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Issue 222 **December 2025** **£6.49**

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HORNBY magazine

December 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, Graham Nicholas, Peter Kirmond and Matt Gale.

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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ADVERTISING ADDRESS

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

SUBSCRIPTIONS/MAIL ORDER

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E-mail: Subscriptions - *subs@keypublishing.com*
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Group Advertising Manager: Sam Clark
Group CEO: Adrian Cox
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ISSN 1753-2469

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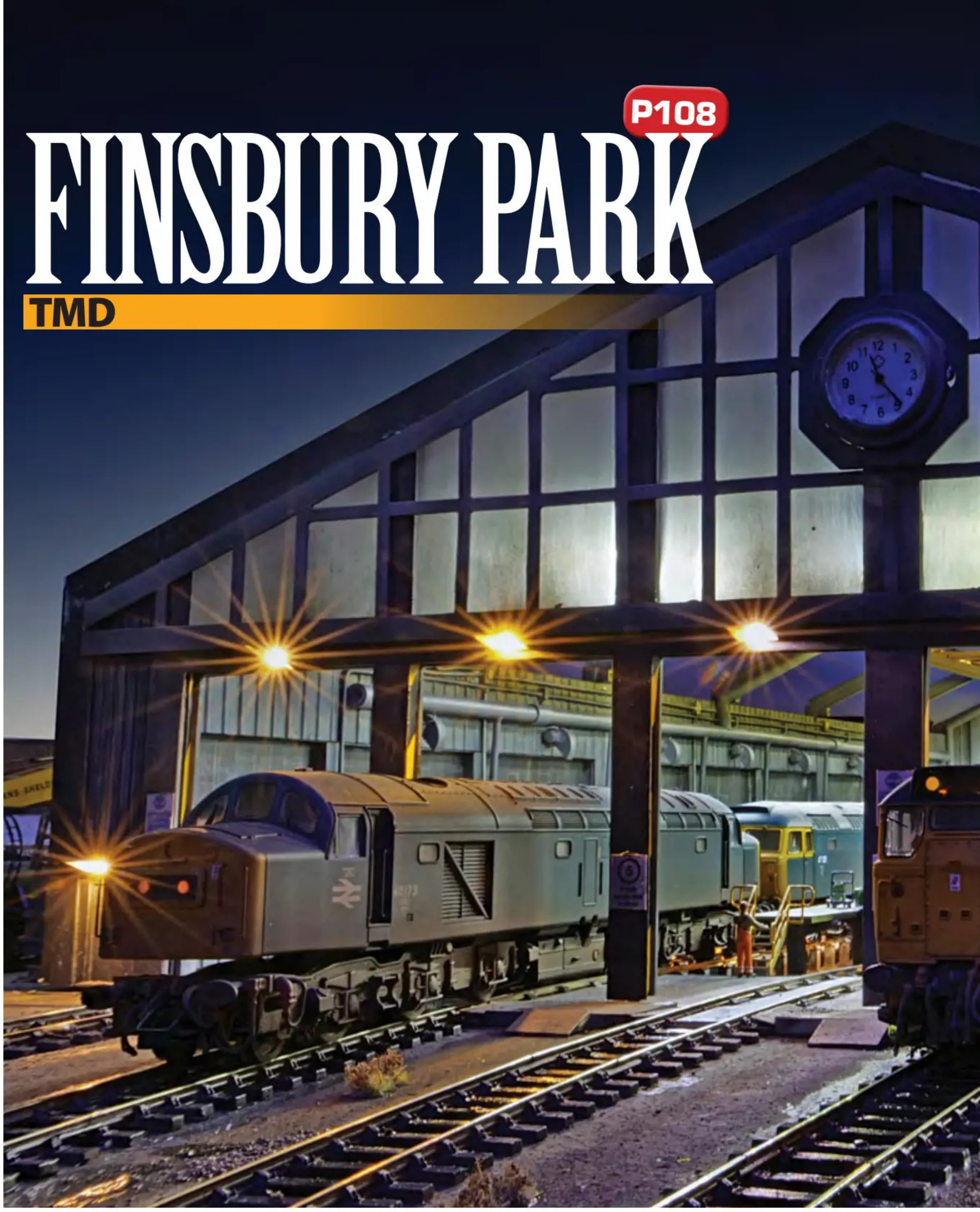
LATEST OFFERS
See pages 20-21 for full details.



FINSBURY PARK

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TMD

WE SHOW YOU HOW!

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THE EDITOR'S PAGE

Welcome

HELLO, AND WELCOME to the latest issue of *Hornby Magazine*. If you were one of the thousands of visitors who attended the Great Electric Train Show last month it was great to see you. We thoroughly enjoyed the weekend, especially showcasing our newly extended 'OO' gauge layout, East Coast Cement, which performed faultlessly on both days. The operating experience is much improved with the extra scenic section and station area and hopefully that resulted in an enjoyable experience for the many onlookers watching the trains pass by. The new stretch of catenary also proved popular with visitors and several enquiries about the origins of the masts on the station platforms – watch this space!

Interest in overhead electric matters appears to be more and more popular, judging by the conversations we had over the weekend, not just about East Coast Cement or Pete Waterman's stunning Making Tracks 3, which was also on display at the show, but the increasing availability of models and accessories to model the modern electrified railway. These range from West Hill Wagon Works' 3D-printed catenary systems to exciting new models such as the recent Accurascale Class 89 and Bachmann's newly-announced Class 313 and 314 Electric Multiple Units (EMUs). You can read more on these new EMUs on pages 12-13 of this issue.

With the traditional modelling season well and truly under way now, it is a good time to take stock and make time to finish off a few projects on the back burner, including a layout idea I've been itching to get under way. I've amassed several items of stock and have my eye on a few more up and coming items that might just be the spur I need to get things back on track. On the subject of new stock, we are expecting our new 'OO' gauge Accurascale 'Euro' Class 66, 66794 *Steve Hannam* in GB Railfreight Petroleum sector colours, to arrive during November so if you have placed a pre-order, keep an eye on your inbox for an email.

And so, to this issue of *Hornby Magazine*, which has a distinct East Coast Main Line flavour to it this month, with three superb layouts in Graham Nicholas's 'OO' gauge Grantham: The Streamliner Years, Peter Kirmond's 2mm finescale York station and Matt Gale's 1970s/early 1980s era Finsbury Park TMD. Given the latter was the London home of the 'Deltics', we also have a Class 55 buying guide, outlining what has been produced to date (and yet still to come) in 'OO', 'N', 'O' and 'TT:120'. This issue also sees our train formations feature return, with a look at 1970s/1980s InterCity passenger trains you can model with ready-to-run 'OO' gauge items.

If our East Coast Cement layout extension at the Great Electric Train Show caught your attention, then we have the second instalment of the build process in this issue, while Dan Evason completes his 'O' gauge exhibition layout, modelling Sugar Loaf summit station on the Heart of Wales Line. Mike Wild installs Hornby's HM7000 Triplex Sound profile for the Class 800 IETs into a Lumo Class 803 EMU, plus we also have the latest model reviews, including Heljan's new Class 104 DMU, Revolution Trains' all-new WIA car carriers, Hornby's new 'TT:120' KFA intermodal container wagons and newly tooled four-wheel carriages – and much more. I hope you enjoy the issue.



Mark Chivers
Acting Editor



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NEW LIVERIES AND IDENTITIES





Above: **Hornby has added an additional 'OO' gauge GWR 'Saint' 4-6-0 to its release plans, modelling 2920 *Saint David* in BR lined black with early crests.**

Left: **The manufacturer's diminutive 'OO' gauge Ruston and Hornsby 88DS returns in British Gas livery, named *Hilsea*.**

HORNBY is producing a series of reliveried and renumbered models in its main and Railroad ranges this Winter in 'OO' gauge, headlined by the last GWR 'Saint' in revenue service, 2920 *Saint David*.

The Swindon-built 4-6-0 (Cat No: R30403) appears in BR lined black with early crests. Built in September 1907, it survived until withdrawal in October 1953. Hornby's model will correctly feature curved frames and outside steam pipes, modifications the class received later in their careers.

Other 'OO' steam locomotives due for release are sole surviving London and North Eastern Railway 'J52' 0-6-0PT 68846 in BR lined black with late crests (R30397), Southern Railway (SR) 'M7' 0-4-4T 318 in SR olive green (R30418) and a pair of rebuilt London Midland & Scottish Railway (LMS) 'Patriot' 4-6-0s - 5514 *Holyhead* in LMS lined black (R30414)and 45540 *Sir Robert Turnbull* in BR lined green with early crests (R30415).

Diesel and electric 'OO' gauge models appear as a DB Cargo Class 67 67015 in DB Cargo red with 'Leading the next generation of rail freight' lettering (R30425), Class 87 87012 *The Olympian* in revised Network SouthEast Livery (R30426). Other arrivals include Class 153 153360 in Northern colours (R30427) and a Ruston and Hornsby 88DS *Hilsea* in British Gas livery (R30016).

A range of new Hornby Railroad models is also due in shops, with several offered in Digital Command Control (DCC) Ready or DCC Sound-fitted forms (the latter with the manufacturer's HM7000 Triplex Sound decoders), including Class 37 37418 *An Comunn Gaidhealach* in Loram red and grey (R30436/TXS), 37419 *Carl Havilland* in DRS blue (R30437/TXS) and Class 47 47305 *The Sapper* in Railfreight Distribution livery (R30440/TXS). Class 31 31217 *Stratford* in Trainload Freight construction colours will be available DCC Ready (R30439) and 37093 in the striking Police livery is offered in DCC Sound-fitted form only.

All models are due for release between December 2025 and February 2026.

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

WIN NEW HORNBY

KEY MODEL WORLD is offering readers a chance to win one of two all-new Hornby 'OO' gauge London and North Eastern Railway (LNER) 'J52'/Great Northern Railway (GNR) 0-6-0STs, worth a combined £349.98.

The prize consists of Hornby's newly tooled 'OO' gauge LNER 'J52'/GNR 'J13' 0-6-0STs and we have two models to be won – LNER 'J52' 4225 in LNER black (Cat No. R30366) and GNR 'J13' 1257 in GNR lined green (R30365). These all-new 'OO' gauge locomotives feature a die-cast running plate, five-pole skew-wound motor, flywheel, 21-pin Digital Command Control decoder socket, factory-fitted cube speaker and more. The first two winners drawn will each win one of the locomotives.

To be in with a chance of winning these superb recent releases from Hornby, all you have to do is answer the accompanying question by December 20 2025.

Even if you don't win, Hornby's 'OO' gauge LNER 'J52'/GNR 'J13' 0-6-0STs are available from Hornby stockists – including *www.hornby.com now*. Good luck!



HAPPY BIRTHDAY 'TT:120'!

HORNBY has revealed a new collection of 'TT:120' scale motive power, rolling stock and building releases to mark the third anniversary of the range, headlined by Class 37/0 diesel 37086 in BR blue. All new models are expected to be released by mid-2026.

In addition to the Class 37, Hornby is producing a trio of Virgin Trains Mk 2f carriages in the scale modelling a Brake Second Open, Second Open and First Open. Among the newly announced wagons are a London and North Eastern Railway (LNER) four-wheel brake van in BR grey plus a Father's Day open wagon. A 'TT:120 Club exclusive open wagon in bright red complete with club branding is also planned.

Several all-new resin buildings have also been revealed, including an Eastern Region station building, water tower, engine shed, goods shed, waiting room and signalbox with green details and red brick construction. Other buildings include a two-track diesel depot, extended platform, coaling stage and a concrete or wooden platelayer's hut.

These latest 'TT:120' announcements are due to arrive during the first half of 2026. See table for further details.

● **Visit *www.keymodelworld.com/shop* to pre-order Hornby's latest 'TT:120' scale additions.**





Above: **In celebration of its third anniversary, Hornby's 'TT:120' scale range receives a boost of new models, including all-new Class 37/0 37086 in BR blue.**

Left: **A range of all-new 'TT:120' scale resin buildings has been added with lineside, station and depot structures planned for release in the latest announcements.**

TABLE 1: HORNBY 'TT:120' SCALE NEW ANNOUNCEMENTS

DESCRIPTION	RELEASE	PRICE	CAT NO.
BR Class 37 37086, BR blue	June 26	£159.99	TT3057M
TT:120 Father's Day wagon	April 26	£19.99	TT6059
TT:120 Club 2026 wagon, Club exclusive	April 26	£14.99	TT6082
BR Mk2f SO 5945, Virgin Trains	June 26	£41.99	TT4086
BR Mk2f FO 3344, Virgin Trains	June 26	£41.99	TT4087
BR Mk2f BSO 9539, Virgin Trains	June 26	£41.99	TT4088
LNER brake van E140580, BR grey	February 26	£29.99	TT6045
Station office	February 26	£34.99	TT9017
Water tower	February 26	£29.99	TT9018
Double engine shed	February 26	£58.99	TT9019
Goods shed	March 26	£42.99	TT9020
Signalbox	March 26	£34.99	TT9021
Station waiting room	February 26	£29.99	TT9022
Diesel maintenance depot	March 26	£58.99	TT9023
Wooden platelayer's hut	March 26	£12.99	TT9024
Concrete platelayer's hut	March 26	£12.99	TT9025
Station extended platform	March 26	£19.99	TT9028
Coaling stage	March 26	£12.99	TT9029

LNER 'J52S' WORTH £350



QUESTION

In what year did LNER 'J52' 68846 become the first locomotive to be privately preserved from BR?

A.1949 **B.**1959 **C.**1969

HOW TO ENTER

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

Online entries open at 9am on November 6 2025 and the closing date for entries is December 20 2025 at 5pm GMT. The winner will be notified no later than January 5 2026.

There is no cash prize alternative and the editor's decision is final. Competitions are not open to employees of Key Publishing, Hornby, their family members or anyone else professionally connected to the company.

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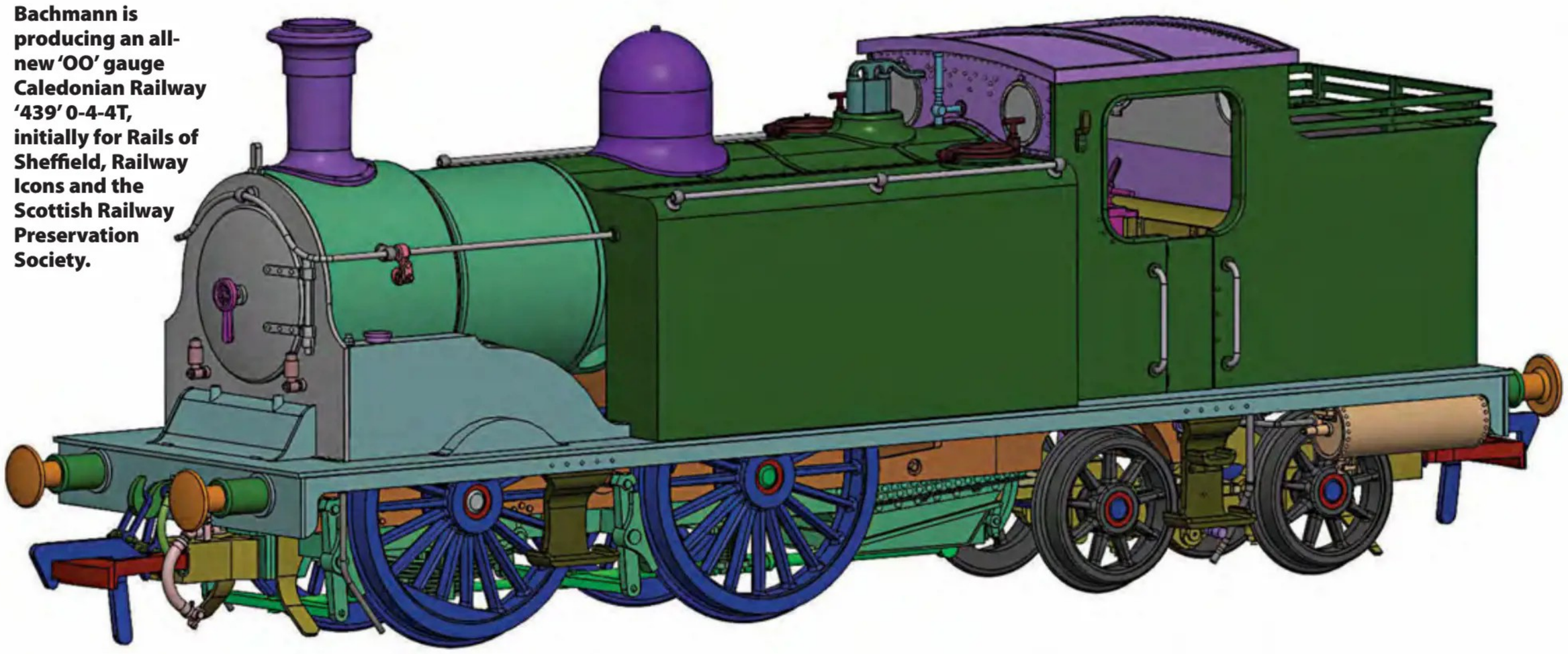
Bachmann reveals ALL-NEW 'OO'

CALEDONIAN RAILWAY '439'

Bachmann is producing an all-new 'OO' gauge Caledonian Railway '439' 0-4-4T, initially for Rails of Sheffield, Railway Icons and the Scottish Railway Preservation Society.



BACHMANN is developing an all-new 'OO' gauge model of the Caledonian Railway (CR) '439' 0-4-4T, initially as a series of exclusive editions for Rails of Sheffield, Railway Icons and the Scottish Railway Preservation Society, with the models due to arrive in 2027.

92 CR '439' 0-4-4Ts were built between 1900 and 1925 for branch line work and suburban passenger duties around Glasgow. The London Midland & Scottish Railway (LMS) increased the scope of operations for the class, and they could be found on former Highland Railway lines and on banking duties on the main line from Carlisle to Glasgow.

British Railways inherited 47 locomotives in 1948, with the final examples withdrawn in 1962. 419 was preserved by the Scottish Railway Preservation Society (SRPS) and appeared at the 1975 Stockton & Darlington 150th anniversary cavalcade. Today, it can be seen at the Bo'ness and Kinneil Railway.

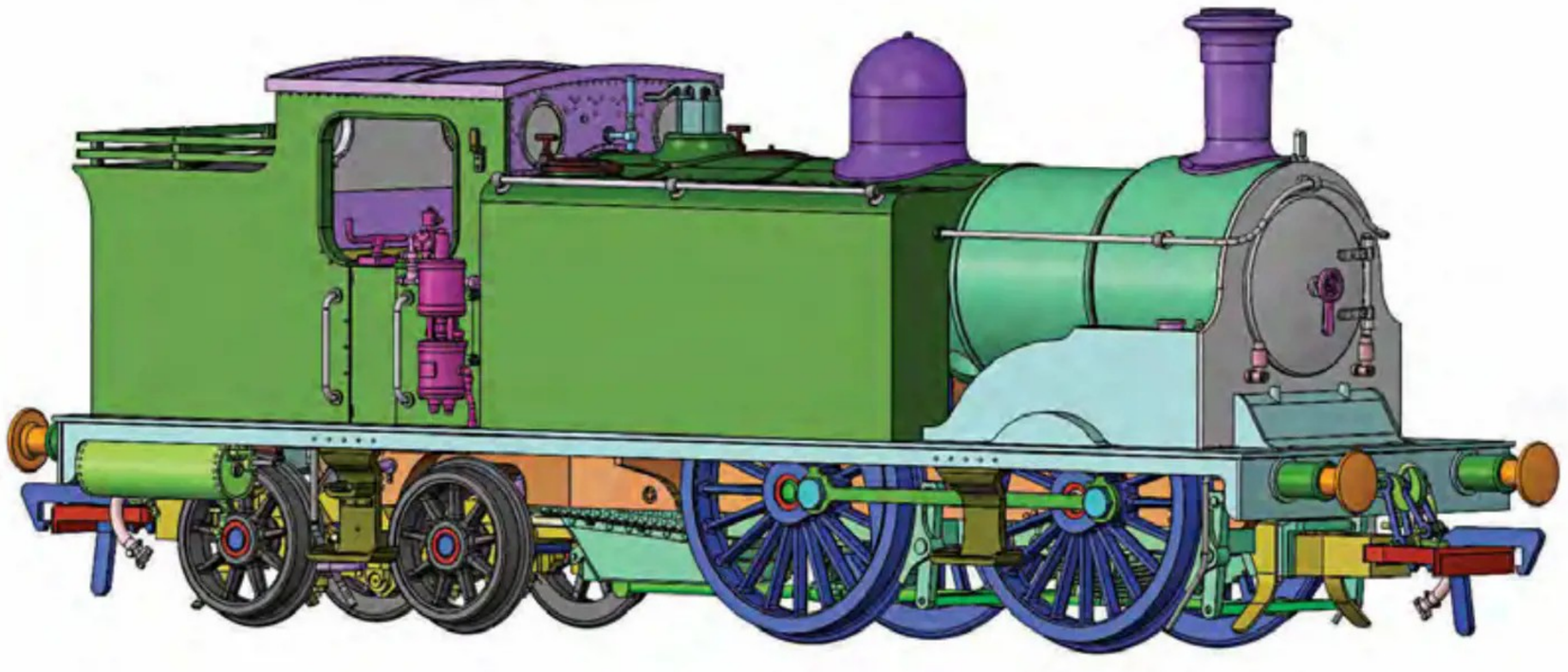
Bachmann's all-new 'OO' gauge model incorporates a coreless motor, all-wheel pick-up, die-cast chassis and gearbox, firebox glow, Next18 Digital Command Control (DCC) decoder socket, stay-alive capacitor and factory-fitted speaker. DCC Sound-fitted Deluxe models will be fitted with Bachmann's auto-release tension lock couplings.

Initial models will be finished as 439 in CR lined blue (Cat No. 50-170Z/SF/SFX), 419 in CR lined blue (50-171Z/SF/SFX), 15189 in as-preserved LMS lined crimson (50-173Z/SF/SFX), 15216 in LMS lined black (50-174Z/SF/SFX) and 55224 in BR lined black with late crests (50-176Z/SF/SFX).

Additionally, as part of the Railway Icons range, 419 is to be produced as it appeared in the 1975 Stockton and Darlington cavalcade, wearing CR lined dark blue (50-172Z/SF/SFX). A final model is to be produced for the SRPS, modelling 55189 in BR black with early crests.

Prices are set at £184.95 DCC ready, £294.95 DCC sound-fitted and £324.95 DCC sound-fitted Deluxe. Release is expected in 2027.

● **Visit *www.railsofsheffield.com and www.srps.org.uk* for further details.**



The all-new model will feature a die-cast chassis, coreless motor, all-wheel pick-up, firebox glow and Next18 DCC decoder socket, with options for DCC Ready, DCC Sound-fitted or DCC Sound-fitted Deluxe models.

BR Class 13 diesel shunter next for 'OO'

British Rail's striking Class 13 master and slave diesel shunter is the subject of Bachmann's latest 'OO' gauge locomotive announcement.



BACHMANN'S NEXT 'OO' gauge diesel locomotive project is the BR Class 13 diesel shunter, which is due to arrive before the end of 2025.

Specifically built for use in Tinsley marshalling yard in Sheffield, the three Class 13s were converted from pairs of Class 08s permanently coupled together in a master and slave formation for use in hump shunting. One '08' had its cab removed and was controlled from the other. The locomotives were rebuilt at Darlington Works in 1965 and withdrawn from 1981 to 1985, with none preserved.

Development of Bachmann's new model is already at an advanced stage with running prototype samples received, accurately portraying the master and slave units with multiple working equipment, aerials, sprung buffers and more.

Bachmann's Class 13 draws heavily on the manufacturer's recently released all-new Class 08. Both units are fully motorised and feature directional lighting, 'Bach-Up' capacitor, five-pole motor with flywheel, metal gearbox and metal bearings, all-wheel pick-up and cab lights fitted to the master unit. Both units are fitted with Plux22 Digital Command Control (DCC) sockets. A plug-in electrical connection between units means only one sound decoder is required when using DCC sound, with both units fitted with speakers from the factory. DCC Sound-fitted Deluxe models will be fitted with Bachmann's DCC auto-release coupling mechanism.

Two models form the first wave of releases - D4502 in BR green with 'wasp stripes' and 13003 in BR blue.

Bachmann's new Class 13s will be priced at £399.99 DCC ready, £539.95 DCC sound-fitted and £569.95 DCC sound-fitted Deluxe. Sound-fitted and Sound-fitted Deluxe models will feature a Zimo MS450P22 sound decoder in the master unit and a Zimo MN330P22 decoder in the slave.

Decorated samples will be revealed in Bachmann's Winter 2025 British Railway Announcements from November 5.

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



Both units on the new Class 13 will be fully motorised with a five-pole motor, flywheel, all-wheel pick-up, die-cast chassis and will be available in DCC Ready, DCC Sound-fitted and DCC Sound-fitted formats.

New wave of Bachmann Class 47s



Bachmann's high-fidelity 'OO' gauge Class 47 is set to benefit from several enhancements for its next production run.

A NEW PRODUCTION run of Bachmann's 'OO' gauge Class 47 is set to include several enhancements over previous production runs. The five newly announced models are due for delivery in the first half of 2026.

Bachmann has included several enhancements for its new batch of Class 47s, with the new models featuring a Bach-Up stay alive capacitor, improved twin speaker setup with enhanced passive radiator bass speaker, improvements to the fit of the cab windscreen, body-mounted optional snowploughs and - on Digital Command Control (DCC) Sound-fitted Deluxe models - fitment of Bachmann's DCC auto-release coupling system.

Five general release models are planned, 47226 in BR blue (Cat NO: 35-411A), 47238 in BR blue (35-411B), 47280 in BR Railfreight large logo grey (350416), 47791 *Venice Simplon Orient Express* in Rail Express Systems red (35-429) and 47826 in West Coast Railways maroon (35-431). An exclusive 47 is being produced for The Model Centre as D1676 *Vulcan* in BR two-tone green with yellow ends.

DCC ready models are priced at £239.95, with prices of DCC sound-fitted and DCC sound-fitted deluxe models to be confirmed.

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

UPDATE

‘OO’ Class 313/314 EMUs for EFE Rail



The Class 313/314s will incorporate detail differences and feature lighting options including interior saloon illumination, directional lights, high intensity light and illuminated destination panels.

EFE RAIL is developing a series of all-new ‘OO’ gauge Class 313 and 314 three-car Electric Multiple Units (EMUs).

Built in the late 1970s at British Rail’s York Works, the Class 313 EMUs were the first of the second-generation units to be developed, eventually also encompassing classes 314/315/507/508.

BR’s Class 313s were dual-voltage three-car EMUs capable of operating on 750V DC third-rail and 25kV AC overhead electrification for inner-suburban Great Northern services out of King’s Cross/Moorgate. The third-rail collection gear was for use on the Northern City Line between Finsbury Park and Moorgate. In later years, this proved useful when some were transferred to the South Coast for use on Southern Coastway East/West services.

The outwardly similar Class 314s were intended for use in Scotland on inner suburban services radiating from Glasgow. Unlike the Class 313s, these three-car units were powered purely from the 25kV overhead electrification.

EFE Rail’s all-new ‘OO’ gauge models will be available in three-car Class 313 and 314 formats and will feature two discreet low-profile motors in the centre pantograph car, poseable metal pantograph, inter-vehicle electrical connections and fully detailed interiors. These include handrails, directional lighting, interior illumination, illuminated destination blinds, cab lighting and working orange interlocking door indicator lights above each set of passenger doors, selectable on Digital Command Control (DCC). Just one PluX22 decoder will be required to operate the entire three-car set on DCC.

Development of the new models is already at an advanced stage with a decorated running sample with Bachmann’s development team for evaluation. Specific identity and livery details were due to be revealed during the manufacturer’s Winter British Railway Announcements on November 5.

Priced at £349.95 each, release is expected in the first half of 2026.

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

EFE Rail is producing all-new ‘OO’ gauge models of British Rail’s Class 313 and 314 three-car suburban EMUs, including 313034 in BR blue and grey.

BRYNGAER MODELS LAUNCHES WITH 'OO' CAMBRIAN RAILWAYS WAGONS



Bryngaer Models is a new name to the 'OO' gauge ready-to-run market, offering a selection of Cambrian Railways (CR) two-plank open wagons in CR and Great Western railway schemes.

BRYNGAER MODELS is a new manufacturer in the 'OO' gauge market specialising in producing ready-to-run Welsh rolling stock and has released its first models of Cambrian Railways two-plank open wagons for 'OO' gauge.

Based in Barry, Modelau Bryngaer Cyf, trading under the name Bryngaer Models, aims to produce a raft of 'OO' gauge ready-to-run models from the pre-Grouping era. It plans a series of wagons and box vans, with scope to expand the range if initial models are successful.

The two-plank open wagon is available in fixed and dropside versions. 50 fixed side wagons were built in 1896, joined in 1902 by 50 with drop sides. Four versions have been released - dropside and fixed side in Cambrian Railways grey (Cat No: WMB001/2) plus one of each version in Great Western Railway grey (WMB003/4). A full review will appear in the next issue of *Hornby Magazine* (HM223).

They are priced at £29.70 each and are available to purchase now from Rails of Sheffield.

● **Visit *www.railsofsheffield.com* to browse the range.**

New Hornby 'OO' GWR 'Saint' gains colour

DECORATED SAMPLES of Hornby's 'OO' gauge Great Western Railway 'Saint' 4-6-0 are being evaluated ahead of the models' anticipated release later this year.

77 'Saints' were built at Swindon Works from 1902 to 1913, initially for express passenger work although they were later used on more general duties. All were withdrawn by 1953, but in 2019, the Great Western Society completed 2999 *Lady of Legend*, the 78th member of the class.

Hornby's 'Saint' 4-6-0 will incorporate a five-pole motor, firebox flicker, die-cast chassis and running plate, 21-pin Digital Command Control (DCC) decoder socket, swappable lamps, crew figures and will be available in curved or straight framed form. Bespoke tooling has been created to represent 2999 *Lady of Legend* and provision has also been made for the addition of a steam generator and hall sensor.



Hornby's development team has received decorated samples of the forthcoming all-new 'OO' gauge GWR 'Saint' 4-6-0 for inspection, including 2975 Lord Palmer.

Three models will be released initially - 2975 *Lord Palmer* in GWR lined green with 'twin cities' emblem (Cat No. R30405), new-build 2999 *Lady of Legend* in GWR lined green with 'garter' crest (R30404), and 2920 *Saint David* in BR lined black with early crests, curved frames and outside steam pipes (R30403).

All models are priced at £234.99, with release due in late 2025/early 2026.

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

Decorated Tavern Cars surface

HORNBY has received decorated samples of its highly anticipated 'OO' gauge Tavern Cars for scrutiny.

Introduced on the Southern Region of BR, these distinctive coaches were designed by Oliver Bulleid. They operated in semi-permanent twin sets, with the original coaches styled after a traditional pub, with painted oak beam and brick effects at one end of the Kitchen and Buttery car with internal styling to match.

Hornby's new Tavern Cars will be supplied in twin coach packs, with the vehicles reflecting the prototypes and subsequent changes during their service career and will include detailed interiors, flush glazing, sprung metal buffers and separately fitted detailing.

Two twin coach packs are set for release as Kitchen and Buttery Car S7892 *White Horse* in BR carmine and cream with brick-effect exterior and Composite Restaurant S7833 in BR crimson and cream (Cat NO: R40470). Kitchen and Buttery Car S7893S *Jolly Tar* and rebuilt Composite Restaurant S7836S are offered in BR SR green (R40471).



Hornby's has received decorated samples of its all-new 'OO' Bulleid Tavern Cars including Kitchen and Buttery Car S7893S *Jolly Tar* in BR green.

Both twin packs are priced at £139.99 and are due for release later this year.

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

SECOND CLASS 92 RUN REVEALED



ACCURASCALE is planning six new 'OO' gauge Class 92s for its second batch of main range releases.

Accurascale's latest collection of 'OO' gauge Class 92s will feature several small improvements, including enhanced side grilles, etched 'Polo Mint' bodyside discs (where appropriate), refined bogie detail and an all-new Digital Command Control (DCC) sound profile created by Accurascale.

This new batch will appear as 92002 *H.G. Wells* in BR Railfreight triple grey, 92028 in ex-Europorte

NRM50 Class 91 for Locomotion

AN EXCLUSIVE model of Class 91 91150 *National Railway Museum 50 Years* in its newly applied graphic livery is to be produced for Locomotion Models by Hornby, with the completed models due to arrive in mid-2026.

In 2025, LNER's 91105 was decorated in a special commemorative livery featuring images of exhibits from the National Collection. It was renumbered to 91150 and unveiled on July 8 2025, named *National Railway Museum 50 Years* to mark the museum's golden anniversary.

Hornby's 2022 introduced Class 91 features a five-pole motor with twin flywheels, 21-pin Digital Command Control (DCC) decoder socket, die-cast chassis, posable pantograph, directional lighting and cab lighting.



Locomotion Models has commissioned an exclusive 'OO' gauge model of 91150 *National Railway Museum 50 Years* in its striking LNER scheme from Hornby, as displayed at the Railway 200 Greatest Gathering event in Derby in early August. Mike Wild/ *Hornby Magazine.*

Models will be priced at £244.99 DCC Ready (Cat No: R30558) and £299.99 DCC sound fitted (R30558TXS). Sound-fitted models will be factory-fitted with the manufacturer's HM7000 Triplex Sound Bluetooth and DCC decoder pre-loaded with Hornby's Class 91 sound profile.

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

AIMREC SET FOR NOVEMBER OPENING

THE Ashford International Model Railway Education Centre's (AIMREC) new exhibition building is due to open on November 15 and will initially host nine layouts and a 5in gauge miniature railway.

Located at Bethersden in Kent, AIMREC secured access to a barn earlier this year and renovated, refurbished and converted it into a two-floor exhibition space to house the AIMREC collection of model railway layouts, plus visiting displays. 4,000 square feet of space is available. A phased expansion of the miniature railway is planned.

Nine layouts are set to appear in the new exhibition hall, some of which have appeared in *Hornby Magazine* including The Gresley Beat in 4mm finescale (HM160), Melton Mowbray North in 'N' gauge (HM55) and Pempoul: Northern France in 1:50 scale (HM157),

Admission is £10 for adults and £5 for children; family tickets cost £25 for two adults and up to four children. Entry to the existing studio, workshop, tearoom, shop and other model railway displays will remain free, along with parking. AIMREC is at Mill Farm Business Units, Fridd Lane, Bethersden, Kent TN26 3DB.

● **Visit *www.aimrec.co.uk* for opening times and more information.**



Six different models will form Accurascale's next batch of 'OO' gauge Class 92 Co-Co electrics.

GBRf livery, 92030 *Ashford* in Railfreight Distribution European colours, 92031 *The Institute of Logistics and Transport* in EWS maroon and gold and 92033 *Railway Heritage Trust* in Caledonian Sleeper livery. An Accurascale Exclusive charity model of 92029 in DB Cargo red is also planned, with proceeds donated to Martin House Children's Hospice.

Prices are set at £229.95 DCC-fitted and £299.95 DCC sound fitted, with release due in late 2026.

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

Decorated FCA/FYAs surface

ACCURASCALE is evaluating decorated samples of its forthcoming 'OO' gauge FCA/FYA intermodal wagons, with delivery due in the second quarter of 2026.

Initial releases of the all-new intermodal wagons will feature 20ft 'binliner' household waste boxes and Ministry of Defence (MoD) ammunition containers. Detailing includes a die-cast metal chassis, in-line brake shoes, NACCO bogies with rotating axle boxes, separately fitted air pipes, handrails and more. The containers will feature an injection moulded plastic body plus locking bars, along with appropriate details specific to each type of container.



Decorated samples of Accurascale's all-new 'OO' gauge FCA/FYA intermodal wagons have arrived for evaluation.

15 twin packs form the first round of releases with five covering EWS MoD duties and the remaining ten split evenly between EWS West Waste and DB/Suez Sita/Suez 'binliner' wagons in FCA or FYA condition - depending on era. Each pack contains two container flats and six containers.

The manufacturer has highlighted areas for improvement such as the fit and finish of the buffers and replacing self-coloured plastic detailing with painted alternatives.

Each pack is priced at £129.99 and will be available exclusively through Accurascale's website.

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

Dapol plans Gresley Full Brake and Buffet for 'N'

DAPOL IS INVITING expressions of interest in 'N' gauge models of the London and North Eastern Railway (LNER) Gresley Full Brake and BR era Buffet coaches, with the projects only moving to the next phase of development when sufficient pre-orders are placed.

Five Gresley Full Brakes are proposed in LNER teak, LNER lined teak, BR crimson, BR maroon and BR blue. Four Gresley Buffet coaches are also planned, two each in BR maroon and BR blue and grey. Both vehicle types proposed will complement existing coaches in the range and will be compatible with the manufacturer's interior light bar system (available separately).



Dapol has unveiled plans to produce all-new 'N' gauge Gresley Buffet and Full Brake coaches, subject to sufficient interest in the projects.

CAD work for both projects is at an advanced stage, with Dapol set to announce whether enough expressions of interest have been placed by the end of November. Placing an expression of interest is free, converting into a pre-order if the projects go ahead. Both models are priced at £39.95 each.

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

EXCLUSIVE HORNBY DRAX IIA-D BIOMASS WAGONS

KEY PUBLISHING HAS COMMISSIONED an exclusive collection of Hornby IIA-D biomass wagons carrying original Drax Powering Tomorrow livery for 'OO' gauge. Pre-orders for the new collection of four twin packs are open now.

The IIA-D biomass wagons were introduced in 2013-2014 with an initial fleet of 225 wagons being built by WH Davis for the transport of biomass pellets from docks to Drax in North Yorkshire - the UK's largest power station. A further 30 wagons have since been built bringing the fleet to 255.

The hopper wagons maximised the volume available to transport biomass and included roof covers as the material has to be kept dry at all times. On introduction the wagons carried a silver base livery with green and blue 'swooshes' together with Drax Powering Tomorrow text with the livery wrapping across pairs of wagons. They are used to transport biomass from terminals at Liverpool, Immingham, Tyne, Redcar and Hull to Drax Power station.

Since their introduction the wagons have been through livery changes, but the original Drax Powering Tomorrow scheme is still seen in train formations today mixed in with Northern Power House branded wagons.

Haulage across the years has included EWS and DB Cargo Class 66s while the GBRf Class 60 and Class 66 fleets are regulars on the trains. There have also been short distance movements at Liverpool Docks using GBRf's Class 56 56098 and Class 69s when traversing the docks branch.



Each twin pack offers two uniquely numbered IIA-D wagons in the matching colour scheme. The Hornby tooling for the biomass wagons is used.

These new and exclusive Hornby 'OO' gauge IIA-D twin packs each feature a pair of uniquely numbered biomass wagons. The wagons have turned metal wheels, NEM coupling pockets with small tension locks fitted, optional buffer beam brake pipes and an accurate body profile which includes internal equipment visible through the cutouts in the bodysides.

THE TWIN PACKS ARE

R60318 - 83 70 0668 052-2 and 83 70 0698 003-6
R60319 - 83 70 0668 026-7 and 83 70 0698 056-4
R60320 - 83 70 0668 019-2 and 83 70 0698 018-4
R60321 - 83 70 0668 025-9 and 83 70 0698 021-8

Delivery is expected in Spring 2026 with prices set at £89.99 per twin pack. Pre-orders can be placed with a £10 non-refundable deposit with restricted quantities of each of the four twin-packs available.

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

New to the Key Publishing collection of exclusive models is a set for four twin packs modelling the Drax IIA-D biomass wagons in original livery. On August 15 2014 Class 66 66169 passes Whitley Bridge Junction with a train of IIA-Ds destined for Drax power station. John Chalcraft/Railphotoprints.uk.

Hornby reveals Gold Drax Class 66 and biomass hopper

HORNBY is producing a 'OO' gauge model of 66301 *Drax Power Station 50* and the unique IIA-D biomass hopper in 50th anniversary gold livery.

GB Railfreight 66301 was repainted gold by Arlington Fleet Services at Eastleigh to mark the 50th anniversary of Drax power station on August 18 2024. An IIA-D biomass hopper was also decorated in a similar colour scheme for the celebrations.

Hornby's new 'OO' gauge model of 66301 will be released as part of the company's RailRoad Range using the former Lima tooling and will feature a 21-pin Digital Command Control (DCC) decoder socket and provision for the manufacturer's HM7000 Triplex Sound DCC and Bluetooth decoders.

Hornby's Drax gold IIA-D biomass hopper will use the company's 2015 tooling and features turned metal wheels, NEM pockets and metal buffers.



Hornby is to produce 'OO' gauge models of Class 66 66301 *Drax Power Station 50* and an IIA-D biomass hopper in the striking Drax power station 50th anniversary gold colour scheme.

Both models are due for a March 2026 release, with 66301 (Cat No. R30461) priced at £94.99 and the gold IIA-D hopper (R60322) £44.99.

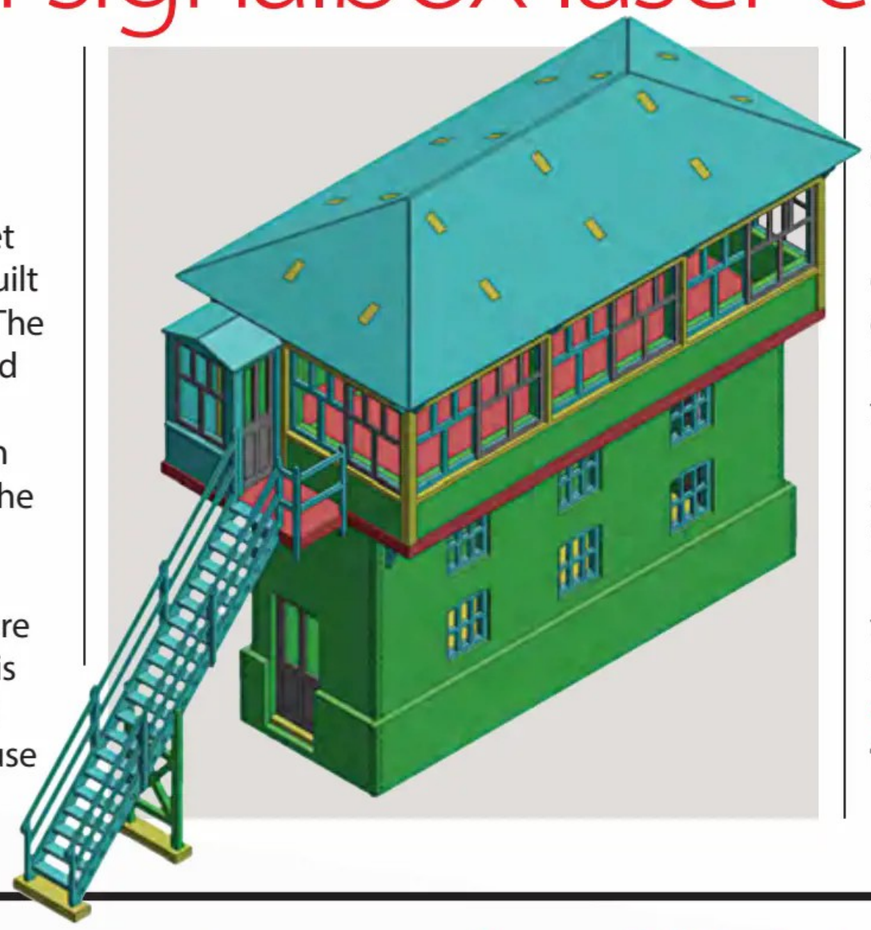
● **Visit *www.hornby.com* for more information.**

GWR Yarnton signalbox laser-cut kit out now

NEW to the Key Model World Shop collection from PJM Models is a laser-cut 'OO' gauge kit of Yarnton signalbox.

The plywood and MDF kit contains a full set of parts to build the structure of the 1909-built Great Western Railway Type 27C signalbox. The 'box had a 25ft x 12ft timber cabin supported on a brick base with the cabin significantly wider to allow good vision for the signalman while also meeting the restricted space for the 'box.

When built it had a McKenzie and Holland electric frame with miniature levers, which are recorded as being powered by batteries. This was later replaced in 1929 by a traditional 51 lever mechanical frame which remained in use until the signalbox was closed in 1971.



The structure stood guard at Yarnton to manage trains on the Oxford-Worcester line as well as those diverging onto the Fairford Branch

The 'OO' gauge laser-cut kit models the exterior of the building using a combination of timber parts as well as featuring a full set of laser-cut glazing panels and 3D printed details for the roof.

The base of the building measures 101mm x 33mm. The total footprint including the steps is 164mm x 33mm.

The new kit is in stock now exclusively at the Key Model World Shop priced at £32.99. It requires glue, tools and paint for assembly.

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

GBRf Depot Crane joins the PJM Models kit range



EXPANDING the range of GB Railfreight (GBRf) Depot products by PJM Models is this brand-new kit for 'OO' gauge to build the travelling crane found inside the GBRf Peterborough Depot.

Specially designed with access to the real building, the crane uses a combination of MDF and plywood parts for the main body and ultra fine 3D printed components for the carrier, cables, motors and runners.

The 3D printed parts include optional cables to allow the crane to be modelled in different positions along its runners while spare parts for the finest pieces are also included, just in case.

The completed 'OO' gauge kit builds a static model of the crane from the GBRf Depot which is designed to fit onto the crane rails in the PJM Models GBRf Depot kits (Cat Nos. MOD163 and MOD164).

This kit requires basic tools - a craft knife, sanding stick and tweezers - together with superglue, filler and paint to assemble it.

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

THE RESULTS



Once again, thousands of votes were cast for *Hornby Magazine's* annual Model Railway Awards. Here, we present the winners of the 2025 awards in each category, which were revealed during a special evening ceremony at the Great Electric Train Show on October 11.







Best 'N' gauge Locomotive Winner!
RAPIDO TRAINS UK CLASS 44
HORNBY MODEL RAILWAY Awards 2025



Best 'N' gauge Wagon Winner!
PECO BR 'CLAY HOODS'
HORNBY MODEL RAILWAY Awards 2025



Best 'OO' Carriage Winner!
HORNBY 'CORONATION' STOCK
HORNBY MODEL RAILWAY Awards 2025



Best Narrow Gauge Carriage Winner!
BACHMANN FFESTINIOG BRAKE THIRD
HORNBY MODEL RAILWAY Awards 2025



Specialist Retailer of the Year Winner!
WEST HILL WAGON WORKS
HORNBY MODEL RAILWAY Awards 2025

WEST HILL
WAGON WORKS

YouTube Channel of the Year Winner!
CHADWICK MODEL RAILWAY
HORNBY MODEL RAILWAY Awards 2025



Retailer of the Year Winner!
RAILS OF SHEFFIELD
HORNBY MODEL RAILWAY Awards 2025

ESTD RAILS 1970
OF SHEFFIELD

Layout of the Year Winner!
MAKING TRACKS 4+
HORNBY MODEL RAILWAY Awards 2025



YouTube Layout Builder of the Year Winner!
CHADWICK MODEL RAILWAY
HORNBY MODEL RAILWAY Awards 2025



Manufacturer of the Year Winner!
ACCURASCALE
HORNBY MODEL RAILWAY Awards 2025



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972/25

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GRANTHAM
THE STREAMLINER YEARS

ECML
EAST COAST MAIN LINE
SPECIAL

This important East Coast Main Line station in the 1930s is the setting for **GRAHAM NICHOLAS'S** fabulous exhibition layout, which runs meticulously recreated expresses in the last years of peace before the Second World War.

