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HORNBY magazine

Issue 224 **February 2026** **£6.49**

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EFE Rail Class 74 for '00'



Graham Farish 'V2' 2-6-2 for 'N'



Hornby 'TT:120' Class 37

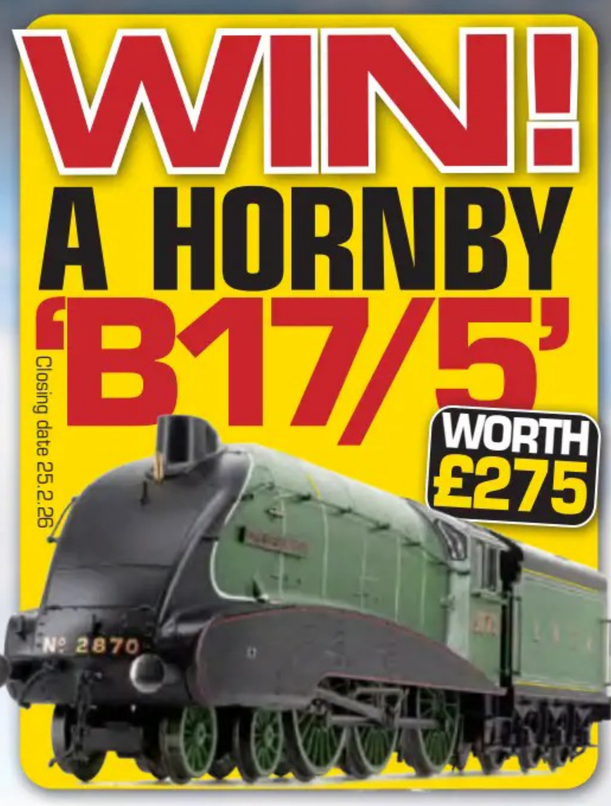


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R40468	GWR, Collett Corridor Composite RH, 6522, Coach		
R40469	GWR, Collett Corridor Third Class LH, 5017, Coach		

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HORNBY magazine

February 2026

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ISSUE 224

HORNBY magazine
LATEST OFFERS
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WE SHOW YOU HOW!

