win one of Hornby's latest 'OO' gauge LMS 'Black Five' 4-6-0s, modelling 5200 in LMS black (Cat No. R30224) worth £229.99.

This stunning new 'OO' gauge 'Black Five' 4-6-0 features a five-pole skew-wound motor, 21-pin Digital Command Control (DCC) decoder socket, detailed cab interior and working lamps.

To be in with a chance of winning this newly-tooled 'OO' gauge Hornby release, all you have to do is answer the accompanying question by June 25 2024.

Even if you don't win, Hornby's all-new 'OO' gauge LMS 'Black Five' is available at *www.hornby.com* and from Hornby stockists now. Good luck!

QUESTION

Who designed the London, Midland & Scottish Railway 'Black Five' 4-6-0?

A. Nigel Gresley **B.** Oliver Bulleid **C.** William Stanier

RUNNING SAMPLES ROLL IN

Four articulated twin-vehicle 'Coronation' coach packs will be produced to enable an authentic nine-car train formation to be modelled in 'OO'.

NEW LMS 'BLACK FIVE'

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 May 2 2024 and the closing date for entries is June 25 2024 at 5pm GMT. The winner will be notified no later than July 1 2024.

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.

BACHMANN LAUNCHES 7mm

NARROW GAUGE RANGE

Bachmann has launched a collection of all-new 7mm scale narrow gauge models as part of its 'NG7' range.

BACHMANN has added a new range of narrow gauge products to its portfolio with the launch of 'NG7', a collection of ready-to-run 7mm:1ft scale narrow gauge models, buildings and accessories.

The 'NG7' range of models are produced to 1:43.5 scale, which is the same as 'O' gauge and 'O-16.5' scale - and will run on proprietary 16.5mm gauge track.

Whilst Engineering Prototype (EP) samples have already been received by the company's development team, production of the initial batch of releases is already complete and comprises a collection of 'Quarry Hunslet' 0-4-0ST locomotives, with open and closed cabs planned, together with three new wagons modelling those used at Dinorwic Quarry with a flatbed slate wagon, traditional slate wagon and a coal wagon. The slate wagons will be supplied with a Scenecraft dressed slate load, while the coal wagon will also feature a Scenecraft coal load.

Bachmann's new 'NG7' locomotives feature a die-cast chassis, coreless motor, Next18 Digital Command Control (DCC) decoder socket, factory-fitted speaker and firebox lighting. Each will also feature separately applied detailing including metal handrails, hinged firebox door, detailed backhead and correct buffer styles. Models will also be supplied with a choice of couplings including a newly-developed chopper-style example, as well as the hook and loop type currently used on its 'OO9' scale models, which will fit the factory-fitted NEM362 pockets. The wagons will feature a pin and eye coupling in NEM355 pockets.

Complementing the locomotives and wagons, three new 'NG7' narrow gauge buildings will also launch with the range including a slate-built engine shed, coal store and water tower, as found at Dinorwic Quarry. In addition, a hand-painted narrow gauge engine crew has also been developed for use with the new locomotives.

Identities, colour schemes and pricing have yet to be confirmed and will be revealed as part of Bachmann's Summer 2024 British Railway Announcements in early May.

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

SCAN HERE

Scan here to read all the latest model railway news, or visit www.keymodelworld.com/trains/news to keep up to date.

The new 'NG7' range includes three bespoke Scenecraft buildings, based on prototypes at Dinorwic Quarry.

The initial 'NG7' range is set to feature four new 'NG7' Quarry Hunslet 0-4-0STs, two with enclosed cabs and two with open cabs.

Three new 'NG7' wagons will be available shortly including a flatbed slate wagon, traditional slate wagon and a coal wagon. The slate and coal wagons will also feature bespoke loads.

Harburn Hobbies is Bachmann's Retailer of the Year 2023

EDINBURGH-BASED Harburn Hobbies is Bachmann's Retailer of the Year 2023. The award was presented by the company's Regional Account Manager Ron Jones and Bachmann's head of sales Pauline Hinkley.

Ms Hinkley said: "I was pleased to have the opportunity to visit the store and present this award to Harburn Hobbies who have been supporters of all things Bachmann for many years. Its professionalism, vast product knowledge and dedication to the hobby are all so evident from every member of their team, and I'm sure this is the key to its longevity and success. I wish them many more years of providing excellent service to the people of Britain and beyond."

Owner Bob Baird added: "Gill, Grahame, Ann and I, and all the team at Harburn Hobbies were very proud and delighted to be awarded the Bachmann Retailer of the Year 2023. Harburn dates back to the 1930s and was incorporated as a Private Limited Company in 1959, with the Baird family acquiring the business in 1966."

Harburn Hobbies was started as a partnership in the 1930s and Mr Baird started working in the shop in 1961. It moved to a new location closer to Edinburgh city centre in 1978 and has an Edinburgh Tram stop outside its front door.

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

Harburn Hobbies has been awarded Bachmann Retailer of the Year 2023. The award was presented to Bob and Gillian Baird and the Harburn Hobbies team seen here with Bachmann Europe's Ron Jones.

HELJAN 'OO' CLASS 26

These latest versions of the 'OO' gauge Class 26/1 will enable the class to be modelled from as-built condition to the very end of their main line service, including 26026 in BR 'Dutch' yellow and grey.

HELJAN HAS UNVEILED DECORATED samples of its forthcoming upgraded 'OO' gauge Class 26 Bo-Bo diesel.

The specification of the Class 26 has been upgraded with the models set to feature separately fitted detail items, enhanced livery with more printed elements on the body and underframe, a "more refined" and accurate body shape which can cater for more minor detail differences and better bogie detailing.

Heljan's new models will feature a five-pole motor with flywheel, all-wheel drive and pick-up, enhanced lighting features including cab and engine room illumination, separate marker lights and twin headlights on some examples. Access to the 21-pin Digital Command Control (DCC) socket is through a roof hatch and the model includes factory-fitted speakers for 'plug and play' sound conversion and more.

This latest tooling will cater for Class 26/1s in as-built condition featuring tablet catcher and recess, unrefurbished locomotives sporting a plated-over recess and refurbished locomotives with an air tank cradle between the bogies and dual braking.

Models are set to appear as D5333 in BR green with small yellow panels, D5335 in BR green with full yellow ends, 26023 in BR blue with tablet catcher recess, 26042 in BR blue with dual brakes, 26039 in BR blue with twin headlights, 26038 in Railfreight 'red stripe' livery and 26025 in BR civil engineers' grey and yellow. Two models are set to benefit from a weathered finish with 26023 appearing in BR blue with Highland Rail stag and 26025 in Railfreight 'red stripe' complete with an Eastfield MPD Terrier. This latter locomotive is part of the Gaugemaster Collection.

Heljan's upgraded 'OO' gauge Class 26/1 Bo-Bo diesels are progressing well with decorated samples arriving for inspection during April.

Once final checks are made, production will start with delivery anticipated for the third quarter of 2024.

Prices are set at £209 for DCC Ready examples with weathered DCC Ready examples priced at £219.95.

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

New Class 45 decorated samples revealed

HELJAN has revealed decorated samples for the second production run of its 'OO' gauge Class 45 1Co-Co1.

This second run covers new identities and for the first time, Class 45/1s with or without high-intensity headlight will be offered.

The model will use the same tooling as the original release featuring separately fitted detailing items, five-pole motor with twin flywheels, working directional lights, cab lights, 21 pin Digital Command Control (DCC) socket and more.

Class 45/0s are set to appear as D63 *Royal Inniskilling Fusilier* in BR economy green with small yellow warning panels, D50 *The King's Shropshire Light Infantry* in BR blue with small yellow warning panels and red buffer beam, 45032 in BR blue with full yellow ends and domino headcodes and 45055 *Royal Corps of Transport* in BR blue with full yellow ends and red buffer beam.

Eight models are planned including 45144 *Royal Signals* in BR blue with black roof.

Class 45/1s planned include 45110 in BR blue with white stripe, 45144 *Royal Signals* in BR blue with black roof, 45104 *The Royal Warwickshire Fusiliers* in BR blue with orange cantrail stripe, black bonnet/cab and Network South East flashes and 97409 *Lytham St Annes* in BR blue with Tinsley painted name and a weathered finish.

Prices are set at £209 for DCC Ready examples with weathered models priced at £219. Release is anticipated later this Summer.

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

Decorated samples of Heljan's next batch of 'OO' gauge Class 45 diesels are currently being assessed by the development team, with examples of Class 45/0 and 45/1 planned.

SCAN HERE

Scan here to read all the latest model railway news, or visit www.keymodelworld.com /trains/news to keep up to date.

PROGRESSES

Gaugemaster has commissioned a model of 26025 in weathered condition with Eastfield depot motif for its Gaugemaster Collection.

Heljan 7mm '153' artwork

Heljan has completed the detailed decoration artwork for its forthcoming 'O' gauge Class 153 railcars, including 153301 in Regional Railways.

A Gaugemaster Collection edition is also planned, modelling 153380 in Great Western Railway green.

HELJAN has revealed completed artwork for its forthcoming 'O' gauge Class 153 diesel railcars.

Heljan promises a comprehensive lighting suite on the new model including eight separately switchable light functions in Digital Command Control (DCC) mode - saloon interior lights, cab lights, head and tail lights with day/night settings, illuminated destination blinds, bodyside door locking indicator and original or revised headlight units.

The models are also set to feature a factory-fitted speaker, detachable BSI auto-couplers and snowploughs, fully detailed cab and coach interior (the latter with separately fitted seats, tables and partitions), optional National Radio Network (NRN) radio roof panels, variations to underfloor radiator grille meshes, representation of riveted panels, prototypical panel lines and more.

Models are set to appear in six liveries - 153301 in Regional Railways, 153311 in East Midlands Trains, 153351 in Northern, 153906 in Transport for Wales and 153356 in London Midland City colours. Additionally, 153380 is set to appear in Great Western Railway green as part of the Gaugemaster Collection.

Prices are set at £399 for DCC Ready examples and £519 DCC sound fitted with a Quarter 1 2025 release date anticipated.

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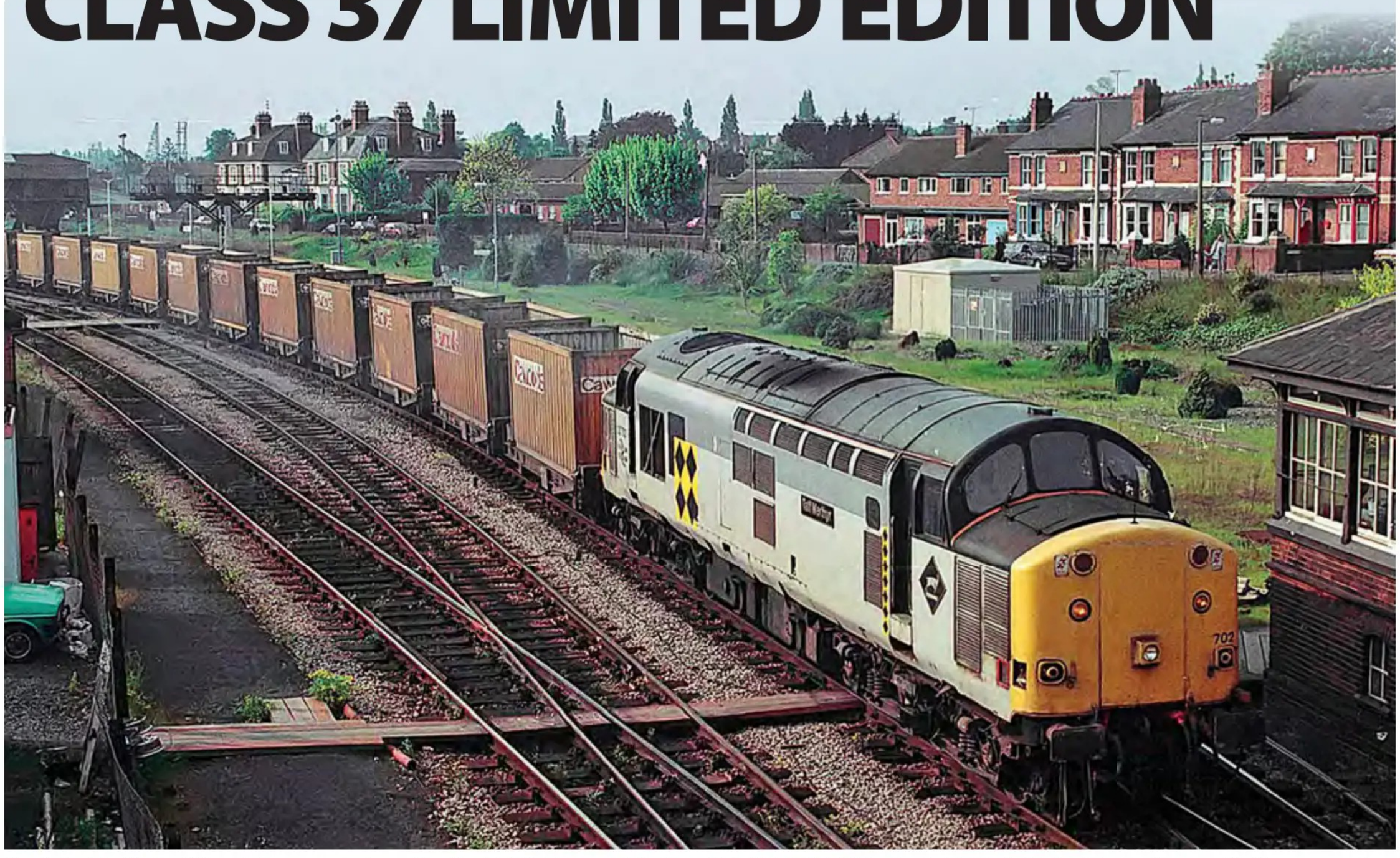


The latest limited edition to be commissioned by Key Publishing models Class 37/7 37702 *Taff Merthyr* in Railfreight Coal Sector livery with its rectangular buffers through Accurascale. On May 10 1993 the heavyweight Class 37/7 leads 6V07 from Ellesmere Port to Pantyfynnon at Hereford station formed of PFA container flats with Cawoods coal containers. Andy Bull.

KEY PUBLISHING has joined forces with Accurascale to offer an exclusive limited edition model of heavy weight Class 37 37702 *Taff Merthyr* in Railfreight triple grey with coal sector markings.

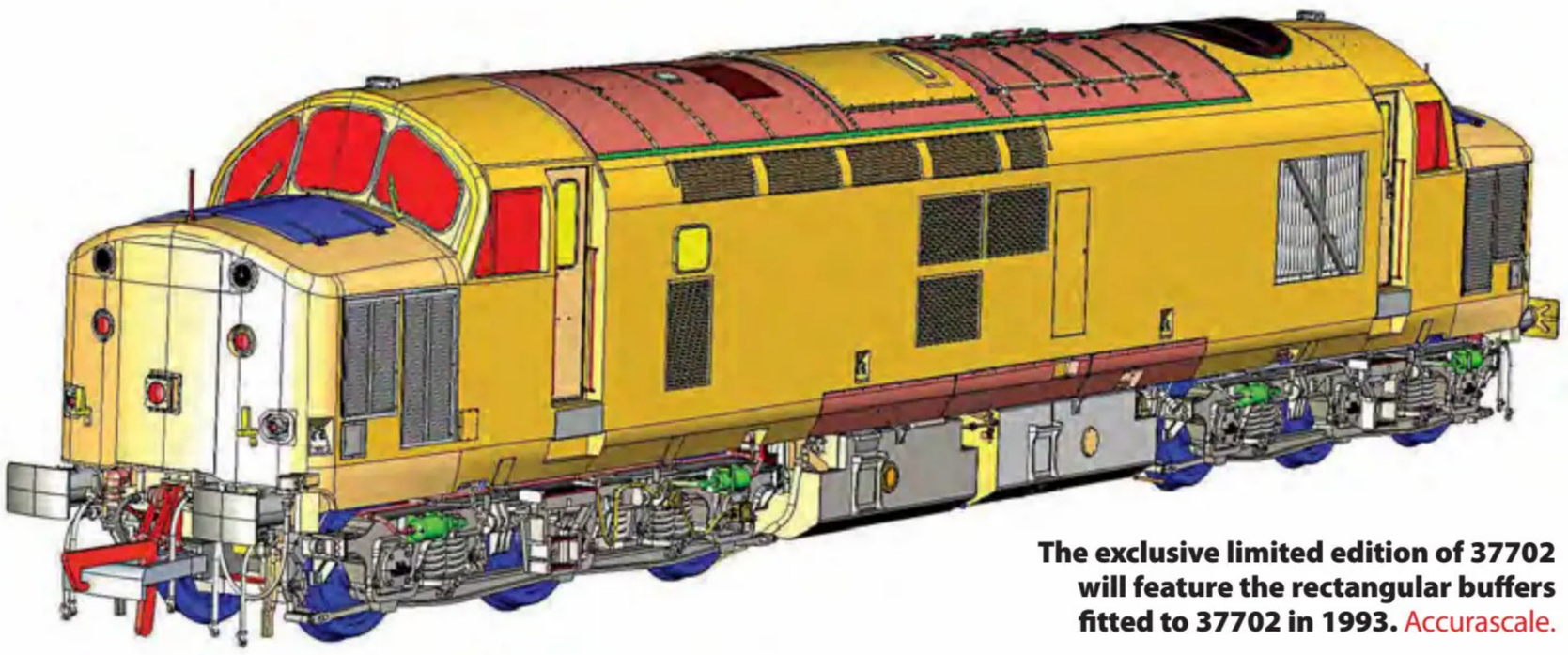
The new limited edition is available to pre-order now from the Key Model World Shop with a £10 non-refundable deposit and is due to arrive in the second quarter of 2025.

The real 37702 was built in 1961 at English Electric's Vulcan Foundry and numbered D6720. It became 37020 in 1974 and spent most of its early career allocated to Eastern Region depots. In 1986, the locomotive was selected for refurbishment as a heavyweight Class 37/7 which involved a full overhaul combined with removal of the split headcode boxes, additional ballast weight to boost adhesion and regearing. It became 37702 and was named *Taff Merthyr*.

The coal sector allocated locomotives were common in South Wales hauling up to 32 HAA coal hoppers on steeply graded branch lines with 37702 *Taff Merthyr* a regular on these flows as well as household coal trains formed of Cawoods coal containers.

In 1993, 37702 was fitted with unique rectangular buffers which it carried for the rest of its career until withdrawal in 2001. It was later selected for use on infrastructure projects in Spain and was scrapped in 2007.

The new Key Publishing limited edition uses Accurascale's 2023 tooling for the Class 37 and will be only the second Class 37/7 to be produced – the previous version being 37714 for the Heavy Tractor Group.



The exclusive limited edition of 37702 will feature the rectangular buffers fitted to 37702 in 1993. Accurascale.

Highlights of the model include newly tooled rectangular buffers specific to 37702, correct Class 37/7 nose end details, correct bogies and underframe, a fully detailed cab interior, a removable roof panel for access to the decoder socket and speaker, die-cast chassis, all-wheel drive and pick-up, a powerful five-pole motor with twin flywheels, fully functioning lighting circuits, bogie chains, sprung buffers, NEM coupling pockets and more.

37702 will be available DCC Ready with a 21-pin decoder socket and DCC sound fitted with an ESU 21-pin LokSound V5 decoder factory installed, together with twin speakers and a capacitor power bank for onboard energy storage.

Prices are set at £169.99 for the DCC Ready version and £259.99 for the DCC sound fitted version. Delivery is expected in the second quarter of 2025. 37702 can be pre-ordered from the Key Model World Shop with a £10 non-refundable deposit and is limited to 300 units – 150 DCC Ready, 150 DCC sound fitted.

● **Visit *www.keymodelworld.com/shop* for more information.**

See Fairwood Junction at the 2024 Great Electric Train Show

Steve Jones' Fairwood Junction is the latest addition to the 2024 Great Electric Train Show line-up. A Freightliner Class 70 passes through the junction from the Westbury avoiding line as a Class 158 heads for the station. Mike Wild.

THE LAYOUT LINE-UP for the 2024 Great Electric Train Show continues to expand with the latest addition being Steve Jones' superb new 'OO' gauge layout modelling Fairwood Junction in Wiltshire.

This newly completed exhibition layout features on pages 18-27 and models the location in the modern era with an impressive collection of modern freight and passenger workings including HSTs, Class 800/802 bi-mode units and second-generation DMUs for passenger services as well as the Mendip stone workings which are so prominent in the area.

Fairwood Junction joins the stunning Redbridge Wharf (HM201), Charwelton into the '80s and Ebsworth Street in 'OO' gauge as well as Newvaddon Parkway in 'N' gauge (HM188) and the return of *Hornby Magazine's* 'O' gauge Seven Mill Depot layout.

Advance ticket sales are now open offering a discount over on-the-day prices – as well as early entry to the show from 9.30am each day. Advance ticket prices are £16 for adults (£14 for subscribers), £9 for children (Saturday only) and £50 for the popular VIP ticket which includes two-day entry to the show, £25 of Key Publishing magazines, access to the VIP lounge and more.

On-the-day ticket prices will be £20 for adults and £10 for children, offering a saving of £4 on adult tickets when they are purchased in advance. On Sunday up to two children will be admitted free with each paying adult at the show.

● **Visit *www.keymodelworld.com/greatelectrictrainshow* for all the latest show information.**

MAKING TRACKS HOUSE KITS AVAILABLE NOW

THE LATEST LASER-CUT KITS to join the PJM Models collection available exclusively through the Key Model World Shop come straight from Pete Waterman's Making Tracks: The Final Frontier.

The new 'OO' gauge kits model modern detached houses and are based on the houses on Tunnel Wood Road which stand above the railway as it passes through Watford Tunnel north of Watford Junction station.

The kits are available in left and right-hand formats – denoted by the position of forward facing roof section. Features include a full suite of laser-cut parts of the main structure cut from plywood and MDF, laser-cut glazing to fit the apertures and a 3D printed bay window roof cover piece to complete the model. Interior walls are also included together with a staircase.

New from PJM Models are laser-cut 'OO' gauge kits for modern detached houses. These models were designed for Pete Waterman's Making Tracks layout and model the houses above Watford Tunnel.

Each kit comes with a full set of instructions in the box and assembles one complete house. The new kits are in stock now exclusively on the Key Model World Shop and cost £36.99 per kit.

● **Visit *www.keymodelworld.com/shop* for more information.**

Eight new exclusive JNA-Ts for the Key Model World Shop

POPULARITY of the first batch of eight Revolution Trains 'OO' gauge JNA-T wagons in Royal Blue with and without Cappagh branding has led Key Publishing to commission a second batch of eight wagons which will be arriving with the first in the third quarter of 2024.

The first batch sold through quickly, and to meet market demand, a further eight wagons have been commissioned. These will feature new running numbers together with the same exacting level of detail and will allow modellers to replicate a rake of 16 individually numbered wagons to form DC Rail aggregates trains.

The new batch features four Cappagh branded Royal Blue JNA-Ts and four unbranded Royal Blue JNA-Ts. For this production run, a tail lamp equipped wagon is being produced with Cappagh branding. The Cappagh wagons selected are 8170 5500 714-7 (Cat No. OO-EAL-107H), 8170 5500 716-2 (OO-EAL-1071), 8170 5500 722-0 (OO-EAL-107J) and 8170 5500 733-7 with a flashing tail lamp (OO-EAL-107X). The unbranded Royal Blue wagons will be 8170 5500 654-5 (OO-EAL-107K), 8170 5500 657-8 (OO-EAL-107M), 8170-5500 698-2 (OO-EAL-107N) and 8170 5500 701-4 (OO-EAL-107O).

All eight versions are available to pre-order exclusively from the Key Model World Shop with a non-refundable £5 deposit per wagon. The full price is £48.95 for standard versions and £52.95 for the tail lamp fitted wagon. Delivery is expected in the third quarter of 2024.

● **Visit *www.keymodelworld.com/shop* for more information.**

Eight additional JNA-T wagons in Royal Blue have been commissioned by Key Publishing due to the demand for the first eight. The new batch will feature new running numbers and will be split between Cappagh branded and plain blue wagons, as operated by DC Rail. Mike Wild.

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FAIRWOOD JUNCTION

One of the star attractions at this year's Great Electric Train Show is **STEVE JONES'** brilliant contemporary recreation of this important Great Western Main Line junction in 'OO' which showcases the huge variety of the modern railway.

PHOTOGRAPHY, MIKE WILD

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	15ft x 10ft	WESTERN	2019	DCC, ESU ECOS 50210

1 Right: **Freightliner 66610 takes the avoiding route at Fairwood Junction heading a lengthy intermodal train.**

2 Below: **A GWR Class 800 Intercity Express Train swoops through Fairwood Junction on its way to London Paddington, as Class 57 57602 *Restormel Castle* heads west with GWR's Night Riviera stock. DB Cargo 66100 *Armistice 100* awaits a clear route across the junction with a rake of empty Foster Yeoman hoppers destined for Merehead quarry.**

WELCOME to Fairwood Junction, on the Great Western Main Line just outside Westbury where the avoiding line route rejoins the station line. It is a favourite spot for railway enthusiasts, with trains heading west towards Taunton, Exeter, Plymouth and Cornwall in the shadow of Westbury's famous white horse.

I have been modelling for most of my life, starting with a layout fixed to a wall in my bedroom. I rapidly progressed to more scenic models, many of which I have been fortunate to have had photographed and published over the years. I am a serial layout builder and with each project I endeavour to try something new – a scenic technique, scale, gauge, or in this case Digital Command Control (DCC).

I received a camera for my 50th birthday a couple of years ago and it rekindled my love of railway photography, a hobby which had been dormant for many years. Before then I believed the modern railway was dull, uniform and boring and preferred visiting heritage railways and modelling the BR steam/diesel transition era.

However, after a few trips out to nearby Westbury armed with the camera, I soon realised that there was still plenty to entertain the latent trainspotter in me: there is more variety in train types and liveries than I had appreciated. For those unfamiliar with the location, Westbury is a busy railway hub where lines from Salisbury, Taunton, Bristol, Newbury and Reading converge. There are large yards where engineering trains are loaded and marshalled, a wagon repair facility, and numerous trains from the Mendip stone quarries come and go every day.

There are often half a dozen locomotives stabled in the yards with DB Cargo, Freightliner and GB Railfreight Class 66s, and Colas Rail Class 70s predominant, with the occasional Class 56 or 67 from the latter. There is also the bonus of near-guaranteed sightings of the immensely powerful Class 59s from Merehead or Whatley quarries. »

3 Left: **DB Schenker branded 60007 *The Spirit of Tom Kendall* rumbles along the avoiding route through Fairwood Junction with a block train of fuel oil.**

4 Right: **Workstained Colas Rail Freight 70805 takes the avoiding route through the junction with a heavy load of IOA bogie box wagons.**

5 Below: **EWS Class 66 66207 rumbles towards Fairwood Junction with empty JIA china clay hoppers bound for St Blazey in Cornwall. A GWR two-car Class 158 DMU heads in the opposite direction towards Westbury station.**

My travels to find photographic locations close to home led me to discover Fairwood Junction – I'm also a keen cyclist and my routes would often take me over or within site of the local railways. However, I needed satellite mapping software from a well-known search company to find the rough farm track which led to the bridge over the junction. It is definitely not somewhere to venture if you've just washed the car.

TAKING SHAPE

Once there, my imagination began to picture a potential layout. There were convenient bridges at the Westbury end which would assist with the scenic break, which was a good start. I would have to condense the space but could still have the routes appearing to split as the avoiding lines divert to the north of the station. The 'country' end would be a little more problematic. The line at the real location heads off dead straight for around two miles before curving to the left out of view. I would have to be satisfied with a compromise of the lines curving round off-scene virtually straight after the junction to then disappear under a half-relief bridge (modelled on a generic type from the area) which would form the exit from the scenic section.

I am fortunate to have a double garage to house the layout in. I removed the garage doors, added windows, bricked up the apertures and dry lined the walls to create a comfortable work space. The footprint

"All of the images on the backscene were taken whilst stood on the bridge over the junction: I simply had to have Westbury's distinctive white horse in the scene!"

STEVE JONES

of the layout is 15ft x 10ft and it is formed of eight 5ft x 2.5ft boards which give a continuous run with a large operating space in the centre.

Construction started in October 2022. The intention was always to exhibit the layout and to learn from difficulties experienced with previous layouts taken out on the road. In theory, the layout can be assembled and disassembled by myself should it be necessary, although naturally it is much easier with help. Whilst the boards are not light, they are a manageable weight built from 3in x 1in softwood frames and a 9mm plywood base. However, I puzzled over what to use as legs.

Previously, I have used trestles or bespoke legs with adjustable feet, but all added weight, time-consuming aggravation and could only be described as partially »

6 Left: **Direct Rail Services' 37425 *Sir Robert McAlpine/Concrete Bob* in Regional Railways colours rumbles towards Fairwood Junction with a Westbury to Taunton engineers' train.**

7 Right: **Photographers gather on the overbridge to capture the present day rail scene at the junction, although it appears one has just missed a colourful view of DB Schenker 60007 *The Spirit of Tom Kendall* and Freightliner's 66610 passing.**

8 Below right: **A First Great Western Class 166 DMU waits for the route into Westbury station to clear as a Colas Rail Freight Class 56 rounds the corner with loaded IOA ballast box wagons.**

9 Below: **High Speed Train (HST) action as First Great Western 43070 takes the Westbury route through Fairwood Junction with a Plymouth to London Paddington train. Meanwhile, a GWR green HST formation thunders along the avoiding route with a Paddington to Penzance train.**

successful. For Fairwood Junction, I settled on kitchen worktop legs which could be screwed to a baseplate permanently attached to the underside of the board - a simple and quick solution when arriving at an exhibition venue. The legs I used have adjustable feet, giving a potential maximum height of 1m.

One advantage of the real location being only a 15-minute drive from home was that I could visit frequently to gain inspiration, take photographs and on one occasion, accompanied by my friend Peter – a retired surveyor - and armed with a measuring stick, we were able to obtain measurements which enabled Peter to make scale drawings of the bridges. My thanks must also go to a Network Rail gang, intrigued by what we were up to, who offered to take my phone down to the track to take some photographs of the bridges which proved invaluable! Card mock-ups were built from the scale drawings which enabled the track plan and position to be finalised. Those card mock-ups were translated into plasticard structures which were then clad in Slaters stone sheets.

LAYING THE LINE

Track is Peco code 75 straight out of the box. I considered re-spacing the sleepers (they are too close together) but concluded that it would look odd up against the pointwork which I couldn't do that to. Despite the compromise, I think it looks good, particularly after weathering and ballasting with Attwood aggregates ballast »

10 Left: **A Network Rail track inspection train passes through Fairwood Junction bound for Penzance. The brick building alongside the junction houses signalling equipment.**

11 Right: **In addition to GWR, South West Trains also operates regular trains to and from Westbury, using its fleet of Class 158 and 159 DMUs. 158884 heads beneath the overbridge towards Westbury as Freightliner Class 70 70003 heads west on the avoiding route with an intermodal train.**

12 Below: **The area's distinctive White Horse can be seen in the distance as a mixed liveried GWR HST formation headed by power car 43187 *Y Cymro The Welshman* rolls into view on the avoiding route. A Colas Rail Freight Class 70 heads east with a rake of loaded Network Rail IOA box wagons and Rail Operations Group's 37608 *Andromeda* is on a route refresher from Westbury.**

– an accurate representation of the ballast at the real location.

There is a 13-road storage yard which supplies the scenic section. Trains in the majority of loops can access any route through the scenic section, returning to the road it came from. Control is via an ESU ECoS 50210 command centre which I am a huge fan of. Routes can be programmed and once selected all the necessary points will change to allow a slick and virtually foolproof operation. Points are controlled with DCC Concepts Cobalt point motors. Models can be called up from a user-friendly list and each locomotive can have each sound function activated by an appropriate icon on the touchscreen.

Scenic work largely took place during the winter months, but it was frustrating waiting days for plaster bandage and ballast to dry in the cold. When it eventually did, the final landscape was sculpted with cheap filler brushed over with a damp paintbrush so there were no harsh contours which would show through the layers of scatter and final layers of Green Scene static fibres. Trees are a mixture of Woodland Scenics tree armatures and sea foam. The latter are quite fragile, but mixed in with the sturdier Woodland Scenics trees they have a degree of support and protection and certainly look the part.

I had to wait for the spring to revisit the location to take images to create the backscene. The blackthorn was in blossom, and I thought it would be a nice feature to attempt to recreate in model form (Green Scene offers a handy blossom pack), along with wild flowers to break up the green! All of the images on the backscene were

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taken whilst stood on the bridge over the junction: I simply had to have Westbury's distinctive white horse in the scene!

Figures are from the excellent Modelu range and I visited with a friend to get ourselves scanned. You may be able to spot 'mini me' making my way to my vantage point on the bridge, camera in hand having just missed the train I had intended photographing. This little cameo is based firmly on reality.

The signals were vital. The real ones often hold a train whilst another crosses the junction. This was a feature I wanted to replicate in model form to add operational interest at an exhibition – holding a train on the station line whilst an express tears through on the avoiding line. I acquired them second-hand - they are CR Signals products and are brilliant. »

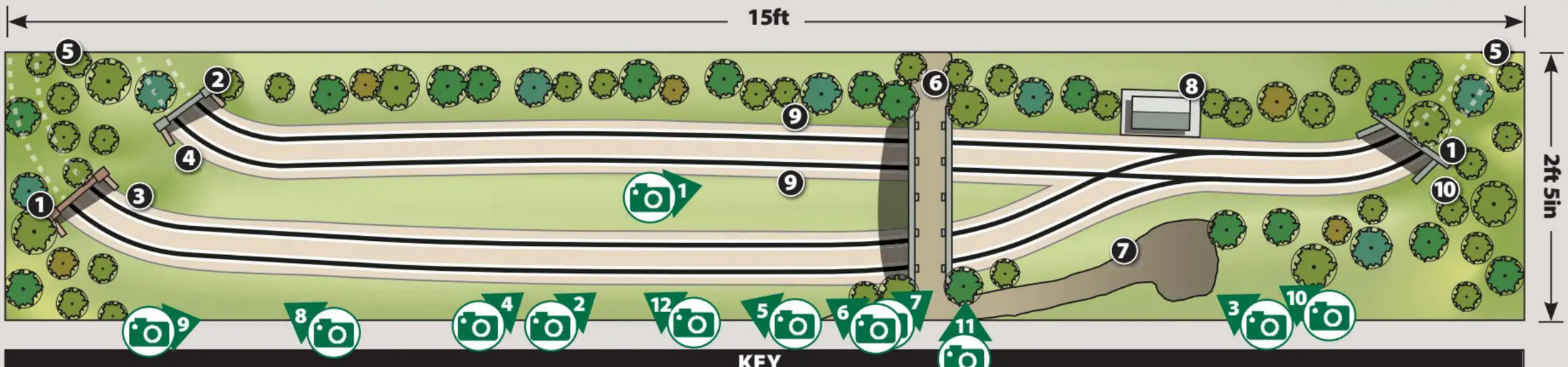
13 Left: **DB Cargo 66100 *Armistice 100* takes up Rail Head Treatment Train work, topping and tailing with EWS 66207 on the avoiding route heading west.**

They are analogue controlled with rotary switches through a 12V transformer. At a show there will need to be a driver and a signalman to avoid any signals passed at danger and resulting collisions.

WESTERN STARS

Of course, the stars of the show are the trains – I wanted to depict the final months of High Speed Trains running on the Great Western Main Line in 2019. The new Class 800/802 Intercity Express Trains are beginning to take over long-distance services and local duties are catered for by

FAIRWOOD JUNCTION TRACK DIAGRAM (NOT TO SCALE)



14 A Penzance to Paddington HST rushes through Fairwood Junction on its journey to London with First Great Western 43070 at its head.

Class 150 and 158 Diesel Multiple Units. With a reasonable degree of flexibility I can run most if not all, current freight liveries from the classes seen in the stabling point and the Class 59s, while the Great Western fleet is mostly in green.

I enjoy weathering and very little rolling stock stays pristine for long. A limited palette of two or three colours mixed in various ratios serves well to give the weathering scale. A relatively cheap airbrush and weathering powders finish the job. I have particularly enjoyed weathering my rake of Network Rail IOA 'Mussel' bogie box wagons. Steadfast Models produces sheets of scrapes so typical of the prototype and the location.

We have been blessed over recent years with some fantastic ready-to-run models with more in the pipeline to dent the bank balance! Most, if not all locomotives and multiple units are sound fitted and I really enjoy this extra play feature which, in my view, is worth the investment.

Fairwood Junction is booked for four exhibitions this year and I am looking forward to bringing the layout to the Key Publishing Great Electric Train Show in Milton Keynes on October 12/13 and I hope this feature encourages you to attend. Thanks to the team of Dave, Peter, Pete and Nick who have encouraged and joined me on running nights during Fairwood Junction's construction and development and who I hope will join me in October. I hope to see you there at what promises to be a truly fantastic exhibition. HM

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From the Publisher
Mike Wild

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A few pointers for Gresley's GREEN ARROW

Locomotive-specific detailing can still be added to improve the newest ready-to-run models even further. **RICHARD HALL** shows how you can upgrade Bachmann's already excellent model of 'V2' *Green Arrow* in its preserved condition.

WITH the increasingly impressive standards of new ready-to-run locomotives, there's less need for modellers to delve in to their toolkits to upgrade them, but even the most accurate models can still be improved. Replicating preserved steam locomotives also often requires going beyond weathering, with details added since withdrawal from BR service needing inclusion, as with the National Railway Museum's (NRM) Gresley 'V2' 4771 *Green Arrow*.

Recognised as one of Gresley's finest designs, 184 'V2' 2-6-2s were built, with some handling 26-coach trains during the Second World War. Class-leader 4771 *Green Arrow* was preserved as part of the

TOOLS

- Cotton buds
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- Xuron sprue cutters
- Tweezers
- Steel rules
- Files and sanding sticks (assorted grades)
- Paintbrushes (sizes 5/0-3)
- Micro Phillips screwdrivers

National Collection and became a popular main line performer in the 1970s and 1980s. Main line operation from 1998, outshopped in BR green as 60800, left a strong impression on many enthusiasts before an early withdrawal in 2008 after cracks developed in its Monoblock cylinder casting.

Bachmann's original 1992 'V2' release was an important model for its time and was even sufficient for a new DCC ready chassis to be added in 2012, but this was superseded by a wholly new model in 2021 with an impressive specification. The original split-chassis 'V2' can be improved significantly, especially by replacing the pivoting cartazzi pony truck with a fixed example, painting the cab interior, adding a new tender drawbar and refining decoration.

With the new release, the scope for major improvement is rather less, but I wanted to see how far I could take it. Much of the work in this feature is undertaken on the Locomotion Models variants of BR and LNER 'Green Arrows' focused on adding weathering and refining decoration.

Both NRM editions feature brightly burnished tyres and valve gear, which is correct but requires toning down to accurately reflect *Green Arrow* in operation. Railmatch Oily Steel acrylic was especially useful to give a darker metallic sheen, while replicating 4771 towards the end of its operation in 2008 needed further oily black panel line washes and dry brushing to dull the bright apple green driving wheels down.

Aesthetically, adding brass cylinder drain cocks, fitting the included detail pack and filling the moulding gap around the smokebox door provides effective and achievable improvements. It is also straightforward to add a working main line high-intensity headlight, as the 21-pin DCC decoder is mounted in the locomotive, however, as both of my examples also needed to suit *Green Arrow* in use on the North Yorkshire Moors Railway (NYMR), non-lit ModelU lamps sufficed.

The same basic painted improvements that make a difference to Bachmann's newly-tooled 'V2' equally provide a noticeable change to the older model, but naturally this requires more comprehensive detailing to truly hold its own. As for the current 'V2', this guide shows the achievable detailing and personalisation that can improve an already excellent base model - one which can also handle 26-coach trains with ease like the prototype! **HM**

Out of the box, Bachmann's 2021-tooling 'V2' 2-6-2 is a benchmark 'OO' model, but a few select detailing and painting additions can refine this already impressive locomotive further.

IMPROVING BACHMANN'S 'OO' GAUGE LNER 'V2' 2-6-2

1 **Wanting to keep an early model from childhood is commonplace and the 2008-origin *Green Arrow* (front) has sentimental value to me. While the overall shape holds up surprisingly well compared to the all-new 2021 release (rear), a large amount of detailing would be needed to improve the older model comprehensively. However, because of the split-chassis, the 2008 *Green Arrow* was best suited to being a static recreation, as on display at Shildon.**

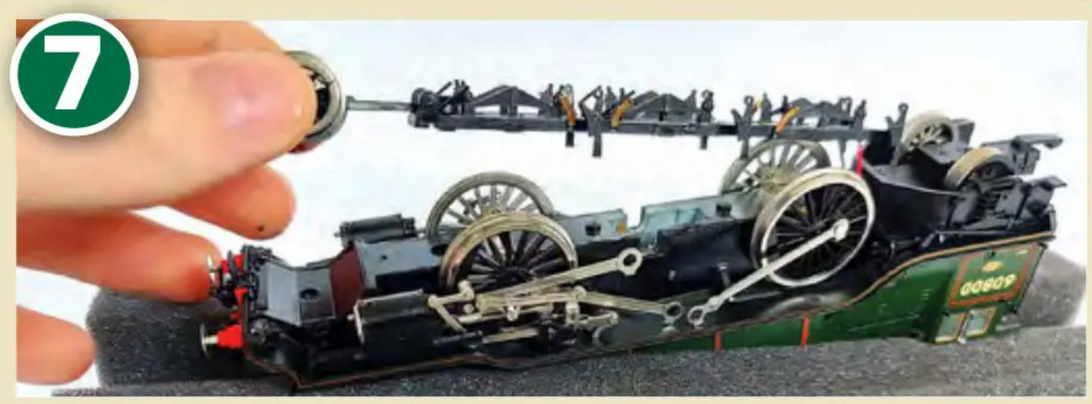
2 **The pivoting rear cartazzi pony truck and drawbar connection are two drawbacks common across all split-chassis Bachmann 'V2s' and can be resolved to make an immediate difference to the realism of the model. This side-on view also shows the recessed glazing and oversized handrail knobs that can also be improved but this was not considered necessary for this model's static purpose.**

3 **Modifying a Hornby 'A1'/'A3' cartazzi truck moulding (X9325R) makes fitting a replacement fixed variant more straightforward; available from Peter's Spares, it is supplied ready decorated with fine LNER red lining and includes a flangeless wheel. It is also worth noting that removing the pivoting cartazzi means the wheel will no longer conduct power to the split chassis, but it is easy to add tender pick-ups and DCC if required.**

4 **In order to form a mount to support the cartazzi wheel, the original pivoting arm was screwed upwards into the chassis, fixing it centrally. For the flangeless cartazzi wheel to 'float' on the rail without interfering with track, small shims of 0.25mm brass section act as a sprung guide for the wheel and are attached to the supporting arm underneath the axle.**

5 **The fixed cartazzi moulding itself was glued on plasticard shims to the chassis, keeping it separate from the cab and with no unsightly gap. Upgrading the cartazzi is the most most visible improvement to the split-chassis 'V2' and complements a far more subtle hook and loop tender drawbar: this is easily formed from 0.4mm brass rod and can be lengthened to suit any curvature.**

6 **Fresh out of the box, the Locomotion Models 2021 'OO' gauge releases of *Green Arrow* shown here are undoubtedly fine models. The main areas that stand out for tweaking include removing the smokebox door mould seam and toning down the brightness of the burnished wheel tyres and valve gear. The supplied detailing pack has been fitted to 60800 already but the plastic cylinder drain cocks on the cylinders can be improved.**



7 **Amending the brightly burnished valve gear was a main priority for improving the new 'V2s' and removing the driving wheels made painting the tyres evenly far easier, without any motion getting in the way. The baseplate has integral pick-ups with wires at the cab end, while a single flat-headed screw holds the valve gear onto the centre crank pin.**

Beginner Intermediate Advanced SKILL LEVEL

Gresley 'V2' 60800 *Green Arrow* stands at London King's Cross shortly after arrival with Past Time Rail's 'The Dick Turpin' railtour on February 1 2003. Mike Wild.

After thoroughly cleaning the wheels and rods with isopropyl alcohol, an even mix of Humbrol Metallic Aluminium (56), Railmatch Oily Steel (2415) and Railmatch Matt Varnish (2407) acrylics was applied to darken the tyres and valve gear down to a more prototypical oily sheen. The wheel centres on 60800 were also repainted Humbrol Matt Black (33) and further matt varnish applied neat on all painted surfaces makes the metallic finish less prone to chipping.

To replicate 4771 operating on the North Yorkshire Moors Railway (NYMR) in 2008, the bright apple green wheel centres needed surprisingly heavy weathering. Tamiya Black Panel Line Wash between the spokes left a realistically oily shading, followed by adding sparing amounts of grey and black Humbrol weathering powders. Areas of exposed and unpainted metal on the balance weights were recreated using dry brushed Oily Steel before adding a layer of sealing matt varnish.

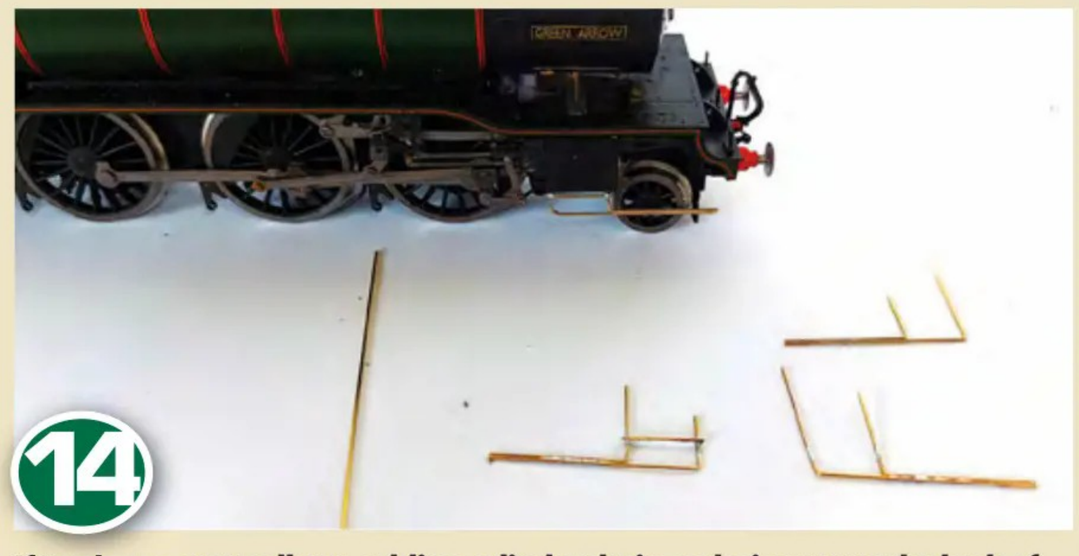
An omission from all relevant Bachmann 'V2s' is the speedometer drive on the left-hand side of the locomotive, a detail required on post-1998 models of *Green Arrow*. Easily shaped with flat nosed tweezers, 0.3mm brass wire locates into a hole carefully drilled through the side of the firebox, while the circular bosses are gradually sanded from squares of 2mm plasticard.

Most preserved steam locomotives are in far better condition than they were in the 1960s but still require subtle toning down. Tamiya Black Panel Line Accent Wash (87131) is ideal for many models, flowing easily around raised details and adding an important contrast to 4771's bright apple green. The thin black paint adds subtly ingrained dirt, which on 4771 meant focusing along the boiler bands, pipework and boiler washout plugs.

IMPROVING BACHMANN'S 'OO' GAUGE LNER 'V2' 2-6-2

12 60800 had comparatively few modern additions and alterations to run on the main line from 1998 to 2007 but temporary tender step guards are installed on every steam locomotive operating on the main line. For *Green Arrow*, a section of 0.5mm brass sheet was cut with photo etch shears and folded to clip into the top tender step. Thin plasticard could also be used, but care would be needed sanding the rounded corners.

13 Deluxe Materials plastic filler (BD44) is ideal to fill the slight moulding gap between the smokebox and door before flattening smooth with 1000 grade sanding sticks. Repainting the smokebox with a mix of Humbrol Matt Black and Railmatch Roof Dirt removed the seam and any visible filler. This improvement highlights that Bachmann specially tooled a flush smokebox, where the previous tooling only modelled the rivetted variant.

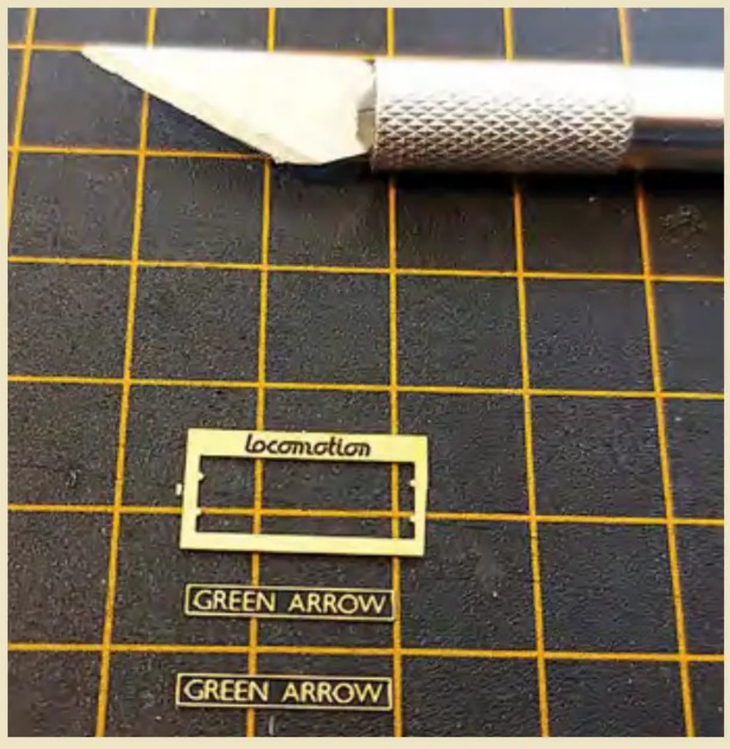


14 If track curvature allows, adding cylinder drain cocks improves the look of any steam locomotive. Soldering two sections of 0.4mm brass wire makes a good substitute for the plastic sets supplied with detail packs. Using flux and pre-tinning the iron is especially useful and allows the solder to flow easily down the inside face of the pipes.

15 As supplied, Bachmann's 2021 'V2' features flush glazing on both cabside windows, but the typical position of the rearmost window slid forward can be recreated. The rear window is removed by gentle inward pressure, before gluing the pane behind the front window using Glue 'n' Glaze. This side-on view also emphasises the difference made by painting the burnished metal tyres and rods, making the latter appear prototypically narrower.

16 60800 (right) shows the difference dry brushing weathering shades of black, dark grey and track dirt can make to a cab. Bachmann's 'V2' cab itself is a work of art, even including opening firehole door guards in front of a dual LED firebox glow. Bachmann footplate crews were also added to both locomotives after weathering the cab and two warning flashes were added to the inside corners of the roof.

17 The buffers on both 'V2s' were treated to a similar mix applied to the burnished running gear, but with a higher proportion of aluminium to replicate more regularly polished buffer heads. This angle of 4771 also illustrates the subtly heavier weathering, with the top surface of the running plate a realistically lighter grey mix compared to the smokebox.



18 Adding etched nameplates makes an appreciable difference to the realism of the model and the fine 'plates supplied with *Green Arrow* are cut from the fret resting on a resistant surface to reduce distortion. 'V2s' carrying the attractive regimental and school names on the running plate require careful gluing to adhere cleanly and securely.

19 Adding finishing painted touches really helps complete the detailing of a model. Humbrol Metallic Brass (54) was added using a 000 paintbrush to pick out the pipework on the monoblock cylinder after weathering and on the eccentric crank cover. This view also shows the scratchbuilt brass cylinder drain cocks and the absence of front steps. These were incorrectly fitted by Bachmann on both versions of *Green Arrow* and need removing.

Intermediate
Beginner SKILL LEVEL Advanced

Bachmann's most recent tooling for the Gresley 'V2' 2-6-2 models *Green Arrow* in LNER and BR guises, produced exclusively for the National Railway Museum/Locomotion Models.

20 **Painting the brass step guard to match Bachmann's excellent shade of BR green required a satin black undercoat followed by multiple thin layers of Railmatch Brunswick Green (2300) and finished off with a Fox Transfers overhead warning flash. Modelling 60800 in the early-2000s meant little overt weathering was needed but the chassis was repainted matt black and inner coal space dry-brushed with dark rust weathering powder and frame dirt acrylic (2402).**

21 **Adding a support coach is vital for any main line steam locomotive but is rarely straightforward and modelling the various unique carriages requires a full step-by-step guide. The NRM commissioned a (now rare) limited edition of its support coach, so I repainted a Bachmann Mk 1 BSK into the slightly lighter shade of maroon correct for 99953 in use with 60800. Note the scratchbuilt kitchen and gas cooker in the nearest compartment!**

22 **Fitting removable LNER-pattern and high-intensity lamps from the ModelU 3D-printed stable completes 60800. Refining and customising an already impressive model such as Bachmann's new 'V2' is straightforward and satisfying – and results in a highly detailed and accurate model of my favourite preserved steam locomotive.**

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
0.4mm flexible blackened copper wire	*www.amazon.co.uk*	N/A
0.5mm H62 brass sheet	*www.amazon.co.uk*	WD6876
1.0mm brass rod	*www.albionalloys.com*	BW10
'A1'/'A3' rear pony truck frame (lined)	*www.petersspares.com*	X9325R
Acrylic paints and weathering powders	*uk.humbrol.com*	Various
Deluxe Materials Plastic Magic	*www.deluxematerials.co.uk*	AD77
Deluxe Materials Glue 'n' glaze	*www.deluxematerials.co.uk*	AD55
Locomotive crew	*www.bachmann.co.uk*	36-047
ModelU Eastern Region locomotive lamps	*www.modelu3d.co.uk*	2060
ModelU BR battery tail lamp Mk 2	*www.modelu3d.co.uk*	2081
Overhead Live Wire warning flashes (1998)	*www.fox-transfers.co.uk*	F4214/2
Plastikard sheet – various thicknesses	*www.slatersplastikard.co.uk*	Various
Railmatch acrylic paints	*www.howesmodels.co.uk*	Various
Railmatch acrylic matt varnish	*www.howesmodels.co.uk*	2407
Scale screw link couplings	*www.hornby.com*	R7200
Tamiya Black Panel Line wash	*www.tamiya.com*	87131
ZIMO 21-pin MTC DCC decoder	*www.agrmodelrailwaystore.co.uk*	MX638D

BESPOKE BARN BUILD

What do you do when there are no suitable buildings available as kits or 'ready to plant'? **DAN EVASON** shows that making your own structure can be simple and provide a unique aspect to a layout.

Dan Evason scratchbuilt this super 4mm scale barn using readily available materials for his latest scenic modelling project.

THE RANGE of 'ready to plant' buildings in 'OO' gauge (and to a lesser extent 'N') means it is easier than ever to build a great scene even if you're not confident of your kit-building skills. However, while the ranges are constantly growing, they don't cover every need.

I was looking for a barn for a forthcoming project and there was nothing suitable off-the-shelf which could be adapted. "No problem," I thought: "There's bound to be a kit which can be modified". Hours later, having exhausted all of the possibilities, I was left with no option but to build the barn from scratch.

I had a small selection of photographs of a particular prototype and I started planning how I could replicate the structure to best effect. It would incorporate stonework, timber, steel and even iron sheeting, but by using a range of embossed plastic sheeting, along with some balsa wood and a few small detailing parts, I managed to create this fairly accurate looking farm barn.

