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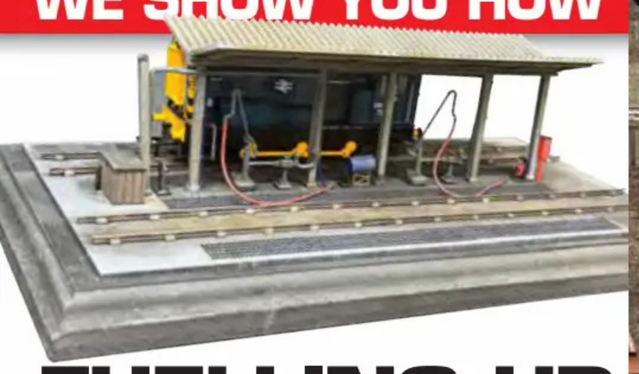

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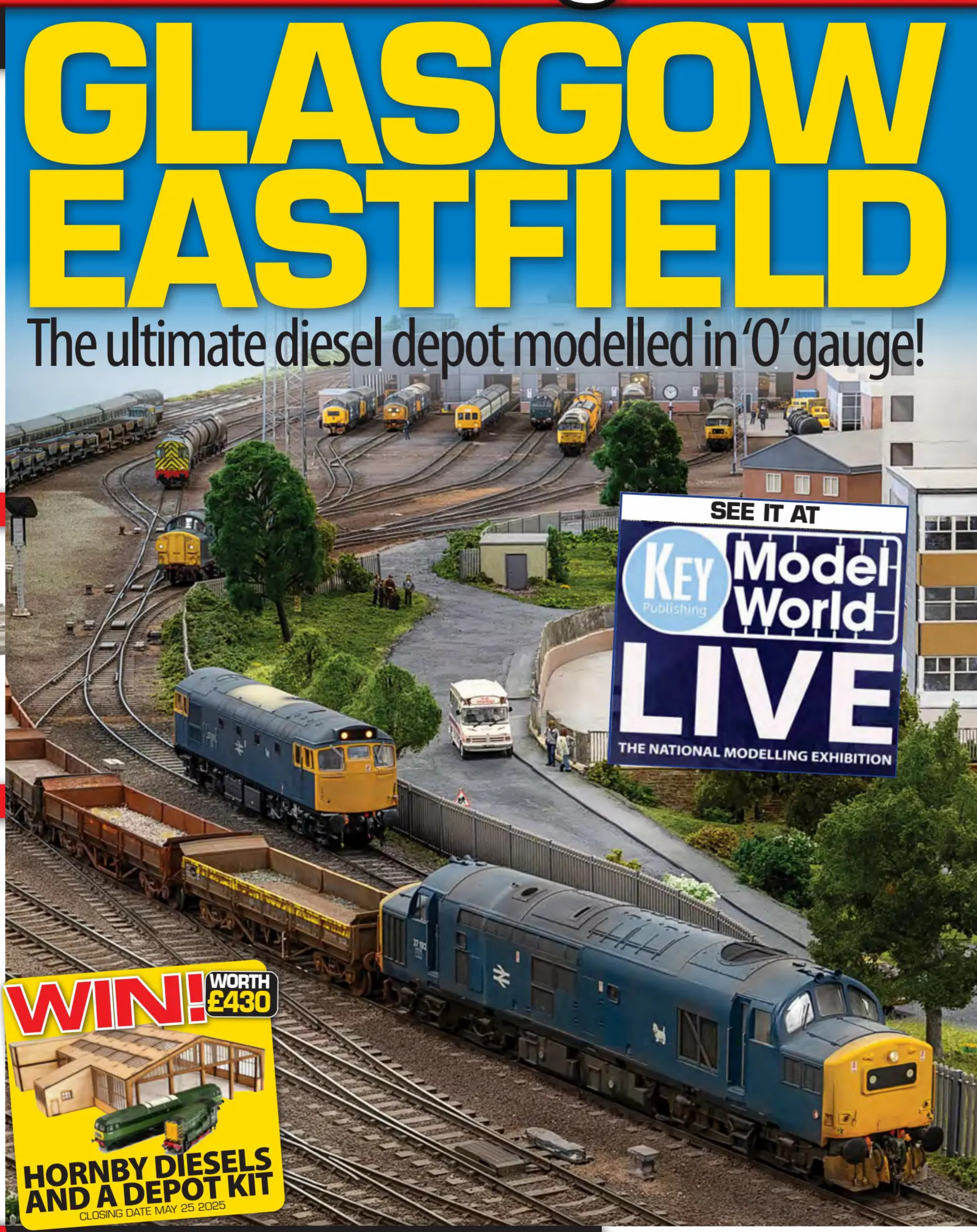

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HORNBY magazine

May 2025

Acting Editor: Mark Chivers
Associate Editor: Jonathan Newton
Staff Writer: Ben Church
Senior Designer: Steve Diggle
Sub-editor: Andrew Bowes-Roden
Contributors: Evan Green-Hughes, Brian Stephenson, Tim Shackleton, Graham Gaches, Julia Scarlett, Trevor Jones, Dan Evason, Colin Marsden, Mick Worrall, Graham Blount, Michael Birch, Tobi Johnson and Ric Pickett.

EDITORIAL ADDRESS

Hornby Magazine, Key Publishing, PO Box 100, Stamford, Lincs PE9 1XQ
Tel: 01780 755131
E-mail: *hornbymagazine@keypublishing.com*
Website: *www.keymodelworld.com*

ADVERTISING

Phone: 01780 755131
Head of Consumer Sales: Brodie Baxter
E-mail: *brodie.baxter@keypublishing.com*
Advertising Manager: Matt Sinclair
E-mail: *matt.sinclair@keypublishing.com*
Senior Ad Production Controller/Designer Becky Antoniades
E-mail: *rebecca.antoniades@keypublishing.com*
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ADVERTISING ADDRESS

Hornby Magazine, Key Publishing Ltd,
PO Box 100, Stamford, Lincolnshire PE9 1XQ

SUBSCRIPTIONS/MAIL ORDER

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Telephone: 01780 480404
E-mail: Subscriptions - *subs@keypublishing.com*
E-mail: Mail Order - *orders@keypublishing.com*

PUBLISHING

Publisher, Modelling: Mike Wild
Print Procurement Manager: Andrew Svoboda
Head of Consumer Sales: Brodie Baxter
Head of Sales and Marketing: Suzanne Taylor
Group CEO: Adrian Cox
Registered Office: Units 1-4, Gwash Way Industrial Estate, Ryhall Road, Stamford, Lincolnshire PE9 1XP

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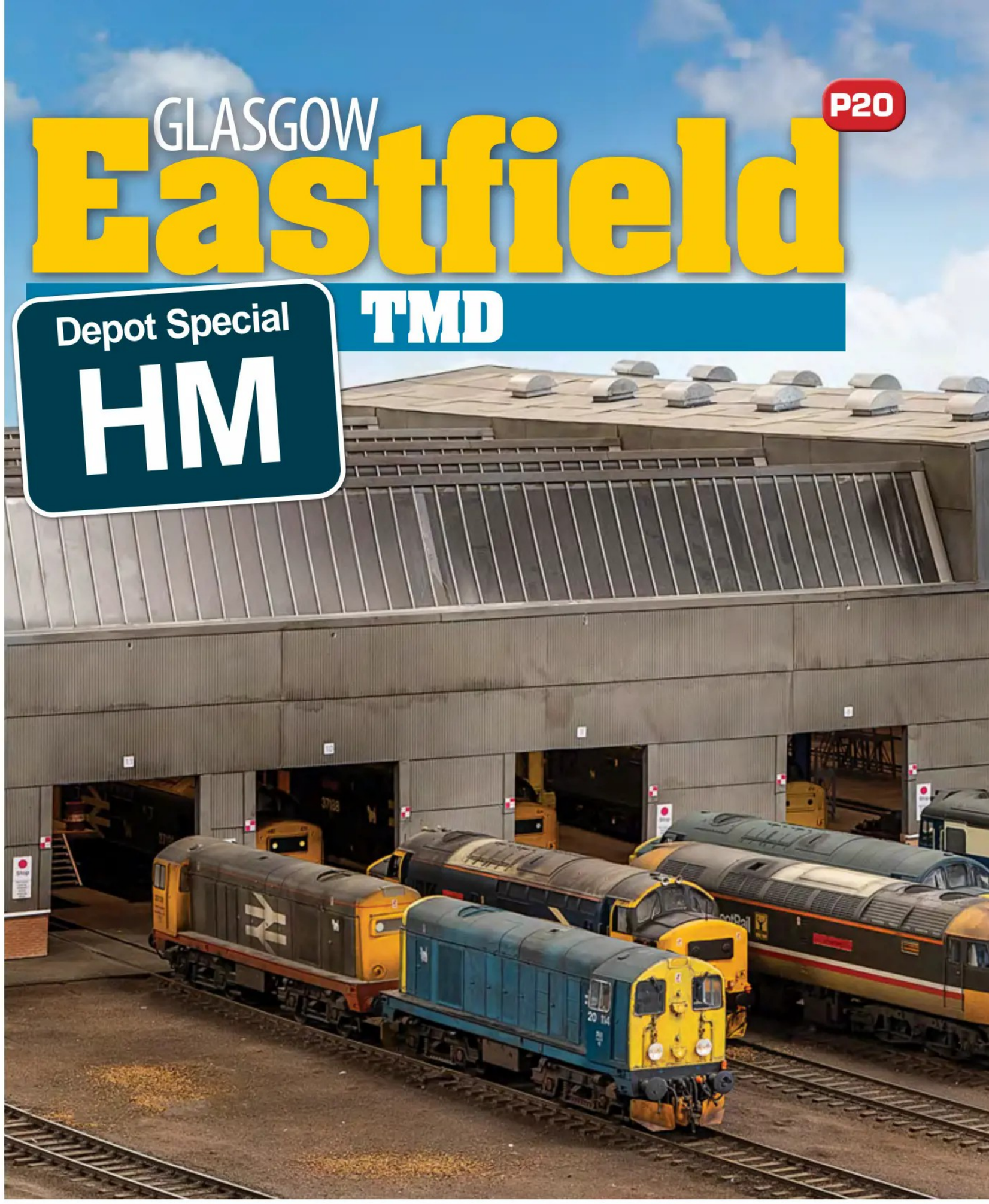
See pages 32-33 for full details.



WE SHOW YOU HOW!

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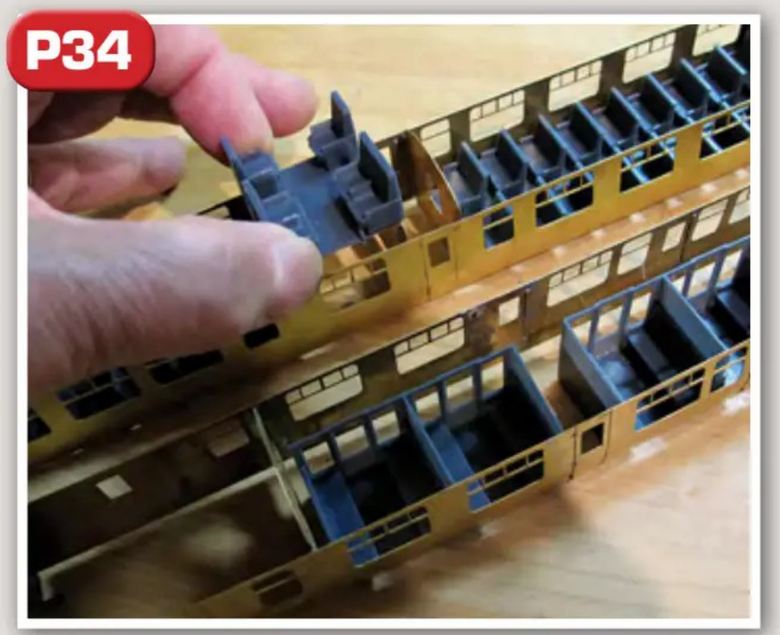

KEY STORE FINDER
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PLUS: All the latest models from Accurascale, Bachmann, Dapol, Hornby, Peco, Modelu, West Hill Wagon Works and more.

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There is a lot of mis-information circulating and incorrect assumptions made regarding the fitting of 'stay-alive' to decoders. This can result in costly catastrophic failure if not fully understood. ZIMO has solutions for all types of decoder but it is important to understand the inherent capabilities of your individual product which are explained inside the packaging. Most of the latest MN & MS-series decoders offer some form of direct connection avoiding the need for intermediary circuits and these are provided with a free 1,000µF 16V-rated electrolytic capacitor.

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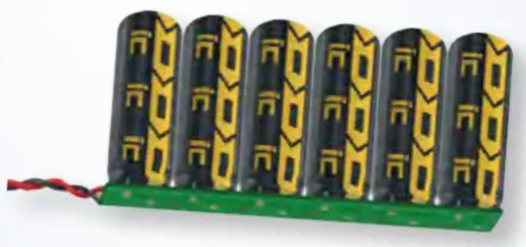

ZIMO 'Mini' & 'Micro' decoders options

The smaller decoders in the ZIMO range either have limited capacity or no direct connection due to miniaturization. In these instances, the way to add more substantial 'stay-alive' is to employ the intermediate ZIMO 'stay-alive' STACO controller boards that include mini 'goldcaps':

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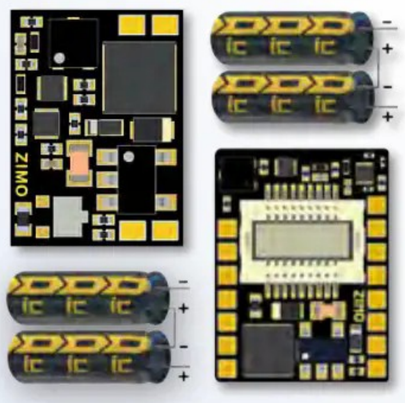
STACO 2A/2B *PCB with 150,000µF or 500,000µF from two mini 'goldcaps'. Converts Next-18 to wired connection.*

STACO 3A/3B *PCB with 150,000µF or 500,000µF from two mini 'goldcaps'. Compatible with most decoder types.*

STACO 4 *PCB with 150,000µF from two micro-sized 'goldcaps'. Compatible with almost all decoder types.*



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MS491 'Mini'
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1W - 0.7A - 6 FOs

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n MTC socket
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nited 'stay-alive'

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1.2A Motor rating
10 Function Outputs
Unlimited 'stay-alive'

MN300 'Mini'
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1.0A Motor rating
6 Function Outputs
15,000µF direct 'stay-alive' connection

MN180 'Micro'
Next-18
13.3 x 9.5 x 2.6 mm
0.7A Motor rating
4 Function Outputs
15,000µF direct 'stay-alive' connection

MN170 'Micro'
6-pin & 8-pin
12 x 8.6 x 2.3 mm
0.7A Motor rating
6 Function Outputs

MN160 'Micro'
6-pin direct & Wires
13 x 7.5 x 1.6 mm
0.5A Motor rating
4 Function Outputs

MN150 'Micro'
6-pin direct & Wires
8.2 x 5.9 x 2.1 mm
0.5A Motor rating
4 Function Outputs

MN140 'Micro'
E24 & PluX-12
13.5 x 8.7 x 2.3 mm
0.5A Motor rating
4 Function Outputs

MN250 'low voltage'
Wires only
9.9 x 7.5 x 2.1 mm
0.5A Motor rating
4 Function Outputs

THE EDITOR'S PAGE

Welcome

HELLO, AND WELCOME to the latest issue of *Hornby Magazine*. Visiting model railway exhibitions is a great opportunity to catch up and engage in some great conversations. Model Rail Scotland in late February was a great example of this, with lots of visitors to the show popping over to the *Key Model World* stand for a chat and discussing *Hornby Magazine's* latest 'OO' gauge £500 challenge layout Lanacside, which was on display all weekend.

Our next big adventure is April 26/27 at Key Publishing's Model World LIVE 2025 event at the National Exhibition Centre in Birmingham. The show takes place in Hall 2 and we have an outstanding selection of layouts, scale modelling displays, demonstrations, full-size exhibits, trade stands and more lined up. I'm particularly looking forward to seeing Mick Worrall's stunning 70ft x 40ft model of Glasgow Eastfield Traction Maintenance Depot in 'O' gauge.

My formative years were spent visiting some of BR's best-known diesel depots and Eastfield was one of those we were able to walk around in the mid-1980s during an organised trip. When I look at the layout, I can almost recall the smell as Class 20s, 27s, 37s and 47s ticked over. This issue, we have a full feature on Mick's incredible 'O' gauge layout (pages 20-31) before its appearance at Model World LIVE on April 26/27. This is the first time the layout has been seen outside Scotland, so do make a beeline for it at the show – you won't be disappointed! I hope you enjoy the free Eastfield TMD poster included with this issue of *Hornby Magazine* too.

Eastfield isn't the only outstanding layout appearing at Model World LIVE this year – we have more than 30 of them, including Pete Waterman and the Railnuts' latest incarnation of Making Tracks 4+, which models the West Coast Main Line around Watford Junction. We're really looking forward to seeing how the flats and office buildings have turned out and blend into the redeveloped scene which makes up this 72ft long layout. Pete and the team have been burning the midnight oil to get the layout ready, so we are really excited to welcome them to the show at the end of the month.

Other highlights at Model World LIVE include the opportunity to have yourself 3D scanned by Modelu, or race slot cars on a miniature Goodwood race circuit. Last year we had a full-size Class 37 Co-Co diesel on display and this year it's the turn of a replica Spitfire fighter! There'll be armoured vehicles and all manner of modelling displays, plus opportunities for younger visitors to make and take a model away with them. We've got full details of what you can expect on pages 44-49, with a line-up of the layouts and trade stands set to appear at Model World LIVE on April 26/27. We'll be there with our 'OO' gauge BR Southern Region layout Twelve Trees Junction, which has been resurrected especially for the show. Look forward to seeing you there!

Mark Chivers
Acting Editor

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NEW RAIL 200 LIVERIES REVEALED

HORNBY has unveiled a decorated sample of its forthcoming 'OO' gauge Southeastern Class 395 'Javelin' Electric Multiple Unit (EMU) in celebratory Rail 200 livery.

Shrouded in mystery since it was first announced in January as part of Hornby's 2025 catalogue, the manufacturer has now revealed the new livery set to adorn the 'OO' gauge model of 'Javelin' 395015 when it is released this spring with bodyside lining and Rail 200 graphics featuring images of landmarks along routes served by Class 395s.

Available as a four-car train pack (Cat No. R30442) containing two Pantograph Driving Trailer Standard (PDTS) vehicles and two Motor Standards (MS), together with a twin MS coach add-on pack (R40447) to complete an authentic six-coach formation, it is set for release this spring.

Prices are set at £299 for the DCC Ready train pack and £119.95 for the coach pack.

Hornby has also revealed a limited edition Rail 200 liveried version of its LNER Azuma InterCity Express Train as Class 801/2 801207 with Darlington S&DR 200 branding incorporated into the existing colour scheme at each end of the unit. Utlising existing main range tooling, all nine vehicles of the Class 801/2 unit will be produced and will appear as a five-car train pack containing a Pantograph Driving Trailer Kitchen First, a Pantograph Driving Trailer Standard and three intermediate trailer cars (Cat No. R30460) and a four-car pack of intermediate trailers (R40493).

Prices for the Class 801/2 LNER Rail 200 packs are priced at £549.99 and £289.99 respectively, with release anticipated for late 2025.

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

Hornby has unveiled the specially designed Rail 200 graphics on its forthcoming 'OO' gauge model of Southeastern Class 395 'Javelin' EMU 395015.

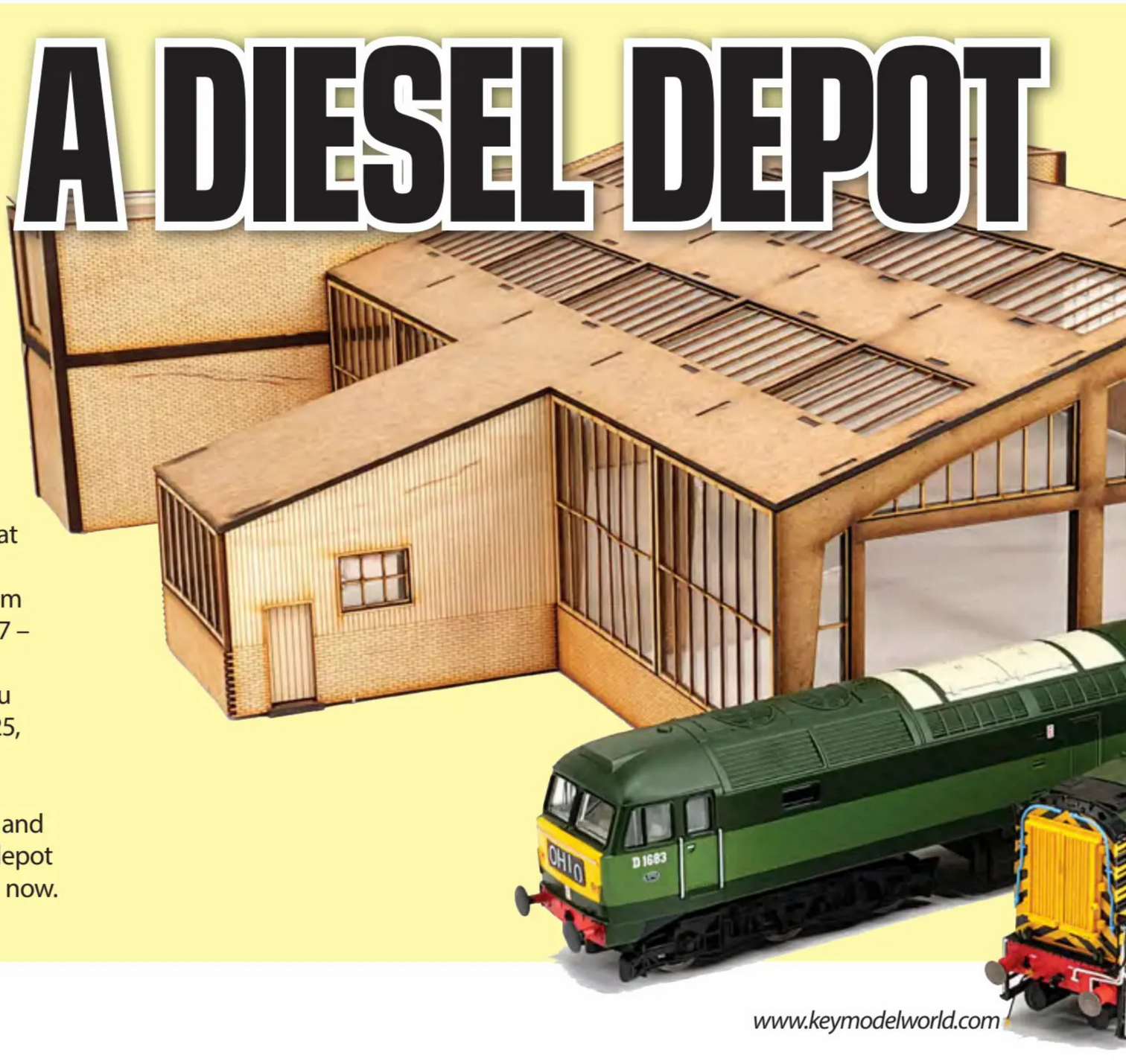
WIN! A DIESEL DEPOT

HORNBY MAGAZINE is offering readers a chance to win one of Key Publishing's exclusive PJM Models 4mm scale laser-cut four-road diesel depot and office kits, together with a pair of Hornby 'OO' gauge diesel locomotives - worth £430.

This superb prize comprises Hornby's recent 'OO' gauge BR Class 09 diesel shunter D4100 *Dick Hardy* in BR green (Cat No. R30369), Hornby RailRoad Plus Class 47 Co-Co diesel D1683 in BR two-tone green (R30182) and PJM Models' 4mm scale laser-cut four-road diesel depot and office kit (MOD67 – requires assembly), collectively worth £431.98.

To be in with a chance of winning this superb prize, all you have to do is answer the accompanying question by May 25, 2025.

Even if you don't win, Hornby's 'OO' gauge Class 09s and RailRoad Plus Class 47s are available from Hornby stockists and at *www.hornby.com*, while PJM Models' 4mm scale diesel depot kits are available exclusively from *shop.keymodelworld.com* now. Good luck!



RAILROAD CLASS 800 IET EP

HORNBY'S recently announced newly tooled 'OO' gauge RailRoad Class 800 InterCity Express Train (IET) project is said to be progressing well with first Engineering Prototype (EP) samples received for inspection by the company's development team.

Announced as part of Hornby's 2025 catalogue range, this new addition will feature a three-pole motor, 21-pin Digital Command Control (DCC) decoder sockets, directional lighting and a reduced level of detail compared with the main range version, reflecting its positioning in Hornby's RailRoad range. The new models will be available in LNER 'Azuma' livery and Great Western Railway (GWR) green. Three versions are planned, including a three-car LNER version as a train set (Cat No. R1288M) and two twin-vehicle train packs – one in LNER 'Azuma' colours as 800201 (R30449) and the other GWR green as 800001 (R30450). The twin vehicle train packs will each contain a pair of Class 800 driving cars (one motorised and one unpowered), while the train set will additionally include an intermediate vehicle. Additional coaches will be available for each to make up a five-car set.

Prices are set at £179.99 for the train set version and £149.99 for the train packs, with release scheduled for late 2025.

Hornby's newly tooled 'OO' gauge RailRoad Class 800 InterCity Express Train project is at an advanced stage with first Engineering Prototype samples received.

MORE 4-VEPS NEAR PRODUCTION

DECORATED SAMPLES for the next batch of Hornby's 'OO' gauge BR Southern Region Class 423 4-VEP Electric Multiple Units (EMUs) have arrived for inspection.

Hornby's next selection of four-car units includes 7712 in original BR blue with small yellow warning panels (Cat No. R30447) and 3193 in Network SouthEast colours (R30448). The models will benefit from the most recent tooling iterations (HM202) including improved front-end appearance, die-cast motorised vehicle chassis and amended interior seating unit (Motor Brake Second Open), 21-pin Digital Command Control (DCC) decoder socket and revised inter-unit electrical connections and new wheel arrangements.

Following amendment to the specification for 4-VEP 7712 – the factory selected the wrong tooling configuration with front-end headlights for the pre-production sample which were not carried by the units until the 1980s – release for this model and unit 3193 is slated for release during the first half of the year.

Prices are set at £399.99 each.

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

The next batch of Hornby's 'OO' gauge Class 423 4-VEP Electric Multiple Units are nearing production, including 7712 in original BR blue with small yellow panels.

AND PAIR OF DIESELS WORTH £430

QUESTION

In this issue of *Hornby Magazine* we feature Mick Worrall's outstanding 'O' gauge model of BR's Eastfield Traction Maintenance Depot. In which country was this depot located?

A. England
B. Scotland
C. Wales

HOW TO ENTER

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

Online entries open at 9am on April 3, 2025 and the closing date for entries is May 25, 2025 at 5pm GMT. The winner will be notified no later than June 1, 2025.

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.

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

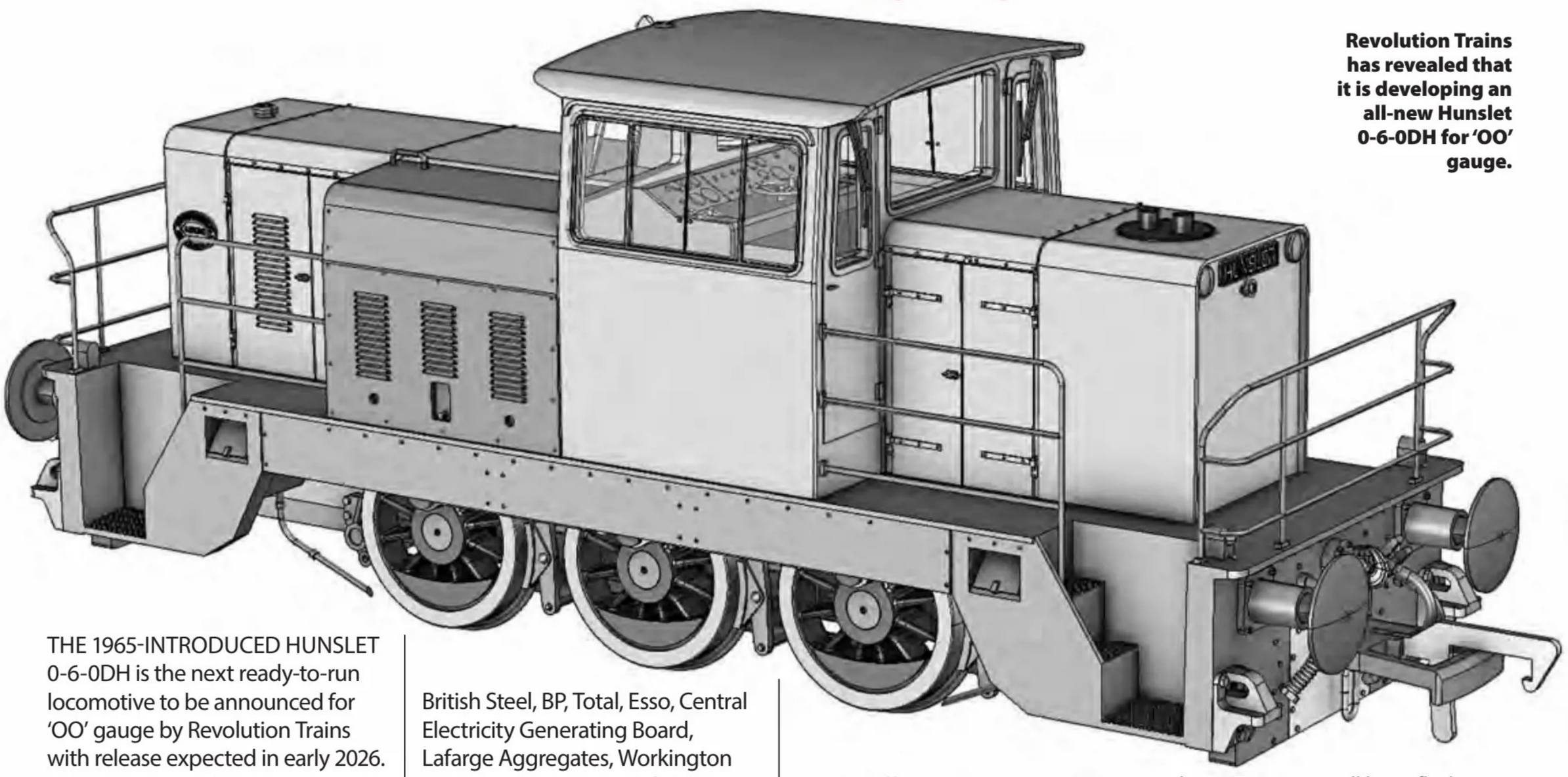
RAPIDO TRAINS 'OO'

RAPIDO TRAINS UK's next 'OO' gauge locomotive project is the Great Western Railway (GWR) 'County' 4-6-0, which is currently at the tooling stage.

The 30 Hawksworth 'County' 4-6-0s were the final evolution of the GWR two-cylinder designs, with construction starting from 1945. The new mixed-traffic design made several breaks from GWR tradition including double chimneys and higher 280psi boiler pressure. All 30 were fitted with Hawksworth straight-sided tenders.

Rapido Trains UK is crafting a tooling suite which will cater for detail differences including single and double chimneys, provision for a speedometer, BR or GWR smokeboxes and more. Additionally, models will incorporate separately fitted parts, die-cast metal and injection moulded plastic construction, firebox glow with dynamic fire draw effect, factory-fitted speakers,

Hunslet 0-6-0DH next for 'OO' gauge from Revolution



Revolution Trains has revealed that it is developing an all-new Hunslet 0-6-0DH for 'OO' gauge.

THE 1965-INTRODUCED HUNSLET 0-6-0DH is the next ready-to-run locomotive to be announced for 'OO' gauge by Revolution Trains with release expected in early 2026.

These industrial locomotives were first produced by Revolution Trains for the N Gauge Society in 2mm:1ft scale and are now set to be upscaled to 'OO'.

More than 50 of these 0-6-0DH locomotives were built between 1965 and 1989 by Hunslet in both 50ton and 55ton forms. Customers included the National Coal Board, British Steel, BP, Total, Esso, Central Electricity Generating Board, Lafarge Aggregates, Workington Docks and BNFL at Sellafield. They have also been used as spot hire locomotives by Harry Needle and RMS Locotec.

Revolution Trains allows for detail differences between the 50ton and 55ton locomotives to be incorporated including different footplate equipment, lighting, handrails and sandboxes. They will also be offered with or without flashing roof lamps to suit the prototype being modelled.

Four locomotives are being produced in the first batch modelling 1965 built NCB 503 in two-tone green, Harry Needle Railroad Company 29 in grey and orange, British Steel 403 in yellow and Esso's *Redwing* in red. All bar the NCB version will have flashing roof beacons.

Further liveries and final pricing details are to be announced with the order book expected to open in the second quarter of 2025 and delivery to customers following in early 2026.

• **Visit *www.revolutiontrains.com* for more information.**

GWR 'COUNTY' 4-6-0

Rapido Trains UK is producing an all-new 'OO' gauge Great Western Railway Hawksworth 'County' 4-6-0.

stay-alive capacitor and 21-pin Digital Command Control (DCC) socket.

Ten locomotives form the initial batch, including GWR models appearing as unnamed 1001 (Cat No: 954001) and 1005 *County of Devon* (954002) in GWR lined green with post-war lettering and 'twin cities' emblem. Early BR models will be finished as 1017 *County of Hereford* in BR lined green with British Railways 'Egyptian' lettering (954003), 1019 *County of Merioneth* in BR lined black with early crests (954004), 1013 *County of Dorset* in BR lined black with early crests (954005), 1006 in BR lined green with early crests (954006), plus 1014 *County of Glamorgan* (954007). Late BR locomotives include 1021 *County of Montgomery* (954008), 1000 *County of Middlesex* (954009) and 1011 *County of Chester* (954010), all in BR lined green with late crests.

Prices are set at £249.95 DCC Ready, £364.95 DCC sound-fitted.

• **Visit *www.rapidotrains.co.uk*.**

EXCLUSIVE WESSEX TRAINS 31 AND Mk 2s

AN EXCLUSIVE MODEL OF Bachmann's 'OO' gauge Class 31 modelling 31601 *The Mayor of Casterbridge* and four BR Mk 2f coaches are to be produced for The Model Centre (TMC) in Wessex Trains pink livery.

In 2004, Wessex Trains hired Fragonset Railways Class 31/6s to operate top-and-tail trains between Bristol and Weymouth to cover for a Diesel Multiple Unit shortage. BR Mk 2fs were used, with the formation painted in Wessex Trains pink.

TMC's exclusive model of 31601

TMC has announced plans for an exclusive 'OO' gauge Bachmann Class 31 diesel in Wessex Trains pink, together with matching Mk 2f carriages.

represents the first of Bachmann's second wave of Class 31 releases for 'OO' gauge which are set to incorporate a factory-fitted 'Bach-up' stay-alive capacitor along with standard features including a five-pole motor with twin flywheels, die-cast chassis, engine room, cab and directional lights. Digital Command Control (DCC) deluxe models will feature rotating roof fans and Bachmann's DCC auto-release tension lock couplings.

TMC has also commissioned Bachmann to produce four 'OO' gauge BR Mk 2f coaches in Wessex Trains pink - three Tourist Second Opens (TSO) and one Brake Second Open (BSO). Coaches appear as BSO 6117 and TSOs 9525, 6122 and 6173. Each can be purchased with or without DCC controlled lights.

Class 31s retail at £199.95 DCC ready, £309.95 DCC sound-fitted and £359.95 DCC sound-fitted deluxe. The coaches are priced at £80.95 without lights and £98.95 with DCC lights fitted. Further discounts are available for multiple purchases. No release date has been announced.

• **Visit *www.themodelcentre.com* for more information.**

IRM announces Great Southern Railway '800' 4-6-0s

THE THREE GREAT SOUTHERN RAILWAY (GSR) Class '800' 4-6-0s are the next 'OO' gauge project for Irish Railway Models (IRM) and represent the company's first steam locomotive project.

Three of these large 4-6-0s were built in 1939 and 1940. Designed by Edgar Bredin, they were the first three-cylinder steam locomotives built in Ireland and were intended for the Dublin to Cork route before the Second World War curtailed their use on expresses.

IRM's all-new model is set to feature a die-cast metal chassis, five-pole motor with flywheel,

Irish Railway Models is marking its tenth anniversary with the announcement of an all-new 'OO' gauge Great Southern Railway Class '800' 4-6-0.

firebox flicker, 21-pin Digital Command Control (DCC) socket in the tender, etched detailing, provision for a 25mm x 25mm x 7.5mm speaker in the tender with a second cube speaker in the smokebox and more.

This latest project is at the engineering prototype stage, with assessment of the first samples complete. All three locomotives are set to be produced with 800 *Maedb* appearing in GSR green (Cat No: IRM1301), Córas Iompair Éireann (CIE) green (IRM1304) and as preserved GSR green (IRM1307). 801 *Maċa* appears in CIE green with (IRM1305) and without (IRM1302) flying snail tender. Finally, 802 *Táilte* is presented in CIE green (IRM1306) and CIE light green (IRM1303).

Each model is priced at €349 DCC Ready and €449 DCC sound-fitted with the models expected to be delivered towards the end of 2026.

• **Visit *www.irishrailwaymodels.com* for more details.**

Isle of Wight coaches

FORMER London, Brighton & South Coast Railway (LBSCR) coaches which operated on the Isle of Wight are set to join the EFE Rail range for 'OO' gauge.

The Southern Railway gained control of the railways on the Isle of Wight at the 1923 Grouping. The island operated an eclectic mixture of rolling stock that previous railways had accumulated. Between 1936 and 1939, former LBSCR non-corridor coaches arrived which had been rebuilt onto 54ft chassis and converted to use Westinghouse air brakes. These were then formed into four- and six-coach sets for use on the island, in traditional Southern Railway practice.

The four most common diagrams – the subject of the all-new EFE Rail 'OO' gauge models - are six-compartment Brake Third Diagram 210, seven-compartment Brake Third Diagram 211, nine-compartment Third Diagram 90

All-new Bachmann 'OO' LMS 20ton brake van

All-new 'OO' gauge LMS 20ton brake vans are Bachmann's next wagon project, modelling Diagram 1919, 2036 and 2068 variants.

BACHMANN is set to produce an all-new model of the London Midland & Scottish Railway (LMS) 20ton brake van for 'OO' gauge, with five models across three diagrams planned.

In 1935, the LMS built the first of what would become the company's standard brake van design. The new design – diagram 1919 - had a 16ft wheelbase with 670 vans constructed: each van had ballast weights to reach the required 20ton weight. Alterations to the design occurred throughout production, with deeper duckets and a wider body creating the diagram 2036, with 522 of these built. A third diagram, 2068 was built from 1942 with deeper ballast weights.

Bachmann's all-new tooling suite allows for all three diagrams to be modelled. Variations include vans fitted with vacuum brakes, through piped and unfitted, shallow or deep duckets, narrow or wide ducket beading, flush or riveted end panels, 18in or extended buffers and shallow or deep ballast weights.

Models will also feature separate metal handrails, balcony safety bars – which can be posed in the closed or open position - separately fitted brake blocks, brake rigging, footboards and footsteps.

Additionally, the roof of the van can be removed, revealing a fully detailed interior, which features a full height chimney, brake handwheel, ducket seats and tool chests.

Five models form the initial range, appearing in LMS grey in two styles as 730037/730203 (Cat No: 38-975/6), B950118 in early BR bauxite (38-977), M731723 in late BR bauxite (38-978) and DM731790 in BR departmental grey and yellow (38-979).

Priced at £44.95 each, release is anticipated in late 2025.

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

for EFE Rail

EFE Rail's 'OO' gauge range is bolstered with a series of newly-tooled 'OO' gauge ex-LBSCR non-corridor carriages in Isle of Wight form.

and eight-compartment Composite Diagram 373. Three LBSCR coaches have survived into preservation on the Isle of Wight Steam Railway.

EFE Rail's all-new models feature an injection-moulded plastic body with moulded and separately fitted detail plus etched handrails, coach end steps, battery boxes, dynamo, lamp irons, brake blocks and some aspects of the braking system separately fitted. The vehicles will also feature separately fitted glazing, turned metal wheels and chassis-mounted close coupling mechanisms.

Four quadruple coach packs are to be produced in SR Maunsell green as Set 486 (Cat No. E86021), SR Malachite green as Set 485 (E86022), BR crimson as Set 488 (E86023) and BR Southern Region green as Set 486 (E86024).

Delivery is anticipated for the end of 2025 with each four-coach pack priced at £269.95.

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

Midland '483' 4-4-0 EPs arrive

REVOLUTION TRAINS has received First Engineering Prototype (EP) samples of its forthcoming newly tooled 'OO' gauge Midland Railway '483' Class 4-4-0 for evaluation (HM210).

Built from 1912, the initial locomotives were rebuilds of Midland Railway '2' 4-4-0s and left little of the original design intact, receiving new frames and cylinders, larger driving wheels and a Belpaire 'G7' superheated boiler. Further rebuilds appeared in 1913, 1914, 1922 and 1924.

Showcasing the new sample at Model Rail Scotland in late February, Rapido Trains' all-new 4-4-0s will be of die-cast and injection moulded construction and feature a smooth, powerful mechanism, 21-pin Digital Command Control (DCC) decoder socket, factory-fitted speaker, sprung buffers and firebox glow with 'dynamic fire draw effect'. The manufacturer's tooling suite will also cater for a wealth of separately fitted parts, including detail differences to the chimney, superheater dampers, domes, safety valves, tender toolboxes, bogie brakes, exhaust injector and tablet catcher.

A First Engineering Prototype sample of Rapido Trains UK's all-new 'OO' gauge Midland Railway '483' 4-4-0 has been received by the company's development team.

12 models are planned initially, covering the class' career in Midland Railway, Somerset & Dorset Joint Railway, LMS and British Railways colour schemes.

Prices are set at £209.95 for DCC Ready models and £319.95 for DCC sound-fitted examples. A delivery date has yet to be confirmed.

• **Visit *www.rapidotrains.co.uk*.**

3D Rapido 'Caley single'

A 3D-printed sample of Rapido Trains UK's all-new 'OO' gauge Caledonian Railway 'Single' 4-2-2 was unveiled by the manufacturer in late February.

RAPIDO TRAINS UK revealed a 3D-printed sample of its recently announced 'OO' gauge Caledonian Railway 'Single' 4-2-2 123 (HM214) at the Model Rail Scotland exhibition in late February.

Intended as a display locomotive for the 1886 International Exhibition of Industry, Science and Art in Edinburgh, the unique locomotive was put to work shortly after the event and was mainly used on inspection trains and Directors' specials, as well as on the Royal Train. It gained fame in 1888 as part of the 'Races to the North', hauling the Carlisle to Edinburgh leg of the journey. Later life saw the locomotive restored for railtour duties in the late 1950s and it was saved for the Glasgow Transport Museum, subsequently moving to the Riverside Museum location in Glasgow where it resides today.

Rapido's all-new 'OO' gauge model will feature a 21-pin Digital Command Control (DCC) decoder socket, a pair of factory-fitted speakers, stay alive capacitors and firebox flicker.

Four different colour schemes for 123 are planned, including railtour condition Caledonian Railway blue, LMS lined red, LMS lined black and a fictional BR lined black with early crests finish.

Priced at £249.95 DCC Ready and £364.95 DCC sound-fitted, no release date has yet been set.

• **Visit *www.rapidotrains.co.uk*.**

WIA CAR CARRIER PRODUCTION BECKONS

PRODUCTION of Revolution Trains' all-new 'N' and 'OO' gauge WIA articulated car carriers is due to get under way shortly, as the pre-order window closed in late February.

BR's Railfreight Distribution business ordered 60 of the distinctive covered five-car articulated car carriers in the early 1990s. Each five-car set was double-decked and offered full protection for the payload. They were intended for use through the Channel Tunnel as well as domestically and can run in very long train formations. Much of the fleet remains in use today and are in regular use on automotive flows to/from Southampton Docks.

Revolution Trains' new models will appear in 'N' gauge and 'OO' gauge forms, with decorated samples received by the company's project team. Five different colour schemes – with multiple running numbers of each scheme – in 'N' and 'OO' are planned, covering original Railfreight Distribution blue, ACE blue, DB Schenker, fully de-branded plain blue and DB schemes.

While no further direct pre-

Revolution showcases 'N' gauge Pullmans

REVOLUTION TRAINS has revealed the full range for its planned collection of Pullman K-type all-steel carriages for 'N' gauge covering nine packs which chart their history from 1928 to the present day.

These K-type Pullman cars were introduced on the LNER's 'Queen of Scots' services while they were also well known for use on the SR's 'Ocean Liner Express' and 'Bournemouth Belle' trains. They remained in service into the 1960s, after which most were withdrawn. Many have continued into preservation with a selection also operated on the main line by Belmond Pullman.

Revolution Trains is modelling five different vehicle types – Kitchen First, Parlour First, Kitchen Third, Parlour Third and Parlour Third Brake. Bogie types will cover original Pullman design bogies as well as Gresley heavyweight bogies while all versions will feature detailed interiors with switchable lighting and working table lamps.

Full details of Revolution Trains' range of newly tooled 'N' gauge K-type Pullman cars has been revealed.

The nine packs with allow a full eight-coach 'Queen of Scots' set to be replicated with early crests and white roofs, a four-car set of Great Western Railway (GWR)/Southern Railway (SR) First Class coaches, a four-car set of Southern Region Third Class coaches, a BR Eastern Region four-car Third Class pack, two four-car packs to model the 'Bournemouth Belle' in the BR era with revised crests and grey roofs plus a twin pack of Brake Thirds and a trio of VSOE named carriages – the latter with revised crests and white roofs.

Prices start from £119.99 (£104.99 when pre-ordered through Revolution Trains), rising to £239.95 (£209.95) for the four-car packs. The first samples are due in March 2025

• **Visit *www.revolutiontrains.com* for more information.**

Alcan tank decoration samples arrive for 'N'

DECORATED SAMPLES of Revolution Trains' Alcan PCA powder tanks for 'N' gauge have been received by the manufacturer for inspection.

These newly tooled wagons model the 1988-introduced fleet of wagons which supply alumina to the UK's last remaining aluminium smelter at Fort William in Scotland. They are amongst the last four-wheel wagons in service on the British railway network.

The new 'N' gauge model builds on the popular 'OO' gauge version released in 2023 by Revolution Trains and are supplied in four wagon packs. Livery choices cover original Alcan, debranded Alcan, Rio Tinto Alcan, Liberty/Lochaber and Alvance covering the entire service lives of these PCAs.

Decorated samples of Revolution Trains' all-new 'N' gauge Alcan PCA tank wagons have arrived for inspection.

The four-wagon packs are available to pre-order direct from Revolution Trains at a reduced price of £149.95 per pack while packs purchased after delivery rise to £169.95 per four-pack.

• **Visit *www.revolutiontrains.com* for more information.**

Revolution Trains has received decorated samples of its all-new Arbel WIA articulated car carriers in 'N' and 'OO' gauge. This 'N' gauge example carries DB Schenker branding.

Right: **This decorated 'OO' gauge WIA shows how the articulation will be modelled on the all-new car double-deck covered car carriers.**

orders are being taken by Revolution Trains, the models can still be ordered through the manufacturer's retailer network, with five-car sets priced at £149.95 for 'N' gauge packs and £159.95 for 'OO' examples.

Release is currently slated for later this year.

• **Visit *www.revolutiontrains.com* for more information.**

IVOR THE ENGINE PROGRESSES

Running samples of Rapido Trains' all-new 'OO' gauge *Ivor the Engine* range are currently being evaluated by the project's development team.

EARLY WORKING SAMPLES of Rapido Trains UK's forthcoming 'OO' gauge range of *Ivor the Engine* train packs and rolling stock packs have arrived for assessment.

Based on the fictional children's television character, the new range includes *Ivor the Engine*, a passenger coach, six-plank open wagons, a coal hopper and a one-plank open. A train pack is set to feature *Ivor the Engine* and a pair of open wagons, while a rolling stock pack will feature a passenger coach, coal hopper and a one-plank open.

Each pack will also include 2D cardboard passenger figures and a selection of fold-up buildings. The train pack includes an engine shed and water tower, while the rolling stock pack comes with a platform and station building.