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm:1ft	33ft x 17ft	EASTERN	1930s	ANALOGUE



1 Right: **An Ivatt 'C12' 4-4-2T restarts its train of articulated coaches away from Grantham towards Gonerby tunnel, bound for Nottingham.**

2 Below: **With plenty of freight activity evident, Gresley 'A4' 2512 *Silver Fox* forges through Grantham with the Up 'Silver Jubilee'.**

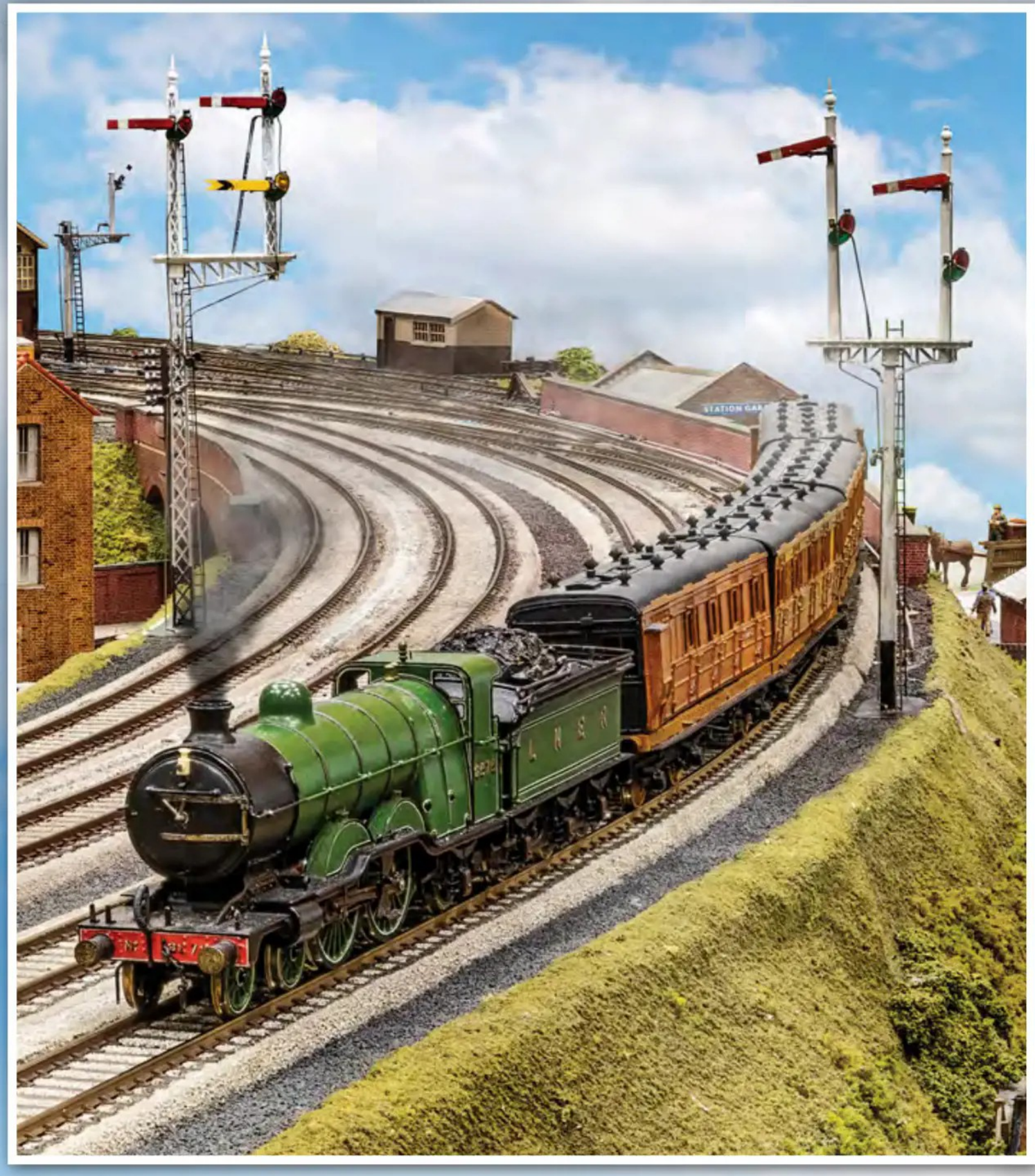


IN A SENSE, GRANTHAM STARTED with the birth of my son Thomas, for whom I built a trainset with his namesake locomotive. This was initially 4ft x 4ft but evolved into a more elaborate exhibition layout in the mid-2000s. As Thomas grew up, he developed a love of the London and North Eastern Railway (LNER) and at the final outing of the 'Thomas' layout in 2007, told everyone who would listen that our next layout would be based on Grantham, 30ft long and with all of the LNER's famous 'Pacifics'. "Good luck with the Grantham project," one exhibition goer said to me, having heard all this, and I don't think he was being entirely sarcastic.

While exhibiting our first layout, I had been doing some idle thinking of how we could build a bigger and better exhibition layout. With the LNER in mind, I mentally headed north out of King's Cross and quickly arrived at Grantham. We have a bit of a family connection there.

My mum's side of the family were from Lincolnshire and there was always an annual family trip to Wainfleet (from the North West of England). Having caught the Harwich boat train from Manchester Piccadilly in the 1970s, we routinely changed trains at Grantham for the onward connection to Boston and Skegness.

In the steam era, it must have been quite something, with locomotive changes from the adjacent depot, further connecting trains and goods yards. Rather than going for the popular BR steam era why not set it pre-war for something a bit different? We really could have apple green locomotives and teak coaches. The turntable was still in operation and positioning the locomotive depot at the front would work as the natural curve at the north end of the station takes the layout back into the storage yard. But it would require a huge »



3 Left: **Great Northern 'Atlantic' 3272 rounds the curve past Grantham North signalbox with a four-coach set of articulated coaches.**

4 Right: **Grantham's engine shed appears busy as an Ivatt 'C1' 4-4-2T is turned ready for its next duty. Also on-shed are an 'A3' 4-6-2, 'C2' 4-4-2, 'D2' 4-4-0, 'C12' 4-4-2T and more.**

5 Below: **Gresley 'A4' 4467 *Wild Swan* heads a heavy Anglo-Scottish express away from Grantham, bound for Edinburgh and Aberdeen.**

amount of rolling stock.

Enter the other major component of the story: Mark Allatt, die-hard fan of all things LNER and Gresley and erstwhile chairperson of the A1 Steam Locomotive Trust, where we first became acquainted, 25 years ago. What I didn't know about at the time was his large collection of pre-war LNER models. But after mentioning the Grantham project to him, he said: "I have all the stock", and following a visit to examine his collection, Grantham was firmly on.

Construction commenced in 2006 and after some initial assembly in a limited loft space, a change of location in 2008 allowed the scenic boards to be left erected in a through lounge–dining room–conservatory arrangement for as long as required. Baseboard construction and track laying accelerated.

Four years later, another move, into a former Methodist chapel and school house in North East England meant I could set the whole layout up and work on it without impediment. Membership of an online forum drew likeminded people to the project to create what we called 'Team Grantham' and we exhibited the layout for the first time in 2015.

LAYING THE LINE

Really good looking track can be mesmerising, with a flow and sweep to the main lines and the arrangement of points and other tracks around it. For me, that's a key thing to replicate in a model railway. Photographs of Grantham in the 1930s were studied carefully and the track configurations duly noted.

I chose Peco code 100 throughout, in large part for its robustness at exhibitions. For the double track formations, this was laid to the minimum prototype 11ft 2in track centre dimension (approximately 45mm in model form) clearly apparent from photographs. Modifications have been undertaken to the points in order to achieve this. Although the flow of the main East Coast Main Line (ECML) running lines is fairly simple (northbound a long straight, followed by a 6ft right-hand radius curve), it has been carefully marked out, using a panel pin every 6in in the centre of the trackbed, with the alignment between pins checked and adjusted. The track is then simply laid to the pins, with points further modified by cutting away selective parts of the webbing between sleepers where necessary to maintain a smooth alignment.

Eagle-eyed readers might also spot the use of foam ballast underlay. As well as helping to speed up the creation of the permanent way, the use of the foam ballast has the further twin benefits of quiet, smooth running (often commented upon at exhibitions), as well as replicating the neat ballast 'shoulders' so typical of the steam era. All lengths of ballast have been sprayed before use, which takes away the unconvincing colour of the foam as supplied and provides a protective layer to ultra-violet light which can degrade the material.

The foam ballast has only been used for the principal running lines. Elsewhere, more traditional ballasting techniques have been used for other passenger/relief running lines and helps accentuate the contrast with the well-maintained lines for higher speed running – again, very evident in steam age photographs.

In signalling terms, Grantham was an eclectic collection of somersault and upper quadrant types, some lattice post, some wooden post, rotating head ground signals - even a colour light signal. This apparent patchwork approach echoed the parsimonious nature of the times.

I was determined to build and install the signals as I went along using MSE/Wizard parts, working in tandem with track laying and wiring. As each signal or group of signals was constructed, the necessary wiring and control logic was figured out and that part of the control system »

installed. Control is strictly analogue. The signals are controlled and interlocked in correct correspondence with the points, thereby signalling the trains' movements through and around the station area in a realistic manner. This protects against conflicting movements and hopefully enhances the viewing experience.

THE TRAINS

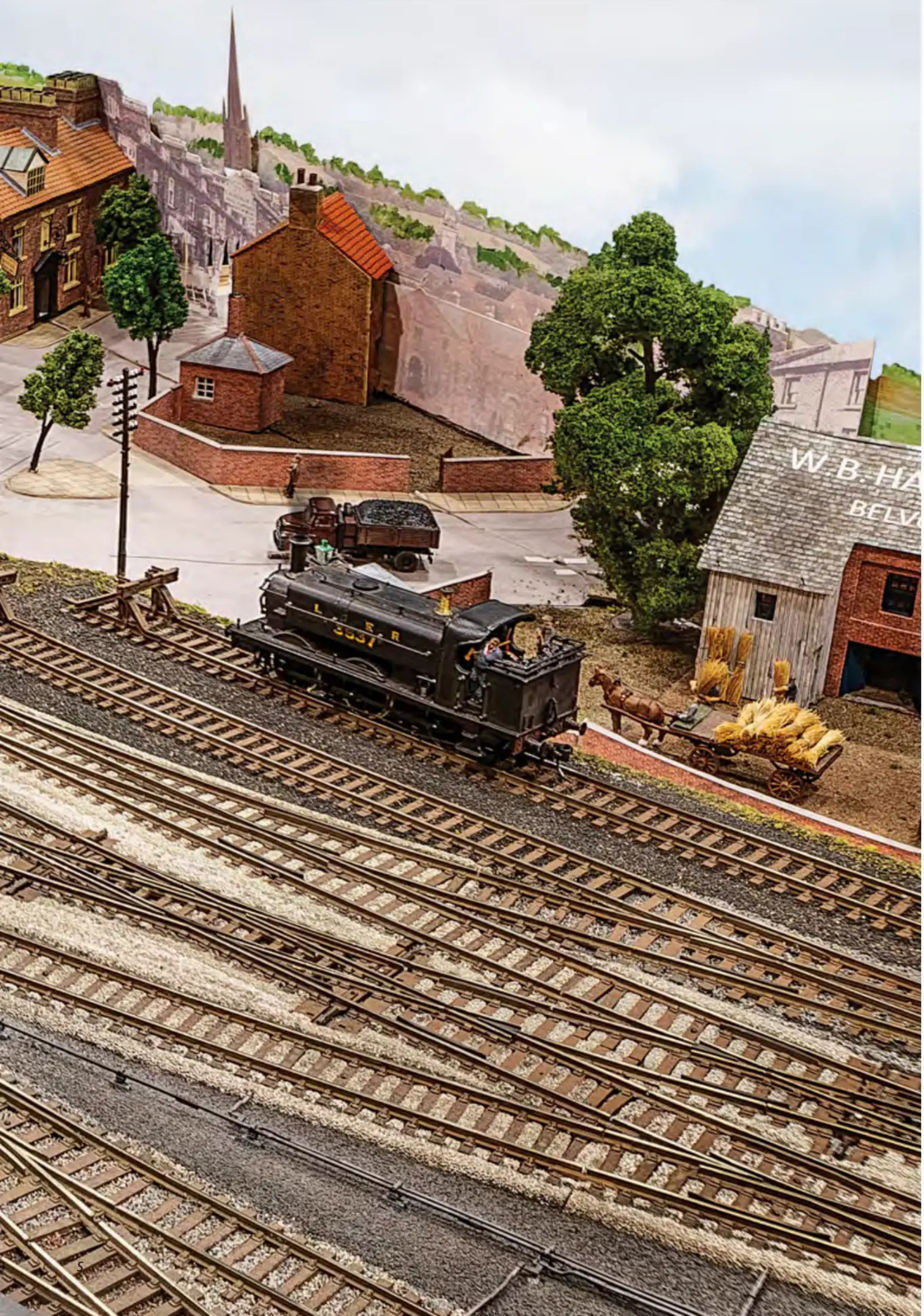
The rolling stock on the layout is the thing I can take least credit for – 90% of it belongs to other people. And whilst Mark's stock was – and continues to be – an essential element of the package, the greatest contribution has come from LNER modeller Jonathan Wealleans, a man with an inexhaustible supply of wagons from the pre-war era. If a week goes by without making a wagon, it's been a poor week for Jonathan. But his greater contribution was willingly (it appeared) taking on



6 Below: **Gresley 'A4' 4489 *Dominion of Canada* in LNER garter blue heads south with the Up 'Coronation' streamlined express.**

Right: **4489 emerges from Peascliffe tunnel at speed with the Up 'Coronation' for London King's Cross.**





the gargantuan coaching stock building programme as his major contribution to the project, at around 50 vehicles in total.

The rolling stock building programme proceeded in close conjunction with the developing operating schedule. Careful study was made of the LNER coaching stock working books of the era. We clearly couldn't run every train of the day, so we chose a representative selection: the streamliners and the 'Flying Scotsman' were naturally first on the list and Mark already had these covered, all created for him by Roy Mears. It was the ordinary express passenger trains which were the most interesting. No two were alike and the trains had hardly any two coaches of the same type in any of the formations. They were a glorious mix of core formations, multi-portioned, through coaches, catering vehicles and luggage vans.

We eventually settled on five teak sets – 'The Flying Scotsman' (1938 formation), 'Junior Scotsman', Leeds quintuple set, 'Scarborough Flyer' and 'Teak Set 5'. All five are a kit-building tour de force and 'Teak Set 5' has three different configurations, requiring remarshalling within the storage yard between each run in the schedule.

OPERATION

I've always been interested in the operational side of railways – both in full size and model form. With so much operational interest in and around the station, the challenge of portraying all this activity was always uppermost in my mind and a schedule was developed that takes the viewer through a representative day at Grantham between 1935 and 1939, with all movements portrayed as prototypically as we can, including use of signals to control the moves.

As a result, although the layout might appear to be a conventional circuit, the storage yard is anything but and keeps two operators fully occupied. There are four »

different areas of the yard which considers the need for continuous and end-to-end running. Every train out of the storage yard has a new locomotive on it even if travelling in the same direction and some trains are remarshalled, according to the stock working instructions.

As Grantham approaches the natural end of its exhibition life, I can't sign off without acknowledging the significant contribution of 'Team Grantham' to the layout's construction and its attendance at exhibitions, where a team of eight or nine people is required.

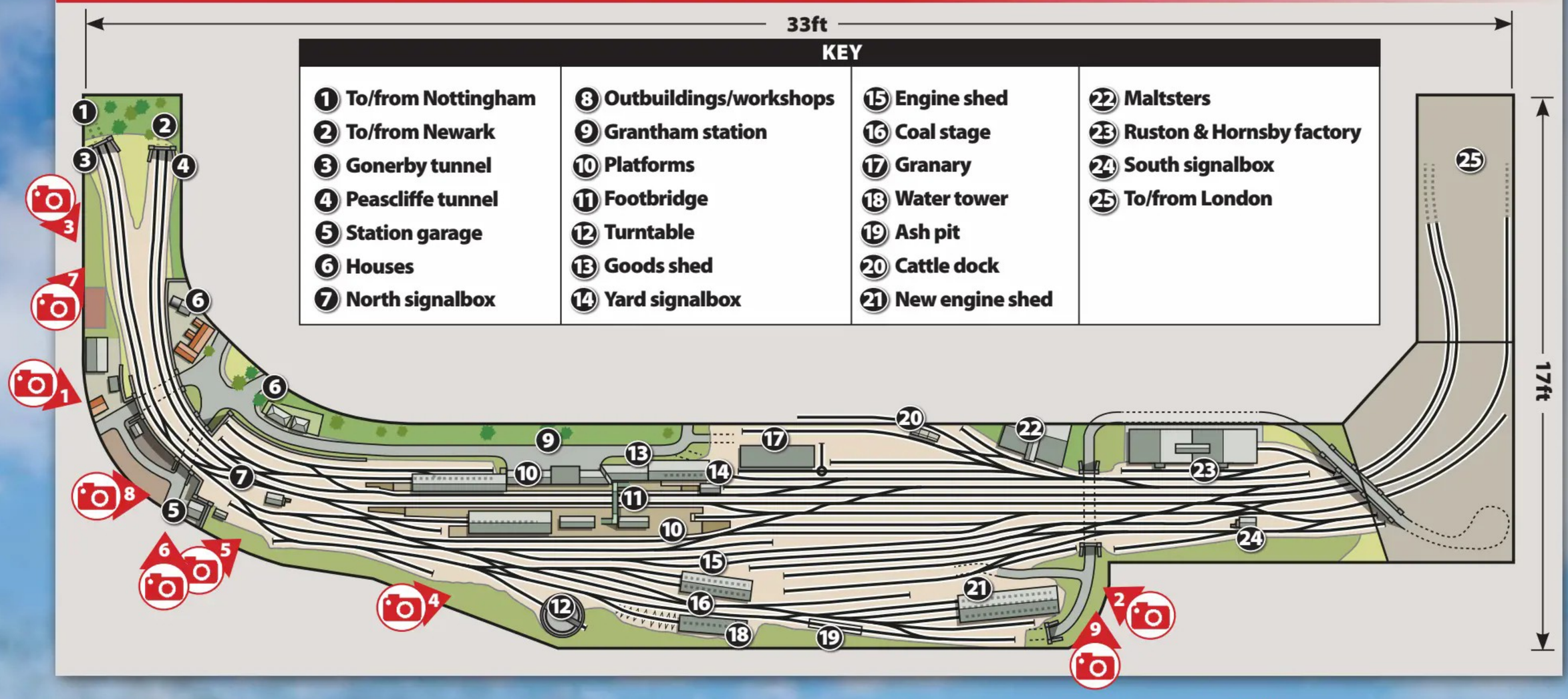
Thomas (who is now 31 and has no interest in model railways whatsoever) has a lot to answer for. **HM**

● Discover more layout articles at *www.keymodelworld.com/trains/layout-features*.



8 **Gresley 'A1' 4472 *Flying Scotsman* has charge of its namesake train formed of Gresley teak stock, while in the distance a southbound freight slows for the goods yard.**

GRANTHAM – THE STREAMLINER YEARS TRACK DIAGRAM (NOT TO SCALE)



9 A brewer's dray appears to have suffered a loose wheel on Springfield Road, as a Raven 'C7' 4-4-2 passes overhead with a London-bound train. A Holden 'J67' 0-6-0T is shunting wagons into the goods yard.

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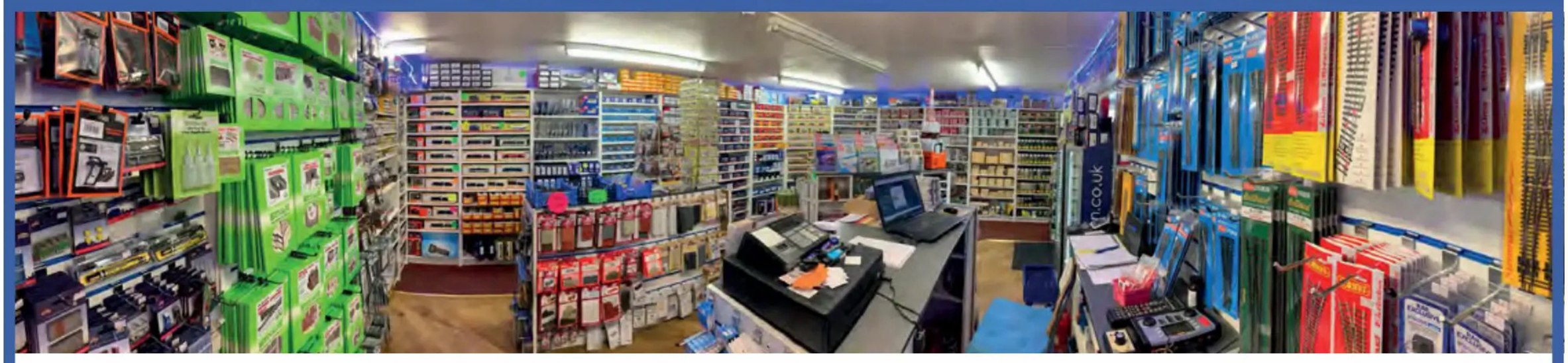

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CLASS 55

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SPECIAL

'DELTIC'

Popular, fast and powerful, the Eastern Region's 'Deltics' have long been popular prototypes and favoured by model manufacturers. **BEN CHURCH** outlines some of the ready-to-run options.



Accurascale's second batch of 'OO' gauge 'Deltic' releases incorporated several tooling upgrades, with new models including D9018 *Ballymoss* in BR two-tone green with small yellow panels, 55002 *The King's Own Yorkshire Light Infantry* in BR blue and D9000 *Royal Scots Grey* in contemporary BR two-tone green with small yellow panels.

Bachmann launched its 'OO' gauge Class 55 Co-Co 'Deltic' in 2003. 55006 *The Fife and Forfar Yeomanry* and 55014 *The Duke of Wellington's Regiment* pass at speed on Bradford Model Railway Club's 'OO' exhibition layout Reevy Road West. Reevy Road West featured in HM135.

DESPITE only running in front-line service on the East Coast Main Line (ECML) for 20 years, the Class 55, built as the English Electric Type 5 or, as they are more commonly known, 'Deltics', have always been popular with railway enthusiasts.

The type's introduction in 1961 had a transformational effect on the ECML as these 100mph diesels cut journey times and prompted replacement of steam locomotives working out of London King's Cross. Models have been produced for many years in the UK's three primary scales, with a comprehensive selection of eras, liveries and identities available.

THE HISTORY

The Class 55s were born from English Electric Prototype *Deltic* DP1, an experimental locomotive constructed by the English Electric Company in 1955, powered by two lightweight opposed piston Napier Deltic power plants offering a total output of 3,300hp. At the time, it was the most powerful single unit diesel locomotive in the world.

DP1 was initially tested on the London Midland Region but soon moved to the Eastern Region in 1957 when growing dissatisfaction with the English Electric Type 4s (Class 40) led to a desire for more capable motive power, able to match the former London and North Eastern Railway express passenger steam locomotives of the Peppercorn 'A1' and Gresley 'A3' and 'A4' 4-6-2 designs. The success of these trials led to an order for 22 production 'Deltics' in 1958, with some minor alterations to the design. All were built by English Electric at the Vulcan Foundry and entered service from 1961 to 1962. DP1 was used on the East Coast Main Line until 1960, when it suffered a serious fault and was withdrawn. It was later preserved as part of the National Collection.

By the end of 1962, all 22 were in service and allocated to Finsbury »

Park in London, Gateshead in Newcastle and Haymarket in Edinburgh and ruled the roost on the ECML. The introduction of the Class 43 High Speed Train on the ECML in 1978 triggered the beginning of the end for the 'Deltics', as they had now been deemed non-standard and were comparatively few in number.

Withdrawals started in 1980, with the last three locomotives withdrawn in early 1982. A final London to Edinburgh and return tour - the 'Deltic Scotsman Farewell' - was held on January 2 1982, hauled by 55015 *Tulyar* on the outbound trip and pioneer 55022 *Royal Scots Grey* on the return; the tour was shadowed in both directions by 55009 *Alycidon* in case of locomotive failure. So strong was the passion for the Class that in 1977 the Deltic Preservation Society (DPS) was founded, and would preserve 55009 *Alycidon*, 55015 *Tulyar* and 55019 *Royal Highland Fusilier*. Three others were preserved. 55002 *The King's Own Yorkshire Light Infantry* went into the National Collection and 55016 *Gordon Highlander* and 55022 *Royal Scots Grey* were initially preserved by the D9000 Fund; both are now owned by Locomotive Services Limited, D9000 is main line registered and has been fitted with European Train Control System (ETCS) onboard equipment as part of the East Coast Digital Programme.

'OO' GAUGE

Due to the popularity of the 'Deltics', modellers have been well served with models. The first 'Deltic' was in 1960 by Hornby Dublo, followed by the Lima offering produced from 1977. Acquired by Hornby, this has recently been offered factory-fitted with its HM7000 Bluetooth and Digital Command Control (DCC) Triplex Sound (TXS) decoder.



Hornby's RailRoad range includes this 'OO' gauge model of the 'Deltic' – now available with the manufacturer's factory-fitted DCC and Bluetooth Triplex Sound - inherited from its acquisition of the Lima range in late 2004. Lima's original tooling dates back to 1977.

TABLE 1 – BACHMANN 'OO' GAUGE 'DELTICS' (2003 TOOLING)

DESCRIPTION	CAT NO.
D9004 *Queen's Own Highlander*, BR two-tone green	32-525
55002 *The King's Own Yorkshire Light Infantry*, BR two-tone green, full yellow ends	32-525A
D9008 *The Green Howards*, BR two-tone green, small yellow panels	32-525Q
55008 *The Green Howards*, BR blue (DPS)	32-525R
55008 *The Green Howards*, BR blue weathered (DPS)	32-525S
55022 *Royal Scots Grey*, BR blue with domino head code (CFPS)	32-525T
D9003 *Meld*, BR two-tone green, small yellow panels with 1A16 headcode (Harburn)	32-525UA
D9003 *Meld*, BR two-tone green, small yellow panels with 1A35 headcode weathered (Harburn)	32-525UB
55015 *Tulyar*, BR blue with domino head code (DPS)	32-525V
55019 *Royal Highland Fusilier*, BR blue with domino head code, weathered (DPS)	32-525W
D9021 *Argyll & Sutherland Highlander*, BR two-tone green, small yellow panels (TMC)	32-525X
D9021 *Argyll & Sutherland Highlander*, BR two-tone green, small yellow panels (W), (TMC)	32-525Y
55009 *Alycidon*, BR blue (DPS)	32-525Z
55020 *Nimbus*, BR blue	32-526
55012 *Crepello*, BR blue	32-527
55013 *The Black Watch*, BR blue	32-528

Bachmann added an all-new highly detailed 'OO' gauge 'Deltic' in 2003 which came with a five-pole motor, twin flywheels, provision for a 28mm round speaker, all-wheel drive and pick-up with directional and cab illumination. Initial models were delivered with an 8-pin DCC decoder socket, but models released from 2008 onwards featured an upgraded 21-pin socket. Bachmann's tooling does not cover modern locomotives fitted with high-intensity headlights, but the manufacturer's raft of models caters for service from 1961 to final withdrawal in 1982.

Models from the 2003 tooling appeared in BR two-tone green with small yellow ends as D9004 *Queen's Own Highlander*, D9008 *The Green Howards*, D9003 Meld and D9021 *Argyll and Sutherland Highlander*; these latter two are also available factory weathered.

BR blue models include 55020 *Nimbus*, 55013 *The Black Watch*, 55012 *Crepello*, 55009 *Alycidon*, 55015 *Tulyar*, 55022 *Royal Scots Grey*, 55008 *The Green Howards* and 55019 *Royal Highland Fusilier*, which is factory weathered; a factory weathered model of 55008 *The Green Howards* was also produced. A model of 55002 *The King's Own Yorkshire Light Infantry* in BR two-tone green with full yellow ends was also produced.

Some models produced with the 21-pin socket from 2008 emerged with factory-fitted sound (SF suffix), some were also available DCC Ready. BR two-tone green models appeared as D9006 in BR two-tone green without yellow ends and D9011 in the same livery with factory weathering. D9007 *Pinza*, D9014 *The Duke of Wellington's Regiment*, D9017 *Durham Light Infantry*, and D9010 *The King's Own Scottish Borderer* (SF/DCC Ready) all appear in two-tone green

Accurascale's first batch of 'OO' gauge 'Deltics' appeared in 2022. Amongst the releases was 9016 *Gordon Highlander* in Porterbrook's striking purple colour scheme, seen here hauling a rake of charter train stock on *Hornby Magazine's* West Coast (now East Coast) Cement exhibition layout.

TABLE 2 – BACHMANN 'OO' GAUGE 'DELTICS' (2008 TOOLING)

DESCRIPTION	CAT NO.
D9001 *St Paddy*, BR two-tone green, full yellow ends (W)	32-533
D9002 DP1 ECML twin pack	32-524NRM
55001 *St Paddy*, BR blue	32-530DS
55002 *The King's Own Yorkshire Light Infantry*, BR blue, DCC Sound fitted (NRM)	32-525NRM
55002 *The King's Own Yorkshire Light Infantry*, BR blue (NRM)	32-525NRM
55003 *Meld*, BR blue	32-524A/SF
D9004 *Queen's Own Highlander*, BR blue	32-524DS
9005 *The Prince of Wales's Own Regiment of Yorkshire*, BR blue	32-524DC
D9006, BR two-tone green	32-530
55007 *Pinza*, BR blue (W)	32-532
D9010 *The King's Own Scottish Borderer*, BR green, small yellow panels	32-529C/SF
D9011, BR two-tone green	32-529B
D9014 *The Duke of Wellington's Regiment*, BR two-tone green, small yellow panels	32-529A
D9017 *Durham Light Infantry*, BR two-tone green, small yellow panels	32-529
55018 *Ballymoss*, BR blue	32-526DS

TABLE 3 – BACHMANN/NRM/LOCOMOTION MODELS 'OO' GAUGE DP1

DESCRIPTION	CAT NO.
DP1, preserved blue	32-520
DP1, preserved blue (weathered)	32-520A
DP1, ECML blue	32-520NRM
DP1, ECML blue (weathered)	32-52NRMA
DP1, ECML blue (DCC Fitted)	32-522NRMDC
DP1, ECML blue (DCC Sound-fitted)	32-522NRMDS
DP1, preserved blue (special edition)	32-522NRM
DP1, preserved blue (Sound-fitted)	32-523NRMA
DP1, preserved blue (weathered)	32-522NRMDA
DP1, ECML blue	540292
DP1, preserved blue	540315
ECML blue and D9002 twin pack	32-524NRM

TABLE 4 - ACCURASCALE 'OO' GAUGE 'DELTICS'

DESCRIPTION	CAT NO.
55022 *Royal Scots Grey*, BR blue with silver embellishments (Acc)	ACC2150
55001 *St Paddy*, BR blue (Acc)	ACC2151
D9002 *The King's Own Yorkshire Light Infantry*, BR two-tone green, small yellow panels (Rails/Locomotion)	ACC2152
55002 *The King's Own Yorkshire Light Infantry*, BR two-tone green, full yellow ends (Rails/Locomotion)	ACC2172
55003 *Meld*, BR blue (Acc)	ACC2153
D9004, BR two-tone green (Acc)	ACC2154
55005 *The Prince of Wales's Own Regiment of Yorkshire*, BR blue (Acc)	ACC2155
D9006 *The Fife and Forfar Yeomanry*, BR two-tone green, full yellow ends (Acc)	ACC2156
D9007 *Pinza*, BR two-tone green (Acc)	ACC2157
D9008 *The Green Howards*, BR two-tone green (Rails/DPS)	ACC2158
D9009 *Alycidon*, BR blue (Rails/DPS)	ACC2159
D9010 *The King's Own Scottish Borderer*, BR two-tone green, full yellow ends (Acc)	ACC2160
55011 *The Royal Northumberland Fusiliers*, BR blue (Acc)	ACC2161
D9012 *Crepello*, BR blue (Acc)	ACC2162
D9013 *The Black Watch*, BR two-tone green, small yellow panels (Acc)	ACC2163
D9014 *The Duke of Wellington's Regiment*, BR two-tone green, full yellow ends (Acc)	ACC2164
55015 *Tulyar*, BR blue, white cab surrounds (Acc)	ACC2165
9016 *Gordon Highlander*, Porterbrook purple (Acc)	ACC2166
55017 *The Durham Light Infantry*, BR blue (Acc)	ACC2167
55018 *Ballymoss*, BR blue, white cab surrounds (Acc)	ACC2168
D9019 *Royal Highland Fusilier*, BR two-tone green (Rails/DPS)	ACC2169
D9020 *Nimbus*, BR two-tone green, small yellow panels (Acc)	ACC2170
9021 *Argyll & Sutherland Highlander*, BR blue (Acc)	ACC2171
55004 *Queens Own Highlander*, BR blue	ACC2785
55013 *The Black Watch*, BR blue, silver embellishments	ACC2786
D9018 *Ballymoss*, BR two-tone green	ACC2788
55020 *Nimbus*, BR blue	ACC2789
D9000 *Royal Scots Grey*, BR two-tone green, small yellow ends VXC (Acc)	ACC2790
9016 *Gordon Highlander*, Porterbrook purple (Acc)	ACC2787
55002 *The King's Own Yorkshire Light Infantry*, BR blue (Locomotion)	540346
D9015 *Tulyar*, BR two-tone green, small yellow ends (DPS)	ACCD9015

with small yellow ends. D9001 *St Paddy* also appeared in two-tone green, but with full yellow ends and a factory-weathered finish. An additional model of D9002 in two-tone green with no yellow ends was produced as part of a twin pack with DP1 for the National Railway Museum.

BR blue models from this tooling are 55004 *Queen's Own Highlander* (SF), 55003 *Meld* (SF/DCC Ready), 55007 *Pinza* with factory weathering, 9005 *The Prince of Wales' Own Regiment of Yorkshire* (SF), 55001 *St. Paddy* (SF), 55018 *Ballymoss* (SF) and 55002 *The King's Own Yorkshire Light Infantry* (SF/DCC Ready) produced as an exclusive for the National Railway Museum.

While Bachmann released its most recent 'Deltics' in 2020, models from both iterations of the tooling frequently appear on the second-hand market and capture the impressive stance of these legendary Type 5 express passenger locomotives very well.

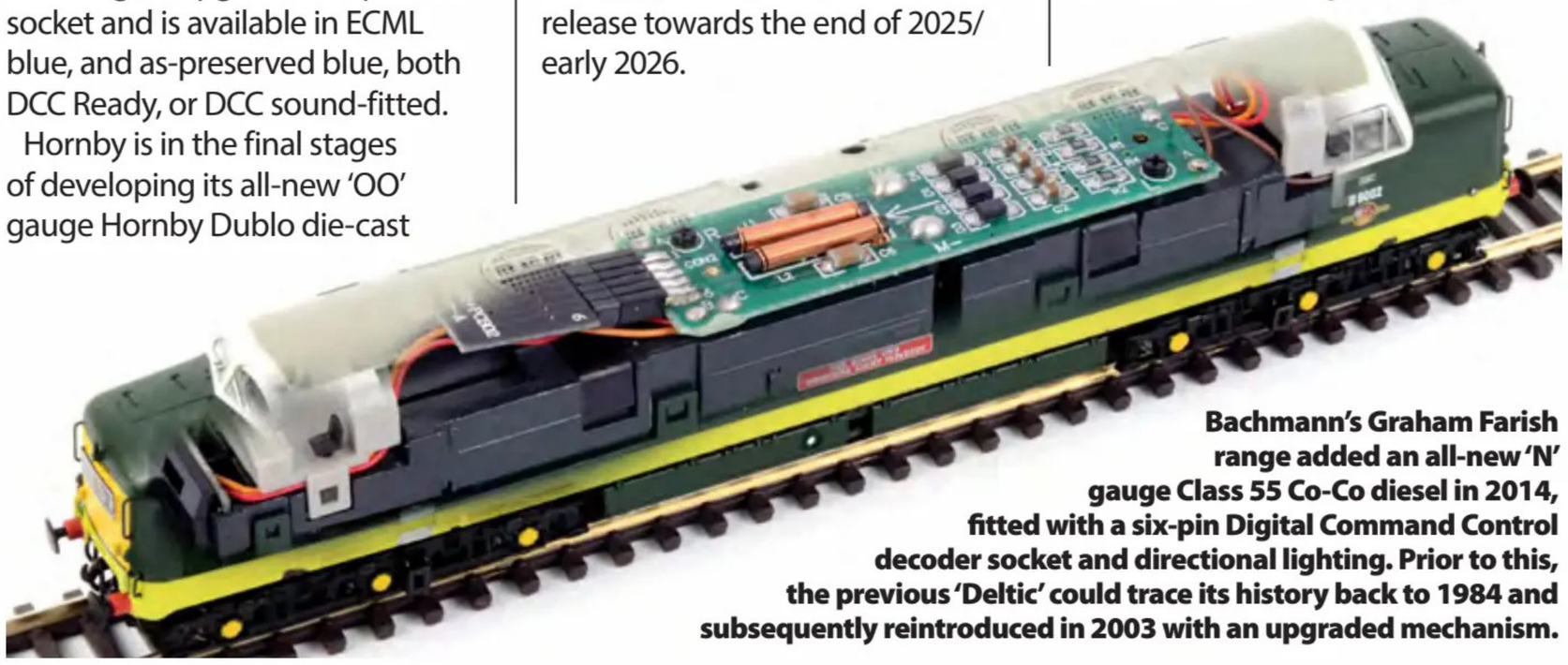
Models of the production 'Deltics' are plentiful, but attention has also been given to DP1, with two manufacturers stepping up to the plate to produce ready-to-run models of this unique locomotive. Released first was Bachmann's model in 2008, which has been exclusive to the National Railway Museum, and later Locomotion Models, since inception. The model shared much of its specification with Bachmann's production 'Deltics' and included a five-pole motor, twin flywheels, interior and directional lights and initially an eight-pin DCC socket, although this has recently been upgraded to a 21-pin socket.

DP1 has been released in many forms as the prototype has worn several variations of the light blue livery carried throughout its existence. DP1 has appeared in its East Coast Main Line livery and its present-day preserved blue. The model has also appeared with factory weathering and has been offered DCC fitted and DCC sound fitted, and as part of a twin pack with D9002. Most recently, DP1 has been re-released by Bachmann for Locomotion Models in 2025, featuring an upgraded 21-pin DCC socket and is available in ECML blue, and as-preserved blue, both DCC Ready, or DCC sound-fitted.

Hornby is in the final stages of developing its all-new 'OO' gauge Hornby Dublo die-cast DP1. Announced as part of the manufacturer's 2023 range, the model is billed to have a high specification, featuring a die-cast metal chassis and body, controllable directional lighting, cab and interior lighting and working centre 'Mars' headlight. Other features include a coreless motor with twin flywheels, all-wheel drive and pick-up, adjustable roof fans, 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.

Hornby's offering of DP1 represents the locomotive in its West Coast Main Line guise and will be available DCC Ready, or DCC Sound-fitted with the manufacturer's TXS Bluetooth decoder; the model is due for release towards the end of 2025/ early 2026.

The most recent release of the Class 55 arrived in 2022, as Accurascale's first powered model for the UK market. Announced in 2018, the company planned an unprecedented suite of models, aiming to model all 22 locomotives with an impressive specification. Models feature a five-pole motor with twin flywheels, 21-pin DCC decoder socket, cab lights with driver's control desk illumination, separately applied bogie chains, twin speakers, stay alive capacitor, die-cast chassis and easy access to the decoder socket via a removable roof panel. For the first time in ready-to-run 'OO' gauge, the ability to model the unique WIPAC light clusters fitted to *Gordon Highlander* when it was painted in Porterbrook purple was included in the new Accurascale tooling suite. »



Bachmann's Graham Farish range added an all-new 'N' gauge Class 55 Co-Co diesel in 2014, fitted with a six-pin Digital Command Control decoder socket and directional lighting. Prior to this, the previous 'Deltic' could trace its history back to 1984 and subsequently reintroduced in 2003 with an upgraded mechanism.

23 models formed Accurascale's first batch of Class 55s, modelling locomotives in as-delivered, in service and present-day preserved condition. All were available DCC Ready or DCC Sound-fitted. Early BR models arrived as D9004, D9007 *Pinza* and D9008 *The Green Howards* in BR two-tone green with no yellow panels. Two models represented the BR small yellow panels era, presented as D9013 *The Black Watch* and D9019 *Royal Highland Fusilier*. A trio of 'Delics' were presented in two-tone green with full yellow ends as D9010 *The King's Own Scottish Borderer*, D9014 *The Duke of Wellington's Regiment* and D9006 *The Fife and Forfar Yeomanry*. Pre-TOPs BR blue models are D9012 *Crepello* and 9021 *Argyll and Sutherland Highlander*.

The popular TOPS BR blue era was represented by 55001 *St Paddy*, 55003 *Meld*, 55005 *The Prince of Wales' Own Regiment of Yorkshire*, 55011 *The Royal Northumberland Fusiliers*, 55017 *The Durham Light Infantry*, 55018 *Ballymoss*, 55015 *Tulyar* and 55022 *Royal Scots Grey*, these latter two complete with silver embellishments. A final model belonging to this era arrived as 55002 *The King's Own Yorkshire Light Infantry*, wearing BR two-tone green with full yellow ends, a livery the prototype wore for the last 18 months of its service life.

Preservation era models are the previously mentioned 9016 *Gordon Highlander* in Porterbrook purple with WIPAC headlights, D9002 *The King's Own Yorkshire Light Infantry* in two-tone green with small yellow ends and D9009 *Alycidon* in BR blue. Models from this first production run were only available directly from Accurascale, with select models available from Rails of Sheffield, Locomotion Models and the Deltic Preservation Society.

In 2023, Accurascale revealed a second production run of its 'OO' gauge 'Deltic' covering four general release models. These were D9018 *Ballymoss* in BR two-tone green with small yellow ends, 55004 *Queen's Own Highlander* in BR blue, 55013 *The Black Watch* in BR blue with silver embellishments, and 55020 *Nimbus* in BR blue. Two Accurascale exclusive models were announced - a re-run of 9016 *Gordon Highlander* in Porterbrook purple and D9000 *Royal Scots Grey* in BR two-tone green with small yellow ends, mirroring the condition the prototype carried while working for Virgin CrossCountry in the late 1990s. An exclusive model of D9015 *Tulyar* in two-tone green with small yellow ends was produced for the Deltic Preservation Society. A third exclusive model of 55002 *The King's Own Yorkshire Light Infantry* was produced for Locomotion Models as part of this production run, reflecting the locomotive during its early 1970s condition, carrying BR blue.



Hornby is currently developing an all-new 'OO' gauge Hornby Dublo 'Deltic' with heavy die-cast chassis and body, powerful coreless motor, working roof fans and directional lighting. Release is planned for late 2025/early 2026.

TABLE 5 – HORNBY 'OO' GAUGE DP1

DESCRIPTION	CAT NO.
DP1, WCML blue	R30297
DP1, WCML blue, TXS Sound-fitted	R30297TXS

TABLE 6 – HELJAN 2011 'O' GAUGE 'DELTICS'

DESCRIPTION	CAT NO.
(unnumbered), BR two-tone green, small yellow panels	5500
(unnumbered), BR blue	5501
(unnumbered), BR two-tone green (Tower Models)	5502HEL
(unnumbered), BR two-tone green, small yellow panels	5503
(unnumbered), BR blue	5504
(unnumbered), BR two-tone green, no yellow ends	5505
D9001 *St Paddy*, BR green, full yellow ends (weathered)	5506

TABLE 7 - HELJAN 2023 'O' GAUGE 'DELTICS'

DESCRIPTION	CAT NO.
55007 *Pinza*, BR blue	5520
(unnumbered), BR blue	5521
55015 *Tulyar*, BR blue with white cabs	5522
(unnumbered), BR blue with white cabs	5523
55002 *The King's Own Yorkshire Light Infantry*, BR green with full yellow ends	5524
55022 *Royal Scots Grey*, BR blue with silver detailing	5525
55011 *The Royal Northumberland Fusiliers*, BR blue (W)	5526
55011 *The Royal Northumberland Fusiliers*, BR blue	5526P
D9000 *Royal Scots Grey*, BR green with small yellow panels (1997-2004 railtour condition)	5530
55019 *Royal Highland Fusilier*, BR blue (as preserved)	5531
(unnumbered), BR blue with white cabs (2010s railtour condition)	5532

This second round of models was delivered in late 2024 and had some minor enhancements over those from the first run including a revised speaker position and improved front handrails.

Accuracale's 'Deltic' proved very popular, with both production runs selling out very quickly. Select models can command very high prices on the second-hand market and at the time of writing, a new production batch has not been announced.

'O' GAUGE

Heljan has been a dominant force in the 'O' gauge diesel market for a long time, and as expected, the manufacturer has produced ready-to-run models of the Class 55s.

Initially, models featured twin five-pole motors, each driving one bogie, directional lights, cab lights and four rotating roof fans. Models were not fitted with a DCC socket, but a chip could be hardwired into the model if desired.

These first models from Heljan appeared in 2011, and were mainly produced in unnumbered forms, covering BR two-tone green, BR two-tone green with small yellow ends and BR blue. Additional models arrived in the form of an unnumbered exclusive in BR two-tone green for Tower Models, and a model of D9001 *St Paddy* in BR two-tone green with full yellow ends and a weathered finish.

2023 saw Heljan rework its 'O' gauge 'Deltic', incorporating better detail and upgraded internal electronics to match the expectations of modern DCC modellers. Models still retained the manufacturer's powerful twin five-pole motor with flywheel setup, with the addition of an ESU XL DCC decoder socket, provision for twin 66mm x 29mm EM2 speakers, space for a DCC smoke unit and independently controlled headcode, cab, tail and high-intensity headlights – the latter a new offering not seen on the 2011 model. The tooling also included provision for plated headcode boxes and plated quarterlight



English Electric DP1 has appeared in several guises in recent years. Debuting in 'OO' gauge, Bachmann's model of Deltic was produced exclusively for the National Railway Museum's National Collection in Miniature range.

windows. Cast and fabricated bogies were now included in the new tooling suite.

Ten models formed the first tranche of releases, with 55007 *Pinza*, 55015 *Tulyar*, 55022 *Royal Scots Grey* and 55011 *The Royal Northumberland Fusiliers*, all in BR blue. 55011 featured a weathered finish, and 55022 featured silver embellishments. Two unnumbered BR blue models were also produced, one featuring white cab window surrounds.