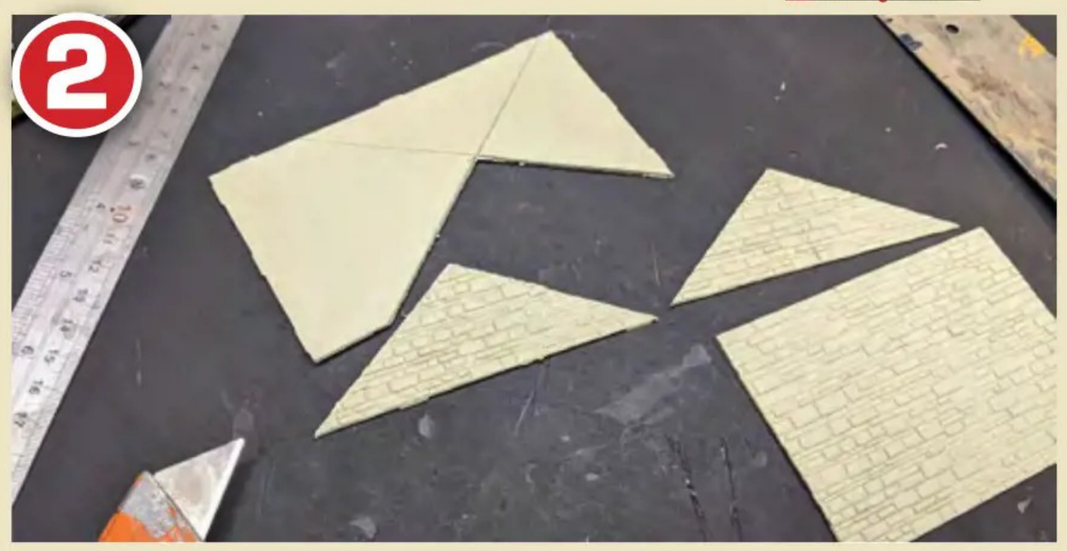
While it may seem daunting to scratchbuild a structure, if you can build a simple model kit, it's far easier than you might think – and you can create something truly bespoke which fits your layout and offers a unique aspect to your scene. Have a go – with just basic materials, it's amazing what you can create! **HM**

● **Discover more step-by-step modelling guides at *www.keymodelworld.com/step-by-step*.**

STEP BY STEP CONSTRUCTING A 4mm SCALE BARN FROM SCRATCH

Beginner — Intermediate — Advanced — SKILL LEVEL

Working only from a few supplied photographs of the barn, I thought it was important to understand how the building was built. I roughly drew the structure, using one of the doors as my reference to scale the rest of the building from. Once happy with the structure's design, I moved on to the construction phase.

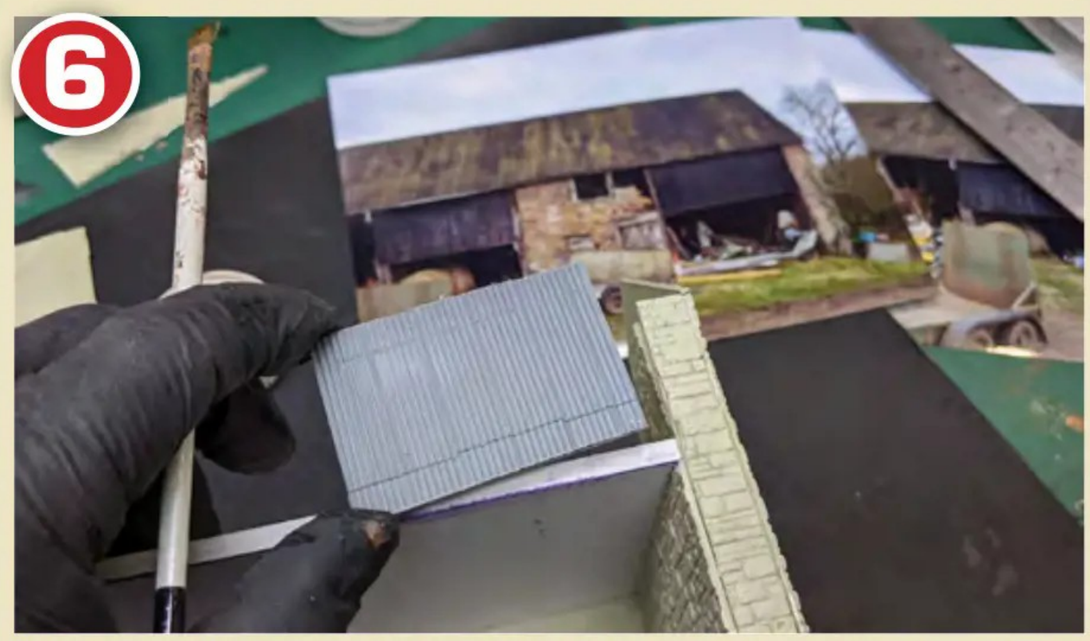


Starting with the right-hand gable end, I used Wills coarse stone sheeting (SSMP200). I had to estimate the pitch of the roof, but I felt it looked accurate when compared to the photographs. The top half of the gable end gave me a width for the lower wall to be trimmed to size.

Once the gable end stone sheets had been cut and trimmed, they were carefully glued together with Plastic Weld. This liquid glue works well with the embossed plastic sheets and can be applied using a brush.

The rear wall was fitted next, followed by the small end wall and the first of the internal walls. I also added a small strip of plastic sheet to reinforce the gable end joint and left it all to dry. A piece of 5mm thick Foamex was measured out for the upper floor, and after ensuring all was square and true, glued in place. This also strengthened the structure.

At the rear of the structure, half was stone with the remainder corrugated iron. For the metal section, I used a full sheet of Wills corrugated iron (SSMP216). The sheet was trimmed free of its moulding tabs and glued into place, ensuring there was no gap between the adjoining sheets.



Returning to the front of the barn, I started on the first upper section. This was also metal-clad, so another sheet of Wills corrugated iron was cut out and glued in place.

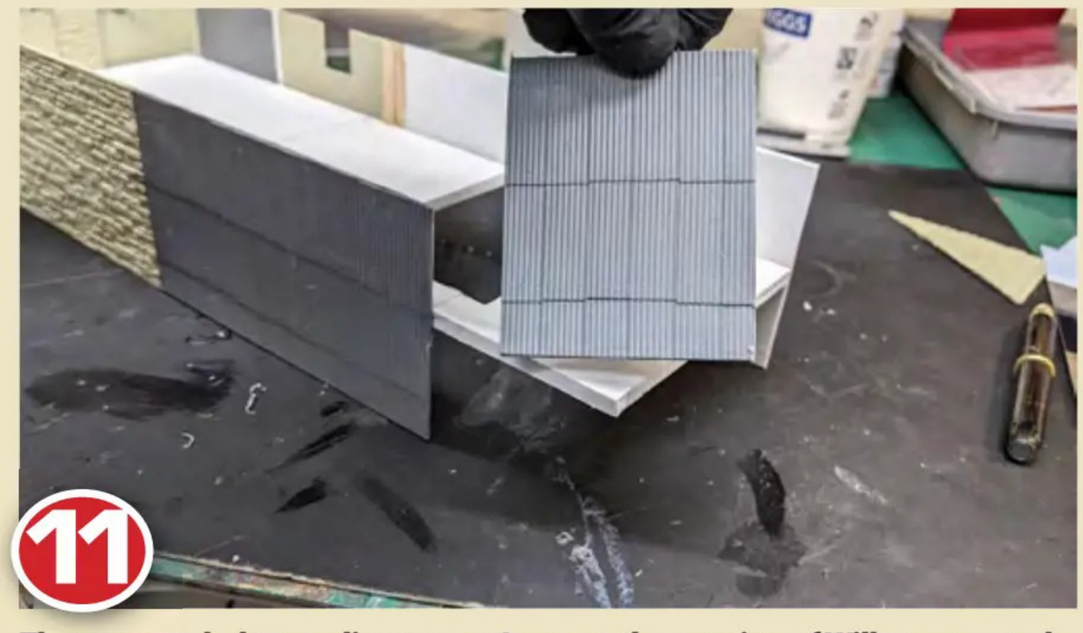
The stone section of barn at the front features a door and two windows. These were marked out carefully and then the aperture outlines in the plastic were scored with a craft knife until this was cut through. Several light scores are better than attempting one heavy one, in case the knife slips and damages the face of the plastic.

Before I fixed the stone section to the front of the barn, I noticed a vertical steel beam had been fitted between the first section of corrugated iron and the stone wall section. I replicated this with some 2mm square plastic strip.

The next section was a low entrance very much like the first one, but the third was double the height to allow loading and unloading of hay. To extend the barn (I had realised it was a touch too short) I cut away the corner section of the upper floor leaving a tab at the end of the floor which gave me an area to extend it with more 5mm Foamex.

The front section of the barn was timber-clad and Wills timber sheeting was the product of choice here. For the posts between the sections, I used coffee stirrers glued in bunches of three for thickness. After drying, I cut them to length and glued them to the barn.

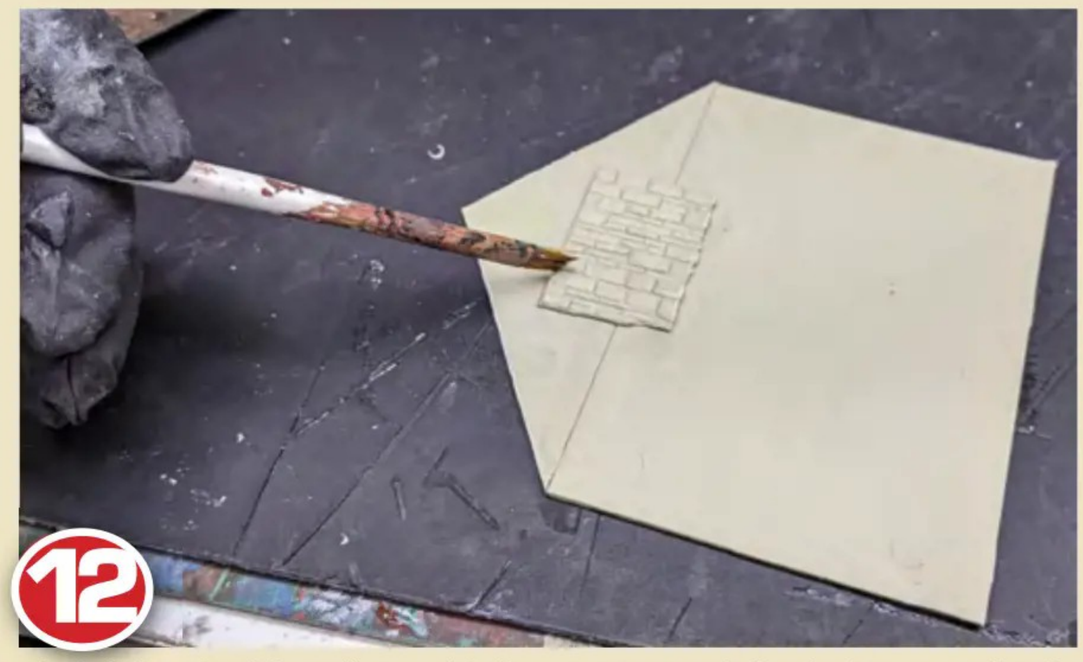
Beginner — Intermediate — Advanced — SKILL LEVEL



The rear needed extending too, so I cut another section of Wills corrugated sheeting for this. Once happy with the fit, the embossed plastic corrugated section was glued in place.

WHAT WE USED

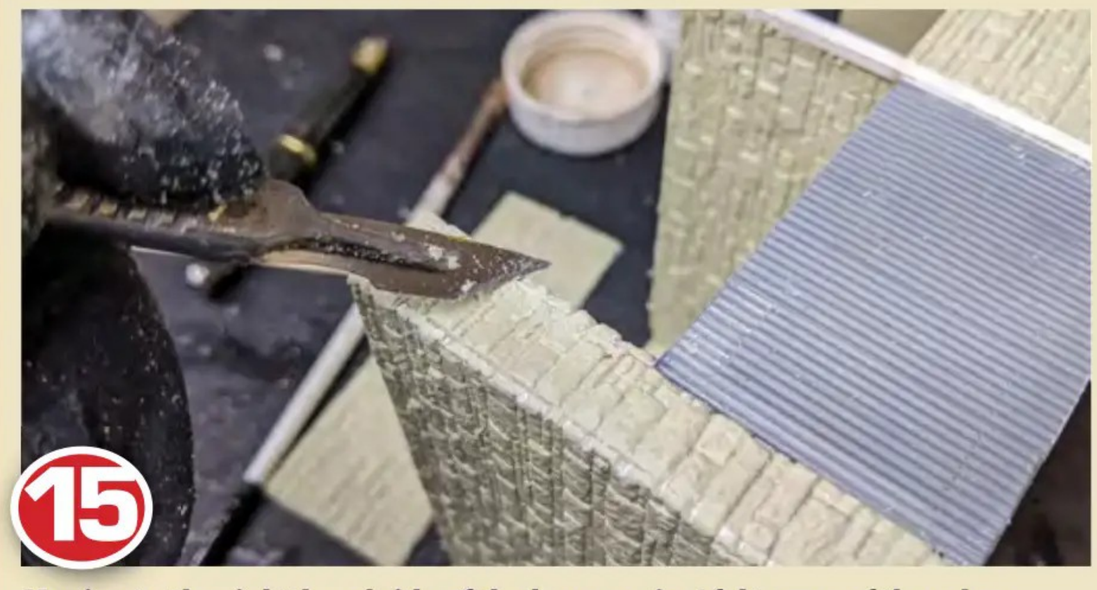
PRODUCT	SUPPLIER	CAT NO.
1mm thick balsa wood sheet	*www.herefordmodels.com*	N/A
Black Soot weathering powder	*www.wwscenics.com*	WSWP-001
Brown weathering wash	*www.florymodels.org*	FMW004
Dark Sea Grey acrylic paint	*www.acylicosvallejo.com*	70.911
Grey weathering wash	*www.florymodels.org*	FMW007
Light weathering wash	*www.florymodels.org*	FMW003
Plastic strip	*www.herefordmodels.com*	Various
Sand weathering wash	*www.florymodels.org*	FMW005
Rust-it Dark Rust weathering paste	*www.squirestools.com*	240-416
Wills coarse stone embossed sheets	*www.peco-uk.com*	SSMP200
Wills corrugated glazing embossed sheets	*www.peco-uk.com*	SSMP220
Wills corrugated iron embossed sheets	*www.peco-uk.com*	SSMP216
Wills wood cladding embossed sheets	*www.peco-uk.com*	SSMP213



The left-hand gable end was added next. A scrap of plastic sheet was glued to the inside of the joint with Plastic Weld for added strength.

To enhance the appearance at the front, more detail was added to the wooden uprights. 2mm strips of balsa wood were cut to size from the sheet and glued to the uprights.

The final panel to add was the double height doorway, for which a small section of timber cladding was used. This was then glued in place, which in turn improved the rigidity of the structure.



Moving to the right-hand side of the barn again, I felt some of the edges would benefit from some tidying up as the Wills sheets are quite thick. Using some rough sandpaper and a scalpel, the edges were smoothed and Plastic Weld was applied to help melt them together for a seamless finish.

Once happy with the stone edges, I moved across to the centre stone section. In the photographs, the lower window was boarded up and it also had a thin timber frame around it. I used some leftover cladding and thinly cut balsa to recreate that effect, the scalpel helping to fit the timbers on the window frame.

To create the door, two thin sheets of balsa wood were glued together with the grain in opposite directions, to avoid splitting the wood when the planks were scored. Having checked that all was well, this was also glued in place.

Looking closely at the photographs, it was clear that this doorway featured a large lintel and the door frame only ran down one side of the door. These were created using 1mm balsa and then placed accordingly with glue.

On the first floor, the window frame's uprights were noticeably chunky so I addressed this and also made the wall look deeper around the window to reflect the fact that in real life it is made of stone.

Given the size of the building, the roof beam needed to be quite long and was going to require some support before adding the corrugated iron sheet on top. As a result, a frame was created using 3mm square plastic strip.

Matt Black paint was sprayed around the inside of the upper floor as it is easily visible from the openings. Having concluded that the Wills corrugated iron sheet was too thick for the roof, I opted to use Wills corrugated glazing instead, trimmed to the right size with scissors. After attaching the pieces to the frame with cyanoacrylate glue, a length of right-angle strip was then added for the capping.

Next, the exterior was treated to an overall coating of Matt Black spray, which acts as a primer and undercoat. This also helps to highlight any slight imperfections before the detail painting begins.

Painting the stonework followed next, using a strong wash of Vallejo Dark Sea Grey applied with a medium-sized paintbrush. In tandem with the undercoat, the model was starting to take on a much more realistic – and pleasing – appearance.

Flory washes are perfect for adding stonework effects. Working on one section at a time, I brushed Sand, White and Brown colours over the surface in a random pattern to avoid uniformity. After drying the wash with a hairdryer, the next panel was similarly treated and then the others, until all sides of the barn had been covered.

For the corrugated iron sections, a grey Flory wash was applied in similar style, working it in with the paint brush. Again, this was then dried with a hairdryer.

Intermediate
Beginner SKILL LEVEL Advanced

Flory washes are incredibly versatile and can be removed – fully or partially – with a wet cloth, so I did just that - wiping in a downward motion until I achieved the effect I was after.

The rusty steel upright was carefully brush-painted using Town and Country's textured Rust-It. It is available in a couple of shades; I used Dark Rust.

With the brush still charged with some of the Dark Rust, this was used to dry-brush the corrugated iron, aiming to give it an aged appearance.

The dry brushing method was also used to age the timber sections, in this case using Tamiya Flat Earth acrylic. Gentle downward movements were used, to replicate how the elements would interact with the timber.

WW Scenics Black Soot weathering powder was used to define the edges of the barn a little better. Using very small amounts of powder, brush stroke by brush stroke I worked my way around the building. The result is a realistic looking building that was a pleasure to build.

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Broad-brush APPROACH

Giving models a realistic appearance doesn't have to take long. **TIM SHACKLETON** shows how a 'big picture' approach using large brushes can create a lifelike look in minutes.

SOME of the most satisfying weathering I've ever done involves the simplest methods and materials. Obviously confidence plays a part, and it helps to have done something like it before, but I thought what I'd look at here are techniques everyone can be comfortable with. As always, locomotives predominate but that's what people like, and there's nothing here that can't be migrated as necessary on to rolling stock and scenic features.

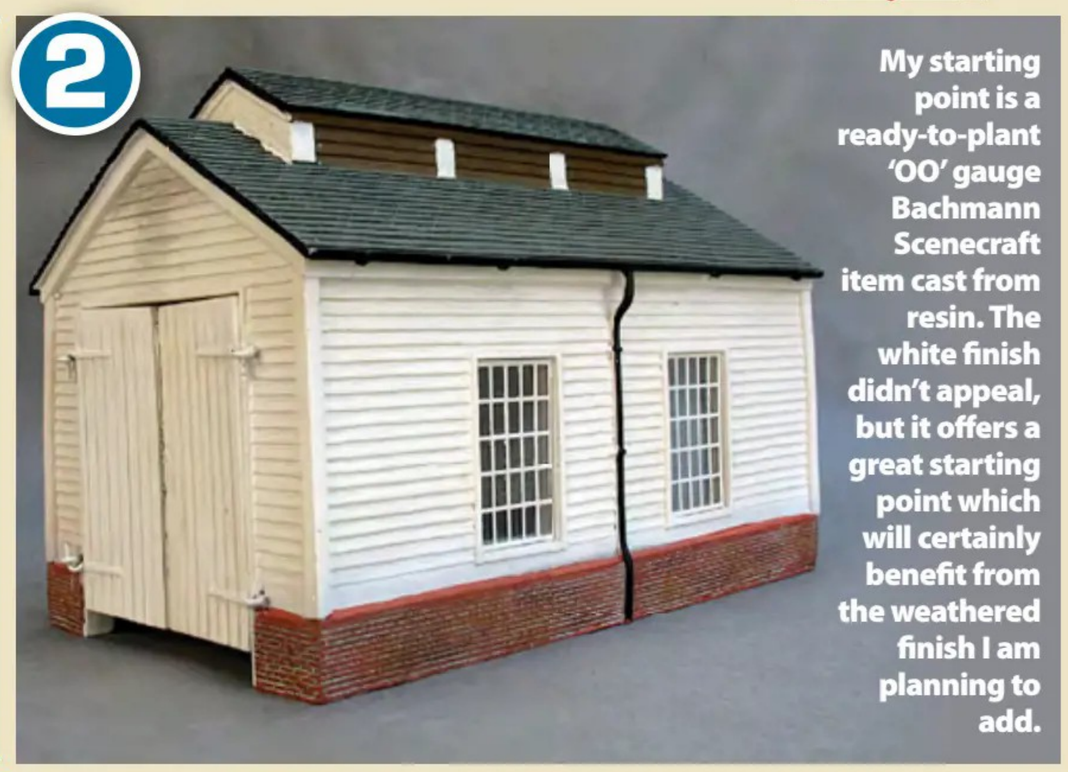
When teaching people how to paint models, I've been struck by how hesitant many pupils are, at least at first. It's very easy to start with a dab here, a dot there and follow up with a long pause for thought while considering the next move. This is how the portrait miniaturists of the 18th century must have worked, but it's not always appropriate in a weathering context. Slosh and wild abandon, in my view, is the way to go. If that sounds like a slapdash and risky approach which could ruin a precious model, bear with me: there is method in the

STEP BY STEP

SIMPLE TECHNIQUES FOR REALISTIC WEATHERING

Beginner — Intermediate — Advanced — SKILL LEVEL

These are the kind of brushes I use, mostly from ProArte. They've been used a lot but they've survived, mainly because I clean them well after every use and try (not always successfully) to keep their tips in shape. Where large surfaces need to be covered by way of initial preparation, an airbrush can save a lot of time and effort.



My starting point is a ready-to-plant 'OO' gauge Bachmann Scenecraft item cast from resin. The white finish didn't appeal, but it offers a great starting point which will certainly benefit from the weathered finish I am planning to add.

apparent madness.

You need to be relaxed when painting a model, not tense like a coiled-up spring. Something of a free spirit often takes over when I have an airbrush or a half-inch shader in my hand and I'm sure this is no bad thing. That's why I suggest my students use much bigger brushes than they're used to: they encourage a freedom of approach by necessity.

Limiting the use of tiny little watercolour brushes – anything smaller than a size 3 – will help. Not only will a size 00000 brush last about five minutes in my hands, but these tiddlers encourage you to handle paint in a very tentative manner. It's still important to keep your brushes in good condition, not raggedy and clogged with particles of dried paint.

A look at some recent projects shows how using big brushes can help you produce convincing effects. Just be bold and confident: it's very rare you can't undo or recover something that doesn't give the look you want.

HM

● Visit *www.keymodelworld.com/step-by-step* to read our extensive collection of step-by-step modelling guides.

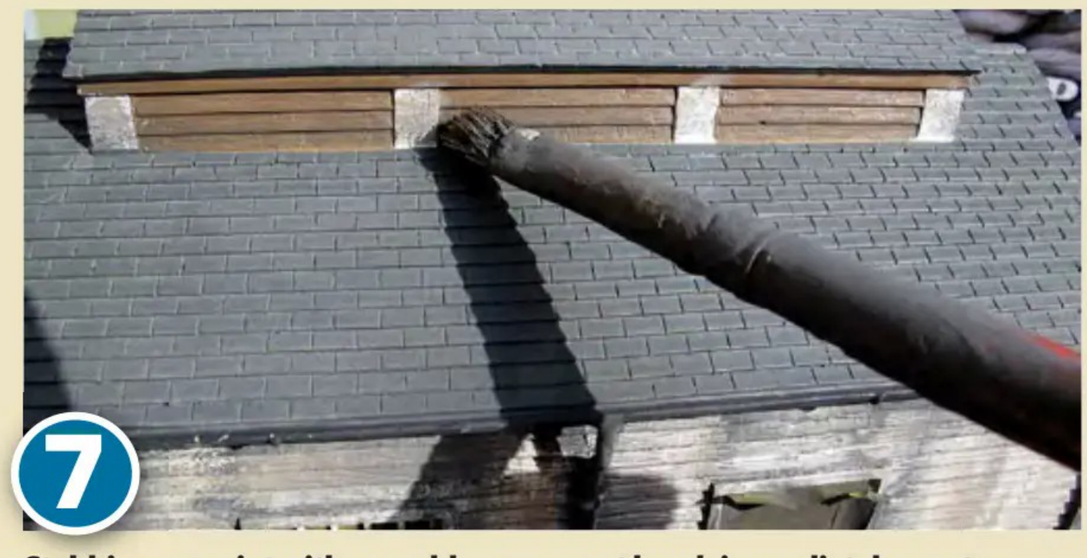
Successful weathering generally involves a variety of techniques. The subtle discoloration of this Class 25's bodysides was achieved using hand-brushed acrylics gently blended together, whereas the underframe and radiator spillage were from an airbrush. The objective is to bring the model to life.

Masking the windows allows me to be a bit more free and easy with the general slosh of weathering. A thin airbrushed coat of Tamiya NATO Black (XF-69) immediately knocks back that unlikely white paint, suggesting some badly neglected creosoting.

Without waiting more than a couple of minutes for the paint to dry, I've started washing it off using big flat brushes and airbrush cleaner. Although much the same stuff in a formulaic sense, this is far more astringent than the isopropyl alcohol we use as acrylic thinners.

Here are three LifeColor sets I use all the time in this kind of weathering. You don't need to restrict yourself to what the labels say – just go with what you think the colour looks like. Such paints give me an enormous (and very subtle) choice of shades for all kinds of applications.

As a case in point, I'm brushing on gentle tints of beige to vary the shade of weathered wood. The brush is very wet and the paint is very thin. With wooden structures you'd normally want to follow the grain but there's a reason why I'm doing it this way. At this stage it's more of an underpainting than the final finish.



Stabbing on paint with a scrubby, worn-out brush immediately creates texture and interesting patterns. With work of this nature, the last thing we want is the smooth, effortlessly graduated look of an airbrushed finish. Real-life weathered buildings just aren't like that, as a walk around the streets will quickly confirm.

Having achieved a subtle overall blend of background colours, I've now turned the building on end so I can add shades that more closely follow the lines of planking. If I'd done this from the off, without the benefit of underpainting, it would have looked very 'tiger-striped'.

This is 4mm:1ft scale but I think the techniques will translate equally well into others, both large and small. Most tutorials focus on 1:48 scale and bigger, targeting military modellers. Their suggested methods don't always scale down very well to 'OO' and 'N'.

The brick plinth around the base can be distressed by scratching off some of the overspray to reveal the base colour underneath. The stiff, raggedy bristles of one of my treasured old brushes have a randomly abrasive quality. I've added a few hints of damp mould around the brick plinth.

Beginner — Intermediate — Advanced — SKILL LEVEL

11

And this is what we end up with. For me it all happens very quickly but I like to come back to my models after a while and see if more work is needed. An airbrushed mist of LifeColor's Burned Black (UA736) is absolutely brilliant for this final blending and toning down – a warm browny grey, it discreetly 'vanishes' things you don't like.

12

The end result, in situ. I built the John Fowler 0-4-0 diesel from a High Level kit, one of the best I've ever encountered.

13

Next, BR/Sulzer Type 2 diesels – I don't think I ever saw one of these looking clean. Modified from the Heljan model, D5370 was a Thornaby freight machine delivered without train heating boiler – hence the empty space between the bogies where the boiler water tank would have been. It's in a typical condition for its type but how did it get like that?

14

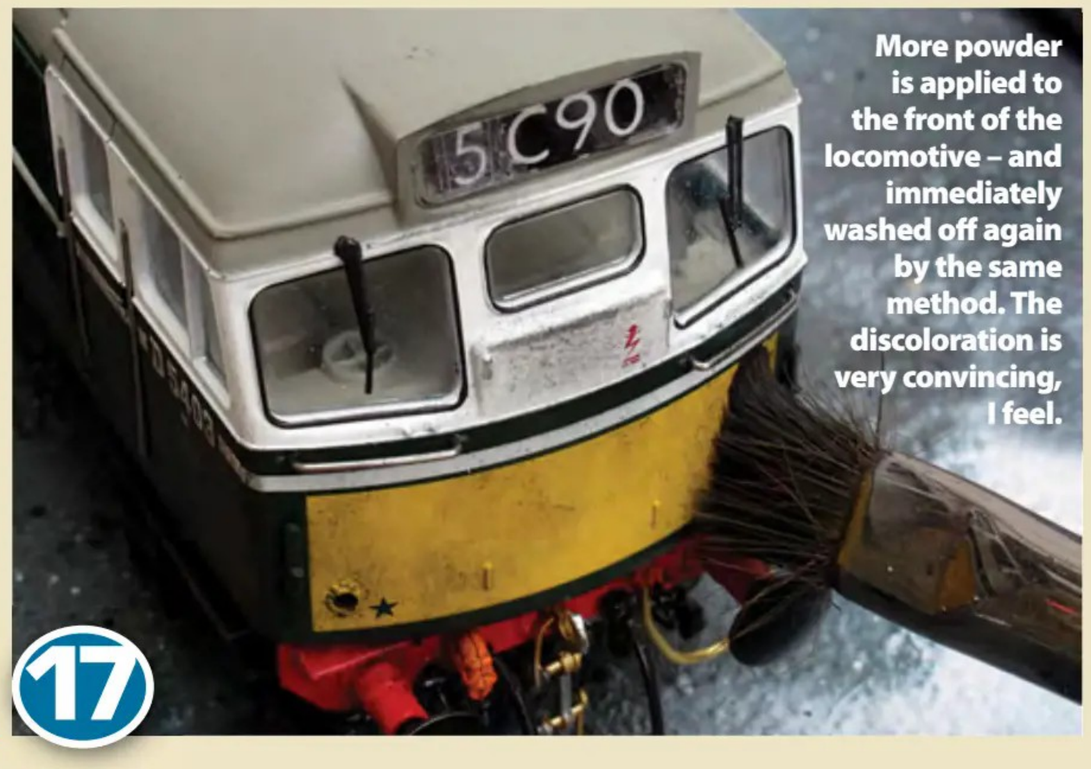
The first step is to spray the bodywork with Testors Dullcote to provide a key for the weathering materials I'm going to use.

15

A few spots of weathering powder applied using a broad-tipped filbert brush. MIG Dark Mud (PO33) and Black Smoke (PO23) give a solid base.

16

With a quarter-inch flat brush dipped in white spirit, I'm blending the powders and coaxing them into vertical streaks just as real weathering is washed down the sides of a locomotive by the elements.



17

More powder is applied to the front of the locomotive – and immediately washed off again by the same method. The discoloration is very convincing, I feel.

18 **Hand brushing gives a randomness that can't always be achieved with an airbrush, where results are much more regular and predictable. With these Sulzers, I restricted use of the airbrush to the underframes and roof areas.**

19 **At the opposite end of the spectrum we have a 2mm scale model of gleaming Bank Hall 'Jubilee' 4-6-0 45698 *Mars*. As I've said in previous articles focusing on modelling in 'N' gauge, restraint is everything. Less is definitely more!**

20 **Once again I've used a big 'flattie' brush to paint the boiler, cabsides and tender with Winsor and Newton's 'Galeria' gloss varnish. The No. 5 candle flame brush enables me to access out-of-the-way places such as the awkward corners where the cab front meets the firebox.**

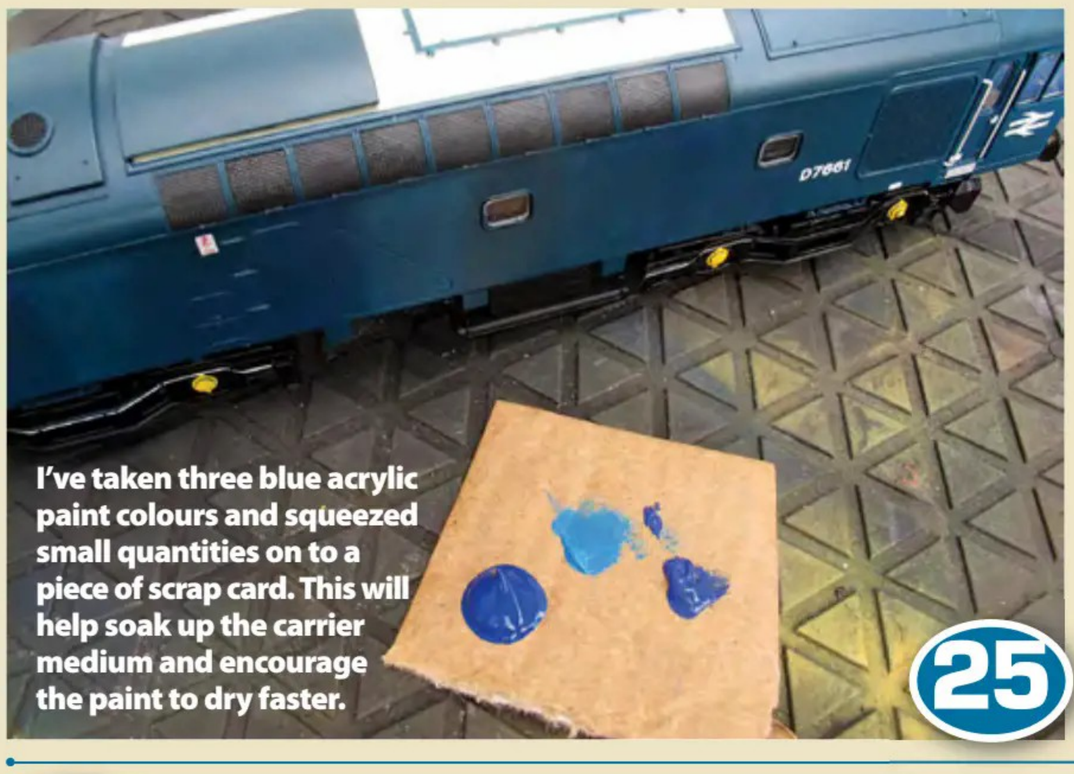
21 **Once the gloss has dried – with acrylic media, it doesn't take long – I can apply weathering powders to the tender underframe using a quarter-inch filbert brush.**

22 **To simulate oily steel, I used a Humbrol detail brush to paint the motion with varnish. The locomotive is certainly taking on that 'in-service' appearance now.**

23 **The very gentlest toning down around the smokebox, cab roof and underframe helps bring the model to life. I used weathering powders exclusively.**

Intermediate
Beginner SKILL LEVEL Advanced

24 **A Heljan Class 25, fresh out of the box and absolutely immaculate. Real-life locomotives didn't look like this for more than a few days. The bodysides soon showed discoloration and paint fade. They visibly rippled because they were made of thin sheet metal, whereas models appear quite slablike.**



I've taken three blue acrylic paint colours and squeezed small quantities on to a piece of scrap card. This will help soak up the carrier medium and encourage the paint to dry faster.

25

26 **Picking up tiny quantities of paint, I've gently brushed them on to the bodysides, encouraging them to blend together by using a broad flat brush known as a shader.**

27

Don't get too enthusiastic – the idea is to suggest the bodywork is less than totally flat, the same as the real thing. Next I'll dip my brush in acrylic thinners (Ultimate is my preferred brand) and blend in the painted area around the footholds, which is a bit too prominent at the moment.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Acrylic air and brush thinner	*www.umpretail.com*	UMP002
Airbrush cleaner	*www.airbrushes.com*	I-6500-08
Galleria acrylic gloss varnish	*www.winsornewton.com*	N/A
Humbrol paint brushes	*uk.humbrol.com*	Various
Lifecolor Burned Black acrylic paint	*www.airbrushes.com*	UA736
Lifecolor Hemp Ropes and Tarps acrylic paint set	*www.airbrushes.com*	LC-CS28
Lifecolor Stone Grey acrylic paint set	*www.airbrushes.com*	LC-CS40
Lifecolor White Wood acrylic paint set	*www.airbrushes.com*	LC-CS38
MIG Black Smoke pigment	*www.migjimenez.com*	PO23
MIG Dark Mud pigment	*www.migjimenez.com*	PO33
NATO Black acrylic paint	*www.tamiya.com*	XF-69
ProArte brushes	*www.proartebrushes.com*	Various
Testors Dullcote	*www.testors.com*	1260T

28

Brushed-on discolouration helps break up the solid blue paintwork and combines well with airbrush weathering of the underframe. The emulsified coolant spilling down the bodysides was sprayed against a card template. I like the result, so I won't take things any further. Knowing when to stop is the name of the game.

SECOND-HAND SUPER

Whether you're looking to save money or acquire an out of production model, **BEN CHURCH** argues the used market can be a source of bargains – if you know what to look for.

THE COST OF LIVING seems to be a perennial concern for many at the moment. Simply heating homes can be a struggle - and with model railways being something of a luxury hobby, how can modellers add to their fleet without breaking the bank?

For those who want an alternative to buying brand new models, there is a buoyant second-hand market which can be a useful tool for modellers trying to bag a bargain.

The second-hand market is a topic I often see discussed with wariness: tales of horror stories for both buyers and sellers are common.

It pays to do your homework and be prepared to wait for the right example to come along. This example of Hornby's 'OO' gauge 70004 *William Shakespeare* was in tip-top condition with its detailing pack still sealed.

Second-hand bargains are easier to come by than you may think. These three models arrived in good condition and with a few minor tweaks were soon ready for service.

STARS

As with anything second-hand, there will always be a degree of risk and sometimes there are problems that cannot be unmasked until an item is placed on a track and run. Speaking from my own personal experience, however, so long as you are careful, there are some fantastic models lurking in and amongst the various purveyors of second-hand model railway items, of which there are a lot.

WHY SECOND-HAND?

Why would someone want to buy used models in the first place? There are many reasons why second-hand models can be enticing for modellers. One of the best is that the used market can provide the opportunity to acquire old models not in production.

The most recent example of this from my own experience is the Hornby rebuilt Bulleid 'Light Pacific', which is a fantastic model but hasn't been in the catalogue for a while. Finding one in new condition is near impossible, so second-hand becomes the only option if you want one. If you are new to the hobby or are returning to it, the pre-owned market can often be the only way to fill out your collection with the locomotives you want.

Sometimes limited edition models pop up on the second-hand market. Often these models are of unique members of locomotive classes which are very desirable and thus hard to find.

"Spares or repair" is a phrase you'll see often with regards to second-hand models. These can be models with defects ranging from being a non-runner to cosmetic issues, but can be a great source of spares and are ideal if you have a model (or several) that may need a replacement part. Sometimes this provides a way for even a new modeller to restore them and acquire a model for a fraction of the price. Tim Shackleton's workbench modelling guides perfectly illustrate how this can be put into practice: a little work can produce a fantastic model.

For anyone interested in buying second-hand, the constantly changing market is a huge selling point. Browsing online sites from week to week can reveal huge changes in what is on offer and can often lead to finding that proverbial needle in the haystack that you may need for your own collection.

WHERE TO BUY

The second-hand market isn't located in any one place, website or shop. There is a huge variety in what is on offer and where models can be acquired. Add in individual private sellers and the options »

are seemingly endless. Many model shops around the country deal in second-hand items with larger ones often having an online presence.

Ellis Clark Trains of Skipton in North Yorkshire – to name just one example - has built a very successful business with the second-hand models forming a key part of its offering. Other retailers such as Rails of Sheffield, TMC, Footplate Models, S&J Models and Trains 4U (amongst others) all deal in pre-owned motive power and rolling stock and can provide reassurance that what you are buying is up to standard with testing and quality assessments often done before the model is listed for sale.

Many smaller local model shops also deal in second-hand items and it is always worth popping in or giving these traders a quick call as stock changes frequently. Sometimes searching for a particular model you want using the manufacturer's name and the running number and name can reveal if a smaller model shop has it listed online, so it is always worth searching.

Model shops are not the only option when it comes to buying second-hand models. There are various online auction sites that can also be used to acquire used models. Some model shops also have online stores within these sites where their second-hand models can be browsed and purchased via the site.

Purchasing from online auction sites is not an exact science and there are potential pitfalls, as anyone can sell items and not all are from reputable or well-known traders. The sheer variety of options available when looking online is staggering and this is where many of the rare and sought-after models can be found.

Personally, I favour purchasing second-hand items at toy fairs and model railway exhibitions. Trade stands are often the main draw for some people and these events are usually great places to buy pre-owned models. Larger shows draw in a broader spectrum of traders, clubs and societies and all may offer second-hand models, sometimes at special show discounts. Another benefit of shows is that you can usually also inspect the item close up.

These three diesel locomotives were all pre-owned bargains which arrived in perfect condition, as if they had never been run. The Class 37/9s were a special edition twinpack originally commissioned by Kernow Model Rail Centre.

WARNING SIGNS

However, it does pay to be cautious. Despite checking these items over, there are several areas to consider before parting with your money. Some problems may not become evident until you have had chance to check the model a little more closely and put it on the track. There are strategies you can employ to mitigate against this and make sure you get what you expect – but there are no guarantees.

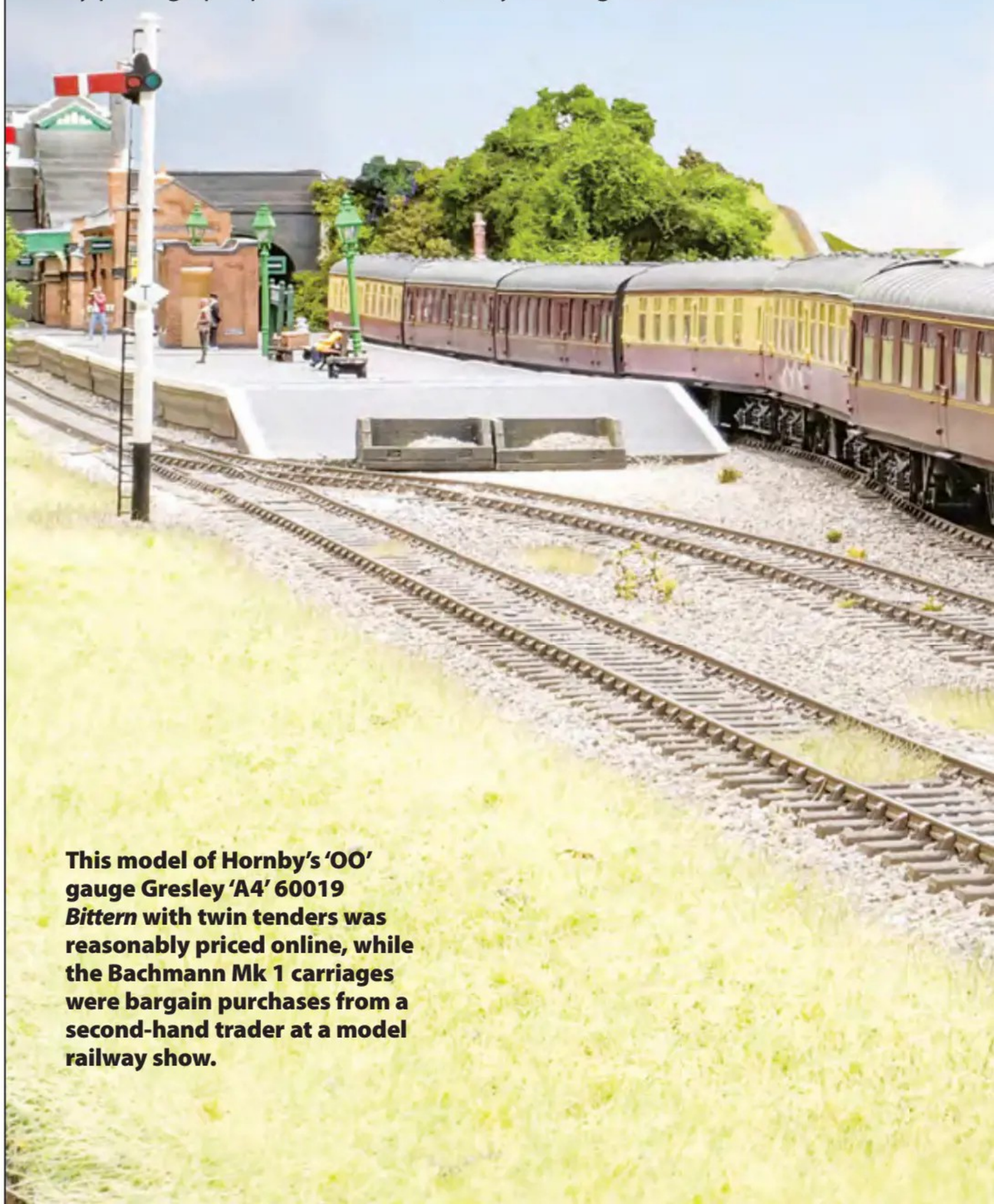
First and foremost, research the model you are trying to buy and some of the problems that might be endemic to it. Some models in the past have suffered with metal impurities in the chassis leading to this area expanding and often results in a model being discarded – although this could become a valuable source of spares to keep other similar models running. Some models, especially slightly older ones, can suffer from difficult to fix problems - so it is important to know what to look for.

Make sure you closely analyse photographs for fine details. Smokebox darts on steam locomotives are small things but can often be snapped off. These aren't difficult to replace, but it will affect the value of a model. Second-hand models sold online by shops should be accurate in their description of a model, but it is always worth taking a closer look at any photographs provided.

When things do get missed, most businesses will usually offer a full or partial refund – or replacement, where possible. Others may offer warranties on models purchased from them – but it is always worth acquainting yourself with a seller's terms.

For online private sellers it can be a bit more of a risk, but my experience is that most people selling models are honest about what they are selling. The photographs, title and description are all tools to be used to get the best idea of what you are buying. It is also a good idea to check feedback from other customers. Try to buy from someone with as close to 100% as possible, as this shows they have a good track record.

This Hornby double tender 60019 *Bittern* was bought as a source of spares, but was a straightforward project to return to working order.



This model of Hornby's 'OO' gauge Gresley 'A4' 60019 *Bittern* with twin tenders was reasonably priced online, while the Bachmann Mk 1 carriages were bargain purchases from a second-hand trader at a model railway show.

HOLD YOUR NERVE

Overspending can be an issue. It can be very hard to walk away from a model you have been searching for – but occasionally models can be overpriced and a little patience can yield the same model at a lower cost. An example of this was a DJ Models/Hattons GWR '14XX' 0-4-2T I spotted listed online for £200. These models are usually quite expensive as they were released a while ago and didn't benefit from further runs. As hard as it was, I resisted temptation, simply because it was too expensive.

My patience was rewarded sometime later as I spotted the same model at the Warley National Model Railway Exhibition at the NEC in Birmingham for 'just' £120! You must evaluate each model by what you are prepared to pay and be prepared to walk away.

Some sellers prefer to put the item for auction rather than set a fixed cost. It is very easy to get caught in a bidding war and end up spending too much money. Check if the seller is taking an offer on the bid. You might be able to negotiate a price and skip the bidding process altogether. If you buy multiple times from the same private seller you may build a rapport with them and get discounts on elements such as postage costs, which are also worth considering. That said, it is important to be mindful when parting with your money and always take the full cost into consideration.

This limited edition twin-pack of Bachmann Class 37/9s, 37905 in Railfreight Metals colours and 37906 in large logo Railfreight grey, even included the original certificate of authenticity in pristine condition.

PERSONAL EXPERIENCE

Many of the models I have recently purchased for my own collection came out a while ago, as I was too young at the time of their original release to buy them. For the last two years I have been collecting older models that I desperately wanted to add to my own collection. As a result, I have several great examples of the deals that can be had when buying second-hand and some tips to help get you the best deal possible.

One example is Hornby's 'OO' gauge BR Standard 'Britannia' 70004 *William Shakespeare* which was released as a limited edition a few years ago. Being a lover of Shakespeare and having family in Stratford-upon-Avon, this locomotive had long been one I wanted to add to my collection.

I spent a fair amount of time online keeping an eye out for a suitable candidate. In my experience, 'Britannias' can suffer with broken coal bunkers on the tender and bent lubrication rods, so it is always worth checking these areas for the tell-tale signs. I didn't buy the first one I found and held back until I found one in perfect condition. I made an offer on it and ended up getting a fantastic model for £170, much less than other listings of the same locomotive – and it even had the sealed detailing pack intact.

Keeping an eye on bids is also a good move, as I managed to obtain a model of 46256 *Sir William A Stanier FRS* for £120 by being the only bidder for the locomotive. Keeping a watchful eye on the second-hand sites will pay off if you're prepared to wait.

Despite the valid concerns of some, second-hand models aren't all doom and gloom and as long as you are careful you can add some fantastic models to your collection that otherwise would be impossible to acquire.

There are some real bargains to be had online, in shops and at shows – and there are some proper diamonds in the rough that with a little tender loving care can be renewed and rejuvenated into a model to be proud of. Stick to your budget, search widely and be patient, and the model of your dreams is almost certainly within reach. **HM**

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HEWISBRIDGE REVISITED

A stalwart of the exhibition scene for three decades, the 57 Study Group's finescale 'OO' gauge layout continues to evolve and attract new admirers, as **IAN PORTEOUS** reveals.

PHOTOGRAPHY, JONATHAN NEWTON

1 With the diesel transition under way, a BRCW Type 2 approaches Hewisbridge with a passenger and parcels train from Edinburgh, while the driver of Holmes 'J36' 0-6-0 65531 shunts a rake of loaded coal wagons on the adjacent line.

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	36ft x 2ft 3in	SCOTTISH	1960s	ANALOGUE

MY RAILWAY modelling interests are firmly rooted around the much-missed Edinburgh-Carlisle 'Waverley Route' and its associated branches, a passion (some would say obsession) that was sparked when I visited Riccarton Junction back in 1978.

The station building, platforms and signalbox were all still there. The only thing missing was the track and after that experience I was hooked and building a layout set somewhere on the Waverley Route became my ambition.

Unfortunately, the 1980s was not a productive decade in terms of railway modelling. I did plenty of planning and gathering of information on my chosen location of Shankend but nothing tangible resembling a layout appeared other than some baseboard frames.

By the time the 1990s had arrived, I realised building Shankend station and the viaduct was unrealistic for our group, which then numbered four. A major rethink was required.

This review of priorities resulted in me outlining my revised plans to my colleagues in the 57 Study Group for a layout based on a fictional location somewhere in the Scottish Borders which would convey the sense that like the real thing the landscape had come first with the railway being fitted into it.

To achieve my visual goal of the trackbed being cut through the landscape, open frame baseboard construction was used with the track bed supported on risers. Polystyrene blocks were fixed in place and shaped to form the desired topography falling downwards from the back to the front of the layout. »

The driver of the yard's Class 08 diesel shunter makes his way back from the signalbox, as a Sulzer Type 2 awaits departure from Hewisbridge station.

The landscape and trackbed were formed and fettled to ensure they looked 'right' before any consideration was given to laying track. All of the stonework on the bridges, viaduct and station building is formed of ready mixed filler smoothed out and hand scribed. This is a very tedious and time consuming task, but the end results justify the effort.

Two scenic features that have consistently generated comment at shows are the river and drystone walls. The river was formed using a tin of oil-based varnish which even in the early 1990s had been around for a long time. Goodness knows what it contained but it reacted in a very pleasing way with base layers used to form the riverbed.

The drystone walls on the other hand are made from individual pieces of DAS modelling clay glued with PVA. The end result, although visually pleasing, was really difficult to build. You have to do it in stages as continued exposure to dry stone wall building using this method of construction is not good for your sanity.

Track is from the SMP Scaleway range with hand-built points powered by Fulgarex /Lemaco point motors which I have found to be excellent with very few failures.

GENTLE PROGRESS

Hewisbridge first appeared in 1993 at Model Rail Scotland as a basic work in progress layout with no station building or signalbox. In its original form it represented a station on a former through route which had been truncated and had one platform removed to allow expansion for the yard to accommodate an additional colliery siding. There was a colliery at Plashetts on the Border Counties Railway, and I felt the inclusion of one to add operational interest was justified. At the time, the layout was just a platform and yard depicting a station scene. It had a double track formation on the approach to the station with one track lifted - a process which was carried out in several places in the area.

The station building and signalbox were based on those at Shankend for which I had photographs and general sizes as they were still unoccupied during my research trips in the 1980s. The water tower, although not based on any particular location, is representative of the design found in the area. During its initial

4 Passengers brave the cold at Hewisbridge station as the driver of 'J36' 0-6-0 65531 prepares to shunt loaded coal wagons ahead of their scheduled departure.

3 A mixed goods trundles past Hewisbridge signal box, headed by Gresley 'Shire' 4-4-0 62712 *Morayshire*.

construction, the layout was intended as a stop gap that would be replaced with my 'proper' Waverley Route version.

Despite my grand plans, the positive comments Hewisbridge received at shows made me question that status and I began to consider whether converting it to a through layout might be an option. The logic was that it would improve its operational capability and provide an opportunity to run larger trains. I raised the matter with my Group colleagues who also thought it a good idea and I then set about thinking what to do next.

Given my ability to be easily distracted when tackling model railway projects, I knew that if Hewisbridge was to be converted, it would have to be done in a fixed timescale with a target to aim for. In 1997, Hewisbridge was invited to participate in the 1998 Warley show, and I arranged with Paul Jones that it would make its debut in its extended form at the NEC.

There then followed a period of sustained activity where the layout gained an additional baseboard and two new turntable storage yards. It was ready in time for its debut at Warley where the response from visitors made all the hard work worthwhile. If anything was learned during this period it was that with any future layout projects the storage yards should be lighter – they are a tad heavy although they have stood the test of time, so maybe we weren't too far off the mark.

5 **A three-car Metro-Cammell DMU heads into the distance as a BR Standard '3MT' 2-6-0 awaits a clear path to follow some time later with a short mixed goods.**

MAJOR SURGERY

The final change to the layout's appearance took place in late-2000 when the original viaduct over the river was replaced. This came about because although I was perfectly happy with the original viaduct, the Group's resident civil engineer wasn't. Apparently, the proportions of the arches weren't correct and there were other structural discrepancies which irked his trained eye. Unknown to me, he had been secretly building a replacement.

The transplant surgery required to replace the viaduct was significant and with its appearance at Model Rail Scotland looming I questioned the wisdom of such activity so close to the show and appealed for a more restrained approach. The rest of the group was not in the mood for caution and used my argument of a 'target to aim for' against me and set about their scenic surgery.

After a few weeks my fears were unfounded. The transplant had been »

successful with the reinstated scenery and new viaduct looking as though they had always been part of the layout.

After its transition to a through layout it was apparent an operating sequence was needed to maintain operator and visitor interest. This was a problem as the layout just about fitted my garage without its storage yards: ideal for pre-show testing but not for developing a sequence of operation.

This inability to try out train movements resulted in the sequence being worked out on paper which made the first show a particularly challenging experience. I would like to say that it all went without a hitch but it took us a couple of years to iron out the glitches.

TRACTION CONVERSION

I have always strived to try and use models appropriate to the area, which resulted in me using kit-built and modified proprietary rolling stock. In terms of steam outline models, I am comfortable with what I have managed to build and convert for use on the layout.

My venerable Gem 'J36' 0-6-0s have, since the introduction of the Hornby version been pensioned off and I live in hope that one day the same fate could befall my 'Glen' 4-4-0s should some kind manufacturer release a proprietary version of a London and North Eastern Railway 'D34' or 'D30'.

When I started building the layout, I was a committed steam outline modeller,

6 BR Standard '3MT' 2-6-0 77004 departs from Hewisbridge yard and rolls onto the imposing viaduct with the line's pick-up goods.

but I have in recent years (much to the confusion of my colleagues in the 57 Study Group) developed what they would consider an unhealthy interest in British Railways green diesels and Diesel Multiple Units (DMUs).

It all started when Heljan released its Class 26 Bo-Bo in BR green. These BRCW Type 2s were regular performers on the 'Waverley Route' after they migrated north in Spring 1960. I subsequently discovered that there were some anomalies on the initial release model, the most notable being the lack of the end communicating door detail. Despite this, I was gaining an interest and when Hornby introduced its revised Metro-Cammell DMU in green it convinced me I should set off on a journey of discovery into the world of non-steam traction. It has been a most worthwhile journey.

Back in 1993 when I first exhibited Hewisbridge at Model Rail Scotland I never thought that 30 years later I would still be taking it out and about to exhibitions. Although it is not in its first flush of youth, it still attracts positive comment at shows and still manages to convey the suggestion to the viewer that it actually existed, despite it being a fictitious location.

In recent years my long suppressed desire to build a double track 'Waverley Route' layout has begun to resurface due to my increasing collection of steam and diesel locomotives appropriate for use on a railway which would purport to run between Edinburgh and Carlisle. However, I suspect that the level of progress on Caddenford (a terminus station loosely based on Selkirk that I began in 2014) demonstrates I will require a significant change in my self-discipline towards layout building should I ever wish to build and finish my dream layout.

Thanks must go to Steve Driver, Davy Franks and my late friend John Hemsley for all the work they did during the initial construction of Hewisbridge and its subsequent conversion to a through layout »

7 The colliery's venerable industrial 0-4-0ST shunts a rake of loaded coal wagons on the colliery branch, bound for the exchange sidings.