Rapido's new *Ivor the Engine* 0-4-0T will feature die-cast and injection moulded parts, together with a Next18 Digital Command Control (DCC) decoder socket, factory-fitted speaker and glowing dragon egg in the firebox. A brand-new *Ivor the Engine* story, written and illustrated by Daniel Postgate, will also be included.

Available DCC Ready and DCC-sound fitted, the train pack is priced at £199.95 and £304.95 respectively, while the rolling stock pack is priced at £114.95. A release date has yet to be confirmed.

• **Visit *www.rapidotrains.co.uk* for more information.**

NEW LIMITED EDITION

DCR Class 56 56103 for Key Publishing

Rusty Rails GBRf Depot accessory bundle

KEY PUBLISHING has partnered with Rusty Rails Modelling to create a new bundle pack of interior accessories to suit the PJM Models GBRf depot kits for 'OO' gauge.

The bundle pack contains a set of four lifting jacks, floodlight shells, Rusty Rails' new lockers based on the design inside the GBRf depot and a set of storage racks, all of which can be used to populate the depot interior.

The bundle pack is priced at £25, offering a 10% saving over buying the parts individually. All are supplied in unpainted high quality 3D printed resin and are suitable for priming before application of final colours.

The pack is in stock now together with the GBRf Depot kits from PJM Models.

● **Visit *shop.keymodelworld.com* to find out more.**

Above: **The exclusive Cavalex Models Class 56 will replicate 56103 in DCRail grey with the addition of its Devon & Cornwall Railway logos.**

KEY PUBLISHING has commissioned Cavalex Models to produce a new limited edition of DCRail's Class 56 56103 in its unique version of the company's livery with Devon & Cornwall Railway roundels.

The model will replicate 56103 in its current condition with the addition of a square high-intensity headlight added during its overhaul in 2024.

The real locomotive started life at BREL Doncaster where it was completed in 1981. During its career it carried BR large logo blue, triple grey with Coal Sector markings, Transrail branded triple grey and later EWS maroon and gold before being sent to work on the LGV Est in France in 2004. It returned to the UK in the early 2010s and after a period working on preserved railways, it made its return to the main line on June 19 2018 for DCRail.

It has since been part of the DCRail fleet which has seen it work across the country on a mixture of stock movements, scrap trains and – more recently – aggregate trains including workings to and from Middleton Towers in East Anglia, Tunstead in the North West and on HS2 workings taking empty sets of JNA-T wagons back to Willesden Sidings.

The new 'OO' gauge limited edition will model 56103 in its current condition and will be available exclusively through Key Publishing. In total 300 models will be made – 150 DCC Ready, 150 DCC sound fitted. The specification includes a powerful five-pole motor, twin flywheels, four-axle drive with the floating centre axle for improved track holding, modified bogie pin position, a 21-pin decoder socket multi-function lighting and a fully detailed body with the correct components to model 56103.

The sound fitted versions will be factory fitted with an ESU LokSound V5 decoder coupled to an ESU passive radiator speaker and a built-in stay alive pack with Cavalex Models' ESU created custom sound loaded onboard.

Prices are set at £189.95 DCC Ready and £289.95 DCC sound fitted. They are available to pre-order now with a £30 non-refundable deposit with delivery expected in the third quarter of 2025.

● **Visit *shop.keymodelworld.com* to order this new limited edition today.**

Left: **DCRail's Class 56 56103 is the subject of Key Publishing's next limited edition model. It is available to pre-order now. On July 5 2024, 56103 heads 6Z82 Chaddesden Sidings-Brandon Down Siding through Helpston.** Mike Wild.

FINAL CALL! Model World LIVE 2025

It's the final countdown to Model World LIVE on April 26/27 2025 at the NEC in Birmingham which features model railways, scale modelling, radio control and slot cars in the 180-plus stand National Modelling Exhibition hosted by Key Publishing.

Discount advance ticket sales close at 11:59pm on April 21 2025 and offer a reduction over on-the-day prices as well as early entry from 9.30am each day. Discount advance parking is also available through the NEC, offering a £5 saving on parking versus on-the-day prices.

Check out our full event preview on pages 56-61 and read the full feature on star exhibit Glasgow Eastfield TMD on pages 20-31.

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

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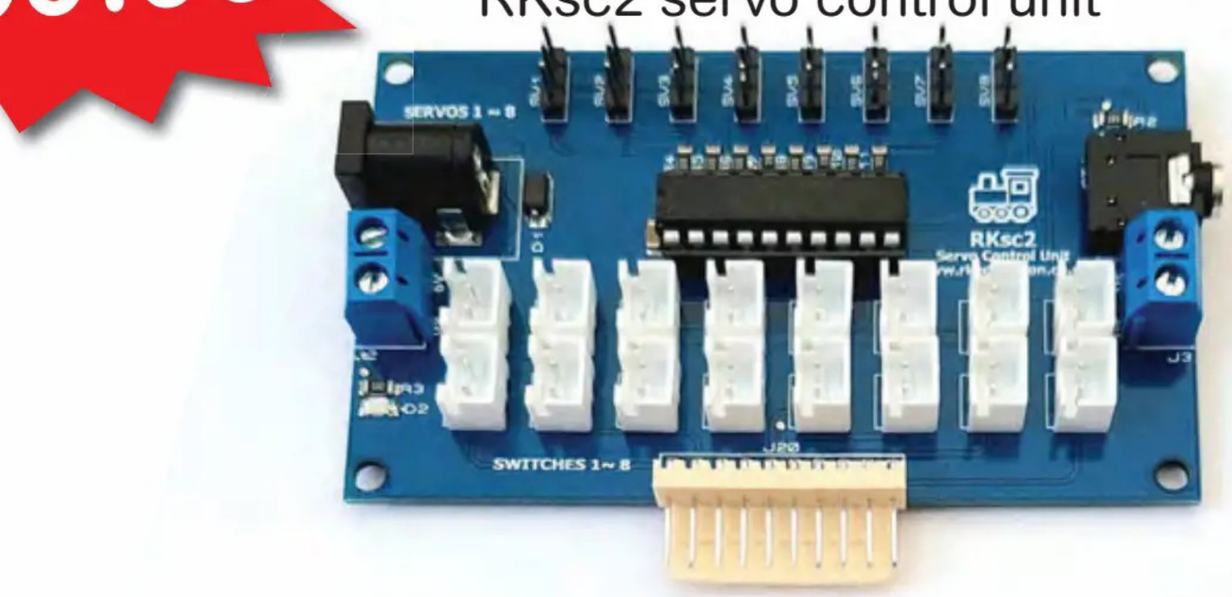

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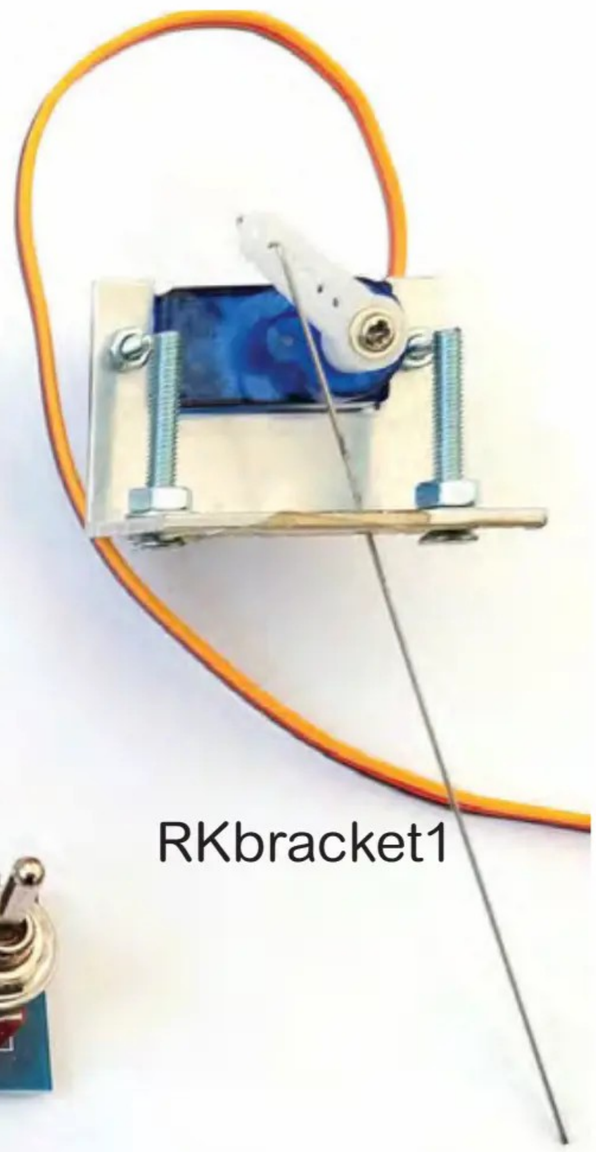

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Depot Special

GLASGOW Eastfield TMD

HM

Started in lockdown as a diversion, **MICK WORRALL's** stunning 'O' gauge layout models this famous locomotive depot in Scotland, as **GRAHAM BLOUNT** reveals.

PHOTOGRAPHY, JONATHAN NEWTON AND MIKE WILD

1 **A typical line-up of 1980s Scottish diesel traction is stabled outside the imposing Eastfield depot building, including one of the former Class 25 conversions – *ETHEL 1*- together with examples of Class 37/4s which subsequently replaced them on West Highland Line sleeper train duties.**

www.keyr

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'O', 32mm	7mm:1ft	70ft x 40ft	SCOTTISH	1980s	DCC, Roco Z21

LOOKING BACK, 2020 WAS a terrible time for everyone, but the enforced solitude due to the pandemic caused many people to return to railway modelling and build 'lockdown layouts'. Durham Trains of Stanley owner Mick Worrall also wanted to find something to take his mind off not being able to trade. He took the opportunity to do something he had been hoping to do for many years - build a model of one of his favourite railway spots in Glasgow – Eastfield Traction Maintenance Depot (TMD) in the 1980s.

Mick has always been a fan of Scottish diesel locomotives and during his childhood, Eastfield TMD was a major draw. The depot was originally opened by the North British Railway in the early 1900s, just north of Springburn in Glasgow, but it was the diesel era in the 1970s and 1980s that really appealed to Mick. By this time Eastfield was a major diesel maintenance depot and home to a large allocation of Class 08s, 20s, 24s, 25s, 26s, 27s, 37s, 40s and 47s. In 1973, the depot gained its ED depot classification and by the mid-1970s its allocation included more than 70 locomotives and at weekends, typically more than 60 locomotives could be stabled there.

Almost a decade later in 1984, the allocation was around 160 locomotives, thanks to an influx of Class 37s and 47s. Several years later, a large number of Class 26s – previously allocated to depots at Haymarket and Inverness - were also added to the depot's books. These helped offset the withdrawal of the Class 27 Bo-Bo diesels, a type long associated with Eastfield. The depot was also responsible for servicing Diesel Multiple Units at the depot and received an allocation of vehicles during the 1980s.

Eastfield TMD also began personalising some of its allocation in the 1980s with subtle additions such as bodyside white stripes on some of its diesel fleet and the adoption of the West Highland Terrier motif on the sides of its locomotives. These appeared in different sizes, depending on the locomotive type and livery carried - and the depot insignia continued into sectorisation with cast metal plaques carried on some of its allocation into the 1990s. These embellishments helped establish Eastfield TMD as a depot that took pride in its fleet and similar motifs were also adopted at depots elsewhere.

HUMBLE BEGINNINGS

Starting on the kitchen table, Mick began to build a model of Glasgow's Eastfield locomotive maintenance shed. Most people would have looked at such a large »

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project and opted for ‘OO’ or ‘N’ gauges, but Mick decided he was going to go big and that 7mm:1ft scale – ‘O’ gauge - was the way. Heljan’s announcement of ‘O’ gauge Class 26s and Class 27s helped to sway his decision. These coupled with signature Class 37s and 47s in ‘O’ paved the way for the layout which is built on a grand scale.

Armed with copious amounts of Slater’s Plastikard and Evergreen strip, he started with the main depot building, ousting his wife Liz from the kitchen table. The only problem was that soon the kitchen table was too small, so he moved into the double garage, which also was soon too small to contain the growing building. This layout would include all the elements at the real Eastfield site during the 1980s including the wheel lathe, heavy maintenance, locomotive examination, DMU and carriage cleaning, locomotive maintenance and fuelling sheds, plus fuel tanks, boiler house, pump house, stores, administration block and more.

THE IDEA GROWS

The advantage of having your own model railway business is the many customers who call in. One of Mick’s regulars was building a ‘P4’ version of South Pelaw and mentioned that he was struggling to find the space to build the model he wanted. With similar issues affecting Eastfield, Mick empathised readily and the idea of a new model railway club started to germinate. A short while later, another conversation with a regular customer revealed that the top floor of an office block in South Shields was vacant and available for a very reasonable rent. »

“At 70ft x 40ft, it takes a little more than the average transit van to transport, arriving at shows in a 44tonne lorry!”

GRAHAM BLOUNT

2 Left: **A Class 37/0 rushes past Eastfield depot at the head of a rake of Mk 1 carriages bound for Glasgow Queen Street. One of the three former Class 25 Electric Train Heat Ex-Locomotives (ETHELs) is included in the formation.**

3 Right: **Faded BR blue Class 08 08952 shunts a rake of discharged TTA tank wagons for stabling.**

4 Below: **Proudly displaying its Eastfield West Highland Terrier motif, Class 47/4 47644 *The Permanent Way Institution* rolls off the depot bound for Springburn as a pair of Class 20s approach Cowlairs Junction signalbox with a block cement train.**

Above: **Depot staff enjoy a coffee break outside the depot building alongside a Class 26 Bo-Bo diesel awaiting its call into the maintenance shed.**

Below: **A member of train crew gives the all-clear to the driver of Class 37/4 37402 *Oor Wullie* to pull forward as it departs the depot, bound for Glasgow Queen Street. The crew of Inverness depot's Class 47/4 47617 *University of Stirling* prepare for their departure shortly after.**

A chat with the owner of the building followed and South Tyneside Community Railway Modellers was born. Once Mick and John had moved in, together with some of Mick's other friends, work started in earnest. Eastfield was very much a 'free flow' build with baseboards being built to fit certain aspects. Now the baseboards are complete, the lack of uniform modular sizes makes moving the layout more difficult than it could have been.

The baseboards are conventional 4in x 1in softwood frames with 9mm birch wood ply tops. Fascias are 6mm ply, with each section bolted together via plates fitted to the legs to provide a robust support for the massive weight of the layout.

At 70ft x 40ft, it takes a little more than the average transit van to transport, arriving at shows in a 44tonne lorry! Luckily, we have a friend who has a removals company and they are used to moving large and delicate items such as pianos, so that helps. Our team packs

all the boards and prepares them for transport. A forklift is required too. The stock and buildings arrive in a separate Luton van – each of the buildings has its own packing case to keep it protected. Setting up takes at least a full day to allow for adjustments and testing and the layout needs a team of at least ten to set up, operate and dismantle such a monster, but there is never a shortage of people wanting to help.

All the trackwork is Peco Streamline code 143 flat bottom rail with live frog points, the latter operated by DCC Concepts Cobalt point motors. Signalling is all custom built to fit the locations by Absolute Aspects. All of the signalling is fully interlocked as per the prototype using Megapoints controllers and banks of Arduino Circuit Boards, while the track is fitted with occupancy sensors, all controlled through Roco Z21 Digital Command Control (DCC) systems with several power boosters to ensure the power is kept to the level it needs to be.

It is surprising how much power 'O' gauge locomotives can draw just sat on shed. We also have multiple handsets for use on different sections of the layout and work a rota system at exhibitions to ensure nobody is stuck doing the same thing all weekend!

The depot track plan is as accurate as we could make it, but we've had to make a few compromises on Cowlairs Junction because in the real world it is straight, but on the model we've had to curve it a little. Apart from that, the plan is as close as we're likely to be able to get it.

The storage yard to the rear has 12 roads, each of which can hold up to three full trains, plus three separate Diesel Multiple Unit sidings and five independent through roads. This is quite a complex area as there are flyovers and access to the Glasgow Queen Street section. When we were at Model Rail Scotland in 2024, we realised that trains such as the Class 47/7 push-pull set and the High Speed Train (HST) were going into the yard and having to wait for one or two trains to move in front of them. As these are quite popular signature items, we'd prefer to have these running more often, so once we were back from the exhibition, we decided to add another storage yard and add in a ramp, which works quite well. We're now able to work from Queen Street to the high-level storage yard at the Edinburgh end of the layout and back again, while the main line can run as it did previously.

BUILDINGS

Mick has scratchbuilt all of the layout's structures, faithfully reproducing all of the depot buildings, including the internal detailing - even if it cannot be seen by the viewing public. Each goes into painstaking detail with the corrugated cladding and windows appearing just right, using plastic sheet, foamboard and 3D-printed parts for the skylights and vents. The overall greyness associated with the depot's »

location has also been modelled. Some of the structures are based on photographs Mick took on his various visits to the depot in its heyday, as well as looking at videos and other photographs. Sizing the large opening depot doors was done by eye using a locomotive as a guide and referring to photographs.

Getting to grips with proportions was an issue initially as each of the various supporting buildings appeared quite big in isolation as they were being built, but once placed they looked quite small. However, they look in proportion with the rest of the layout when you view it from 13ft away, which, incidentally, is how wide the depot baseboards are.

All of the surrounding buildings, including the school, flats and tenement buildings have been faithfully reproduced by Rob and Michelle Anderson of Northumbria Painting Services who also provided and painted the vast collection of figures that inhabit the layout. The team spoke to many ex-Eastfield shed staff to make sure detail elements were totally accurate, even down to where the Cowlairs Junction signalman parked his car. A member of the team also joined the school Facebook page to get the memories of teachers and ex-pupils to get the school building right.

For the layout's next appearance at Model World LIVE in Birmingham on April 26/27, we're adding Glasgow Queen Street station. Still a work in progress, its genesis came from a member joking that it should be added. Never one to shy away from a challenge, Queen Street was born!

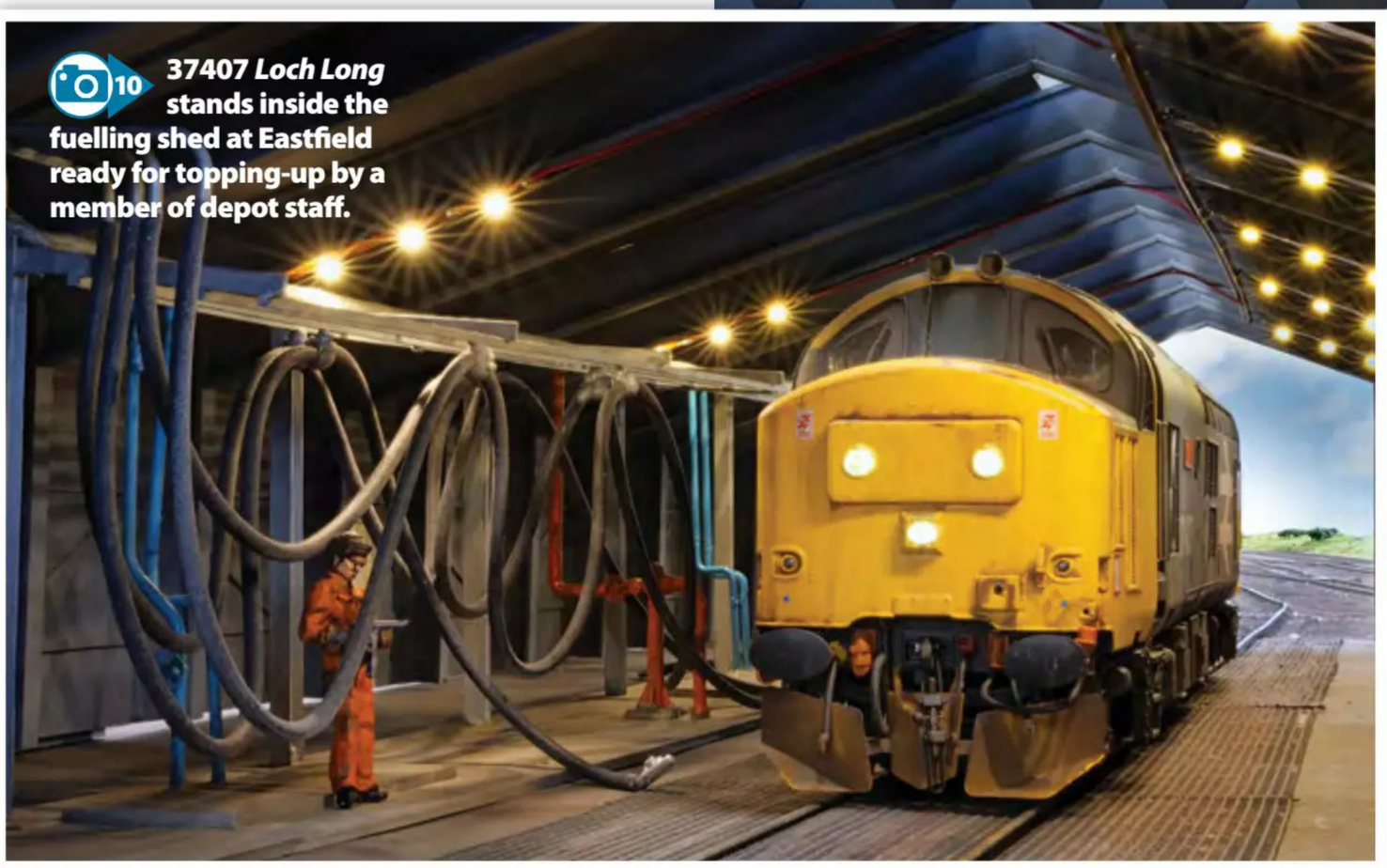
The team has been working flat out in recent months to model this new section of the layout, which will feature the distinctive cutting between the tunnel and station platforms, together with the road overbridge and the various platform and administration buildings. A full feature on Glasgow Queen Street station will appear in a future issue of *Hornby Magazine*, but you can see progress so far at Model World LIVE 2025 at the National Exhibition »

7 Left: **Depot fitters appear to have downed tools on 37403 *Isle of Mull* as a Class 47/4 slowly edges into the shed building. As well as an impressively detailed interior, the scratchbuilt depot structure is also fully illuminated.**

8 Right: **Track engineers have possession of one of the junctions at Cowlairs as Class 20 Bo-Bos 20114 and 20138 pass with a rake of PCA cement tank wagons.**

9 Below: **The sheer size of the depot building is evident in this view across the stores compound and fuel road at Eastfield. Inverness depot's 47460 heads the depot's breakdown train.**

20 114



10 **37407 *Loch Long* stands inside the fuelling shed at Eastfield ready for topping-up by a member of depot staff.**

Centre in Birmingham in late April. When this section is finished in a year or two's time, it is hoped Glasgow Queen Street can be exhibited separately from Eastfield TMD as a standalone layout.

MOTIVE POWER

All the diesel locomotives owned by Mick were allocated to Eastfield depot during the 1980s. Visiting motive power is provided by other members of the club and friends and are all locomotives likely to have been seen there during this time. All are DCC sound-fitted using decoders from the likes of Youchoos, Leggomanbiffo, and Zimo.

All of the classes allocated to Eastfield are represented, with Class 37s and 47s being the most prevalent (the former being Mick's favourite locomotive type). However, there are examples of classes 08, 20, 26, 27, 40 and 56 to be seen, as well as the converted former Class 25 Bo-Bo electric train heating locomotives – or ETHELs – introduced for use on West Highland Line sleeper trains. These were a short-term solution enabling older Class 37/0s to haul BR's new Mk 3 sleeper carriages until 'new' traction in the form of refurbished Class 37/4s arrived. For the layout's appearance at Model World LIVE there will also be a few guest appearances on the layout including Gateshead allocated motive power and a few from other areas too.

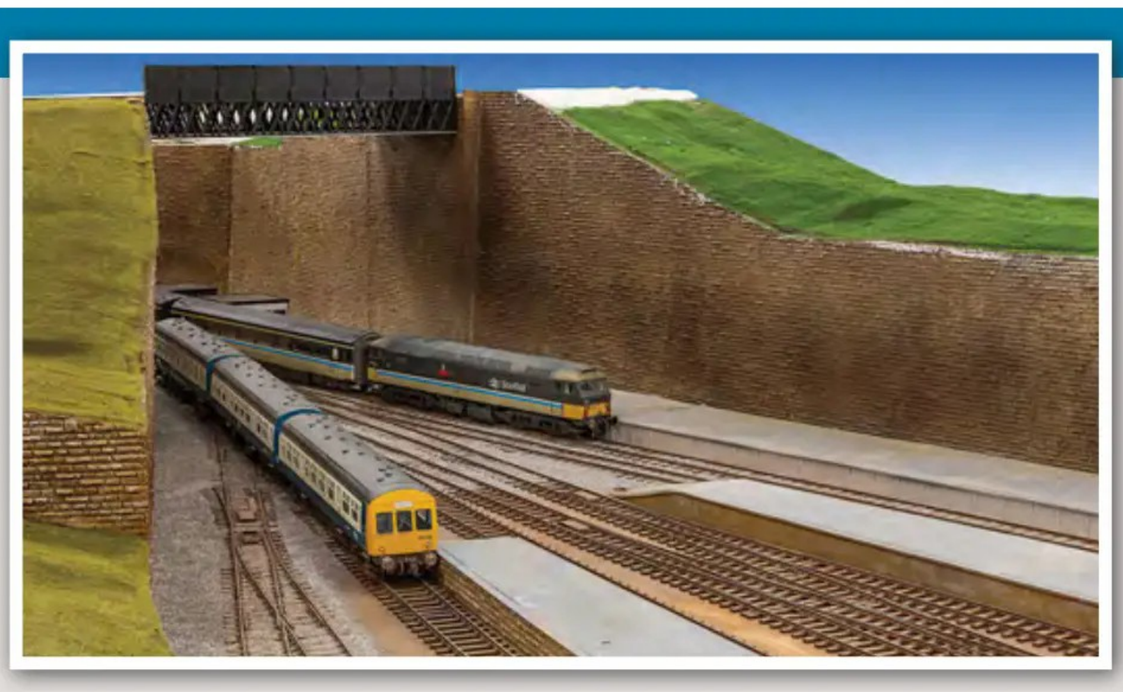
The majority of locomotives are 'O' gauge »

GLASGOW QUEEN STREET – IN DEVELOPMENT

Right: **Mick Worrall and his team are building the next section of this extensive 'O' gauge layout – Glasgow Queen Street station. Class 47/7 47708 *Waverley* emerges from the tunnel and cutting at Glasgow Queen Street station as a Class 101 three-car Diesel Multiple Unit departs.**

Centre: **This latest development will feature the station as it was in the 1980s with platforms, stabling, administration buildings, station concourse and distinctive road overbridge.**

Far right: **A taste of what's to come as 37406 *The Saltire Society* and 47642 *Strathisla* await departure from Glasgow Queen Street station. Class 27 Bo-Bo 27001 is stabled between duties on the far side of the station.**

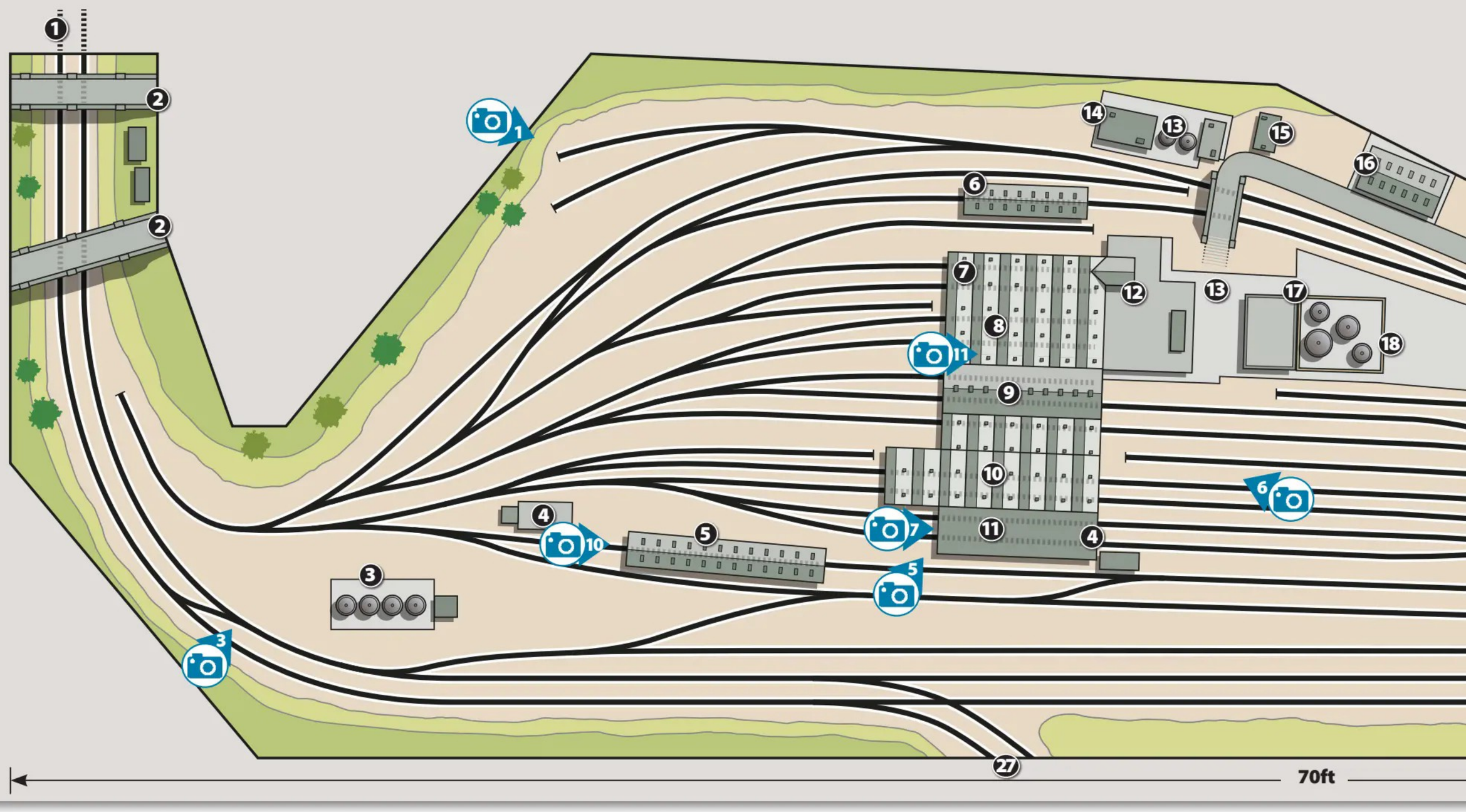


11 **Class 37 37178 awaits attention from the depot fitters for accident damage to one of its buffers. Interior detailing – much of which can't be seen in normal exhibition conditions – is superb.**

EASTFIELD TMD TRACK DIAGRAM (NOT TO SCALE)

KEY

1. To/from storage yard (Edinburgh)
2. Bridge
3. Fuel tanks
4. Mess room
5. Fuelling shed
6. Wheel lathe shed
7. Bogie and underframe cleaning
8. Heavy maintenance shed
9. Locomotive examination shed
10. DMU and carriage cleaning shed
11. Locomotive maintenance shed
12. Administration block
13. Pump house
14. Boiler house
15. Stores
16. Heavy stores
17. Storage tanks
18. Fenced compound



ready-to-run models from Heljan and Dapol, with the odd kit-built locomotive to be seen. The rolling stock is again a mix of ready-to-run and kit-built. Mick is grateful to Heljan for the ongoing sponsorship of Eastfield TMD and to Ellis Clark who has provided stock for the layout. Rolling stock includes TTA tank wagons, snowploughs, a Cowans Sheldon breakdown crane and support vehicles, stores vans and more for the depot, while main line vehicles include BR Mk 1, Mk 2 and Mk 3 carriages for the passenger trains that sweep past the depot to/from Glasgow Queen Street, plus a vast array of engineers', parcels and freight stock, some of which is specific to traffic that operated on the line at the time modelled.

Having briefly mentioned the breakdown train, given the width of the layout's baseboards – 13ft – just how do you deal with any incidents on the depot, such as derailments or failures? While this hasn't really happened to any degree so far, Mick has a solution to this – find the smallest person in the crowd and carefully lift them onto the layout so they can help fix the issue! Luckily, the layout has been built in such a way as to withstand the weight of a person standing on it.

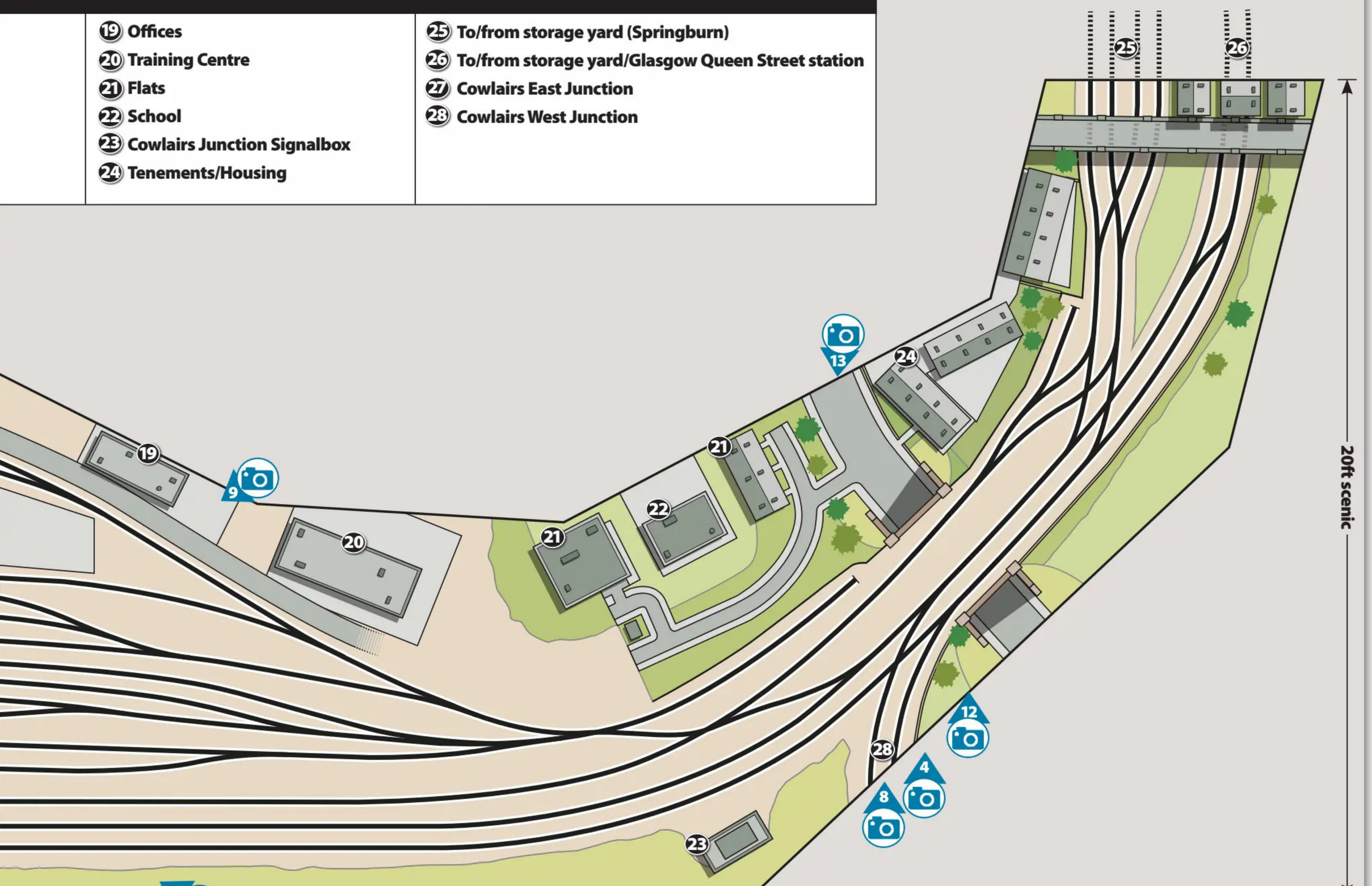
With one of the area's distinctive tenement blocks in the background, Class 37/4 37410 *Aluminium 100* approaches Eastfield depot at the head of a typical Speedlink working from the period.

Eastfield TMD represents several years of hard and dedicated work by Mick and the club members. Since its initial outing to Glasgow's Model Rail Scotland in 2024, the layout has been completely rewired throughout, and several issues fixed. It's not complete, but it really isn't far off: a few details need to be added, and a couple of areas redesigned a touch.

If you're considering building such a large layout, Mick's advice is to do so only if you have the space and the support he is lucky to have from family and the excellent circle of club members and friends who are willing to drop what they are doing to deal with an issue if it arises. **HM**

• Discover more layout features at *www.keymodelworld.com/layout features*.

	19 Offices	25 To/from storage yard (Springburn)
	20 Training Centre	26 To/from storage yard/Glasgow Queen Street station
	21 Flats	27 Cowlairs East Junction
	22 School	28 Cowlairs West Junction
	23 Cowlairs Junction Signalbox	
	24 Tenements/Housing	



13 **Eastfield depot's 37192 rumbles past Cowlairs Junction signalbox with an engineers' train of 'Turbot' bogie ballast spoil wagons.**

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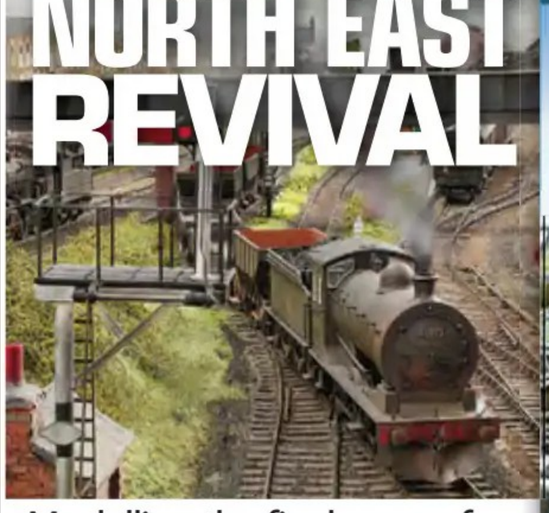

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TRANS-PENNINE ODYSSEY

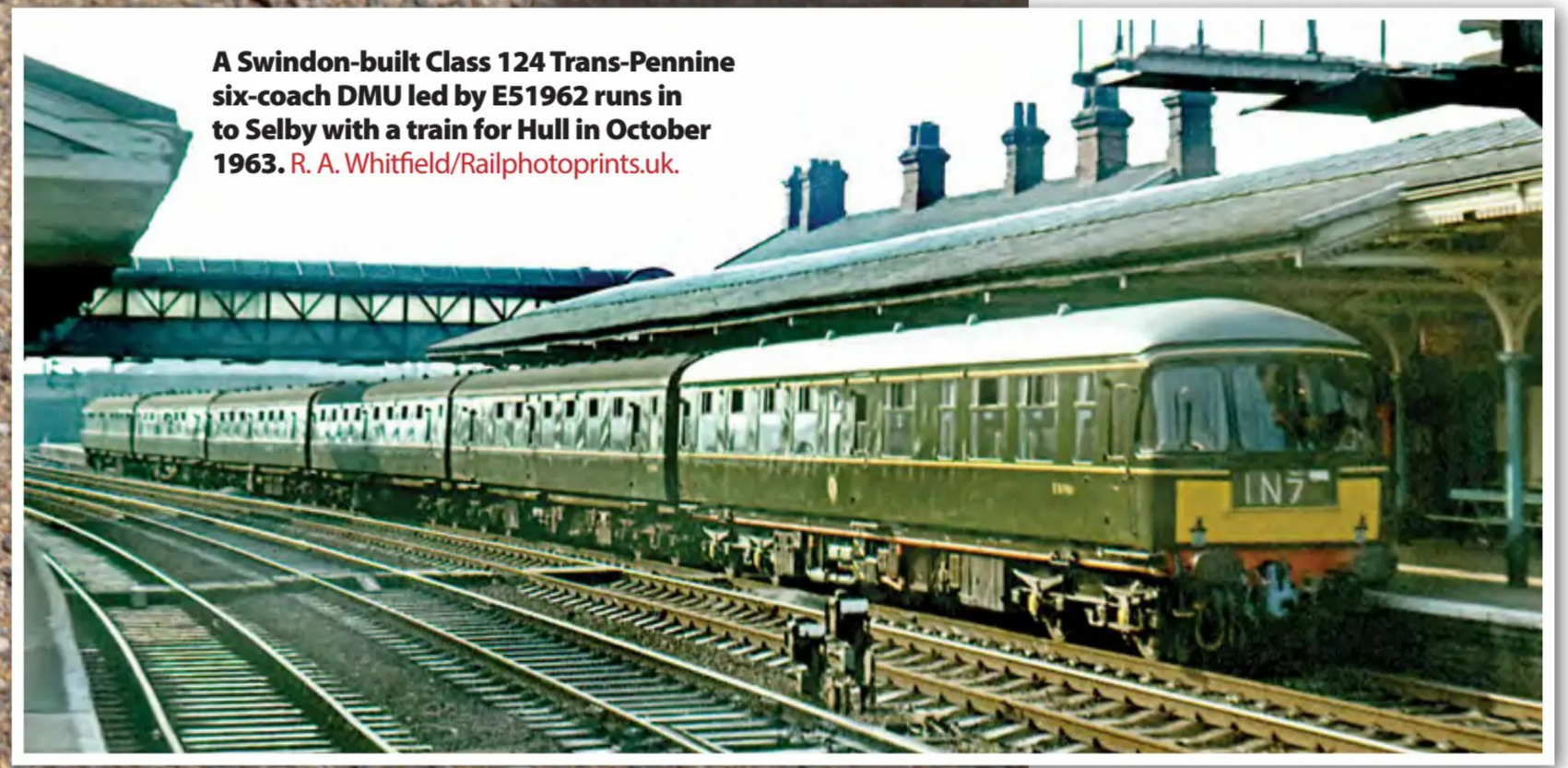
PART 3

TIM SHACKLETON adds the finishing touches to his six-car DMU using custom-printed interior fittings and 20ft of lining transfers.

Right: **All the euphoria of the 1961 launch of the Trans-Pennine service is evident in these contemporary advertising posters.** Jacy Collection.

Left: **Eastbound and westbound Trans-Pennine services cross in an unmistakably urban setting. I modelled my six-car set in early 1960s guise before the application of yellow warning panels to the front ends and numbered according to formations I saw at the time. Such a high degree of personalisation isn't always possible with ready-to-run products and demonstrates the profound satisfaction which can come from building your own models.** Tim Shackleton collection.

Above right: **The stylish-looking Trans-Pennine sets were a natural for the cover of the Ian Allan *Abc*. This well-thumbed copy is the winter 1962/3 edition.** Tim Shackleton collection.



A Swindon-built Class 124 Trans-Pennine six-coach DMU led by E51962 runs in to Selby with a train for Hull in October 1963. R. A. Whitfield/Railphotoprints.uk.

NO MATTER HOW WELL the rest of it is built, everything hinges on the final finishing of your model. The outward appearance is what you register first - paintwork especially. What lies underneath is, for now, a secondary consideration.

Good finishing can help hide indifferent handiwork, but many fine models have been ruined at this late stage through carelessness, lack of skill, inappropriate methods and materials – and as much as anything by a lack of planning. There's a temptation to rush through this phase but it's far from being a five-minute job –finishing, detailing and final assembly took me longer than the rest of this project put together.

Thinking ahead about each successive stage of the process can be the difference between success and failure, so it's worth taking seriously. The way I do things – there are other approaches – is to work from the bottom up, sequentially. I want to avoid boxing myself in, which is why I completed the interiors before I'd painted the bodyshells – that way, any adjustments to the latter could be more easily accommodated. Roofs, though fully finished, detailed and painted, could be attached or removed at any stage of the process, as required – they helped brace each bodyshell as I worked on it.

Anything that was likely to get knocked off during the rough and tumble of assembly wouldn't be fitted until the final sessions – the challenge is identifying the best time to do things, so you don't end up tying yourself in knots. Glazing, for instance, was fitted after painting the bodyshells but before adding the lining.

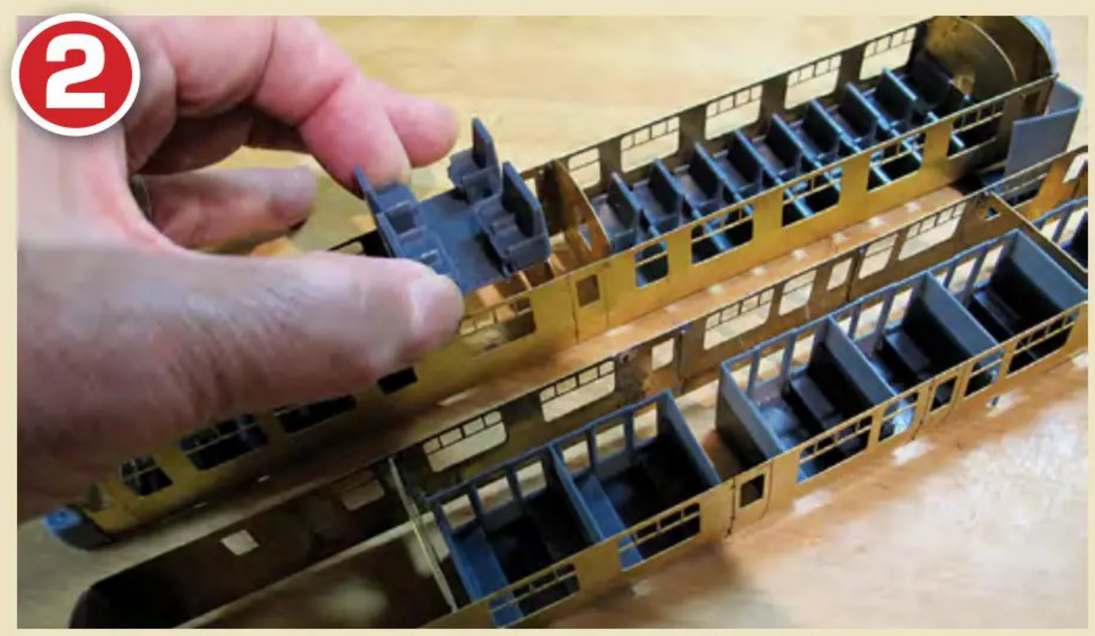
In these final stages, attention to detail matters enormously – or rather, the avoidance of anything that draws attention to itself through being badly painted, crooked or just plain wrong. Transfers need to be perfectly level and not rucked up; glue marks on windows look awful, as does a rough paint finish or a bodyshell not sitting squarely on its chassis.

In the final part of this mini-series, I want to take you through some of the final elements of my Trans-Pennine project that have a much broader relevance. I won't provide a blow-by-blow account of each stage but rather – as before – pick out certain aspects of finishing that I'd view as skills worth mastering.

We've already covered in some detail such topics as adding basic livery (HM170), transfer application (HM175), DMU detailing (HM195/196) and painting and lining (HM203) so I'll touch on them only lightly here. Instead, we'll focus on neglected topics such as modelling accurate interiors and forming those all-important door handles and other essential fittings. If you've come with me so far, there's not far to go now. **HM**

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

I'm not wildly keen on making up coach interiors from scratch – there's nothing wrong with doing it, but it's not really my scene. Hence my preference for the custom-produced Trans-Pennine interiors from Ironmink Designs. The first thing to do is to separate the prints from their supports.