Three preservation era models fitted with high-intensity headlights were produced, appearing as D9000 *Royal Scots Grey* in BR two-tone green with small yellow ends, 55019 *Royal Highland Fusilier* in BR blue, and an unnumbered model in BR blue with white cab window surrounds.

'O' gauge modellers also have other 'Deltic' options in the form of the LH Loveless ready-to-run models (production and prototype DP1 examples), and also the DJH Model Loco Class 55, which can be purchased as a ready-to-run pre-built kit direct from the manufacturer. These can be ordered with a choice of name in BR two-tone green or BR blue, with options to include smoke effects and sound. Kits are constructed from white metal and brass, with detailing options to suit the chosen prototype.

'N' GAUGE

Graham Farish has been the main option for 'Deltics' in this scale since 1984. These models are now considered light on features, with no directional lights or provision for DCC or a speaker. Four models were released to this original specification as D9021 *Argyll and Sutherland Highlander* in BR two-tone green with small yellow ends, plus 55013 *The Black Watch* and 55009 *Alycidon* in BR blue. The fourth model was 9016 *Gordon Highlander* in Porterbrook purple, a Red Label special edition.

In 2003, Graham Farish – now under Bachmann's ownership – upgraded the original 1984 'Deltic' with twin flywheels and a five-pole skew-wound motor, re-releasing the model as D9000 *Royal Scots Grey* in BR two-tone green with small yellow ends, 55002 *The King's Own Yorkshire Light Infantry* in BR two-tone green with full yellow ends. 55006 *The Fife and Forfar Yeomanry* and 55008 *The Green Howards* appeared in BR blue.

The most recent 'N' gauge 'Deltic' arrived in 2014, when Graham Farish completely retooled its offering, with these models including a five-pole motor with twin flywheels, 6-pin DCC socket, directional lights and much improved detail. Six models have been produced from this tooling thus far, modelling D9007 *Pinza*, D9009 Alycidon, D9002 *The King's Own Yorkshire Light Infantry* and 9001 *St Paddy* in BR two-tone green, with all save for 9001 sporting small yellow ends; 9001 is supplied with full yellow ends. BR blue models are 55005 *The Prince of Wales' Own Regiment of Yorkshire*, and 55015 *Tulyar*.

Bachmann also produced a model of DP1 for its Graham Farish range, launching the model in 2010 and mirroring the specification found in the 2014 'Deltic' (HM84). Four models have been released, covering West Coast Main Line, East Coast Main Line and preservation blue colour schemes. DP1 has also appeared as part of the 'Merseyside Express' train set, where it was finished in its West Coast Main Line blue.

'TT:120' SCALE

The UK's newest scale is about to see a new Class 55 model arrive, courtesy of Heljan. In the lead-up to Model World Live 2025, Heljan revealed plans to enter the British 'TT:120' market, with engineering samples of the 'Deltic' revealed at the show. The manufacturer plans for the model to feature a die-cast metal chassis, 21-pin DCC decoder socket, independently controlled cab and directional lighting, plus separately applied etched detail and engine room detail.

Five general release models are planned D9006 in BR two-tone green, D9021 *Argyll & Sutherland Highlander* in BR two-tone green with small yellow ends, 55007 *Pinza* in BR blue (5550), 55015 *Tulyar* in BR blue with white cab window surrounds and 55002 *The King's Own Yorkshire Light Infantry* in BR two-tone green with full yellow ends. Further retailer exclusives are also planned for Rails of Sheffield. Delivery is expected in the first half of 2026. **HM**



Heljan introduced its 'O' gauge 'Deltic' in 2011. Following several refinements to the tooling, the most recent batch of models included 55002 *The King's Own Yorkshire Light Infantry* in BR two tone green with full yellow ends.

TABLE 8 – GRAHAM FARISH 'N' GAUGE DELTICS (1984 TOOLING)

DESCRIPTION	CAT NO.
D9021 *Argyll & Sutherland Highlander*, BR two-tone green, small yellow ends	8414
55013 *The Black Watch*, BR blue	8415
55009 *Alycidon*, BR blue	8416
9016 *Gordon Highlander*, Porterbrook purple, red label special edition	841A

TABLE 9 – GRAHAM FARISH 'N' GAUGE 'DELTICS' (2003 TOOLING)

DESCRIPTION	CAT NO.
D9000 *Royal Scots Grey*, BR two-tone green, small yellow ends	371-275
55006 *The Fife and Forfar Yeomanry*, BR blue	371-276
55002 *The King's Own Yorkshire Light Infantry*, BR two-tone green, full yellow ends	371-277
55008 *The Green Howards*, BR blue	371-278

TABLE 10 – GRAHAM FARISH 'N' GAUGE 'DELTICS' (2014 TOOLING)

DESCRIPTION	CAT NO.
D9007 *Pinza*, BR two-tone green	371-285
D9009 *Alycidon*, BR two-tone green, small yellow ends	371-285A
D9002 *The King's Own Yorkshire Light Infantry*, BR two-tone green, small yellow ends	371-286
55005 *The Prince of Wales's Own Regiment of Yorkshire*, BR blue	371-287
55015 *Tulyar*, BR blue	371-288
9001 *St Paddy*, BR two-tone green, full yellow ends (W)	371-289

TABLE 11 – GRAHAM FARISH 'N' GAUGE DP1 (NRM EXCLUSIVE)

DESCRIPTION	CAT NO.
DP1, WCML blue (part of 'Merseyside Express' train set)	370-275
DP1, blue	372-920
DP1, blue	372-921
DP1, blue (W)	372-921

TABLE 12 – HELJAN 'TT:120' SCALE 'DELTICS'

DESCRIPTION	CAT NO.
D9006, BR two-tone green	5540
D9021 *Argyll & Sutherland Highlander*, BR two-tone green, small yellow ends	5541
D9009 *Alycidon*, BR two-tone green, small yellow panels (Rails)	5544
55007 *Pinza*, BR blue	5550
55015 *Tulyar*, BR blue with white cab window surrounds	5552
55002 *The King's Own Yorkshire Light Infantry*, BR two-tone green, full yellow ends (Rails)	5553
55022/D9000 *Royal Scots Grey*, BR blue with silver embellishments (Rails)	5554
D9015 *Tulyar*, BR two-tone green (2025 condition) (Rails)	5557
D9016 *Gordon Highlander*, two-tone green, full yellow ends (Rails)	5558
55019 *Royal Highland Fusilier*, BR blue (Rails)	55

NOTES

(Acc)	Accurascale exclusive
(CFPS)	Class 40 Preservation Society exclusive
(DPS)	Deltic Preservation Society exclusive
(Harburn)	Harburn Hobbies exclusive
(Locomotion)	Locomotion Models/NRM exclusive
(NRM)	National Railway Museum exclusive
(Rails)	Rails of Sheffield exclusive
(TMC)	The Model Centre (TMC) exclusive
(Tower)	Tower Models exclusive
(W)	Weathered edition

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East Coast Cement
THE EXTENSION

PART 2

The East Coast Cement extension project job list included catenary installation and bespoke masts. **MIKE WILD** explains how Peco equipment was combined with PJM Models' cantilever masts to create a realistic overhead system for the 'OO' gauge layout.

OVERHEAD electrification looks superb on a model railway – all those wires passing above the trains brings a new level of detail which until recently was rarely seen on the model railway exhibition circuit.

We enjoyed the initial installation on this layout back in 2018, but over the last few years we've seen more equipment become available including 3D printed masts from West Hill Wagon Works as well as the work that has been done by Pete Waterman and the Railnuts to create the Making Tracks layouts which all have highly detailed West Coast Main Line overhead equipment.

When it came to extending East Coast Cement, fortune was on our side. For starters we already knew how simple it was to install the Peco system having added it to the original layout. Secondly PJM Models' Phil Moreton was working with us on the technical aspects of the layout build and he had already drawn a wide range of overhead masts for Making Tracks while catenary specialist Aron Moran from Making Tracks had offered his help, guidance and a batch of custom registration arms to suit the layout.

The starting point was to install Peco masts to link with the original layout. To do this we had to reassemble the final long board from the original layout to the new scene as this dictated the positions of the first masts we would install.

The Peco overhead starter kits come with everything you need, except wire spans, including jigs to set the position of the masts, single arms masts like those on the ECML and registration arms. The first two sets of masts were quickly installed to set the positions, but then we had more work to do on the platforms before we could progress along the layout as all the rest of the masts would be platform mounted.

Painting of the PJM Models laser-cut lintel platform kits followed with the tops finished with Ford Dove Grey for the outer stones and Railmatch Roof Dirt for the tarmac centre. Brick painting was completed using Lifecolor Worn Brick and Old Tile acrylics while the scaffolding supports were sprayed silver prior to the wooden sections being picked out in Dark Brown.

Only once the platforms were built could we move on, but fortunately in the meantime we'd been assembling the components needed to make this happen quickly. A set of five cantilever masts was laser-cut by PJM Models and then assembled to join the custom registration arms made by Aron Moran which were superglued under the newly completed masts once they were in position.

The masts were fitted to the platform surface with superglue setting their positions at 500mm centres using Peco wire spans.

Installation of the catenary set the layout in the right position for the next level of detail to be installed around the track including lineside cable trunking from West Hill Wagon Works, lineside cabinets, dummy point motors, point heaters and lineside cables to bring the trackside detail to life.

By now the layout was making rapid progress towards its Great Electric Train Show deadline with the scenery and storage yard being the final elements to bring together, as well as a host of electrics underneath, to get it ready for the show. Next issue we look at how the newly-extended East Coast Cement was completed – and don't forget the full four-part video series about the layout's construction is now available on Key Model World. **HM**



Overhead catenary is one of the standout ingredients of East Coast Cement. The Peco system provided the basics with PJM laser-cut cantilever masts being used through the station. At the join between the old and new layout an LNER HST set approaches the station as Class 37 37405 powers through with a Network Rail PLPR working.

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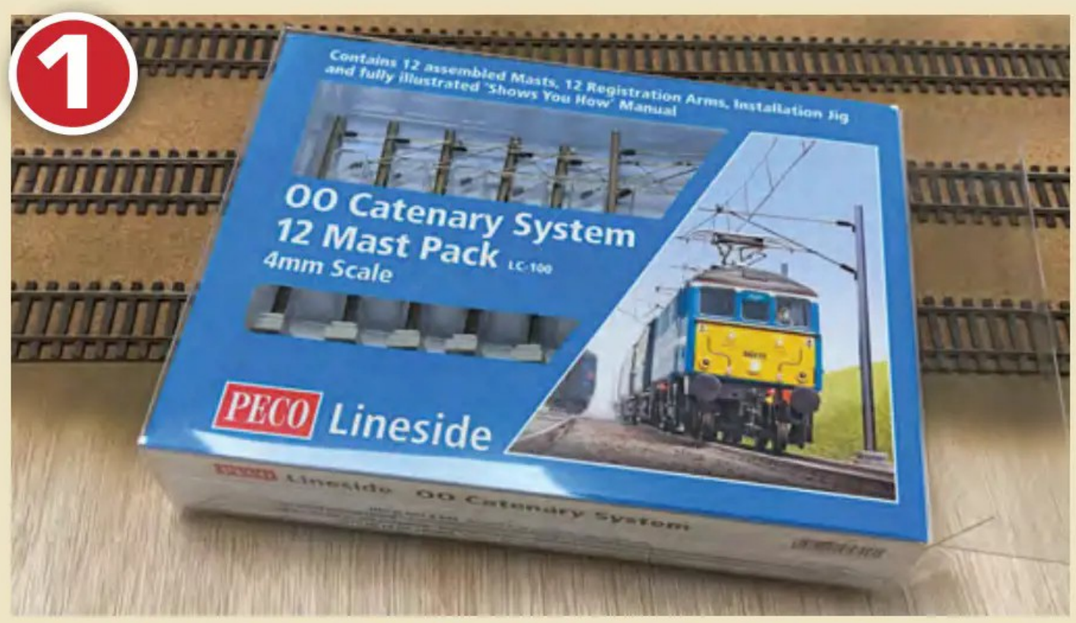
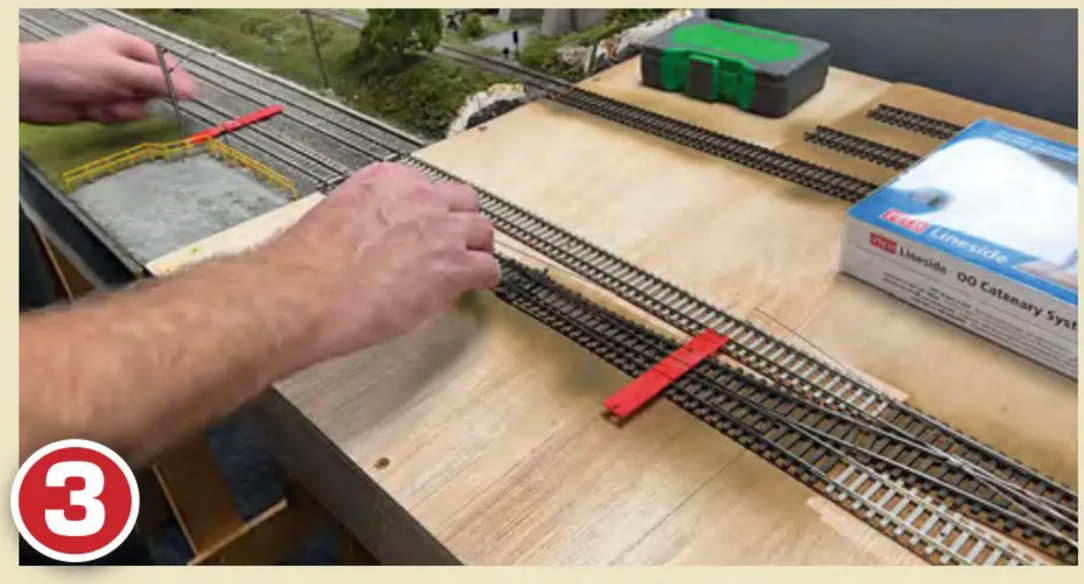
STEP BY STEP INSTALLING CATENARY ON EAST COAST CEMENT



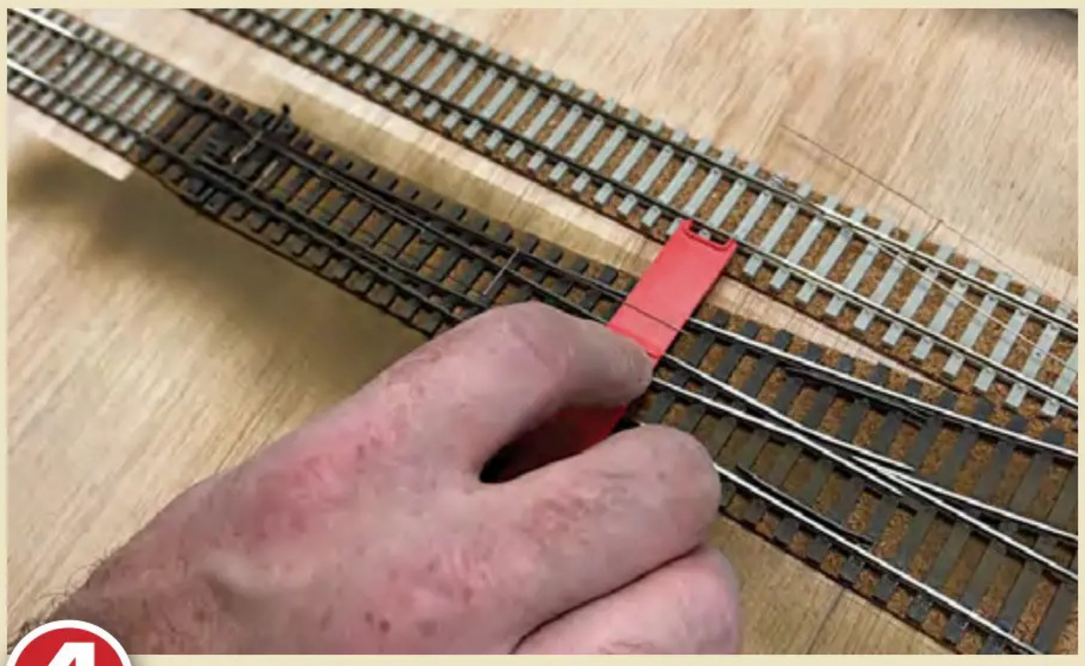
1 The overhead catenary installation starts with a Peco 12-mast pack which contains masts, registration arms and jigs to set their positions. Just add wires from the Peco range to set the distances between the masts.



2 The location of the first mast on the new board was dictated by the position of the last on the original layout. This set the position of all the masts along the new section.



3 Using the jigs from the 12-mast pack and a 500mm long contact wire the location of the first set of masts was confirmed. The jigs have an opening at one end which hooks around the first mast and a hole at the other to allow the mounting hole to be drilled through the board.



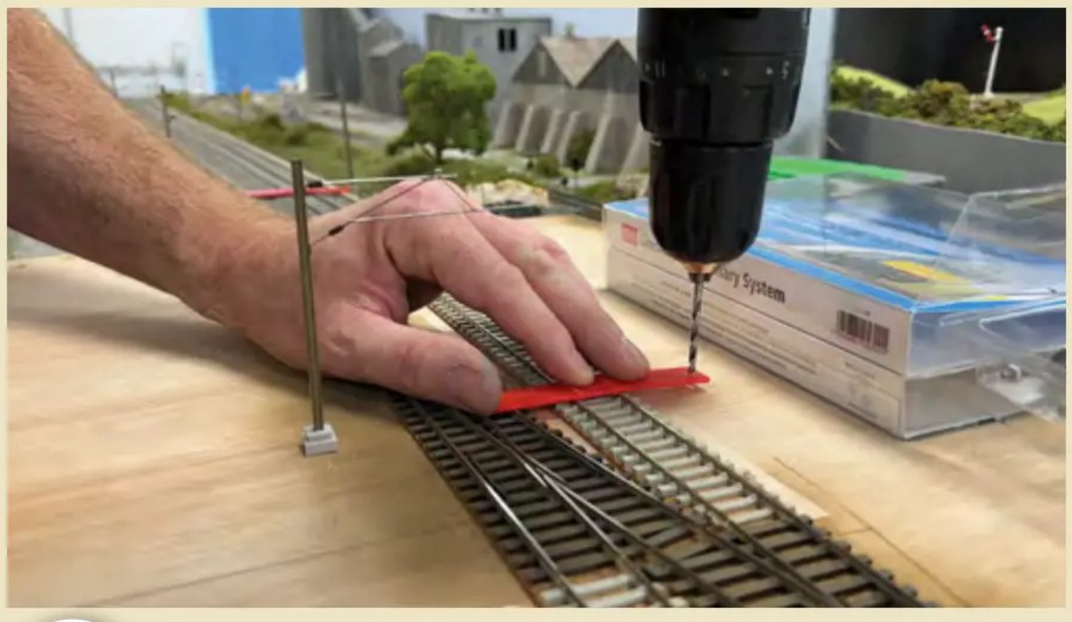
4 The centre of the jig has a small hook which the contact wire can be positioned on to ensure the masts are correctly sited.



5 A 4mm drill is needed to make the hole for the mast base to pass through the baseboard. The hole in the jig was used to align this.



6 The mast is then pushed through the hole in the baseboard and bolted in from underneath to secure it in position.



7 Having installed one side, the jig can be flipped over and positioned on the second track to set the position on the other side of the double track main line.

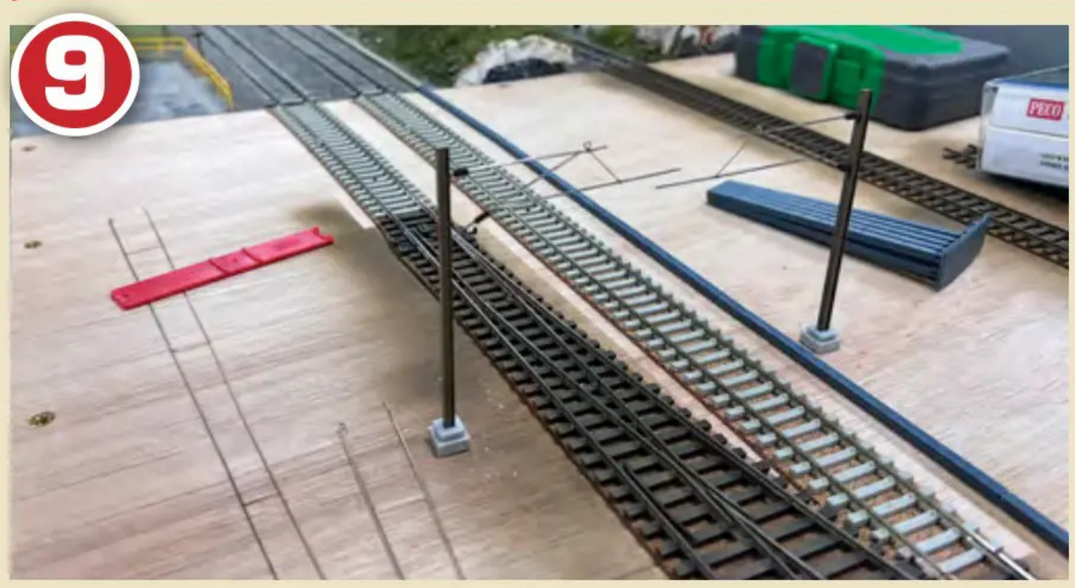


8 Like the first mast, the second is then bolted into place using the supplied fixings with the Peco masts.

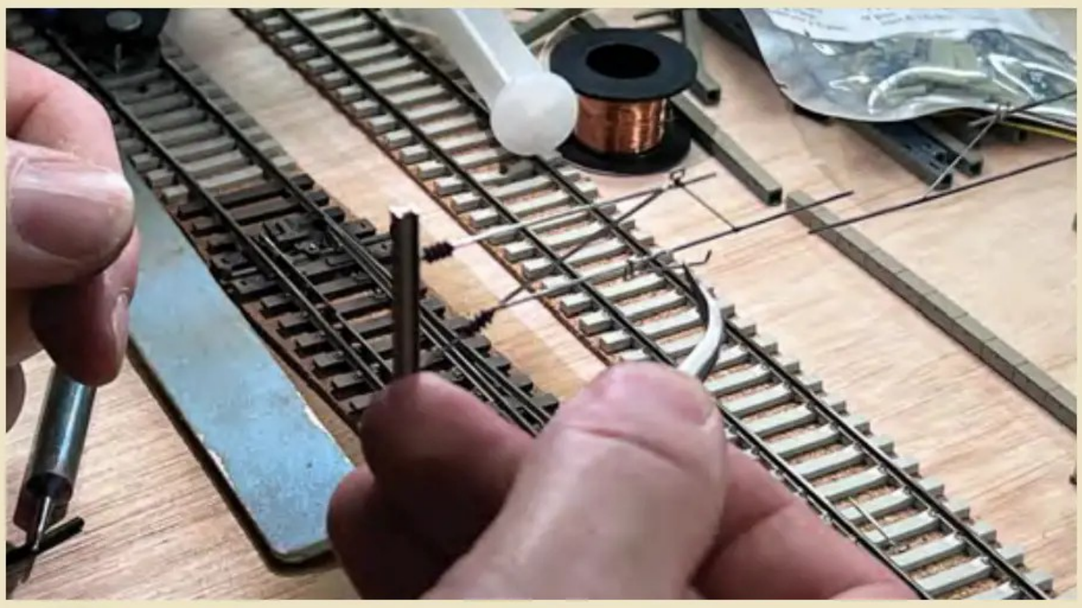
Intermediate
Beginner SKILL LEVEL Advanced



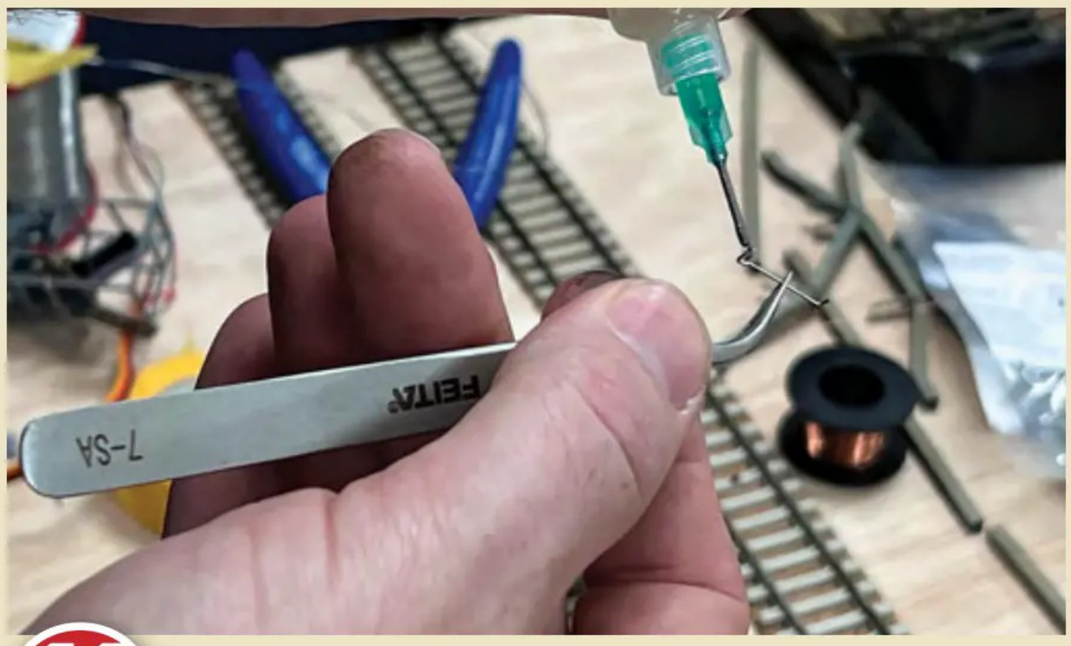
The cantilever masts in the station worked a treat to add interest to the scene and keep the view into the platforms clear. They are built from laser-cut parts. Colas Rail Class 56 56049 heads a rake of JJA autoballasters as a TPE Class 68 slows to a stop with a Mk 5 set.



9 On completing the installation of the first two masts we remembered that because the track is on cork, the masts also need to be raised on cork too. This is simple to do by releasing the nut underneath and slotting cork in below the mast base.



10 The next step is to solder the registration arms onto the masts. These are supplied separately so that their position can be varied to match the track formation.



11 A good quality flux is essential for fixing the registration arms to the masts as they need to be soldered for a strong bond.



12 Using tweezers, hold the registration arm in position then solder it to the mast. This is easier to do if you have a friend with you as it is a fiddly job on your own.

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INSTALLING CATENARY ON EAST COAST CEMENT



13

Before we could continue with catenary installation the platforms needed to be completed. The surfaces had been spray painted with Ford Dove Grey for the stones and Railmatch Roof Dirt for the tarmac, but now the brick details need finishing.



14

Lifecolor Worn Brick (UA737) and Old Tile (UA740) from the Debris and Rubble Europe Village paint set were used for the bricks using a dry brush technique to add the colours.



15

An important feature we wanted to include in the platforms was use of the scaffolding support add-on from PJM Models for the lintel edge kits. These slot in under the platform edges during installation.



16

While not directly linked to catenary, we also painted the car park surface before adding the second platform as each stage of the build needed to overlap with the first. This textured paint gives a superb and realistic finish.



17

With the first platform in place and the car park paint dry, the laser-cut cantilever masts were added to the surface at 500mm centres to match the Peco contact wire length.



18

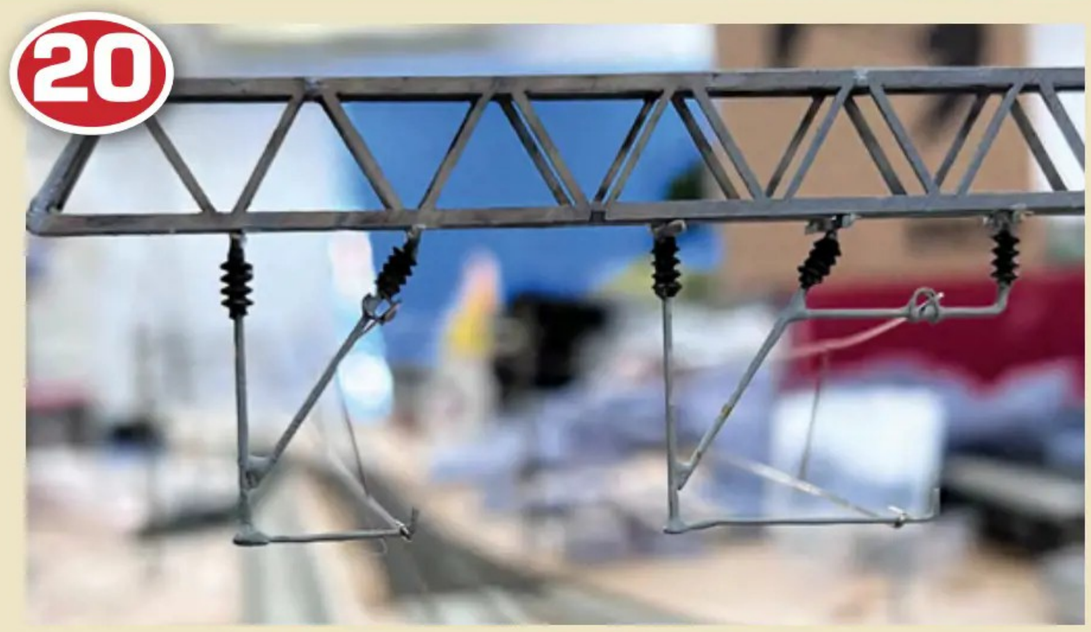
The masts are simple to build and paint and look the part for the newly arriving Bachmann TPE Class 350 unit for 'OO' gauge.



19

With the second platform installed and the custom registration arms in place, the station is coming together. The wire spans were left off until the last minute to save damage during final construction of the layout.

Intermediate
Beginner SKILL LEVEL Advanced



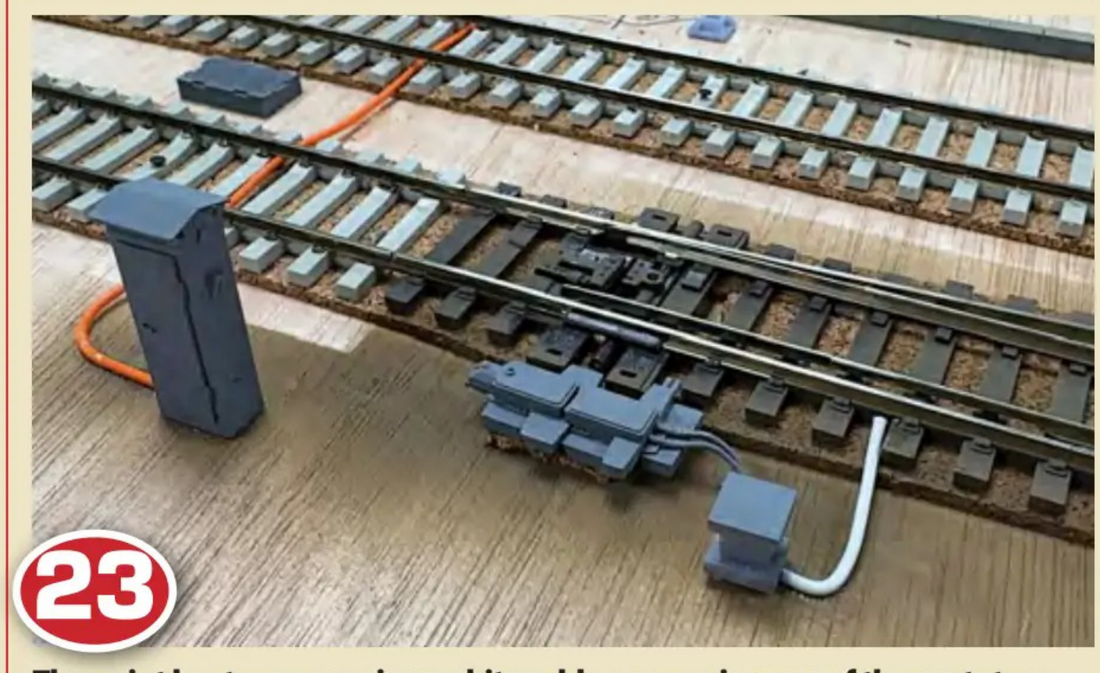
The bottom of the Peco contact wire hooks around the registration arms on both the standard Peco and laser-cut cantilever masts. All the contact wires will be soldered in place at the end of the build.



To bring the lineside to life West Hill Wagon Works concrete cable troughing was laid alongside the main line using a combination of straight, junction, corner, raised and open sections. They were pre-painted with Halford Khaki spray paint before installation.



Cosmetic lineside details around the points included cables, cabinets, point heaters and point motors.



The point heaters were given white cables, as per images of the prototype. We also added catch pits between the tracks along the new section.



At the location of the signals, lineside cabinets by Rusty Rails Modelling were added in advance. The orange cable is simply equipment wire cut to length and glued in place.

WATCH MORE! SERIES 14



EXTENDING EAST COAST CEMENT AVAILABLE NOW

Construction of East Coast Cement's extension features in the latest video series on Key Model World. Join the team as they build the new layout on camera explaining everything as they go. Part one is available to watch FREE on Key Model World and YouTube with Parts Two-Four exclusively available on Key Model World.

● **Visit *www.keymodelworld.com/eastcoastextension* for full details.**

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Peco 00 catenary 12 mast pack	TMC	LC-100
Peco 00 500mm contact wires	TMC	LC-154
PJM Models cantilever masts	Key Model World	PJM300
Concrete cable troughing	West Hill Wagon Works	Various
Cosmetic point motors	West Hill Wagon Works	Various
Rusty Rails Modelling Lineside cabinets	Key Model World	RRM128
Rusty Rails Modelling Point heaters	Key Model World	RRM039
Rusty Rails Modelling Catch pits	Key Model World	RRM109
Rusty Rails Modelling Axle counters	Key Model World	RRM083

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BUILDING SUGAR LOAF

PART 2

After laying the foundations for this recreation of the Heart of Wales Line station, **DAN EVASON** gets to grips with scenery and detailing to complete this 'O' gauge layout.

Right: **The finished layout provides the perfect display for Heljan's all-new 'O' gauge Class 153 DMU.**

Below: **Dan Evason's stunning model of Sugar Loaf station in 'O' gauge was completed in time for the 2025 Great Electric Train Show.**



FOLLOWING a recent visit to the Powys area, Sugar Loaf station on the Heart of Wales Line caught my eye as a potential candidate to model with its small single platform (and disused second platform opposite), bus shelter style waiting area and distinctive stairway leading down to the platform level. The remote location appealed to my modelling senses.

This project also coincided with the imminent arrival of Heljan's all-new 'O' gauge Class 153 single car Diesel Multiple Unit and provided the added impetus to build the layout to 7mm scale, as I was keen to showcase one of these delightful new models.

In part one (HM221), the main station structure and stairway were completed – and in this concluding part, I show how I completed the scenery around it, blending the station into its surroundings with a painted backscene, trees, shrubs, bushes and grass. The transformation has been a thoroughly enjoyable experience and hopefully those who attended the Great Electric Train Show recently enjoyed seeing the completed layout up close.

It makes an important point, too, in showing that it's possible to build a 7mm:1ft scale layout set on the main line network in an acceptably small space. Read on to find out how this characterful station was finished. **HM**

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





A striking feature of the real location at Sugar Loaf is the triple arched farm bridge. This needed to be custom made and Steve from Railway Laser Lines produced a shell for me to work from. This was glued using Roket card glue with elastic bands holding it together while it was drying.



With the bridge structure glued together, including the card roadway, I was able to retrim the hillside to suit.



While waiting for the bridge to arrive, I opted to paint the backscene pale blue. After a few coats, the layout was ready for the next stage.



Clouds were added to the backscene next using Grey, Black and White spray paints. Cloud cover started with a light misting of black followed by the grey and a white covering to create the tops of the clouds. Try to keep the cloud cover random and be sparing with the detailing.



With the backscene painted, I glued the foam hillsides into place and applied PVA glue to the entire surface ready for the grass matting to be fixed into place.



The grass matting – formed from hanging basket liner – was then glued in place. A hot glue gun was used to secure the edges.

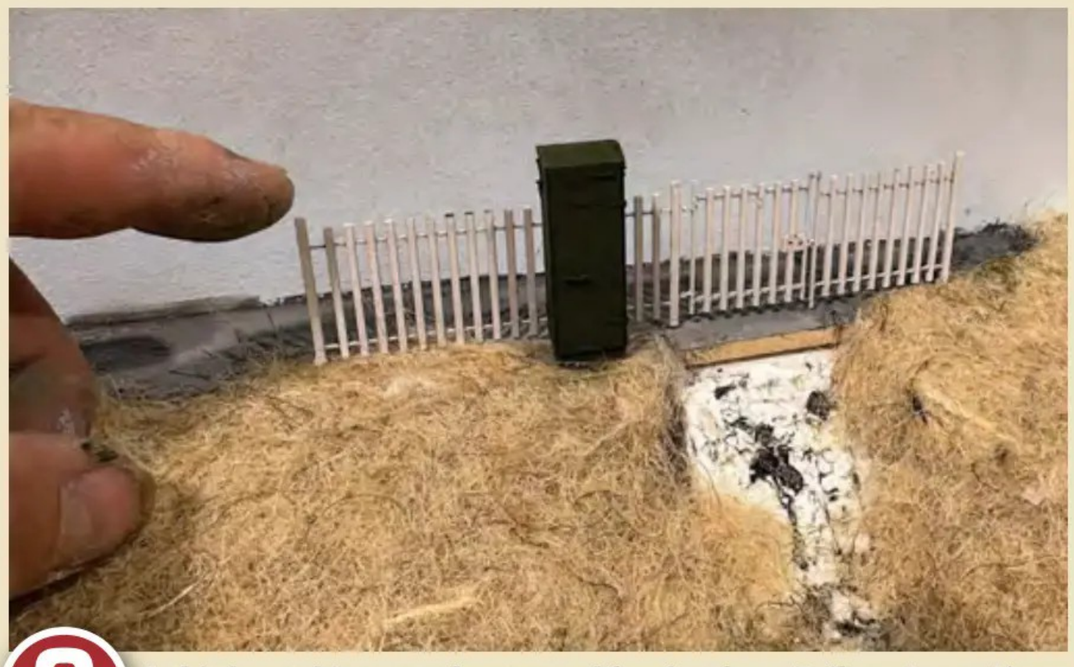


The car park area was painted using Slate Grey and Anthracite chalk paint. This was stippled for a realistic finish once dry.



A Stock Scenics electrical cabinet was painted with Vallejo Military Green acrylic paint (Cat No. 70.975) and placed in the car park.

Intermediate
Beginner SKILL LEVEL Advanced



9 A third matching set of gates and fencing from Railway Laser Lines was painted white and fitted alongside the green cabinet.



10 The scenery has a host of small trees, large bushes and thick brambles to replicate. I ripped, stretched and tore rubberised horse hair into usable bits. After covering them in layering spray, they were coated with a selection of home-made flocks and off-the-shelf products from WW Scenics and Woodland Scenics.



11 Sea foam was used for the trees, with their trunks sprayed brown and the branches covered in layering spray, then dipped into the flock.



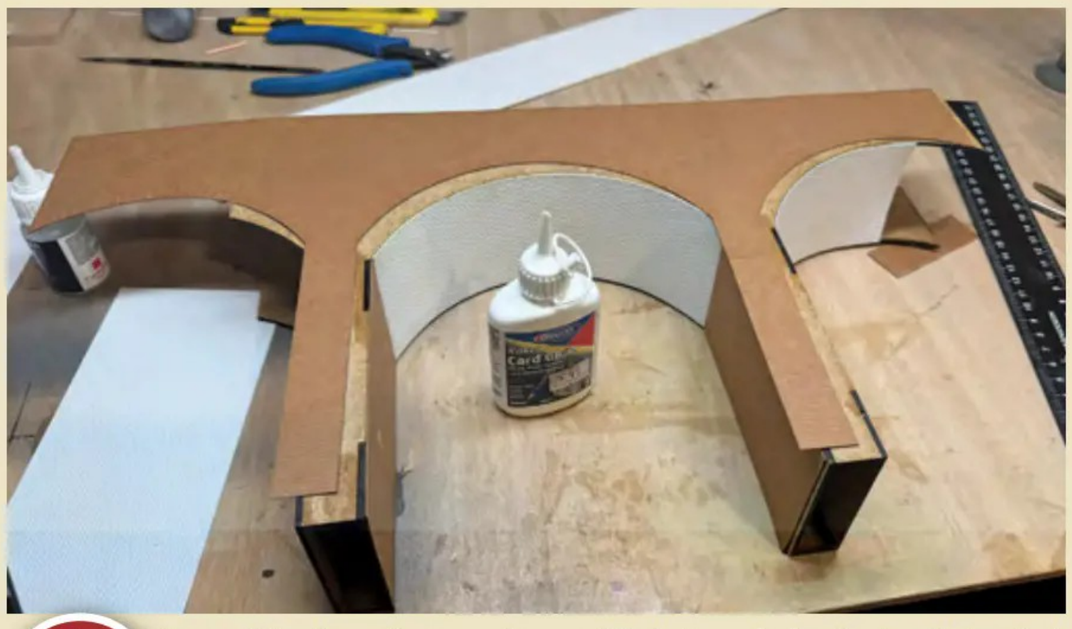
12 To disguise the scenic breaks, large chunks of rubberised horsehair were blended into the scene.



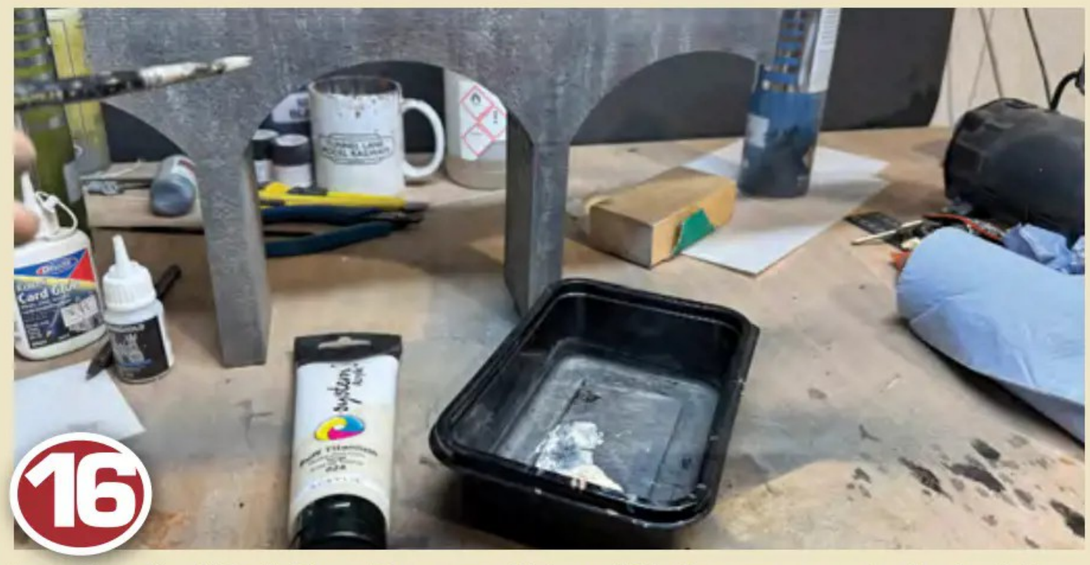
13 On the front edge of the layout, the redundant concrete platform was submerged into the hillside and covered in hanging basket liner. I then used WW Scenics 2-6mm static grasses and layering spray to build up the area.



14 While the glue was drying on the foliage, I turned my attention back to the bridge as the engraved front had arrived in the post. This was glued into place, leaving me to create the arches. I measured the arches and cut South Eastern Finecast brick bond plasticard sheets to the right dimensions.



15 A combination of superglue and Roket card glue instantly 'grabs' the plastic sheet and wood together, making fitting the arches much easier than traditional methods.



16 I used a mix of Dark Grey, Brown and hint of Black to capture the look of the bridge's bricks. After painting the structure, I sealed it with matt lacquer and then applied Buff Titanium acrylic all over the model. While it was still wet, I removed most of it in a downwards motion, replicating the lime and salt marks on the bricks.



17 To recreate the vegetation on the bridge, I applied Roket card glue to some of the mortar and then stuck Woodland Scenics Burnt Grass to it.



18 The single track is on a gentle curve, so I pinned it in place and added a spot of superglue on the end joints for added protection. I also fitted a power feed and a joining plug between the two boards.



19 Concrete trunking was purchased from Marston Models and sprayed with Black primer and then Grey Stone.



20 Halfords Ammo Brown (259131) was used to paint the rails and sleepers, using a sheet of A4 paper to mask the surrounding scenery.



21 With the track painted, I fitted the trunking, gluing each length in a slight bend. To suggest exposed cables where the cover had slipped, I snipped some leftover electrical wire and glued it in place.



22 Ballast is a mix of fine (81393) and medium blend (81394) ballast, applied with a teaspoon and levelled by tapping the spoon on the rails. It was then gently misted over before applying Deluxe Materials Ballast Bond (AD75).



23 Once dry, the track and ballast were toned down using Tamiya Brown (XF-72) and Flat Brown (XF-10) acrylic paint, together with Flory Dark Dirt (FMW002) weathering wash.

