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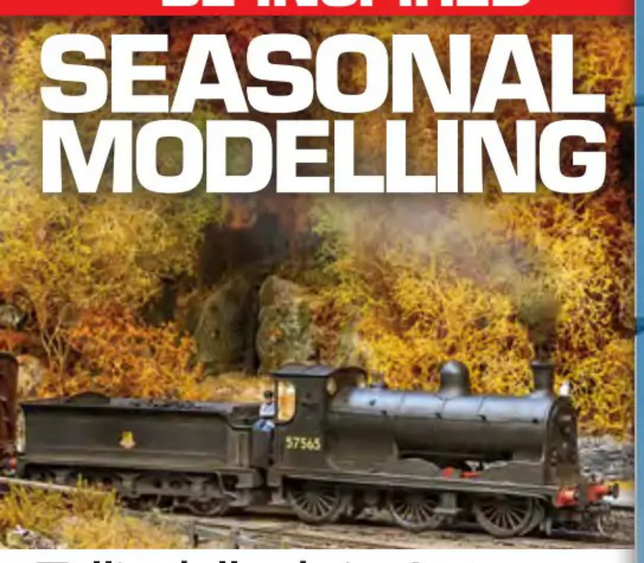
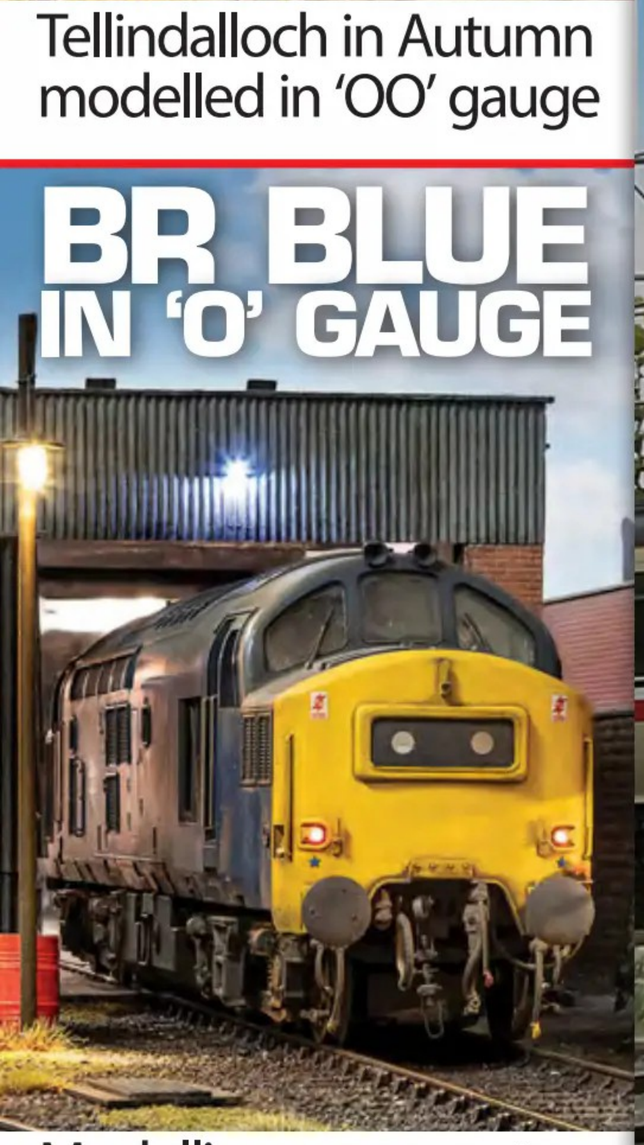


Tellindalloch in Autumn modelled in 'OO' gauge

BR BLUE IN 'O' GAUGE



Modelling a corporate blue era diesel depot

ONE OF A KIND

Does the Accurascale 'Badger' set the bar for 'OO' electrics?

PLUS The history – why 89001 *Avocet* didn't take off



PLUS

- **THE AWARDS:** Vote for the best models of 2025
- **FIRST LOOK:** Hornby's Bulleid Tavern cars in 'OO'

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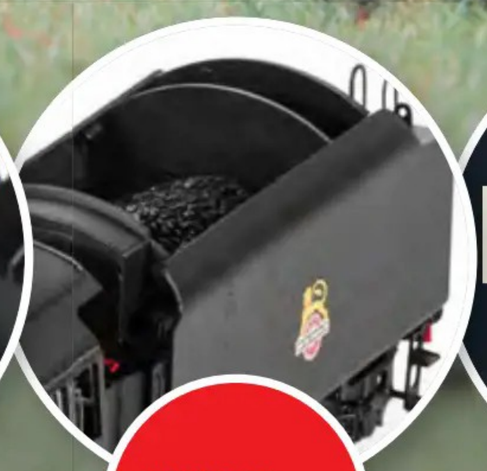

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HORNBY magazine

October 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, Carl Hart, Terry Tew, Martin Poulter, Francis Gomme and Adrian Cook.

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
Advertising Manager: Matt Sinclair
E-mail: *matt.sinclair@keypublishing.com*
Advertising Sales Executive: Emma Sherratt
E-mail: *emma.sherratt@keypublishing.com*
Senior Ad Production Controller/Designer Becky Antoniades
E-mail: *rebecca.antoniades@keypublishing.com*
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Hornby Magazine, Key Publishing Ltd,
PO Box 100, Stamford, Lincolnshire PE9 1XQ

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Group Advertising Manager: Sam Clark
Group CEO: Adrian Cox
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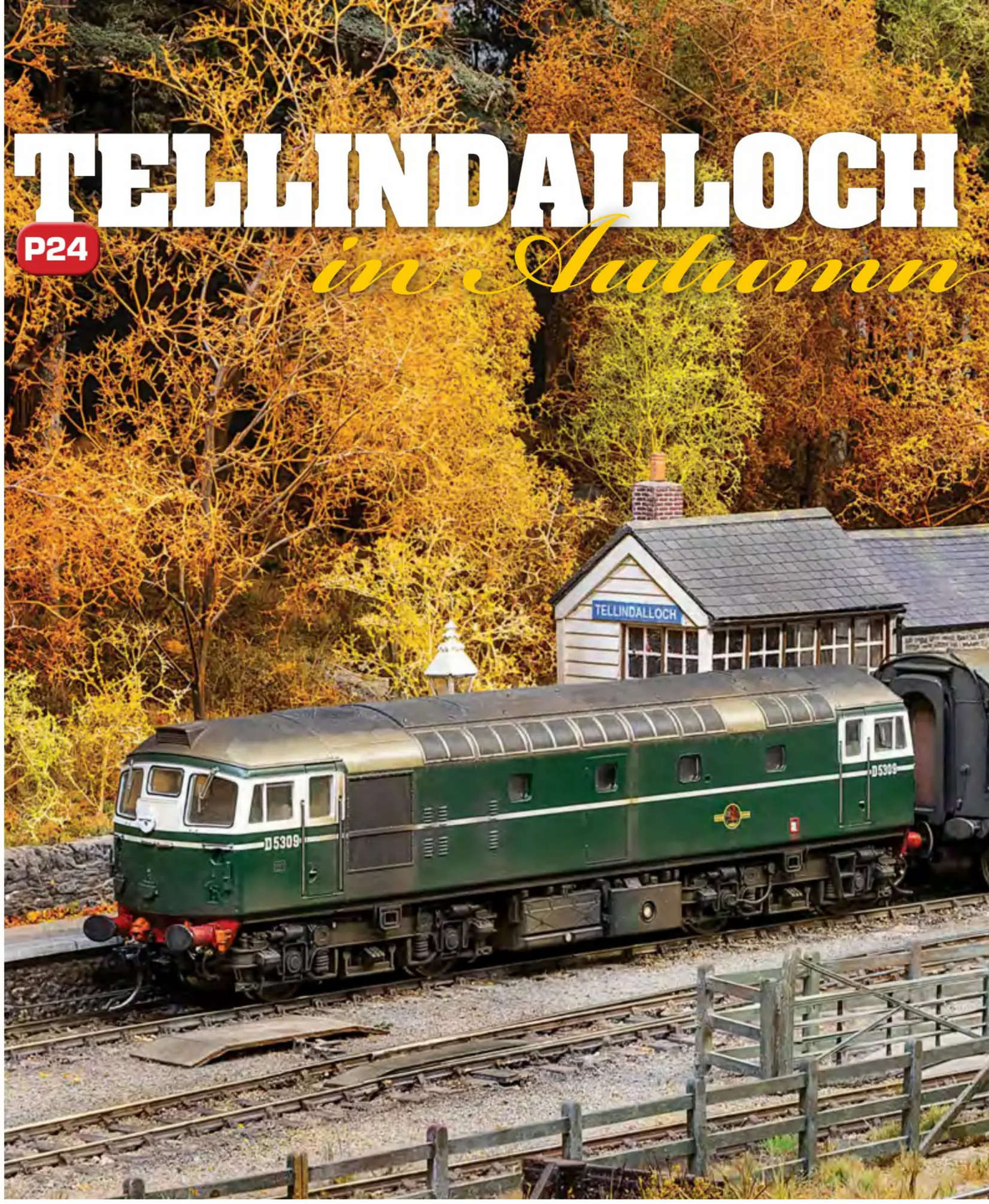
See pages 32-33 for full details.



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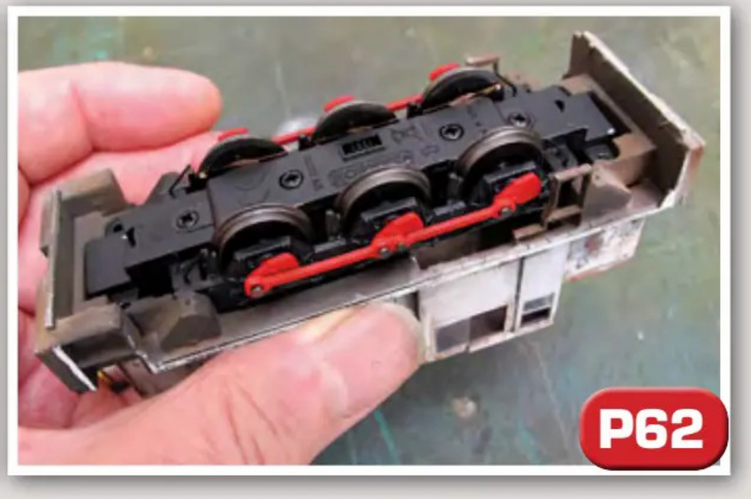

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PLUS, all the latest models from Bachmann, Hornby, Modelu and more.

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Mark Chivers introduces the latest issue.

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THE EDITOR'S PAGE

Welcome

HELLO, AND WELCOME to the latest issue of *Hornby Magazine*. Well, what a month that was! We are just catching our breath after an amazing weekend at the Greatest Gathering in Derby in early August. If you were one of the many who popped along to the Model Railway Village organised by Key Model World within the Derby Litchurch Lane site to say hello, it was great to see you!

Of course, there's no standing still and since then we have been to an open weekend at Hornby Hobbies' Margate headquarters and as this issue hits the newsstands, we are off to the Severn Valley Railway for the GB Railfreight Charity Gala weekend on September 6/7, where we will be teaming up with our colleagues on *Modern Railways* magazine to showcase a selection of model railway layouts at the Engine House at Highley station over the weekend.

Next, we head to Stafford Model Railway Exhibition in late September, where you can catch up with the editorial team who will be happy to answer your questions and will be demonstrating kit construction techniques. A couple of weeks later and it's the big one – The Great Electric Train Show in Milton Keynes.

For this event we are pulling all the stops to host another sensational weekend of model railways. Behind-the-scenes we have been busy preparing another one of our crazy ideas, which involves extending *Hornby Magazine's* 'OO' gauge East Coast Cement to make it even longer with a new station added to the scenic section. This, of course, also requires extra footage (and track) for the storage yard too! Do join us to see if we succeed and have the newly extended layout in operation!

But that's not all we'll be up to the show, as we will also have our recent Diorama challenge builds from Key Model World's video series number 12 on display, too. You'll be able to see my creation alongside Mike's, Jonathan's and Ben's dioramas. While you are at the Key Model World stand, also look out for our latest Derby Litchurch Lane Works 'OO' gauge layout. We enjoyed operating it at the Hornby event and we are aiming to introduce a shunting puzzle to the equation for the weekend at Arena MK. If you fancy 'having a go' yourself, do pop by and take part.

And so, to this issue of *Hornby Magazine*, a bumper edition with *five* superb layouts on view – including a full feature on our newly-completed Derby layout – together with step-by-step modelling guides and the first of a multi-part series where we go behind-the-scenes at Hornby headquarters to discover more about the new model development process.

Plus we launch the *Hornby Magazine* Model Railway Awards in this issue – get your votes in now to support your favourite products from 2025. See pages 18-19 for more details on how to cast your vote! I hope you enjoy the issue.





Mark Chivers
Acting Editor

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FIRST LOOK!

HORNBY BULLEID TAVERN CAR EPS

HORNBY has received Engineering Prototype (EP) running samples of its forthcoming all-new 'OO' gauge Bulleid Tavern cars for evaluation by the company's development team.

Built in the late 1940s, these distinctive vehicles were designed by Oliver Bulleid to provide refreshment and dining facilities on British Railways Southern Region trains such as the 'Atlantic Coast Express', although several did also appear on named trains operated on other regions.

When first introduced, the vehicles featured a striking amendment to the BR carmine and cream livery at one end as the bar cars carried a brick-effect finish to the lower half of the exterior finish and timber-beamed appearance to the upper half, together with traditional pub sign. Inside, the vehicles featured tiled floors, whitewashed walls, an oak beamed appearance and featured lantern-style illumination. As built, the composite dining cars which made up the two-car sets were quite dark inside due to the lack of windows and had inward facing seats. These were soon rebuilt with full-size windows and traditional seating at tables to improve the ambience.

Hornby's new 'OO' gauge models are set to appear in twin vehicle packs as Bulleid Kitchen and Buttery car S7892 *White Horse* in original carmine and cream with brick-effect exterior and Bulleid Composite Restaurant (RC) S7833 (Cat No. R40470), together with Bulleid Kitchen and Buttery car S7893S *Jolly Tar* and rebuilt Bulleid RC S7836S in BR Southern Region green (R40471).



Hornby's newly tooled 'OO' gauge Bulleid Tavern cars are progressing well, with running samples arriving with the development team for inspection.



The all-new 'OO' gauge vehicles will model the prototypes in original and rebuilt conditions.

The specification for Hornby's new Bulleid Tavern cars includes a wealth of separately applied detailing, flush glazing, detailed interiors, sprung metal buffers, turned metal wheels and small tension lock couplings in NEM pockets.

Priced at £139.99 per twin coach pack, release is expected in early 2026.

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

WIN! GREAT ELECTRIC

KEY MODEL WORLD is offering readers a chance to win tickets to the 2025 Great Electric Train Show in Milton Keynes this October, collectively worth £280.

The 2025 Great Electric Train Show returns to the Arena MK in Milton Keynes on October 11/12 2025 with a stunning selection of more than 30 model railway layouts and over 50 trade stands, plus demonstrations. The line-up includes Pete Waterman's Making Tracks 3, modelling Milton Keynes Central in 'OO' gauge (HM195), Folly Lane in 'OO' by Greg Marshall (HM212), James and Nick Wright's 'N' gauge Pettleworth Downs (HM218), City of Canterbury MRS' Bigbury in 'OO' (HM99) and Graham Nicholas' Grantham: The Streamliner Years in 'OO'.

We've got two single VIP tickets worth £55 to be won by the first two names drawn, together with five runners-up pairs of standard one-day admission tickets, worth £34 per pair.

To be in with a chance of winning tickets to this highlight in the railway modelling calendar, all you have to do is answer the accompanying question by September 30 2025.

Even if you don't win, advance tickets are still available from the Key Model World Shop now.

Good luck!



DECORATED DUBLO *DELTIC* DEBUTS

HORNBY UNVEILED a decorated running sample of its long-awaited Dublo die-cast prototype DP1 *Deltic* for 'OO' gauge at The Greatest Gathering's Model Village.

The locomotive was built by English Electric in 1955, with its name derived from the twin Napier Deltic two-stroke diesel engines used to power the locomotive. It was tested initially on the London Midland Region, but moved to the Eastern Region in 1957, where its high speed and power led to a production batch of 22 locomotives based on DP1's design.

Hornby's Dublo die-cast Deltic prototype model will feature a die-cast metal chassis and body, plus controllable directional lighting, cab and interior lighting, working roof fans and operational centre 'Mars' headlight. Other features include a coreless motor with twin flywheels, all-wheel drive and pick-up, adjustable lamps, hall sensor for automatic flange squeal on sound-fitted models and a removable roof hatch to access the 21-pin Digital Command Control (DCC) socket.

DP1 will be available DCC Ready or DCC sound-fitted with the manufacturer's HM7000 DCC sound decoder pre-installed. DCC Ready models are priced at £349.99, while prices for DCC sound-fitted examples are set at £404.99. Release is expected during late 2025/early 2026.



Hornby has revealed the latest decorated sample of its newly tooled Dublo *Deltic* Co-Co diesel for 'OO'.

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

Decorated 'TT:120' 'Terrier' 0-6-0Ts surface

DECORATED SAMPLES of Hornby's 'TT:120' London Brighton & South Coast Railway (LBSCR) 'Terrier' 0-6-0T and four-wheel coaches have arrived for inspection.

Hornby's 'TT:120' scale 'Terrier' features a mostly die-cast construction, plus a metal chassis and running plate. It will also be fitted with a coreless motor and a six-pin Digital Command Control (DCC) decoder socket.

Models will appear as 40 *Brighton* in LBSCR improved engine green (Cat No. TT3039M), W14 *Bembridge* in Southern Railway lined olive green (TT3038M) and 32655 in BR lined black with early crests (TT3040M).

Hornby's newly tooled 'TT:120' scale four-wheel coaches will appear in Southern Railway green and BR crimson colour schemes and are similar to the 'OO' gauge generic coaches produced by the manufacturer in the past. They are set to appear as First, Third, Brake Third and Full Brake vehicles.

Hornby's all-new 'Terriers' are priced at £159.99 each and are set for release in autumn 2025, while the four-wheel coaches are priced at £34.99 each and expected to arrive in late 2025 or early 2026.

● **Visit *www.hornby.com***



Hornby's all-new 'TT:120' scale LBSCR 'Terrier' 0-6-0Ts are developing well, with decorated samples displayed at the recent Greatest Gathering event in Derby.

TRAIN SHOW TICKETS

THE GREAT ELECTRIC TRAIN SHOW



QUESTION

Milton Keynes Central station is located on which main rail route?

A. East Coast Main Line
B. Great Western Main Line
C. West Coast Main Line

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Online entries open at 9am on September 4 2025 and the closing date for entries is September 30 2025 at 5pm GMT. The winner will be notified no later than October 3 2025.

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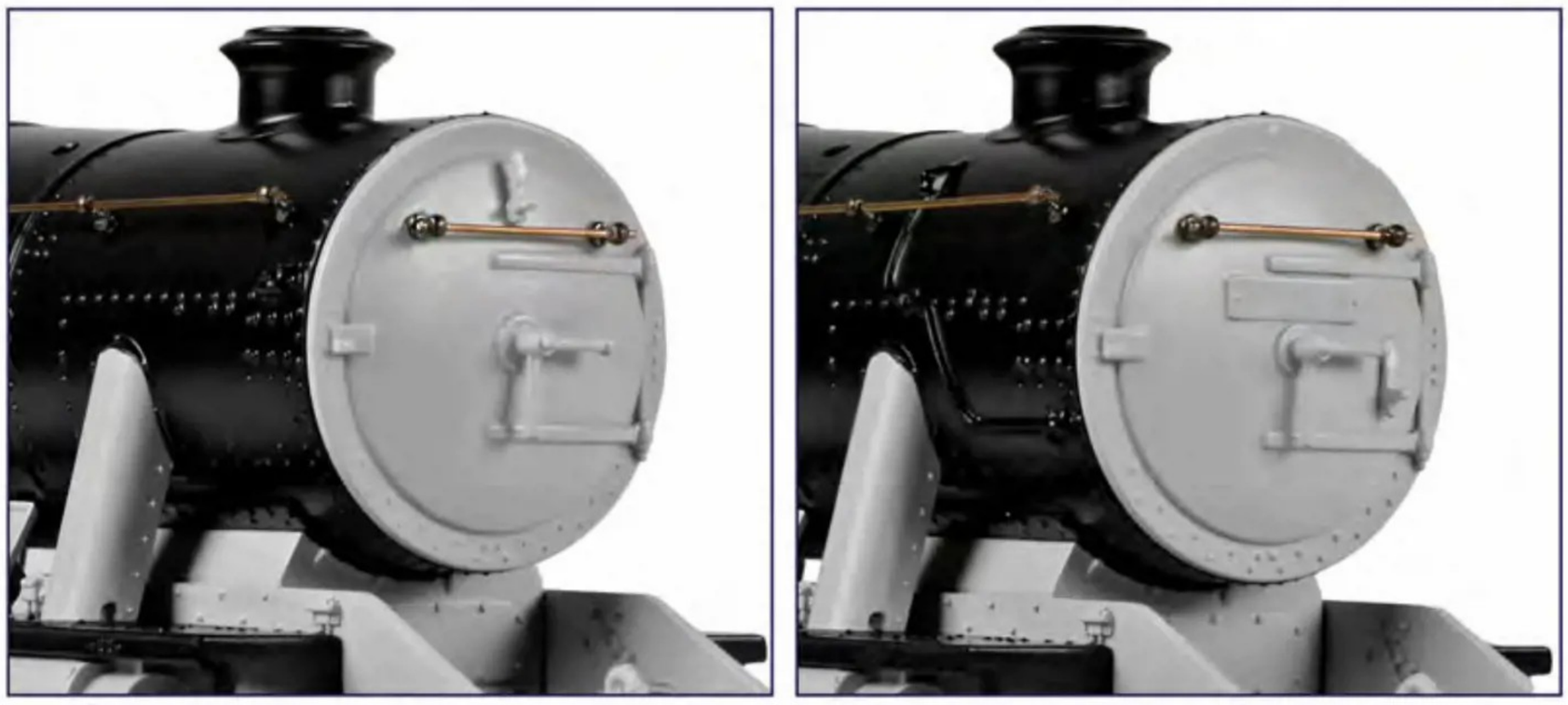
All-new 'OO' Stanier '8F' leads

Bachmann has revealed its autumn 2025 release plans with a raft of newly-announced models



THREE ALL-NEW TOOLING projects have been revealed by Bachmann as part of its autumn 2025 British Railway Announcements, including a brand new 'OO' gauge Stanier '8F' 2-8-0 and North Eastern Railway 'E' 0-6-0T, plus 'N' gauge North Eastern Railway P7/LNER D12 coal hoppers.



Bachmann's new 'OO' Stanier '8F' tooling suite will incorporate prototypical differences and extensive detailing.

BACHMANN BRANCHLINE

Leading the charge for 'OO' gauge is an all-new London Midland & Scottish Railway (LMS) '8F' 2-8-0, one of the most prolific classes of British locomotives ever built. Designed by William Stanier, the '8F' 2-8-0 was essentially an extended freight version of the company's 'Black Five' 4-6-0. 12 were initially built at the LMS' Crewe Works in 1935 and following modifications and redesigns, 840 further examples were built and the locomotives served the railway at home and abroad throughout the Second World War. Construction was undertaken by all 'Big Four' railway companies, as well as Beyer, Peacock, Vulcan Foundry and North British. By the end of steam in 1968, 150 locomotives were still in traffic. For a full history on Stanier's '8F' 2-8-0s see Reality Check in HM156.

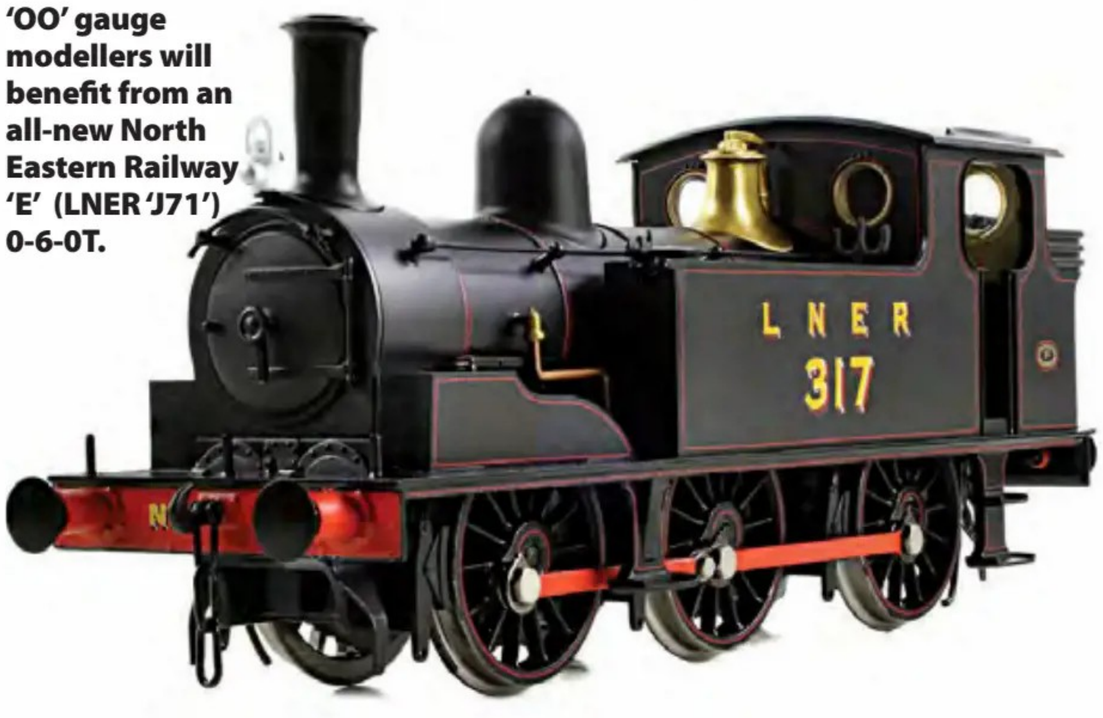
Bachmann's all-new 'OO' gauge models are set to feature a die-cast metal boiler, chassis block and running plate, a wealth of separately fitted detailing parts including fine metal handrails in turned metal stanchions, metal top feed filler pipes, turned brass safety valves, sprung metal buffers, fine smokebox door dart and lamp irons. Detail variations have been incorporated such as straight or curved reverser rods, different smokebox doors, cast or fabricated wheel balance weights and three tender options, including the Stanier 4,000gallon design with riveted or welded appearance and a Fowler 3,500gallon version, which some locomotives exchanged with 'Jubilee' 4-6-0s.

The specification also includes a coreless motor, all-wheel pick-ups, Plux22 Digital Command Control (DCC) interface, factory-fitted stay alive, dual-fitted speaker system (in locomotive and tender), firebox lighting and a fully detailed and decorated cab interior.

Five models form the initial batch of releases finished as 8036 in early LMS black with riveted Stanier tender, 8233 in later LMS black with riveted tender, 48305 in BR black with early crests and welded Stanier tender, 48703 in BR black with late crests and welded tender and 48339 in weathered BR black with late crests and riveted Stanier tender. Each will also incorporate authentic detail variations, while 8233 will also be supplied in special Railway Celebrations branded packaging to mark its appearance at the 150th anniversary celebrations of the Stockton & Darlington Railway in 1975.

Three versions of each model will be available in DCC Ready, DCC sound-fitted and DCC sound-fitted deluxe forms, the latter also featuring Bachmann's auto-release coupler system on the tender. Sound-fitted models will feature a ZIMO MS450 Plux22 sound decoder. Release is expected during summer 2026.

Bachmann's second newly tooled 'OO' gauge locomotive is the North Eastern Railway (NER) 'E' 0-6-0T, 120 of which were built between 1886 and 1895 to a Thomas Worsdell design. They were intended to become the standard shunting locomotive for the NER and were a common sight at freight depots, coastal ports and wharfs. In 1923, the London and North Eastern Railway (LNER) inherited the entire fleet and classified them 'J71'. Examples remained in service into BR days with the final locomotives withdrawn in 1961, following the introduction of BR's Class 08 diesel



'OO' gauge modellers will benefit from an all-new North Eastern Railway 'E' (LNER 'J71') 0-6-0T.

Bachmann's autumn plans

including an all-new 'OO' gauge Stanier '8F 2-8-0.



Bachmann is developing a series of all-new 'OO' gauge Stanier '8F' 2-8-0s.



A series of all-new highly-detailed 'N' gauge North Eastern Railway coal hoppers has been announced in NER P7 and LNER D12 forms.

shunters. None were preserved.

Bachmann's new NER 'E' 0-6-0T will feature a die-cast running plate, coreless motor, all-wheel pick-up, metal bearings, die-cast gearbox housing, Next18 DCC decoder socket, factory-fitted speaker, firebox glow and NEM coupling pockets. Detailing will include separately fitted metal lamp irons, handrails and sprung metal buffers, while variations between class members will also be incorporated, such as Ross 'Pop' or Ramsbottom safety valves, vacuum or steam brakes, coal rails/window bars and three different styles of buffer.

Three models are set to appear finished as 495 in NER lined green and maroon, 317 in LNER lined black and 68260 in BR black with early crests. 317 in LNER lined black appears as part of the Railway Celebrations range to reflect its appearance at the centenary celebrations for the opening of the S&DR in 1923. All three models will be available DCC Ready or DCC sound-fitted, with release expected in early 2026.

Bachmann's 'OO' gauge London Brighton & South Coast Railway (LBSCR) 'E4' 0-6-2T is also set to reappear in the range, with four guises planned. The tooling for the 'E4' has recently been upgraded with a Next18 DCC decoder socket and space for a speaker and will see sound-fitted models included for the first time. Identities include 514 in LBSC lined umber, 2505 in Southern lined Maunsell green, 2487 in Southern black with 'sunshine' lettering and 32473 in BR lined black with early crests, the sole preserved example of the class. Models will be available DCC Ready and DCC sound-fitted, with the latter models featuring a factory-fitted ZIMO MS590 sound decoder and speaker. Detail differences between locomotives will also be modelled.

For modellers of the diesel era, Bachmann's recently tooled 'OO' gauge Class 30/31 A1A-A1A locomotives make a welcome return to the range, following minor upgrades to the specification including the inclusion of the company's Bach-Up stay alive system. Six models are planned

TABLE 1 – BACHMANN 'OO' LOCOMOTIVES AND ROLLING STOCK AUTUMN 2025

DESCRIPTION	CAT NO.	PRICE
NER 'E' 0-6-0T 493, NER lined green and maroon	31-065	£169.95
NER 'E' 0-6-0T 493, NER lined green and maroon (DCC Sound)	31-065SF	£279.95
NER 'E' ('J71') 0-6-0T 317, LNER lined black	31-066	£159.95
NER 'E' ('J71') 0-6-0T 317, LNER lined black (DCC Sound)	31-066SF	£269.95
NER 'E' ('J71') 0-6-0T 68260, BR black with early crests	31-069	£159.95
NER 'E' ('J71') 0-6-0T 68260, BR black with early crests (DCC Sound)	31-069SF	£269.95
LBSCR 'E4' 0-6-2T 514, LBSC lined umber	35-075A	£164.95
LBSCR 'E4' 0-6-2T 514, LBSC lined umber (DCC Sound)	35-075ASF	£274.95
LBSCR,E4' 0-6-2T 2505, SR Maunsell green	35-076B	£164.95
LBSCR,E4' 0-6-2T 2505, SR Maunsell green (DCC Sound)	35-076BSF	£274.95
LBSCR 'E4' 0-6-2T 32473, BR lined black with early crests	35-079A	£164.95
LBSCR 'E4' 0-6-2T 32473, BR lined black with early crests (DCC Sound)	35-079ASF	£274.95
LBSCR,E4' 0-6-2T 2487, SR black	35-080	£164.95
LBSCR,E4' 0-6-2T 2487, SR black (DCC Sound)	35-080SF	£274.95
LMS '8F' 2-8-0 8036, LMS black	35-225	£249.95
LMS '8F' 2-8-0 8036, LMS black (DCC Sound)	35-225SF	£359.95
LMS '8F' 2-8-0 8036, LMS black (DCC Sound Deluxe)	35-225SFX	£379.95
LMS '8F' 2-8-0 8233, LMS black	35-226	£249.95
LMS '8F' 2-8-0 8233, LMS black (DCC Sound)	35-226SF	£359.95
LMS '8F' 2-8-0 8233, LMS black (DCC Sound Deluxe)	35-226SFX	£379.95
LMS '8F' 2-8-0 48305, BR black with early crests	35-230	£249.95
LMS '8F' 2-8-0 48305, BR black with early crests (DCC Sound)	35-230SF	£359.95
LMS '8F' 2-8-0 48305, BR black with early crests (DCC Sound Deluxe)	35-230SFX	£379.95
LMS '8F' 2-8-0 48703, BR black with late crests	35-231	£249.95
LMS '8F' 2-8-0 48703, BR black with late crests (DCC Sound)	35-231SF	£359.95
LMS '8F' 2-8-0 48703 BR black with late crests (DCC Sound Deluxe)	35-231SFX	£379.95
LMS '8F' 2-8-0 48339, BR black with late crests (W)	35-235	£259.95
LMS '8F' 2-8-0 48339, BR black with late crests (W) (DCC Sound)	35-235SF	£369.95
LMS '8F' 2-8-0 48339, BR black with late crests (W) (DCC Sound Deluxe)	35-235SFX	£389.95
Class 30 D5574, BR green with small yellow panels	35-802	£214.95
Class 30 D5574, BR green with small yellow panels (DCC Sound)	35-802SF	£324.95
Class 30 D5574, BR green with small yellow panels (DCC Sound Deluxe)	35-802SFX	£374.95
Class 30 D5862, BR green with small yellow panels	35-802A	£214.95
Class 30 D5862, BR green with small yellow panels (DCC Sound)	35-802ASF	£324.95
Class 30 D5862, BR green with small yellow panels (DCC Sound Deluxe)	35-802ASFX	£374.95
Class 31/1 5848, BR blue	35-803A	£214.95
Class 31/1 5848, BR blue (DCC Sound)	35-803ASF	£324.95
Class 31/1 5848, BR blue (DCC Sound Deluxe)	35-803ASFX	£374.95
Class 31/1 31101, BR blue	35-804	£214.95
Class 31/1 31101, BR blue (DCC Sound)	35-804SF	£324.95
Class 31/1 31101, BR blue (DCC Sound Deluxe)	35-804SFX	£374.95
Class 31/1 31188, BR engineers' grey and yellow	35-822	£214.95
Class 31/1 31188, BR engineers' grey and yellow (DCC Sound)	35-822SF	£324.95
Class 31/1 31188, BR engineers' grey and yellow (DCC Sound Deluxe)	35-822SFX	£374.95
Class 31/4 31423 *Jerome K. Jerome*, BR I/C Mainline	35-827	£214.95
Class 31/4 31423 *Jerome K. Jerome*, BR I/C Mainline (DCC Sound)	35-827SF	£324.95
Class 31/4 31423 *Jerome K. Jerome*, BR I/C Mainline (DCC Sound Deluxe)	35-827SFX	£374.95
Class 69 69013, Andy's Man Club GBRf black	35-782	£249.95
Class 69 69013, Andy's Man Club GBRf black (DCC Sound)	35-782SF	£359.95
Class 69 69013, Andy's Man Club GBRf black (DCC Sound Deluxe)	35-782SFX	£399.95
Class 414 2-HAP EMU 6079, BR green	31-393	£299.95
Class 414 2-HAP EMU 6079, BR green (DCC Sound)	31-393SF	£409.95
Class 414 2-HAP 2-Car EMU 6089, BR blue	31-394	£299.95
Class 414 2-HAP 2-Car EMU 6089, BR blue (DCC Sound)	31-394SF	£409.95
Wickham Type 27 trolley car DB965950, BR Departmental yellow	32-993A	£99.95
Wickham Type 27 trolley car WD9033, LMR blue	32-995	£99.95
35ton PAV bulk grain wagon, BRT brown	33-131A	£29.95
35ton PAV bulk grain wagon, BRT brown (W)	33-131B	£31.95
35ton PAA bulk grain wagon 'Grainflow', green & grey	33-132A	£32.95
35ton PAA bulk grain wagon 'Grainflow', green & grey (W)	33-132B	£34.95
35ton PAA ex-bulk grain wagon, BRT blue	33-133A	£29.95
35ton PAA ex-bulk grain wagon, BRT blue (W)	33-133B	£31.95
JGA bogie hopper, DB Schenker red	37-329	£49.95
JGA bogie hopper, VTG grey	37-330	£49.95
HHA bogie hopper, Freightliner Heavy Haul silver & green	38-030C	£64.95
HKA bogie hopper, National Power	38-036A	£64.95
HKA bogie hopper, DB Schenker red	38-038A	£64.95

finished as D5574 and D5866 in BR green with small yellow panels, 5848 in BR blue, 31101 in BR blue, refurbished 31188 in BR engineers' grey and yellow 'Dutch' scheme (with high-intensity headlights) and 31423 *Jerome K. Jerome* in BR InterCity (Mainline) colours.

As with previous releases, the Class 31s feature all-wheel pick-ups and drive, PluX22 DCC decoder interface and a choice of DCC Ready, DCC sound-fitted or DCC sound-fitted deluxe options. The latter examples feature Bachmann's auto-release couplers, working roof fans and tinted driver's and secondman's glazing.

Bachmann's forthcoming Class 69 Co-Co diesel gains a new variant, finished as 69013 in its striking Andy's Man Club GB Railfreight branded black scheme. Three versions of the model will be produced in DCC Ready, DCC sound-fitted and DCC sound-fitted deluxe forms. Proceeds from the sale of these models will be donated to the mental health charity, with £13,000 expected to be raised.

Also making a re-appearance to the 'OO' gauge range is the BR Southern Region Class 414 2-HAP Electric Multiple Unit (EMU) as 6079 in BR green with small yellow warning panels and 6089 in BR blue. These latest additions will be available DCC Ready and – for the first time – DCC sound-fitted. Completing the motive power line-up is Bachmann's diminutive 'OO' gauge Wickham Trolley. Two versions are set to appear as Type 27 Trolley Car DB965950 in BR departmental yellow with 'wasp stripes' and WD9033 in Longmoor Military Railway (LMR) blue.

Finally, several reissued wagons are set to appear this Autumn, including six 35ton bulk grain wagons in BRT brown, Grainflow green and grey and plain blue. There will be two versions of each colour scheme – one in pristine condition, the other weathered. Also, set to return are the JGA bogie hopper wagon as RMC 19232 in DB Schenker red and VTG 19214 in VTG grey, HHA bogie hoppers 370254 in Freightliner Heavy Haul silver and green and HKA bogie hoppers NP19621 in National Power blue and grey and 300649 in DB Schenker red. For more details on Bachmann's 'OO' gauge Branchline range, see Table 1.



Two new versions of EFE Rail's 'OO' gauge NAA Propelling Control Vehicle are set to appear including 95301 in EWS maroon and gold.

Bachmann's recently tooled 'OO' gauge Class 31 A1A-A1A diesel returns to the range in several guises, including Class 31/4 31423 *Jerome K. Jerome* in BR InterCity Mainline livery.

EFE RAIL AND ROAD

Bachmann's EFE Rail range gains two new additions this quarter, with a pair of 'OO' gauge NAA Propelling Control Vehicles (PCVs) finished as 94331 in Rail Express Systems red and grey with Royal Mail branding and 95301 in EWS maroon and gold. Both feature Next18 DCC decoder sockets and directional lighting.

The company's 1:76 scale EFE Road range is also bolstered with the addition of four new RML Routemaster double-deck buses, utilising the updated tooling for the models which now features bodyside panel lines. The models will appear as RML2738 in London Buses red with yellow roof band, RML 2270 in London Transport red (roundel) with Special Railway Service destination blinds, RCL2256 in Southend Transport blue and white and RML2760 in as-preserved London Transport red. RML2760 is exclusive to the London Bus Museum. See Table 3 for more information.

GRAHAM FARISH

Bachmann's 'N' gauge Graham Farish range gains several locomotive re-issues, together with some newly tooled wagons.

Amongst the new items of motive power are three 'N' gauge GWR 'Castle' 4-6-0s, modelling 5015 *Kingswear Castle* in BR lined green with early crests, 5055 *Earl of Eldon* in GWR lined green with GW crest and 4082 *Windsor Castle* in lined green with GWR 'shirtbutton' logo. *Windsor Castle* joins the expanding Railway Celebrations range, in recognition of its appearance at the centenary event marking the anniversary of the opening of the Stockton & Darlington Railway in 1925. All three models will be available DCC Ready or DCC sound-fitted.

Also returning to the Graham Farish range is the Class 150/2 'Sprinter' Diesel Multiple Unit. The two-car unit will be available as 150232 in GWR (FirstGroup) green and as 150213 in Transport for Wales livery. Each will be offered in DCC Ready and DCC sound-fitted forms. Another all-new tooling is promised this autumn, with a series of NER P7 and LNER D12 coal hoppers.

The NER P7 20-ton hoppers were built from 1902, with more than 17,000 constructed and converted by 1923. The LNER continued to build the hoppers, but the wooden ends were replaced by 'T' section uprights which were subsequently classified as D12s. More than 7,000 were built by the LNER.

Bachmann's all-new 'N' gauge tooling suite will cater for both the NER P7s and LNER built D12s, with variations incorporated such as single or double axle guards, two styles of wooden end pillars, provision for safety chains, cutouts for incline ropes and single or double handrails.

The models will feature an injection moulded chassis with separately fitted brake rigging and hopper door handles, wire handrails, fully detailed hopper interior, representation of the bottom discharge doors, internal traverse supports and planking, while a small weight will be fitted to each vehicle together with metal wheelsets.

Eight models are planned finished as NER P7 44931 and 99134 in North Eastern Railway grey, LNER D12 86224 and 53511 in LNER grey, LNER D12 E162443 and E162447 in BR grey and NER P7 hoppers in NCB black (BR257) and BSC Ltd Cantley Railway green (No. 1). Release is expected in early 2026.

Bachmann is also adding the BR Mk 1 Carflat wagon to its Graham Farish 'N' gauge range for the first time. Previously exclusive to the N Gauge Society, two versions of each will appear in BR bauxite and BR blue with Motorail branding.



Southern Electric modellers will benefit from two new versions of the 'OO' gauge Class 414 2-HAP EMU in BR blue and BR green with small yellow panels. Digital sound-fitted options will be available for the first time.



Fowllowing amendments to the original tooling, Bachmann's 'OO' gauge LBSCR 'E4' 0-6-2T returns, now with sound-fitted options.



This 'OO' gauge London Underground translator van has been produced as an exclusive edition for the Bachmann Collectors Club.

Finally, the Graham Farish range gains a new three-plank wagon in LNER grey and several five-plank china clay open wagons including 94054 and 92822 in GWR grey, B740329/B743367 and B743806 in BR bauxite (TOPS) with tent canopy (triple-wagon pack) and B743073/B743077 and B743081 in BR bauxite (early) with flat canopy (triple-wagon pack).

See Table 2 for more information.

SCENECRAFT

Bachmann's Scenecraft range of resin-based buildings and accessories is bolstered with a selection of 'N' gauge, 'NG7' and 'OO' gauge models this autumn. Amongst the highlights for 'OO' are a GWR standard station in chocolate and cream or blue and white, a yard crew room with red or green highlights, newsagent platform kiosk in orange and brown or modern era blue and grey, a thatched cottage with honey stone and red door or grey stone and blue door options, and two new narrowboats – red or apple green – together with two coal barges in blue or red.

In 'N' gauge, several new low-relief buildings have been added to the range including rear-of-terrace sections in left and right-hand configurations, with a choice of white, yellow, blue or green doors for added variety and a rear-facing set of Victorian tenements.

Bachmann's 'NG7' range gains a new corrugated engine shed and a metal water tank.

See Table 4 for more information on the Scenecraft range additions.

BACHMANN COLLECTORS CLUB

Bachmann's Collectors Club range also gains two new additions with a 'N' gauge high security 'Super BG' in EWS maroon, as used on the Cruise Saver Express boat trains to/from Southampton Docks until 2012, while for 'OO' gauge a new REA translator vehicle, based on the VDA van, and finished as 210152 in London Transport red and white will also be available. These vehicles were often used to top and tail London Underground stock moves on the national rail network. Prices are set at £42.95 and £37.95 (non-members/members) for the 'N' gauge BG and £35.95/£31.95 (non-members/members) for the 'OO' gauge van.

HM



Bachmann's Scenecraft is bolstered with a pair of 4mm scale newsagent platform kiosks, including this orange and brown example.

TABLE 2 – GRAHAM FARISH 'N GAUGE LOCOMOTIVES AND ROLLING STOCK AUTUMN 2025

DESCRIPTION	CAT NO.	PRICE
GWR 'Castle' 4-6-0 5015 *Kingswear Castle*, BR lined green	372-031A	£179.95
GWR 'Castle' 4-6-0 5015 *Kingswear Castle*, BR lined green (DCC Sound)	372-031ASF	£289.95
GWR 'Castle' 4-6-0 5055 *Earl of Eldon*, GWR lined green	372-034	£179.95
GWR 'Castle' 4-6-0 5055 *Earl of Eldon*, GWR lined green (DCC Sound)	372-034SF	£289.95
GWR 'Castle' 4-6-0 4082 *Windsor Castle*, GWR lined green	372-035	£179.95
GWR 'Castle' 4-6-0 4082 *Windsor Castle*, GWR lined green (DCC Sound)	372-035SF	£289.95
Class 150/2 two-car DMU 150232, GWR green	371-337	£239.95
Class 150/2 two-car DMU 150232, GWR green (DCC Sound)	371-337SF	£359.95
Class 150/2 two-car DMU 150213, Transport for Wales	371-339	£239.95
Class 150/2 two-car DMU 150213, Transport for Wales (DCC Sound)	371-339SF	£359.95
NER P7 Coal Hopper, North Eastern Railway grey	373-375	£29.95
NER P7 Coal Hopper, North Eastern Railway grey	373-375A	£29.95
LNER D12 Coal Hopper, LNER grey	373-376	£29.95
LNER D12 Coal Hopper, LNER grey	373-376	£29.95
LNER D12 Coal Hopper, BR grey	373-377	£29.95
LNER D12 Coal Hopper, BR grey	373-377A	£29.95
NER P7 Coal Hopper, NCB black	373-378	£29.95
LNER D12 Coal Hopper, 'BSC Ltd' green	373-379	£29.95
Three-plank wagon, Mountsorrel Granite grey	377-509	£21.95
Three-plank wagon, London Transport grey	377-510	£21.95
Three-plank wagon, GCR grey	377-511	£21.95
Three-plank wagon, LNER grey	377-512	£21.95
Five-plank china clay wagon, GWR grey	377-475A	£22.95
Five-plank china clay wagon, GWR grey	377-475B	£22.95
Five-plank china clay triple wagon pack, BR bauxite with tent canopy	377-491	£72.95
Five-plank china clay triple wagon pack, BR bauxite with flat canopy	377-492	£69.95
BR Carflat wagon, BR bauxite	377-400	£36.95
BR Carflat wagon, BR bauxite	377-400A	£36.95
BR FVV Carflat wagon, BR blue Motorail	377-401	£36.95
BR FVV Carflat wagon, BR blue Motorail	377-401A	£36.95

TABLE 3 - EFE RAIL/ROAD AUTUMN 2025 RELEASES

DESCRIPTION	CAT NO.	PRICE
NAA Propelling Control Vehicle 95301, EWS	E86019	£74.95
NAA Propelling Control Vehicle 94331, Rail Express Systems (Royal Mail)	E86020	£74.95
AEC Routemaster RML2738, London Transport red	E42302	£46.95
AEC Routemaster RML2270, London Transport red	E42303	£46.95
AEC Routemaster RCL2256, Southend Transport blue	E42304	£46.95
AEC Routemaster RML2760, London Transport red (London Bus Museum)	E42306Z	TBA

TABLE 4 – BACHMANN SCENECRAFT AUTUMN 2025 RELEASES

DESCRIPTION	SCALE	CAT NO.	PRICE
Depot mess room and toilet - white doors	'OO'	44-0054	£49.95
Depot mess room and toilet - red doors	'OO'	44-0054R	£49.95
Concrete footbridge - blue	'OO'	44-023	£59.95
Concrete footbridge - blue	'OO'	44-023R	£59.95
Wood loads for open wagons (x4)	'OO'	44-0518	£17.95
Coal barge - red	'OO'	44-1017	£49.95
Coal barge - blue	'OO'	44-1017A	£49.95
Narrow boat - red	'OO'	44-1018	£49.95
Narrow boat - apple green	'OO'	44-1018A	£49.95
GWR standard station - chocolate and cream	'OO'	44-1019	£99.95
GWR standard station - blue and white	'OO'	44-1019A	£99.95
Rail yard crew room - red	'OO'	44-1020	£29.95
Rail yard crew room - green	'OO'	44-1020A	£29.95
Newsagent platform kiosk – blue and grey	'OO'	44-1021	£34.95
Newsagent platform kiosk - orange and brown	'OO'	44-1021A	£34.95
Carriage siding walkways	'OO'	44-112	£32.95
Thatched cottage - honey stone and red door	'OO'	44-122	£44.95
Thatched cottage - grey stone and blue door	'OO'	44-122B	£44.95
Low-relief rear of terrace - left hand, white door	'N'	42-0216W	£24.95
Low-relief rear of terrace - left hand, yellow door	'N'	42-0216Y	£24.95
Low-relief rear of terrace - right hand, blue door	'N'	42-0217B	£24.95
Low-relief rear of terrace - right hand, green door	'N'	42-0217G	£24.95
Sectional lineside hut - blue door	'N'	42-036	£9.95
Sectional lineside hut - red door	'N'	42-036R	£9.95
Highley station yard crane	'N'	42-146	£27.95
Low-relief rear of Victorian tenements	'N'	42-227	£49.95
Narrow gauge corrugated engine shed	'NG7'	47-0163	£89.95
Narrow gauge metal water tank	'NG7'	47-1009	£49.95

Cavalex unveils all-new 'OO'

CLASS 47 PLANS



Cavalex Models is developing an all-new 'OO' gauge Class 47 Co-Co diesel. A 3D-printed sample of the Brush Type 4 was displayed at the recent Greatest Gathering event in Derby in early August.