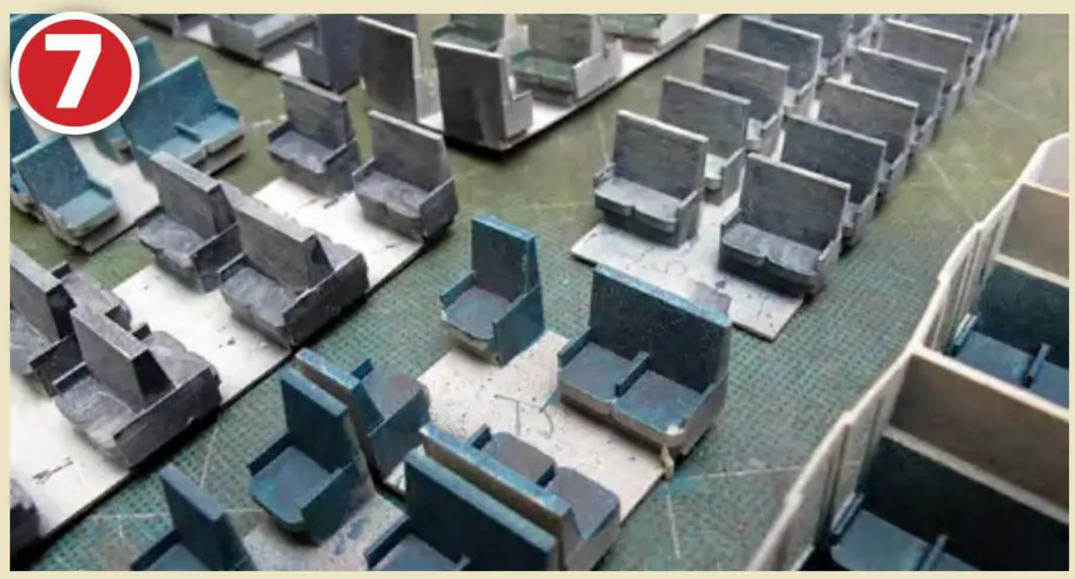
Collaboration between the two designers ensures the seating units are an exact fit in the bodyshells. The position of the etched partitions is what primarily dictates terms, but some minor adjustment is possible.

Once satisfied, it's time for a nice relaxing degrease in my ultrasonic cleaning bath. Isopropyl alcohol works well, but here I was using lukewarm water with a generous dash of organic vinegar whose magic ingredient is acetic acid.

Next, it's time for an undercoat - in this case Deck Tan (XF-55) acrylic paint from Tamiya. It doesn't need to be thick, just enough to lightly cover the blue-grey plastic and provide a key for the top coat. I chose this shade as it's similar to the main interior colour used on the Trans-Pennine sets.

I began blocking in the seat colours using thin acrylic paint, applied unevenly. Most people my age will recall the green Second Class and blue First Class seating in first-generation DMUs. However, it looks like there was a mottled blue, grey and black fabric in Second Class smoking sections too.

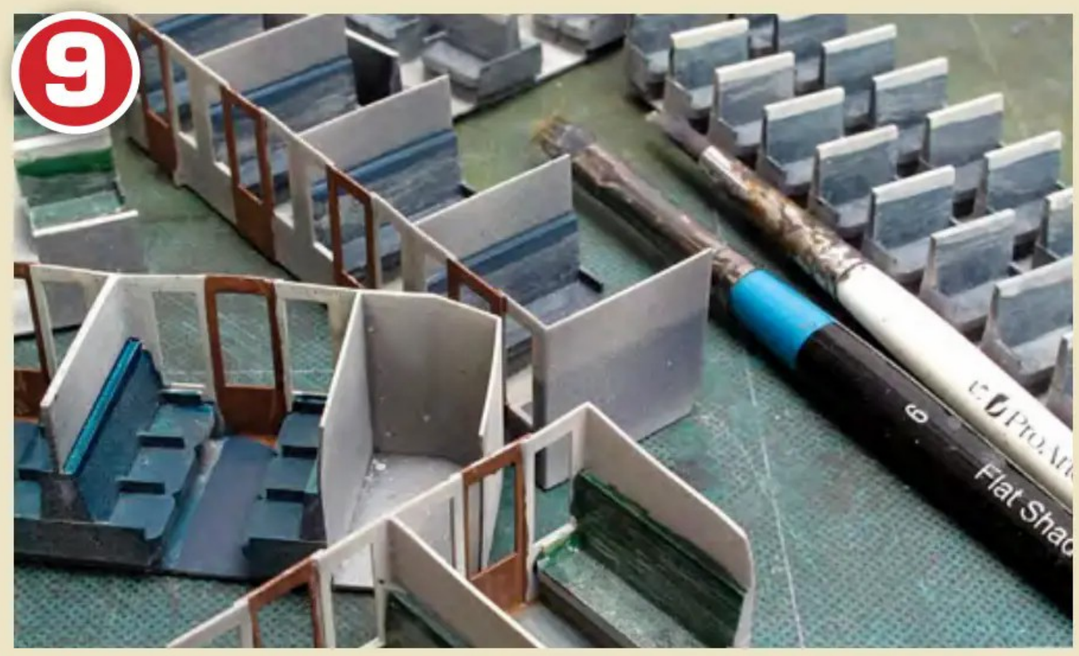
Carriage upholstery is not one deep solid colour – it's usually patterned and often much lighter in shade than you'd imagine. Over my base coat, then, I applied a thin greyish wash which immediately toned down the effect and created an impression of texture.



In the past, I used to hand-paint fabric patterns on coach seating but a Trans-Pennine set can accommodate 292 passengers and that's a lot of brushwork. Instead, I relied on the powers of suggestion by using a base colour, a lighter version and a darker version rather than anything too specific.

Headrolls were unusual but not unknown in open stock and painting them in by hand helped tighten up the impressionistic paintwork. As far as I'm aware,the BR-built compartment stock did NOT have separate headrolls and the upholstery fabric was continued right up to the compartment partition.

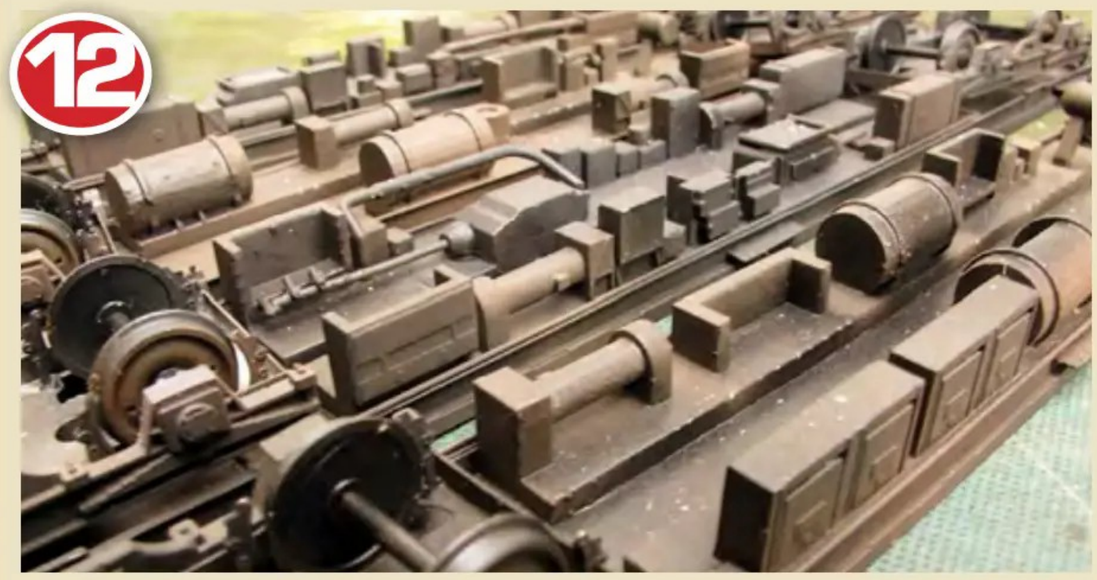
Intermediate
Beginner SKILL LEVEL Advanced



Now it's all starting to come together – grey linoleum floors in Second Class, blue carpets in First Class. Doors were wood veneered.

The final act was to lightly airbrush hinted-at patterns on the upholstery using improvised stencils. The mesh at left is from a Scale Link sheet, the grid propped up against the First Class compartments is a remnant of an etched kit.

Once placed loosely in position on the chassis, the work that went into getting the interior colours right starts to pay off and does full justice to Jonny Duffett's meticulous design work – there are no generic one-piece 'open coach interiors' here!



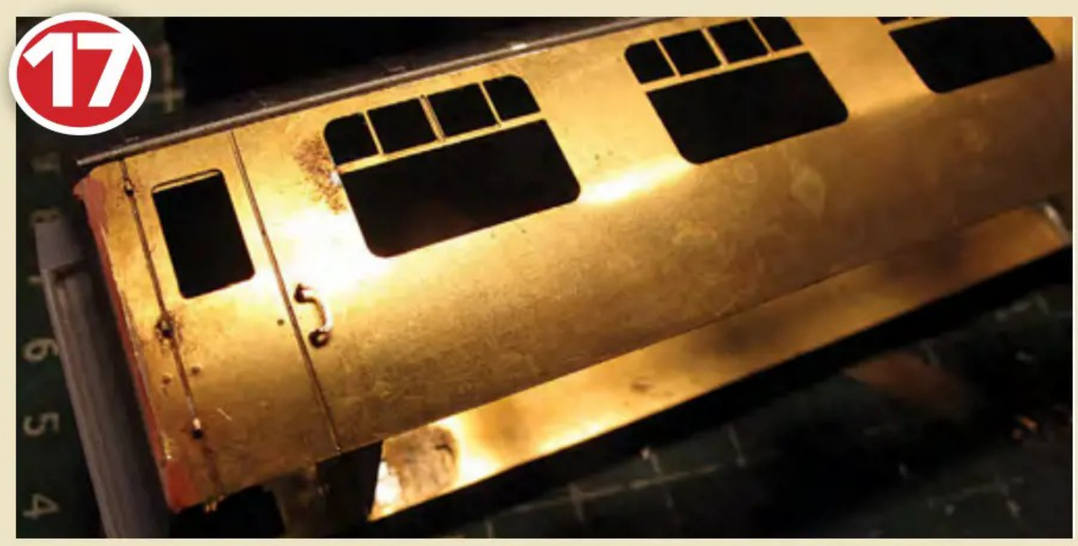
It is time now to paint the completed and tested chassis. A coat of Halford's satin black car paint – which appears to be self-priming – was followed by a weathering blend of Tamiya XF-1 Flat Black and XF-62 Red Brown mixed in various proportions.

Making your own door handles and similar furniture – there are around 30 such grabs on a six-car set – is simpler than you might think. The first step is to form a basic U-shape out of 0.45mm brass wire from Alan Gibson. A jig for this is provided with the etched sides.

Next, the shape of the handle is formed by crushing it, still gripped in the pliers, against a hard surface – a block of oak in this case.

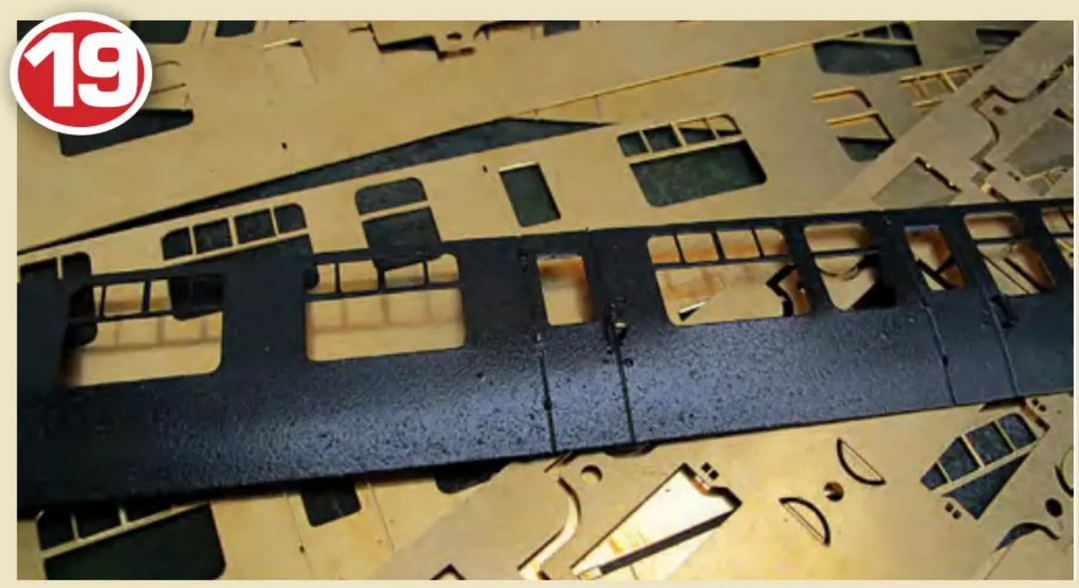
The handle is filed flat on the outside. You can buy etched grab handles but to my eye they look overscale.

As usual I made a fair number and picked the best. Ian Macdonald recommends soldering them to the bodysides at an early stage, although my instinct was to wait until the bodyshells were painted and lined. In the event I did half Ian's way and half my own.



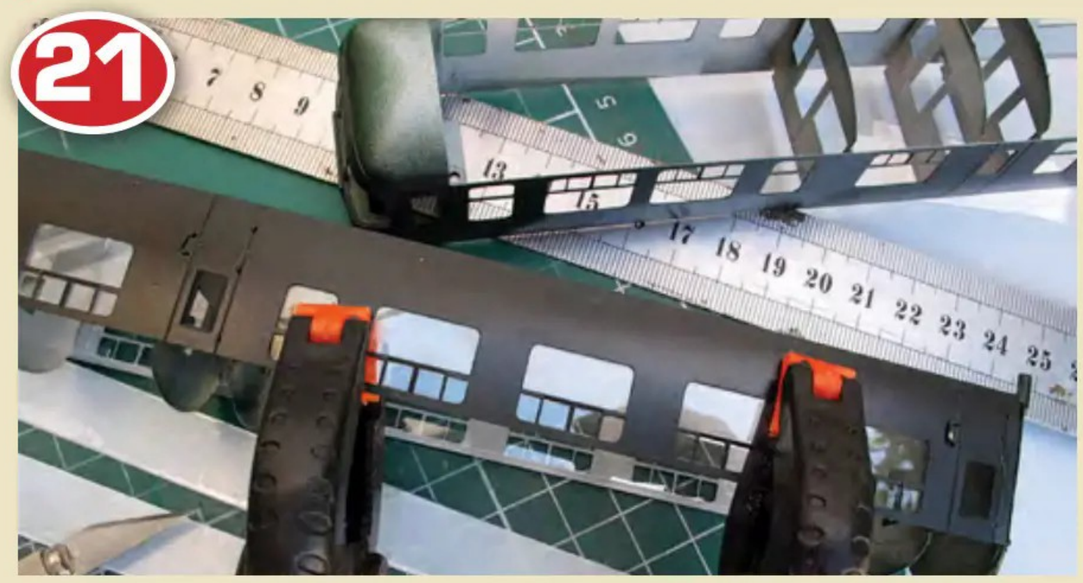
Painting the bodyshells – still in bare brass at this stage – begins with a thorough scrub to get rid of flux deposits, finger marks and other nasties. I use a lot of hot water, an old toothbrush and a detergent powder called Barkeeper's Friend that looks and smells a lot like the Vim my mother used to keep under the kitchen sink.

Once dry, a lengthy airbrushing session saw all external and internal surfaces thinly coated with Mecha grey primer (ref 74.641) from the Vallejo range. It's a water-based acrylic that's perfectly suited to the finishing coats I was going to use.

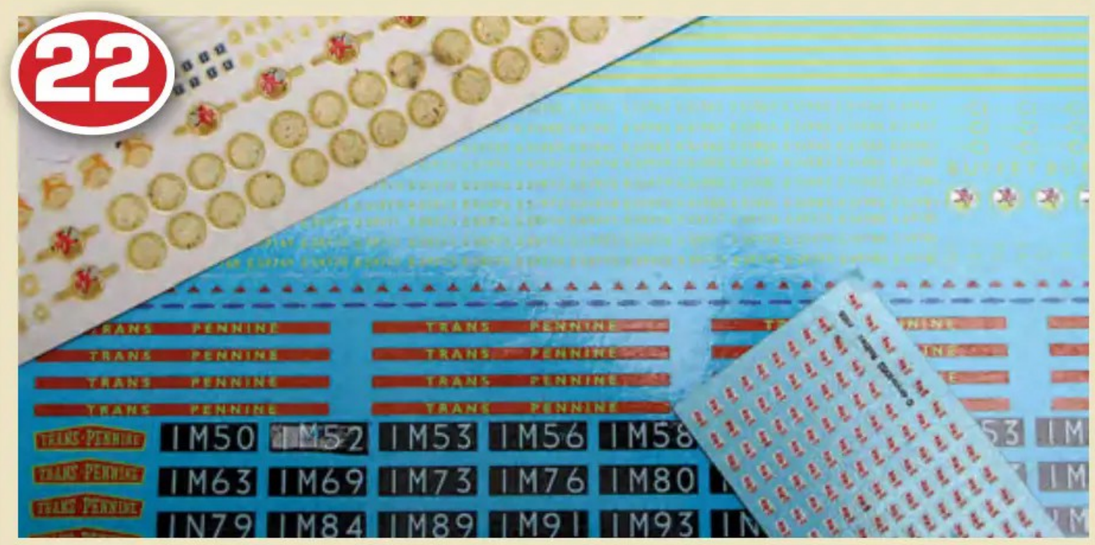


While still at the etched-kit stage I'd looked into a match for the dark green in which the Trans-Pennine units were outshopped. The received wisdom suggests Land Rover deep bronze green – a can of which cost me a fortune – but applied to a 1/76 sized model it didn't scale at all well.

So, I mixed my own. I used an approximately 75:25 mix of Railmatch BR Locomotive Green (2300) and Tamiya XF-1 Flat Black. To my eye the green in the pot looked too light whereas the Land Rover green was too dark! I made simple card masks for each coach to stop overspray reaching the interior.



The next step was to glaze each coach, using strips of 0.025in sheet from Expo Tools held in place with clamps while the cyano adhesive cured. The clear material has protective film on both sides which is perfect for toilet compartment windows!



When looking for BR steam era insignia, the HMRS transfer sheet provides much of what you need – especially if you don't mind making up individual number sets – but for the Trans-Pennine I preferred the dedicated sheet produced by Cambridge Custom Transfers. It provides individual coach numbers, headcodes, roofboards and many other unique graphics.

Transfer-lining a full Trans-Pennine set calls for determination and concentration in abundance but only a very simple toolkit. Each coach consumes more than 3ft of lining material and there are six of them! I carefully saved up all the offcuts and snippets just in case.

Final detailing is carried out with the bodyshells loosely fitted to the chassis. It's much like adding the accessory pack to a ready-to-run model, but you're making the bits yourself – windscreen wipers from 0.33 nickel silver, MU connections from florists wire (very flexible), brake pipes 0.9mm brass wire.

Intermediate
Beginner SKILL LEVEL Advanced

Once again *www.railcar.co.uk* provided me with a mass of prototype reference material to supplement my memories of travelling in these units. Although they can scarcely be seen once the roofs are on, working with interiors as accurate as these proved a lot more fun than I'd found in the past, and I've rarely enjoyed building a model as much as I did with this six-car set. Would I build another? Quite possibly.

WHAT WE USED

PRODUCT	SUPPLIER
Etched components	*ian@nmacdonald.co.uk*
Printed components	*www.thingiverse.com/ironmink/designs*
Aluminium roof sections	*www.wizardmodels.ltd*
Transfers	*www.cctrans.co.uk*

Sourcing good, clear photographs of the intermediate cars wasn't easy and for the most part I relied on images from my collection of Ian Allan *Abcs*.

The Trailer Second was particularly elusive – it resembles the MR Mk 1 Open Second in some ways but there are many differences, notably the smaller Swindon-style windows found on all inter-city units built there.

Painting Rusty Rails RAWIE
BUFFER STOPS

Simple details often make the biggest difference to a model railway. **MICHAEL BIRCH** from Rusty Rails Modelling explains how to paint and finish the new 'OO' gauge RAWIE buffer stops in simple steps.

BUFFER STOPS are an essential component on virtually any model railway and over the years they have come in many different forms. Rusty Rails Modelling has introduced a new model of the standard RAWIE buffer stop which has become commonplace at the end of sidings.

This design uses friction pads to absorb the impact of a railway vehicle contacting the buffer stop and they are usually positioned a set distance from the end of the siding rails to allow them to slow vehicles to a stop if contact is made with the buffer stop.

The 3D printed model has been created for 'OO' gauge and 'N' gauge, but in this guide, we will focus on the 'OO' version. They are simple products to add to your layout as there are only two parts per buffer stop – 3D printing allowing the main structure to be made in one piece.

The main requirement is to paint the buffer stops in suitable colours starting with Tamiya Red and Humbrol Metallic Silver for the base colours followed by use of fine uni PIN and uni POSCA brush pens for the detail finishing.

The following step-by-step guide explains the painting process from start to finish and don't forget you can shop the full Rusty Rails Modelling 'OO' gauge collection on the Key Model World Shop at *shop.keymodelworld.com*

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
RAWIE buffer stops, 3D printed	Rusty Rails Modelling	RRM149
Tamiya X-7 red acrylic paint	Tamiya	X-7
Humbrol 56 Metallic Silver acrylic paint	Humbrol	56
Uni PIN brush pen, black	uni-ball	uniPIN brush
Uni POSCA brush pen, gold	uni-ball	uniPOSCA
MIG AMMO Mechanical Streaking wash	MIG AMMO	AMMO.R-2105

SCAN FOR MORE INFO

Shop the Rusty Rails Modelling Collection with us:
shop.keymodelworld.com

The Rusty Rails Modelling RAWIE friction buffer stops are ideal for finishing modern stabling sidings. The step-by-step guide explains how these distinctive items can be painted and finished.

STEP BY STEP

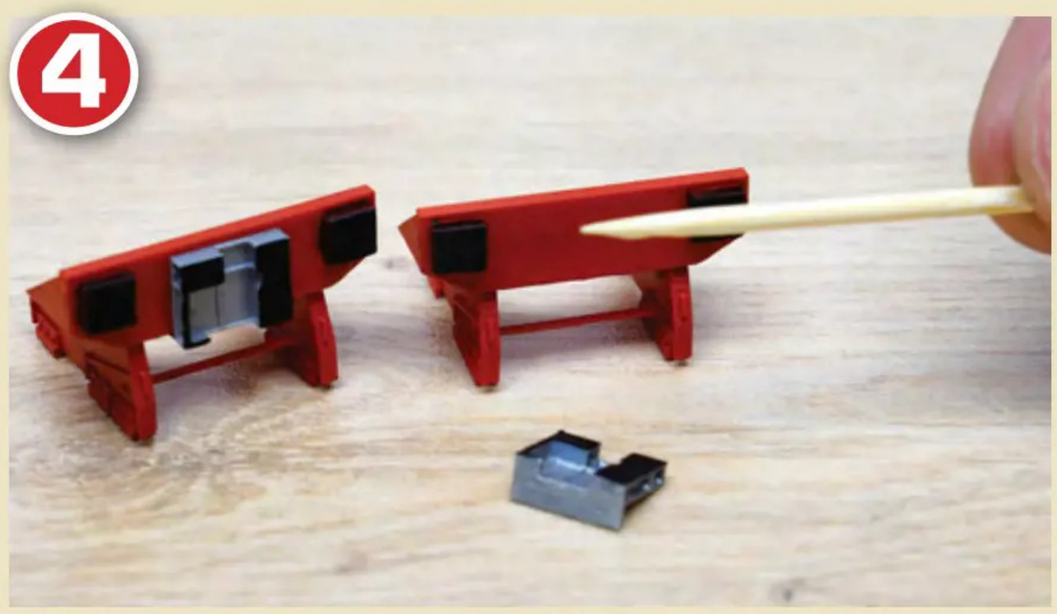
PAINTING RUSTY RAILS RAWIE BUFFER STOPS

Intermediate
Beginner — SKILL LEVEL — Advanced

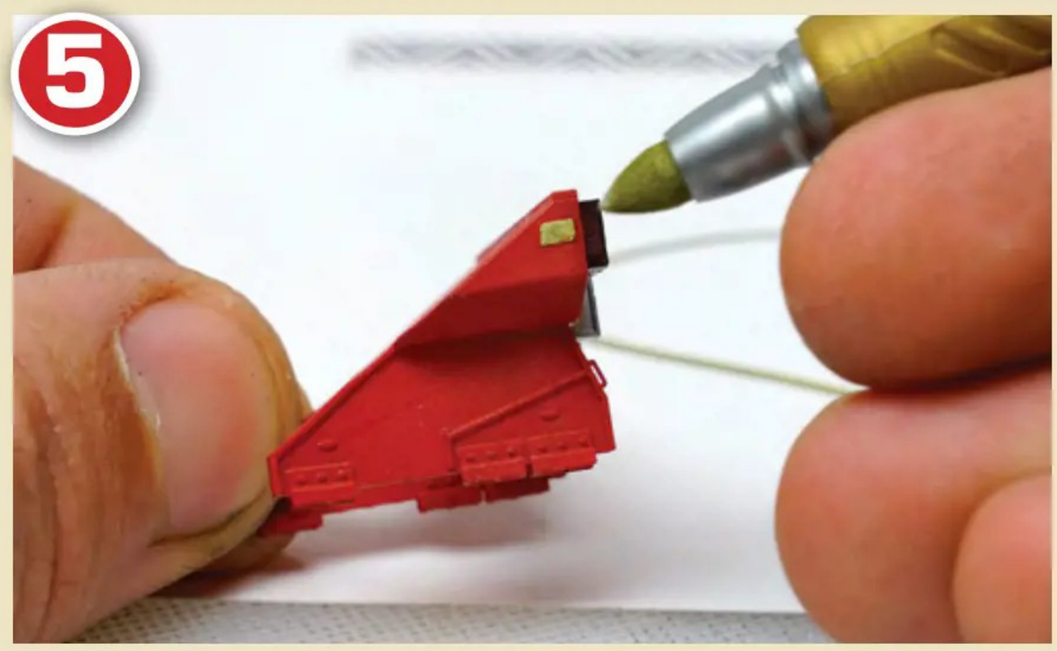
1 The RAWIE buffer stops come in a twin pack with separate parts for the central coupling blocks. The main body is a single resin 3D printed item which is simple to paint and finish.

2 The main colours used are Tamiya X-7 Red and Humbrol Metalic Silver 56. Acrylic paints have been used for both colours and they were applied with an airbrush. You could brush paint these parts.

3 To detail the coupling blocks, a uni PIN black brush pen colours the face as required. To hold the part in place, use a cocktail stick to avoid holding it with your fingers.

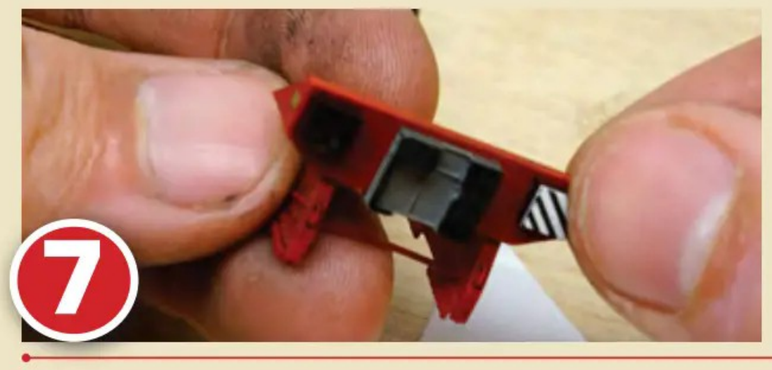


4 The buffer faces have also been painted black using the same uni PIN brush pen and now the central sections can be added with a touch of super glue. The angled section hooks underneath the main buffer



5 A gold coloured uni POSCA brush pen was used next to add the maker's plates on each side of the buffer stop for additional detail finishing.

6 With the buffer stops all fully painted, the fresh colours were toned down with a wash of MIG AMMO Mechanical Streaking wash. This gives a subtle finish while toning down the fresh red colouring.



7 Paper overlays were made for the white/black chevrons which appear on the buffer faces. These were glued in place with a spot of superglue.

8 Once in place, the edges were touched in with the black brush pen using a metal pick to hold the buffer stop in place during precision application of the colour.

9 Finally, the buffer stop can be fitted to the track. The base clamps clip into place over the rail head, but being 3D printed they can only withstand being pushed on once without risking breakage.

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24th-25th May	Ruddington (Nottingham), NG11 6NX
7th June	Milton Keynes MRSE, MK12 5TH
14th June	Will Hay Day (Great Central Railway) LE12 8AG

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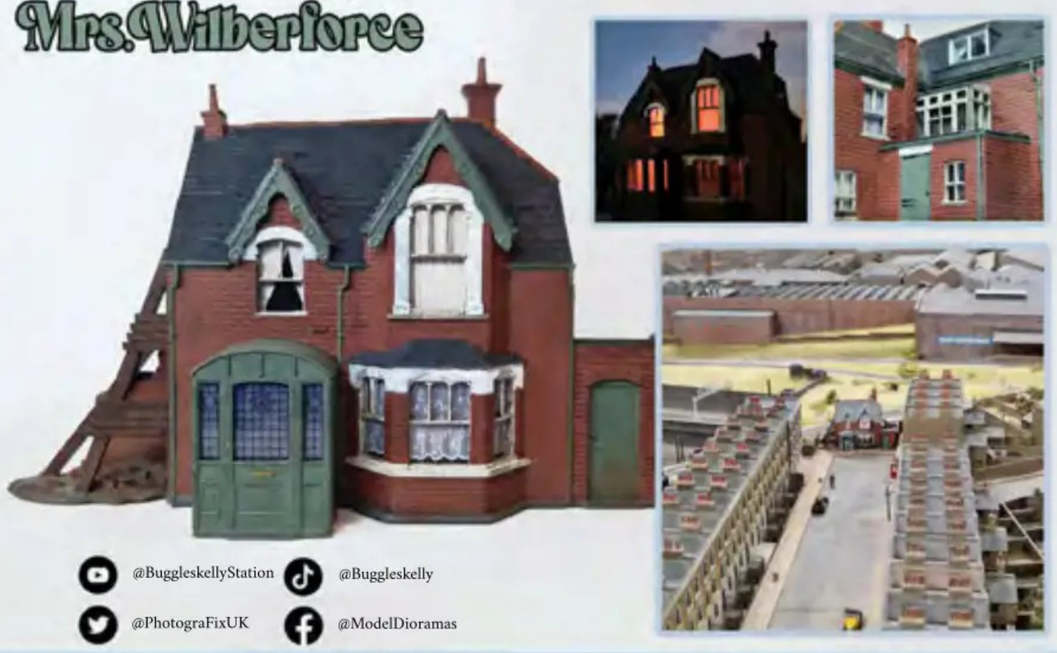

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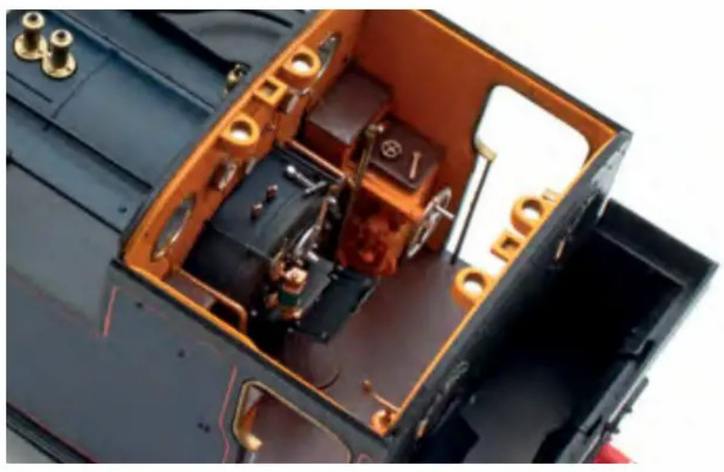

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GET SET FOR

KEY Publishing Model World LIVE

THE NATIONAL MODELLING EXHIBITION

The second ever Model World LIVE event is just weeks away and is set to feature an even bigger line-up with more than 180 stands booked and ready for this calendar highlight. **MIKE WILD** reveals what's in store for April 26/27 2025 at the NEC in Birmingham.

MODEL WORLD LIVE 2025 is just around the corner on April 26/27 2025 and we've put together an outstanding line-up to celebrate the world of modelling at the NEC in Birmingham for Key Publishing's National Modelling Exhibition.

Following the successful launch of Model World LIVE in 2024, we've relocated to Hall 2 at the NEC and set our sights on gathering an unmissable collection of displays and trade stands covering model railways, scale modelling, radio control, slot cars and full-size exhibits too.

In total there will be more than 180 stands. Topping the billing this year is a full-size 1:1 scale replica Spitfire Mk.IXc by Simply Spitfire which is sponsored by Malc's Models, while we also have the return of Pete Waterman's Making Tracks layout, this time with the radically upgraded model of Watford Junction which formed part of the Guinness World Record layout from April 2024. Adding to

Meet the model makers from *Hornby Magazine*, *Airfix Model World* and *Key Model World* at Model World LIVE and see their builds first hand. Jonathan Newton.

THE DETAILS	
When:	April 26/27 2025
Where:	NEC Birmingham, Pendigo Way, Marston Green, Birmingham B40 1NT
Times:	Saturday 10am-5pm, Sunday 10am-4pm (advance ticket holders enter from 9.30am) – advance ticket sales close April 21 2025 11:59pm
Website:	*www.keymodelworld.com/modelworldlive*
Contact:	01780 480404
Tickets:	Adult advance £18, child advance £9 (Saturday only), adult subscriber £16, VIP £60*. Adult on-the-day £25, child on-the-day £12 (Saturday only). Up to two children admitted free with each paying adult on Sunday only.

* VIP ticket includes access to the VIP lounge from 9am, entry to the show via the VIP lounge from 9.30am, complimentary drinks, VIP lanyard, two-day entry to the show, £25 of Key Publishing modelling publications, and exclusive VIP only offers for Key Model World Shop products.

that is Mick Worrall's huge 70ft x 40ft model of Glasgow Eastfield TMD and a massive increase in the number and variety of scale modelling stands taking part in Model World LIVE.

Discount advance tickets are on sale until Monday April 21 at 11.59pm, offering a reduction over on-the-door prices plus early entry to the show from 9.30am.

Advance prices are set at £18 for adults and £9 for children and we also have new bundle tickets with the opportunity to pre-order our exclusive Spitfire Mk.IXc starter set produced in conjunction with Airfix and Malc's Models and our top-of-the-line VIP ticket. Check out all the ticket options online at *keymodelworld.com/modelworldlive*. On the day prices are £25 for adults and £12 for children and up to two children are admitted free with each paying adult on Sunday April 27.

MODEL RAILWAYS

From giant 70ft long monsters to compact micro layouts, Model World LIVE showcases model railways across the scales. The biggest layouts this year are Pete Waterman's Making Tracks 4+ which expands the Watford Junction layout by 8ft to 72ft x 14ft as featured in HM214 together with Mick Worrall's Glasgow Eastfield TMD in 'O' gauge.

Glasgow Eastfield is making its second public appearance and its first in England, following its debut at Model Rail Scotland in 2024. This huge layout models the busy depot »

BOOK NOW AND SAVE!

Glasgow Eastfield TMD by Mick Worrall recreates the diesel depot on the approach to Glasgow as well as the main line. See this stunning 'O' gauge layout at Model World LIVE 2025. Jonathan Newton.

on the approach to Glasgow with the main line at the front, huge 13ft wide baseboards for the depot and a developing model of Glasgow Queen Street at the rear. You can read a full feature on Glasgow Eastfield TMD on pages 20-31 of this issue.

Joining these two star exhibits is an impressive range of layouts including Soar Valley Model Railway Club's Dorehill St Stevens in 'OO' gauge (HM102), the return of *Hornby Magazine's* Southern Region 'OO' gauge layout Twelve Trees Junction, Harrogate Model Railway Club's Knaresborough (HM212), Wimborne in 'OO' by Wimborne Railway Society (HM153), Cardiff Canton depot in 'OO' by Chris Fordham and Burdock in 'N' gauge by Dave Westwood.

In addition, the show will feature Lego UK Railway which models the Forth Rail Bridge in Lego as part of a huge 10m x 5m display as well as the GL5 hosting a radio control 5in gauge railway system at the show throughout the weekend and much more.

Railway societies will also be present with the N Gauge Society trade stand joined by Swiss layout Depot de Camions, the Double O Gauge Association stand with Tellindalloch by Terry Tew and the Gauge O Guild stand with Weekend Yard.

View the full list of attending layouts in Table 1.

SCALE MODELLING

The scale modelling display line-up has increased massively over the 2024 show with an impressive 45 clubs, Special Interest Groups and individuals taking part in Model World LIVE.

This year, scale modelling displays will also feature more demonstrations providing visitors the opportunity to learn new skills from modellers and discover how their assembly, paint and finishing techniques can be used across the genres.

Special Interest Groups (SIG) exhibiting at the 2025 show include the Harrier TED, Tiny Flying Legends with its expanded model of Duxford Air Museum, the Great War SIG, Training Aircraft SIG, Tornado SIG, US Air Force SIG and What-if SIG which will be joined by club stands from local and national groups.

Simply Spitfire's replica 1:1 scale Spitfire Mk.IXc will be the centrepiece for Model World LIVE 2025. Simply Spitfire.

Highlights of the club stands include the 60th anniversary display from IPMS Birmingham, IPMS Stafford's Battle of Britain Chess Game display, radio control boats by Powered Boat Modellers, a challenge to build a diorama over the weekend by Letchworth Scale Model Club and many more. See Table 2 for the full list of Scale Modelling displays.

SPECIAL FEATURES

The highlight special feature for the 2025 show is undoubtedly Simply Spitfire's full-size 1:1 scale replica

Pete Waterman's Making Tracks 4+ extends Watford Junction by 8ft in length and 4ft in width to create a huge 72ft x 14ft model with the skyscrapers as a backdrop. Mike Wild.

Race on a replica Goodwood slot car track at Model World LIVE with Mission Motorsport.

More than 80 trade stands are taking part offering everything from rolling stock and kits to accessories, tools and materials. Jonathan Newton.

Spitfire Mk.IXc. This aircraft has been built from original drawings and will be the centrepiece of the event.

Model World LIVE Organiser Mike Wild said: "In 2024 we had Britain's most popular diesel locomotive on display in the shape of a full-size English Electric Class 37, so this year we had to have a full-size Spitfire – the most popular aircraft in British aviation history. It's going to be amazing to see it inside the hall at the NEC surrounded by model exhibits."

Joining the Spitfire is an expanded Tamiya Truckin radio control truck zone which will even feature a learner driver zone for visitors to try their hand at driving. Motorsport fans will be able to go racing on a replica Scalextric Goodwood circuit with Mission Motorsport or they can take on the challenge on the Model Collect Create stand to build and race a Pine Car.

Completing the special features roster is a Make and Take stand for Airfix plastic kits operated by Brampton SMC while Tamiya will be bringing its radio control off-road demonstration track to the show to exhibit the potential of another arm of the modelling hobby.

MEET THE MODELLERS

Model World LIVE presents the opportunity to meet the modellers from *Key Model World*, *Hornby Magazine* and *Airfix Model World* with the magazine and video editorial teams joined by model makers from the magazines.

The displays include a Layout Design Clinic by Paul Lunn, figure painting and model making with Dan Evason, rolling stock detailing with Richard Hall plus display stands from *Airfix Model World* contributors Gary Radford, Garry Tobiss, Duncan Cooke, Mike Verier, Peter Fearon, Richard Spreckley and Nick Shuttleworth who will be on hand throughout the weekend to answer questions and talk about their builds from the magazine.

TRADE GALORE

The trade line-up for Model World LIVE 2025 is stronger than ever and features more than 80 stands offering everything from railway locomotives and plastic kits to paints, accessories, tools, scenic materials, starter sets and much more.

There are more manufacturer stands for 2025 too with Accurascale, Airfix, Albion Hobbies, Armorpax, Bachmann Europe, Beacon Models, Cavalex Models, COBI, DCC Concepts, Realtrack »

TABLE 1 - MODEL RAILWAY LAYOUTS 2025

NAME	THEME	SCALE
Beggarwood Lane	Southern Region, 1970s	'00'
Borth, Aberdovey and Ynyslas Miniature Railway	Narrow gauge	1/12
Burdock	Western Region, 1960s	'N'
Cardiff Canton	South Wales, 1995-2005	'00'
Corrish	North Wales, 1950s	'009'
Daisy Lane	East Anglia, 1990s	'00'
Depot De Camions	Switzerland, 2000s	'N'
Dewstone	North Wales, 1950s	'NG7'
Dorehill St Stevens	Midland Region, 1960s	'00'
Fairwood Depot	Southern Region, 2000s	'00'
Five Mile House	LNER, 1930s	'00'
Glasgow Eastfield TMD	Scottish Region, 1980s	'0'
Knaresborough	North Eastern Region, 1960s	'00'
Lanacside	Scottish Region, 1995-2000	'00'
Loughborough Midland	Midland Region, 1990s-2000s	'00'
LUKR Forth Bridge	Lego railway	Lego
Manston Airport	Southern Region, 1950s	'00'
Marley Potts and Witherwack Sidings	North Eastern Region, 1960s	'00'
Poulton-le-Fylde	North West, 2015-2025	'00'
Quarry View	Industrial, 1960s	'0'
Sheringham	East Anglia, 2000s	2mm scale
Shuri Koya	Japanese Railways, 2000s	'H0'
Southwick	Southern Region, 1960s	'0'
Tellindalloch	Scottish Region, 1960s	'00'
Temple Bridge	Southern Region, 1960s	'00'
The world's largest Inglenook	Ground Level 5 inch gauge	5in gauge
Torreycombe	Western Region, 1960s	'00'
Twelve Trees Junction	Southern Region, 1960s	'00'
Tytton Hall Yard	Midland Region, 1990s	'00'
Watford Junction (Making Tracks 4+)	WCML, 2020-2025	'00'
Weekend Yard	Midland Region, 1960s	'0'
Wimborne	Southern Region, 1960s	'00'
Yorkshire Coast Electric Tramway	Yorkshire tramway, 1960s	'00'
Zeedijk	Netherlands, 1990-2000s	'H0'

TABLE 2 - SCALE MODELLING DISPLAYS 2025

DISPLAY NAME	THEME
Bolton IPMS	Mixed modelling
Caen Model Club	Mixed modelling
Chiltern Scale Model Club	Mixed modelling
Coventry and Warwickshire IPMS	Mixed modelling
Crossways Buses	1/76 scale model bus display
Duncan Cooke	AMW model builds
East Midlands Model Club	Mixed modelling
Fairground	Fairground modelling, 1/87 scale
Garry Tobiss	AMW model builds
Gary Radford	AMW model builds
Great War SIG	First World War
Harrier TED	Harrier Aircraft testing and development
IPMS Birmingham	Mixed modelling
IPMS Chelmsford SMC	Mixed modelling
IPMS Fenland and Spalding Model Club	Mixed modelling
IPMS Gloucester	Mixed modelling
IPMS Hinckley	Mixed modelling
IPMS Kitmaker	Mixed modelling
IPMS Stafford Model Club	Battle of Britain Chess Game
IPMS West Norfolk	Mixed modelling
IPMS Wombourne ASVC	Mixed modelling
Just for Fun Modellers	Mixed modelling
Letchworth Scale Model Club	Mixed modelling
Malvern Hills IPMS	Mixed modelling
Mike Verier	AMW model builds
Models for Heroes	Mixed modelling
Nick Shuttleworth	AMW model builds
Nomad Modellers	Mixed modelling
Peter Fearon	AMW model builds
Peterborough Area Model Boat Club	Radio control model boats
Powered Boat Modellers	Radio control model boats
RAF Brize Norton	AMW model builds
Richard Spreckley	AMW model builds
Solihull Scale Model Club	Mixed modelling
Sutton Coldfield Model Makers	Mixed modelling
Tiny Flying Legends	Duxford in 1/72 scale
Tornado SIG	Tornado aircraft
Training Aircraft SIG	Training aircraft
US Air Force SIG	US Air Force and equipment
West Midlands Police SMC	Mixed modelling
What-if SIG	What-if modelling
Wisbech Scale Model Club	Mixed modelling

Special Interest Groups will be present including the Tornado SIG, US Air Force SIG, Great War SIG and more. Nigel Shipp.

Relive the days of tramways with Barnsley Model Railway Club's busy Yorkshire Coast Electric Tramway in 'OO'. Barnsley MRC.

Models, Ellis Clark Trains, Heljan, Hornby, Kit Form Services, Pocketbond and more all taking part.

The sponsors for the 2025 show are Bachmann Europe, Model Collect Create, Malc's Models, COBI, Ellis Clark Trains, Modelu and TMC, all of which will have stands at the event to showcase product ranges.

The *Key Model World* stand will also have exclusive show only offers available throughout the weekend on subscriptions and modelling products - plus you can meet the Key Publishing editorial teams on the Key Model World stand.

BOOK NOW AND SAVE!

Model World LIVE 2025 is set to be a fantastic weekend event and discount advance tickets are on sale until April 21 2025 at 11:59pm. They offer a reduction over on-the-door prices as well as early entry to the show. Don't forget to book your parking with the NEC in advance as this reduces the parking price to £13.95 - £5 less than on-the-day prices.

We can't wait to open the doors to Model World LIVE and look forward to seeing you all at the show. **HM**

MODEL WORLD LIVE 2025 IS SPONSORED BY

TABLE 3 - MODELLING DEMONSTRATIONS 2025

NAME	THEME
Paul Lunn	Model railway planning
Dan Evason	Modelling and figure painting
Richard Hall	Rolling stock detailing
Dan Havlik	Southern Region EMUs
Mark Henshaw	Rail and scale modelling
West Midlands Police SMC	Scale modelling
Training Aircraft SIG	Building an Airfix Hawk
West Norfolk IPMS	Scale modelling
Letchworth Scale Model Club	Heinkel crash diorama build
IPMS Fenland and Spalding Model Club	Scale modelling

TABLE 4 - SPECIAL FEATURES

DISPLAY NAME	THEME
Simply Spitfire	Full-size replica Spitfire Mk.IXc
Tamiya Truckin	Radio control trucks and vehicles
Mission Motorsport	Goodwood Scalextric track
Tamiya off-road track	Tamiya off-road vehicle track
Model Collect Create	Make and Take modelling and Pine Car racing
Airfix Make and Take	Make and Take an Airfix plastic kit
Rally stage slot car track	Fully scenic slot car rally track

MORE MAGAZINES:
XSAVA.XYZ

Quality model railways from across the country are taking part in the event including *Hornby Magazine's* Twelve Trees Junction in 'OO' gauge which is making its first show appearance for five years. Mike Wild.

Tamiya Truckin will be back with a huge radio controlled truck layout. Jonathan Newton.

TABLE 5 - TRADE STANDS 2025

NAME	PRODUCT LINES
3D Gizmo	Scale modelling
ABC Brushes	Rail and scale modelling
Accurascale	Rail modelling
AGR Model Railway Store	Rail modelling
Airfix	Scale modelling
Albion Alloys/Hobbies	Rail and scale modelling
Armorpax	Scale modelling
Aspire Gifts and Models	Rail modelling
Bachmann Europe	Rail modelling – 2025 SPONSOR
Beacon Models	Scale modelling
Bill Hudson Books	Rail modelling
Bomber County Models	Rail modelling
Brooks Models	Scale modelling
Buggleskelly Station	Rail modelling
Cavalex Models	Rail modelling
COBI Brick Models	Brick modelling – 2025 SPONSOR
Cheltenham Model Centre	Rail and scale modelling
Chris's Craft and Model Railway	Rail and scale modelling
Craft Lighting	Rail and scale modelling
Crafty Products Ltd	Rail and scale modelling
Culcheth Model Railways	Rail modelling
Darlington Diecast	Die-cast modelling
DCC Concepts	Rail modelling
DCC Train Automation	Rail modelling
DC Kits Models and Books	Rail modelling
Digitrains	Rail modelling
DMG Technical	Rail modelling
Don Bishop Photography	All genres
Durham Trains of Stanley	Rail modelling
Elaine's Trains	Rail modelling
Ellis Clark Trains	Rail modelling – 2025 SPONSOR
Flightstore Pilot Supplies	Scale modelling
Footplate	Rail modelling
GLR Bespoke Services	Rail and scale modelling
Going Loco	Rail modelling
H&A Models	Rail modelling
Heljan	Rail modelling
Hornby	Rail modelling
Key Model World	Rail and scale modelling
Jeep Promotions	Scale modelling
JSModels	Rail modelling
Kernow Model Rail Centre	Rail and scale modelling

NAME	PRODUCT LINES
Kit Form Services	Scale modelling
KMS Railtech	Rail modelling
Locomotion Models	Rail modelling
M&C Model Painting	Scale modelling
Malc's Models	Rail and scale modelling – 2025 SPONSOR
Modelu	Rail and scale modelling – 2025 SPONSOR
Moorlane Models	Rail and die-cast modelling
MT Miniatures	Scale and rail modelling
On the Rails	Rail modelling
Oxford Diecast	Rail and die-cast modelling
Petite Properties	Rail and scale modelling
Pocketbond	Scale modelling
Primo Handcraft	Rail and scale modelling
Rails of Sheffield	Rail modelling
RailStuff	Rail modelling
Railtec Transfers	Rail modelling
Rainbow Railways	Rail modelling
Rapido Trains UK	Rail modelling
Revolution Trains	Rail modelling
Ron Conner Signs and Graphics	Rail modelling
Sawyer Models	Rail modelling
Shackerstone Railway Society	Rail modelling
Shedring Hobbies	Rail, scale and die-cast modelling
Squires Tools	Rail and scale modelling
Ten Commandments	Rail modelling
The Airbrush Company	Rail and scale modelling
The Crafting Well	Scale modelling
The Wagon Yard	Rail modelling
Tiger Hobbies	Scale modelling
TMC	Rail and scale modelling – 2025 SPONSOR
Tony's Trains	Rail modelling
Trains 4U	Rail and scale modelling
Trainsporters	Rail modelling
Transport Treasury	Rail modelling
TTC Diecast	Rail and die-cast modelling
Visual impact	Rail and scale modelling
WM Collectables	Rail modelling
WW Scenics	Rail and scale modelling
Walker Midgley	Specialist insurance
West Hill Wagon Works	Rail modelling
Wildcat Models	Scale modelling

DIESEL FUELLING POINT

Depot Special

HM

Keeping diesel locomotives and multiple units topped up with fuel is essential for reliable operation. **DAN EVASON** shows how he built West Hill Wagon Works' 4mm scale double track fuelling point to stunning effect.