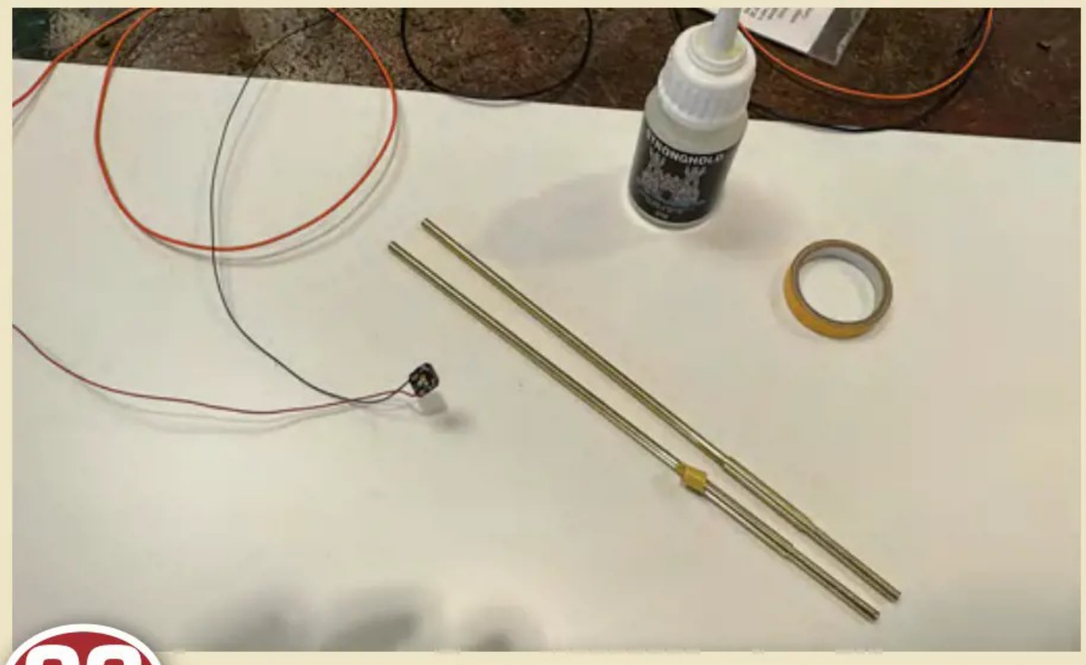


24 Locally sourced dried soil made the farm track, and I completed the edge shrubbery at the same time.

Intermediate
Beginner SKILL LEVEL Advanced



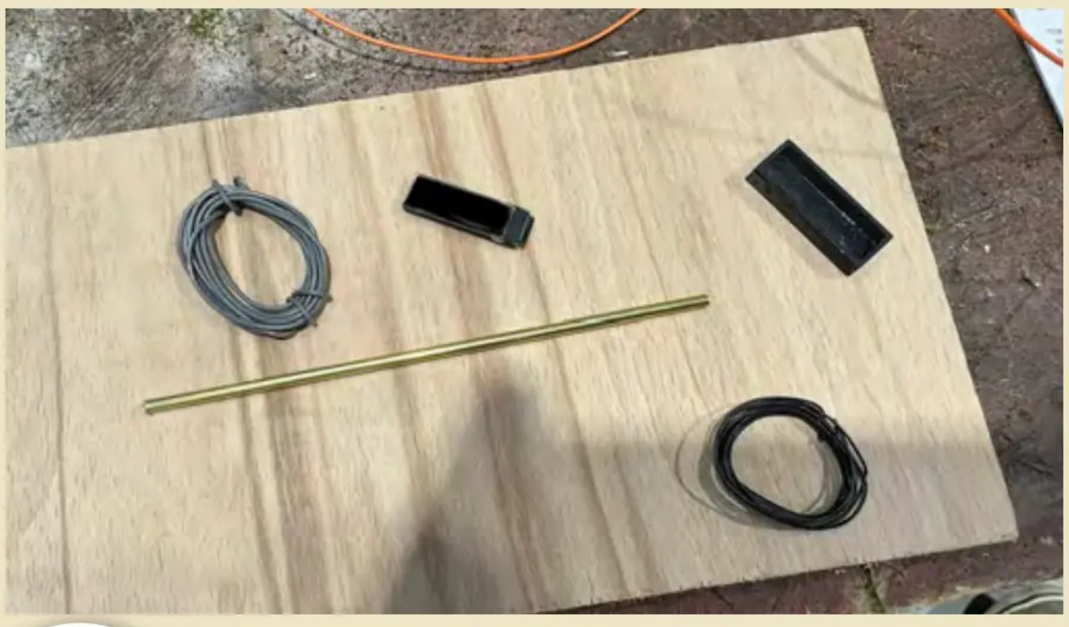
25 Once all in place, the farm track was secured with Ballast Bond.



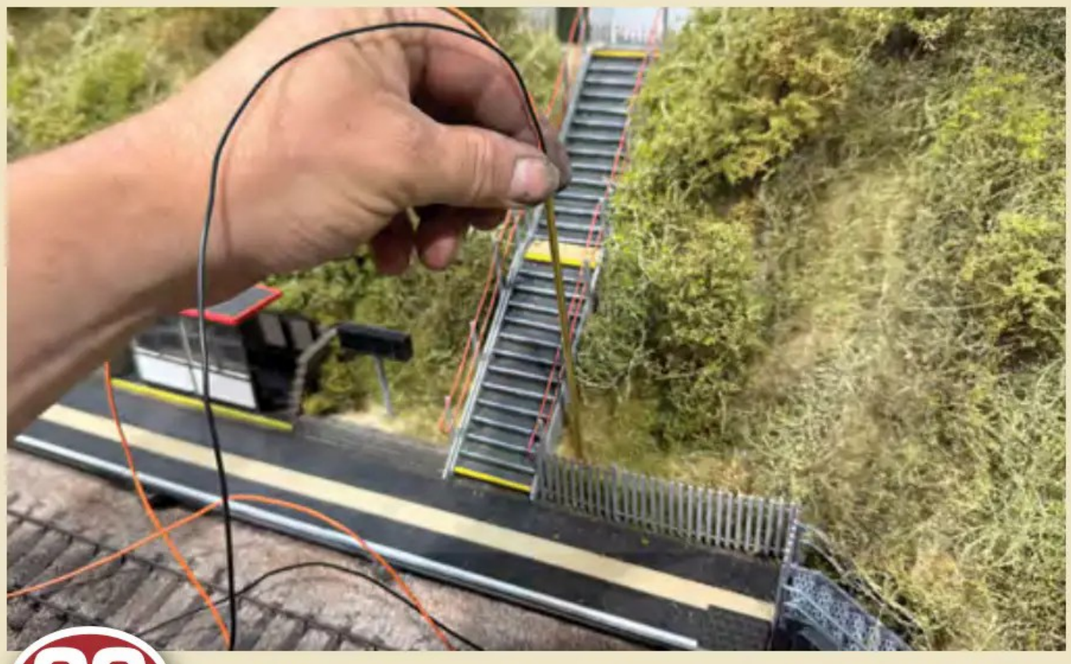
26 Lamp posts were scratchbuilt using Foamex for the head and brass tubing for the main shaft and outer sleeve.



27 After cutting the poles of the lamp posts to the right length, I made the heads, taking care to incorporate LED lighting. Components were glued together and the posts sprayed with Dark Grey primer, masking the lights.



28 The information panel is a Train Tech 'OO' gauge product which looks perfect in 'O' gauge with real time information. I moved the support bar to the centre of the screen.



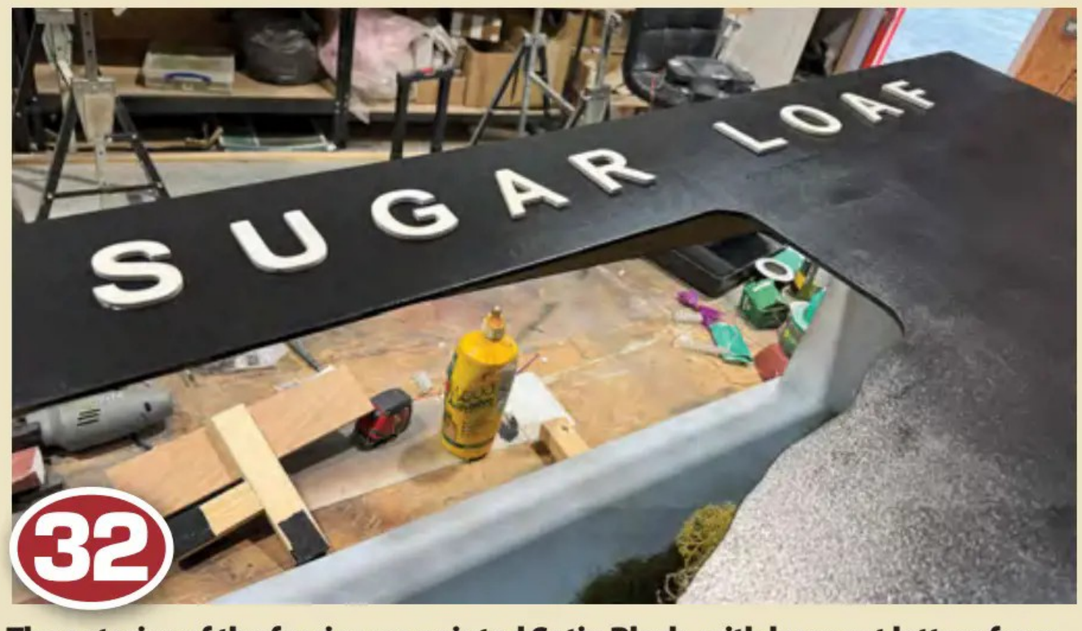
29 The platform lamps and smart screen were fitted behind the platform and wired up to the track power feed.



30 ModelU replicated the distinctive signs in resin. These were sprayed black and using a white paint pen I picked out the letters before fitting them to some brass rod which I inserted into the scenery.



31 The front fascia was cut from 6 mm MDF with the viewing window shorter than the length of the baseboards. This creates a way for the trains to disappear out of sight.



32 The exterior of the fascia was painted Satin Black, with laser cut letters from Hobbycraft painted white and sealed with gloss varnish. They were attached with wood glue, taking great care to space them evenly.

EAST COAST MAIN LINE INTER-CITY

FORMAT

EXTENDING 393 miles between London King's Cross and Edinburgh Waverley, Britain's East Coast Main Line (ECML) is a key Anglo-Scottish rail link, serving important towns and cities along its length, including Peterborough, Doncaster, York and Newcastle. Today, sleek Class 800 LNER 'Azuma' trains ply its length, while several Class 91 Bo-Bo electrics and rakes of BR Mk 4 coaches continue to eke out their lengthy careers on a few daily diagrams to/from Leeds and York, soon to be reduced to seven coaches long to match the performance of their newer counterparts.

During the steam era, the ECML was renowned for its lengthy expresses hauled by LNER 'Pacifics,' amongst them the streamlined 'A4s', one of which – 4468 *Mallard* – claimed the world speed record for a steam locomotive, achieving 126mph on Stoke Bank between Grantham and Peterborough. Following the transition from steam to diesel in the 1960s, 22 English Electric Type 5 (later Class 55) 'Deltic' Co-Co diesels were introduced for use on top link passenger duties, supported by the likes of Classes 31, 37, 40, 45,46 and 47 into the 1970s and 1980s. By the early 1980s, the 'Deltics' had been relegated to secondary services as BR's InterCity 125 High Speed Trains (HSTs) operated some of the fastest timetabled trains in the world at the time. Following full electrification between London and Edinburgh, Class 91s and Mk 4 carriages

PASSENGER TRAIN IONS

ECML EAST COAST MAIN LINE SPECIAL

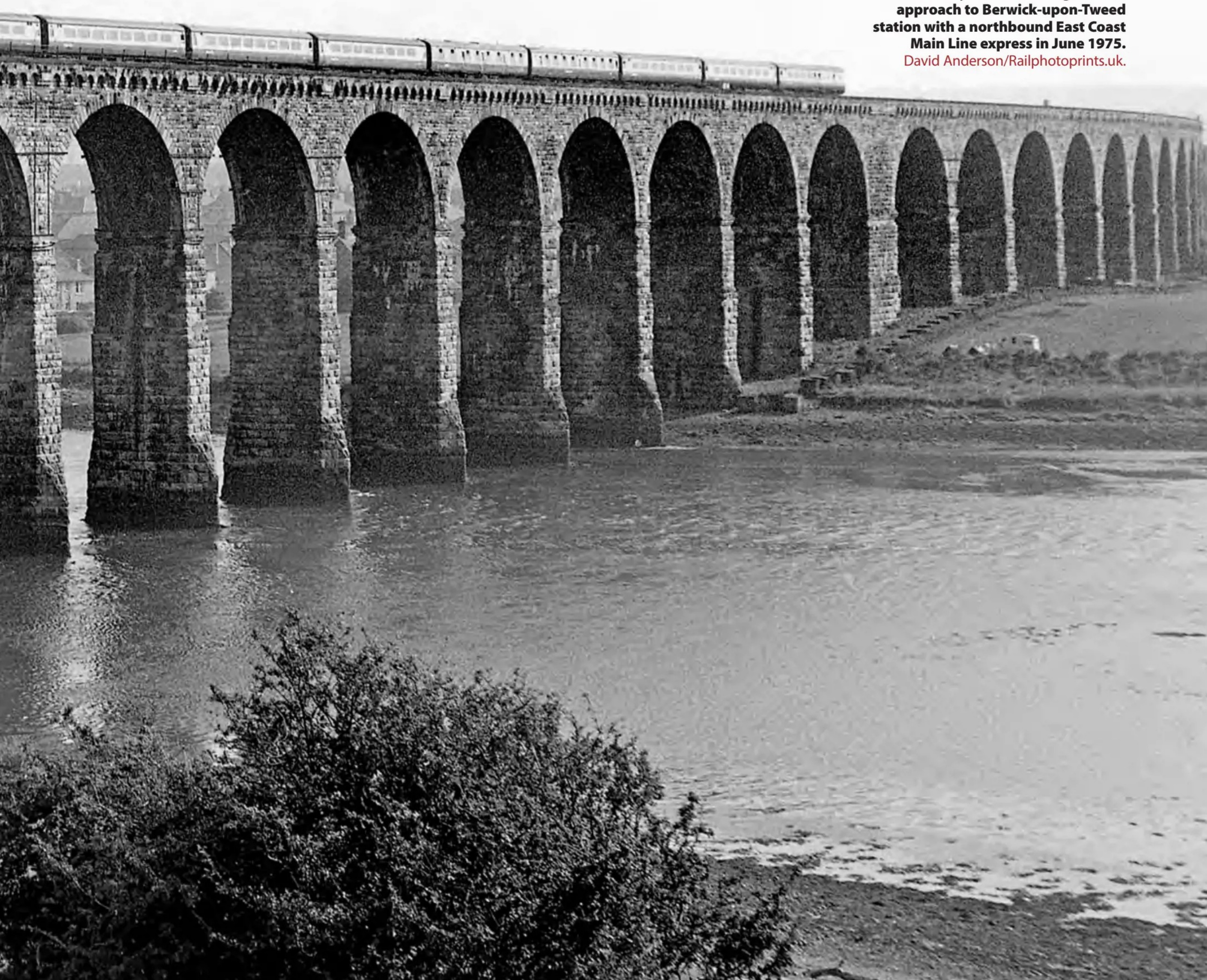
The East Coast Main Line holds a long tradition of lengthy express passenger trains through the years. **MARK CHIVERS** looks at Inter-City passenger trains of the 1970s and 1980s for modelling inspiration using ready-to-run 'OO' gauge items.

became the norm, supported by HSTs on most workings beyond the wires.

This issue, we focus on the long-distance Inter-City passenger train workings during the 1970s and 1980s, highlighting some of the typical train formations operating during the BR blue period and subsequent transition to Sectorisation. We will cover the suburban services in a future train formations guide.

For 'OO' gauge modellers, there is an abundance of suitable motive power and rolling stock, including an extensive selection of coaches to suit most needs. Accurascale's expanding 'OO' gauge range includes several signature models, not least its high-fidelity Class 55 'Deltic', which debuted in 2022. The range also features Class 37 Co-Co and Class 31 A1A-A1A diesels, which will prove useful on passenger turns and Empty Coaching Stock (ECS) workings. For those modelling the end of the 1980s, Accurascale's new 'OO' gauge Class 89 will enable the transition from diesel to electric traction to be modelled, just before the Class 91s and Mk 4 vehicles entered service. The company's 'OO' gauge BR Mk 2b and Mk 2c vehicles have also plugged several gaps in the coaching stock roster and provide added variety to formations.

Bachmann's 'OO' gauge range includes its longstanding Class 55 Co-Co diesel, together with Class 37, 40, 45, 46 and 47 diesel locomotives, some of which have benefitted from recent retooling



BR Class 55 55001 *St Paddy* crosses the Royal Border Bridge on the approach to Berwick-upon-Tweed station with a northbound East Coast Main Line express in June 1975. David Anderson/Railphotoprints.uk.



BR Class 55 Co-Co, BR blue, BR Mk 1 TSO, TSO, TSO, TSO, RG, Pullman PKF*, PKF*, PPF*, PKF*, BG – BR blue and grey, except *BR grey and blue (reversed)
DATE: 1970 **SERVICE:** King's Cross to Newcastle **LOCATION:** Little Bytham



BR Class 40 1Co-Co1, BR green, BR Mk 1 CK, BSO, TSO, TSO, TSO, RMB, FK, CK, BSO, BG – BR blue and grey
DATE: 1972 **SERVICE:** King's Cross to Leeds **LOCATION:** Potters Bar



BR Class 55 Co-Co, BR blue, BR Mk 2d/f BSO, Mk 2a TSO, Mk 2d/f SO, SO, SO, BR Mk 1 RKB, RUO, Mk 2d/f FO, FK, BR Mk 1 BG – BR blue and grey
DATE: 1973 **SERVICE:** King's Cross to Edinburgh **LOCATION:** Essendine



BR Class 55 Co-Co, BR blue, BR Mk 1 BG, Mk 2d/f FO, BR Mk 1 RMB, Mk 2d/f SO, SO, SO, SO, SO, SO – BR blue and grey
DATE: 1976 **SERVICE:** Newcastle to King's Cross **LOCATION:** Alexandra Palace



BR Class 40 1Co-Co1, BR blue, BR TCV, TCV, TCV, BR Mk 1 BFK, FK, Pullman saloon (Kitchen First)*, SLSTP, SLSTP, SLSTP, SLSTP – BR blue and grey, except * reversed blue and grey **DATE:** 1976 **SERVICE:** Inverness to York Motorail **LOCATION:** York



Class 43 HST power car, Mk 3 TF, TF, TRUK, TS, TS, TRUB, TS, TS, Class 43 – BR blue and grey
DATE: 1978 **SERVICE:** Edinburgh to King's Cross **LOCATION:** Darlington



BR Class 55 Co-Co, BR blue, BR Mk 1 BG, Mk 2d/f FO, SO(T), SO, SO, SO, SO – BR blue and grey
DATE: 1980 **SERVICE:** York to King's Cross **LOCATION:** St Neots



BR Class 55 Co-Co, BR blue, BR Mk 2d/f SO, SO, SO, FO, BR Mk 1 RB, BR Mk 2d/f SO, FK, BSO, BR Mk 1 BG – BR blue and grey
DATE: 1980 **SERVICE:** Cleethorpes to King's Cross **LOCATION:** Abbots Ripton



BR Class 55 Co-Co, BR blue, BR Mk 1 BSK, SLSTP, SLF, SLF, SLSTP, BG, BG, GUV*, GUV*, GUV* - BR blue and grey, except *BR blue
DATE: 1981 **SERVICE:** Aberdeen to King's Cross **LOCATION:** Doncaster



Class 55 Co-Co, BR blue, BR Mk 1 SK, CK, SK, SK, BG – BR blue and grey
DATE: 1981 **SERVICE:** Newcastle to Edinburgh **LOCATION:** Prestonpans



BR Class 31 A1A-A1A, BR blue, BR Mk 1 TSO, TSO, TSO, BSK, BSK, FK, TSO, TSO – BR blue and grey
DATE: 1983 **SERVICE:** Skegness to King's Cross **LOCATION:** Peterborough



Class 43 HST power car, BR Mk 3 TF, TF, TRUK, TRSB, TS, TS, TS, TS, Class 43 - BR blue and grey
DATE: 1983 **SERVICE:** Edinburgh to King's Cross **LOCATION:** Doncaster



Class 47 Co-Co, BR blue, BR Mk 1 BG, BR Mk 3 SLEP, SLE, SLEP, SLE, SLEP, SLE, BR Mk 1 GUV*, GUV*, GUV* - BR blue and grey, except* BR blue
DATE: 1983 **SERVICE:** Edinburgh to King's Cross **LOCATION:** Edinburgh Waverley



Class 43 HST power car, BR Mk 3 TF, TF, TRUK, TS, TS, TS, TS, TGS, Class 43 – InterCity 'Executive'
DATE: 1987 **SERVICE:** Edinburgh to King's Cross **LOCATION:** Durham



Class 89 Co-Co electric, InterCity 'Swallow' livery, BR Mk 3 TGS, TF, TRFB, TS, TS, TS, TS, TS, TS, BR Mk 1 BG - InterCity 'Swallow'
DATE: 1989 **SERVICE:** Leeds to King's Cross **LOCATION:** Abbots Ripton

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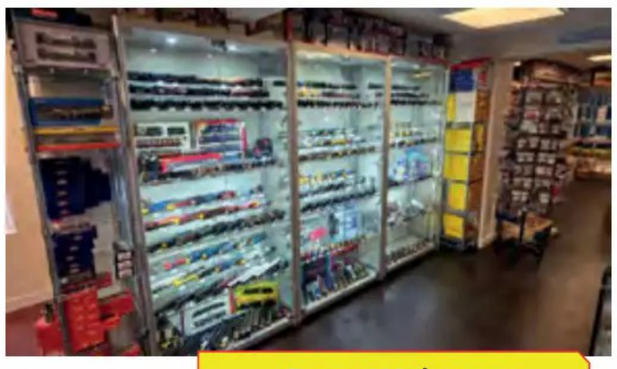
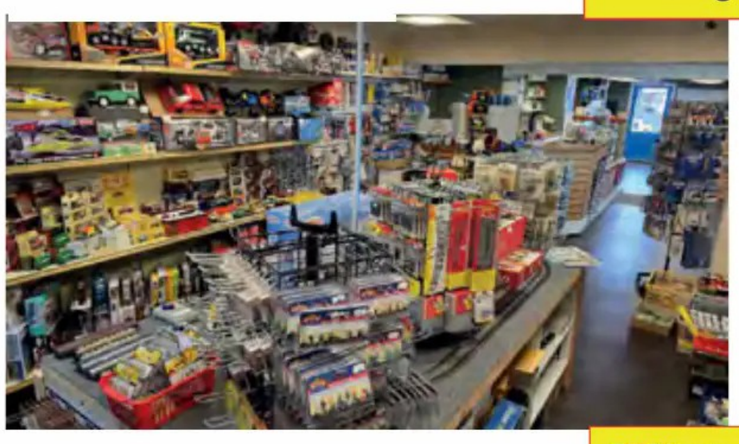


Dogs Welcome



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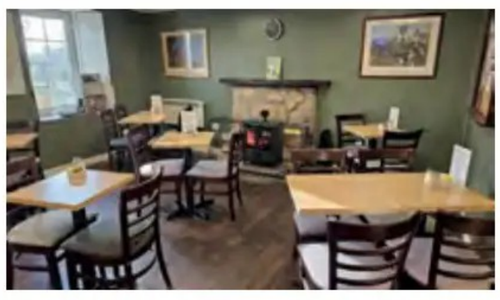





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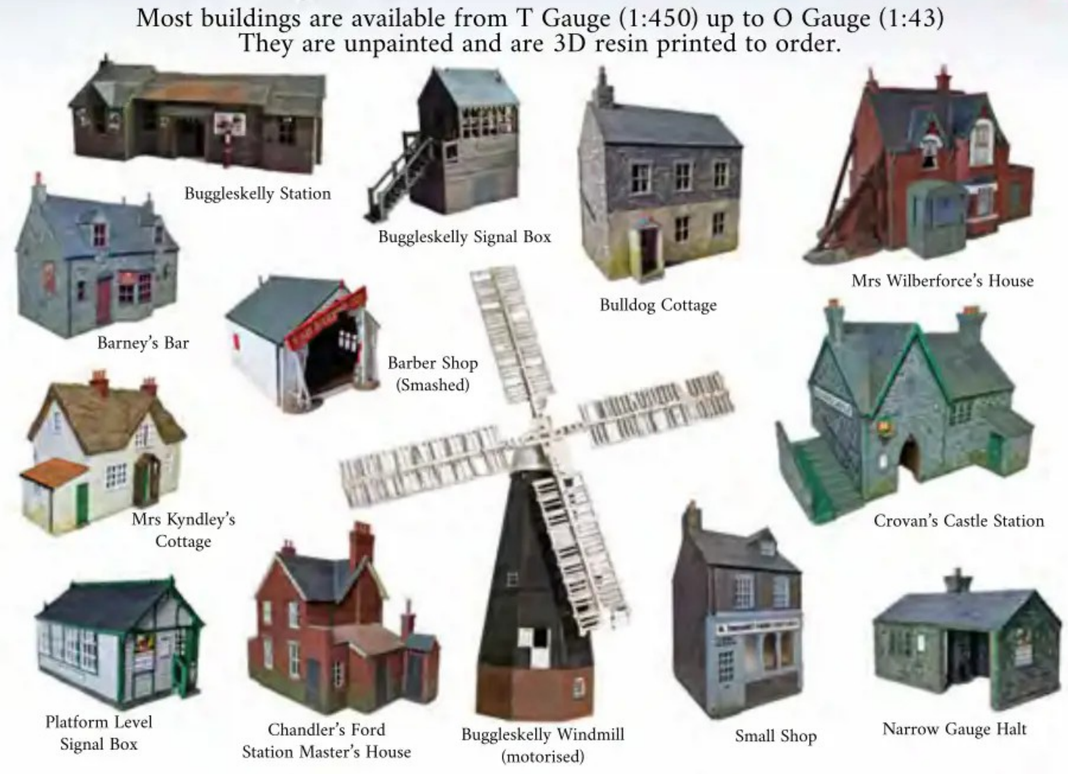

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ECML
EAST COAST MAIN LINE
SPECIAL

YORK

The glory days of the LNER have been captured to perfection by **PETER KIRMOND** and his 2mm finescale layout modelling York station's dramatic train shed and the glamorous expresses which called there.

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
2mm finescale, 9.42mm	2mm:1ft	11ft x 8ft	EASTERN	1930s	ANALOGUE



1 Right: **Gresley's experimental 'W1' 4-6-4 10000 rumbles into the far platform with an Edinburgh bound express, while LNER 'P2' 2001 *Cock O' The North* awaits departure with a southbound train.**

2 Below: **LNER 'A4' 4492 *Dominion of New Zealand* heads the Down 'Coronation' into York station.**



YORK is my third exhibition layout: all have been of very different subjects and in different scales. My first was Blea Moor in 4mm:1ft – the Settle and Carlisle in the early 1960s with a sweeping curve and massive hillside for dramatic effect. The second couldn't have been more different – an American 'O' scale (1:48) layout of Laramie Engine Terminal in Wyoming in the final days of the Union Pacific's great 'Big Boys', each one nearly 3ft long in this scale.

Seven or eight years ago I started thinking about my next project and decided it would be in 2mm finescale and of the London and North Eastern Railway (LNER) in the 1930s. I much prefer building a layout of an actual time and place rather than trying to make up an imaginary one and the original setting was going to be on a similar sweeping curve to Blea Moor but in a very different place – Gamston Curve on the East Coast Main Line just south of Retford. Many hours spent watching trains go by on Blea Moor meant I knew very well how captivating the continuously changing perspective of a train going around a curve is – for me far more so than a run of straight track.

In many ways, Gamston Curve was a similar setting to Blea Moor – a sweeping curve with a hillside behind it: a quarter-scale mock up demonstrated how effective the setting would be. But there was a nagging feeling that this wasn't quite right or at least wasn't quite what I wanted to build. So, whilst progress was made on stock for the layout, the layout itself remained in the planning/thinking stage.

And then I saw a photograph of 'A4' 4468 *Mallard* caught in the diffused light under the roof on the sweeping curve of York station – it had to be done, but how? The main concourse at York is around 800ft long so, at 1.6metres in 2mm:1ft scale, entirely practical - but how would you see into it? The pillars supporting the arches of the roof are only 16ft tall (32mm in 2mm scale). Whilst I'm all in favour of a limited viewing angle (the so-called 'pillar box' view), this was obviously a little too extreme! »

But what if the roof was 'peeled open' so that, on the model, there were complete arches at either end as in the prototype, but it opened up in the middle to allow a more practical 'viewing slot'? I was very unsure how (or even if) this would work so the only option was to build a mock-up and see. I have a Silhouette craft cutter which will cut 10thou (0.25mm) styrene sheet with considerable accuracy: this might do the job for a mock-up and be reasonably inexpensive.

The Network Rail web shop produced drawings to enable an accurate representation to be drawn up on CAD and cut on the craft cutter. After quite some time and considerable head scratching, the mock-up was made. It worked far better than I could have hoped, so the die was set – York it had to be. The photograph of *Mallard* gave me the answer I was unconsciously looking for: it ticked all the boxes for:

- Capturing the sense of place of a prototype setting;
- Building something that has a definite visual impact; and
- Building something different.

The next challenge was to get from this concept model to the real model. Considerable thought was going to be needed to work out the design and construction methods if this were to work as well as I hoped it would.

BUILDING THE TRAINSHED

Apart from proving the design concept, the mock-up showed that styrene sheet would not work for the 'real' roof – it was just not stiff enough. Likewise, it soon became apparent that 3D printing would be far too fragile at anywhere near scale thickness. The only option was custom etching. Several months and many hours developing the CAD drawings to etch and then wielding a soldering iron to assemble the 80-plus lateral beams, 27 longitudinal sections between the pillars plus the end screens produced, to my eyes at least, a very convincing model of the roof.

The columns (like most architectural columns) are slightly tapered and were machined from thick-walled brass tube.





Above: **A general view across the concourse at York station as an ex-North Eastern Railway 'D20' 4-4-0 rolls in with a rake of LNER stock.**

Left: **As postal workers take a brief break from their duties, a lone couple watch the arrival of the Down 'Coronation' in the opposite platform, headed by Gresley 'A4' 4492 *Dominion of New Zealand*.**

A piece of 2mm wire soldered into the roof at the junction of the longitudinal and transverse beams passes through each column and the baseboard to be bolted below, making the whole structure remarkably rigid. The decoration top and bottom of the columns was drawn and 3D printed.

Assembling the beams to make the roof was a very interesting process and taught me a lot about cumulative error – it only needed each section to be a fraction of a millimetre wider than planned and the whole roof would be considerably too long. Fortunately, I realised in advance that the baseboard for the roof needed to be the length of the roof - whatever that turned out to be - so built it considerably longer than I thought I needed and trimmed the excess off once the roof was built.

Baseboards are of fairly standard 6mm birch ply construction though the curved top surfaces were laser cut. I thought I could cut the necessary curve accurately enough myself: the small baseboard I made to take a test section of the etched roof proved me wrong!

The all-important lighting is LED strip above the roof skylights with some 'frosted' clear plastic sheet as a diffuser. This has worked remarkably well to capture the bright but diffused light which so captivated my eye in the *Mallard* picture.

EAST COAST 'RACEHORSES'

Much of the stock originates from the various LNER 'N' gauge ready-to-run models produced by Dapol. Its 'A3' and 'A4' locomotives have excellent bodies but replacement chassis were needed for 2mm finescale and these were milled out of solid metal to provide more all-important »

weight. The initial batch of coaches originated with Dapol's excellent Gresley coach range, many fitted with replacement etched sides to provide more variety.

The variety of both motive power and stock is gradually increasing and much time has been spent enabling train lengths approaching those of the time to be modelled. In 2mm:1ft scale, physics is against us: a 4mm:1ft model is twice the length of its equivalent in 2mm but is eight times its volume and therefore eight times the weight. This means that, in 2mm:1ft scale, every gram of weight needs to be added to locomotives and every gramme removed from stock whilst retaining enough in the latter to keep it on the track. The milled locomotive chassis are made from copper tungsten which is twice as dense and heavy as brass. This is expensive stuff but not much is needed in this small scale so it's very much worth it. It's also hard to machine but good quality tungsten carbide tipped tools and plenty of patience helps.

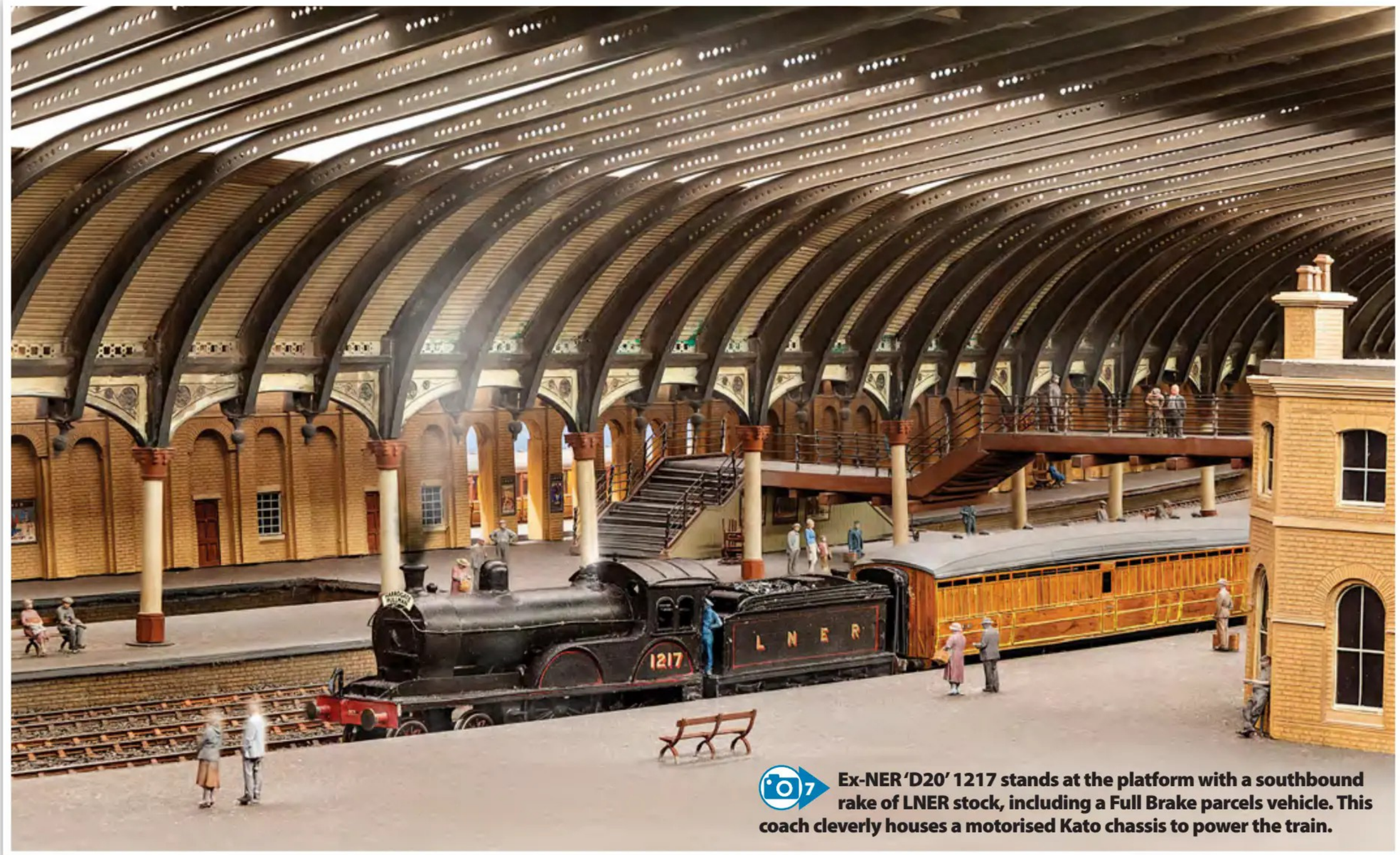
But even these extreme tactics don't solve all the problems. Well known Leeds based 3mm:1ft scale modeller Alan Smith scratchbuilt locomotive and tender bodies for an ex-North Eastern Railway 'D20' 4-4-0 for me. I made a milled chassis for it but whatever I did I couldn't get it to pull more than about three coaches. Lateral thinking came to the rescue and it now glides around the layout unpowered followed by a powered Full Brake – a Kato chassis with an etched body. To some this may seem like cheating but, to date, no one has noticed and it works brilliantly. Further powered Full Brakes will, before long, be pushing both Great Northern and North Eastern 'Atlantics' at the head of lengthy trains!

The York storage yard is unusual in that it's a set of return curves rather than a fan of loops. This is formed of one continuous circle folded back on itself with trains processing round it meaning each train appears, over time, from each direction. So, if there are ten trains on the layout, the 11th you see passing through the station will be the first one you saw going back »



5 In the shadow of the station signalbox, the manager of the news stand answers a customer's query as the clock approaches 11.30am.

6 Behind the scenes, Peter Kirmond's York station features a superbly designed storage yard with a series of continuous return curves enabling trains to be routed in either direction through the station.

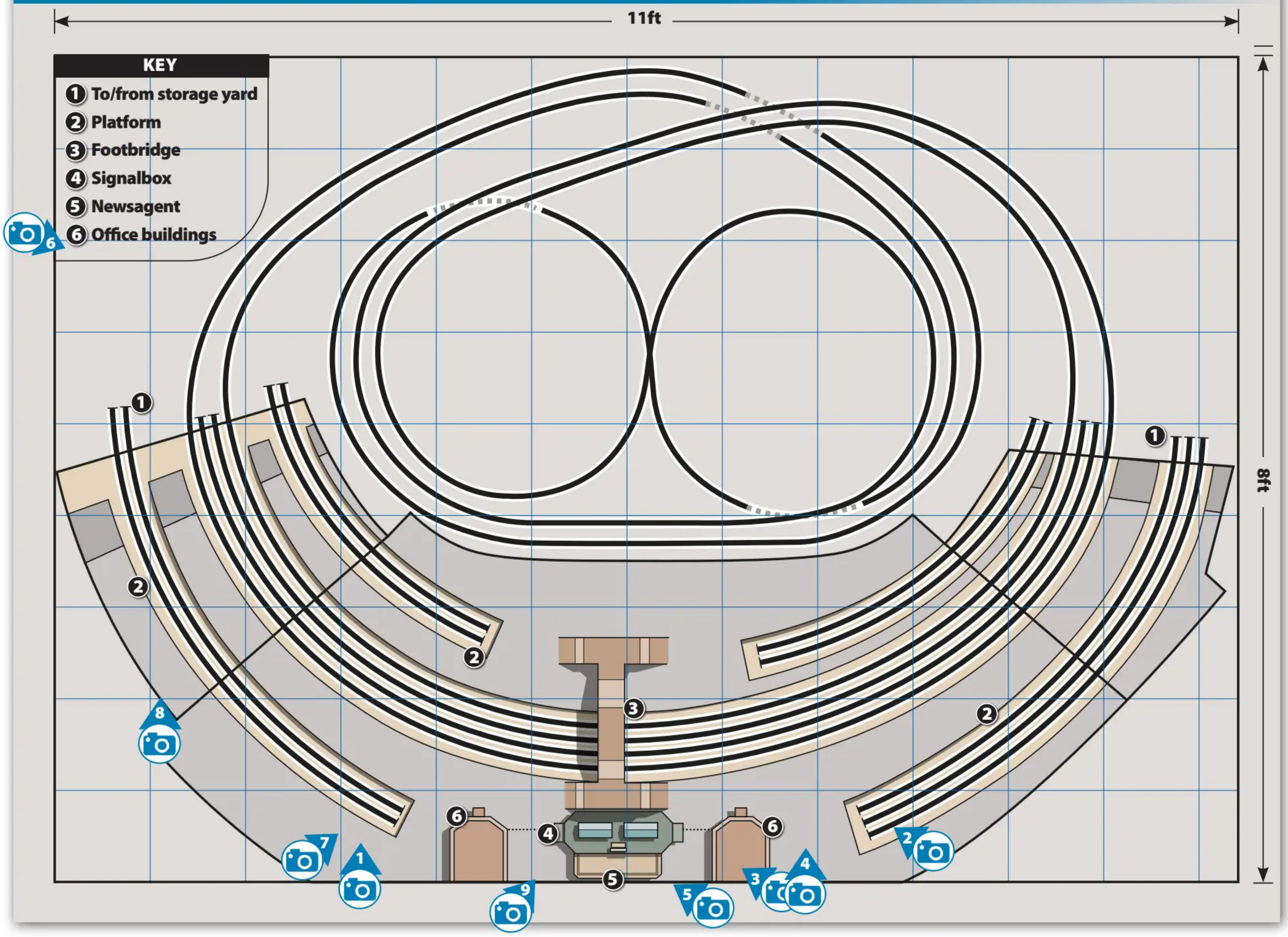


Ex-NER 'D20' 1217 stands at the platform with a southbound rake of LNER stock, including a Full Brake parcels vehicle. This coach cleverly houses a motorised Kato chassis to power the train.



8 **LNER 'A3' 2750 *Papyrus* arrives beneath the curved roof at York with a northbound express.**

YORK TRACK DIAGRAM (NOT TO SCALE)



in the other direction. This means, for a given sequence length of trains, only half as many are needed.

The return curves are automated with reed switches in the track and magnets in the brake van/coach of every train controlling, via latching relays, dead sections in the track a train length apart: when a train is driven across the front of the layout the 'queue' of trains waiting behind all move up one. This is a system that was tried and tested on Blea Moor, although the York version is simplified and, therefore, we hope, even more reliable. It is on two levels to avoid flat crossings with an imperceptible gradient across the front of the layout to get from one level to the other. Much effort went into building the return curves so to get maximum benefit, they can also be used on my good friend John Aldrick's layout Ivybridge.

York is a quite different layout from most: it's more like a diorama with moving trains than a 'regular layout'. The view is the one you get in real life when standing on the platform beyond the entrance. The 'outside world' can only be seen through the ends of the roof and the stretch of open air platform modelled at either end, allowing trains to be seen arriving and leaving: it's all about the station roof and the trains running under it.

York is designed to be an exhibition layout and has already appeared at various major shows around the country. It is planned to be at three or four shows a year for the next few years so I hope to see you there!



Customers browse the selection of newspapers at the news stand on York concourse as Gresley 'A4' 2512 *Silver Fox* rolls in with a King's Cross bound express.

While this is a solo project, it would not have happened without huge quantities of help, support and encouragement. This has come from too many sources to list everyone individually but, if you are one of these people, I thank you! Particular help has come from Andy Ross (3D design and printing, soldering roof girders and general encouragement), Simon Thompson (3D design and print), John Aldrick (fellow operator and tiny coach building supremo) and last, but not least, from my wife Aileen whose patience, encouragement and tolerance has been wonderful. Thank you! **HM**

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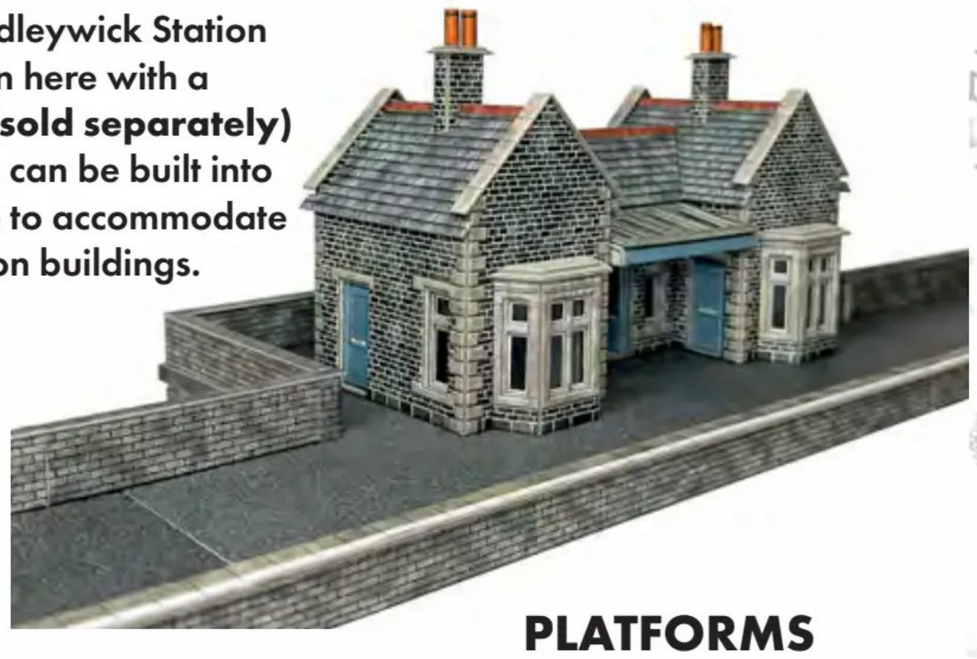

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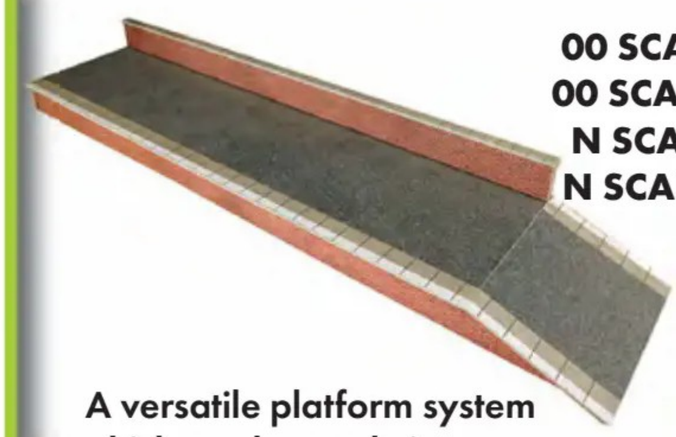



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BRCW CLASS 104 DMU

The BRCW Class 104 has never been available ready-to-run before, but Heljan delivered its all-new model of the three-car DMU in October 2025. **MIKE WILD** takes this new arrival for a test run.



The face of the Class 104 is captured well by the Heljan model and features sprung buffers as well as factory fitted pipework.

MULTIPLE UNITS are in vogue right now. We've seen an influx of new project announcements for 'OO' gauge including the Electrostars from Accurascale and the Class 313 from EFE Rail while Bachmann has just reintroduced the Class 350 EMU for the scale too. You might think first-generation multiple units have been forgotten, but that's certainly not the case with Heljan, which has been working to deliver the first ever ready-to-run model of the Birmingham Railway Carriage and Wagon Class 104 units.

The '104s' were built between 1957 and 1959 with 302 vehicles built. They were split between Driving Motor Brake Second (DMBS), Driving Motor Composite Lavatory (DMCL), Driving Trailer Composite Lavatory (DTCL), Trailer Composite Lavatory (TCL), Trailer Brake Second Lavatory (TBSL) and Trailer Standard Lavatory (TSL) and were formed into two, three and four-car sets on delivery.

The majority saw service in the North West on the London Midland Region, but sets were also operated on the Eastern Region. Later life saw part of the fleet cascaded to Scotland to replace fire-damaged Class 107s while the very last were used on the Gospel Oak to Barking Line in North London by Network SouthEast.

Withdrawal started from the end of the 1980s with the arrival of second-generation Sprinter DMUs and the last '104' was stood down in 1995. Departmental use followed for a select few, but happily 13 vehicles entered preservation, though only 12 remain today. Reality Check on pages 74-77 has the full class history.

THE MODEL

Heljan started work on the Class 104 back in 2020 and has now delivered a collection of units in two and three-car formations to model the units from introduction in 1957 to withdrawal in 1995. Livery choices cover original BR green with 'speed whiskers', BR green with small yellow warning panels, BR blue, BR blue with a 'Blackpool' white stripe, BR blue with white cab roof and Network SouthEast flashes, ScotRail 'Mexican Bean' white and red, standard BR blue and Network SouthEast.

Our review sample models a Midland Region three-car set in 1970s BR blue before the 'facelift' which saw the original headcode boxes plated over and small round marker lights added to the ends. The vehicles in the formation are DMBS M50436, TCL M59141 and DMCL M50488. All are finished



Heljan's new Class 104 for 'OO' models the units through their careers. Our review sample depcits a Midland Region set from the 1970s.



A ten-pin connector links each coach together electrically. Magnetic couplings are fitted between cars.



Once coupled, and with the wires neatly stowed in the gangway, the connection between the two coaches is barely visible, particularly on straight track.