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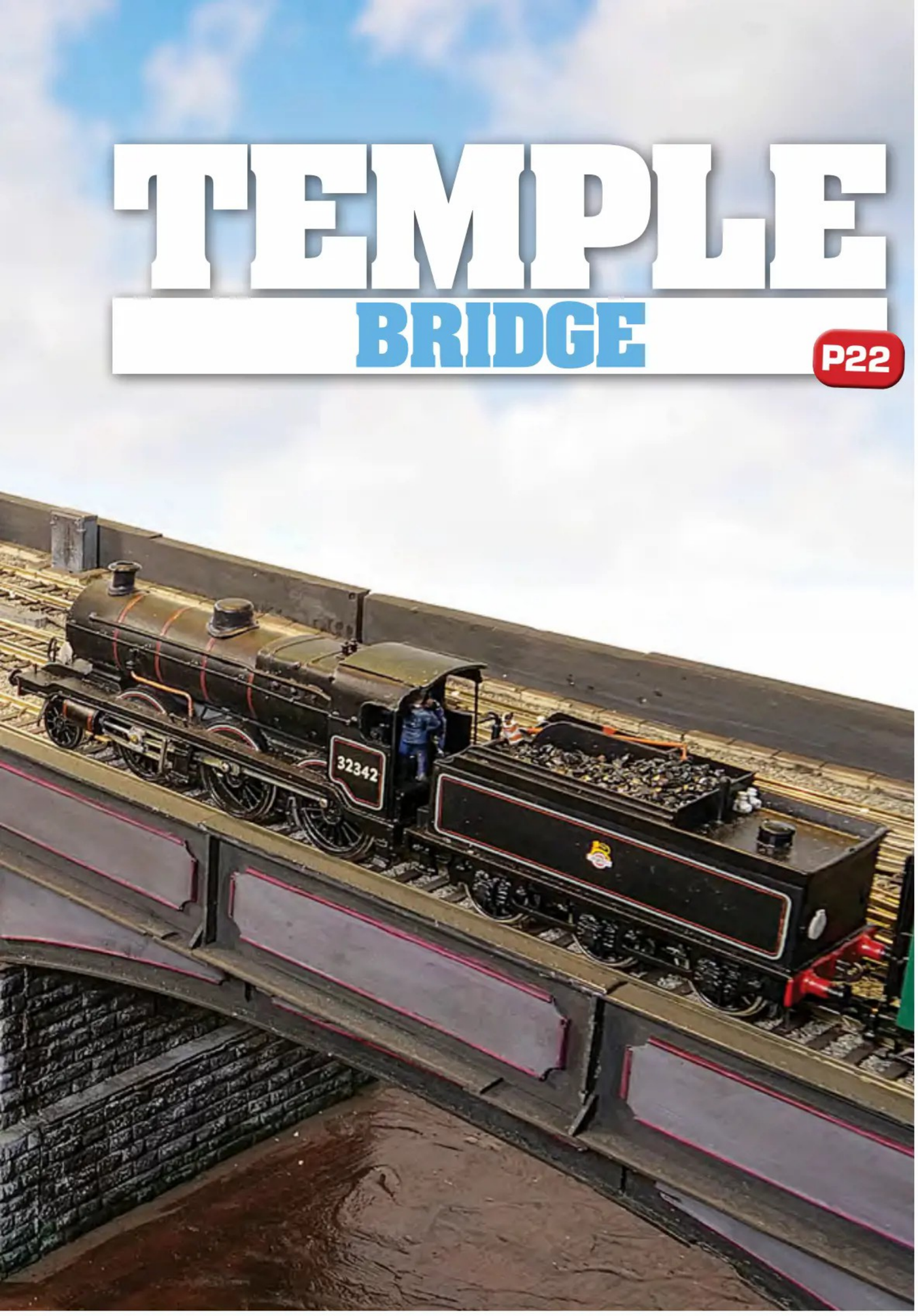
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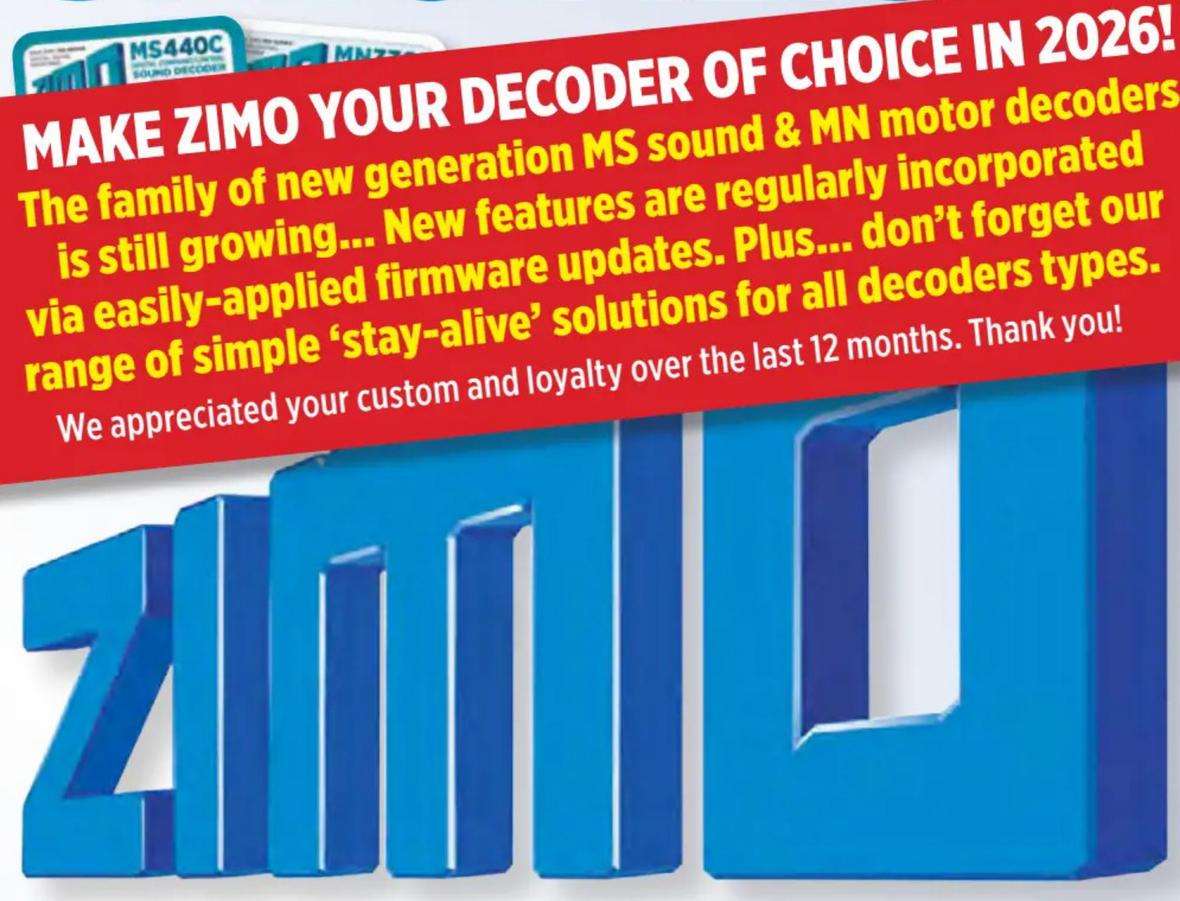
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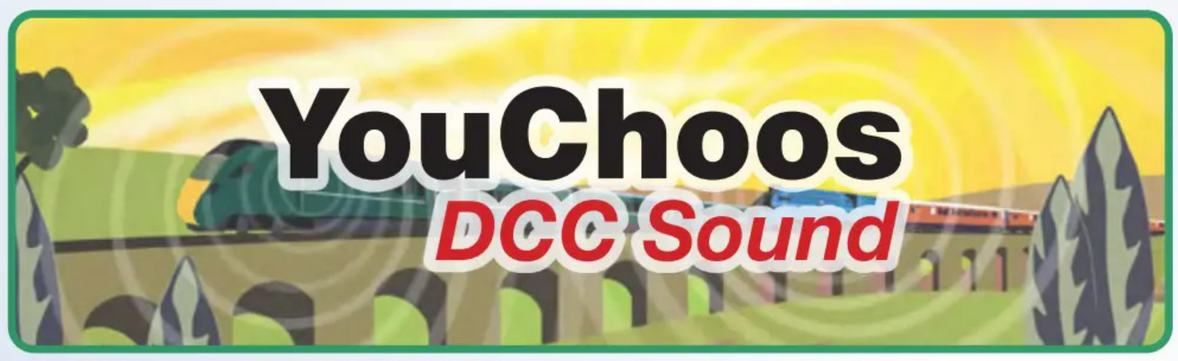