WHILE PLANNING for my next 'OO' gauge project on the internet, I spotted a very nice-looking double-track diesel depot fuelling point from West Hill Wagon Works and thought this would be a great build to document.

For those modelling from the 1950s onwards, a fuelling point can offer a great reason to stable diesel locomotives and multiple units – and even to operate classes which might seem unlikely visitors at a given location. While not nearly as prevalent as coaling and watering facilities were for steam locomotives, they are found all over the country in a wide range of settings, making them a perfect set piece for a layout.

Whether you are planning a full-size diesel depot or a small stabling point with basic fuelling facilities, in this build I show how to make a realistic looking fuelling point in 'OO' gauge which can be easily replicated on your layout. **HM**

● Visit *www.keymodelworld.com/step-by-step* for more inspirational modelling guides.

Dan Evason's latest 'OO' gauge project models a diesel fuelling point scene.

PLEASE TURN FOR STEP BY STEP GUIDE

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
AK Interactive real colours marker pens	*www.jadlamracingmodels.com*	RCM150
Diesel fuelling point (double track)	*www.westhillwagonworks.com*	4WH1409301b
Flat Blue acrylic paint	*www.tamiya.com*	XF-1
Grey Primer automotive spray paint	*www.halfords.com*	Various
Hull Red acrylic paint	*www.tamiya.com*	XF-9
Matt Black automotive spray paint	*www.halfords.com*	Various
Roket Card Glue	*www.deluxematerials.co.uk*	AD57

BUILDING A 'OO' GAUGE DIESEL FUELLING POINT

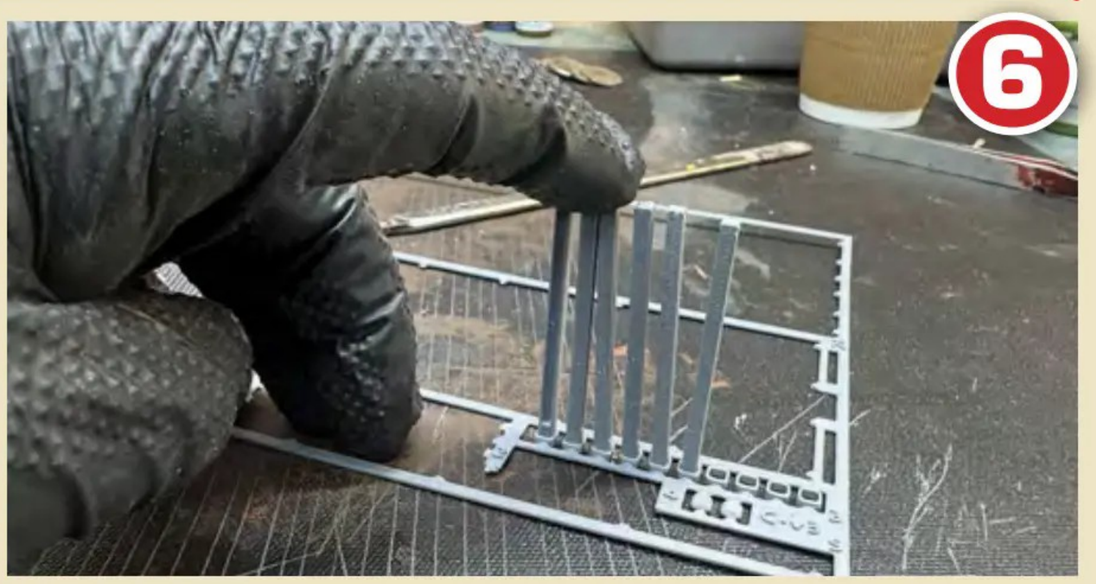
Before starting construction, read the instructions and gather the tools you need for assembly.

The first job is to assemble the wooden jig which will be used later for roof construction. I used Deluxe Materials Roket card glue as this allows for adjustments before the glue sets. It is important the jig is square, so take your time and keep checking until it is.

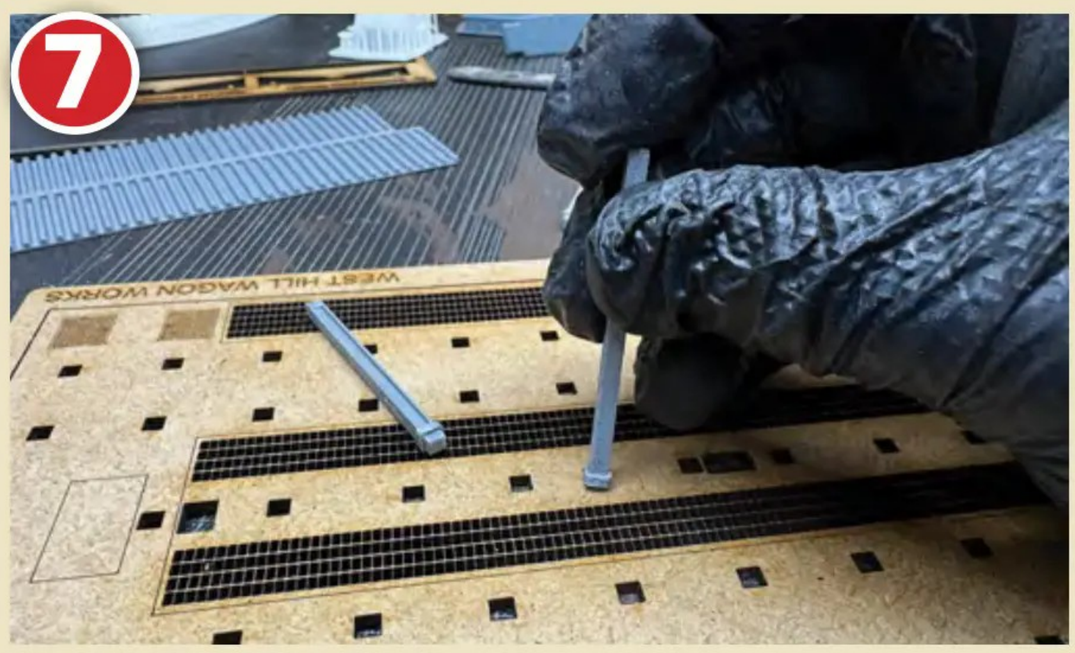
Leaving the jig to dry, the main roof structure was released from its fret. Using a scalpel, any excess material was removed ready for construction.

With all roof parts trimmed, I started assembling the roof. This consists of two main roof panels and a central spar down the centre. Superglue was used for its quick setting abilities and the part was weighed down with some coins while the glue was drying.

Next, the columns were cut from the fret and cleaned up ready for the next stage. These can be trimmed with a craft knife or gently filed with an old needle file.



The columns now need to be inserted into the accompanying collars. It is worth leaving these collars in place while you insert the pillars as it makes the task easier. These are such a tight fit you won't need glue. Once all the columns are complete, you can snip them from the frets.



West Hill Wagon Works advises sliding the collars further up the columns, using the MDF floor provided as a jig.

However, there is one standalone column with capping applied using superglue, which is quite straightforward.

Intermediate
Beginner SKILL LEVEL Advanced

9 With all the columns complete, they can be inserted into the main roof structure. It's a tight fit and I didn't use glue, but you can add some for extra strength if desired.

10 The plastic colour was a good starting point for the depot structure, but I sprayed some automotive matt black and grey primer to add a bit of grime to it. This was left to dry.

11 Next comes the floor of the diesel point. This was made of MDF with crisp details such as covers and grilles that benefit from a light coat of paint – in this case Matt Black and Grey aerosols for a concrete effect.

12 With the hardstanding dry, I masked off the centre area where the structure sits. This was sprayed with Matt Black and Dark Grey aerosols.

13 The chairs were painted and weathered next. Once happy with the effect, they were fixed with superglue.

14 The kit comes with a lot of detail parts such as pipes and pumps. The three downpipes were painted with Tamiya Flat Blue. I found leaving the parts attached to the supports was easier, as they are quite small and fragile.

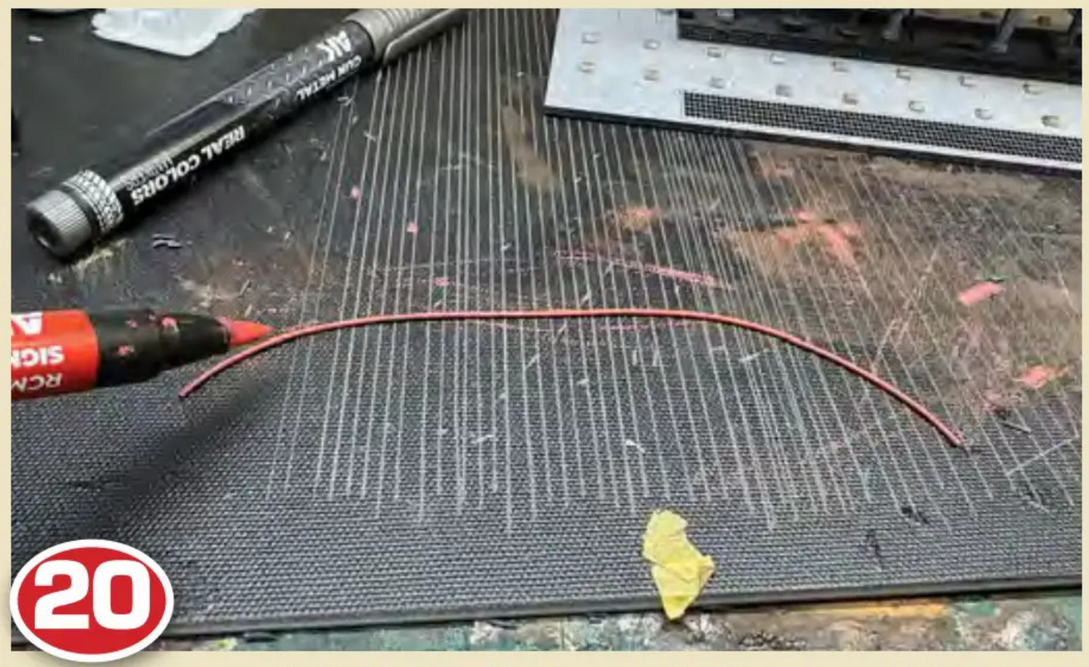
15 After this, the painted downpipes were released from their supports and glued into place.

16 The pumps consist of two parts which were glued together and after they were dry, painted dark grey.

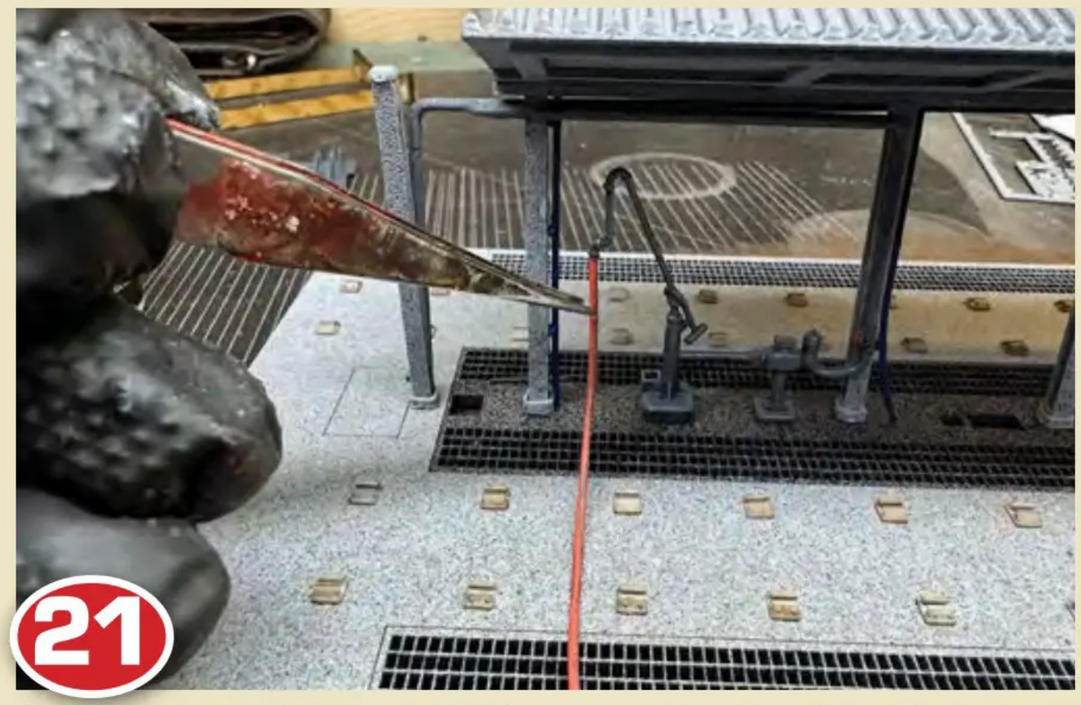
I picked out the red safety valves using one of my AK Interactive paint pens.

18 At this point it was time to start constructing the fuelling point. I added the two fuel pumps along with the roof, threading the fuel pipes around the beams – be careful as they are very fragile.

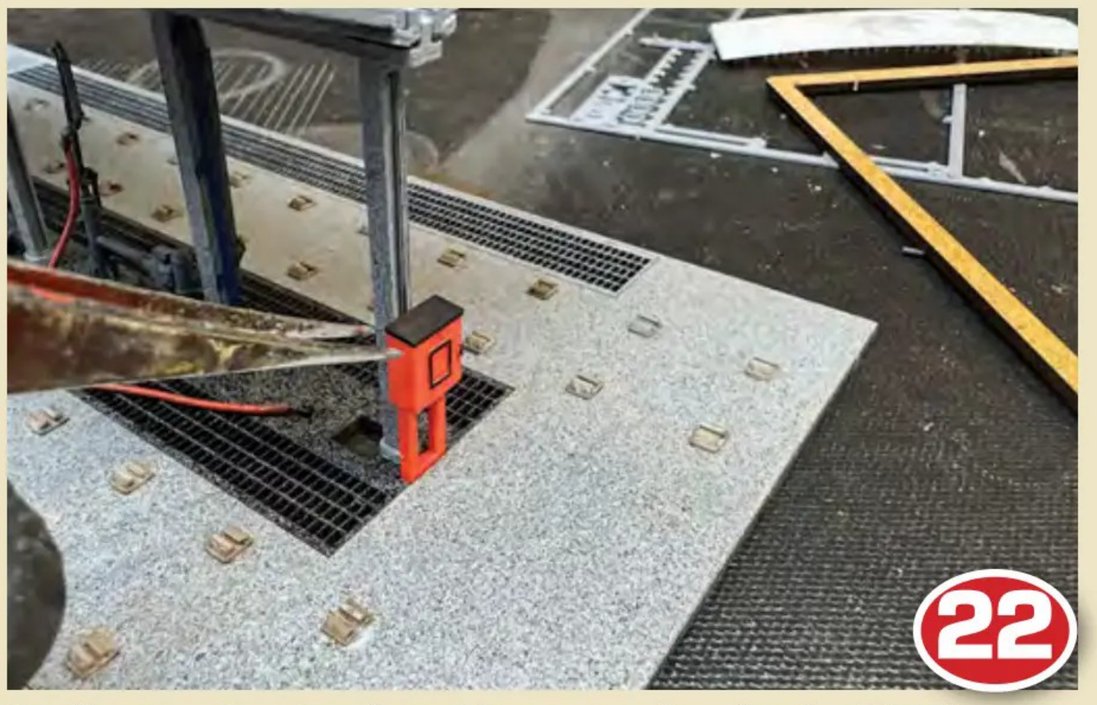
Painting parts to look like metal is easier when they're attached to their supports. Care and a steady hand will reward you with a grat looking finish. The paint pens are ideal for this type of job.



The kit comes supplied with a length of very soft rubber hose which you can cut to length. Spray or use a paint pen to paint the hose.

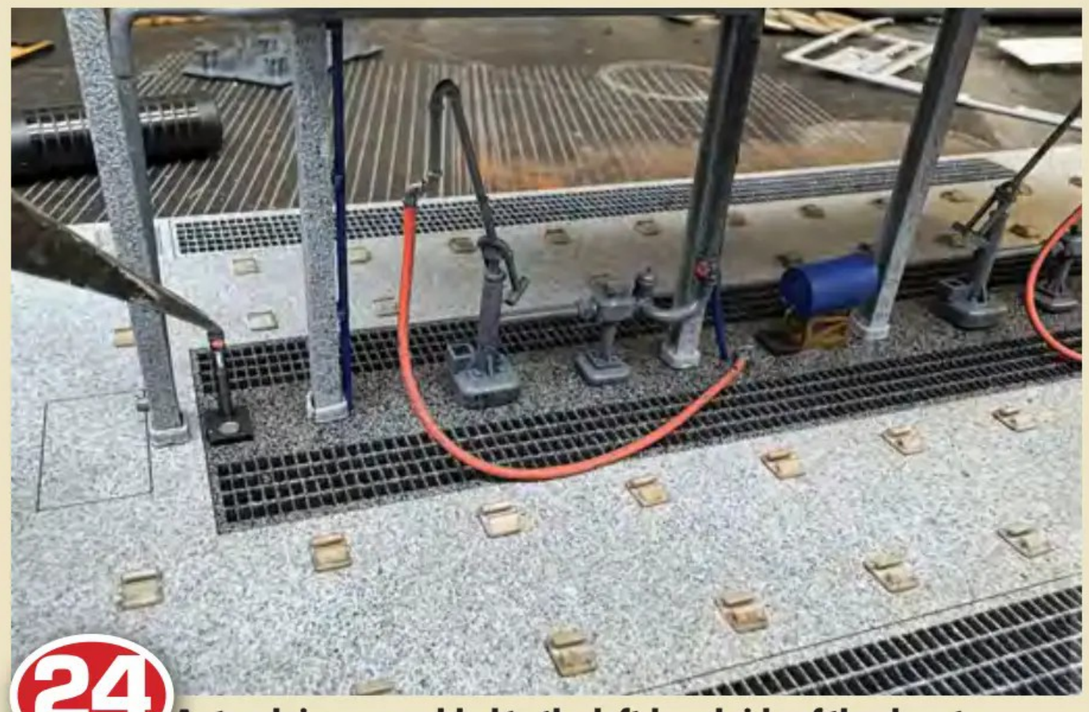


Once the paint on the hose was dry, it was cut to length and glued into place.



Detail parts such as the safety cabinet can now be painted and fitted.

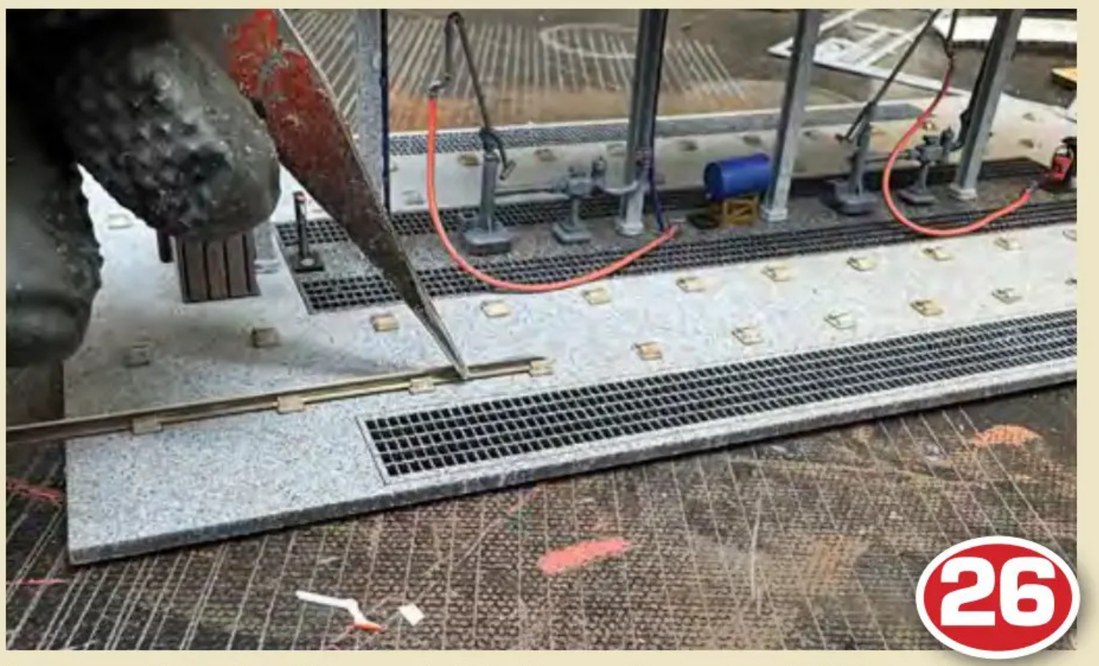
The kit also includes an oil drum and stand. All have designated locations and there is no chance of confusing their placement.



A standpipe was added to the left-hand side of the depot.

Intermediate
Beginner SKILL LEVEL Advanced

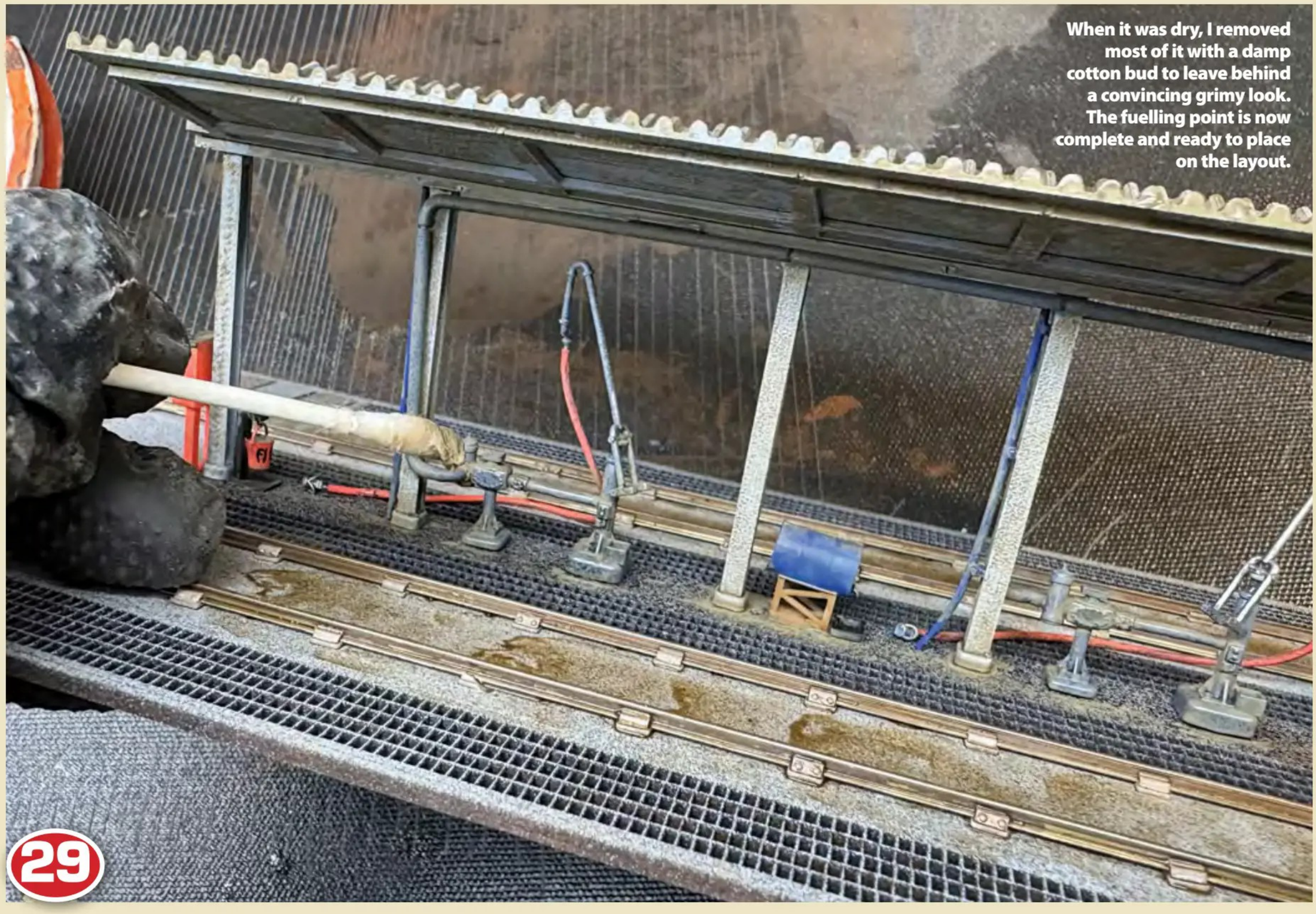
25 The last bit of detail to add was this toolbox, suitably painted and slotted into place.



26 Four equal lengths of Peco code 75 rail were then cut and slid into place. The rails were weathered with Tamiya Hull Red paint.

27 To weather the depot I used AK Interactive Fuel and Oil wash, liberally applied around the fuel pump and left to dry.

28 Next came a coat of Flory wash over the roof and pumping equipment.



When it was dry, I removed most of it with a damp cotton bud to leave behind a convincing grimy look. The fuelling point is now complete and ready to place on the layout.

29

Steam era depots

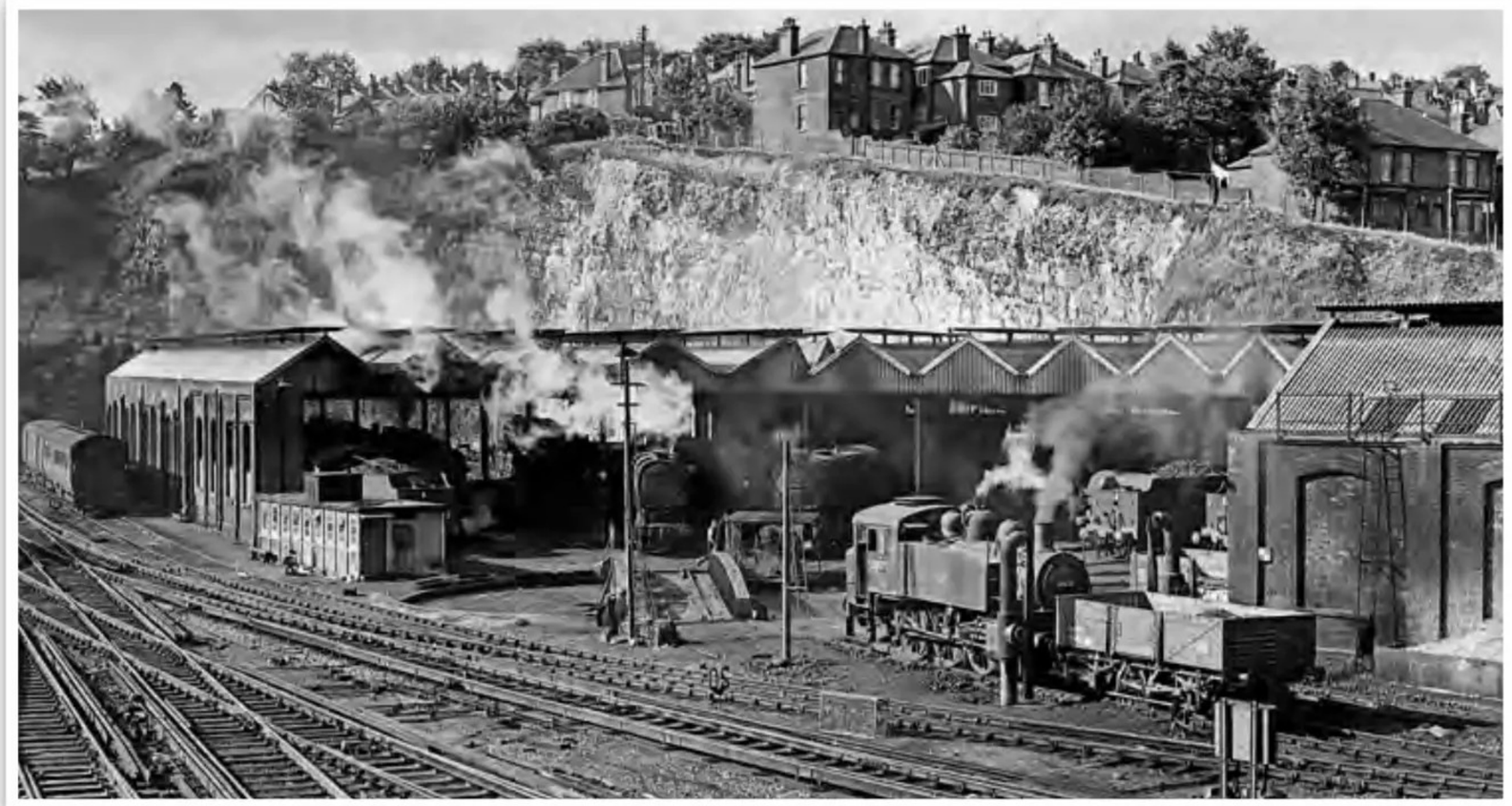
Depot Special HM

A depot can offer huge potential for a model railway. ***HORNBY MAGAZINE*** presents a selection of inspirational images from steam and diesel depots through the years.

Standing beneath the imposing coaler at Camden, a member of shed staff douses hot ash and embers in the pit in 1955. C.R.L. Coles/ Rail Archive Stephenson.

Raven 'Q6' 63375 stands on the turntable at its home depot of Middlesbrough on July 8 1956, two years before the shed officially closed. Stablemates include Raven 'A8' 4-6-2T 69892 and Worsdell 'J25' 65720. Rail Archive Stephenson.

Demonstrating just how caked with soot and cinders steam depot tracks became, Beames LNWR '7F' 0-8-4T 7956 stands at Swansea shed alongside Webb 'Coal Tank' 0-6-2T 7741 in January 1946.
C.R.L. Coles/Rail Archive Stephenson.



Left: **If you have a corner of a layout to fill, a semi-roundhouse depot could be ideal. Guildford depot was built into a corner of cutaway chalk alongside the aptly named Chalk Tunnel. On August 11 1963, Bulleid 'Q1' 0-6-0 33032 prepares to move onto the turntable at Guildford shed while 'USA' 0-6-0T 30072 shunts a five-plank open coal wagon.**
Hugh Ballantyne/Railphotoprints.uk.

Below Left: **Having just taken on coal, Thompson 'A2/2' 60506 *Wolf of Badenoch* stands at New England shed, Peterborough, on May 2 1955.**
J.F. Davies/Rail Archive Stephenson.

Below: **Depot staff oversee proceedings as Raven 'A2' 4-6-2 2400 *City of Newcastle* takes on coal beneath the coaling plant at Haymarket shed, Edinburgh.**
T.G.Hepburn/Rail Archive Stephenson.

Blue Diesel Days

Presenting plenty of scope for modellers wishing to recreate the scene in miniature, Class 50 50025 *Invincible* is jacked high over its bogies at Old Oak Common on November 26 1985.
Brian Robbins/Railphotoprints.uk.

Below: **The Western Region's design flair included its new diesel depots such as Laira, where several diesel-hydraulics tick over outside on April 4 1970 including 'Warships' 855 *Triumph* and 838 *Rapid* together with 'Westerns' 1021 *Western Cavalier* and 1010 *Western Campaigner*.**
John Medley/Railphotoprints.uk.

Above: **Old Oak Common depot retained a turntable until the depot's demise and the table was donated to the Swanage Railway in 2010. In June 1974, 47077 *North Star* and Class 52 'Western' 1071 *Western Renown* share space around the 'table with a Class 31 and a 'Hymek'. The fuelling shed is just visible to the right, while the famous 'factory' is identified by the cream coloured wall on the left.** Railphotoprints.uk Collection.

Right: **By now into its final few weeks in BR ownership, Laira's 50007 *Sir Edward Elgar* in GW150 green receives a wash and brush-up at its Plymouth base on March 17 1994. Note the breakdown crane in use in the background to lift wheelsets.** Colin J. Marsden.

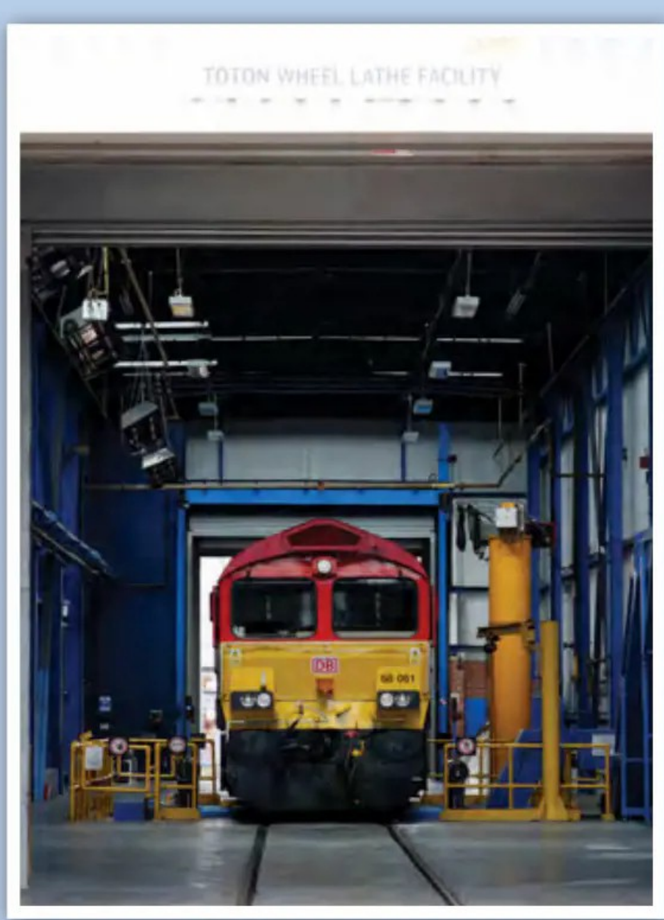
Below right: **A Class 25 and Class 31 stable outside Peterborough on May 28 1985. Much of what you see is available to modellers in 'OO' and 'N' gauge, with the locomotives and servicing shed building from Bachmann, while the messroom and stores buildings can be obtained from MS Models *(www.msmodels.co.uk)*.** Railphotoprints.uk.

Even in diesel days, BR's depots could very quickly reflect typical day-to-day working conditions. With oily deposits all around, 37114 stands outside Eastfield Traction Maintenance Depot in Glasgow on June 21 1981. Colin J. Marsden.

Toton TMD Today

Toton depot employs battery powered shunters to move locomotives in and out of the maintenance building. On July 13 2024, 66061 is about to be moved onto the wheel lathe. Mike Wild.

DB Cargo 66654 has just arrived on the fuelling point at Toton TMD on July 13 2024. Alongside, a Class 66 and two Class 60s are stabled alongside the depot's fuel storage tanks. Mike Wild.



DB Cargo's 66061 is positioned on the wheel lathe at Toton TMD on July 13 2024. Mike Wild.

The vast maintenance building at Toton can accommodate large numbers of locomotives requiring attention. Mike Wild.

Below: **When it opened in the 1960s, the new diesel depot at Toton was the largest in Britain. Today it is DB Cargo's primary heavy maintenance facility. On June 14 2017, 66618 passes Toton TMD with 6M90 2.28am Brentford Town Days-Barrow Hill Up siding.** Michael Gilmore/Alamy.

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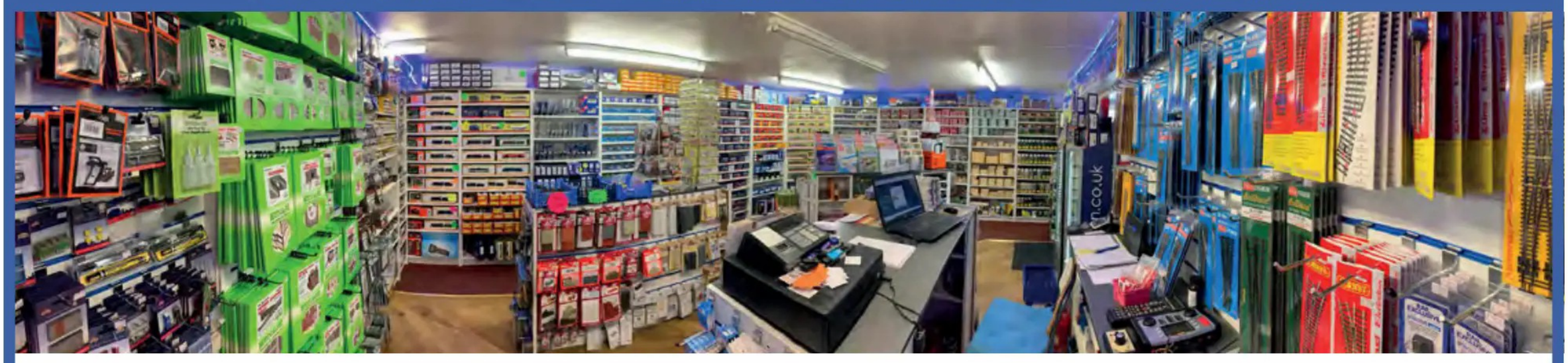

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22F

Depot Special
HM

Creating the smoky, oily atmosphere of a steam depot was **TOBI JOHNSON'S** aim in this extension of his 'OO' gauge layout – and this stunning 'OO' gauge layout recreates those scenes to brilliant effect.

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	6ft x 2ft	WESTERN/MIDLAND	1960s	DIGITAL COMMAND CONTROL

1 Right: **Clearly displaying different stages of weathering, a Stanier '8F', 'Black Five' and BR Standard '9F' await their next turns of duty outside 22F's three-road motive power depot.**

2 Below: **Capturing the essence of a steam motive power depot in the 1960s, Ivatt, Stanier and BR Standard locomotives simmer in 22F's yard.**

THE NAME OF MY LAYOUT is 22F, a 6ft x 2ft model of a steam locomotive shed in 'OO' gauge. It isn't set in any particular era or location, which means I can run London Midland & Scottish Railway (LMS), Great Western Railway (GWR) and British Railways locomotives freely – most models representing preserved locomotives I have seen over the years.

22F is operated by Digital Command Control (DCC) so I can use and enjoy the many features it includes such as sound and firebox glow. Best of all from a layout construction point of view, there is no need to isolate sections of track with switches as with analogue in order to have multiple locomotives moving on a section of track while others are stationary. I chose 'OO' gauge as it's a great size for smaller spaces without compromising on detail. I have always collected locomotives in this scale from a young age, and 22F is an extension of my main layout which was already built in this scale.

The inspiration for 22F is from my memories of the conditions at the Llangollen Railway sheds from when my father used to let me have a look around when I was younger, as he used to be a volunteer driver there. I wanted to replicate that same soot and grime of a steam shed in model form. As my layout is not a model of a real place and is made up, there are also some effects that you wouldn't typically see very often on a preserved shed such as big piles of ash and clinker as often seen in the 1960s when depots were busier. I've also taken inspiration from books by the many photographers who thankfully captured the last years of steam on film.

I wanted a fairly large shed with as many roads I could possibly fit while still having some room for scenic features. The next stage of planning was to decide what structures I wanted and other important features. I already had a Hornby Thomas range shed which I thought would work, so I carried out a few modifications on that to make it more suitable. »

The main shed was a kit from Modelux which was the perfect size and I liked the interior detail. Bachmann's 4mm scale Scenecraft station cafe building looked like it would make a perfect booking-on office while the water cranes were from kits. The bridge and coaling stage were scratchbuilt using Wills plasticard sheets and wood.

Once the buildings were sorted, it was time to start track laying with Peco's code 100 product. Despite the sleeper spacing, this wasn't an issue for me as most of the sleepers would get covered up in the later stages of the build. I also decided to use the Peco inspection pits as well as they are fairly easy to assemble and install and they look great. Testing proved the layout worked, so it was time to crack on with the scenery.

GRIMY ATMOSPHERE

The next stage was ballasting and creating the filthy effects of a shed. I started by using a fine sand as ballast, making sure to cover most of the sleepers. I then used a 50:50 mix of water and PVA to set it in place. Because the layout is in a loft and the track was ballasted in winter, it took around a week to dry. Then small amounts of filler were subsequently rubbed on some areas of the sand to create smoother more compact areas for added variety. The puddle effect was created by using microscope slides. The underside of the slides were painted black and the edges buried in the sand, with added random shapes to reveal the surface and create a mirror effect.

The filler and sand were painted with a mixture of grey, white, black and brown, blending them together and ensuring the area around the track was slightly »

"I wanted a fairly large shed with as many roads as I could possibly fit."

TOBI JOHNSON

www.keymodelworld.com

3 Left: **A member of footplate crew heads out of the booking-on point with a pair of lamps in hand.**

4 Right: **Having just been coaled, Ivatt '4MT' 43106 rests between duties at the far end of the coaling stage at 22F.**

5 Below: **One of the footplate crew waits for 'Black Five' 44806 to ease forward and take on water from the adjacent crane.**

43106
46443
46443

6 Left: **A trio of 'Moguls' dominate the scene at 22F, with a pair of Stanier locomotives and a BR Standard '2MT' undergoing servicing at the MPD.**

7 Right: **BR Standard '4MT' 2-6-4T 80072 is stabled alongside 22F's large three-road depot, having just arrived on-shed.**

8 Below: **As BR 'Britannia' 4-6-2 70000 *Britannia* rolls into the depot, Ivatt 'Mickey Mouse' 46443 receives the finishing touches to its bulled-up paintwork ahead of a railtour duty.**

"Parts bins and cabinets are ideal for adding to the scene, as are smaller but vital components such as oil cans and sandbox fillers"

TOBI JOHNSON

darker to reflect many years of ash and oil mixing together. Static grass was then added to the edge of the layout to blend in the backscene, as well as to the more neglected areas such as disused sidings, around buildings and buffer stops. Once the grass had dried it was given a light spray with the airbrush to tone it down.

Detail is all-important in a shed scene. This includes spilled coal, ash/clinker piles, and sundry items from Modelu and other manufacturers. Real coal was crushed and scattered around the track as if it had spilled out of an overfilled tender. I then used a mix of sand and crushed coal to make the big ash and clinker piles. Inspiration came from a GWR book with a photograph of a shed in the 1960s. The piles were painted black and grey and dry brushed with white paint to create a suitably 'ashy' effect.

The single road shed was tackled next. I found a 3D-printed boiler which was painted and added pallets from West Hill Wagon Works and assorted spare parts from kits I had built. To populate the scene, Modelu's superb range of 4mm scale figures and detailing parts were added. Parts bins and cabinets are ideal for adding to the scene, as are smaller but vital components such as oil cans and sandbox fillers. I have quite a few of Modelu's shed scene figures including the Top Link shed pack which are scans of my father and I. These excellent figures can really bring a layout to life and I thoroughly enjoyed painting each of the examples you can see in the photographs.»

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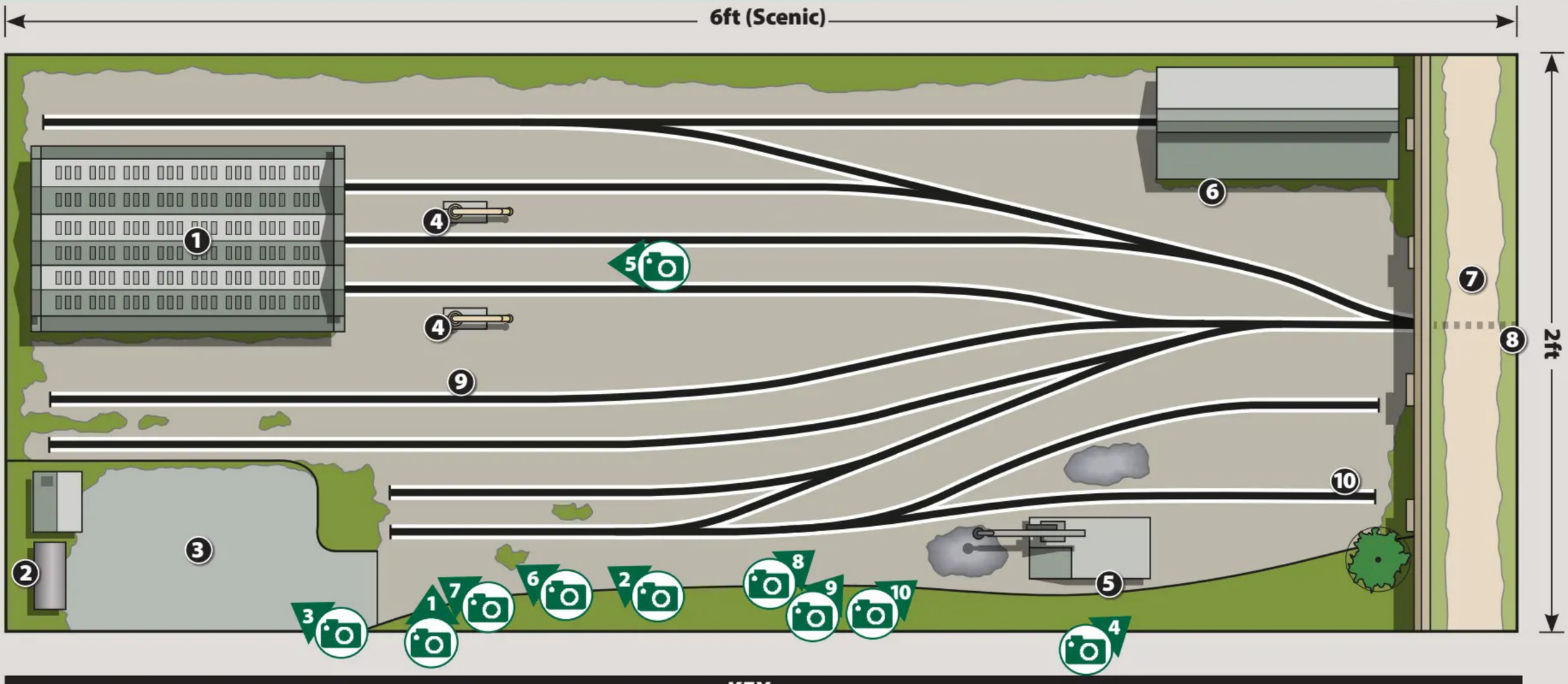
9 Left: **While the boiler lining is touched in another member of the depot crew polishes up the gleaming paintwork on Ivatt 2-6-0 46443.**

10 Below: **One of the footplate crew takes a brief pause from coaling Stanier 'Mogul' 42968 to catch up with the depot foreman.**

22F TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 Motive Power Depot	3 Car park	5 Coaling stage and crane	7 Bridge	9 Stabling sidings
2 Booking-on office and store	4 Water crane	6 Maintenance shed	8 To/from storage yard	10 Coal siding

WHETHER TO WEATHER

The shed was suitably careworn, but my locomotive fleet looked out of place with its fresh out-of-the-box appearance. I wanted a glossy but clearly used look, as many of the models are preserved locomotives. To achieve this, I sprayed them with gloss varnish and then airbrushed matt black on areas such as the smokeboxes, footplates and cab roofs. Some are a little bit dirtier than others with details like rust patches on the smokebox and ash and limescale leaking from under the smokebox door.