CAVALEX MODELS is developing an all-new 'OO' gauge Brush Type 4 – or BR Class 47 – as its third powered model.

The manufacturer is developing an all-new tooling suite that will allow for a multitude of detail variations to be accurately represented. These will appear with an open or closed boiler port, high-intensity headlight (where applicable), Electric Train Supply cables, steam heat pipework, long or standard range fuel tanks and more.

All models will feature a coreless motor with twin flywheels, removable roof panel to access the 21-pin Digital Command Control (DCC) socket, floating centre axle, photo etched grilles, independently controllable rotating roof fans, hall sensors for automatic flange squeal on sound-fitted models, provision for drop in 'EM' and 'P4' wheelsets, low ratio gearbox for prototypical running speeds and a 'stay-alive' capacitor.

A full suite of lighting controls will also be included, which includes cab, directional and engine room lighting. Models can also display parked and light engine light configurations. Modern Class 47s will feature LED tail lights.

14 standard models comprise the initial offering from Cavalex Models, covering two-tone green, BR large logo blue, original Railfreight, Railfreight triple grey with Petroleum and Distribution decals, InterCity 'Executive', Mainline and 'Swallow', plus ScotRail, revised Network SouthEast and Rail Express Systems.

Four models are to be produced as exclusives for Rails of Sheffield, including 47581 *Great Eastern* in BR blue, 47522 *Doncaster Enterprise* in BR apple green, 47500 *Great Western* in GW150 lined green and a Virgin Cross Country farewell twin pack containing 47840 *North Star* in BR blue and 47847 *Brian Morrison/ Railway World* in BR large logo blue.

Two additional exclusives are to be produced as part of the Railway Icons range, D1500 in two-tone green and 47798 *Prince William* in Royal Train claret.

A final exclusive has been announced for Ultimate Model Railways, which will appear as 47004 *Old Oak Common Traction & Rolling Stock Depot* in two-tone green.

Models are due for delivery in the first quarter of 2027, with prices yet to be confirmed.

● **Visit Cavalex Models for further information.**

'TT:120' MMA/JNA EPS DEBUT

ENGINEERING PROTOTYPE (EP) samples of Revolution Trains' first 'TT:120' scale model, the MMA/JNA bogie box wagon, have arrived for inspection.

Since its introduction in 2016, the MMA/JNA bogie box wagon has become widespread across the UK.

Revolution Trains' (RT) all-new 'TT:120' MMA/JNAs will cater for nine and 11 side rib wagons with a choice of side-opening doors or not, plus body-mounted brake wheels. All models will be supplied with appropriate loads.

RT is planning to produce the MMA/JNA wagons in DB Cargo red, GBRf blue, Ermewa grey, Mendip Rail silver and Wascosa/Network Rail yellow, with five running numbers per livery available.



Revolution Trains' first venture in 'TT:120' scale is progressing well with EP samples of the all-new MMA/JNA Ealnos bogie box wagon arriving with the company's development team.

Additionally, an exclusive livery is being produced for The Model Centre (TMC) in Touax maroon, with four running numbers.

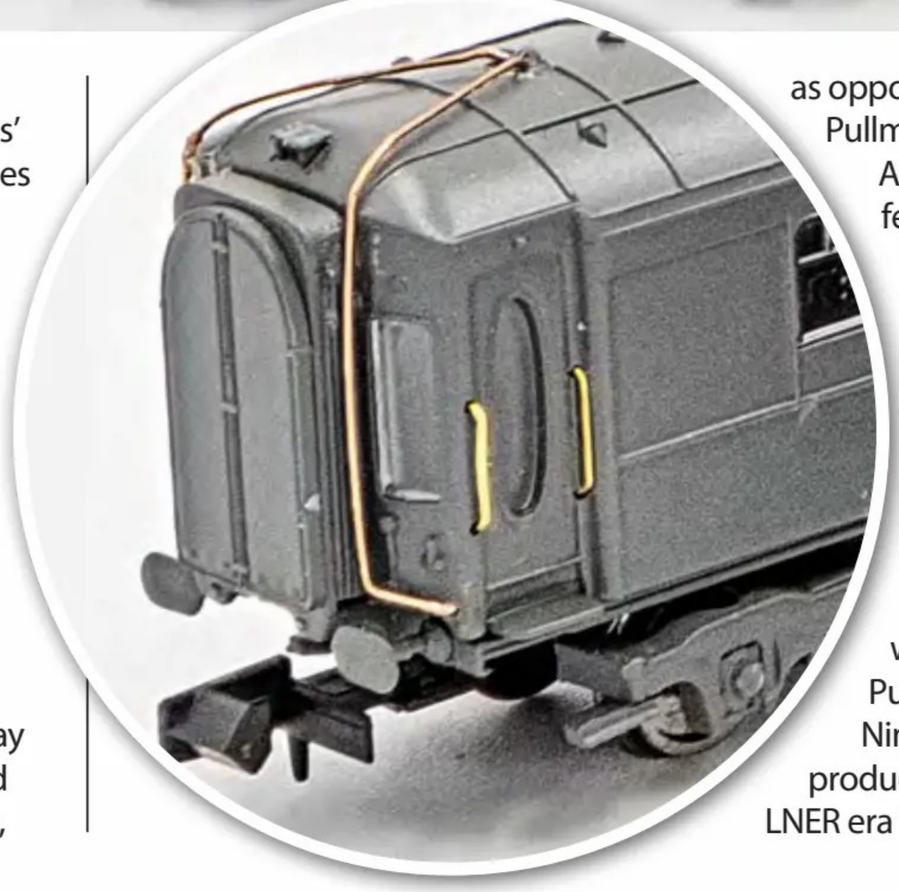
Models are expected to be delivered in Spring 2026 and are priced at £44.95 each.

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

Revolution 'K' Type Pullman EPs break cover



Revolution Trains has received first EP samples of its newly tooled 'N' gauge 'K' Type Pullman cars.



FIRST ENGINEERING Prototype (EP) samples of Revolution Trains' range of 'K' Type Pullman coaches for 'N' gauge have arrived for assessment.

Revolution Trains' suite of 'K' Type Pullman coaches covers five main variations - Kitchen First, Parlour First, Kitchen Third, Parlour Third and Parlour Third Brake. Amongst the initial samples received are the 1928 era Parlour First and Third, along with a refurbished First Kitchen; this represents the coaches as they appear today and correctly features an altered underframe and Gresley bogies, as opposed to standard Pullman bogies.

All coaches will feature switchable table and saloon lights as standard and full interior detail, plus kinematic NEM close couplings. Coaches will appear with white or grey roofs and with early or late Pullman crests.

Nine packs are to be produced: two four-coach LNER era 'Queen of Scots' packs, a four-coach pack of GWR/SR First Class coaches, a four-car SR Third Class pack, a BR era Eastern Region four-coach Third Class pack, two four-coach packs modelling the BR era 'Bournemouth Belle', along with a twin pack of Brake Third coaches and a triple pack of present-day VSOE named coaches.

Prices start at £129.99 (£104.99 when purchased direct through Revolution Trains) for two-coach packs. Three-coach packs are £179.99 (£157.99), and four-coach packs are £239.95 (£209.95). Models are due to arrive in spring 2026.

● **Visit *www.revolutiontrains.com* for further details.**

HELJAN LNER 'U1' 2-8-0+0-8-2 Garratt edges closer



Heljan's newly-tooled 'OO' gauge LNER Beyer Garratt 'U1' 2-8-0+0-8-2 is progressing well with decorated production samples received for inspection recently.



DECORATED production samples of Heljan's all-new 'OO' gauge London and North Eastern Railway (LNER) 'U1' 2-8-0+0-8-2 Beyer Garratt were displayed publicly for the first time at the recent Railway 200 Greatest Gathering event in Derby.

Just one 'U1' 2-8-0+0-8-2 was built in 1925 and used for banking duties to assist trains up the steep Worsborough Incline in Yorkshire. It was also later tested for use on the Lickey Incline and converted to an oil-fired locomotive, remaining in BR use until the mid-1950s.

Heljan is producing the all-new Beyer Garratt in coal- and oil-fired variants, with six options offered including LNER photographic grey (a Locomotion Models/Rails of Sheffield exclusive), original LNER black, post-war LNER black, BR black with serif lettering, BR black with early crests and an oil-burning version with headlight in BR black with crests.

The specification includes twin motors with flywheels, 21-pin Digital Command Control (DCC) decoder socket, LED lamps, factory-fitted speakers, sprung buffers, firebox glow, removable cab roof and compatibility with smoke generators. Heljan's extensive tooling suite will also cater for two variants of coal bunker, two smokeboxes and original or short water tank breather pipes.

Heljan's all-new 'OO' gauge LNER 'U1' 2-8-0+0-8-2s will be available DCC Ready and DCC sound-fitted, priced at £399 and £520 respectively. Release is expected before the end of the year.

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

Ellis Clark Trains launches

L&YR 'PUG'

for 'OO' and 'O'

Ellis Clark Trains is to produce an all-new Lancashire and Yorkshire 'Pug' 0-4-0ST in 'O' and 'OO'.



ELLIS CLARK TRAINS' next powered model is the Lancashire and Yorkshire Railway (LYR) 'Pug' 0-4-0ST for 'OO' and 'O' gauge.

Constructed from 1891 to a design by John Aspinall, a total of 60 L&YR Class 21 (initially known as 1153 Class) 0-4-0STs were outshopped from 1886 to 1910. Designed for shunting duties on tight radius curves, they were extensively used in industrial sites and dockyards.

Both versions being developed by Ellis Clark Trains share many features, with substantial use of die-cast metal in construction, sprung buffers where appropriate, coreless motor and detail variations to the cab, tank and buffers.

'OO' gauge models will feature provision for 'EM' and 'P4' conversion, a Plux12 Digital Command Control (DCC) decoder socket and DCC sound-fitted models will additionally feature a stay-alive capacitor, DCC controlled firebox glow and a single speaker.

'O' gauge models will benefit from fully working inside motion, ashpan glow, removable cab roof and slide bar covers, a Plux22 DCC decoder socket and on DCC sound-fitted models, twin speakers, DCC controlled firebox and ashpan glow plus stay alive capacitor.

Development work is under way with an Engineering Prototype of the 'O' gauge model and a 3D-printed example of the 'OO' locomotive received for evaluation in mid-August.



11 models are to be produced for both scales, covering LYR, LMS, BR and several private owner colour schemes (see *www.keymodelworld.com* for the full listings).

DCC Ready 'OO' gauge models are priced at £150 DCC Ready, while 'O' gauge examples are set at £325 each. Prices for sound-fitted models are yet to be confirmed. 'O' gauge models are currently slated to arrive in Summer 2026, with 'OO' gauge models due in late 2026/early 2027.

● **Visit *www.ellisclarktrains.co.uk* and *www.clarkrailworks.com* for more information.**

Territorial Army Class 60 limited edition revealed



Key Publishing's next 'OO' gauge limited edition is 60040 *The Territorial Army Centenary* in DB Schenker Cherry Red, based on Accurascale's all-new Class 60 tooling.

KEY PUBLISHING is proud to announce a limited edition 'OO' gauge Accurascale Class 60, portraying DB Schenker's 60040 *The Territorial Army Centenary* in its distinctive Cherry Red livery.

Built in 1992 at Brush, Loughborough, 60040 entered service with the Construction sector and was originally named *Brecon Beacons*. Following the onset of rail privatisation, its Construction sector branding was replaced by Mainline logos. It then joined the EWS fleet in 1997, adopting the operator's corporate maroon and gold colour scheme.

In 2008, 60040 was repainted into a one-off Cherry Red livery and renamed *The Territorial Army Centenary* at the National Railway Museum. This striking livery remained until 2012, when the locomotive was repainted into DB Schenker's red and grey colours — its final livery before withdrawal in 2024.

Key Publishing's exclusive model of 60040 uses Accurascale's new tooling for the fleet of 100 locomotives that were built at Brush between 1989 and 1993. It is the first of the second batch to be revealed and features correct details for 60040, including roof details and the correct fuel tank arrangements.

Features of the model include accurate reproduction of the colour scheme and etched metal grilles on the body and roof, interior detail in the cabs and engine room, fully detailed bogies and underframe equipment, plus a full suite of external and internal lights.

The mechanism features a five-pole motor at the centre with twin flywheels, and there is also all-wheel drive within the 825-gram chassis, which makes the Accurascale Class 60 a powerful model on the track. There is a 21-pin decoder socket in all models, with the DCC-ready versions also having a pre-fitted 15mm x 11mm cube speaker as well as stay-alive capacitors. DCC sound-fitted versions benefit from the addition of an ESU LokSound V5 decoder with Accurascale's own Class 60 sound profile, together with a large bass speaker to join the small cube speaker.

The new Class 60 limited edition is due to be released in Spring 2026 and is available to pre-order now through Key Model World with a £30 non-refundable deposit. Prices have been held at the same as the first production run, with the DCC-ready versions costing £169.99 and the sound-fitted versions £269.99.

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

Accurascale launches Teenage Cancer Trust '60'

Accurascale has revealed plans to produce 60074 *Teenage Spirit* in DB Schenker branded light blue as its next exclusive charity model.



ACCURASCALE'S next charity exclusive model is 60074 *Teenage Spirit*, which is set to lead the company's next batch of 'OO' gauge Class 60 Co-Co diesels.

60074 entered service in 1991 and was built at Brush Traction's Loughborough Works as part of the 100-strong Class 60 fleet. It was named *Teenage Spirit* and unveiled in a unique light blue livery to raise awareness for the Teenage Cancer Trust; the nationwide charity provides specialist care and support for young people aged 13-24 with cancer. Accurascale's model represents the prototype post 'Super 60' programme, which 60074 underwent in early 2012.

Fran Burke, PR, Marketing and Sales Director at Accurascale said: "Our customers never fail to amaze us with their generosity and passion—not just for model trains, but for the causes behind them. We're aiming to raise at least £10,000 through this release, but we're confident we can exceed that with the community's support considering what a show stopping model 60074 is."

Accurascale's second wave of Class 60s is set to feature minor enhancements to the decoration of the cab, with 'Super 60' locomotives now featuring a desk fan, and all models featuring additional decorative support columns inside the cab.

60074 will feature the same specification as previous models, with a fully controllable lighting suite of cab, desk, radiator room and directional lighting. Full details on the second batch of main range Accurascale Class 60s are due to be released shortly.

Accurascale's exclusive models of 60074 are priced at £169.99 DCC Ready and £269.99 DCC sound-fitted, with delivery expected in late 2026.

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

SCAN HERE

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



Voting for the 2025 *Hornby Magazine* Model Railway Awards is now open. **MARK CHIVERS** reveals this year's categories and how you can support your favourite models, manufacturer and retailers of the year.

LAYOUT OF THE YEAR

LAYOUT NAME	GAUGE	ISSUE
Horton	'N'	HM209
Netherwood Sidings	'O'	HM209
Glen Tay	'OO'	HM209
Shirebrook	'N'	HM210
Five Mile House	'OO'	HM210
The Yard	'O'/'O.16.5'	HM210
Bangor	'OO'	HM211
Fountainhall TMD	'OO'	HM211
High House Colliery	'P4'	HM211
Knaresborough Viaduct	'OO'	HM212
Horton Green	'OO'	HM212
Helby Lane RTC	'OO'	HM212
Phoenix Lane	'OO'	HM213
Beggarwood Lane	'OO'	HM213
Whitechapel	'EM'	HM213
Marley Potts and Witherwack Sidings	'OO'	HM214
Making Tracks 4+	'OO'	HM214
Whiteoak Light Railway	'O-16.5'	HM214
BSC Orgreave	'OO'	HM214
Glasgow Eastfield TMD	'O'	HM215
22F Steam Shed	'OO'	HM215
Macauley Lane TMD	'OO'	HM215
Lydgate, Forest End, Mansell Bank and Penrhos	'OO'	HM216
Trebrea	'OO'	HM216
Craigstewart	'O'	HM216
Skipton Garden Railway	'O'	HM217
Little Aire	'OO'	HM217
Deepdale	'O'	HM217
Pettleworth Downs	'N'	HM218
Deadmans Lane	'OO'	HM218
Priory Park	'OO'/'OO9'	HM218
Shuri Koya (International supplement)	'HO'	HM218
Lockbourne, Ohio (International supplement)	'S'	HM218
Sparkel (International supplement)	'HO'	HM218
Cromer	'O'	HM219
Mynydd Tatws Newydd	'OO9'	HM219
Boghampton	'OO'	HM219
R&J Colliery	'OO'	HM219
Tellindalloch	'OO'	HM220
East Road	'O'	HM220
Mothecombe	'OO'	HM220
Rockport	'OO'	HM220

THE ANNUAL *Hornby Magazine* Model Railway Awards return for 2025 with voting open from September 4 2025 at 9am.

It has been another sensational year for new model releases with a super selection of all-new items appearing across the scales. More than 60 all-new models have been reviewed within the pages of *Hornby Magazine* during the past year, with almost 30 newly tooled locomotives and multiple units, 15 carriage projects completed and 23 all-new wagon collections.

This year, we have made a few amendments to the categories and voting options following feedback to last year's awards. Among the changes is a new free text voting option for the Retailer of the Year and Specialist Retailer of the Year categories, enabling you to vote for your favourite retailer by typing the name of your chosen retailer into the text box. See the full listings and categories at *www.keymodelworld.com*.

Voting is open from 9am on Thursday September 4 and closes at 11.59pm on Monday September 22 2025.

All votes placed for this year's awards will be entered into our prize draw for the chance to win Hornby's new 'OO' gauge Railway 200 Birth of the Railways train pack (Cat No. R30445), containing models of Stockton & Darlington Railway *Locomotion No. 1*, Liverpool



BEST 'OO' GAUGE LOCOMOTIVE/MULTIPLE UNIT

- KR Models Bulleid 'Leader' 0-6-0+0-6-0T (HM209)
- Accurascale Class 31 A1A-A1A (HM209)
- Heljan Class 26/1 Bo Bo (HM210)
- Rapido Trains UK NER 'H'/LNER 'Y7' 0-4-0T (HM211)
- Hornby *Locomotion No. 1* 0-4-0 (HM212)
- Rapido Trains Highland Railway 'Jones Goods' 4-6-0 (HM212)
- Bachmann Prototype HST power car (HM213)
- Cavalex Models Class 60 Co-Co (HM214)
- Dapol Class 88 Bo-Bo electro-diesel (HM214)
- Heljan Class 02 0-4-0DH (HM215)
- OO Works LNER 'J17' 0-6-0 (HM215)
- Hornby Class 755 'FLIRT' (HM216)
- Accurascale Class 50 Co-Co (HM218)
- Bachmann Class 08 0-6-0DE (HM218)
- Accurascale 'J67'/'J68'/'J69' 0-6-0T (HM218)
- Hornby LNER 'J52' 0-6-0ST (HM219)
- Rapido Trains UK LBSCR 'E1' 0-6-0T (HM219)
- Accurascale Class 60 Co-Co (HM219)
- Accurascale Class 89 Co-Co (HM220)
- KR Models Hunslet Bo-Bo (HM220)
- Rapido Trains UK GWR '44XX' 2-6-2T (HM220)

BEST 'OO' GAUGE CARRIAGE

- Irish Railway Models/Accurascale BR Mk 2c (HM209)/(HM214)
- EFE Rail Propelling Control Vehicle (PCV) (HM210)
- Accurascale BR Mk 1 Suburban coaches (HM210)
- Hornby LNER Coronation articulated coaches and LNER Beavertail observation car (HM211/212)
- Bachmann BR Mk 1 BSO/FO/RB (HM212)
- Rapido Trains UK GWR 'B set coaches (HM214)
- Clark Railworks LNER 'Quad Art' coaches (HM217)
- Bachmann LNWR 'Arc Roof' coaches (HM217)



Voting is now open for the Hornby Magazine Model Railway Awards 2025.

& Manchester Railway (L&MR) Stephenson's *Rocket* and L&MR *Lion* together with a plinth on which to display the models, worth £399.99.

Once the poll is closed, all votes cast will be counted and verified, and the winners will be revealed during an after-show ceremony at the Great Electric Train Show in Milton Keynes on Saturday October 11 2025. The results will also be available to view at *www.keymodelworld.com* and will appear in the December 2025 issue of *Hornby Magazine* (HM222). To have your say, just visit *www.keymodelworld.com* and show your support for the manufacturers, retailers, newly tooled motive power, rolling stock and the outstanding layouts that have appeared in *Hornby Magazine* over the past 12 months. **HM**

- **Visit *www.keymodelworld.com* for more information.**

MANUFACTURER OF THE YEAR

- Accurascale
- Bachmann
- Cavalex Models
- Dapol
- EFE Rail
- Ellis Clark Trains
- Heljan
- Hornby Hobbies
- Irish Railway Models
- Kernow Model Rail Centre
- KR Models
- Lionheart Trains
- Minerva Model Railways
- OO Works
- Oxford Rail
- Peco
- Planet Industrials
- Rapido Trains UK
- Realtrack Models
- Revolution Trains
- Sonic Models
- Sutton's Locomotive Works

BEST 'O' GAUGE LOCOMOTIVE

Heljan Class 45 1Co-Co1 (HM210)
Lionheart Trains BR Standard '3MT' 2-6-2T (HM212)
Accurascale Ruston and Hornsby 88DS (HM214)
Heljan BR Class 02 0-4-0DH (HM214)
Dapol Hunslet 'Austerity' 0-6-0ST (HM216)
Heljan Class 24 Bo-Bo (HM217)

BEST 'N' GAUGE LOCOMOTIVE

EFE Rail D600 'Warship' diesel-hydraulic A1A-A1A (HM212)
Rapido Trains UK Class 44 1Co-Co1 (HM218)

BEST 'O' GAUGE CARRIAGE OR WAGON

Ellis Clark Trains 'K Type' Pullman coaches (HM213)
Heljan Southern Railway PMV (HM215)

BEST 'OO' GAUGE WAGON

Rapido Trains UK LNWR 10ton box van (HM209)
Clark Railworks BR 25ton 'Lowmac' (HM209)
Dapol 14ton Class A tank wagon (HM209)
Rapido Trains UK 25ton 'Lowmac' (HM209)
EFE Rail Plasser & Theurer 12ton CPC72 crane (HM211)
Bachmann BR 12ton 'Palvan' (HM212)
Accurascale BR 16ton steel mineral wagon (HM213)
Kernow Model Rail Centre LSBCR five-plank open wagon (HM213)
Cavalex Models PHA/JYA wagons (HM214)
Rapido Trains GWR 'O18' open wagons (HM215)
Rapido Trains UK GWR 'N19' open wagons (HM215)
Revolution Trains IHA-F steel carriers (HM216)
Rapido Trains UK Dia. 1/801 fish vans (HM216)
Rapido Trains UK Caledonian Railway Dia. 67 vans (HM216)
Irish Railway Models 'Bulleid' vans (HM216)
Hornby 'Salmon' bogie bolster wagon (HM218)
Dapol Powell Duffryn Standard JHA aggregate hoppers (HM218)
Accurascale HTO/HTV hoppers (HM218)

BEST 'N' GAUGE CARRIAGE

Revolution Trains SR General Manager's Inspection Saloon (HM211)
Graham Farish BR Mk 1 Post Office Tender (POT) (HM217)

BEST 'N' GAUGE WAGON

Rapido Trains UK OAA wagons (HM211)
Revolution Trains 'Borail'/'Mullet'/'Parr'/'Super Tench' flat wagons (HM211)
Peco BR 'Clay Hood' wagons (HM215)
Revolution Trains 'Cartic-4' (HM215)
Revolution Trains IHA steel carrier (HM218)

BEST NARROW GAUGE WAGON

Bachmann Ffestiniog Railway 'Tin Car' bogie coaches (HM211)
Bachmann Ffestiniog Railway Brake Third (HM212)

VOTE FOR YOUR FAVOURITES AND WIN

- Visit *www.keymodelworld.com* to vote for the *Hornby Magazine* Model Railway Awards 2025 and you could win a Hornby Birth of the Railways train pack (R30445), worth £399.99.

You can vote for your favouite models in categories, together with the Manufacturer of the Year Awards. You can also cast your vote for Layout of the Year, Retailer of the Year, Specialist Retailer of the Year and Youtuber of the Year.

Voting opens at 9am on Thursday September 4 at 9am and closes on Monday September 22 2025 at 11.59pm.

Stafford Model Railway SHOW PREVIEW

THE DETAILS	
Event:	Stafford Model Railway Exhibition
When:	September 27/28 2025
Where:	Stafford County Showground, Weston Road, Stafford ST18 0BD
Times:	Sat 10am-5pm, Sun 10am-4.30pm
Website:	*www.staffordrailwaycircle.org.uk*
Prices:	Adults £18 (£16), children £5, family £36 (£32). Advance prices in brackets
Features:	50+ layouts, trade support, manufacturers, societies, demos, displays, refreshments, parking and disabled access. Free shuttle bus between venue and Stafford railway station.



Stafford Railway Circle's annual model railway exhibition is set to feature 50+ layouts, including Steve Jones' stunning 'OO' gauge Fairwood Junction (HM204). Mike Wild/*Hornby Magazine.*

Stafford Railway Circle's annual model railway exhibition returns to the Stafford County Showground on September 27/28. **BEN CHURCH** previews this highlight in the exhibition calendar.

FINAL PREPARATIONS are under way for Stafford Railway Circle's annual model railway exhibition on September 27/28 at the Stafford County Showground.

More than 50 layouts have been assembled for the event, including several which have appeared in *Hornby Magazine*. Some of the layouts you can look forward to seeing include Allerby (HM200), a 40ft 'O' gauge layout set in the 1980s, created and owned by the Thompson family, plus Soar Valley Model Railway Club's 'OO' gauge Dorehill St Stevens (HM103), St Neot's Model Railway Club's 'O' gauge East Quay (HM189), Steve Jones' 'OO' gauge Fairwood Junction (HM204), Mark Pollard's stunning 'O' gauge Western Region steam shed Old Elms Park (HM141) and Terry Tew's 'OO' gauge Tellindalloch in Autumn, set in 1960s North East Scotland, which you can see on pages 24-31 of this issue.



Mark Pollard's superb 'O' gauge Old Elm Park models a compact steam Motive Power Depot in the 1960s (HM141). Trevor Jones/*Hornby Magazine.*

Manufacturers and trade stands attending include Accurascale, CM3 Models, Digitrains, Footplate Models, Going Loco, Grainge and Hodder, H&A Models, KMS Railtech, Legomanbiffo/DC Kits, Malcs Models, Petite Properties, Primo Models, TTC Diecast, The Wagon Yard, West Hill Wagon Works and many more. Society stands and demonstrations will complement the trade and manufacturer support.

The *Hornby Magazine*/Key Model World team will also be in attendance, with exclusive show offers on subscriptions, plus opportunities to purchase exclusive models and PJM Models' exclusive laser-cut kits.

Tickets can be purchased in advance or on the door, with savings available when purchasing advance adult tickets, which are priced from £16 for adults. Advance family tickets are £32 and tickets for under-16s are £5 in advance and on-the-door. The Stafford County Showground is on the A518 and features free parking. A free shuttle bus service will run to and from Stafford railway station, with the first bus departing at 9am, while the last return bus from the exhibition will be at 5pm. A full bus timetable is available on the Stafford Railway Circle website. The exhibition opens at 10am both days and closes at 5pm on Saturday and 4.30pm on Sunday. **HM**

● **For more information visit *www.staffordrailwaycircle.org.uk***



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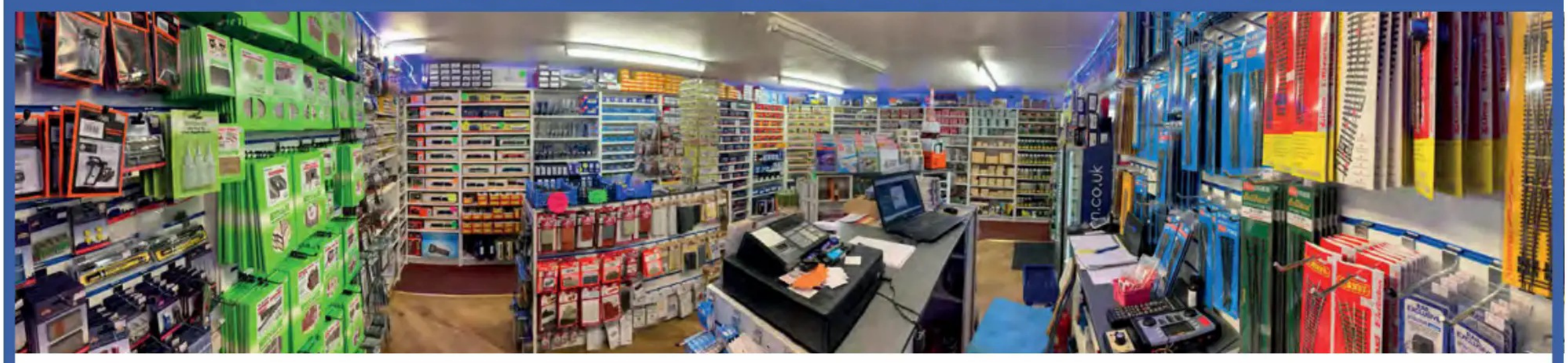

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TELLINDALLOCH *in Autumn*

The Great North of Scotland Railway is rarely modelled, so **TERRY TEW** decided to capture the ethereal spirit of a short branch line in whisky country in autumn.

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm:1ft	4ft 4in X 1ft 9in (SCENIC)	SCOTTISH	1960s	DCC, NCE POWERCAB



1 Above: **Tellindalloch Distillery's venerable Ruston and Hornsby 48DS shunts a 13ton high-sided steel open wagon through the private yard.**

2 Below **BRCW Type 2 Bo-Bo D5309 ticks over in Tellindalloch station at the head of the branch line's single coach train, a BR Mk 1 Brake Corridor Composite.**

TELLINDALLOCH is a fictitious Great North of Scotland Railway (GNSR) branch line terminus set in North East Scotland. The period modelled covers nationalisation in 1948 up to the mid-1960s, when it's presumed the line would have closed as part of the Beeching cuts.

Theoretically, the branch would have run from Huntley, on the main line, North East to Tellindalloch. It would pass through the fictitious town of Athol Guy and on to the village terminus. The branch was originally intended to terminate at Athol Guy but in this timeline, James Mackie, the owner of Tellindalloch Distillery, owned land the railway needed to traverse. He granted permission to the railway, on the condition that the railway reached his Distillery. Consequently, locomotives and more substantial goods facilities are provided at Athol Guy, with Tellindalloch only receiving wagons destined to/from the station and distillery, with locomotives turned, coaled and watered at Athol Guy.

Tellindalloch in Autumn was conceived as a challenge to construct something completely different from my previous urban layouts. I had always been interested in Scottish railways but chose the GNSR as it was the smallest of the constituent railways in Scotland and was famous for being in 'Whisky Country.' However, this meant that commercially available buildings, stock and the like, in 4mm scale were minimal. The next decision, which increased the challenge, was to set it in autumn.

CONSTRUCTION

The baseboard is laser-cut ply and has a back and two sides. I also created a top plinth to give a cameo effect. The rotating storage yard is also laser-cut ply. The layout sits on lightweight aluminium square tubes which rest on folding wooden trestles which I made myself. The viewable area is 4ft 4in x 1ft 9in. Lighting is an LED strip, obtained from a well-known DIY outlet, which is adjustable to set hue and brightness. »

Track is a mixture of Peco Bullhead and C&L Finescale. The points are hand-built and operated with SEEP motors, while Digital Command Control (DCC) has been adopted for train operation via an NCE Powercab. Push buttons are used for control of the turnouts. The track layout consists of a platform with run-round loop for a two-coach train, while a single siding provides access to the goods shed and a line which runs into the distillery. Within the distillery is another short reverse siding.

I feel that one way to make a small layout appear more than it is, is by using levels and height when developing the landscape. The lowest level (actually cut into the baseboard) is the river. The main board level incorporates the track and buildings. Then, behind the station, the ground rises towards the backscene. The trees planted on this rising ground means that the rise between the riverbed and the treetops is around 550mm. This rising ground on the layout was created using building insulation (the solid, foam type) with plaster on top to finish.

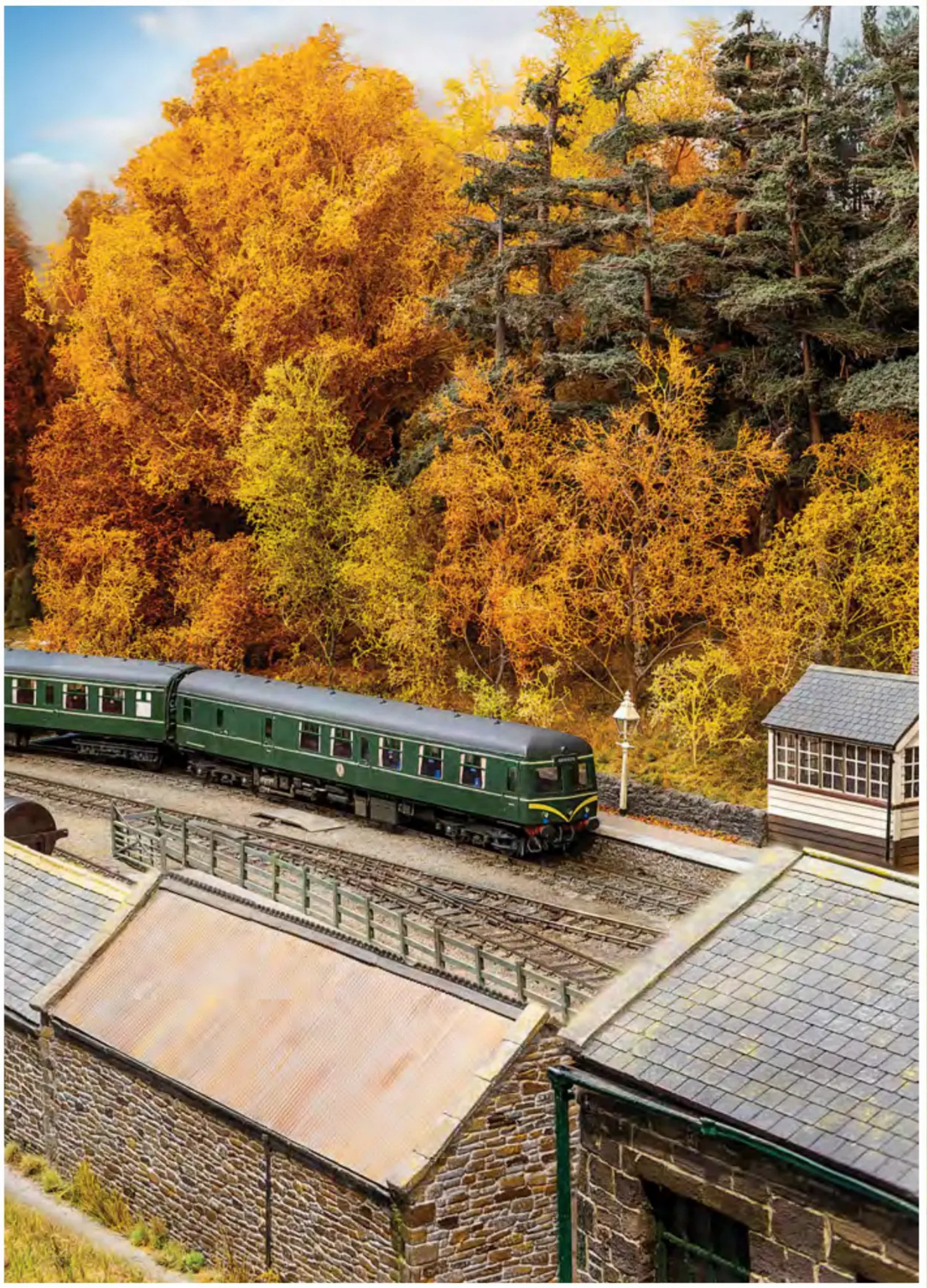
TREES

Ah, yes! The trees… When planning the layout, I looked at options for creating the autumnal trees. Proprietary tree options seemed too small or not in the colours I wanted so making them myself was the solution. But how? Eventually I decided that using natural materials must have an inherent advantage. My wife Linda and I spend many months going on walks with a carrier bag in one pocket and a pair of snips in the other and we have collected »

3 Left: **Worsdell 'G5' 67292 shunts wagons into Tellindalloch goods shed, before departing with the line's pick-up freight.**

4 Right: **Representing the new order, a Class 120 Swindon Cross-Country Diesel Multiple Unit arrives into Tellindalloch station.**

5 Below: **Almost at journey's end, the fireman aboard McIntosh '812' 0-6-0 57565 takes a breather as the locomotive slows for its final stop in the platform.**





lots and lots of twigs to use for tree trunks and larger branches. 90% would be discarded when sorting at home but what remained was considered suitable for use. I also collected smaller pieces of lavender too.

I bought an inexpensive paperback book about British trees, which gave typical mature tree sizes from which I could scale. I also took numerous photographs and collected even more from online sources. Each tree was constructed with prototype photographs at hand of the type of tree I was trying to create and started with a suitably chosen trunk. I then added smaller branches using a combination of smaller twigs and sea foam (which is also a natural product). Then, the structure was touched up with paint to cover joins and glue, and the sea foam sprayed to match the trunk colour. This was then sprayed with adhesive and covered in scatter/flock. I accumulated many bags of differing shades and textures which I mixed to give varying colours and hues. Many layers were generally added until I was happy. Some trees were lightly sprayed with an airbrush or spray paint to tweak the colours further.

The exception to this method were the evergreen trees. The Scots Pine had 2mm green static grass added to the sea foam before the scatter. The Douglas Fir foliage was created using a product I purchased from the USA, supplied as part of a kit to build pine trees. I used photographs of Scottish autumn settings in an effort to recreate a typical, realistic scene. At exhibitions, the trees are always the most talked about thing.

The bushes and foliage are created using a variety of methods. A Martin Welberg

scenic mat is used at the front with flock and similar used elsewhere. The ferns were created from real moss collected off walls and trees and dried out on a windowsill for many weeks. This makes extremely realistic ferns and, again, is a natural product.

RIVER AND WATERFALL

The riverbed is a proprietary war gaming product. This was placed on the layout and then a thin layer of Liquid Water was added. Natural stones of varying sizes (collected from a pea shingle path) were placed onto the liquid while still wet. Further layers of Liquid Water were added until the required depth was reached. Ripples and splashes were created using gesso and building silicone (white and translucent). The waterfall was created using a piece of clear, flexible acrylic, which was curved and secured in place. To this was added building silicone, which was streaked down in layers until the desired effect was achieved.

Underneath the waterfall, I installed flickering LEDs and a rotating drum with LEDs on it which give an effect of moving water. There is also a waterfall sound module fitted. Unfortunately, at exhibitions this sound effect often gets drowned out by other ambient noises. Putting all these components (trees, undergrowth, river, waterfall) together was crucial if I was going to achieve the sort of effect for which I was seeking.

Having created the varying heights and levels, I was keen to create an illusion whereby the layout appeared more than its component parts, or to mask where the layout ends. Part of this illusion would be the backscene. I 'planted' the trees on the layout and photographed them against a light background. I then tweaked this using image editing software. The finished photograph was then printed on to vinyl matt paper by a local company. This means the backscene is an image of the actual trees in front of it. This was then installed and the undergrowth blended in with it.

In one corner this created an illusion of distance. The opposite corner was disguised by a mass of trees. But two additional techniques were used to »



6 Left: **A mixed formation of Stanier and Gresley stock arrives at Tellindalloch behind Standard '4MT' 2-6-4T 80032.**

7 Below: **A Worsdell 'G5' 0-4-4T eases out of Tellindalloch yard with the branch line's pick-up goods train.**

enhance the appearance. Firstly, a small mirror was placed behind the top of the waterfall, giving the appearance of it continuing into the distance. Secondly, the track leaves the layout, between rocks, at an acute angle. This makes it very difficult to see it leaving the main board and entering the storage area. Putting all these techniques and ideas together was crucial in creating the whole piece of theatre for which I was striving.

BUILDINGS

A variety of methods were used to build the main structures. The station building is loosely based on the GNSR building at Carron, which still exists, although now in private use. I made a master of each elevation using embossed card, strengthened with additional layers of card. These were then fixed to a flat surface with a raised surround and silicone moulds created. From the moulds I then cast the sections in resin. These are then glued together and painted.

The signalbox and goods shed are typically GNSR in style and scratchbuilt using card and styrene, while the main distillery building has a proprietary laser-cut shell as its basis. I then covered it with tile grout, which was scored while drying to represent the stonework. The stones were then individually painted.

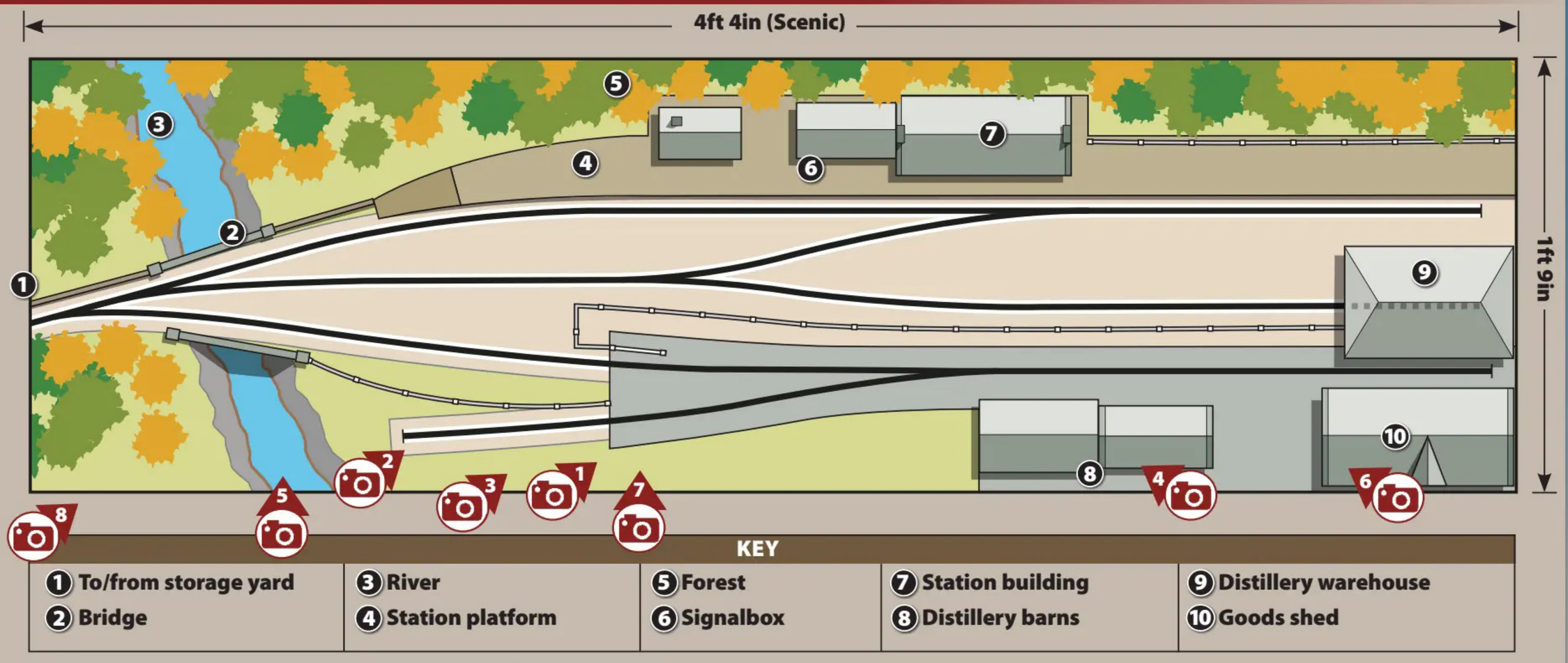
The distillery barns were made in a similar way to the station building but using modified stonecast building parts for the masters. Again, the stones were individually painted, while the slate roofs (with the exception of the goods shed) were my own resin castings.