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0.5A Motor rating
4 Function Outputs

THE EDITOR'S PAGE

Welcome

HAPPY NEW YEAR, AND WELCOME to the latest issue of *Hornby Magazine*. We have another bumper issue in store for you this month, starting with Hornby's new 2026 catalogue launch with more than 150 new 'OO' gauge items added to the range this year, including an all-new Bulleid rebuilt 'Merchant Navy' 4-6-2.

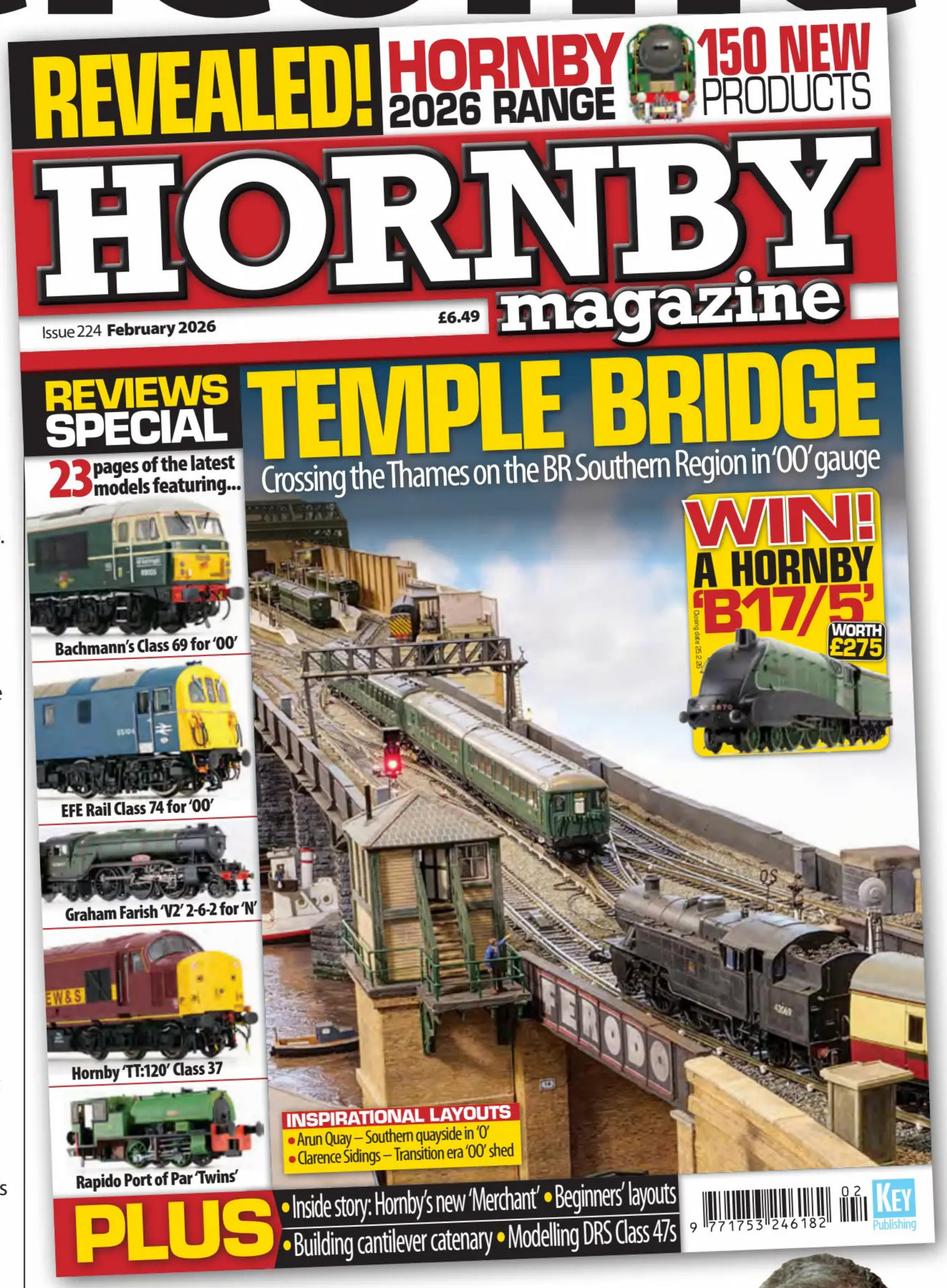
These locomotives have had a long and fruitful association with Hornby since its first iteration appeared in 2000. This new version has been designed from scratch and is set to raise the bar yet again for steam locomotives. We have an exclusive behind-the-scenes look at the development journey so far for this brand-new addition to the Hornby range on pages 32-35. Hornby is also producing an all-new 'OO' Class 60 for its RailRoad range which, judging by the details so far, will be something quite special too. You can catch up on the new Hornby 2026 'OO' gauge release plans on pages 8-13, and we'll have regular updates throughout the year.