Some models, however, have dirty and detailed weathering jobs that makes them look like they are at the end of their lives in the 1960s – a complete contrast with the much more pristine preserved locomotives. My heavy weathering jobs involve more colours and a mix of airbrushing and paint brushing techniques.

DCC sound has been fitted on some of the models and smaller locomotives have stay alive capacitors to help them run more smoothly. Some have also been fitted with firebox flicker to get a nice warm orange glow in the cab as they trundle on and off the shed or simmer away having their fires built up.

22F was never really intended for exhibition use, as it was just an extension of my layout to store the locomotives when they're not at the head of trains. However, it can be taken down and moved if needed – and taking it on tour and giving the layout a wider audience is something I'd like to do in the future. For the time being, it gives my locomotives somewhere to stable and captures the unique atmosphere only a steam locomotive depot can have. **HM**

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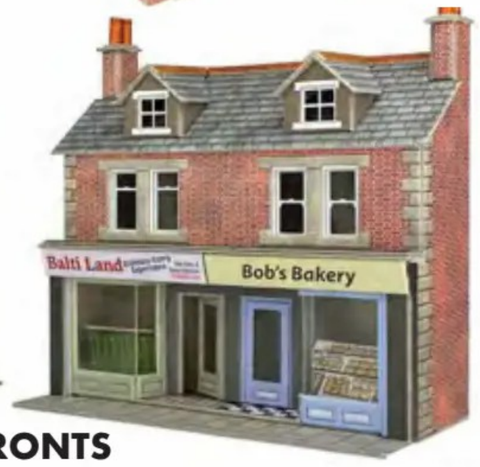

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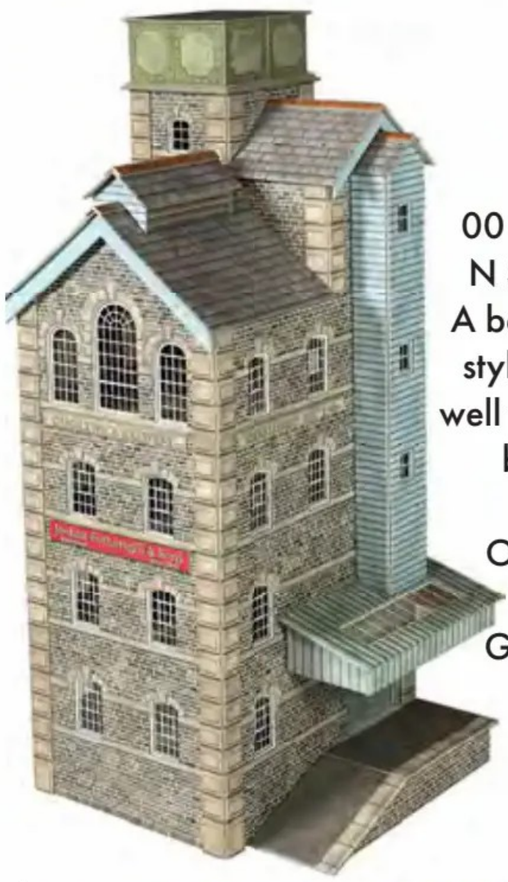

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Accurascale's REFURBISHED CLASS 31s

The latest versions of Accurascale's Class 31 for 'OO' gauge have now arrived, offering a colourful choice of liveries modelling refurbished locomotives in their later lives. **MIKE WILD** takes a closer look at a selection.

Accurascale's latest locomotive delivery models the Class 31 in its later life with high-intensity headlight and an array of different liveries.

The InterCity 'Mainline' livery has been recreated superbly on 31420.

THE CLASS 31s had a long career on the British railway network which started in 1957 and continues to this day with one example still main line registered and many more in operation on preserved railways.

The 1980s saw the fleet undergo refurbishment by British Rail which included introduction of Electric Train Heating (ETH) to selected locomotives in the Class 31/4 sub-class and subsequently led to the creation of the Class 31/5 sub-class which had ETH isolated and the Class 31/6s which had through wiring for ETH but no equipment.

Many of these locomotives continued in daily service into the early 2000s with EWS and a smaller group then went on to see service with private operators as well as Network Rail with the majority of the remaining locomotives being withdrawn by 2017.

During their last 30 years of operation the Class 31s carried a colourful collection of colour schemes including triple grey sector liveries, Regional Railways, InterCity 'Mainline', 'Dutch' grey and yellow, EWS maroon and gold, Mainline aircraft blue and even Network Rail yellow. It is perhaps the most exciting period of the

The powered roof fan sits below an etched metal grille. Selected locomotives come with the additional cowl around the roof fan, including 31407 in Mainline blue.

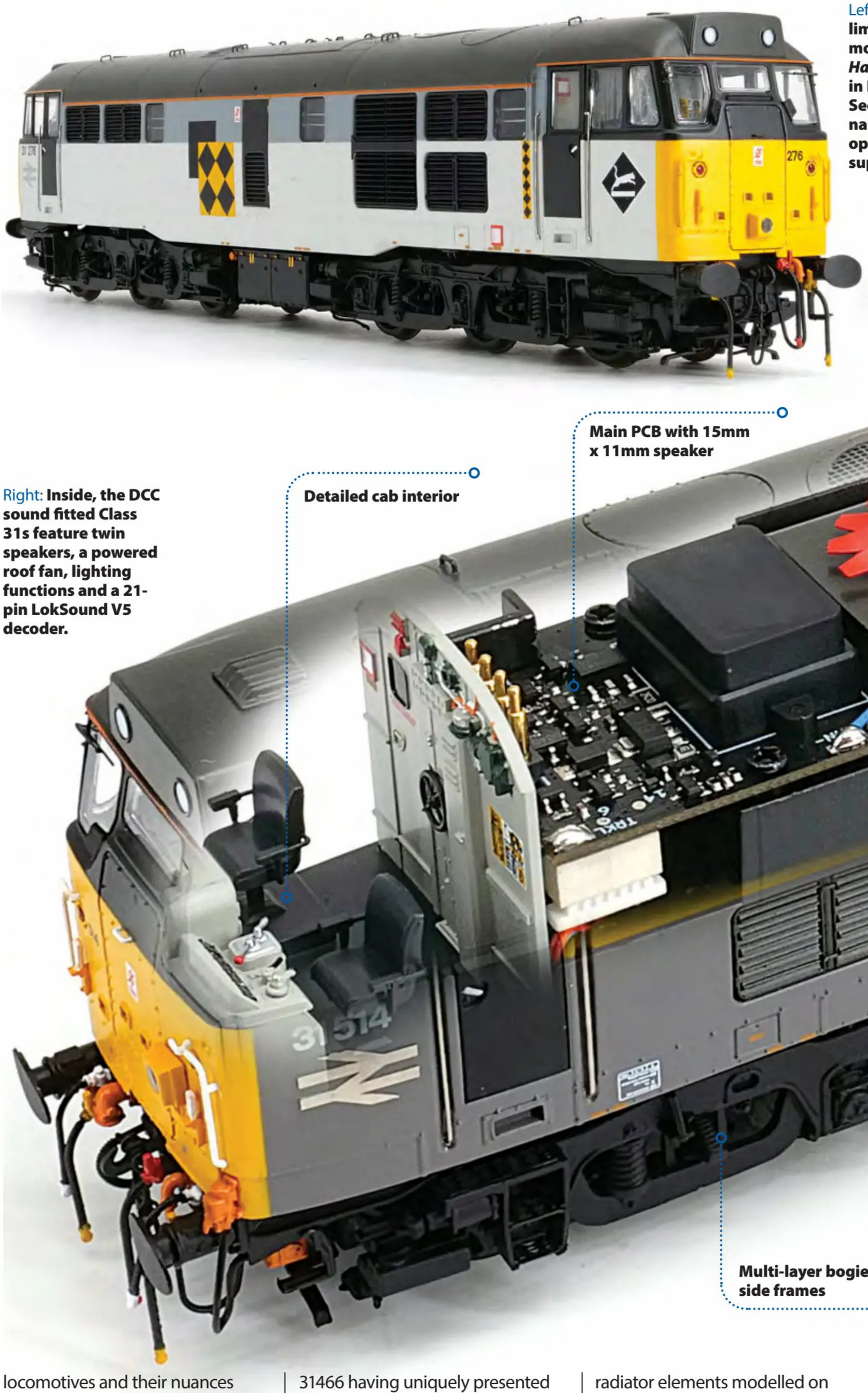
TECHNICAL DETAILS	
Manufacturer:	*www.accurascale.com*
Cat No:	ACC2770-31420DCC, ACC2772-31514DCC, ACC2839-DCC, ACC2840-DCC, ACC-2843-DCC
Description:	Class 31 A1A-A1A diesel electric
Builder:	Brush Traction, Loughborough
Region:	All
Gauge:	'00', 16.5mm
Scale:	4mm:1ft
Length:	226mm (over buffers)
Price:	£169.99 DCC Ready, £269.99 DCC Sound-fitted
Couplings:	Small tension locks in NEM pockets
DCC:	21-pin decoder socket
Speaker:	55mm x 24mm and 15mm x 11mm (DCC sound fitted models)
Exterior lights:	Directional head and tail lights
Interior lights:	Cab and desk lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	A1A-A1A
Purpose:	Mixed traffic
Haulage capacity (expected):	12-15 bogie wagons
Haulage capacity (actual):	17 bogie wagons (maximum tested)

Class 31 story as their livery variety and widespread use built their popularity with enthusiasts.

THE MODEL

Accurascale was naturally keen to model the extensive choice of Class 31 liveries with a collection of standard, exclusive and retailer exclusive models offered by the manufacturer on its brand-new tooling. The basic design follows the principles laid down by the original condition BR green and BR blue locomotives (HM209) in October 2024, but there are many detail changes to the tooling to allow it to replicate individual »

A popular Accurascale Exclusive edition is 31466 in EWS maroon and gold – the only Class 31 to carry this colour scheme.



Left: **Key Publishing's limited edition models 31276 *Calder Hall Power Station* in Railfreight Coal Sector colours. The nameplates are optional and are supplied in the box.**

Right: **Inside, the DCC sound fitted Class 31s feature twin speakers, a powered roof fan, lighting functions and a 21-pin LokSound V5 decoder.**

locomotives and their nuances correctly.

For review we had the opportunity to inspect 31514 in BR 'Dutch' grey and yellow, 31420 in InterCity 'Mainline' colours, one of Key Publishing's exclusive limited edition model of 31276 Calder Hall Power Station in Railfreight Coal Sector livery and Accurascale's exclusive models of 31407 in Mainline blue and 31466 in EWS maroon and gold. All five were DCC sound fitted with 31276, 31407 and 31466 having uniquely presented boxes as well as limited edition certificates which enhances the delivery of the models.

Detailing of the locomotives is excellent throughout with attention to the correct roof handle positions, as well as locomotives with and without fan cowls, correct high-intensity light positions for each locomotive and plating of the buffer beam on 31276 to cover off specific pipe locations. The bodyside grilles even have internal radiator elements modelled on the chassis. There are also aerial pods on later period locomotives while the majority of this batch come with plated cab front communication doors.

The locomotives also come with a comprehensive accessory pack containing buffer beam parts, etched metal nameplates and crests where required together with a set of miniature snowploughs which can be fitted to the locomotives.

Standard features include sprung buffers, fully detailed multi-part bogie sideframes with etched metal step inserts, a fully detailed cab interior – right down to the bulkhead signage, correct bodyside grilles which are separately inserted, separately fitted handrails and much more.

Decoration of all of our samples was excellent in every respect. The main body colours were applied flawlessly with crisp edges between each while detail printing

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of the locomotive numbers, crests, logos, warning flashes and data panels were all equally well done.

PERFORMANCE

This is where these models really stand out. On the track each of our samples was a superb runner straight from the box, offering excellent and consistent speed control on DCC through the factory fitted ESU LokSound V5 decoders.

The sound profile plays through a twin speaker set up consisting of a large 55mm x 24mm 'Accurathrash' base speaker and a 15mm x 11mm cube speaker to offer a range of tones. In addition there is a factory fitted powered roof fan in the DCC sound fitted locomotives which comes on with the sound profile.

When it comes to driving, the Class 31 is a characterful locomotive to operate. Open up the speed steps one by one and they gradually work their way through the engine sounds; open up to full in one move and the engine sounds power up while the locomotive moves away realistically replicating a locomotive with a heavy train.

Expanding their capability further is a suite of lighting functions including directional independent head and tail lights (including the option for single or twin rear lights), cab interior lights and even desk dial lighting which adds more interest to the finely produced 'driver's room'.

OVERALL

Modellers of the late 1980s and into privatisation will find it hard to resist this new collection of Class 31s from Accurascale. The colourful livery choices and impressive package of detail and operation make them a superb new addition to its range and one which was already proving popular as this issue closed for press. Excellent and available now. (MW)

RAILS CLASS 88 FACTORY SOUND

Following our initial review of the Rails exclusive Dapol Class 88 for 'OO' gauge, **MIKE WILD** listens to the factory sound version and assesses its functionality.

THE CLASS 88s have an unusual and characterful soundtrack, which is made even more interesting with the combination of their electric and diesel traction package.

In HM214, we took our first look at a Digital Command Control (DCC) fitted version, but now the factory sound-fitted models are also here and they are feature-packed. The ZIMO sound decoder installed is a Plux22 type and allows for operation in electric and diesel modes while there is also a clever feature which allows the pantograph to be electrically locked down or released through Function 25 on a DCC handset, which means that even if you don't have the clearance to run with the pantograph raised, you can engage the electric sound mode.

The main running sounds are controlled by two functions. Function 1 switches on the diesel engine and runs through the full startup process when stationary. Engaging Function 6 switches it from diesel to electric mode and, with F25 switched on, the pantograph will raise when F6 is selected and fall when it is switched off. With F25 off, the pantograph will remain down even in electric mode.

The Class 88 looks good - and now sounds superb with the addition of factory fitted sound.

The factory fitted sound decoder is a ZIMO MS series Plux22 chip.

- **Gauge:** 'OO'
- **Price:** £329.95 DCC sound fitted
- **Cat No:** 4D-088-001S-4D-088-004S
- **Site:** *www.railsofsheffield.com*
- **Era:** 11

In addition, there is a wide selection of sound functions including multiple horns, cab doors, guard's whistle, air brake application, flange squeal, light engine mode, sanders and more. There is also a package of lighting functions covering independent head and taillights, operation of the 'Halo' lights, plus parking lights.

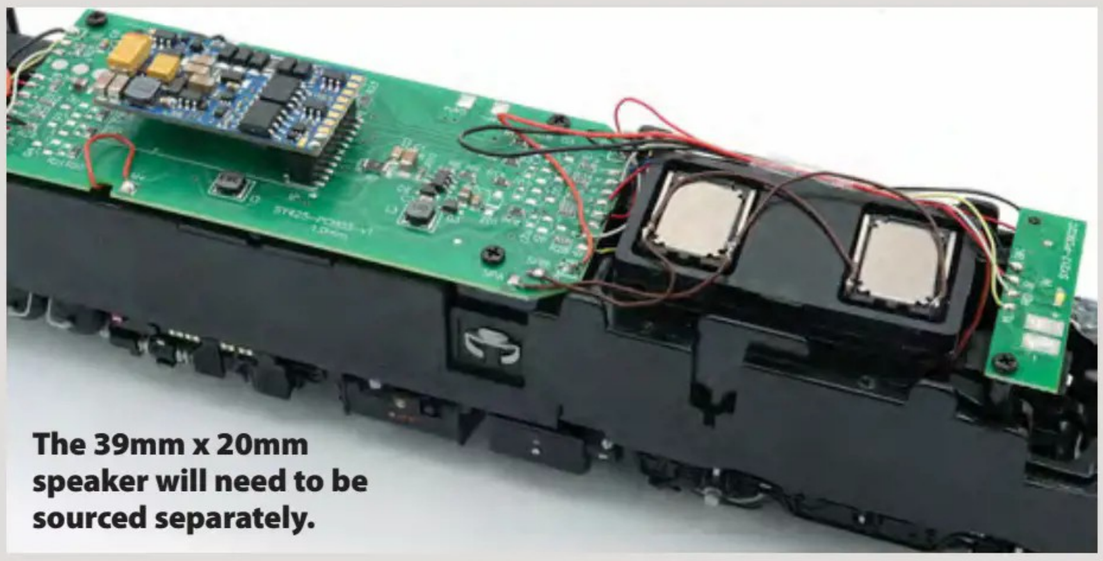
In service, the sounds all play clearly through the factory-fitted speaker which unusually is 39mm long. The registration between the diesel and electric sounds is good with each sound set clearly different while also maintaining the electric traction motor sounds

ESU AFTERMARKET SOUND FOR THE CLASS 88

- **Gauge:** 'OO'
- **Price:** £124.99 (ESU decoder and sound file)
- **Cat No:** 88
- **Site:** *www.roads-and-rails.co.uk*
- **Era:** 11

OFFERING an alternative sound profile for the Class 88 is John JMC through Roads and Rails. This brand-new profile has been created for the ESU decoder family and offers a full suite of electric and diesel sounds as well as full control over the pantograph, lighting features and locomotive operation.

This new sound profile uses the latest ESU LokSound V5 decoder as its basis and plugs straight into the Plux22 socket on the Class 88 chassis. Purchasers will need to find a suitable speaker, as the Class 88 has been designed to accommodate a 39mm x 20mm speaker – an unusual length. Our installation was completed with a suitable speaker which fitted the space inside the Class 88 at the No. 2 end of the chassis.



The 39mm x 20mm speaker will need to be sourced separately.

Once installed, the decoder allows for full control of all the lighting features including independent head and tail lights, 'Halo' lights, cab lights and the option to switch red lights on at both ends for stabling on shed.

The main sounds controlled by F1 are for the diesel engine, but by switching on F10 the locomotive changes to electric mode with the pantograph raising or lowering with F9.

Performance of the sound file is superb, with crystal clear audio in all parts of the profile and excellent recording of the diesel engine and electric traction package.

On the track, this recreates the Class 88 to the highest standard and will be a great choice for anyone who is looking to upgrade a DCC Ready or DCC fitted version of this new release. Very driveable and very realistic. (MW)

associated with the Class 88. Our only consideration is that bringing the model to a stop isn't as simple as it could be because the working brake, activated when Dapol's 'Realdrive' CV settings are entered into the decoder, is actioned through F7 which is always a latching function. Further customisable sounds include the option to adjust the timing of the pantograph contacting the wire sound to suit individual layouts.

The factory sound suite for the Class 88 transforms the operation of the locomotive and introduces a great deal of operational value, particularly with the option to raise and lower the pantograph. It pays to take some time to understand all of the functions - but the result is a Class 88 which sounds like the real thing – and there is a choice of four locomotives. (MW)

DRS' VERSATILE CLASS 88s

Amongst the most advanced locomotives operating on the British network, the Class 88s can run on electric or diesel power – and have prodigious speed and haulage capacity, as **EVAN GREEN HUGHES** discovers.

Above: **Taking power from the overhead wires, DRS Class 88 88008 *Ariadne* runs light through Standish on June 20 2017.** John Morris/Alamy.

FACTS AND FIGURES	
Numbers:	88001-88010
Built by:	Vossloh/Stadler, Valencia, Spain
Owners:	Beacon Rail
Operators:	Direct Rail Services (DRS)
Introduced:	2015-2016
Withdrawal:	All still in service
Wheel arrangement:	Bo-Bo
Electrical system:	25kV overhead
Alternator:	ABB
Engine:	Caterpillar C27
Cylinders:	12
Horsepower (electric):	5,400hp
Horsepower (diesel):	940hp
Traction motors:	ABB AMLX400
Train heating:	Electric – Index 96
Brakes (locomotive):	Air, regenerative
Brakes (train):	Air
Maximum tractive effort (both modes):	71,260lbs
Route availability:	7
Length:	67ft 3in
Width over cabs:	8ft 9in
Weight:	85t 0cwt
Wheel diameter:	3ft 6in
Maximum speed:	100mph
Fuel capacity:	396 gallons
Number built:	10

ONE OF THE BIG challenges facing freight operators is balancing how to run their trains efficiently while reducing carbon dioxide emissions. A particular issue has been that many diesel-powered trains have been running for considerable distances under overhead wires, purely so they could run along short sections of non-electrified line at the beginning or end of their journey.

As with the Southern Region in the 1960s, the solution Direct Rail Services (DRS) opted for is a locomotive that runs mainly on an external electric supply but which can, when required, venture elsewhere using power from a less powerful on-board diesel engine. Such a prospect is more appealing 60 years on from the Class 73s with the advent of smaller and more powerful diesel engines which easily fit in a locomotive body.

The origins of the Class 88 can be traced back to 2012 when DRS sought a replacement for its 1950s-built Class 20s, which it usually operated in pairs. This process resulted in an order for new Bo-Bo diesel locomotives from Vossloh in Spain, with these being designated Class 68. This design was a tailored version of the company's Eurolight product and incorporated the latest electronics and traction systems and a Caterpillar engine was capable of meeting all current and envisaged emissions requirements. It was designed to have lower running costs than older designs such as the Class 66. Introduced in three batches between 2014 and 2017 the locomotives proved to be very successful.

During the production of the Class 68s, Vossloh developed an improved design which incorporated a bi-mode arrangement capable of working from 25kV overhead lines as well as a diesel engine. This would result in lower operating costs when working on electrified lines and reduce pollution – in addition to the performance benefits while running on electric. As a result, when DRS placed its next order, for ten locomotives, the bi-mode design was chosen.

PIONEERING DESIGN

These locomotives would be pioneers - the first bi-modes in this country to be capable of working from overhead electrified systems rather than the third-rail, and also the first bi-modes capable of working normal duties in diesel mode only, although this would be at reduced power. This was in complete contrast to previous electro-diesels where the diesel engine was only capable of providing shunt power or low-speed operation. There was also the capacity to work for up to 500 miles on the diesel engine, which brought diversionary routes into play for the new locomotives. The Class 88 also contained a number of advanced features, particularly its regenerative braking function.

Despite all these improvements, the Class 88 shared many components with the Class 68 from which it was derived, in particular the cabs, bodyshell, bogies, control and traction equipment, which was intended to enable staff to be more quickly acquainted with the new variation.

The first member of the new class, 88001 in plain blue livery, was completed in early 2016 and sent to the Velim test track in the Czech Republic where it underwent performance testing, hauling a 1,500-ton train at speeds of up to 100mph and being repeatedly switched from diesel to electric mode and back again. While at Velim, the opportunity was also taken to make minor adjustments to the operation of the automatic speed control equipment and check there would be no issues arising from the interface between the pantograph and the various different types of catenary in use in the UK.

The testing was completed ahead of schedule and the locomotive performed as designed and without issue. In this phase, some spectacular results were obtained, with the locomotive proving capable when running light of accelerating from rest to»

Direct Rail Services' Class 88 88004 *Pandora* leans into the curve at Lichfield Trent Valley with 4S44 1202 Daventry International Railfreight Terminal-Mossend Down Yard on September 14 2019. John Whitehouse.

NUMBERS AND NAMES	
NUMBER	**NAME**
88001	*Revolution*
88002	*Prometheus*
88003	*Genesis*
88004	*Pandora*
88005	*Minerva*
88006	*Juno*
88007	*Electra*
88008	*Ariadne*
88009	*Diana*
88010	*Aurora*

60mph in 13 seconds – performance not unlike many family cars.

INTO SERVICE

While testing was being undertaken a second locomotive, 88002, was released, with this being the first one to wear DRS' striking 'Compass' livery. This became the first of its class to be delivered to the UK, arriving at Southampton Docks in January 2017. It then went to Carlisle where it was used for type approval purposes before being introduced to revenue-earning service. A third locomotive, 88003, was completed shortly afterwards and was exhibited at the InnoTrans exhibition in Berlin in 2016 before being shipped to Britain. The rest of the class was completed by March 2017 and entry into service followed four months later. This followed a short period of testing during which adjustments had to be made to the diesel engine's operating system, which meant that for a time the locomotives were used in electric mode only. The company also had to provide specialist training for its drivers due to some of the novel technical features of the design.

Although the Class 88s were provided with train heating and intended as a mixed traffic design, they were put to work on the heaviest long-distance freight flows DRS operated. The first of these was the Daventry to Mossend intermodal train conveying supermarket produce for Tesco which previously required a pair of Class 68s to haul it. This had been timed for

A trio of Royal Mail Class 325 EMUs, with 325014 leading, sweep through Tamworth with empty stock to Willesden PRDC, whilst overtaking DRS Class 88 88001 *Revolution* which is heading 4M25 0548 Mossend Down Yard-Daventry International Railfreight Terminal intermodal on October 12 2020. John Whitehouse.

electric traction from the outset and the arrival of the new locomotives enabled the schedule to be maintained with only one Class 88. In fact, the Class 88s, at 5,400hp are 1,600hp more powerful than the Class 68s and equivalent to five Class 20s, which formerly handled some of their duties.

From the outset the Class 88 also appeared on a number of DRS nuclear flask workings which led to a much wider sphere of operation, and it appeared on Dagenham-Garston car trains and also on chilled goods trains from Tilbury to Coatbridge during the winter months. The class has also been seen on the East Coast Main Line when engineering work has barred its usual routes on the West Coast Main Line, demonstrating its versatility.

'NAMERS!'

Due to the high-profile nature of these advanced locomotives, DRS took the decision to name them all with 88001 soon gaining 'Compass' livery and the name *Revolution*, while 88003 became *Genesis*. The other eight gained the names of Greek gods formerly carried by the Manchester-Sheffield electric EM2 class. In 2022, 88010 was given a new livery, which was predominantly blue and which contained graphics with the slogan 'Refrigerated Rail – Cool Move'.

Despite their broad capabilities, the fleet has had a chequered history with the full fleet very rarely deployed. This is probably because there are usually only about five regular diagrams which only occupy about half of them at any time. In early 2023, 88001 spent time out of service with pantograph issues and 88008 spent two years out of action after suffering wheel flats and then being used as a source of spare parts to keep the rest of the fleet in action, finally returning to service towards the end of last year.

Despite this, the innovative features of the Class 88 have been recognised in rail industry awards for the contribution the class has made to reducing carbon emissions from the freight sector and for their pioneering roles in offering a dual-mode freight design.

Despite their success in traffic, no further Class 88s have been constructed and since they were built there have been further technical developments meaning no more will be ordered. The basic design has now moved on and is now available as a tri-mode, with batteries in addition to diesel and electric power. This new version has

While predominantly used on freight traffic, DRS' mixed traffic Class 88s are popular traction on occasional railtours. In terrible conditions, 88001 *Revolution* leads Pathfinder Tours' 1Z05 Eastleigh-Preston Docks 'The Blue Boys Ribble Rouser' through Lichfield Trent Valley on February 10 2018. The Class 88 formed the Nuneaton to Crewe Gresty Lane leg of the railtour. John Whitehouse.

become the Class 93, with 30 examples being built for the Rail Operations Group, while 30 of the slower but more powerful still Co-Co Class 99s are due to enter service with GB Railfreight.

The Class 88 was a bold attempt to provide a really powerful locomotive which minimises pollution yet has the ability to haul very heavy trains to passenger train timings, resulting in better use of the rail network. Its striking appearance, evocative names and colourful livery have also made it a firm favourite amongst enthusiasts, an appreciation that is sure to spread to model railways with the newly-introduced 'OO' gauge model now available. **HM**

- **Visit *www.keymodelworld.com/reality-check* and discover more prototype articles.**

Double-headed Class 88s 88002 *Prometheus* and 88008 *Ariadne* head past Silverdale, between Carnforth and Arnside with a Crewe-Sellafield nuclear flask train on June 30 2018. Robert Lancaster/Alamy.

Showcasing its Refrigerated Rail livery, DRS' 88010 *Aurora* leads Class 68 68005 *Defiant* whilst hauling 4Z43 0335 Daventry DRS (Tesco) to Mossend Euroterminal at Sanquahar, diverted due to engineering work on the West Coast Main Line at Carstairs on May 29 2023. Robert Lancaster/Alamy.

Heljan delivers diminutive

CLASS 02

FIRST REVIEW

MARK CHIVERS takes a look at these tiny shunters to see if their small size is backed up with big character.

Etched grilles and separately fitted handrails add to the finesse, while a separately supplied Yorkshire Engine Company plate can be fixed in place on the bonnet.

HELJAN delivered its all-new 'OO' gauge BR Class 02 0-4-0DH during March, adding a new diesel shunting locomotive to the roster.

Built by the Yorkshire Engine Company, 20 of these small locomotives were ordered by British Railways for use on lines with tight curvatures such as dockyards and warehouse complexes. They were intended as replacements for the L&Y 'Pug' 0-4-0STs which were becoming life expired. All were destined for use in the Liverpool and Manchester areas on the London Midland Region, initially allocated to Bank Hall in Liverpool and later Allerton, Speke Junction, Patricroft, Fleetwood, Newton Heath and Longsight. Each of the 179hp diesel-hydraulic shunters was fitted with a Rolls Royce C6NFL prime mover and built in 1960-61, with some running into the 1990s. Seven have been preserved.

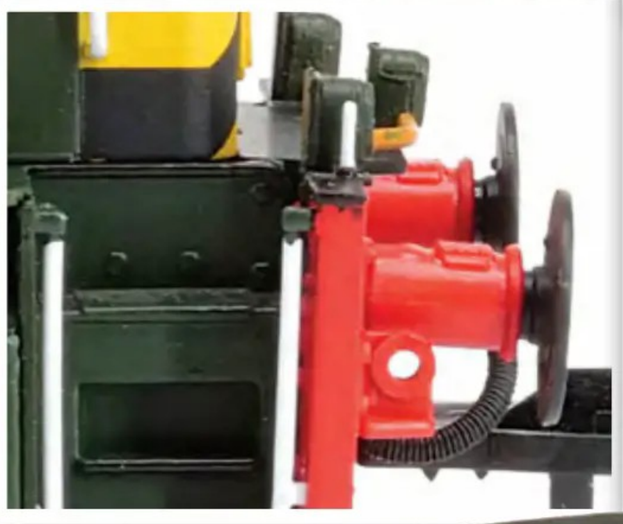
Heljan's all-new 'OO' gauge Class 02 0-4-0DH shunters were first announced in September 2020 (HM161) with five different models for the initial batch of releases finished as D2861 in BR green with 'wasp stripes' and red buffer beams (Cat No. 2840), D2864 in BR green with 'wasp stripes' and yellow buffer beams (2841), 02004 in weathered BR green with 'wasp stripes' and no BR crests (2842), AY1021 in Arnott and Young yellow with 'wasp stripes' (2843) and ex-D2868 *Sam* in weathered/faded Industrial green (2844).

For review we received D2861, which spent most of its BR career allocated to Fleetwood and Lostock Hall. From the get-go, the model is a delight and certainly looks the part when compared to photographs of the real thing.

Left: **Heljan's new Class 02 features working buffer beam mounted shunting lights at each end.**

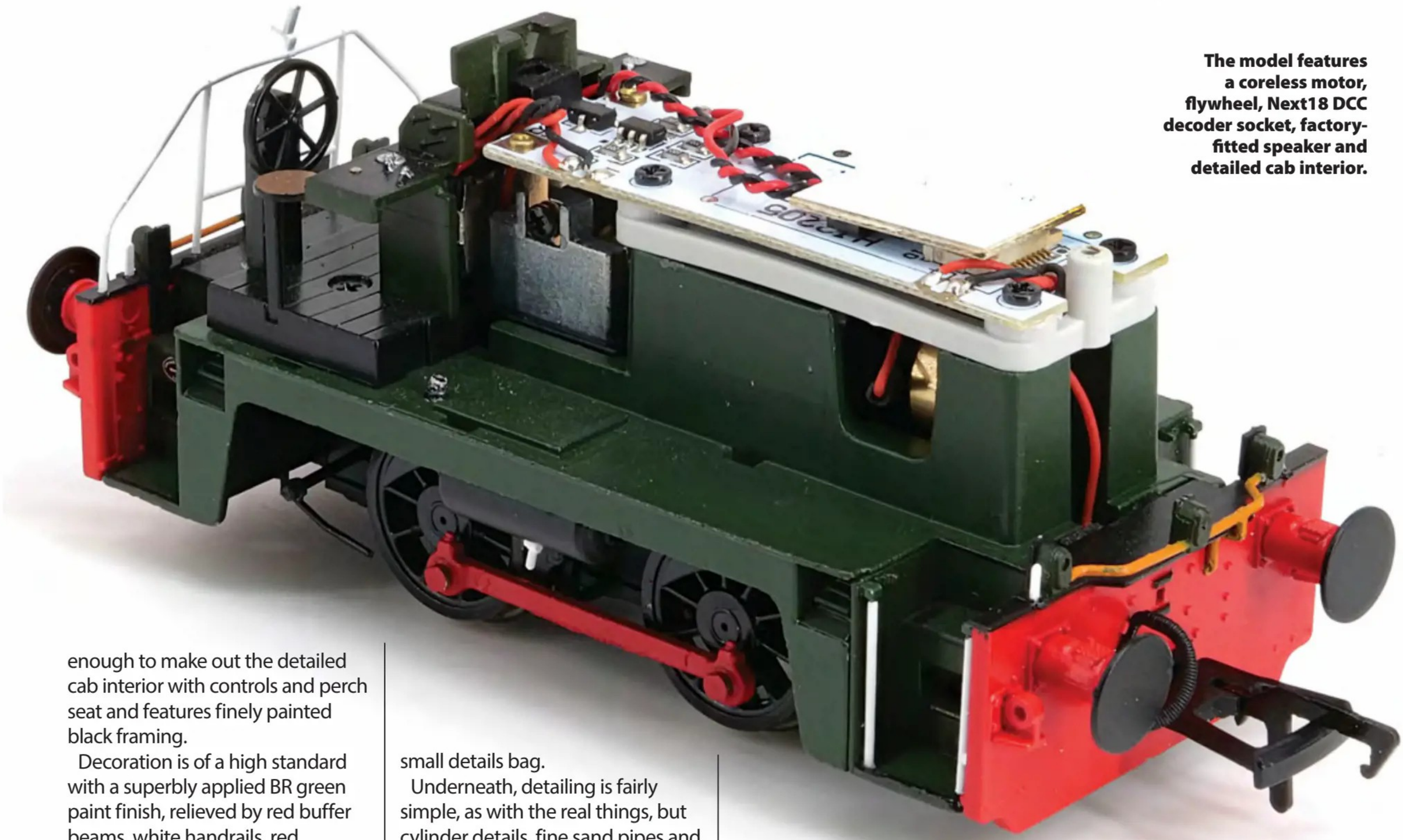
Weighing in at 118grams, this is a hefty model for its diminutive size and features a wealth of separately fitted parts including bonnet top handrails, shunters' grab handles in the step well at the front on each side, large buffers at each corner, lamp irons, incredibly fine windscreen wipers, flush-glazed cab windows, neatly moulded bonnet hatches and grilles, and a complement of three buffer beam shunting lights at each end (only the outer two illuminate), connected by orange conduit. The headlights fitted to the rear of the cab and the front bonnet top are purely cosmetic items, but look like they *should* work.

At the rear of the locomotive, the driver's veranda features fine guard rails (with lamp iron atop), while neatly-shaped grab handles are fitted either side of the cab door – and match the shape of the guard rail. The cab glazing is clear



TECHNICAL DETAILS	
Manufacturer:	*www.heljan.co.uk*
Cat No:	2840
Description:	Class 02 0-4-0DH D2861, BR green
Builder:	Yorkshire Engine Company
Region:	Midland/Industrial
Gauge:	‘00’, 16.5mm
Scale:	4mm:1ft
Length:	89mm (over buffers)
Price:	£169 (DCC Ready)
Couplings:	Small tension locks in NEM pockets
DCC:	Next18 decoder socket
Speakers:	One (rectangular)
Exterior lights:	Shunting
Interior lights:	Cab
Minimum curve radius:	First
Motor type:	Coreless
Flywheel:	One
Wheel arrangement:	0-4-0
Purpose:	Shunting
Haulage capacity (expected):	5-10 wagons
Haulage capacity (actual):	15 wagons (maximum tested)

Heljan’s newly tooled ‘OO’ gauge BR Class 02 diesel hydraulic shunters have arrived with retailers.



The model features a coreless motor, flywheel, Next18 DCC decoder socket, factory-fitted speaker and detailed cab interior.

enough to make out the detailed cab interior with controls and perch seat and features finely painted black framing.

Decoration is of a high standard with a superbly applied BR green paint finish, relieved by red buffer beams, white handrails, red coupling rods, orange conduit, white brake pipe and lamp irons. The yellow and black 'wasp stripes' on our review sample were crisp and straight, while running numbers, overhead live wire warning flashes and BR late crests were neatly printed. For the finishing touch at the front an etched metal Yorkshire Engine Company plate is included in the small details bag.

Underneath, detailing is fairly simple, as with the real things, but cylinder details, fine sand pipes and brake shoes in line with wheels are all there. Wheel faces are painted black and red coupling rods complete the package. Inside, the model features a coreless motor and flywheel within the die-cast chassis, providing drive to the rear axle. A Next18 Digital Command Control (DCC) decoder socket is located towards the front of the locomotive on the Printed Circuit Board which sits just beneath the bonnet when the body shell is in place.

To access the mechanism, there are two screws underneath the chassis which need to be loosened, together with a hidden screw below the cosmetic headlight on the bonnet at the front of the locomotive. Gentle wiggling of this part will release it to reveal the screw. For those installing digital sound, the model is pre-fitted with a rectangular speaker beneath the driver's cab desk on the chassis – simply add a Next18 DCC sound decoder with your chosen sound profile and replace the body. As space is limited within the body, you may wish to consider a micro decoder, especially if planning to include a stay alive capacitor to aid its operation.

On test, our review sample ran superbly on analogue control, proving responsive and quiet through the speed range. Cab interior lights can be turned on and off with the supplied magnetic wand device, while the buffer beam shunting lights illuminate (outer pair only at each end) when power is applied to the track – although they can also be turned on/off with DCC using function F0. A small detailing bag contains a pair of NEM coupling pockets with small tension lock couplings, together with two coupling hooks with three-link couplings and a pair of coupling blanks to plug the hole for the tension locks if these are not being used.

Heljan's super new 'OO' gauge Class 02 is a delightful new addition to the range and may well inspire an influx of quayside or industrial layouts to be built - or perhaps even a small diorama or two. (MC)

The 02 has separately fitted handrails and superbly decorated cab interior, including handbrake wheel.

Heljan SR Parcels and Miscellaneous

VAN

These versatile vehicles are now available for 7mm:1ft modellers. **BEN CHURCH** takes a closer look.

- **Gauge:** 'O'
- **Price:** £199 (pristine), £219 (weathered)
- **Cat No:** 9153 (reviewed)
- **Site:** *www.heljan.co.uk*
- **Era:** 7

13 different 'O' gauge PMVs/CCTs form the initial batch of releases, including S1574S in BR blue, with plywood sides and ends.

HELJAN'S SOUTHERN Railway (SR) Parcels and Miscellaneous Van (PMV) for 'O' gauge has arrived, offered in PMV form with fixed ends and Covered Carriage Truck (CCT) configuration with end doors.

Initially built by the South Eastern & Chatham Railway as Passenger Luggage Vans, these distinctive four-wheel vehicles were adopted as standard across the Southern Railway and British Railways Southern Region, with construction continuing into the early 1950s. Around 1,000 vehicles were completed and their sphere of operation extended far beyond the Southern during their lengthy careers.

For examination, we received PMV S1574S in BR blue. Our sample featured smooth plywood sides and ends, although Heljan offers variants with wooden-planked sides in even or uneven configurations. Each of the doors on our sample was of a wooden-planked design. Much of the detail found here is moulded, including the locking mechanism and door handles, although each door is fitted with a neatly applied wire handrail. Four small windows appear on both sides of the van, each fitted with four horizontal bars, while the vehicles also feature finely moulded bodyside and end supports with neat rivet/bolthead detailing.

As our sample is a PMV it lacks the end doors of CCT vans, but it is fitted with two separately-fitted lamp brackets, handrails, sprung metal buffers, steam heating and vacuum brake pipes, plus a sprung screw-link coupling.

Below the solebar, the underframe has been meticulously recreated, with an impressive and comprehensive level of detail. The steam heating and vacuum pipes are piped through the underside of the van to both ends. Brake rigging is also modelled well, with thin brake rods extending to brake blocks on the chemically blackened wheelsets from the underframe brake cylinder, while brake detail is capped off by a handbrake at each end. The axle boxes and associated leaf springs are crisply reproduced, with each of the wheels sprung, allowing vertical movement of the wheels. A small accessory pack is included, containing four footboards and brackets for customer fitment.

Application of the BR blue paint scheme to our sample appeared rich, with a pleasing sheen to the decoration under light, while printed details such as van numbers and PMV designations were crisp, with vehicle data all legible: decoration is topped-off with white accent colours to the lamp irons, door handles and some handrails.

While an unassuming item of rolling stock, Heljan should be commended for faithfully recreating this long-lived and important design for 7mm:1ft scale modellers.

(BC)

LNER 'J17'

The front-end appearance is neatly captured and features smokebox door dart, metal buffers and fine lamp irons.

The latest arrival from OO Works' catalogue of bespoke ready-to-run locomotives is the Great Eastern Railway 'J17' 0-6-0. **BEN CHURCH** casts a glance over the new 'OO' gauge model.

JAMES HOLDEN'S 'J17' 0-6-0s were introduced in 1905 as the Great Eastern Railway (GER) 'G58' with 30 built at Stratford Works. 60 more were converted from 'F48' ('J16') 0-6-0s. British Railways (BR) started withdrawing the class in 1953 with the last taken out of service in 1962, giving modellers the potential to operate them on GER, London and North Eastern Railway and BR layouts. 8217 was preserved as part of the National Collection and is on display at Barrow Hill Roundhouse.

For review, we received 65541 in BR black with late crests. 65541 was built in 1902 as a 'J16' and rebuilt into full 'J17' specification in 1930. Allocated to Stratford from new, it was withdrawn from March in 1962 after a working life of 60 years. Our sample was fitted with a high-sided tender, but other models are available with a lower-sided tender.

Our sample is presented in OO Works' usual style, with the model incorporating a heavy die-cast metal body, tender chassis and locomotive chassis with brass sides. Fine lamp irons sit on the running plate at the front of the locomotive along with sprung buffers and a metal coupling hook on the buffer beam: front end detail is rounded off by a semi separately fitted smokebox door dart. Other highlights include the fine handrails on the boiler and smokebox, metal safety valves and whistle and cab detailing. The gap between the boiler and frames reveals representation of the inside motion, neatly picked out in red.

As with previous releases from OO Works, these are small batch hand-assembled and finished ready-to-run locomotives and the remaining decoration consists of a satin black finish to the model with locomotive number and tender late crest transfers completing the appearance. The overall finish on our review sample did display a slightly flatter appearance than we're used to seeing on mass-produced ready-to-run models and the transfer carrier film was visible, but these have been applied straight and in the correct locations.

OO Works models are intended mainly for analogue DC control, and – as supplied – there is no Digital Command Control (DCC) socket. A DCC decoder could be hardwired to the model but performing this modification will invalidate the manufacturer's warranty.

On test, 65541 performed well, operating smoothly throughout the speed range. A coreless motor in the firebox drives the rear axle and there is plenty of power to haul realistic train formations.

OO Works' latest project is a characterful 0-6-0 of an often overlooked design. With such long careers in service, we expect many steam-era Eastern Region layouts will find a happy home for one. (BC)

OO Works' new 'OO' gauge Holden 'J17' 0-6-0s are now available with a choice of finishes and running numbers offered, including 65541 in BR black with late crests.

The cab interior features a cream finish and includes backhead detail.

TECHNICAL DETAILS

Manufacturer:	*www.ooworks.co.uk*
Cat No:	N/A
Description:	LNER (ex-GER) 'J17' 0-6-0
Builder:	Stratford Works
Region:	Eastern
Gauge:	'OO', 16.5mm
Scale:	4mm:1ft
Length:	207mm (over buffers)
Price:	£337, plus p&p
DCC:	None
Couplings:	Small tension locks
Minimum radius:	Second
Purpose:	Freight

Much use of die-cast metal aids the tractive capabilities of the 'J17', while separately fitted metal handrails, pipework and brass safety valves add to the finesse.

Each of OO Works' new ex-GER 'J17' 0-6-0s is hand-assembled and painted.

FIRST REVIEW

FIRST REVIEW

Cartic-4s

Are these latest arrivals from Revolution a transport of delight? **MARK CHIVERS** finds out.

The 'Cartic-4s' have been produced in original and refurbished forms. This MAT blue refurbished example features 'Expamet' mesh screens installed to prevent damage to cars.

REVOLUTION TRAINS' eagerly awaited newly tooled 'N' gauge 'Cartic-4' double-deck car carriers touched down recently in the *Hornby Magazine* office.

Designed by British Rail (BR) and the Ford Motor Company in 1964 for use on automotive traffic, the 'Cartic-4s' were coupled in four-vehicle articulated sets. Some 500 or so sets were built in several lots and first entered revenue service in 1966. Some were destined for BR's new Motorail domestic car-carrying operation, while the remainder were used for new car deliveries. Each four-car set was 200ft long and could carry up to 30 vehicles.

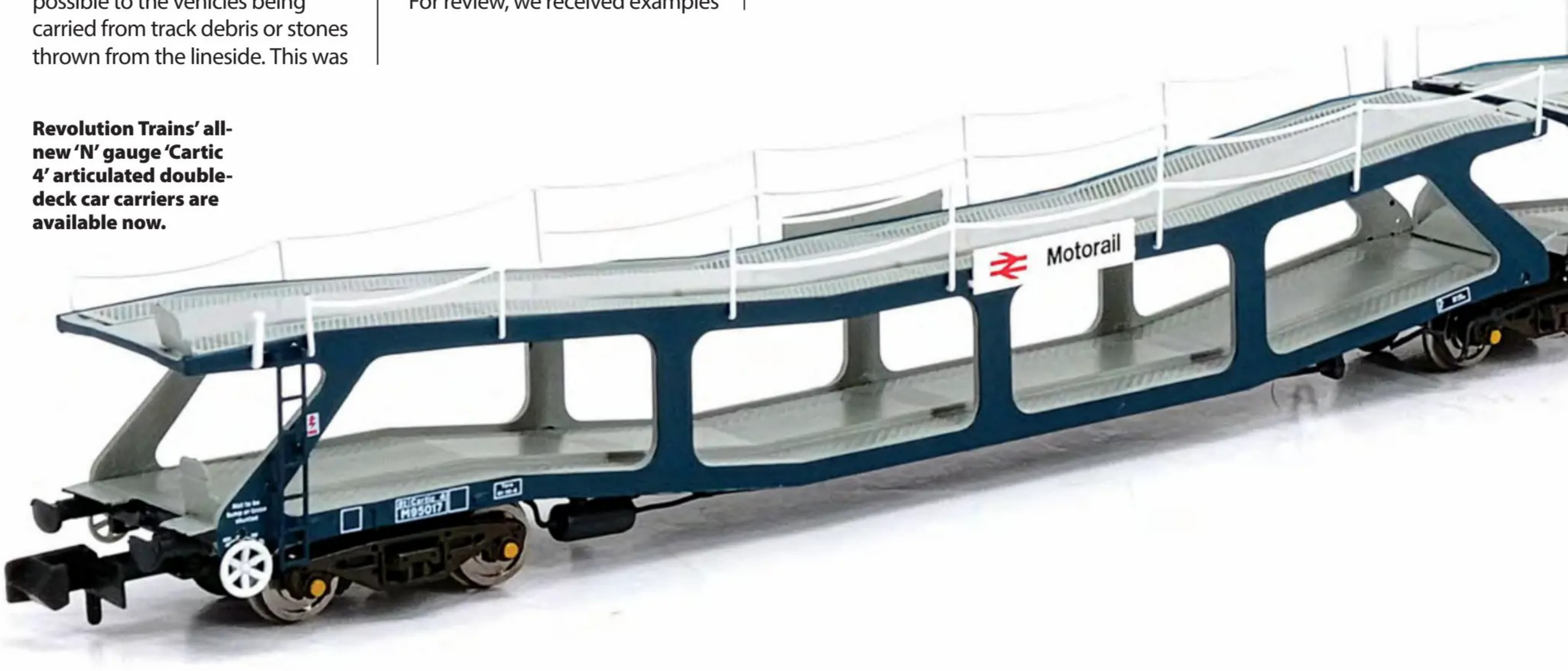
As built, the 'Cartic 4's were open to the elements with damage possible to the vehicles being carried from track debris or stones thrown from the lineside. This was later addressed when 'Expamet' mesh or solid fibreglass side screens and roofs were added in the 1980s to protect the payloads. BR's use of the 'Cartic-4s' on Motorail services continued until the late 1970s when the vehicles reverted to freight use. The last freight examples were withdrawn in the early 2000s.