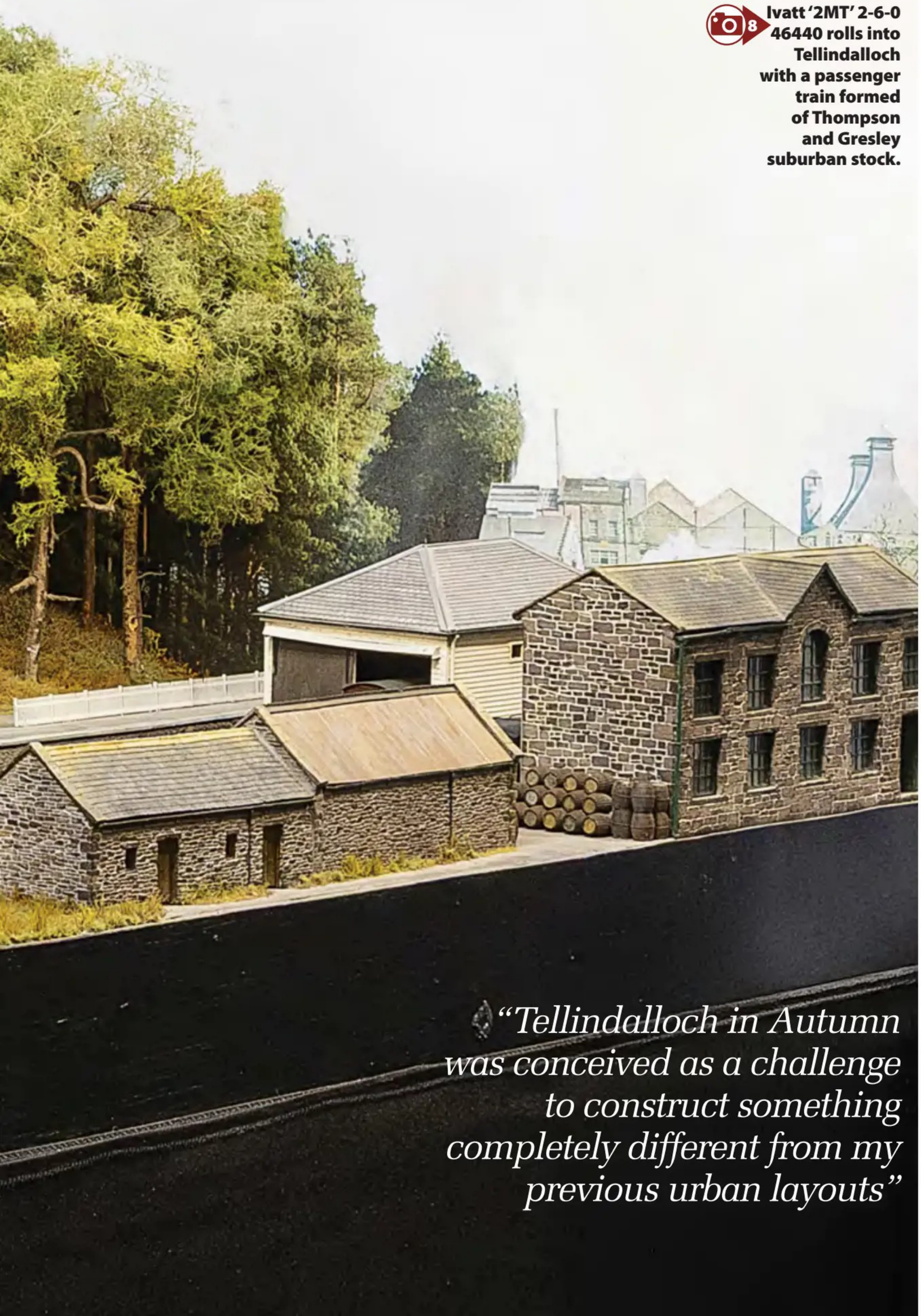
ROLLING STOCK

As there is very little to date the layout, rolling stock ranges from Nationalisation in 1948 to the mid-1960s. A range of white metal kits, scratchbuilt and ready-to-run locomotives form the basis of the motive power roster. These include GNSR LNER 'D40' and 'D41' 4-4-0s (kit-built), a 'C15' 4-4-2T (scratchbuilt), 'F4' 2-4-2T (scratchbuilt) and 'G5' 0-4-4T (modified Bachmann/TMC), together with a Caledonian Railway 0-6-0 (Rails of Sheffield/Bachmann) and BR Standard '4MT' 2-6-4T (Bachmann). Diesels include English Electric Type 1s (Bachmann), North British Type 2s (Dapol) and a BRCW Type 2 (Heljan), while Diesel Multiple Units (DMUs) also appear including a Class 120 Swindon Cross-Country set (using Silver Fox overlays and a Dapol chassis), a Class 105 DMU (Bachmann) and a Park Royal Railbus (Heljan). A couple of industrial locomotives also make appearances including a Ruston and Hornsby diesel shunter (Hornby) and



TELLINDALLOCH TRACK DIAGRAM (NOT TO SCALE)





8 Ivatt '2MT' 2-6-0 46440 rolls into Tellindalloch with a passenger train formed of Thompson and Gresley suburban stock.

"Tellindalloch in Autumn was conceived as a challenge to construct something completely different from my previous urban layouts"

an Andrew Barclay 0-4-0ST (Hattons/Accurascale).

Coaching stock is varied, with plenty of items from the Bachmann and Hornby ranges, together with a few specific scratchbuilt and kit-built items, including a GNSR non-vestibule corridor coach, a GNSR corridor coach and Brake. Goods stock is also a mixture of proprietary and kit-built items, with some modified to suit the era and/or location.

OPERATION

The turntable storage yard has five tracks. Usually, a cycle of steam operation is run for a period of time and then changed to the diesel era. Locomotive-hauled trains stop in the platform and uncouple using Kadee couplings and under-track magnets and then the locomotive runs round to attach at the other end. Goods trains can shunt into the goods shed and distillery, which usually keeps the Ruston and Barclay shunters busy, although the Barclay occasionally runs onto the main line (as prototypically happened around Carron station). Despite being a small layout there is plenty of movement and variety.

Tellindalloch is operated from the front, so there is always the opportunity for plenty of conversation between the operator and viewers. It's always very satisfying when people are inspired and inquisitive. While on the subject of the layout's name, people often ask how it came to gain its name. My wife and I spent a week just after the recent pandemic visiting and walking along old railways in the GNSR area, including the still extant Ballindalloch station building (then being used as a visitors' centre and tearoom. So, as I'm often referred to as 'Tel' and my wife is Linda – TEL-LINDA-LLOCH - very Scottish and including both our names!

HM

● **You can read more layout articles at *www.keymodelworld.com/trains/layout-features*.**

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Mark Chivers, Acting Editor

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797/25

THE GREAT ELECTRIC TRAIN SHOW PREVIEW

The guest list is hotting up for the 2025 Great Electric Train Show which takes place in just a few weeks' time at the Arena MK in Milton Keynes. **MIKE WILD** reveals all the latest event news including new layouts, new ticket bundles and what you can expect from this calendar highlight modelling exhibition.

THE 2025 Great Electric Train Show is just a few weeks away and as well as bringing Pete Waterman's outstanding model of Milton Keynes Central back to its home town, we have a stunning line-up of top-quality model railways, manufacturers, trade stands and demonstrations taking part in the annual event on the weekend of October 11/12.

The established venue of the Arena MK will have parking available on site all weekend, while visitors arriving by rail can take advantage of the free shuttle bus service operating between Milton Keynes Central station and the Great Electric Train Show. There is also plenty of parking at the railway station, so if you prefer to park there, the shuttle bus is available to all visitors attending the event. The shuttle bus timetable is available online at the Great Electric Train Show website.

Advance tickets are on sale now, with the deadline to take advantage of the discount pre-book prices set at Monday, October 6, 2025 at 5pm. Advance ticket options include General Admission adult and child tickets (don't forget, children under 16 go free on Sunday when accompanied by a paying adult), VIP tickets and – new this month – bundle tickets offering a discounted advance ticket combined with a new product pre-order.

Two General Admission bundle tickets are available. The first includes a pre-order for a brand-new laser-cut kit by PJM Models modelling Yarnton signalbox. This signal box was built in 1909 and had a distinctive 25ft x 12ft timber cabin on a tall and narrow brick base. It lasted until March 1971 when the box was closed, having stood guard over trains joining and leaving the Fairford Branch for over 60 years.

The new kit will feature laser-cut construction for the structure using MDF and plywood parts. These are joined by laser-cut clear glazing plus roof tiles to finish the model. Tools, glue and paint are required to complete it. The new kit will be available from the Great Electric Train Show priced at £32.99, but it can be pre-ordered in the bundle ticket for £45 – saving £4.99.

The second new General Admission bundle ticket is for Simon Kohler's new autobiography with Key Publishing titled *Simon Kohler: Between the lines*. This 352-page book features Simon's story covering his career at Hornby Hobbies from start to finish and is also launching at the 2025 Great Electric Train Show, with the author on hand at the Key Model World stand to sign copies of the new book.

The bundle ticket with *Simon Kohler: Between the lines* is priced at £40.50, offering a saving of £4.50. *Visit www.keymodelworld.com/greatelectrictrainshow* for more ticket information.

EXHIBITS

The exciting line-up of more than 30 model railways taking part in the 2025 Great Electric Train Show is headlined by Pete Waterman's Making Tracks 3, which models Milton Keynes Central station in 'OO' gauge. This 64ft x 14ft layout is making its first solo appearance at the Great Electric Train Show, having previously attended in 2023 as part of the Grand Challenge 152ft long layout between Making Tracks 1 and 2.

Milton Keynes has recently been revitalised for its appearance in the Model Railway Village at Alstom's Greatest Gathering and will see further amendments to its storage yard prior to attending the Great Electric Train Show. Highlights include scale models of all the buildings at Milton Keynes Central station, four-track running, scale-length trains and comprehensive overhead electrification, recreating the real location in detail.

New to the line-up for the 2025 Great Electric Train Show this month are Eric French's London Underground-themed Harefield Road, Bankfield Road from the Gauge O Guild, Simon Howard's 2mm finescale layout No Place, Ian Porteous and the 57 Study Group's 'OO' layout Hewisbridge (HM204), which is travelling from Scotland for the show, and Jenny Kirk's 'OO9' layout Mynydd Tatws (HM219). Plus, Dan Evason will be debuting a brand-new 'O' gauge model of »

THE DETAILS

WHEN:	October 11/12 2025
WHERE:	Arena MK, Stadium Way, Milton Keynes MK1 1ST
TIMES:	Saturday 10am-5pm, Sunday 10am-4pm (advance ticket holders enter from 9.30am)
WEBSITE:	*www.keymodelworld.com/greatelectrictrainshow*
CONTACT:	01780 480404
TICKETS:	Adult advance £17, child advance £9 (Saturday only), adult subscriber £15, VIP £55. Adult on the day £22, child on the day £11 (Saturday only). Up to two children admitted free with each paying adult on Sunday only. Bundle tickets: Yarnton signalbox bundle £45. *Simon Kohler: Between the lines* book bundle ticket £40.50.





Eric French is bringing Harefield Road to the Great Electric Train Show in a newly extended form which joins Croxley Hall Depot to the main layout. Look out for a full feature on Harefield Road in HM221. Jonathan Newton.

Pete Waterman and the Railnuts are bringing Milton Keynes Central in 'OO' gauge back to Milton Keynes for the 2025 Great Electric Train Show. Expect four tracks of main line action with scale length trains dwarfed by the stunning buildings. Mike Wild.

TABLE 1 – LAYOUTS

NAME	GAUGE	EXHIBITOR
Bankfield Road	‘0’	Gauge 0 Guild
Beijiao (HM206)	‘H0’	Paul Stapleton
Bigbury (HM99)	‘00’	City of Canterbury MRS
Brief Encounter	‘00’	Dawn Quest
BSC Orgreave (HM214)	‘00’	Alex Roughsedge
Cas-Ny-Hawin	‘009’	William Plant
Corsham	‘N’	Martin Reynolds
Cowley Yard	‘0’	William Plant
Derby Litchurch Lane Works (HM218-HM220)	‘00’	Key Model World
East Coast Cement	‘00’	Key Model World
East Road TMD (HM220)	‘0’	Martin Poulter
Folly Lane (HM212)	‘00’	Greg Marshall
Grantham the Streamliner Years	‘00’	Graham Nicholas
Gresten (HM206)	‘H0e’	Malcolm Rochford
Harefield Road (HM221)	‘00’	Eric French
Hewisbridge (HM204)	‘00’	Ian Porteous
Horton Green (HM212)	‘00’	Matt Haynes
Kindling Street shunting puzzle	‘00’	DOGA
Lockbourne Ohio	S scale	Willy Monaghan
Milton Keynes Central (HM195)	‘00’	Pete Waterman and the Railnuts
Mothecombe (HM220)	‘00’	High Wycombe and District MRS
Mynydd Tatws (HM219)	‘009’	Jenny Kirk
Newport Street	‘00’	Chris Fordham
No Place	2mm	Simon Howard
North Malden	‘00’	Ian Ripo
Pettleworth Downs (HM218)	‘N’	James and Nick Wright
Smallwood (HM151)	‘00’	Redditch MRC
Sugar Loaf Summit (HM221)	‘0’	Dan Evason
Summer Springs on the New Cut	‘00’	Andrew Knights

● **See more details about all the 2025 Great Electric Train Show layouts at *www.keymodelworld.com/greatelectrictrainshow***

TABLE 2 – TRADE STANDS

ABC Brushes
Accurascale
AGR Model Railway Store
Aspire Gifts and Models
Battlefield Railway
Cavalex Models
Cheltenham Model Centre
Craft Lighting
C&L Finescale
Culcheth Model Rail
DCC Concepts
DCC Train Automation
DC Kits and DE Videos with Legomanbiffo, C=Rail and Realtrack Models
Digitrains
Don Bishop Photography
EKM Exhibitions
Elaine’s Trains
Ellis Clark Trains
Footplate Models
Flexgenix
GloForce
H&A Models
Hornby Hobbies
Isinglass Models
James Green Artist
JS Models
Kernow Model Rail Centre
Key Model World featuring *Hornby Magazine*
KMS Railtech
Latem Design
Layouts 4U
Locomotion Models
Midland Railway Society
Primo Handcraft
On the Rails
RAILstuff
Railway Philatelic Group
Revolution Trains
RK Online
Severn Models
Shedring Hobbies
Squires Tools
The Engine Shed Group
The Little Layout Company
The Junction Box
The Wagon Yard
TMC
Tony’s Trains
Trainsporters
Transport Treasury
Trend Tool Technology
TTC Diecast
West Hill Wagon Works
WM Collectables
WW Scenics



Above: **Pettleworth Downs is a new ‘N’ gauge layout by James and Nick Wright modelling the Southern Region in the steam era.** Jonathan Newton.

Hewisbridge is travelling from Scotland to take part in the Great Electric Train Show. It models the early 1960s on the Waverley route in 4mm scale. Jonathan Newton.



Sugar Loaf Summit at the Great Electric Train Show – look out for the first feature on this new layout build next issue.

Meanwhile, the Key Model World and *Hornby Magazine* team are pulling out all the stops. The new Derby Litchurch Lane Works layout (HM218–HM220/Key Model World Series 13) will be on show, with access for visitors to try out the shunting puzzle to gather carriages from around the depot site using the fleet of shunting locomotives. In addition, the four dioramas built by Mike, Mark, Jonathan and Ben (KMW Series 12) will all be on display.

Completing the magazine’s layout line-up for the event is an ambitious plan to expand East Coast Cement (formerly West Coast Cement) with the addition of a new station scene. This will add 12ft to the length of the layout, making its total footprint 32ft x 10ft. The scene will continue the overhead electric theme of the layout with an East Coast Main Line (ECML) setting, allowing it to feature rolling stock from 2000–2025. The new station will be at least 8ft long and will use PJM Models’ platform and station building kits to create a realistic through station. Look out for a brand-new series launching in October detailing the extension of East Coast Cement.

This collection of new layouts for the Great Electric Train Show bolsters the previously announced exhibits, which include Graham Nicholas’ stunning Grantham: The Streamliner Years, modelling the ECML in the 1930s, Pettleworth Downs by James and Nick Wright in ‘N’ gauge (HM218), Newport Street by Chris Fordham in ‘OO’ gauge, East Road TMD in ‘O’ gauge by Martin Poulter (see pages 54–59), High Wycombe and District MRS’ Junior Member ‘OO’ gauge layout Mothecombe (see pages 92–97), and many more. See the full list revealed so far in Table 1.

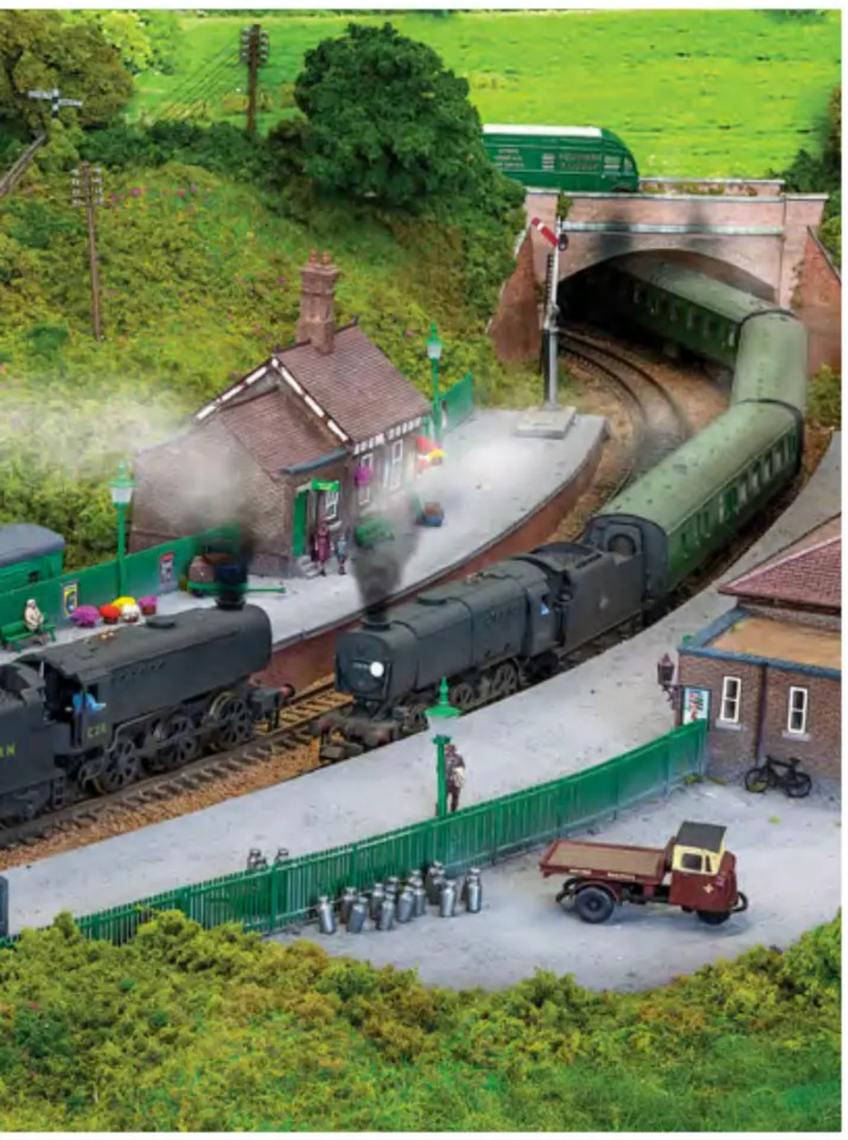
SHOPPING

With more than 50 trade stands taking part in the 2025 Great Electric Train Show, this year’s sponsors are Accurascale, DCC Concepts, DCC Train Automation, Ellis Clark Trains and West Hill Wagon Works. Each of the sponsors has a full stand presence at the show, with the opportunity to meet the team and see and learn more about the latest products, both available and in development, from each of the brands.

The sponsors are joined by an extensive line-up of manufacturer, trade, specialist and society stands, including new additions to the Great Electric Train Show line-up. New for 2025 are Squires Tools, Footplate Models and Trend Tool Technology – the latter showcasing its 3D cutting tools and their capabilities. These are joined by regulars including Cheltenham Model Centre, DC Kits, Digitrains, Kernow Model Rail Centre, TTC Diecast and many more names. »

TABLE 3 – DEMONSTRATORS

NAME	DEMONSTRATION
Dan Evason	Scenic modelling
Paul Lunn	Layout Design
Richard Hall	Locomotive detailing
Wirral Finescale Railway Modellers	DCC, point construction and rolling stock





Above: **The furthest travelled layout attending this year's show is Willy Monaghan and the Crescent S Scalers Lockbourne Ohio which is being shipped from America to take part in the event!** Willy Monaghan.



Featuring more than 85 stands, the Great Electric Train Show has become a calendar highlight. It features manufacturers, hand-picked top quality model railways and a wide range of trade stands. Jonathan Newton.

Rolling stock manufacturer stands include Accurascale, Cavalex Models, Hornby, Realtrack Models and Revolution Trains, each giving visitors the chance to see the latest in-development models during the weekend.

The Key Model World stand is expanded for the Great Electric Train Show with a dedicated magazine sales counter as well as a modelling products zone for visitors to see the latest show-only offers on subscriptions, magazines, books and modelling products. Plus, we'll have new announcements over the weekend too.

See the full list of attending traders in Table 2.

DEMONSTRATIONS

Expanding the Great Electric Train Show is a group of demonstrators, which will be located in the Bar 3 area on the ground floor. This area provides the perfect place to talk one-to-one with expert modellers to learn more about their skills. Attending this year are magazine contributors Dan Evason, Paul Lunn and Richard Hall, as well as the Wirral Finescale Railway Modellers with its collection of insightful modelling demonstrations.

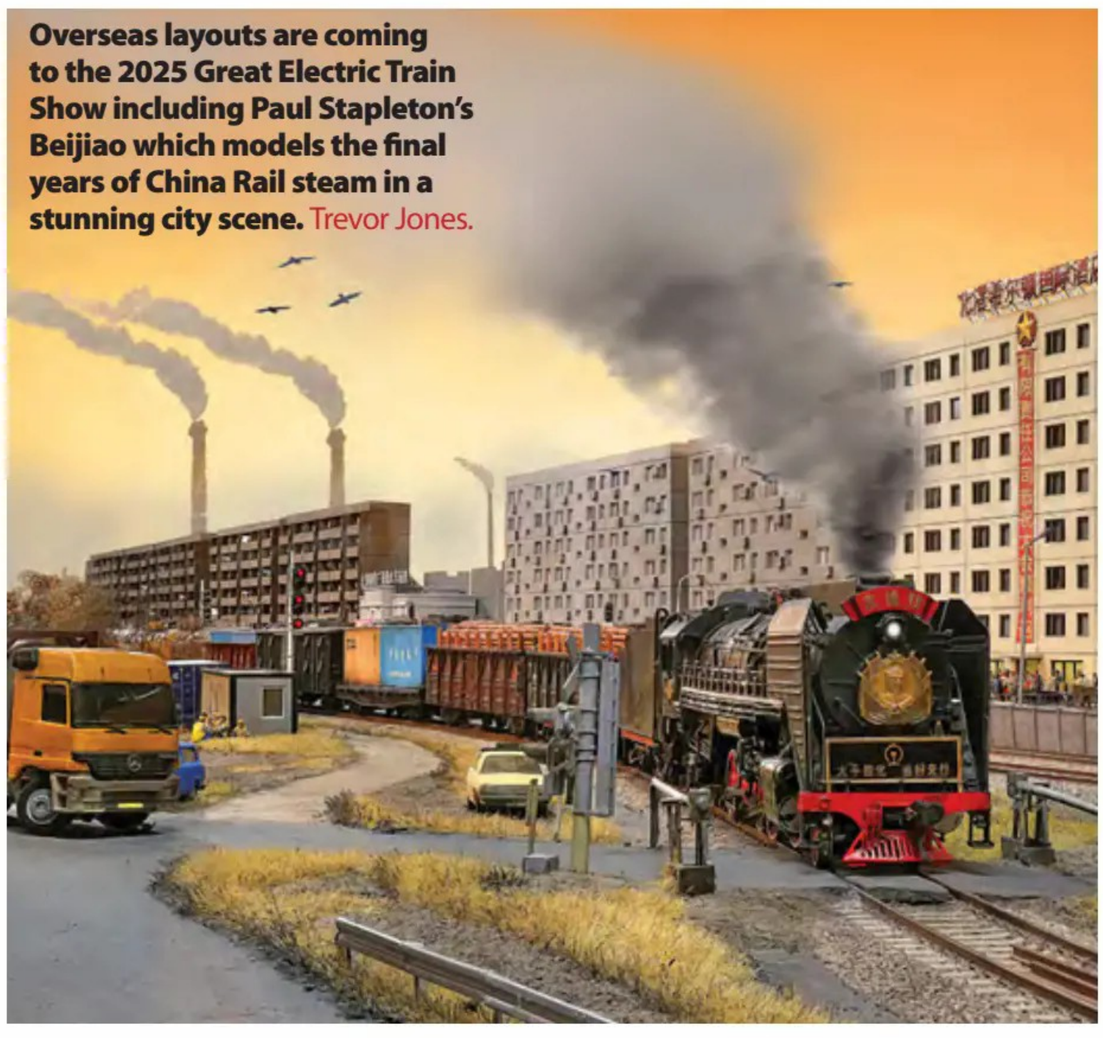
See the full list of attending demonstrators in Table 3.

BOOK NOW!

Advance ticket sales are open now for the 2025 Great Electric Train Show, offering up to £5 off on-the-day prices by booking before October 6, 2025. There are options for e-ticket and printed General Admission tickets, VIP passes which include two-day access to the show, £25 of Key Publishing titles and extra discounts on the Key Model World stand, plus the new bundle tickets are now available to reserve the latest exclusive books and products.

For all the latest information and the final layouts joining the show, keep watching *keymodelworld.com/greatelectrictrainshow* and look out for more updates on the extension of East Coast Cement ahead of the event.

We'll see you there! **HM**



Overseas layouts are coming to the 2025 Great Electric Train Show including Paul Stapleton's Beijiao which models the final years of China Rail steam in a stunning city scene. Trevor Jones.



City of Canterbury MRS is bringing its Southern Region terminus with a military connection to the Great Electric Train Show. Trevor Jones.

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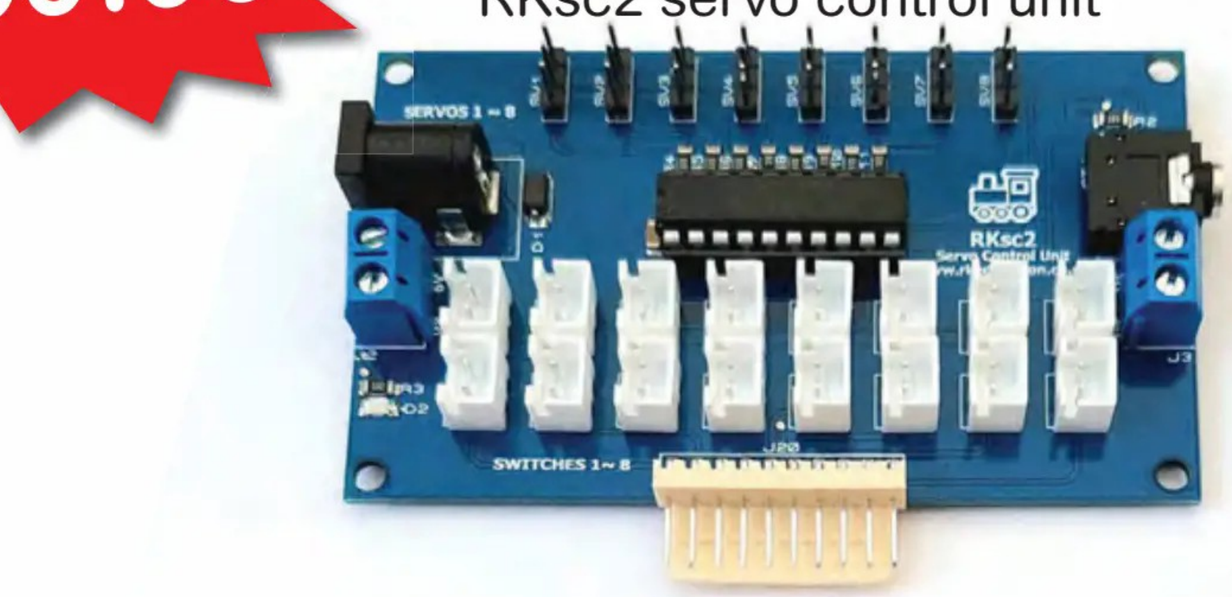
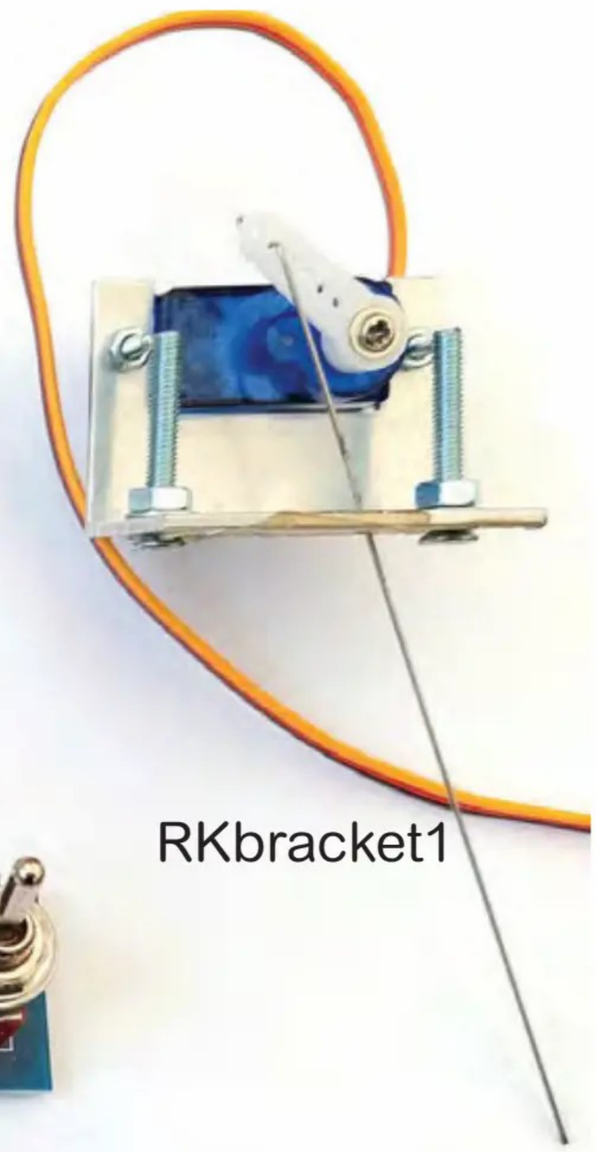


RKsc2 servo control unit



RKbracket1



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Recreating a SUMMER CLASSIC *in miniature*

Having enjoyed plenty of outdoor time this summer, **DAN EVASON** captures the timeless charm of an English village cricket match to stunning effect. Discover how to bring this relaxed slice of British life to your layout.

For his latest detailed diorama, Dan Evason has created a delightful 4mm scale village cricket scene.

THERE ARE FEW MORE bucolic scenes than a village cricket match. The sound of leather on willow as the batsmen face the bowlers… the excited shouts of "Howzat?" as wickets fall – the pristine wickets and outfield, a small stand and scoreboard. It is a quintessentially English scene.

And it's one I witnessed in my local pub on a hot summer's day, with a match taking place in the field next door. As I was sipping my cider, this got me thinking about building a small diorama with a nod to a cricket scene.

Cricket in England has a rich and deeply rooted history - it's not only a popular sport but also a key part of the country's cultural and sporting identity. This scene could be used in any era and pretty much an urban or a countryside setting.

With all this in mind, and following a quick search of the internet, I discovered Peco offers a superb range of 1:76 scale cricketing accessories in its Modelscene collection, including players, a pavilion and more. Join me as I recreate a village cricket scene in miniature. **HM**

• Read our full collection of Making a Scene features at *www.keymodelworld.com*.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Black primer aerosol	*www.halfords.com*	N/A
Cricket ground accessories	*www.peco-uk.com*	5401
Cricket pavilion	*www.peco-uk.com*	5400
Cricket team	*www.peco-uk.com*	5300
Deluxe Materials Roket card glue	*www.deluxematerials.co.uk*	AD-57
Grey primer aerosol	*www.halfords.com*	N/A
White primer aerosol	*www.halfords.com*	N/A
Woodland Scenics burnt grass scatter	*www.bachmann.co.uk*	T35
Woodland Scenics green grass scatter	*www.bachmann.co.uk*	T45

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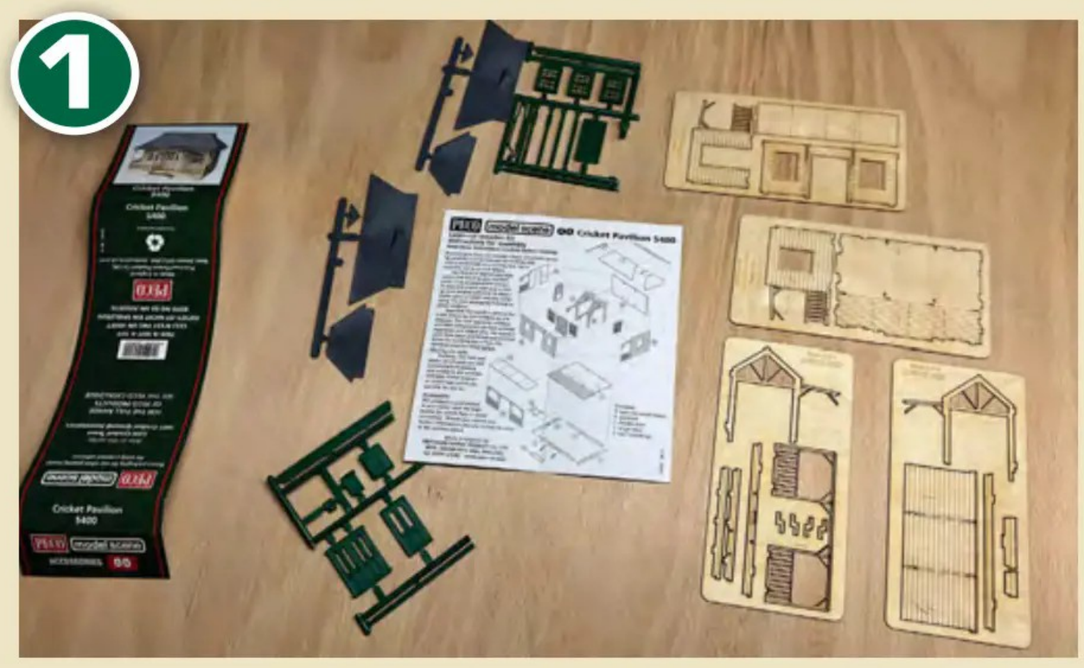
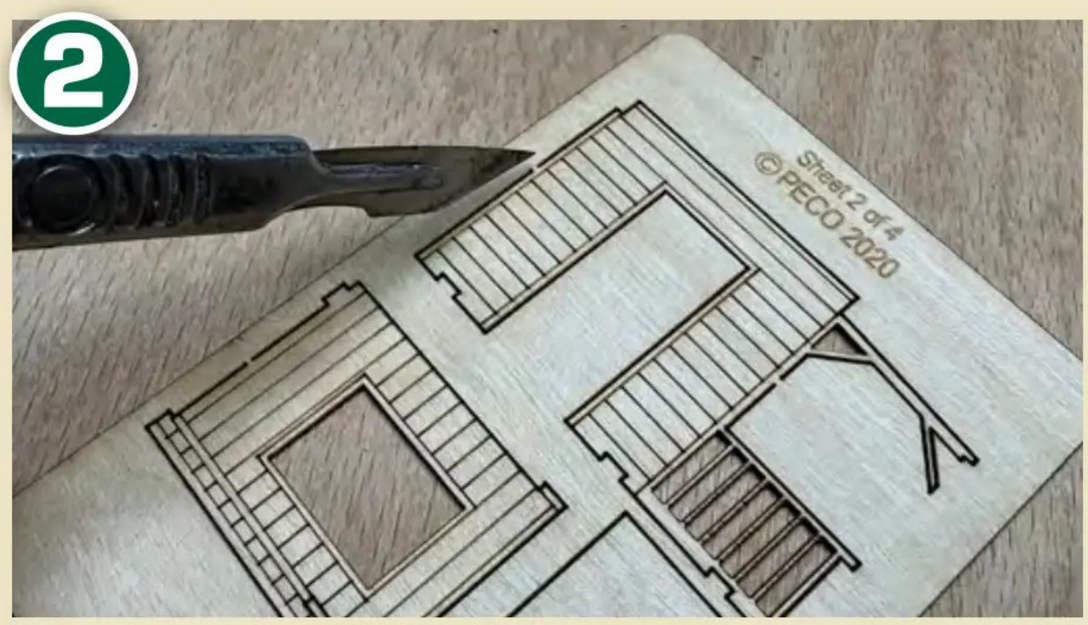
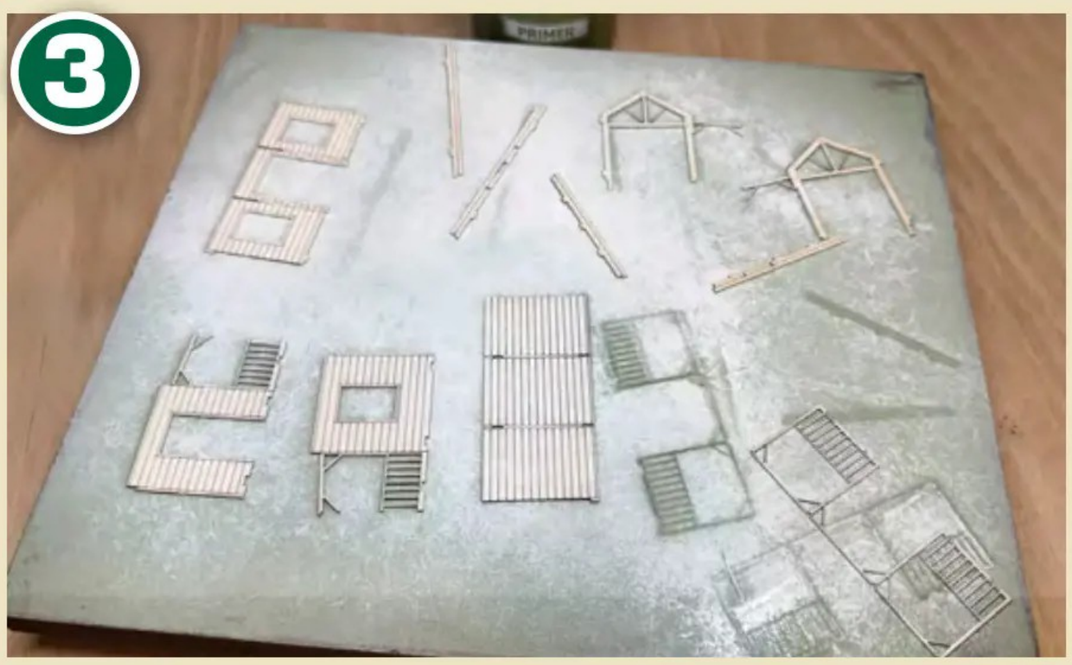
CREATING A 4MM SCALE CRICKET SCENE



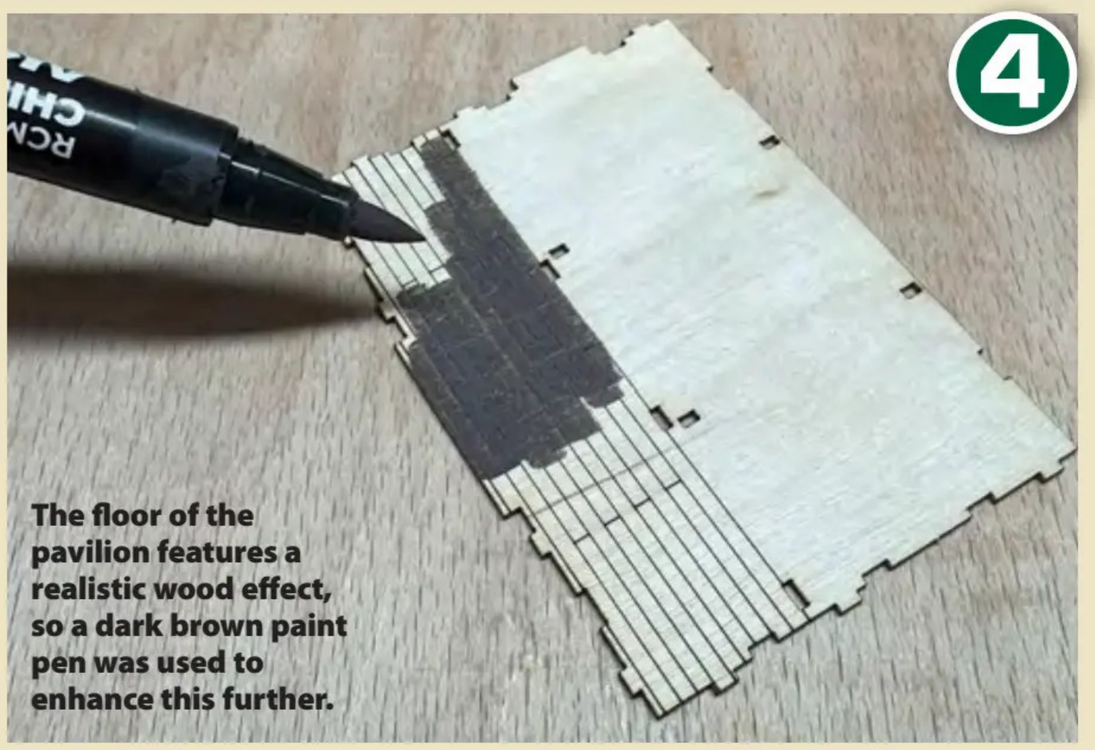
Starting with the cricket pavilion, follow the instructions and identify which piece goes where. Then you are ready to make a start.



With this kit being a mix of laser-cut wood and plastic parts, first release all the wooden parts from their frets using a sharp scalpel. Some parts are quite delicate, so take your time.



The released wooden parts were then painted with white primer. This will give the completed building a striking white finish once glued together.



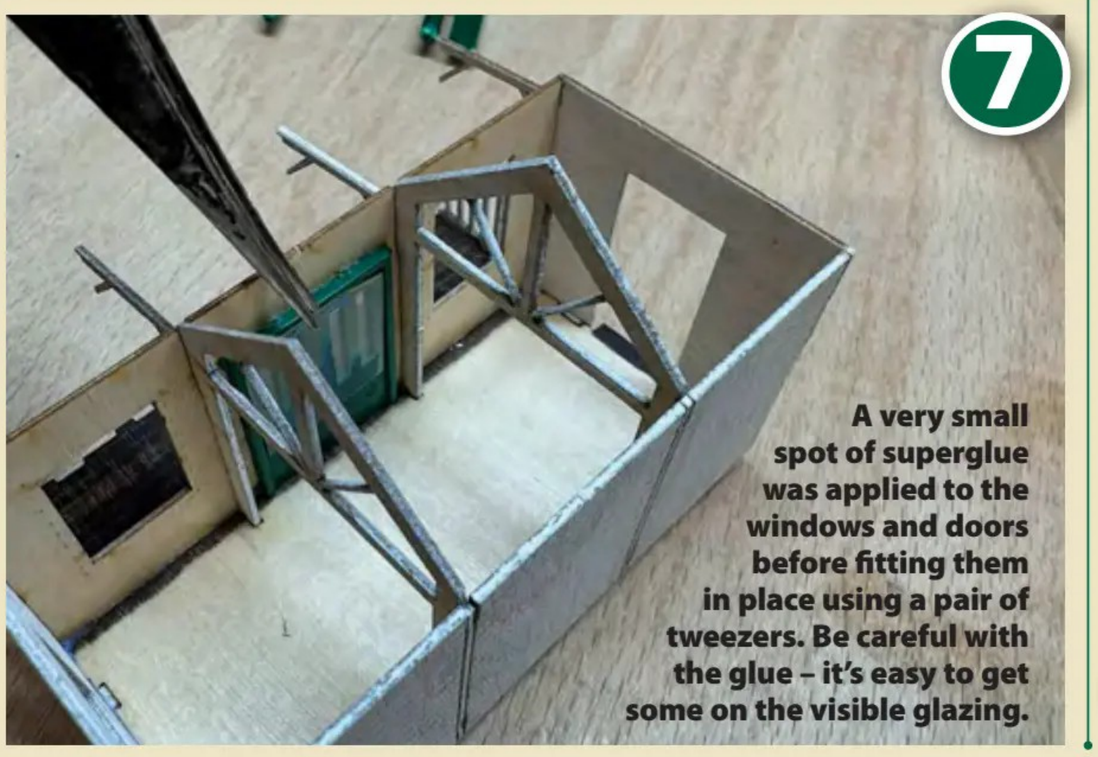
The floor of the pavilion features a realistic wood effect, so a dark brown paint pen was used to enhance this further.



With painting complete, construction can begin. Starting with the lower part of the pavilion deck first, I then moved on to the main building. The two side walls, front and rear faces, and the two inner support sections all slot together and were simply glued into place using Roket card glue.



Window frames and doors were released from the plastic frets next. Some of the clear packaging was retained for use as glazing, as per the instructions. The window frames were then glued to the glazing before cutting the clear plastic around the frames. These are then ready to be fitted.

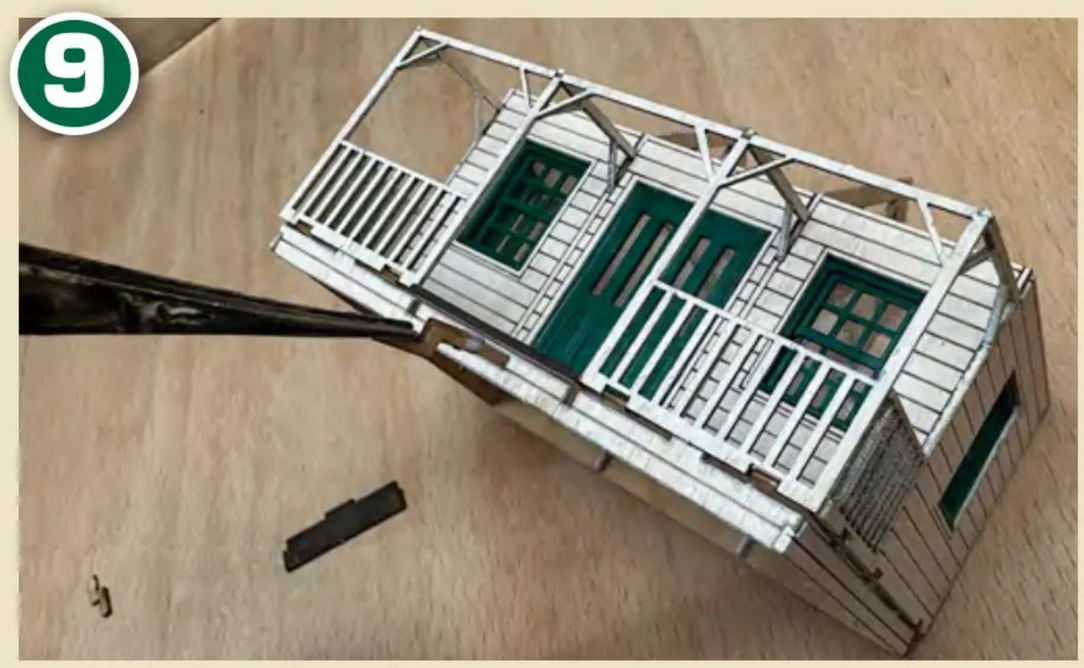


A very small spot of superglue was applied to the windows and doors before fitting them in place using a pair of tweezers. Be careful with the glue – it's easy to get some on the visible glazing.