"Although it is not in its first flush of youth, it still attracts positive comment at shows and still manages to convey the suggestion to the viewer that it actually existed, despite it being a fictitious location."

IAN PORTEOUS

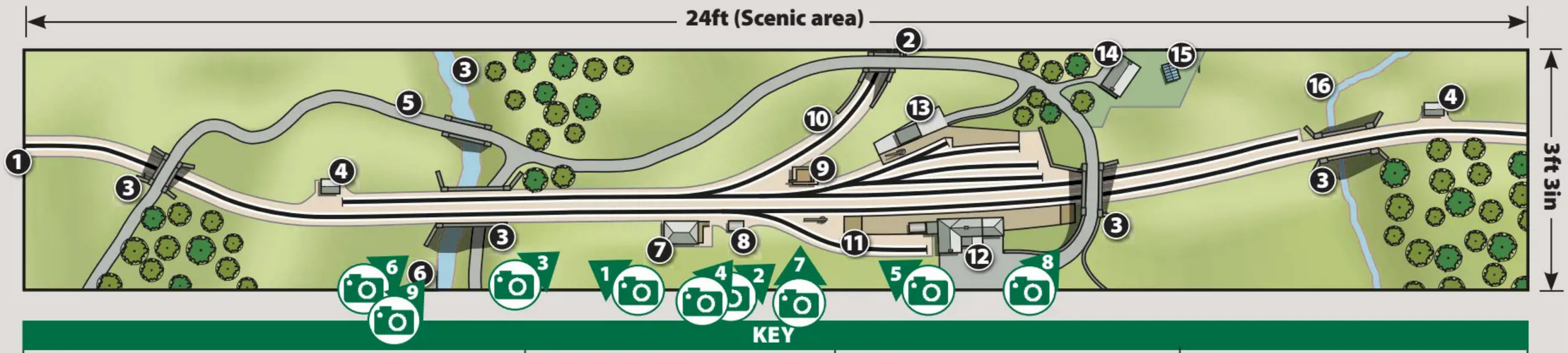
Right: **Passengers mill about the station and a van is about to be loaded with parcels as a Metro-Cammell DMU awaits departure from Hewisbridge.**

which really was an inspired collective decision.

The 'Waverley Route' may have closed throughout in 1969 but through layouts such as Hewisbridge, its memory definitely lives on. And who knows – with ambitions to reopen all the way from Tweedbank to Carlisle, perhaps even the BR green diesel era will one day be superseded. **HM**

You can see more of Hewisbridge in the December 2013 issue of *Hornby Magazine* (HM78). *Visit www.keymodelworld.com/trains/layout-features* and discover more.

HEWISBRIDGE TRACK DIAGRAM (NOT TO SCALE)



KEY

1 To/from turntable storage yard	5 Road	9 Water tower	13 Goods shed and platform
2 To/from branch storage yard	6 River	10 Colliery branch	14 House
3 Bridge	7 Signalbox	11 Platform	15 Greenhouse
4 Hut	8 Water crane	12 Hewisbridge station	16 Stream

9 A fisherman attempts to catch his supper as Gateshead Sulzer Type 2 D5107 clatters overhead with a train formed of a former Southern Railway gangwayed bogie luggage van and rake of BR Mk 1 carriages.

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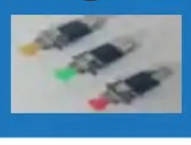
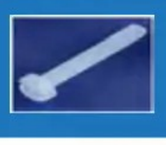

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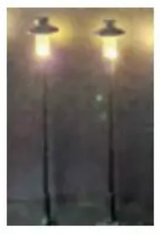

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FIRST REVIEW

Hornby's all-new Stanier 'BLACK FIVE'

The Stanier 'Black Five' was one of the biggest locomotive classes of the steam era and Hornby has turned fresh attention to this must-have mixed traffic 4-6-0. **MIKE WILD** pays close attention to this new arrival.

Left: **From all angles the new 'OO' gauge Hornby 'Black Five' oozes authenticity.**

THE STANIER 'BLACK FIVE' has been a longstanding part of the Hornby range, but the last time it saw fresh tooling was in the early 2000s. Since then, the world of model railways has moved on and now we have a brand-new version on the review desk for inspection.

This all-new product was announced in the 2022 catalogue with the aim of creating the ultimate 'Black Five' for 'OO' gauge. The specification was mouthwatering with a combination of working lamps, firebox flicker, 21-pin decoder socket, provision for sound and the introduction of a steam generator equipped version.

The real locomotives were introduced in 1934 with 842 built by the London Midland & Scottish Railway (LMS) and outside contractors over the next 17 years – the last being completed under British Railways in 1951. They were powerful and purposeful machines which could be found on passenger, parcels and freight duties across the length and breadth of the LMS and BR London Midland Region network.

Withdrawals started in 1961, but it was testament to the Stanier design that 'Black Fives' were amongst the last steam locomotives working for British Railways in August 1968. In total 18 have been preserved with several active on the main line network hauling charter trains. Read more about the Stanier 4-6-0s at *www.keymodelworld.com/lms-black-five-4-6-0*

The new Hornby Stanier 'Black Five' is a striking new addition for 'OO' gauge. The first arrival is 5200 in LMS lined black.

THE MODEL

The first of the new Stanier 'Black Fives' to arrive from Hornby is LMS lined black 5200 (Cat No. R30224). It will be joined by 44726 in BR lined black with late crests and a steam generator (R30225SS), 45157 *Glasgow Highlander* in BR lined black with early crests (R30226) and Caprotti valve gear 44755 in BR lined black with late crests (R30227).

Our review sample of 5200 was delivered in Hornby's new style of packaging which provides greater protection for the model and more of a 'wow' factor on arrival. Inside, the model is neatly packaged in a plastic blister and comes with an instruction sheet and an accessory

The cab interior is fully detailed inside and can be enhanced with the crew from the accessory pack. The firebox interior has a coal load shape.

TECHNICAL DETAILS	
Manufacturer:	*www.hornby.com*
Cat No:	R30224
Description:	LMS Stanier 'Black Five' 4-6-0 5200, LMS black
Builder:	LMS and outside contractors
Region:	LMS/London Midland Region
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	259mm (over buffers)
Price:	£229.95 DCC ready
Couplings:	Small tension locks in NEM pockets
DCC:	21-pin decoder socket
Speaker:	15mm x 11mm cube space in tender
Exterior lights:	Directional head and tail lamps
Interior lights:	Firebox glow
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	None
Wheel arrangement:	4-6-0
Purpose:	Mixed traffic
Haulage capacity (expected):	8-10 carriages
Haulage capacity (actual):	12 carriages (maximum tested)

"This is a great and much needed new addition to the Hornby range and one which we are looking forward to seeing in BR livery."

MIKE WILD

pack – the latter containing front steps, dummy coupling, brake rigging, a pre-painted crew and spare lamps and lamp irons.

The locomotive is disconnected from its tender on arrival, but is very simple to connect as the 4-6-0 uses Hornby's recently introduced clip-together power coupling to link the locomotive and tender.

Once joined, the impressive stance of the Stanier 4-6-0 is clear to see and superbly captured by Hornby, much more so than the outgoing model. Sprung buffers are fitted at all four corners while there are also separately fitted handrails throughout, a separate smokebox door dart, neatly moulded hinges on the smokebox together with »

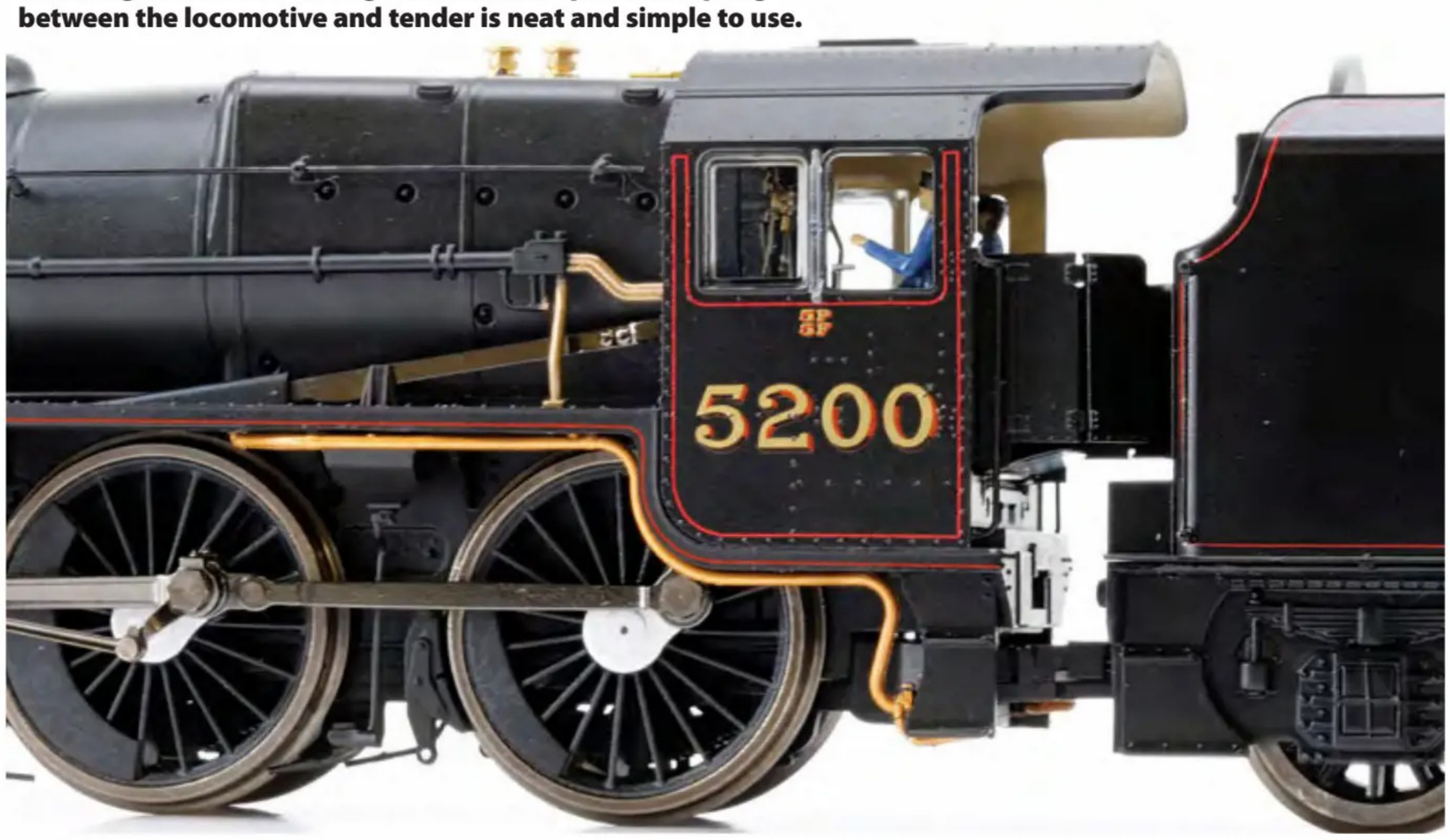
finely executed frames and running boards. Rivet detail is neatly done while there are many small components to take in including lubricators, builder's plates, lifting eyes on the front frames, a welded buffer beam on 5200 and a correctly proportioned boiler and firebox.

The cab is superbly detailed inside and out and features finely moulded pipework as well as separately fitted controls. The firebox is modelled open with representation of the coal inside the firebox door which glows when power is applied to the track.

The pre-painted optional crew adds character to the cab and can be perched on the seats each side. There is also an etched metal fall plate to cover the gap between locomotive and tender, together with factory fitted doors.

The tender with 5200 is a Stanier 4,000gallon design with welded body. The shaping, just like the locomotive, is spot on and the plastic coal load is removable but arrives held in place with a spot of double-sided tape.

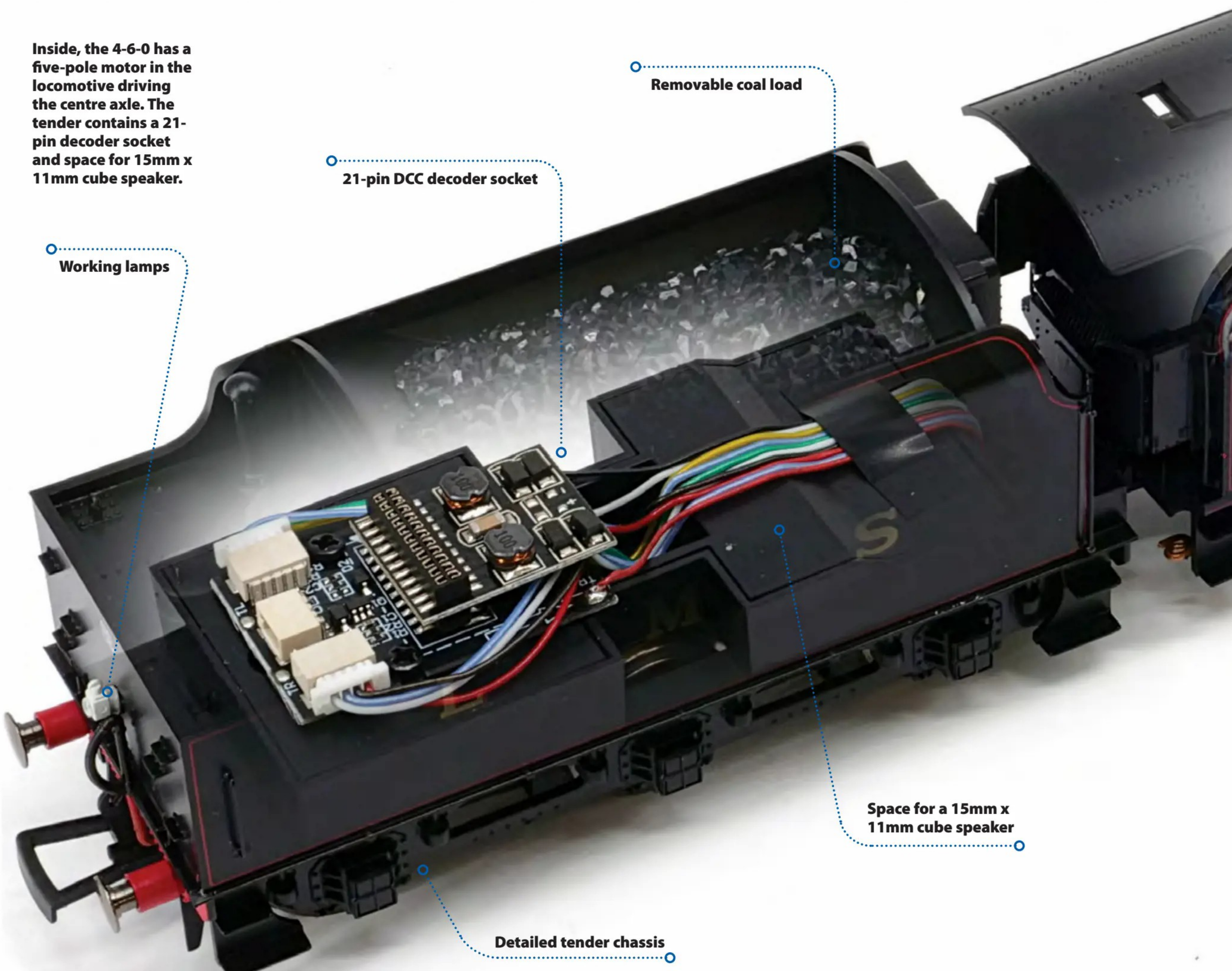
Detailing is excellent throughout while the power coupling between the locomotive and tender is neat and simple to use.



At the rear, the water filler area is fully detailed and the same can be said for the underframe which is packed full of realistic features to make this model stand out from its predecessor.

When it comes to decoration, the new 'Black Five' shows just how well Hornby can make an all-black locomotive look. Throughout the model, the paint finish is flawless and it is nice to see a change in finish for the smokebox which has matt paint in place of the satin used for the rest of the locomotive. Lining is superb and accurate while there are also many

Inside, the 4-6-0 has a five-pole motor in the locomotive driving the centre axle. The tender contains a 21-pin decoder socket and space for 15mm x 11mm cube speaker.



individually painted and printed parts including the pipework, safety valves, cylinder covers and even the wheel centres and smokebox door hinges. This extra level of presentation makes this LMS version stand out.

PERFORMANCE

The 'Black Five' features a locomotive-based mechanism driving the centre axle while the tender contains a 21-pin decoder socket and space for a 15mm x 11mm cube speaker in the weight.

The five-pole motor is smooth running and quiet, but when testing with our standard rake of Bachmann Mk 1s, we found the rolling resistance of the rake limited the model to six coaches. However, changing to a free-running set of Mk 1s from the Hornby range meant we could couple 12 coaches behind the locomotive – and we repeated the same test successfully with Accurascale Mk 2s to confirm the capability of the 4-6-0.

The factory-fitted lamps illuminate when Function 0 is selected on a DCC handset and when track power is applied on analogue control. The lamps have a nice yellow glow and switch off at the front when the locomotive reverses to be replaced by the tender lamp illuminating.

The firebox glow is permanent whenever track power is applied adding to the cab interior features, although we would prefer to see this as a separate controlled function as it would allow digital sound users to combine the firebox glow with a coal shovelling sound.

OVERALL

Hornby's new Stanier 'Black Five' is a huge improvement over the previous model and undeniably the best model we have seen yet of this popular prototype. The lighting functions are a big improvement over the 'Turbomotive' while the running characteristics are just what we would expect from a modern mechanism – smooth, quiet and enjoyable to run.

This is a great and much needed new addition to the Hornby range and one we are looking forward to seeing in BR livery – and even more so with Caprotti valve gear for the first time in ready-to-run 'OO. (MW)

The power coupling clips together positively and is wire-free.

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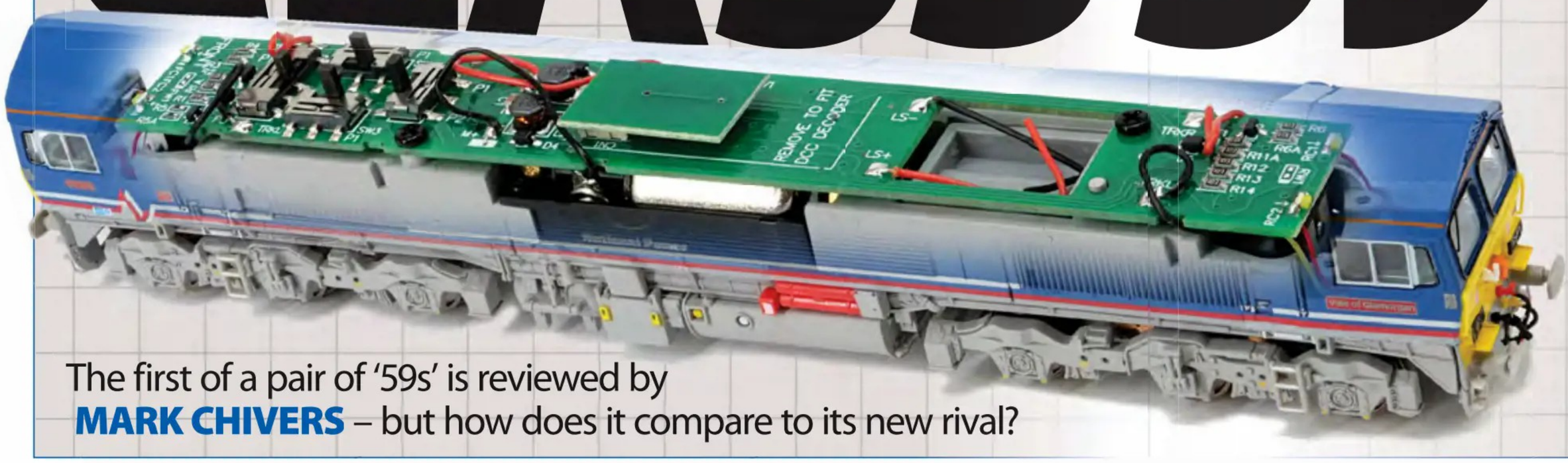
FIRST REVIEW

Dapol 'N' gauge CLASS 59



The first of a pair of '59s' is reviewed by **MARK CHIVERS** – but how does it compare to its new rival?

VERY SELDOM do two models of the same prototype in the same scale arrive together, but Dapol's all-new 'N' gauge Class 59 Co-Co diesel did so within a day or two of Revolution Trains' all-new example. As a result, over the next few pages we will consider both models, with Revolution's model appearing on pages 74-75.

Built by General Motors in the USA and Canada, the Class 59s first appeared in the UK in the mid 1980s. They were introduced to replace BR's then unreliable traction on aggregates workings for Foster Yeoman. Four Class 59/0s arrived for use with Foster Yeoman at Merehead in Wiltshire, followed by a fifth in 1988. Amey Roadstone Company (ARC) then ordered four more (Class 59/1s) for use on its trains originating at Whatley Quarry near Frome. In the 1990s, National Power ordered a small fleet of Class 59/2s for limestone and coal traffic, based at Ferrybridge in Yorkshire.

THE MODEL

For review we received a sample of Class 59/2 59204 *Vale of Glamorgan* in National Power's blue colour scheme – 59/0 and 59/1 examples are also now available. The specification includes a five-pole next generation motor, twin flywheels, die-cast chassis, all-wheel pick-ups, all-wheel drive, Next18 Digital Command Control (DCC) decoder socket, switchable day/night directional lighting, cab interior illumination and detailed cab interior. The models are available DCC Ready, DCC fitted and DCC sound-fitted.

Straight from the box, the model certainly looks like the real

Dapol's newly-tooled 'N' gauge Class 59/2 Co-Co diesel is now available from retailers.

The removable exhaust and silencer are neatly moulded and recessed.

Left: **Dapol's all-new 'N' gauge Class 59/2 includes a five-pole motor, twin flywheels, Next18 DCC decoder socket, cab lighting and switchable lighting functionality.**

TECHNICAL DETAILS	
Manufacturer:	*www.dapol.co.uk*
Cat No:	2D-005-003
Description:	Class 59/2 59204 National Power blue
Builder:	General Motors EMD
Region:	Various
Gauge:	'N', 9mm
Scale:	2mm:1ft
Length:	144mm (over buffers)
Price:	£172.80 (DCC Ready), £205.20 (DCC fitted), £291.60 (DCC sound fitted)
Couplings:	Rapido couplings in NEM pockets
DCC:	Next18 decoder socket
Speaker:	None fitted (15mm x 11mm speaker space)
Exterior lights:	Directional head and tail lights
Interior lights:	Cab lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Co-Co
Purpose:	Heavy freight
Haulage capacity (expected):	20-30 bogie wagons
Haulage capacity (actual):	17 bogie wagons (maximum tested)

thing and referencing alongside prototype photographs reflects the angular nature of the prototypes, although the cab front multiple working sockets appear a touch on the large side. Windscreens are clear and flush, while the wipers are separately fitted parts and the bodyside ribbing is crisply moulded, as are the bodyside and roof grilles. The pyramid roof covers and single centrally-mounted roof pod are also neatly modelled, while the exhaust and silencer are separate clip-fit parts, which when removed provide access to the lighting switches. However, it is a tight fit and will need care to gain access.

Application of the National Power colour scheme was superb and featured a satin blue finish with printed lining, logos and lettering, together with crisply applied printed number plaques and and nameplates, although there didn't appear to be any etched replacements with our sample.

Underneath, the chassis and bogies are finished in light grey, while the distinctive red fire extinguisher bottles unique to the Class 59/2s also feature. Fuel tanks, cylinders and conduits are all very neatly moulded and include tiny warning labels where appropriate.

PERFORMANCE

On test, our review sample ran smoothly and quietly through the speed range, hauling a lengthy test train and acquitted itself well.

The chassis features a Next18 DCC decoder socket blank at the centre of the onboard PCB, while a 15mm x 11mm aperture is provided for fitting a small cube speaker. Four switches are provided to select how the directional lights function (day/night mode) and whether the tail lights are on or off at the No. 1 or No. 2 end of the locomotive, as well as cab lighting options. Sound-fitted models enable parking lights (red at both ends) to be selected, while light engine and hauling modes determine if the rear set of red lights is on or off. A comprehensive instruction booklet is also included.

Buffers and air dams are also finished in grey on our sample, with a choice of cut-outs for the latter if using the Rapido couplings as supplied, while replacement full air dams are also supplied together with buffer beam pipework.

Overall, Dapol's all-new 'N' gauge Class 59/2 is a lovely looking model. It lacks some of the finer accoutrements of its rival such as see-through metal grilles, but it retains the rugged charm of these American heavyweights and is sure to look the part at the head of a typical payload – or even a railtour. (MC)

"Straight from the box, the model certainly looks like the real thing and referencing alongside prototype photographs reflects the angular nature of the prototypes"

MARK CHIVERS

Class 59 REVOLUTION

FIRST REVIEW

The General Motors Class 59 Co-Co diesels were a revolution in freight haulage on the British railway network on arrival, but can Revolution Trains do the same for 'N' gauge with its all-new model of the design? **MIKE WILD** finds out.

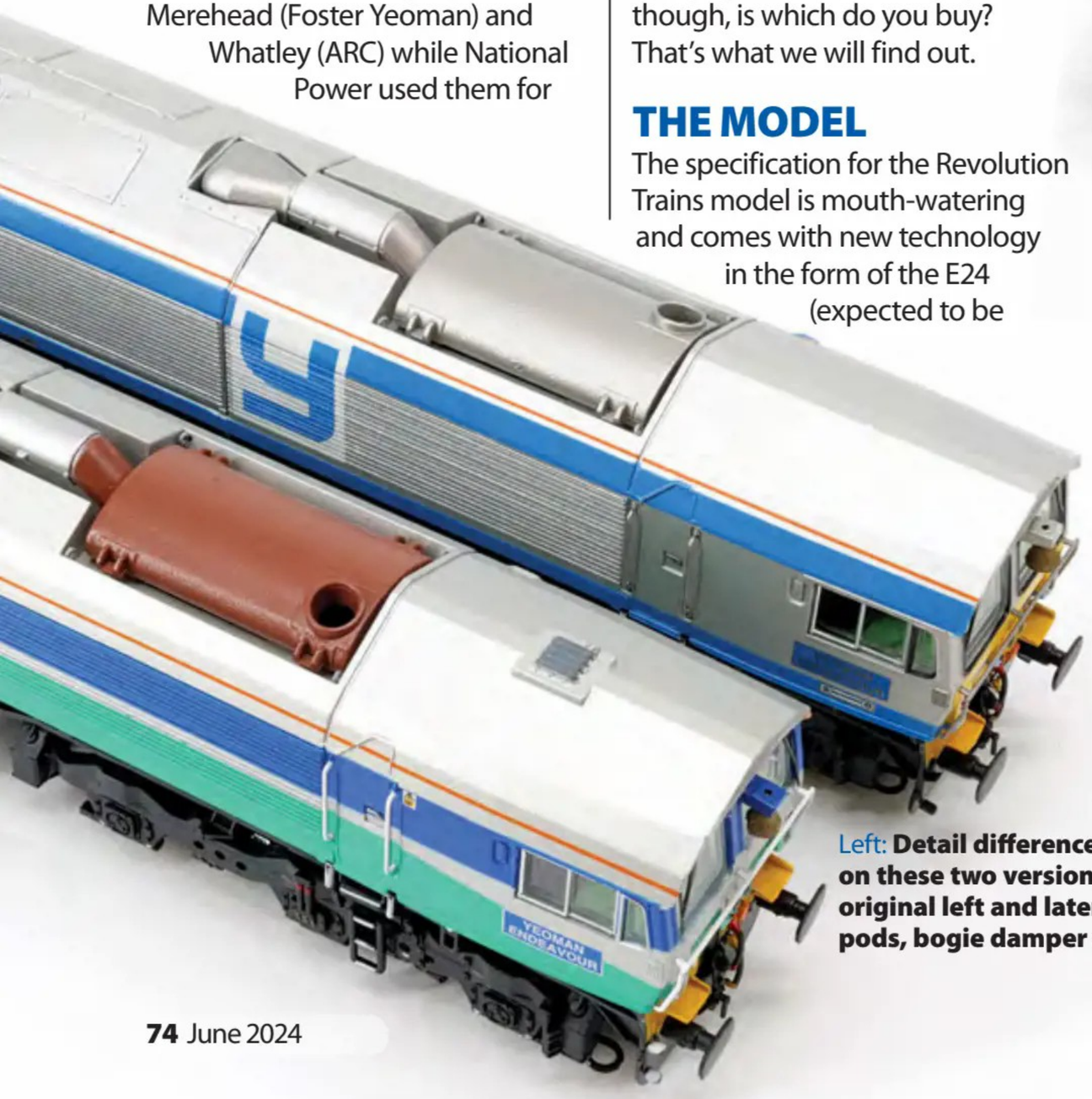
Below: **The chassis has a five-pole motor, twin flywheels plus a new E24 (Next28) decoder socket. There is also a 15mm x 11mm cube speaker in the fuel tanks.**

THE HEAVY FREIGHT Class 59 diesels were a radical step for the British railway system. They were the first American-built diesel locomotives to be used on the main line network as well being privately owned by Foster Yeoman. Their arrival set a new tone for performance and reliability which had never been seen before and ultimately led to the modern day go-anywhere Class 66 freight locomotives.

Three batches were built for Foster Yeoman, ARC and National Power between 1985 and 1995 with a total of 15 entering traffic. They were designed to haul the heaviest aggregate trains from the Somerset stone quarries of Merehead (Foster Yeoman) and Whatley (ARC) while National Power used them for limestone and coal traffic running to Drax Power Station in Yorkshire.

Models of these locomotives have always been popular, but until recently the choices were few – particularly for 'N' gauge which had only been served by the undeniably detailed CJM product from the 1990s. However, while that was a good model, it wouldn't meet modern expectations and has been out of production for a long time.

Step forward Revolution Trains which in 2021 announced it would be making an all-new model of the fleet for 'N' gauge and, excitingly, its arrival gives modellers a choice of two products with Dapol's model arriving at the same time (see pages 72-73). The big question, though, is which do you buy? That's what we will find out.



Left: **Detail differences are modelled throughout, including on these two versions of 59001. Differences include original left and later right-hand exhaust silencers, radio pods, bogie damper changes and more.**

THE MODEL

The specification for the Revolution Trains model is mouth-watering and comes with new technology in the form of the E24 (expected to be named Next28 in the future) decoder socket which allows a greater number of lighting functions to be incorporated into this 'N' gauge model than would be possible with the Next18. Added to this, it has a removable roof panel which allows easy access to the decoder socket, mounted on top of the chassis.

The mechanical and electric design is all cleverly done with a neatly concealed speaker in the underframe tanks in all models, but the Revolution Class 59 also excels in its appearance. The angular nature of the prototypes is captured superbly and enhanced even further by the supremely fine nature of the window surrounds, handrails, underframe components and even etched metal grilles on each bodyside.

Below: **Revolution Trains has delivered a standout model of the Class 59 for 'N' gauge with stunning attention to detail and variations within the class.**

The detail of the Revolution Class 59 goes further as the tooling suite caters for changes to the locomotives during their careers. Our samples both modelled 59001 with the early version in Foster Yeoman livery featuring original single outer axle dampers, left-hand exhaust silencer, correct roof hatch catch detail for the Class 59/0 and no radio aerial pods while the later period model has revised bogies with twin dampers on the centre axle, horizontal yaw dampers, a right-handed

"The total package put together by Revolution Trains for the new 'N' gauge Class 59 makes for a winning formula."

MIKE WILD

TECHNICAL DETAILS	
Manufacturer:	*www.revolutiontrains.com*
Cat No:	RT-N59-FY-001DC and RTN59-AI-001DC (reviewed)
Description:	Class 59/0 Co-Co 59001
Builder:	General Motors EMD
Region:	Western/Southern (Class 59/0)
Gauge:	'N', 9mm
Scale:	2mm:1ft
Length:	144mm (over buffers)
Price:	£154.95 (DCC ready), £249.95 (DCC sound fitted)
Couplings:	Rapido couplings in NEM pockets
DCC:	New E24 (Next 28) decoder socket
Speaker:	15mm x 11mm cube speaker
Exterior lights:	Directional head and tail lights
Interior lights:	Cab lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Co-Co
Purpose:	Heavy freight
Haulage capacity (expected):	20-30 bogie wagons
Haulage capacity (actual):	20 bogie wagons (maximum tested)

exhaust silencer and radio roof pods at each end. The Class 59/1 and 59/2 models have further tooling differences incorporated by Revolution.

Paint application was also outstanding on our two samples with both locomotives featuring flawless body colours and printing of the livery elements including logos, cantrail orange lining, notices, data panels and locomotive name and number plates. Optional separate name and number plates are included in the box with each model which can be added over the top of the printed versions after purchase.

PERFORMANCE

On the track our two samples of 59001 were superb runners straight from the box. The mechanism was smooth and quiet throughout the speed range and offered ample haulage capacity to move a 20-wagon rake of bogie wagons on our test track.

The centrally mounted motor has twin flywheels which provide drive to all six axles on the models and all wheels have pinpoint pick-ups for reliable operation.

The chassis access through the removable roof panel makes converting this model to DCC operation a straightforward process and all models come factory fitted with a 15mm x 11mm cube speaker in the underframe tanks. This is pre-wired back to the main circuit board where modellers will find the impressively fine E24 decoder socket. Lining a decoder up to this new socket type is simple. The location of the decoder is marked on the circuit board and you feel a positive click as the plug connects to the socket.

Completing the Class 59 package is a comprehensive suite of lighting functions for DCC users including directional lighting, parking lights (red at both ends), Yard Mode with no headlights and cab interior lights which switch off automatically when the locomotive moves away with Revolution Trains' own sound file. The latter has been created for these models by Legomanbiffo with recordings gathered exclusively at Merehead Depot for the project with the support of Freightliner.

OVERALL

The total package put together by Revolution Trains for the new 'N' gauge Class 59 makes for a winning formula. The combination of the crisp detail, decoder socket, lighting capability, livery application and variations put this model firmly in the lead. We've always had a soft spot for the Class 59s in 'N' gauge and this could easily tempt us towards modelling Somerset stone operations in 2mm scale. (MW)

'N15' completes 'Big Four' CENTENARY COLLECTION

- **Gauge:** 'OO' gauge
- **Price:** £218.99/£189.99
- **Cat No:** R30273/R30271
- **Site:** *www.hornby.com*
- **Era:** 3

THE FINAL COMPONENT of Hornby's 'Big Four' collection, celebrating 100 years since the 1923 Grouping, arrived in early April with the release of its 'OO' gauge Southern Railway (SR) 'N15' 4-6-0 741 *Joyous Gard* (Cat No. R30273).

Designed by Robert Urie for the London & South Western Railway, the 'N15s' first appeared in 1918. During the 1920s they were the most modern express locomotives on the SR and were upgraded by Maunsell and later, Bulleid. The 74-strong class started to be withdrawn from 1953 with the last going in 1962. 30777 *Sir Lamiel* is part of the National Collection. The subject of the model here, 741 *Joyous Gard,* was built in 1919 and withdrawn and scrapped in 1956.

First reviewed in HM2, Hornby's 'N15' 4-6-0 still captures the look

Above: **This latest release models the 'King Arthur' in Southern Railway lined olive green.**

Hornby ZBA returns

- **Gauge:** 'OO' gauge
- **Price:** £25.49
- **Cat No:** R60222/R60223
- **Site:** *www.hornby.com*
- **Era:** 8

HORNBY'S 'OO' gauge ZBA 'Rudd' departmental wagon has made a welcome return to the range.

Introduced in the late 1980s, these air-braked wagons featured new bodies on former hopper wagon chassis and were used by the civil engineers' department on ballast trains.

Hornby's model first appeared in 2008 and has been widely available in yellow and grey, as well as Loadhaul orange and black. For its latest outing the wagon gains a new yellow and grey identity (Cat No. R60222) as well as Balfour Beatty blue and white for the first time (R60223).

Detailing is good: the substantial moulded sides on the model showcase the moulded doors and the bulky construction of the prototype. Livery application is crisp throughout with deep, rich colours while the interiors are represented in dark and light brown.

Both wagons feature several data panels, some of which are painted out on the blue and white example. The yellow and grey model also has Transrail 'T' branding, while the other features white wheel rims.

Underneath, the wagon features a representation of the braking system, while kinematic small tension lock couplings in NEM pockets are a nice touch too. Metal buffers are fitted at each end.

Perfect for bolstering modern-era permanent way trains. (BC)

Above: **Urie 'King Arthur' 741 *Joyous Gard* completes Hornby's 'Big Four' centenary collection.**

Left: **Hornby's 'Big Four' collection also includes first-built Fowler '4P' 2-6-4T 2300 in LMS crimson lake, which is also now available from retailers.**

of the prototype well, in spite of the tooling's age. The early SR olive green is superbly applied and treated to a satin finish, while the white lining on the boiler bands, steps, running plate, cylinders, cab and tender side is crisp and complements the simple but eye-catching livery.

Detailing includes a separately fitted smokebox dart, handrails and pipework, while the large smokebox and lack of smoke deflectors gives the model a very imposing look when viewed head-on. The open backed cab is also highly detailed and decorated a cream colour, with controls represented and painted – the fine cab handrails are a nice touch too.

The eight-wheel tender is a distinctive feature on this release with the 'Southern' lettering and locomotive number boldly displayed on the tender. Completing the appearance, a detail pack is included containing brake rigging, drain cocks, front steps and unpainted crew. The locomotive also comes with a numbered certificate.

The 'King Arthur' is the final piece of the 'Big Four' collection jigsaw and joins GWR 'Castle' 4-6-0 4074 *Caldicot Castle* and LNER 'A1' 4-6-2 4478 *Hermit* (HM200) and LMS Fowler '4P' 2-6-4T 2300 (R30271), which also arrived recently. This release models the first-built Fowler '4P' from 1927 in LMS lined crimson lake livery. The eye-catching colour scheme is up to the high standard we've come to expect from the manufacturer, enhanced with yellow lining, gold LMS lettering and numbering which certainly stands out.

You can read the full review of the Fowler '4P' and the rest of the 'Big Four' collection at *www.keymodelworld.com*. (BC)

Hornby's ZBA 'Rudd' returns to the range in civil engineers' yellow and grey and unbranded Balfour Beatty blue and white.

Banana van BONANZA

FIRST REVIEW

Southern Railway banana vans are the latest additions to Accurascale's rapidly expanding 'OO' gauge range. **BEN CHURCH** casts a glance at these ap-peel-ing new arrivals.

IN 1933, BANANA TRAFFIC for the Southern Railway (SR) boomed and it found itself lacking the means to transport it. In response, it created the Diagram 1478 banana van, followed by modified Diagram 1458 vans with the bodies set on the same chassis as the Diagram 1478s, creating the Diagram 1479 versions.

In later years, these vans lost their steam heating capability and were used for departmental service as fitted 'heads' (classified 'Tadpole' under the railway telegraphic designation system) and other traffic. The last were withdrawn in 1978 with none surviving into preservation.

Accurascale has catered for both van diagrams with its latest 'OO' model, covering the full scope of their service lives, appearing in Southern Railway (SR) stone, modified SR stone, BR early bauxite and BR late bauxite. Additionally, packs modelling the later departmental 'Tadpole' vans have also been produced, one of which contains examples of both van diagrams in 1948-1950 condition.

Available in triple wagon packs, 36 different wagons make up the initial batch of standard releases, together with a solitary Diagram 1478 van in departmental service guise as a ballast cleaner support van, which is also available as an Accurascale Exclusive, through the company's website. Several packs of BR bauxite vans have also been produced as exclusive editions for The Model Centre (TMC).

For review, we received a full complement of the main batch of banana vans and straight from the box it is clear that the company has incorporated a staggering level of finesse into these vans, with the vehicles simply bristling with detail.

While ostensibly used for the same duties, the Diagram 1478 and 1479 vans are markedly different. The former is rather flat sided, save for the separately fitted door lock, whereas the latter has bodyside and end supports and the more rounded design of roof. Three styles of wheels have also been tooled - spoked, split spoke and three-hole disc – all of which feature a darkened metal finish.

The neatly moulded sides of the van showcase plenty of detail including separately fitted door locking mechanisms, handles, neatly moulded planking and metal supports. Livery application is excellent, with evenly applied paint finishes enhanced by printed detail applied to an equally high standard with tiny lettering legible through a magnifying glass. Attention to detail is superb with stickers applied with a glossy finish and in different places on the side of the wagons - sometimes overlaid with other stickers and with the remains of older stickers present.

The roofs are also well modelled, featuring grey and off-white colouring, while some examples include a distressed effect, which looks very effective and provides the basis for further weathering.

Underneath, each van features an impressive complement of pipe runs, brake equipment and brake shoes in line with the wheels.

Detailing doesn't end there, however, as the die-cast chassis boasts sprung metal buffers and an underframe which incorporates an outstanding level of detailing, with an array of separately applied pipework underneath. The braking system has been fully recreated with callipers, cylinders, pipework and other components faithfully represented and connected. The brake pipes on either end of the wagon connect to this as well.

Also, the steam heating pipe runs along the underside of the wagon with all piping picked out in a matte finish, setting it apart from the slightly glossy grey of the rest of the underframe, while the axle boxes and springs have been neatly moulded too.

Completing the package, small tension lock couplings are fitted in shortened NEM coupler pockets due to tight clearances on the underframe, however two coupler pocket collars are also included which extend the length of the pocket to accommodate standard length NEM coupling fishtails, for those wishing to fit alternative compatible coupling types.

Accurascale has delivered a truly outstanding wagon with its newly-tooled Southern Railway banana van – could this be a new benchmark for future steam era freight stock? Excellent and available now. (BC)

Printed lettering and labels are crisp and legible, while decoration differences have also been incorporated between vehicles.

TECHNICAL DETAILS	
Manufacturer:	*www.accurascale.com*
Cat No:	ACC2045-2057
Description:	Southern Railway Diagram 1478/1479 banana vans
Region:	Southern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	83mm over buffers
Price:	£84.95 triple wagon pack, £29.95 single departmental van pack
Couplings:	Small tension locks in NEM coupler pockets
Minimum radius:	Second
Purpose:	Banana traffic
Era:	3-7

Accurascale's all-new 'OO' gauge Southern Railway Diagram 1478/1479 banana vans have sailed in.

Right: **Detailing includes separately applied pipework to the buffer beam and underframe, door locking mechanisms and sprung buffers.**

Rapido GWR

'MINK A' VAN

FIRST REVIEW

A YEAR AFTER THE better known Great Western Railway (GWR) 'Iron Mink' vans arrived, Rapido Trains UK has developed its wooden-bodied 'Mink A' cousins in 'OO' gauge.

'Mink' was the Great Western Railway's telegraphic code for standard box vans. Covering diagrams V14 and V16 the 'Mink A' vans were introduced in 1912. The former were vacuum braked and the latter unfitted. The 'Y4' banana vans were originally temporary conversions from V16s, with 258 fitted with steam heating and end ventilators.

Rapido's extensive tooling suite enables all three vehicle types to

GWR five-plank opens roll in

EXPANSION of Rapido Trains UK's 'OO' gauge range continues with the arrival of its newly-tooled versatile five-plank open wagon.

In the early 1900s, the Great Western Railway (GWR) added an extra plank to the already highly successful four-plank open, creating, in 1911, the diagram O11 and O15 wagons. Both types were virtually identical, the main difference being that the O15s were fitted with vacuum brakes and the O11s were unfitted. They lasted well into BR days with a number still surviving in preservation.

Rapido Trains has produced these wagons in a variety of liveries reflecting their long lives in service in GWR grey (with multiple types of lettering), BR grey, BR brown, BR (W) grey, Port of Bristol Authority blue and War Department grey.

Our samples in GWR grey (Cat No: 943020) and War Department grey (943026) were both finished to a high standard. As with other wagon releases from the manufacturer, these latest releases feature moulded plastic bodies brimming with detail: doors, metal supports, chains and bracing are all accurately depicted.

This detail is complemented by excellent livery application elevated by the satin finish which gives these wagons a fresh, ex-Works appearance which could be further enhanced with weathering to reflect a typical in-service appearance. Printed detailing is no less excellent with all lettering crisply applied and legible. Inside, the body is treated to a khaki finish highlighting individual planks.

Underneath, the chassis continues the high level of detail with the metal frames recreated accurately, excellent representation of the wooden floors, accurate recreation of the braking system and plenty of rivets. This is further enhanced on the diagram O15 version with the full vacuum brake system modelled, including piping runs from each end. The axle boxes and springs also look the part, brake shoes align with the spoked metal wheels, while small tension lock couplings in NEM pockets provide the finishing touch.

Enthusiasts of the GWR have been well-served with new 'OO' gauge releases recently and these latest additions from the Rapido Trains UK range are sure to please modellers of Western themed layouts. (BC)

Rapido Trains UK's range of 'OO' gauge GWR wagons is bolstered with all-new Diagram V14/V16 'Mink A' and Y4 banana vans.

- **Gauge:** 'OO'
- **Price:** £32.95
- **Cat No:** Various (see text)
- **Site:** *www.rapidotrains.co.uk*
- **Era:** 2-6

be modelled, with detail variations catered for too. For review, we received Diagram (Dia.) V16 28839 (Cat No. 944019) in GWR grey, Dia. V14 101720 (944005) in GWR grey and Dia. Y4 W93525 (944035) in BR bauxite. 30 different 'Mink A' vans have been produced initially, together with seven 'Y4' banana vans, depicting the varied careers of these long-lived wagons.

Weighing in at 34grams, each van features a neatly moulded body with a wealth of detailing including doors, metal framing, end ventilators, wooden panels and door latches. Small items such as separately fitted door catches in different positions, depending on the type of door, add an extra level of detail.

Decoration on our review samples was superb throughout, displaying evenly-applied high quality paint finishes with crisp legible lettering and numbers. Roofs to the GWR examples appear off-white, while our BR sample was painted grey. Brake levers are picked out in white, while buffer beam pipework was black (GWR) and red/black (BR).

The chassis is no less detailed, sporting excellent moulded detail. Each diagram incorporates detail differences with exterior aspects such as axle boxes, springs, brake callipers and rigging picked out well. Turned metal wheels are set in metal bearings while small tension lock couplings in NEM pockets complete the package.

Rapido's rapidly expanding portfolio of GWR wagons is complemented with this new selection of excellently detailed vans that are faithful to the prototype and a welcome addition for any enthusiast of the GWR. (BC)

- **Gauge:** 'OO'
- **Price:** £32.95
- **Cat No:** Various (see text)
- **Site:** *www.rapidotrains.co.uk*
- **Era:** 2-5

More than 25 all-new 'OO' gauge GWR Diagram O11 and O15 five-plank open wagons are available now from Rapido Trains UK stockists.

- **Gauge:** 'OO' gauge
- **Price:** £134.99
- **Cat No:** see text
- **Site:** *www.hornby.com*
- **DCC:** DCC ready, 8-pin socket
- **Era:** 8/9

Hornby's 'OO' gauge Class 101 DMU has returned to the RailRoad range in two new colour schemes.

RailRoad Class 101 RETURNS

Hornby's enduring Class 101 DMU is back, offering an important train for BR era modellers. **BEN CHURCH** sees if it stands up to present-day scrutiny.

HORNBY'S 'OO' GAUGE Class 101 two-car Diesel Multiple Unit (DMU) has made a welcome return to the RailRoad range.

The prototypes were built by Metro-Cammell between 1956 and 1960, with more than 750 vehicles entering service with British Railways in two, three and four-car formations. The last were withdrawn by First North Western in 2003, although a good number have survived into preservation.

Hornby's latest RailRoad Class 101s were announced as part of the manufacturer's 2023 range and use the former Lima tooling which was previously upgraded in 2008. For their latest outing, two models are now available in Strathclyde Passenger Transport (SPT) black and orange (Cat No: R30172) and for the first time in Network Rail yellow (R30195) – both appearing in two-car form. This latter Class 960 model appears within the RailRoad Plus range and features enhanced decoration.

Hornby's Class 101 has always been considered to be one of the better former Lima models with crisp moulded detail and roofs sporting subtly moulded rivets

901002 features extra decoration to the bodysides and windows, including representation of the additional grilles on the prototype.

New to the RailRoad Plus range is 901002 *Iris 2* in Network Rail yellow with enhanced decoration, which extends to two different shades of yellow to the vehicles.

and vents. Flush glazing to the passenger saloons and cab are also neatly moulded and enhanced on the Strathclyde example with the surrounds picked out in silver, as are handrails and door handles. Separately fitted exhausts also feature at the inner ends.

Each cab features a pair of marker lights, while a high-intensity headlight is fitted centrally, although that on the Network Rail example should strictly speaking be more off-centre. That said, this limitation of the tooling doesn't detract from the overall package which really is a striking release and the extra decoration flourishes add to its appearance, such as the printed grilles on the bodyside, painted-over windows, yellow footboards, red buffer beams, white handrails and door handles. C1 restriction markings and data panels are also neatly printed..

Decoration to our pair of DMUs finished as 101695 in SPT colours and 901002 in Network Rail yellow was superb, with crisp livery application and printing.

The contrasting black and orange of the Strathclyde model with ScotRail 'swooshes' is very pleasing, while the two shades of yellow on the Network Rail example is well-observed and very effective, with one vehicle featuring a slightly more orange hue to the yellow, as per the prototype. Glasgow Central and Paisley Central destination boards feature on the SPT unit (the latter should actually read Paisley Canal), while Lab 19 *Iris II* appears on the Network Rail example.

As with previous releases, the Class 101 features a three-pole motor, eight-pin Digital Command Control (DCC) decoder socket and a pair of traction tyres for added tractive effort. A spare pair of tyres is also included.

Underneath, the underframe is a one-piece moulding with some parts picked out in silver and rust colour. Large tension lock couplings feature at each end of both cars, although one vehicle from each pairing does feature NEM versions in bogie-mounted coupler pockets. A detail pack includes steps and spare traction tyres too.

Whilst the Network Rail version may not be an exact replica of the real thing due in part to the tooling limitations, it offers a good starting point for further embellishments to be added, while both models represent exceptional value for a two-car DMU in these colour schemes. (BC)

101695 is finished in Strathclyde Passenger Transport orange and black with ScotRail 'swooshes'.

LAST KNOCKINGS

OF THE CLASS 101s

Although it is now 20 years since the last Class 101 DMUs were withdrawn, these units outlived many of their counterparts by a handsome margin. **EVAN GREEN-HUGHES** looks back at these successful trains and relates the story of their extended final years.

ScotRail 101692 in its unique blue livery with ScotRail 'swooshes' waits at Motherwell on June 4 1996 with a train bound for Cumbernauld. Colin Marsden.

Regional Railways Class 101 101677 stands at Blaenau Ffestiniog after arriving from Llandudno Junction on December 21 1999. Mike Wild.

THE CLASS 101 DIESEL Multiple Unit (DMU) can trace its history back to 1952, when British Railways, overwhelmed with rising operating costs, decided to adopt diesel units, or railcars as they were then known, for most local passenger services. Two years later Derby Works produced the first of its legendary 'lightweight' two-car sets but even then it was clear British Railways' own Works would be unable to provide the 4,000-plus vehicles needed to complete the replacement plan.

As a result, BR went out to industry to supply some of these trains, with one of the first orders going to Birmingham firm Metro-Cammell, which built its units of steel, rather than aluminium, the first appearing in 1954. Their design was far less stylish than the BR version, and at the time there was much criticism of the small front windows and large spacing between the saloon windows. By then it was too late to change the body design, which remained the same right until the end of production.

Metro-Cammell went on to be awarded several large follow-on orders for basically similar units, which mainly differed in that they had updated Blue Square electrical systems, with this version eventually known as the Class 101, of which 688 vehicles were built. The 72 vehicles built to the original Yellow Diamond wiring system, which are not regarded as Class 101s, lasted only a short while and all were gone by 1969. This was mainly due to Beeching closures reducing the demand for such units rather than any deficiencies in the design itself.

WIDESPREAD ALLOCATIONS

Class 101s were initially delivered to the North Eastern, London Midland and Scottish regions but from 1967 some were allocated to the Western Region, while others went to the Eastern Region to replace the earlier versions, as well as the 'Derby Lightweights'. As the class was so numerous, many regarded them as the typical BR multiple unit, with the type even forming the basis for the *Thomas the Tank Engine* character Daisy.

By the mid-1970s most were in a rather unappealing allover blue livery and many were becoming quite run down. As they had originally been designed to have a 20-year service life they should by then have been looking at withdrawal but at that time the railways were under severe financial constraints and the required funds for replacement were unavailable.

As a result, in 1974, a three-car Class 101 set was taken into Works and significantly upgraded, including fluorescent lighting, new upholstery and upgraded heating. To further improve the interior ambience, new laminate was stuck over the old in an attempt to give the vehicles a more modern look. This upgraded train, which actually had three levels of upgrade, was sent on a tour of the country to test reaction.

Following this tour, a simplified version of the upgrade was adopted and this was then applied to 562 of the 590 Class 101 cars. As part of this refurbishment, the livery was changed to white with a blue stripe below the windows and changes were made to the gutter arrangements. This soon gave way to the blue and grey livery already in use on carriages.

These upgrades meant the class was mostly intact until the late 1970s, when some of the more tired examples were taken out of service, and the bulk also survived the initial introduction of 'Pacer' and 'Sprinter' trains during a period that saw many other types, such as Cravens and Park Royal units, consigned to history. Inevitably there was a reallocation of many units in this period and the arrival of increasing numbers of new trains enabled some Class 101s to be released for other work.

In 1986, eight Driving Motor Brakes had their seats removed and were then reallocated to parcels duties, paired with redundant Cravens vehicles, which had had similar treatment. Three of these sets went to Cambridge while the final five »

were based at Leeds. These could easily be identified as they were clearly labelled Express Parcels on their sides. All eight were later transferred to Cambridge, where they were reformed into Class 101 power-twins with both cars then being in blue and grey livery, with a yellow stripe being added at a later date. Withdrawal of these sets came in 1989.

In 1987, a two-car set was converted into an Ultrasonic Test unit, often running with a test vehicle in the middle, while in the same year three Driving Motor Brake vehicles were converted to carry Sandite equipment and were also kitted out so they could be used for route-learning when not employed on that duty. A further set was converted in 1991 into a laboratory train, better known as *Iris 2*. In the following years five more sets were converted for Sandite use while Driving Trailer 54356 was converted into an observation car for use on the Kyle line in Scotland, becoming coach number 6300 in the process.

At this stage it seemed as though the end of the Class 101 fleet was in sight as more and more new DMUs entered service. This was underlined by BR management deciding to retain the Class 108s in the short to medium term due to their aluminium bodies thought to be in superior condition. This changed following an accident at Hyde North Junction on August 22 1990 when two Class 108s collided after one passed a signal at danger. Although the collision happened at low speed, 28 passengers required hospital treatment and the two trains were badly damaged. The resulting enquiry was critical of the crashworthiness of the Class 108s and their structural condition.

THIRD LIVES

After this, the programme of works overhauls for the Class 108 was suspended and instead a number of Class 101s were selected for retention. In 1992, the first of these emerged from Works in Regional Railways colours, followed by a batch in Strathclyde PTE's orange colours. These were all fitted with high-intensity headlights and had domes above the cabs which housed the aerials required for the National Radio Network system.

FACTS AND FIGURES	
Built:	1956-1959
Withdrawal:	1984-2003
Wheel arrangement:	2 x 4 wheel 8ft 6in wheelbase bogie
Engines as built: **(all Leyland in final years)**	2 x BUT (AEC) or 2 x BUT (Leyland) or 2 x Rolls Royce C6 Per powered vehicle
Horsepower per powered vehicle:	300hp 360hp (Rolls Royce)
Gearbox:	Self-Changing Gears 4-speed Mechanical
Final drive:	Reversing type on one axle to each bogie
Train heating:	2 x Smiths diesel-powered warm air heaters
Brakes:	Gresham and Craven twin-pipe vacuum
Multiple working:	Blue Square (standard)
Length:	60ft 8in over buffers
Width over cabs:	9ft 3in
Height:	12ft 7in
Weight:	32tons (power cars) 25.5tons (trailers)
Wheel diameter:	3ft 6in
Maximum speed:	70mph
Fuel capacity:	160gallons
Number built (Class 101):	688

Above: **Converted for use on the Inverness to Kyle of Lochalsh 'Hebridean' tourist train, former Class 101 saloon 6300 has attracted the attention of vandals whilst stored at Inverness depot on February 28 1996.** Colin Marsden.