Revolution Trains' all-new 'N' gauge 'Cartic-4's model the four-car double-deck sets throughout their lengthy careers – in original and refurbished forms - with examples in BR blue with Motorail branding, MAT blue, Silcock and Collings brick red (with and without side screens/roofs), MAT blue with 'Expamet' side screens and STVA pale grey with 'Expamet' side screens.

For review, we received examples in original condition BR Motorail blue (Cat No. RT-N-CAR4-101B) and later refurbished MAT blue with 'Expamet' screens (RT_N-CAR4-136B). Our Motorail set was numbered M95017-M95020 in the coaching stock numbering series, as per the real things, while the MAT set was numbered MAT 90268-90271 with each vehicle individually stencilled 471A/B/C/D.

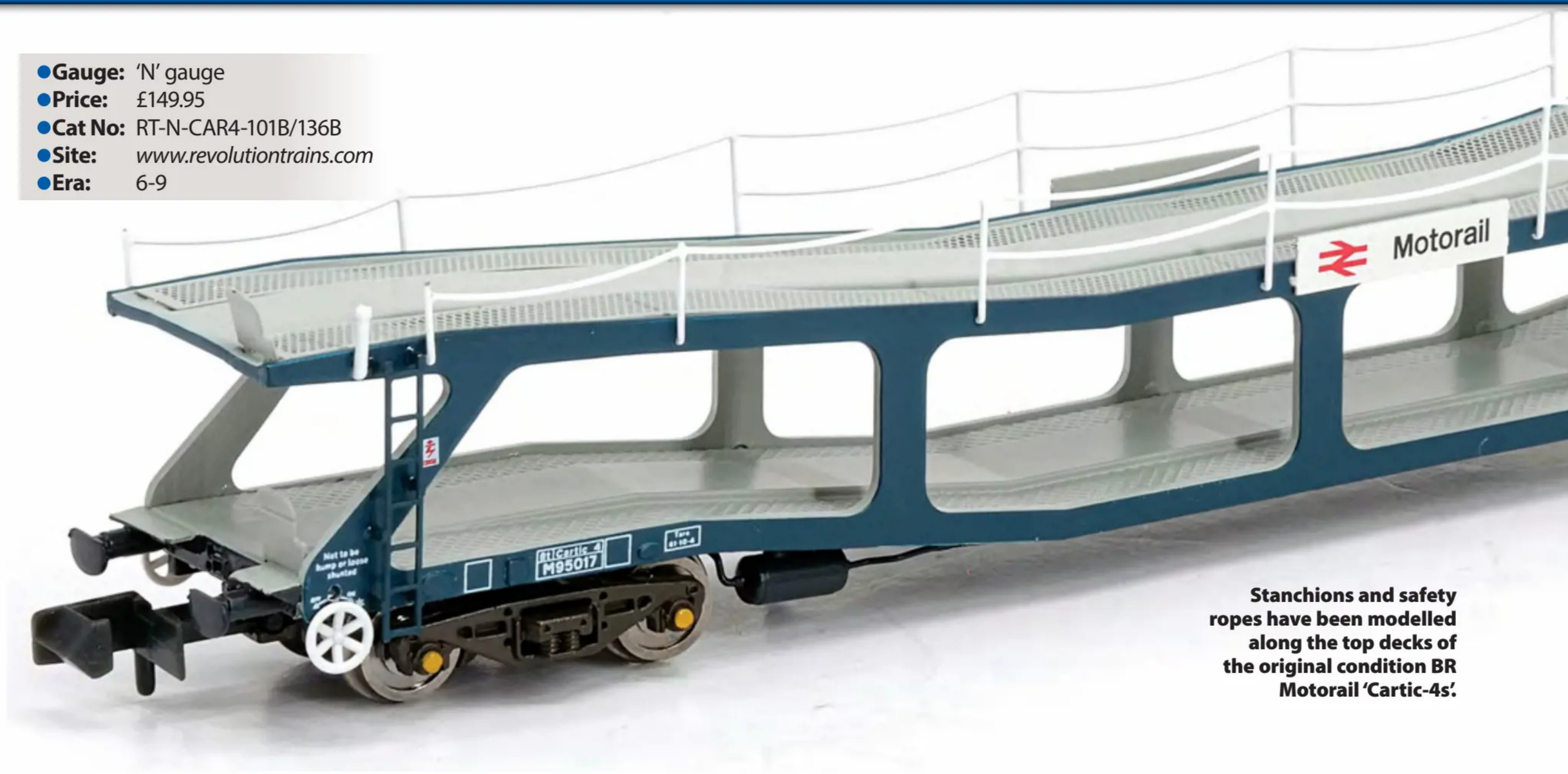
Straight from the box it is noticeable how weighty the models are, thanks in part to their die-cast metal and brass construction. The Motorail branded vehicles reflect their as-built condition with open decks and stanchions with curved safety ropes along the upper section. Fine ladders feature at one end on each side of the vehicles for staff access. On closer inspection, each of the decks features neatly etched wheel guide sections and fine end flaps (larger examples on the lower decks) which were lowered between vehicles to enable cars to be driven from one vehicle to the other during loading and unloading.

The MAT blue examples are similar apart from the side mesh panels covering part of the lower and upper decks – again all neatly etched. Each has a cut-out roughly midway along the lower deck. The 'doorway' is outlined in white and features a stencilled number and letter above indicating whether the vehicle is A, B, C or D in the set.



Revolution Trains' all-new 'N' gauge 'Cartic 4' articulated double-deck car carriers are available now.

- **Gauge:** 'N' gauge
- **Price:** £149.95
- **Cat No:** RT-N-CAR4-101B/136B
- **Site:** *www.revolutiontrains.com*
- **Era:** 6-9



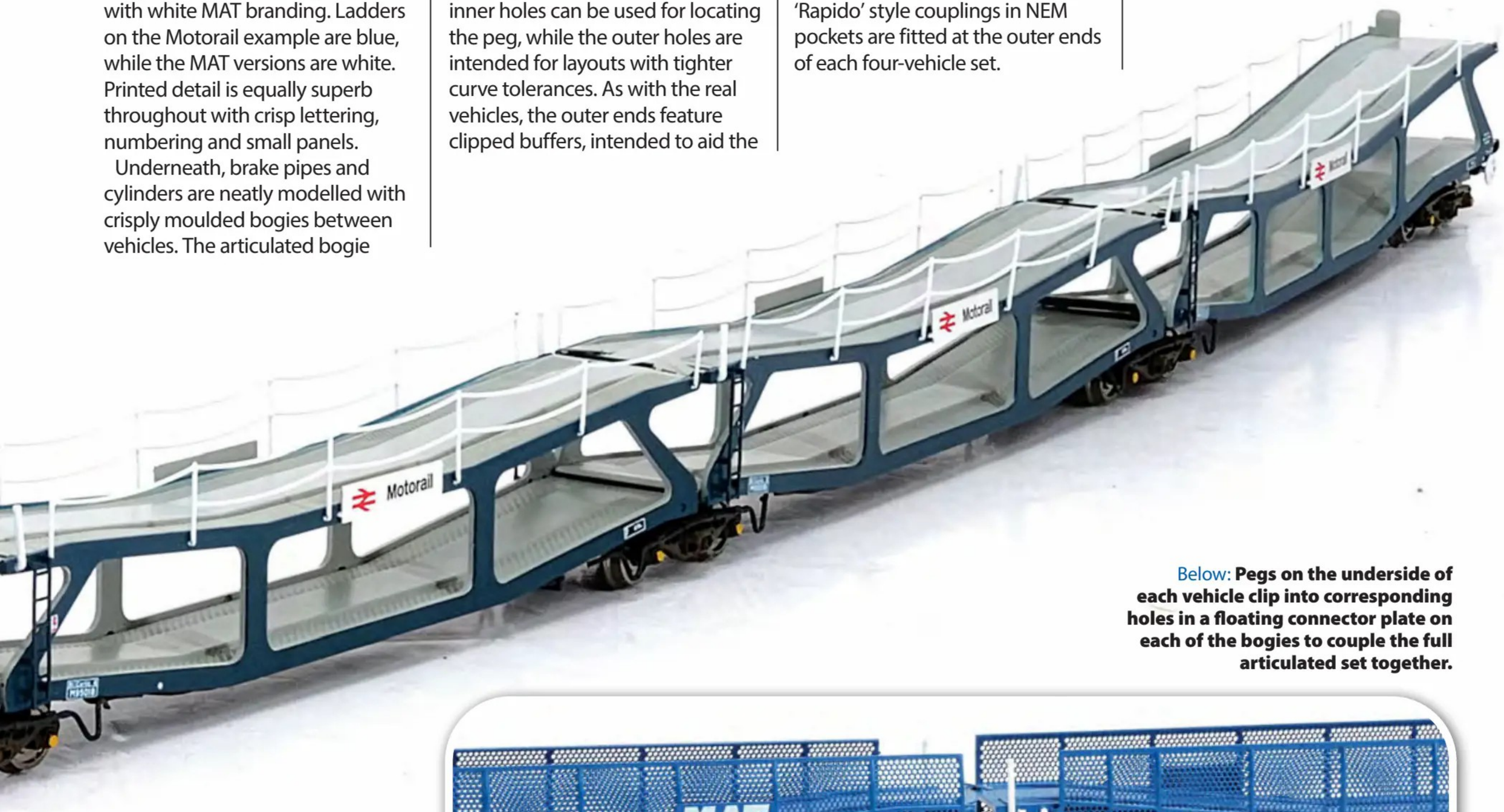
Stanchions and safety ropes have been modelled along the top decks of the original condition BR Motorail 'Cartic-4s'.

Decoration on both of our review samples was exemplary with a rich blue paint finish. The Motorail car decks are painted grey, with stanchions and safety ropes painted white to improve visibility, while the MAT examples are primarily blue throughout, with white MAT branding. Ladders on the Motorail example are blue, while the MAT versions are white. Printed detail is equally superb throughout with crisp lettering, numbering and small panels.

Underneath, brake pipes and cylinders are neatly modelled with crisply moulded bogies between vehicles. The articulated bogie between each two-vehicle half-set features a floating connector plate and has been modelled with two sets of holes for locating the moulded coupling peg which completes the four-car set when assembled. For those with generous curves on a layout the inner holes can be used for locating the peg, while the outer holes are intended for layouts with tighter curve tolerances. As with the real vehicles, the outer ends feature clipped buffers, intended to aid the loading process. When assembled each four-car set measures around 420mm.

On test, our vehicles proved free-running with smooth characteristics and lengthy train formations of these distinctive vehicles should be possible. Small 'Rapido' style couplings in NEM pockets are fitted at the outer ends of each four-vehicle set.

Revolution Trains' all-new 'N' gauge 'Cartic-4' articulated double-deck car carriers are an absolute delight and will enable modellers to introduce new freight – and passenger – train operations to their layouts. (MC)



Below: **Pegs on the underside of each vehicle clip into corresponding holes in a floating connector plate on each of the bogies to couple the full articulated set together.**

Rapido GWR 'O18'

RAPIDO'S run of pre-Grouping wagon releases continues with these 'OO' gauge Great Western Railway (GWR) Diagram O18 and N19 four-wheel opens.

The O18s were built from 1902, with the addition a fifth plank to the previous iteration of the design. N19s were used by the GWR to transport locomotive coal around the network, using a metal body with rounded corners and a drop door on both sides.

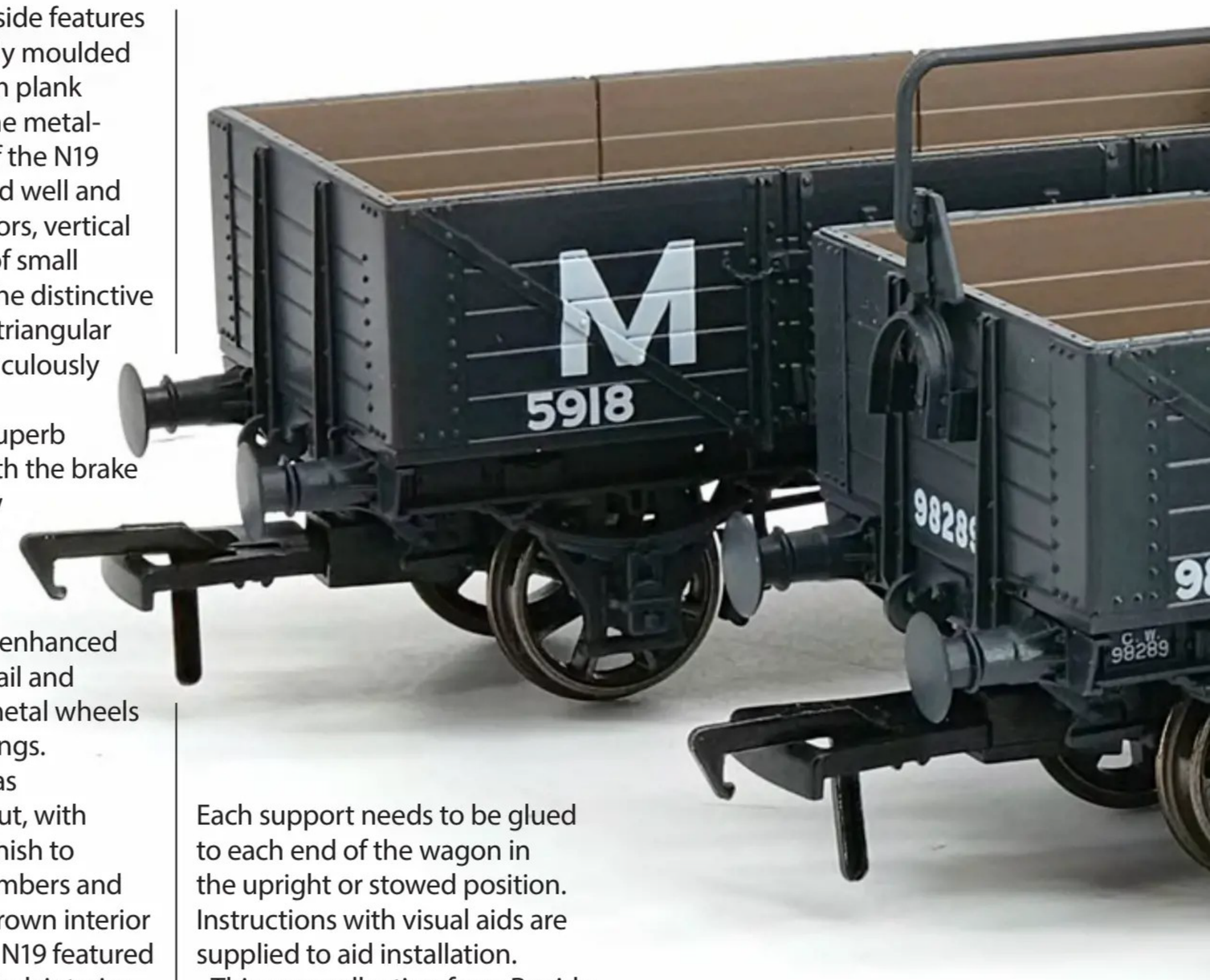
For evaluation we received GWR grey (Cat No. 971002) and Manchester Ship Canal black (971019) Diagram O18s plus a BR freight grey N19 (977010). Nineteen different versions of the Diagram O18 wagons have been produced, appearing in two styles of GWR grey, BR grey, BR (W) grey, Rhymney Railway grey, Port of London Authority brown, Port of Bristol Authority blue and Manchester Ship Canal Black. N19s appear in three styles of GWR, BR grey and BR (W) grey.

Detailing on our review samples was excellent. The O18s feature a crisply moulded wooden body with fine wooden plank detail and metal supports. Each side features a small door with finely moulded chains and the bottom plank tapering outwards. The metal-bodied appearance of the N19 has also been captured well and features small side doors, vertical supports and plenty of small rivets, together with the distinctive rounded corners and triangular capping sections meticulously recreated.

All vehicles feature superb underframe detail, with the brake linkage present below the solebar and brake handles linked to the mechanism, as with the real things. This is enhanced with fine axle box detail and springs, plus turned metal wheels running in brass bearings.

Livery application was impeccable throughout, with a high-quality paint finish to each, crisp printed numbers and lettering and a light brown interior to the O18s, while the N19 featured a more appropriate black interior.

Rapido has also developed a sheet rail for some examples of the O18, with the parts for this supplied in a separate detail bag.



Each support needs to be glued to each end of the wagon in the upright or stowed position. Instructions with visual aids are supplied to aid installation.

This new collection from Rapido fills a very useful gap for Western Region modellers. Excellent and available now. (BC)

Peco 'clay hoods'

FIRST REVIEW

- **Gauge:** 'N' gauge
- **Price:** £22.50 each
- **Cat No:** (see text)
- **Site:** *www.peco-uk.com*
- **Era:** 7

Peco has introduced a selection of newly tooled 'N' gauge BR 'clay hood' china clay wagons.

PECO has added a newly tooled 'N' gauge BR 'clay hood' to its range of ready-to-run wagons.

BR's characterful 'clay hood' open wagons remain a popular choice for modellers, and more than 800 of the real things were built by British Railways to replace older Great Western Railway vehicles. The distinctive hoods were used to keep china clay dry, and while initial versions had tarpaulins level with the body, they were modified with raised hoods later. The type (designated UCV and later OOV under TOPs) was displaced in the 1980s by modern air-braked CDA hoppers.

For review we received three 'clay

MORE MAGAZINES:
XSAVA.XYZ

and 'N19s' arrive

- **Gauge:** 'OO'
- **Price:** £32.95
- **Cat No:** 971002/971019 (O18), 977010 (N19)
- **Site:** *www.rapidotrains.co.uk*
- **Era:** 3/4

FIRST REVIEW

Rapido Trains UK has released its all-new 'OO' gauge GWR Diagram O18 and N19 open wagons.

Peco's new 'N' gauge china clay wagons feature a neatly-moulded 'pent' hood in English China Clay blue.

hoods' in BR bauxite with TOPs classifications and the later raised hoods, finished as B743665 (Cat No: NR1200B) and B743470 (NR1201B) with UCV classification, while B743010 (NR1202B) appears with the later OOV code.

Detailing is excellent, with the tent-like hoods well modelled and the shape enhanced by moulded creases and depressions in the hood. These are a firm fit but can be removed with gentle pressure. Each wagon follows the same level of quality as seen with other Peco Quality Line 'N' gauge vehicles, with a neatly moulded body, crisp metal support and rivet detail, along with door detail on each side.

Application of the livery is excellent, with the hood finished in sky blue with the English China Clay logo in the centre. Each wagon's body is finished in BR bauxite, with glossy black metalwork, while the printed detail is generally good with TOPs classifications and running numbers, with variations to the placement on each.

Underneath, the brake rigging is well crafted with brake cylinder detail and separately fitted brake handles. Buffers, coupling hooks, metal-tyred disc wheels with black plastic centres and removable 'Rapido' style 'N' gauge couplers in NEM pockets at each end complete the package.

For modellers with Cornish 'N' gauge layouts, these new 'clay hoods' will be very useful and they are likely to prove popular beyond the south west, particularly in long trains. (BC)

Collectors Club IPAs

- **Gauge:** 'OO'
- **Price:** £139.95 (£149.95 weathered) non-members, £119 (£125 weathered) members
- **Cat No:** 38-250K (weathered), 38-251K (pristine)
- **Site:** *www.bachmann-collectorsclub.co.uk*
- **Era:** 9-11

These 'OO' gauge IPA double-deck car carriers are amongst the exclusive range of models available through the Bachmann Collectors Club.

BACHMANN'S 'OO' gauge IPA double-deck car transporters are just some of the exclusive models offered in its Collectors Club range.

The twin-set IPA wagons were built to convey cars through the Channel Tunnel, to and from locations in the UK and were built to the UK's loading gauge. Screens were later added to prevent vandalism and accidental damage to the cars being transported.

Bachmann first introduced its IPA car carriers in late 2010. Most recently, two sets have been made available through the Bachmann Collectors Club, one in STVA grey (Cat No: 38-251K) and the other in STVA red with a weathered finish (38-250K). The detail on each is impressive, incorporating intricate moulded detail throughout with vehicle decks superbly recreated. The translucent screens along the sides are capped with a white railing on the upper deck. Separate tie-down points for vehicles are also fitted to both decks.

The models also feature fine folding ramps/plates between inner vehicles, adding to the finesse, while underneath the braking system is also neatly modelled, with components clearly visible side-on. Additionally, the upper-level ramp at the outer ends of each twin-set can be lowered, with care.

Livery application is very good, with the red and white base colour of the weathered example playing host to a huge collection of printed elements, all well applied and mostly legible, some only under magnification. The grey version is equally well-accomplished with a pristine evenly-applied paint scheme – the first time this livery has appeared on the models.

The weathered finish to the STVA red model provides a realistic in-service appearance.

Two IPA wagon packs are available to members and non-members in weathered STVA red and pristine STVA grey.

The detail pack includes small tension lock couplings for the outer ends and a fixed NEM bar for close coupling the inner ends of the wagons together. This, due to the kinematic coupling arm, allows the wagons to sit almost buffer to buffer on straight and level track but still negotiate tighter radius curves and points.

An impressive duet of wagons which will look superb in long formations filled with vehicles. Available now. (BC)

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Diesel depot load bank

- **Gauge:** 'OO'
- **Price:** £16.95
- **Era:** 8-11
- **Site:** *www.westhillwagonworks.com*
- **Cat No:** 4WH1406201

THIS 'OO' GAUGE KIT from West Hill Wagon Works recreates a load bank in miniature – a detail that is often missed on contemporary diesel depot layouts. These important facilities were used to measure outputs from diesel locomotive generators and alternators and to simulate different loads on them.

Included in the box are three MDF sheets that form the concrete base of the kit, which measures 380mm x 110mm when fully assembled. It also includes 3D-printed yellow fences that can be secured in pre-cut holes in the MDF, cables and a container serving as the load bank.

The load bank container and electrical cabinets are resin-printed and require freeing from their moulding supports and painting. Once fully assembled and painted, this kit will add an interesting scene to a depot-inspired layout. Just add a suitable locomotive. (BC)

West Hill hoist kit

- **Gauge:** 'OO'
- **Price:** £14.95
- **Cat No:** 4WH1413001
- **Site:** *www.westhillwagonworks.com*
- **Era:** 7-11

DEPOT INFRASTRUCTURE is a vital aspect of recreating a prototypical detail scene. West Hill Wagon Works' new 'OO' gauge hoist kit could become an area of visual interest where locomotives are partially dismantled for maintenance.

Each hoist will need to be assembled. There are two 'A' frame vertical supports and a large horizontal beam along with small ancillary details and hoist, plus chain.

Assembly is straightforward with slots in the beam so it locates in the correct place: these can then be secured with a small amount of adhesive. The hoist can be moved along the beam as desired with the chain attaching to this.

Instructions are not provided with the kit, however, but you will find them on West Hill Wagon Works' website. Each of the parts will need to be removed from the moulding supports, taking care not to damage any delicate parts.

Much detail is incorporated into the kit, with small information plates on the 'A' frames and a maximum load weight etched into the beam. A spray of yellow paint and some subtle weathering will turn this simple kit into a fantastic prop for use in a busy depot. (BC)

Modern depot figure packs

- **Gauge:** 'N', 'OO' and 'O'
- **Price:** £11.95 'N'/'OO', £19.95 'O' (modern depot packs) £7.95 'N'/'OO', £12.95 'O' (steam shed)
- **Cat No:** 10221/2-076 (modern depot packs), 11226-076 (steam shed pack)
- **Site:** *www.modelu3d.co.uk*
- **Era:** 11

MODELU's range of 3D-printed figures now covers modern image depot crews for heritage steam and main line diesel depots. These two packs model people involved in both sectors – heritage railway volunteer Joanne Crompton and freight driver Bessie Matthews.

Each figure is presented in appropriate clothing, with the steam shed figures dressed in footplate attire and the modern diesel depot figures wearing high-visibility jackets and protective headwear. Each is in a unique pose, with one even posed changing a point with the handle and mechanism meticulously recreated.

Perfect for populating depots and yards.. (BC)

Steam shed staff

MODELU'S range of 4mm scale figures includes a small range of steam depot staff figures, which provide an excellent way to populate a suitable layout or diorama.

Our review samples included two packs with a figure eating or drinking, plus a pack of five cleaners and another pack of five containing a fitter, fire lighter, ashman, cleaner and a generic shed staff member. Ideal for adding characteristic atmosphere to a steam scene. (BC)

- **Gauge:** 'OO'
- **Price:** £19.95 (shed staff pack), £4.95 (seated figures)
- **Cat No:** 11321/0-076 (shed staff pack), 11340/1-076 (seated figures)
- **Site:** *www.modelu3d.co.uk*
- **Era:** 4/5

Rusty Rails diesel engines

RUSTY RAILS' extensive range of 4mm scale 3D-printed detailing parts includes an impressive collection of detailed diesel locomotive engines, including a BR Class 60 Mirrlees Blackstone 8MB275T and a Class 66 EMD 710 prime mover, the latter also used in DB's Class 67 diesels and GB Railfreight's reconditioned Class 69s.

Detailing is superb throughout, with a vast amount of relief included in each model, which will certainly repay careful painting. They also provide a great canvas to employ a wide range of weathering techniques to create a realistic looking set piece in a depot or scrapyard scene. (BC)

- **Gauge:** 'OO'
- **Price:** £9.99
- **Cat No:** 093/091
- **Site:** *shop.keymodelworld.com*
- **Era:** 8-11

www.keymodelworld.com

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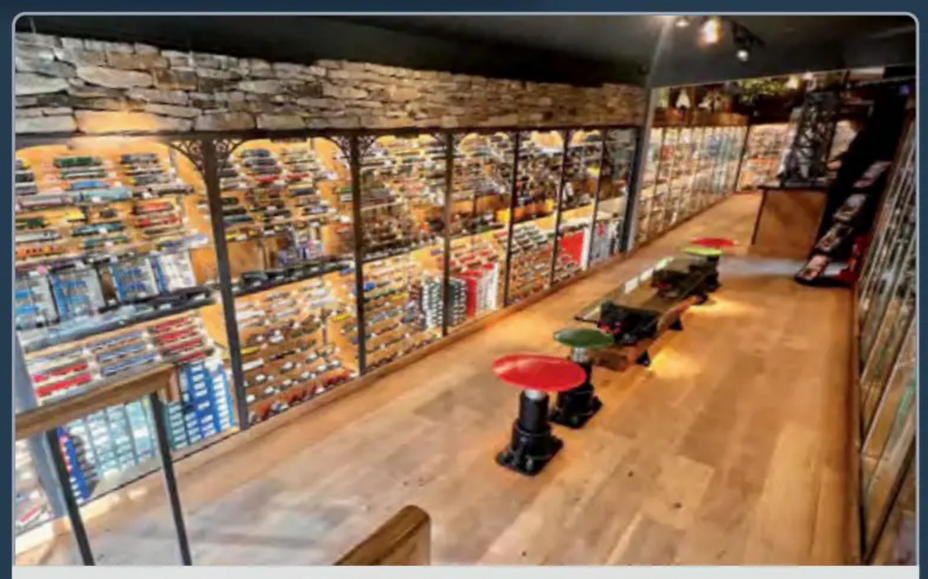

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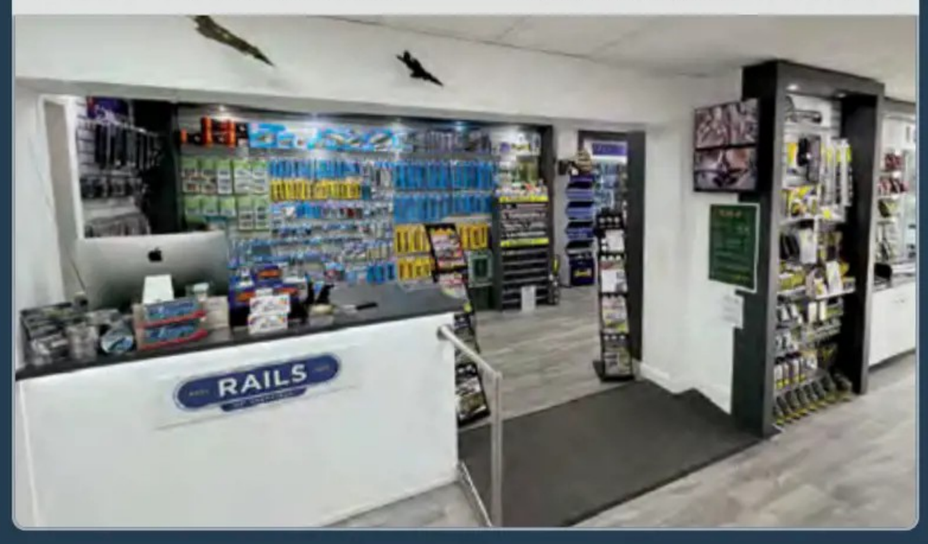

Credit: Harry Rawding

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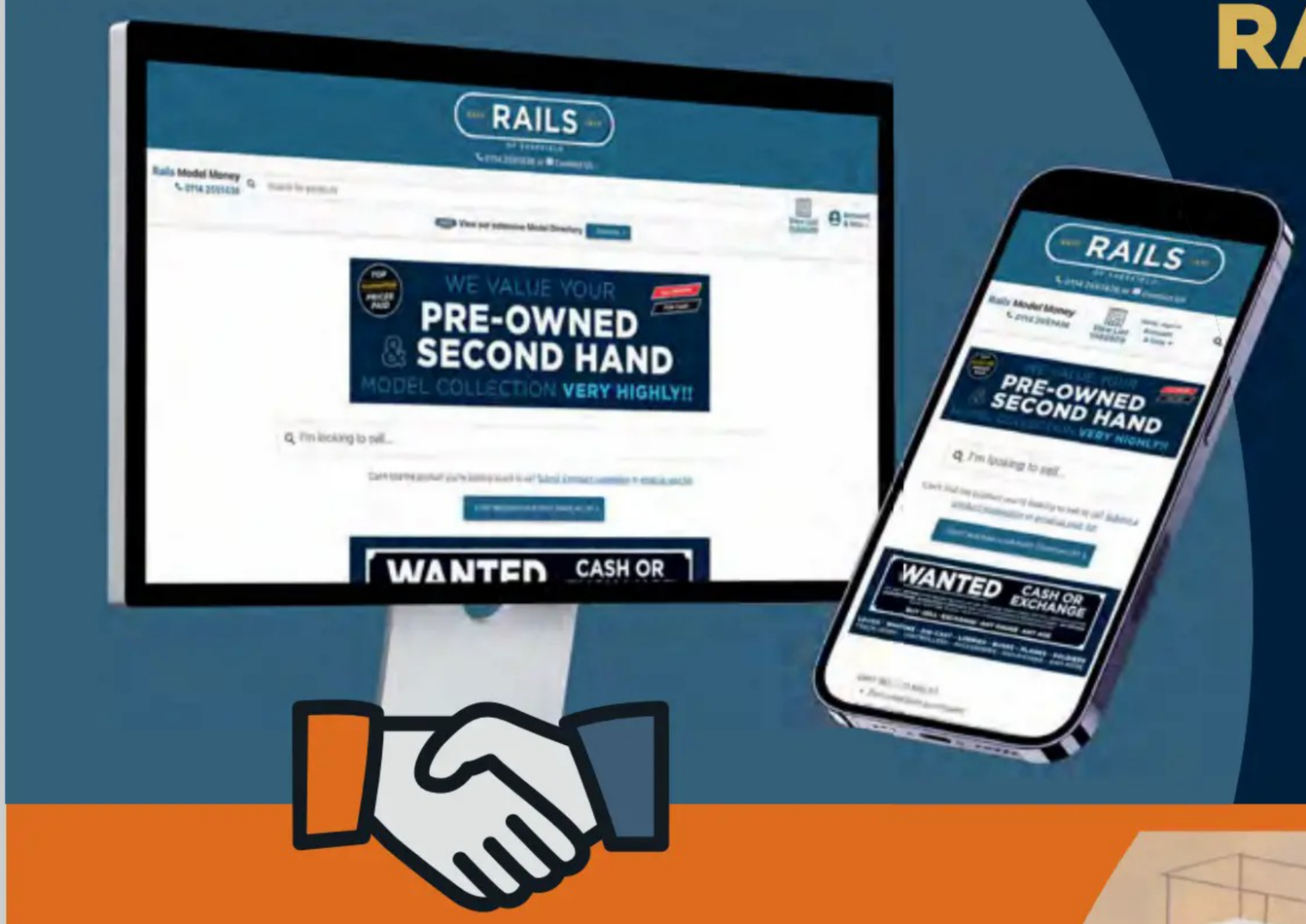

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T. Shakespeare ★★★★★

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P. Woodcock ★★★★★

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Advice was also really good. Brian, Cameron and the other staff were really on-point.

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EMU TRIPLEX
BLUETOOTH SOUND

With an increasing range of sound profile options and an upcoming exhibition with a Southern Region third-rail theme, **MIKE WILD** examined how the Bachmann 2-HAP two-car EMU could be upgraded with digital sound using Hornby's Bluetooth control devices.

Ready for action! The completed Bachman 2-HAP stands in the carriage sheds at Twelve Trees Junction. The newly installed Hornby TXS decoder introduces a full suite of EMU sounds to the unit.

STEP BY STEP

INSTALLING SOUND IN A BACHMANN 2-HAP EMU

Intermediate
Beginner — SKILL LEVEL — Advanced

The Bachmann 2-HAP EMU is a simple candidate for sound which can introduce new character to this Southern Region two-car unit. One 21-pin decoder is required.

The first step is to separate the body from the chassis. There are two screws at the front beneath the cab which need to be released. Keep them safe for reassembly.

THE SOUTHERN REGION Electric Multiple Units (EMUs) might not seem like the most exciting choice for a sound installation, but the Hornby Triplex Bluetooth Sound decoder and EMU profile make for a cost-effective means of introducing new functionality to them.

With the imminent return of *Hornby Magazine's* Twelve Trees Junction, there was a need to install new chips in units for the layout – and what better way to showcase the latest technology than install a TXS chip into the Bachmann 2-HAP unit?

The 2-HAP – two-car Half Lavatory with Electro Pneumatic Brakes – fleet was built between 1956 and 1963 and while they had the family features of the similar 2-EPB units, were geared for 90mph running as part of the express fleet to allow them to work with the 4-CEP units in multiple. In total 209 were built in two batches at Eastleigh Works with the last retired in 1995.

The Bachmann model arrived in 2020 to expand its impressive array of Southern Region BR built EMU stock. It joined the MLV, 4-CEP and 2-EPB, and the roster has since expanded with the addition of the 4-BEP units. The 2-HAP features a 21-pin decoder socket, directional lighting and a single motor bogie with the main challenge in adding sound being to find a space for a speaker due to the open nature of the carriage interior.

In this modelling guide we show how to dismantle the unit and install a Hornby TXS decoder together with a speaker and a high-power AE stay alive pack for uninterrupted running. The sound profile was uploaded to the Bluetooth chip using the HM|DCC app which makes it very simple to add the correct sounds to the 2-HAP by using the 4-VEP profile available from Hornby. The result is a unit with a superb selection of sounds which makes its operation all the more enjoyable.

Read the full step-by-step guide here and check out our video sound demonstration at *www.keymodelworld.com/digital-sound* **HM**

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Triplex Bluetooth Sound 21-pin decoder	*www.hornby.com*	R7336
AE Stay alive pack	*www.dccconcepts.com*	AED-SAC.1

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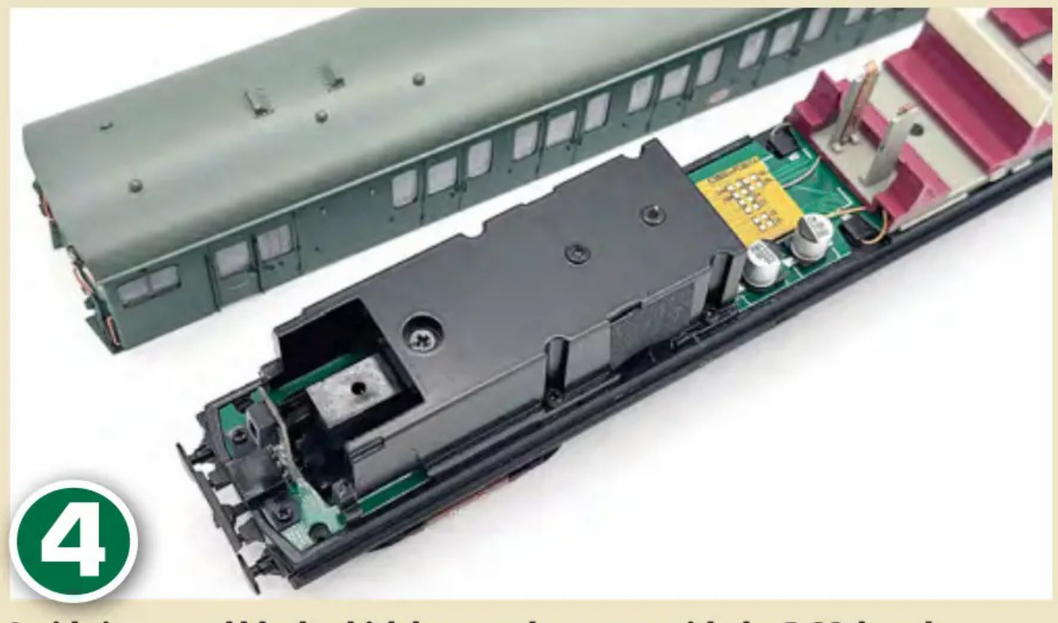
STEP BY STEP

INSTALLING SOUND IN A BACHMANN 2-HAP EMU

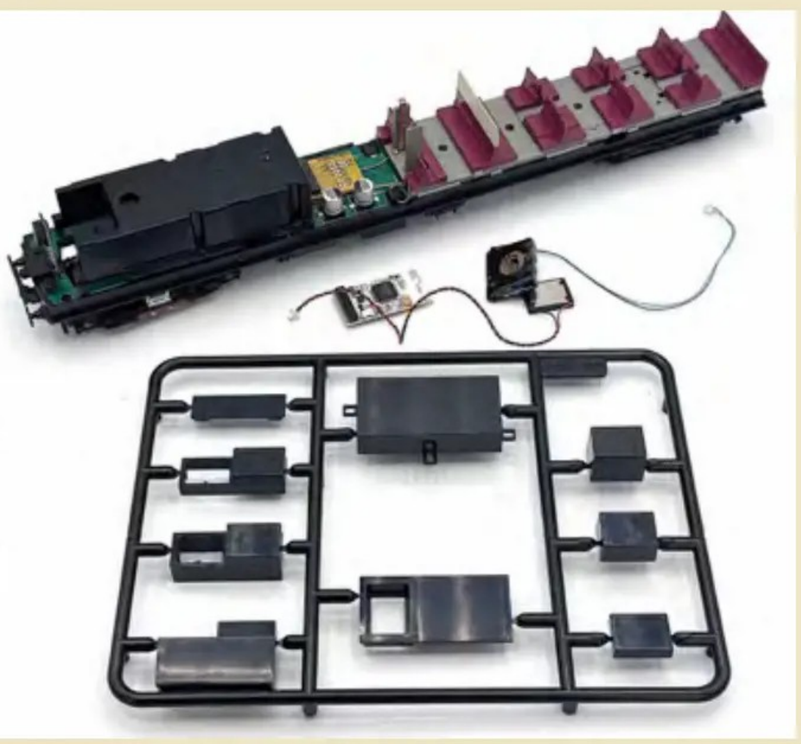
Beginner — Intermediate — Advanced — SKILL LEVEL

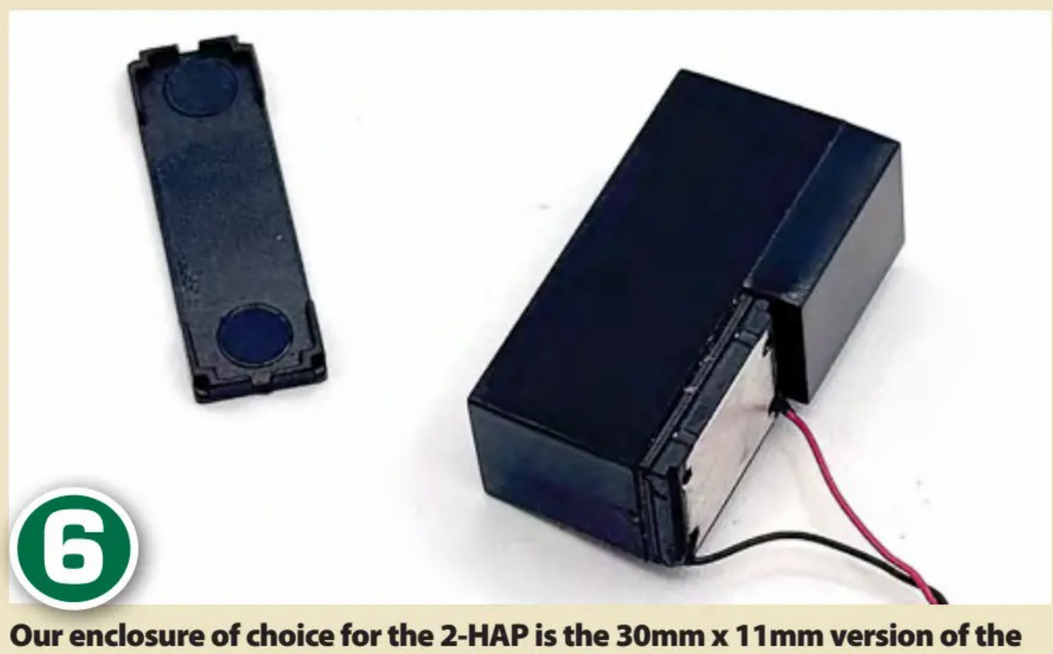
The body is firmly clipped to the chassis. The easiest point to start unclipping it is at the guard's compartment door on each side. After that, work your way along each side to release all the clips.



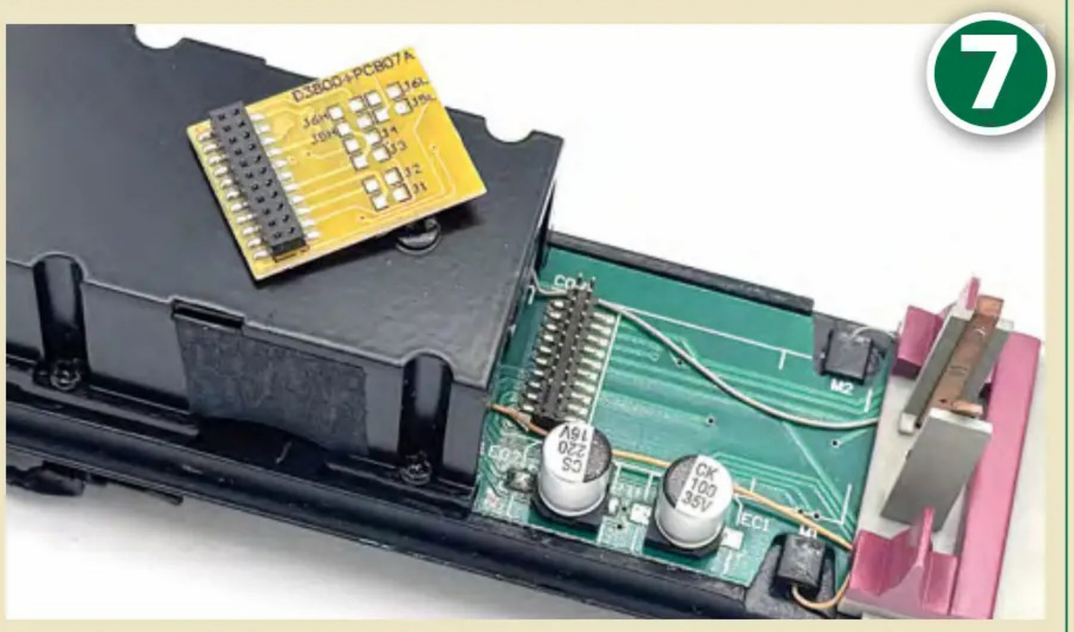
Inside is a metal block which houses the motor with the DCC decoder located immediately behind it. The challenge with this unit is making the installation as unobtrusive as possible.

To bring the EMU to life, we will be adding a Hornby 21-pin TXS Bluetooth Sound decoder, an AE stay alive pre-wired for the TXS chip and a Hornby 15mm x 11mm cube speaker and enclosure.

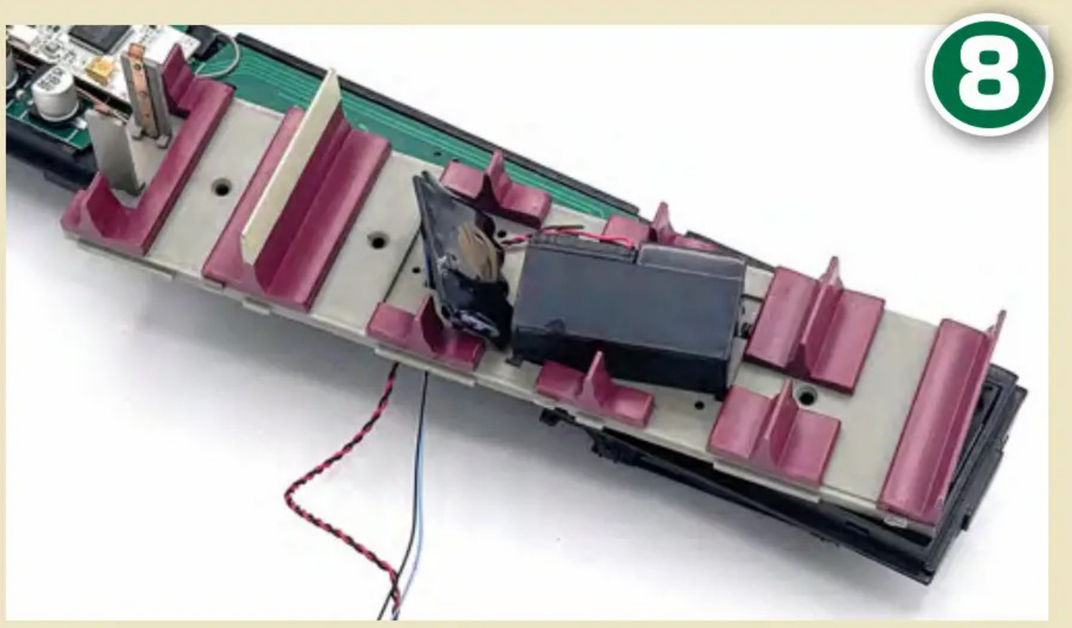




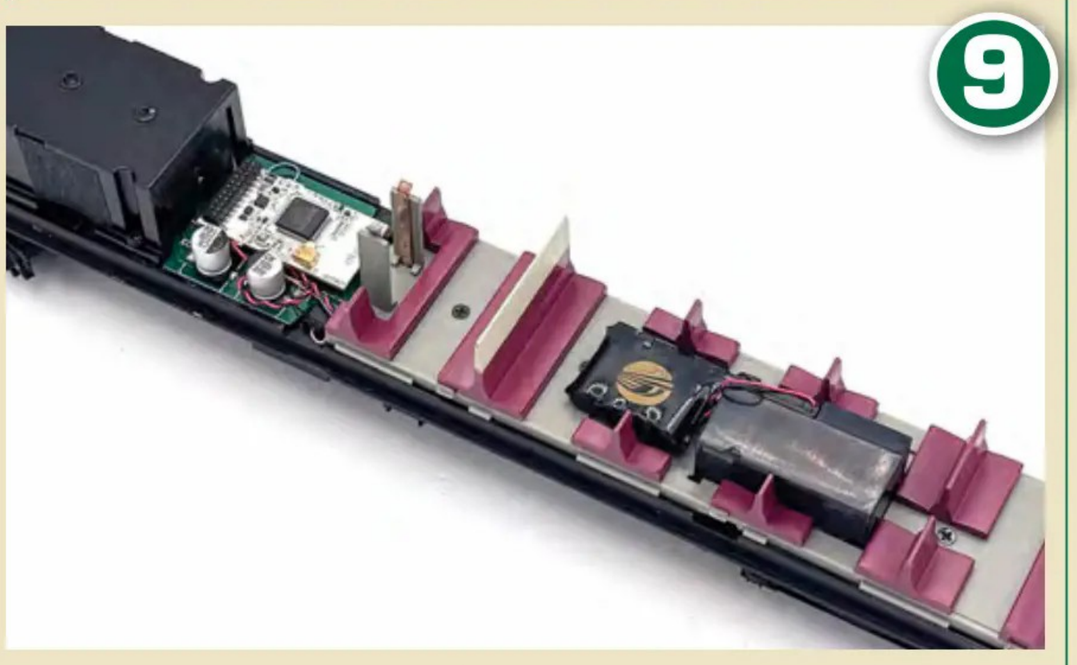
Our enclosure of choice for the 2-HAP is the 30mm x 11mm version of the largest depth. The speaker attaches to the shelf at one end while the rear baffle base is glued in place with plastic cement.