New arrivals have been in abundance since the last issue, with all-new models arriving seemingly every day in the lead-up to the festive break. In this issue we review Bachmann's all-new 'OO' gauge Class 69 Co-Co diesel, EFE Rail's 'OO' Class 74 Bo-Bo electro-diesel, Bachmann's new Graham Farish 'N' gauge LNER 'V2' 2-6-2, Rapido Trains' delightful new 'Port of Par 'twins' and LNER 'J52/2' for 'OO', plus Hornby's all-new 'TT:120' scale Class 37. There's also Cavalex Models' new 'OO' PHA/JGA Bardon hopper wagons, Accurascale's 'OO' North Eastern hoppers and Rapido's new GWR 'Iron Minks' for 'N'. And still more, because just as this issue closed for press we received Hornby's new RailRoad LNER Class 800 Azuma for 'OO', along with the all-new 'TT:120' LNER 'J50' 0-6-0T and Bulleid Tavern Cars for 'OO'. And, as if that wasn't enough, our exclusive 'OO' gauge Accurascale Class 66 66794 *Steve Hannam* in GB Railfreight branded Petroleum sector livery has arrived too. You can expect full reviews on these new models - and more - in HM225, next month.

Looking ahead, we have our eagerly awaited Accurascale 'OO' gauge Class 37/7 37702 *Taff Merthyr* in Trainload Coal sector livery, Cavalex Models' Class 56 56103 in DCRail grey and Hornby Class 43 HST power cars in Colas Rail colours. It's going to be a busy start to 2026, to say the least. Full details of these models are at *shop.keymodelworld.com* - but be quick as some have already sold through on pre-order.

We have three sensational feature layouts with John Tisi's 'OO' gauge Temple Bridge, Gordon and Maggie Gravett's 'O' gauge Arun Quay and Paul Slyfield's Clarence Sidings. Alongside these, we have inspirational step-by-step modelling guides from Tim Shackleton, Mike Wild and Dan Evason, while Paul Lunn welcomes the New Year with a selection of new starter layouts you could build in 'OO' gauge and 'TT:120' scale.

I hope you enjoy the new issue!