TECHNICAL DETAILS

Manufacturer:	*www.heljan.co.uk*
Cat No:	1453 (reviewed)
Description:	Class 104 three-car DMU
Builder:	BRCW, Birmingham
Region:	Midland/Eastern
Gauge:	'00', 16.5mm
Scale:	4mm:1ft
Length:	733mm (over buffers)
Price:	£389 DCC Ready (two-car), £489 DCC Ready (three-car)
Couplings:	Magnetic couplings in NEM pockets
DCC:	21-pin Digital Command Control socket
Speaker:	Two 22mm x 18mm cube
Exterior lights:	Headcode boxes and destination blinds
Interior lights:	Driver's cab, interior saloon
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	DMU
Purpose:	Suburban passenger
Haulage capacity (expected):	Three-car DMU
Haulage capacity (actual):	Three-car DMU

in matching plain BR blue which has been applied to the unit to a high standard by Heljan. This is enhanced with printed vehicle numbers, No Smoking labels in the windows and underframe equipment picked out in appropriate colours.

The body tooling represents the Class 104 well and has been well worth the wait. The characterful angled front end is superbly modelled, even down to the rain strips protruding beyond each end of the vehicles. There are also sprung buffers on all cars while the buffer beams on all three are fully appointed with brake and multiple working pipes – an impressive touch on a DMU.

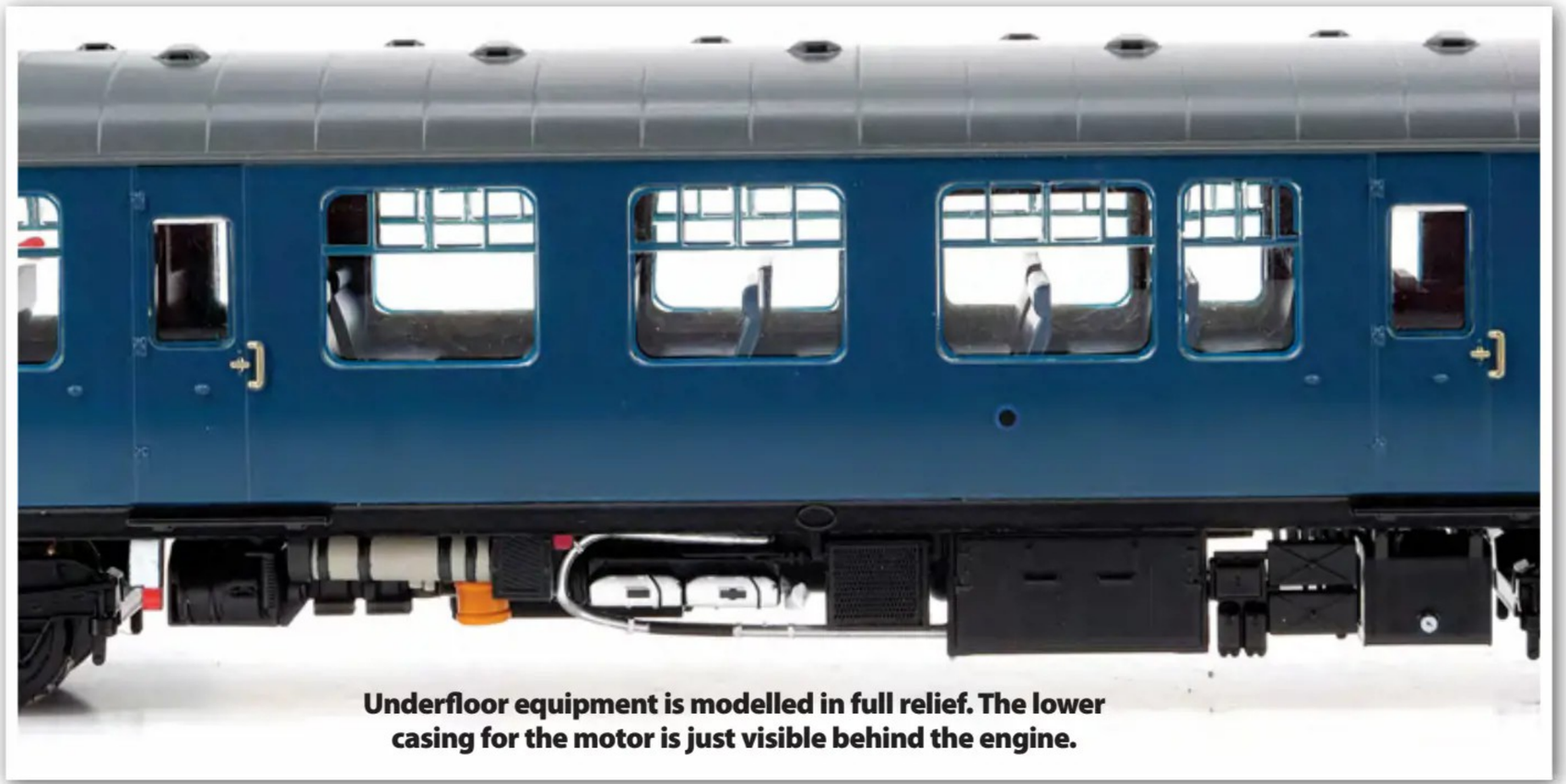
The underframe is very neatly »

FIRST REVIEW



done with the motor cleverly concealed in the chassis and providing drive to all four axles on the DMBS. Die-cast metal is used for the main chassis construction for weight and there is another clever feature in that magnets are used to hold the body and chassis together rather than clips or screws. This makes access to the interior very simple.

The accurate body tooling covers correct interiors for each vehicle as well as a neatly detailed cab control desk, but such is the complexity of the lighting available in the Class 104 that some of the wiring and circuit board is visible through the windows of the DMBS. That said, there isn't anywhere to hide the 21-pin decoder socket in a Class 104 – they have a lot of big windows!



Underfloor equipment is modelled in full relief. The lower casing for the motor is just visible behind the engine.

PERFORMANCE

The 104's comprehensive lighting circuits have been designed to work through a single 21-pin decoder socket. Joining the coaches together is a two-step process – first the ten-pin plugs for the lighting need to be connected to the neighbouring car after which they can be coupled together using the magnetic couplings. We found that by using a pair of tweezers after coupling we could hide the wires completely inside one of the gangways resulting in a neat connection, particularly on straight track.

The magnetic body fixings make fitting a sound decoder very simple and we added a ZIMO 21-pin chip to the Class 104 loaded with suitable first-generation sounds to put it through its paces on our test track. This showed firstly that the mechanism is excellent – smooth

Inside the Class 104 has a full interior as well as factory fitted speakers in each driving car, a single 21-pin decoder socket and a hidden motor beneath the floor. The body is held in place with magnets.



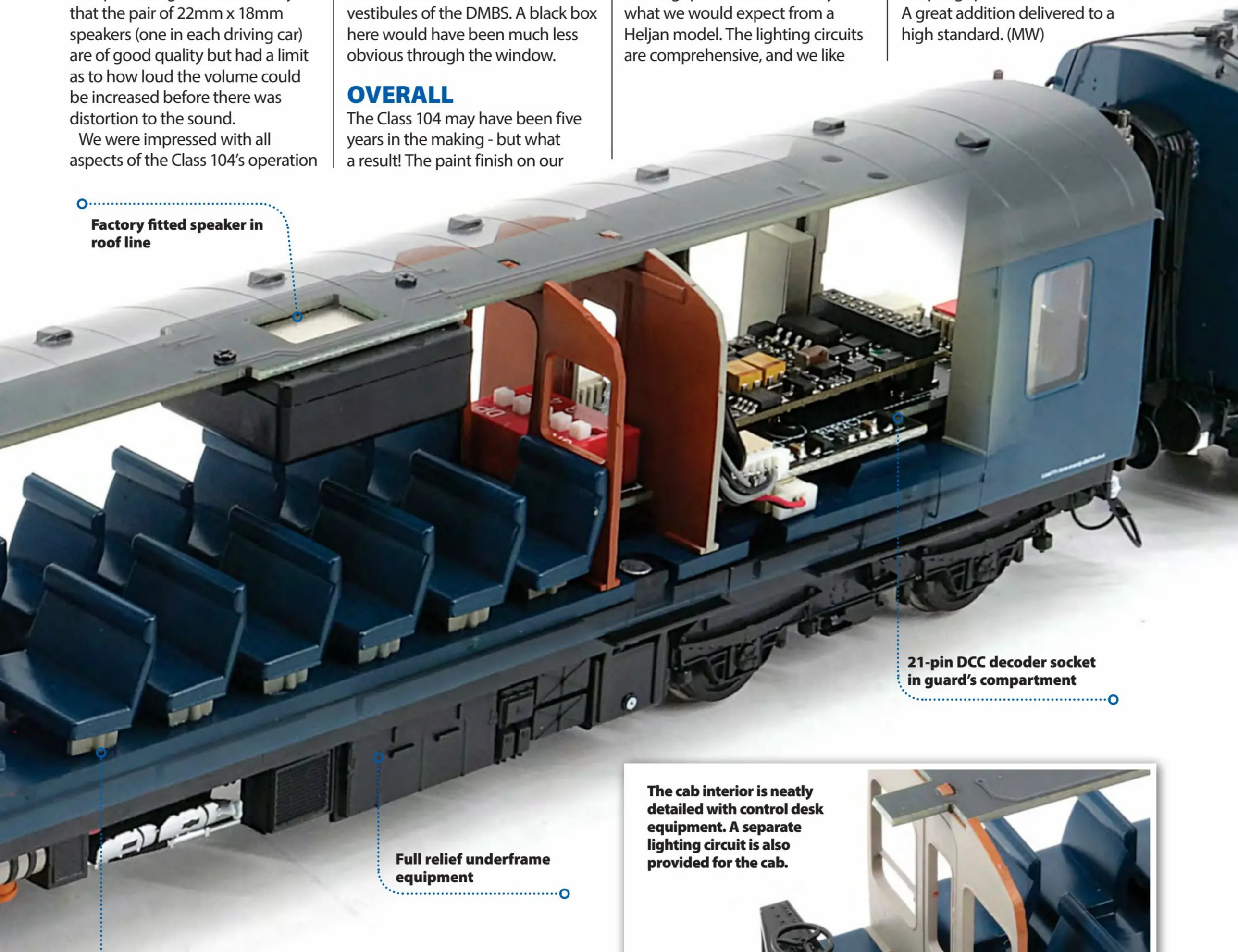
The TCL features the big picture windows of the Class 104 as well as correct underframe equipment.

running and quiet throughout the speed range – and secondly that the pair of 22mm x 18mm speakers (one in each driving car) are of good quality but had a limit as to how loud the volume could be increased before there was distortion to the sound.

We were impressed with all aspects of the Class 104's operation and the only area which stands out is the red switch box in one of the vestibules of the DMBS. A black box here would have been much less obvious through the window.

OVERALL

The Class 104 may have been five years in the making - but what a result! The paint finish on our sample was excellent while the running qualities were exactly what we would expect from a Heljan model. The lighting circuits are comprehensive, and we like the magnetic body fixings and couplings provided with the unit. A great addition delivered to a high standard. (MW)



The cab interior is neatly detailed with control desk equipment. A separate lighting circuit is also provided for the cab.

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CLASS 104 DMU

Amongst the most popular and numerous first-generation Diesel Multiple Units were the Class 104 'Birmingham' sets, which gained a reputation for reliable service over more than three decades. **EVAN GREEN-HUGHES** looks back at the history of this interesting class.

FACTS AND FIGURES

Builder:	Birmingham Railway Carriage and Wagon Company
Built:	1957-1959
Withdrawal:	1980-1993
Wheel arrangement:	2 x 4-wheel 8ft 6in wheelbase bogie
Engines:	2 x BUT Leyland per powered vehicle
Horsepower per vehicle:	300hp
Gearbox:	Self-Changing Gears, four-speed mechanical
Final drive:	Reversing type on one axle to each bogie
Train heating:	2 x Smiths diesel-powered warm air heaters
Brakes:	Gresham and Cravens twin-pipe vacuum
Multiple working:	Blue Square (standard)
Length:	57ft 6in
Width (over cabs)	9ft 3in
Height:	12ft 7in
Weight:	31tons (power car)
	25tons (trailer)
Wheel diameter:	3ft 6in
Maximum speed:	70mph
Fuel tanks:	160gallons
Number built (vehicles):	302
Number preserved (vehicles):	12



Below: **A BR Class 104 Diesel Multiple Unit (DMU), with car M50531 leading, forms a train to Leicester, south of Redhill tunnels, Trent, in 1958.** T.G. Hepburn/Rail Archive Stephenson.



Class 104 EXP DM 352 was the set number given to a blue and grey Class 104 'Half Motor' conversion of cars 50521 (M78601) and 50446 (M78851). It is seen during a crew change at Manchester Oxford Road while en route to Rose Hill (Marple) in August 1984. Railphotoprints.uk collection.

BRITISH RAILWAYS' policy of introducing Diesel Multiple Units (DMUs) for the bulk of its rural and urban passenger services actually preceded the Modernisation Plan of 1955 and can be traced back to a decision taken by the Lightweight Trains Committee in 1952. As a result of this, 232 DMU vehicles were ordered, with the bulk of these coming from BR's own Derby Works. These were such a success that another 1,408 vehicles were planned, but with this decision came a problem, that BR did not have the capacity to build those sorts of numbers itself.

It was anticipated that around 900 of the vehicles required would have to be built by private contractors, with one of those selected being the Birmingham Railway Carriage and Wagon Company, which had previously built diesel units for the Egyptian Railways. A degree of commonality with the BR design was specified, covering such items as engines, transmission, general dimensions and control systems - but the detail work was left to the builder.

The Birmingham design, later known as the Class 104, differed from BR's own product in that it was made entirely of steel but in common with offerings from other manufacturers, the body and the underframe were built as an integral structure as a weight-saving measure. Power cars were fitted with two Leyland 680 six-cylinder diesel engines developing 150hp each and driving individual epicyclic gearboxes via a fluid flywheel and freewheel arrangement. The bodyshells were sprayed with blue asbestos insulation.

A total of 393 vehicles were ordered but this was later cut back to 302, with the remaining 91 eventually emerging from Derby Works as Class 108s. Although all were ordered at the same time, there were some variations made during the build period. Early driving vehicles were equipped with only one marker light above the cab windows in the front, while the rest had two which were fitted in the usual place, below each of the outer cab windows. All had two-character route indicators fitted in the centre of the front of all driving vehicles, though these were later removed. Early vehicles also had their guard's van doors on the driver's side hinged on the left-hand side while others had it on the right. Inside, most vehicles had wooden panelling, although those sent to the North East were equipped with the more common Formica. All had 2+3 high-back seating which was regarded as far more comfortable than the 'bus type' seats fitted in other classes.

The bulk of the order was for three-car sets formed of a Driving Motor Brake, a Trailer Composite in the middle and a Driving Motor Composite at the other end, but 15 sets were delivered with only two cars, with these having the usual arrangement of a Driving Motor Brake coupled to a Driving Trailer Composite. For service in the North East, 21 four-car sets were built with the unusual arrangement of a Driving Motor Composite at each end with a Trailer Brake and a Trailer Composite in the middle.

Initially the whole build was allocated to only two regions, the London Midland and the North Eastern. Three-car sets were introduced on Manchester to Buxton services on June 17 1957, a route with which they were to become synonymous throughout their lives. The class then took over a number of other routes, such as Manchester to Crewe. They were also used with heavy promotion on the Crewe to Derby route and formed the staple motive power for a new 'express' service between Chester and Llandudno. Their activities then spread to places such as Stoke, Birmingham and Leicester.

The North Eastern Region had its first delivery in 1958 with five power-trailer sets allocated to Bradford Hammerton Street. The region also had all of the »

Displaying a destination from one of the Great Western Main Line branches served during the class' later years, Class 104 unit L265 stables at Old Oak Common depot on February 19 1992. Colin J. Marsden.



Class 104 DMU 104325, comprising vehicles 53424 and 53434, restarts its Crianlarich to Oban train from Tyndrum Lower on June 24 1986. John Chalcraft/ Railphotoprints.uk.



four-car sets which were set to work mainly from Hull, but also from Darlington, Newcastle and York. The sets did not work class-specific diagrams and would move around the region over the next few years as demand required, for instance by 1960 Leeds Neville Hill was playing host to over half the region's fleet.

INTO SERVICE

There were few teething issues with the Class 104 as by the time they were built many of the early problems with first-generation DMUs had been resolved. There were some complaints about rough riding at high speed and this led to ten of the three-car sets allocated to Newton Heath in Manchester receiving modified bogies in 1969. These sets were used on Blackpool to Manchester services which involved more than the usual amount of high-speed running and which usually conveyed some of the more influential Manchester businessmen. They presumably exerted some influence over the matter. In BR blue days, these sets could easily be identified as they had a white body stripe as part of their non-standard livery.

In October 1975, eight sets were moved from Hull to Norwich, seven of them three-car units. This enabled sets which had been selected for upgrades, such as the Class 101s to be released. Others followed until eventually there were 14 allocated to East Anglia. This allocation lasted until around 1992, with various transfers to and from, after which there were enough second-generation units available to cover the required services.

ASBESTOS ISSUES

There were few changes to the units until the early 1980s when BR began to adopt a policy of ridding itself of asbestos-contaminated vehicles. Many of the '104s' had their insulation removed under this programme but not all, and this meant some vehicles would inevitably be early candidates for withdrawal. In 1982, a two-car set, M50446/M50521, had one engine on each car removed due to a shortage of Driving Trailers, the idea being that the resulting set would have 300hp, the same as a power-trailer. This was not particularly successful and the set only lasted for three years in this form before being cut up.



A three-coach Class 104 unit leaves Millers Dale with the Buxton shuttle in 1963, a connecting service between the Midland Main Line and the Derbyshire town. This connection was severed when the Beeching Axe fell on the Midland Main Line in 1967, cutting the (almost) direct link between Buxton and Derby/London. Alan H. Bryant/Railphotoprints.uk.

In 1981, three surplus centre cars were sent to Scotland where they were used inside Class 101s for increased capacity. Further Class 104s went north in 1984 after a fire at Ayr depot wiped out ten DMU vehicles. These were mostly life-expired units so they did not last long, but those in better condition lived on to be further transferred to other areas. The most famous of those that went to Scotland was the 'Mexican Bean' two-car set which received a special livery at Cowlairs for working the Oban to Crianlarich shuttle in 1985. Further surplus units were also sent north at various times, with '104s' lasting in the region until 1989.

Sectorisation of British Rail resulted in the newly formed Network SouthEast (NSE) receiving four two-coach sets which were largely deployed on the Gospel Oak to Barking line and also on suburban services out of Paddington. These trains were unusual in that they consisted of four pairs of Driving Motor Brakes paired back-to-back, while there were also two Driving Trailers sent to Bletchley and used with power cars from other classes. All were repainted in NSE colours at Doncaster Works in late 1988.

Not being selected for BR's DMU refurbishment programme, the Class 104s were almost certain to suffer early withdrawal. Large numbers of the North Eastern units were rendered redundant by the introduction of the Tyne and Wear Metro system in the early 1980s, and this resulted in 64 scrappings, while a decision by the London Midland Region to get rid of its centre trailers resulted in a further 45 vehicles going for scrap in the same period. Power car withdrawals gathered pace during that decade as new 'Pacers' and 'Sprinters' arrived, so that by 1990 there were only 25 vehicles left in service. By the following year only the NSE versions survived, with the last of these to succumb being 53540 in October 1993. Following final withdrawal, two Driving Trailers were converted into locomotive-hauled Sandite vehicles.

PRESERVATION

Remarkably, 12 Class 104 vehicles survive in preservation, all under the same ownership. Five of these are Driving Motor Brakes, four are Driving Motor Composites, two are centre trailers and one is a Driving Trailer. Six, including a restored two-car in rail blue, are at the East Lancashire Railway, while three more are at the Llangollen Railway, with its operational two-car set having notched up 31 years of heritage railway service. The North Norfolk Railway has recently completed the restoration of a now unique Driving Trailer and is currently working on a Driving Motor Brake to go with it, the only preserved examples to be finished in the original BR green colour scheme.

The Class 104 is fondly remembered by those who frequented the railway system in the BR-era, being particularly popular amongst enthusiasts due to their very loud exhaust note and period interior fittings including wooden panelling and tungsten lighting right until the end. It is hard to comprehend that 32 years have now passed since they worked on the main line and that the preserved examples have now spent around 50% of their lives in heritage hands, with hopefully many more decades to come. **HM**

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A Stratford based Class 104 unit stands in the Great Eastern Railway terminus at North Woolwich with a train to Stratford on July 3 1971. John Vaughan/Railphotoprints.uk.

Hornby Dublo 2509 SILVER LINK



Left: **As with previous Hornby Dublo models, each combines a die-cast body with high-fidelity chassis and separately fitted detailing.**

Right: **Hornby's latest collection of Dublo Gresley 'A4' 4-6-2s in LNER silver grey have arrived with retailers.**



2025 marks 90 years since the first of Sir Nigel Gresley's 'A4' 4-6-2s was built, and Hornby is marking this milestone by producing Hornby Dublo die-cast models of the first four 'A4s' built in 1935, our sample modelling 2509 *Silver Link*, the first 'A4'.

Hornby has produced all four 'A4's which wore the silver-grey livery - 2509 *Silver Link* (Cat No R30456), 2510 *Quicksilver* (R30457), *Silver King* (R30458) and *Silver Fox* (R30459). Models are supplied in special packaging, adding to the collectability.

Making use of the 2022-introduced Hornby Dublo tooling for the 'A4', this model captures the sleek lines of Gresley's 'streaks' well. At the front is the usual assortment of four lamp irons, plus provision for a vacuum brake pipe and cosmetic coupling between the sprung metal buffers. The model features a separately fitted chime whistle, along with a single chimney, although we observed that the small lugs used to align smokebox-mounted nameplates were also still present

Hornby VE Day 80th Anniversary Collection

Three locomotives from Hornby's Victory in Europe 80th anniversary collection are now available.



- **Gauge:** 'OO'
- **Price:** £279.99 (4472), £217.99 (4466), £189.99 (6247)
- **Cat No:** R30454 (4472), R30452 (4466), R30453 (6247)
- **Site:** *www.hornby.com*
- **DCC:** DCC Ready, 21-pin decoder socket
- **Era:** 3

THREE MODELS FORMING part of Hornby's Victory in Europe Day 80th anniversary collection have arrived, appearing as London and North Eastern Railway (LNER) 'A4' 4-6-2 4466 *Sir Ralph Wedgewood*, LNER 'A1' 4472 *Flying Scotsman* and London Midland & Scottish Railway 'Princess Coronation' 4-6-2 6247 *City of Liverpool*.

All three models are delivered in Hornby's new style of packaging, with each locomotive making use of the company's latest toolings. *Flying Scotsman* features a die-cast chassis, firebox glow and Hornby's new style of push-fit locomotive-to-tender connection - the latter two features also appearing on *Sir Ralph Wedgewood*. *City of Liverpool* makes use of the manufacturer's 2019-introduced tooling for the streamlined 'Princess Coronation', with this latest release seeing the model fitted with a 21-pin Digital Command Control (DCC) socket matching the DCC socket found in the 'A1' and 'A4'.

All three of our samples were superbly detailed, with separately fitted parts including handrails, smokebox door dart (on the 'A1' model), lamp irons, whistles, and posable cab ventilators. All models are well decorated, with the austerity wartime black applied well. It is enhanced by excellent printed details: builder's plates, cabside numbers and lettering were crisply printed on each.

The first three arrivals from Hornby's VE Day 80th Anniversary Collection model these large express passenger locomotives during wartime and will certainly make a statement on any layout set in that period. We look forward to 'Merchant Navy' 21C9 *Shaw Savill* arriving, completing an impressive and striking collection of locomotives. (BC)

- **Gauge:** 'OO'
- **Price:** £320.99
- **Cat No:** R30456
- **Site:** *www.hornby.com*
- **DCC:** DCC Ready, 21-pin decoder socket
- **Era:** 3



on our sample.

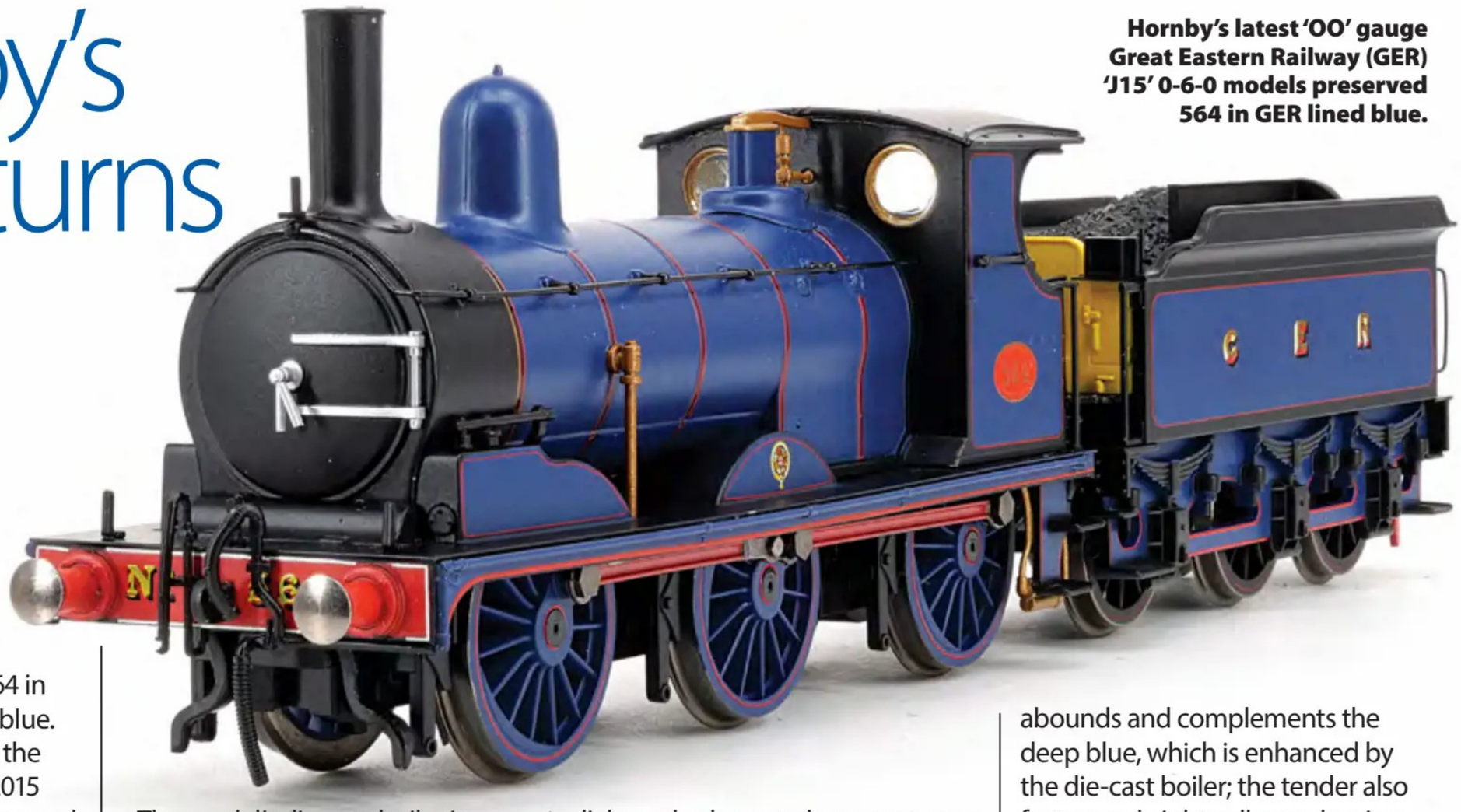
Separately applied handrails are fitted, along with neatly moulded access hatches, boiler washout plugs and well recreated valances over the driving wheels. Fine motion and burnished tyres to the wheels elevate the model's appearance. There is also a Flaman speed recorder on the fireman's side – an important and easily overlooked detail. Correctly, this model is paired with a streamlined corridor tender, which features separately fitted handrails, end steps and a corridor connection.

Hornby has recreated the silver-grey livery beautifully, with the bright white of the boiler contrasting with the dark grey of the valances and smokebox, all enhanced by the locomotive's die-cast boiler. Printed on the centre of the boiler is the locomotive's name, to the same high standard as the cabside number, LNER lettering on the tender and builder's plate.

It is good to see the first four 'A4s' get the Hornby Dublo treatment – and they should be popular with admirers of the LNER and collectors of this important design. (BC)

Hornby's 'J15' returns

- **Gauge:** 'OO'
- **Price:** £139.99
- **Cat No:** R30407
- **Site:** *www.hornby.com*
- **DCC:** DCC Ready, 8-pin decoder socket
- **Era:** 11



Hornby's latest 'OO' gauge Great Eastern Railway (GER) 'J15' 0-6-0 models preserved 564 in GER lined blue.

THE GREAT EASTERN Railway's (GER) 'J15' 0-6-0 for 'OO' gauge is back, and for its latest outing is presented as sole survivor 564 in its preserved GER lined dark blue.

Hornby's model represents the preserved locomotive post-2015 overhaul, where it was outshopped in GER lined blue and carries all the standout details seen in our original assessment in HM94. From the front, a series of lamp brackets and sprung buffers are fitted to the die-cast running plate, complemented by a separately applied smokebox door dart and tall stovepipe chimney.

The model's die-cast boiler is elegantly formed - modelled in full relief - and fitted with separately applied handrails, whistle and tall steam dome. Along the side, clack valves are neatly fitted along with a Westinghouse pump fitted on the right-hand running plate. Cab detail impresses, with a full complement of neatly picked out dials, and cab controls present, easy to inspect due to the open-backed cab. Underneath, modellers will find in-line brake shoes, sand pipes, and neatly picked out wheels and motion.

A standout area on this model is the deep GER lined blue, and Hornby has replicated this eye-catching livery superbly. Red lining abounds and complements the deep blue, which is enhanced by the die-cast boiler; the tender also features a bright yellow colouring on its front.

Hornby's latest 'J15' is a delightful model representing excellent value for money. The GER blue is beautifully applied to the small 0-6-0, which certainly stands out from the roster of preserved steam locomotives available in 'OO' gauge ready-to-run. (BC)

'SPACESHIP' touches down



HORNBY'S POPULAR BR Standard '9F' 2-10-0 sees its latest release presented as Wellingborough MPD's 92018 in BR black with early crests.

Dubbed 'spaceships' by enthusiasts, '9F' 92018 was built at BR's Crewe Works in 1954 and was allocated to Wellingborough from new but, due to the Modernisation Plan, would only work for 12 years before being withdrawn from Carlisle Kingmoor in 1967.

92018 is modelled in early BR condition and is paired with a BR1C tender which sports the early 'cycling lion' crest. Ever since its introduction in 2022, Hornby's '9F' has been a popular model in the manufacturer's range, with our sample bearing the hallmarks of previous releases.

Detail is comprehensive, with fine lamp irons, smokebox dart, handrails, single chimney and large smoke deflectors carefully fitted to the front of the model. A die-cast boiler and running plate add to the presence (and haulage potential) of the model, and the large cylinders and neatly crafted motion complete the picture.

Cab detail is superb, enhanced by the included firebox glow, with controls viewable through the side windows or above via the posable cab ventilator. Tender detail includes moulded rivets, BR Timken roller bearing axle boxes, plus separately fitted rear ladder and lamp brackets.

Decoration is to Hornby's typical high standards, with an overall black finish applied to the locomotive, which is complemented by a slight matt effect to the smokebox. Printed details such as the cabside number, early crest, shedplate and smokebox number plate are crisp and clear. A spare tension lock coupling, cosmetic three-link coupling, drain cocks, front steps, Automatic Warning System guard plate and a pre-painted driver and fireman are included in a separate small details pack for customer fitment.

Another impressive offering of Hornby's majestic 'OO' gauge '9F' which captures the stance of these heavy freight locomotives superbly. (BC)

Improved 'Black Fives' arrive

HORNBY'S CAPROTTI valve gear equipped 'Black Five' 4-6-0 returns as 44748, and this new model features some small enhancements on last year's Hornby website exclusive model.

Hornby's latest iteration of the Caprotti 'Black Five' arrives with some small enhancements, including additional weight in the locomotive, smaller lamps and an improved locomotive-to-tender connection.

It remains a superb reflection of these unusual-looking mixed traffic locomotives. Head-on, the stance of the locomotive is captured superbly, with large steam pipes awkwardly extending down to the cylinders. Once again, the locomotive features working lamps, with the smokebox and centre lamp bracket pre-fitted from the factory; these can be changed if desired, with two spare lamps and lamp brackets supplied in the small details pack.

- **Gauge:** 'OO'
- **Price:** £249.99
- **Cat No:** R30389/R30393
- **Site:** *www.hornby.com*
- **DCC:** DCC Ready, 21-pin decoder socket
- **Era:** 4/5

Hornby's 'OO' gauge Stanier 'Black Five' 4-6-0s make a welcome return to the range with several improvements over previous releases, finished as 44907 in BR black with early crests (a web exclusive) and Caprotti equipped 44748 in BR black with late crests.



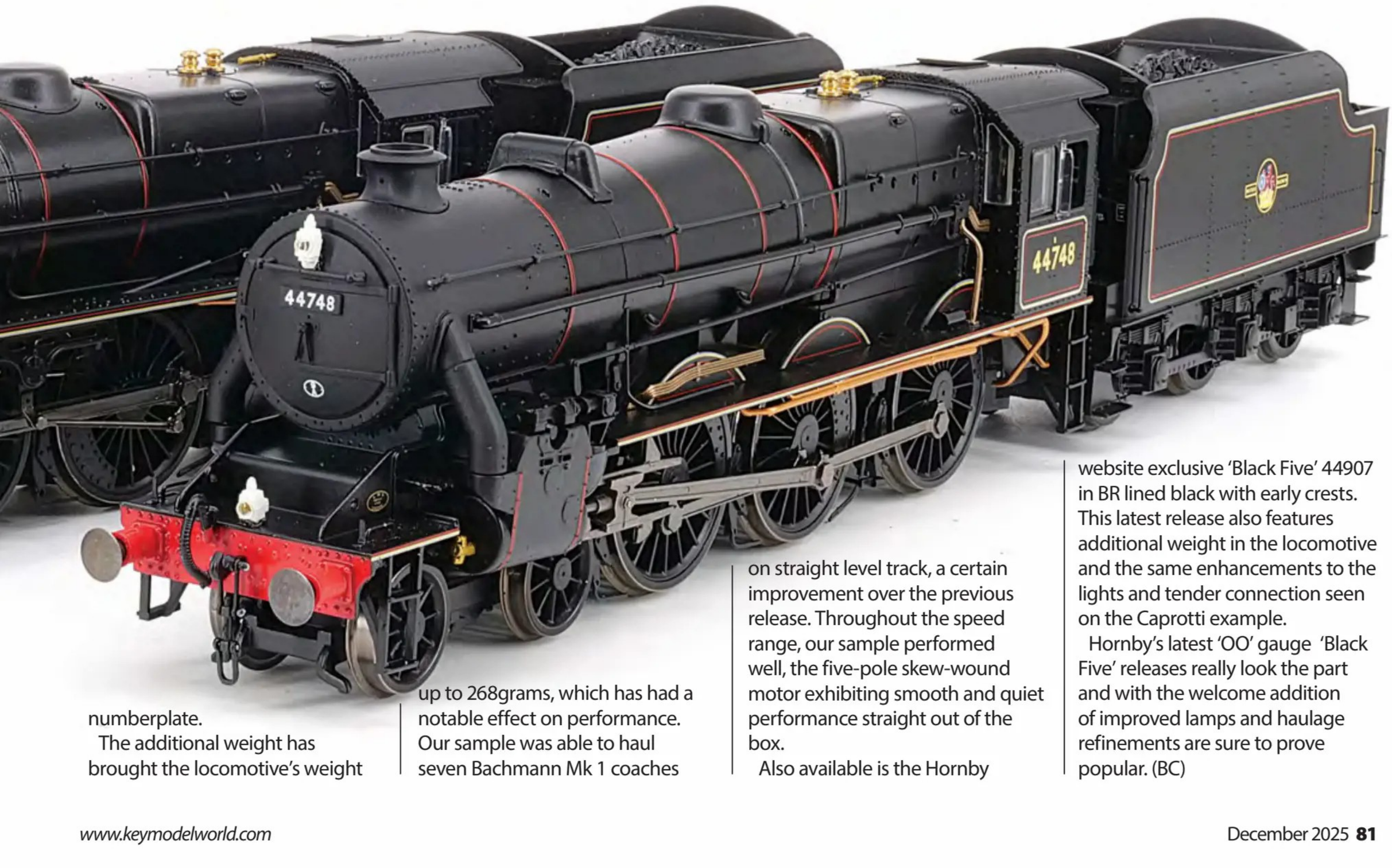
Other standout details include the bright copper pipework and the mechanical lubricator, which looks great when in motion. 44748 also has several detail differences from the previous Caprotti 'Black Five', with this model fitted with a single chimney and a battery box mounted on the running plate on the fireman's side. The locomotive's tender features roller bearing axle boxes, which are neatly picked out, plus a single lamp which will illuminate when travelling in reverse direction.

The no-fuss BR lined black suits the 'Black Five' well, with a matt effect applied to the smokebox contrasting with the sheen of the boiler. Lining is crisp on the tender, cab and running plate and is complemented by crisply applied BR late crest, cabside number and smokebox shedplate and

- **Gauge:** ‘OO’
- **Price:** £279.99
- **Cat No:** R30396
- **Site:** *www.hornby.com*
- **DCC:** DCC Ready, 21-pin decoder socket
- **Era:** 4

Hornby’s latest ‘OO’ gauge BR ‘9F’ 2-10-0 is available now, modelling 92018 in BR black with early crests.





numberplate.

The additional weight has brought the locomotive’s weight up to 268grams, which has had a notable effect on performance. Our sample was able to haul seven Bachmann Mk 1 coaches on straight level track, a certain improvement over the previous release. Throughout the speed range, our sample performed well, the five-pole skew-wound motor exhibiting smooth and quiet performance straight out of the box.

Also available is the Hornby website exclusive ‘Black Five’ 44907 in BR lined black with early crests. This latest release also features additional weight in the locomotive and the same enhancements to the lights and tender connection seen on the Caprotti example.

Hornby’s latest ‘OO’ gauge ‘Black Five’ releases really look the part and with the welcome addition of improved lamps and haulage refinements are sure to prove popular. (BC)

DESIRABLE DESIROS

IN EYE-CATCHING SCHEMES

The Class 350 Desiro Electric Multiple Units are back for 'OO' gauge with Bachmann and in attractive modern day colour schemes. **MIKE WILD** takes a closer look at the TransPennine Express set.

Bachmann's new batch of Class 350 Desiro units includes TPE liveried 350407 which is superbly presented.

- **Gauge:** 'OO'
- **Price:** £469.95 (DCC ready), £569.95 (DCC sound)
- **Cat No:** 31-033 (Reviewed)
- **Site:** *www.bachmann.co.uk*
- **Era:** 10-11



THE FLEET of 87 Siemens Class 350 Desiro Electric Multiple Units (EMUs) was built between 2004 and 2014 to provide a new suburban electric unit capable of running at up to 110mph. The first were completed for Central Trains and Silverlink which later passed to London Midland.

Bachmann produced its model of the Class 350 for 'OO' gauge

Cutaway Class 37/0 for 'O'



The distinctive cutaway buffer beam captures the locomotives in later condition.

- **Gauge:** 'O'
- **Price:** £669
- **Cat No:** 3734
- **Site:** *www.heljan.co.uk*
- **DCC:** ESU XL Digital Command Control socket
- **Era:** 7-9

FOLLOWING the split headcode Class 37s for 'O' gauge released last year (HM205), Heljan has turned its attention to the centre headcode examples and released BR blue and onwards era models with cutaway buffer beams.

Eight models have been produced with unnumbered models appearing in BR blue (3730), BR



A metal pantograph with a sprung arm is included on the roof. It is not designed to collect current.



The complex TransPennine Express livery has been completed to a high standard by Bachmann.

in 2010, but it has been absent from the catalogue in recent years which has built up demand for a new production run, particularly since there are now new liveries available to model on these four-car overhead units.

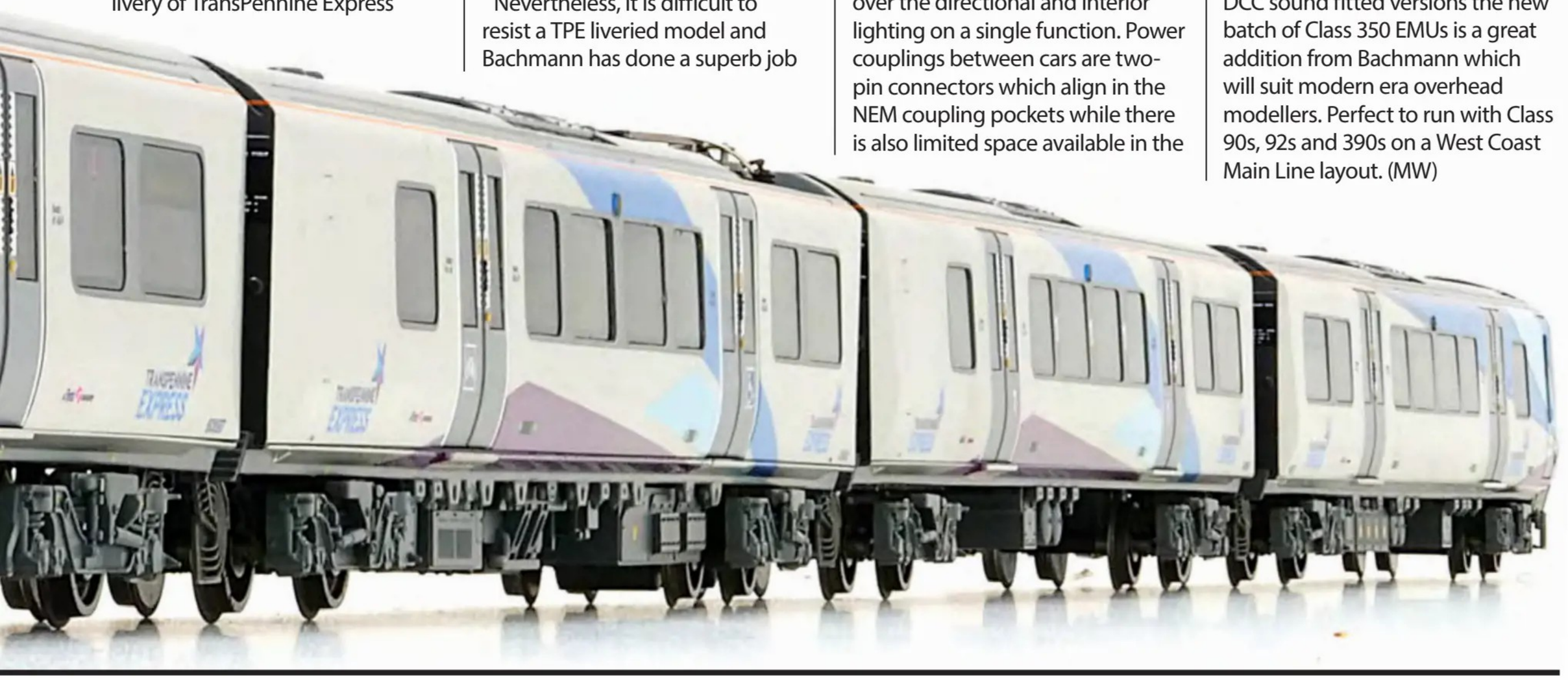
Autumn 2025 saw Bachmann deliver units in modern day London Northwestern Railway colours as well as in the striking livery of TransPennine Express (TPE), as illustrated by our review sample model. TPE used the Class 350/4 fleet consisting of ten units to work Manchester-Glasgow/Edinburgh services from 2013. However, this operation was short-lived as introduction of the CAF Class 397 Electric Multiple Units saw the '350/4s' transferred to West Midlands Trains between 2019 and 2020.

Nevertheless, it is difficult to resist a TPE liveried model and Bachmann has done a superb job of recreating the complex scheme in miniature. Our sample model of 350407 was completed to the highest standard with crisp edges between all colours and correct application of the colour scheme.

The physical tooling is identical to the first batch produced in 2010 and features a single 21-pin decoder socket in the motor coach which allows for control over the directional and interior lighting on a single function. Power couplings between cars are two-pin connectors which align in the NEM coupling pockets while there is also limited space available in the decoder housing under the floor for a 28mm round speaker with care taken over the installation.

On the track, our Desiro ran smoothly and quietly throughout the speed range with easy control over the lighting through digital options. Our only point of note on our sample was flickering of the lights in one of the driving cars.

With a choice of DCC Ready and DCC sound fitted versions the new batch of Class 350 EMUs is a great addition from Bachmann which will suit modern era overhead modellers. Perfect to run with Class 90s, 92s and 390s on a West Coast Main Line layout. (MW)





The latest Class 37/0 from Heljan models the locomotives with cutaway buffer beams. Our sample was finished in BR Departmental grey.

large logo blue (3731), BR grey (3734), Network Rail yellow (3738) and unbranded Railfreight sector grey. Additionally, an unnumbered Class 37 in 'Dutch' Transrail livery (3739) is set to be produced as a Tower Models exclusive. Numbered models appear as 37196 *Tre Pol and Pen* in Railfreight large logo grey (3732), 37152 in InterCity 'Swallow' (3725) and 37248 *Loch Arkaig* in West Coast Railways maroon (3737).

Our sample featured all the classic Class 37 features, with a plated headcode box, central high-intensity headlight and characteristic nose end. As before, models feature separately applied detail including horns, handrails, sprung buffers, bogie chains, sand pipes and a full complement of buffer beam pipework pre-fitted to both ends.

Livery application was excellent across the model, with crisp application of the BR grey, together with black cab window surrounds and bonnet roof. A crisp orange cantrail stripe is applied, along with full yellow ends. Small printed elements are also applied well.

Heljan's Class 37 is powered by twin motors with flywheels, each driving two axles on each bogie with a floating centre axle.

Digital Command Control (DCC) provision is via an ESU XL decoder socket, with space inside the body for an ESU smoke unit. A speaker can be fitted inside the fuel tanks, which are removed via four screws. There are also five switches here, allowing control of tail lights, cab lights, engine room lights and high-intensity headlight when operating the model on analogue control.

Heljan's centre headcode Class 37 diesels with cutaway buffer beams are an excellent follow-up to last year's split headcode model, providing 'O' gauge with additional options from the BR era to the present day. Available now from Heljan stockists. (BC)

WIA CAR CARRIERS



Above: **Revolution Trains' 'OO' gauge WIA car carriers are impressive wagons which feature articulation between the sections. Each pack is supplied as a full-five car set.**

Above: **Standard tension lock couplings are fitted as standard at each end in NEM pockets. Optional brake pipes and dummy screw link couplings are included in the box.**

- **Gauge:** 'OO'
- **Price:** £159.95
- **Cat No:** RT-OO-WIA-402B (Reviewed)
- **Site:** *www.revolutiontrains.com*
- **Era:** 9-11

FIRST REVIEW

Revolution Trains has delivered its eagerly anticipated 'OO' gauge model of the WIA articulated car carriers. **MIKE WILD** inspects this impressive new release.