Right: **Work-stained Regional Railways 101679 approaches Chinley with a packed Manchester bound train on April 1 1999.** Mike Wild.

Below: **Network Rail's former Class 101 DMU 901002 *Iris II* rests between duties at its Derby Railway Technical Centre base on January 21 2005.** Colin Marsden.

Some of these facelifted sets were sent to Haymarket depot in Edinburgh where they were employed on suburban services to Perth and Kirkcaldy while others went to Corkerhill in Glasgow where they were used on Paisley Canal, Whifflet and other short-distance runs. Others were sent to Longsight depot in Manchester where they found employment on runs to Sheffield, New Mills and Marple.

Of interest is that two refurbished sets were turned out with three coaches

ScotRail's two-car Class 101 DMU 101693 in Strathclyde Passenger Transport Executive's eye-catching orange and black colour scheme calls at Whifflet with a Glasgow Central train on June 4 1996. Colin Marsden.

instead of the usual two, intended for use on the Llandudno-Blaenau Ffestiniog branch in North Wales. One of these was in Regional Railways livery while the other was, in a nod to the type's importance in the history of the railways, turned out in a version of the original BR green. This set later became known as *Daisy* and carried stickers to that effect.

As more new trains became available for Scottish services, the Class 101s in Edinburgh and Glasgow were sent south to join the others at Longsight. This meant some of the existing sets that were in poor condition could be stood down, while some of the power-trailer sets were disbanded and the power cars added to other sets to provide extra horsepower and enable them to work services timetabled for 'Sprinters' and 'Pacers', which had much better performance. The sets in orange livery retained that colour scheme, while there was also one in a one-off Strathclyde blue and a solitary unit in Network SouthEast colours which had somehow escaped refurbishment but continued in service following transfer from Reading.

The rundown of the survivors began in earnest in 2000 and from then units were withdrawn as they came up for major engineering work. Eventually there were only six sets left with these tending to be used on peak workings or on the Marple and Rose Grove routes. These lasted until the end of 2003, after which they would have been required to have had their fire systems upgraded, which would not have been cost-effective. Five were still in service on the last day and three, featuring Regional Railways, Strathclyde orange and BR green liveries were used for a final railtour which ran on December 21 2003, reaching Buxton and Barrow-in-Furness.

After that New Year's Eve there were no Class 101s on the main line for the first time in almost 50 years, but fortunately around 40 individual vehicles passed to heritage railways where a number of them are still in active service today.

Although largely unnoticed for much of their lives, the Class 101s were an immensely important part of the railway scene, particularly in the 1960s and 1970s when they could be seen all over the country, except perhaps on the Southern Region. Lacking the glamour of express trains, they nevertheless were a very workmanlike train which epitomised BR's attempts at modernisation and the railway that resulted. **HM**

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Bachmann Collectors Club 08818 MOLLY

A GBRf 'gronk' is amongst the latest Bachmann exclusives. **MARK CHIVERS** checks whether its pulling power matches its looks.

BACHMANN'S Collectors Club has steadily grown its range of club exclusive models encompassing motive power and rolling stock in 'OO' and 'N' gauge.

Amongst the current line-up of available locomotives is this pair of Class 08 diesel shunters modelling Harry Needle Rail's 08818 *Molly* in GB Railfreight (GBRf)/HN Rail branded orange and blue in 'N' (Cat No: 371-016K) and 'OO' (32-119K) gauges.

08818 was repainted into its striking GBRf colour scheme in 2017 and has since been employed on shunting duties at Garston car terminal in Liverpool and, more recently, Worksop yard in Nottinghamshire.

These colourful locomotives each feature a high quality evenly-applied paint finish with crisp definition between the orange and blue colour scheme, 'wasp stripes', red buffer beam and neatly applied lettering and numbers – some of which is exquisitely tiny and legible. A large number 4 (matching similar schemes applied to GBRf Class 08s in use at Celsa steel in Cardiff) is also applied on each side of the cab, together with its TOPS number in very small numerals above. The printed nameplates reflect the real things well – even the 'o' features the paw print effect. Yellow coupling rods complete the appearance.

Harry Needle Rail's Class 08 shunter 08818 *Molly* is now available as an exclusive edition for members of the Bachmann Collectors Club in 'OO' and 'N'.

- **Gauge:** 'OO'/'N'
- **Prices:** 'OO' £134.96 DCC ready
  'N' £144.95 DCC ready/£244.95 DCC sound-fitted
- **Cat No:** 32-119K/371-016K/371-016KSF
- **Site:** *www.bachmann-collectorsclub.co.uk*
- **DCC:** 8-pin decoder socket ('OO')/Next18 decoder socket ('N')
- **Era:** 11

The 'OO' gauge example features a five-pole motor, 8-pin Digital Command Control (DCC) decoder socket, sprung metal buffers and a wealth of separately applied parts including handrails, engine room door handles, windscreen wipers, whistle, sandboxes and pipes, lamp brackets, pipework and lighting conduit.

Bachmann's 'N' gauge model uses the company's latest iteration of tooling and includes a powerful coreless motor, Next18 DCC decoder socket, all-wheel pick-up and factory-fitted speaker as standard together with metal buffers, separately fitted handrails, whistle, lamps, lamp brackets, brake rigging and metal sand pipes. This 'N' gauge model is additionally available as a factory-fitted DCC sound version.

On test, both of our review samples performed well on *Hornby Magazine's* test tracks. Each is neatly weighted to aid tractive effort, while small tension lock ('OO') and Rapido ('N') couplings are fitted in NEM pockets, as appropriate.

The Bachmann Collectors Club offers a super selection of exclusive models to members, some in sought-after schemes such as 08818 *Molly* which will add a splash of colour to a layout or yard scene. (MC)

Bachmann's exclusive models carry the striking GB Railfreight (GBRf) orange and blue colour scheme, with HN Rail branding.

Bachmann's 'N' gauge model uses the latest tooling and features a coreless motor, all-wheel pick-up and Next18 DCC decoder socket.

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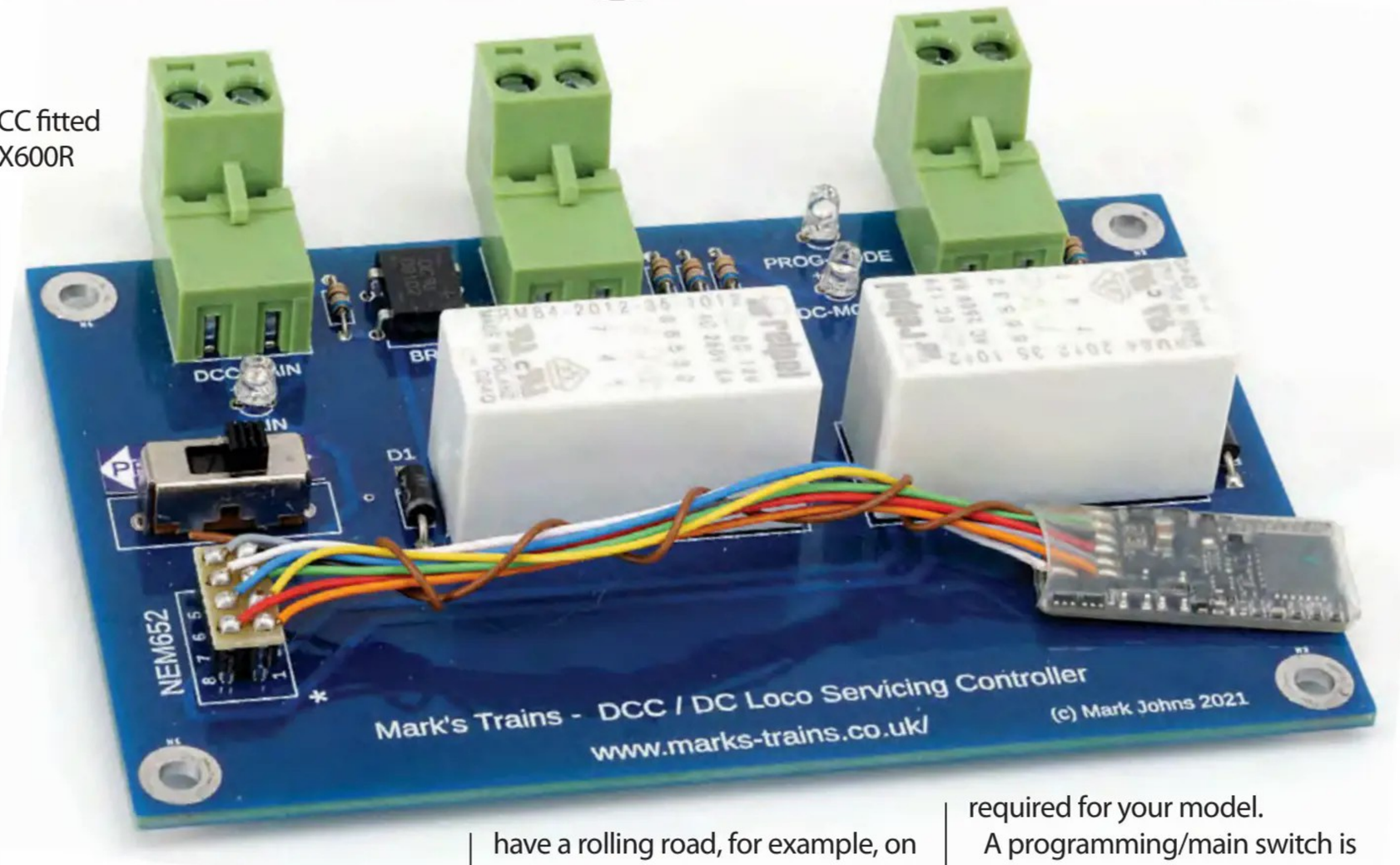
DCC/DC locomotive SERVICING CONTROLLER

- **Site:** *www.marks-trains.co.uk*
- **Gauge:** N/A
- **Price:** £39.95 DCC ready/£59.95 DCC fitted
- **Cat No:** DCC-DC-LSC-DCC Ready/MX600R



THIS USEFUL DCC/DC servicing device developed by Mark's Trains of Peterborough is designed to make decoder fitting and servicing as simple and straightforward as possible.

The 100mm x 65mm control board enables the user to switch between DC and Digital Command Control (DCC) operation whilst servicing locomotives. Usually, the running-in process for a new model might involve a period of operation on analogue DC to check all is well before fitting a decoder. Out of necessity, this requires the DC and DCC control systems to be separate.

With this device, you can connect it to your DCC system and still operate your layout as you would normally, but it also includes a programming track output that can enable a dual DCC and DC feed, which saves having to swap between control systems.

Our DCC-fitted version of the controller came with an 8-pin ZIMO MX600R decoder pre-programmed and locked to address 6885 to enable the device to change power to the programming track from DCC to DC (and vice versa) by selecting Function 1 on your DCC controller. This is useful if you have a rolling road, for example, on which you can test a locomotive in analogue form, before fitting the decoder. You can then operate the analogue locomotive with a form of DC power through the DCC system speed throttle. Click Function 1 again and the programming track is back to DCC format so you can fit and programme the decoder as required for your model.

A programming/main switch is included to select between main track power and programming track power to prevent accidental programming, while a series of LEDs is also provided which light according to power source and even the direction selected while on DC. A useful digital tool which is straightforward to use. (MC)

3D-printed cable trunking

- **Site:** *www.westhillwagonworks.com*
- **Gauge:** 'OO'
- **Price:** £3.95-£9.95
- **Cat No:** Various (see text)
- **Era:** 6-11

EXPANDING on its impressive roster of line-side detailing items comes a comprehensive suite of 4mm scale cable trunking from West Hill Wagon Works.

The trunking is supplied in packs of 3D-printed parts covering raised, straight, open, curved and junction pieces and all model concrete construction in the same style so they fit together seamlessly.

In addition, the open sections display cables which look very effective: a pack is also available with cabled trunking on pallets.

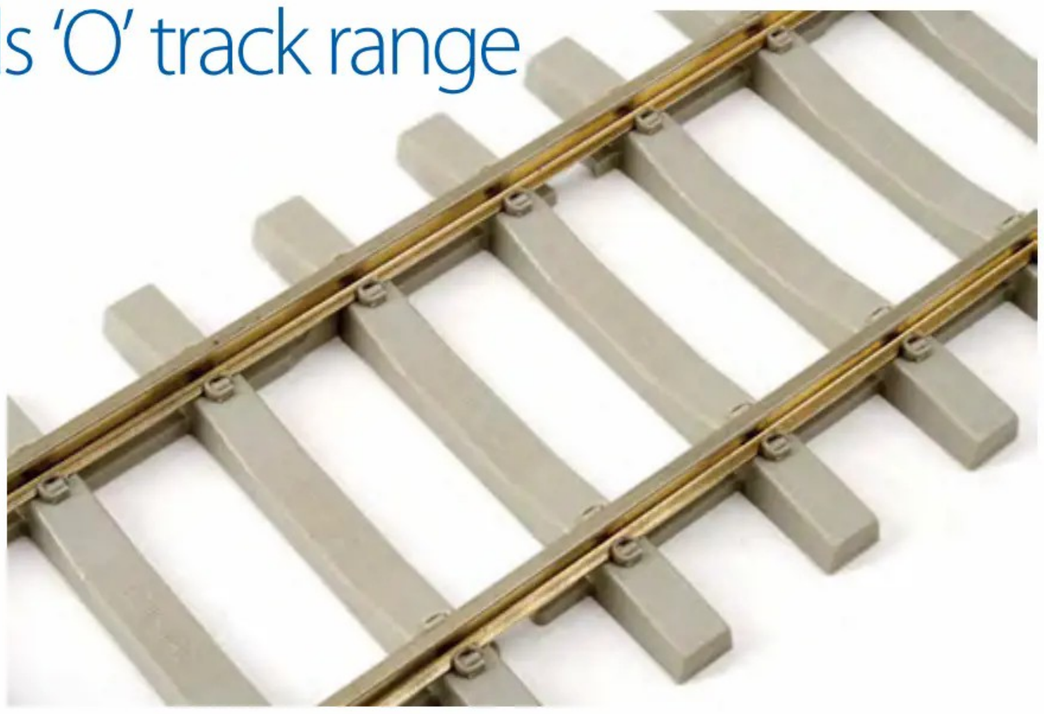
Several packs form the range, including 16 straight sections (Cat No. 4WHO603301E), 13 open pieces (4WHO603301C), two raised sections (4WHO603301D), 16 angled sections (4WHO603301A) and eight junction pieces (4WHO603301B).

Simply separate the detailed parts from the moulding supports and paint them – a quick spray of undercoat will provide a good base for the paint.

A comprehensive family of products that enables modellers to quickly add this important – and eye catching – detailing item to a layout. (BC)

Peco expands 'O' track range

- **Site:** *www.peco.com*
- **Gauge:** 'O'
- **Price:** £12.50
- **Cat No:** SL-702FB
- **Era:** 7-11



PECO HAS ADDED 'O' gauge code 143 flat bottom rail concrete sleeper flexible track to its range.

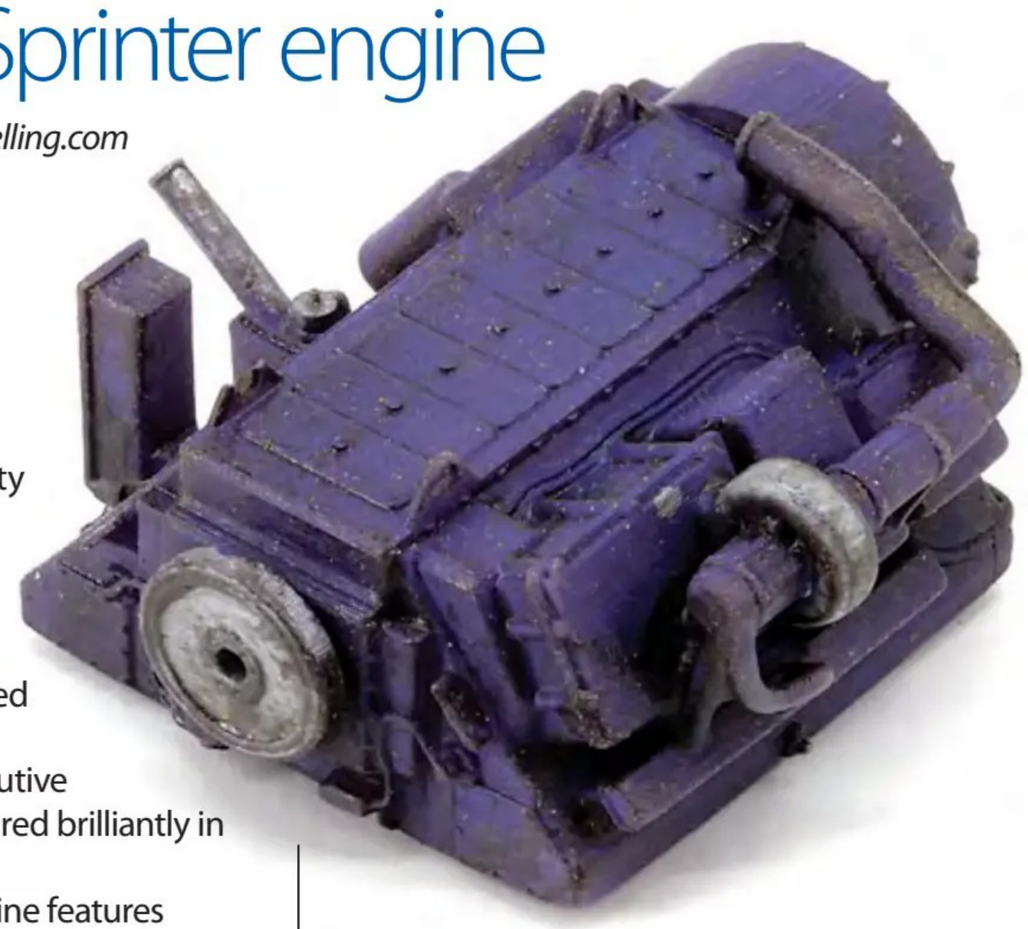
The undulating look of modern concrete sleepers has been recreated well and the Pandrol-style rail fastenings are also well executed. Details like the manufacturer's name present on each sleeper are a nice touch and the rails themselves have an accurate profile.

Measuring 914mm in length, the flexible track is easy to bend and can be returned to its original shape just as simply and is compatible with Peco's existing range of flat bottom rail 'O' gauge track, although you will need a converter track section should you wish to connect bullhead and flat bottom track together.

A welcome addition to the range of 'O' gauge track for modellers in 7mm:1ft scale. (BC)

Rusty Rails Sprinter engine

- **Site:** *www.rustyrailsmodelling.com*
- **Gauge:** 'OO'
- **Price:** £7.49
- **Cat No:** N/A
- **Era:** 8-11



ADDING TO THE REPERTOIRE of 4mm scale 3D-printed accessories available from Rusty Rails is this underfloor engine suitable for Class 150, 153, 156 and 158 Diesel Multiple Units.

The level of detail that can be incorporated into 3D-printed objects continues to impress, especially here with the diminutive engine of the prototype captured brilliantly in miniature.

Supplied unpainted, the engine features some fine detailing which can be picked out accordingly with paint – in this case purple with some silver accents - creating an accurate representation of the beating heart of these reliable machines. Perfect for a DMU depot scene. (BC)

- **Visit *www.keymodelworld.com/shop* to view a selection of Rusty Rails products.**

West Hill Wagon Works oil tank

- **Site:** *www.westhillwagonworks.co.uk*
- **Gauge:** 'OO'
- **Price:** £6.95
- **Cat No:** 4WH1405401
- **Era:** 4-11

NEW FROM WEST HILL Wagon Works is this 4mm scale oil storage tank which provides an easy to use set piece for any diesel locomotive era depot.

Maintaining the superb level of printed detail that we have come to expect from this manufacturer, the tank boasts plenty of fine detailing such as ladders, tank supports and rivets.

As with similar 3D-printed items, the oil tank is supplied on support frets which need to be removed prior to painting - after which it will look at home on a diesel depot or stabling point scene. (BC)

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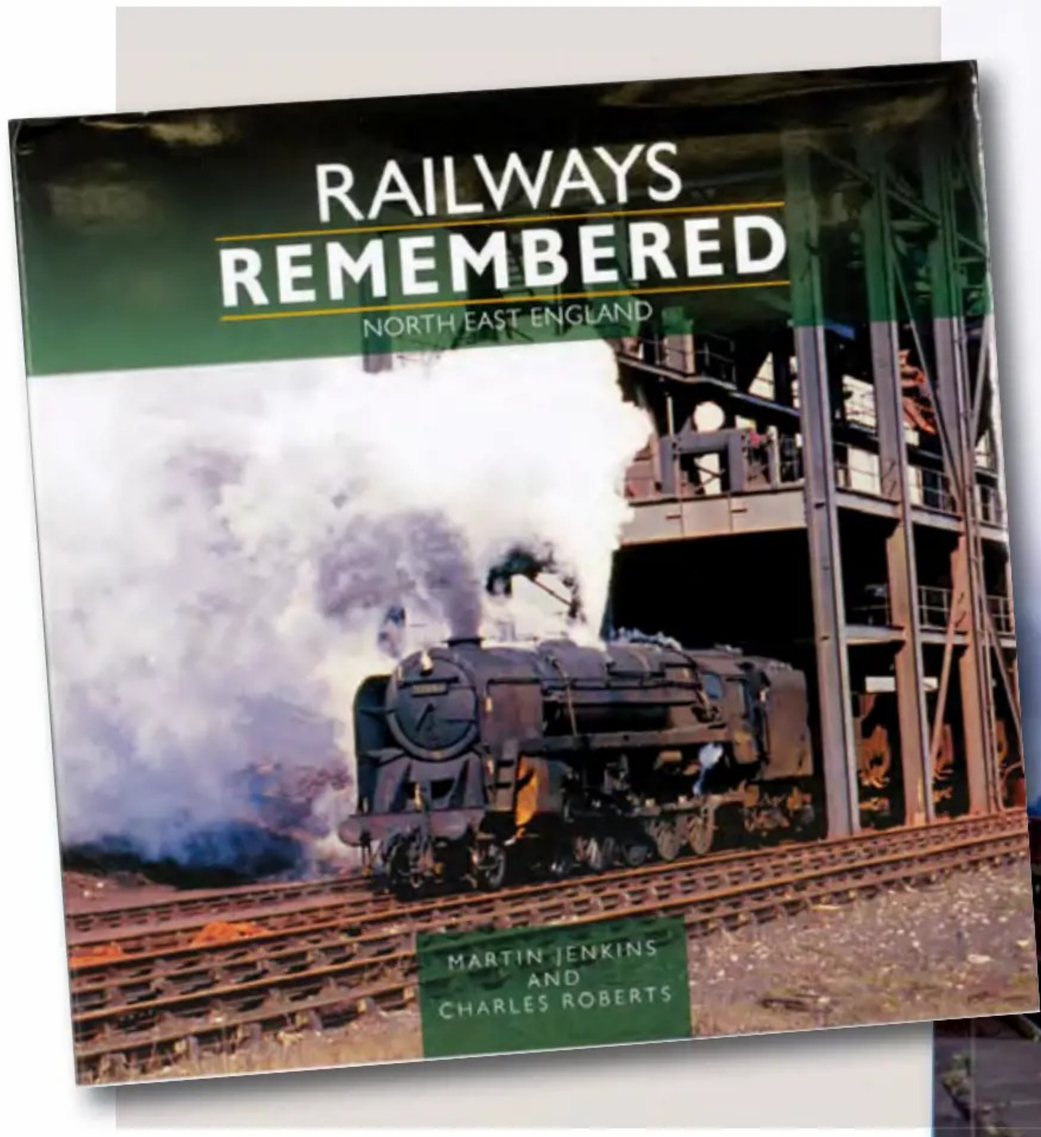
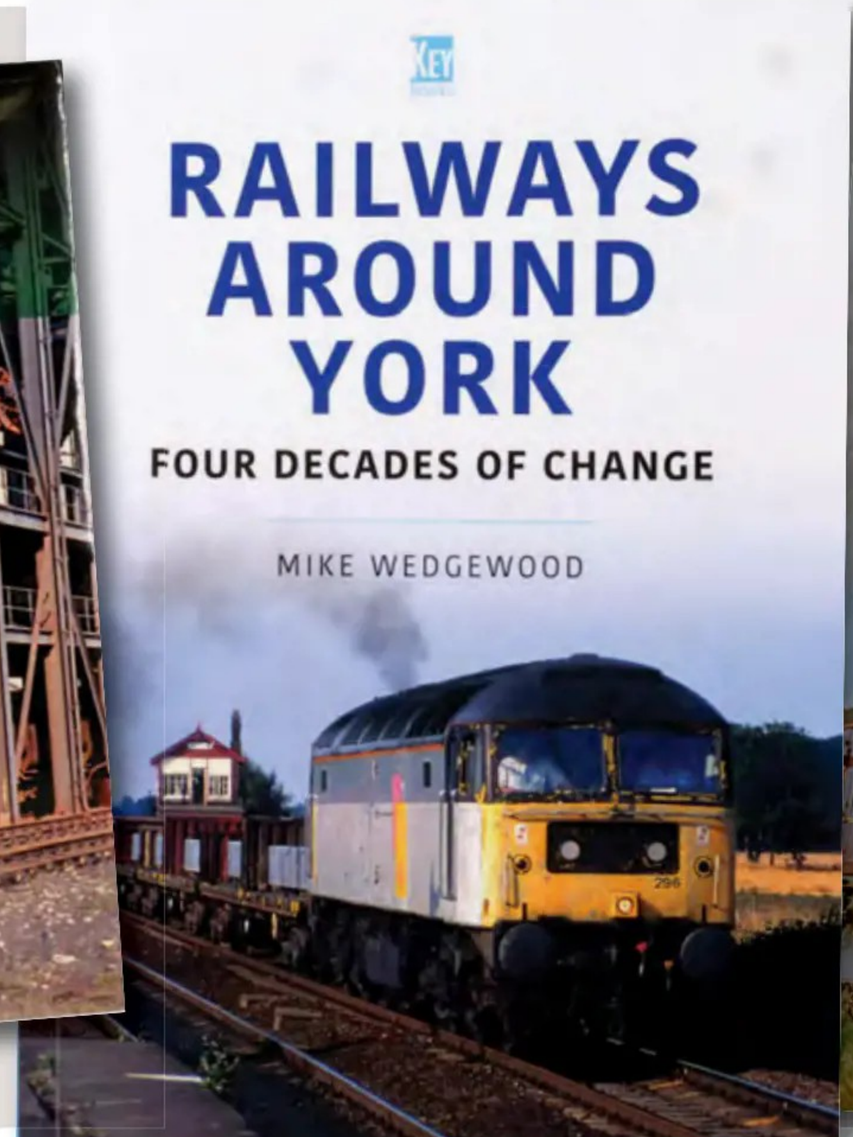
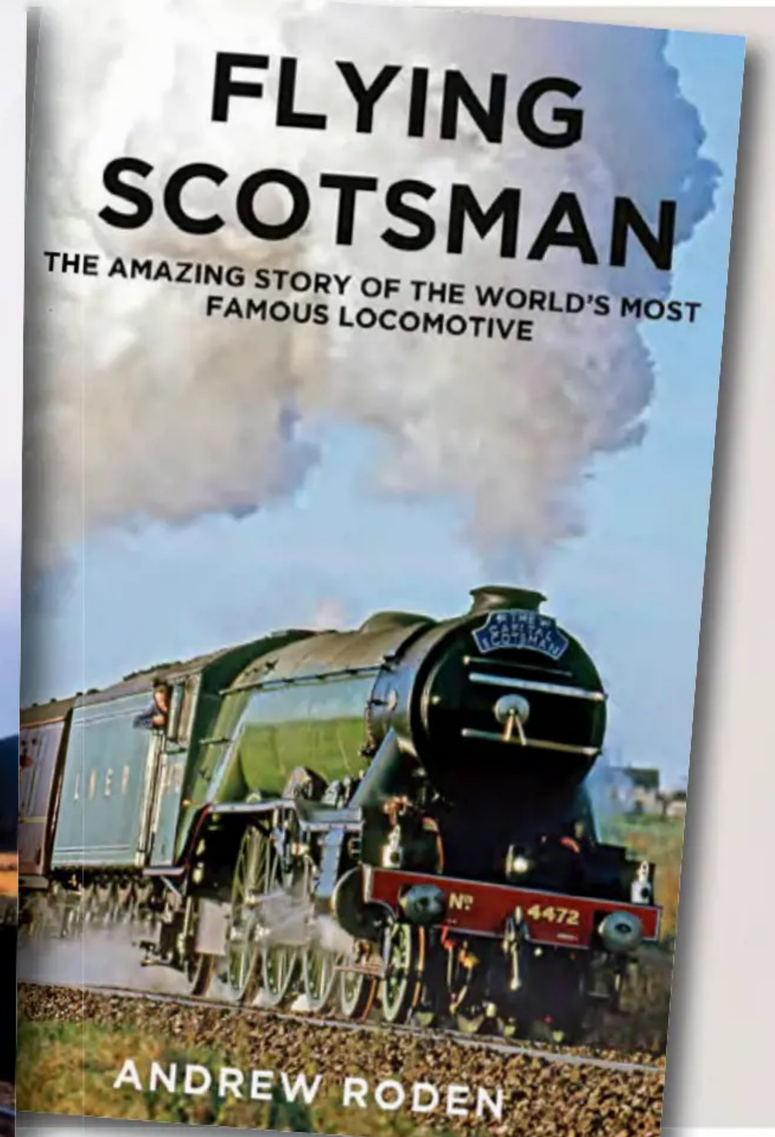






Northern memories

Author:	Martin Jenkins/Charles Roberts
Publisher:	*www.crecy.co.uk*
Title:	Railways Remembered: North East England
ISBN:	978-1-80035-275-9
Price:	£22.50
Spec:	160 pages, hardback

FIRST in a new series called 'Railways Remembered', this new publication from Crecy is a well-produced and high-quality look back at the railways in North East England from the 1950s to 1970s. The book covers steam, diesel and electric traction on main lines and the region's many industrial railways.

From the start, the book is very informative, with a detailed and annotated map of the entire region. Each route is colour coded with locations and there is a useful expanded map of the Newcastle area. It features a wonderful collection of full colour photographs from a variety of locations, each reproduced clearly with accurate and bright colours. Each photograph is accompanied by detailed captions providing locomotive identity where possible, date, location, locomotive class, route and contextual information.

Within the highly varied shot compositions are some excellent photographs that look back to the age of steam, the dawn of the diesel age and the vast industrial railways. Some of the most interesting images include 'A2/3' 60514 *Chamossaire* hauling the 'Heart of Midlothian' over Durham's imposing curved viaduct, 'Q6' 63394 being passed by 'Deltic' Co-Co D9014 *The Duke of Wellington's Regiment* and a stunning profile shot of Tyne Dock BR '9F' 2-10-0 92099.

Whether you live in the North East of England or you are a modeller looking to recreate this industrial heartland in miniature, this delightful book is a fascinating read that shines a spotlight on the region's rich railway heritage through the years. (BC)

York's railways

Author:	Mike Wedgewood
Publisher:	*www.keypublishing.com*
Title:	Railways around York: Four decades of change
ISBN:	978-1-80282-680-7
Price:	£16.99
Spec:	96 pages, softback

YORK has always been a nexus for the railways, and the imposing station built by the North Eastern Railway was at the time of its construction the largest in the world.

Today, York remains a very important station, playing host to Anglo-Scottish expresses and almost nine million passengers a year. It also hosts the National Railway Museum.

In this new book, Mike Wedgewood outlines more than four decades of change surrounding the railways of York from the 1980s to the present day. Special traffic is regular and all of this and more is detailed. The volume is split into five chapters covering different areas of York and its surrounding area - from York to Scarborough, the East Coast Main Line, Milford and Drax, the Harrogate line and the Redmire branch. Each is introduced with a page of information, giving historical context on the area covered, the route associated with the area, their destinations and traffic types.

More than 180 full colour photographs detail the types of trains that have operated on these routes. Each has been reproduced well with bright and vibrant colours. Image composition is varied and the types of motive power equally so. Detailed captions are provided with all photographs. Personal highlights include LNER 'A4' 4468 *Mallard* hauling 'The Pennine Postal', but the changes in traction from High Speed Trains to Class 91s and now Azumas and the changing freight scene are also of interest.

An insightful look at one of the most important and interesting areas on the rail network. (BC)

Flying Scotsman

Author:	Andrew Roden
Publisher:	*Andrew Roden*
Title:	*Flying Scotsman*: the amazing story of the world's most famous locomotive
Price:	£6.99
Spec:	e-book, available on Amazon Kindle and Apple iBooks

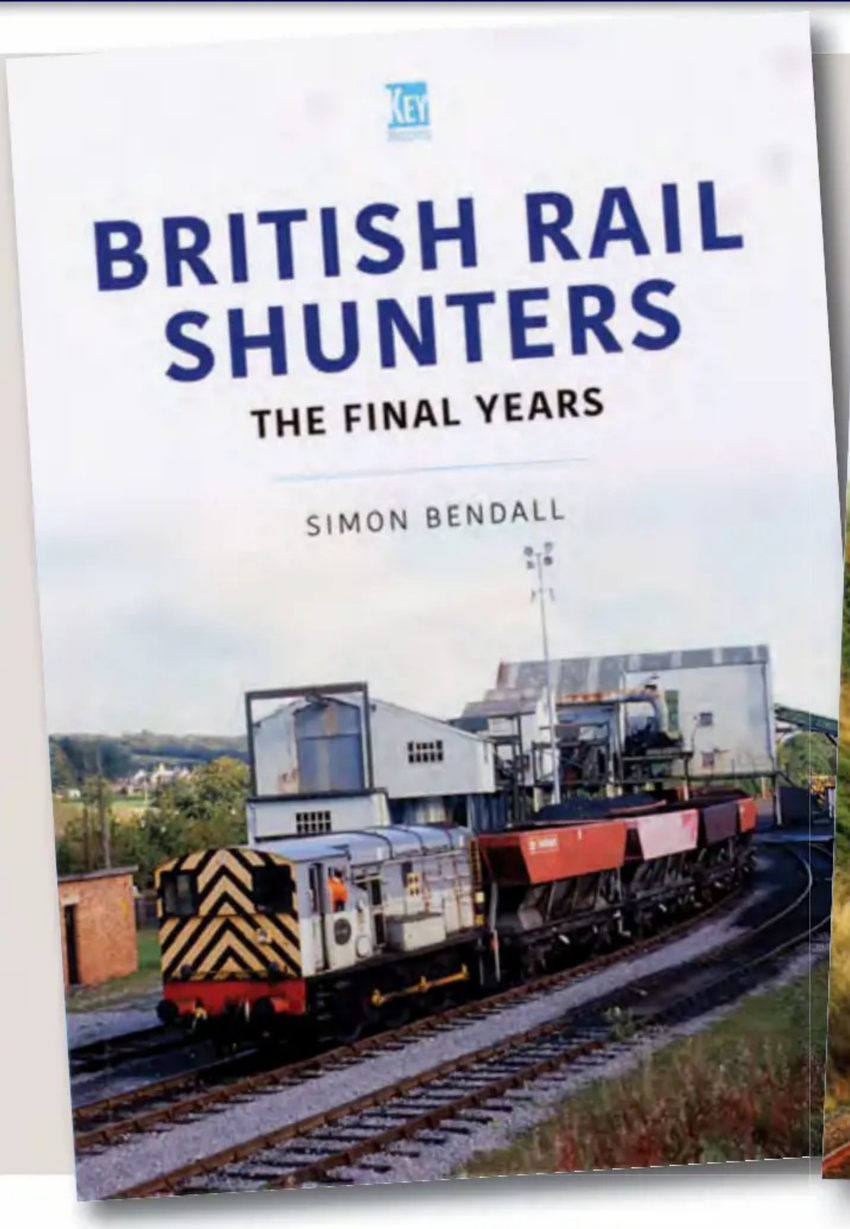
EIGHT years on from its last publication in print, Andrew Roden has re-released and remastered his bestselling volume *Flying Scotsman* in e-book form on Kindle and Apple iBooks, incorporating new information and insights and the locomotive's career following its triumphant return to service in 2016.

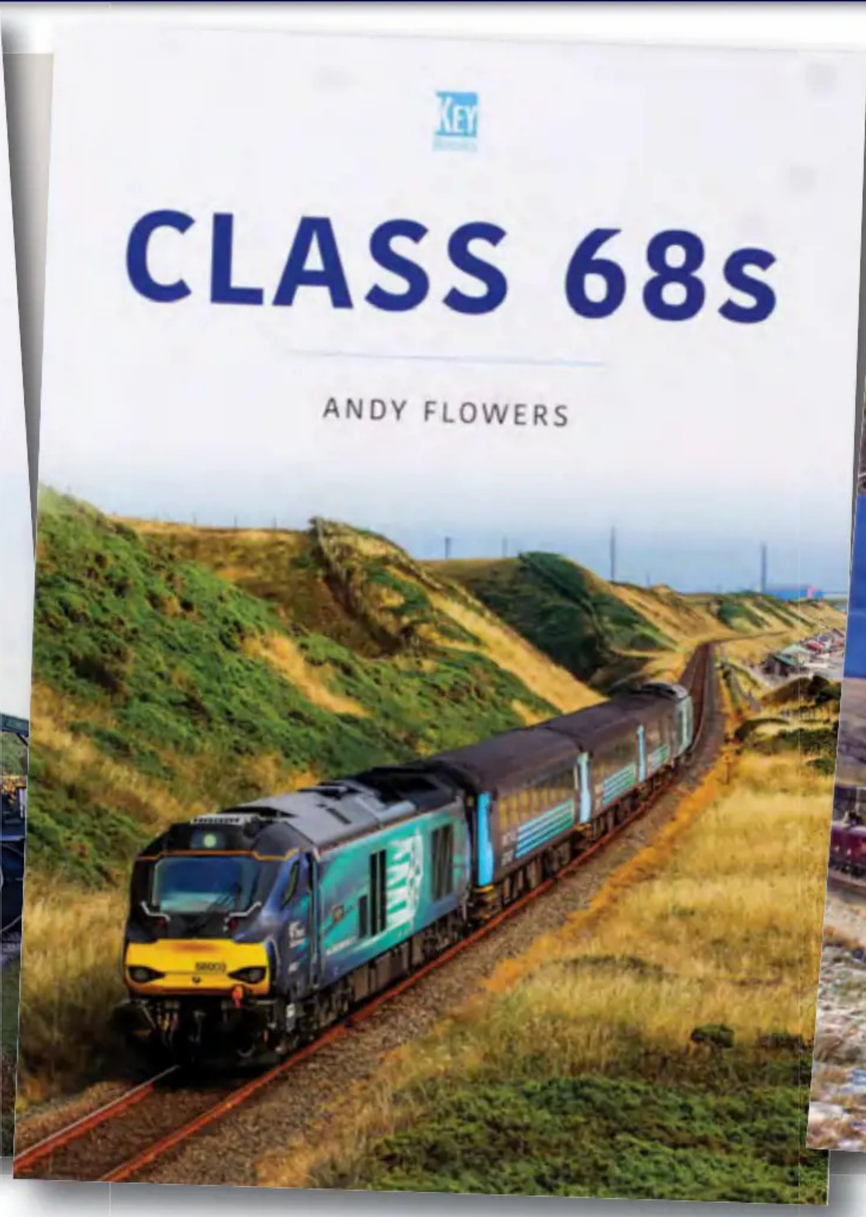
This new edition serves not only as a chronicle on *Flying Scotsman's* history but also the world that surrounded the locomotive, the events that shaped it, the people who built it, broke records with it, maintained it and then ultimately saved it, time and time again.

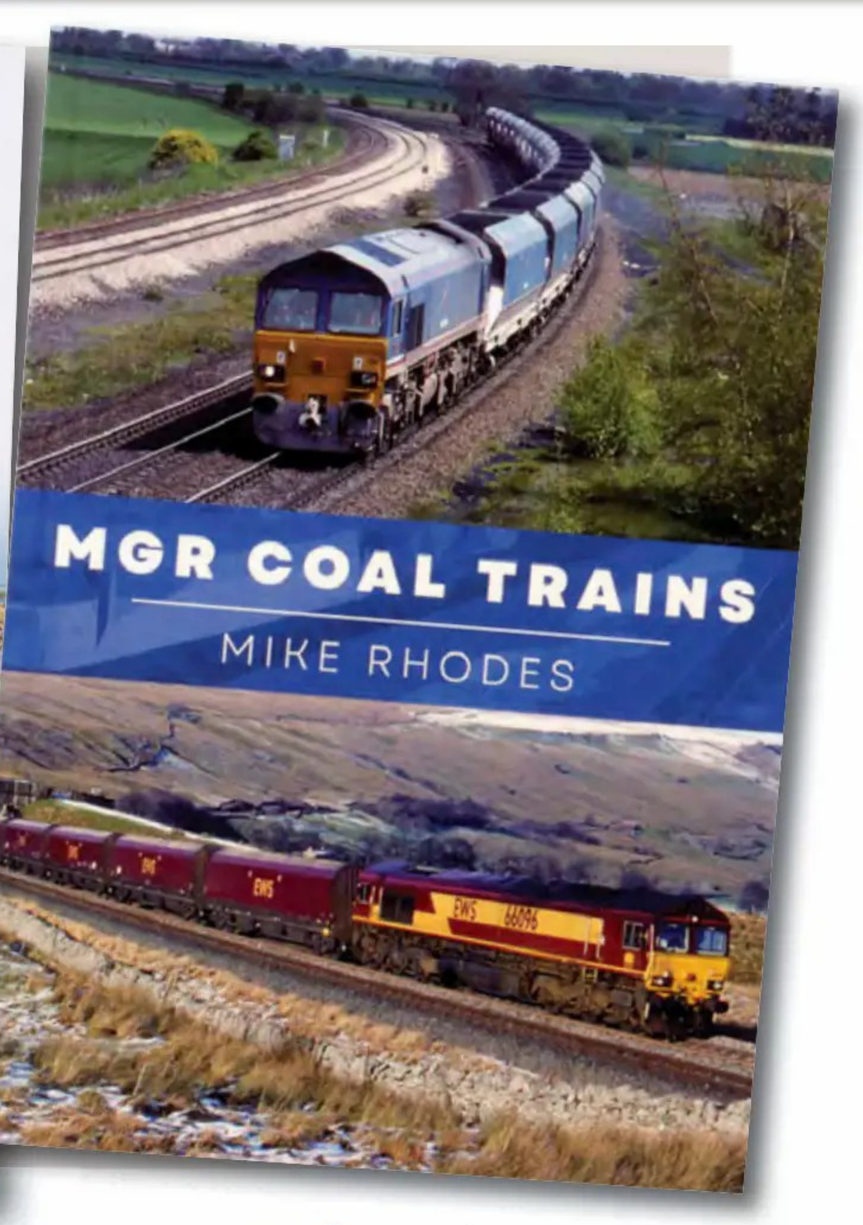
The book covers every aspect of *Flying Scotsman's* career and is split into 17 chapters. These go into exhaustive detail on each topic, ranging from the locomotive's construction to its days in the limelight, preservation, American rescue and its long protracted overhaul that saw it returned to the main line as part of the National Collection.

Some of the lesser known stories about the locomotive are retold too - the time the locomotive almost suffered a catastrophic boiler explosion, how Alan Pegler 'borrowed' the Forth Bridge to have the locomotive's portrait taken, or when the locomotive was sabotaged on the Great Western Main Line. All are told wonderfully, portraying this national icon in a new light.

Former National Railway Museum head Andrew Scott says, "The story of *Flying Scotsman* is the story of our railways" and Andrew Roden tells both magnificently. A fascinating and engaging read. (BC)







British Rail shunters

Author:	Simon Bendall
Publisher:	*www.keypublishing.com*
Title:	British Rail shunters: The final years
ISBN:	978-1-80282-586-2
Price:	£16.99
Spec:	96 pages, softback

RECENTLY added to the 'Britain's Railway Series' from Key Publishing is this collection of views of British Rail shunting locomotives and their roles on the privatised railway.

The Class 08s might date from the early 1950s but some can still be found plying their trade on the railways of Britain today. This book offers an insight to their operation all over the UK at a time when the oldest members of the class were approaching 40 years old.

Before the 1990s there was a greater variety in the shunting locomotives that could be seen but by the 1990s, Class 08s and 09s dominated. There was still a huge variety of liveries, modifications and locations where these locomotives could be seen. At privatisation, in common with other rolling stock, ownership changed, as did their duties in many areas. You might have expected these venerable English Electric locomotives to have been replaced by now - but some still remain in regular use.

The book covers the whole of mainland Britain, with each region functioning as a chapter in the book complete with a detailed introduction providing context on what was occurring on that region in 1990 and how this would affect the shunting locomotives stationed there. The volume contains around 175 mostly full colour photographs, each accompanied by a caption providing useful information such as location, locomotive, date and other relevant facts.

For modellers focusing on the twilight of British Rail, this book offers a valuable source of colourful reference material. (BC)

Class 68s in profile

Author:	Andy Flowers
Publisher:	*www.keypublishing.com*
Title:	Class 68s
ISBN:	978-1-80282-666-1
Price:	£16.99
Spec:	96 pages, softback

ANOTHER recent addition from Key Publishing is this in-depth look at Direct Rail Services' (DRS) Class 68s. The company ordered an initial 15 in 2012 to complete the replacement of its elderly Class 20s, but the Stadler-built locomotives have proved far more versatile.

In addition to use on nuclear flask and other DRS freight trains, the Class 68s have found use on passenger trains for TransPennine Express (from which they have recently been stood down) and Chiltern Railways.

Andy Flowers' book serves as a colourful guide to the class, with details on history, introduction, technical specifications, usage and operators all methodically recorded. These are supported with photographs of internal fittings and diagrams.

Details of the class in service are just as comprehensive, with each operator's fleet thoroughly scrutinised. Class 68 diagrams, route maps and explanation of how they came to operate on them are included, backed by high quality photographs and captions.

At the end of the book Andy speculates on the class' future now the TransPennine Express work has ended. He also includes a detailed breakdown of the class with full details of each locomotive. This is all immensely helpful for fans of the class and modellers who want to feature these locomotives on their layouts in the right context.

However, while their immediate duties are uncertain, these powerful and versatile locomotives are certain to have long and productive lives on the network. (BC)

MGR Coal Trains

Author:	Mike Rhodes
Publisher:	*www.amberley-books.com*
Title:	MGR Coal Trains
ISBN:	978-1-3981-0888-2
Price:	£15.99
Spec:	96 pages, softback

AMBERLEY Publishing's roster of railway books is bolstered by the addition of *MGR Coal Trains*, a retrospective photographic reminder of these important coal trains.

As British Railways modernised in the 1960s, it sought to make coal trains from mines to power stations much more efficient. In fact, the concept came from the controversial mind of Dr Beeching, who spurred modernisation of the rail freight sector in the 1960s. The solution was the merry-go-round train, which could load and unload while moving. Over the years a wide variety of motive power has been used to power these trains to and from countless destinations around the rail network.

The book opens with an introduction on the history of the merry-go-round trains and the wider coal mining industry. A table of merry-go-round diagrams is also provided, with detail on power stations, location, years active and the coal source.

Throughout, the book is illustrated with a super collection of high quality - mostly colour – images. Each is complemented with a detailed caption providing valuable information on the train itself, motive power and other data. It demonstrates how the motive power hauling these trains has changed over the years from double-headed Class 20s, Class 37s and Class 47s to more modern Class 56s and 58s and in the last years, Class 59s and 66s.

Whether you're modelling these trains - the lifeblood of rail freight for decades - or are simply interested in them, this book includes a good deal of now nostalgic views. (BC)

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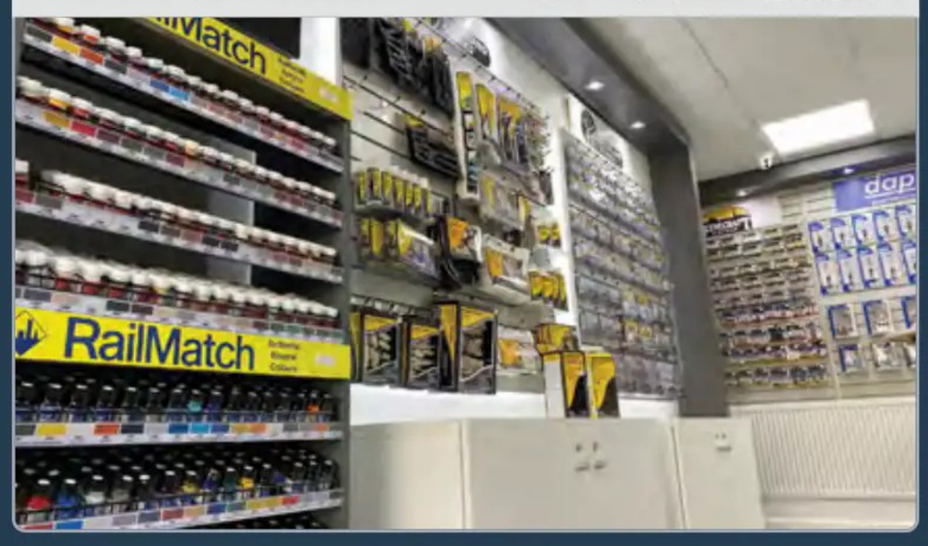

Credit: Harry Rawding

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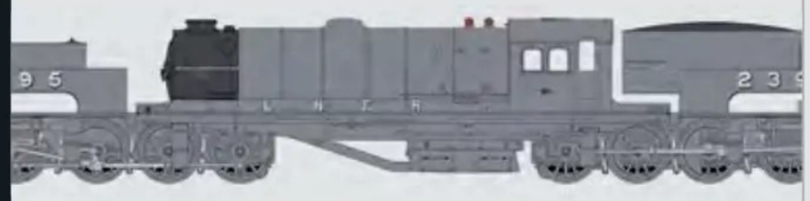

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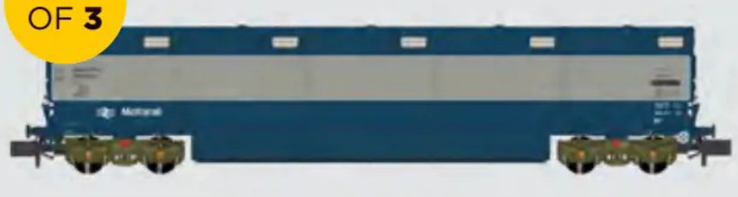

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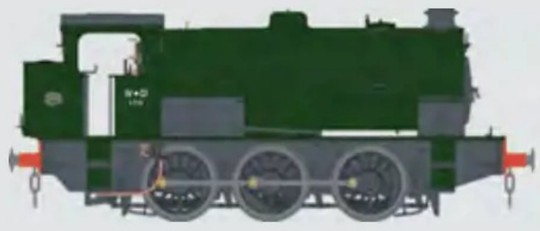

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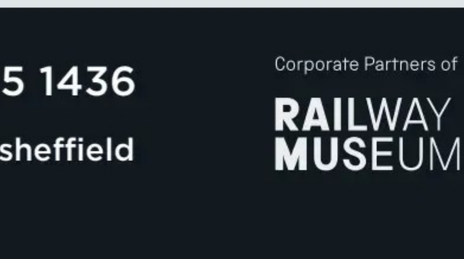

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Installing Locoman's BR '5MT' SOUND

The powerful sounds of the BR '5MT' 4-6-0 are now available from Locoman Sounds on the ESU decoder family. **MIKE WILD** upgrades an older Bachmann 8-pin model to show how it can be done.

The Bachmann BR '5MT' 4-6-0 comes alive with the addition of digital sound. Our final choice of a double cube speaker from Rail Exclusive provided the best sound output.

LIKE ALL THE BR STANDARD steam locomotives, the '5MT' 4-6-0s had a strong and purposeful sound. Their simple-to-maintain two-cylinder layout gave them a regular exhaust beat which has now been captured by Locoman Sounds and turned into a comprehensive sound package for the ESU decoder family.

The '5MTs' were amongst the first BR Standards to enter traffic. Between 1951 and 1957 172 were completed by Derby and Doncaster works to the Riddles design for mixed traffic duties. They were operated across the network from the South Coast to Scotland and many points in between. The last were withdrawn in 1968 with the end of British Railways steam and five have been preserved.

In model form, 'OO' and 'N' gauge are catered for by models from the Bachmann Branchline and Graham Farish brands respectively. The 'OO' gauge model has been part of the range for many years and has an 8-pin decoder socket mounted in the locomotive while 'N' gauge modellers have the benefit of a recently upgraded model which now features a Next18 decoder socket in the tender and factory-fitted speaker (HM197).

"The sound project from Locoman Sounds is richly detailed and even comes with the option to switch between standard and chime whistles with a CV change."

MIKE WILD

The subject for our project is a 'OO' gauge model with an 8-pin socket. There is limited space inside the locomotive for a decoder or speaker, but with a few simple changes, the decoder can be positioned in the smokebox with a speaker in the tender, as detailed in our step-by-step guide.

The sound project from Locoman Sounds is richly detailed and even comes with the option to switch between standard and chime whistles with a CV change. Highlights of the sound package include normal and heavy exhaust sounds, throttle or forced coasting, whistle sounds with echo, multi-function sounds which play different audio tracks when the locomotive is stationary or moving and more.

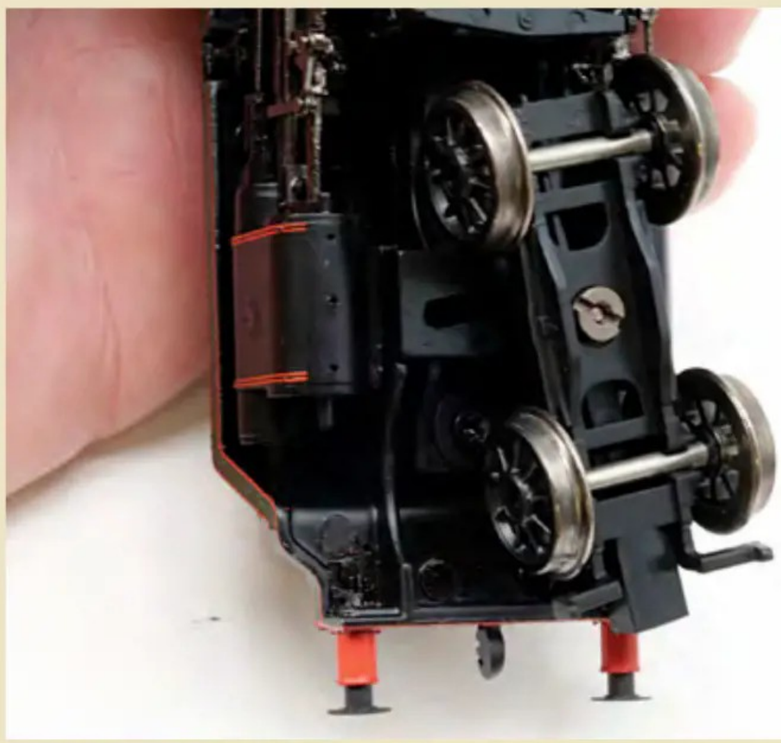
The sound installation process isn't as simple as some we have shown, but with a little care around the wire routing and careful component positioning, it will take between 45 minutes and an hour to complete this installation.