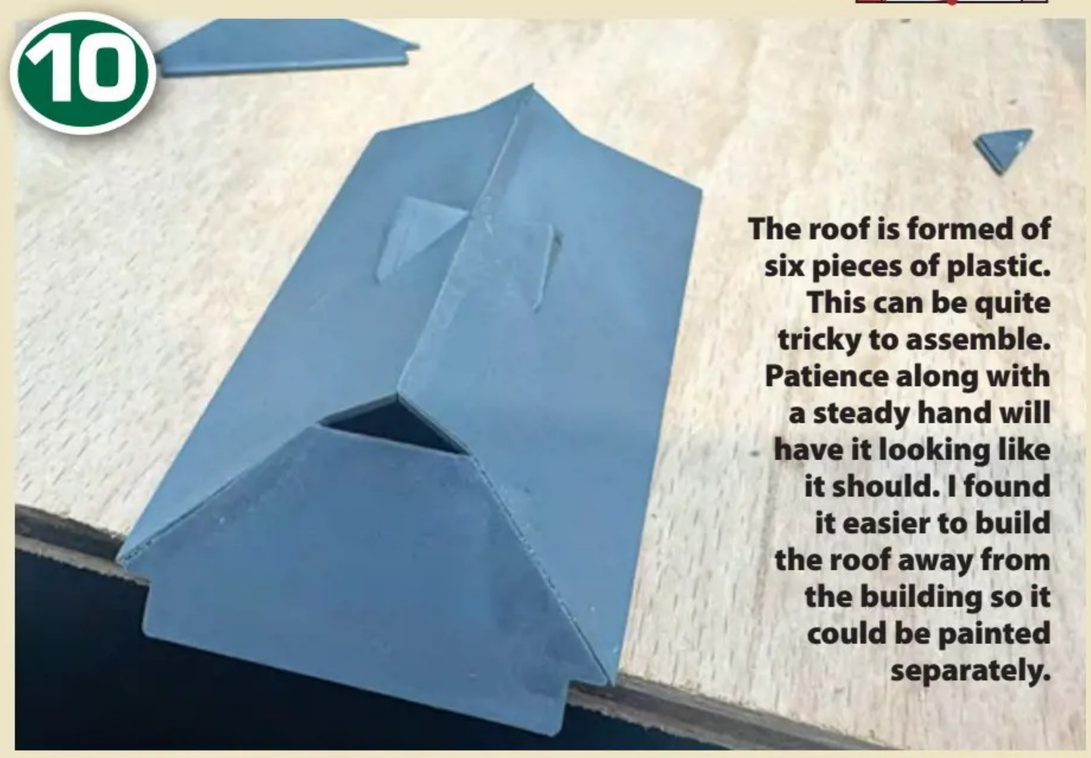


Next, the front handrail and frontage detail was added to the pavilion. This is very fragile, so take care when handling it. Again, this was secured using Roket card glue.

Intermediate
Beginner SKILL LEVEL Advanced



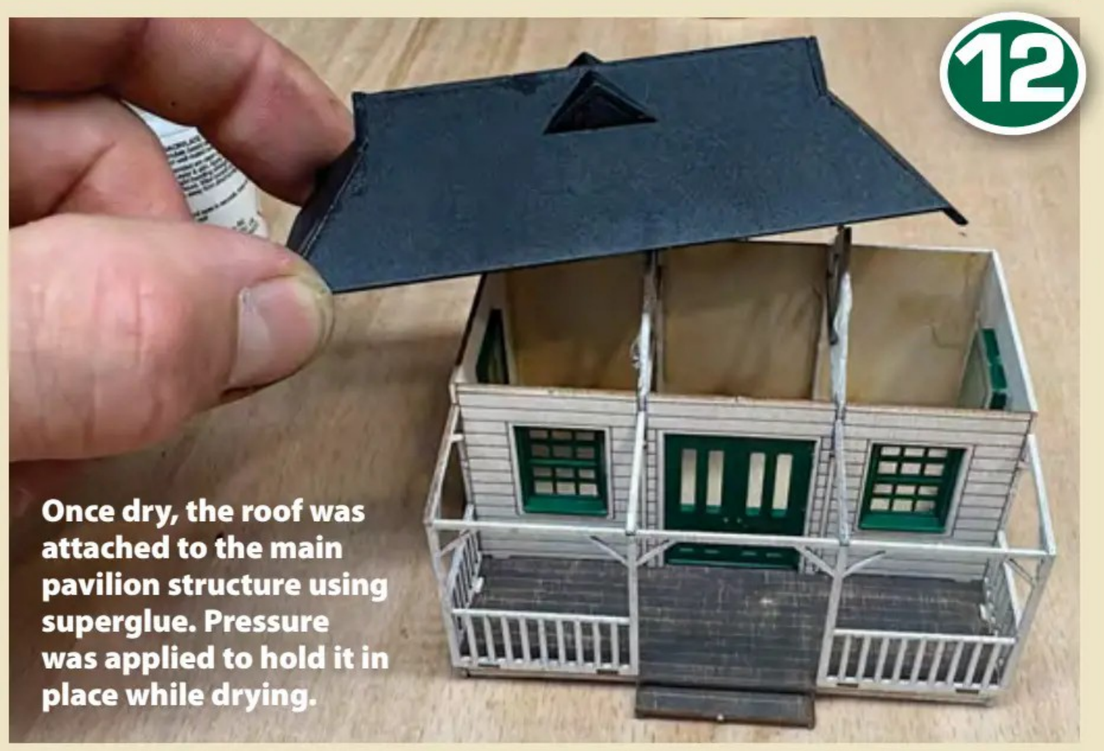
Completing the main pavilion structure, the steps need to be added front and rear. These slide and lock into place, held with a spot of superglue.



The roof is formed of six pieces of plastic. This can be quite tricky to assemble. Patience along with a steady hand will have it looking like it should. I found it easier to build the roof away from the building so it could be painted separately.



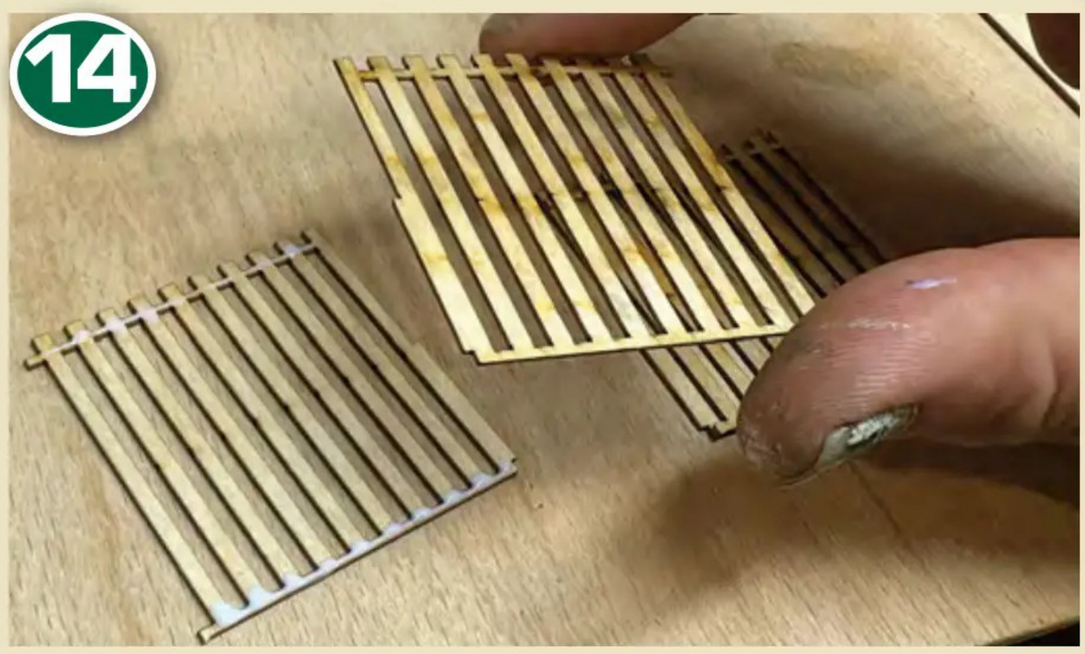
The roof features a bitumen effect, so I used Matt Black paint with a hint of grey primer which was applied to great effect.



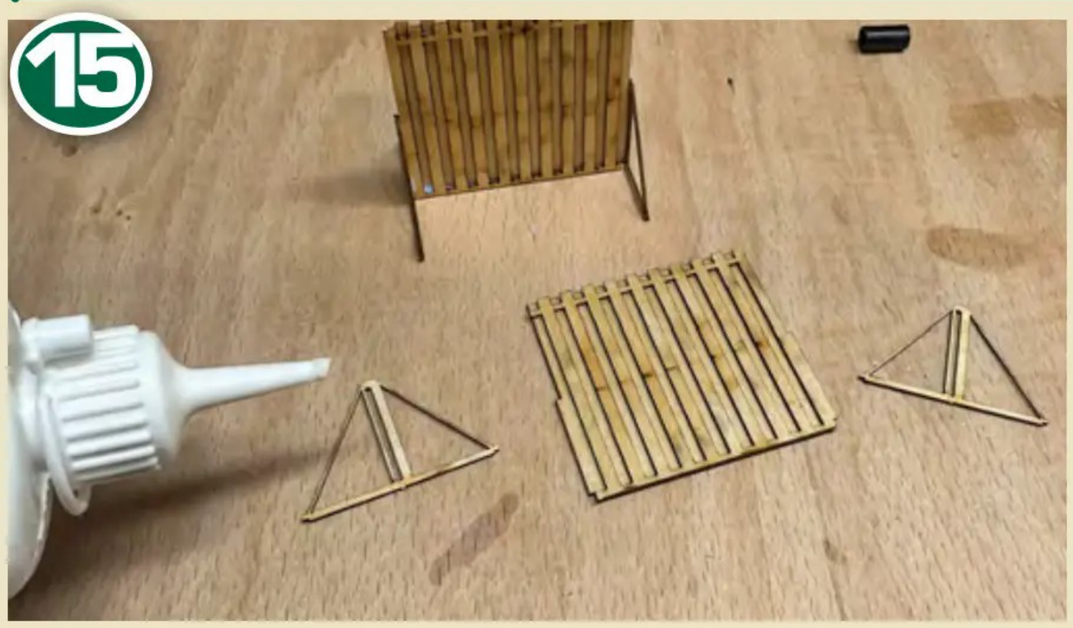
Once dry, the roof was attached to the main pavilion structure using superglue. Pressure was applied to hold it in place while drying.



With the pavilion complete, attention turned to the cricket ground equipment.



As with the pavilion, all parts were released from the frets. Starting with the sight screens, these are supplied in two parts and are glued together.

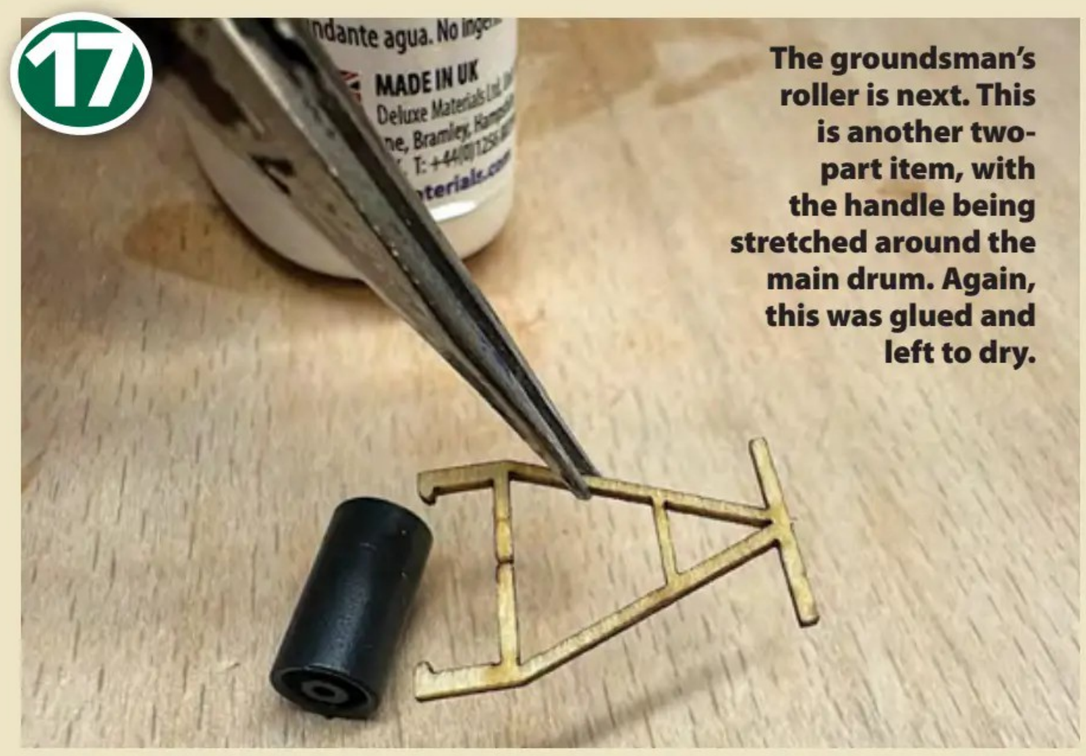


Once the sight screens are glued together, the ends can be added next. These are very thin and delicate, so care is required when applying Roket card glue and attaching in place.



Also included is a scoreboard, which consists of the main board and a pair of legs. Simply glue together to complete.

17



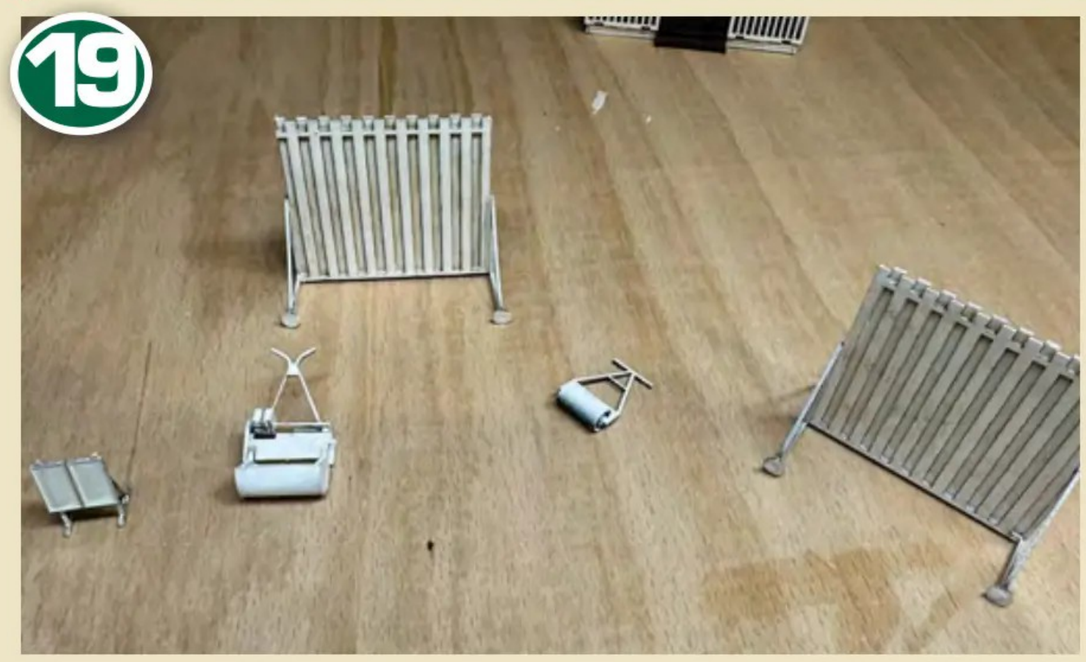
The groundsman's roller is next. This is another two-part item, with the handle being stretched around the main drum. Again, this was glued and left to dry.

18



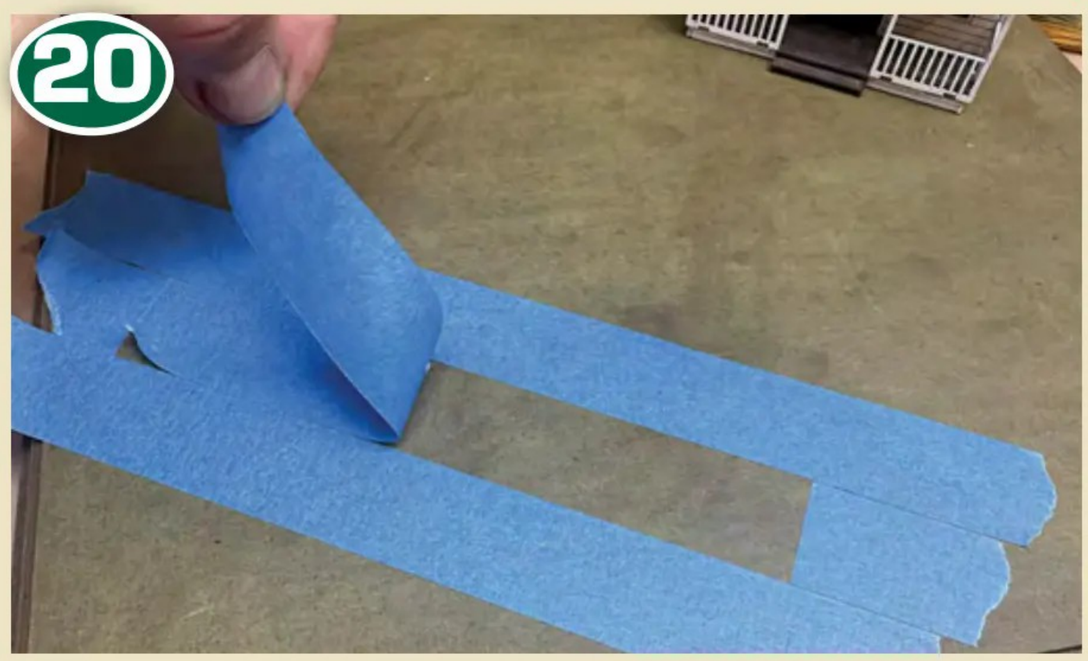
The mower was a bit more involved as there were a few small parts that need to be glued all at the same time. However, once this is complete, the mower really does look good.

19



Once all the accessories had been assembled, they were given a coat of white primer before moving to the next stage.

20



The diorama baseboard is next as we create the cricket pitch. Masking tape was used to mark out the area initially.

21



PVA glue was applied by brush to the masked off area, making sure there was plenty of coverage.

22



Woodland Scenics Burnt Grass scatter (Cat No. T35) was applied over the glue and allowed to dry.

23



For the main area of grass, this was also covered in PVA glue, followed by Woodland Scenics Green Grass scatter (T45) to provide a slightly different shade of green. Any excess was removed once the glue had dried.

24



With the white primer now dry on the lawn mower, this was then given a lick of Green Vallejo paint. An aluminium paint pen was used to pick out the engine detail once the green paint was dry.

Intermediate
Beginner SKILL LEVEL Advanced



Adding a touch of finesse to the scoreboard, the legs were painted black and two small, detailed panels were cut out from the instruction sheet and glued in place to complete its appearance.



Once the grass was dry, white markings were added to mark the batting crease.



27 **All the accessories are added next using superglue. I also wanted to add the white boundary rope around the edge of the field. A length of very fine solder sprayed in a cream colour was carefully laid in place and tacked with superglue to hold.**



A small hole was then drilled at each end of the cricket pitch strip ready to slot the wickets into place.



Completing the appearance, the Peco pre-painted cricket team was applied to the pitch, which really brought the scene to life.







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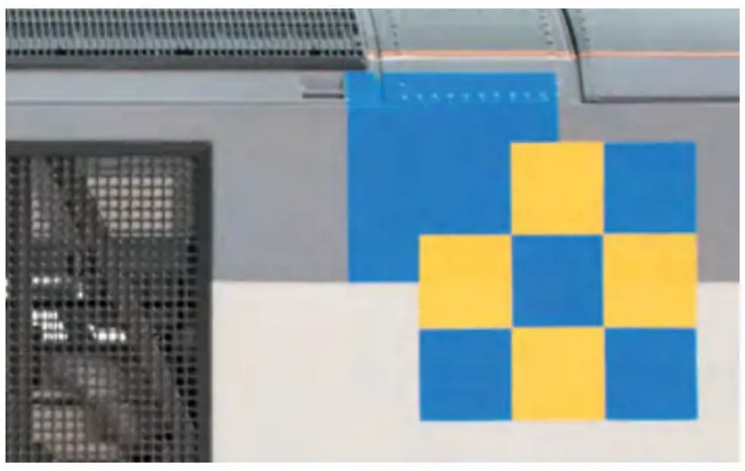



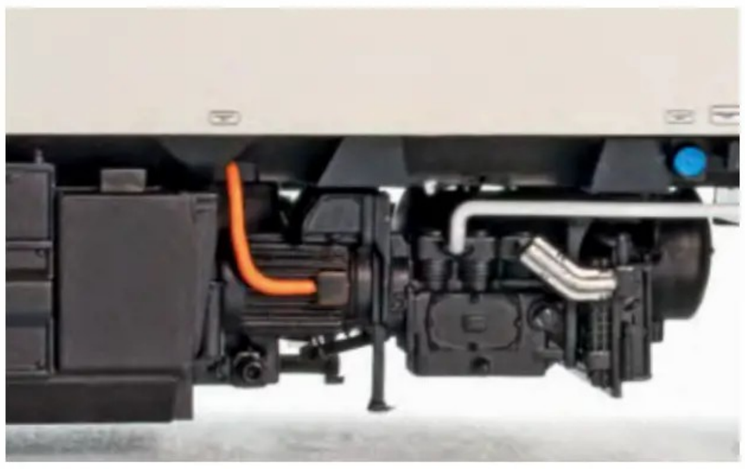



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Derby
LITCHURCH LANE WORKS
PART 3

With a tight deadline and plenty of challenges along the way, Derby Litchurch Lane Works made its debut at The Greatest Gathering. **MIKE WILD** charts the build, the first outings and what's next for this new layout.

IT WAS A RACE AGAINST TIME to have Derby Litchurch Lane Works ready for its first public appearance at Alstom's The Greatest Gathering on August 1-3 in Derby – but importantly we made it and had the layout set up inside one of the real works buildings close to the section of the site that we were modelling.

The final touches were completed the day before the show as the van was being loaded. These included painting and fitting the backscene panels and, at the last minute, adding a low-relief structure at the rear of the scene to increase depth.

From the start we'd planned that The Greatest Gathering would be the launch event for the new layout as it was designed to replicate just a small slice of the 90 acre site which started life in the 1870s with the Midland Railway. It is now owned by Alstom but has been the birth place of thousands of railway vehicles including multiple units such as the Derby Lightweight DMUs of the 1950s, the Class 142 'Pacers', London Underground S-Stock and most recently the Aventra series units operated by c2c, the Elizabeth Line, London Northwestern Railway, South Western Railway and others.

Construction of the whole layout has been carried out over just 12 weeks, but even so the real time involved so far is around 10 working days from start to finish working around the publishing deadlines for the magazine.

The total size is 13ft x 2ft with two scenic boards measuring 4ft x 2ft each – 8ft long in total which are connected to a 5ft long storage yard. The completed layout combines one of the original cassette storage yard boards from Twelve Trees Junction with a set of four 4ft-long cassettes. These feed six tracks into the scenic section via the left-hand end panel. It was a straightforward way to get the layout running, and also reduced the cost by avoiding the need for points to switch trains between tracks on the scenic section. Another advantage of the cassettes is that they save space in the off scene storage yard meaning that a whole train can be brought in, disconnect from the main layout and be moved across to another track. If there is a downside its that the cassettes aren't permanently powered which means DCC sound fitted locomotives need to be switched back on before returning to the scenic section.

FIRST CHALLENGES

The first outing at The Greatest Gathering didn't go quite as smoothly as we had planned, as there were a few teething »



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Above: **British Railways vehicles populate the scene outside the works building which has been painted with additional brick colours to improve its finish.**

Below: **Class 08 D3069 shunts a pair of Mk 1 carriages under the gantry crane alongside a Class 05 resting between duties.**

troubles. During construction a few hardstanding panels on the second board weren't pressed fully home, leaving them slightly proud of the rail heads. A small oversight, but enough to cause running problems with the small shunting locomotives stalling where the panels were proud of the rail heads. By the end of day one we had diagnosed the issue and set about a fix.

The solution involved lifting the central strips of hardstanding, pulling out the track pins and sliding 0.5mm plasticard beneath the track to raise it to the correct height. Once the strips were refitted, the layout was back in business. If nothing else, it was a reminder that even the most careful planning doesn't prevent the odd mistake and that thorough testing is needed for each board before the deadline rush.

For the remainder of The Greatest Gathering, around half the layout was fully operational. Back at the office, however, we had just a couple of days to make everything work properly before its next outing at the Hornby One:One Collection Open Weekend on August 9-10 in Margate's former Hornby factory.



To recreate the real site more authentically some section of the trackplan were ballasted with the ballast being spread over the top of the sleepers. A Derby Lightweight DMU waits to move forward.

A few hours of adjustment in the workshop were enough to restore full operation, bringing the second board up to the same standard of reliability as the first.

Work also continued on the buildings. The brickwork was detailed with mortar washes and dry-brushed highlights using a pair of Humbrol brushes and Lifecolor Debris and Rubble acrylic paints – mainly the Worn Brick and Old Tile colours - while window sills and arches were carefully picked out with dark grey. These enhancements gave the structures much more depth, though more was still to come. One significant improvement was fitting doors – most were left in the open position with a couple set fully closed for variety.

It soon became clear that the front edge of the scene offered space for another low-relief Works building. This was added in time for Margate, with white-primed interiors to represent limewashed walls and red-brick exteriors to match the rest of the site. The effect was to bring the scene closer still to the character of the real location.

The main works building is eight tracks wide. Its overall dimensions are 808mm in length and 560mm across. It uses a combination of PJM Models' new laser-cut kits for Derby Works with one base kit being joined by three width extensions, one length extension and three roofs to build the full structure.



A Class 108 stands inside the main works building with a Class 08 resting alongside. The interior is fully detailed with lattice structure to the roof and 3D printed column covers.

GIVING IT PURPOSE

The Greatest Gathering also prompted us to think more about how the layout should be operated. We had settled on a 1960s theme, allowing both DMUs and BR Mk 1 stock to feature, but simply running trains back and forth didn't feel convincing. The layout needed an operational plan.

Mark came up with a shunting puzzle that worked both as an operating challenge for us and as a way to engage exhibition visitors, having thought through schemes like the Inglenook and Timesaver.

The idea was to use three rakes of Mk 1 coaches – each in a different livery (BR maroon, chocolate and cream, and green). To begin, the coaches were split into mixed sets or left singly around the yard. The challenge was then to use the shunters to marshall complete sets. Guest operators could have a go too – though depending on where the vehicles were, it could take a while to get them all back together.

We tested the puzzle at Margate, and it proved a success. The layout now had purpose, and visitors could enjoy hands-on shunting. »

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A series of new kits by PJM Models based on Derby Litchurch Lane Works structures is available now. The structures feature full exterior and interior detail using a combination of laser-cut plywood, MDF, card and clear glazing parts combined with 3D printed accessories. The kits have been designed in a modular style which reduces the cost of building larger buildings.

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The motive power roster is led by four shunters: two Hornby Class 08s (one with a ZIMO sound decoder, the other with a Hornby Triplex Sound chip), a Hornby Sentinel 0-6-0DH with ZIMO sound, and a Heljan Class 05 0-6-0DM with another ZIMO chip. All four are fitted with stay-alive capacitors.

Backing them up are two Derby-built DMUs: a Bachmann Derby Lightweight two-car set and a Bachmann Class 108. Together, the fleet reflects some of the traction that could be found at Litchurch Lane during the period.

Control is provided by a Gaugemaster Prodigy DCC system, which manages locomotives and points. The latter are driven by servo motors linked to an experimental accessory decoder. There are eight points in total, with crossovers addressed as pairs to simplify route setting.

LOOKING AHEAD

So far, building Derby Litchurch Lane Works has been an immensely rewarding project, producing a layout unlike anything else in our collection. The extensive hardstanding gives it a distinctive look, but there's still plenty of scope for further detailing.

Next on the list is weathering the hardstanding and buildings to soften their fresh finish. Visible rail sides will be painted with Humbrol No. 29, while more accessories from West Hill Wagon Works are waiting to be added. We also plan to install yard lighting and a pelmet to frame the scene.

Derby Litchurch Lane Works is set to appear at the GBRf Gala on the Severn Valley Railway on September 6/7, before heading to the 2025 Great Electric Train Show on October 11/12 at Arena MK, Milton Keynes. By then we aim to have ticked off more of our job list, making the layout even more complete.

If you're attending either event, do come along – and take the controls yourself to try your hand at shunting on the Works.

● **Watch the full series on the construction of Derby Litchurch Lane Works at *www.keymodelworld.com/buildingderbyworks***



Above: **The Walthers gantry crane recreates the scene opposite G Shop at Derby Litchurch Lane Works, although compacted to suit the model.**

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Want to know more about construction of Derby Litchurch Lane Works in 'OO' gauge? Tune in to our Series 13 exclusively on Key Model World to discover more about its design, creation and construction.

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A British Road Services Seddon Atkinson eight-wheel lorry waits for used axles to be loaded for removal from the works for overhaul.

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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EAST ROAD

Heljan's Class 26 prompted **MARTIN POULTER** to move from 'EM' gauge to 'O' – and create a BR blue era layout that captures the atmosphere of a bustling Scottish MPD.

PHOTOGRAPHY, JONATHAN NEWTON

EAST ROAD started life as a 4mm:1ft scale 'EM' gauge layout in 2021 but the presence and detail of 'O' gauge meant a switch to the larger scale was always on the cards – particularly after I saw Dalnottar Riverside on YouTube during 2018/2019.

Heljan's Class 26 and 27 diesels were the catalyst for moving to 'O' gauge. I had missed out on Pete Waterman's Just Like the Real Thing kits by the time I had decided to upscale, so Heljan's models were a real bonus.

During my upscaling in 2023, I purchased track and points with the intention of building a layout. A visit to the Gauge O Guild Barnsley show that year saw locomotives and rolling stock acquired. Following this, I had designed and built a dedicated shed in the garden and kitted it out for railway modelling. The shed was designed to house an end to end 12ft x 3ft layout. Once the shed build was complete and had a power supply and model railway shelf fitted, I started to consider baseboard options. However, in June 2023

1 A Class 08 diesel shunter delivers a TTA tank wagon for offloading in East Road depot's fuel road as a Class 27 Bo-Bo and Class 37 Co-Co stand outside the small maintenance shed buildings in the distance.

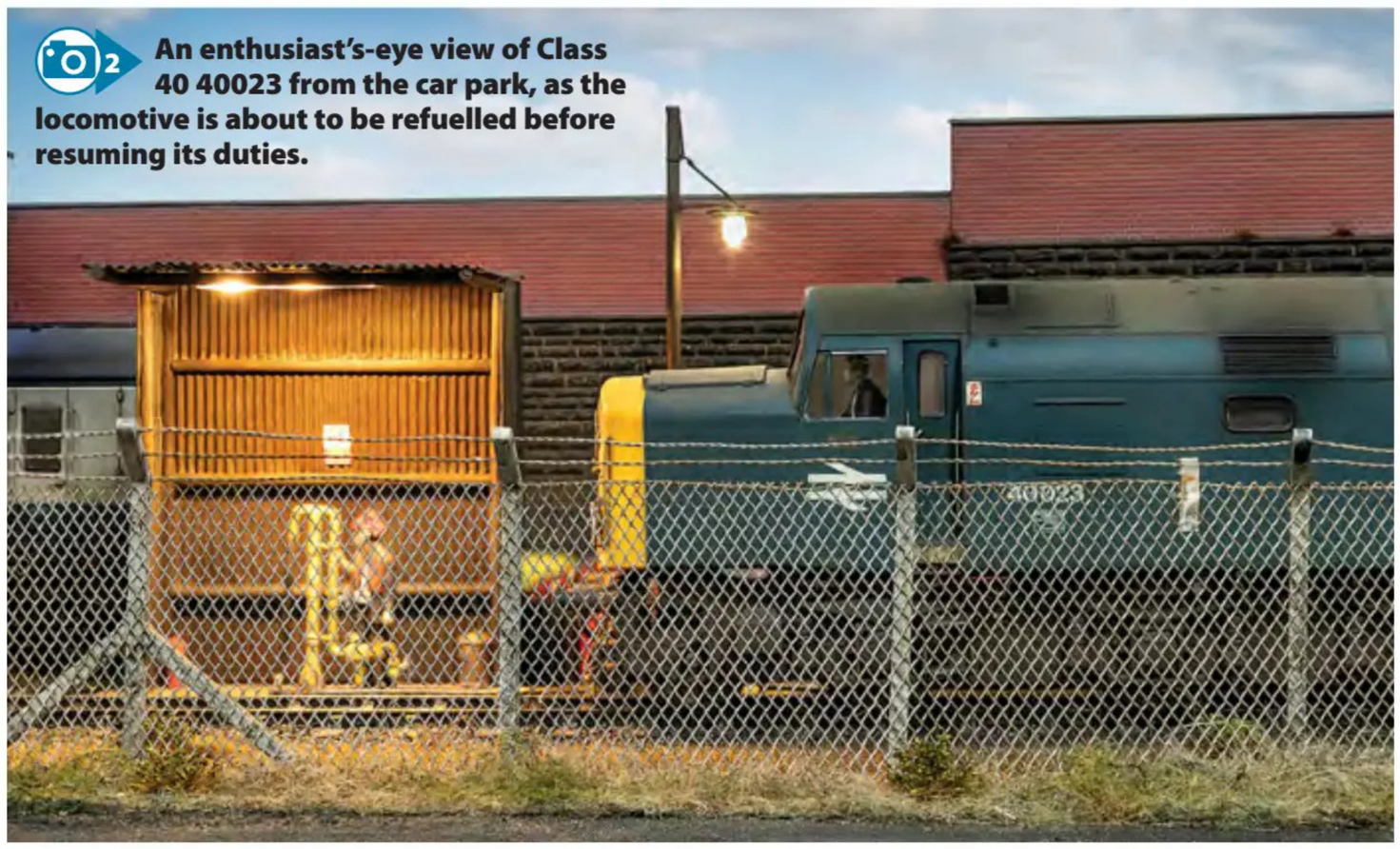
GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'O', 32mm	7mm:1ft	10ft 7in x 1ft 3in	SCOTTISH	1970s/1980s	DCC, GAUGEMASTER PRODIGY ADVANCE

I had purchased a layout named Ulverton (HM208). This layout was a fully working layout and allowed me to run locomotives and stock straight away. Yet although Ulverton was excellent, I still wanted to create a project of my own.

Towards the end of November 2023, I purchased three Grainge and Hodder baseboard kits – one of 2ft 11in x 1ft 3in and two 3ft 11in x 1ft 3in boards. I then stored Ulverton in the loft and set about building my very own 7mm layout. It was decided that East Road was to be reincarnated in 'O' gauge with a strong Scottish theme. I wanted to set this layout in the 1970s and '80s and incorporate as much detail as possible.

DESIGN

Using the computer software *Anyrail*, I designed a track plan to fit onto the »



2 An enthusiast's-eye view of Class 40 40023 from the car park, as the locomotive is about to be refuelled before resuming its duties.

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3 Left: **Several train crew have a catch-up outside the depot's messroom, in the shadow of a Class 37 diesel awaiting servicing inside the shed building.**

4 Right: **The driver of BR Class 27 27030 eases the locomotive onto the depot's small fuelling point, as staff ready the equipment ahead of refuelling.**

5 Below: **A Class 122 diesel railcar rumbles into view bound for the depot, while a Class 25 Bo-Bo and Class 08 diesel shunter are stabled in the adjacent short stub sidings. Once the main route is clear, the Class 25 will draw forward and the Class 08 will collect the TTA tank wagon for offloading.**

baseboards. It would have one right-hand medium radius point, a left-hand medium radius point and a 'Y' point, all using Peco's code 124 bullhead rail range. The design focussed around a two-road locomotive shed and would have a headshunt and a siding for refuelling. I chose to use the 2ft 11in board in the middle, and this would incorporate the layout control. A traverser extension was also planned for future exhibitions.

With all the track feeds soldered and the points modified for Digital Command Control (DCC), I laid the track and points. I drilled all the holes for the position of point controls and all the dropper feeds, connected them to the DCC bus on each board and linked each board together with 9-pin D-Sub connectors. A four-servo Megapoints board was purchased along with a four-way frog control board, both fitted to the underside of the middle board. Servo motors were mounted under each point and connected to the Megapoints control board. All points are controlled via toggle switches on a mini mimic panel and wired back to the Megapoints control board.

I chose Gaugemaster's Prodigy Advance as the DCC controller. It provides 3.5Amps of power to the track and can drive several sound-fitted locomotives simultaneously. Everything was tested and worked without issues.

SCOTTISH SCENE

As my main influence is 1970/1980s Scotland, everything on this layout had to have something that related to the area and the period being modelled.

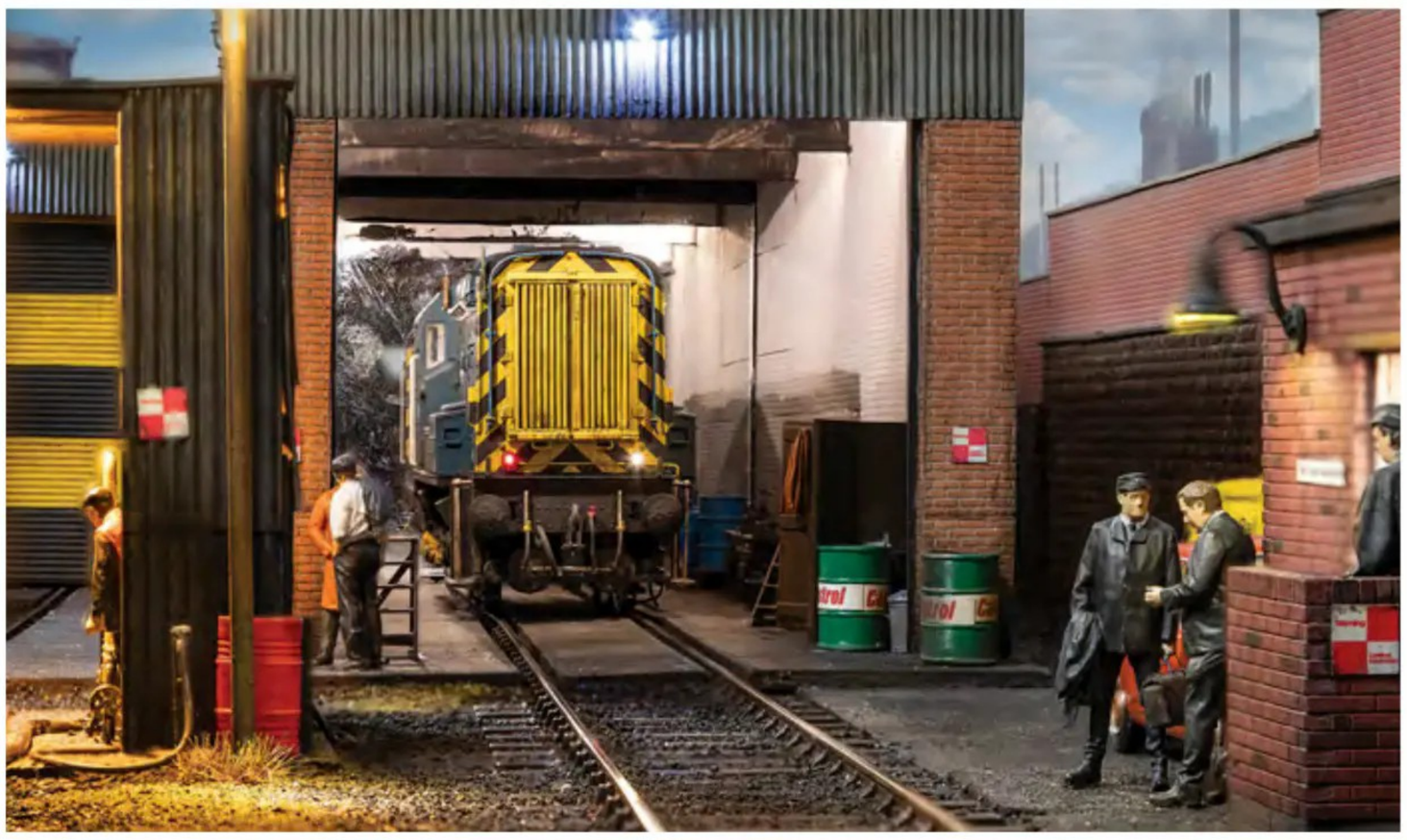
I chose to scratchbuild as much as possible as the layout had to be original and not a copy of anything else. The first thing was to decide on a backscene for the layout. I chose the 4mm:1ft scale Gaugemaster large industrial backscene. This provided a good depth and added the industrial setting I was looking to create. The backscene sheets were mounted onto 6mm MDF boards pre-fitted to the layout. Once fixed, I screwed the backscene

boards to the back of the baseboards. This now formed the basis of the layout.

The next stage was to build the two-road diesel depot. Again, I wanted this to be original in the sense that it has not copied anything directly. I used reference images of Sunderland South Dock and Haymarket West End as the design basis. It would be a staggered two-road shed, with the longer part open and the shorter closed with a visible shutter. It would be constructed of red brick on the outer with a painted brick interior. The roof would be an apex construction of corrugated steel sheets with roof ventilation and the fronts have a corrugated steel fascia above the door apertures.

The materials comprised Slater's brick styrene and corrugated styrene sheets, Railway Laser Lines corrugated sheets, guttering, fixtures and fittings from ModelU and roof vents from Smart Models. The core construction was 3mm »





6 Left: **The resident Class 08 diesel shunter undergoes servicing at East Road depot.**

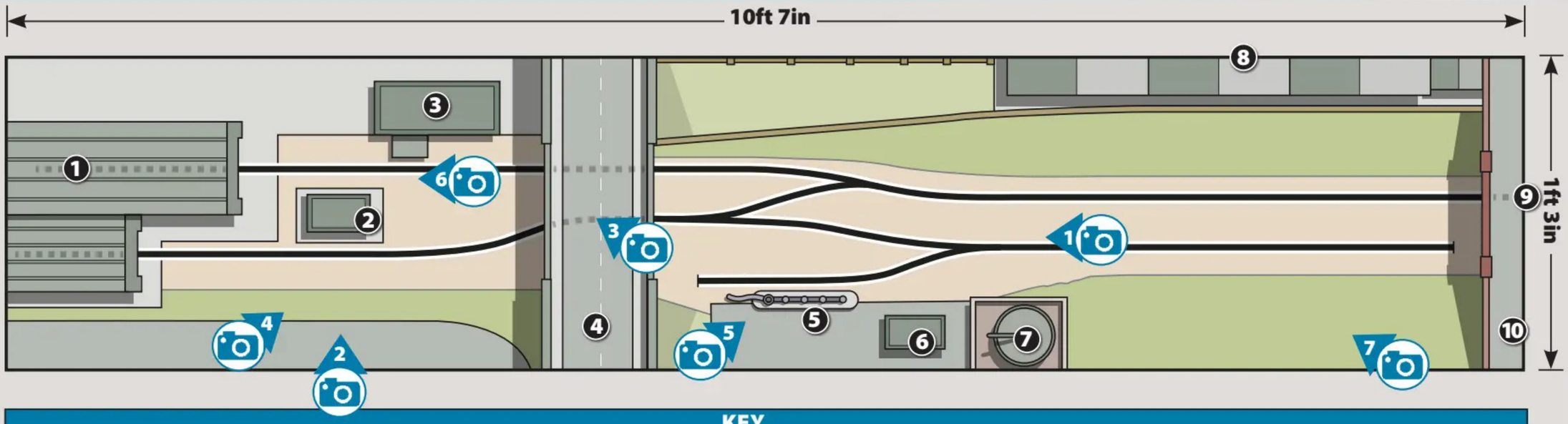
7 Below: **BR Class 25/3 Bo-Bo 25319 rattles away from the depot with a short freight comprising an empty TTA tank wagon and a couple of vans used to deliver stores and components to the depot.**

grey board and 5mm XPS foam, while the depot hardstanding is constructed from 3mm MDF.

The traincrew cabin is an Intentio 7mm scale kit. This fits very nicely within the depot scene. I fitted interior lighting and assembled it with a removable roof.

A diesel depot isn't complete without a fuelling point. Most of this scene has been scratchbuilt. The fuelling point shelter was

EAST ROAD TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 East Road depot	3 Crew room	5 Fuel road	7 Fuel storage tank	9 To/from storage yard
2 Fuelling point	4 Bridge	6 Pumping room	8 Low-relief warehouses	10 Overbridge



scratchbuilt and based on that at Inverness. The fuel tank was scratchbuilt using a recycled dry milk powder container. The pump house is another Intentio kit and the fuel pump pipework and discharge pumps are from MS Models and Intentio. The depot scene was completed with another kit from Intentio - the chain link fence. Construction is quite tricky, but it looks realistic once fitted into place and weathered.

The remainder of the layout scene is all scratchbuilt with the exception of the semaphore signal. This was a commission by Jon Fitness of Bolton's Bits and is powered and controlled via the Megapoints servo board and a toggle switch.

ROLLING STOCK

All locomotives, carriages and wagons are weathered and detailed to fit the period being modelled. The weathering is based on period photographs to capture an accurate look. The models are all ready-to-run from Heljan and Dapol, whose releases over the last few years have been a huge help – but the range of kits is constantly expanding and I plan to build some in the very near future to flesh out the roster. Amongst the locomotives featured are Classes 08, 25, 27, 37, and 40, together with a single car Class 122 DMU. Several ready-to-run BR Railfreight era box vans and TTA tank wagons are also used for deliveries of fuel and replacement components to the depot.

Since finishing the build in the summer of 2024, East Road has featured at the North East 'O' Gauge show in Sunderland and the 'O' Gauge Get Together at the Severn Valley Railway. It is to appear at the Cupar and Falkirk model railway shows in 2025 and at Stafford in 2026. When not at shows, the layout is always in use and is always being worked on to improve the detail and keep it maintained for future exhibitions. There are plans to extend the layout in the future but it is a convenient size to transport in my car to and from shows, helping to keep the costs down for exhibition managers. **HM**

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WHITE SENTINEL

Matching a state-of-the-art 3D-printed bodyshell with a Hornby chassis, **TIM SHACKLETON** models one of Britain's more obscure industrial prototypes – a powerful oil-fired Sentinel steam locomotive.

LIKE MOST ENTHUSIASTS whose primary modelling interests lie with everyday subjects, I'm secretly drawn towards the unusual and indeed the downright strange. If that's what you enjoy too, industrial railways have a lot to offer and the opportunity to build an oil-fired, steam-powered Sentinel 0-6-0 of quite spectacular ugliness was one I was powerless to resist. In 4mm scale, this brute of a shunter is a perfect marriage between the chassis of Hornby's popular Sentinel 0-6-0 diesel and the 3D printed bodyshell available as a free download from Jonny Duffett's *www.thingiverse.com/ironmink/designs*. In fact, this is 100% appropriate – having been made redundant by the steel industry, three of these 200hp machines would be taken back into stock by the maker and heavily rebuilt into prototypes for the very successful 0-6-0 diesel-hydraulics on which Hornby based its model. Although the power units and transmissions would be radically different, the wheelbase and frame details are pretty well identical.



The way we were – cutting-edge technology of the day, with a model of one of the three Class 08/9 shunters modified with cut-down cabs for service in South Wales. This locomotive marries a printed bodyshell from PH Designs with a Hornby Class 09 chassis. A step-by-step article on the build featured in the July 2018 issue of *Hornby Magazine* (HM133). Shackleton collection.

As with coal-fired Sentinel locomotives, the 'works' of these oil-fired 0-6-0s were largely hidden – the vertical boiler was in the short hood behind the cab, and the engine was under the sloping bonnet ahead of the leading coupled wheels. An 850gallon water tank was placed amidships, with two fuel tanks directly in front of the cab, the smaller one for diesel and the other containing 300gallons of heavy oil. The idea was to fire up the locomotive on diesel and then, once steam had been raised and the boiler was up to working pressure, to switch to the cheaper fuel oil. The idea was good, but the system could never be made to work reliably.

These heavy-duty oil-fired Sentinels worked in punishing environments. Eight with cut-down cabs were built for Dorman Long's steelworks at Cargo Fleet, Middlesbrough and three more (with full-height cabs) were delivered to Guest, Keen & Nettlefolds' East Moors plant in Cardiff. Shuffling along at a snail's pace, they could comfortably handle 400ton loads but were let down by the temperamental behaviour of the fuel changeover mechanism. I was attracted by the low, purposeful-looking profile of the Teesside octet but instead of their green and red livery I preferred a freelance all-white livery relieved only by orange safety stripes and handrails.