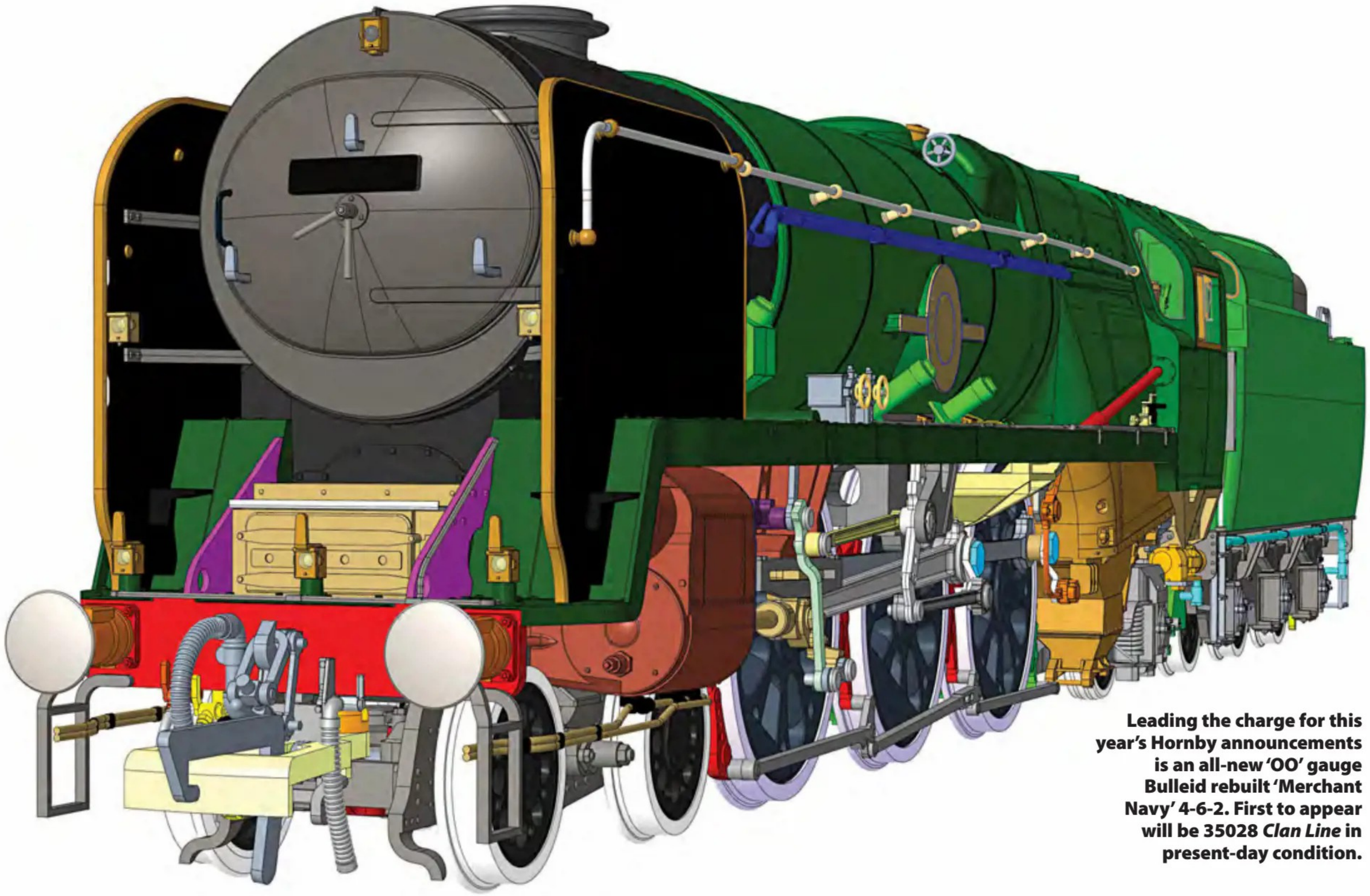


Mark Chivers
Acting Editor

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All-New 'OO' rebuilt 'Merchant Navy' HEADS HORNBY'S 2026 PLANS



Leading the charge for this year's Hornby announcements is an all-new 'OO' gauge Bulleid rebuilt 'Merchant Navy' 4-6-2. First to appear will be 35028 *Clan Line* in present-day condition.

HORNBY'S 2026 catalogue range models include two all-new 'OO' gauge locomotives headlined by a newly-tooled Bulleid rebuilt 'Merchant Navy' 4-6-2 steam locomotive for the main range. And the RailRoad range is set to gain an all-new 'OO' gauge Class 60 Co-Co diesel.

As with 2025, in addition to the main catalogue launch, Hornby intends to drip feed additional new 'OO' gauge release plans – including all-new tooling projects – across the year, with announcements in April, June and October. Its 'TT:120' scale main announcements are also expected in April together with further products revealed in June and October.

NEW TOOLING

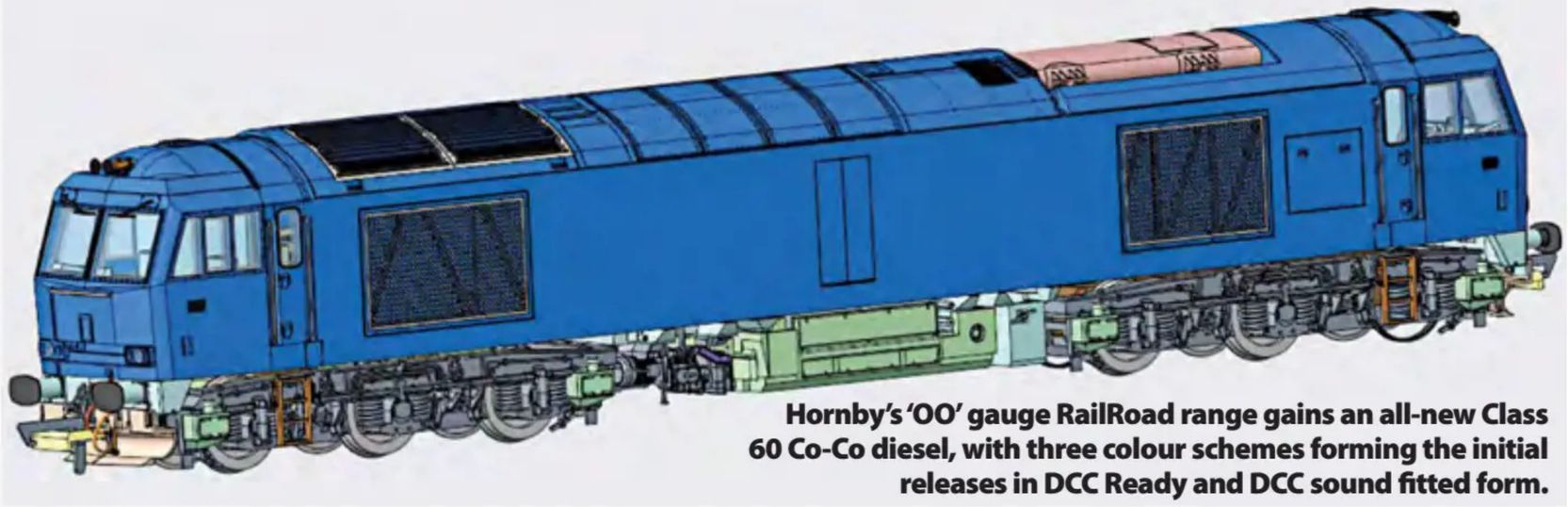
Hornby's association with a rebuilt 'Merchant Navy' 4-6-2 dates to the late 1990s when a new breed of 'OO' gauge steam locomotive was in development behind-the scenes at Hornby, unlike anything it had previously produced. It was one of the first new locomotive projects to be produced in the Far East and has been largely credited as the locomotive that improved Hornby's fortunes in 2000 when the model first appeared with retailers.