● **You can hear the finished model in action on Key Model World at *www.keymodelworld.com/locoman-sounds***

SOUND FUNCTION LIST	
F0	Light on/off if fitted
F1	Sound on/off
F2	Whistle, variable length
F3	Whistle, short
F4	Brakes
F5	Drain cocks
F6	Fancy whistle
F7	Guard whistle (stationary) Flange squeal (moving)
F8	Buffer clashing
F9	Forced coasting
F10	Coal shovelling
F11	Injector
F12	Coach doors (stationary)
F13	Coupling sound
F14	Whistle with echo
F15	Safety valves
F16	Water filling
F17	Shunting mode
F18	Vacuum brake destroy
F19	Volume control
F20	Aux 2 (Seuthe smoke generator)
F21	Momentum off
F22	No brake squeal
F23	Sound fading
F24	Forced heavy exhaust

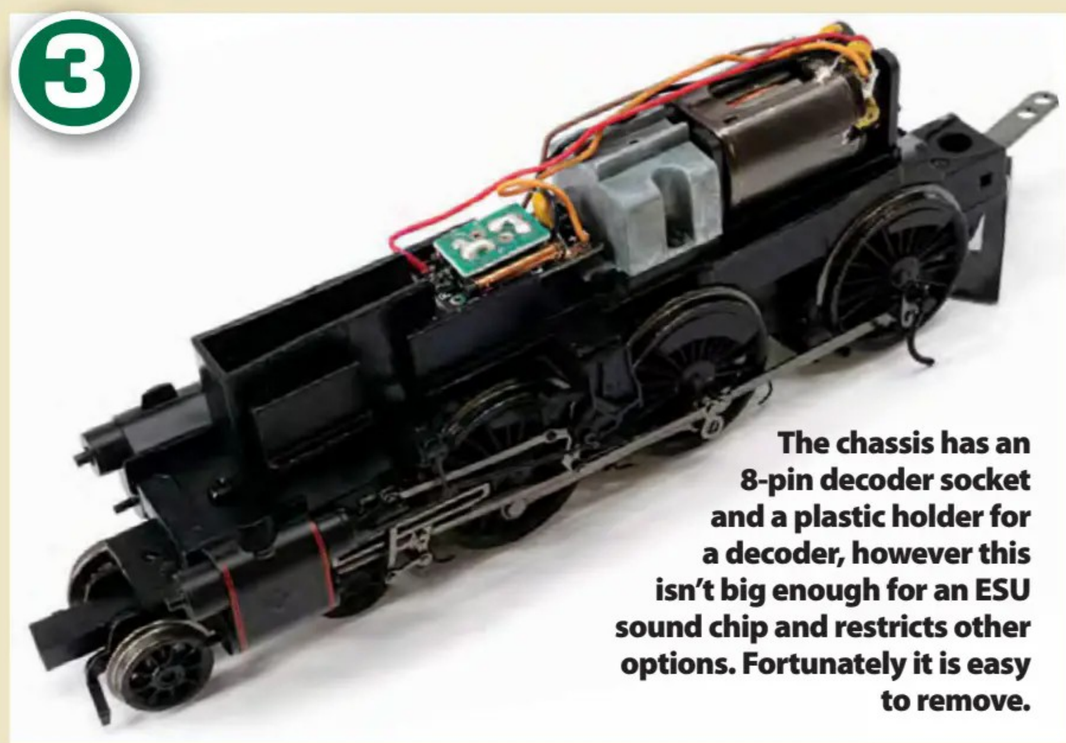
STEP BY STEP

INSTALLING LOCOMAN SOUNDS BR '5MT' PROFILE IN THE BACHMANN 'OO' MODEL

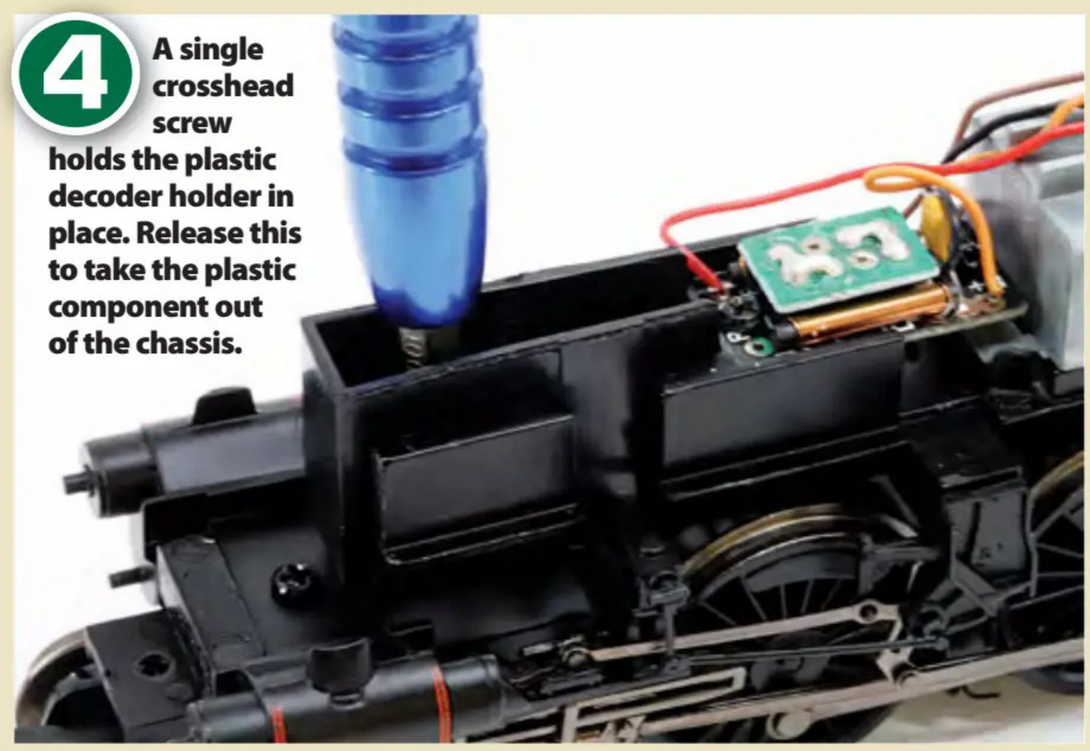


1 The Bachmann 'OO' gauge BR '5MT' decoder socket is in the locomotive. The body is secured in place with two screws, one of which is above the front bogie.

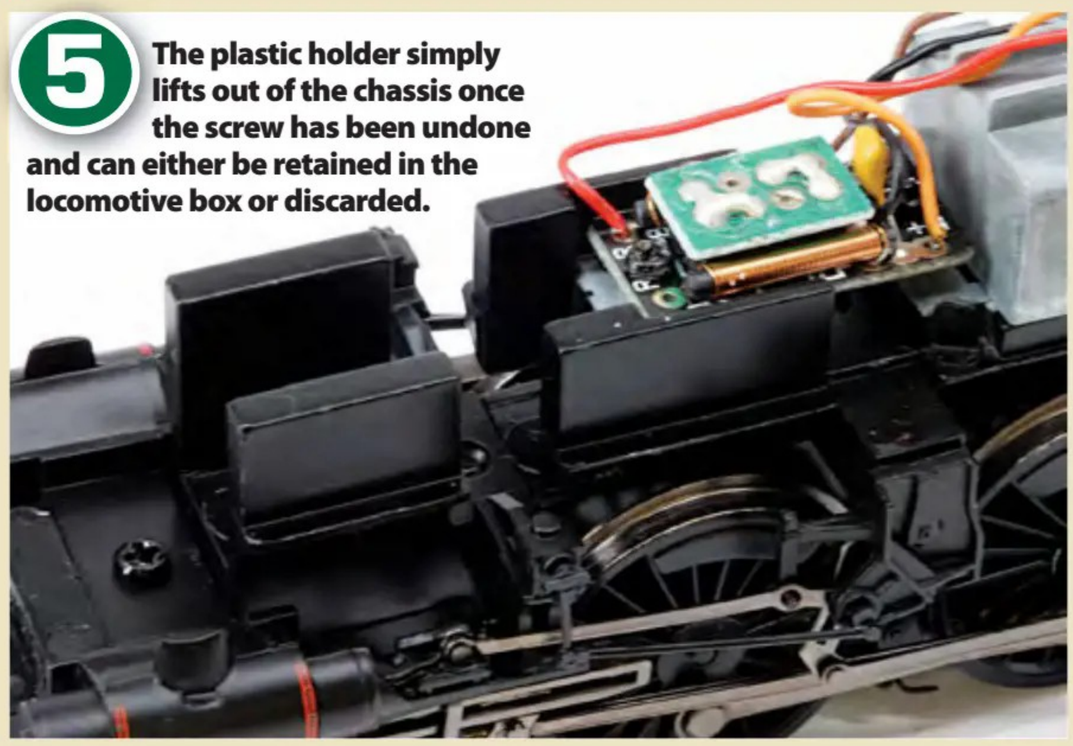
2 The second body fixing screw is positioned above the brake actuator at the rear of the locomotive chassis. This plastic part must be unclipped from the chassis for access to the crosshead screw above.



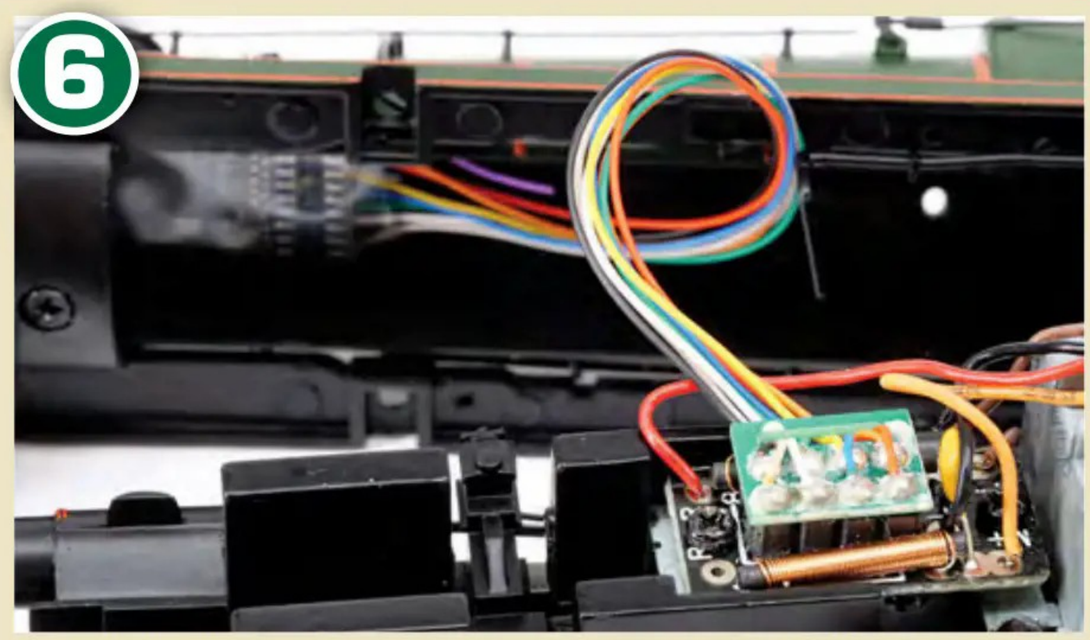
3 The chassis has an 8-pin decoder socket and a plastic holder for a decoder, however this isn't big enough for an ESU sound chip and restricts other options. Fortunately it is easy to remove.



4 A single crosshead screw holds the plastic decoder holder in place. Release this to take the plastic component out of the chassis.

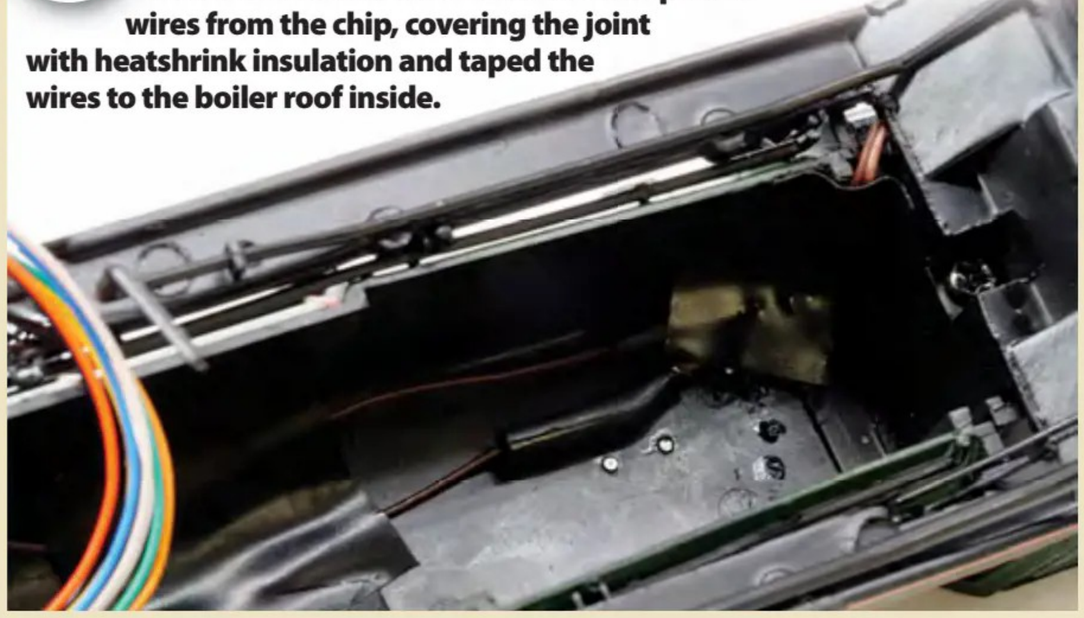


5 The plastic holder simply lifts out of the chassis once the screw has been undone and can either be retained in the locomotive box or discarded.



6 The ESU decoder from Locoman Sounds can be specified with different socket types. We selected the 8-pin version for this model. Align the orange wire on the plug with Pin 1 on the locomotive socket.

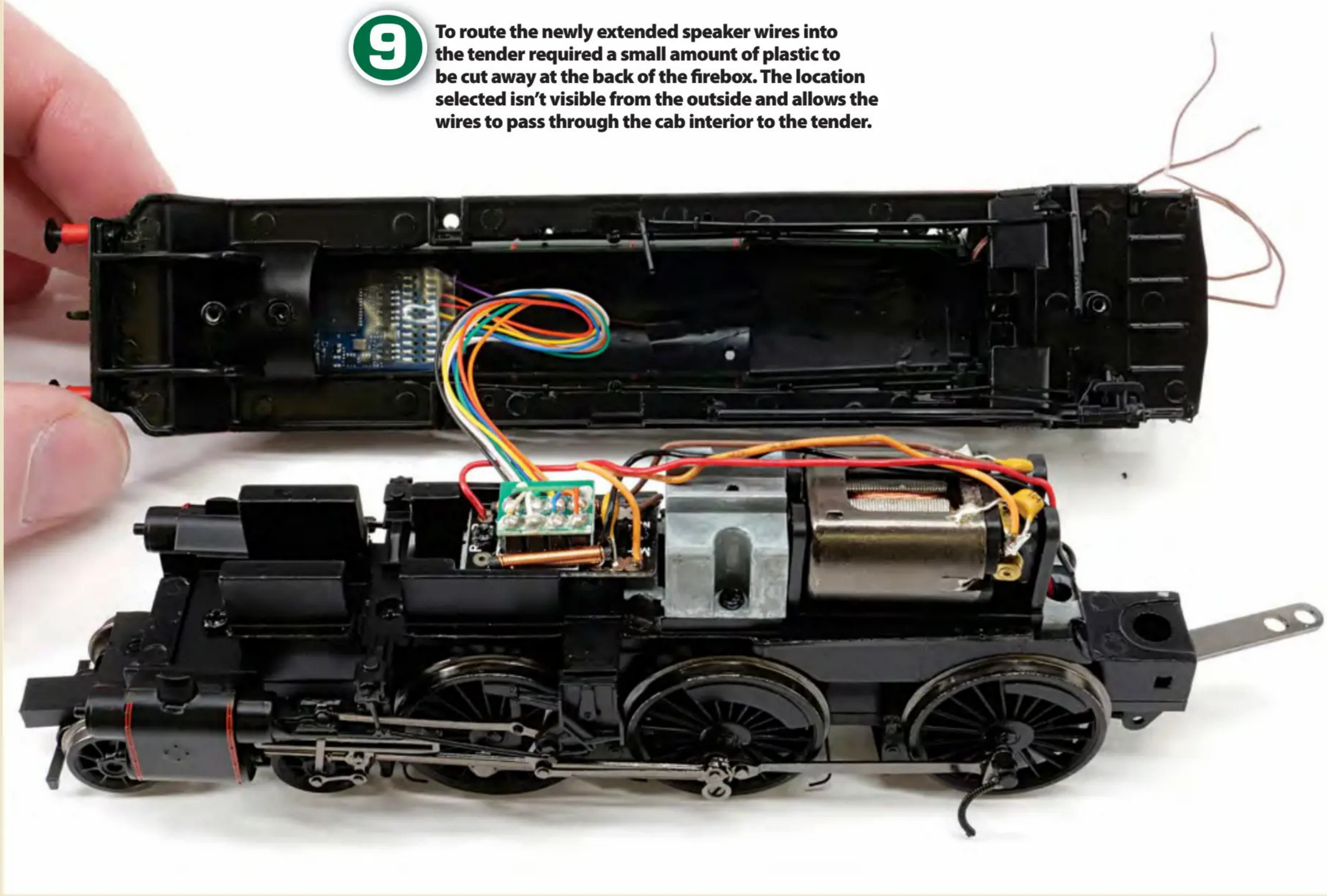
7 Removal of the plastic holder means the ESU chip can be positioned in the forward part of the locomotive boiler and smokebox. We used Black Tack to hold it in place.

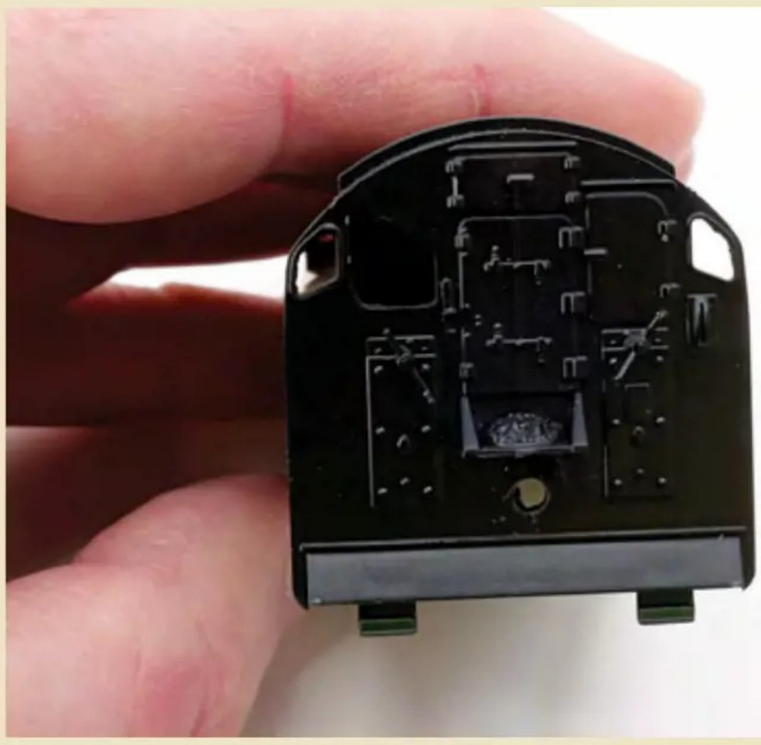


8 To link the decoder to the speaker which will be located in the tender means extending the wires. We added additional brown wire to the brown speaker wires from the chip, covering the joint with heatshrink insulation and taped the wires to the boiler roof inside.

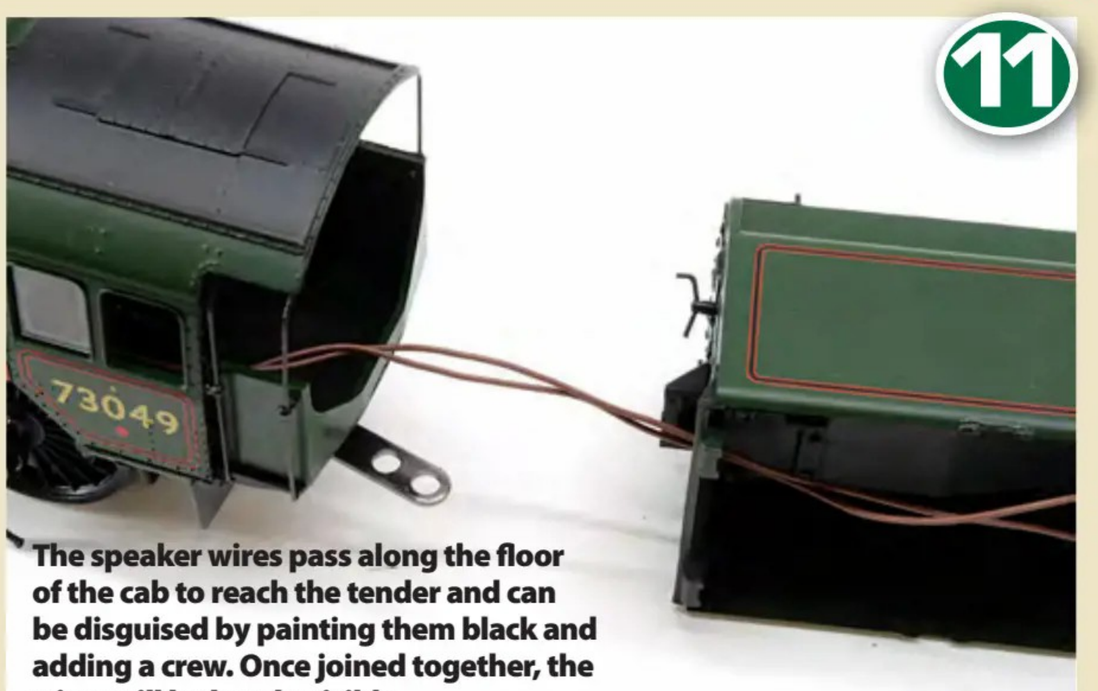
Beginner Intermediate Advanced SKILL LEVEL

9 To route the newly extended speaker wires into the tender required a small amount of plastic to be cut away at the back of the firebox. The location selected isn't visible from the outside and allows the wires to pass through the cab interior to the tender.

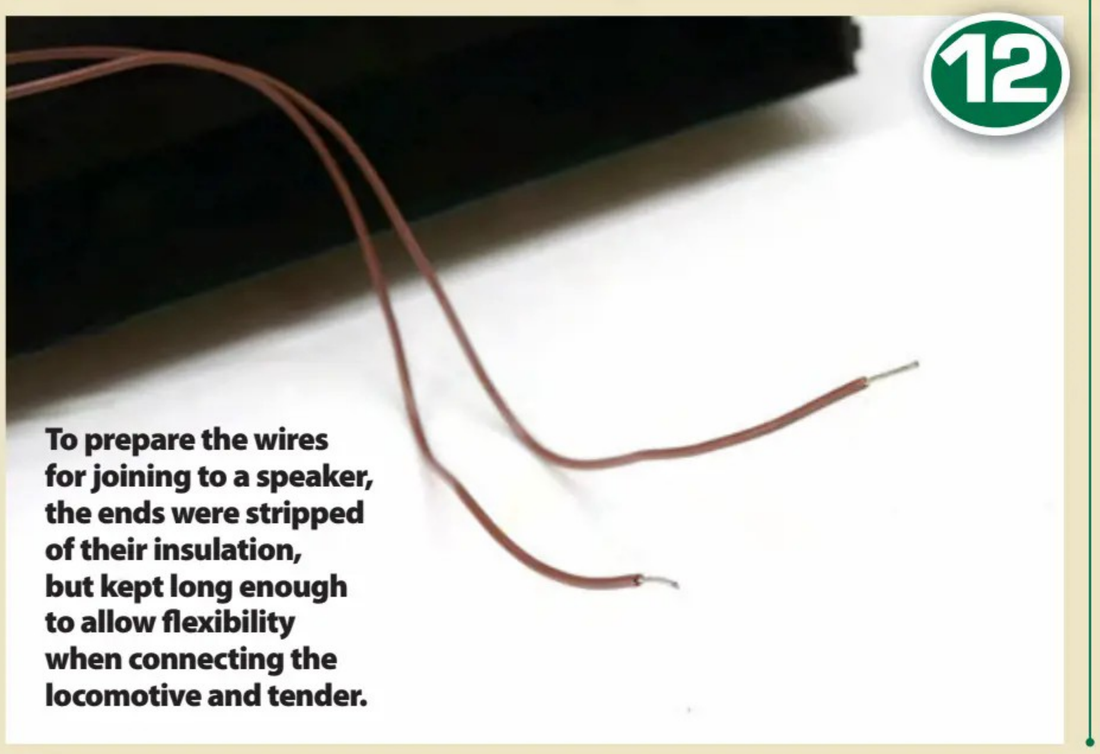




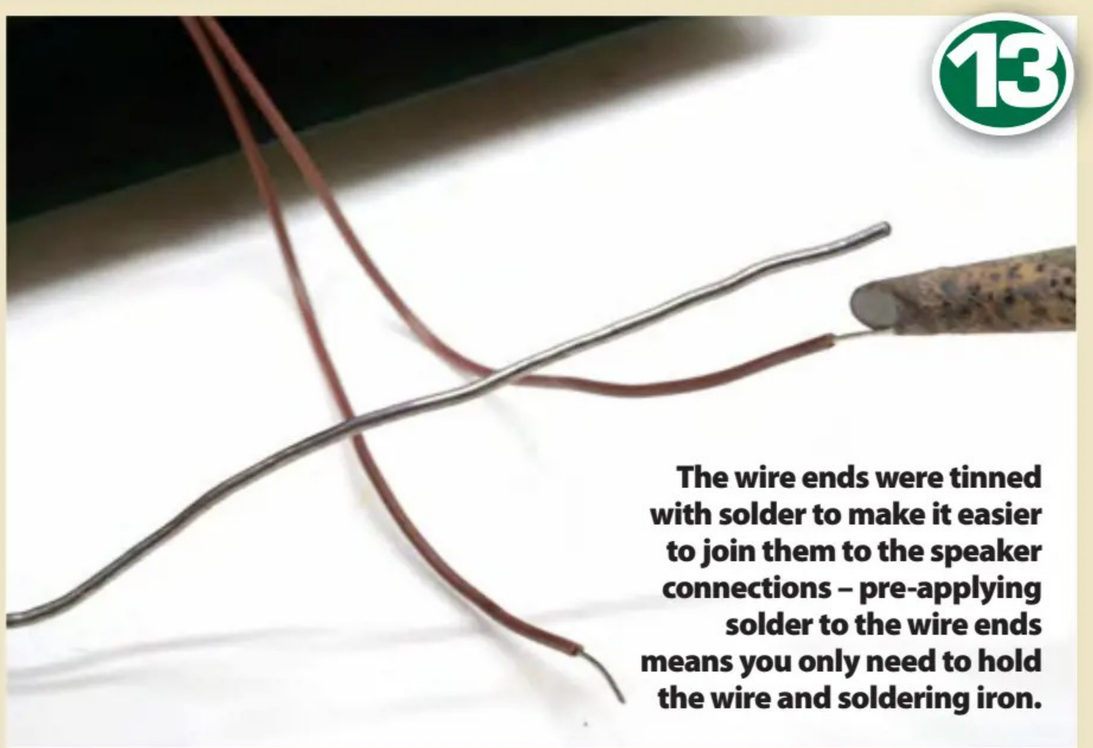
10 To allow the speaker wires to enter the tender, we removed the tender body from its chassis by undoing the two crosshead screws at the rear. This allowed a 1.5mm hole to be drilled below the coal space opening, using a pin vice for control of the drilling process.



11 The speaker wires pass along the floor of the cab to reach the tender and can be disguised by painting them black and adding a crew. Once joined together, the wires will be barely visible.



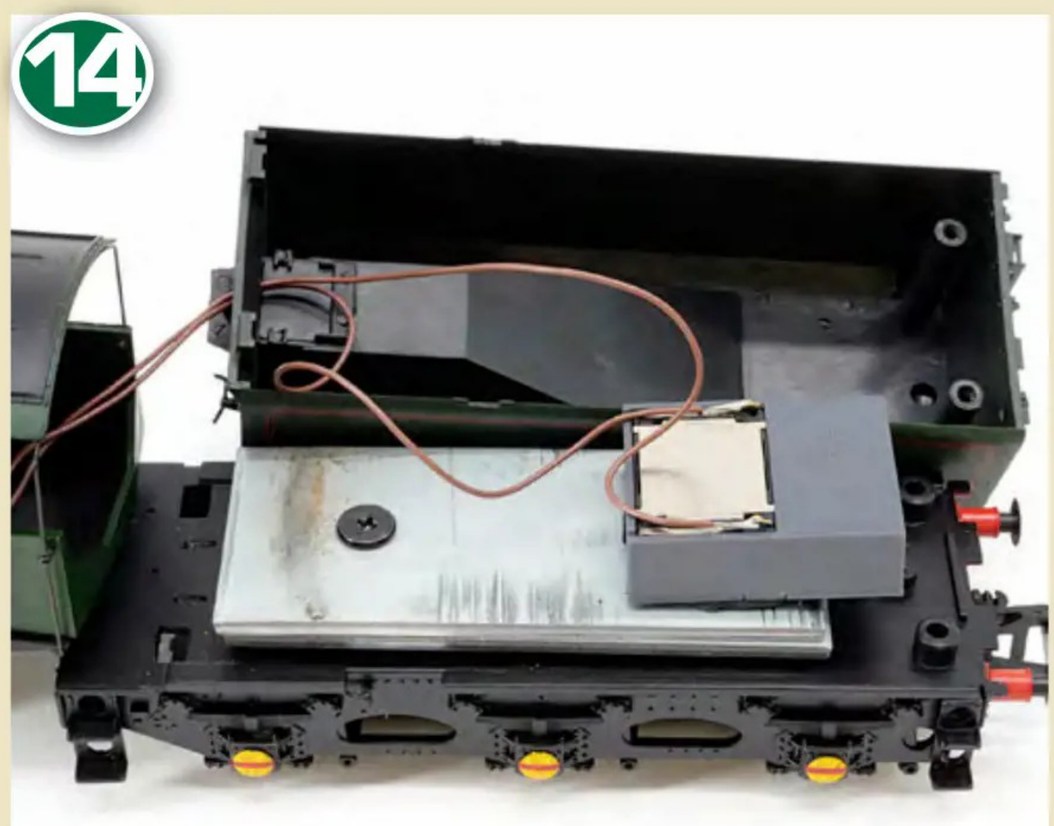
12 To prepare the wires for joining to a speaker, the ends were stripped of their insulation, but kept long enough to allow flexibility when connecting the locomotive and tender.



13 The wire ends were tinned with solder to make it easier to join them to the speaker connections – pre-applying solder to the wire ends means you only need to hold the wire and soldering iron.

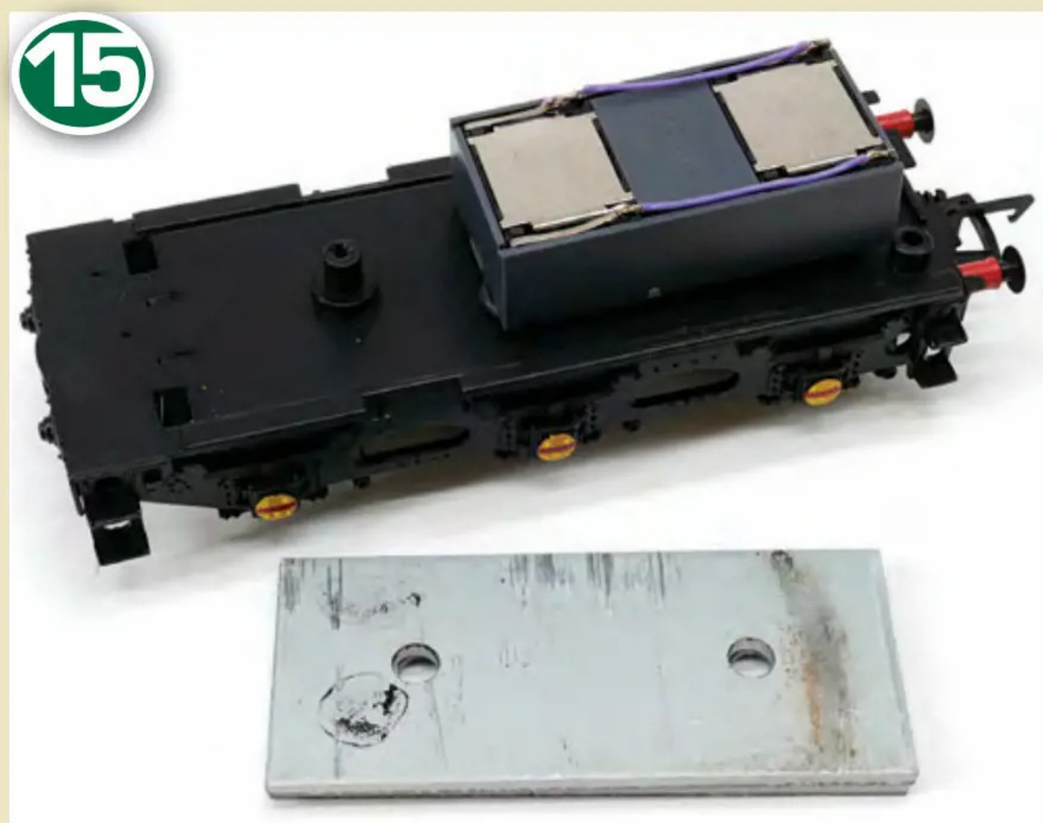
STEP BY STEP INSTALLING LOCOMAN SOUNDS BR '5MT' PROFILE IN THE BACHMANN 'OO' MODEL

14



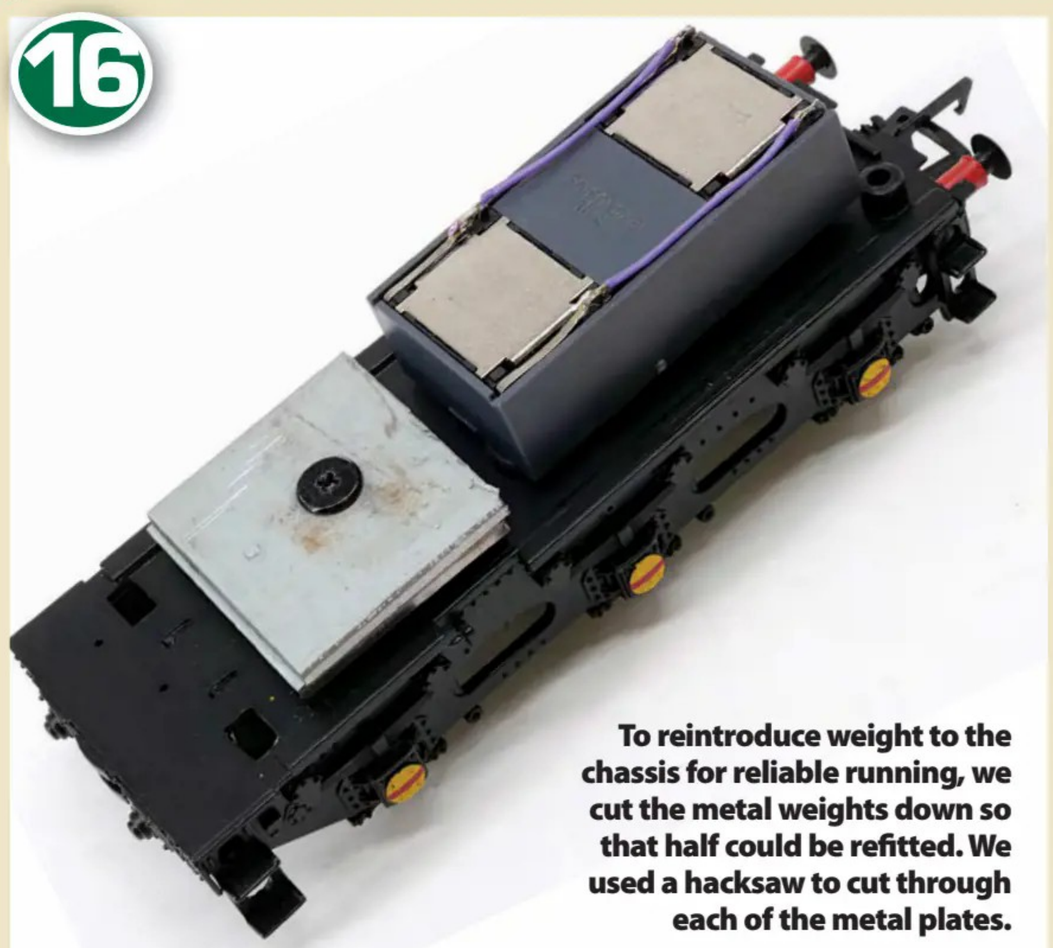
The speaker wires were soldered to the connections on this 26mm x 20mm Rail Exclusive speaker first to show how a speaker can be added without any modifications to the tender interior.

15



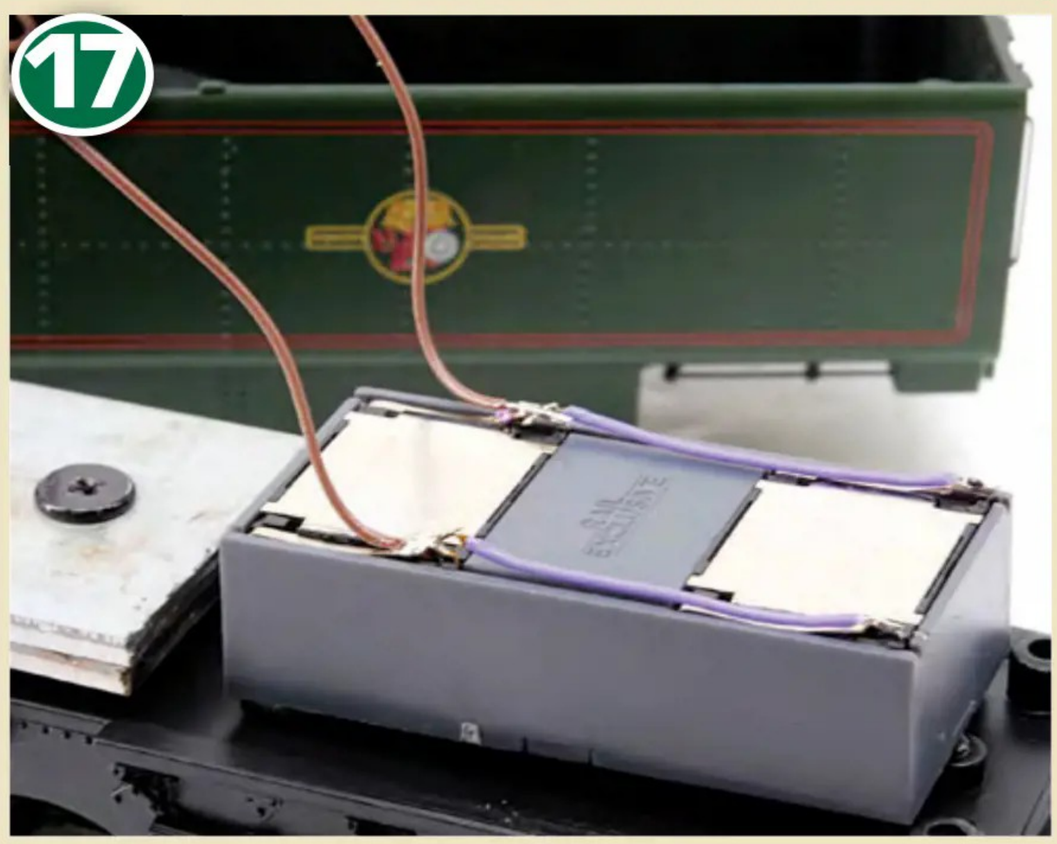
As an alternative and for enhanced sound performance, we decided to upgrade to a 40mm x 20mm x 10mm Rail Exclusive twin speaker. Its installation requires removal of the metal weights and cutting down of one of the weight supports.

16



To reintroduce weight to the chassis for reliable running, we cut the metal weights down so that half could be refitted. We used a hacksaw to cut through each of the metal plates.

17



The new speaker was then connected to the decoder using the same wires shown in steps 12 and 13 allowing the tender body to be refitted and the locomotive reconnected.

18

Once the tender and locomotive were connected, we passed the rest of the speaker wires into the tender to neaten their appearance inside the cab. 73049 is now ready to enter service and receive its new address.

RAILCARS GWR, AC Cars, Park Royal, 101, 104, 105, 108,117,121, 122, 128, 142, 143, 144, 150, 153, 156, 158, 170, 220. ELECTRIC CLASSES 304, 321, 350, 370, 373, 390, 438, 450, 483, 800IET

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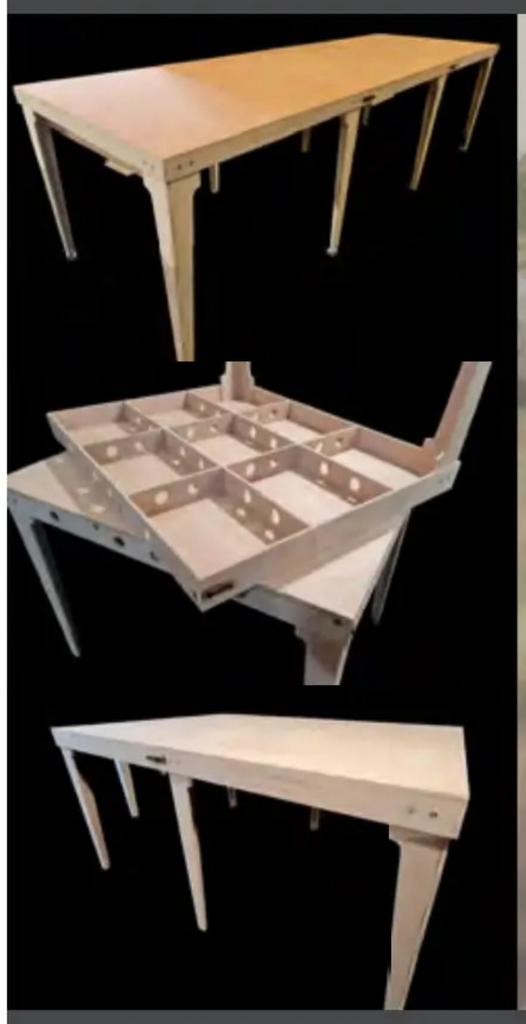

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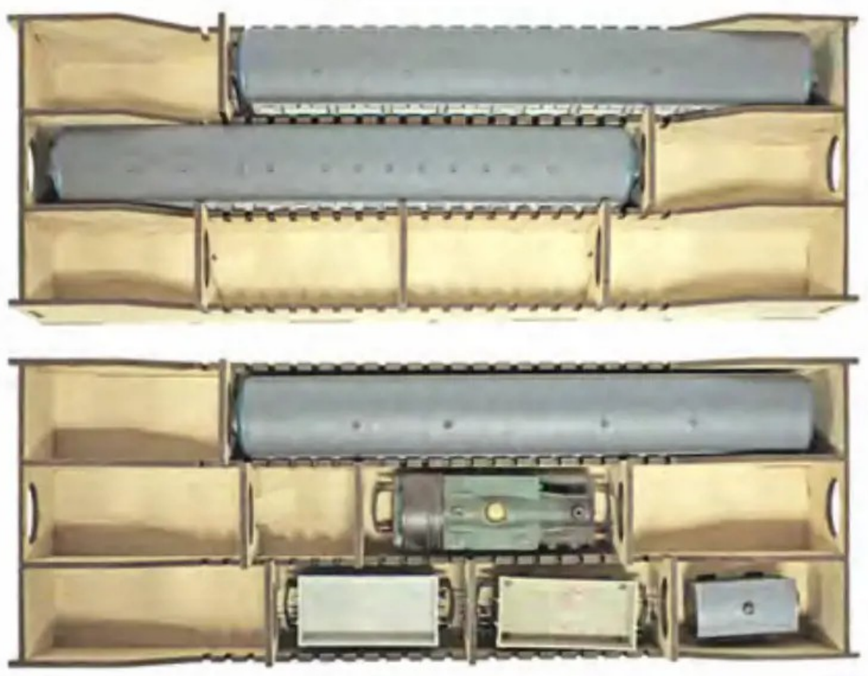

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PHOTOGRAPHY, MIKE BISSET

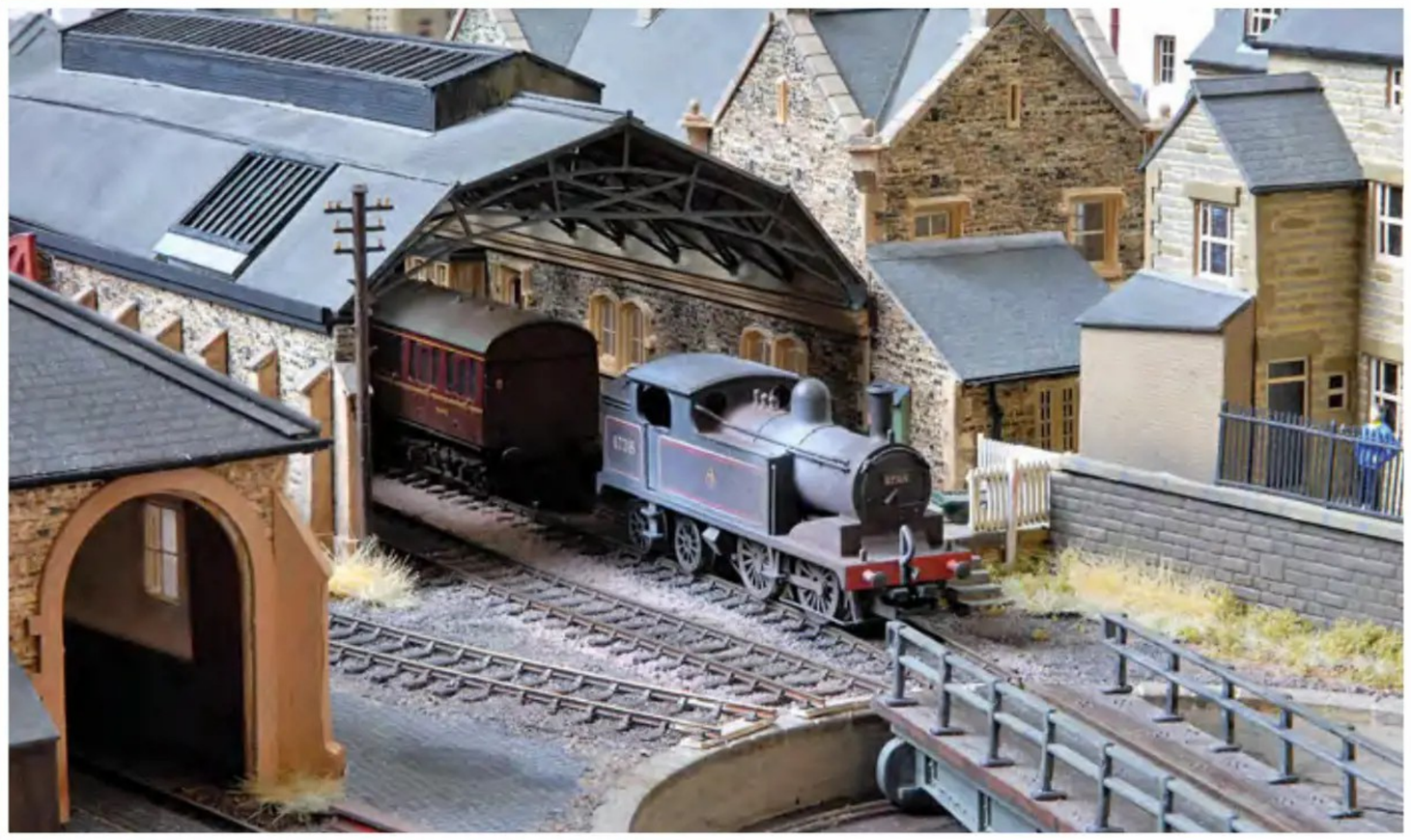
1 **Peter Brown's outstanding 'N' gauge exhibition layout was inspired by the market town of Alston in Cumbria.**

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'N', 9mm	2mm: 1ft	4ft 10in x 1ft 6in	EASTERN	1950s	ANALOGUE & DCC

ALSTON was started as a solo project after I gifted my Monkchester layout to the Newcastle and District Model Railway Society. Although I enjoyed exhibiting Monkchester, it was costly to transport which meant there were few invitations. I decided I needed an exhibition layout of my own on a single board capable of fitting in the back of my car.

Looking for inspiration, a colleague from the club, Dennis Ogle, suggested I read Ken Hoole's book *North Eastern Branch Line Termini* (OPC, ISBN: 978-0-86093-219-2) and from this I decided to model Alston station, in Cumbria. Even in 'N' gauge, a model of the station and yard would not fit on my proposed baseboard, so compromises were needed.

To achieve this, the goods shed and coal drop sidings were simplified and moved to the other side of the station. The sidings for the quarry were brought closer to the station and now serve a mill rather than a quarry. The turntable, which was removed in the early 1950s, was reinstated. Perhaps the greatest artistic licence, however, was the relocation of Alston marketplace and High Street to be integral with the station rather than some distance away. Those familiar with Alston, the highest market town in England, will see many buildings they recognise even if they are not where they should be!



Having recently arrived with the branch passenger train, Worsley 'G5' 0-4-4T 67315 eases forward onto the turntable ahead of yard shunting duties.

CONSTRUCTION

So the baseboard would be as light as possible, I used one made by White Rose Modelworks. This was an off-the-shelf 1,500mm x 450mm (approx. 4ft 10in x 1ft 6in) baseboard. Modifications were made before assembly because cut-outs were required for the partially sunken coal drops, proposed river area and traverser turntable. The traverser was also made from laser-cut plywood and prepared to my dimensions by Stoneybridge Structures.

I thought long and hard about what track to use. As a member of the 2mm Society, I was keen for the track to be finescale but owning a large quantity of 'N' gauge stock, I was less committed to changing wheelsets to 9.4mm gauge. In the end, I discovered I could get code 40 track in 'N' gauge from British Finescale which supplies Finetrax track and turnout components as kits.

The motivation for using code 40 track (Peco 'N' gauge finescale track is code 55 and ordinary 'N' gauge track is code 70) is that it is true to scale, and you can get a realistic gap between track and ballast. The down side is that none is ready-made and venturing into handmade track was certainly outside my comfort zone. For instance, the rail is too small for fishplates so every piece of metal, including all those in turnouts, require individual soldered wire droppers for electrification.

Having virtually no experience of soldering, I attended a soldering workshop arranged by the local 2mm Society branch where Mick Simpson provided some patient tutoring. After that, I ordered my first track and had a go. The instructions were straightforward and having bought the recommended tools and jigs, making the track and turnouts was satisfying. The double slip was a particular challenge with the number of very short lengths of rail all needing droppers. Current British Finescale points are much improved and easier to use with 3D printed bases and ready engineered point blades and crossings.

As the design developed, I progressed to a full-size mock up drawn on white foam board. Even so, once all the turnouts were complete, slight modifications were needed to ensure the transition curves looked smooth and correct. The track and turnouts were all spot glued with Bostik All Purpose adhesive as this kept everything secure but allowed a degree of adjustment before setting to ensure perfect track alignment, fishplate free. Permanent fixing occurred when the ballast was added. »

From old photographs, it was evident that the main tracks had been re-ballasted and were quite different from those in the sidings. After experimentation trying to get ballast fine enough that it looked right, I settled on neat chinchilla dust for the main tracks and sieved silica sand for the rest. The size and texture were what I wanted but the natural colour of both was wrong. After the glue to fix it had dried, the ballast was then tinted with dilute Quink black fountain pen ink for the sidings, with less dilution of it for the main line.

CONTROL

Home-made turnouts have no holding springs and point motors are needed that hold the switch blades in position and provide gentle but firm movement for the delicate mechanism. I selected DCC Concepts Cobalt Classic motors as these also incorporate polarity switching for the frogs and can be used in conjunction with the company's Alpha switches to give LED route indication on the control panel.

It is nearly 50 years since I last wired up a layout because for all the Monkchester extensions, expert club members were willing and able to take it on. Wiring was a challenge for me with all the multiple droppers, made worse by an elementary lack of discipline on my part with regard to cable colours. Suffice to say I made a resolution that on the next layout I would ensure I had sufficient cable at the outset and that colours of cable for the track were limited to three - one for the live, one for the common return and the third for the frogs that need switching arrangements. Similar discipline is needed for wiring to the point motors. If you don't make mistakes, you don't learn!

Faith that all would be well was needed as no test running could be carried out until everything was fully wired and operational. Inevitably, nothing worked to start with and time had to be spent eliminating a series of shorts caused by stupid errors in my wiring. The complexities of wiring and operating the double slip proved to be beyond me (not least because there were conflicting instructions for the slip and the point motors). I was grateful to Dennis for rescuing me with his determination and forensic logic.

The layout was designed to be analogue, controlled by a plug-in Gaugemaster Walkabout controller. I subsequently bought a Graham Farish sound-fitted Diesel Multiple Unit and I was so impressed with it that I modified the layout's wiring so it could operate on Digital Command Control (DCC) with a Gaugemaster Prodigy controller. There is a double-throw, double pole switch to change from analogue to DCC operation.

Stock that needs to be uncoupled is fitted with Dapol Easi-shunt couplers and permanent Dapol magnets have been installed under the track in strategic places. For instance, a locomotive arriving in the station with two coaches automatically uncouples as it stops.

Above: **Alston had a small goods yard, locomotive shed and elevated coal drops.**

Right: **A Fowler 'Jinty' 0-6-0T is coaled and watered outside the small locomotive shed at Alston, as a Class 108 waits to depart the station.**

The locomotive then moves on to the turntable for turning, runs around, and automatically couples at the other end of the coaches, ready for departure, all hands-free.

TURNTABLE

The turntable is a significant aspect of the operation of the layout. The Peco turntable kit has a diameter of 75 scale feet and is suitable for main line locomotives. The original Alston turntable was 42ft in diameter. I have found no reason for the turntable's removal in the 1950s but at that size it would be too small for the 'J39' 0-6-0s shown in subsequent photographs in the station and this may have led to its demise.

For my turntable, I opted for 55ft diameter as this would accommodate the 'J39s' and Ivatt 2-6-0s I planned to use. Some modification was required to reduce the diameter of the Peco turntable. I prepared drawings for a new laser-cut well but then Dennis offered to use his lathe to turn some resin to my precise dimensions. The design would still incorporate the Peco spindle mechanism and electrics. The deck itself was then shortened to suit and it was wired in accordance with the kit instructions. A two revolutions per minute worm gear motor was fitted and, with a discreet slide switch under the baseboard, control of the Walkabout is switched from the track to the turntable.

STATION BUILDINGS

Alston station is a lovely building and is very well documented in several books with photographs and measured drawings. I intended having the station building itself laser-cut and knowing the station had recently had major alterations I approached the architects responsible to see if a digital computer survey had been prepared and whether I could have a copy.

Richard Parker, director of Harrison Pitt Architects, proved very helpful and with the permission of the South Tynedale

Railway Preservation Society (*www.south-tynedale-railway.org.uk*) which is headquartered there, I was emailed the plans and elevations in digital format. Some manipulation of the drawings was needed but I was able to send digital drawings for laser cutting to Stoneybridge Structures confident my model would be exactly to 1:148 scale.

For the brick paper, I used a photograph of the actual stonework on the station and digitally altered it to create an A4 file of stonework to scale. To make the distinctive chimneys, I used free Google *SketchUp* software to produce 3D drawings and then had the chimneys professionally 3D printed. The finials were made with plastic pin heads and the watertabling was adapted from Ratio copings I had left over from a viaduct kit.

For the station canopy, signalbox, goods shed and coal drops, I used drawings from the books to prepare digital drawings for laser cutting. I modelled the canopy at the end of its life without the boarded ends. Having gone to the trouble of replicating all the intricate trusses, I did not want to cover them up!

SCENERY

Victorian railway designers went to enormous lengths to create a level trackbed with prodigious earth moving and the use of embankments, cuttings, bridges and tunnels. The trick for model makers is to do the reverse. We start with a flat baseboard for our track laying but then need to create a plausible environment into which a track bed has been created. Land either side of a railway line is never truly level.

At the front of the layout, I created a sunken area to accommodate the River Nent and the coal drops. On the left-hand side, I needed to hide the traverser turntable so this dictated the height of the road bridge and the roads around it. The road next to the station was to be the same height as the platform and it made sense for it then to rise slightly to the right of the layout.

I tentatively cut out a curved road parallel to the track from Daler mountboard supported on card formers to create the slopes. With various adjustments until it looked right, this became the basis of the relocated Alston town. There was no plan for what building went where: I chose what building might look best in each situation, sometimes with the front of a building in one position and the rear in another. Quite a few Front Street buildings »

back on to the churchyard and have no rear access. These were ideal to back on to the railway.

I took lots of photographs of Alston buildings. From these, I identified the most common sizes and styles of windows and types of door. These were rationalised to 20 different windows and three doors. 40 each of these were then laser cut.

For each building, I prepared digital drawings of the elevations using my 'standard' windows and doors. Using the photographs as a guide, it was quite easy to get the proportions looking correct without having taken any actual dimensions. The printed elevation was then sellotaped to the plastic sheet or mounting board and the window and door openings were cut out. Walls were made from plastic sheets of 2mm dressed stone, 4mm medium stone or mounting board. On some buildings the stone sheets were painted white to resemble whitewashing. Roofs were made generally from 2mm roofing tile sheets.