AUTOMOTIVE TRAFFIC has long been important to the railway and Revolution Trains has been busy expanding its range of vehicles to model these freight flows in 'OO'. First were the IPA single deck wagons in twin and quad sets (HM188) while it is also working towards delivery of the Cartic-4 double deck four-wagon sets.

The latest arrival for 'OO' is the WIA car carrier. These five-vehicle articulated wagons offer a distinctive addition to the modern freight scene and were introduced in 1994 by Railfreight Distribution in connection with the opening of the Channel Tunnel. They were created to provide complete coverage to new cars and feature a double deck layout inside the blue painted exterior. The canopy can be raised and lowered for loading on the real vehicles.

In service the WIAs have been seen in the UK, Belgium, Italy and France and are currently used to transport cars to Southampton Docks including Minis from Cowley and Jaguars from Castle Bromwich.

During their careers the WIAs have seen a variety of traction at their head and work in long formations running to between eight and ten WIAs. However, they have also been seen as part of other workings including 'Enterprise' mixed formations in the early 2000s as well as running as single or pairs going for maintenance. Traction for full formations tended to be Railfreight Distribution Class 47s in their early years while Class 66s have been the main form for motive power for WIAs in the privatisation era. Classes 37, 56 and 60 have hauled the wagons in the 'Enterprise' era while Class 87 and 92 electric locomotives have been seen on full rakes on the West Coast Main Line and Southern Region respectively.

Revolution Trains' 'OO' gauge models are supplied in five-wagon sets, as per the real vehicles. Livery choices comprise original Railfreight Distribution (RfD) from 1994, RfD with Auto Care Europe (ACE) branding – a partnership between RfD, SNCB (Belgian Railways) and Cobelfret, plain blue without branding from the late 1990s on passing into EWS ownership, wagons with DB Schenker branding applied from around 2007 and the current livery of blue with DB branding and 'Schenker' painted over.

Our review sample modelled an early privatisation set in plain blue. The wagons are superbly presented in a single box and come with instructions and a set of optional parts to fit to the rear of a train including a control box which clips into the NEM coupling pocket, brake pipes and dummy screw link coupling.

Assembly of the articulated wagons is straightforward with each wagon connecting with a healthy 'click' to its neighbour. They do require some pressure to separate the wagons, but our experience showed them to be robust in their assembly from the factory.

On the track they ran smoothly with free rolling metal axles and turned metal wheels and even when formed into a longer train of three sets, they ran well through all curves and transitions. The WIAs have been designed to run on a minimum of second radius curves which we tested on our office layout successfully.

The simple outward design of the WIA belies the detail Revolution Trains has invested in these wagons. There are separately fitted plastic and etched metal parts as well as a full relief underframe beneath the bodies which replicates the hidden intricacy of the real wagons. All of this is done to the high standard we expect from Revolution.

Completing the picture is excellent decoration of the WIAs. The base colours are applied faultlessly while correct data panels and warning labels adorn the chassis to make these 871mm long five-wagon sets stand out whether you view them close-up or when running on your layout.

Cars by rail have always made interesting subjects and we can see these being another popular choice for 'OO' gauge from Revolution – and rightly so as they are superbly made and presented. (MW)



The shape of the WIA has been recreated superbly and is topped off with separately fitted fine details including metal handrails, sprung buffers and end steps.

GNER and Virgin Trains '**TT:120**' **HSTs**



Hornby's latest tranche of 'TT:120' scale Class 43 High Speed Train power cars are now available, including 43093 *Lady in Red* and 43097 in Virgin Trains colours.



Nine different GNER Mk 3s are also available, covering TF, TS, TSD, TRFB and TGS vehicles.

HORNBY'S 'TT:120' High Speed Train (HST) gains Virgin Trains and GNER liveries for its latest outing, with Hornby producing full formations for both colour schemes.

For assessment, we received a full HST formation in both liveries, with the GNER set containing a Trailer Guard Standard (TGS), four Trailer Standard (TS), one Trailer Standard Disabled (TSD), one Trailer Restaurant First Buffet (TRFB) and two Trailer Firsts (TF). Correctly, the Virgin Trains set comprises eight coaches, omitting the TSD from the formation, but otherwise mirroring the GNER coaches.

Two HST power car sets have been released alongside the coaches, with our GNER example presented

GNER HST power cars model 43120 *National Galleries of Scotland* and 43115 *Aberdeenshire*.

- **Gauge:** 'TT:120'
- **Price:** £41.99 each (Mk 3), £239.99 (HST power cars)
- **Cat No:** Various (see text)
- **Site:** *www.hornby.com*
- **DCC:** DCC ready, Next18 decoder sockets (x2 HST)
- **Era:** 9

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as 43120 *National Galleries of Scotland* as the motorised car and 43115 *Aberdeenshire* as the dummy vehicle (TT3047M). The Virgin Trains power cars are 43093 *Lady in Red* (motorised) and unpowered 43097 (TT3048M).

Hornby's 'TT:120' HST continues to impress - especially in full formations – with both powered cars featuring directional lights, five-pole motor, Next18 Digital Command Control (DCC) socket and provision for a 15mm x 11mm cube speaker. Non-powered cars also feature directional lighting, a Next18 DCC socket and provision for a 15mm x 11mm speaker.

Details match the high standards seen with the initial release, with neatly recreated bogies, crisp side grilles, plus a guard's compartment, complete with door and window. This latest batch of HSTs has been produced in DCC Ready form only.

Each of the Mk 3s carries flush-glazed darkened windows, interior seating detail and accurate roof and window configurations for each coach. Each coach is fitted with removable TT:120 kinematic couplings, plus metal wheels with disc brake detail.

Livery application on our samples was superb, with deep, rich colours and crisp application. The GNER's dark blue was superbly replicated, with the distinctive red stripe on all vehicles. Virgin Trains' bright red and black takes to the HST well, and is applied to the same high standard, with the trio of waistband white stripes well applied. Printed details are superb, with intricate designs such as the GNER roundel neatly picked out, while coach numbers and designations are applied to a similar standard.

It is good to see Hornby's excellent 'TT:120' HST arrive in two popular liveries from the early days of privatisation, and the full sets have a real presence. The full range of Virgin and GNER HST power cars and Mk 3 coaches can be purchased now from the Key Model World Shop. (BC)



Hornby has also released a full matching rake of eight Virgin Trains Mk 3 coaches, each with different running numbers.



All-new 'TT:120' KFAs arrive

HORNBY'S RAFT OF 'TT:120' scale rolling stock continues to grow with the arrival of newly tooled KFA intermodal wagons.

More than 200 KFA intermodal wagons were constructed in Finland, seeing service with GB Railfreight, DB Cargo, Freightliner and Network Rail.

Hornby has released its all-new KFA container flats in three forms. Our samples consisted of a Tiphook Rail example with three 20ft containers (Delmas/Evergreen/NOL), a TOUAX example with two 20ft containers (AWS/"K" Line) and 20ft tanktainer (Eurotainer) and a third wagon with TOUAX branding supplied with a 20ft tanktainer (Concisa) and 40ft box (Freightliner).

Hornby has modelled the open-framed wagons well, with the die-cast wagon body featuring a wealth of detail viewable from all angles due to the skeletal frame construction of the wagon. This alone weighs 22grammes, with each 20ft container weighing 16grams, tanktainers 12grams and 40ft containers 32grams. Included with each wagon is a pair of chains, hooks and pipes for customer fitment.

12 small lugs help secure the containers to the wagon, while non-sprung buffers and a kinematic NEM pocket fitted with a standard 'TT:120' coupling feature at each end. Along the side, small handwheels are carefully fitted, along with printed data panels, while underneath Hornby has faithfully recreated the expanse of cylinders, tanks, linkage and pipes that comprise the braking system found on the prototype. This detail can be viewed from the side or – if no load is fitted – from above and looks fantastic.

Hornby has also captured each shipping container well, with each featuring neatly corrugated sides, moulded end doors and door locks. Tanktainers feature a separate frame with the tank cradled inside; the tank features filler caps and an etched walkway.

Each wagon features an overall blue livery covering the main deck



- **Gauge:** 'TT:120'
- **Price:** £54.99 each
- **Cat No:** TT6030, TT6032, TT6031 (reviewed)
- **Site:** *www.hornby.com*
- **Era:** 8-11



A selection of containers and tanktainers has been produced to accompany the new 'TT :120' KFA wagons, including this TOUAX branded example with a 20ft tanktainer and two 20ft containers.

'TT:120' MGR hoppers

- **Gauge:** 'TT:120'
- **Price:** £80.99 (triple pack)
- **Cat No:** TT6037 (HAA), TT6036 (HFA)
- **Site:** *www.hornby.com*
- **Era:** 7-10

MORE OF HORNBY'S HAA/HFA merry-go-round (MGR) coal hopper wagons are now available for 'TT:120', modelling BR Railfreight and English Welsh & Scottish Railway (EWS) operated vehicles.

Our review samples included two triple wagon packs, modelling HAAs in BR Railfreight livery and three HFAs (rebuilt HAAs) in EWS maroon.

Both types of hopper wagon impress, with the main hopper body cradled inside a substantial frame. The rebuilt HFAs have canopies, which are absent on the original HAAs. Inside the hopper, ribs are neatly picked out, along with rivets and some hopper door detail. On the sides are hopper door handles, while non-sprung buffers and a cosmetic coupling hook are fitted to the buffer beams.

Underneath, underframe detail has been carefully picked out, with long handbrake handles connected to the brakes on each, while springs, axle boxes and in-line brake shoes are crisply moulded. Kinematic NEM coupling pockets feature pre-fitted removable 'TT:120' couplings.

Decoration is to Hornby's usual high standards, with the hopper body covered in a metallic silver, contrasted by a black chassis and underframe. Hopper cradles differ in colour between wagons, with the BR's bright Railfreight red applied well to our HAAs and contrasting with the more muted EWS maroon on the HFAs. Printed data panels and builder's plates were, in every instance, well applied.

Hornby's latest round of MGR hoppers is excellent and will certainly look impressive in prototypically lengthy trains hauled by the company's Class 66 or forthcoming Class 37. (BC)



Hornby has released a new batch of 'TT:120' Merry-Go-Round coal hoppers in standard HAA and canopy-fitted HFA forms.

FIRST REVIEW



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Hornby's all-new 'TT:120' KFA intermodal container wagons are now in stock with retailers, with three versions to choose from.

of the wagon, complemented by crisp printed text and data panels on the sides, while each of the containers are painted to a high standard, with bright colours and large corporate branding.

Hornby's 'TT:120' KFAs are a great follow-up to last year's IFA container flats and Class 66s, enabling realistic intermodal trains to be recreated in the scale. Available now from Hornby 'TT:120' stockists and the Key Model World Shop. (BC)

'TT' TTAs

- **Gauge:** 'TT:120'
- **Price:** £89.99 (triple pack), £31.99 (single)
- **Cat No:** TT6035 (triple pack), TT6034 (single)
- **Site:** *www.hornby.com*
- **Era:** 6-9



A new batch of Hornby's recently tooled 'TT:120' TTA tank wagons has arrived with retailers.

HORNBY'S NEXT BATCH of TTA tank wagons for 'TT:120' has arrived, modelling a single grey Shell/BP example and a triple pack in Shell black.

Available singly and in triple-wagon packs, our review samples included examples in Shell/BP grey and Shell black liveries. As with the initial releases, detailing is impressive with superbly moulded tank and subtle weld lines of the prototype captured well. Atop the tank, a fine etched walkway is neatly fitted, which is attached to a pair of ladders at one end; a small filler cap also features on top.



Liveries include Shell black and Shell/BP grey examples.

Detailing underneath is equally striking, with the wagon's air braking system modelled well. The pipes and cylinder detail can be viewed from the side, plus handbrake and associated mechanism. Axle boxes and springs are moulded well, enhanced by turned metal wheels. Each buffer beam is supplied with a cosmetic coupling hook and provision for an air brake pipe, while non-sprung buffers feature at each corner.

Livery application is excellent, with crisp, clear colours. The base colour applied to the tank, whether black or grey, is supported by crisp decals throughout. Kinematic NEM coupler pockets with TT:120 couplers are fitted as standard.

Hornby's 'TT:120' TTAs maintain the excellent quality and standards of their 'OO' gauge counterparts and will look especially impressive in long block formations. Available now from the Key Model World shop and all Hornby 'TT:120' stockists. (BC)

'TT:120' FOUR-WHEEL

HORNBY'S pre-Grouping generic four-wheel coaches have been popular in 'OO' gauge and are now available in 'TT:120', and will be ideal behind its forthcoming range of 'TT:120' London Brighton & South Coast Railway (LBSCR) 'Terrier' 0-6-0Ts.

Announced alongside the 'Terriers' in April this year, Hornby's range of 'TT:120' four-wheeled pre-Grouping coaches arrives in LBSCR, Southern Railway and BR crimson colour schemes. Four vehicles in each livery have been produced, covering First Class, Third Class, Brake Third and Full Brake vehicles. For assessment, we received a selection of LBSCR and BR crimson coaches.

Hornby's newly-tooled 'TT :120' scale four-wheel coaches have arrived with stockists.





Four vehicle types in three colour schemes form the initial batch of releases, including this Brake Third in BR crimson.

Each of the petite four-wheel coaches sells the look of a pre-Grouping coach well, and is complete with small flush-glazed windows, crisply moulded doors and moulded handles. Brake Thirds and Full Brakes feature neatly recreated convex duckets and end windows at the ducket end of the coach, while full Brakes also feature fully panelled sides. Roof detail consists of moulded rain strips and a collection of roof ventilators, with the placement

Hornby's popular 'OO' gauge LNER Gresley-designed 'teak' corridor coaches return to the range with five different vehicles offered.



More Gresley 'TEAKS'

A NEW SELECTION OF London and North Eastern Railway (LNER) Gresley teak coaches has returned to Hornby's range for 2025.

Built from 1923 to 1942, these Gresley-designed teak coaches shared a common 61ft 6in underframe and were used across the LNER system. They remained in service until the late 1960s, and several have survived into preservation.

Five teak models form this latest batch, including a First Corridor, Third Corridor, Composite Corridor, Restaurant Car (Buffet) and Full Brake (Cat Nos: R40452-6). A selection of early BR carmine and cream coaches is also available (R40457-61).

Released in 2004, Hornby's rendition of Gresley's 61ft 6in coaches remain great representations of these important coaches.

Hornby's models certainly capture the sleek lines of these bow-ended coaches well, with flush-glazed windows, separately applied handrails, neatly applied rooftop ventilators and comprehensive underframe detail.

The complex livery application is outstanding, with a wonderful teak effect applied to the coach sides plus a white roof, brown solebar, interior and buffer beam. Yellow lining is crisp and printed text is legible and applied without blemishes.

Hornby's new selection of LNER teak coaches will look the part when paired with the manufacturer's large roster of LNER motive power. In stock now at Hornby stockists. (BC)

- **Gauge:** 'OO'
- **Price:** £69.99
- **Cat No:** (see text)
- **Site:** *www.hornby.com*
- **Era:** 3

COACHES DEBUT

FIRST REVIEW



- **Gauge:** 'TT:120'
- **Price:** £34.99
- **Cat No:** TT4055-7 (LBSCR), TT4059-61 (BR crimson)
- **Site:** *www.hornby.com*
- **Era:** 2-4

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of these varying depending on coach type.

All coaches share the same underframe, while our BR crimson review samples were additionally fitted with underframe equipment boxes and a dynamo. Springs and axle boxes are crisply moulded and the metal wheels are fitted with blackened 'wooden' inserts. Metal buffers feature at each end, along with provision for bufferbeam pipework. Each vehicle is also supplied with footboards which secure into small lugs built into the underframe, while kinematic NEM pockets, pre-fitted with removable 'TT:120' couplings, complete the package.

Each of our vehicles' livery was carefully applied, with good application of the representative BR crimson and LBSCR maroon liveries. LBSCR coaches feature exquisite yellow panel lining. Printed items such as First Class designations, window decals and branding are applied to an equally high standard.

Hornby's pre-Grouping 'TT:120' four-wheel coaches have been superbly replicated in 'TT:120' and will surely prove popular. They are in stock now and can be purchased from Hornby stockists or the Key Model World Shop. (BC)

Collett 57ft coaches



New from Hornby are these 'OO' gauge GWR Collett coaches in classic chocolate and cream with 'Twin Cities' emblems.

- **Gauge:** 'OO'
- **Price:** £61.99
- **Cat No:** R40466/5 (reviewed)
- **Site:** *www.hornby.com*
- **Era:** 3

HORNBY'S GREAT WESTERN RAILWAY (GWR) Collett 57ft coaches are back for 2025, with ten models spanning two liveries. The first of these is a pair wearing the GWR's classic chocolate and cream livery, complete with 'twin cities' emblem.

Five coaches in GWR chocolate and cream livery have been produced, appearing as a left-hand and right-hand Brake Third, two Corridor Composites and a Corridor Third (Cat No: R40465-9). A second wave of five coaches in BR crimson and cream is also due (R40472-5).

For evaluation, we received both Brake Thirds. First re leased in 2016, Hornby's latest raft of Collett coaches are excellent representations of the prototype. Separately applied handrails and neat flush glazing feature on each vehicle, while roof detailing is equally impressive with separate shell ventilators and wire rails. Each corridor end sports lamp brackets, moulded cables and corridor connections. A pair of Roco-style replacement couplings is included with each coach, along with corridor end boards and blank nameboards.

Livery application on our samples was superb, with crisp lines and excellent application of ancillary details. The primary chocolate and cream colours are expertly applied, with deep, rich colours accented by crisp lining on the lower half of the coach. Printed compartment designations along with GWR text and 'Twin Cities' emblems are applied to the same high standard: white roofs contrast this detail and are applied with an even tone.

GWR modellers will be pleased to see these versatile coaches return, and they will look great paired with the manufacturer's forthcoming all-new 'OO' gauge 'Saint'. (BC)

LMS 20ton brake van

Above: **Bachmann has completed its newly tooled 'OO' gauge LMS 20ton brake van.**



FIRST REVIEW

- **Gauge:** 'OO'
- **Price:** £44.95
- **Cat No:** 38-976
- **Site:** *www.bachmann.co.uk*
- **Era:** 3

Right: **Five all-new models form the initial releases including 730203 in LMS grey.**



BACHMANN'S ALL-NEW London Midland & Scottish Railway (LMS) 20ton brake van has quickly arrived on the *Hornby Magazine* review desk, with the models only announced in March this year.

In 1935, the first of these brake vans emerged as Diagram 1919. With a 16ft wheelbase, 670 vans were built and would become the standard brake van for the LMS. A modified version, Diagram 2036, featured a wider body and deeper duckets, with 522 of these constructed. The third version - Diagram 2068 - was built from 1942, with deeper ballast weights. As continuous brakes became more common on freight trains, usage of the brake vans declined but many saw departmental use and more than 50 vans have been preserved.

Five models form the first wave of releases, with two appearing in LMS grey, an early and late BR bauxite example and a final model in BR departmental grey and yellow.

For assessment, we received 730203 in LMS grey. Bachmann has captured the rectangular shape of the brake van well, with verandas at each end and a fully detailed guard's compartment in the centre. Our van featured riveted end panels, which are flush on some models. Internal walls are well-picked out, fitted with flush glazing and moulded wooden panels. The body can be removed to allow unobstructed views of the interior, which includes a brake handwheel, ducket seats and tool chests.

Crisp moulded wooden panels form the sides of the wagon, with separately applied duckets available in two styles – plus handrails and attachment points for the poseable guard's safety rail. The roof features subtle rain strips and a turned metal chimney. At each end of the van is a pair of moulded lamp irons and on the buffer beam, a pre-fitted coupling hook, metal buffers and provision for a vacuum brake pipe. The tooling has options for vacuum brakes, through vacuum pipes and shallow or deep ballast weights.

Underneath the new model features footboards, through vacuum pipe and in-line brake shoes. Separately supplied brake yokes can be fitted. Blackened wheels run behind moulded axle boxes, which also feature crisply moulded springs. NEM coupling pockets are pre-fitted with small tension lock couplings.

Additional pipework is included in a separate detail pack, plus guard's safety rails, inner and outer brake yokes and screw link coupling.

Bachmann's all-new LMS brake van models an unassuming prototype very well with good detail throughout and a durable high-quality construction. A great model which will seamlessly blend into a huge range of railway scenes. (BC)

London Transport '57XX' L98

- **Gauge:** 'OO'
- **Price:** £135
- **Cat No:** 32-217Y
- **Site:** *www.ltmuseum.co.uk*
- **DCC:** DCC Ready, 8-pin decoder socket
- **Era:** 6



London Transport Museum has commissioned an exclusive 'OO' gauge GWR '57XX' 0-6-0PT from Bachmann, modelling L98 in London Transport lined maroon.

EXCLUSIVELY AVAILABLE from the London Transport Museum shop is Great Western Railway (GWR) '57XX' 0-6-0PT L98 in London Transport lined maroon, produced solely for the museum by Bachmann in 'OO' gauge.

L98 is supplied in a specially branded London Transport Museum box, which includes a small information card on the prototype along with a standard instruction booklet.

Bachmann's '57XX' is a longstanding model in the manufacturer's range and represents these 0-6-0PTs well. Detail is good throughout, with a selection of separately applied parts, such as handrails, lamp irons, vacuum pipe and whistles. The model is fitted with sprung buffers and crisp moulded detail, such as steps, steam dome, top feed and cab ventilator. Cab detail consists of moulded controls plus flush-glazed 'porthole' windows. Underneath, brake rigging is pre-fitted, together with in-line brake shoes, sand pipes and neatly picked out metal coupling rods.

London Transport's deep maroon livery was superbly applied to our sample, with deep, rich colours and excellent application. The crisp yellow lining is complemented by red coupling rods. The locomotive's number and London Transport text are also applied to the same high standard.

An excellent representation of the '57XX' from an interesting period of the class's service life. This model is in stock now and can be purchased exclusively from the London Transport Museum shop online or in person at the Covent Garden shop. (BC)

Hornby 'W4' Peckett *Jaffa*

- **Gauge:** 'OO'
- **Price:** £139.99
- **Cat No:** R30409
- **Site:** *www.hornby.com*
- **DCC:** DCC Ready, four-pin decoder socket
- **Era:** 2

Hornby has released a new batch of its popular 'OO' gauge 'W4' Peckett 0-4-0STs, including *Jaffa* in Manchester Ship Canal green.



HORNBY'S PETITE 'W4' Peckett 0-4-0ST for 'OO' returns to the company's range for 2025, appearing as *Jaffa*, operated by the Manchester Ship Canal.

First delivered to acclaim in 2016, Hornby's 'W4' remains a delightfully detailed model, brimming with character. Head on, a small, burnished smokebox dart is carefully fitted, along with a pair of metal buffers and a cosmetic coupling hook. Atop the die-cast boiler is a tall copper-capped chimney, steam dome, tank filler cap and separately applied handrails. Springs, copper-coloured pipes, sandboxes and a reversing rod are neatly fitted to the running plate.

Cab detail is well executed, with pipes protruding from the top of the backhead: one can be seen extending through the roof to the whistle. Other controls, such as the regulator, are modelled to the same standard, and the cab is fitted with flush-glazed 'porthole' windows on both sides.

Livery application is superb with the overall green scheme enhanced by crisp yellow lining and red motion. Printed items are equally crisp, with the name and builder's plate applied straight and true.

Petite and powerful, Hornby's 'W4' is sure to make a statement on any industrial-themed layout. (BC)

Exclusive RTC Laboratory 10

- **Gauge:** 'OO'
- **Price:** £60.95 (members)/£67.95 (non-members)
- **Cat No:** 39-800K
- **Site:** *www.bachmann-collectorsclub.co.uk*
- **Era:** 7

NEW TO THE BACHMANN Collectors Club range of exclusive models is this 'OO' gauge BR Mk 1 Brake Second Open (BSO), modelling the Railway Technical Centre's Laboratory 10 (RDB975428) generator coach (Cat No. 39-800K).

Originally built at BR's Doncaster Works in 1955, BR Mk 1 BSO 9536 remained in revenue service until the mid-1970s when it was transferred to BR's Railway Technical Centre (RTC) for use with test trains. It was converted into a generator car for use with the POP train testing as part of the Advanced Passenger Train project. It retained its BSO appearance, with an exhaust mesh outlet added to the side of the brake compartment on one side and further grilles on the other. The main change was the addition of a window at the non-brake vestibule end for the guard to observe movements, together with new equipment boxes and additional pipework on the ends.

This model correctly uses the manufacturer's newly tooled 'OO' BR Mk 1 BSO as its basis and represents the vehicle at a slightly later time in its career from a previous release (39-001W) whilst still retaining the striking blue and red colour scheme. This latest version features the changes made to bodyside lettering, with the vehicle's numbers, Laboratory 10 and Vehicles Group lettering repositioned on both sides.



Application of the RTC colour scheme and lettering is superb throughout and includes printed mesh and exhaust grilles at the guard's compartment end of the vehicle.

Decoration on our review sample was superbly applied with an evenly painted finish throughout and crisply printed white lining and lettering. Exhaust mesh and grilles have been neatly printed on each side of the brake compartment. Due to tooling constraints the model is not an exact replica but provides an excellent base model for further customisation. As supplied, RDB975428 features a pair of BR1 bogies as standard, while these could be swapped out with spare B4 bogies from the Bachmann range to further match the prototype.

Vehicles carrying British Rail's distinctive Railway Technical Centre livery have proved popular in the past and this latest addition of Laboratory 10 is sure to follow this trend, especially now that it is available using the correct vehicle tooling. (MC)



Bachmann has added a new BR Railway Technical Centre (RTC) laboratory coach to its range of Collectors Club exclusives, finished as ex BR Mk 1 BSO RDB975428 Laboratory 10 in RTC red and blue.

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HORNBY HM7000 BLUETOOTH DCC



Hornby has added two new standard (non-sound) Bluetooth and DCC decoders to its HM7000 series range of digital accessories in 6-pin and 8-pin formats.

HORNBY ADDS ENHANCED BASS SPEAKER



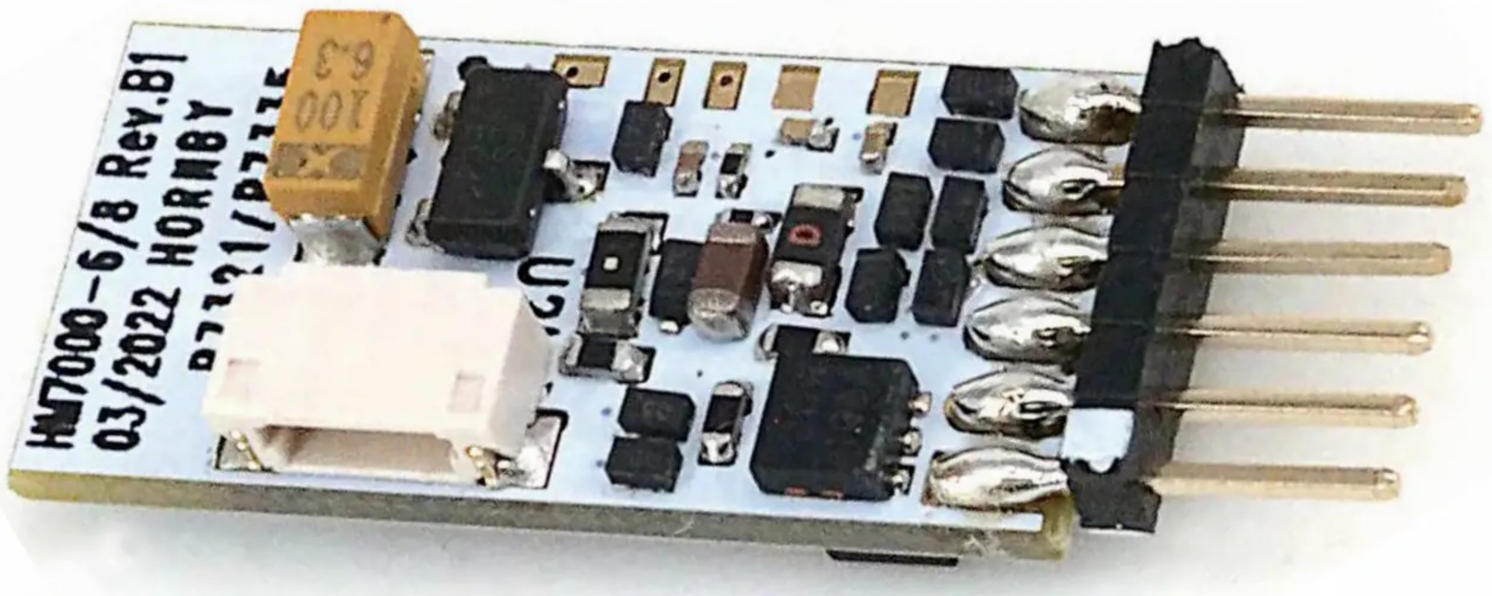
Hornby has added a new bass enhanced speaker to its HM7000 series of digital accessories, intended for use with its Bluetooth and DCC Triplex Sound decoders.

HORNBY'S NEW ENHANCED BASS speaker (Cat No. R7408) is the latest addition to its range of HM7000 digital accessories.

Intended for use with its range of Bluetooth and Digital Command Control (DCC) Triplex Sound (TXS) decoders, the new speaker is a straight swap for the cube speaker supplied as standard with the TXS decoders, offering a 'plug and play' experience.

Measuring 25mm x 55mm x 8mm, the speaker resembles the popular EM1 speaker family with an 8ohm impedance and 1watt (RMS) output (Model TO-2008SF). As it is larger than the cube

STANDARD DECODERS



- **Price:** £39.99 (8-pin), £31.99 (6-pin)
- **Cat No:** R7335 (8-pin), R7321 (6-pin)
- **Site:** *www.hornby.com*

The six-pin decoder measures 18mm x 8mm. Both decoders feature a socket to enable a HM7000 stay alive power bank to be added.

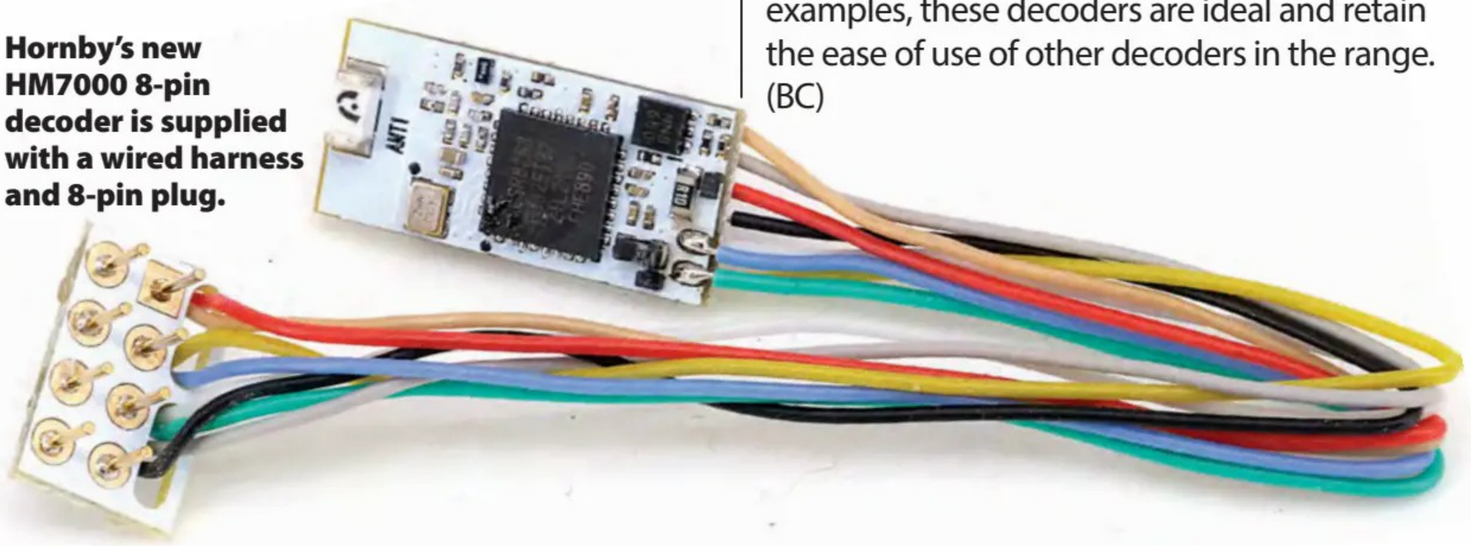
HORNBY'S RANGE OF HM7000 Bluetooth and Digital Command Control (DCC) decoders continues to grow with the new HM7000-8 8-pin and HM7000-6 6-pin decoders offering modellers a non-sound alternative to the Triplex Sound (TXS) versions.

We received 6-pin and 8-pin versions for review. The 6-pin decoder measures 18mm x 8mm from the base of the pins, while the 8-pin decoder uses a harness arrangement with the PCB measuring the same as the 6-pin version, connected to a low profile 8-pin plug by wires. Each of the decoders features a socket for Hornby's HM7000 stay alive capacitors.

Setting up the decoder with your HM|DCC mobile application is identical to the previous routine for HM7000 decoders. When the model is placed on a section of powered track and a Bluetooth connection established, the decoder appears in the Link Device menu, which, when selected will pair the decoder with the HM|DCC app. Once linked, the decoder can be assigned an address, name and image. The decoder can also operate in standard DCC mode with conventional DCC control systems and Configuration Variables can be changed in the dedicated page found in the Locomotive Settings menu, where functions can also be assigned. The decoders will need to be synchronised with the HM|DCC app before they can be used on conventional DCC control. As before, the decoders will operate on DCC power, or analogue control via a DC controller.

We tested the 6-pin decoder in a Hornby Ruston and Hornsby 88DS and the 8-pin version in a Hornby Great Western Railway 'Star' 4-6-0. Both locomotives performed well, with smooth and responsive operation. Even without a locomotive profile installed or any CV adjustment, both models had gradual acceleration when speeding up and inertia when slowing down.

For those who want to upgrade locomotives to the HM7000 series of decoders but don't need the sound functionality offered with the TXS examples, these decoders are ideal and retain the ease of use of other decoders in the range. (BC)



Hornby's new HM7000 8-pin decoder is supplied with a wired harness and 8-pin plug.

- **Price:** £16.99
- **Cat No:** R7408
- **Site:** *www.hornby.com*

speaker it is likely to replace, you will need to check there is enough space in the model it is intended for. The speaker is fitted with a pair of 155mm long black and red wires terminating in a small white plug identical to those used on the cube speaker with the TXS decoders.

On test, once the speaker was plugged into the socket on the TXS decoder (we used a Next18 example) the difference in sound quality was remarkable, thanks in part to the passive radiator design. The sound output was richer, louder and with plenty of bass to the resultant sounds - so much so that the speaker was resonating more than expected on the workbench, as it wasn't secured in place. Once secured in a locomotive environment, the improved output included nuances from the sound profile not previously noted with the cube speaker.

One of the benefits of the TXS decoder family is their 'plug and play' ability for the supplied speaker and stay alive connections, with no soldering required. This latest addition to the range is straightforward to install and should make a big difference to the overall audio experience and operational value. Excellent and available now. (MC)

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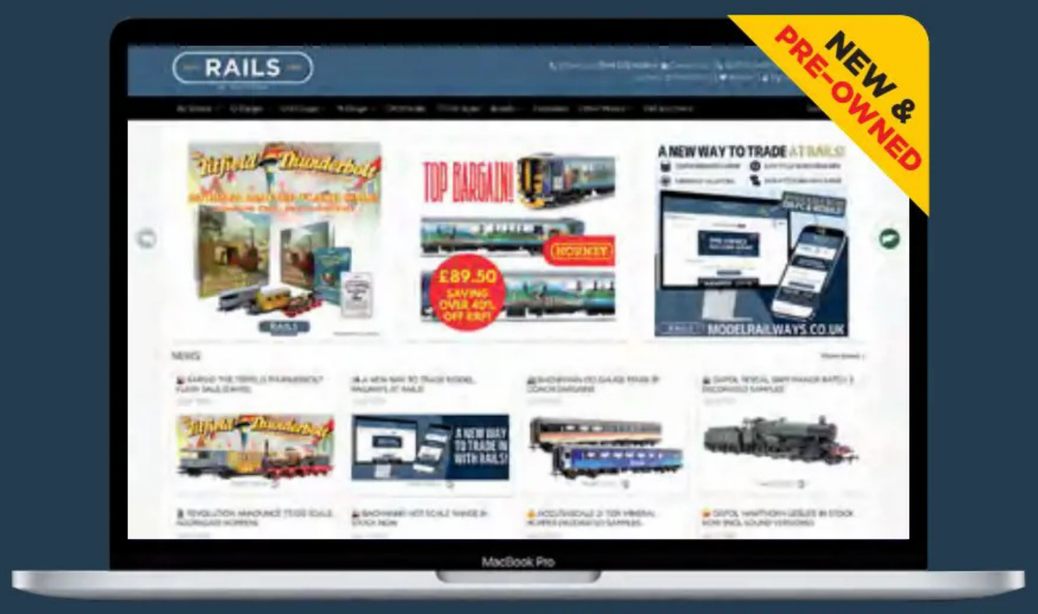

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R. Smalley ★★★★★

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D. Ager ★★★★★

I'm an international buyer, and particularly a fan of British N Gauge, my orders have always been fulfilled and packed above and beyond my expectations. The prices even factoring in the current exchange rate of the AUD to GDP and postage are often cheaper than what I can source here in Australia. A wide selection of manufacturers and models. I'd highly recommend this store.

D. ★★★★★

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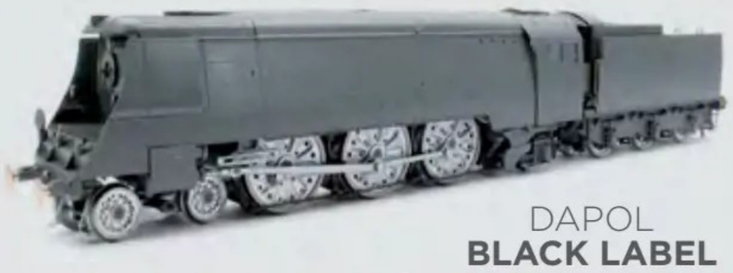

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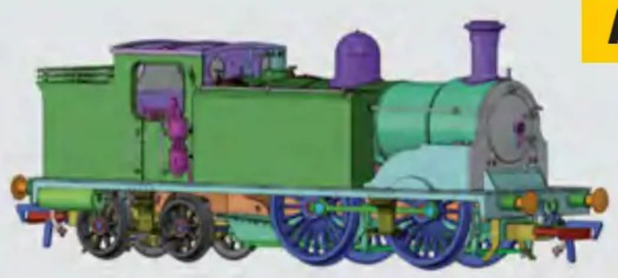

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TRIPLEX LUMO

SOUND UPGRADE

Hornby's 'OO' gauge Class 803 is a perfect candidate to learn the ropes of digital sound installation using Hornby Triplex Bluetooth chips. **MIKE WILD** shows how to install a pair of sound decoders to give the five-car EMU the full sound effect.

STEP BY STEP

INSTALLING SOUND IN THE HORNBY CLASS 803 UNIT

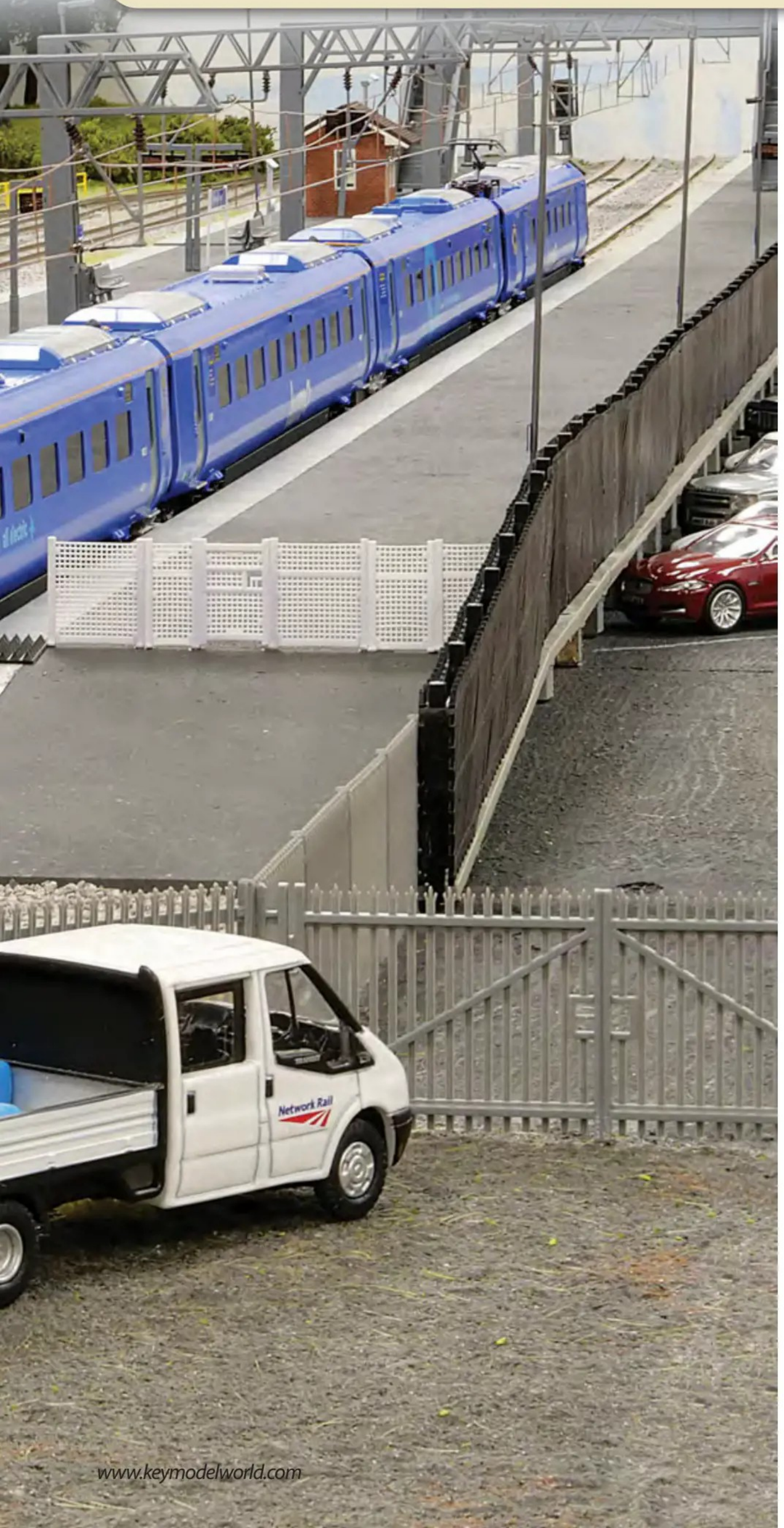
Intermediate
Beginner — SKILL LEVEL — Advanced



The Class 803 unit is a complete train in a box which can benefit from the addition of digital sound to bring it to life with realistic sound. The Hornby Triplex Bluetooth sound decoders make that simple to achieve.



The installation method is the same for both vehicles. The decoder socket and speaker space are in the underfloor section which is screw-mounted to the chassis. It is simple to remove.



HORNBY'S LATEST collection of Hitachi Class 800 series trains has brought new liveries to the shops including TransPennine Express and the bright blue of East Coast Main Line operator Lumo.

These new colour schemes are seen side by side with the LNER Class 800 series trains and for our project to extend East Coast Cement for the 2025 Great Electric Train Show, we were looking to build up a more realistic and representative fleet to model the current scene on the route. Our focus has always been to introduce digital sound to the exhibition roster, and the Lumo Class 803 was a prime candidate for this.

Handily, there is a simple way to do this using Hornby's Triplex Bluetooth sound decoders. Each unit requires two decoders – one to operate the lights and motor function in the powered driving car with a second required in the unpowered driving car to operate its lights. Here you have choices: you can add a digital sound decoder to both, as we are here, or if you prefer you can add a sound chip to the powered car and a function only decoder in the unpowered car to reduce the cost of the installation.

For this project we wanted to give the unit the full sound effect and recreate the driving sounds at both ends of the train. That meant installing a pair of Hornby 21-pin sound chips to provide full functionality, both of which are fitted in the same way. The only compromise is that because we wanted horns to only play in the direction of travel, we selected to adjust the Configuration Variables (CVs) through the HM|DCC app to turn the F3 horns off on the powered car and the F2 horns off on the unpowered car. Fortunately, this is very simple to do with the HM|DCC app and with the multi-horn operation of F2 and F3 it means each end of the train still has three horn options available through a single button.

The Class 803 sounds all the better for its sound upgrades, but there is more to come. Next issue we will complete the project by giving it a light weathering to capture the look of the real trains in service as well as adding a driver, crew and passengers to bring the illuminated interior to life.