Unlikely as it may seem, some industrial locomotives were indeed painted white, such as the Bagnall 0-6-0ST I saw at the National Coal Board's Cadley Hill colliery in 1976 and, more recently, the powerful RFS-built six-axle diesel-hydraulic Cracoe at Rylstone quarry in North Yorkshire. But then with industrial motive power, you really do learn to expect the unexpected. **HM**

● **Visit *www.keymodelworld.com/step-by-step* and discover more step-by-step modelling guides.**

Assembling this oil-fired vertical boiler Sentinel was simplicity itself. You basically mount the body on the chassis without modification of any sort. Detailing and painting your model takes rather longer, however.

STEP BY STEP

CREATING A 4MM SCALE OIL-FIRED SENTINEL STEAM LOCOMOTIVE

SKILL LEVEL: Beginner / Intermediate / Advanced



The Sentinel's printed bodywork has been freed from its supports and any residual marks cleaned up. The new generation of stereolithographic printers – this one was produced on an Elegoo Saturn – is virtually free of the layered striations characteristic of older models.



The Sentinel bristles with handrails, which I made from Alan Gibson's 0.45mm hard brass wire. The print provides starting dimples for handrail location. These should be drilled out 0.5mm, by hand if possible – with a power tool you can't tell if your fine drill bit is about to snag.



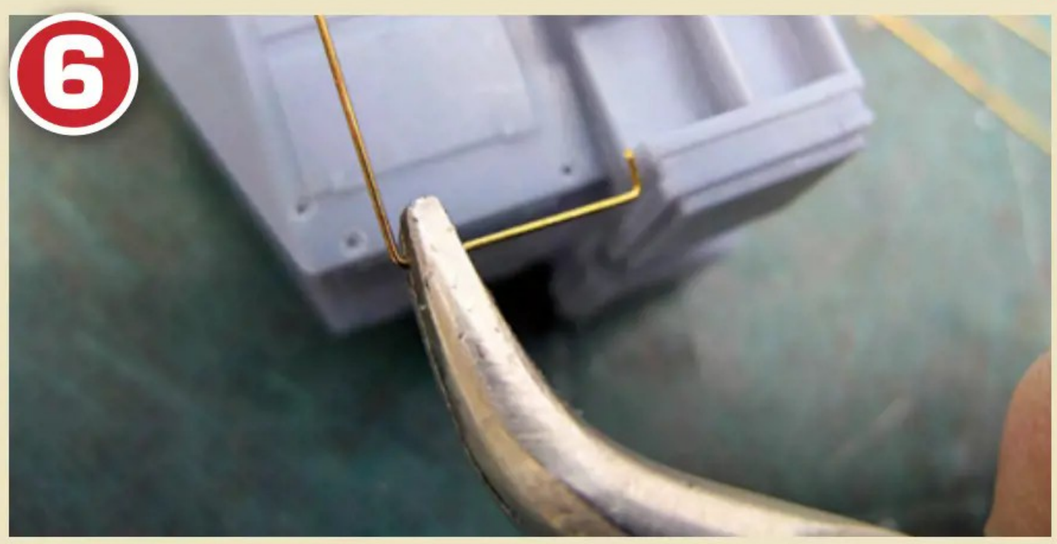
Here we see the line of locations for the handrails, awaiting cleaning up.



The swarf can be removed by countersinking with a drill of much larger diameter. Just a half-turn is all that's needed to clear the surplus shavings.



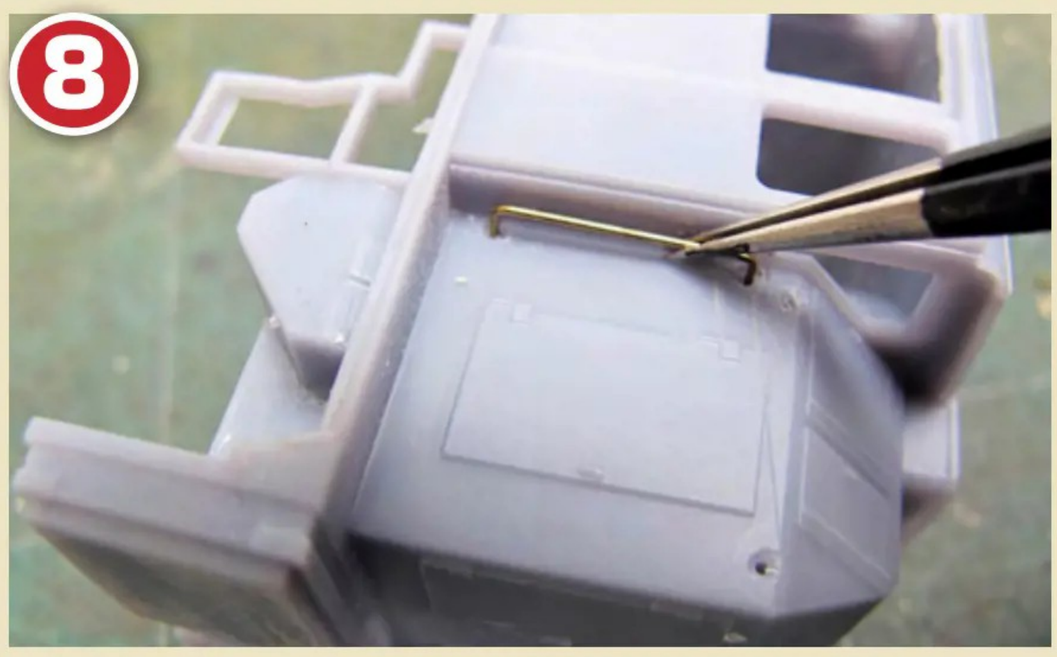
Now to get to work with the handrails. It's easier to cut them to size using short lengths of wire – offcuts are ideal. I always save them.



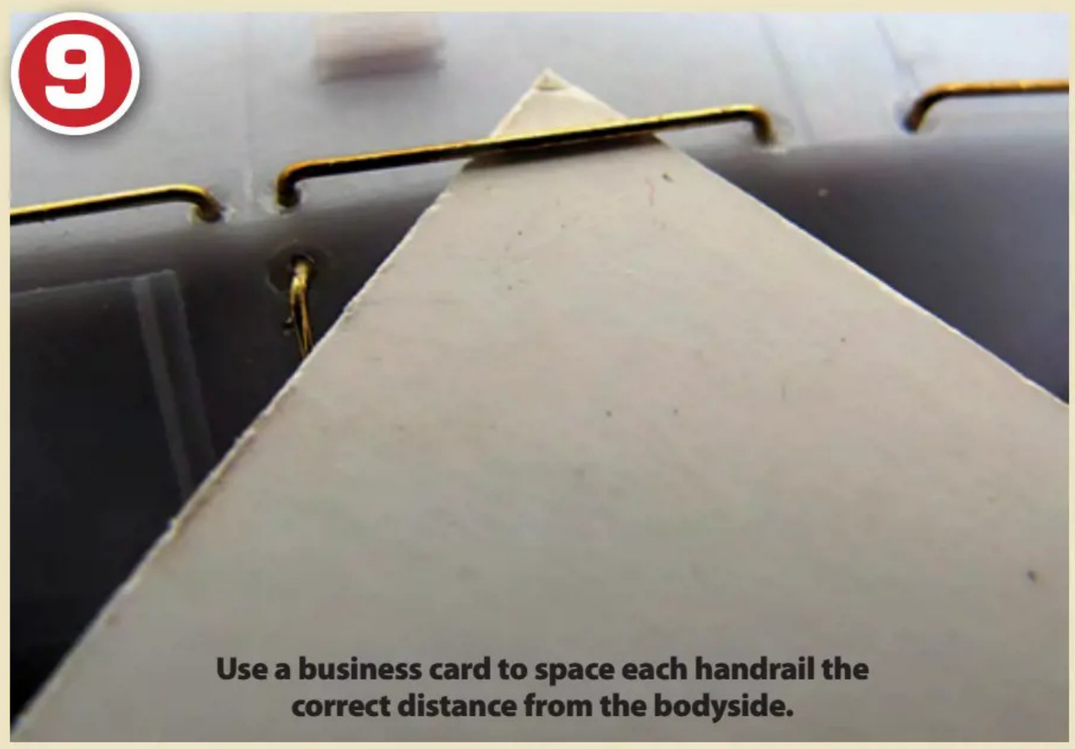
Having been bent to shape, each handrail can now be offered up individually. Handrails on real locomotives can sometimes appear dramatically bent but this looks terrible on a model. Always take care to get a good fit and make sure the bends are truly square and the tails are parallel with each other.



Before fitting the handrails, I squeeze a tiny drop of cyano gel on to a scrap of plastic packaging. If you're new to this sort of modelling, I suggest using PVA adhesive rather than cyanoacrylate as this will give you a longer time to adjust. Then the tails of the handrails can be dipped in the gel…



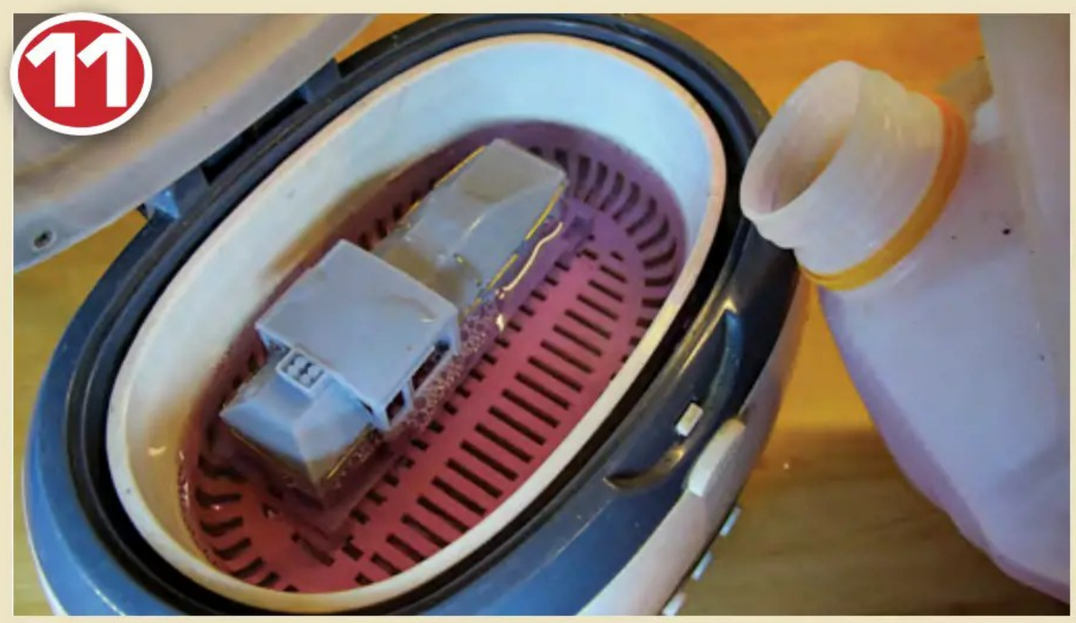
…and placed in position. The handrail should slide into position easily – don't force it, or it will probably distort.



Use a business card to space each handrail the correct distance from the bodyside.



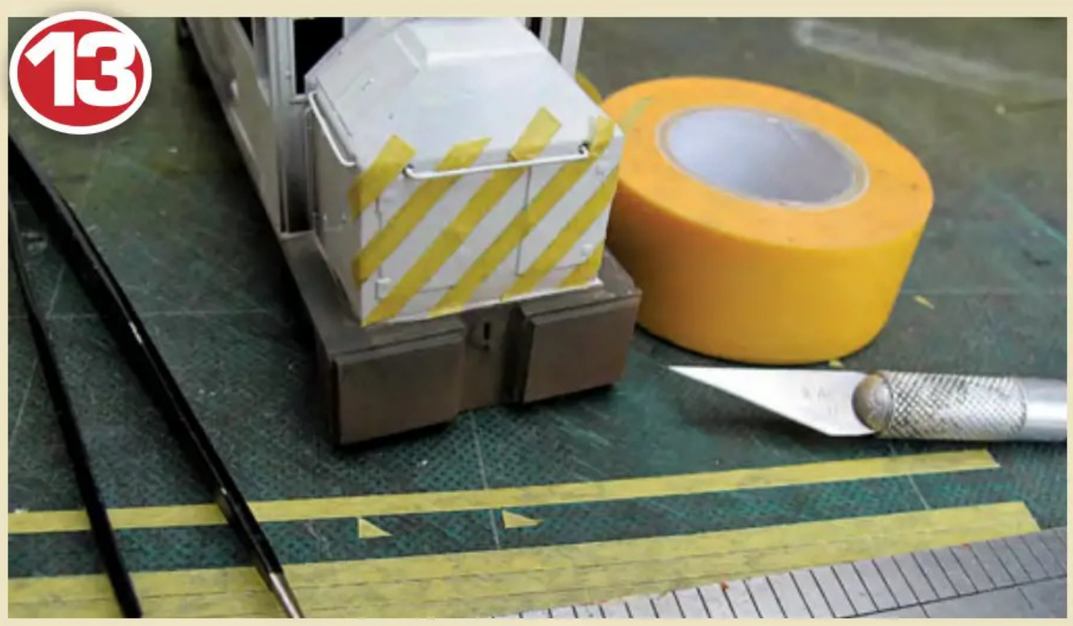
Job done. Making handrails is one of those tasks I find curiously enjoyable and relaxing. In this image, you can see where a couple of vestigial rough patches have been filed smooth.



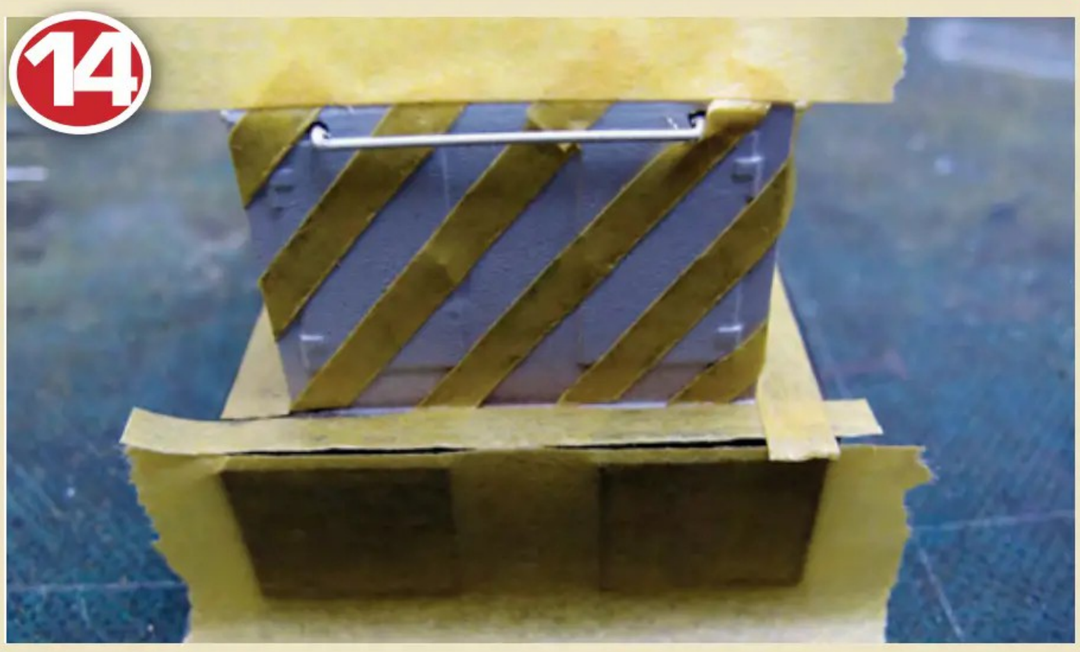
Time for a nice relaxing bath and de-grease in the ultrasonic cleaner. With resin components I use ready-mixed car screen wash further diluted 50:50 with tap water.



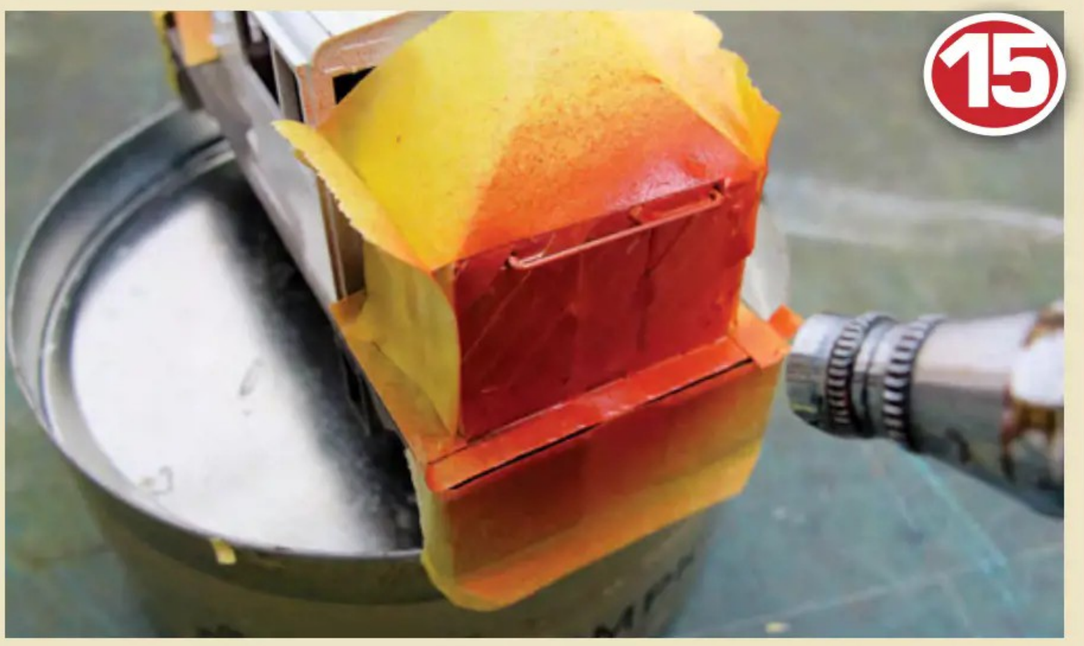
Once dry, I gave the bodyshell an initial coat of white car paint, applied by aerosol. You don't need a primer. I followed this by adding a basic brownish discoloration to the below-footplate area and buffer beams.



I wanted to paint orange-on-white 'wasp stripes' on the ends, which meant masking tape (Tamiya) and some precise cutting. This is another process I really enjoy going through.



Anything else within range is also masked. It's good to be careful and thorough here, as getting rid of overspray can be a pain.



The issue is now given a decent coat of orange acrylic – a 70:30 mix of yellow (413) and red (86) from Mr Hobby's Aqueous range – and left to dry.

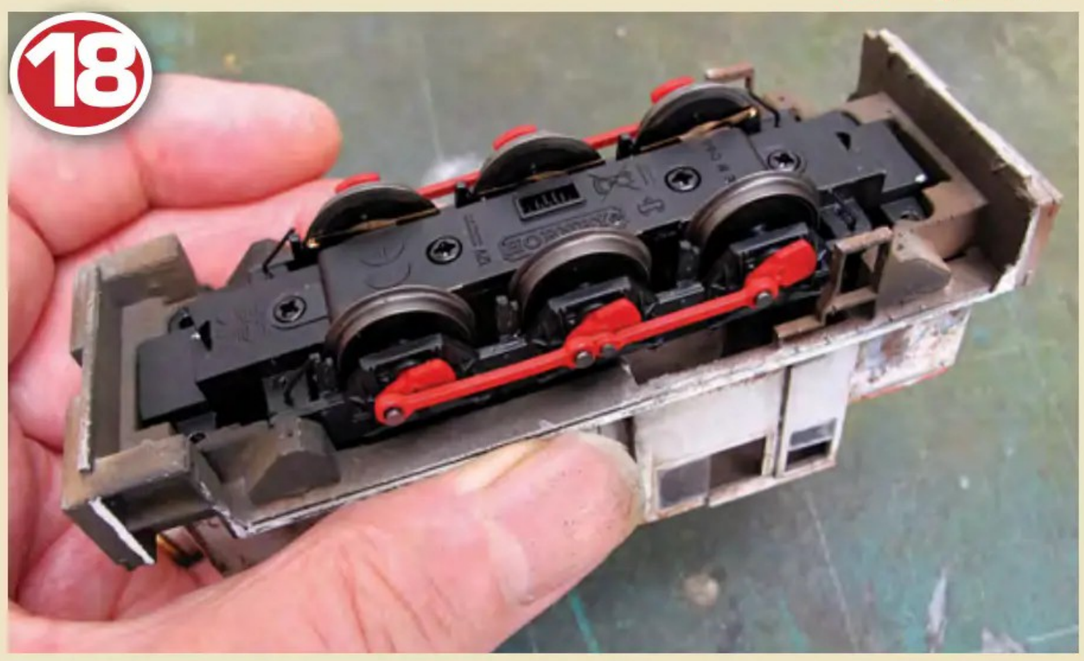


The masking tape is peeled back and, amid a sea of offcuts, the stripes emerge. Some touching-in is always necessary.

Intermediate
Beginner SKILL LEVEL Advanced



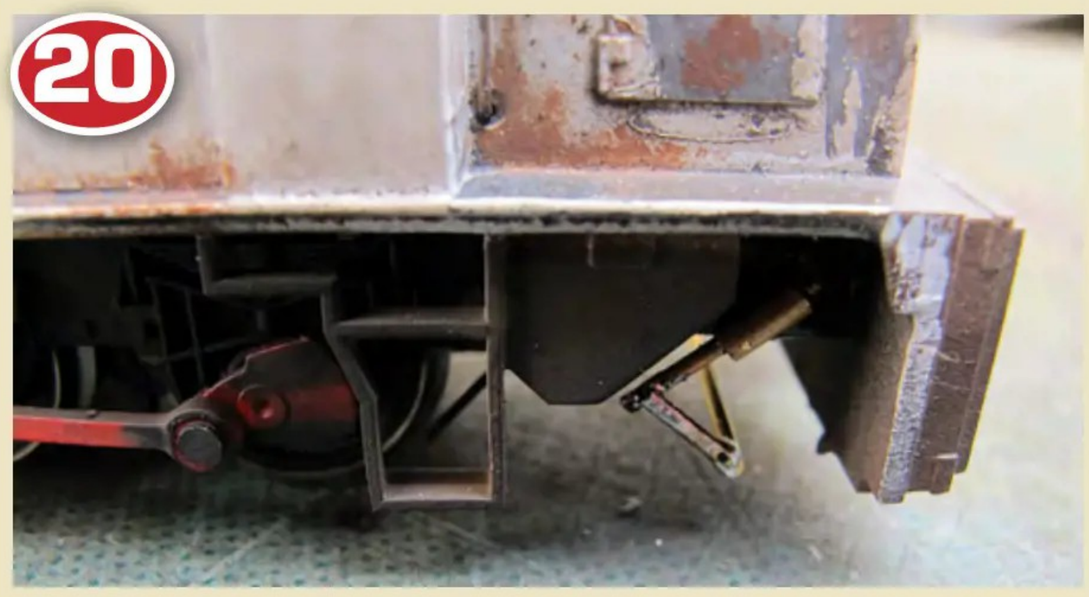
Now glazed and awaiting final detailing, the printed Sentinel bodyshell is introduced to the Hornby model that will be the chassis donor.



The Hornby chassis fits snugly into the bodyshell and the existing fixing screws can be retained. There is no need to create any further mounting points.



The ride height of the body on the chassis is spot-on. With my kit builds there's usually a measure of jockeying around with shims, tweaks and other fine adjustments but none of this was necessary here.



To fill the gap between the rear sandboxes and the buffer beam, I added a representation of the brake actuating cylinders seen in photographs. These were made from brass wire and tube.

WHAT WE USED

DESCRIPTION	MANUFACTURER	CAT NO.
0.45mm diameter brass wire	*www.alangibsonworkshop.com*	4M136
Masking tape	*www.tamiya.com*	Various
Mr Hobby Aqueous Red paint	*www.albionhobbies.com*	86
Mr Hobby Aqueous Yellow paint	*www.albionhobbies.com*	413
Sentinel oil-fired steam loco 3D-download ('00')	*www.thingiverse.com/ironmink/designs*	N/A
Sentinel 0-6-0 diesel shunter ('00')	*www.hornby.com*	R30084
Roket Cyano glue gel	*www.deluxematerials.co.uk*	AD69

The brass whistle, located directly behind the exhaust manifold, was turned up in a Dremel motor tool using needle files and a sharp blade. This was a detail I only spotted very late in prototype photographs.





I never saw the Cargo Fleet Sentinels and in any case they were green, not white, so the scabby, beat-up finish was a composite of all sorts – principally of a caterpillar tractor on a Suffolk beach, derelict buses in a garage awaiting demolition and locomotives awaiting restoration at the Tanfield Railway, Locomotion and elsewhere.

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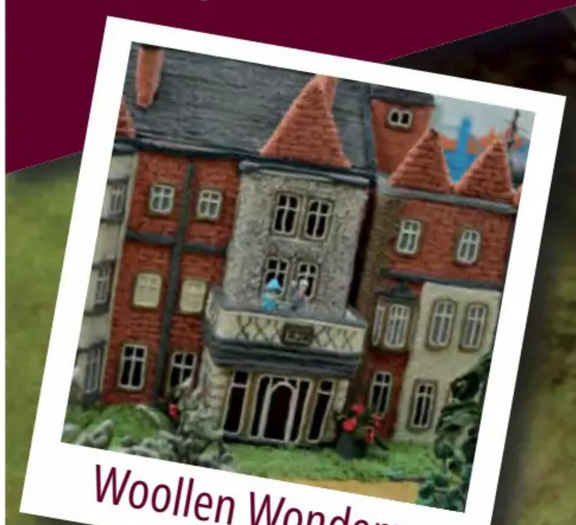
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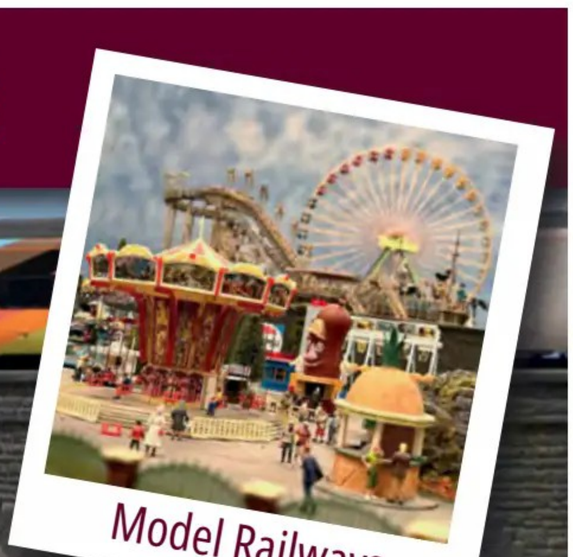
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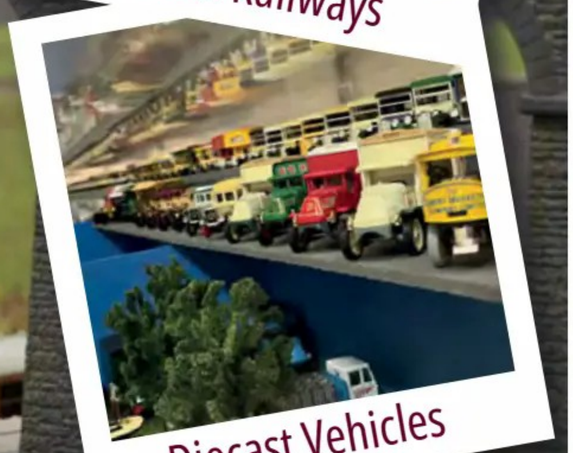
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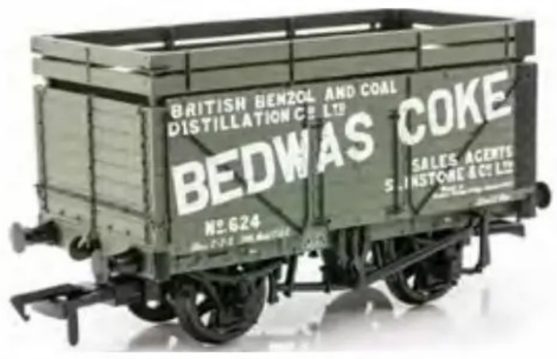

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Accurascale's 'BADGER' SETS THE BAR

The latest 'OO' gauge model to arrive from Accurascale is the unique Class 89 Co-Co electric. **MARK CHIVERS** inspects this new release and puts it through its paces.



Accurascale's all-new 'OO' gauge Class 89 Co-Co electrics touched down in August.

IT IS RATHER WONDERFUL to think that a single esoteric prototype electric locomotive would be considered commercially viable to produce in model form, but here we are in 2025 with a brand-new 'OO' gauge model of just that – the Class 89 Co-Co electric. Just one was built, and although its career was shaded by maintenance issues, it has remained popular since it was built.

Rails of Sheffield first mooted the possibility of producing an all-new 'OO' gauge model of the locomotive nicknamed by enthusiasts as 'the badger' with Accurascale in 2020 and in mid-2022 both parties confirmed that development of the Class 89 was to go ahead. Fast-forward to today and no less than five versions of the unique electric Co-Co have been produced.

Design of BR's Class 89 can be traced back to the early 1980, as engineers looked to the future of electric traction on the West Coast and East Coast Main Lines (WCML/ECML), with Brush Traction awarded the contract in 1983. Construction was sub-contracted to British Rail Engineering's (BREL) Crewe Works, with the locomotive completed in 1986 and outshopped in InterCity 'Executive' colours. It was delivered the short distance to Crewe Electric depot, where it underwent running within the depot confines, before being sent to Brush's Loughborough Works for commissioning. Further tests followed, including a spell on the WCML, followed by further tests on the ECML, where it spent most of its career. Withdrawn early, then resurrected by GNER and withdrawn again, it was preserved and is set for a return to the main line once more. For the full story see Reality Check in this issue (p74-77).

THE MODEL

Accurascale's all-new 'OO' gauge model has been produced in five different colour schemes with 89001 offered in the original InterCity 'Executive' scheme, InterCity 'Swallow' (late



The InterCity 'Executive' model depicts the Class 89 in original condition with TDM cables, but without NRN aerials.



During its original InterCity 'Swallow' period, 89001 was named *Avocet* by Prime Minister Margaret Thatcher.



89001 in GNER blue and red with gold lettering features an NRN antenna on the cab roof, but has had the Time Division Multiplex cables removed.

TECHNICAL DETAILS

Manufacturer:	*www.accurascale.com/www.railsofsheffield.com*
Cat No:	ACC2282-DCC (reviewed)
Description:	Class 89 Co-Co electric
Builder:	BREL Crewe/Brush
Region:	Eastern Region
Gauge:	'00', 16.5mm
Scale:	4mm:1ft
Length:	260 mm (over buffers)
Price:	£229.99 DCC Ready, £329.99 DCC sound fitted
Couplings:	Small tension locks in NEM pockets
DCC:	21-pin decoder socket
Speaker:	Factory-fitted 15mm x 11mm cube (DCC Ready), Factory-fitted 15mm x 11mm cube and 55mm x 25mm bass speaker (DCC sound)
Exterior lights:	Directional head and taillights
Interior lights:	Cab and cab desk lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Co-Co
Purpose:	Passenger
Haulage capacity (expected):	Ten coaches
Haulage capacity (actual):	15 coaches (maximum tested)

1980s/1990s), GNER blue with gold lettering, GNER blue with white lettering and as-preserved present-day InterCity 'Swallow' colours. All models are available in DCC Ready or DCC sound-fitted forms and can be obtained direct from Accurascale and Rails of Sheffield.

For review, we received a Digital Command Control (DCC) sound-fitted example of 89001 in original InterCity 'Executive' livery, together with DCC Ready models in InterCity 'Swallow' and GNER blue. Focussing on the DCC sound-fitted model, right from the get-go, the distinctive shape of the prototype has been captured well with sloping cabs at each end, somewhat reminiscent of the shape of those on the original Prototype High Speed Train (HST) power cars. Not surprisingly, there are very few detail differences between the variants, although National Radio Network antennae feature on some examples.

Weighing in at 553grammes, our DCC sound-fitted model features a die-cast metal chassis, five-pole motor, twin flywheels, all-wheel drive and pick-up, PowerPack 'stay-alive' capacitor, detailed cab interior, flush glazing and a suite of directional and cab interior illumination. The model also bristles with separately fitted detailing including metal handrails, fine windscreen wipers, sprung buffer beam rubbing plate, Time Division Multiplex cables (on selected models) and much more. All models also feature a factory-fitted 15mm x 11mm cube speaker, while DCC sound models additionally feature a larger 55mm x 25mm bass speaker.

The cab interior is very neatly finished with seating, illuminated driver's console dials and rear bulkhead detailing, which is further enhanced when illuminated. Like the real thing, the roof panels are smooth and rounded, while the working Brecknell-Willis high speed pantograph is set in the well at one end of the locomotive. Our sample of 89001 didn't feature a cab mounted NRN aerial during its time in the colour scheme, but »

the InterCity and GNER liveried examples did, which is modelled on the respective models. On DCC Ready models, the pantograph is held in place by a small clip, which once released allows the pantograph to spring up. For DCC sound-fitted models, this remains stowed until function one (F1) is selected on the DCC controller to activate the sound. For those who don't wish to have the pantograph raised but the sound on – for example if you don't have the necessary clearances with structures, if you select F27 on the DCC controller, this will effectively lock the pantograph in the lowered position but allow the locomotive sounds to be activated on F1 as normal. This is explained on one of the small yellow leaflets included with the model, although the entry for F27 on the function card supplied with our DCC sound-fitted model was blank. This was expected to be remedied by the time you read this.

Decoration to our review sample of 89001 in InterCity 'Executive' colours was superb throughout,

Five different models of 89001 have been produced including two in GNER blue, one with gold lettering and the other with white.



with a subtle sheen to the overall paint finish and crisp, straight lines visible throughout. BR logos, numbers and small details, such as the Class 89 and Bounds Green lettering on the lower edge of each cab end are superbly applied and legible, while small builder's plates feature on each side, together with door handles picked out in silver. Our review sample of 89001 also features superbly burnished sprung metal buffers, with each buffer 'quartered' – simply superb!

PERFORMANCE

Underneath, the detailing continues with a wealth of separately applied detailing – particularly on the bogies. These really do look the part and feature moulded and individual parts, adding to the relief. Bogie pipework, steps, axle boxes and yaw dampers are also picked out in appropriate colours, adding to the finesse. Brake shoes line up with the turned metal wheels, which are painted black. Underframe equipment boxes are also neatly detailed, with pipework and cylinders connected – and painted where appropriate.

The models feature a centrally-mounted five pole motor, together with twin flywheels and cardan shafts providing drive to all wheels, making for a smooth-running locomotive. On test, our review sample glided along the *Hornby Magazine* office test track with a rake of ten BR Mk 1 carriages in tow, which it hauled with ease. This was later increased to 15 vehicles which it

Accurascale's new 'OO' gauge Class 89 features a die-cast chassis, five-pole motor, twin flywheels, all-wheel drive and pick-ups.

21-pin decoder socket

Cab interior lighting

Detailed cab interior

Highly detailed and decorated bogies

Neatly painted bogie steps

Directional lights



The high speed Brecknell Willis pantograph can be raised and lowered automatically on DCC sound-fitted models. DCC Ready models can be posed manually.

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Factory-fitted bass speaker (DCC sound-fitted models)

Separately fitted handrails

Operating pantograph (DCC sound-fitted models)

Fine underframe detailing

also handled without issue.

Fitting a driver and/or secondman requires the removal of the body – there are no removable roof sections on this model. Small clips on both sides at each end of the bodyshell enable the body to be released. With the body removed, lighting features on DCC Ready models can also be altered using the switches on the DCC blanking plate.

DCC sound-fitted models feature a Loksound 5.0 sound decoder, pre-loaded with the Class 89 sound profile and which also allows full access to all the functionality. As already mentioned, F1 activates the locomotive's onboard sounds and will raise the pantograph, unless F27 is selected. The sound profile certainly sounds impressive and has that almost spaceship-like sound quality about it as the locomotive begins to move. As the locomotive accelerates, the tonal quality of the profile gradually changes too – the hum increasing in turn with the locomotive, and vice-versa. High and low horns are playable from F2 and F3, while a guard-to-driver buzzer and guard's whistle are also selectable (F9 and F10). Cab illumination can be controlled in the direction of travel by pushing F17, while the desk console lighting is accessible on F18. If you wish to extinguish the red tail lights (while hauling a train for example), select F19. By default, F0 operates daytime lighting, while selecting F20 puts the headlights into night running mode. Drive hold is available on F24, while a shunt mode is available on F21.

A selection of ancillary sounds is also selectable on the decoder simulating the driver's door slamming, sanders, traction motor blower, Spirax valves, windscreen wipers and more.

OVERALL

This latest release – a joint venture between Accurascale and Rails of Sheffield – is a quite remarkable model, representing as it does a unique locomotive in multiple colour schemes covering almost 40 years since it was first built. While it has been out of service for longer than it was actually in service, 89001 enjoys a big following and it is sure to prove popular with modellers – even more so when it takes to the main line once more. (MC)



Two InterCity 'Swallow' liveried models have also been produced, reflecting the locomotive in late 1980s/1990s guise and its current as-preserved condition. This is the original InterCity 'Swallow' version of 89001 *Avocet*.

CLASS 89 ELECTRIC

The Class 89 was a revolutionary express passenger locomotive whose career was cut short. But it has already defied the scrapman twice, and is set to return to the main line, as **EVAN GREEN-HUGHES** explains.

IN THE EARLY 1980s, authorisation was finally given for the completion of the electrification of the East Coast Main Line (ECML) between its then northern extremity of Hitchin and Leeds and Edinburgh, To allow the takeover of the route by electric traction British Rail drew up a specification for a very powerful passenger locomotive which would, it was envisaged, haul rakes of new-build Mk 3 coaches at up to 125mph.

Several unusual features were contained in this specification. The body was to be streamlined at both ends and built to an identical profile to the Mk 3 coach. Six-wheel bogies were specified, rather than the four-wheel type used on all earlier electric types, and the locomotive was to be sufficiently versatile for fast freight and parcels workings. It was envisaged that this 'all round' design would then form the basis of new fleets for the East Coast and West Coast Main Lines.

British Rail went out to tender for locomotives to this specification and, in 1983, awarded a contract to Brush Traction of Loughborough for a prototype, the actual construction of which was to be carried out by British





The Class 89 Co-Co electric has enjoyed two main line careers so far; the second during GNER's tenure of the East Coast Main Line. On July 12 1997, the unique locomotive (with white GNER lettering) heads a rake of Mk 4 carriages at London King's Cross. Colin J. Marsden.

Rail itself at Crewe.

Development and build work started, but while this was under way, BR had a rethink which led to the use of dedicated fixed rake passenger sets with an electric locomotive at one end and a Driving Van Trailer at the other. The fruit of this would become the Class 91s and Mk 4s, which with tilting equipment later added would have a maximum speed of 140mph. Hopes that the Brush design might find work on the WCML were then dashed when it was decided that an upgraded and modernised Class 87, which became the Class 90, would be a more suitable option.

UNDER POWER

However, while all this was going on, construction of the prototype Brush locomotive, which soon became known as the Class 89, was proceeding as planned and the completed locomotive first moved under its own power at Crewe depot in February 1987. This was a little later than originally intended due to delays in the delivery of components. A few days later it was allowed out on the main line before making visits to the Railway Technical Centre at Derby and the Old Dalby Test Track. It then underwent trials on the West Coast Main Line (WCML) running between Crewe, Willesden and Carlisle with rakes of coaches amassing 11,500 miles before being allocated to Hornsey depot. Shortly after that it was sent to Bounds Green so it could be allocated to passenger duties on the ECML as originally intended.

Six months later, it was back at Old Dalby for some braking trials and then attended the International Traffic and Transport Exhibition in Hamburg, along with a Class 90 and a 91, arriving back by June 1988.

The locomotive then settled down to regular passenger work between King's Cross and Peterborough and later was often seen at Leeds. Its one-off nature meant that it was not as frequently used as it might have been due to issues with crew and maintenance familiarity. During this time its original InterCity livery was changed to the new 'Swallow' variety and it gained the name *Avocet*, being named by then Prime Minister Margaret Thatcher on January 16 1989 at King's Cross station.

FACTS AND FIGURES	
Number:	89001
Built:	1986
Builder:	BREL Crewe/Brush
Number built:	One
Withdrawal (first):	1992
(second):	2000
Preserved:	One
Length:	64ft 11in
Width:	8ft 11½in
Height:	13ft ½in (over body)
Power supply:	25kv overhead
Control system:	Electronic, no tap changer
Wheel arrangement:	Co-Co
Wheel diameter:	3ft 6½in
Horsepower (maximum):	6,120hp
Traction motors:	Six Brush TM2201A
Maximum speed:	125mph
Weight:	105tons
Maximum tractive effort:	46,100lbs
Continuous tractive effort:	24,000lbs at 91mph
Brakes:	Air, and rheostatic on loco
	Air on train
Train heating:	Electric, Index 95
Route availability:	6
Current owner:	AC Locomotive Group



GNER Class 89 89001 speeds past Broad Fen Lane at Claypole with 1D41, the 3.10pm London King's Cross to Leeds on September 28 2000. Bill Atkinson.

MAINTENANCE TROUBLE

Unfortunately, the one-off nature of 89001 progressively began to be more of an issue. As fleet production had never been authorised, very few spare parts had been manufactured and so even minor faults put it out of service for lengthy periods. The culmination of this was in 1992 when a series of faults occurred. A major fault forced its withdrawal from revenue-earning service. Financially this was not an issue for British Rail as it had already written the locomotive's value down to nil as part of its development costs for electrifying the ECML.

Although it seemed likely 89001 would have been scrapped, it was saved by a group of Brush Traction employees who believed there was plenty of life left in this unique locomotive. A move to the Midland Railway Butterley then followed and the next four years were spent with »

Having been out of service for several years, InterCity 'Swallow' liveried 89001 *Avocet* stands at Brush Traction, Loughborough on May 20 1996. The locomotive was destined for a return to service later in the year with GNER. Colin J. Marsden.

the locomotive attending many works and depot open days under the custodianship of its new owners. In 1996 it was moved again, this time back to Brush where work started to make it fit for main line service once again.

REVIVAL!

This move coincided with the privatisation of the ECML with the new Inter-City East Coast franchise won by Great North Eastern Railway (GNER), a subsidiary of Sea Containers. Its franchise bid had promised expansion of services but to achieve this it needed additional motive power. With the Class 87s and 90s fully deployed on the WCML and the Class 91s stretched, 89001 was seen as a prime candidate, given that it was designed for the duties GNER sought to expand. A bid for the locomotive was successful and, following an overhaul it returned to main line service in GNER blue livery in 1997. The old issues of lack of spares came to a head again, and it was returned to Brush for further work which lasted a year, entering traffic again in 1999.

Even after this rebuild, 89001 continued to be unreliable and after another year of spasmodic service the decision was taken to place it in store, following which it spent time at Doncaster Works. A further use for it was found in 2002 when it was sent to Bound's Green depot to provide static power for rakes of coaches but shortly afterwards it found itself back at Doncaster, appearing only at the 2003 open day but otherwise being hidden away from the general public.

This might have been the end for this unique locomotive's operational career but by a strange quirk of fate in 2004 GNER moved it due to redevelopment work at Doncaster and agreement was then made with the AC Locomotive Group for it to be stored at Barrow Hill Roundhouse near Chesterfield. Two years later GNER decided to dispose of it altogether with the AC Locomotive Group taking on ownership

The locomotive's new owner undertook a thorough survey to ascertain its actual condition and concluded there were a number of major components which would require replacement or overhaul before a main line return could be contemplated. Electrical work focussed on the traction motors and their associated electronics, during which the decision was taken to rebuild the field convertors to a more modern form while the rheostatic brake stacks were fitted with Class 86 blower motors to cure a longstanding overheating fault. Work on pneumatic and bogie issues was then undertaken over the next three years or so.

In 2020, the locomotive was sent to Toton by rail where it was repainted in InterCity 'Swallow' livery following which it returned to Barrow Hill before making a further journey to Soho depot in Birmingham where it could be tested under live 25kV AC overhead supply. This culminated in 2021 with the locomotive moving under its own power for the first time in 20 years.



In 1988, Class 89 89001 together with 90008 and 91003 were transported to Hamburg for display at the IVA88 exhibition. On May 19 1988, the locomotives are stabled at the Engineering Development Unit in Derby prior to departure for the German city. Colin J. Marsden.



THE 'BADGER' RETURNS

A return to Barrow Hill for more bogie work followed and at this time an agreement was struck with Locomotive Services Ltd to assist with returning the locomotive to working order, after which it would be used on the main line for a period of five years. In 2022 it was moved to its original birthplace at Loughborough, now owned by UK Rail Leasing, where traction motors were reinstalled, an overhauled pantograph was fitted, a new fire protection system was provided and modern aids such as GSM-R, Train Protection Warning System and On Train Monitoring and Recording equipment were added.

System testing was completed last year, following which it was towed to the Locomotive Services Depot at Crewe for final finishing.

89001's long-awaited return to the main line has yet to happen but it appeared at the Greatest Gathering event at Derby in August this year. Once the complex task of returning a virtually 40-year-old one-off high-powered electric locomotive to main line service has been completed, we will once again be able to see this handsome locomotive doing what it was designed to do.

And its legacy lives on elsewhere – the design informed that of the Channel Tunnel shuttle locomotives, and the Class 92s, which run on the main line to the present day.

That this locomotive has survived at all is something of a miracle, and its return to main line use is eagerly awaited. **HM**

● Visit *www.keymodelworld.com/reality-check* to read more prototype articles.



Viewed from the pantograph end, 89001 showcases its original InterCity 'Executive' scheme while awaiting its next move at Doncaster on September 17 1988. Colin J. Marsden.



GNER Class 89001 (with gold lettering) is displayed in the yard at Doncaster Works open day on July 26 2003. Colin J. Marsden.



Now preserved by the AC Locomotive Group, 89001 was one of the *stand-out* exhibits at the Greatest Gathering event in Derby in early August, displaying its striking InterCity 'Swallow' colour scheme. Mark Chivers.

FIRST REVIEW

KR Models HUNSLET BO-BO

STEELWORKS SHUNTER

KR Models' latest arrival is the powerful Hunslet Bo-Bo steelworks shunter for 'OO' gauge. **BEN CHURCH** casts his eye over the latest unusual locomotive from KR.



KR MODELS' selection of unusual prototypes for its 4mm scale projects has resulted in some ready-to-run products that might have been unlikely a few years ago. The latest powered 'OO' gauge model in this lineage is the Hunslet Industrial Bo-Bo shunter, a mainstay at Scunthorpe Steelworks.

11 of these 1,124hp shunters were constructed by the Hunslet Engine Company between 1973 and 1977 for use in steelworks, shunting large 'torpedo' wagons – also being produced by KR Models. Two locomotives have since been scrapped, while others have been overhauled, ensuring their continued use moving heavily laden molten steel and steel slabs around the extensive 81-mile-long internal railway network at Scunthorpe.