High Mill is a former, now derelict, water mill close to the centre of Alston. This was modelled around the sidings and to hide and disguise where the traverser turntable turns under this scenic section. This determined the height of the bridge and the road layout at this end of the layout.

For the Town Hall I estimated the height of the main door and then prepared digital drawings from photographs for laser cutting and 3D printing of the spire. When I came to incorporate the model into the street scene, the model looked far too small and I realised I had underestimated the door height. I tried to live with it but quickly decided it needed to be remade 20% bigger.

It was only a click of the mouse to change the drawings and I was very fortunate that Gavin Thirkell of Stoneybridge Structures was able to laser-cut the new components for me on the last afternoon he was at work before the first Covid-19 lockdown. With the spire now larger, it was of a size I could model without the need for 3D printing.

Large quantities of Ratio's 2mm scale gutters and downpipes were used as rainwater goods and soil and vent pipes. Time was spent weathering the buildings with an airbrush or dilute washes. Having finished a pristine new model building, it is almost counter-intuitive to make it dirty and it does take a bit of courage to wave an airbrush at it!

Most model buildings, however, do need to be toned down a little with particular attention given to the base of the walls, which due to rising damp or rain splash are usually a little darker. This really helps the models to 'sit' in their surroundings.

ROLLING STOCK

Rolling stock is proprietary but weathered. I have tried to replicate the sort of stock that was used at Alston in Era 5 with 'J39' 0-6-0s and 'speed whiskered' early DMUs. North Eastern Railway 'G5' 0-4-4Ts were also used extensively and there is no proprietary locomotive available in 'N'. Dennis Ogle was so outraged at me using a London Midland & Scottish Railway 'Jinty' 0-6-0T instead that he offered to design and 3D print a 'G5' body to sit on a Dapol 'M7' chassis. The detail he achieved with this is astonishing and replicates an actual 'G5' based at Alston, and all I had to do was add a driver and weather it.

05 Above: **The former North Eastern Railway outpost plays host to a selection of motive power including former LMS and LNER locomotives.**

06 Right: **Gresley 'J39' 0-6-0 68481 nears journey's end as it approaches the terminus at Alston with a two coach rake of non-corridor stock.**

Alston has been exhibited in Newcastle, Wigan, Doncaster, Gateshead and Model Rail Scotland. In the 2021 2mm Society online competition, the station won first prize in the buildings category and also the Chairman's Trophy.

I started modelling in 'N' gauge in 1972 with what became Monkchester. I certainly left it a long time before embarking on my second layout. The fundamentals, particularly using analogue control, may not have changed but the scope and possibilities have changed immensely.

The detail and quality of proprietary stock, the choice of electronic components for wiring, being able to use 2D digital drawing packages for modelling buildings, laser cutting of components and 3D printing have all played a part. My eyesight may not be what it was and the fingers are arthritic, but it has been satisfying to build this layout to a standard and level of detail inconceivable when I started all those years ago.

Thanks are due to fellow members of the Newcastle and District Model Railway Society for their advice, encouragement, and support – and in particular to Dennis Ogle.

Alston was intended to be a long-term project but took less than two years to build. With the lockdowns I was able to spend a lot more time than expected in the workroom with a clear conscience. Since then, I have been working on my next layout and again I have sought inspiration from Ken Hoole's book with the terminus station of Richmond in North Yorkshire. When it is complete, I hope to be able to share it in the pages of *Hornby Magazine*.

HM

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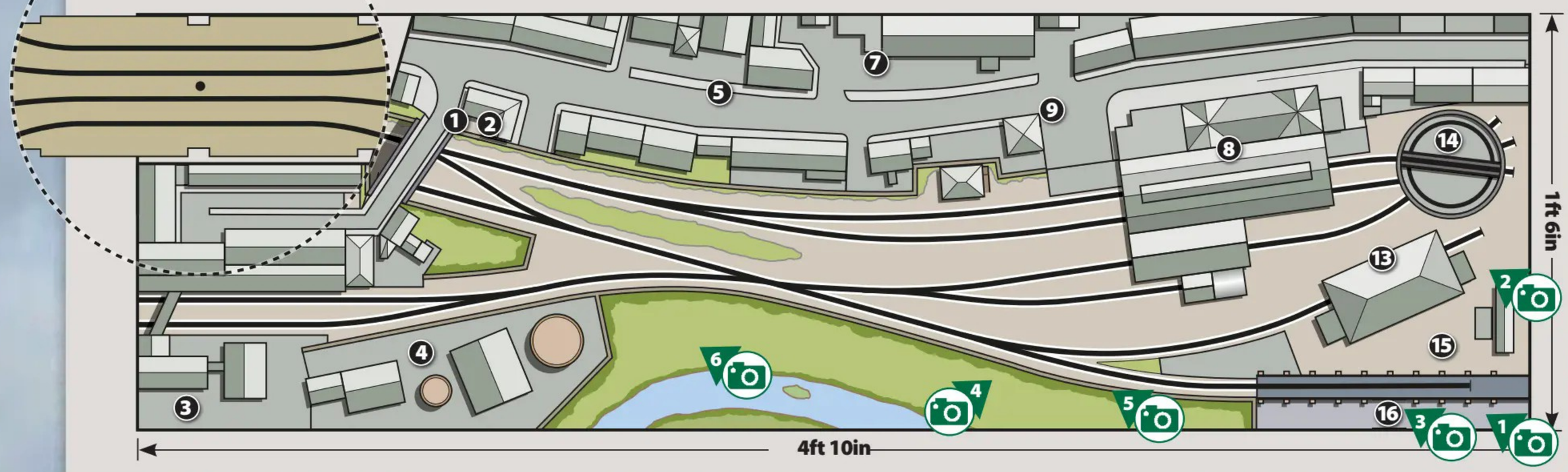
ALSTON TRACK DIAGRAM (NOT TO SCALE)

KEY

1 To/from traverser storage yard	5 Town Hall	9 Market cross	13 Goods shed
2 Bridge	6 Shops/flats	10 Signalbox	14 Turntable
3 High Mill	7 Hotel	11 Railway station	15 Weighbridge
4 Gas Works	8 Station	12 Locomotive shed	16 Coal drops



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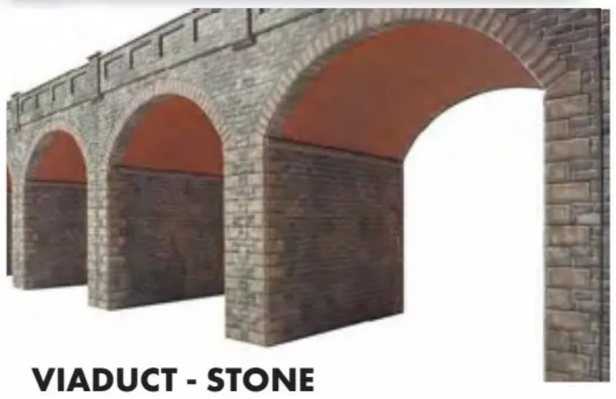
STRUCTURES



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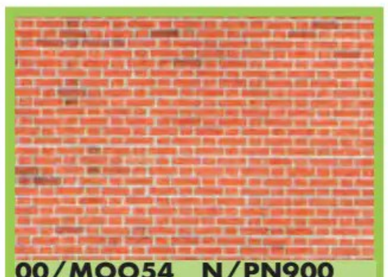

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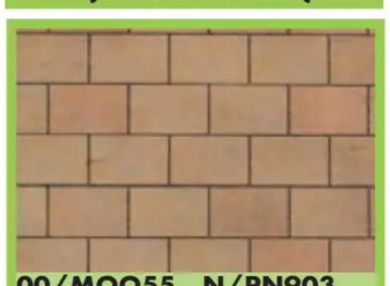

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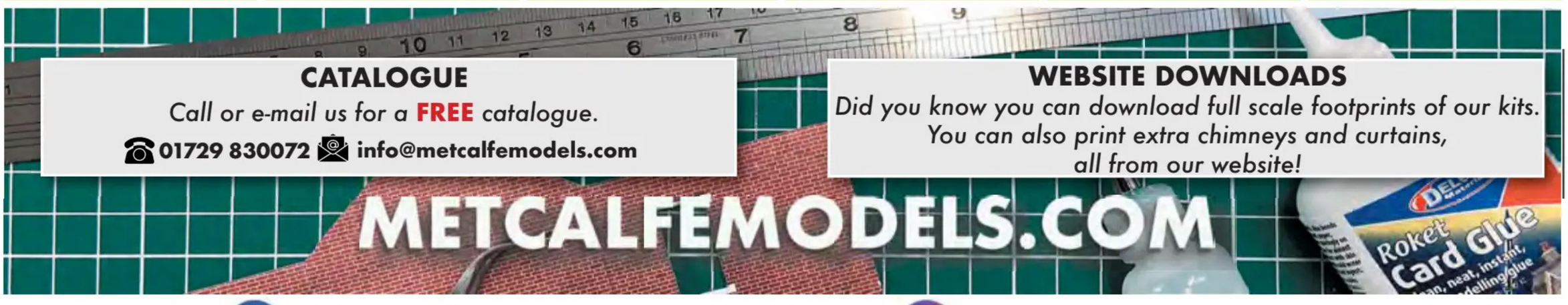

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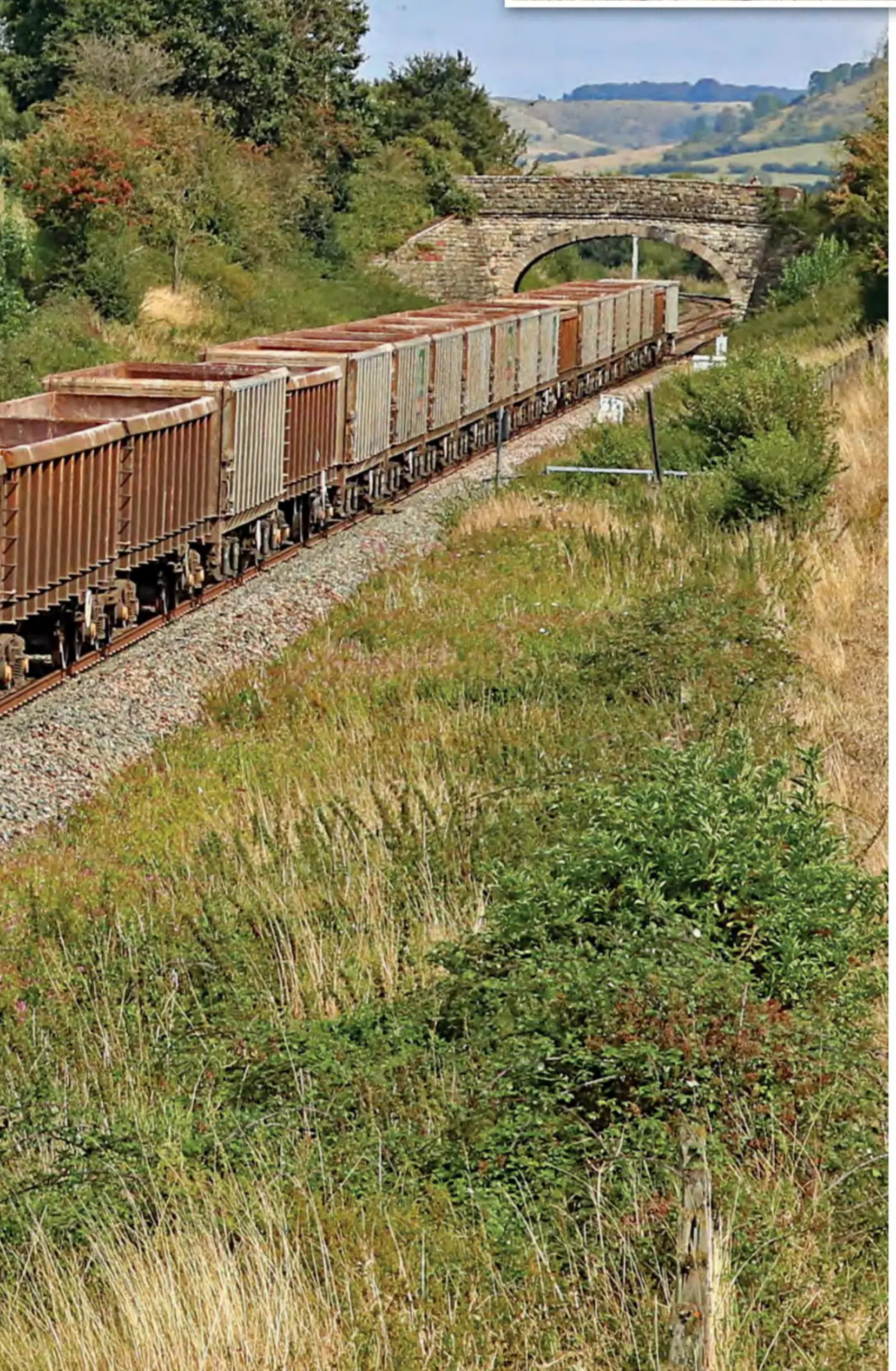
DIESEL DAYS

AT WESTBURY

A railway crossroads, Westbury has long been an important rail hub and remains a major centre for a varied selection of passenger and aggregate traffic, as **EVAN GREEN-HUGHES** describes.

Right: **DB Schenker Class 59 59204 heads round the curve into Westbury on July 16 2019 with 6V18 11.25am Allington A.R.C. Siding to Whatley Quarry empty Hanson hoppers.** Paul Biggs.

Below: **DB Cargo 60024 *Clitheroe Castle* heads away from Westbury towards Fairwood Junction with 6C58 11.45am Oxford Banbury Road Sidings to Whatley Quarry stone empties on August 21 2019.** Paul Biggs.



THERE ARE FEW RAILWAY locations today where a steady flow of heavy freight mixes in with prestige express trains as well as inter-urban passenger workings. Westbury is one of those and as a result it is a location which attracts much interest from enthusiasts as well as those looking for a prototype from the modern era.

Today the station plays host to some of the heaviest aggregate trains running on Network Rail, many on their way to construction sites in London and the Home Counties from extensive quarries in the nearby Mendips. Passenger workings see the latest Hitachi Class 800/802 bi-mode units travelling from London to the west, while many varieties of Diesel Multiple Unit (DMU) can also been seen on north to south duties, travelling to destinations such as Cardiff and Portsmouth.

BRANCHING OUT

The station has not always been a junction. In fact, it started life as the terminus of a line from Chippenham, opening in 1848. This only lasted for a couple of years until the line was extended to Frome, with a branch to Salisbury opened in 1856. However, Westbury really came into prominence in 1900 when the Great Western Railway (GWR) incorporated it into its new main line from London Paddington to Taunton, being rebuilt with two island platforms. As with many stations of the time, Westbury was also equipped with a large goods yard and there was much interchange there of goods traffic between the routes served. This yard also handled the output from quarries in the area which supplied high-quality aggregates.

In 1915, increasing goods traffic led the Great Western to build a locomotive depot just south of the station, on the east side of the main line. This was a brick-built four-road structure and lasted 50 years. As might be expected for an area with considerable goods traffic, the bulk of the allocation in its later years was made up of 0-6-0PTs, mainly of the '57XX' and '54XX' classes - but the shed also played host to »

larger types such as 'Halls', 'Counties' and 'Saints' while there were also some other visitors such as 'WD' 2-8-0s. An allocation of '43XX' 2-6-0s served for some of the longer distance passenger workings. In its final years the shed played host to some of the famous 'Hymek' diesel-hydraulics which were steadily taking over mixed-traffic duties in the area.

The arrival of diesel traction saw a new depot built on sidings previously used for stabling ambulance trains. This new facility was designed especially for three-car DMUs which at the time were anticipated to take over all local trains in the area and it had simple covered accommodation for the outer two cars whilst the middle one was open to the elements. This was because only the outer cars were powered and these were the ones that required oil, fuel and water.

However, the intended plan was not adhered to and the facility soon came to be used by a variety of diesel locomotives, including diesel-hydraulics and later Class 37s and 47s as well as diesel shunters. This location closed in 1993 and was soon demolished: from that point on the resident shunters were fuelled from a road tanker with main line locomotives and units going elsewhere.

BR Railfreight Class 56 56034 *Castell Ogwr/Ogmore Castle* shunts loaded stone at Westbury as it propels its train towards the station over the avoiding line on April 1 1986.
John Chalcraft/Railphotoprints.uk.

GRADUAL DEVELOPMENT

The station itself had remained much as built but there had been substantial additions to it over the years. An enginemen's hostel had been built opposite the main buildings in 1947 and this became a mess room several years later, with part becoming a training centre. In the early 1980s the track layout was rationalised and one of the platform faces was taken out of use. At the same time, colour light signalling was introduced and the old signalboxes replaced with a substantial modern brick-

Westbury in the 1980s – as Class 33 33035 restarts from Westbury with the 3.10pm Portsmouth Harbour to Bristol on April 2 1984.
Hugh Ballantyne/Railphotoprints.uk

built structure which controlled a much larger area.

Freight traffic had been much stimulated by the establishment of a cement works near to the station in 1960. Chalk and clay for this was fed through pipelines, and the finished product was then transported by rail. Trip workings to and from the plant were undertaken by Class 08 shunters with the cement wagons marshalled together in Westbury yard for onward working, usually to London or the South East. Coal supplies were also tripped to the cement works by rail.

The yard itself had become a hub for the assembly of aggregate trains. From the 1930s onwards there had been an increasing demand for concrete products and for materials for road building, which quarries in the nearby Mendips had been in a good position to supply. A number of new sites were opened up, such as Westbury Quarry itself, which commenced operation during this period and which was active for 70 years. Aggregate trains using the yard were usually extremely heavy and warranted the use of 2-8-0 heavy freight steam locomotives, superseded by Class 52 'Western' diesel-hydraulics then Class 47s and Class 56s.

AMERICAN INVASION

During the 1980s, aggregate traffic was booming with one of the major producers being Foster Yeoman. This company had contracts to supply the construction industry in London, and for this British Rail was supplying Class 56s from Westbury, which were often having to be worked in pairs. However, these BR-worked trains ran late up to 40% of the time. Foster Yeoman demanded improvements, but the best BR could offer was the Class 58, which was hardly a roaring success itself at the time. As a result, Foster Yeoman bought five American-built Class 59s. These proved to be spectacularly reliable and far more powerful than their British counterparts. They, along with their block trains soon became a regular feature at Westbury.

56055 and 56031 *Merehead* prepare to leave Westbury with 59002 and a loaded stone train for adhesion testing on the Berks and Hants route at Savernake on February 9 1986. John Chalcraft/Railphotoprints.uk.

These easily-identifiable and colourful locomotives were soon joined by another four, purchased by another quarry operator, Amey Roadstone, and outshopped in a mustard yellow and grey scheme. Both the Class 59 fleets were soon amalgamated and operated under the Mendip Rail banner. As a result, Westbury became one of the first locations in the country where privately-owned and liveried locomotives could be seen.

These changes meant the sidings at Westbury became vacant for a while but latterly Colas Railfreight has established a stabling point and refuelling facility there, reconnecting one of the old depot roads and installing a bunded fuel tank. The site has also been used to store ballast and track materials and has also seen a spell of use as a spoil dump.

The diesel era at first saw diesel-hydraulics such as 'Warships', 'Westerns' and 'Hymeks' but these then gave way to 'Peaks', Class 31s and Class 47s before the High Speed Trains came along in the 1970s. In the last few years they have been replaced with Hitachi Class 800/802 bi-mode units on express work. Local trains first went over to diesel operation with the Class 117s, these giving way to Class 143 'Pacers' and then Class 150 units. In turn these have now been replaced by Class 165 and Class 166 'Turbos' displaced from the London area by newer stock. Cardiff to Portsmouth workings were often Class 33-hauled in the early diesel days with these also replaced by diesel units in the 1980s, and now worked by Class 158s and 159s.

An increase in local traffic has prompted the current Great Western Railway to establish a stabling point and refuelling facility near to the station in recent years. No units are permanently allocated here but some spend time at the point overnight or in-between duties.

WIDE VARIETY

Today there is much of interest at Westbury. The aggregate trains still run using the Class 59s but today they are owned by companies such as Freightliner and GB Railfreight, despite wearing a variety of liveries. Class 66s can be seen, too, in their various guises, while the presence of Colas Rail Freight means that Class 37s have been seen on test trains in the area.

The bulk of the passenger services are provided by Great Western Railway with its green livery seen on express duties and a variety of other colours, including First Great Western blue, seen on the local units. North-South trains are operated by South Western Railway in the company's bold blue and grey scheme and the earlier South West Trains livery. The line is also a favourite for excursions and special workings which generate their own examples of unusual traction.

It is rare today for a location to have the variety of trains that pass through Westbury and it is this variety that makes this station of great interest, whatever period you prefer. **HM**

● **Visit our Railway Realism archive at *www.keymodelworld.com* for more historical railway articles.**

Westbury diesel depot was a short distance from the station and on April 13 1980, 47020, 46052, 08756 and 08951 were noted there between duties. The two covered buildings were spaced apart due to the depot's original role of servicing three-car DMUs. John Chalcraft/Railphotoprints.uk.

HORNBY magazine

SHOW GUIDE

Welcome to the *Hornby Magazine Show Guide* – your guide to the exhibitions that are taking place throughout the country every weekend. This listing is a guide to events planned by model railway clubs and societies and is updated each issue. We recommend checking the club or 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.

May 2024

3-6 TAUNTON MODEL RAILWAY GROUP OPEN DAYS

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

4 EAST KENT MODEL RAILWAY SOCIETY EXHIBITION

Hosts: East Kent Model Railway Society
Location: The Centre, Alpha Road, Birchington, Kent CT7 9EG
Times: 10am-4pm
Prices: Adults £5, children free
Contact: *ekmrswhitstable@gmail.com*
Features: Layouts, trade support, refreshments and parking.

4 INDUSTRIAL AND NARROW GAUGE 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, children free, family £9
Website: *www.bournvillemrc.co.uk*
Features: Layouts, trade support, refreshments and parking.

4/5 SEVERN VALLEY MODEL RAILWAY WEEKEND

Hosts: Severn Valley Railway
Location: The Engine House, Highley Visitor Centre, Severn Valley Railway
Times: 10am-5pm
Prices: Adults £32, children £21 (discounted advance tickets available)
Website: *www.svr.co.uk*
Features: Layouts, trade support and refreshments. Freedom of the Line ticket includes entry to event and SVR train ride.

5 FARNHAM AND DISTRICT MODEL RAILWAY CLUB '00' GAUGE GROUP OPEN DAY

Hosts: Farnham and District Model Railway Club
Location: Wrecclesham Community Centre, Greenfield Road, Wrecclesham, Farnham GU9 8TG
Times: 10am-4pm
Prices: Free
Website: *www.farnhammrc.org.uk*
Features: Club 'OO' layouts, test track, club stand, refreshments, parking and disabled access.

5 SUTTON RAILWAY GROUP MODELLERS FAIR

Hosts: Sutton Railway Group
Location: Meridale Hall, High Street, Sutton on Sea LN12 2ET
Times: 10am-4pm
Prices: £2
Website: *www.suttononsea.info/sutton-railway-group*
Features: Layouts, trade support, club stand, static exhibits and refreshments.

6 CLEVELAND MODEL RAILWAY CLUB OPEN DAY

Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Saltburn-by-the-Sea TS12 2LQ
Times: 10am-4pm
Prices: Adults £2, children 50p
Website: *www.clevelandmrc.club*
Features: Club test track, club shop, refreshments, parking and disabled access.

11 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

Hosts: Heywood Model Railway Group
Location: Unit 1, River Street, Heywood OL10 4AB
Times: 10am-4pm
Prices: £2 entry
Website: *www.hmrg.net*
Features: Club test track in 'N', 'OO', 'O' and 'G' gauges, club shop and refreshments.

11 CLAY CROSS MODEL RAILWAY SOCIETY OPEN DAY

Hosts: Clay Cross Model Railway Society
Location: All Saints Church Centre, Longedge Lane, Wingerworth, Chesterfield S42 6PU
Times: 10am-4pm
Prices: Adults £3, children free
Website: *www.cxmrs.org.uk*
Features: Club layouts, locomotive servicing and refreshments.

11 LUTTERWORTH MODEL RAILWAY EXHIBITION

Hosts: Lutterworth Railway Society
Location: The Wycliffe Rooms, George Street, Lutterworth LE17 4ED
Times: 10am-4pm
Prices: Adults £5, children £3, family £12
Website: *www.lutterworthrailwaysociety.co.uk*
Features: Layouts, trade support, societies and refreshments.

11 SOMPTING AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Sompting and District Model Railway Club
Location: St. Peter the Apostle Church, Bowness Avenue, Sompting, Lancing BN15 9TS
Times: 10am-4.30pm
Prices: Adults £4, children £1
Website: *www.somptingdistrictmrc.co.uk*
Features: Layouts, trade support, club stand, societies, refreshments, parking and disabled access.

11 WATFORD MODEL RAILWAY EXHIBITION

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

11/12 EXPO EM SPRING 2024

Hosts: EM Gauge Society
Location: Bracknell Leisure Centre, Bagshot Road, Bracknell RG12 9SE
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: Members £9, non-members £11
Website: *www.emgs.org*
Features: Layouts, trade support, societies, demonstrations, test tracks, refreshments, parking and disabled access.

11/12 IMMINGHAM MODEL RAILWAY SHOW

Hosts: Immingham Museum
Location: Civic Centre, Pelham Road, Immingham DN40 1QF
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free
Website: *www.imminghammuseum.org*
Features: 15 layouts, trade support, refreshments, parking and disabled access.

11/12 STAMFORD MODEL RAILWAY SHOW

Hosts: Market Deeping Model Railway Club
Location: Stamford Welland Academy, Green Lane, Stamford PE9 1HE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £9, concessions £4, children £4, parent and child £12,50, family £25
Website: *www.mdmrc.org*
Features: 30 layouts, trade support, demonstrations, refreshments, parking and disabled access.

11/12 SYSTON MODEL RAILWAY EXHIBITION

Hosts: Syston Model Railway Society
Location: "Roots" Thorpe Farm, Barkby Thorpe, Leicester LE7 3QE
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £5, accompanied children free, family £10
Website: *www.systonmrs.org.uk*
Features: Layouts, trade support, club stand, refreshments, disabled access and parking.

18 ELY AND DISTRICT MODEL RAILWAY EXHIBITION

Hosts: Ely and District Model Railway Club
Location: Ely College, Downham Road, Ely CB6 2DY
Times: 10.30am-4.30pm
Prices: Adults £5, children £3, family £15
Website: *www.elymrc.org.uk*
Features: 14 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. Free vintage shuttle bus from Ely station.

18/19 HAYLE DAY CARE CENTRE MODEL RAILWAY 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, children under 14 free
Website: *www.haylerail.co.uk/exhibitions.html*
Features: Layouts, trade support, refreshments, parking and disabled access.

18/19 SALISBURY MODEL RAILWAY EXHIBITION

Hosts: Salisbury & South Wilts Railway Society
Location: Michael Herbert Hall, South Street, Wilton, Salisbury SP2 0JS
Times: 10am-4.30pm
Prices: Adults £5.00, children £2.00 (one child per adult free)
Website: *www.sandswrs.co.uk*
Features: 12 layouts, trade support, garden railway, refreshments, parking and disabled access.

18/19 NEEPSEND MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Neepsend Model Railway Society
Location: Grenoside Community Centre, Main Street, Sheffield S35 8PR
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7.50, children free
Website: *www.neepsendmrs.weebly.com*
Features: 15 layouts, trade support, refreshments, parking and disabled access.

24/25 BANGOR MODEL RAILWAY EXHIBITION

Hosts: First Bangor Model Railway Club
Location: City Church, Main Street, Bangor, Northern Ireland BT20 4AG
Times: Fri 7pm-9.30pm, Sat 10am-4.30pm
Prices: Adults £6, children £3, concessions £4, family £12
Website: *www.facebook.com/firstbangormrc*
Features: 30 layouts, trade support and displays.

25 BILLERICAY MODEL RAILWAY GROUP EXHIBITION

Hosts: Billericay Model Railway Group
Location: Hannakins Farm Community Centre, Rosebay Avenue, Billericay CM12 0XP
Times: 10am-4pm
Prices: Adults £5, under 18s £3, concessions £4, unaccompanied children £5, family £13
Website: *www.billericaymrg.org*
Features: 12 layouts and trade support.

25 SAFFRON WALDEN MODEL RAILWAY CLUB OPEN DAY

Hosts: Saffron Walden Model Railway Club
Location: United Reformed Church, Abbey Lane, Saffron Walden CB10 1AG
Times: 10.30am-4pm
Prices: Free
Features: Club layouts, club stand, refreshments and nearby parking.

25/26 NEW FOREST MODEL RAILWAY SOCIETY EXHIBITION

Hosts: New Forest Model Railway Society
Location: Brockenhurst Village Hall, Highwood Road, Brockenhurst SO42 7RY
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, children free
Website: *www.nfmrs.org*
Features: Layouts, trade support, displays, parking and disabled access (to most areas).

25/26 RAILEX 2024

Hosts: Risborough and District Model Railway Club
Location: Stoke Mandeville Stadium, Guttmann Road, Aylesbury HP21 9PP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £11, children £5 (free Sunday), family £25
Website: *www.railex.org.uk*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

25/26 ROTHER VALLEY RAILWAY MODEL RAILWAY EXHIBITION 2024

Hosts: Rother Valley Railway Supporters Association
Location: Robertsbridge Village Hall, Station Road, Robertsbridge TN32 5DA
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £4, children free
Website: *www.rvr.org.uk*
Features: Layouts, trade support, displays, refreshments, parking and disabled access.

25-27 TAUNTON MODEL RAILWAY GROUP OPEN DAYS

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 with refreshments and parking.

26 BROADLAND MODEL RAILWAY CLUB EXHIBITION

Hosts: Broadland Model Railway Club
Location: Hoveton Village Hall, Stalham Road, Hoveton, Norfolk NR12 8DU
Times: 10am-3.30pm
Prices: Adults £4, children free
Website: *www.broadlandmodelrailwayclub.co.uk*
Features: Layouts, trade support, club stand, locomotive servicing, refreshments, parking and disabled access.

26 HODDESDON MODELLING EXTRAVAGANZA

Hosts: Hoddesdon Model and Railway Club
Location: Old Mill, Mill Lane, Broxbourne, Hertfordshire EN10 7AX
Times: 10am-4pm
Prices: Adults £3, children £1
Website: *www.hoddesdonmrc.org.uk*
Features: Layouts, trade support, club stand, ride on railway, radio controlled models and refreshments.

26/27 LEICESTER MODEL RAILWAY GROUP OPEN DAY

Hosts: Leicester Model Railway Group
Location: The Barn, Main Street, Cossington LE12 7RR
Times: Sun 11am-5pm, Sun 11am-5pm
Prices: Admission £7.50 (full access to village gardens and events included with ticket)
Website: *www.lmrg.co.uk*
Features: Layouts, test track, village events and parking.

PLANNING AN EXHIBITION?

●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.

June 2024

1 CRAVEN ARMS AND DISTRICT MRC EXHIBITION

Hosts: Craven Arms & District Model Railway Circle
Location: Ludlow Racecourse, Bromfield, Ludlow SY8 2BT
Times: 10am-4pm
Prices: Adults £7, children free (unaccompanied £4)
Contact: 07510109347
Features: 20 layouts, trade support, refreshments, parking and disabled access.

1 EXMOOR RAIL 2024

Hosts: Exmoor Coast Railway Modellers
Location: The West Somerset College, Bircham Road, Minehead, Somerset TA24 6AY
Times: 10am-4.30pm
Prices: Adults £7, children £3, family £14
Contact: *nelhams66@yahoo.com*
Features: Layouts, trade support, refreshments, parking and disabled access.

1 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church, Colham Avenue, Yiewsley, Hillingdon UB7 8HF
Times: 10am-3pm
Prices: £6
Website: *www.hillingdonrailwaymodellers.co.uk*
Features: Test track in 'O', 'OO' and 'N' gauges.

1 NORTH DOWNS MRC EXHIBITION

Hosts: North Downs Model Railway Circle
Location: St Peter's Church Hall, Chipstead Way, Woodmanstern, Banstead SM7 3JH
Times: 10am-5pm
Prices: Adults £6, children £3, concessions £5
Website: *www.ndmrc.info*
Features: Layouts, trade support, refreshments, parking and disabled access.

1 SLEAFORD AND DISTRICT MRC EXHIBITION

Hosts: Sleaford and District Model Railway Club
Location: St George's Academy, Westgate, Sleaford NG34 7PP
Times: 10am-4pm
Prices: Adults £6, children £4, family £12
Website: *www.facebook.com/SleafordModelRailway*
Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

1/2 BROADSTAIRS MODEL RAILWAY EXHIBITION

Hosts: Crampton Tower Museum
Location: Crampton Tower Museum, The Broadway, Broadstairs CT10 2AB
Times: 10am-4pm
Prices: Adults £4, children £3, family £10 (includes admission to museum)
Website: *www.cramptontower.co.uk*
Features: Six layouts, trade support and children's ride-on railway (extra charge).

1/2 SHILDON MODEL RAILWAY CLUB EXHIBITION

Hosts: Shildon Model Railway Club
Location: Oakleaf Sports Complex, School Aycliffe Lane, Newton Aycliffe DL5 6QZ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, family (2+2) £16
Website: *www.shildonmodelrailwayclub.co.uk*
Features: 15 layouts, trade support, societies, displays, refreshments, parking and disabled access.

FULL LISTING ONLINE!

●For more shows and the very latest event details visit *www.keymodelworld.com* for our online Show Guide.

DISCOUNT 'O' GAUGE

TOWER BRASS LOCOMOTIVES
R.T.R in unpainted brass/factory painted

GWR/BR Railcar 19-33.....£550.00
GWR/BR Parcels Railcar No.34.....£550.00
GWR 1361 Early black chassis.....£525.00
GWR/BR 1361 Late black chassis.....£525.00
LY/LMS/BR Pug black.....£450.00
LNER/BR J39 0-6-0 black.....£815.00
GWR/BR 8750 Pannier black chassis . £525.00

FULLY FINISHED R-T-R LOCOS

L&Y/LMS/BR Pug 0-4-0T .....from £525.00
GWR/BR 1361 0-6-0ST.....from £695.00
GWR/BR 8750 Pannier tank .....from £695.00
GWR/BR Razor Edge railcar.....£835.00
GWR/BR Parcels railcar.....£810.00
LNER/BR J39 0-6-0.....£950.00

GLADIATOR LOCO KITS

GL1 BR D10/11 4-4-0 .....£420.00
GL14 LNER / BR Q4 TINY 0-8-0 .....£430.00
GL16 LNER / BR Q1/1 0-8-0 TANK £400.00
GL20 LMS/BR PRINCESS £575.00
GL21 LMS/BR ROYAL SCOT £500.00
GL23 LMS/BR BRITISH LEGION £500.00
GL24 LMS/BR ORIGINAL PATRIOT £500.00
GL28 LMS/BR 2P 4-4-0 .....£400.00
GL36 LBSC/SR/BR H2 ATLANTIC £525.00
GL44 LNWR/LMS /BR COAL TANK 0-6-2 ..£325.00
GL50 LNER/BR 2-8-8-2 GARRATT £750.00
GL57 LNER / BR L1 2-6-4 .....£400.00
GL58 LNER / BR B1 4-6-0 .....£480.00
GL59 LNER / BR K1 2-6-0 .....£450.00
GTR62 SR/BR Urie King Arthur.....£575.00
GL70 SR / BR SCHOOLS 4-4-0 .....£525.00
FT9 NER/LNER/BR G6/BTP 0-4-4T.....£300.00

TOWER COLLECTION (D.J.H) BEGINNERS KITS
Includes wheels, gears and motor

TC1 Class 02 0-4-0 Diesel Shunter..... £250.00
TC3 Andrew Barclay 0-4-0 Steam Shunter£280.00

TOWER COLLECTION LOCO KITS
Require wheels, gears and motor

TC2 LMS streamlined Coronation.....£725.00
TC4 LMS/BR non streamlined Duchess...£695.00
TC5 LMS/BR de-streamlined Duchess £695.00
TC6 LMS/BR Sir William Stanier £695.00
TC7 LMS/BR Black Five 4-6-0.....£695.00
TC14 LMS/BR Stainer 8F 2-8-0.....£695.00

D.J.H LOCO KITS

K300 B.R Standard 84xx 2-6-2T.....£465.23
K301 B.R Standard 2MT 2-6-0..... £532.87
K302 LMS/B.R Ivatt 2-6-2T..... £465.23
K303 LMS/BR Fairburn 2-6-4 T £483.89

PECO LINESIDE KITS

LK704 Wooden lineside hut kit.....£27.25
LK705 Brick lineside hut.....£27.25
LK709 Ground Level Signal Box.....£37.95
LK710 Signal Box Interior Kit.....£28.95
LK715 Brick Base Signal Box.....£52.95
LK735 GWR Yard Crane.....£29.95
LK741 GWR spear fencing.....£14.95
LK742 GWR spear fencing ramps.....£14.95
LK743 Field fencing and gates.....£13.95
LK747 Telegraph Poles (6).....£12.95
LK748 Ladders (4).....£10.50
LK749 Loading Gauges (2).....£17.25
LK750 Single track level crossing gates . £27.95
LK758 Platelayers tools.....£8.95
LK759 Platform lamps (4.....£11.95
LK760 Telephone boxes(2.....£11.95
LK761 GWR Station seats (4) £11.75
LK762 MR/NER station seats 4.....£11.75
LK763 SR/BR Station seats.....£11.75
LK764 Bicycles (8.....£11.75
LK765 Police Call Box.....£13.95
LK790 GWR home or distant signal.....£25.75

SLATERS BR WAGONS AND VANS KITS

7062 B.R 12ton Vanwide.....£45.50
7063 B.R Standard Van.....£45.50
7064 B.R 12ton Standard/Flat Van.....£45.50
7065 B.R Meat Van.....£45.50
7066 B.R. Insulated Van.....£45.50
7067 B.R 13 ton conflat 'A'.....£41.25
7069 B.R Lowfit Wagon.....£41.25
7070 B.R 12 ton Palvan.....£45.50
7071 B.R 13 ton High Goods Wagon.....£41.25
7033 LNER/BR 20T Brake Van.....£58.25
7053 LNER/BR 20T Brake Van.....£58.25
7C020 SECR/SR/BR 4 wheel PLV/GUV...£94.75
7C021P SR/BR Bogie Van.....£149.50
7C022 SR/BR 4 wheel BY.....£94.75

PECO WAGON KITS

W601 GWR Toad brake can.....£49.25
W602 GWR Permanent Way brake £49.25
W603 GWR 6 wheel brake £51.75
W604 GWR 4 plank open £41.50
W605 GWR Steel Open £41.50
W606 GWR 10 ton Van.....£51.75
W607 BR 16 ton Mineral wagon.....£51.75
W608 BR 27 ton Iron Ore wagon.....£50.95
W609 BR 20 ton Pig Iron wagon £50.95

PECO 'O' GAUGE TRACKWORK

SLE786BH Curved R/H Point £74.00
SLE787BH Curved L/H Point.....£74.00
SL700BH 12 yards flexitrack.....£112.75
SLE791BH Right Hand Point.....£60.25
SLE792BH Left Hand Point.....£60.25
SLE797BH Y Point.....£54.75
SLE790BH Double Slip.....£124.00
SLE794BH Long Crossing £66.75
SL10 24 metal railjoiners.....£3.95
SL11 12 insulated railjoiners.....£3.95
SL740BH Buffer stop.....£3.75
TP1 Long Track pins (15mm.....£3.25
ST700 Box (6) 393mm straight.....£62.50
ST725 Half circle 1028mm radius curves £67.25
STU750BH R/H Setrack Point £58.00
STU751BH L/H Setrack Point £58.00
PL33 Microswitch.....£7.75
PL19 Microswitch Housing (2.....£5.75
PL80 Power Feed.....£9.25

PARKSIDE WAGON KITS

PS14 BR Grampus Ballast wagon..... £41.75
PS15 BR 21 Ton Mineral wagon £41.75
PS16 LNER Loco Coal wagon..... £41.75
PS17 BR 12 ton Pipe wagon £41.75
PS23 GWR/BR 13 ton open wagon..... £41.75
PS24 GWR/BR 12 ton unfitted van..... £41.75
PS25 BR 24.5 ton mineral wagon £41.75
PS26 GWR/BR 12 ton fitted van £41.75
PS27 GWR/BR 12 ton open with tarp bar £41.75
PS28 GWR/BR 12 ton plywood van £41.75
PS29 GWR/BR Fruit van £41.75
PS30 BR 16 ton mineral wagon £41.75
PS31 BR 16 ton slope sided mineral ... £41.75
PS32 BR 16 ton mineral (ex SNCF..... £41.75
PS33 BR 8 Plank wooden mineral..... £41.75
PS42 LMS/BR 12 ton open wagon £41.75
PS45 LNER/BR 12 ton goods van £41.75
PS46 LNER/BR 12 ton fruit van £41.75
PS49 GWR/BR Mica van..... £41.75
PS100 SR/BR Banana van..... £41.75
PS101 SR/BR Meat van..... £41.75
PS104 BR 21 ton coal hopper £41.75
PS107 SR/BR Cattle truck..... £41.75
PS112 GWR/BR Gunpowder van £41.75
PS114 LMS/BR Banana van £41.75
PS115 LNER/BR Brake Van £48.50

BACHMANN SCENECRAFT BUILDINGS

47040 Diesel Refuelling Point £42.45
47128 Fuelling Point Pump House £33.95
47129 Fuel Storage Tank.....£84.95
47203 Low Relief Corner Shop £19.95
47-541 Walls & Gates..... £25.45
47-558 Corrugated Shed.....£16.95
47-572 Midland Water Crane..... £25.45
47-002 Washing Plant £84.95
47-0054 Mess Room £59.50
47-055 Site Office £55.25
47039 Office Block.....£77.20

TOWER MODELS O GAUGE PLATFORMS
Bachman Scenecraft platforms and ramps exclusive to Tower Models
2 Ramps & 2 straights (98cms) £89.95
3 straight (88cms) £69.95

NEW DAPOL B.R MARK 1 COACHES
Available as CK, SO, SK and BSK in crimson & cream, S.R green, blue & grey, chocolate & cream and maroon, numbered or un-numbered
Basic RRP £222.44 OUR PRICE £189.07
DCC fitted RRP £261.57 OUR PRICE £222.33
BOTH EARLY AND WINDOW BEADED NOW AVAILABLE

DAPOL (EX LIONHEART) 45XX PRAIRIE
Superb quality fully finished with diecast body and excellent detail. Choice of six liveries, numbered and un-numbered.
RRP £553.31 OUR PRICE £470.00
Sound fitted RRP £726.57 OUR PRICE £617.50
LAST FEW

DAPOL BOGIE BOLSTER E
6 LIVERIES AVAILABLE
RRP £81.00 OUR PRICE £68.50
NOW AVAILABLE

LIONHEART SUBURBAN COACHES
Fully finished superb quality with interior details and lights.
2 car 'B' set G.W.R or B.R 6 types
RRP £470.50 OUR PRICE £399.99
4 car D set G.W.R or B.R 4 types
RRP £823.50 OUR PRICE £699.99

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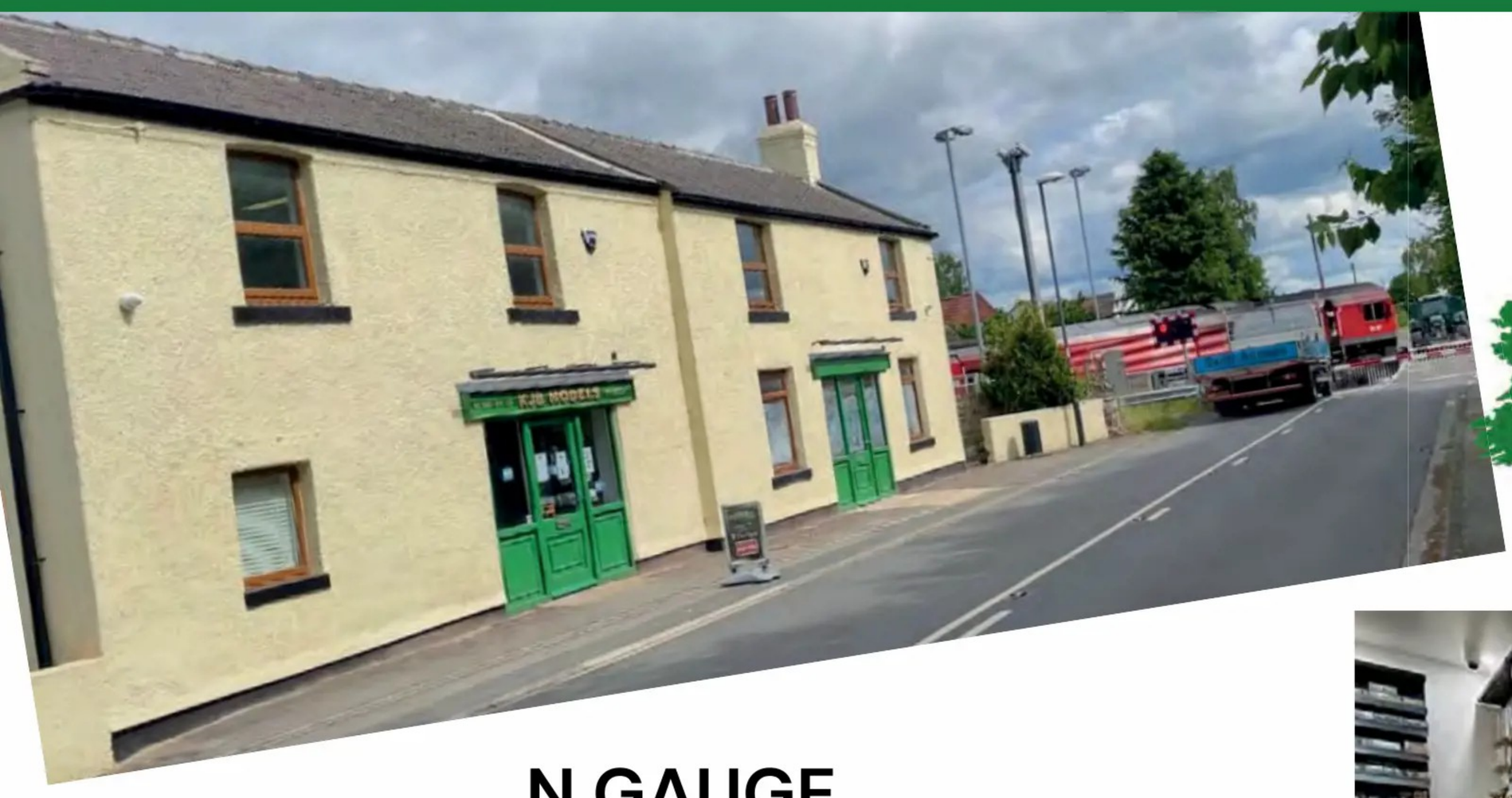

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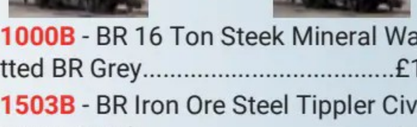

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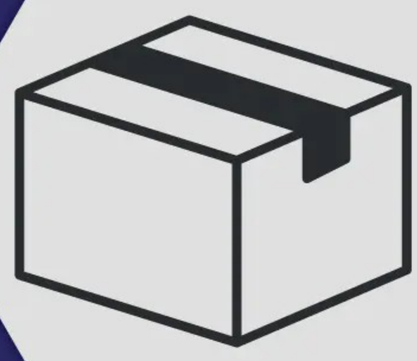

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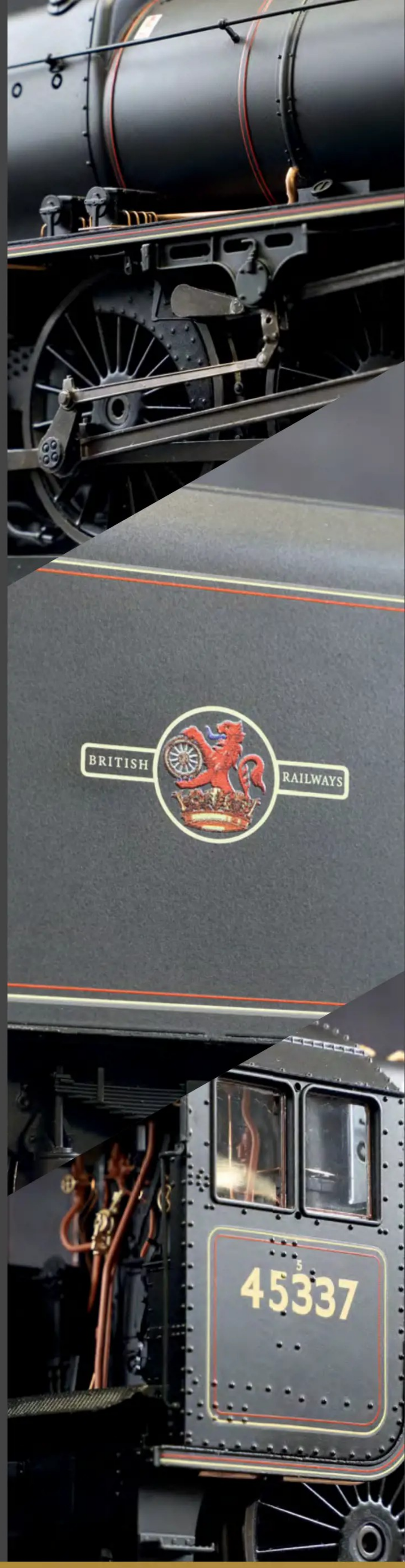

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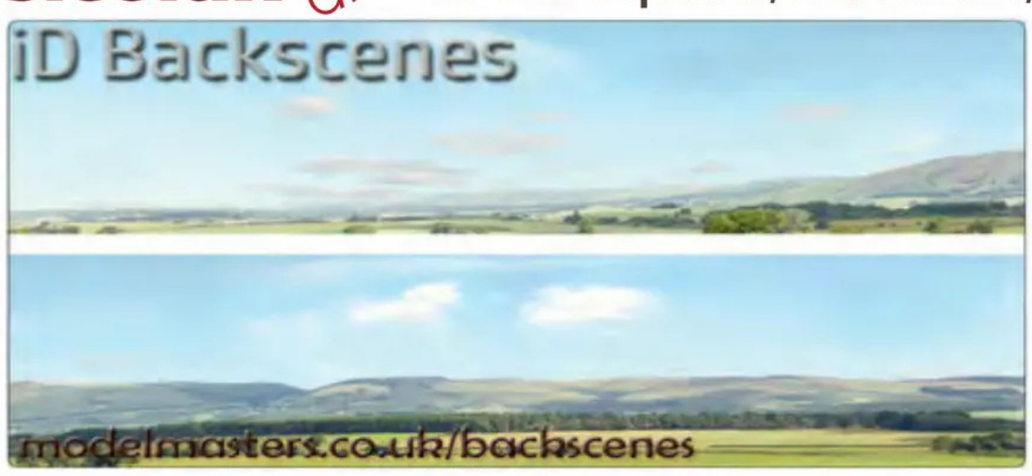