Next, the 21-pin decoder socket blank is removed to make way for the new chip. Be careful to apply even pressure on each side when lifting a 21-pin blank or chip as it is easy to bend the pins with uneven pressure.



To fit the speaker, the removable seating section was taken out and the whole seating unit was detached so the wires for the speaker and stay alive could be routed underneath to the decoder.



The speaker was then glued in place on the seating unit with plastic cement while Black Tack holds the stay alive in place.

The wires from the speaker and stay alive exit underneath the seating moulding and can be connected to the sockets on the TXS decoder. Once this is complete, the 2-HAP can be taken to the layout for programming and sound uploading through the HM|DCC app.

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

SHUNTER CLASSES 03, 04, 05, 06, 07, 08. DIESEL CLASSES 14, 17, 20, 21, 22, 23. 24, 25, 26, 27, 29, 31, 33, 35, 37, 40, 41, 42, 43, 45,46,47.

DIESEL CLASSES 50, 52, 53, 55, 56, 57, 58, 59, 60, 66, 67, 68, 69, 70. ELECTRIC CLASSES 71, 73, 76, 77, 81, 85, 86, 87, 88, 90, 91, 92.

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MACAULAY LANE

TMD

Depot Special

HM

The busy freight flows from East Lincolnshire are the subject of **RIC PICKETT's** 'OO' gauge layout, which models the Barnetby area in the 1980s and 1990s.

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	17ft x 11ft	EASTERN	1980s-1990s	DCC, GAUGEMASTER PRODIGY

1 Right: **The driver of 31319 gently eases his locomotive – and a BR blue Class 37 – onto the fuelling point at Macaulay Lane TMD.**

2 Below: **A busy scene at Macaulay Lane TMD showcasing the wide variety of BR colour schemes evident during Sectorisation.**

LOCOMOTIVE SHEDS AND depots have always been of big interest to me for as long as I have had a love of railways. My late father was the reason for this, and I remember him taking me to watch the 'Deltics' leaving Grimsby Town on Cleethorpes to King's Cross trains in the late 1970s. My main interest, and the era the layout is set in, is the Trainload Freight/sectorisation era, roughly between 1987 and 1993. This is the era I grew up in and spent lots of time with my dad on rail rovers across the UK.

We would also spend many summer evenings at Barnetby and Brocklesby photographing the varied freight and passenger trains that originated from Grimsby, Cleethorpes and Immingham. The amount of different traction was always worth going out for. There were Class 20s on the Grimsby West Marsh Sidings to Scunthorpe rolled steel coils, Class 31s on the Cleethorpes to Manchester passenger trains and double headed '31s' on the Lindsey oil refinery to Kingsbury tanks along with Class 37s and 47s on tanks, steel and iron ore - and not forgetting the Class 56s on the Immingham to Scunthorpe Merry-Go-Round (MGR) coal trains and Class 37s and 47s on the Norsk Hydro Cargowaggons. This is where the inspiration for the layout began.

We already had an idea how we wanted the layout to look, so it only took a few months to plan. The layout has seen some remodelling over the past two years with aspects from different areas included. With the depot track plan more or less the same, however, the current layout includes aspects of all the remodels to make it what it is now.

We model in 'OO' gauge because my dad had a 4mm scale layout many years ago and I liked the models which were available and what could be done with them. The ease of handling and maintaining the models was also a consideration so it was just a progression of my own modelling hobby from then.

Macaulay Lane Traction Maintenance Depot (TMD) is a static Digital Command Control (DCC) operated layout based at home in Lincolnshire. It is 17ft x 11ft and is built using the time-served method of »

3 Left: **A pair of grubby Class 37s restart their heavy load of iron ore, following a signal check.**

4 Right: **Having delivered traction gas oil to the nearby TMD, a Railfreight 'red stripe' Class 31 is stabled in Macaulay West Yard with a short rake of TTA tank wagons.**

5 Below: **Macaulay West Yard is a staging point for freight trains in the area, including steel, chemicals, coal, traction gas oil (for the TMD), Speedlink traffic and more. A Class 31 locomotive-hauled passenger train and new generation 'Sprinter' DMU pass in the background.**

layout construction with 12mm hardwood ply for the baseboard surfaces. Six boards were used in total. It is an oval shape which enables us to run main line trains as well as operating locomotives on and off the depot and round to the nearby Macaulay West Yard. We use a Gaugemaster Prodigy Advance controller.

After some remodelling, it became obvious a bigger baseboard was required as the curves on the existing track plan were too tight. A friend and fellow modeller suggested adding an extra 2ft to the front of the layout in order to ease the curves. After completing the extension and revising the track plan once again, we decided to add a station in the extra space gained – and added another feature to the layout.

NEW FOCUS

It was while putting the station platforms in that we decided to include a run-round loop and a couple of reception sidings to add more operational interest and flexibility to the yard. When these were put in, we realised the yard and station area was similar to Barnetby. Because of this, and after I had been given a beautiful and expertly made scratchbuilt model of Brocklesby signalbox by another friend and fellow modeller, we decided to concentrate traffic on the Grimsby, Immingham and Barnetby areas in the late 1980s and early 1990s. My cousin had built me a fabulous replica of Marsh Junction signalbox, which made that decision even better. The layout could now focus on the locomotives and trains I remember seeing and photographing on those trips with my dad.

The track and ballasting were completed a little differently to what some modellers might do. I prefer to use natural products on the layout as much as I can, so I decided to use a mix of real coal dust and iron ore on the depot ground surface. I sieved the coal and iron ore over neat PVA, spread evenly over the depot area. I then waited 48 hours for it to dry completely before vacuuming the remaining excess off and laying the track over the mix. Once this was in place I then filled the areas in the track and points with more coal and iron ore, modelling the different variations of the compacted ballast

and earth mixed with oil and fuel that was commonly seen in diesel depots of that era.

The service shed, main depot buildings, fuelling point and wash plant are all stood on concrete hardstanding made from tile grout mix. I made a wooden frame using long matchsticks (glued into place) then, when fully dried, I sealed the frames and areas where the grout mix was going to be with neat PVA. This also gave a good surface for the grout mix to key to.

For Macaulay West Yard, I used a mixture of coal dust and tea leaves applied using the same method as the depot area. Small amounts of fine fish tank gravel were also added to create a slightly different ground finish.

The main running lines were a mix of the fine fish tank gravel, coal dust and tea leaves, applied using diluted PVA mixed with a drop of washing up liquid using »

6 Left: **The depot's 'pet' Class 37 *Macaulay Lane TMD* is stabled in the servicing shed as a member of staff prepares to move a pallet of spare parts with the forklift truck.**

7 Right: **Accident-damaged Class 47 47285 has seen better days as it is now being used as a source of spare parts, having been chocked-up on sleepers at one end and gradually dismantled.**

8 Below: **A double-headed Class 37 iron ore train disturbs the peace as a Class 47 passes through the wash road on-shed and a Class 37 receives a check-over in the servicing shed.**

a dropper. The engine line alongside the main depot buildings uses a mixture of coal dust and tea leaves to create a less well-maintained running line.

The first run on the now finished track plan was a pair of Hornby Class 31s - 31188 in Railfreight 'red stripe' and 31319 in Trainload Petroleum livery, both renumbered, weathered and detailed. The usual track defects and wiring faults were addressed and any extra power feeds were added where necessary.

Because the layout is DCC operated - and the fact that there is a lot of track - keeping it clean is a must. We use a CMX track cleaning wagon for this containing Isopropyl fluid. Sometimes a deeper clean is required and we use a bit of elbow grease for the more stubborn areas.

Building a layout of any size can throw up problems along the way from electrical

issues to points failing. In our experience with Macaulay Lane TMD, if there's anything we've learnt, it is to take a bit more time with the track laying and the initial wiring of the layout. I may have also done the depot base area slightly differently too, in laying the track first. The layout does, however, run very well.

SCENIC SETTING

The setting and operation of the layout was an easy choice for us with the way the track plan and station came into play. The scenery, though, was much more of a challenge. I'm the first to admit I am not good at modelling scenery and in building this layout I would have struggled with the 'green stuff' if it wasn't for the ready-made grass tufts and edging strips from the various manufacturers. A particular favourite of mine are the bushy tufts from Warpainter Scenics, an excellent and extremely realistic product. I've also used homemade trees purchased from exhibitions and toy fairs, as well as factory made trees from Woodland Scenics and Javis.

I use a lot of 3D printed detailing items, together with resin 'ready to plant' buildings from Hornby and Bachmann, as I prefer to buy these and weather and detail them rather than build a kit or scratchbuild.

The signals on the layout are all lit and operational. The semaphores are from the excellent range from Dapol. Each semaphore arm is controlled by a servo motor operated by an individual double-pole, double-throw switch. The colour light gantries are 3D printed from Litprints, and the three-aspect colour light signal is a superb ready-made item from Model Rail UK. All the colour light signals are operated via individual rotary switches, with all signal controls and switches mounted on homemade panels. The colour light ground signals (GPLs) are lit but not switchable. This is a future project to be undertaken when time allows.

The signalboxes have been modelled so Brocklesby 'box is as it was when the panel was installed. Although the signalling panel wasn't installed until June 1998 in the real Brocklesby 'box, we've modelled it with the panel in place. This has enabled us to use colour lights and semaphores,

adding more interest and variation – and I love semaphore signals! Marsh Junction and Macaulay Lane signalboxes are of the original design and are fully mechanical signalboxes. There'd be some heavy 'pulls' in those 'boxes, I would imagine!

The layout is fully lit with depot lights, yard lamps and station lighting. All of the signalboxes are internally illuminated and the other buildings have interior or exterior lighting. My son Kobie has installed all the lighting on the layout and a fine job he has done. The depot lighting towers were a gift from Dave Gilmour which he had previously used on his very impressive Tinsley Depot layout. It was these lamps which gave us the push to install more lighting on the layout and we are forever grateful to Dave for his generosity.

All of the weathering and detailing is done in-house mainly by me, but Kobie does the odd bit here and there. This is another area where we may do things slightly differently to other modellers. We mainly use make-up. It all started a few years ago when my wife gifted me an eyebrow brush she couldn't get on with. I was already using paintbrushes for weathering with Humbrol weathering powders, so I gave it a go. There was still some eyebrow make-up on the brush, so I tried it on the side of a Class 47 and the colours and finish were spot on. Since then, I've never really used anything else. The main things I use now are a brown fast eyeliner and eyebrow and eye shadow pallets. The oilier the consistency, the better. When I'm happy with the weathering and the model is finished, I seal it with Humbrol acrylic matt varnish. The Lima iron ore wagons are filled with real iron ore and I've also used this to weather them. This gives them a very realistic weathered finish. Although these wagons are 40-odd years old, they are brilliant runners and have never missed a beat. The Accurascale HAA wagons have been weathered in the same way, but using real coal.

I've started to model the locomotives I used to take photographs of at Barnetby and in Marsh Junction Yard, such as 20121 and 20169 for the steel coil train, 31188 and 31319 on bogie tanks and large logo blue 37057 and 37116 for the iron ore trains. All are amongst my favourite trains running on the layout.

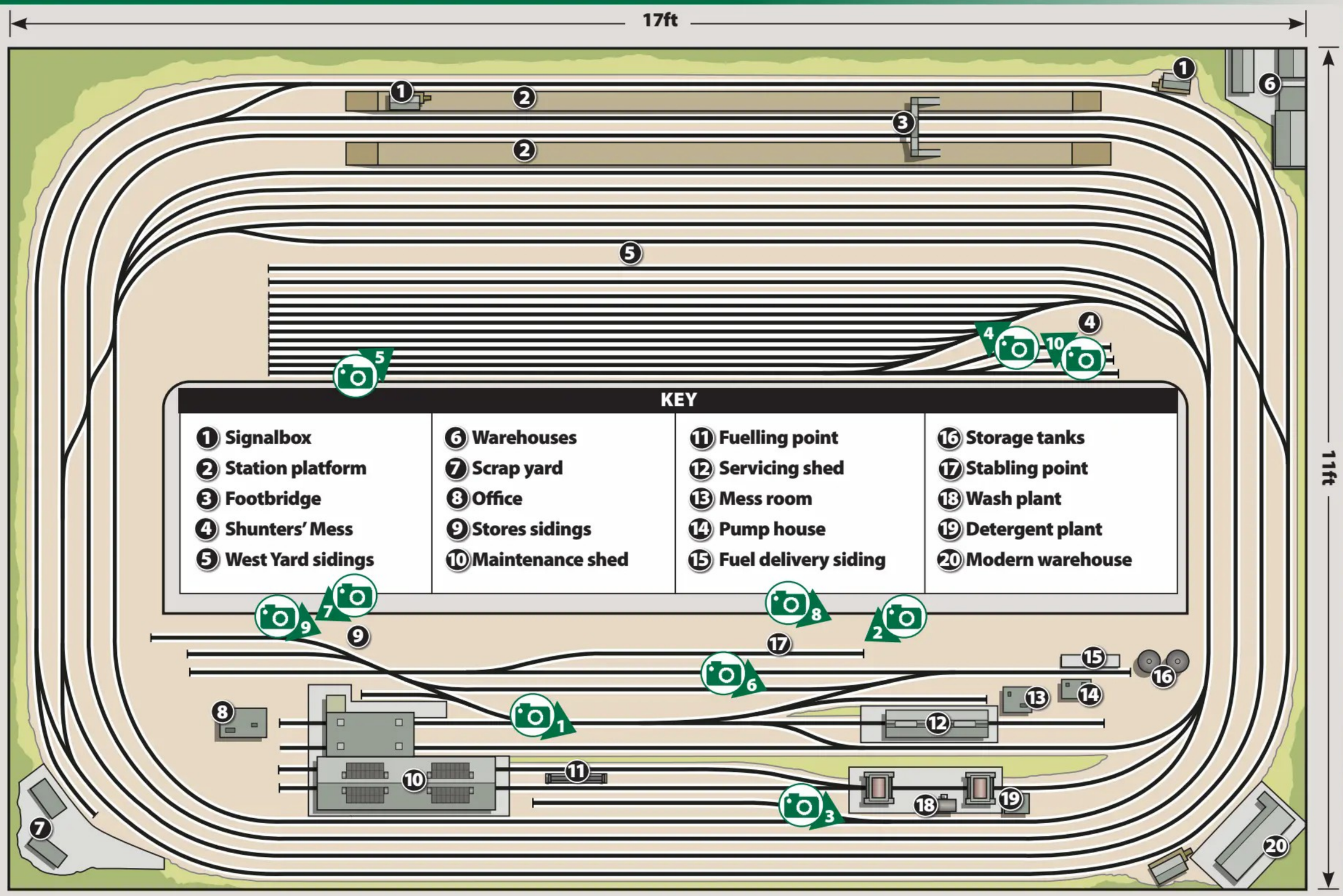
A lot has been learned while building Macaulay Lane TMD, but most of all it's been an enjoyable experience. **HM**

Read more layout features at *www.keymodelworld.com/layout-features.*

9 Macaulay Lane TMD is home to an impressive line-up of traction including Classes 08, 20, 31, 37 and 47.

10 Despite the new Railfreight image emblazoned on the office building, BR's Railfreight 'red stripe' colour scheme is very much on display in the yard.

MACAULAY LANE TMD TRACK DIAGRAM (NOT TO SCALE)



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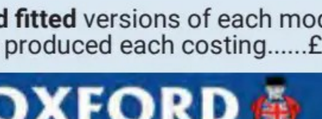

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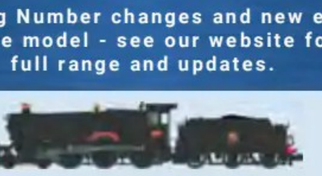

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SHED CODES

Depot Special

HM

People often wonder what the small oval plates fitted to the smokebox and rear of a tender or bunker on a steam locomotive are. For those in the know, they contain an incredible amount of detail about the locomotive and its home base, as **EVAN GREEN-HUGHES** explains.

EVEN TODAY, the railways use an awful lot of rolling stock, with sophisticated computer systems tracking where it is and identifying when maintenance becomes due. However, in the days before computers British Railways had far more locomotives, coaches and wagons than exist today. In fact, at Nationalisation in 1948, there were no fewer than 20,023 locomotives, all of which were effectively being tracked using card indexes, sheets of paper and pens.

During this period the records for an individual locomotive were held at the depot responsible for its maintenance, and this meant each locomotive was allocated to a 'home shed' with the information about its base indicated by fitting of a small plate to the smokebox door, with these plates then becoming known as shed plates.

The use of such plates, although applied throughout the country in the early 1950s, can actually be traced back to the Midland Railway, which used a letter and number system to identify its sheds from about 1898, in this case with an initial letter being followed by one or two numbers. Other railways used similar systems. The London & North Western and Lancashire & Yorkshire railways used shed codes, although these were displayed on the engines by an enamel plate fitted at the rear of the cab roof. The Great Western Railway adopted a different approach and indicated a home shed by the use of a three or four letter code painted on the engine's frames and buffer beams which designated where it was based, examples of this were RYR for Cardiff Radyr and YEO for Yeovil Pen Mill.

In typical BR blue diesel fashion, Inverness depot's Class 37/0 37260 *Radio Highland* displays a full complement of data, including IS allocation code sticker on November 15 1984. Colin J. Marsden.

The Southern Railway (SR) used a very similar system, although its codes were two or three letters rather than three or four, with examples being BPL for Barnstaple and SAL for Salisbury while the London and North Eastern Railway (LNER) also adopted this system, with most of its codes being three letters long, examples of these being CAM for Cambridge and WBY for Whitby. Shed codes in these examples were often painted in the cab too.

At the Grouping of 1923 the newly-formed London Midland and Scottish Railway (LMS) formalised the use of the Midland Railway system across its network, identifying constituent railways by the use of a letter and the actual shed by the use of a number with this information contained on a shed plate fixed to the front of the

With smokebox door open and displaying its 20A shed plate, BR Standard '5MT' 73010 undergoes repair inside Holbeck shed in early 1952. Kenneth Field/Rail Archive Stephenson.

A new form of identification began to appear in the 1980s, as BR's depots began to stamp their mark on their allocated locomotives. Following sectorisation these embellishments were formalised, such as Crewe Diesel's cast metal Cheshire cat logo seen on Rail Express Systems' Class 47/4 47625 in 1991. Colin J. Marsden.

locomotive in the way that was later to become universal.

This was all to be rationalised when in 1948 the railways came under state control. The first issue to be dealt with was finding out how to amalgamate the fleets of four different railways, with many items of rolling stock having the same number. The answer was to leave Great Western locomotives with their original numbers, add 30000 to Southern Railway locomotives, 40000 to London Midland examples and 60000 to London and North Eastern locomotive numbers.

GENERAL AGREEMENT

It took two more years before agreement was reached as to a depot coding system with the former LMS system preferred over the others. This saw LMS shed codes retained, former LNER sheds which were by then in the Eastern Region having codes of 30A to 40F, those now in the North Eastern Region being 50A to 54D, sheds in the new Scottish Region, which before were previously with both the LMS and the LNER coded 60A to 68E, then came the former Southern Sheds with 70A to 75F and finally ex-GWR sheds with 81A to 89C.

Over the next few years, all locomotives, including some of the new diesels, received shed plates based on this system. The plate enabled the locomotive's home depot to be identified but to the enthusiast it also helped identify where it might be found and what sort of work it might be doing. For instance, a tank engine allocated to a depot in Bradford would most likely be employed on suburban passenger and parcels work.

There were major changes in the 1960s when some of the regional boundaries were redrawn. This led to many former LMS sheds in areas such as West Yorkshire being transferred to the North Eastern Region and some former GWR sheds, particularly in North Wales, becoming part of the London Midland Region. To cope with this, new batches of shed codes were invented with 55A to 56G being added to the North Eastern Region and with some sheds in former GWR territory having new codes to a different format. For instance, Chester (WR) became 6E while Wellington became 2M. In all cases new shed plates were cast and fitted. Later the North Eastern Region was merged with the Eastern Region and there were more changes to individual depot codes.

The 1950 depot shed code system lasted for 23 years, during which steam traction was eliminated, a large number of sheds were closed and a start was made on building modern motive power depots to take over their work. To cope with this some of the existing shed codes were transferred to the new diesel depots, an example of this being Healey Mills near Wakefield which began to use the shed code 56B, the logic being that it was a sub-depot of 56A, Wakefield, which then was closed anyway. Interestingly, this code had previously been used by Ardsley shed which had originally been 37A in the Eastern Region! Healey Mills then became 55C on further reorganisation and Wakefield's code was allocated to Knottingley. »

A busy Willesden shed on June 10 1964 with (left to right) BR 'Britannia' 70034 *Thomas Hardy*, Stanier 'Black Fives' 45056 and 45328, Stanier '4P' 2-6-4T 42431, Stanier '8F' 48479, BR Standard '2MT' 78033 and BR Standard '5MT' 73033 in view. Hugh Ballantyne/Railphotoprints.uk.

In a nod to GWR days, Class 50 50007 *Sir Edward Elgar* proudly displays its LA allocation code outside its home depot at Laira, Plymouth on April 3 1992. Colin J. Marsden.

BACK TO LETTERS

Clearly the introduction of diesels and the closing and opening of depots had led to a great deal of reorganisation and confusion, with the resulting disruption to the shed code system. However, most of this was to be sorted out in 1973 when British Railways moved over to a computer-based system – Total Operations Processing System (TOPS) - for tracking its rolling stock.

During this process it was decided to abandon the shed code system as it was and return to the old system of identifying depots by using letter codes, which would often be a short form of the depot's actual name. Examples of this were BI for Brighton Lover's Walk, CD for Crewe Diesel, NL for Neville Hill Leeds and TO for Toton near Nottingham. This system also allowed for codes that could be used for non-geographical locations such as ZZ which could be allocated to stock due for scrapping and for the first time this system also provided codes for main works, with Doncaster becoming ZB, Crewe ZC,

Pre-TOPS BR Class 47s 1706, 1532 and 1968, together with Class 37 6764 and Class 31/1 5533 await attention outside Stratford maintenance shed on February 24 1973. Norman Preedy/ Railphotoprints.uk.

Swindon ZL and Derby ZE.

Under TOPS, locomotives and other items of rolling stock were nominally allocated to a particular depot although this was less strict than in steam days and it was not unknown for particular items to 'go missing' for weeks on end before being found and worked back to where they were, at least on paper, allocated. During this period the codes were displayed on the locomotive side underneath the number but rather than having a metal plate, a square blue sticker was used. During the 1980s, some depots introduced new motifs to their locomotives to further establish their 'ownership', a move that gained momentum. With BR's sectorisation, this practice resulted in locomotives receiving cast plaques or plates of the respective motifs on diesel and electric locomotives as they were repainted into their new colour schemes.

Rather less well-known is that there are also four-character TOPS depot codes which are used on a regional basis,

BR's Southern Region EMU fleet featured small yellow depot allocation fleet stickers on the cab fronts, as seen here on this stored Class 485 driving car at Ryde St Johns Road depot (RY) on the Isle of Wight on July 13 1989. Colin J. Marsden.

rather than at depot level, mostly used in the recording of carriage and wagon movements and repairs. However, no external plates or lettering are used on such vehicles.

Although the same basic system operates today it has had to be heavily adapted to suit the different characteristics of modern rolling stock, which does not need as much depot attention. Many items of rolling stock - particularly Diesel Multiple Units and Electric Multiple Units - do not return to a depot each evening but instead are stabled at convenient points around the network, with diagrams being worked out so a return to depot happens in time for a scheduled exam. These stabling points do not have their own depot codes as units calling there will, on paper, be allocated to a large centre often many miles away.

There has also been a rise in the principle of allocating whole fleets to one depot regardless of where they are in service. A good example of this would be the Class 91 fleet which was, until recently, allocated on paper to Bounds Green Depot, shed code BN, in London, despite the fact that the trains concerned were working everywhere from London to Scotland. They have recently been reallocated to Neville Hill depot at Leeds. Manufacturer depots such as Hitachi at Doncaster also have their own codes, in this case DR, from where whole fleets of trains, often used by different operators, are maintained.

As can be seen, the issue of shed codes and how to display them has always been one that has tasked the operators of our railway system. Particularly in the BR era the story is particularly hard to follow and diligent research is required if you are trying to tie the shed plate on your model down to a particular place at a particular time. For those interested in collecting, real shed plates can be obtained for as little as £100 each, making a historic addition to any railway room. **HM**

- **Read more from the Railway Realism archive at *www.keymodelworld.com/railway-realism*.**

STAFF PROJECTS

TMD DEVELOPMENT

With depots in focus, **MIKE WILD** continues work on his four-road shed for the rebuild of Topley Dale by adding signage, external lights, extractors and the beginnings of the interior.

Depot Special
HM

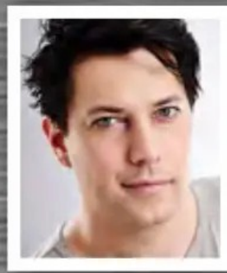
The first track has been temporarily laid into the chairs on the new depot floor to test its functionality. The next stage is detailing and painting the supports followed by installation of the raised walkways.

MIKE WILD

Mike has been busy expanding the GBRf depot scene for Topley Dale to double its present length. More on this soon.

MARK CHIVERS

Mark has been cleaning his fleet of Southern Electrics for use on Twelve Trees Junction.



JONATHAN NEWTON

Jonathan has completed the baseboards for his next 'O' gauge layout project.

BEN CHURCH

Ben has been stocking up on a fleet of 'OO' modern diesels in preparation for a new layout plan.

THE DEPOT AREA OF THE new Topley Dale has been the source of a lot of new work lately including detailing of the main four-road shed exterior, the start of the lighting circuits and construction of interior flooring to give this building a fully detailed finish.

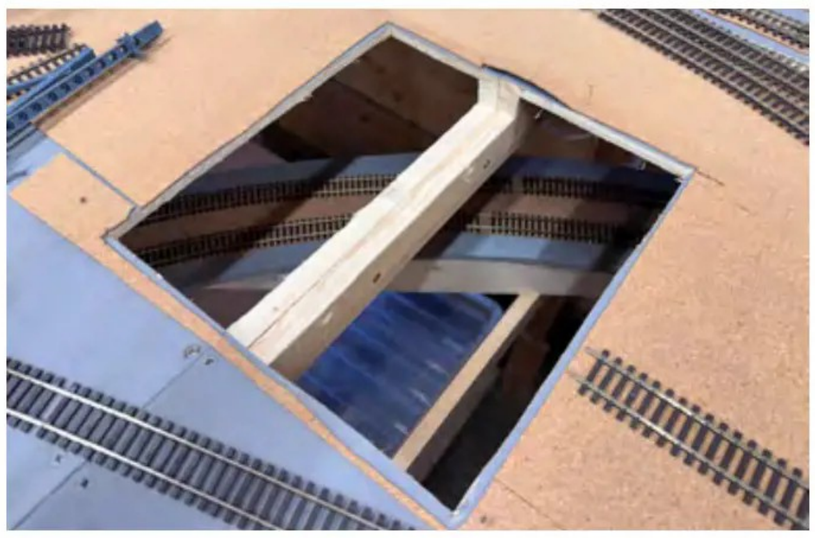
Over the last few weeks, the focus has been on bringing this large building to life. The first step was to add Sankey Scenics printed depot signage around the exterior and interior including safety messages, fire exit signs and other warnings. At the same time, a set of West Hill Wagon Works extractor vents was added at strategic points on the lower storey of the office block and the stores which add another touch of detail to the building.

Next came the first in a series of lighting installations with a set of six West Hill Wagon Works exterior lamps added to the front and side of the structure which will later be wired into the main interior lighting circuit which is next on the to-do list for the building.

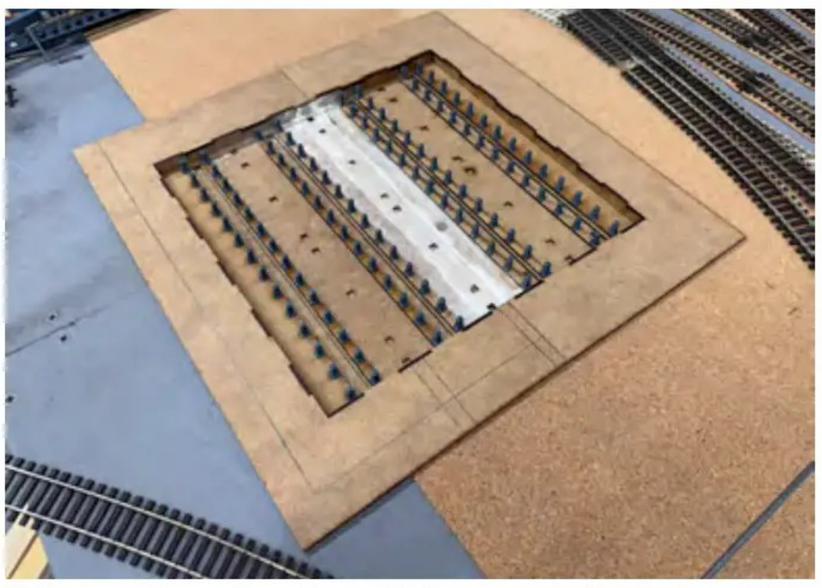
A final addition was a set of caged ladders having found a set of Scale Model Scenery laser-cut kits in a box of parts – these were assembled as per the instructions except for the height being reduced to match the depot building.

All of this instantly enhanced the outward appearance of the depot, but the interior was still just plain track on cork which really didn't look the part! After a bit of planning, I worked out that I could combine parts from a trio of West Hill Wagon Works two-road depot interior kits to create a realistic floor which included raised walkways and rails with a dropped floor.

The view inside the building will be much better once all the lighting, raised walkways and details have been added.



An opening has been cut into the baseboard top for the new depot floor to be inserted. This was cut with an oscillating saw with a vacuum cleaner running at the same time to take away the dust.



The new depot floor is made from parts from three West Hill Wagon Works interior kits. Here they are test fitted into the new opening.

Outside, the depot now has exterior lighting fitted as well as signage, extractor vents and roof access ladders.

Assembly was a little complex as it required construction of the base sections to be completed first before the outer frame was temporarily added to check the measurements before cutting to size to wrap around the full four-track base. The middle section of the third kit was needed to fill the gap and provide the holes for the raised walkway supports to locate in - after which it was filled, sanded and primed with Pro-Cote grey primer to see how it looked.

This first coat of primer highlighted a couple of areas which needed revisiting with filler and further sanding, but it soon reached the stage where it was more than suitable for the job. While cleaning up the supports for the raised walkways, the tops were notched at their centres to allow lighting to be added below them at the next stage.

In mid-March, the base was just about ready for the tracks to be inserted and a hole had been cut into the baseboard top to accept the new depot floor.

The main TMD building is making great progress now and it will soon be time to start bedding it into the scene where it will provide a perfect home for maintenance of the diesel fleet. **HM**

WHAT WE USED

British Rail depot light kit	West Hill Wagon Works	4WH0500101
Workshop wall vents	West Hill Wagon Works	4WH1402901
Roof exhaust vents for depots	West Hill Wagon Works	4WH1403701
Depot Interior kit (code 75)	West Hill Wagon Works	4WH1409701b
Industrial ladders with safety cages	Scale Model Scenery	LX205-00
General depot signage	Sankey Scenics	TMDSigns4
Four-road diesel depot and office	PJM Models	M0D67

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.

April 2025

5 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church, 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-4pm
Prices: £6 entry
Website: *www.hillingdonrailwaymodellers.co.uk*
Features: Club layout and stand plus refreshments.

5 HORSHAM MODEL RAILWAY CLUB OPEN DAY

Hosts: Horsham Model Railway Club
Location: St Leonard's Church Hall, Cambridge Road, Horsham RH13 5ED
Times: 10am-4pm
Prices: Adults £2, under 16s £1
Website: *www.horshammrc.org.uk*
Features: Club layout and stand plus refreshments.

5/6 BINGHAM MODEL RAILWAY CLUB EXHIBITION

Hosts: Bingham Model Railway Club
Location: Cotgrave Welfare, Woodview, Cotgrave, Nottinghamshire NG12 3PJ
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £5, accompanied under 16s free
Website: *www.bingham-model-rail.co.uk*
Features: Ten layouts, trade support, refreshments, parking and disabled access.

5/6 CHELTENHAM MODEL RAILWAY EXHIBITION

Hosts: Cheltenham Great Western Modellers Group
Location: St Margaret's Hall, Coniston Road, Hatherley, Cheltenham
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children £2, family £12
Website: *www.cheltmodrail.org.uk*
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

5/6 SHILDON MODEL RAILWAY CLUB SPRING EXHIBITION

Hosts: Shildon Model Railway Club
Location: Locomotion, Dale Road Industrial Estate, Shildon DL4 2RE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Free
Website: *www.shildonmodelrailwayclub.co.uk*
Features: 25 layouts, trade support, refreshments, parking and disabled access.

5/6 MACCLESFIELD MODEL RAILWAY EXHIBITION

Hosts: Macclesfield Model Railway Club
Location: Tytherington School, Manchester Road, Macclesfield SK10 2EE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £10, accompanied under 16s free
Website: *www.macclesfieldmrg.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

5/6 ORPINGTON AND DISTRICT MODEL RAILWAY EXHIBITION

Hosts: Orpington and District Model Railway Club
Location: Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom, Orpington BR6 7PQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £1.50
Website: *www.odmrs.uk*
Features: Layouts, trade support, refreshments and parking.

6 THE MODEL RAILWAY CLUB SPRING OPEN DAY

Hosts: The Model Railway Club
Location: Keen House, 4 Calshot Street, London N1 9DA
Times: 11am-4pm
Prices: Free admission
Website: *www.themodelrailwayclub.org*
Features: Club layouts, club stand, refreshments, parking and disabled access.

12 DE HAVILLAND MODEL RAILWAY EXHIBITION

Hosts: De Havilland Model Railway Society
Location: Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City AL7 3PN
Times: 10am-5pm
Prices: Adults £6, children £2, under 5s free
Website: *www.dhmrs.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

12 EPSOM AND EWELL MODEL RAILWAY CLUB OPEN DAY

Hosts: Epsom and Ewell Model Railway Club
Location: Ruxley Church, Ruxley Lane, West Ewell, Surrey KT19 0AF
Times: 10am-5pm
Prices: Free
Website: *www.eemrc.org.uk*
Features: Club layouts in 'O', 'OO' and 'N' gauges, demonstrations, trade support, refreshments, parking and disabled access.

12 FORDINGBRIDGE CHARITY MODEL RAILWAY EXHIBITION

Hosts: Fordingbridge Rotary Club
Location: Avonway Community Centre, Shaftesbury Street, Fordingbridge SP6 1JF
Times: 10.30am-4.30pm
Prices: Adults £7, concessions £7, children £1, family £14
Website: *www.fordingbridge-rotary.org.uk*
Features: 20 layouts, trade support, refreshments, parking and disabled access.

12 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

Hosts: Heywood Model Railway Group
Location: Unit 4, Park Works, River Street, Heywood OL10 4AB
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Website: *www.hmrg.net*
Features: Club layouts in 'O', 'OO' and 'N' gauges, plus club stand.

12 HIGH WYCOMBE MODEL RAILWAY EXHIBITION

Hosts: High Wycombe and District Model Railway Club
Location: Cressex Community Centre and Social Club, Cressex Road, High Wycombe HP12 4PZ
Times: 10am-4.30pm
Prices: Adults £6, under 16s £1
Website: *www.hwdmrs.org.uk*
Features: 12 layouts, trade support, refreshments, parking and disabled access.

12 NORWICH MODEL RAILWAY EXHIBITION

Hosts: Norwich Railway Heritage and Model Society
Location: Hellesdon High School, Middletons Lane, Norwich NR6 5SB
Times: 10am-4pm
Prices: Adults £6, accompanied under 16s free
Website: *www.norhams.org.uk*
Features: 17 layouts, trade support, demonstrations, refreshments, parking and disabled access.

12 NORTH EAST N GAUGE SHOW

Hosts: N Gauge Society – North East Group
Location: Gateshead Masonic Hall, Alexandra Road, Gateshead, Tyne and Wear NE8 1RB
Times: 10am-5pm
Prices: Adults £6, children £3, family £12
Contact: *robert_appleby@icloud.com*
Features: 11 layouts, trade support, refreshments, parking and disabled access.

12 ROYSTON AND DISTRICT MODEL RAILWAY EXHIBITION

Hosts: Royston and District Model Railway Club
Location: Bassingbourn Village College, Bassingbourn SG8 5NG
Times: 10.30am-4pm
Prices: Adults £5, accompanied children free
Website: *www.roystondmrc.co.uk*
Features: 20 layouts, trade support, refreshments, parking and disabled access.

12/13 ASHFORD FESTIVAL OF RAILWAY MODELLING

Hosts: AIMREC
Location: Ashford College, Elwick Road, Ashford TN23 1NN/ The Elwick Club, Church Road, Ashford TN23 1RD
Times: Sat 10am-5pm, Sun 10.30am-4pm
Prices: Adults £12.50, under 16s £2.50
Website: *www.aimrec.co.uk*
Features: 40 layouts, trade support, refreshments, parking and disabled access. Multi-venue event.

12/13 LOTHIANS MODEL RAILWAY SHOW

Hosts: Pentland Model Railway Group
Location: Heriot-Watt University Students Union, Riccarton, Edinburgh EH14 4AS
Times: Sat 10am-4.30pm, Sun 10.30am-4.30pm
Prices: Adults £6, accompanied under 15s free
Website: *www.pentlandmrg.uk*
Features: 16 layouts, trade support, refreshments, parking and disabled access.

12/13 NORTH DOWN MODEL RAILWAY SOCIETY EXHIBITION

Hosts: North Down Model Railway Society
Location: Bangor Grammar School, Gransha Road, Bangor, County Down, Northern Ireland BT19 7QU
Times: Sat 10am-5pm, Sun Midday-5pm

Prices: Adults £7, children £4, family £18
Website: *www.ndmrs.org.uk*
Features: 40 layouts, displays, trade support, refreshments, parking and disabled access.

12/13 THE GREAT CORNISH MODEL SHOW

Hosts: Helston and Falmouth Model Railway Club
Location: Pool Academy, Church Road, Pool TR15 3PZ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, under 16s £5, family £15
Website: *www.hfmrc.uk*
Features: 15 layouts, trade support, refreshments, parking and disabled access.

16 TAUNTON MODEL RAILWAY GROUP OPEN DAY

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

19/20 GAINSBOROUGH MODEL RAILWAY SOCIETY OPEN DAY

Hosts: Gainsborough Model Railway
Location: Florence Terrace, Gainsborough DN21 1BE
Times: Sat 1.30pm-5.30pm, Sun 1.30pm-5.30pm
Prices: Adults £5, children £4, family £15
Website: *www.gainsboroughmodelrailway.co.uk*
Features: Extensive 'O' gauge East Coast Main Line themed layout and refreshments.

19-21 YORK MODEL RAILWAY SHOW 2025

Hosts: YMRS
Location: Knavesmire Stand, York Racecourse, York YO23 1EX
Times: Sat 10am-5pm, Sun 10am-5pm, Mon 10am-4.30pm
Prices: Adults £15, under 16s £2, family (2+3) £32 (on the door)
Website: *www.yorkshow.org.uk*
Features: 43 layouts, trade support, demonstrations, refreshments, parking and disabled access.

23 TAUNTON MODEL RAILWAY GROUP OPEN DAY

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

26 32A MODEL RAILWAY CLUB SHOW

Hosts: 32A Model Railway Club
Location: Bawdeswell Village Hall, Reepham Road, Bawdeswell NR20 4RU
Times: 10am-4pm
Prices: Adults £6, concessions £3, children £3, family £12
Website: *www.32amrc.co.uk*
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

26 CRAWLEY MODEL RAILWAY SOCIETY OPEN DAY

Hosts: Crawley Model Railway Society
Location: Milton Mount School, Grattons Drive, Pound Hill, Crawley RH10 3AG
Times: 11am-4pm
Prices: Adults £3, accompanied under 16s free
Website: *www.crawleymrs.org*
Features: Layouts, club stand, refreshments, parking and disabled access.

26 ROWLEY REGIS MODEL RAILWAY EXHIBITION

Hosts: Blackheath Methodist Church
Location: Blackheath Methodist Church, High Street, Rowley Regis B65 0EH
Times: 10am-4pm
Prices: Adults £6, children £4, family £13
Contact: 07854 376561
Features: 16 layouts, trade support, refreshments, parking and disabled access.

26/27 MODEL WORLD LIVE 2025

Hosts: Key Publishing
Location: Hall 2, National Exhibition Centre, Pendigo Way, Marston Green, Birmingham B40 1NT
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Advance: Adults £18 (£16 subscribers), VIP £60, children £9. On the day: Adults £25, children £12
Website: *www.keymodelworld.com/modelworldlive*
Features: Layouts, scale modelling displays, demonstrations, trade support, manufacturers, societies, full-size exhibits, slot cars, radio-controlled vehicles, refreshments, parking and disabled access. Advance ticket holders gain entry to the event from 9.30am both days and children can enter free on Sunday with a paying adult.

27 GUILDFORD 'O' GAUGE GROUP OPEN DAY

Hosts: Guildford 'O' Gauge Group
Location: Normandy Village Hall, Guildford
Times: 10am-4pm
Prices: Adults £6, children £4, family £13
Contact: 07854 376561
Features: 16 layouts, trade support, refreshments, parking and disabled access.

May 2025

2-5 TAUNTON MODEL RAILWAY GROUP OPEN DAY

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

3 KING'S LYNN MODEL RAILWAY CLUB OPEN DAY

Hosts: King's Lynn Model Railway Club
Location: Grimston Village Hall, Cliffe-en-Howe Road, Pott Row, King's Lynn PE32 1BY
Times: 10am-4pm
Prices: Free admission
Website: *www.klmrc.co.uk*
Features: Club layouts, trade support, refreshments, parking and disabled access to most areas.

3/4 SEVERN VALLEY RAILWAY MODEL RAILWAY WEEKEND

Hosts: Severn Valley Railway
Location: The Engine House, Station Road, Highley, Bridgnorth WV16 6NZ
Times: Sat 10.45am-4.30pm, Sun 10.45am-4.30pm (last entry 4pm)
Prices: Free admission
Website: *www.svr.co.uk*
Features: 30 layouts, trade support, refreshments, parking and disabled access.

3-5 SADDLEWORTH CHARITY MODEL RAILWAY EXHIBITION

Hosts: Saddleworth CMRE
Location: Saddleworth Museum and Art Gallery, High Street, Uppermill, Oldham OL3 6HS
Times: Sat 10am-4pm, Sun 10.30am-4pm, Mon 11am-4pm
Prices: Adults £5, accompanied children free
Website: *www.facebook.com/people/Saddleworth-Model-Railway-Exhibition/100065558646650/*
Features: Five layouts, trade support, refreshments and disabled access.

5 CLEVELAND MODEL RAILWAY CLUB OPEN DAY

Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2lQ
Times: 10am-4pm
Prices: Adults £1, children 50p
Contact: *clevelandmrc.publicity@gmail.com*
Features: Club layouts, plus club stand and refreshments.

10 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

Hosts: Heywood Model Railway Group
Location: Unit 4, Park Works, River Street, Heywood OL10 4AB
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Website: *www.hmrg.net*
Features: Club layouts in 'O', 'OO' and 'N' gauges plus club stand.

10 LUTTERWORTH RAILWAY SOCIETY EXHIBITION

Hosts: Lutterworth Railway Society
Location: Wycliffe Rooms, George Street, Lutterworth LE17 4ED
Times: 10am-4pm
Prices: Adults £5, children £3, family £12
Contact: 07889 792897
Features: 12 layouts, trade support, refreshments, parking and disabled access.

10 SOMPTING MODEL RAILWAY EXHIBITION

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

10 WATFORD MODEL RAILWAY EXHIBITION

Hosts: South-West Herts Model Railway Society
Location: Queen's School, Aldenham Road, Bushey, Herts WD23 2TY
Times: 10am-4.30pm
Prices: Adults £8, children £4, family £16
Website: *www.southwesthertsmrs.org.uk*
Features: 20 layouts, trade support, societies, refreshments, parking and disabled access.

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.

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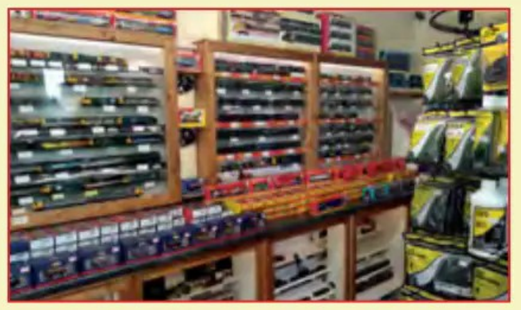
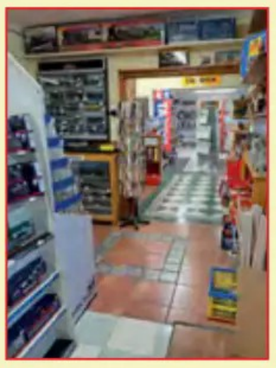

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Wessex Trains 31601 *The Mayor of Casterbridge* at Bradford on Avon with 2V74, the 11.00 Weymouth-Bristol Temple Meads on October 25, 2004. MARK FEW

Undoubtably the most daring and vibrant privatisation livery applied to a locomotive and rolling stock - here's a memorable train for 4mm:1ft scale / OO gauge that'll embolden your collection!

Cause a stir and brighten-up your model landscape with our exclusive miniatures of Class 31, 31601 *The Mayor of Casterbridge* and accompanying Mk. 2F coaches in the bright, hot pink colours of the Wessex Trains franchise.

With 'Pink Panther' levels of suaveness, these all-new exclusives for 'OO' benefit from Bachmann Europe's forthcoming, further revised, cutting-edge Class 31 tooling which now features a 'Bach-up' stay-alive system and all-wheel electrical pick-up.

Owing to a shortage of multiple units, from May 2004, Wessex Trains hired Fragonset Railways to provide 'top-and-tail' motive power to a set of Mk. 2 coaches for services under the Heart of Wessex Rail Partnership, between Bristol and Weymouth.

To coincide with the launch, Fragonset's 31601 and five Mk. 2 coaches were repainted into this stunning pink livery, whipping rail enthusiasts and the railway media into a frenzy, while the covers of print media and lineside photography instantly became more colourful.

In this dazzling livery, 31601 also saw use on evening specials running to Glastonbury Festival, many spot-hire services, Network Rail Overhead Line Electrification (OLE) trains from Finsbury Park - even running light-engine as far north as Inverness to Carlisle on route learning for Serco!

Find the brightest model releases produced for 'OO' on our website and pre-order your models today for 'early-bird' savings. Search for 'Wessex Trains' at TMC to explore our combination deals.

Be outlandish, be bold – go pink!

NEW FOR Q1 2026

31601 *The Mayor of Casterbridge*
(35-825Z) DCC ready
(35-825ZSF) DCC sound-fitted
(35-825ZSFX) DCC sound-fitted Deluxe

NEW FOR Q1 2026

Mk. 2F Tourist Second Open (TSO) 6117
(39-684X) standard
(39-684XDC) DCC onboard with lights

NEW FOR Q1 2026

Mk. 2F Brake Second Open (BSO) 9525
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Purchase 31601 *The Mayor of Casterbridge* in Wessex Trains pink livery and 31452 *Minotaur* in Fragonset Railways livery together in DCC ready, DCC sound-fitted or DCC sound-fitted ‘Deluxe’ guises (find all product codes below) and benefit from more advantageous prices on ‘early-bird’ pre-orders, all with free postage!