25 years on, the new 'Merchant Navy' has been designed from the ground up and shares nothing with the previous model. The manufacturer is creating a new suite of tooling which includes working lights on the locomotive and tender for the first time, firebox glow, cab illumination, together with a steam generator fitted option. In addition, several different tenders have been tooled, including examples of 5,000gallon, 5,100gallon, 5250gallon and 6,000gallon versions, along with a replica of the current tender paired to 35028 *Clan Line* with its present-day modifications. See pages 32-35 for more on the development of Hornby's all-new 'OO' gauge rebuilt 'Merchant Navy' 4-6-2'.

For its initial outing, Hornby is producing two versions of 35028 *Clan Line* in its current preserved state – one Digital Command Control (DCC) Ready (Cat No. R30490) and another pre-fitted with Hornby's steam generator system and HM7000 Triplex Sound profile for the class (R30490SS). Priced at £249.99 DCC Ready and £329.99 with factory-fitted DCC steam generator and digital sound, release is currently slated for early 2027.

The second all-new 'OO' gauge model has been designed for the RailRoad range, modelling the imposing BR Class 60 Co-Co diesels. This all-new model will feature a three-pole motor, flywheel, electrical pick-ups to both bogies, 21-pin DCC decoder socket, directional lighting, detailed cab interior, separately fitted exhaust, handrails, windscreen wipers, bogie steps, fuel tanks and air horns.

Three models are planned for the first releases as 60038 *Avesta Polarit* in EWS maroon and gold, 60069 *Humphrey Davey* in Trainload Coal sector triple grey and 60039 *Dove*



Hornby's 'OO' gauge RailRoad range gains an all-new Class 60 Co-Co diesel, with three colour schemes forming the initial releases in DCC Ready and DCC sound fitted form.

Holes in DB red, with two versions of each expected in DCC Ready and DCC sound fitted form – the latter versions factory-fitted with Hornby's HM7000 Triplex Sound decoder and speaker with Class 60 sound profile. The models will also feature space for a stay-alive and an EM1 style enhanced bass speaker to be installed, such as Hornby's new R7408 example. Prices are set at £104.99 DCC Ready and £159.99 DCC sound fitted.

RAILROAD

Hornby's 'OO' gauge RailRoad range receives a huge boost this year with around 36 new items of motive power and 20 new items of rolling stock.

The inclusion of DCC Ready and DCC sound fitted versions of the same model account for some of the 36 new items of motive power, especially among the diesel roster additions this year. The influx also includes several new steam outline locomotives including a new version of BR Standard '8P' 71000 *Duke of Gloucester* in BR lined green with early crests after several years out of the range, available DCC Ready and with pre-fitted HM7000 Triplex Sound, while the GWR 'County' 4-6-0 will also be available in both formats, finished as 1013 *County of Dorset*. Further steam highlights include Great Northern Railway (GNR) 'N2' 0-6-2T 1606 in lined GNR green and a Fowler 'Jinty' 0-6-0T in fictional Hart and Weaver lined blue.