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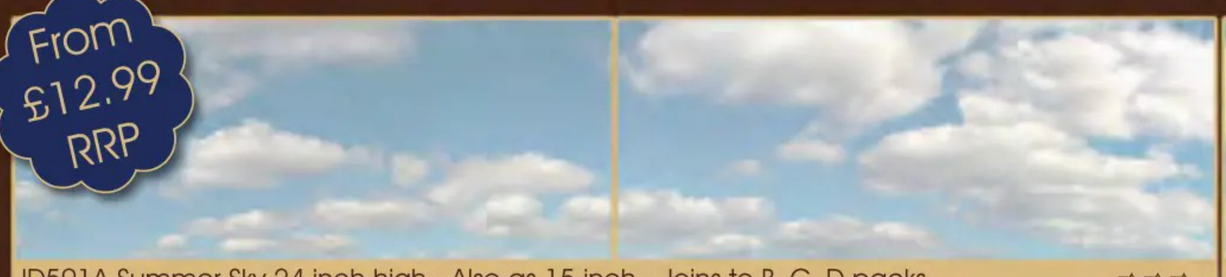
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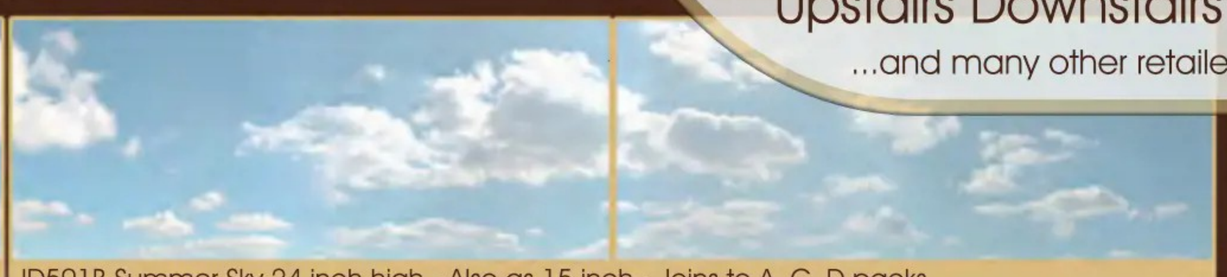
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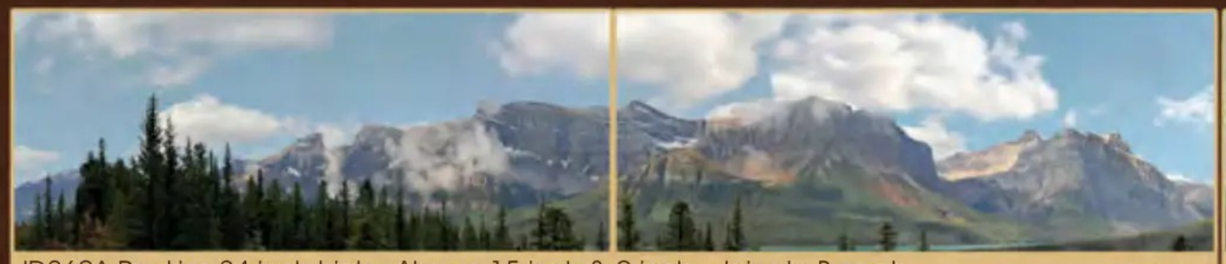
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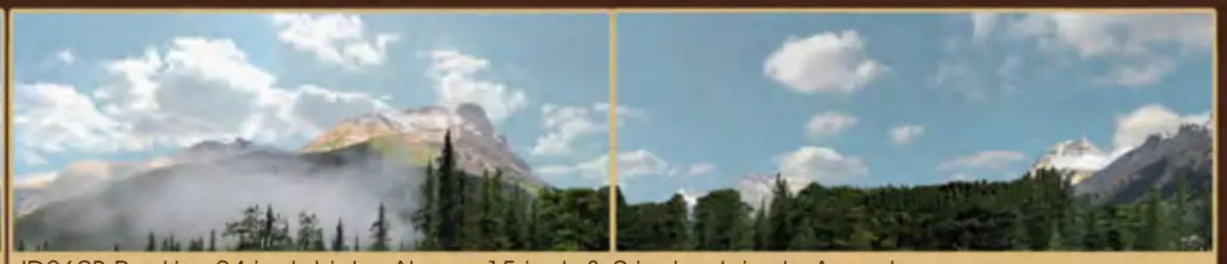
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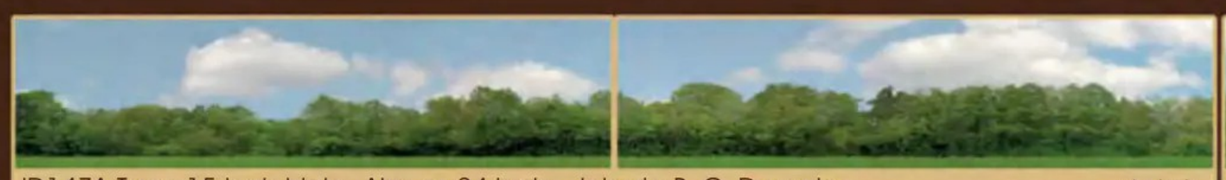
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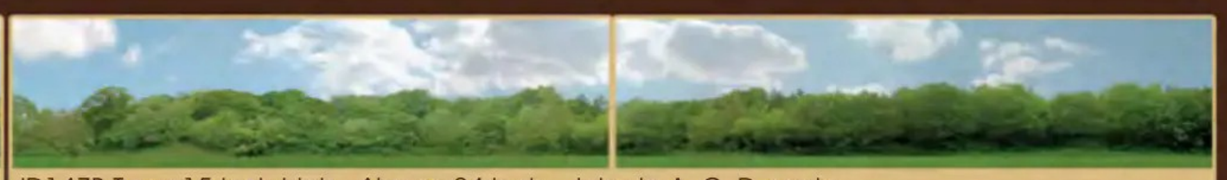
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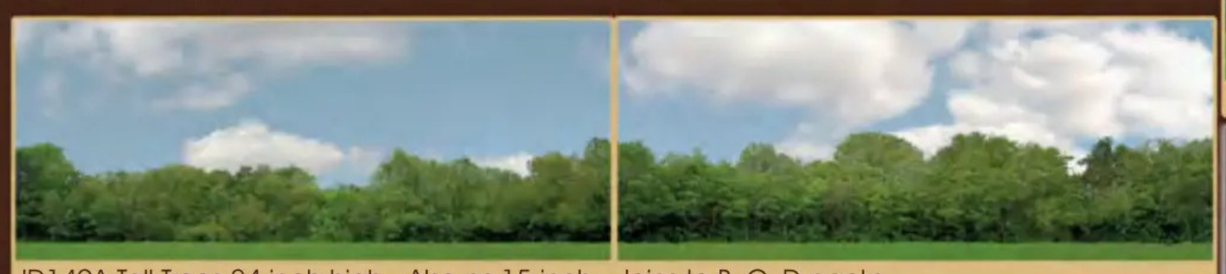
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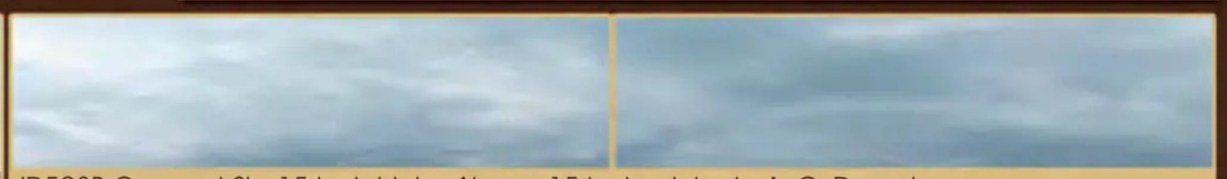
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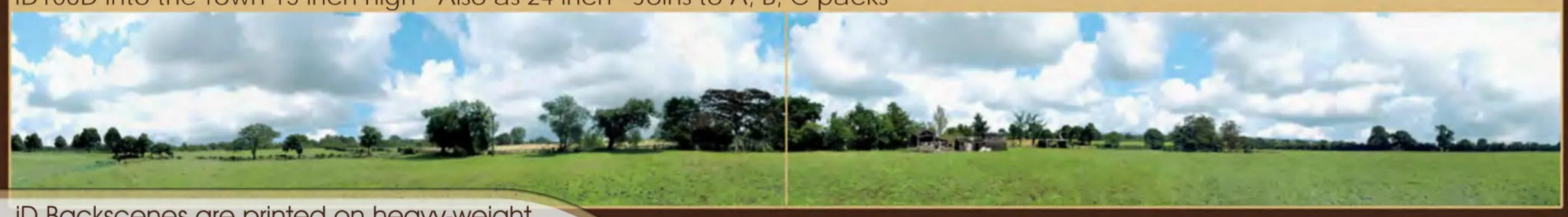
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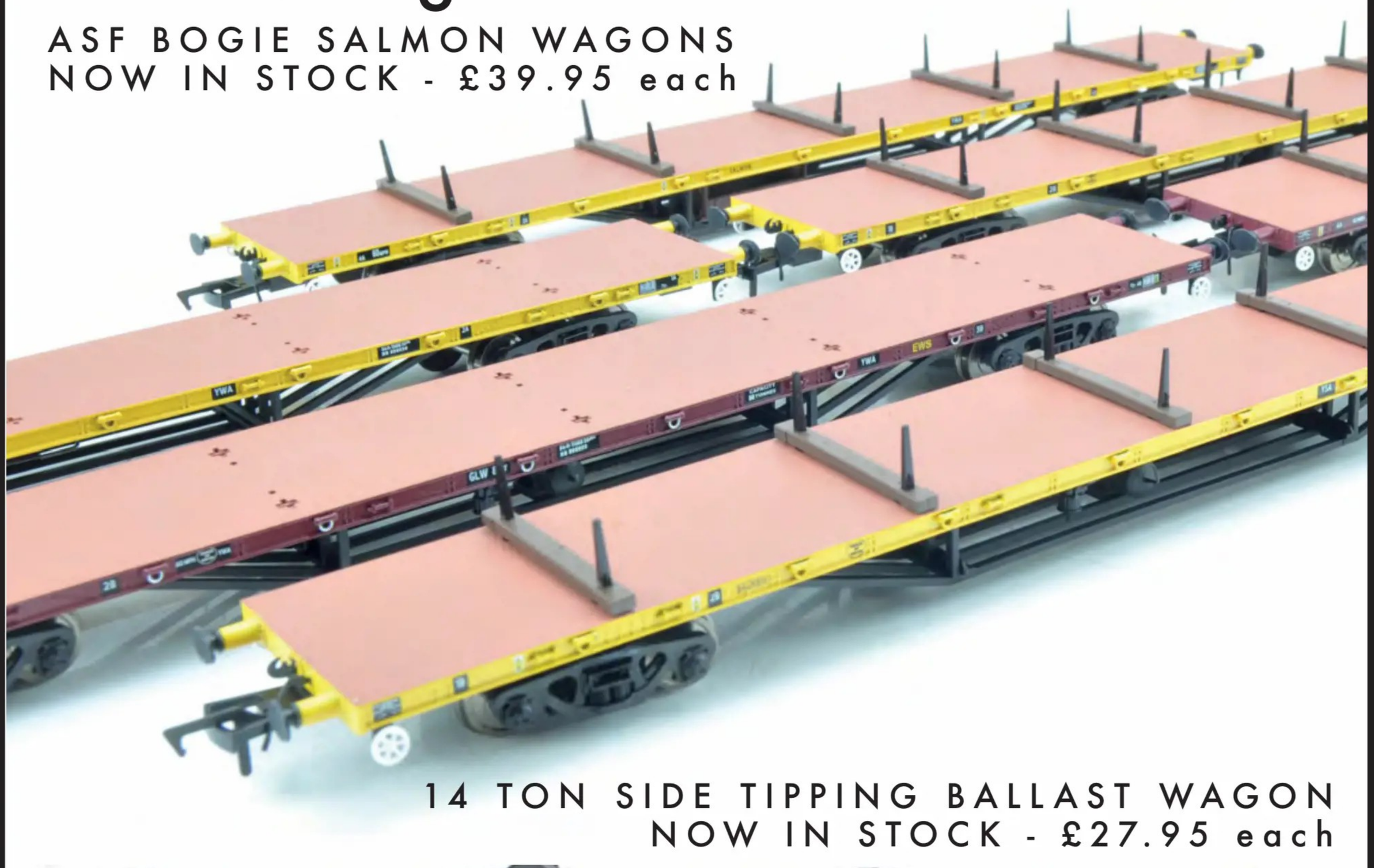

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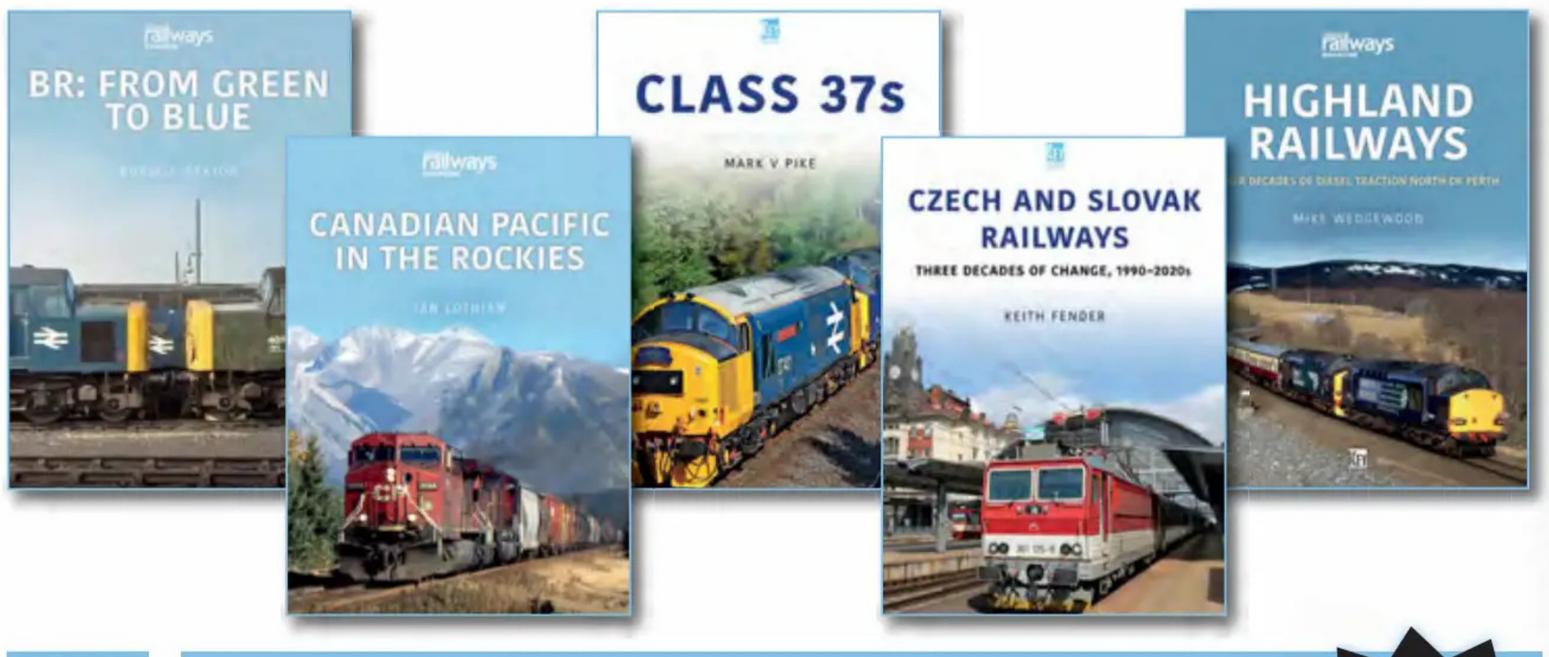

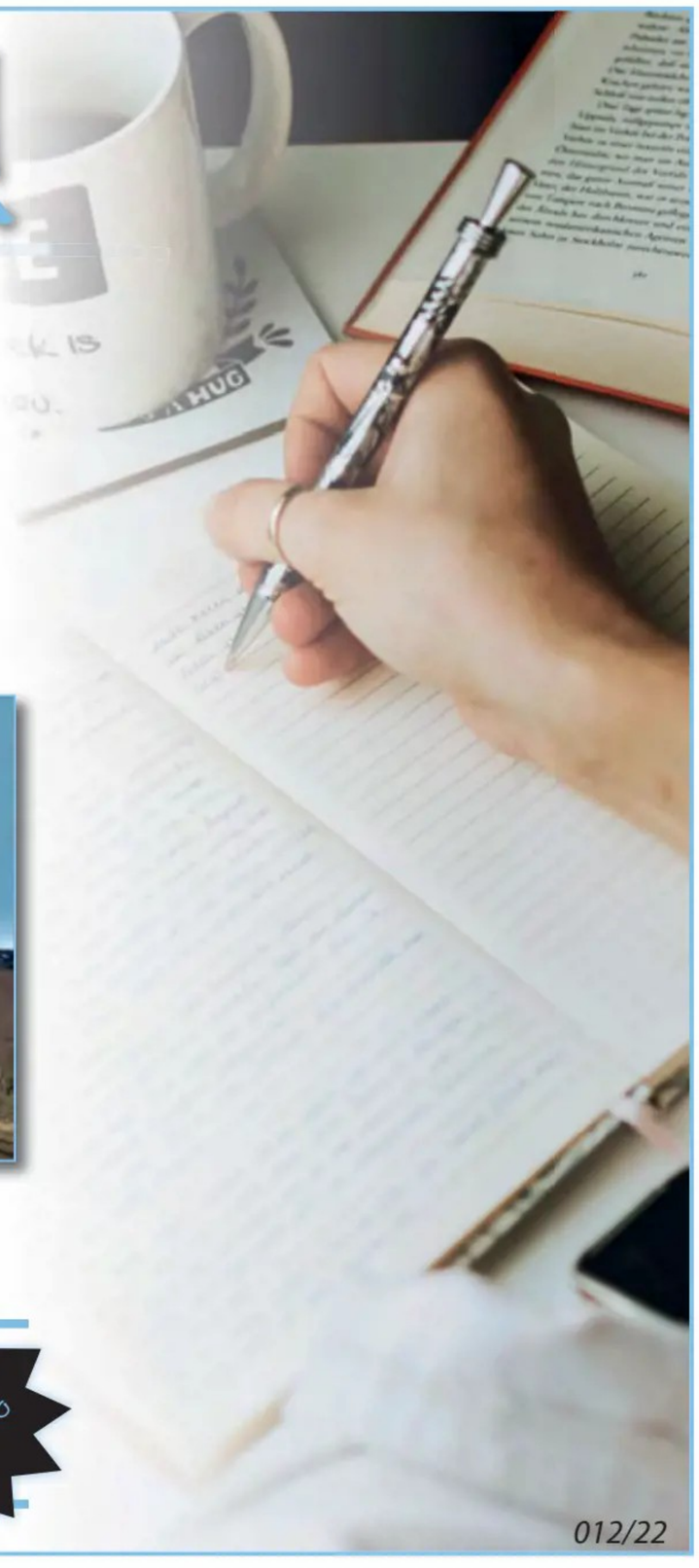

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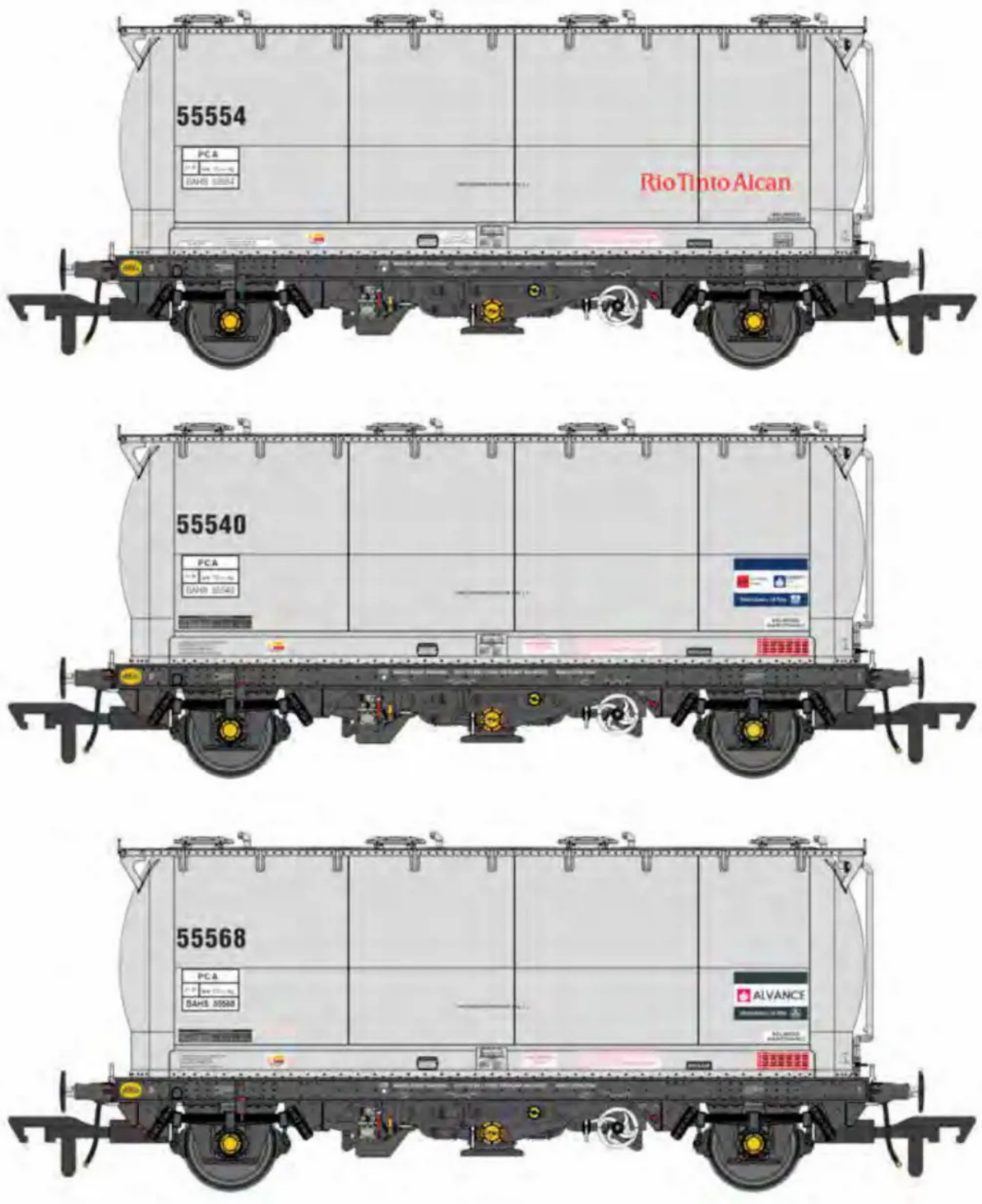

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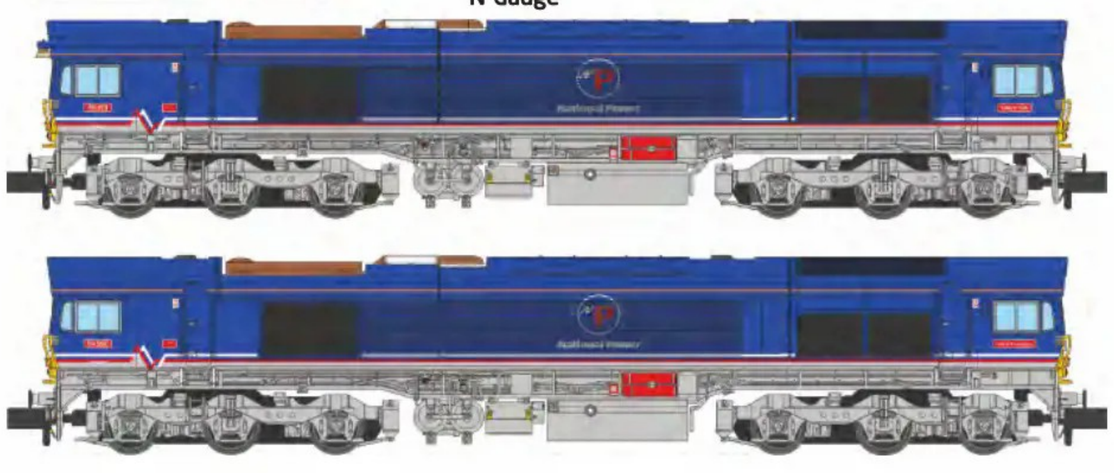

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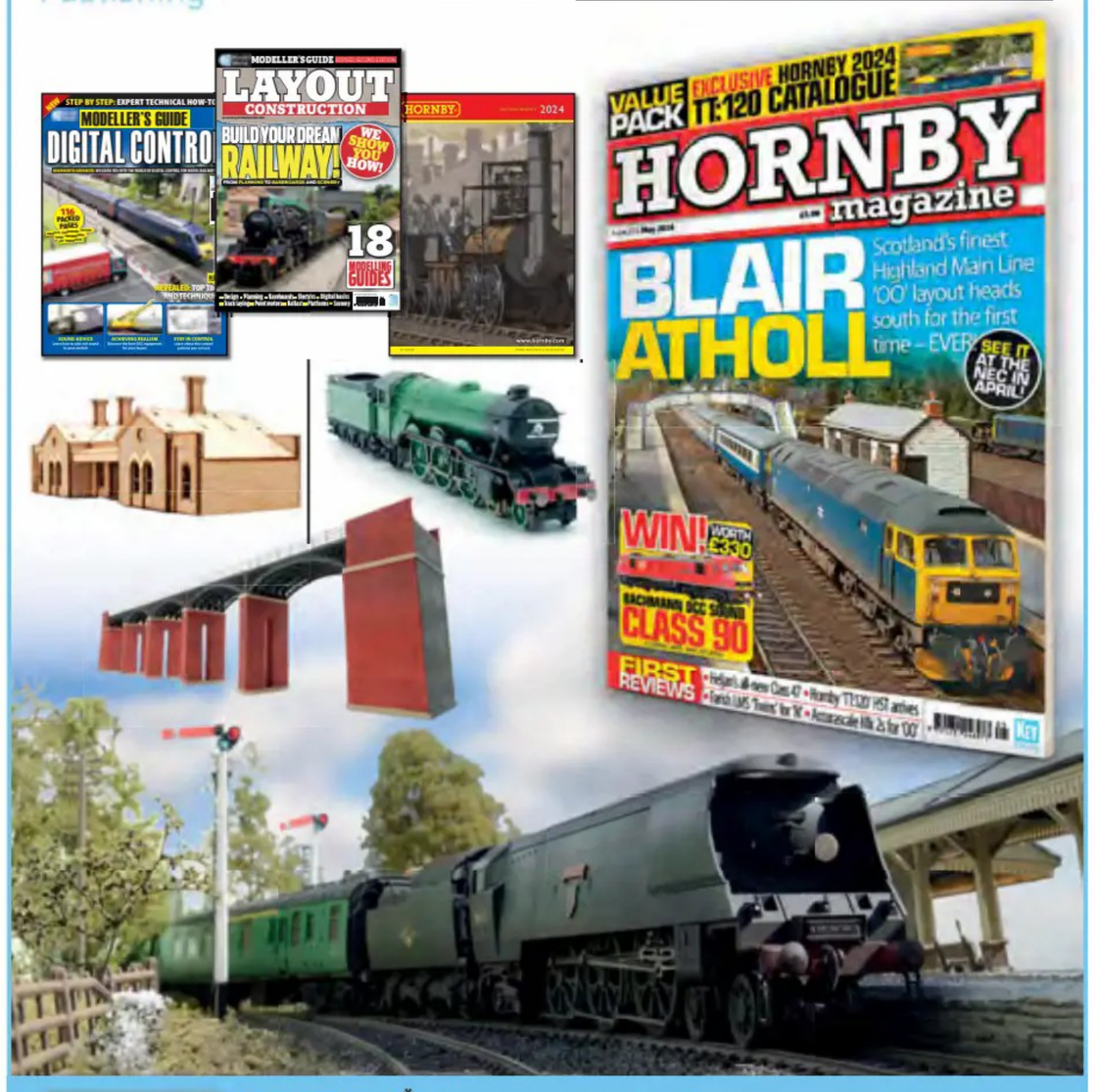

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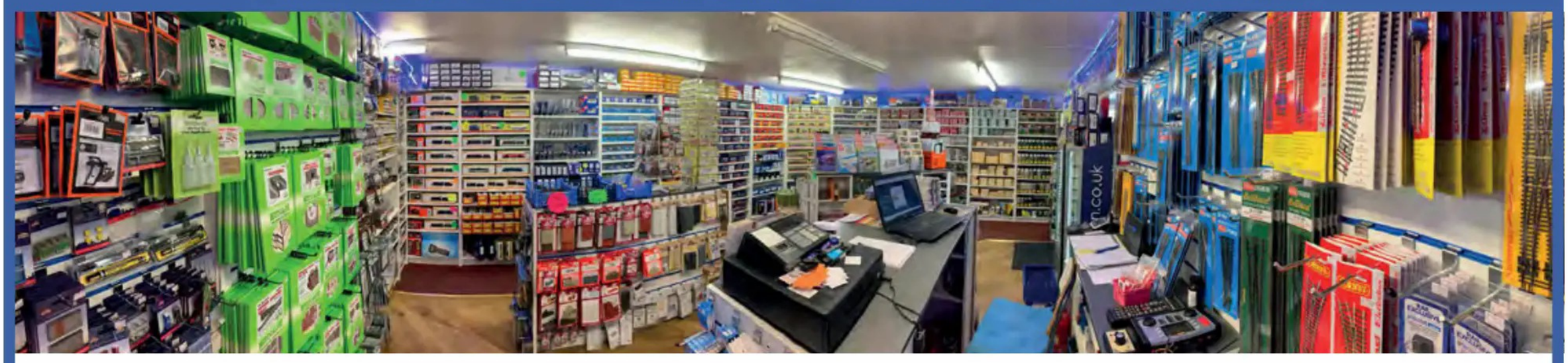

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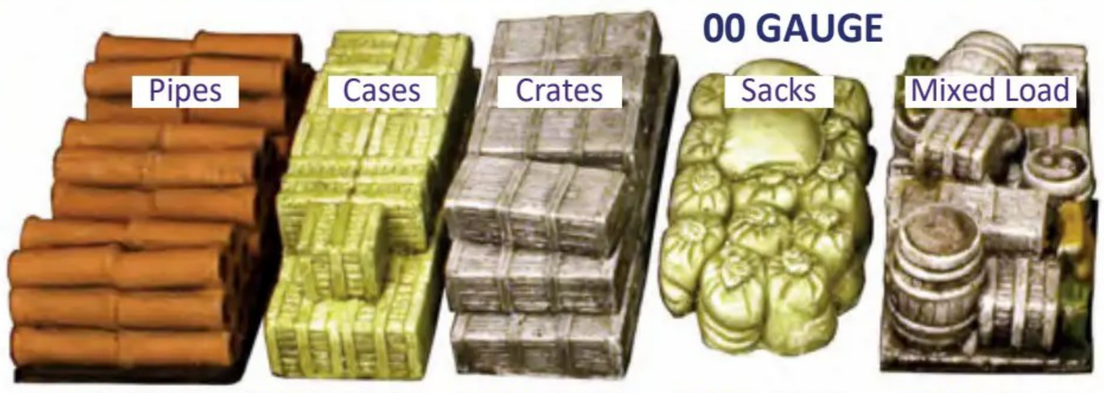

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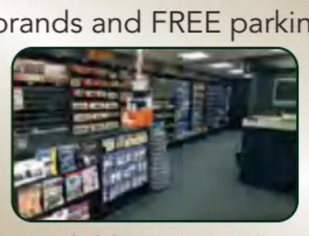

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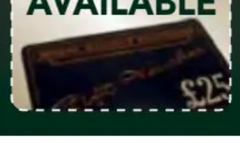

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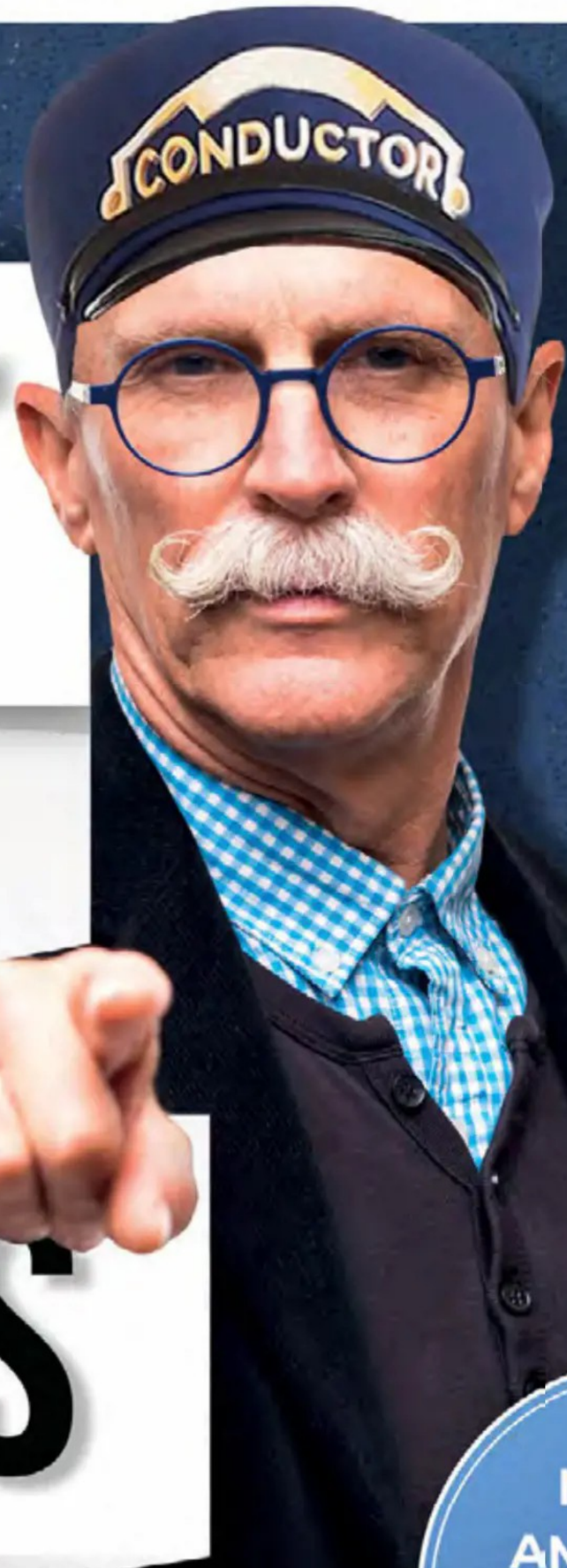

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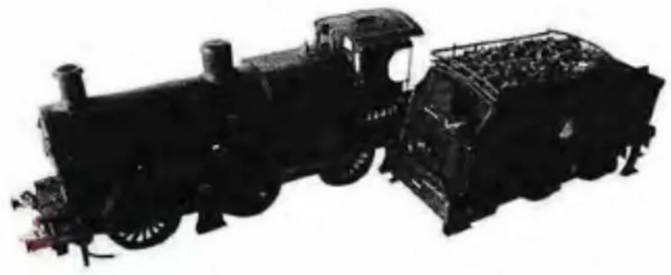

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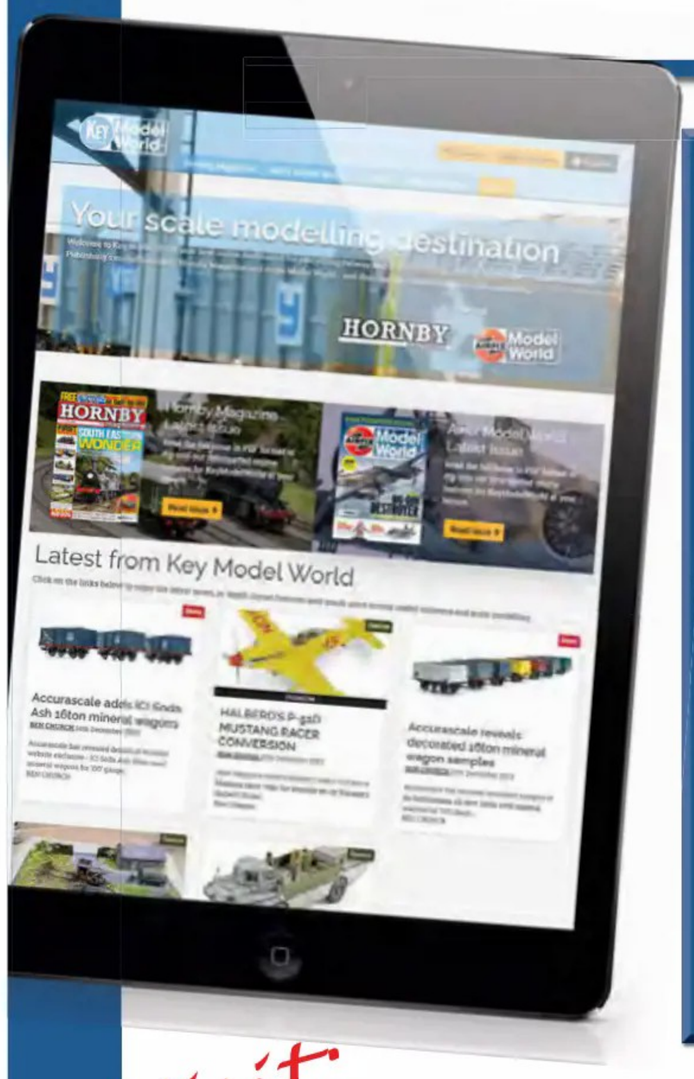

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Next issue, we visit Bill Hallan's expansive 'O' gauge layout Stanton, reflecting BR London Midland Region operations in the 1950s and '60s. Discover its story next month.

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KING FOR A DAY

Tim Shackleton demonstrates how older locomotives can be brought up to current standards as he applies simple detailing techniques to a pair of 'OO' GWR 'King' 4-6-0s.

TULLOCH BRIDGE

Martin Stewart's superb 'OO' gauge exhibition layout Tulloch Bridge models a contemporary slice of the West Highland Line in Scotland. Don't miss our full feature in HM205.

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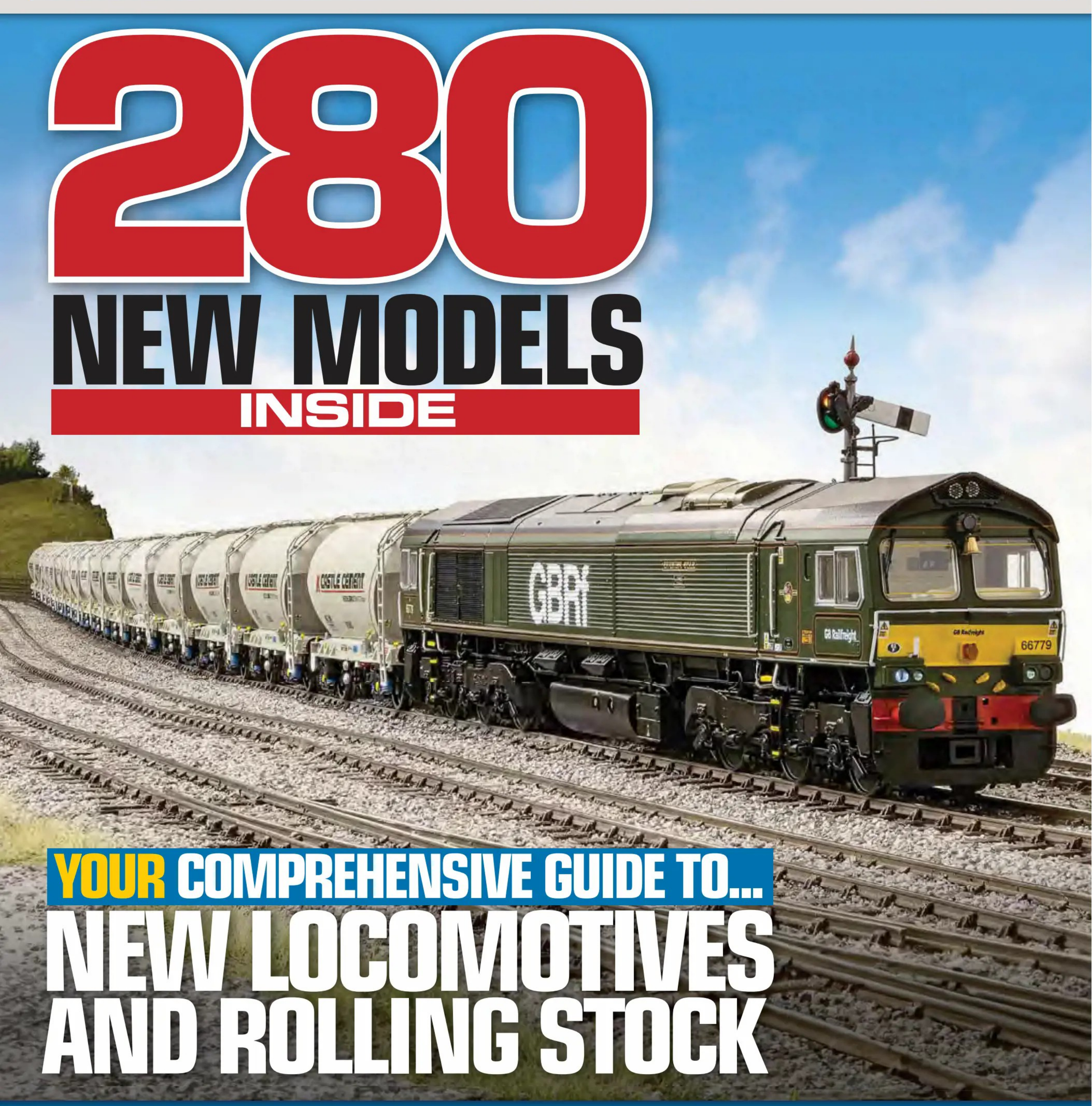

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‘OO’ GAUGE

A huge number of models are planned for Britain’s most popular scale. **MARK CHIVERS** rounds up the very latest releases.

Heljan’s all-new ‘OO’ gauge Class 104 Diesel Multiple Unit is set to be released later this Summer.

ANOTHER phenomenal 12 months has passed since our last New Model Guide appeared, with a stellar selection of releases completed – replaced by some very exciting new products to come in 2024 and beyond.

This past year has seen significant challenges for manufacturers with increased costs of raw materials and energy, as well as additional costs for transportation with some ships now taking longer to navigate to the UK due to security issues, as well as flying some products direct.

Manufacturers remain upbeat and an abundant collection of new ‘OO’ gauge releases have made it to market including Accurascale’s all-new Class 37 Co-Co diesels and GWR ‘Manor’ 4-6-0, Bachmann and TMC’s LNER ‘G5’ 0-4-4T, Cavalex Models’ Class 56 diesel, Hornby’s LMS ‘Turbomotive’ 4-6-2, LNER ‘P2’ 2-8-2 and BR Standard ‘2MT’ 2-6-0, Heljan/ Rails of Sheffield’s gas turbine 18100 , Rapido Trains UK’s Western Region ‘15XX’ 0-6-0PT, Revolution Trains’ Southern Region General Manager’s saloon and many more.

There are plenty more projects to come, with around 280 live projects across ‘OO’, ‘O’, ‘N’, ‘TT:120’ and narrow gauge scales. For ‘OO’ gauge modellers, 127 of these projects are in development with 65 locomotives and multiple units planned and 62 items of rolling stock, covering carriages and wagons. Incidentally, there is a fairly even split of steam versus diesel and electric projects in the ‘OO’ category, whereas some of the other scales are predominantly swayed towards more modern motive power. In ‘OO’, there are currently 28 steam and 36 diesel/electric/hybrid projects that have been announced.

Let’s look a little closer at some of the highlights still to come (see Tables 1 and 2 for full project status listings).

ACCURASCALE

During the past year Acurascale has made significant inroads into its project listings with the release of newly-tooled ‘OO’ gauge Class 37 diesels (with more variants to come soon), together with modern-era FNA nuclear flask wagons, Southern Railway banana vans and BR Mk 2b carriages. Soon to arrive will be the follow-on Mk 2 carriages in the Mk 2c variant and BR Mk 1 57ft suburban coaches.

In terms of motive power, the company’s recently acquired former Hattons tooling for the ‘OO’ Class 66 Co-Co diesels has been upgraded to enable a new batch of models to be produced with a raft of improvements to the onboard circuitry, simpler access to the decoder socket, detail enhancements and amended rotating axleboxes. A small batch of the first of these new models has already been flown into the UK, with the remaining releases due soon by boat.

Later this year, Accurascale’s all-new ‘OO’ gauge Class 31 A1A-A1As are also set to appear by mid-year with a kaleidoscope of colour schemes planned.

Later in 2024, the eagerly-awaited Class 50 Co-Co diesels for ‘OO’ are also due to be completed.

Accurascale’s collaboration with Rails of Sheffield to produce British Rail’s unique Class 89 Co-Co electric remains on track and is currently slated to be available in the Autumn, if not before.

Steam outline hasn’t been forgotten, with Accurascale’s planned ‘OO’ gauge LNER ‘J67’, ‘J68’ and ‘J69’ 0-6-0Ts developing well and expected this year, while the more recently announced GWR

Accurascale’s all-new ‘OO’ gauge Class 50 diesels are developing well, with decorated samples showing progress on the project.

Engineering Prototype (EP) samples of Accurascale's newly-tooled 'OO' gauge GWR Pannier Tanks.

'57XX', '67XX' and '8750' 0-6-0PTs are due in early 2025.

In terms of wagons, the ubiquitous 16ton steel mineral wagons from Accurascale should be with us later this Summer. No less than 20 triple-wagon packs will form the initial batch of standard 'OO' releases.

BACHMANN

Maintaining its quarterly schedule of British Railway Announcements, Bachmann continues to surprise with its plans, as all-new models are revealed within weeks – sometimes days – of the models appearing on retailers' shelves. As a result, some of these releases often bypass the New Model Guide as they are revealed and released before the next edition can list them!

In the past couple of quarters Bachmann has revealed and released new 'OO' gauge refurbished Class 411 3-CEP and 4-CEP EMUs, featuring

Hornby's streamlined LNER 'B17/5' 4-6-0 is taking shape and is expected to be completed later this summer.

newly tooled bodies reflecting the changes made to the prototypes and has more recently unveiled its plans for an all-new 'OO' gauge Class 31 A1A-A1A diesel, which also features a novel auto-uncoupler device. The Class 31s are set to appear during June and July this year. Rolling stock wise, all-new MXA 'Lobster' wagons and HRA bogie hopper wagons have also been released, together with an all-new LNER Thompson Full Brake.

Several models previously announced before the quarterly announcement schedules are also now nearing completion, with Bachmann's all-new 'OO' gauge Class 25/1 and 25/2 Bo-Bo diesels also due in June and July, while the specially commissioned 'OO' gauge Prototype High Speed Diesel Train (HSDT) power car for Locomotion Models and Rails of Sheffield is now expected during the second half of 2024. In addition, Bachmann's 'OO' gauge Class 69 Co-Co diesel is now confirmed to appear next year (2025).

In terms of rolling stock, new tooling has been incorporated within several BR Mk 1 carriages in Bachmann's 'OO' range with upgraded Mk 1 TSO and BCK vehicles due soon. These will incorporate improved bogies and later livery schemes such as West Coast Railways vehicles will feature vestibule ends with the steps removed to reflect modern day practices. An all-new BR 12ton 'Palvan' pallet van has also been revealed recently and is due for release in late 2024.

CAVALEX MODELS

Following the triumphant release of Cavalex Models' first ready-to-run 'OO' gauge locomotive, the Class 56 Co-Co diesel, attention now turns to its next diesel locomotive – the Class 60. This heavy freight locomotive promises an even more impressive specification which could raise the bar yet further. Currently at the Engineering Prototype (EP) sample stage, decorated examples should be available for inspection shortly, with an estimated release in early 2025. »

Heljan's newly-tooled 'OO' gauge LNER 'U1' 2-8-0+0-8-2 is at the Engineering Prototype stage of development.

Development work on the company's rolling stock projects continues apace with its collaboration with Ultimate Model Railways to produce exclusive 'OO' gauge PHA/JYA bogie aggregate box wagons almost complete – the models should be available in late Summer. Meanwhile, Cavalex's all-new 'OO' gauge JGA/PHA bogie aggregate wagons are on course for a late 2024 release, as are the JXA scrap wagons and PXA steel coil carriers. Also, on the subject of steel traffic, the planned 'OO' gauge BIA/BWA/BXA/BZA variants of the covered steel carriers are expected next Spring.

CLARK RAILWORKS

Clark Railworks has a couple of 'OO' gauge models in the pipeline, including a set of LNER 'Quad Art' articulated carriages. Ten four-car articulated sets are planned in LNER teak, BR crimson and BR maroon and are set to feature detailed interiors and magnetic switched interior illumination as well as a fully detailed die-cast chassis. Release is due in August this year.

The company's other main 'OO' gauge project is an all-new War Department (WD) 2-10-0. Again, ten models are planned initially, covering a selection of identities and colour schemes through the years up to preservation. The specification includes a die-cast chassis, boiler and smokebox, coreless motor, firebox glow and Next18 DCC decoder socket. Models will be available DCC Ready and DCC sound-fitted when they land in around September 2025.

DAPOL

Dapol's 'OO' gauge plans were surprisingly bolstered in November when the company revealed plans to produce newly-tooled 'OO' gauge Class 323 EMUs. These three-car multiple units have been synonymous with the West Midlands and Manchester areas since their introduction. Release is anticipated next Spring.

More immediately, Dapol's 'OO' gauge Hawthorn Leslie 0-4-0ST is expected soon, while the altogether more modern Direct Rail Services 'OO' Class 88 Bi-mode locomotive being produced exclusively for Rails of Sheffield is currently slated for release later this year. Meanwhile, Dapol's GWR '28XX'/'2884' 2-8-0 project is now set for a late 2025 release.

Rolling stock projects set to appear this year include 14ton Air Ministry tank wagons, which were in transit at the time of writing, while the Powell Duffryn JHA hopper wagons are expected in late-2024. Dapol's Diagram N GWR autocoach is yet to have a release date confirmed, while the collaboration with Rails of Sheffield to produce exclusive 'Black Label' models of the GWR Q13 inspection saloons are currently scheduled for release later this Summer.

Release dates are, however, subject to change, says Dapol.

EFE RAIL

Bachmann's EFE Rail brand continues to grow, most recently with an all new 'OO' gauge Southern Railway 'Booster' Co-Co electric locomotive. This small class operated freight trains as well as Newhaven boat trains and the occasional Royal train in later life. This was another model from the Bachmann umbrella range (in conjunction with Kernow Model Rail Centre (KMRC)) which appeared shortly after its announcement as part of the Winter 2023 British Railway Announcements. Due to

Realtrack Models' newly-tooled 'OO' gauge Class 142 two-car 'Pacer' DMUs are set to appear in a range of liveries, including this BR era chocolate and cream scheme, dubbed a 'Skipper'.

Dapol is producing a Black Label model of the GWR Q13 inspection saloon exclusively for Rails of Sheffield.

its popularity, a second run of BR green 20002 was also announced recently. Also arriving during the year was an all-new LSWR covered van, again produced in conjunction with KMRC.

Next on the radar, EFE Rail's forthcoming newly-tooled 'OO' gauge Newton Chambers double-deck car carriers are also nearing release with arrival expected in May and June.

HELJAN

With the recent release of the Danish manufacturer's all-new 'OO' gauge Class 47 Co-Co diesel (HM203), the next project due for completion is the 'OO' gauge Class 26 which features new tooling and is set for release later this summer. Summer should also see the company's all-new 'OO' gauge Class 104 Diesel Multiple Units (DMUs) arrive in the UK. Heljan's Class 02 0-4-0 shunter is now due for release during the Summer, while its recently announced Class 44 1Co-Co1 diesel is currently slated for a 2025 release. Fans of overhead electric locomotives will be pleased to hear that the newly-tooled Class 86/2 for 'OO' is due in early 2025.

For steam era modellers, Heljan's revised 'OO' gauge LNER 'O2' 2-8-0 is now expected to be released later this Summer, while the all-new LNER 'U1' 2-8-0+0-8-2 Beyer-Garratt is now expected to appear in 2025.

HORNBY

Recent months have seen several Hornby 'OO' gauge projects come to fruition with the long-awaited BR Standard '2MT' 2-6-0, LMS 'Turbomotive' 4-6-2, Ruston 88DS shunter and the revised Class 423 4-VEP EMU all completed.

Excitingly, as this issue of the New Model Guide closed for press, the first of Hornby's eagerly-anticipated 'OO' gauge Stanier 'Black Five' 4-6-0s appeared with retailers – read the full review in this issue of *Hornby Magazine* (HM204).

Still to come, Hornby's newly-tooled 'OO' gauge LNER 'B17/5' 4-6-0 is progressing well with Engineering Prototype samples on display at the Model Rail Scotland exhibition in late February. Release is currently on target during August this year.

Hornby's all-new 'OO' gauge Greater Anglia Class 755/3 and 755/4 bi-mode units are at the decorated sample stage of the development process and are on target for a November release. These three- and four-car units feature two five-pole motors and two 21-pin Digital Command Control (DCC) decoder sockets for normal running, while a third 21-pin DCC socket will be included within the 'power pack' vehicle for those wishing to add digital sound there.

Hornby's all-new 'OO' gauge die-cast English Electric Prototype *Deltic* is now due for a late 2024 release. This particular model is being developed for the company's collectable Hornby Dublo range.

Rolling stock projects are also coming together with Hornby's planned 'OO' gauge range of LNER streamlined 'Coronation' coaches expected to appear in August and September. The full rake is made up of twin-articulated carriages, along with the distinctive beavertail 'Coronation' observation saloon.

Hornby's all-new 'OO' gauge LMS bogie bolster/'Salmon' engineers' wagons are also set for a late Summer release, with models due to appear during September.

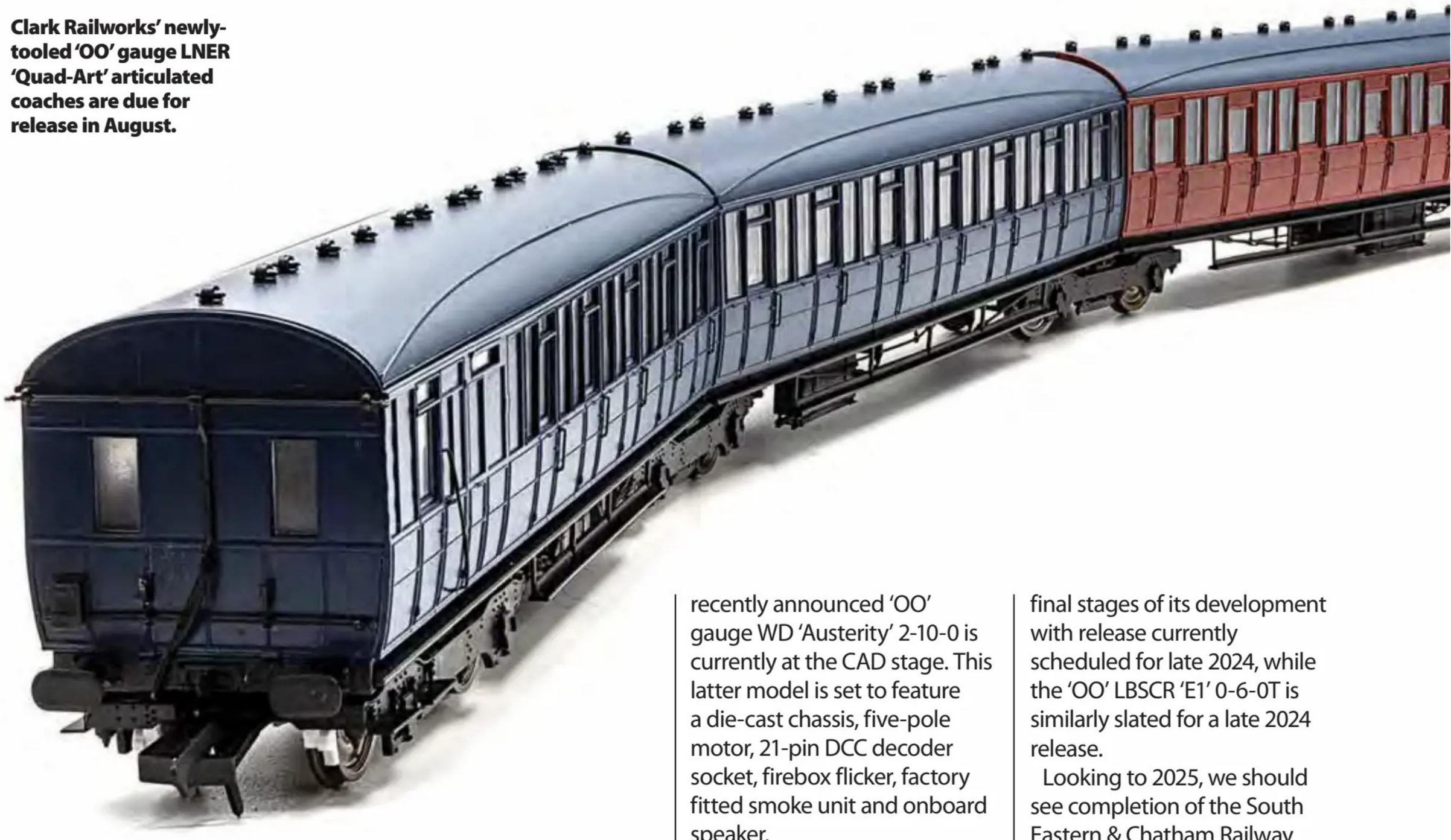
KR MODELS

KR Models' expanding roster of 'OO' gauge motive power and rolling stock projects has gathered pace lately, with several models due for »

TABLE 1 – 'OO' GAUGE NEW LOCOMOTIVE PROJECTS 2024-2025

DESCRIPTION	REGION	MANUFACTURER	EXPECTED
S&DR *Locomotion No. 1*	L&MR	Hornby	November 2024
HR 'Jones Goods' 4-6-0	Scottish	Rapido Trains UK	Late 2024
Metropolitan 'E' 0-4-4T	Metropolitan	Rapido Trains UK	Summer 2024
GWR '28XX'/'2884' 2-8-0	Western	Dapol	Late 2025
GWR '44XX' 2-6-2T	Western	Rapido Trains UK	TBC
GWR '57XX' 0-6-0PT	Western	Accurascale	Early 2025
GWR '67XX' 0-6-0PT	Western	Accurascale	Early 2025
GWR '8750' 0-6-0PT	Western	Accurascale	Early 2025
LBSCR 'E1' 0-6-0T	Southern	Rapido Trains UK	Late 2024
SECR 'O1' 0-6-0	Southern	Rapido Trains UK	Early 2025
SR Bulleid 'Leader' 0-6-6-0	Southern	KR Models	Spring 2024
MR 'Big Bertha' 0-10-0	Midland	KR Models	Late 2024
LMS 'Black Five' 4-6-0	Midland	Hornby	Spring 2024
GNR Stirling Single 4-2-2	Eastern	Rapido Trains UK	Summer 2024
LNER 'B17/5' 4-6-0	Eastern	Hornby	August 2024
NER 'J26' 0-6-0	Eastern	Oxford Rail	Late 2024
LNER 'J52/2' 0-6-0ST	Eastern	Rapido Trains UK	Early/Mid 2025
LNER 'J67'-'J69' 0-6-0Ts	Eastern	Accurascale	Spring 2024
LNER 'Y7' 0-4-0T	Eastern	Rapido Trains UK	Summer 2024
LNER 'O2' 2-8-0 (upgraded)	Eastern	Heljan	Summer 2024
LNER 'U1' 2-8-0+0-8-2	Eastern/Midland	Heljan	2025
USATC 'S160' 2-8-0	Western/Southern	Rapido Trains UK	2025
WD 'Austerity' 2-10-0	WD/Various	Ellis Clark Trains	September 2025
WD 'Austerity' 2-10-0	WD/Various	KR Models	TBC
Port of Par Bagnall 0-4-0ST	Industrial	Rapido Trains UK	Early 2025
Hawthorn Leslie 0-4-0ST	Industrial	Dapol	Late Spring/Summer 2024
Haydock Foundry 0-6-0WT	Industrial	KR Models	Summer 2024
Manning Wardle 'L' 0-6-0ST	Industrial	Rapido Trains UK	2025
Andrew Barclay fireless 0-4-0	Industrial	Rapido Trains UK	Spring 2025
DHP1 prototype Bo-Bo	Midland	KR Models	Spring/Summer 2024
Hunslet 1124hp Bo-Bo diesel	Industrial	KR Models	Summer 2024
Prototype *Deltic* Co-Co	Eastern/Midland	Hornby Dublo	Late 2024
Class 02 0-4-0DH	Various	Heljan	Summer 2024
Class 18 Clayton Bo-Bo	Industrial	Revolution Trains	Late 2024
Class 25/1 Bo-Bo	Various	Bachmann	June/July 2024
Class 25/2 Bo-Bo	Various	Bachmann	June/July 2024
Class 26 Bo-Bo (new tool)	Scottish	Heljan	Autumn 2024
Class 30 A1A-A1A	Various	Accurascale	Spring/Summer 2024
Class 30 A1A-A1A	Various	Bachmann	June/July 2024
Class 31 A1A-A1A	Various	Accurascale	Spring/Summer 2024
Class 31 A1A-A1A	Various	Bachmann	June/July 2024
Class 40 1Co-Co1	Midland/Eastern	KR Models	Late 2025
Class 41 prototype HSDT	Western	Bach/Rails/LM	Sum/Aut2024
Class 44 1Co-Co1	Midland	Heljan	2025
Class 50 Co-Co	Midland/Western	Accurascale	Late 2024
Class 60 Co-Co	Various	Cavalex Models	Early 2025
Class 66 Co-Co	All	Accurascale	Spring 2024
Class 69 Co-Co	Various	Bachmann	2025
Class 86/2 Bo-Bo electric	Midland/Eastern	Heljan	Early 2025
Class 88 Bo-Bo bi-mode	Midland/Scottish	Rails/Dapol	2024
Class 89 Co-Co electric	Eastern	Rails/Accurascale	Summer 2024
Class 93 tri-mode Bo-Bo	Rail Ops Group	Revolution Trains	TBA
Class 104 DMU	Midland/Scottish	Heljan	Summer 2024
Class 142 two-car DMU	Midland/Eastern	Realtrack	2024
Class 175 two-car DMU	Midland/Wales	Revolution Trains	TBA
Class 175 three-car DMU	Midland/Wales	Revolution Trains	TBA
Class 180 five-car DMU	Various	Revolution Trains	TBA
Class 320 three-car EMU	Scotland	Revolution Trains	TBA
Class 321 four-car EMU	Midland/Eastern	Revolution Trains	TBA
Class 323 three-car EMU	Midland	Dapol	Mid-2025
Class 755/3 three-car Bi-MU	Great Eastern	Hornby	November 2024
Class 755/4 four-car Bi-MU	Great Eastern	Hornby	November 2024
4-DD four-car EMU	Southern	KR Models	Spring 2024
IE Class 22000 Railcars	IE/Ireland	Irish Railway Models	Summer 2024

TOTAL: 64 **Steam:** 28 **Diesel/Electric:** 36



Clark Railworks' newly-tooled 'OO' gauge LNER 'Quad-Art' articulated coaches are due for release in August.

release shortly including the company's much-anticipated Southern Railway 'Leader' 0-6-6-0, which is expected during the Spring. Keeping the Bulleid theme, the Southern 4-DD double-deck EMUs are also set for completion shortly, with a Spring 2024 release.