THE MODEL

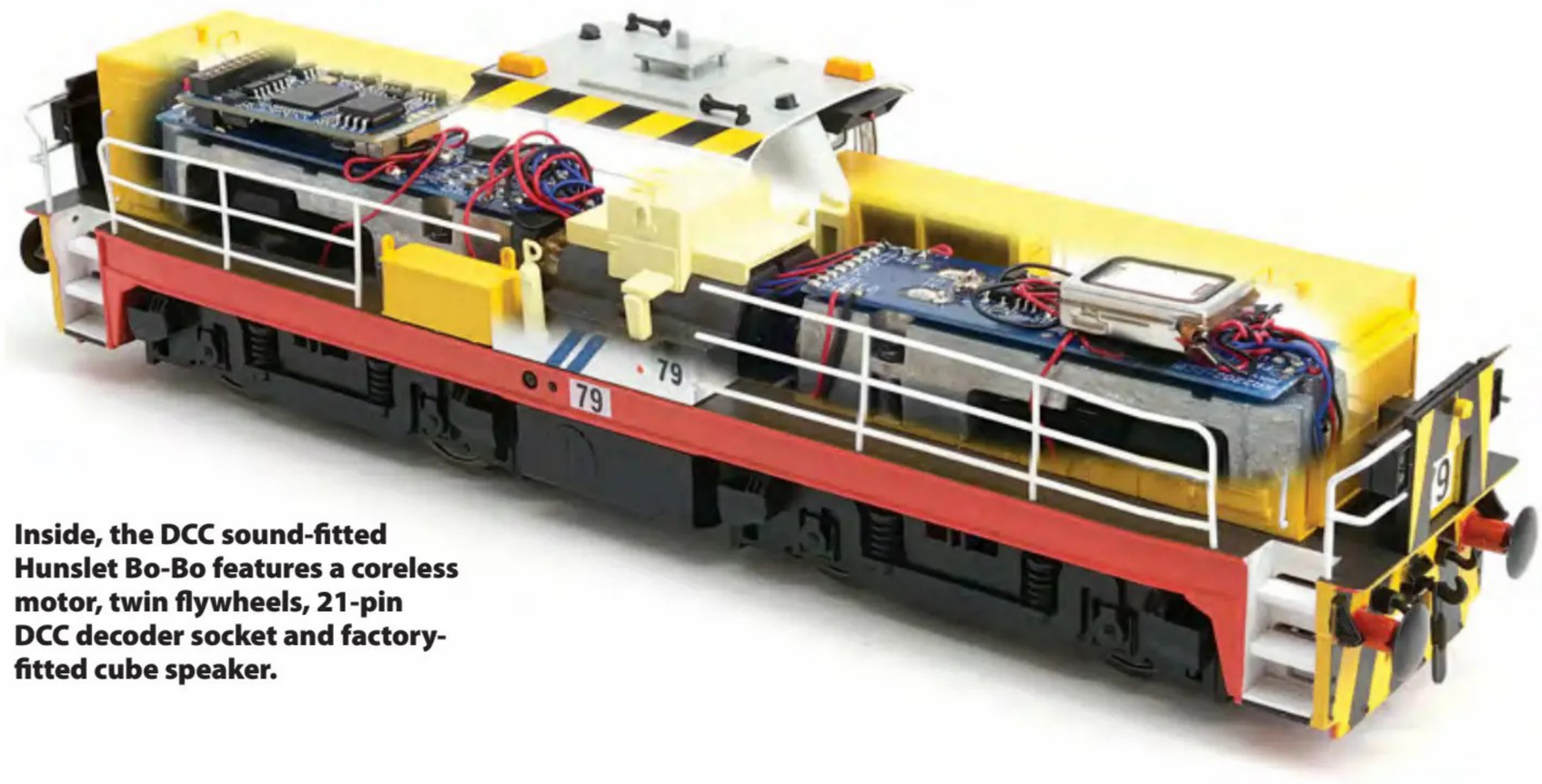
Four models form KR's initial offering of the Bo-Bo, modelling 73 in green (Cat No: KRM-HUN-OO-R-73), 71 in British Steel dark blue (KRM-HUN-OO-R-71), 72 in British Steel yellow (KRM-HUN-OO-R-72) and 79 *Big Keith* also in British Steel yellow (KRM-HUN-OO-R-79), this latter model forming the basis for our review.

KR's new model captures the blocky, bulky look of the prototype well, with a central cab flanked on ether side by two substantial bonnets. Both bonnets are fitted with large grilles, which vary in style depending on the chosen model. A single large, separately fitted grille sits on the front of each bonnet. Around both bonnets are walkways, with railings fitted alongside. These were not completely straight on our sample (much like some of the real locomotives), but are quite flexible and resistant to breaking.

Directional lights feature at each end – two headlights and two tail lights. Small handrails are fitted to either side of these. Metal buffers are mounted on the buffer beams, with space for cosmetic screw link couplings to be fitted using the included optional parts. The central cab features a console in the middle with neatly moulded dials, levers and handbrake wheel, plus a small seat on either side. Cab detail is visible through the two large windows on the sides and the trio of small rectangular windows at each end of the cab which have separately fitted fine windscreen wipers. Interior cab illumination enhances the appearance, provided from a small ceiling-mounted PCB. Horns, exhausts and a cab ventilator are fitted to the roof, along with rain strips.

Bogie detail is neatly defined and matches the sparsely populated bogies of the prototype, which are slab sided in appearance. These include moulded springs, axle boxes, sand boxes and separately applied brake shoes. NEM coupling pockets feature at both ends, together with factory-fitted small tension lock couplings. These can be removed, although it appears there are no blanking plugs to fit into the void where the coupling protrudes.

Application of the colourful British Steel livery was evenly applied to our review sample and compared favourably with the prototype, finished in bright yellow on the bonnets, contrasted by a red solebar and white cab sides. The division between colours for the 'wasp stripes' appeared a little fuzzy in places on our sample, while the collection of printed details - mainly on the cab sides – were legible and printed crisply. We also noticed that the cabside BSC General Steels grey stripe on one side wasn't quite straight on our model.



Inside, the DCC sound-fitted Hunslet Bo-Bo features a coreless motor, twin flywheels, 21-pin DCC decoder socket and factory-fitted cube speaker.

PERFORMANCE

KR's Hunslet has separately controlled directional and cab lights, with the addition of a flashing warning light fitted to the solebar, only active when the



KR Models 'OO' gauge range is bolstered with the arrival of the Hunslet 1,124hp Bo-Bo Industrial diesel shunter.

locomotive is moving. Analogue users can control the cab light by touching the included magnetic wand onto the cab roof, while digital operators can select F19 to turn them on and off.

Inside, the model features a 21-pin Digital Command Control (DCC) socket and a factory-fitted 15mm x 11mm cube speaker. A coreless motor is fitted to power the locomotive and it is recommended that it is run in for 30 minutes in each direction without a load.

On test, our DCC sound-fitted model had a noticeable whirr to the motor, as due to the low gearing of the model, it spins very quickly at slow speeds. This was noticeable on our sample as the speed increased.

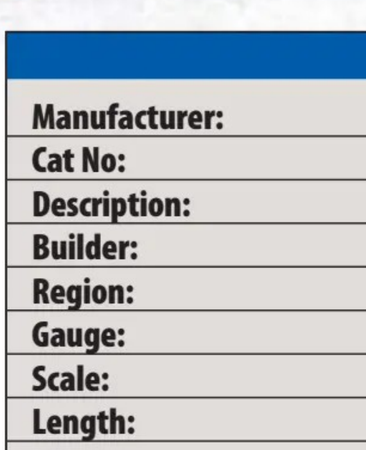
Nevertheless, our review sample ran well and negotiated the pointwork on our office test layout without issue, hauling seven Bachmann BR Mk 1 coaches with ease. As our review sample was DCC sound fitted, we couldn't resist starting it up to reveal the bespoke sound profile which has been developed for the ESU LokSound 5 decoder by Legomanbiffo for KR Models. The project features 19 selectable functions including horn sounds on F2 and F3 (which appeared to sound the same on our review model), driver's door slam (F6), speed flange squeal (F9), remote control confidence beep (F11), sanders (F13), speed dependant detonators (F18) and more. The engine sounds were sufficiently loud on startup on our review sample without any hint of distortion, while the ancillary sounds could also be heard in the mix too, when selected. Functionality also includes drive hold (F8), cab light switch (F19) and directional lights (F0).

Impressively, the solebar mounted orange warning lights flash automatically as the model is moving in either direction, as a warning to trackside operators – a neat touch to this large shunting locomotive.

OVERALL

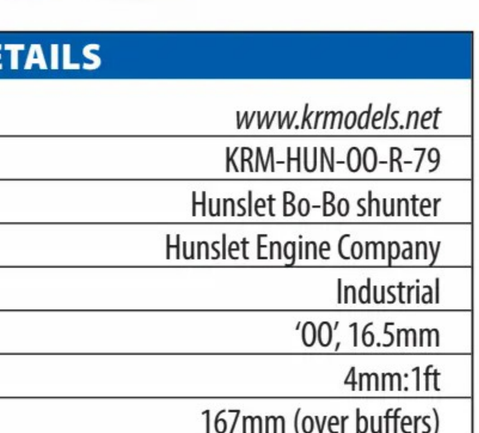
KR's Hunslet Bo-Bo is another unusual model that we could imagine no other manufacturer producing. The model fills a niche, and it is great to see such a characterful industrial shunter produced ready-to-run. (BC)

TECHNICAL DETAILS	
Manufacturer:	*www.krmodels.net*
Cat No:	KRM-HUN-00-R-79
Description:	Hunslet Bo-Bo shunter
Builder:	Hunslet Engine Company
Region:	Industrial
Gauge:	'00', 16.5mm
Scale:	4mm:1ft
Length:	167mm (over buffers)
Price:	£180 DCC Ready, £280 DCC sound-fitted
Couplings:	Small tension locks in NEM pockets
DCC:	DCC sound-fitted, 21-pin decoder socket
Speaker:	15mm x 11mm cube
Exterior lights:	Directional plus solebar warning light
Interior lights:	Cab
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	Two
Wheel arrangement:	Bo-Bo
Purpose:	Shunting
Haulage capacity (expected):	Seven BR Mk 1 carriages
Haulage capacity (actual):	Seven BR Mk 1 carriages



Left: **Directional lighting is fitted at each end.**

Right: **The detailed cab interior can also be illuminated.**



RAPIDO FIRST REVIEW '44XX' ARRIVES FOR 'OO'

New from Rapido Trains UK is the Great Western Railway '44XX' 2-6-2T. **BEN CHURCH** evaluates this latest release to see if the model can outshine the prototype.



THE GREAT WESTERN RAILWAY (GWR) employed many 'Prairie' 2-6-2Ts to work on its vast network of suburban and rural lines. Overshadowed by later developments of the breed, nonetheless, Rapido Trains UK has chosen to immortalise this small, but important class in 'OO' gauge for the first time.

In 1904, the first of George Jackson Churchward's '44XX' 2-6-2Ts were delivered, equipped with 4ft 1½in driving wheels and a Swindon Standard No. 5 boiler. This class of 11 locomotives set the template for all future 'Small Prairie' designs. Working across the GWR's empire from the Midlands to Wales and Cornwall, the class worked well, but the small-diameter driving wheels limited their operational speeds.

THE MODEL

Rapido's all-new model of the '44XX' is the first time this locomotive has ever been produced ready-to-run for 'OO' gauge. Eight models comprise the initial range of models, appearing in GWR green with Great Western text, 'shirtbutton' roundel and wartime GWR lettering. BR era models appear in BR green with 'Egyptian lettering', BR lined black with British Railways text and early crests, plus BR black with early crests.

Our sample of 4406 in BR lined black with early crests, was delivered in Rapido Trains UK's standard box, complete with comprehensive owner's manual, plus accessory pack, which includes pipework, screw-link couplings and spare whistles, as well as etched metal number plates, with options for red and black backing plus etched smokebox number plate and printed metal shedplate - an extremely welcome inclusion. If you plan to fit the front-end pipework, it may impede some movement of the front pony truck.

First impressions are excellent, with the 2-6-2T simply brimming with detail and topping the scale at a very respectable 258grammes. At the front is a trio of fine lamp irons secured to the die-cast running plate, plus smokebox stays and handrails. On the smokebox door a separately fitted dart is neatly affixed, plus a four-digit number plate - also separately fitted - and fine handrails reaching around the top half of the smokebox. The cast-iron tapered chimney on top of the smokebox is well modelled and there are options for versions with a straight chimney and copper cap as well as a small lamp iron. Steam pipes reach down to the cylinders, correctly omitted on examples with inside steam pipes.

Next to the water tanks are oil pots with pipe runs, along with representation of the inside Stephenson valve gear. The locomotive's Swindon Standard No. 5 boiler is modelled in full relief, with the boiler barrel constructed of die-cast metal. Atop the boiler, the tall safety valve bonnet and top feed pipework are well done – short safety valve bonnets are replicated on some versions of the model. Cab detail is excellent, with a mass of pipes complemented by painted dials and a wonderfully recreated regulator handle plus additional oil pots and associated pipework. Small windows are present and correct, those facing the coal bunker fitted with small vertical bars.

Underneath, a large amount of detail has been pre-fitted, including cylinder drain cocks, brake rigging, sand pipes and footsteps. Typical of GWR locomotives, the '44XX' features bulbous cylinders and these have been modelled very well by Rapido, enhanced by their die-cast metal construction. The mixture of fluted and plain coupling rods is pleasing to the eye, with a weighty appearance when in motion.



The all-new '44XX' features a Next18 decoder socket, coreless motor and flywheel.



Rapido Trains UK's all-new 'OO' gauge Churchward '44XX' 2-6-2Ts are now available.

Livery application was to the high standards that we have come to expect from Rapido Trains, with crisp red and straw lining around the water tanks and coal bunker. The BR black is broken up by a slightly glossy effect applied to the boiler barrel and cylinders, and this, combined with a slight matt effect to the smokebox, gives the model a lovely ex-Works sheen. Other details such as the large 'cycling lion' early crests, were printed well, as were the cabside number plates.

PERFORMANCE

The Next18 Digital Command Control (DCC) socket is accessed by removing five screws on the chassis; care needs to be taken not to damage the smokebox stays or (if fitted) outside steam pipes.

Modellers who opted for the factory-fitted sound option can take advantage of the pre-fitted 15mm x 11mm cube speaker and dynamic fire draw effect.

Sound reproduction on our sample was crisp and sharp.

TECHNICAL DETAILS	
Manufacturer:	*www.rapidotrains.co.uk*
Cat No:	951007
Description:	Great Western Railway '44XX' 2-6-2T 4406, BR lined black with early crests
Builder:	Wolverhampton Works/Swindon Works
Region:	Western
Gauge:	'00', 16.5mm
Scale:	4mm:1ft
Length:	140mm (over buffers)
Price:	£172.95 (DCC Ready), £284.95 (DCC sound-fitted)
Couplings:	Small tension locks in fixed NEM pockets
DCC:	Next18 decoder socket
Speaker:	15mm x 11mm cube
Exterior lights:	None
Interior lights:	Firebox glow
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	One
Wheel arrangement:	2-6-2T
Purpose:	Suburban passenger and goods
Haulage capacity (expected):	Six Mk 1 carriages
Haulage capacity (actual):	Eight Mk 1 carriages

On test, our sample performed well, negotiating points on our office test track with ease at high and slow speeds. Throughout the speed range, the coreless motor-fitted model and flywheel provided smooth and near silent operation. Occasionally, our sample stalled on the frogs of points at crawling speeds, but fitment of a stay-alive capacitor would help eliminate this issue on DCC control. Haulage was no problem, with our model able to haul an impressive eight Bachmann Mk 1 coaches without issue.

OVERALL

Rapido's '44XX' 2-6-2T brings attention to a long-lost GWR class in a model that exudes finesse and quality in its construction and detailing. A wonderful model that will find a home on many GWR branch line layouts. (BC)

REA TRANSLATOR VAN

The next Bachmann Collectors Club exclusive model has arrived in the form of a REA translator vehicle. **BEN CHURCH** casts his eye over the model.



New to the Bachmann Collectors Club range of exclusive models is this 'OO' gauge REA London Transport Translator van.

- **Gauge:** 'OO'
- **Price:** £35.95 (single, non-members), £31.95 (single, members), £71.90 (twin-pack, non-members), £60 (twin-pack, members)
- **Cat No:** 38-141K (single), 38-141K2 (twin)
- **Site:** *www.bachmann-collectorsclub.co.uk*
- **Era:** 7/8

JOINING THE RANKS OF exclusive models produced for the Bachmann Collectors Club is this REA translator vehicle decorated in London Transport's bright red and white colour scheme.

Converted from VDA vans, REAs were used on stock movements where a London Transport vehicle had to be coupled to a conventional BR locomotive. The REA had drawgear to allow it to couple to London Underground stock so it could be hauled on the national network.

As the prototype often worked in pairs, Bachmann is offering a twin REA vehicle pack, as well as single examples.

Bachmann's REA van makes use of the manufacturer's 2008 VDA van tooling, which still holds up well today, capturing the unassuming lines of the vehicle well. Along the sides, the moulded sliding doors are crisply picked out, complemented by indented handles and locking apparatus, plus subtle rivets picked out across the sides of the vehicle. At each end are substantial horizontal and vertical beams plus a separately fitted lamp iron and non-sprung metal buffers. Limited by the original tooling, the bespoke drawgear fitted to the prototype is not present on this model.

Underneath is a brake lever, supported by some separately fitted underframe detail. Axle boxes and springs are crisply moulded, with each axle of the vehicle able to pivot to allow it to negotiate tight radius curves. At each end, a NEM pocket is pre-fitted with small tension lock couplings. It is secured to the wheel mounting, so pivots with the axle as the model negotiates curves.

Application of the bright red and white colour scheme is superb and to the high standards Bachmann is known for. Lines where colours meet are crisp and embellishments such as the blue band to the lower third of the vehicle, plus white on the lamp irons and brake handle, elevate the model's appearance.

An unassuming model that opens the door to some novel and very unusual formations. (BC)



The exclusive new van carries printed REA TOPS codes and Carlisle Currock depot plaques on both sides.

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SVR Resilience Fund
STAFF FIGURE PACK



● **Gauge:** 'OO' ● **Price:** £25.49 per pack ● **Cat No:** 0289 ● **Site:** *www.modelu3d.co.uk* ● **Era:** Any

MODELU'S SEVERN Valley Railway (SVR) Resilience Fund figure pack has arrived, featuring eight 4mm scale SVR volunteers. The pack is aimed at supporting the SVR, with 50% of the proceeds being donated to the heritage railway.

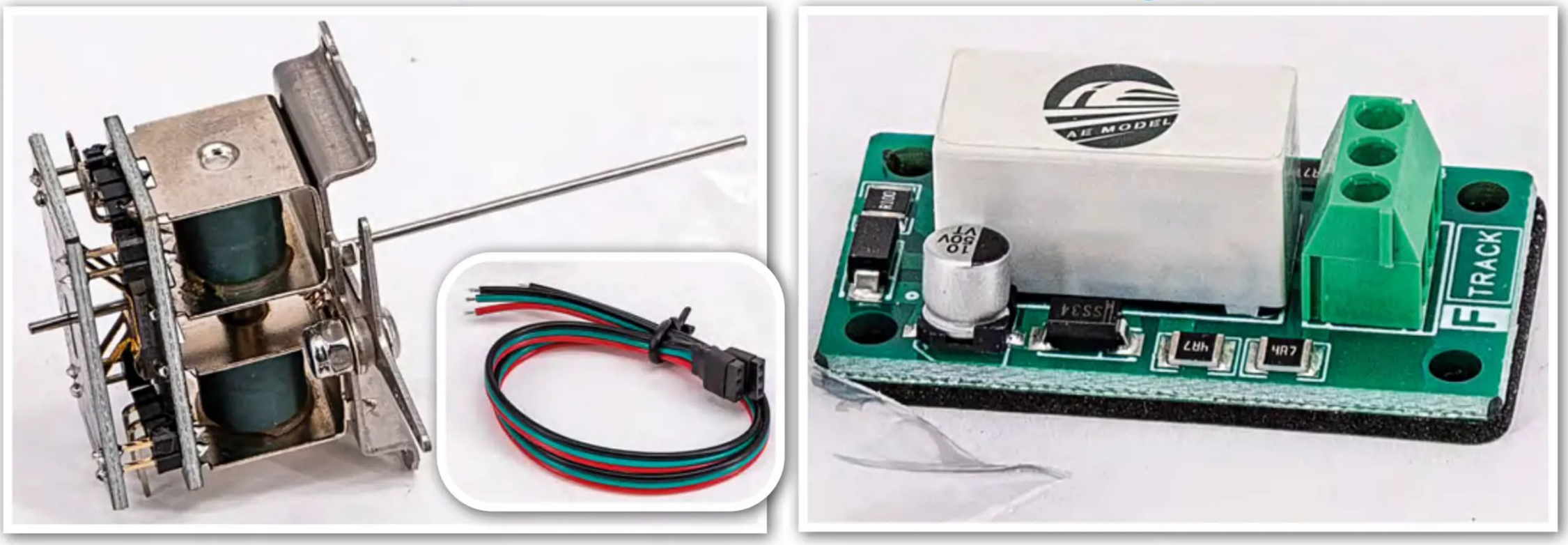
Featured in the pack are 3D-printed models of signalling inspector and guard Jamie Green, steam inspector Dai Price, driver and steam inspector Brian Malyon, driver and chairman of the junior club Nick Willcox, fireman and signalman Dougie Hutton, firemen Evan Bradshaw and Chris Field, and diesel driver Jack Walker.

ModelU has presented the figures in a range of poses, with some sitting and others standing. Clothes range from footplate attire to more casual wear, but all feature realistic creases and embellishments such as ties and buttons. All will need to be carefully freed from the moulding supports.

Careful painting will enhance the figures further so they can blend in with a contemporary or historical steam shed scene seamlessly.

A wonderful way to support the SVR and replicate some of its volunteers on your layout. (BC).

AE Models Super Solenoid and Frog power unit



● **Price:** £14.95 (solenoid), £7.95 (frog power unit) ● **Cat No:** AEP-FPS.1 (solenoid), AET-FPC.1 (frog power unit) ● **Site:** *www.dccconcepts.com*

AE Models (distributed through DCC Concepts) has produced a range of solenoid point motors and frog power units ideal for those who want a quick way to install point motors on their layout.

Included with the super solenoid are two three-pin wires for connecting to the point and the DCC accessory decoder or switch, five screws and a spring. The point motor can be mounted above or below the baseboard, with the motor fitted featuring a long-throw pin for below-board mounting and a dual-arm crank for above-board mounting. Cables to and from the motor are clearly labelled, as are the switch and solenoid to further ease installation.

Modellers can also purchase a pack of three 30cm extension wires which can be used with the solenoid to connect it to points, switches or accessory decoders further from the point. Additional mounting screws and springs can also be purchased separately.

AE Models' new frog power connector enables automatic switching of the turnout frog polarity and follows a similar philosophy to the solenoid. It comprises a small printed circuit board complete with foam pad and five mounting screws. Screw-in terminals for the point wires make connecting to the terminal straightforward, although the wires will need soldering to the rails.

Straightforward and easy to wire, this pairing is versatile and easy for anyone to connect to a layout. (BC)

Modern platform lamps

- **Gauge:** 'OO'/'N'
- **Price:** £12.95 ('OO'), £10.95 ('N')
- **Cat No:** 457 ('OO'), 282 ('N')
- **Site:** *www.peco-uk.com*
- **Era:** 8-11



MODELLERS of the present-day scene in 'OO' and 'N' will find these new kits of modern station lamps from Ratio a welcome addition to any station scene.

Construction of each lamp varies according to the scale. 'OO' gauge lamps are assembled by using one of the supplied brass rods and attaching injection-moulded plastic parts, such as the base and lamp, to it. Additional details can then be added as required, including station nameboards, platform number signs, security cameras and speakers. Each 'OO' gauge kit contains sufficient parts to complete five lamps. Just add paint to finish.

'N' gauge lamps are supplied with the main structure of the lamp moulded; it only needs to have the additional details added in the same way as its 'OO' gauge counterpart. All parts will need freeing from the moulding supports, plus some minor cleaning with a sander, where necessary.

Both kits present quick and straightforward ways to populate a station or general railway scene with lamps, complete with good and adaptable detailing. (BC)

Modelu track gangers

- **Gauge:** 'OO'
- **Price:** £19.95 (PW Gangers), £7.95 (S&T Inspectors)
- **Cat No:** 10304 (PW Gangers), 10305 (S&T Inspectors)
- **Site:** *www.modelu3d.co.uk*
- **Era:** 7/8



MODELLERS INSPIRED by Dan Evason's recent Permanent Way scene (Making a Scene HM219) can make use of these new sets of 4mm scale figures from Modelu – an S&T Inspectors' pack and the permanent way workforce pack Dan used.

The permanent way workforce pack contains six figures in a range of poses. Some are equipped with shovels and all are dressed in appropriate attire for a 1970s/1980s scene, with coats, hats and trousers.

The S&T pack (not illustrated) only has two figures, with one making notes on a clipboard and the other crouching. Both figures are dressed in more contemporary clothes, one wearing protective headgear.

Detailing on all figures is up to Modelu's typical high standards, with creases in clothes, plus easy-to-identify facial features. A steady hand when painting will enable all this fine detail to be highlighted.

Both packs can add colour and life to a lineside works scene. (BC)

Parkside 13ton steel hopper kit

- **Gauge:** 'O'
- **Price:** £55.95
- **Cat No:** PS116
- **Site:** *www.peco-uk.com*
- **Era:** 4-8



PARKSIDE MODELS has released a new 'O' gauge kit of the LNER 13ton steel hopper wagon, offering a perfect avenue for modellers to experiment with kit-building affordable 'O' gauge rolling stock.

You will find all of the components to build the wagon and detailed step-by-step instructions to guide the builder through the construction process, plus an expansive sheet of BR era transfers: multiple wagon numbers are supplied on the sheet, along with spares, so additional kits can be purchased and formed into prototypical rakes.

Care needs to be taken in construction, but with the aid of the instructions and large diagrams, along with tabs on some components, the process is straightforward. The supplied transfers also include a variety of builder's plates, warning flashes and more.

This kit is a superb way to try your hand at kit building and see what 'O' gauge modelling has to offer. (BC)



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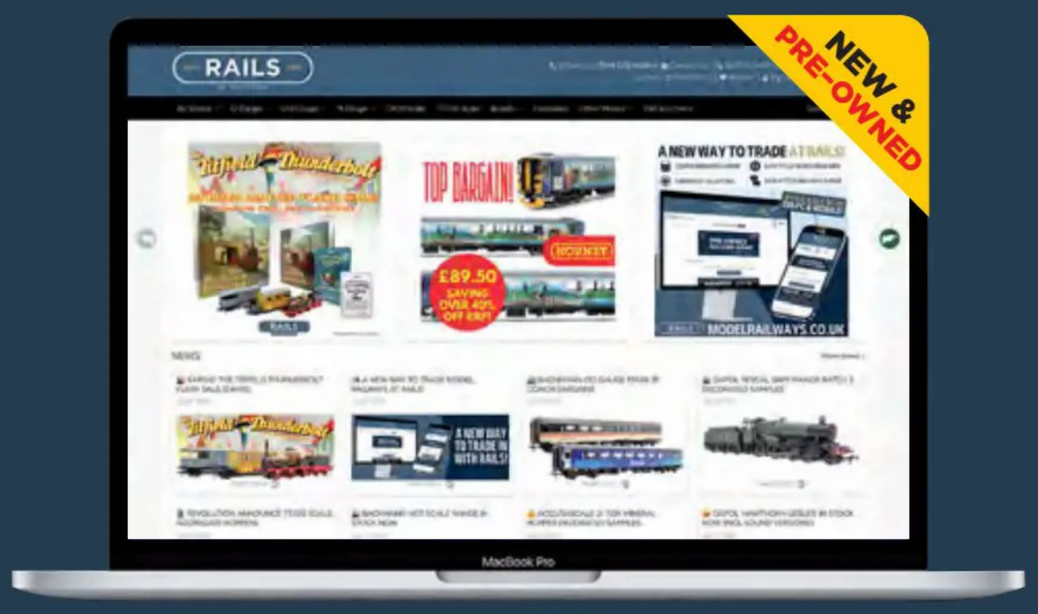

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D. Ager ★★★★★

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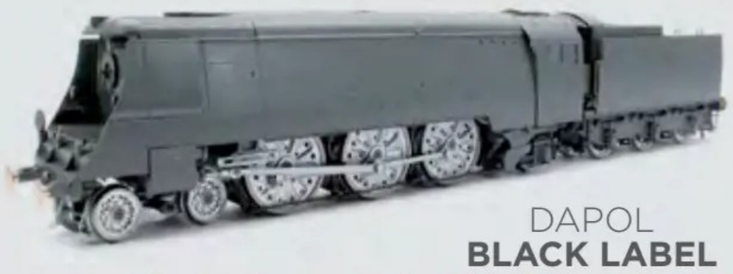

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MOTHECOMBE



A rural station on a cross-country route in South Devon served by the BR Western and Southern Regions in the late 1950s and early '60s is the latest modelling project from the High Wycombe & District Model Railway Society Junior Section, as **FRANCIS GOMME** reveals.

PHOTOGRAPHY, TREVOR JONES

Above: **Mothecombe was designed and completed by the junior section of the High Wycombe & District Model Railway Society. You can see it on display at the Great Electric Train Show in Milton Keynes on October 11/12 2025.**

1 **A Churchward '45XX' 2-6-2T waits for the signal to clear at Mothecombe station with a Plymouth-bound passenger train, as a Bulleid 'Q1' 0-6-0 rumbles into view at the head of a freight train.**

GAUGE **'OO', 16.5mm** | SCALE **4mm:1ft** | SIZE **18ft x 1ft 8in** | REGION **WESTERN** | PERIOD **1950s-1960s** | CONTROL **ANALOGUE or DCC**

THE HIGH WYCOMBE & District Model Railway Society has a long tradition of encouraging younger modellers and Mothecombe is the latest example of what they can achieve with support and guidance from our senior members. We encourage all our junior members to be involved in everything we do, whether club events and open days, exhibitions, our club layouts or modelling in every aspect. A rolling programme of skills workshops has been a key element of this support. However, a project that they shape and deliver themselves will always sharpen their interest and enthusiasm - and Mothecombe has certainly achieved that.

When our junior section was given the go-ahead to build a new layout back in 2017, they wasted no time in planning a modelling project that would eventually prove popular on the exhibition circuit, as well as a clubroom favourite. Even a major club relocation, when we were without premises for many months, and then the pandemic shutdown, could not derail their enthusiasm - with various elements of the construction continued in their homes.

Initial discussions with the group produced a list of aspirations, including an end-to-end configuration with storage yards at each end, while it would also be set in a rural location with a sense of place, reflecting the chosen area. There would be a passing point with two through platforms and a bay platform. In addition, the group also wished to include a small goods yard - principally for local coal deliveries - working semaphore signals, authentic rolling stock for the period and a realistic operating sequence. This might also include occasional diversions of main line trains to supplement the regular local passenger and freight trains on the line. Two-cab train control was also on the wish list, with a central panel for section, point and signal operation.

At this point, it was suggested that the track layout could feature curved geometry, avoiding that straight end-to-end look, with the track raised on a secondary base across the scenic section. Discussions were had about the familiar 'flat earth' approach and that even in the Fens and other lower areas, railways still had to cross rivers, drains and ditches and that, even if you were modelling that area, it couldn't be accurately replicated without this extra height. Ultimately, these aspects determined the realistic flow of the railway through the landscape and the opportunity to create genuine features at either end of the station area - the river crossing and bridge over the country lane. At that point, the juniors produced a rough template for the upper track base to guide baseboard construction, accommodating the bridges, station and yard while acknowledging the landscape opportunities at either end of their layout. »

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Left: **The Southern Region had running rights over this route and Maunsell 'N' 2-6-0s, veteran Drummond 'T9s' and Bulleid 'Light Pacifics' are regular performers on passenger and freight trains. Drummond 'T9' 30724 rolls into Mothecombe with a three-coach passenger train formed of Maunsell corridor stock.**

Below: **A Maunsell 'N' 2-6-0 simmers in the platform at the head of a short pick-up goods train as air-smoothed Bulleid 'West Country' 34041 *Wilton* slows with a diverted Waterloo express. A small diesel shunter manoeuvres a pair of 16ton steel mineral wagons about the yard.**

SETTING

When it came to location, a South West village served by the Great Western Railway (GWR) or BR Western Region was favoured, with Southern or BR Southern Region services figuring. One locality that several of the younger members were familiar with was the coastline east of Plymouth, and in particular, the quiet holiday beaches south of the small village of Mothecombe. Sadly, it was never served by a railway, but quickly - and with a little prompting - they had conjured up an imaginary, single-track, cross-country route from Plymouth via Newton Ferrers, through the village itself and then north up the River Erme valley to Ivybridge on the Great Western Main Line through South Devon.

With the location decided, research into the topography, land use, building style and other characteristics of this area of South Devon commenced, with our juniors searching the internet and the rich resource of published material on railways in that area. It was also clear from this study that the wide variety of former GWR and Southern Railway locomotives and rolling stock - plus early BR diesels - that could be seen in Devon in the late 1950s and early '60s could provide the layout with a fascinating choice of motive power, coaching stock and freight vehicles.

CONSTRUCTION

The initial footprint on offer to our juniors within our busy clubroom was 20ft x 6ft. Accordingly, a layout plan with two central 4ft x 20in scenic boards fed at either end by two 5ft x 20in storage yards was drawn up, and carpenters sought within the club to construct these baseboards. Fortunately, a parent and top 'chippy' stepped forward, producing a high-quality set of boards with outer folding legs and three central trestle legs, plus that all-important raised trackbed through the scenic section. The geometry of that upper level was guided by the rough template created earlier.

Construction was straightforward, with ply frames and tops, ply scenic back panels and storage yard screens, plus softwood bracing and supports. MDF was used for the storage yard track bases.

Originally, brass patternmaker's dowels aligned the four boards, with 6mm bolts keeping things tight, but the dowels have now been replaced with a more sophisticated brass connection, designed in-house by one of our club technicians. The resultant assembly has served us well, providing a solid and level layout in our clubroom - but also travelling to exhibitions without any problems. Baseboard leg adjusters were also added, which are so important when we are on our travels, as floor levels can vary considerably.

An alloy and timber lighting beam mounted on two posts at either end of the scenic section and concealed behind a ply pelmet carries an adjustable LED light strip. Finally, our carpenter produced a standard control panel that would house





4 The station building, a scratchbuilt model created by an exceptional club modeller, Ron North, was rescued from another club layout that had been dismantled but seems to sit very happily in its new Devon home.

the electrics and mounted switches, bolted centrally behind the backscene when in use but removable when the layout is in transit.

TRACK

While the work on the baseboards was under way, our junior team was busy finalising the track plan and establishing the track and electrical requirements. Before work started, they applied a coat of white emulsion to the underside of the scenic boards, a tip picked up from other layouts and one which aids the visibility of the subterranean electrics especially on those occasions when you may have to scramble under the boards. This was repeated on the upper ply surfaces, sealing them for better adhesion - more good practice delivered by our younger members.

All was now ready for the team to begin track laying. They laid a cork base on all four boards and then identified the best positions for the seven points, carefully avoiding underboard bracing. Peco code 75 track was chosen, with sleeper spacing on the plain track widened for a more realistic appearance. And then along came the Peco bullhead track range, so the opportunity to incorporate a few lengths at the last minute was taken. Peco point motors with polarity switches were fitted to the turnouts, supported by a Capacitor Discharge Unit (CDU) and controlled by a stud and probe arrangement on the control panel.

Senior club members offered advice on the original analogue wiring diagram for track feeds and points, and with several juniors proficient in soldering at that time, there was no stopping progress. That the layout continues to perform electrically, with only »



very occasional minor repairs, is a tribute to the commitment of Mark and Charlie P, two junior members who completed this complex stage of the layout construction so successfully - especially so as this was their first experience of layout wiring.

Both storage yards have a 'Y' entry point feeding two sidings, which leaves plenty of flat baseboard space for the large collection of rolling stock our younger modellers tend to bring along on club nights. Although operated to an authentic sequence at exhibitions that reflects its period and setting, on these nights it will host the very widest variety of models imaginable, from Stephenson's *Rocket* to Class 70s and everything in between!

The traditional control panel includes two-way switches feeding seven track sections to either of two Gaugemaster controllers, studs and a probe to activate the point motors, and push buttons to operate the working Dapol semaphore signals. More recently, a Digital Command Control (DCC) option was incorporated on the layout.

SCENICS

We were very keen to introduce our younger modellers to scenic techniques and thinking that would transform their vision into a realistic slice of Devon landscape, with a railway that found a route through that topography, rather than scenery simply being added to a layout. At the same time, recognising the ever-increasing cost of the hobby for young modellers, we looked at alternative, less expensive scenic materials and treatments - a factor that would also be important as each embarked on their own home-based modelling projects.

For ballasting, chinchilla dusting powder - effectively a fine mix of mineral sand akin to commercial ballast but equally realistic - was the less expensive choice for the layout, secured by the traditional PVA plus detergent method and weathered with washes of acrylic paint. Creating the landscape came next, using the tried-and-tested method of card formers to produce the initial surface of the various undulations. Raised ground at both ends of the layout would disguise the storage yard entry points, while dips in the landscape offered an opportunity to feature a small river and the country lane heading off to the village. To bind the card foundation, strips of self-adhesive builders' plasterboard scrim tape were applied across the surfaces, followed by layers of plaster-impregnated sheet. Finally, a thick coat of light brown emulsion was applied to disguise the chalky undersurface.

Various options for grass were considered, but again, a less expensive option - hanging basket liner - was chosen, then coloured with acrylic paints. We talked a lot about our colour palette - about toning everything down, avoiding vivid colours, always seeking neutral tones to achieve a more natural look and recognising that natural light reduces our interpretation of everything we see. In model form, that becomes an even greater challenge, whether platform or road surfaces, vegetation, buildings, vehicles or backscenes. Very often, that simply requires thinning paints or adding some white to soften the mix.

All the layout structures and platform furniture - except for the scratchbuilt station building - are Wills or Ratio plastic kits, sympathetically weathered and placed in realistic locations. The village garage was a feature in all rural communities, and two kits have been combined to create a convincing scene on the lane leading to the village. We introduced our juniors to acrylics and the concept of light rather than heavy weathering. If there's an example of how not to overdo weathering, it's the very thin wash applied to our Dapol signal posts - it immediately brings them to life.

Capturing a sense of place was fundamental to the scenic work and this included not overpopulating this sleepy backwater with too many people, not applying too many distracting features beyond what you'd typically see and not introducing a fleet of buses and other vehicles on every stretch of tarmac. Less is more in a rural setting.

That station building - a scratchbuilt model largely created from plastic sheet by an exceptional club modeller, Ron North - was rescued from another layout that had been dismantled. You may recognise it as a typical station structure from the GWR Watlington branch in Oxfordshire, but we thought it was too good to ignore and it does seem to sit very happily in its new Devon home. Southern Railway poster boards and a complementary paint scheme complete the transformation.

OPERATION

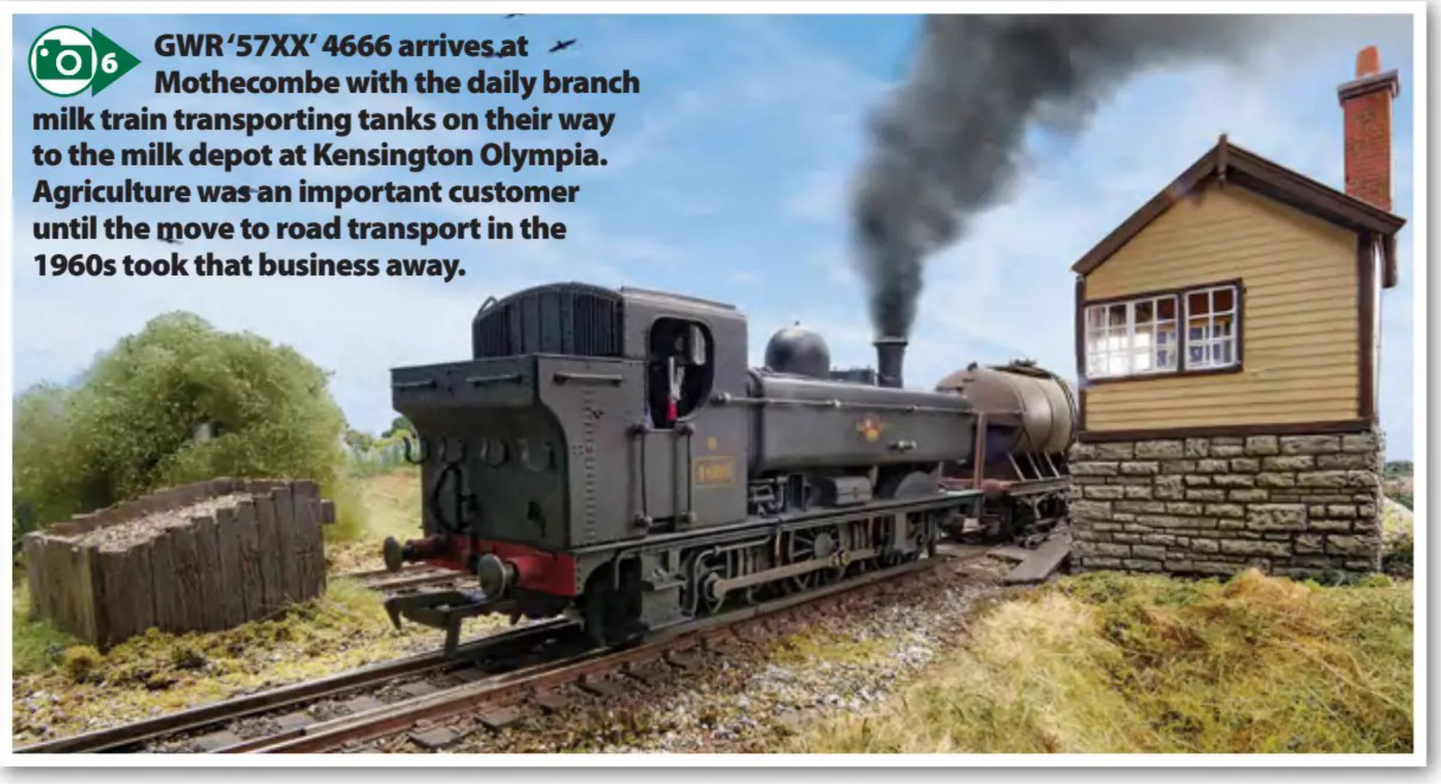
The joint-line nature of Mothecombe and its setting in the late 1950s and early '60s has allowed the juniors to present a wide range of GWR and SR motive power and stock, plus some BR Standard examples. 'Pannier' and 'Prairie' tanks, 'Hall' and 'Grange' 4-6-0s and '2251' 0-6-0s share the tracks with Bulleid 'Pacifics', 'Q1' 0-6-0s, Maunsell 'N' 2-6-0s, 'T9' 4-4-0s, 'M7' 0-4-4Ts and '0298' 2-4-0WTs. Early diesels creep in too, with a Class 04 on the local coal train.

At exhibitions, a rotating team of five juniors operate the layout to a sequence lasting approximately one hour, presenting a typical timetable of passenger and freight movements for the modelled period. In each sequence, the junior on the central control panel - with responsibility for section power, points and signals - is in overall command. It's always pleasing to see the teamwork and realistic running they achieve show after show.

What is so satisfying is that with Mothecombe, our juniors have produced a layout recognised for its visual interpretation and presentation - as well as for the trains that run on it - winning much praise on its

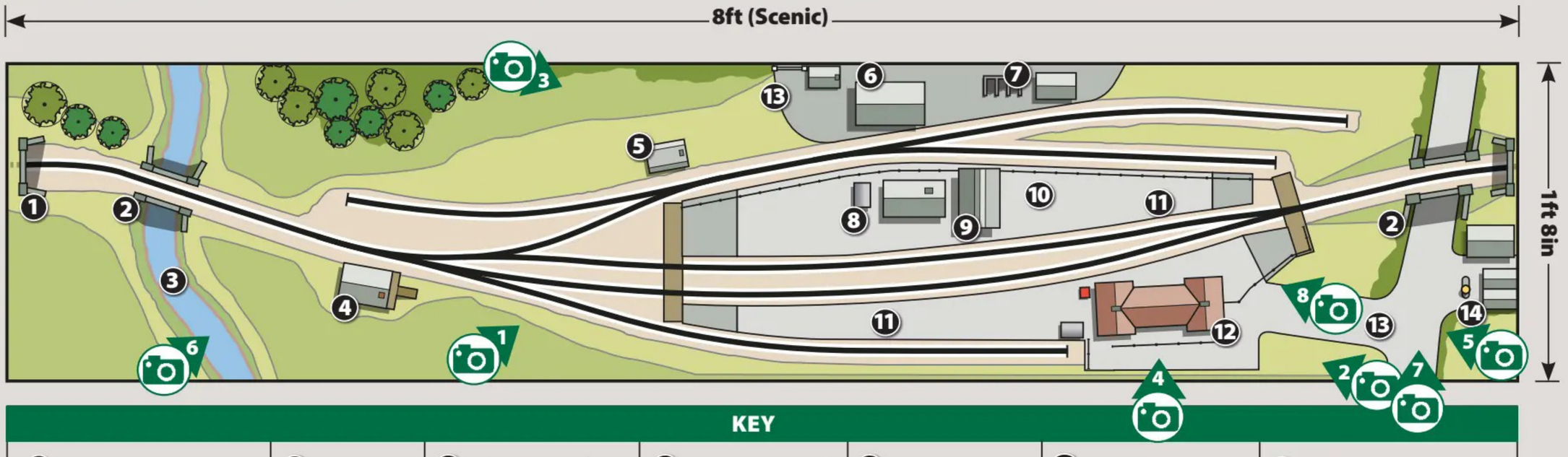


5 Collett 'Goods' 0-6-0 2217 waits in the platform at Mothecombe with a three-coach branch train, which includes a pair of Hawksworth corridor coaches. In the yard, a Class 04 diesel shunter moves a pair of empty 16ton steel mineral open wagons, having been emptied into the coal merchant's staithes.



6 GWR '57XX' 4666 arrives at Mothecombe with the daily branch milk train transporting tanks on their way to the milk depot at Kensington Olympia. Agriculture was an important customer until the move to road transport in the 1960s took that business away.

MOTHECOMBE TRACK DIAGRAM (NOT TO SCALE)



KEY

1 To/from storage yard	3 River	5 Platelayer's hut	7 Coal Merchant	9 Waiting room	11 Platform	13 Road
2 Bridge	4 Signalbox	6 Goods shed	8 Hut	10 Water tower	12 Station building	14 Garage/Petrol pumps

travels and even picking up Best Layout awards. It is so rewarding to see them moving on in life with technical and life skills that are tangible outcomes of their time with us.

But above all, their presence in the club is infectious - such is their enthusiasm and passion. And this is largely due to the support every senior member offers them, day in and day out. I must also acknowledge the commitment from their parents, both to their participation and to the club itself, another significant benefit of having a junior section. And I must also thank certain senior members for their contributions to Mothecombe - Tony, Ron, Malcolm, Graham and Giles and parents Chris and Alex. I'm sure they will agree that it is always so rewarding to be part of this process.

LOOKING AHEAD

What's next is something completely different! Our juniors have now embarked on a new 'OO' project to model a small terminus and freight yard called Shadwell East, set in the East End of London - a very different, urban landscape with many new challenges.

Mothecombe will be on show at The Great Electric Train Show on October 11/12 and our juniors will be presenting their new layout at the Haddenham exhibition in September and at our own High Wycombe & District Model Railway Society autumn show, MRX25, on November 15, at the Cressex Community Centre, High Wycombe.

We hold monthly clubroom open days—so do pop along and meet us. For full details about these events and our junior section for 12–16-year-olds, contact *secretary@hwdmrs.org.uk* or visit *www.hwdmrs.org.uk* to find out more. **HM**

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7 Oblivious to the Collett 'Grange' 4-6-0 passing overhead, the owner of an A35 Countryman stops for petrol at the village garage.



8 Local freight traffic was largely domestic coal, agricultural supplies, milk and china clay from a local pit. Here, vintage Beattie '0298' 2-4-0WT 30585 hauls a clay load away to Ivybridge.

Developing HORNBY'S NEW 'J52'



What does it take to develop a brand-new model for today's discerning railway modellers? **MARK CHIVERS** caught up with Hornby's Development Manager **CARL HART** to find out how the company is meeting such demanding expectations.