The pairing was a regular match for Wessex Trains services, with our Mk. 2F coaches – or even a Network Rail test train in latter years...

Class 31/6 31601 *The Mayor of Casterbridge*

Class 31/4 31452 *Minotaur*

31452 (35-825Y) + 31601 (35-825Z) DCC-ready duo: £340.00* (£199.95 RRP ea.) Save £59.90!
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**** Early-bird pre-order prices shown are valid until summer 2025 - save 10% off RRPs for single locomotive / coaches, and 15% off RRPs on coach or locomotive bundles.***

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Mk. 2F Tourist Second Open (TSO) 6122
(39-684Y) standard
(39-684YDC) DCC onboard with lights

NEW FOR Q1 2026

Mk. 2F Tourist Second Open (TSO) 6173
(39-684Z) standard
(39-684ZDC) DCC onboard with lights

AVAILABLE NOW

31452 *Minotaur* in Fragonset livery
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(35-825YSF) DCC sound-fitted
(35-825YSFX) DCC sound-fitted Deluxe

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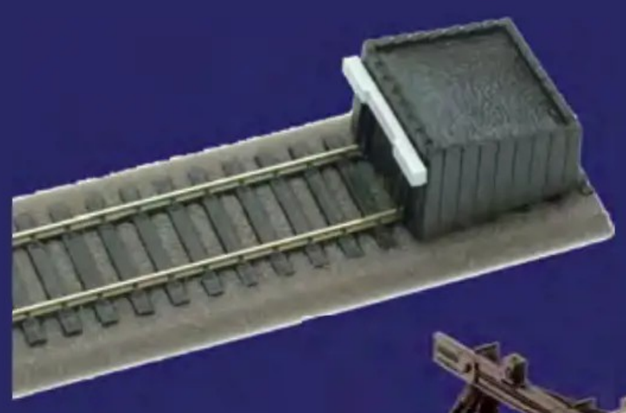

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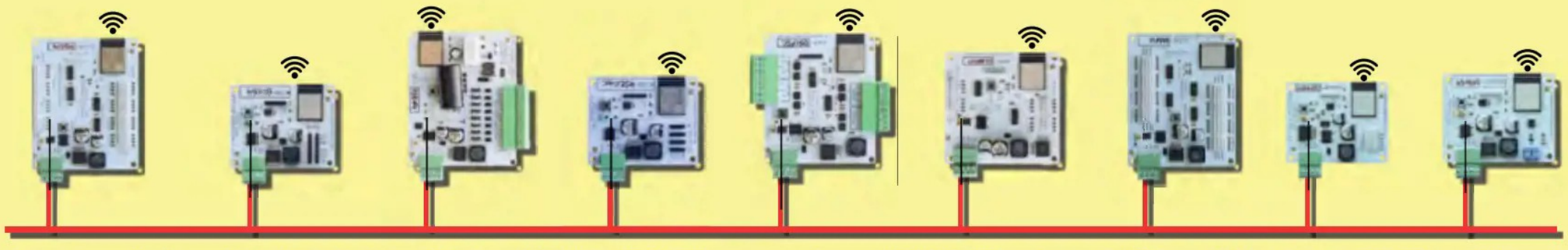

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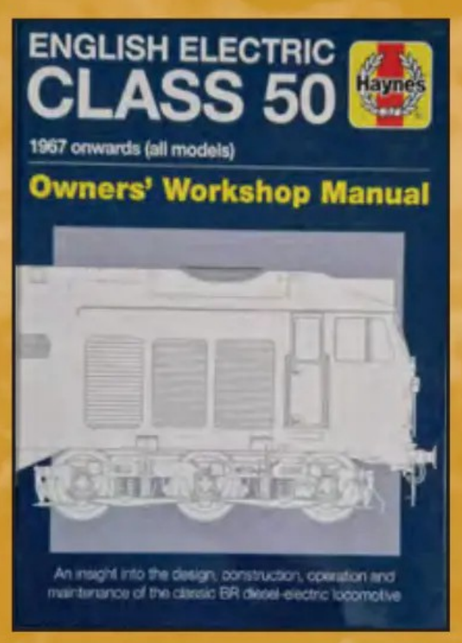

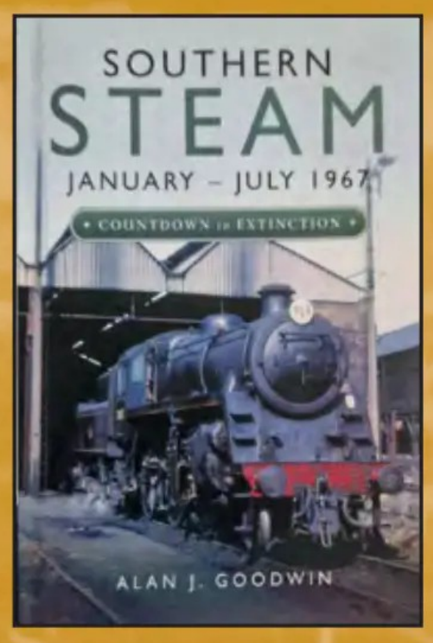

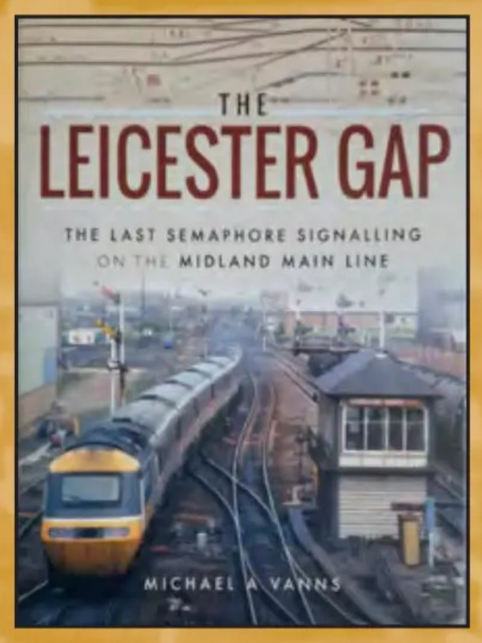

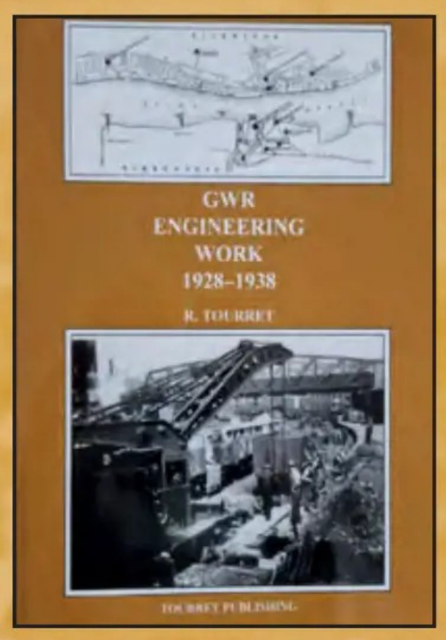

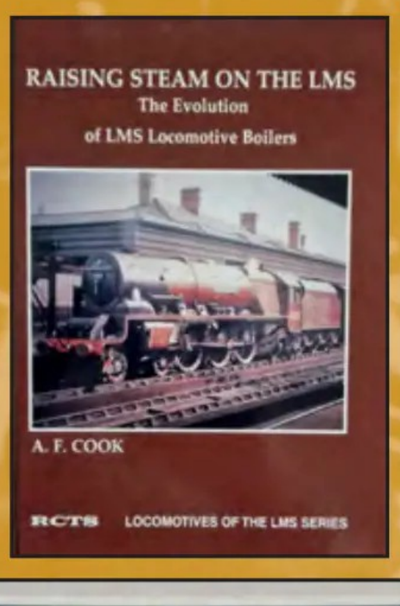

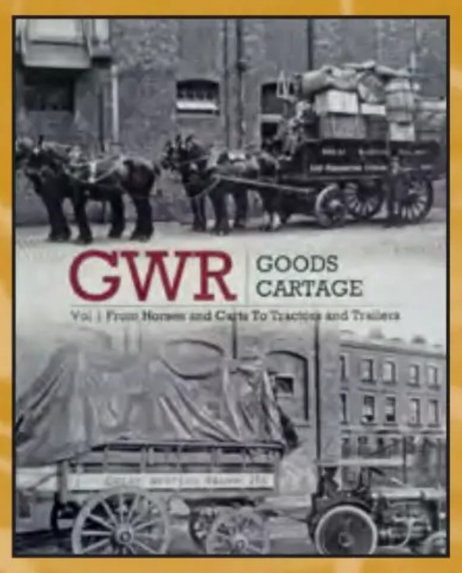

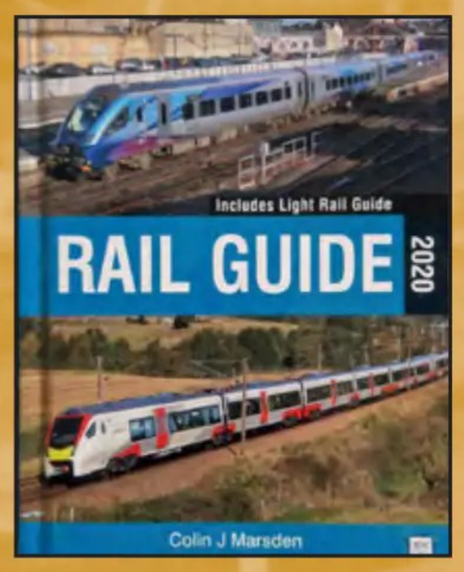

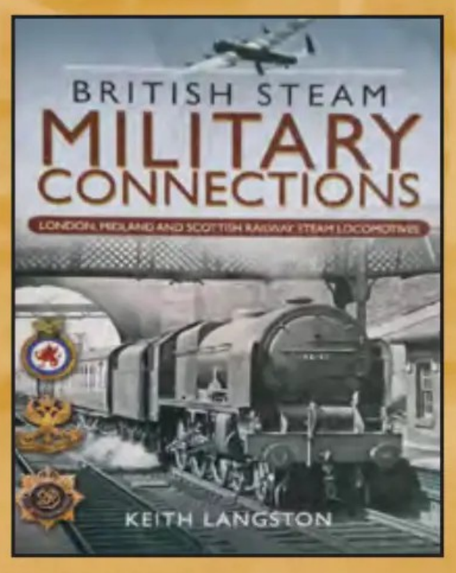

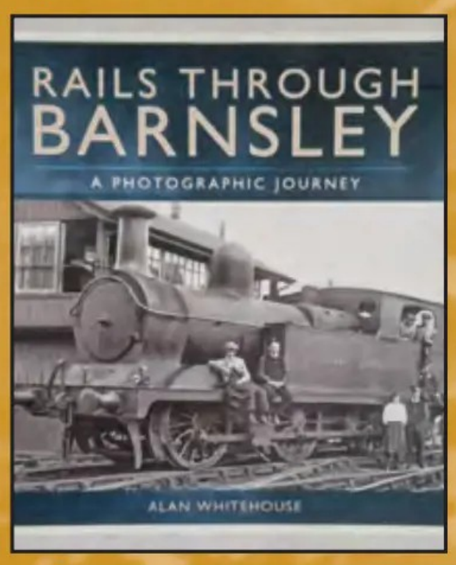

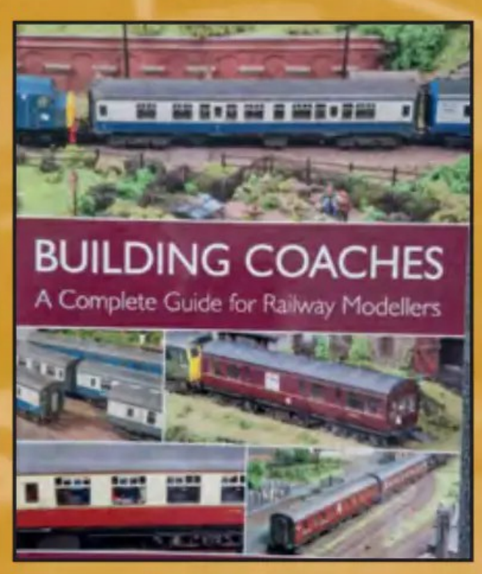

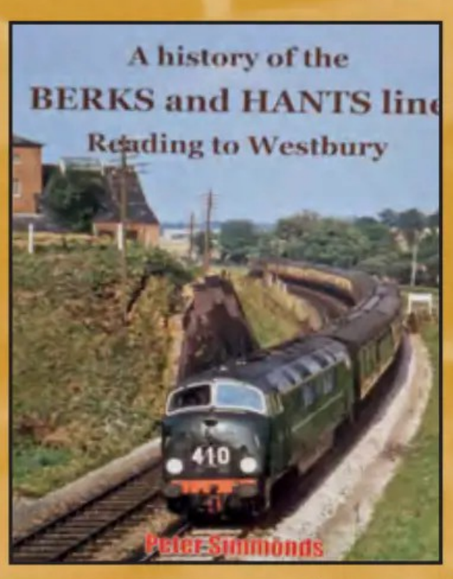

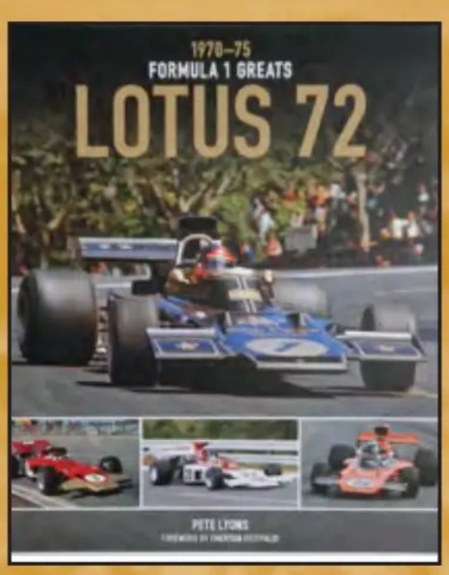

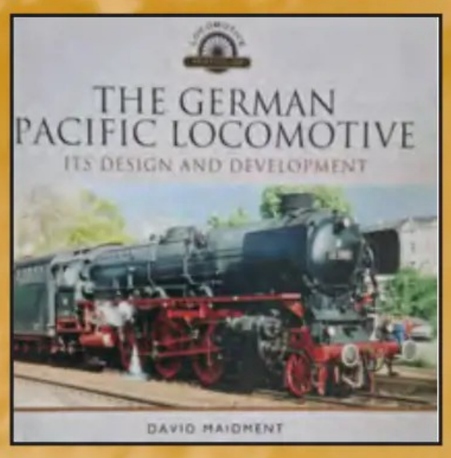

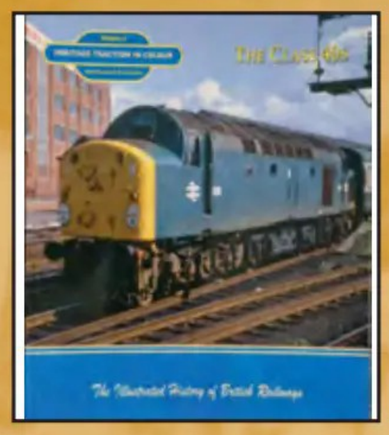

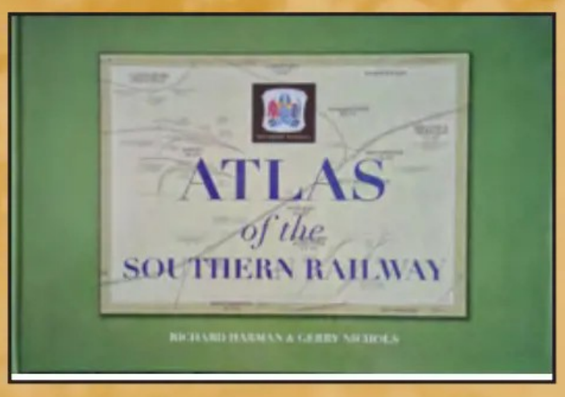

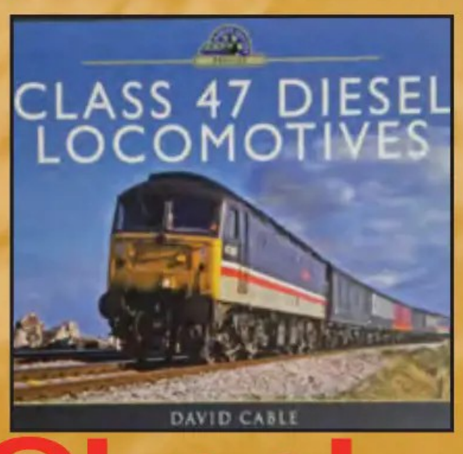

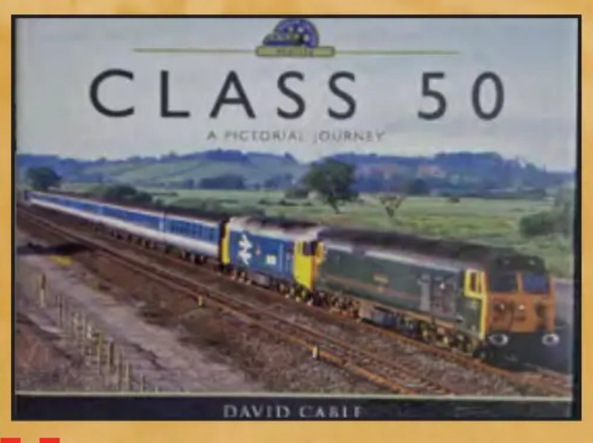

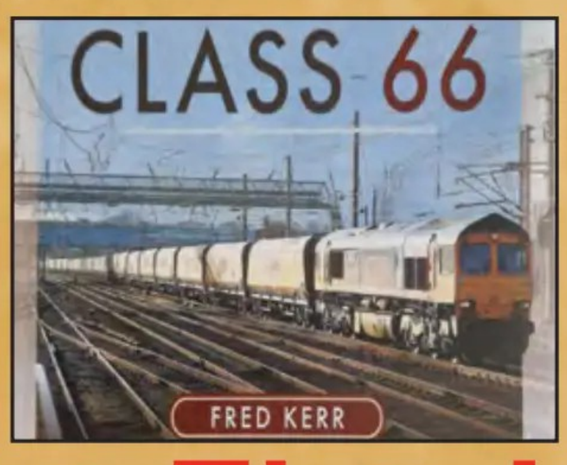

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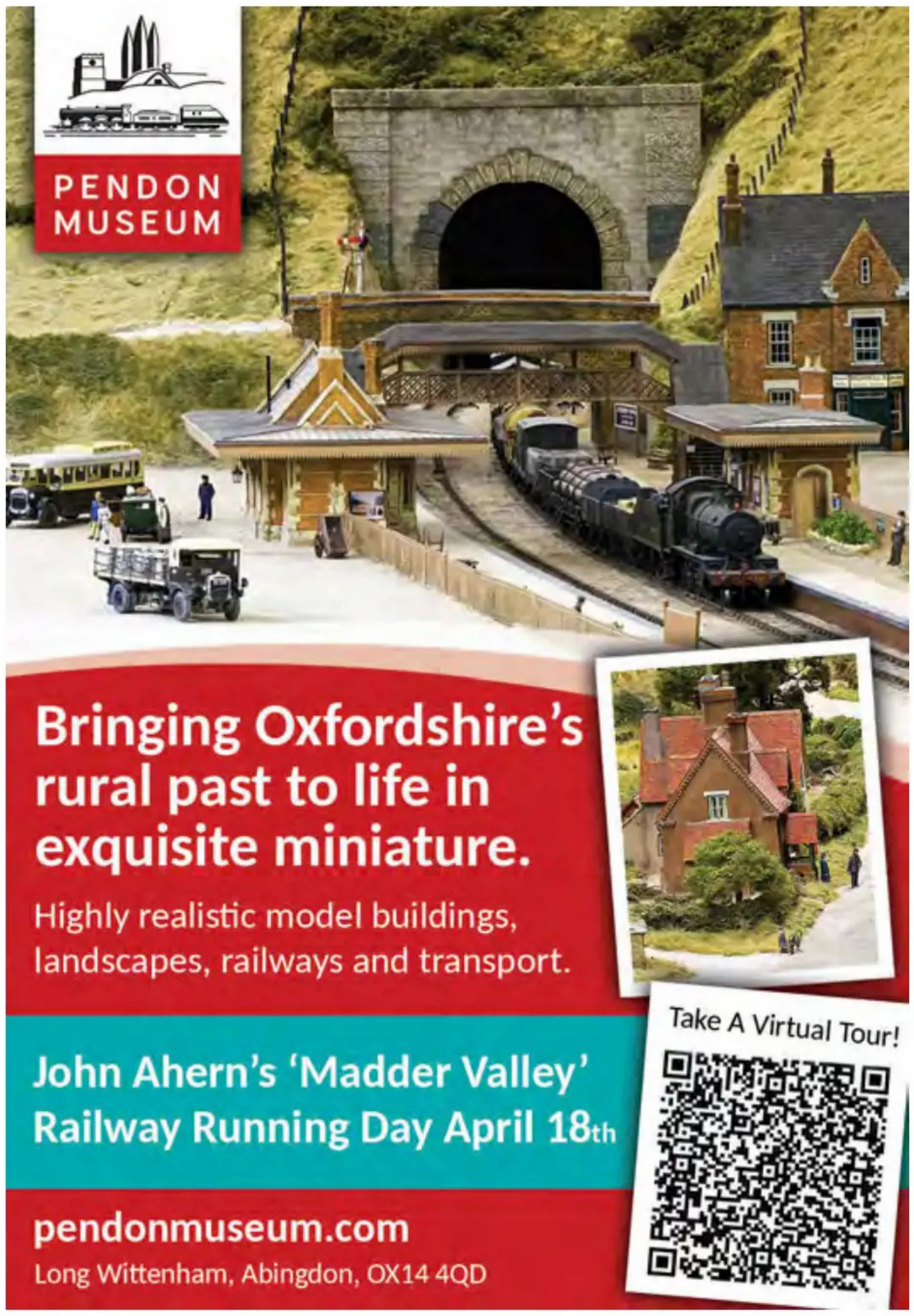

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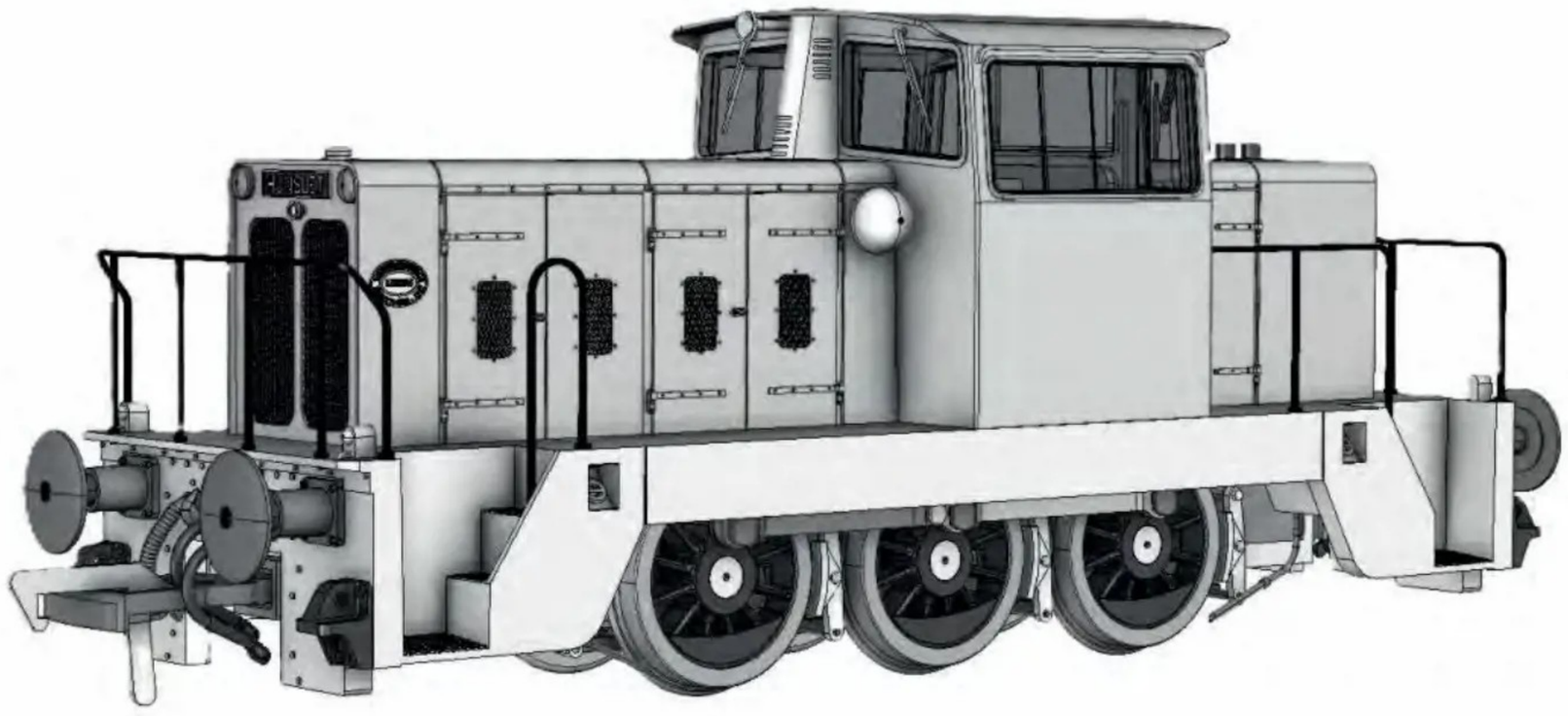

Hunslet 0-6-0 DH shunter

Works #HE6614, 1965. NCB #503

Works #HE7017, 1971. HNRC #29

Works #HE8976, 1979. British Steel #403

Works #HE8999, 1981. Esso #D56

Note: Not all liveries and running numbers shown

- One of Hunslet's most successful designs with dozens built from 1965 and many still in use now in industry or on preserved railways.
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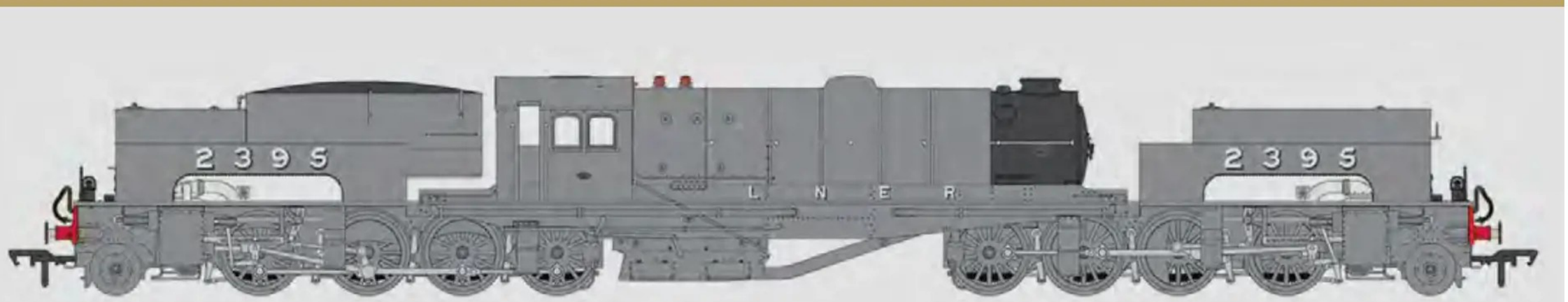

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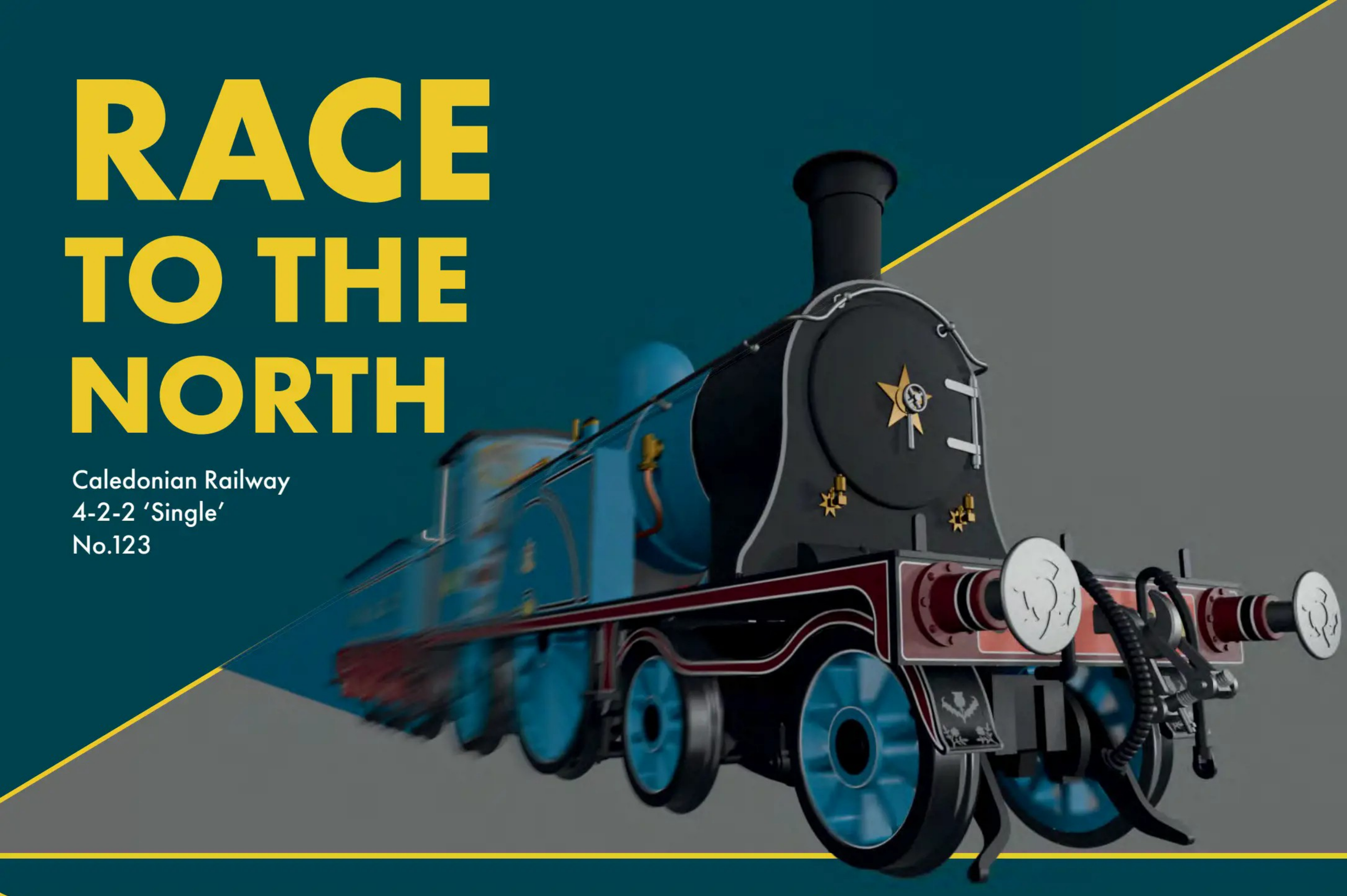

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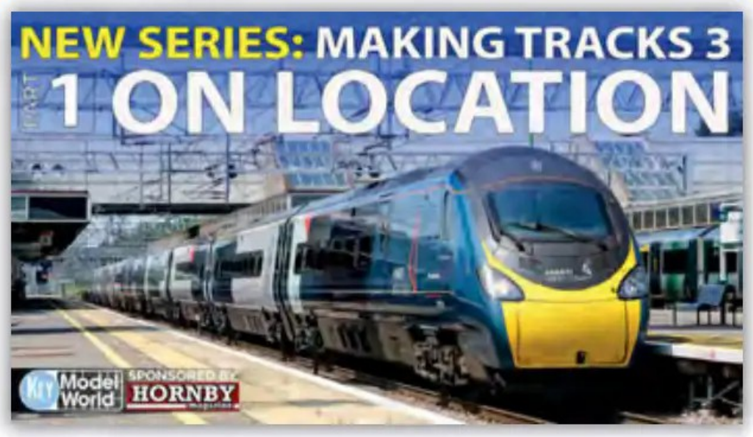

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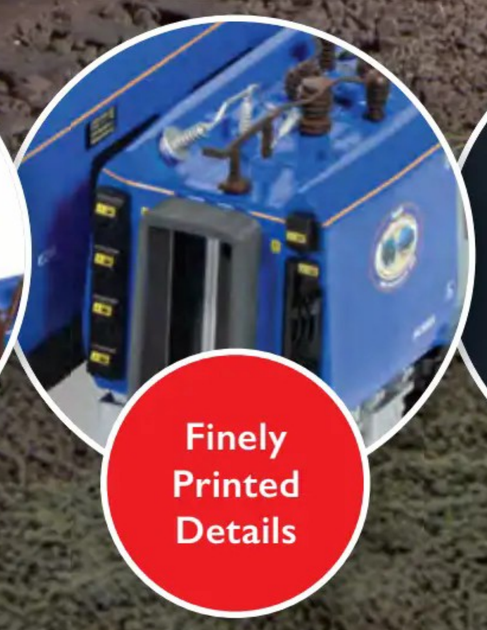
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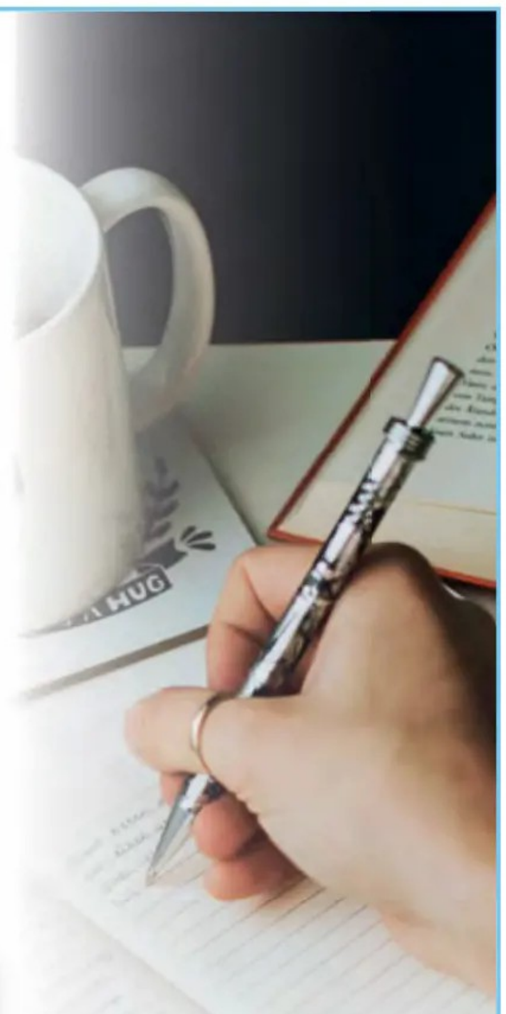

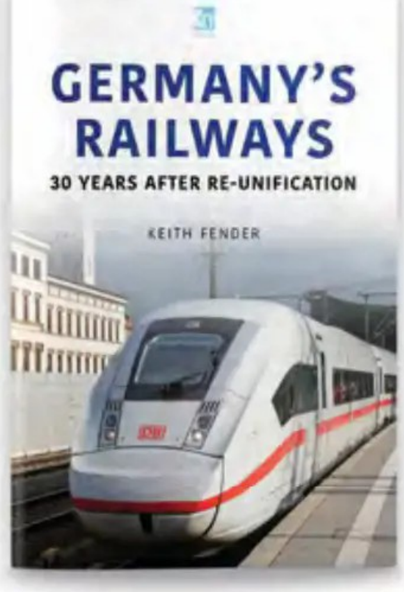

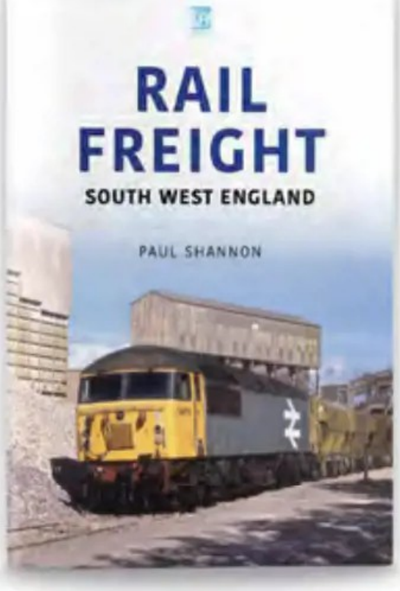

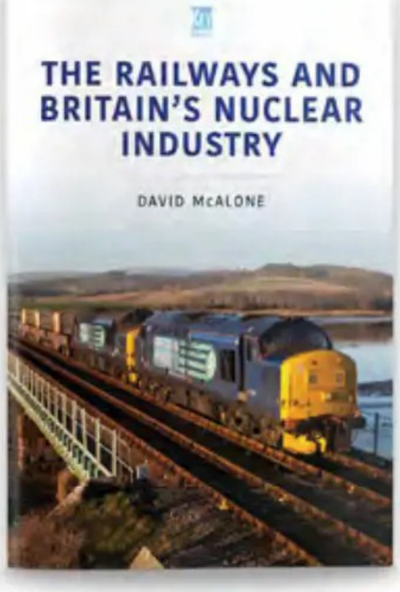

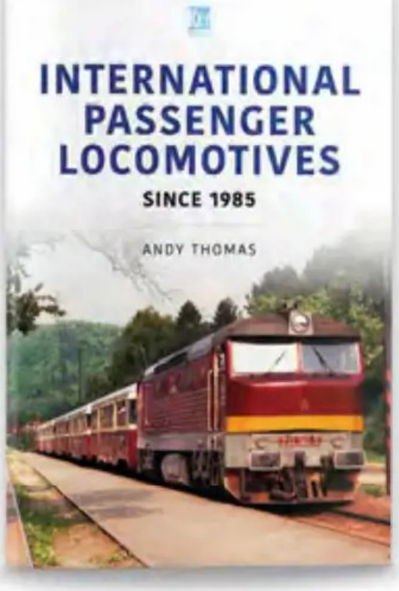

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- **SWANSEA –** September 13th-14th
- **WARLEY AT STATFOLD –** October 11th-12th
- **LUDLOW -** June 21
- **ROSS ON WYE -** August 16-17
- **SWANSEA -** September 13-14
- **STATFOLD -** October 11-12
- **CHELTENHAM -** October 25-26
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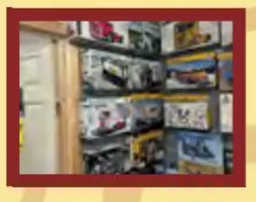

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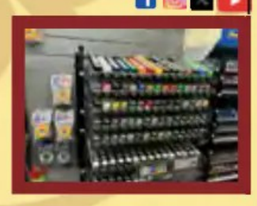

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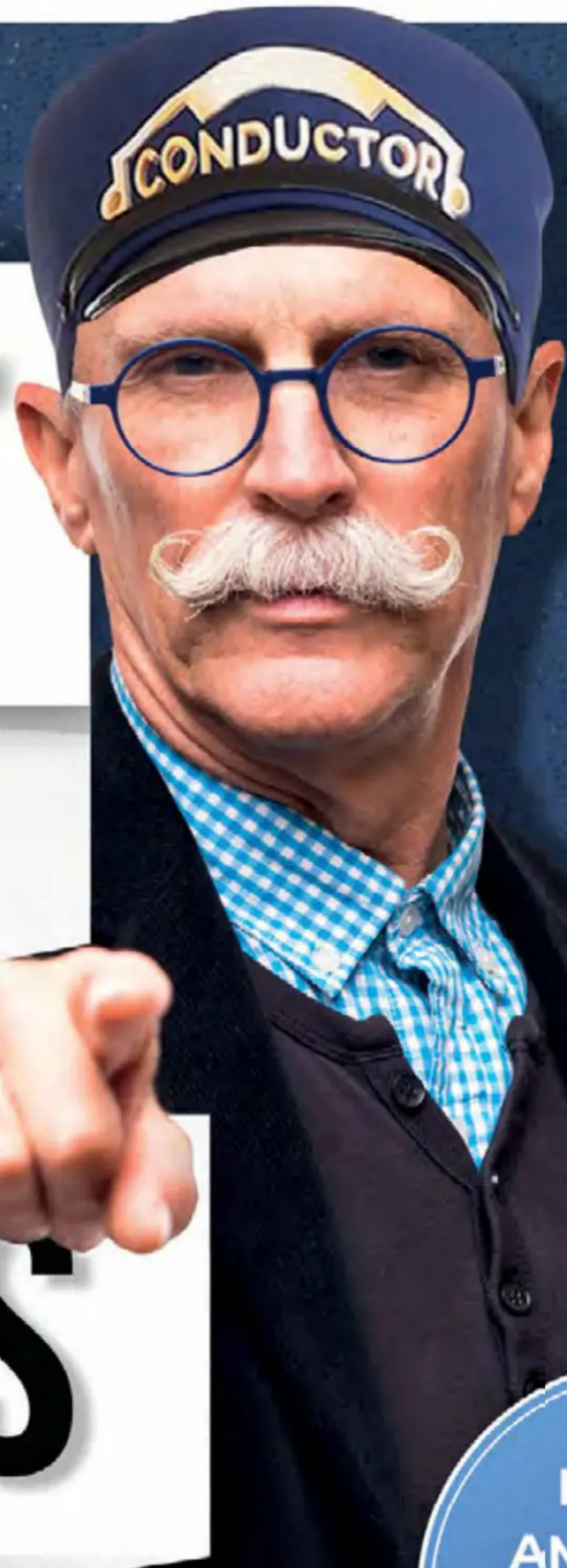

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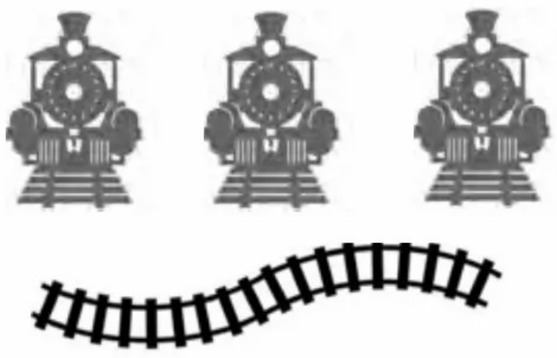

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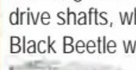

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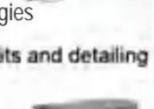

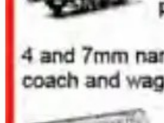

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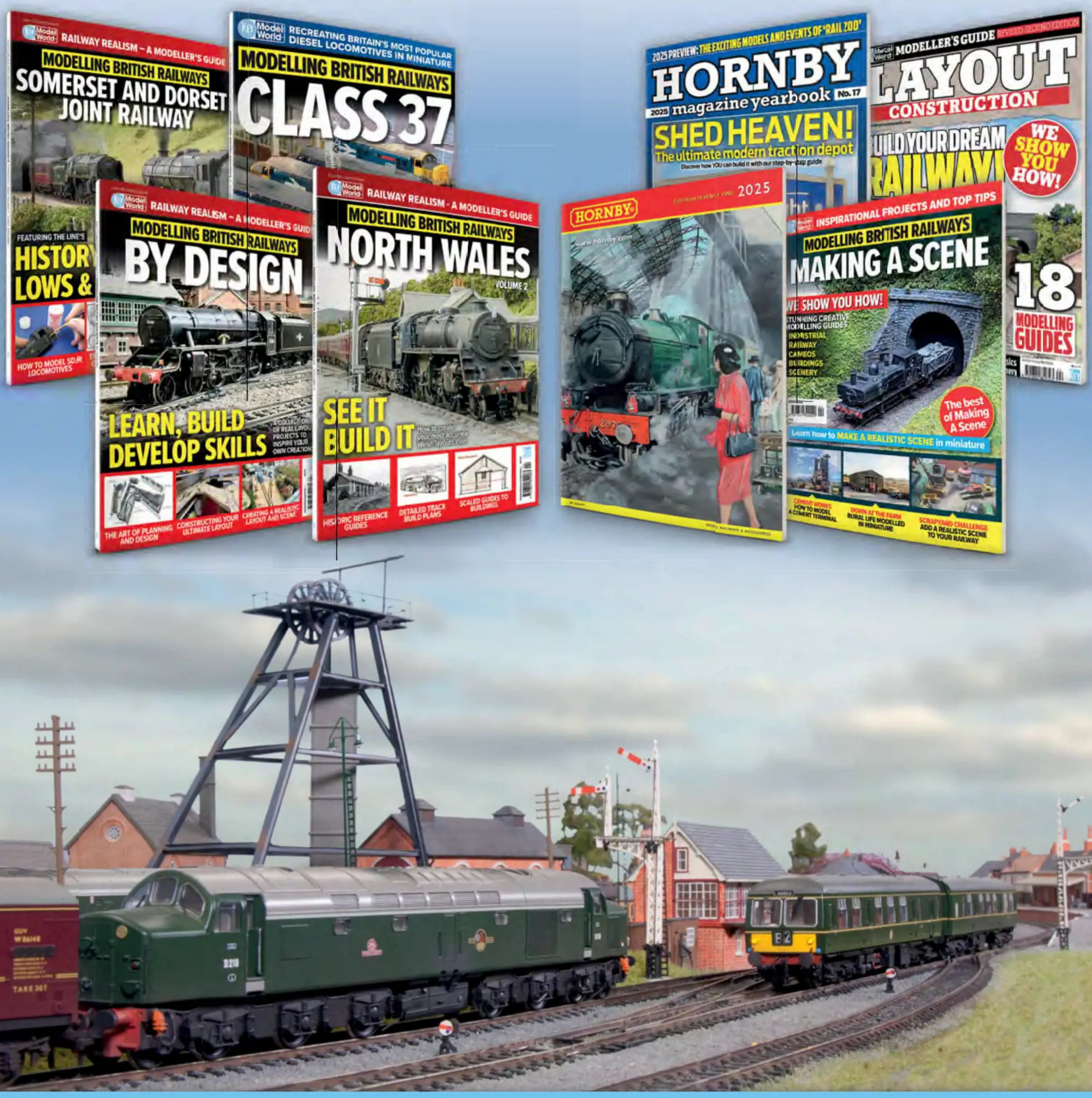

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We visit Ian Perrin's evolving 'OO' gauge layout next month, formed of scenes which evoke childhood memories and discover how he's brought them all together.

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TREBREA

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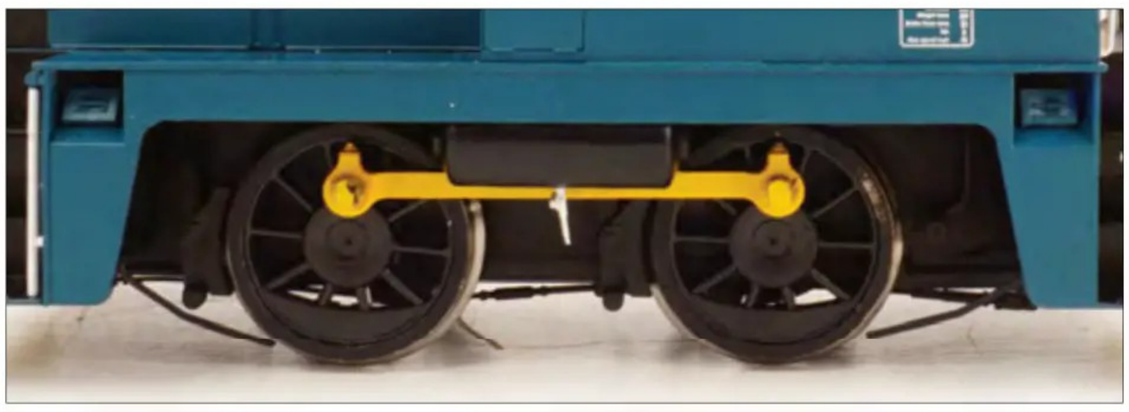

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