The company's 'OO' gauge model of DHP1 has had a protracted development, but there is light at the end of the tunnel, the company says, with delivery expected in late Spring or early Summer as it is about to enter production.

Also due later this year is the Hunslet industrial 1,124hp shunter, which is awaiting a production slot at the factory. A Summer release date is anticipated. Similarly, the manufacturer's 'OO' gauge Haydock Foundry 0-6-0WT *Bellerophon* is also now expected to be completed later this Summer. The team are currently awaiting decorated samples. KR's newly-tooled 'torpedo' molten iron ore wagon is also set for a Summer release date, subject to a factory production slot becoming free.

Late 2024 is the predicted release date for KR Models' all-new 'OO' gauge Midland Railway 0-10-0 Lickey Banker. First EP samples have been received and further testing is under way before progressing to the next stage – decorated samples.

Looking further ahead, the proposed 'OO' gauge Class 40 is at the design stage with CADs still being refined, so is not expected to be completed until late 2025, while the recently announced 'OO' gauge WD 'Austerity' 2-10-0 is currently at the CAD stage. This latter model is set to feature a die-cast chassis, five-pole motor, 21-pin DCC decoder socket, firebox flicker, factory fitted smoke unit and onboard speaker.

RAPIDO TRAINS UK

More than a third of the outstanding 'OO' gauge steam projects in this year's listing are prototypes planned for release from Rapido Trains in the next year or so, with 11 out of the 28 'OO' gauge steam locomotive projects remaining.

Amongst these, the new version of the Great Northern Stirling 'Single' 4-2-2 is due to gain an all-new tender, with release expected during the Summer. The Metropolitan Railway 'E' 0-4-4T is also set for a Summer release, as is the LNER 'Y7' 0-4-0T.

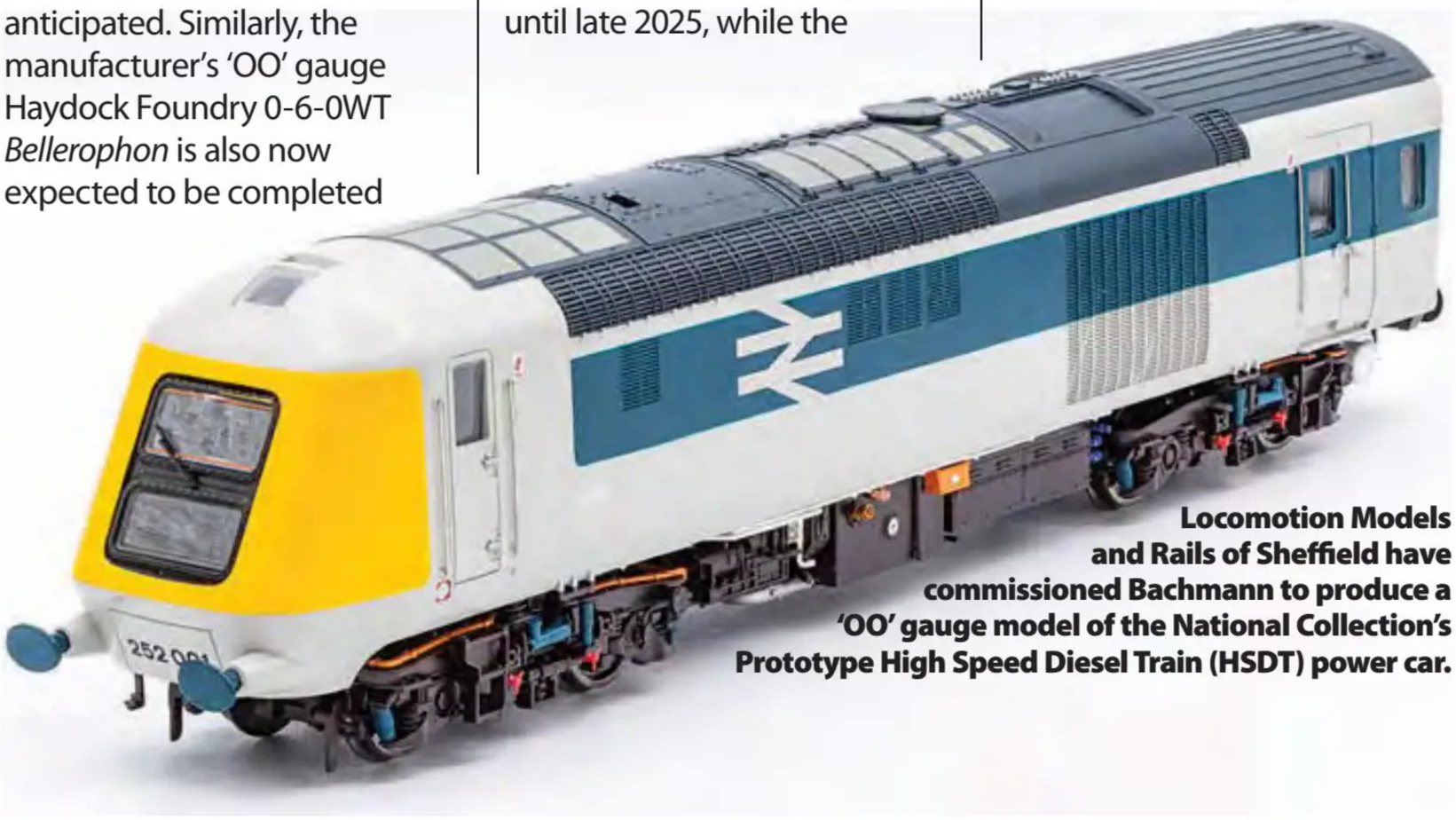
The company's all-new Highland Railway 'Jones Goods' 4-6-0 is also heading for the final stages of its development with release currently scheduled for late 2024, while the 'OO' LBSCR 'E1' 0-6-0T is similarly slated for a late 2024 release.

Looking to 2025, we should see completion of the South Eastern & Chatham Railway (SECR) 'O1' 0-6-0, LNER 'J52/2' 0-6-0ST and Port of Bagnall 0-4-0STs during the first part of the year, while the USATC 'S160' 2-8-0 and Manning Wardle 'L' 0-6-0ST should also be completed during the year.

The company's recently announced Andrew Barclay fireless 0-4-0 is also expected to appear during Spring next year.

'OO' gauge rolling stock projects are also hitting the shelves. The first of Rapido's 1907 RCH open wagons started to appear with retailers during April and several other projects are approaching release, including the 'Lowmac' wagon, expected during the Summer and GWR 'N19' and 'O18' wagons in late 2024.

Also due later in the year are the 'OO' gauge GWR Suburban B carriages, although a release date for the planned GWR '44XX' 2-6-2T has yet to be confirmed.



Locomotion Models and Rails of Sheffield have commissioned Bachmann to produce a 'OO' gauge model of the National Collection's Prototype High Speed Diesel Train (HSDT) power car.

REALTRACK MODELS

Development on Realtrack Models all-new 'OO' gauge Class 142 'Pacer' and 'Skipper' two-car DMUs has gathered pace of late, with decorated samples of the new units

received for evaluation. 14 two-car models are set to form the initial batch of releases in BR Provincial, BR chocolate and cream, BR Greater Manchester PTE orange, Regional Railways (Merseyrail), Northern, Arriva Trains Wales and First Great Western colours. Completion is expected later this year.

REVOLUTION TRAINS

Revolution Trains has delivered several 'OO' gauge models to market in the past 12 months including the Southern Railway General Manager's saloon (later named *Caroline)*, TUA caustic soda tanks (for Rainbow Railways) and Alcan PCA alumina tank wagons – each to high acclaim.

The projects continue apace with the contemporary industrial Class 18 bi-mode shunter at the decorated sample stage (with release slated for late 2024 – depending on service entry), while the Rail Operations Group (ROG) Class 93 tri-mode Bo-Bo is awaiting the final CADs being signed off by ROG engineers.

The company's DMU projects are also progressing well, with the Class 175 (two- and three-car) and Class 180 units' EP samples having been tested thoroughly. Decorated samples are awaited and the order book is set to close later this Summer. Meanwhile, CADs for the recently announced (HM202) Class 320/321 25kV AC EMUs are expected at the end of May.

Revolution's wagon portfolio is expected to increase further in the coming months as the BR Borail B, Borail C, 'Mullet', 'Parr' and YQA 'Super Tench' bogie wagons are due this Summer, while the 'OO' BR 'Cartic 4' double-deck car carriers are likely to arrive in late 2024 – decorated samples are expected in late Spring.

Other wagons due shortly include the contemporary HOA wagons for 'OO' during the Spring and KSA Rover cube wagons and timber carriers during the Summer.

Finally, decorated samples of the all-new 'OO' gauge IHA steel carriers have arrived for assessment and were due to be displayed for the first time at Model World LIVE at the NEC in late April. Release is expected in early 2025.

BUSY YEAR AHEAD

As you can see, it is likely to be another super year of releases, with many of the 127 promised 'OO' gauge projects set to appear during the next 12 months. For further details of all the items and expected timescales, see Tables 1 and 2. Once again, bear in mind that some of these estimated dates may change at short notice.

HM

First Engineering Prototype (EP) sample of Bachmann's all-new 'OO' gauge Class 69 Co-Co diesel.

TABLE 2 – 'OO' GAUGE NEW ROLLING STOCK PROJECTS 2023 FORWARDS

DESCRIPTION	REGION	MANUFACTURER	EXPECTED
L&MR Queen Adelaide's saloon	Midland	Hornby	February 2025
L&MR second class carriage	Midland	Hornby	September 2024
GWR Diagram N Autocoach	GWR	Dapol	TBC
GWR Q13 Inspection Saloon	Western	Dapol/Rails	2024
GWR 'B-set' carriages	Western	Rapido Trains UK	Late 2024
LNER 'Coronation' Brake /Kitchen Third	LNER	Hornby	August 2024
LNER 'Coronation' Double Open First	LNER	Hornby	August 2024
LNER 'Coronation' Open/Kitchen Third	LNER	Hornby	August 2024
LNER 'Coronation' Open/Brake Third	LNER	Hornby	August 2024
LNER 'Coronation' Observation Car	LNER	Hornby	September 2024
LNER Quad-Art articulated carriages	LNER	Ellis Clark Trains	August 2024
BR Newton Chambers car carriers	Eastern/Western	EFE Rail	May/June 2024
BR Mk 1 57ft Brake Second	Various	Accurascale	Spring 2024
BR Mk 1 57ft Composite	Various	Accurascale	Spring 2024
BR Mk 1 57ft Second Open	Various	Accurascale	Spring 2024
BR Mk 1 57ft Composite Lavatory	Various	Accurascale	Spring 2024
BR Mk 1 57ft Second Lavatory Open	Various	Accurascale	Spring 2024
BR Mk 1 57ft Second	Various	Accurascale	Spring 2024
BR Mk 1 BCK (upgrade)	All	Bachmann	Spring/Summer 2024
BR Mk 1 TSO (upgrade)	All	Bachmann	Spring/Summer 2024
BR Mk 2c BFK	All	Accurascale	Spring 2024
BR Mk 2c BSO	All	Accurascale	Spring 2024
BR Mk 2c CK	Various	Accurascale	Spring 2024
BR Mk 2c FO	All	Accurascale	Spring 2024
BR Mk 2c TSO/TSO(T)	Various	Accurascale	Spring 2024
CIE Mk 2c carriages	CIE/IR Ireland	Irish Railway Models	Spring 2024
CIE Park Royal D176 carriages	CIE/IR Ireland	Irish Railway Models	Spring 2024
GWR Class 802/1 four-coach pack	Western	Hornby	Spring 2024
LNER Class 801/2 four-coach pack	Eastern	Hornby	June 2024
Caledonian Railway Diagram 67 vans	Scottish	Rapido Trains UK	Late 2024/Early 2025
GWR MICA B insulated van	Western	KR Models	Late 2024
GWR 'Macaw B' bogie bolster wagon	Western	Hornby	TBA
GWR 'N19' wagons	Western	Rapido Trains UK	Late 2024
GWR 'O18' wagons	Western	Rapido Trains UK	Late 2024
LMS/LNER Lowmac wagon	Various	Rapido Trains UK	Summer 2024
LMS Salmon bogie wagon	Various	Hornby	September 2024
NER/LNER 20ton coal hoppers	Eastern	Accurascale	Late 2024
LNWR Diagram 88 vans	Midland	Rapido Trains UK	Summer 2024
Class A/Class B 14ton tanker	Various	Dapol	Spring 2024
BR 16ton mineral wagons	Various	Accurascale	Summer 2024
BR Borail B bogie wagon	Various	Revolution Trains	Summer 2024
BR Borail C bogie wagon	Various	Revolution Trains	Summer 2024
BR 'Mullet' bogie wagon	Various	Revolution Trains	Summer 2024
BR 'Palvan' pallet van	Various	Bachmann	Autumn 2024
BR YQA 'Parr' bogie wagon	Various	Revolution Trains	Summer 2024
BR YQA 'Super Tench' wagon	Various	Revolution Trains	Summer 2024
BR Cartic-4 car carriers	Various	Revolution Trains	Late 2024/early 2025
BIA/BWA/BXA/BZA steel carriers	Various	Cavalex Models	Spring 2025
CIE Bulleid fuel oil tank wagons	CIE Ireland	Irish Railway Models	Summer 2024
CIE Bulleid flat wagons	CIE Ireland	Irish Railway Models	Spring 2024
CIE Bulleid open wagons	CIE Ireland	Irish Railway Models	Spring 2024
Cowans Sheldon 15ton crane	Various	Oxford Rail	Late 2024
HOA hopper wagon	Various	Revolution Trains	Spring 2024
IHA bogie steel wagon	Various	Revolution Trains	Early 2025
JHA Powell & Duffryn bogie hopper	Western	Dapol	Late 2024
KSA Rover Cube wagons	Various	Revolution Trains	Summer 2024
KSA timber carriers	Various	Revolution Trains	Summer 2024
PHA/JGA bogie aggregate wagon	Various	Cavalex Models	Autumn 2024
PHA/JYA bogie aggregate box wagons	Western	Cavalex Models	Late summer 2024
PXA steel coil wagons	Various	Rails/Cavalex Models	Autumn 2024
JXA steel scrap wagons	Various	Rails/Cavalex Models	Autumn 2024
Torpedo ore wagon	Industrial	KR Models	Summer 2024

Total: 62 **Carriages:** 29 **Wagons:** 33

'O' GAUGE

The renaissance of the largest popular scale continues. **MARK CHIVERS** outlines the exciting plans for 2024.

THE PAST YEAR has witnessed some significant 'O' gauge locomotive releases with Heljan's superb rendition of the Class 58 Co-Co diesel, while its outstanding 'O' gauge Class 73 raised the bar even higher for a ready-to-run diesel or electric locomotive. Not only was it bristling with detail - it also had huge levels of functionality.

Then came Ellis Clark Trains' excellent 'O' gauge 'Black Five', which again raised the bar for what can be achieved for a mass-produced 'ready-to-run' 7mm:1ft scale steam locomotive.

2024 looks set to be just as exciting with a raft of all-new models due to appear. This year's 'O' gauge listing stands at 23 locomotives and 27 rolling stock projects. Of the locomotives, six are steam outline while 17 are diesel, although we have revised some of the products included within the listing this year, focussing on the mainstream ready-to-run 'O' gauge manufacturers.

Heljan has added all-new Class 24/0, 24/1 and 'Scottish' 24/1 Bo-Bo diesels to its 'O' gauge release plans.

STEAM OUTLINE

Dapol's Lionheart Trains range is set to be bolstered with an all-new BR '3MT' 2-6-2T which is expected very soon. The model is nearing completion with release expected later this Summer and incorporates a die-cast metal body and chassis, five-pole skew wound motor, fully working Walschaerts valve gear, all-wheel pick-up, opening cab doors and more.

Meanwhile, the company's GWR '55XX' 2-6-2T is also progressing well with decorated samples having been received late last year. 18 models are planned for this batch of releases, including nine numbered and nine unnumbered examples covering the main colour schemes these versatile locomotives carried.

Dapol's eagerly-anticipated LNER 'J94' 0-6-0ST is also approaching completion, with release currently anticipated in Summer 2024. The specification includes a die-cast chassis and saddle tank, five-pole skew-wound motor, vertically-mounted flywheel and plunger pick-ups on all six driving wheels.

Minerva Model Railways' all-new 'O' gauge GWR '56XX' 0-6-0T is also developing well with a First Engineering Prototype (EP) sample arriving for evaluation in January. Decorated samples will be next and production is currently pencilled in for later this Summer.

Minerva Model Railways is also working with Chrezo of Royan in France on a newly-tooled 'O' gauge Southern Railway 'USA' 0-6-0T. The models will feature an injection-moulded body, die-cast metal chassis, all-wheel pick-ups and a high-torque flywheel-equipped motor. Five liveries are planned initially, with release expected later this year.

Heljan's forthcoming 'O' gauge LMS inspection saloon features an incredible level of detail inside – including a cooker!

"2024 looks set to be just as exciting with a raft of all-new models due to appear."

MARK CHIVERS

Accurascale's first 'O' gauge ready-to-run locomotive will be the Ruston 88DS. Ten colour schemes are planned, including this Accurascale Exclusive Tarmac livery.

DIESEL OUTLINE

Heljan continues to fly the flag for diesel outline locomotives and has an impressive line-up of forthcoming projects in the melting pot, including Class 24/0 and 24/1 Bo-Bos – the former expected later this year, while the latter is now expected in 2025. As well as the standard Class 24/0s and 24/1s, Heljan will also be producing the Scottish Class 24/1 variant with cab front twin headlights.

Expected slightly sooner, Heljan's new split and centre headcode Class 37/0s are due to arrive with retailers in May and June. These models have been upgraded and feature finer moulding and a choice of nose end variations for the first time.

Later this Autumn, we can expect Heljan's Class 45/1 1Co-Co1 to arrive. This latest version features sealed beam headlights, while a new 'Peak' variant was also revealed late last year with an all-new Class 44 1Co-Co1 also now planned. Design work is complete and it is hoped that these new models will be available in late 2024/early 2025.

Two Heljan shunters expected to appear this Summer are nearing fruition with the Ruston and Hornsby 48DS and Class 02 0-4-0 expected with retailers. On the subject of Ruston and Hornsby, Accurascale's all-new 88DS is also progressing well with decorated samples received by the manufacturer for assessment. Release is expected in early 2025.

Meanwhile, Gaugemaster's 'O' gauge Class 09 shunter – an exclusive variant of the Dapol produced Class 08 - is nearing completion and should be available later this year. The model will be available in several colour schemes and will include the additional pipework associated with the class.

Modern-era 'O' gauge modellers will be looking forward to Dapol's proposed all-new Class 66. This will feature a die-cast chassis, die-cast bogie frames, twin motor drive, 21-pin DCC decoder socket, rotating axle boxes and illuminated cab control. Release is currently anticipated in 2025.

Heljan's Diesel Multiple Unit plans include a Class 153 single-car train, which is currently planned for an early 2025 release, although development of its Class 117, 121, 122 and Class 149/150 trailer cars appears to have slowed.

TABLE 3 – 'O' GAUGE NEW LOCOMOTIVE PROJECTS 2024-2025

DESCRIPTION	REGION	MANUFACTURER	EXPECTED
GWR '56XX' 0-6-2T	Western	Minerva Models	Late 2024
GWR '4575'/'55XX' 2-6-2T	Western	Lionheart Trains	Late 2024
SR 'USA' 0-6-0T	Southern	Minerva Models	2024
LNER 'J70' 0-6-0T	Eastern	Rapido Trains UK	TBC
LNER 'J94' 0-6-0ST	Eastern/Industrial	Dapol	Late summer 2024
BR '3MT' 2-6-2T	Various	Lionheart Trains	Summer 2024
Ruston and Hornsby 48DS	Industrial	Heljan	Summer 2024
Ruston and Hornsby 88DS	Industrial	Accurascale	Early 2025
Class 02 0-4-0 shunter	Various	Heljan	Summer 2024
Class 09 0-6-0 shunter	Southern	Dapol/Gaugemaster	2024
Class 24/0 Bo-Bo	Various	Heljan	Autumn 2024
Class 24/1 Bo-Bo	Various	Heljan	2025
Class 37/0 (split headcodes)	Various	Heljan	May/June 2024
Class 37/0 (centre headcodes)	Various	Heljan	2025
Class 44 1Co-Co1	Midland/Eastern	Heljan	late 2024/early 2025
Class 45 1Co-Co1	Midland/Eastern	Heljan	Autumn 2024
Class 66 Co-Co	All	Dapol	2025
Class 117 three-car DMU	Western/Midland	Heljan	TBC
Class 121 single-car DMU	Western/Midland	Heljan	TBC
Class 122 single-car DMU	Western/Midland	Heljan	TBC
Class 149 trailer car	Western/Midland	Heljan	TBC
Class 150 trailer car	Western/Midland	Heljan	TBC
Class 153 single-car DMU	Various	Heljan	Early 2025
Total: 23 **Steam:** 6 **Diesel:** 17			

ROLLING STOCK

Lionheart Trains' 7mm scale BR Mk 1 carriages receive a boost with two new vehicle types added - a Brake Corridor Composite and Corridor First - while Heljan's all-new BR Mk 2 carriages are now progressing once more following a factory hiatus. Examples include TSO, FK, BSO and BFK vehicles, with release anticipated during September/October this year.

The first of Ellis Clark Trains' new 'K Type' Pullman Cars are expected to ship later this »

The Southern Railway CCT/PMV four-wheel parcels van from Heljan is due for a 2025 release.

Autumn, with five different vehicles set to form the basis of the range and a raft of named train formations available. Shamrock Finescale also has severalPullmans planned, together with five finescale Southern Railway Bulleid coaches due to arrive during the year, including Open Third, semi-open Brake Corridor Third, Corridor Composite, Restaurant First Open and Kitchen Third types.

Heljan's 'O' gauge LMS Inspection Saloon is on target for a late Summer release, with plenty of colour schemes to choose from, while its Southern Railway CCT/ PMV project has progressed to the EP sample stage of development. Completed models are now expected in 2025.

From a wagon perspective, Dapol's BR 14ton slope-sided mineral wagon is now expected this summer, as is the BR 24ton iron ore hopper. Ellis Clark Trains' all- new YGB 'Sealion' and 'Seacow' ballast hoppers are now expected next Spring (2025), as is the ZUA 'Shark' ballast plough.

Flangeway's all-new ZJV 'Mermaid' wagon is also now expected in 2025, but the company's newly-tooled 'O' gauge ZZA snowplough should be available now, with a good selection of identities offered covering the 1960s to the present day.

Once again, 2024 looks set to be another busy year for 'O' gauge. While the number of releases is not as high as in 'OO', there is a good selection for modellers to add to their collections and you can be sure we'll keep you informed in future issues of *Hornby Magazine*.

See Tables 3 and 4 for the full list of new 'O' projects due in the coming months. **HM**

Flangeway's all-new 'O' gauge 'ZZA' snow plough was due to arrive as this issue of the New Model Guide closed for press.

Heljan's all-new 'O' gauge Class 02 shunter is scheduled for release later this Summer.

TABLE 4 – 'O' GAUGE NEW ROLLING STOCK PROJECTS 2024-2025

DESCRIPTION	REGION	MANUFACTURER	EXPECTED
LMS 50ft Inspection Saloon	Various	Heljan	August/September 2024
SR Bulleid Brake Corridor Third	Southern	Shamrock Finescale	2024
SR Bulleid Corridor Composite	Southern	Shamrock Finescale	2024
SR Bulleid Open Third/Second	Southern	Shamrock Finescale	2024
SR Bulleid Restaurant First Open	Southern	Shamrock Finescale	2024
SR Bulleid Restaurant Kitchen Third	Southern	Shamrock Finescale	2024
Pullman 'K Type' Brake Parlour Third	Various	Ellis Clark/Darstaed	Autumn 2024
Pullman 'K Type' Parlour First	Various	Ellis Clark/Darstaed	Autumn 2024
Pullman 'K Type' Parlour Third	Various	Ellis Clark/Darstaed	Autumn 2024
Pullman 'K Type' Kitchen First	Various	Ellis Clark/Darstaed	Autumn 2024
Pullman 'K Type' Kitchen Third	Various	Ellis Clark/Darstaed	Autumn 2024
Pullman Brake Parlour Third	Various	Shamrock Finescale	TBA
Pullman Kitchen First	Various	Shamrock Finescale	TBA
BR Mk 1 BCK	All	Lionheart Trains	Autumn/Late 2024
BR Mk 1 FK	All	Lionheart Trains	Autumn/Late 2024
BR Mk 2 FK	All	Heljan	September/October 2024
BR Mk 2 TSO	All	Heljan	September/October 2024
BR Mk 2 BSO	All	Heljan	September/October 2024
BR Mk 2 BFK	All	Heljan	September/October 2024
SR CCT/PMV four-wheel parcels van	Various	Heljan	2025
GWR 'Toad' brake van	Western	Dapol	Late Spring 2024
BR 14ton slope-sided mineral wagon	Various	Dapol	Summer 2024
BR 24ton iron ore hopper	Various	Dapol	Summer 2024
YGB 'Sealion' ballast hopper	Various	Ellis Clark Trains	Spring 2025
YGB 'Seacow' ballast hopper	Various	Ellis Clark Trains	Spring 2025
ZJV 'Mermaid' ballast tippler	Various	Flangeway/Dapol	2025
ZUA 'Shark' ballast plough	Various	Ellis Clark Trains	Spring 2025
Total: 27 **Carriages:** 19 **Wagons:** 8			

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'N' GAUGE

The range of models in 2mm:1ft scale continues to grow. MARK CHIVERS outlines the exciting releases planned in the next year.

INTEREST in the smallest mainstream scale continues to grow with a similar level of new projects in the pipeline for new motive power and rolling stock subjects.

This year, the overall number of motive power models is down slightly to 22, with five steam and 17 diesel or electric projects in development, while there are 29 rolling stock projects also on the go, a similar level to last year.

Of these projects, the five steam locomotives include a pair of Great Western Railway (GWR) prototypes with the Collett 'Large Prairie' 2-6-2Ts (Sonic Models) and GWR '63XX' 2-6-0 (Dapol), together with a pair of Southern Railway Bulleid 'West Country' 4-6-2s in air-smoothed and rebuilt form. This latter pair of projects have been in development for a while and no release timeframe is currently given.

It is particularly interesting to note that 'N' gauge motive power projects are mainly driven by more modern prototypes with two new Class 66 models on the horizon (Dapol and Revolution Trains), a Class 69 Co-Co diesel, Class 175/180 Diesel Multiple Units (DMUs) and Class 313/314/387 and 450 Electric Multiple Units (EMUs).

The last year has enjoyed a good selection of all-new 'N' gauge releases including Bachmann's newly-tooled Class 158 DMUs, EFE Rail's all-new LNER 'J94'/Hunslet 'Austerity' 0-6-0ST, Sonic Models' new LNER 'J50' 0-6-0T and Dapol's new LSWR 'M7' 0-4-4T. More recently, Bachmann surprised 'N' gauge modellers with the news that it was to release LMS pioneering diesel 'twins' 10000/10001 for the scale – and with detail differences between the variants planned for release. These are now with Bachmann stockists.

Bachmann's policy of mainly announcing new items weeks rather than months from release has resulted in several new models appearing in the marketplace, yet not in the New Model Guide listings, due to the shorter lead-up times. Therefore, just because it may not appear to have many entries in the listings this year, that doesn't mean the company's development team isn't working on lots of projects in the background!

Bachmann recently revealed plans to produce a series of all-new 'N' gauge anchor mounted tank wagons with 14ton and 20ton variants for its Graham Farish range.

IN DEVELOPMENT

Looking at Bachmann's Graham Farish 'N' gauge projects, the Class 450 Desiro EMU is in the final phase, with releases set to appear later this June/July, while a series of all-new 14ton and 20ton anchor mounted tank wagons are

Development of Revolution Trains' all-new 'N' gauge Class 66 is progressing well with decorated samples of the new models arriving for inspection. Release is expected later this year.

Dapol's all-new 'N' gauge Class 87 Bo-Bo electric is currently slated for a late 2024 release.

TABLE 5 – 'N' GAUGE NEW LOCOMOTIVE PROJECTS 2024-2025

DESCRIPTION	REGION	MANUFACTURER	EXPECTED
GWR 'Large Prairie' 2-6-2T	Western	Sonic Models	Spring/Summer 2024
GWR '63XX' 2-6-0	Western	Dapol	2025
SR 'West Country' 4-6-2	Southern	Dapol	TBC
SR rebuilt 'West Country' 4-6-2	Southern	Dapol	TBC
LMS Ivatt '2MT' 2-6-2T (upgrade)	Midland	Dapol	Late 2024
Class 43 HST power car	Midland	Dapol	TBA
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 56 Co-Co diesel (retool)	Midland/Eastern	Dapol	Late 2024
Class 66 Co-Co diesel	Various	Dapol	2025
Class 66 Co-Co diesel	Various	Revolution Trains	Late 2024
Class 69 Co-Co diesel	Various	Graham Farish	TBC
Class 87 Bo-Bo electric	Midland	Dapol	Late 2024
Class 120 cross-country DMU	Western	Revolution Trains	Early/mid 2025
Class 175 two-car DMU	Midlands/Wales	Revolution Trains	TBA
Class 175 three car DMU	Midlands/Wales	Revolution Trains	TBA
Class 180 five-car DMU	Various	Revolution Trains	TBA
Class 313/314 EMU	Various	Revolution Trains	Summer 2024
Class 377 Electrostar EMU	Western/Southern	Revolution Trains	Mid 2025
Class 450 EMU	Southern	Graham Farish	Summer 2024
LT 1938 tube stock	London	Revolution Trains	Autumn/Winter 2024

TOTAL: 22 **Steam:** 5 **Diesel/Electric:** 17

also due for release this spring too. These will be available in Class A and Class B forms. The company has also delivered more upgraded models during the year with the BR '5MT' 4-6-0, Class 14 0-6-0DH and 'Crewe-cut' Class 47 Co-Co diesel, while the recently announced South Eastern & Chatham Railway (SECR) 'Dance Hall' brake vans are also now available from stockists.

One 'N' gauge Graham Farish project yet to be revealed is the proposed GB Railfreight Class 69 Co-Co diesel project. Bachmann has recently revealed first Engineering Prototype samples of its all-new 'OO' gauge version, along with planned running numbers (and colour schemes), but the 'N' gauge examples have yet to be confirmed.

While Dapol has most recently delivered its long-awaited Class 59 Co-Co diesel (see review on pages 72-73, HM204), the company also has a number of outstanding projects including the revised Class 43 High Speed Train power cars with new high-intensity headlight above the cab, upgraded Class 56 Co-Co diesel (expected late 2024), new Class 87 Bo-Bo electric (also due late 2024) and an all-new 'N' gauge Class 66 Co-Co diesel. This latter model will feature a new design and is expected to appear during 2025.

As previously mentioned, there are several 'N' gauge steam projects in the Dapol development office, including an upgraded Ivatt '2MT' 2-6-2T, which is set to feature a die-cast chassis, three-pole motor, DCC 'friendly' PCB and die-cast metal wheels. Completion is currently slated for later this year.

Rapido Trains UK also has a raft of 'N' gauge projects in development including a series of SECR wagons (five-plank and seven-plank opens, 12ton covered vans and a six-wheel brake van) and an altogether more modern BR OAA open wagon. Each is expected in the summer. The company's planned collection »

Sonic Models' next 'N' gauge steam locomotive will be the Collett designed Great Western Railway 'Large Prairie' 2-6-2Ts.

of 'N' gauge 1Co-Co1 'Peak' diesels is still in the early stages, with completion yet to be confirmed.

Revolution Trains continues to expand the 'N' gauge listings with plenty of projects in the pipeline including its own all-new 'N' gauge Class 66 Co-Co diesel which is currently at the decorated sample stage of the development process, while an impressive line-up of multiple units is planned from 1938 London Underground stock to modern Class 175 and 180 DMUs – and even Class 377 Electrostar EMUs.

Decorated samples of the Class 175/180 are currently awaited, with order books closing later this summer. The company's Class 313/314 EMUs are presently in production, with completed models due to appear during the Summer. Revolution Trains' 1938 Tube stock is on schedule for release later this year, with decorated samples being assessed by the company's development team. First indications are that further work is required before they will be cleared for production. Development on Revolution's new 'N' gauge Class 120 DMU also continues apace, with CADs expected during June and potentially completed models by mid-2025.

Most recently, the company delivered its all-new 'N' gauge Class 59 Co-Co diesel (see the review on pages 74-75, HM204). This and Dapol's version arrived almost simultaneously in the *Hornby Magazine* office for review and you can see how they shape-up in the main June 2024 issue of *Hornby Magazine*. Other recent releases include Revolution's 'N' gauge Class 128 Parcels railcar, Mk 5 carriages in Caledonian Sleeper and TransPennine Express guises and PFA container flats.

Further rolling stock due to appear soon includes the Southern Region General Manager's saloon in 'N' gauge (later gaining the name *Caroline*), which is now due to arrive this spring, while the proposed 'N' gauge 'K Type' Pullman Cars are still in development and not expected to be complete before the end of the year.

An impressive line-up of 'N' gauge rolling stock items from Revolution Trains is expected to appear through spring with the BR 'Borail', 'Mullet', 'Parr' and 'Super Tench' wagons due, as are the long-awaited FNA-D nuclear flask wagons and HJO/HJV iron ore hopper wagons. The 'N' Cartic-4 car carriers are also expected to appear mid-year, while expressions

Following the success of the 'N' gauge VEA vans, Sonic Models is also adding the 12ton 'Vanwide' ventilated vans to its 2mm scale range.

of interest for an all-new 'N' gauge Alcan alumina PCA tank wagon were due to close at the end of April, with a decision expected by the time this edition of the New Model Guide is released.

Sonic Models' all-new GWR 'Large Prairie' 2-6-2T is currently slated to appear during the spring or later this summer, while the 'N' gauge Newton Chambers double-deck car carriers are also expected during the summer. It is also fascinating that these distinctive vehicles have been selected by three different manufacturers in the past couple of years with 'OO' gauge models from Heljan and EFE Rail (the latter examples due soon) and Sonic Models for 'N'.

Sonic Models is also planning a new version of its VEA vans in earlier BR 12ton 'Vanwide' guise, and will feature a promised highly detailed underframe and body, with separately applied metal door grab handles and turned metal buffers. Release is expected during the summer.

There certainly appears to be no let-up in the development plans from the main 'N' gauge players this year, with plenty of projects in the pipeline to keep modeller's interest at heightened awareness. Many of the rolling stock projects, in particular, will help fill significant gaps in the 'N' gauge ranges. We'll keep you up-to-date in forthcoming issues of *Hornby Magazine*.

HM

"Interest in the smallest mainstream scale continues to grow."

MARK CHIVERS

TABLE 6 – 'N' GAUGE NEW ROLLING STOCK PROJECTS 2024-2025

DESCRIPTION	REGION	MANUFACTURER	EXPECTED
SR GM Inspection Saloon	Southern	Revolution Trains	Spring 2024
Pullman K Type Brake Parlour Third	Various	Revolution Trains	Late 2024/early 2025
Pullman K Type Parlour First	Various	Revolution Trains	Late 2024/early 2025
Pullman K Type Parlour Third	Various	Revolution Trains	Late 2024/early 2025
Pullman K Type Kitchen First	Various	Revolution Trains	Late 2024/early 2025
Pullman K Type Kitchen Third	Various	Revolution Trains	Late 2024/early 2025
LNER Dynamometer car	Eastern	Rapido Trains UK	TBC
BR Newton Chambers car carriers	Eastern	Sonic Models	Summer 2024
SECR Dia. 1349 five-plank wagons	Southern	Rapido Trains UK	Summer 2024
SECR Dia. 1355 five-plank wagons	Southern	Rapido Trains UK	Summer 2024
SECR 12ton covered vans	Southern	Rapido Trains UK	Summer 2024
SECR six-wheel brake van	Southern	Rapido Trains UK	Summer 2024
GWR Iron Mink vans	Western	Rapido Trains UK	TBC
14ton anchor mounted tanks	Various	Graham Farish	May/June 2024
BR 12ton 'Vanwide'	Various	Sonic Models	Summer 2024
BR Borail B bogie wagon	Various	Revolution Trains	Spring 2024
BR Borail C bogie wagon	Various	Revolution Trains	Spring 2024
BR 'Mullet' bogie wagon	Various	Revolution Trains	Spring 2024
BR YQA 'Parr' bogie wagon	Various	Revolution Trains	Spring 2024
BR YQA 'Super Tench' wagon	Various	Revolution Trains	Spring 2024
Cartic-4 car carriers	Various	Revolution Trains	Spring/Summer 2024
Cowans Sheldon hand crane	Various	N Gauge Society	2024
FNA-D Nuclear flask carrier	Various	Revolution Trains	Spring 2024
FSA/FTA container flats	Various	C=Rail	2024
HJO/HJV Iron ore hoppers	Midland/Eastern	Revolution Trains	Spring 2024
IHA bogie steel wagon	Various	Revolution Trains	Early 2025
OAA air-braked open wagon	Various	Rapido Trains UK	Summer 2024
PCA alumina powder tank wagons	Eastern/Scottish	Revolution Trains	TBC
PTA/JSA bogie tippler wagons	Various	Revolution Trains	Early 2025
TOTAL: 29 **Carriages:** 8 **Wagons:** 21			

NARROW GAUGE UPDATE

With an upsurge in all-new ready-to-run narrow gauge releases in recent years, interest in this area of modelling is at an all-time high. **MARK CHIVERS** assesses what projects are in the pipeline.

AS THIS EDITION of the New Model Guide closed for press, Bachmann revealed plans for an all-new collection of 7mm scale narrow gauge models, with the launch of its 'NG7' scale. Bachmann's 'NG7' models are produced to 1:43.5 scale and are compatible with other manufacturers' 'O-16.5' products – 7mm:1ft scale models running on 16.5mm track.

Bachmann has recently launched an all-new range of 7mm scale narrow gauge models, branded NG7.

NG7

Four all-new 'NG7' Quarry Hunslet 0-4-0STs are set to form the initial batch of releases, with Engineering Prototype (EP) samples on display across the launch weekend at the annual Statfold Model Railway Exhibition in mid-April. In addition, three new 'NG7' wagons will be released alongside, modelling examples used at Dinorwic Quarry with a flatbed slate wagon, traditional slate wagon and a coal wagon set to appear. Production is complete and details of identities and variants will be unveiled during Bachmann's Summer 2024 British Railway Announcements in May.

OO9

Bachmann's existing 'OO9' narrow gauge range expanded further in 2023 with release of its Penrhyn Mainline Hunslets in 2-4-0STT form as the Ffestiniog Railway's (FR) *Blanche* (Cat No. 391-136/SF) and *Linda* (394-135/SF) in present-day coal fired appearance.

Next to appear will be Bachmann's eagerly awaited 'OO9' Baguley-Drewry 4wDM, which is due arrive with retailers this Spring. Five models form the initial tranche of releases, following the addition of three new colour schemes recently (HM202).

Also set for release during May is Peco's 'OO9' Ffestiniog Railway 'Large England' 0-4-0STT, with three models due with retailers, finished as *Welsh Pony* in purple brown (51-251D), *Exmoor Pony* in Southern Railway green (51-251H) and *Little Giant* in maroon (51-251J). A further example of the 'Small England' 0-4-0STT will also be released around the same time, finished in lined maroon.

Finally in 'OO9' for the moment, Revolution Trains continues development on the specially-commissioned Vale of Rheidol 2-6-2T, which has progressed to the Engineering Prototype sample stage.

O-16.5

Meanwhile, Lionheart Trains debuted its ready-to-run 'O-16.5' range earlier in the year too, with the arrival of new Lynton & Barnstaple Railway Manning Wardle 2-6-2Ts and a quartet of complementary bogie coaches modelling All Third, Open Third, Brake Third and Brake Composite vehicles. No further models have been confirmed as yet.

While the list of outstanding narrow gauge projects had reduced significantly this year, the recent addition of a new 'NG7' range from Bachmann will bolster this with full identities set to be revealed very soon (HM205). **HM**

TABLE 7 – NARROW GAUGE NEW PROJECTS 2024-2025

DESCRIPTION	GAUGE	REGION	MANUFACTURER	EXPECTED
Baguley-Drewry 4wDM	OO9	Industrial	Bachmann	May/June 2024
FR 'Large England' 0-4-0STT	OO9	Ffestiniog	Peco/Kato	May 2024
GWR Vale of Rheidol 2-6-2T	OO9	Vale of Rheidol	Revolution Trains commission	TBA
Pen-yr-Orsed Quarry Hunslet 0-4-0ST (Enclosed cab)	NG7	Pen-yr-Orsed	Bachmann	Summer 2024
'Alice' Class Quarry Hunslet 0-4-0ST (Open cab)	NG7	Dinorwic	Bachmann	Summer 2024
'Small' Class Quarry Hunslet 0-4-0ST (Open cab)	NG7	Penrhyn	Bachmann	Summer 2024
Flat bed slate wagon	NG7	Dinorwic	Bachmann	Summer 2024
Traditional slate wagon	NG7	Dinorwic	Bachmann	Summer 2024
Coal wagon	NG7	Dinorwic	Bachmann	Summer 2024
Total: 9				

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'TT:120'

This intermediate scale is proving a smash hit with modellers. **MARK CHIVERS** finds out what's planned for 2024.

DEVELOPMENT of 'TT:120' scale products continues at pace with Hornby and Peco delivering a raft of new products since the scale was launched initially by Peco in June 2022 – followed by Hornby in October that year.

Peco has since released a selection of track, buildings and accessories, together with all-new seven-plank open wagons, while Hornby's entry to the scale heralded a range of locomotive, carriage and wagon releases, together with its own branded 'TT:120' scale track, buildings and accessories.

Hornby's impressive launch plans featured a series of planned 'phases' which included a selection of steam, diesel and bi-mode motive power, together with suitable carriages and rolling stock. 44 different projects are currently in development or at the planning stage.

This time last year, the first 'TT:120' train sets had arrived – and sold out – while further LNER 'A1'/'A3' and 'A4' 4-6-2s, together with BR Class 08 diesel shunters began to roll in, along with BR Mk 1 carriages and a selection of wagons.

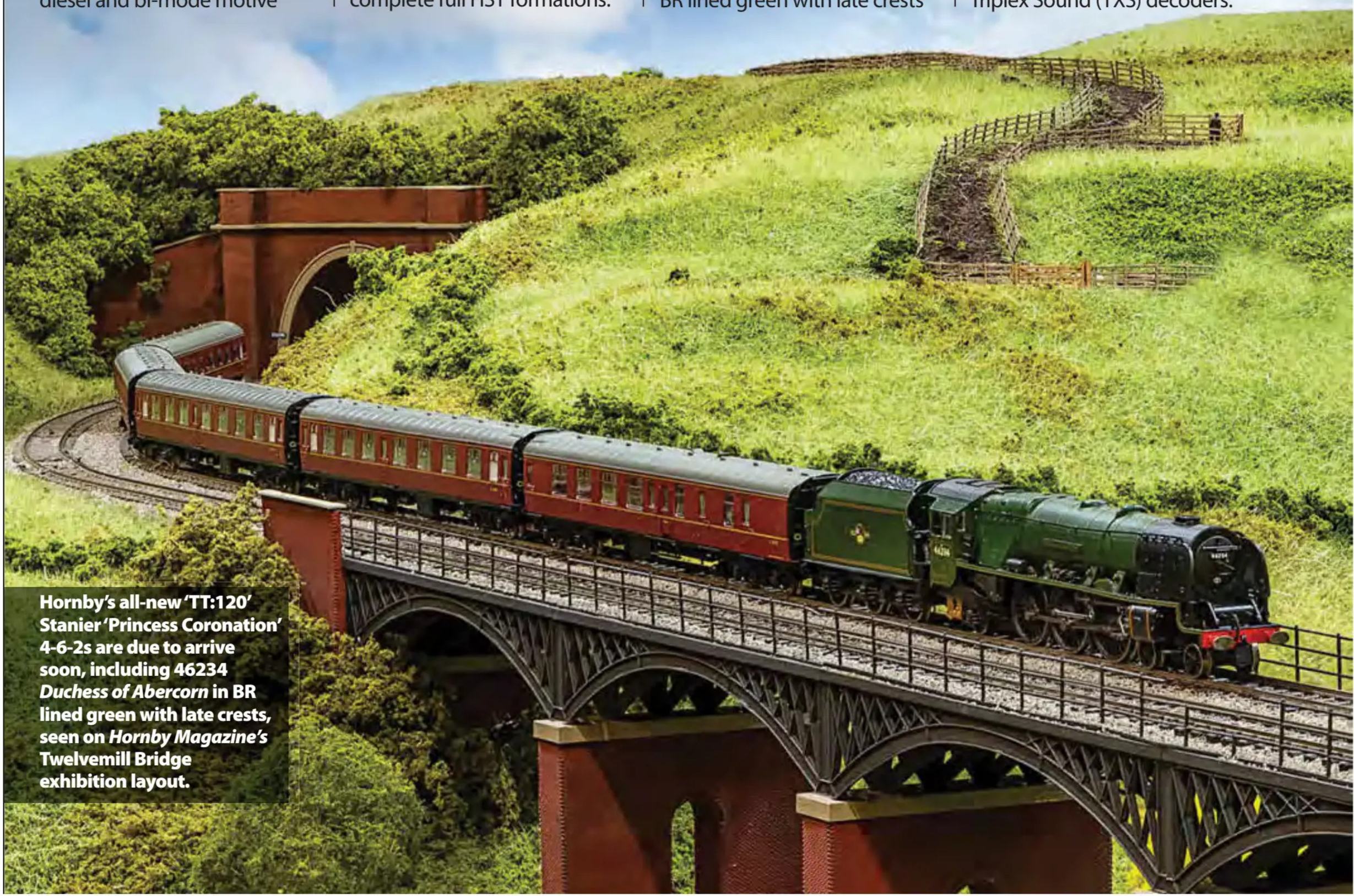
More recently, Hornby's newly-tooled 'TT:120' scale TTA tank wagons appeared with retailers, while the eagerly-awaited BR Class 43 High Speed Train (HST) power cars and BR Mk 3 coaches also began to arrive. The Mk 3 vehicles include Trailer Guard Standard, Trailer Second, Trailer First and Trailer Buffet cars to complete full HST formations.

In April, Hornby unveiled plans for an all-new 'TT:120' scale LNER 'J50' 0-6-0T. Three models are planned for the initial batch of releases.

MOTIVE POWER

On the horizon, the company's all-new 'TT:120' Stanier 'Princess Coronation' 4-6-2s are set to appear in June, with three models forming the initial releases finished as 6231 *Duchess of Atholl* in LMS crimson lake (Cat No. TT3010M/TXSM), 46232 *Duchess of Montrose* in BR lined green with early crests (TT3011M/TXSM), 46234 *Duchess of Abercorn* in BR lined green with late crests (TT3011M/TXSM). Decorated samples arrived with the manufacturer in February for inspection, ahead of production getting under way.

Hornby's 'TT:120' scale 'Duchess' 4-6-2s will be available in Digital Command Control (DCC) ready and DCC sound-fitted formats, the latter examples featuring the company's recently-developed HM7000 DCC and Bluetooth Triplex Sound (TXS) decoders.



Hornby's all-new 'TT:120' Stanier 'Princess Coronation' 4-6-2s are due to arrive soon, including 46234 *Duchess of Abercorn* in BR lined green with late crests, seen on *Hornby Magazine's* Twelvemill Bridge exhibition layout.

TABLE 8 – 'TT:120' SCALE NEW LOCOMOTIVES 2024-2025

DESCRIPTION	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	June 2024
LMS 'Black Five' 4-6-0	Midland	Hornby	TBC
LNER 'J50' 0-6-0T	Eastern	Hornby	November 2024
LNER 'J94' 0-6-0ST	Eastern	Hornby	TBC
BR 'Britannia' 4-6-2	Various	Hornby	TBC
BR '9F' 2-10-0	Various	Hornby	TBC
BR Class 31 A1A-A1A diesel	Various	Hornby	TBC
BR Class 37 Co-Co diesel	Various	Hornby	TBC
BR Class 47 Co-Co diesel	Various	Hornby	TBC
BR Class 50 Co-Co diesel	Various	Hornby	June 2024
BR Class 60 Co-Co diesel	Various	Hornby	TBC
Class 66 Co-Co diesel	Various	Hornby	November 2024
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: 17 **Steam:** 8 **Diesel/Electric:** 9			

TABLE 9 – 'TT:120' SCALE NEW ROLLING STOCK PROJECTS 2024-2025

DESCRIPTION	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 2024
LMS 57ft Corridor First	Midland	Hornby	Spring 2024
LMS 57ft Corridor Third	Midland	Hornby	Spring 2024
LMS 57ft Brake Third	Midland	Hornby	Spring 2024
BR Mk 1 Full Brake	Various	Hornby	TBC
BR Mk 1 Corridor Second	Various	Hornby	TBC
BR Mk 2e Brake Standard Open	Various	Hornby	Spring 2025
BR Mk 2e First Open	Various	Hornby	Spring 2025
BR Mk 2e Tourist Standard Open	Various	Hornby	Spring 2025
BR Mk 2f Brake Standard Open	Various	Hornby	June 2024
BR Mk 2f First Open	Various	Hornby	June 2024
BR Mk 2f Tourist Standard Open	Various	Hornby	June 2024
BR Conflat wagon	Various	Hornby	TBC
BR Mk 1 horsebox	Various	Hornby	TBC
21ton mineral open wagon	Various	Hornby	May 2024
CDA china clay hopper wagons	Western	Hornby	TBC
HAA Merry-Go-Round hopper wagons	Various	Hornby	June 2024
IFA container flat wagons	Various	Hornby	October 2024
KFA container flat wagons	Various	Hornby	TBC
MHA 'Coalfish' ballast open wagon	Various	Hornby	TBC
'Seacow' bogie ballast hoppers	Various	Hornby	TBC
VEA box vans	Various	Hornby	TBC
VGA box vans	Various	Hornby	TBC
Total: 27	**Carriages:** 16		**Wagons:** 11

Hornby is now adding sound-fitted examples of its motive power releases to the range wherever possible. At present, some of the smaller models in the collection such as the Class 08 diesel shunter are only offered in DCC Ready form.

Further 'TT:120' scale locomotive projects due to appear this year include BR Class 50 Co-Co diesels in June and Class 66 Co-Co diesels in November, providing suitable motive power to accompany the previously mentioned InterCity 125 HST power cars and Mk 3 carriages.

In early April, Hornby revealed its 2024 'TT:120' scale plans, which includes an all-new LNER 'J50' 0-6-0T which will be welcomed by purchasers of the company's previously-released 'OO' gauge Gresley 'Pacifics', further establishing the manufacturer's range of Eastern Region models. This diminutive new release will feature a three-pole motor and six-pin DCC decoder socket. Three models are planned initially in LNER black (TT3025M), BR black with early crests (TT3024M) and BR black with late crests (TT3026M). Release is currently slated for November 2024.

The company's longer term plans include motive power covering Great Western, Southern and further London Midland & Scottish Railway (LMS) subjects, as well as BR and contemporary era models, although it is aiming to ease away from the original 'phased' production plan, instead opting to have a more specific approach to its release announcements.

ROLLING STOCK

Also set to appear soon are several all-new 'TT:120' scale carriages including a selection of LMS 57ft carriages – Corridor First, Corridor Third/Second and Corridor Brake Third/Second – along with a 50ft Passenger Full Brake (BG). Each will be offered in LMS crimson, BR carmine and cream and BR maroon.

For modellers of the post-1970s scene, three BR Mk 2f air-conditioned carriages are set to bolster the 'TT:120' scale range including Brake Standard Open, First Open and Tourist Standard Open vehicles. These will appear in BR blue and grey and BR InterCity 'Swallow' colour schemes, with the first releases due in June.

Also set to appear soon will be the eagerly-awaited 'TT:120' HAA merry-go-round (MGR) coal hopper which played a significant role in transporting coal around the rail network until replaced by larger capacity vehicles in the 2000s. Standard and hood-fitted examples of the MGR hopper wagons have been tooled and are due for release during June.

April also heralded the addition of a newly-tooled IFA (Touax Sffgmss) bogie container flat wagon complete with 45ft container. This is a collaboration with Hornby's Arnold 'TT:120' range, with these new additions to the UK 'TT:120' scale range featuring containers in different colour schemes that might be seen on the UK rail network, including DFDS, Hapag-Lloyd and Hanjin. These contemporary wagons are set to appear during October this year.

FURTHER DEVELOPMENTS

Several models from future phases of 'TT:120' development are also progressing well, with the planned BR Class 37 Co-Co diesel now at the design stage of the process with early CAD drawings and a 3D stereo prototype received by the company's engineers for assessment, while the KFA bogie container flat wagon is also at the CAD stage. Identities and colour schemes have yet to be announced.

These developments are just the tip of the iceberg and rest assured that further announcements for this exciting new format will be covered as they are revealed in *Hornby Magazine* and at *www.keymodelworld.com*. **HM**

● **Shop the full 'TT:120' range at *www.keymodelworld.com/shop*.**

Development of Hornby's all-new 'TT:120' Class 66 Co-Co diesel is progressing well, with completed models expected later this year.

The next phase of Hornby's 'TT:120' scale development includes an all-new Class 37 Co-Co diesel, which is currently at the design stage. This is an early CAD render of a split headcode Class 37/0.

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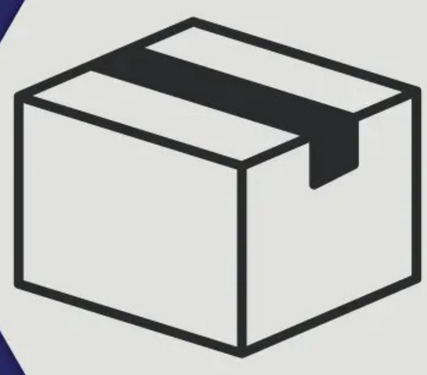

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