HAVE you ever wondered what goes into developing an all-new 'OO' gauge locomotive for the 21st century modeller?

Hornby's development team is working on multiple projects across its traditional 'OO' gauge and rapidly expanding 'TT:120' scale ranges. These projects can last upwards of two years before any tangible signs of a completed model will appear with retailers. But this is just part of the process.

Before any new locomotive, carriage or wagon project is revealed in the Hornby catalogue, a case must be prepared to justify the expenditure, time and the potential return on the considerable investment in tooling an all-new project. A recent visit behind-the-scenes to Hornby's headquarters in Margate offered the perfect opportunity to discover more about the process of producing an all-new model from scratch with Hornby's Development Manager, Carl Hart, and his team.

An important project in the company's core 'OO' gauge portfolio is the recently released Great Northern Railway (GNR) 'J13'/London & North Eastern Railway (LNER) 'J52' 0-6-0ST. The development of this diminutive locomotive had been on Hornby's list of potential models to revisit for several years, waiting for the right time to be slotted into the schedule. Says Carl: " The 'J52' goes back to Simon Kohler days. It was on the list for a number of years and when we were looking for a main range project of a well-known locomotive, that was on the radar. We had the information available and decided it was the right time to do it."

Hornby's association with the Stirling 'J13'/ 'J52' 0-6-0ST dates back to the 1980s when a model first appeared in the Hornby range. Since then, the locomotive has appeared many times in various guises, although today the tooling and detailing is showing its age, which is why the opportunity was taken to develop an all-new detailed model from scratch.

Three 'OO' gauge models form the initial batch of all-new releases. The first – LNER 'J52' 4225 in LNER black (Cat No. R30366) – touched down with retailers in July (HM219), while two further models are expected between now and the end of the year finished as 68873 in BR black with early crests (R30367) and 1257 in GNR lined apple green (R30365).



How it all fits. CAD view showing the chassis, running gear and components for the model.

PAINSTAKING RESEARCH

With a set of original drawings to get the project under way, the process of researching the all-new model began in late 2022. Photographs and information were gathered together with archive material, while attempts were made to measure the last surviving real locomotive, although this proved a little more problematic as access to the real thing was not possible at the time.

Thankfully, Hornby had a substantial collection of drawings and photographs in its archive to work from (as well as specialist publications) and potential variants were shortlisted to enable the tooling suite to reflect the detail variants, of which there were many.

Design work began in earnest in early 2023, and this took around four months to complete. Once all appeared well with the design, the production process was checked, costed and signed off, enabling the completed data package to be despatched and the tooling for the new 'J52' created. In parallel, a static 3D-printed model followed for checking the appearance »

EXCLUSIVE

Above: **68873 in BR black with early crests is set for release in late 2025.**

Left: **The first of Hornby's all-new 'OO' gauge 'J52' 0-6-0STs arrived in July, modelling 4225 in LNER black.**

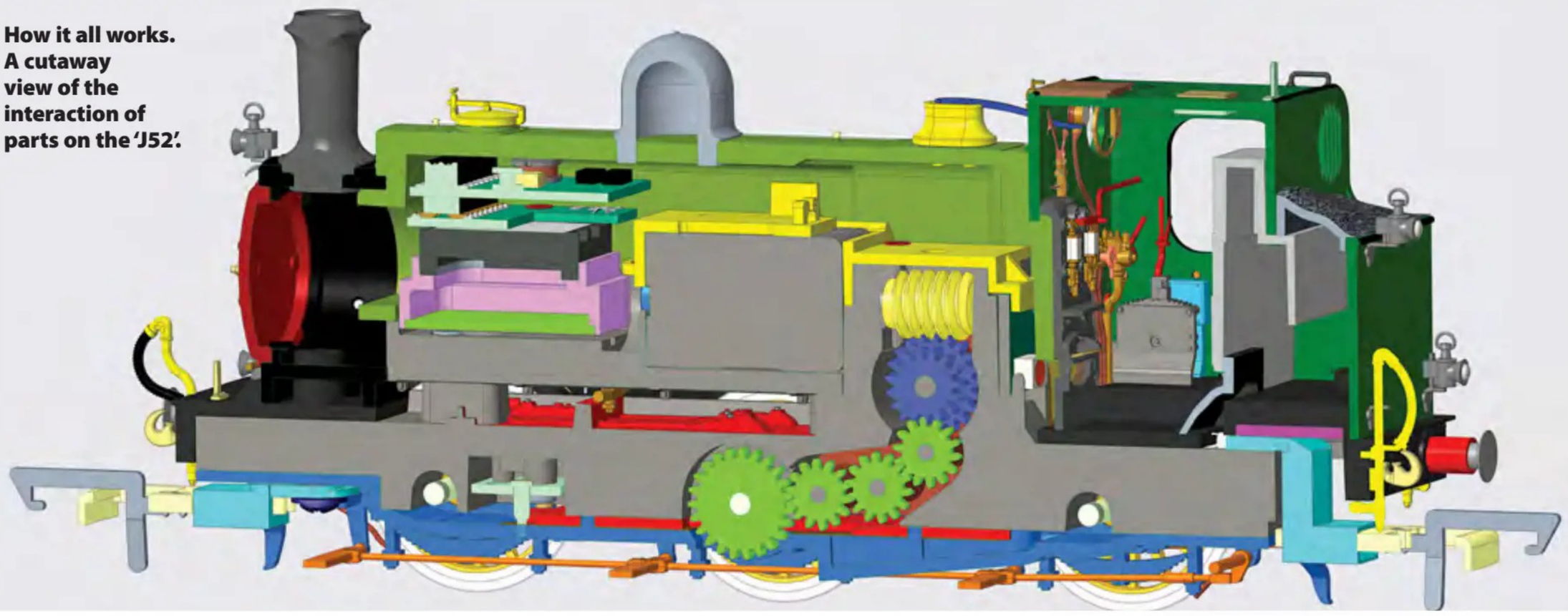
and external dimensions of the locomotive, soon accompanied by a 3D-printed running sample assembled by Hornby's resident modelmaker.

However, things don't always go according to plan, and while tooling was under way Hornby discovered the 'J52' was also being developed by another manufacturer (Rapido Trains UK) for 'OO'. Says Carl, "When we found out, we were already in tooling - we couldn't pull out at that stage. We had to make it work for both companies really." Following meetings between parties, a plan was formulated which would see different variants produced by the two manufacturers for the initial releases.

GNR lined green 1257 is expected to arrive with retailers shortly.



Hornby started designing the all-new 'OO' gauge 'J52' 0-6-0ST in early 2023.



How it all works. A cutaway view of the interaction of parts on the 'J52'.

Tooling the 'J52' took approximately five months, with two months spent checking and tweaking areas that needed amendment following the receipt of trial Engineering Prototype (EP) samples, followed by running samples. While these are being assessed, artwork is developed in the background ahead of the first decorated samples appearing for scrutiny by the project team. Typically, if things have gone smoothly at this stage the model will go into production, about a year after the design was signed off.

This is a simplified precis of the entire process, as also running in parallel are additional requirements such as creating a sound profile for the finished locomotive project on its HM7000 Bluetooth and Digital Command Control Triplex Sound (TXS) platform.

A PERFECT FIT

All components for the new model need to be considered – how big (or small) they are, how they fit within the confines of the chassis or on the bodyshell and where the 21-pin Digital Command Control decoder socket should be located. The new 'J52' also includes space for a stay alive to be added, while a speaker can also be accommodated for a digital sound installation.

The 'J52' features an impressive specification, but considerations go far beyond the five-pole skew-wound motor and flywheel as there are many tolerances which need checking and sorting before the production can begin. These include checking all six wheels of the locomotive are in contact with the rails at the same time, that clearances and movement are not hindered, and checking the top speed of the gearing is correct. Other considerations include deciding where the pick-ups should go and how to accommodate the function controlled flickering firebox. "Another idea we incorporated for this model were fine lamps that can be attached to the lamp irons by the customer. They're a straightforward push fit", adds Carl.

Another consideration is how to maximise the weight for good adhesion and traction and where to add in extra die-cast metal if necessary. Features and detailing versus weight can be an interesting trade-off but says Carl: "We were lucky with this model as it has a saddle tank, so we had some space for extra die-cast metal."

The main consideration for many customers is how the model appears - and this requires a great deal of time, effort and patience at the design stage to ensure as many variations as possible can be produced from the tooling, whilst remaining within the not inconsiderable six-figure budget. Having spent many hours looking at detail differences between class members, tooling permutations can be drawn up so future releases can feature the necessary nuances required to match the prototype.

So far, the initial release, together with two further examples expected this year, feature detail differences to the chimneys, cab roof ventilators and coal bunker arrangements. Additionally, these releases were selected so as not to duplicate examples being produced by Rapido Trains.

Hornby's extensive tooling suite will enable a version with the distinctive 'safari' roof ventilator to be produced shortly (1257 in GNR lined green), while the tooling options also cover variations to the steps, smokebox dome, safety valves, cutouts under the doors, buffers, coal rails and fluted and non-fluted coupling rods.

In total, 42 different tooling variations form the tooling suite for Hornby's all-new 'OO' gauge LNER 'J52', which will enable most versions of the class to be produced. They won't all appear overnight and the tooling should have a long shelf life with plenty of variety on offer as examples of the popular 0-6-0ST are selected for future catalogue ranges. **HM**



CAD view showing some of the detail permutations possible from the all-new Hornby tooling.

● **NEXT MONTH, join us as we take an exclusive look at the development of Hornby's forthcoming 'OO' gauge English Electric DP1 *Deltic* for its expanding Hornby Dublo range of collectors' models.**

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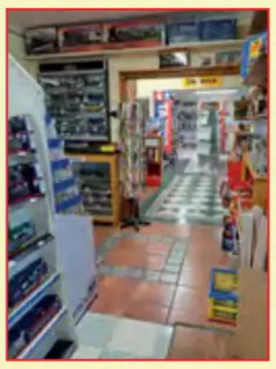

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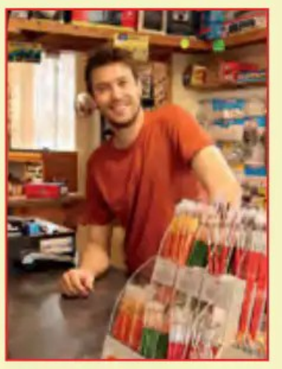

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ROCKPORT

Set on the outskirts of Manchester, **ADRIAN COOK** took inspiration from the area's rich musical heritage when developing his fictional 'OO' gauge townscape.

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm: 1ft	12ft 8in x 3ft 4in	MIDLAND	1980s	DCC, GAUGEMASTER PRODIGY

ROCKPORT IS A FICTITIOUS satellite town of Manchester, set in the 1980s. Though a large town, the layout features the smaller BR-operated suburban station of Rockport Greenfield. At the centre lies a motive power depot operated by the Rockport Heritage Railway, where locomotives are prepared to head out towards the heritage line. In addition to providing commuter services to Manchester, Rockport Greenfield offers a popular vantage point for viewing activity in the motive power depot, with several excursion trains passing through on a regular basis.

The town's main station (off-scene) is currently under construction on my exhibition layout. Two key areas - Northgate and Manchester Road - appear as raised sections at either end of the layout, cleverly disguising the return loops. With a few exceptions, almost every building is based on prototypes found around Manchester and it's the combination of these characterful structures that gives the layout its distinct North West flavour. »



1 Above: **Rockport's musical heritage is celebrated throughout the town, with suitably named businesses and even the occasional street buskers.**

2 Below: **BR Class 37/0 37034 rattles along the main line at Rockport with a locomotive-hauled passenger train.**





3 Left: **While a Greater Manchester Transport Bristol VR pauses for passengers outside the Repoman TV store above, BRCW Type 2 D5347 rounds the curve on approach to Rockport East signalbox and level crossing.**

4 Right: **Rockport features a thriving town centre with independent traders and is well connected to Manchester and the locality with regular bus services.**

5 Below: **The signalman acknowledges the driver of a Class 27 Bo-Bo diesel as it rumbles into view on the heritage line with a rake of Stanier coaches.**

SETTING

In addition to creating a Manchester-inspired railway scene, I wanted to reflect the northern cultural backdrop that inspired so many Mancunian bands I admire. Subtle musical references are woven throughout, making the layout as much an homage to music as it is to the blue diesel era of British Rail.

My interest in railway modelling began around the age of seven and lasted until I was 15, when schoolwork and learning the guitar took over. Five years ago, I decided to return to the hobby and was amazed by the leaps in modelling techniques and technology. During lockdown, I began building a Digital Command Control (DCC) 'OO' gauge yard with a turntable, accessed via a main line track to the rear. Originally called Greenfield, the yard was built as a heritage railway facility with plans to slowly build a fleet of locomotives that appealed to me.

To populate the yard, I discovered the Scalescenes range and built its engine shed, island platform station, coal shed and signal box. Building these taught me some very useful techniques for card modelling and inspired me to give scratch building a go, recreating buildings I'd seen in and around Manchester in the process.

One early obstacle was sourcing model window frames in the right size and design. The solution came via YouTube and Michael Scott's Sticky Label Method (SLM) on the *Chandwell* channel. Realising I could now model any window - and therefore any prototype - was transformative. This discovery led me to Michael's own model of the Royal Scott Hotel. All I needed was to learn how to use Inkscape – free-to-use graphics editing software - and my scratch building journey could truly begin.

OPERATION

Alongside this, I wanted to improve operating potential. Continuous running meant adding return loops and a connecting track across the front of Greenfield yard. The expanded layout grew to over 12ft in length and 3ft wide at the loops. To avoid the unrealistic

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appearance of the tight curves, I concealed both ends with raised scenery, creating around nine square feet of extra surface - ideal for building a town. And so, Rockport was born: a Stockport-inspired town with musical undertones.

The right-hand side came first, with a curved road disappearing under the raised section, alongside the return loops. This road was named Beasley Street, after the poem by John Cooper Clarke. Inspired by the industrial areas beneath Stockport's viaducts, it includes a non-conformist chapel modelled from a real one. The raised section is bordered by Scalescenes retaining walls.

Above sits Northgate, flanked by two terraced streets. These terraces were scratch built from floorplans and photos found on Rightmove. I drew them in Inkscape, printed the designs on paper »



and mounted them on card before carefully cutting out every window and door. Brickwork, slate roofs and rendered finishes were all created using Scalescenes papers. The backs of the prototype terraces showed clearly that no two Victorian houses remained identical by the late 20th century - windows bricked up for bathrooms, extensions added and outdoor WCs removed. I aimed to reflect all of this in the models.

While working on Northgate, I experimented with repurposed materials to replicate unique architectural features. Some of these techniques may be familiar to seasoned modellers but discovering them for myself was immensely satisfying.

The Imperial Cinema - now Rockport's 'Independant' (sic) carpet warehouse - is based on a former West Manchester cinema. Its decorative stone carvings are repurposed costume jewellery earrings. The carpet rolls are miniature versions of real designs, scaled in Inkscape, printed to sticky labels and tightly wound. The rounded copings on the terrace yards are bamboo skewers split lengthways and wrapped in Scalescenes brick paper. The ornate corbels on the Oddfellows Arms are slices of 1:12 scale doll's house picture frames. I've also created stone scrolls using spiralled elastic bands fixed with cyanoacrylate. Other techniques include



6 Bulleid 'Q1' 0-6-0 33032 emerges from beneath the town at the head of a heritage passenger train.

nail art transfers for decorative mouldings, coffee cup corrugation and sawdust for asbestos roofing and a nylon domed nut for the Persian dome on the Repoman TV shop.

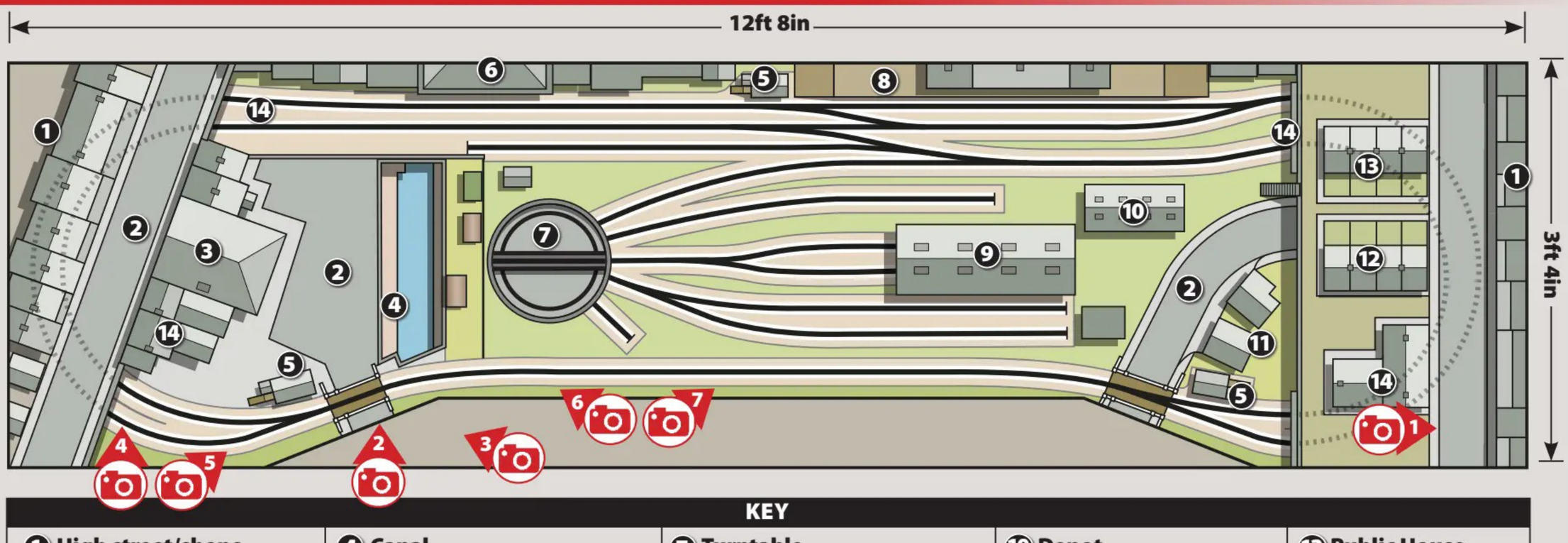
At the end of Northgate sits a faux-medieval stone gatehouse, a made-up building constructed solely to house a mirror that extends the illusion of the road beyond. The bay-windowed houses were copied from those I pass during my morning runs. Each building was recreated with as much care and detail as possible. Drainpipes are 1mm florist's wire fixed with twisted nichrome, often strategically placed to hide joins. Gutters are simple scored card lips beneath the roofline.

Some have remarked that they could never model to this standard, but the truth is many of my buildings are second or third attempts. Earlier versions were

7 Rockport's heritage railway boasts a varied collection of motive power including a Fowler 'Compound' 4-4-0 and '4F' 0-6-0, together with an English Electric Type 5 Co-Co diesel. Several restoration projects are also stored alongside the depot.



ROCKPORT TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 High street/shops	4 Canal	7 Turntable	10 Depot	13 Public House
2 Road	5 Signalbox	8 Station platform	11 Railway workshop	14 Houses
3 Warehousing	6 Low relief backscene	9 Traction Maintenance	12 Garage	15 Bridge

discarded or used to practice weathering techniques. I strongly believe that if a model accumulates errors, it's worth stopping and starting again.

At the opposite end of the layout is Manchester Road, with taller buildings and independent shops suggesting proximity to the town centre. Rather than another retaining wall, I drew inspiration from Stockport's varied topography to create buildings that span two levels seamlessly. These include the Banana Warehouse (modelled on one in York) and a fantasy guitar shop based on a real Victorian structure in Stockport. Again, all buildings are close copies of real prototypes, with only the shop types or frontages modified.

MUSICAL ROOTS

To put the 'Rock' in Rockport, numerous shop names reference songs, bands or albums. These should feel like authentic business names, though music lovers might recognise their origins. Notably, Strawberry Recording Studios appears halfway down Manchester Road. In total, there are around 30 references, enough to warrant a Spotify 'Rockport' playlist.

At the end of the High Street is the Buck and Dog pub, based on a Stockport building demolished in 1980. It originally stood beside the River Mersey; on my model, this is replaced by two railway lines emerging from a tunnel. The faded signage - 'Furniture' and 'Prices' - with missing letters appears just as it did in the original photograph. The canal basin below is inspired by one near my home. The canal itself is painted plywood with a blend of military green and flat brown, topped with 18 layers of gloss varnish. The narrowboat? Cardboard, naturally. The only cost was my multi-tool catching fire while cutting the canal!

The railway architecture is mostly of London & North Western Railway (LNWR) or London, Midland & Scottish (LMS) origin. Many early Scalescenes structures have since been replaced by scratchbuilt versions based on reference books borrowed from my local model railway club. Signalling combines colour lights with a few non-working LMS semaphores, positioned with advice from a retired signalman - allowing for some compromises due to space.

Rolling stock continues to grow and includes models from Hornby, Bachmann and Heljan. The pride of the fleet is a weathered, sound-fitted 'OO' gauge Bachmann Class 37, but my personal favourite is a Hornby Bulleid 'Q1' 0-6-0, weathered using a tutorial from *Bunter's Yard*. My carriages include Bachmann pre-weathered BR Mk1s in blue and grey, with two older Tri-ang/Hornby versions painted to match. I used silver enamel on masking tape to replicate flaking paint on the roofs - a technique I'm still refining.

In every aspect - structures, scenery, rolling stock - I've strived for detail and realism. If a scene holds up under close inspection, it will look even better from a distance. Figures play an important role too. The human eye recognises familiarity in posture and movement, so I opted for ModelU and Fine Scale Figures 3D-printed examples over injection-moulded ones. While Rockport sits squarely in Lowry country, there's no room for matchstick men here! That said, a few Dapol and Airfix figures do make an appearance, painted with layered acrylic washes using a 'happy accident' approach.

Looking ahead, I'm building an exhibition version of Rockport, featuring the town's main station and a 9ft high street. Many buildings have been reused from the home layout and given my fondness for low-relief Victorian architecture, it's likely to develop a unique identity of its own.

I'd like to thank everyone who has supported this venture, especially my wife. The Hazel Grove and District Model Railway Society has been a great help, as has SMTF in Poynton, Cheshire, which supplied all my track and several locomotives. Finally, huge thanks to the Scalescenes Facebook group and the YouTube community - including *Bluffers to Buffers*, Alan Davis, Kathy Millatt, *Bunter's Yard* and Michael Scott's *Chandwell* - whose inspiration has helped bring Rockport to life. **HM**

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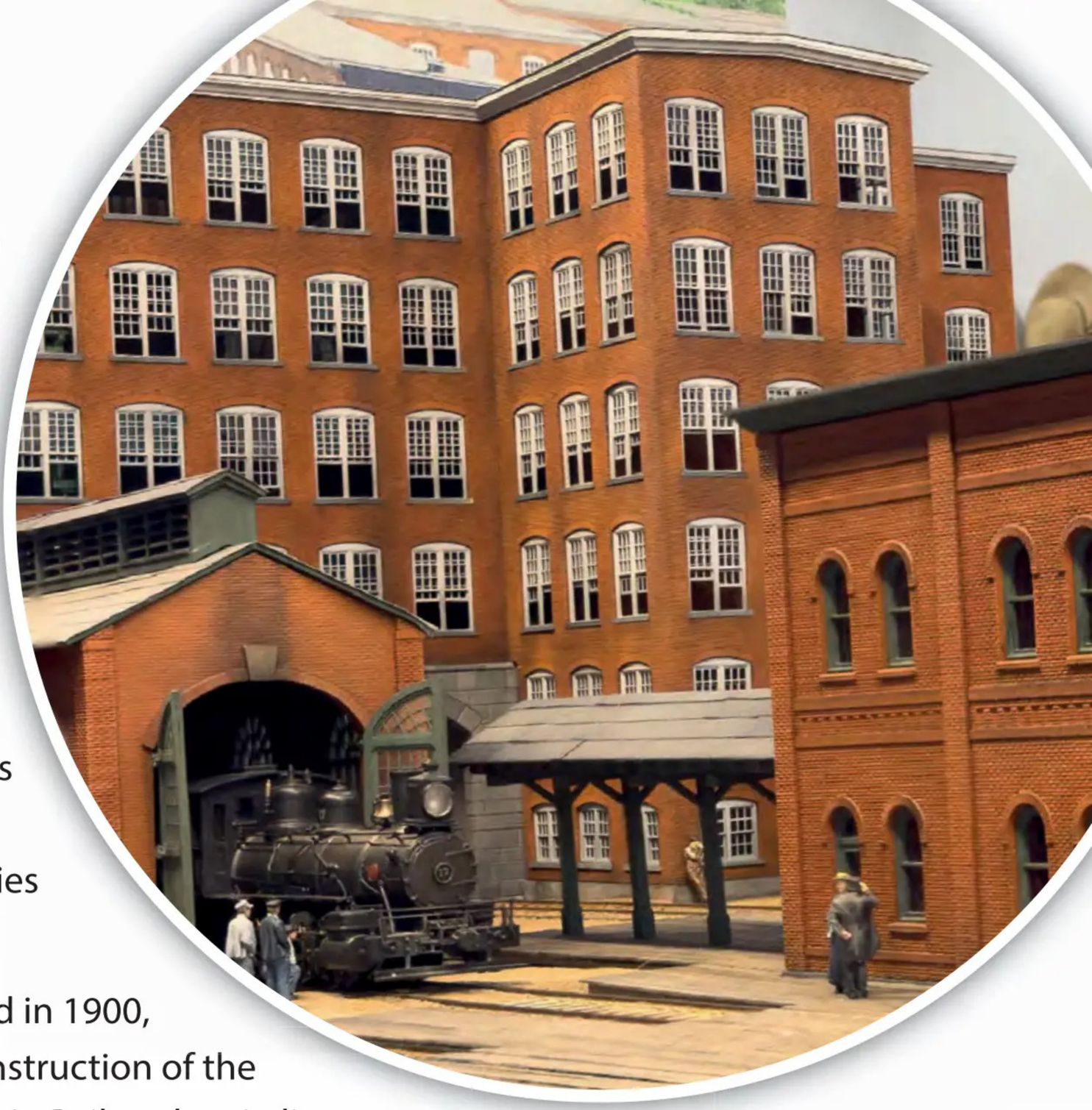
LOCKBOURNE, OHIO - 1900

Canals Confront the Industrial Age





Lockbourne, located on the Ohio and Erie Canal 15 miles south of Columbus, Ohio, was the site of eight locks and the junction of the Columbus Feeder Canal. Willy Monaghan and Larry Janeski created the 'Lockbourne' story by studying historical records of the area and extant structures around Ohio.

The warehouses, docks and industries that thrived along the canal at the turn of the 20th Century would soon fall into disuse and eventually disappear. The canals would be outmatched by the speed and efficiency of the railroads and rural industries would move to urban areas.

The Scioto Valley Traction Company arrived in 1900, followed by the construction of the Chesapeake and Ohio Railroad main line through the center of Lockbourne in 1913. This destroyed the locks on the south side of town and transportation on the Ohio and Erie Canal ceased.

The transfer area is screened by a photo of brick mill structures, and the skirt shows the routes of the Norfolk and Western Railroad, the Scioto Valley Traction Company, and the Ohio and Erie Canal that are represented on the layout above. Passenger, freight and interurban electric operations are automated or operator controlled from the front with iPads using DCC.



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THE GREAT ELECTRIC TRAIN SHOW
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RAILWAY 200

The troubled times

Britain entered the 20th century at a time of unprecedented wealth, and with a profitable railway system that carried the bulk of the country's goods and passenger traffic. However, few could have anticipated the changes that lay ahead, as **EVAN GREEN-HUGHES** explains, in the third of our series celebrating 200 years of the railways.

Great Northern Railway 'C1' 4-4-2 3300 passes Langley water troughs with the 4.30pm Up Newcastle express. F.R. Hebron/Rail Archive Stephenson.





The railway played a major role in evacuating children to the country during the war years. Young evacuees leave London from Liverpool Street station at the start of the Second World War, bound for the relative safety of the countryside in this view from September 1 1939. Central Press/Hulton Archive/Getty Images.

THE EARLY 1900s FOUND Britain with a railway network that was almost fully developed. Lines reached even the most obscure towns and villages; services were plentiful and even the smallest stations and goods yards were handsomely staffed with uniformed railway employees. However, this public façade masked an underlying issue, which was that the network was inefficient and lacked cohesion.

Unlike in some European countries, where the rail system had been planned by the state to a national plan, Britain's railways had been allowed to grow at the whim of private promoters and this had resulted in a great deal of duplication and unnecessary cost. It has been said that the 20,000 miles of line that existed at the turn of the century could have been reduced to 13,000 miles had the system been centrally planned from the outset. The result of this was that there were higher operating costs than there should have been, while the charges that could be made for carriage of goods and passengers were depressed by the effects of competition.

Despite this, railways were still a good investment. Around a fifth of stock still returned a dividend of around 5% and a third was making 3% on capital. The future seemed rosy.

This period saw a huge number of technological advancements, electrified railways appeared in 1904 between Liverpool and Southport, automatic signalling was introduced in 1902 between Andover and Grateley on the London and South Western Railway, audible cab warning signalling appeared in 1906 on the Great Western Railway and *City of Truro* was reputed to have run at more than 100mph while hauling the Great Western Railway's 'Ocean Mail' express. Also on a positive note was the improvement in safety, with deaths falling from 4,330 in the period 1877 to 1881 to 2,988 between 1897 and 1901, despite a more than doubling of the number of passengers carried.

ROAD COMPETITION

However, in a sign of things to come the Great Western Railway had, in 1903 on cost grounds, introduced a motor bus service between Helston and Lizard as an alternative to building a railway, while in 1911 the first national railway strike took place, with workers dissatisfied with the work of the so-called 'conciliation boards' that had been set up by the Government to negotiate between workers and railway companies. A demand that negotiations should take place directly between the companies and the unions was defeated, but not before troops had been deployed and two railway workers shot to death during riots at Llanelli in Carmarthenshire.

By this time there were many politicians who felt that the railway system would benefit from being under central control, if not fully nationalised, but political moves towards this were overtaken by the outbreak of the First World War which made it imperative that the system was unified to enable the adequate supply of war materials. In August 1914 the Government took over the railways using the rather obscure powers vested in the Regulation of Forces Act of 1871 with the intention of ensuring the efficient movement of troops and supplies and began to administer the system using the newly-formed Railway Executive Committee, which was formed from senior executives from the private companies.

The war put the rail network under serious pressure, particularly on lines such as that to the far north of Scotland, which was extensively used to supply coal to the Royal Navy fleets stationed at Scapa Flow and which normally saw a much lower level of traffic. Wartime pressures also led to restrictions being placed on private travel and fares were raised by 50%.

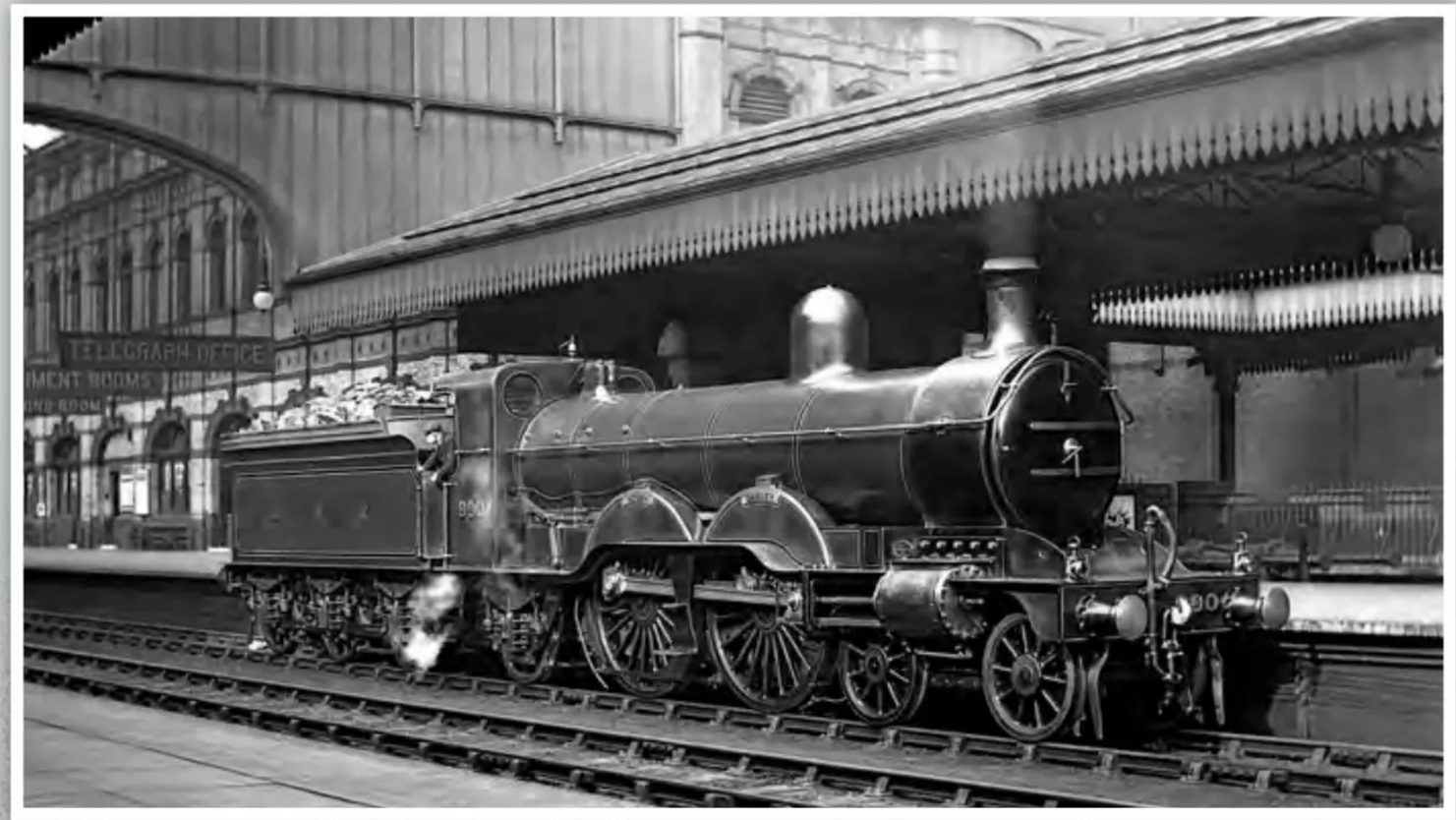
The cessation of the hostilities saw a much-changed railway system. Lack of investment during the war years meant that much of the infrastructure was worn out and the freezing of carriage rates that had taken place had resulted in inadequate income for the railway companies. The Government knew that it would be impossible just to hand the railway system back to its owners in its current condition, yet it was unable to commit to either»

nationalisation or grant funding.

Despite this the politicians still agreed that railwaymen should have an eight-hour day without consulting the railway companies, further degrading the already perilous financial situation. Discussions went on for a further three years with some law-makers, particularly Winston Churchill, pressing hard for full Government control. In the event it was to be 1921 before a solution was found and this was in the form of the Railways Act which provided for the grouping of all the railway companies into four major undertakings, something which actually took until January 1923 to achieve.

THE GOLDEN AGE

The newly re-privatised railways received £60m in compensation for the damage caused by the war years but they were also instructed to fix fares and rates for goods traffic at a level that would, in time, be shown to be below what was adequate. Coupled with this came a new source of competition, namely that from lorries and buses, many of which were war surplus



Ivatt's pioneer 'C2' 4-4-2 990 *Henry Oakley* gleams in the daylight at Nottingham Victoria station in 1910. F.H. Gilford/Rail Archve Stephenson.

and many of which were owned and operated by people who had been trained during the war to work on motor vehicles.

Investment capital was urgently needed but could not be raised by conventional means due to the lack of return and so loans and other forms of finance had to be used instead. Surprisingly there seemed to be little concept of cost-control or of building up income from increased

business but instead the technique used to balance the books was the retrenchment of the system and the closing of many minor and branch lines, as well as some routes that had been duplicated and now came under the same control as a result of the amalgamations.

Despite all this bad news the inter-war years saw significant advances in locomotive and train design, with streamlined expresses vying for traffic on the east and west coast main lines and with investment in new freight handling facilities providing installations such as hump-shunting marshalling yards. In the south an electrified suburban system became a model that would be followed all over the world but despite all these initiatives reserves continued to dwindle, debts continued to rise and investment remained at a level far below what was required for the system to survive.

When Britain again went to war in 1939 there was no hesitation in taking the railways back under Government control; in fact the powers were actually taken three days before hostilities were officially announced. By this time a massive evacuation of women and children from London and other cities was under way during which 1.2m people were moved to what were assumed to be places of safety. There was another Herculean effort the following year when 338,000 soldiers were moved inland from the south coast, having been rescued from the beaches of northern France. Railway works were turned over to the war effort, sleeper and restaurant car services were discontinued and, as in the first conflict, private travel was discouraged and severely rationed.

The railways suffered much damage during the war years, with many structures and buildings being bombed by enemy aircraft, while the permanent way was severely neglected, leading to strings of temporary speed restrictions being put in place. Many locomotives had been operated far past their intended scrapping dates, while others were long overdue maintenance. Clearly, the railway companies would be unable to put right all these issues without a significant injection of cash, which was not likely to come from investors, given the improbability of a return, or from the banks, which did not see the railways as being able to repay their potential debts. It followed that the Government would be the only source of finance, but the political climate was such that a hand-out or adequate compensation was out of the question. The only solution to the problem seemed to be for the system to be nationalised.

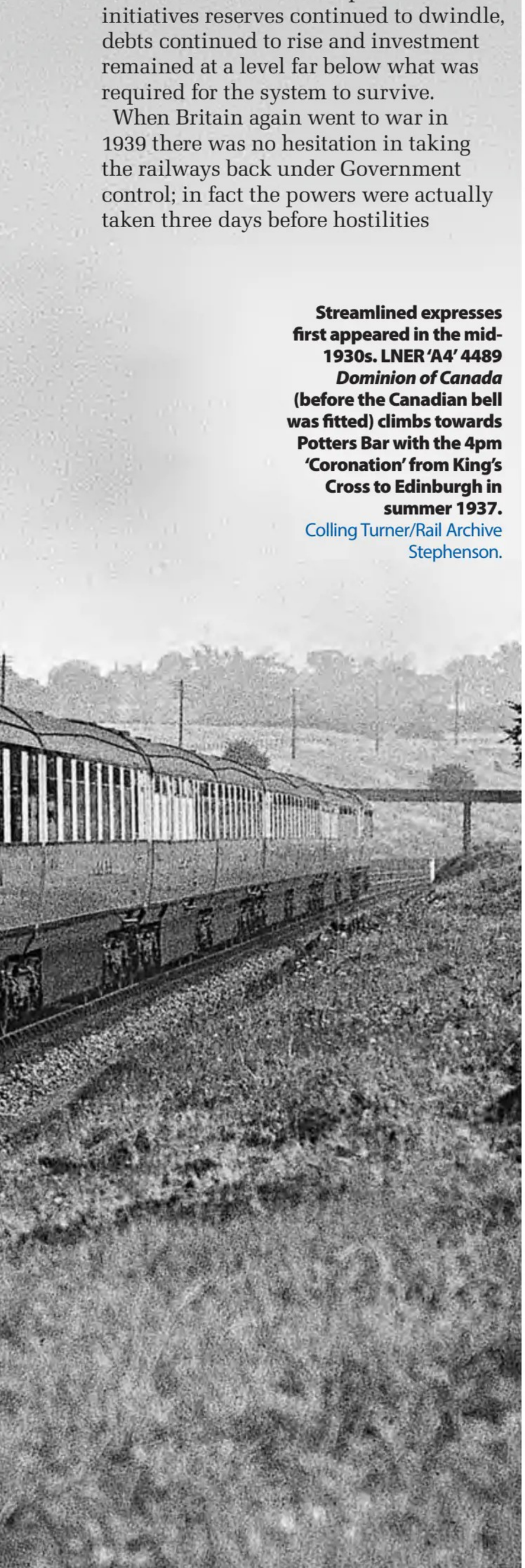
It took two years for the bill that was to bring the railways into full public control to pass through Parliament, during which time fares were raised by one third, and during which the railways continued to be overseen by the Government at arm's length. The bill not only nationalised the railways but also took into public control road, air and even water systems, with the intention of bringing all forms of transport under some form of common control and thus avoiding wasteful duplication. Nationalisation would also enable the fixing of transport rates and by eliminating competition would avoid undercutting.

The date set for nationalisation was January 1 1948. Railwaymen were delighted and on the appointed day whistles sounded all over the country in celebration. It seemed as though a solution had finally been found for the railway's problems, but as with all these matters, things were to turn out rather differently, as we shall see next month. **HM**

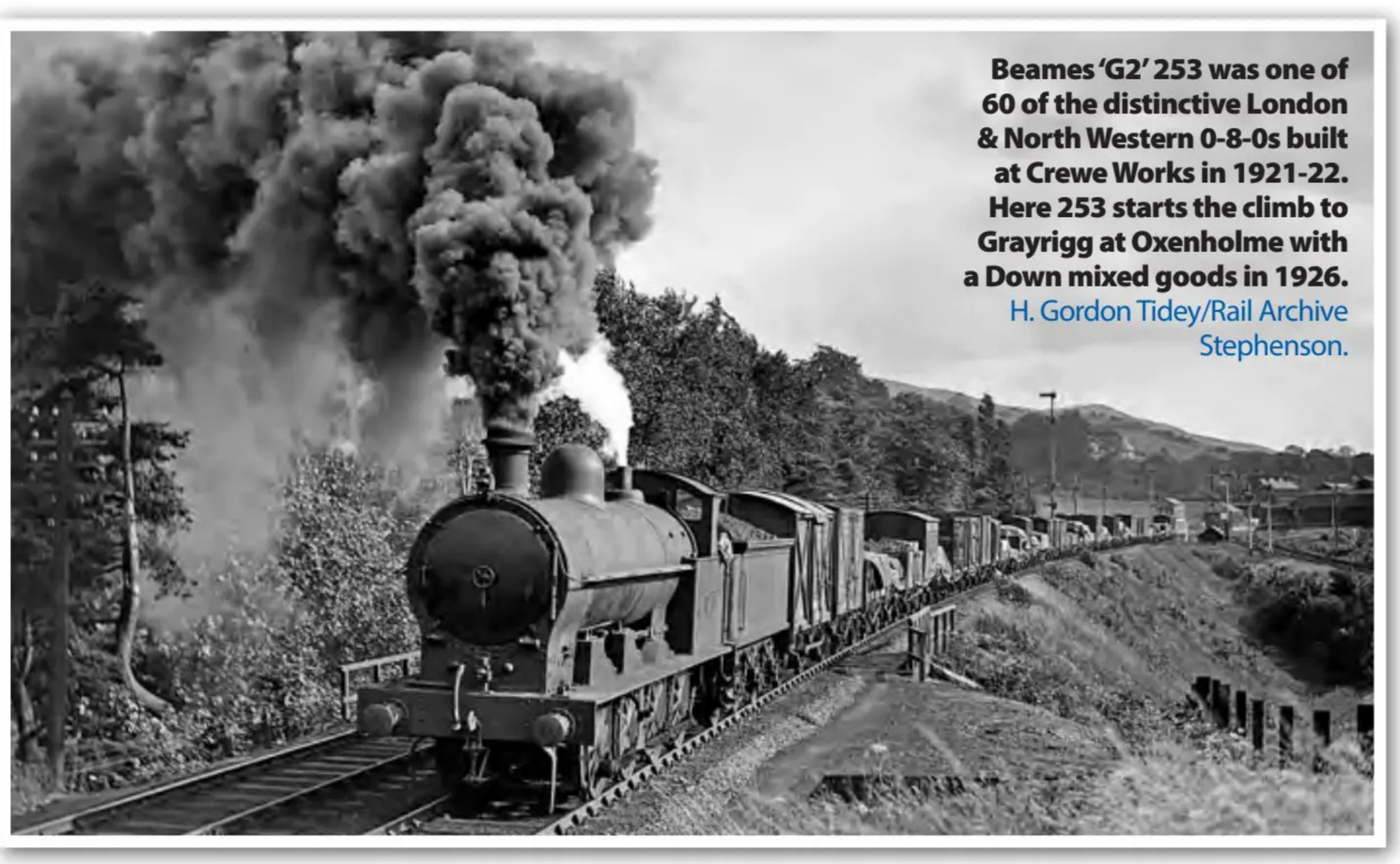
● **Discover more Railway Realism features at *www.keymodelworld.com*.**



Great Western Railway 'City' 4-4-0 3440 *City of Truro* is stabled between duties at Westbourne Park shed in 1904. The locomotive gained celebrity status when it reached a claimed speed of 102.3mph that year while hauling a mail train from Plymouth to London. Rail Archive Stephenson.



Streamlined expresses first appeared in the mid-1930s. LNER 'A4' 4489 *Dominion of Canada* (before the Canadian bell was fitted) climbs towards Potters Bar with the 4pm 'Coronation' from King's Cross to Edinburgh in summer 1937. Colling Turner/Rail Archive Stephenson.



Beames 'G2' 253 was one of 60 of the distinctive London & North Western 0-8-0s built at Crewe Works in 1921-22. Here 253 starts the climb to Grayrigg at Oxenholme with a Down mixed goods in 1926. H. Gordon Tidey/Rail Archive Stephenson.

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.

September 2025

6 BRIDLINGTON MODEL RAILWAY SHOW

Hosts: Trainshed Bridlington MRG
Location: Bridlington Club for Young People, Gypsey Road, Bridlington YO16 4AY
Times: 10am-4pm
Prices: Adults £7, accompanied children free
Website: *www.bridmodelrail.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

6/7 EDINBURGH MODEL RAILWAY EXHIBITION

Hosts: Edinburgh and Lothians Miniature Railway Club
Location: George Watson's College, Colinton Road, Edinburgh EH10 5EG
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, children £3, family £18
Website: *www.elmrc.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

6/7 GUILDEX 25

Hosts: Gauge O Guild
Location: Bingley Hall, Stafford County Showground, Weston Road, Stafford ST18 0BD
Times: Sat 9.30am-5pm, Sun 9.30am-4pm
Prices: One-day entry £20 (£15), two-day entry £25 (£20). Members' prices in brackets
Website: *www.gaugeoguild.com*
Features: Layouts, trade support, demos, societies, refreshments, parking and disabled access.

6/7 LIVERPOOL MODEL RAILWAY EXHIBITION

Hosts: Liverpool Model Railway Society
Location: Old Christ Church, Waterloo Road, Liverpool L22 1RE
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, accompanied children free
Website: *www.lmrs.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

6/7 SEVERN VALLEY RAILWAY AND GB RAILFREIGHT GALA WEEKEND

Hosts: Key Publishing
Location: Severn Valley Railway, The Engine House, Highley, Shropshire WV16 6NZ
Times: See SVR timetable for details
Prices: Adults from £26, children from £17.50, family from £43
Website: *www.modernrailways.com/gbrfgala*
Features: GB Railfreight locomotives in attendance, plus SVR home fleet operating on the full length of the line. The *Key Model World* team will be hosting a model railway show at The Engine House, Highley.

7 BURTON MODEL RAILEX 2025

Hosts: Burton Railway Society
Location: The Scout Headquarters, Station Road, Rolleston on Dove, Burton upon Trent DE13 9AB
Times: 10am–4pm
Prices: Adults £5, accompanied children free
Contact: 07425 140292
Features: 14 layouts, trade support, refreshments, parking and disabled access.

13 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

Hosts: Heywood Model Railway Group Open Day
Location: Unit 4, Park Works, River Street, Heywood OL10 4AB
Times: 10am–4pm
Prices: Adults £3, accompanied under 16s free
Website: *www.hmrg.net*
Features: Layouts, plus club stand and refreshments.