Diesel and electric outline models include examples of Classes 37, 47, 57, 66, 90 and 91 in a variety of colour schemes, including some striking present-day examples such as Class 66 66601 in Freightliner 60 green and yellow and Class 37 37422 in Swietelsky Rail Services' eye-catching orange and blue scheme. Further present-day motive power includes a return of the RailRoad Class 395 Southeastern Javelin tooling with a twin-pack of driving cars and a separate centre car to complete a

NOTES

1:1:	One to One collection
50:	50th anniversary edition
90:	90th anniversary edition
ATP:	Australia twin-pack
CE:	Hornby Collector Club exclusive
GREC:	Great Railway Engineers Collection
HD:	Hornby Dublo range
LE:	Limited edition
NT:	New tooling
RR:	RailRoad
SD:	60th anniversary of Somerset & Dorset line closure twin-pack
SDL:	Smokebox door light
SG:	Steam generator
TXS:	Triplex Sound

TABLE 1 – HORNBY 2026 'OO' MOTIVE POWER

DESCRIPTION	CAT NO.	NOTE:
L&MR 0-2-2 Stephenson's *Rocket*, L&MR yellow (DCC Ready)	R30510	
GWR '5101' 2-6-2T 5153, BR lined green with late crests (DCC Ready)	R30509	
GWR '61XX' 2-6-2T 6126, British Railways green (DCC Ready)	R30508	
GWR 'Castle' 4-6-0 4079 *Pendennis Castle*, Great Western lined green (DCC Ready)	R30465	ATP; SDL
GWR 'Castle' 4-6-0 5071 *Spitfire*, BR lined green with early crests (DCC Ready)	R30559	90
GWR 'County' 4-6-0 1013 *County of Dorset*, BR lined green with late crests (DCC Ready)	R30521	RR
GWR 'County' 4-6-0 1013 *County of Dorset*, BR lined green with late crests (DCC Ready)	R30521TXS	RR;TXS
SECR 'H' 0-4-4T 161, SECR lined green (DCC Ready)	R30419	
SR Bulleid air-smoothed 'Battle of Britain' 4-6-2 34057 *Biggin Hill*, BR lined green with late crests (DCC Ready)	R30483	SD; CE
SR Bulleid air-smoothed 'West Country' 4-6-2 34006 *Bude*, BR lined green with late crests (DCC Ready)	R30483	SD; CE
SR Bulleid rebuilt 'Battle of Britain' 4-6-2 34053 *303 Squadron*, BR lined green with late crests (DCC Ready)	R30485	
SR Bulleid rebuilt 'Merchant Navy' 4-6-2 35028 *Clan Line* (preserved) (DCC Ready)	R30490	NT
SR Bulleid rebuilt 'Merchant Navy' 4-6-2 35028 *Clan Line* (preserved) (DCC steam generator)	R30490SS	NT; SG; TXS
LMS 'Jinty' 0-6-0T 5, Hart and Weaver Limited lined blue (DCC Ready)	R30524	RR
LMS 'Black Five' 4-6-0 45055, BR lined black with early crests (DCC Ready)	R30484	
LMS 'Black Five' 4-6-0 45473, BR lined black with late crests (DCC steam generator)	R30475SS	SG; TXS
LMS 'Royal Scot' 4-6-0 46100 *Royal Scot*, BR lined green with early crests (DCC Ready)	R30500	1:1
LMS streamlined 'Coronation' 4-6-2 6220 *Coronation*, LMS lined blue (DCC Ready)	R30556	LE; GREC
Great Northern Railway 'N2' 0-6-2T 1606, GNR lined green (DCC Ready)	R30557	RR
LNER 'K1' 2-6-0 2005, LNER apple green (as preserved) (DCC Ready)	R30504	
LNER 'K1' 2-6-0 62046, BR lined black with early crests (DCC Ready)	R30503	
LNER streamlined 'P2' 2-8-2 2004 *Mons Meg*, LNER lined green (DCC Ready)	R30482	
LNER 'B12' 4-6-0 8572, LNER lined green (DCC Ready)	R30502	
LNER 'B12' 4-6-0 61516, BR lined black with late crests (DCC Ready)	R30501	
LNER 'A3' 4-6-2 4472 *Flying Scotsman*, LNER lined green (DCC Ready)	R30465	ATP
LNER 'A4' 4-6-2 4468 *Mallard*, LNER garter blue (DCC steam generator)	R30551SS	HD; SG; TXS
LNER 'A4' 4-6-2 60033 *Seagull*, BR lined green with late crests (DCC steam generator)	R30552SS	SG; TXS
LNER 'A4' 4-6-2 4498 *Sir Nigel Gresley*, LNER garter blue (DCC Ready)	R30555	LE; GR, EC
BR Standard '8P' 4-6-2 71000 *Duke of Gloucester*, BR lined green with early crests (DCC Ready)	R30520	RR
BR Standard '8P' 4-6-2 71000 *Duke of Gloucester*, BR lined green with early crests (DCC sound fitted)	R30520TXS	RR; TXS
BR Standard '9F' 2-10-0 92031, BR lined black with early crests (DCC Ready)	R30486	