The following step by step guide explains how we installed the sound – look out for a video sound demonstration at *keymodelworld.com/digital-sound* during November. **HM**

Left: **The Hornby Class 803 can be given authentic sound simply and quickly with the Triplex Bluetooth sound decoders. 803005 passes through the newly completed Shortley Bridge station on East Coast Cement.**

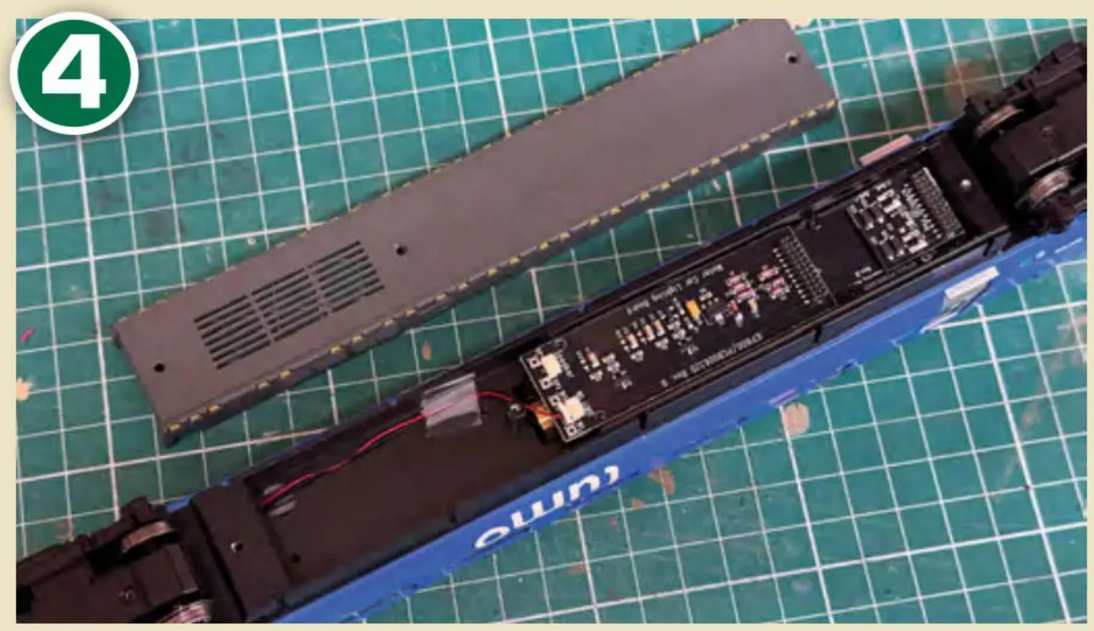
WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Class 803 Lumo five-car EMU	*www.hornby.com*	R30102
Hornby Triplex Bluetooth Sound 21-pin chip	*keymodelworld.com/shop*	R7322

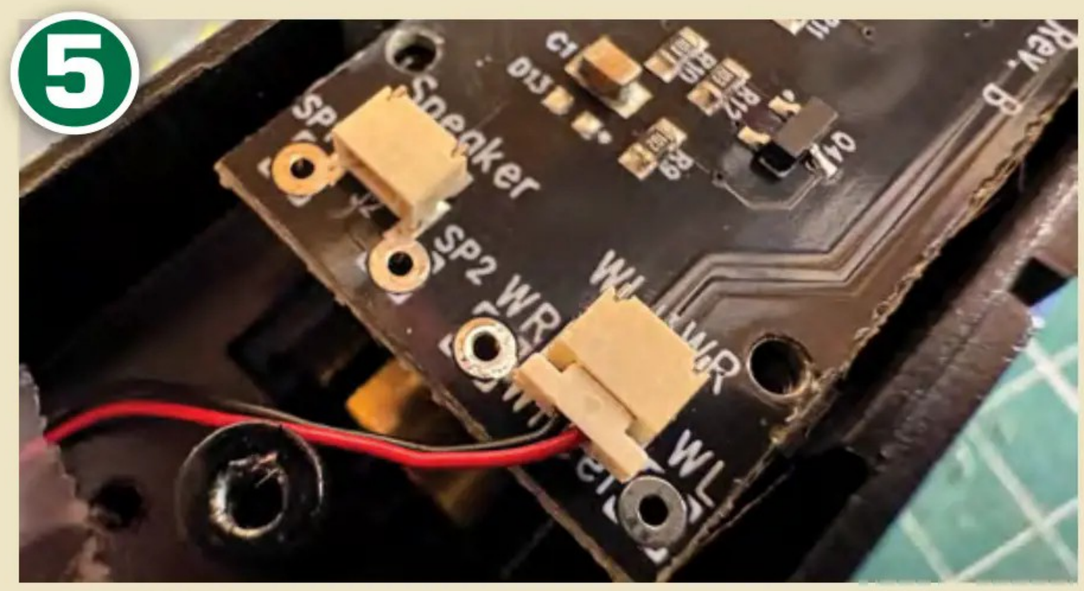
INSTALLING SOUND IN THE HORNBY CLASS 803 UNIT



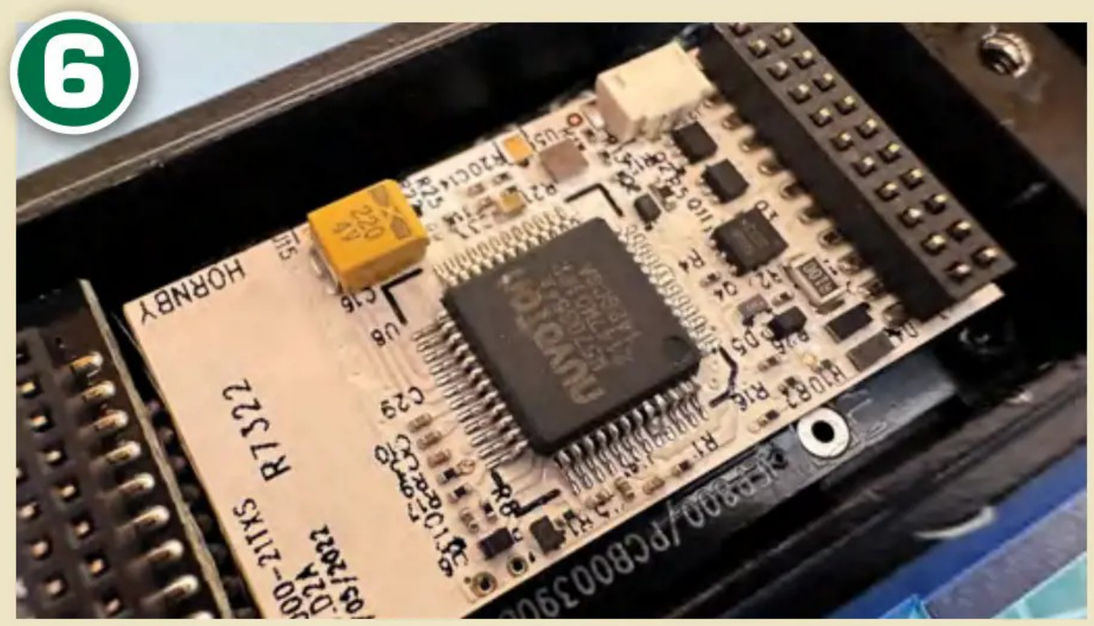
The screws are quite tightly fitted on the Class 800 series trains from Hornby. Apply firm pressure to get the screw moving but be careful not to over pressure the model.



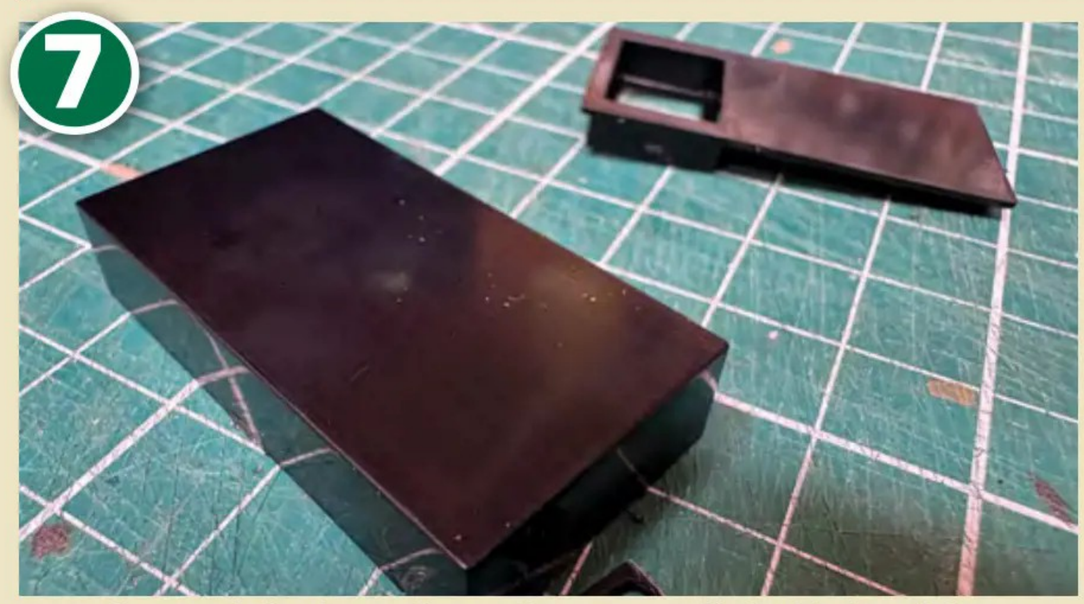
Once the underfloor panel is off, the main circuit board is visible. The decoder socket is at the far right of the model with the speaker space on the left. Don't remove the central PCB which is also connected via a 21-pin socket.



At the other end of the main PCB is a connection for a speaker. This has been designed to match the plug on the Hornby Triplex Sound speakers for a plug and play installation. Solder pads are also provided if you wish to add your own choice of speaker.



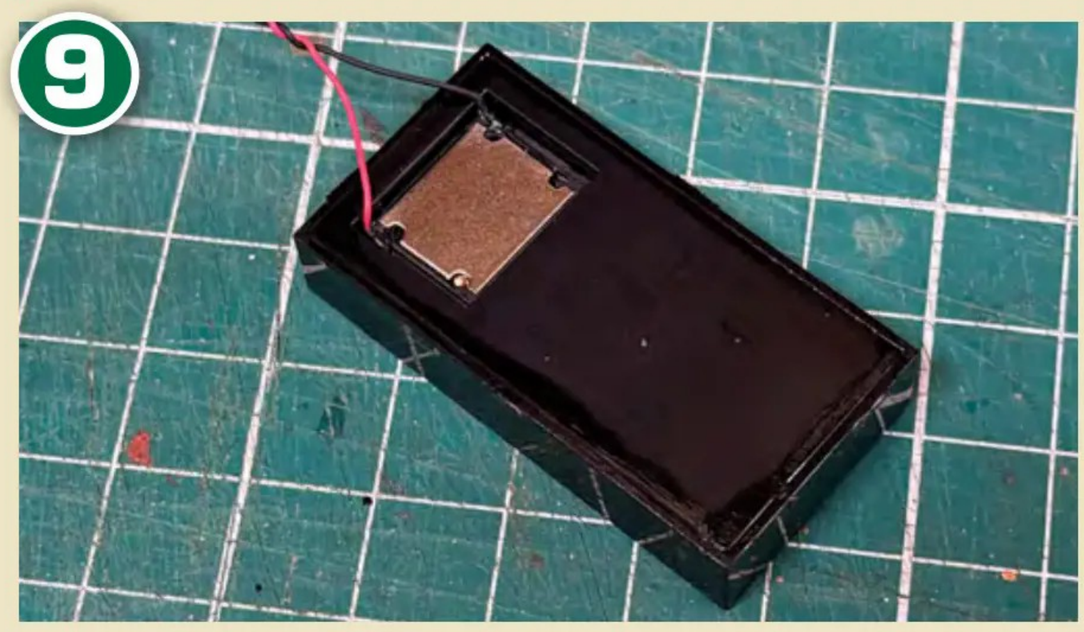
The Triplex Bluetooth sound decoder is a direct replacement for the 21-pin block and fills the space at the front of the chassis. It will only fit one way around and only gentle pressure is needed to push it onto the pins.



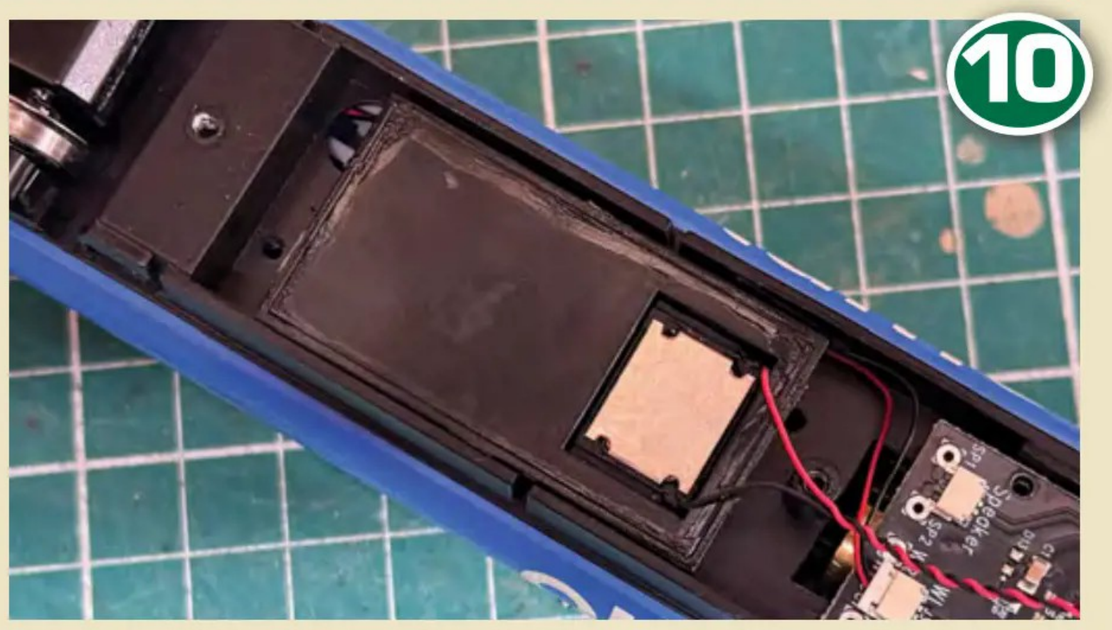
From the set of plastic speaker enclosures supplied with the Triplex decoders, we are using the largest 40mm x 20mm design as it will fit in the underframe of the Class 800 unit with a small modification by cutting off the mounting tabs.



The two halves of the enclosure are glued together with Plastic Magic cement. The Triplex decoders come with a 15mm x 11mm cube speaker which has a self-adhesive cover on the rear for fitting it to the speaker enclosure. This ensures an airtight seal between the speaker and the enclosure.



Peel off the cover on the bottom of the speaker then line up the speaker with the opening in the baffle and then press it firmly into place with the wires leading out at the shorter end of the speaker. Check that it is fully fitted.

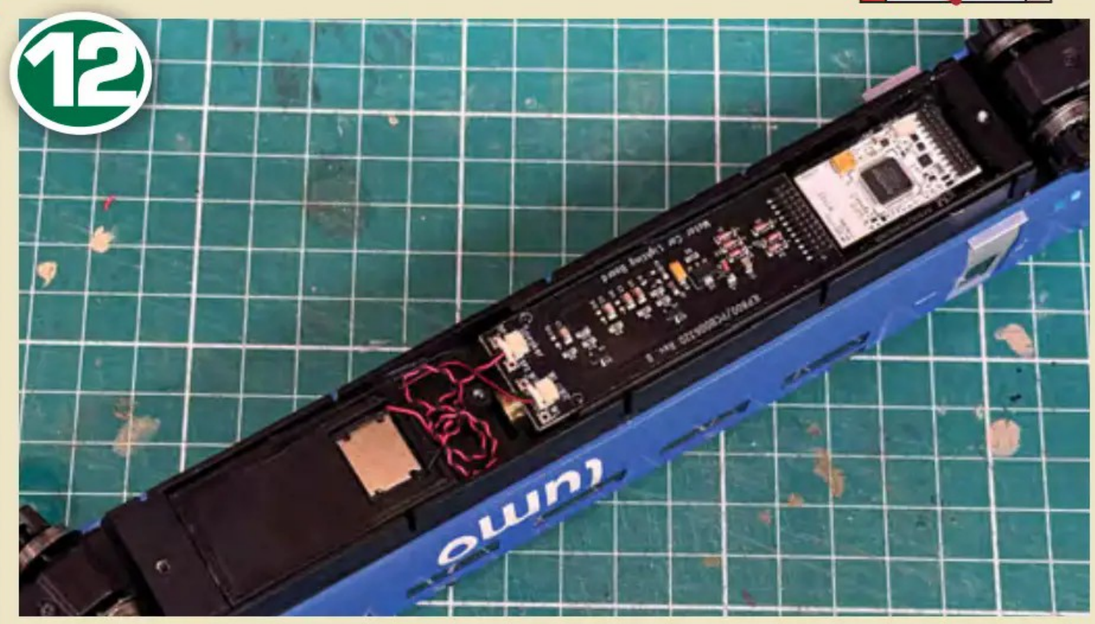


Test fit the 40mm x 20mm speaker into the area at the rear of the Class 803 underframe. We had to adjust the position of the black and red wires running along the side wall so the speaker would sit flush with the floor.

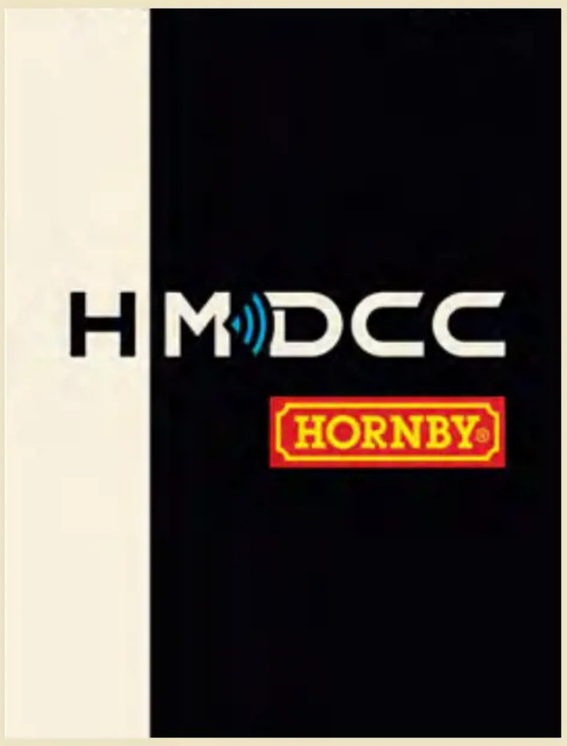
Intermediate
Beginner SKILL LEVEL Advanced



The speaker has now been connected to the speaker connection on the Class 803 circuit board. The spare wire from the speaker has been carefully positioned behind the middle support for the underfloor plastic cover.



The sound installation for the powered car is complete and the same process will now be repeated for the unpowered driving car so both ends of the 803 have a full suite of sounds available.



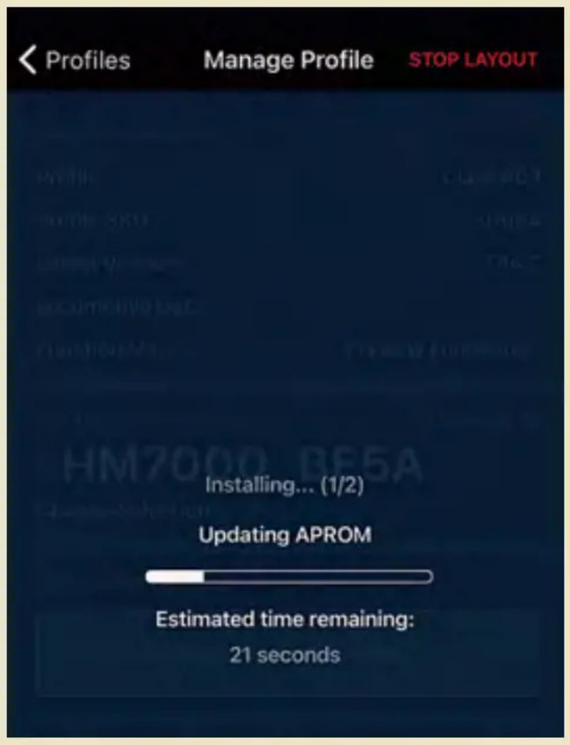
13

The next step for both decoders in the Class 803 is to connect them to Hornby's HM|DCC app so they can be loaded with authentic sounds from Hornby's own sound library via the Bluetooth connection.



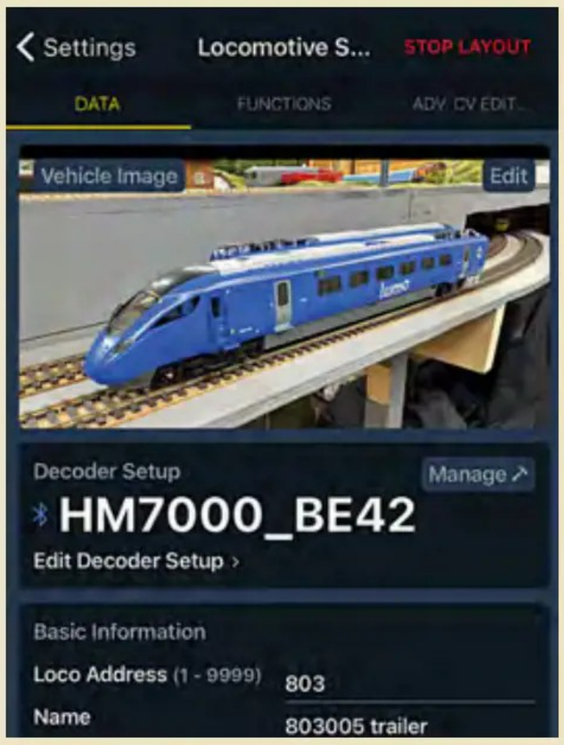
14

First, each decoder needs to be linked to your HM|DCC app so that it can be controlled. This usually results in a Firmware update being required which takes two or three minutes to complete. After this is done, you can move on to load the sound.



15

The app guides you through the process for installing a sound profile once the decoder is linked to the app. Use the Manage Device button then go through to Browse Profiles to select from the available list. The on-screen prompts will guide you through the process.



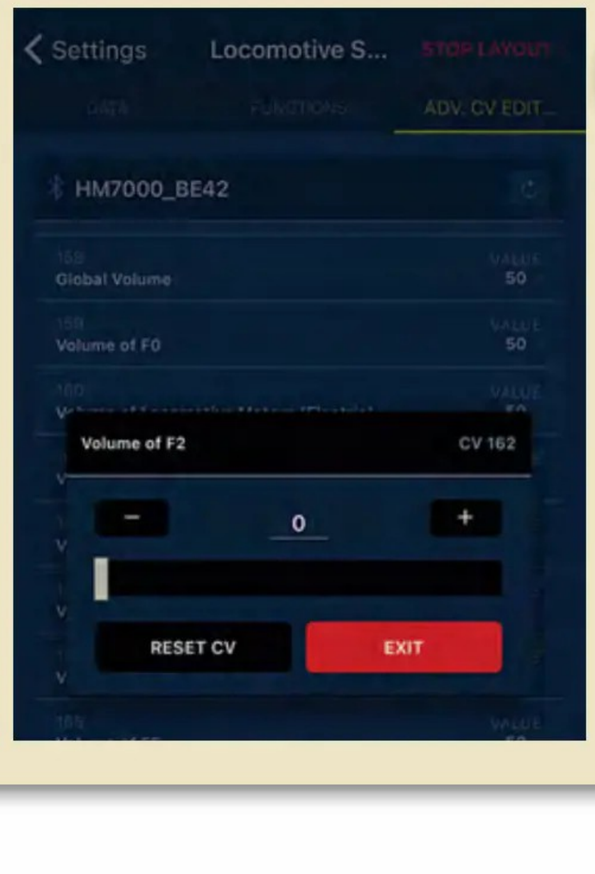
16

Once the sound profile upload is complete on the powered car, the process is repeated for the unpowered car. However, we also want to amend a couple of CVs so that selected horns play at each end which is simple using the CV editing menu which is accessed by pressing Locomotive Settings.



17

It takes less than a minute for all the CV data to transfer from the chip to the HM|DCC app, after which you have full control over the model's Configuration Variables which can be used to adjust its performance.



18

On the powered car, we set CV163 to 0 to turn off the sound on the F3 horns and on the unpowered car we set CV162 to 0 to turn off the sound on the F2 horns. This means only one set is available to play in each direction of travel when selected.

FINSBURY PARK

TMD

ECML EAST COAST MAIN LINE SPECIAL

In this intricately detailed ‘OO’ gauge layout, **MATT GALE** reveals his superb interpretation of the London home of the ‘Deltics’ during the 1970s and early ‘80s.

PHOTOGRAPHY, MIKE WILD

1 A busy night-time view of Finsbury Park TMD as several locomotives undergo maintenance, including classes 31, 37, 40, 47 and 55.

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm:1ft	10ft x 4ft (SCENIC)	EASTERN	1970s/1980s	DCC, ESU ECOS

THIS LAYOUT was inspired by the numerous trainspotting trips that my friend Graham and I made up to London from Kent. We travelled up on the slam door units to see all the different classes of diesels which arrived at the London termini and these visits were something we looked forward to in the school holidays.

The walk up the stairs from the underground at King's Cross to the concourse - the smell and noise of what was awaiting us - was always memorable for me. Graham's family were mostly based around that part of London and we stayed there quite a bit. I was also lucky to have a couple of day trips to York with my parents in the late 1970s and early 1980s which meant I saw the English Electric 'Deltics' in action and they soon became my favourite locomotives with the Class 47s a close second. Later, I would pass Finsbury Park empty and in disrepair while going to watch my beloved Arsenal play at Highbury.

Finsbury Park was probably a couple of years in the planning. I didn't have the space in the garage to make an exact scale model but wanted to get as close as I could in the space I had. It was vital to include all the main details such as the depot, buildings, refuelling point, sanding towers, crane shed and as much of the track layout as possible.

After drawing the full-size plan in *AnyRail*, it was clear there was no way fellow builder Neil Mason and I could truly recreate the depot and yard, so what you see here is a representation of it which we feel does the real thing justice and looks like the original depot. It was always going to be in 'OO' gauge – a Hornby Inter-City 125 train set started me off and although I've flirted with 'O' gauge, mainly on friends' exhibition layouts, there was »



2 Class 37 37001 rumbles towards the fuelling point while 55009 *Alycidon* is stabled in one of the sidings adjacent to the mess hut and offices.

no way constructing this in 7mm:1ft scale would have been possible.

CONSTRUCTION

The baseboards are in 4ft x 4ft sections made from 9mm ply and 2in x 2in framing. The lower storage board baseboards sit on removable legs and the upper scenic section has 2in x 2in bridge supports to allow access into the far end of the 4ft wide boards. Helixes are located at each end of the layout to enable trains to access the storage yard below. These are Proses products and come as kits. At 4ft x 4ft, they were tricky to build and adapt to the boards. There are five boards in the lower section and three on the upper section. The scenic section is 10ft x 4ft, with the helixes adding an extra 4ft at each end.

Control is by ECOS with a track plan including signals, lights and other electrical accessories, all controlled on the digital track plan. Power to the accessories is provided by the DCC Concepts Cobalt Alpha range and includes a DCC Concepts Intelligent Circuit Breaker. It also has a Little Layout Company MLC module for a 24-hour cycle of day and night lighting for the depot interior and other lights on the layout. It has taken around 18 months to get it to this stage, but the layout is now mothballed pending a new storage location.

Track laying is more or less standard, with Peco bullhead and code 75 flat bottom track where required. The ballast on the main lines was a mix of Geoscenics limestone and red ballast and DCC Concepts grey blend ballast in the depot »



3 Replenishment is under way at the fuelling point as a Class 47 and pair of 'Deltics' are topped up. In the background an Inter-City 125 High Speed Train heads towards King's Cross as a Class 31-hauled parcels trains heads northbound past Finsbury Park TMD.

4 **An impressive line-up of motive power undergoes maintenance within the depot building, with 'Deltic' 55022 *Royal Scots Grey* about to receive a power unit change.**



5 There's plenty of activity in the maintenance shed as running repairs and servicing take place, including dismantling the front end of one of the depot's complement of Class 55 'Deltics'.

and sidings area. It was weathered with oil, fuel, dirt and so on in the depot area and all fixed in place with a 50:50 solution of water and PVA with a drop of detergent.

The main challenge was installing the depot floor and the walkways. I had to cut holes out of the baseboard to lower the walkway board and brace it underneath. Sorting the wiring for the lighting was tricky but we managed it in the end.

The other real challenge on the scenery was the frontage. In reality, it sloped down through bushes to a wall, path, road and park but with the lower storage yard in place I was unable to incorporate this. The result is what I think is a credible representation of how it could have looked.

My favourite part of the layout is the depot building and all of the detail inside – walkways, accessories and the realistic day/night lighting which really helps to capture the unique atmosphere of Finsbury Park. Detailing took a lot of research from books and online photographs. With help from friends with 3D printers where products aren't available off-the-shelf, I was able to recreate many of the scenes seen in those now historic images. Signalling is simple, with just four on the passing main lines, all operated from the ECOS system.

OPERATION

The depot is the star of the scene and plays host to Accurascale 'Deltics', Hornby High

Speed Trains (which were replacing the big Co-Cos at the time) and Bachmann Class 47s. I probably have too many of all of these. I also run a four-car Class 312 Electric Multiple Unit (EMU) and three-car Class 313 EMU for suburban traffic which really help set the tone. There are also Class 31s and Class 08s, encompassing the mixture of locomotive power in the area in the late 1970s and early 1980s. All locomotives have been weathered to provide that typical in-service look, while several locomotives are displayed in a partially dismantled state within the maintenance shed, with handrails and lamp irons removed, or even an engine exposed prior to removal – this latter item a superbly detailed 3D-printed component.

As you can imagine, depot movements are the primary appeal, with main line trains passing in the background. The large number of locomotives and their variety mean there is constant interest, even when things are static. There is plenty of space for stabling locomotives outside the depot building, while plenty of typical depot detritus and spare parts, such as wheelsets, are also dotted around the site.

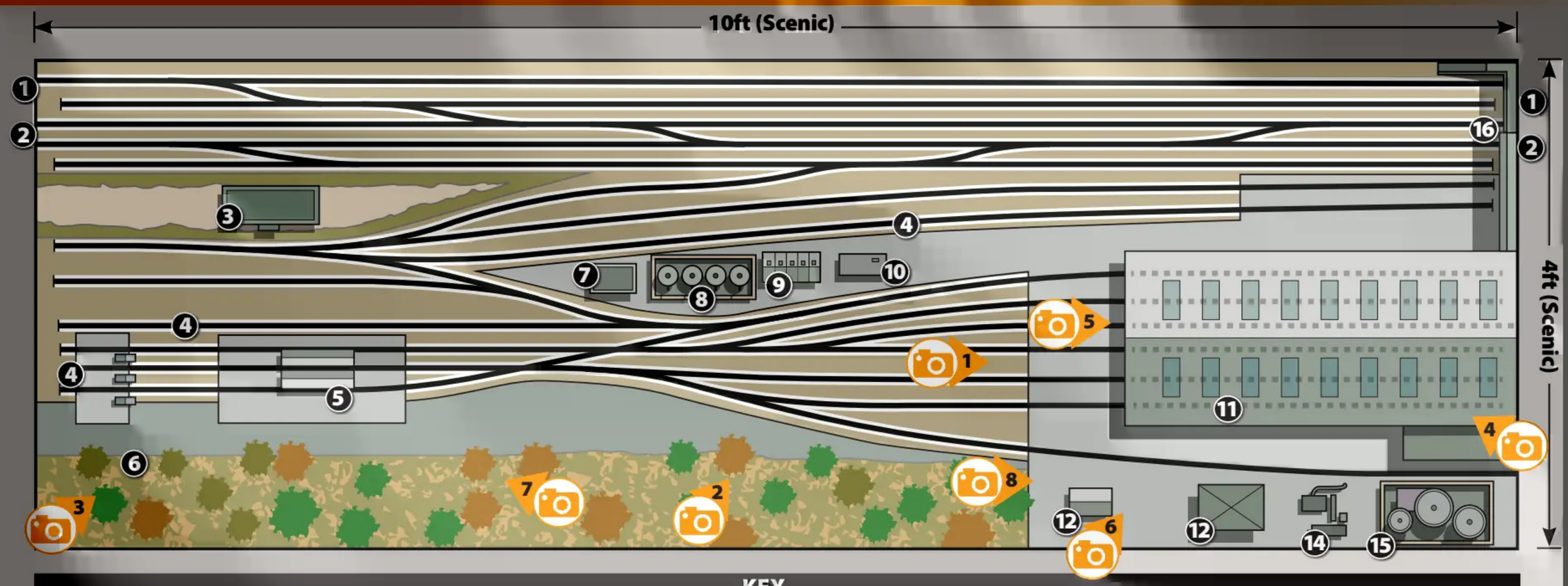
Reflecting its stature as an important depot on the outskirts of London, the depot features three refuelling roads, with easy access to and from the six-road maintenance shed building. Each line within the building can house two main line diesel locomotives with ease and is also fully detailed. The roof has deliberately left off the maintenance shed so you can see exactly what is going on inside. The detail includes roof »



6 The level of detailing inside the depot is superb, with maintenance staff, oil barrels, dustbins, oxy-acetylene equipment, pallets, workbenches, hosepipes and more.

7 Fuel tanks are in the process of being offloaded at the depot, while further along a Class 47 is topped up with sand from the raised sanding equipment.

FINSBURY PARK TRACK DIAGRAM (NOT TO SCALE)



KEY			
1 Helix to/from lower storage yard	5 Fuelling points	9 Offices	13 Water tower
2 DCC Concepts shuttle lines	6 Sanding equipment	10 Mess room	14 Pumping equipment
3 Headshunt	7 Fuel pump house	11 Maintenance shed	15 Oil storage tank bund
4 Stabling sidings	8 Fuel storage	12 Hut	16 Bridge

crossmembers, a crane and gantry, the distinctive raised walkways and rails, workbenches, ladders, trolleys, fire extinguishers, conduit, hosepipes, barrels, air vents, windows, pipework, pallets and maintenance staff.

Other signature buildings include the striking water tower alongside the depot building, together with storage tanks, offices and more.

WIDER AMBITIONS

In the longer term, I hope to incorporate Finsbury Park into a larger layout including the terminus at King's Cross. This will require a building of around 25ft x 35ft but can only happen when Finsbury Park finds its new home.

It has been a real journey – I only resumed the hobby around seven or eight years ago, and I have developed a lot of skills since then.

That the layout is appreciated by others and is appearing in *Hornby Magazine* makes the effort seem that much more worthwhile. **HM**

Discover more layout features at www.keymodelworld.com/layout-features.

8 One of the depot's shunting staff on 08558 oversees the movement of stores alongside the maintenance shed.

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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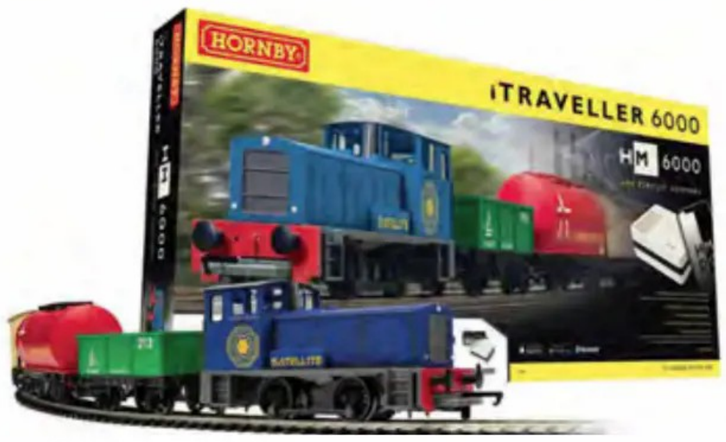

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RAILWAY 200

Privatisation and Beyond

PART 5

It is now more than 30 years since privatisation of the railway and, in the final part of this series, **EVAN GREEN-HUGHES** looks back over this controversial period and looks at the impending creation of Great British Railways.

A Great Western liveried HST set led by 43031 forms the 11.35am Paddington to Plymouth past Horse Cove as it heads along the coast between Dawlish and Teignmouth on May 15 1998. Great Western was one of the first private-sector passenger franchises to launch on the newly privatised railway on February 4 1996. John Chalcraft/*Railphotoprints.uk.*

AS WE HAVE SEEN IN previous instalments of this series, Britain's railway system has been a thorn in the side of the Government ever since it was nationalised in 1948. Early hopes that efficiencies would bring financial stability came to nothing, while the cutbacks of the Beeching era did little to stem ever-growing losses. Consequently, there were many politicians who would have been grateful to be rid of this troublesome system and its incessant demands for financial support.

Despite this there were many politicians, in particular Conservative Prime Minister Margaret Thatcher, who felt that privatisation of the railway system was a step too far and that British Rail should remain in public ownership. However, the impetus for change eventually came from the European Union, which in 1991 passed a directive which required open access to railway systems by operators other than those which owned the infrastructure. This resulted in the passing of the 1992 Railway Regulations Act in the UK in order to comply with this directive.

This legislation was then seized upon by the Conservative Government of Prime Minister John Major almost as an excuse to bring forward a raft of measures that resulted in the passing of the Railways Act 1993. Under this regulation, ownership of the infrastructure passed to a company called Railtrack, while another 13 companies bought into track maintenance. The trains themselves were to be operated under franchise arrangements, while another new body, the Office of Rail Regulation, was to take over the oversight of the system.

Perhaps the most controversial part of the proposal, though, was that which provided for the formation of a number of train leasing companies which would own the rolling stock, which would then be leased to the franchised passenger train operators. In other words, those who operated the trains could not own them, and as it turned out would have little say in what was to be offered to them – at least, initially.



First sight of the new English, Welsh & Scottish Railway (EWS) paint scheme at Dr Days, Bristol on May 12 1996 as Class 37/0 37057 heads the 10.05am engineers train from Swindon. Note the use of E W & S and not the later EWS lettering. John Chalcraft/*Railphotoprints.uk.*

CARVE UP

British Rail was to be initially split up into 25 passenger units, known as shadow franchises, later offered out to private companies on a tender system. Successful bidders for profitable routes, such as the East Coast Main Line, were expected to be able to pay for the privilege, while those looking to operate rural or regional services would be selected on the basis of those offering best value for the least subsidy.

On the freight side, it had been proposed that six new companies would be formed so competition could be fostered, which would in turn drive down rates and bring back more traffic to the railways. However, this did not initially quite work out as intended as Wisconsin Central, the United States company behind English, Welsh & Scottish Railways (EWS) managed to hoover up all but one of them and in the end had almost a monopoly, with the exception of some intermodal services which remained with a Freightliner company.

Although the Labour party had vowed to oppose rail privatisation it did not follow through on this when it returned to power in 1997. Instead, it added the Strategic Rail Authority (SRA) to the mix, an organisation tasked with overseeing the system and making it more efficient. The SRA had scarcely got its feet under the table when a fatal accident at Hatfield in October 2000 revealed serious issues with the management of Railtrack, and inadequate standards of maintenance being carried out by external contractors. It also highlighted a lack of investment. The Government refused to bail Railtrack out and as a result it went into administration, to be reborn as Network Rail, which in time became a fully nationalised government body. The SRA was wound up after only five years as one of a number of changes that saw government take more control of the system.

Meanwhile, all was not well with the franchising system. Each award was initially made to a private company with operations being based on a particular route, region or service type. This led to large areas of the country being only provided with one operator, which negated one of the arguments for privatisation in that no competition was provided. The proliferation of franchised operators also led to issues with ticketing, with a huge number of different fares and ticket types and little cohesion between operators, particularly where a journey involved more than one. Another issue was that franchised companies tended to take a short-term view of their operation, reflecting the short times available to recoup investment rather than taking a strategic longer-term vision due to the comparatively short length of each award. Chiltern, which introduced new trains and major infrastructure upgrades, was a notable exception to this.



Hitachi's Class 80X series of InterCity Express Trains has been adopted by franchised and open access operators. On May 22 2025 five-car Lumo Class 803 803005 passes Doncaster with 1S95 from London King's Cross to Edinburgh. Mike Wild.

FREIGHT SUCCESS

On the freight side, privatisation brought early results, with EWS investing heavily in 250 new Class 66 locomotives to replace the worn-out fleet bequeathed by British Rail. This company did not have its virtual monopoly for very long as British Nuclear Fuel-owned Direct Rail Services started operation in 1994 (a year before Wisconsin Central's acquisitions), GB Railfreight in 1998 and smaller companies Colas Rail, DC Rail and Mendip Rail followed, all of which invested heavily in new locomotives and rolling stock. EWS itself was sold to Deutsche Bahn in 2007 and rebranded DB Schenker (today it is branded DB Cargo). Meanwhile, Freightliner managed to extend its »

At privatisation, BR's Class 91 Bo-Bo electrics formed the core of the electrified East Coast Main Line fleet. Today, a small roster of Class 91s and Mk 4 carriages have been retained for use alongside LNER's electric and bi-mode 'Azuma' InterCity Express Trains. On June 1 2024 Class 91130 *Lord Mayor of Newcastle* awaits departure from Leeds station with a train bound for London King's Cross. Mike Wild.

business, eventually moving into the heavy haul market.

Although Railtrack was the biggest casualty of privatisation, other companies also went to the wall. The Inter-City East Coast franchise failed several times, under GNER (Sea Containers), National Express East Coast and Virgin Trains East Coast – the latter's contract being terminated early. On the West Coast Main Line, Virgin Trains was ousted by FirstGroup, before being reinstated until eventually replaced by Avanti West Coast – a joint venture of FirstGroup and Trenitalia. Reorganisations have also seen the number of franchises reduced from 25 to 17. There has also been a move towards competition with the regulator allowing a small number of open access operators onto the network. These receive no subsidy at all and must rely on the farebox, with the regulator ensuring they do not abstract revenue from existing, and potentially subsidised, services.

The effects of privatisation have been mixed. Access to train leasing companies has meant operators no longer have to pay for rolling stock up front, as British Rail had done, and as a result many of the trains in service 30 years ago have now been replaced. A down side of this arrangement is that operators have to pay unrealistic charges for very old assets, such as BR-era 'Sprinters' and formerly 'Pacers', and some argue this actually delays their replacement.

Passenger numbers during the privatisation period have, however, risen dramatically and have reversed the decline of the later-BR era (although the early-1990s recession played a key part in that and there is an interesting counterfactual about how BR might have performed). In 1990, it was estimated that 800 million passenger journeys were made each year and this has now risen to around 1.7 billion, around 128% higher. Much of this is due to the policy of running more frequent and shorter trains. Ticket prices have, however, been strongly criticised as they are perceived to have risen to unaffordable levels compared with alternative methods of travel such as the car and the bus.



EWS invested heavily in motive power to replace its ageing inherited fleet, which included 250 new Canadian-built Class 66 Co-Co diesels from Electro-Motive Diesel/General Motors. On August 11 2000, 66028 (with Mainline blue Class 37/3 37372 in tow) passes Berkley Marsh (Frome) with the 1.34pm Fawley to Plymouth oil train. The 37 was en route to St. Blazey depot. John Chalcraft/*Railphotoprints.uk.*

On the freight side, privatisation has led to a massive increase in traffic, especially from the intermodal sector, which ironically was developed under Beeching. Rail now has about 15% of the freight market, up from around 7%, and this is destined to increase further as the Government has a long-term policy of getting as much long-distance traffic off the roads and on to rails with a 75% growth target. All this is despite the railway losing its contract to convey mail, which was switched to road in 2004 and the collapse of coal to power stations in more recent times.

Network Rail's funding largely comes from central Government as well as from its customers. It is doubtful that this situation would have been much different had the railways remained in state control throughout. The brief period of privatisation under Railtrack perhaps shows how badly things might have gone had another course been followed.

FULL CIRCLE

The Government intends to nationalise the railways in England once again (the devolved Governments in Scotland and Wales have already bought ScotRail, Caledonian Sleeper and Transport for Wales Rail in house), but it will not be a like-for-like recreation of British Rail. The current direction was set during the Covid epidemic when rail traffic collapsed leaving the franchises with little or no income. In this period the Government stepped in to take over franchises in financial trouble and this policy has continued since, with operators added to the Government's portfolio once their agreements expire or when performance has fallen far below expectations. There are nine franchises or concessions under state control, with some of these under public ownership for some time already, although without discernible changes in services or improvement in quality. Freight will continue to be provided by privately-owned operators and there will also be continued access to the tracks for open access operators Lumo, Hull Trains and Grand Central and charter operators such as West Coast and LSL. Nationalisation will also not affect the more than 200 privately-owned heritage and feeder railways. The Rolling Stock Leasing Companies will not be nationalised, and given governmental funding constraints, it is hard to imagine new passenger rolling stock not being funded by this model.

Whether this hybrid system will be a success remains to be seen. Nationalisation is popular with the public, and better integration of track and most passenger trains should lead to operating efficiencies and better planning. But profound change will not be quick, and there remains considerable uncertainty about how the new railway will work, how independent it will really be of Government, and where freight fits into the wider plans.

Change has been a constant over the last 200 years, and in these times of uncertainty, the one thing we can be confident of is that the people who actually run our railways will do the very best job they are able to, just as they always have. With a raft of radical new technologies being deployed in a revolution at least as profound as that of the transition from steam to diesel and electric, the next 50 years will be of immense interest to those of us watching.

HM



Privatisation has seen a great deal of change on Britain's railways, including recent inroads into the former InterCity125 High Speed Train power car fleet. While a few remain in service with GWR, ScotRail and charter operators, many have been exported abroad for further use, while some power cars have been retained by Network Rail and freight operators. On February 20 2025 a pair of Rail Adventure examples take the Werrington dive-under at Peterborough while hauling a Class 555 EMU delivery for Tyne and Wear Metro. Mike Wild.

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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.

November 2025

8 CAMBORNE MODEL RAILWAY SHOW

Hosts: Camborne Railway Modelling Group
Location: Camborne Community Centre, South Terrace, Camborne TR14 8SU
Times: 10am–5pm
Prices: Adults £3, children £1
Contact *cambornerailwaymodellinggroup@gmail.com*
Features: Layouts, trade support, refreshments and parking.

8 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.

8 HUTTON CRANSWICK MODEL RAILWAY SHOW

Hosts: Foreman's Garage Showroom
Location: Foreman's Garage Showroom, Main Street, Hutton Cranswick, Driffield YO25 9QY
Times: 10am–5pm
Prices: £4 admission
Contact *yorkshire.wellies@btinternet.com*
Features: Seven layouts, trade support, refreshments and parking.

8 SOLIHULL MODEL RAILWAY CIRCLE ANNUAL EXHIBITION

Hosts: Solihull Model Railway Circle
Location: St Mary's Church Hall, Hobs Meadow, Solihull, West Midlands B92 8PN
Times: 10am–4.30pm
Prices: Adults £5, children £3, family (2+2) £15
Website: *www.solihullmrc.org*
Features: Layouts, trade support, societies and parking.

8/9 CREWE MODEL RAILWAY EXHIBITION

Hosts: Alsager Model Railway Association
Location: Legends Conference Centre, Sunnybank Road, Crewe CW2 8WD
Times: Sat 10am–5pm, Sun 10am-4pm
Prices: Adults £10, accompanied under 16s free
Website: *www.alsagerrailwayassociation.co.uk*
Features: Layouts, trade support, displays, refreshments, parking and disabled access.

8/9 TYNESIDE 2025 MODEL RAILWAY EXHIBITION

Hosts: Newcastle & District Model Railway Society
Location: Jesmond Park Academy, Newton Road, Newcastle Upon Tyne NE7 7DP
Times: Sat 10am–5pm, Sun 10am-4pm
Prices: Adults £10, accompanied children free
Website: *www.newcastlemodelrailway.org.uk*
Features: Layouts, trade support, displays, refreshments, parking and disabled access.

8/9 NOTTINGHAM MODEL RAILWAY EXHIBITION

Hosts: Nottingham Model Railway Society
Location: Richard Herrod Centre, Foxhill Road, Carlton NG4 1RL
Times: Sat 10am–5pm, Sun 10am-4pm
Prices: Adults £7, accompanied under 16s free
Website: *www.nottingham-modelrailway.org.uk*
Features: Layouts, trade support, displays, refreshments, parking and disabled access.

8/9 TOLWORTH SHOWTRAIN

Hosts: Hampton Court Model Railway Society
Location: Tolworth Recreation Centre, Fullers Way North, Tolworth KT6 7LQ
Times: Sat 10am–5pm, Sun 10am-4pm
Prices: Adults £10, children £3, family £12 (one child free per paying adult on Sunday)
Website: *www.tolworthshowtrain.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access. Free bus from Surbiton station to and from the venue.