13 RAILEX EAST MODEL RAILWAY EXHIBITION

Hosts: 31A Cambridge Model Railway Club
Location: Cambridge Regional College, Kings Gedges Road, Cambridge CB4 2QT
Times: 10am-4pm
Prices: Adults £7
Website: *www.cambridge31a-mrc.org.uk*
Features: 13 layouts, trade support, refreshments, parking and disabled access.

13 TELFORD MODEL RAILWAY EXHIBITION

Hosts: Telford Railway Modellers Group
Location: Charlton School, Apley Avenue, Wellington TF1 3FA
Times: 10am-4pm
Prices: Adults £8, children under 16 free
Website: *www.telfordrailwaymodellersgroup.com*
Features: 20 layouts, trade support, refreshments, parking and disabled access.

13/14 DARLINGTON MODEL RAILWAY EXHIBITION

Hosts: Darlington Model Railway Club
Location: Oakleaf Sports Complex, School Aycliffe Lane, Newton Aycliffe DL5 6QZ
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £8
Contact: *info@darlingtonmrc.co.uk*
Features: Layouts, trade support, manufacturers, refreshments, parking and disabled access.

13/14 FAVERSHAM MODEL RAILWAY EXHIBITION

Hosts: Faversham Model Railway Club
Location: The Abbey School, London Road, Faversham ME13 8RZ
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £7, children £3, under 6s free
Website: *www.favershammrc.org.uk*
Features: 23 layouts, trade support, societies, refreshments, parking and disabled access.

13/14 INTERNATIONAL N GAUGE SHOW

Hosts: Meridienne Exhibitions
Location: Warwickshire Events Centre, The Fosse, Radford Semele, Leamington Spa CV31 1FE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £14.50, concessions £13, children £6
Website: *www.ngaugeshow.co.uk*
Features: Layouts, trade support, manufacturers, societies, demonstrations, refreshments, parking and disabled access.

13/14 LEIGH MODEL RAILWAY EXHIBITION

Hosts: Leigh Model Railway Society
Location: Leigh Sports Village, Leigh Leisure Centre, Sale Way, Leigh, Greater Manchester WN7 4JY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, accompanied children under 15 free
Website: *www.leighmodelrailwaysociety.wordpress.com*
Features: 30 layouts, trade support, displays, societies, refreshments, parking and disabled access.

13/14 SWANSEA MODEL RAILWAY EXHIBITION

Hosts: Swansea Railway Modellers Group
Location: LC Swansea, Oystermouth Road, Swansea SA1 3ST
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10, accompanied children £1
Website: *www.srmg.org.uk/2025-show*
Features: Layouts, trade support, demonstrations, societies, parking and disabled access.

20 CULM VALLEY MODEL RAILWAY EXHIBITION

Hosts: Culm Valley Model Railway Club
Location: Willand Village Hall, Gables Road, Willand EX15 2PL
Times: 10am-4pm
Prices: Adults £6, accompanied children £1
Website: *www.cvmrc.weebly.com*
Features: 14 layouts, trade support, refreshments, parking and disabled access.

20 LICHFIELD MODEL RAILWAY EXHIBITION

Hosts: Trent Valley Model Railway Society
Location: Life Church Lichfield, Netherstowe, Lichfield WS13 6TS
Times: 10am-4pm
Prices: Adults £6, accompanied children £2, family £12
Website: *www.tvmrs.org.uk*
Features: Layouts, trade support, societies, refreshments, parking and disabled access. Heritage bus service from Lichfield City and Trent Valley railway stations to venue.

20 MID ESSEX MODEL RAILWAY CLUB EXHIBITION

Hosts: Mid Essex Model Railway Club
Location: ACL Brentwood, Bishops Hill, Rayleigh Road, Shenfield, Essex CM13 1BD
Times: Sat 10am-5pm
Prices: Adults £7, children £4, family £20
Website: *www.midessexmrc.org*
Features: Layouts, trade support, manufacturers, societies, refreshments, parking and disabled access.

20 WILTON RAILEX 2025

Hosts: Salisbury and South Wilts Railway Society
Location: Michael Herbert Hall, South Street, Wilton, Sailsbury SP2 0JS
Times: 10am-4pm
Prices: Adults £5, children £2, accompanied under 5s free
Website: *www.sandswrs.co.uk*
Features: 12 layouts, trade support, refreshments, parking and disabled access.

20/21 BLACKPOOL MODEL RAILWAY EXHIBITION

Hosts: Blackpool and North Fylde Model Railway Club
Location: Blackpool Sixth Form, Blackpool Old Road, Blackpool FY3 7LR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, concessions £7, accompanied under 16s free
Website: *www.blackpoolandnorthfyldemrc.co.uk*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

20/21 SCALEFORUM 2025

Hosts: Scalefour Society
Location: Cressex Community School, Holmers Lane, High Wycombe HP12 4QA
Times: Sat 10.30am-5.30pm, Sun 10am-4pm
Prices: Adults £12, accompanied children free
Website: *www.scalefour.org*
Features: 14 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

20/21 SPA VALLEY MODEL RAILWAY WEEKEND

Hosts: Spa Valley Railway
Location: Tunbridge Wells West Station, Nevill Terrace, Tunbridge Wells TN2 5QY
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £16, concessions £15, children £8
Website: *www.spavalleyrailway.co.uk*
Features: 30 layouts, trade support, demonstrations, refreshments, parking and disabled access. Layouts are located at all stations on the railway and ticket prices include unlimited train travel. Exhibition-only tickets are also available.

20/21 TROON MODEL RAILWAY SHOW

Hosts: Ayr Model Railway Group
Location: Walker and Concert Halls, South Beach, Troon KA10 6EF
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £7, children £4, family £16
Website: *www.ayrmrg.co.uk*
Features: 16 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

21 BRESSINGHAM MODEL RAILWAY SHOW

Hosts: Bressingham Steam Museum
Location: Bressingham Steam Museum, Low Road, Bressingham, Diss, Norfolk IP22 2AA
Times: 10.30am-5pm
Prices: Adults from £11.25, children from £8
Website: *www.bressingham.co.uk*
Features: Layouts, refreshments, parking and disabled access.

27 DARTMOUTH RAILWAY 200 CELEBRATION

Hosts: Dartmouth Team Steam
Location: The Guildhall, Victoria Road, Dartmouth TQ6 9RY/Dartmouth Visitor Centre, Engine House, Mayors Avenue, Dartmouth TQ6 9YY
Times: 10am-4pm
Prices: Free admission
Website: *www.exploredartmouth.co.uk*
Features: Layouts, plus several railway-related activities and ride-on railway.

27 HADDENHAM 2025 MODEL RAILWAY EXHIBITION

Hosts: Risborough and District Model Railway Club
Location: Haddenham Village Hall, Banks Road, Haddenham HP17 8EE
Times: 10am-4.30pm
Prices: Adults £7, children £1
Website: *www.rdmrc.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

27 THE GREAT EAST ANGLIAN RAILWAY SHOW

Hosts: Bury St Edmunds MRC
Location: Thurston Community College, Norton Road, Thurston, Bury St Edmunds IP31 3PB
Times: 10am-4pm
Prices: Adults £9, accompanied under 14s free
Website: *www.burystedmundsmrc.com/bsemrc/*
Features: 23 layouts, trade support, parking and disabled access.

27 LODDON VALE MODEL RAILWAY CLUB EXHIBITION

Hosts: Loddon Vale Model Railway Club
Location: St Peter's Church Hall, Church Lane, Earley, Reading RG6 1EY
Times: 10am-4.30pm
Prices: Adults £6, children £2, family £13
Website: *www.lvmrc.co.uk*
Features: 11 layouts, trade support, societies, refreshments, parking and disabled access on ground floor only.

27/28 BOSTON MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Boston Model Railway Society
Location: Stickney Village Hall, Hall Lane, Stickney, PE22 8BG
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, children £2, family £10
Website: *www.bostonmrs.50webs.org/*
Features: Layouts, trade support, refreshments and disabled access.

27/28 DORKING AND HORSHAM MODEL RAILWAY EXHIBITION

Hosts: Dorking MRC and Horsham MRC
Location: The Ashcombe School, Ashcombe Road, Dorking RH4 1LY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children £3, family £10
Website: *www.dadmrc.co.uk / www.horshammrc.org.uk*
Features: Layouts, trade support, club stands, refreshments, parking and disabled access.

27/28 STAFFORD RAILWAY CIRCLE MODEL RAILWAY EXHIBITION

Hosts: Stafford Railway Circle
Location: Stafford County Showground, Weston Road, Stafford ST18 0BD
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £18 (£16), children £5, family £36 (£32). Advance prices in brackets
Website: *www.staffordrailwaycircle.org.uk*
Features: 50 layouts, trade support, manufacturers, societies, demonstrations, displays, refreshments, parking and disabled access. Free shuttle bus service between venue and Stafford railway station.

October in brief

4 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Location: Yiewsley Baptist Church, 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Website: *www.hillingdonrailwaymodellers.co.uk*

4 ROWLEY REGIS MODEL RAILWAY EXHIBITION

Location: Rowley Learning Campus, Curral Road, Rowley Regis B65 9AN
Website: *www.cradleyheathmrc.co.uk*

4/5 CHESTER MODEL RAILWAY EXHIBITION

Location: Saltney Community Centre, Saltney, Sandy Lane, CH4 8UB
Website: *www.chestermodelrailwayclub.com*

4/5 CORBY MODEL RAILWAY EXHIBITION

Location: St Peter and St Andrew Church Hall, Beanfield Avenue, Corby, Northamptonshire NN18 0EH
Website: *www.cdmrs.co.uk*

4/5 FAREHAM RAILEX

Location: Fareham Leisure Centre, Park Lane, Fareham PO16 7JU
Website: *www.fareham-mrc.org.uk/railex*

4/5 FOLKESTONE MODEL RAILWAY EXHIBITION

Location: Leas Cliff Hall, Folkestone, Kent CT20 2DF
Website: *www.folkestone-mrc.com*

4/5 MICKLEOVER MODEL RAILWAY EXHIBITION

Location: Mickleover Community Centre, Uttoxeter Rd, Mickleover, Derby DE3 0DA
Website: *www.mmrg.org.uk*

4/5 SHILDON MODEL RAILWAY EXHIBITION

Location: Locomotion, Dale Road Industrial Estate, Shildon DL4 2RE
Website: *www.shildonmodelrailwayclub.co.uk*

5 GAINSBOROUGH MODEL RAILWAY SOCIETY OPEN DAY

Location: Florence Terrace, Gainsborough DN21 1BE
Website: *www.gainsboroughmodelrailway.co.uk*

5 SODBURY VALE MODEL RAILWAY CLUB OPEN DAY

Location: Lyde Green Community Centre, Willowherb Road, Lyde Green, Bristol BS16 7GW
Website: *www.sodburyvalemrc.co.uk*

11 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

Location: Unit 4, Park Works, River Street, Heywood OL10 4AB
Website: *www.hmrg.net*

11 SOUTH DEVON RAILWAY SOCIETY OPEN DAY

Location: Church House, Slade Lane, Abbottskerswell TQ12 5NZ
Website: *www.sdmrs.org.uk*

11 WATFORD MODEL RAILWAY EXHIBITION

Location: St Peters Church Hall, Bushey Mill Lane, Watford WD24 7TF
Website: *www.southwesthertsmrs.org.uk*

11/12 FARNHAM MODEL RAILWAY EXHIBITION

Location: Alderwood Leisure Centre, Tongham Road, Aldershot GU12 4AS
Website: *www.farnhammrc.org.uk*

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.

FULL LISTING ONLINE!

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

SHILDON MODEL RAILWAY CLUB

38TH AUTUMN EXHIBITION

October 4th & 5th 2025

LOCOMOTION

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Robert Arrand
Phone - 07564 301487
Email
smrcexhibitions@gmail.com

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Selection Of The Autumn 2025 New Announcements

Rest Of The Range Available To Pre Order On Our Website

BRANCHLINE

OO Gauge LMS 8F - Due Summer 2026



35-225 - LMS 8F 2-8-0 8036 LMS Black Riveted Tender.....£212.46
35-225SF - LMS 8F 2-8-0 8036 LMS Black Riveted Tender **DCC Sound Fitted**.....£305.96
35-225SFX - LMS 8F 2-8-0 8036 LMS Black Riveted Tender **DCC Sound Fitted Deluxe**.....£322.96



35-226 - LMS 8F 2-8-0 8233 LMS Black Riveted Tender.....£212.46
35-226SF - LMS 8F 2-8-0 8233 LMS Black Riveted Tender **DCC Sound Fitted**.....£305.96
35-256SFX - LMS 8F 2-8-0 8233 LMS Black Riveted Tender **DCC Sound Fitted Deluxe**.....£322.96



35-230 - LMS 8F 2-8-0 48305 BR Black Early Crest Welded Tender £212.46
35-230SF - LMS 8F 2-8-0 48305 BR Black Early Crest Welded Tender **DCC Sound Fitted**.....£305.96
35-230SFX - LMS 8F 2-8-0 48305 BR Black Early Crest Welded Tender **DCC Sound Fitted Deluxe**.....£322.96



35-231 - LMS 8F 2-8-0 48703 BR Black Late Crest Welded Tender £212.46
35-231SF - LMS 8F 2-8-0 48703 BR Black Late Welded Tender **DCC Sound Fitted**.....£305.96
35-231FX - LMS 8F 2-8-0 48703 BR Black Late Crest Welded Tender **DCC Sound Fitted Deluxe**.....£322.96



35-235 - LMS 8F 2-8-0 48339 BR Black Late Crest Riveted Tender Weathered.....£220.96
35-235SF LMS 8F 2-8-0 48339 BR Black Late Crest Riveted Tender Weathered **DCC Sound Fitted**.....£314.46
35-235SFX - LMS 8F 2-8-0 48339 BR Black Late Crest Riveted Tender Weathered **DCC Sound Fitted Deluxe**.....£331.46

GRAHAM FARISH by BACHMANN

N Gauge GW Castles - Due December 2025



372-031A - GW Castle 4-6-0 5015 *'Kingswear Castle'* BR Lined Green Early Crest.....£152.96
372-031ASF N Gauge GW Castle 4-6-0 5015 *'Kingswear Castle'* BR Lined Green Early Crest **DCC Sound Fitted**.....£246.46



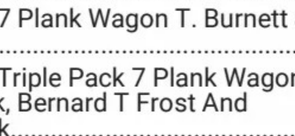
372-034 - GW Castle 4-6-0 5055 *'Earl of Eldon'* GW Lined Green GW Crest.....£152.96
372-034SF - GW Castle 4-6-0 5055 *'Earl of Eldon'* GW Lined Green GW Crest **DCC Sound Fitted**.....£246.46



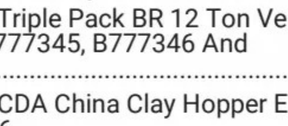
372-035 - GW Castle 4-6-0 4082 *'Windsor Castle'* GW Lined Green Shirtbutton..£152.96
372-035SF- GW Castle 4-6-0 4082 *'Windsor Castle'* GW Lined Green Shirtbutton **DCC Sound Fitted**.....£246.46

HORNBY TT:120

TT Gauge Class 50s - Due November 2025



TT3041 - Class 50 50016 *'Barham'* BR Blue.....£151.19



TT3042 - Class 50 50035 *'Ark Royal'* Original Network SouthEast.....£151.19

TT Gauge LNER A4 - Due November 2025



TT3043 - LNER A4 4-6-2 4498 *'Sir Nigel Gresley'* LNER Blue.....£161.99

TT Gauge Wagons - Due End of 2025/Early 2026



TT6038 - BR 21 Ton Mineral Wagon BR Bauxite B313504.....£20.69
TT6039 - Triple Pack BR 21 Ton Mineral wagons BR Bauxite B313093, B313075 And B313127.....£61.19
TT6040 - 7 Plank Wagon G. T. Parker & Sons.....£21.59
TT6041 - 7 Plank Wagon T. Burnett & Co.....£21.59
TT6042 - Triple Pack 7 Plank Wagons Lowe & Warwick, Bernard T Frost And Shirebrook.....£62.99
TT6043 - BR 12 Ton Vent Van BR Bauxite Return To Cadbury B755320.....£25.19
TT6044 - Triple Pack BR 12 Ton Vent Van BR Bauxite B777345, B777346 And B777347.....£73.79
TT6048 - CDA China Clay Hopper ECC No.375026.....£25.19
TT6049 - Triple Pack CDA China Clay Hoppers ECC No.375081, 375043 And 375018.....£72.89
TT6050 - MHA Coalfish Wagon EWS No.396082.....£25.19
TT6051 - Triple Pack MHA Coalfish Wagons EWS No.396059, 396776 And 396999.....£72.89



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OO Gauge LNER J26s - Due September



OR76J26001 - LNER J26 0-6-0 1057 LNER Black.....£110.45
OR76J26001XS - LNER J26 0-6-0 1057 LNER Black **DCC Sound Fitted**.....£195.45



OR76J26003 - LNER J26 0-6-0 65736 BR Black Late Crest.....£110.45
OR76J26003XS - LNER J26 0-6-0 65736 BR Black Late Crest **DCC Sound Fitted**.....£195.45

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PINK REBELLION

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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

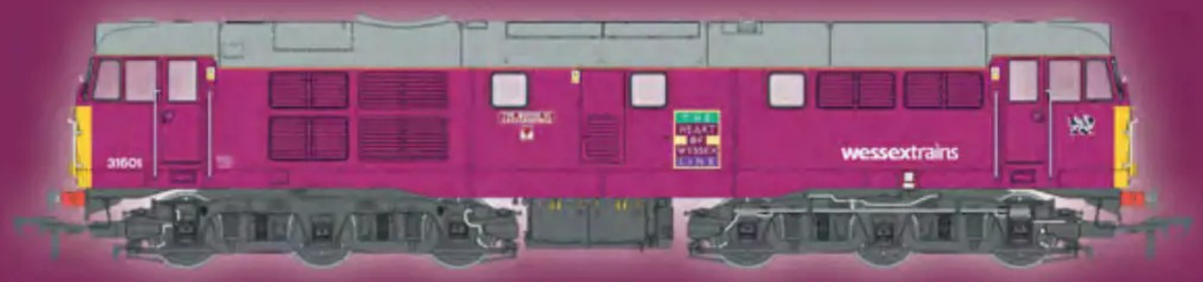


Mk. 2F Brake Second Open (BSO) 9525
(39-706Z) standard
(39-706ZDC) DCC onboard with lights

‘BEAUTY’ AND ‘THE BEAST’

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...



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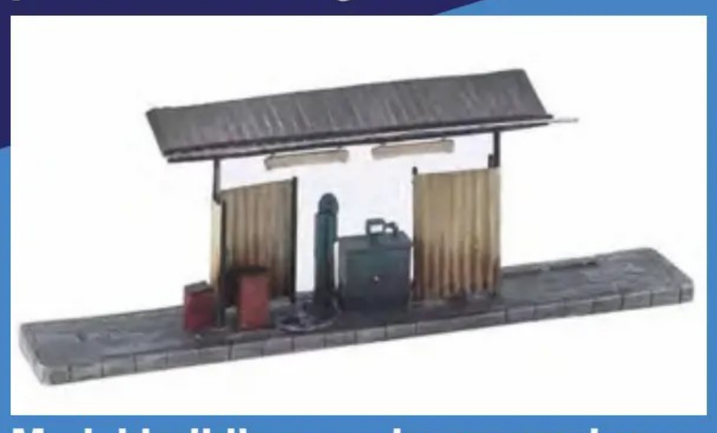

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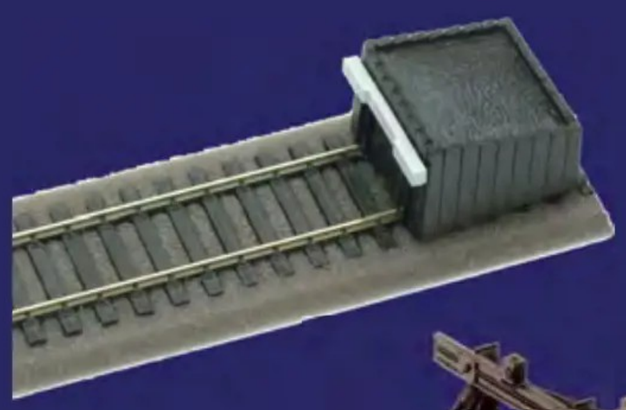

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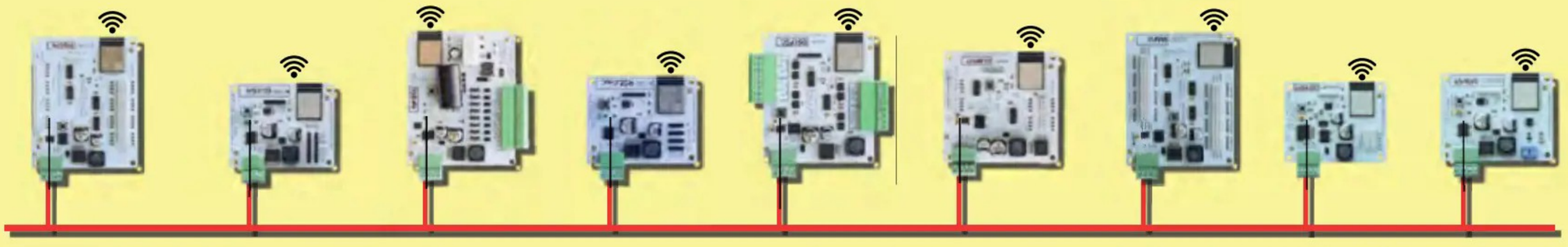

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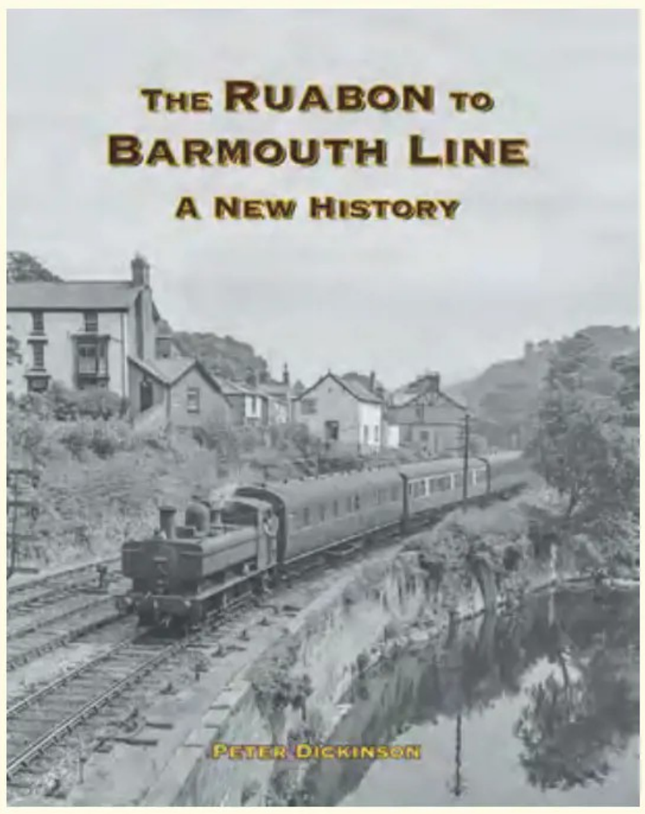

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For nearly 100 years, passengers could enjoy arguably one of the finest journeys in the British Isles from the comfort of their railway carriage. The Great Western Railway described the journey from Ruabon to Barmouth as 'a paradise for artists and fishermen and a country rich in mountain streams, wild woods and wide far views, unbeaten in any part of Wales'. The 54-mile route carried generations of holidaymakers to the beaches of the Cambrian Coast, as well as providing a vital lifeline to the rural communities it served. Branching away from the Chester to Shrewsbury route just south of Ruabon, the railway served the historic towns of Llangollen, Corwen, Bala and Dolgellau, before reaching the famous Barmouth Bridge and the holiday resort of Barmouth. It was a line of contrasts, from the industrial environs of Ruabon in the east, to the rugged coastline in the west. It was also busy with holidaymakers and tourists during the summer months, but painfully quiet during the winter. The story of the Ruabon to Barmouth line begins in the mid-19th century when the townsfolk of Llangollen longed for a connection to the rapidly-expanding railway network. The Vale of Llangollen Railway Company opened a 5-mile branch to passenger traffic in 1863, promoted by the Great Western Railway who leapt at the opportunity to tap deeper into North Wales. Over the next decade, the railway extended ever westwards until it reached the county town of Dolgellau and the metals of the rival Cambrian Railway. The uneasy relationship between the two railway companies continued into the 20th century and was only ended through the Cambrian's amalgamation in the 1920s. Two sections of the Ruabon to Barmouth line have reopened as heritage railways; meaning that the sylvan beauty of the Dee Valley can once again be enjoyed from the carriage window on the Llangollen Railway, and the lapping waters and rugged shoreline of Llyn Tegid on the Bala Lake Railway. The author, who has been closely associated with the preserved Llangollen Railway for many years, has produced a detailed account of the Ruabon to Barmouth line's history, looking at all aspects of its traffic and operation form the earliest days right up to closure. The stories of the preserved Llangollen Railway and Bala Lake Railway have been well documented, so no attempt has been made to take this story on beyond track lifting in 1969. The book is illustrated with a wealth of photographs, the majority of which have not previously been published, as well as many items of paperwork from the author's own archives. **DUE END OF SEPTEMBER**



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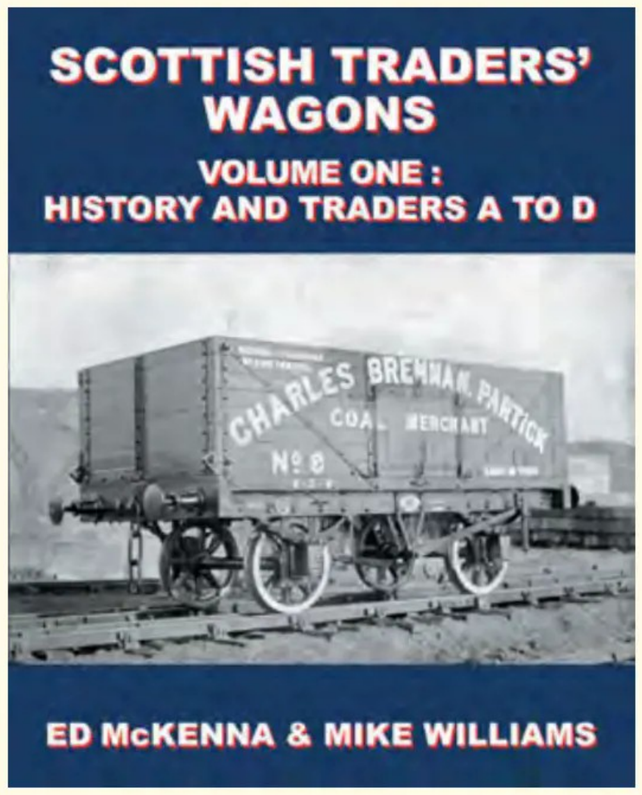

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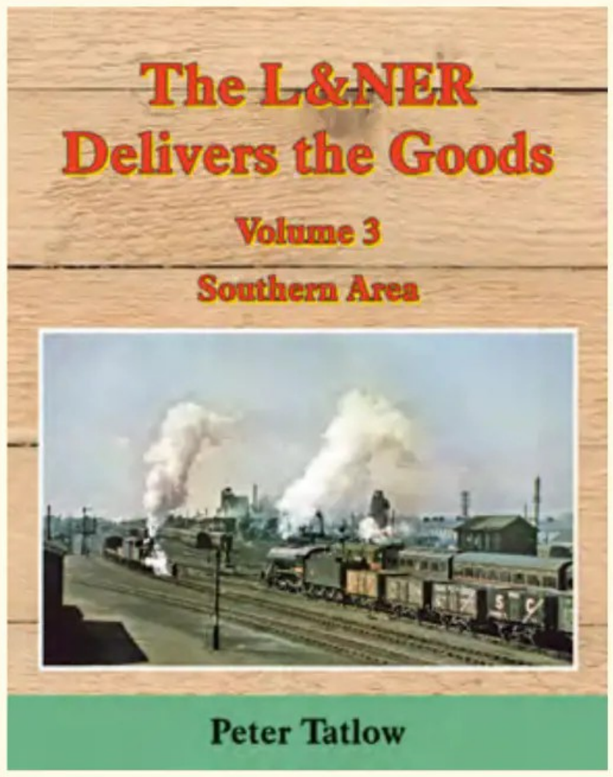

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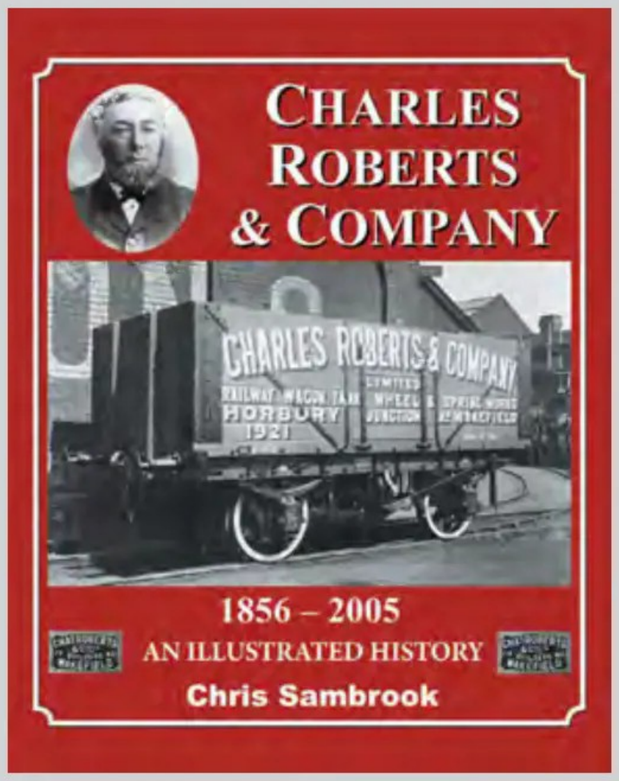

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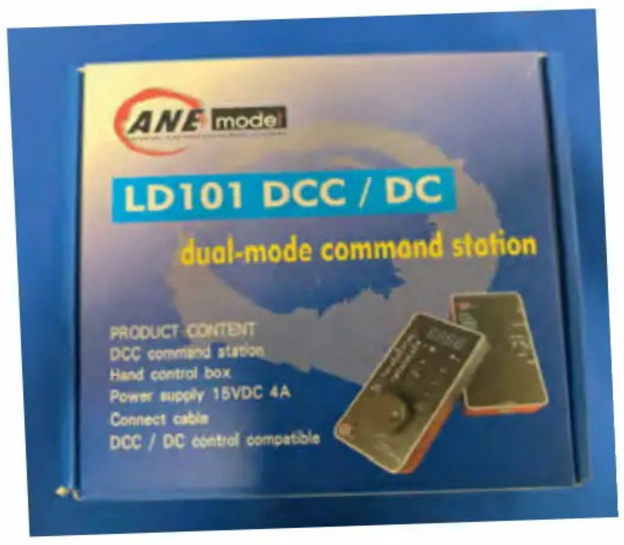

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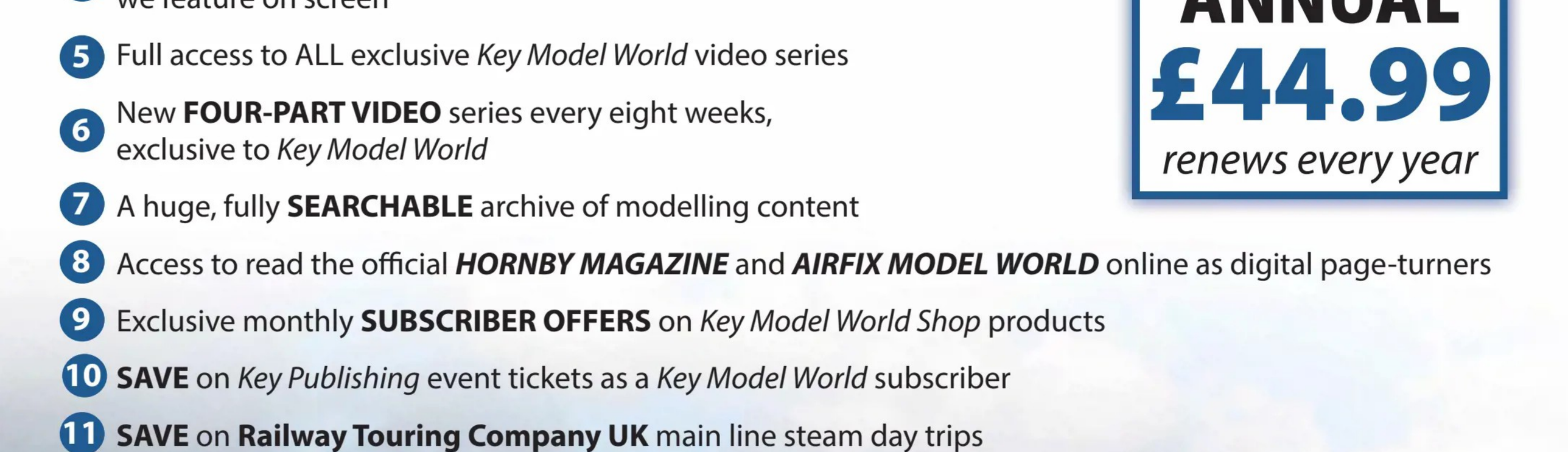

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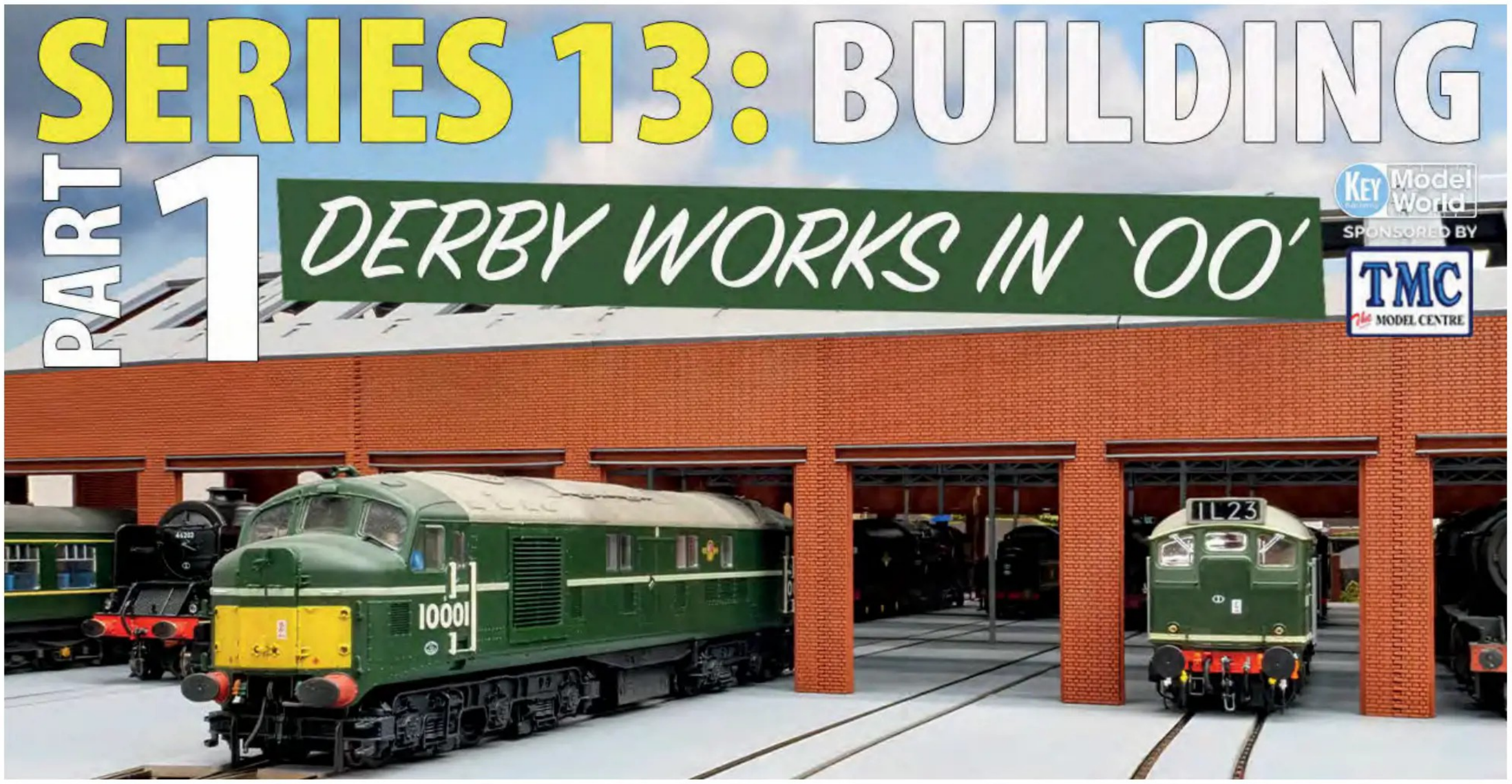





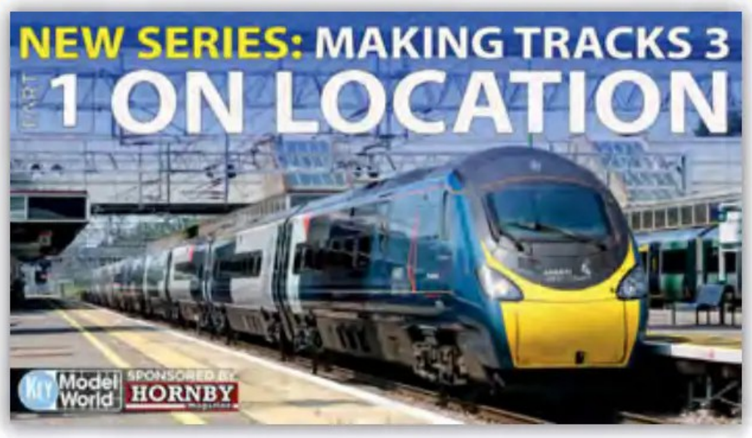

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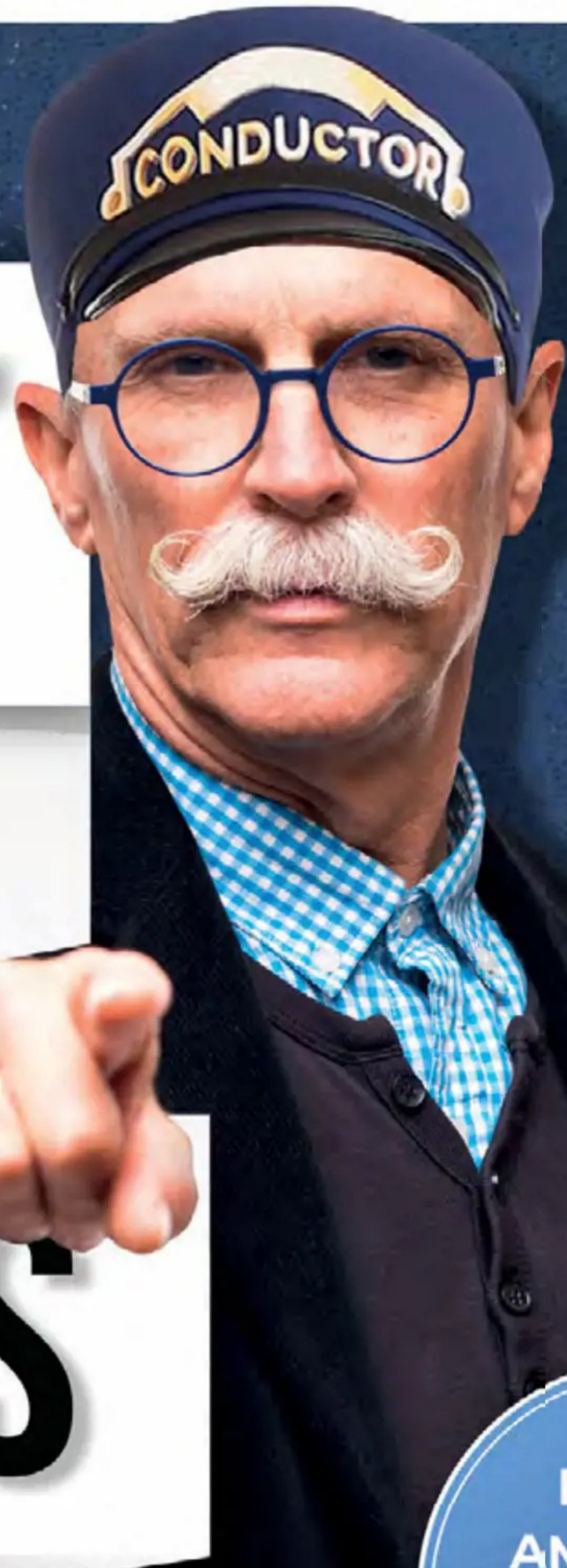

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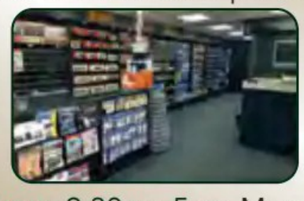

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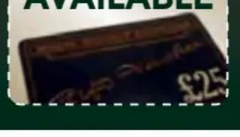

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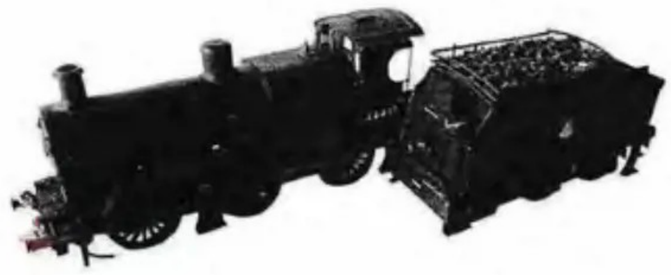



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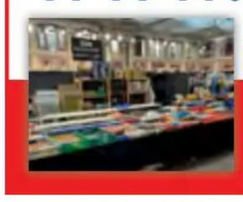

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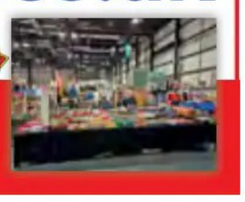

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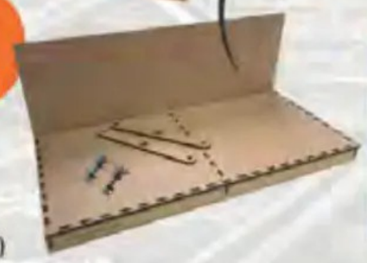

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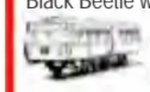

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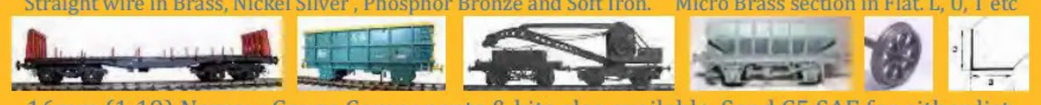

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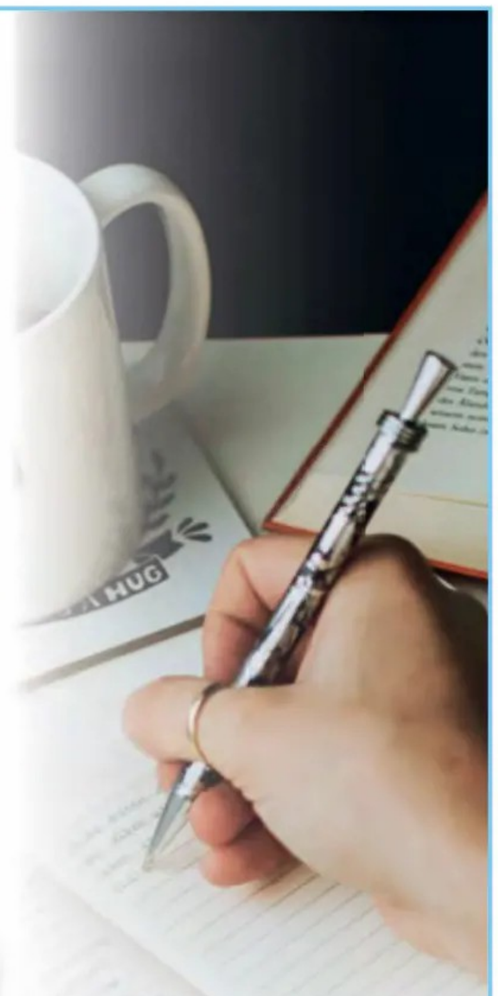

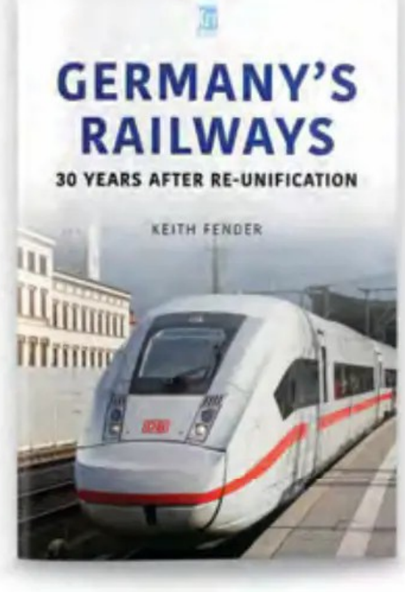

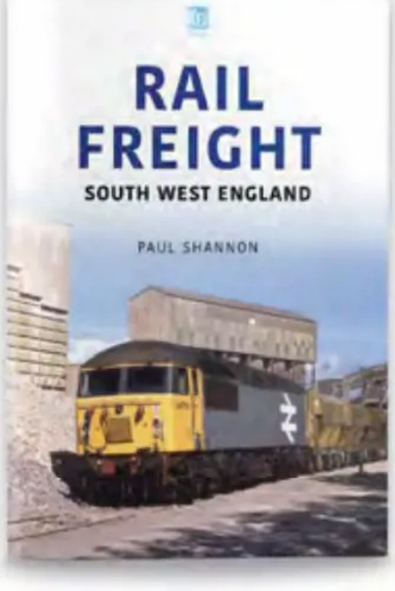

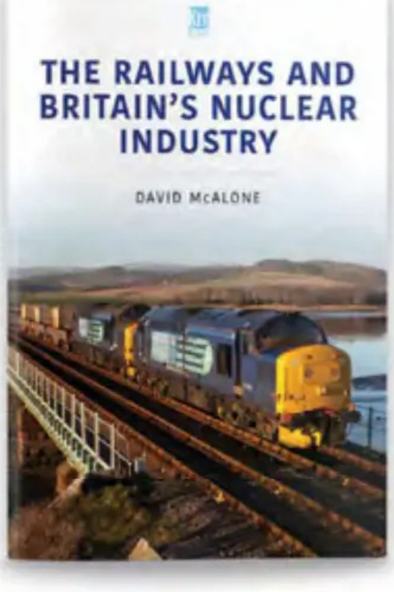

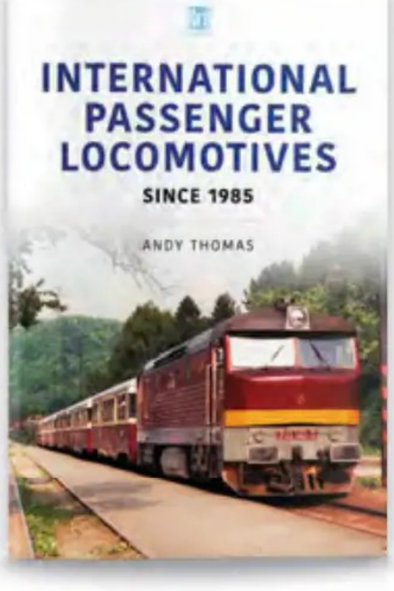

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