8/9 WINCANTON MODEL RAILWAY EXHIBITION

Hosts: Cale Rail Society
Location: King Arthur's School, West Hill, Wincanton BA9 9BX
Times: Sat 10am–4.30pm, Sun 10am-4pm
Prices: Adults £7
Website: *www.facebook.com/Calerail*
Features: 20 layouts, trade support, displays, refreshments, parking and disabled access.

15 BARRY AND PENARTH MRC EXHIBITION

Hosts: Baarry and Penarth Model Railway Club
Location: Highlight Park Community Centre, Stirling Road, Highlight Park, Barry, Vale of Glamorgan CF62 8NX
Times: 10.30am–4.30pm
Prices: Adults £5, accompanied under 16s free
Website: *www.bpmrc.club*
Features: Layouts, trade support, refreshments and disabled access.

15 BASSETLAW RAILWAY SOCIETY EXHIBITION

Hosts: Bassetlaw Railway Society
Location: Elms Hotel, London Road, Retford DN22 7DX
Times: 10am–4pm
Prices: Adults £6, accompanied under 16s free
Website: *www.bassetlawrailwaysociety.org*
Features: Ten layouts, trade support, societies, parking and disabled access.

15 GOSPORT MODEL RAILROAD CLUB EXHIBITION AND OPEN DAY

Hosts: Gosport Model Railroad Club
Location: St. Mary's Church Parish Centre, Green Road, Alverstoke, Gosport PO12 2ET
Times: 10.30am–4.30pm
Prices: Adults £3, children £2
Website: *www.gosportmodelrailroadgroup.org.uk*
Features: Layouts, refreshments, parking and disabled access.

15 HIGH WYCOMBE MODEL RAILWAY EXHIBITION

Hosts: High Wycombe and District Model Railway Society
Location: Cressex Community Centre, Cressex Road, High Wycombe HP12 4PZ
Times: 10am–4.30pm
Prices: Adults £6, children £1
Website: *www.hwdmrs.org.uk*
Features: 11 layouts, trade support, societies, refreshments, parking and disabled access.

15 LIVERPOOL AND WEST LANCS 'O' GAUGE GROUP OPEN DAY

Hosts: Liverpool and West Lancs 'O' Gauge Group
Location: St Monica's Parish Centre, Stewart Avenue, Bootle L20 9JD
Times: 10am–4pm
Prices: Free admission
Website: *www.lawlogg.uk*
Features: Club layouts, demonstrations, refreshments and parking.

15 PORTSMOUTH MODEL RAILWAY EXHIBITION

Hosts: South Hants Model Railway Club
Location: Admiral Lord Nelson School, Dundas Lane, Portsmouth PO3 5XT
Times: 10.30am–4.30pm
Prices: Adults £8, accompanied children free
Website: *www.shmrc.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

15/16 BARNSLEY MODEL RAILWAY CLUB EXHIBITION

Hosts: Barnsley Model Railway Club
Location: Hoyland Leisure Centre, West Street, Hoyland, Barnsley S74 9HX
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £8, accompanied under 16s free
Contact: *bmrc.enquiries@gmail.com*
Features: Layouts, trade support, refreshments, parking and disabled access.

15/16 BRIGHTON MODEL RAILWAY EXHIBITION

Hosts: Brighton Model Railway Club
Location: Patcham Community Centre, Ladies Mile Road, Patcham, Brighton BN1 8TA
Times: Sat 10am–5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, children £3, family £12
Website: *www.brightonmrc.wordpress.com*
Features: Nine layouts, trade support, refreshments, parking and disabled access.

15/16 BROADSTAIRS MODEL RAILWAY EXHIBITION

Hosts: Crampton Tower Museum
Location: Crampton Tower Museum, The Broadway, Broadstairs CT10 2AB
Times: Sat 10am–4pm, Sun 10am-4pm
Prices: Adults £5, children £3, family £13
Website: *www.cramptontower.co.uk*
Features: Ten layouts, trade support, refreshments, parking and disabled access.

15/16 FALKIRK MODEL RAILWAY EXHIBITION

Hosts: Falkirk Model Railway Club
Location: Forth Valley College, Grangemouth Road, Falkirk FK2 9AD
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £10, accompanied under 16s free
Website: *www.falkirkmrc.com*
Features: 20 layouts, trade support, refreshments, parking and disabled access.

15/16 PENDLE FOREST MODEL RAILWAY EXHIBITION

Hosts: Pendle Forest Model Railway Society
Location: Park High School, Venables Avenue, Colne BB8 7DP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, concessions £6, children £4, family £16
Website: *www.pfmrs.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

15/16 WORKINGTON MODEL RAILWAY EXHIBITION

Hosts: Solrail
Location: Energus Building, Blackwood Road, Lillyhall, Workington CA14 4JW
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, accompanied under 16s free, £1 if unaccompanied
Contact: *www.sites.google.com/view/solrail*
Features: 12 layouts, trade support, refreshments, parking and disabled access.

22 BANSTEAD WINTER MODEL RAILWAY EXHIBITION

Hosts: North Downs Model Railway Circle
Location: 3rd Banstead Scout Group, Scout Ridge, Banstead SM7 1RB
Times: 10am-5pm
Prices: Adults £6, under 16s £3, concessions £5, family £12
Website: *www.ndmrc.info*
Features: 18 layouts, trade support, refreshments and parking.

22 GUILDFORD 'O' GAUGE GROUP EXHIBITION AND TRADE FAIR

Hosts: Guildford 'O' Gauge Group
Location: Spectrum Leisure Complex, Parkway, Guildford GU1 1UP
Times: 10am-4pm
Prices: Admission £8
Website: *www.gogg.co.uk*
Features: Nine layouts, 35 trade stands, refreshments, parking and disabled access.

22 KING'S LYNN MODEL RAILWAY CLUB OPEN DAY

Hosts: King's Lynn Model Railway Club
Location: Grimston Village Hall, Cliffe-en-Howe Road, Potts Row, King's Lynn PE32 1BY
Times: 10am-4pm
Prices: Free admission
Website: *www.klmrc.co.uk*
Features: Club layouts, club stand, refreshments and parking.

22 NORTH WALES MODEL RAILWAY EXHIBITION

Hosts: Deganwy Railway Modellers
Location: Craig Y Don Community Centre, Queens Road, Llandudno LL30 1TE
Times: 10am-4pm
Prices: Adults £5, children £2.50, under 5s free
Contact: *coastlinepope@outlook.com*
Features: 16 layouts, trade support, refreshments, parking and disabled access.

22/23 THORNBURY MODEL RAILWAY EXHIBITION

Hosts: Thornbury and South Glos Model Railway Club
Location: Turnberries Community Centre, Bath Road, Thornbury, Bristol BS35 2BB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, under 16s £3, family £18
Website: *www.tsgmrc.co.uk*
Features: 18 layouts, trade support, refreshments, parking and disabled access.

29 RAINHILL MODEL RAILWAY CLUB EXHIBITION

Hosts: Rainhill Model Railway Club
Location: Rainhill High School, Warrington Road, Rainhill L35 6NY
Times: 10am-5pm
Prices: Adults £5, children £6
Website: *www.rainhillmrc.org*
Features: Layouts, trade support, refreshments, parking and disabled access. Children entitled to free gift.

29 EXE MODEL RAILWAY SOCIETY OPEN DAY

Hosts: Exe Model Railway Society
Location: Fresha, Bittern Road, Exeter EX2 7LW
Times: 10am-4pm
Prices: Adults £3, children free
Website: *www.exemrs.co.uk*
Features: Club layouts, trade support, refreshments, parking and disabled access.

30 NEW FOREST MODEL RAILWAY SOCIETY OPEN DAY

Hosts: New Forest Model Railway Society
Location: Brockenhurst Village Hall, Highwood Road, Brockenhurst SO42 7RY
Times: 10am-4pm
Prices: Adults £7, accompanied under 18s free
Website: *www.nfmrs.org*
Features: Club layouts, trade support, displays, refreshments, parking and disabled access.

30 NG34 CHARITY MODEL MAKERS SHOW

Hosts: NG34 Model Railway Society
Location: Hale Magna Village Hall, Little Hale Road, Great Hale, Sleaford NG34 9LH
Times: 10am-4pm
Prices: Adults £5, accompanied under 16s free
Website: *www.ng34mrs.co.uk*
Features: Layouts, trade support, displays, refreshments, parking and disabled access.

December

6 GAUGE 'O' GUILD WINTER SHOW

Hosts: Gauge 'O' Guild
Location: Robin Park Leisure Centre, Loire Drive, Wigan WN5 0UL
Times: 9.30am-4pm
Prices: Members £12, non-members £17, children £1
Website: *www.gaugeoguild.com*
Features: Layouts, trade support, manufacturers, demonstrations, refreshments, parking and disabled access.

6 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

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

6 RAILSTUFF OPEN DAY

Hosts: Railstuff
Location: Stramshall Village Hall, Vicarage Drive, Uttoxeter ST14 5DL
Times: 10am-4.30pm
Prices: Free admission
Website: *www.rail-stuff.com*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

6 RATTERY LITTLE TRAIN SHOW 2025

Hosts: Tramfabriek
Location: Rattery Village Hall, Rattery, Devon TQ10 9LD
Times: 10am-4pm
Prices: Adults £4.50, accompanied children under 17 free
Website: *www.tramfabriek.co.uk*
Features: Layouts, 1:76 scale radio control vehicles, refreshments, parking and disabled access.

6/7 BLYTH AND TYNE MODEL RAILWAY OPEN WEEKEND

Hosts: Blyth and Tyne Model Railway Society
Location: Redpath House, 40 Saville Street, North Shields NE30 1NT
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £3, under 16s free
Website: *www.btmrs.co.uk*
Features: 20 layouts, trade support, displays, refreshments, parking and disabled access.

6/7 OSWALDTWISTLE MODEL RAILWAY EXHIBITION

Hosts: Blackburn & East Lancashire Model Railway Society
Location: Oswaldtwistle Mills Business Centre, Pickup Street, Oswaldtwistle BB5 0EY
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, accompanied children free
Website: *www.belmrs.com*
Features: 12 layouts, trade support, displays, refreshments, parking and disabled access.

7 GAINSBOROUGH MODEL RAILWAY SOCIETY OPEN DAY

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

13 CUPAR CHRISTMAS MODEL RAILWAY SHOW

Hosts: Cupar and District Model Railway Club
Location: The Corn Exchange, St Catherines Street, Cupar, Fife KY15 4BT
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Website: *www.cuparmrc.co.uk*
Features: 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.

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!

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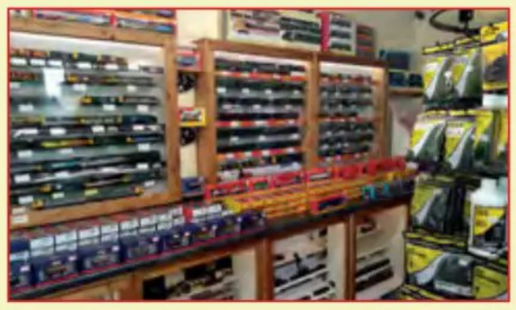

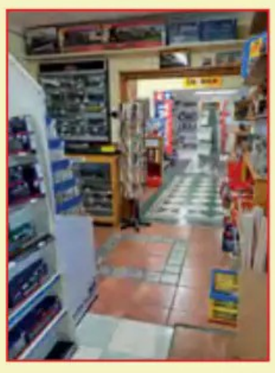

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35-411ASFX - Class 47 47226 BR Blue **DCC Sound Fitted Deluxe**.....£335.70



35-411B - Class 47 47238 BR Blue....£203.95
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35-411BSFX - Class 47 47238 BR Blue **DCC Sound Fitted Deluxe**.....£335.70



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35-431SF - Class 47 47826 WCRC Maroon **DCC Sound Fitted**.....£301.70
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OO Gauge 13 Shunters - Due January 2026



35-945 - Class 13 Shunter D4502 BR Green With Wasp Stripes.....£339.95
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35-946 - Class 13 Shunter 13003 BR Blue.....£339.95
35-946SF - Class 13 Shunter 13003 BR Blue **DCC Sound Fitted**.....£458.95
35-946SFX - Class 13 Shunter 13003 BR Blue **DCC Sound Fitted Deluxe**.....£484.45

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OO Gauge GW Manor - Due End Of 2026



ACC2706 - GW Manor 4-6-0 7822 *'Foxcote Manor'* BR Lined Green Late Crest.....£189.99
ACC2707 - GW Manor 4-6-0 7828 *'Odney Manor'* BR Lined Green Late Crest.....£189.99



ACC2708 - GW Manor 4-6-0 7825 *'Lechlade Manor'* BR Lined Black Early Crest.....£189.99

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All New N Gauge Hall & Modified Halls - Due to arrive March 2026



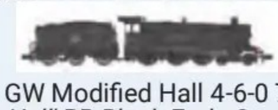
372-010 - GW 49xx Hall 4-6-0 4962 *'Ragley Hall'* BR Green Early Crest.....£161.46
372-010SF - GW 49xx Hall 4-6-0 4962 *'Ragley Hall'* BR Green Early Crest **DCC Sound Fitted**.....£254.96



372-011 - GW 49xx Hall 4-6-0 4936 *'Kinlet Hall'* BR Green Late Crest.....£161.46
372-011SF - GW 49xx Hall 4-6-0 4936 *'Kinlet Hall'* BR Green Late Crest **DCC Sound Fitted**.....£254.96

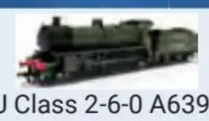


374-450 - GW Modified Hall 4-6-0 6960 *'Raveningham Hall'* GW Green GW Crest.....£161.46
374-450SF - GW Modified Hall 4-6-0 6960 *'Raveningham Hall'* GW Green GW Crest **DCC Sound Fitted**.....£254.96



372-451 - GW Modified Hall 4-6-0 7904 *'Fountains Hall'* BR Black Early Crest...£161.46
372-451SF - GW Modified Hall 4-6-0 7904 *'Fountains Hall'* BR Black Early Crest **DCC Sound Fitted**.....£254.96

OO Gauge SR U Mogul - Due At Some Point



992001 - SR U Class 2-6-0 A639 SR Olive Green.....£195.46



992002 - SR U Class 2-6-0 1615 SR Olive Green.....£195.46



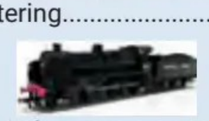
992003 - SR U Class 2-6-0 1638 SR Olive Green.....£195.46



992004 - SR U Class 2-6-0 1614 SR Black Sunshine Lettering.....£195.46



992005 - SR U Class 2-6-0 31616 BR Black Sunshine Lettering.....£195.46



992006 - SR U Class 2-6-0 31632 BR Black Sunshine Lettering.....£195.46



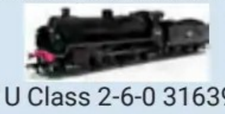
992007 - SR U Class 2-6-0 31631 BR Black Early Crest.....£195.46



992008 - SR U Class 2-6-0 31620 BR Black Early Crest.....£195.46



992009 - SR U Class 2-6-0 31627 BR Black Late Crest.....£195.46



992010 - SR U Class 2-6-0 31639 BR Black Late Crest.....£195.46

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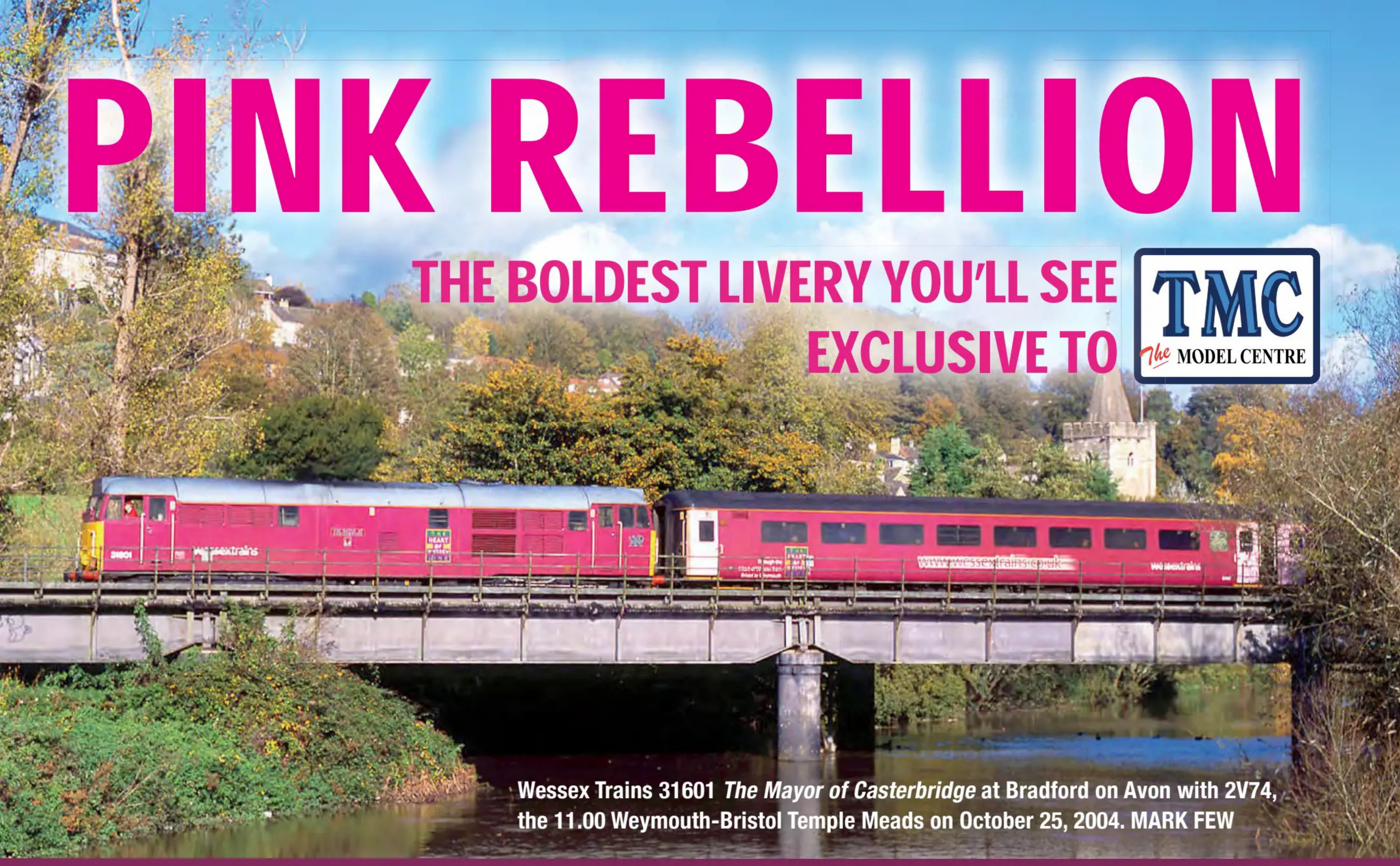


Wessex Trains 31601 *The Mayor of Casterbridge* at Bradford on Avon with 2V74, the 11.00 Weymouth-Bristol Temple Meads on October 25, 2004. MARK FEW

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

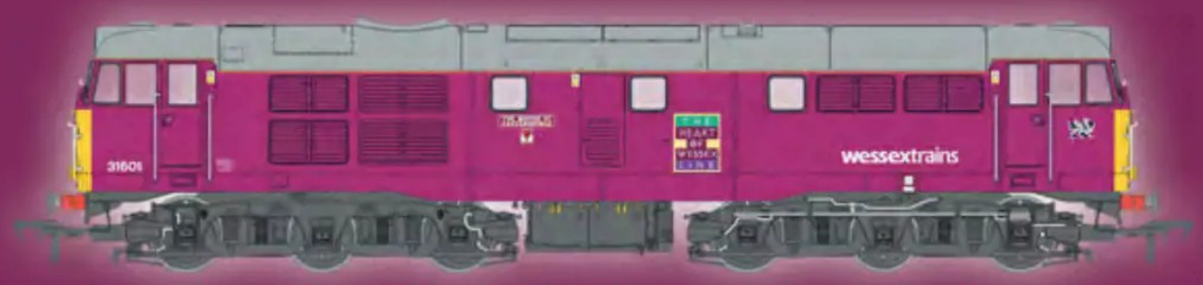


Mk. 2F Brake Second Open (BSO) 9525
(39-706Z) standard
(39-706ZDC) DCC onboard with lights

‘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...



Class 31/6 31601 *The Mayor of Casterbridge*



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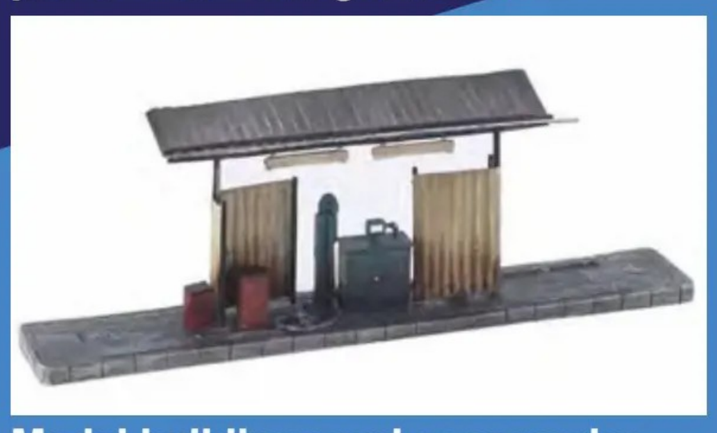

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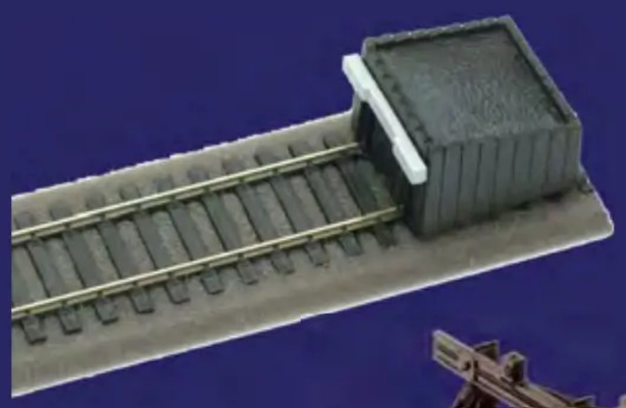



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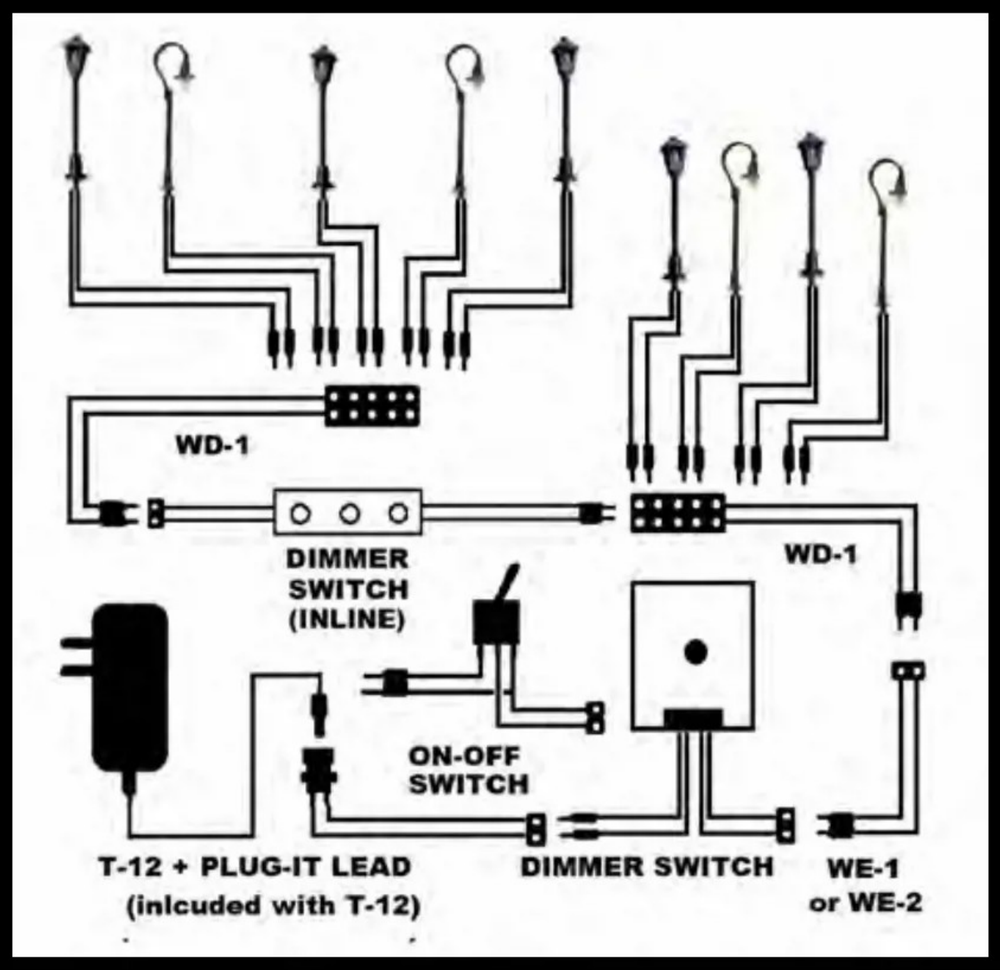

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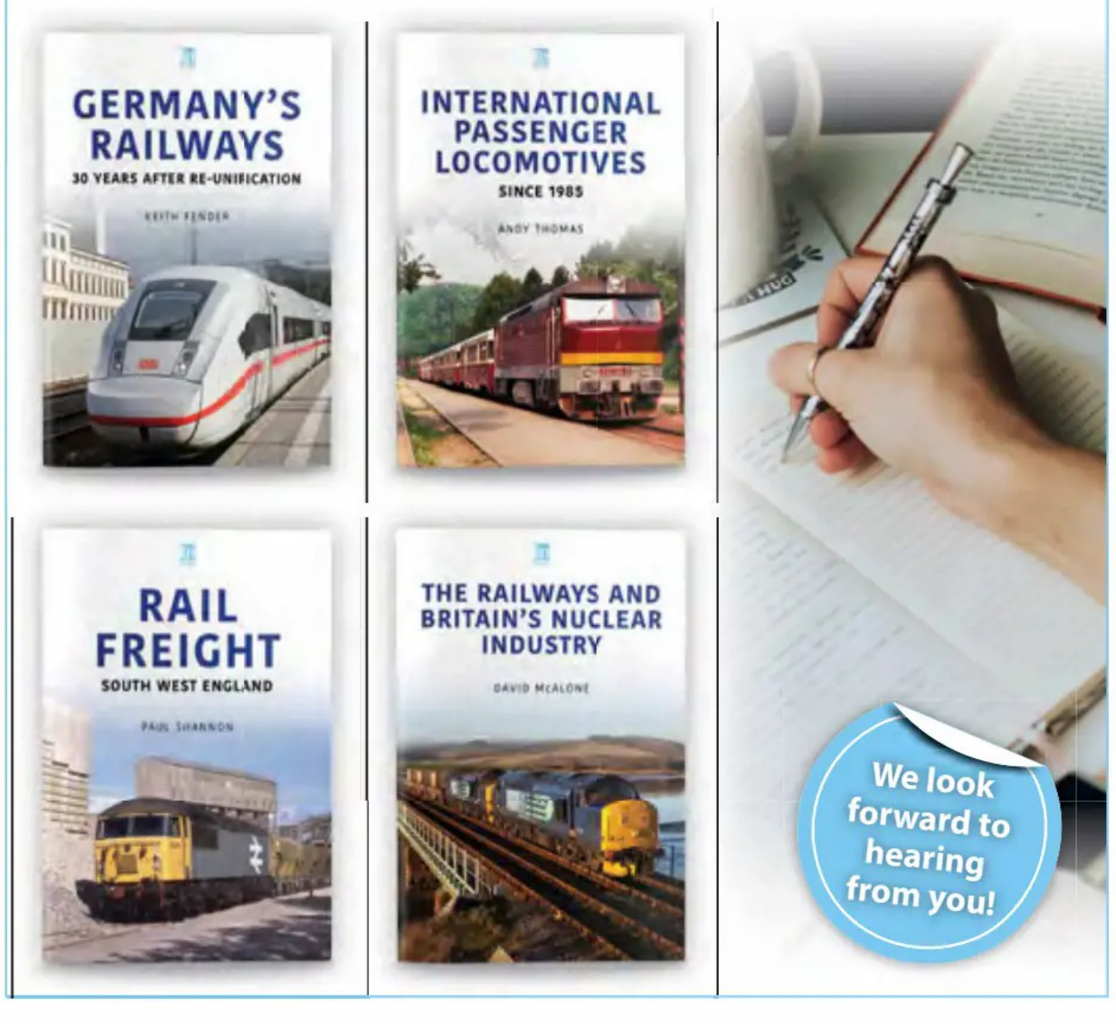

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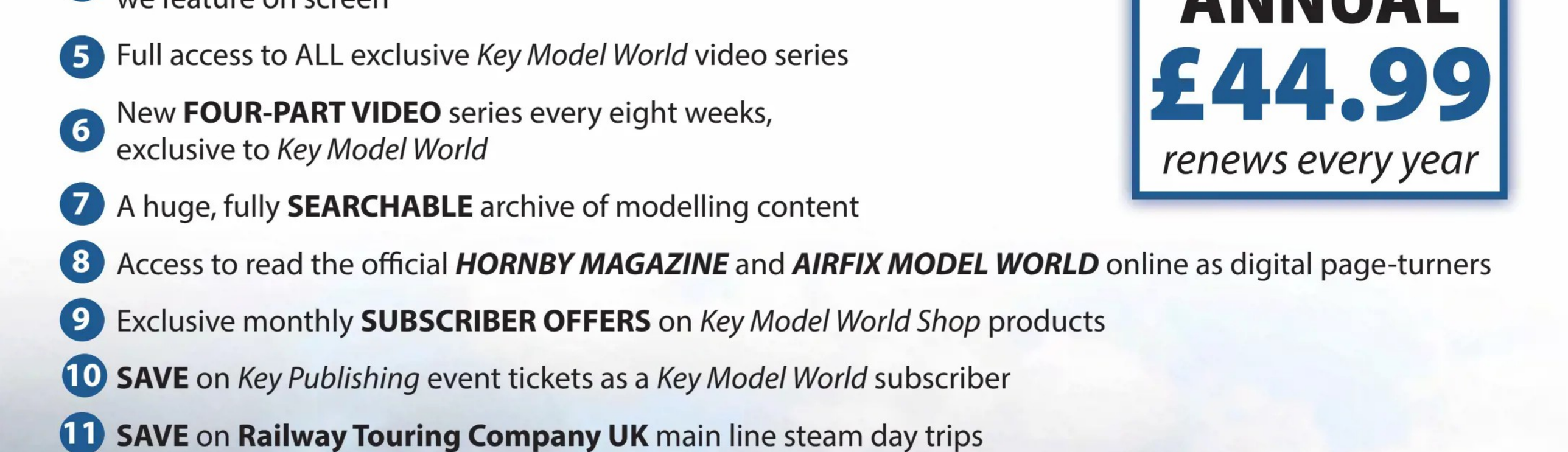

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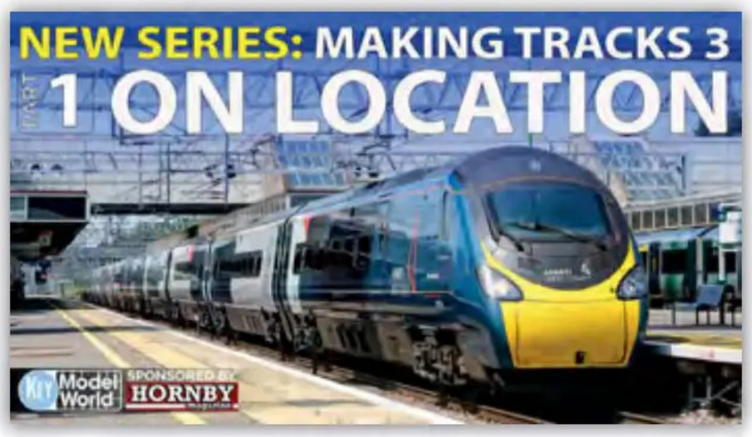

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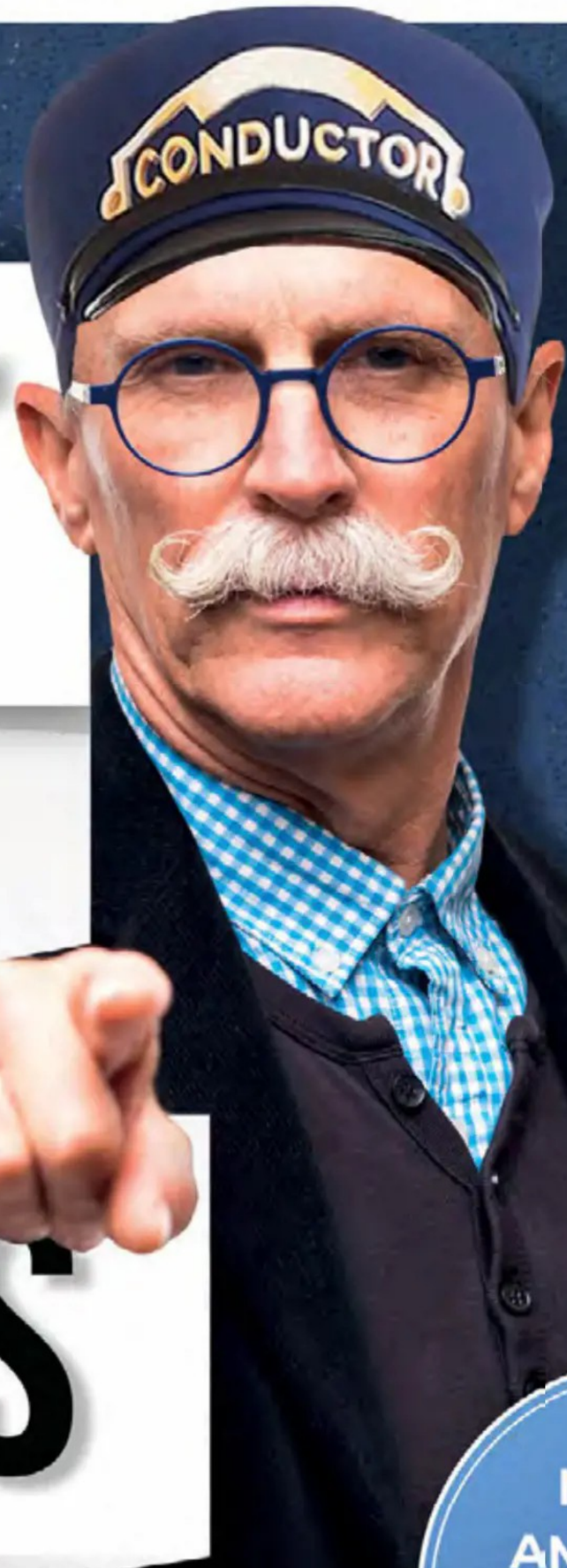

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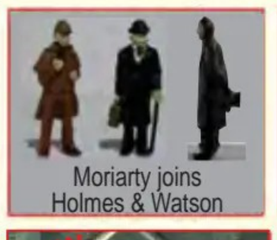













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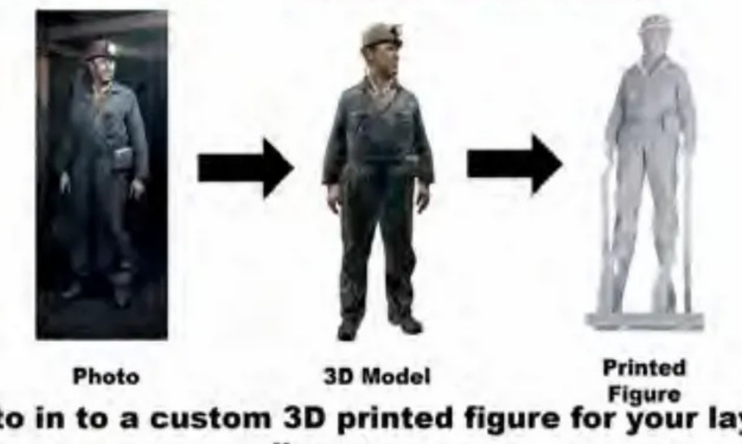

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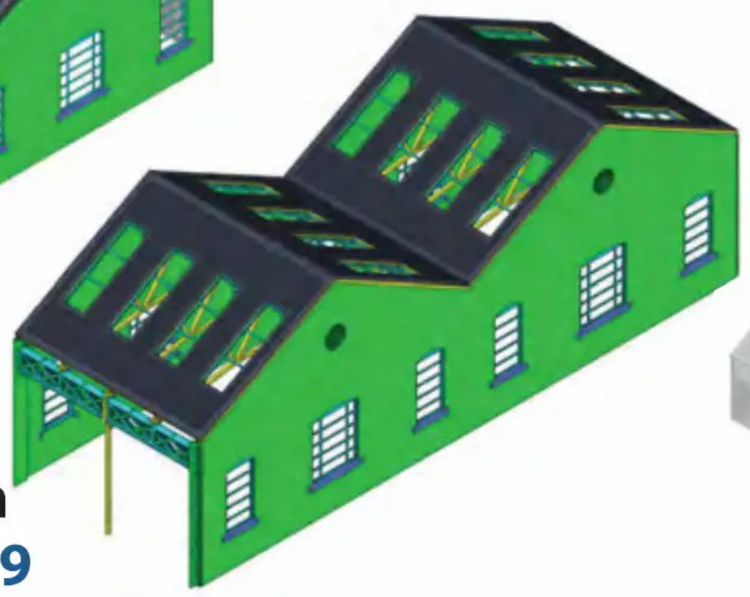

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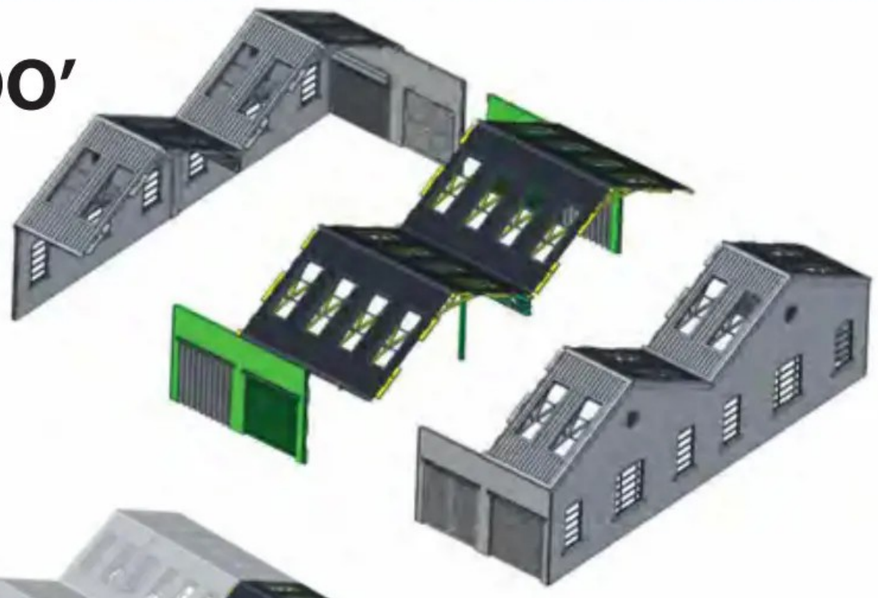

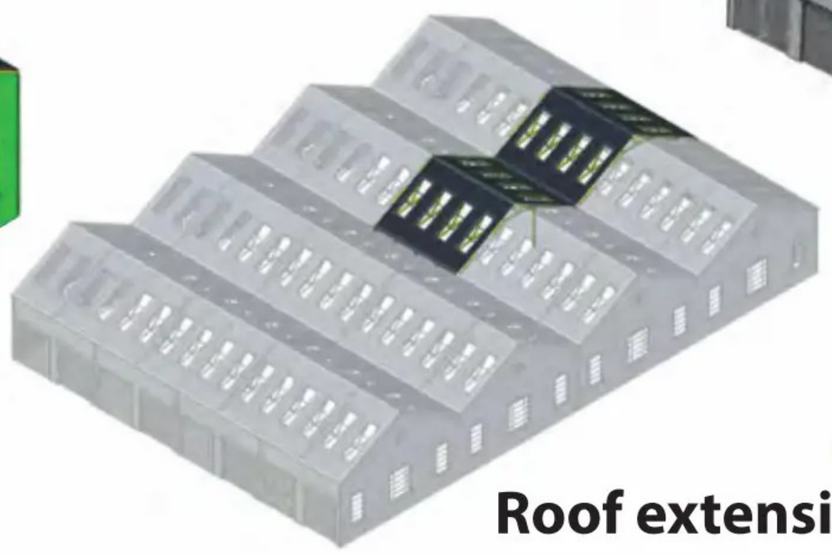

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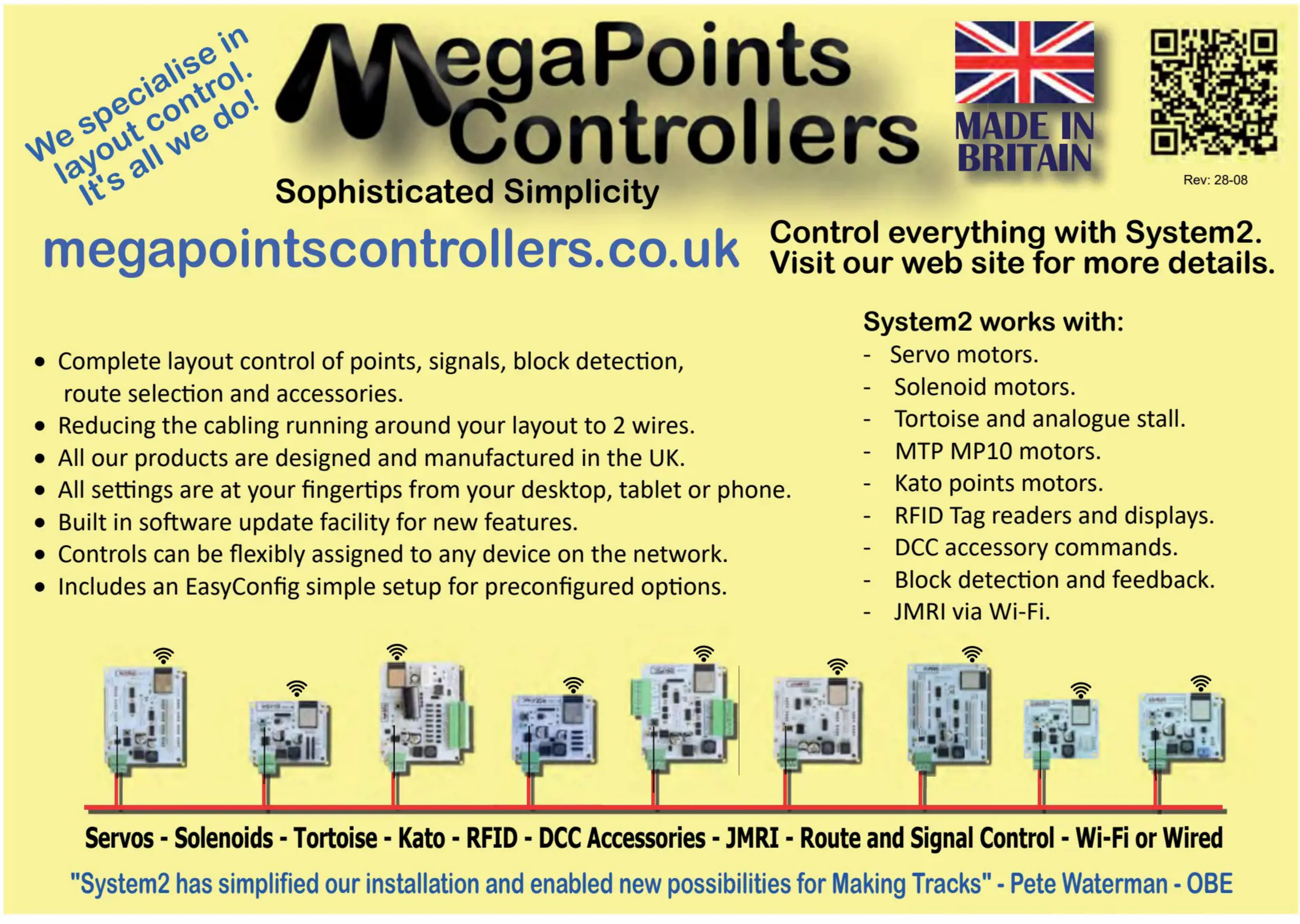
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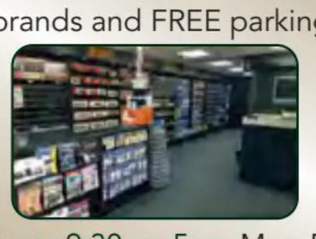

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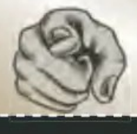

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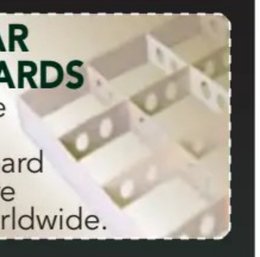

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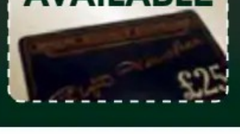

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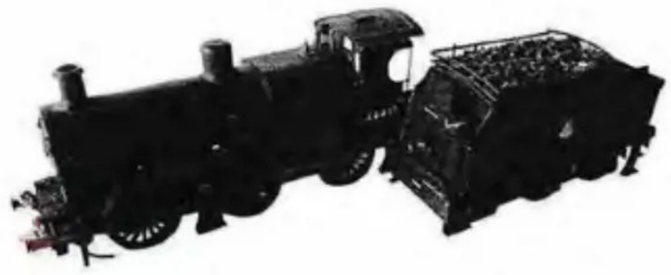



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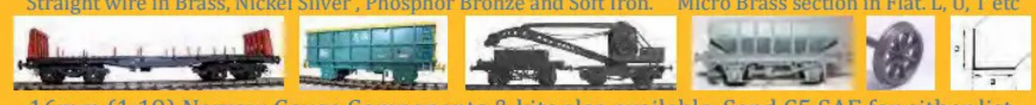

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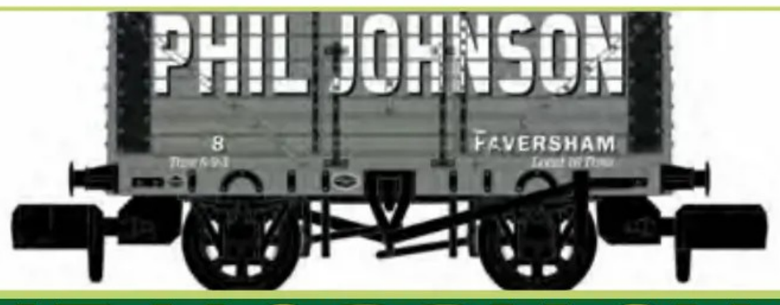

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