Prototype DP1 Deltic, NRM blue (DCC Ready)	R30420	HD
Ruston & Hornsby 88DS, Glenochil Yeast Factory green (DCC Ready)	R30515	
Ruston & Hornsby 88DS 97088, Loadhaul orange and black (DCC Ready)	R30514	
Class 08 08256, BR blue (DCC Ready)	R30546	RR
Class 08 08256, BR blue (DCC sound fitted)	R30546TXS	RR;TXS
BR Class 08 D3760 *Colchester TMD*, Great Eastern lined blue with early BR crests (DCC Ready)	R30507	
BR Class 10 10119 *Margaret Ethel-Thomas Alfred Naylor*, BR blue (DCC Ready)	R30506	
Class 37 37422 *Pegasus*, Swietelsky Rail Services (DCC Ready)	R30544	RR
Class 37 37422 *Pegasus*, Swietelsky Rail Services (DCC Ready)	R30544TXS	RR; TXS
Class 37 37501 *Teeside Steelmaster*, BR British Steel light blue (DCC Ready)	R30545	RR
Class 37 37501 *Teeside Steelmaster*, BR British Steel light blue (DCC sound fitted)	R30545TXS	RR; TXS
Class 43 East Midlands Railway HST power car twin pack 43274 (EMR)/43102 (InterCity 'Swallow') (DCC Ready)	R30505	
Class 43 Virgin Trains HST power car twin pack 43093 *Lady in Red*/43097, Virgin Trains livery (DCC Ready)	R30463	
Class 43 Virgin Trains HST power car twin pack 43093 *Lady in Red*/43097, Virgin Trains livery (DCC sound fitted)	R30463	TXS
Class 47 47749 *Atlantic College*, Rail Express Systems (DCC Ready)	R30543	RR
Class 47 47787 *Windsor Castle*, EWS (DCC Ready)	R30541	RR
Class 47 47787 *Windsor Castle*, EWS (DCC sound fitted)	R30541TXS	RR; TXS
Class 56 56001, BR blue (DCC sound fitted)	R30480TXS	50; TX
Class 56 56047, Transrail 'Dutch' yellow and grey (DCC sound fitted)	R30481TXS	TXS
Class 57 57306, GBRf blue and orange (DCC Ready)	R30441	RR
Class 57 57306, GBRf blue and orange (DCC sound fitted)	R30441TXS	RR; TXS
Class 60 60038 *Avesta Polarit*, EWS livery (DCC Ready)	R30535	NT; RR
Class 60 60038 *Avesta Polarit*, EWS livery (DCC sound fitted)	R30535TXS	NT; TX
Class 60 60039 *Dove Holes*, DB Rail (DCC Ready)	R30537	NT; RR
Class 60 60039 *Dove Holes*, DB Rail (DCC sound fitted)	R30537TXS	NT; TXS; RR
Class 60 60069 *Humphrey Davey*, Trainload coal sector (DCC Ready)	R30536	NT; RR
Class 60 60069 *Humphrey Davey*, Trainload coal sector (DCC sound fitted)	R30536TXS	NT; TXS; RR
Class 66 66022 *Lafarge Charnwood*, EWS (DCC Ready)	R30532	RR
Class 66 66022 *Lafarge Charnwood*, EWS (DCC sound fitted)	R30532TXS	RR; TXS
Class 66 66601, Freightliner 60 green and yellow (DCC Ready)	R30531	RR
Class 66 66601, Freightliner 60 green and yellow (DCC sound fitted)	R30531TXS	RR; TXS
Class 66 66790 *Louise*, Colas Rail (DCC Ready)	R30533	RR
Class 66 66790 *Louise*, Colas Rail (DCC Ready)	R30533TXS	RR; TXS
Class 90001 *Royal Scot*, InterCity 'Swallow' (DCC Ready)	R30529	RR
Class 90001 *Royal Scot*, InterCity 'Swallow' (DCC sound fitted)	R30529TXS	RR; TXS
Class 90 90020 *Collingwood*, EWS livery (DCC Ready)	R30528	RR
Class 90 90020 *Collingwood*, EWS livery (DCC sound fitted)	R30528TXS	RR; TXS
Class 91 91018 *Robert Louis Stevenson*, BR InterCity 'Swallow' (DCC Ready)	R30527	RR
Class 91 91018 *Robert Louis Stevenson*, BR InterCity 'Swallow; (DCC sound fitted)	R30527TXS	RR; TXS
Class 91 91127 *Neville Hill*, LNER livery (DCC Ready)	R30493	
Class 395 Javelin EMU 395005, Southeastern High Speed blue (twin-car pack) (DCC Ready)	R30517	RR
Class 802/3 IET 802301 *Amy Johnson*, Hull Trains livery (five-car pack) (DCC Ready)	R30470	
Class 803 IET 803001, Lumo blue (twin-car pack) (DCC Ready)	R30516	RR



Several items from the One:One Collection have been added to Hornby's 'OO' gauge range this year, including LNER 'Coronation' beavertail observation car 1729.

three-car set, while Hornby's all-new RailRoad Class 800 InterCity Express Train tooling is set to gain an additional colour scheme with Lumo 803001 planned for late 2026. This will be available as a pair of driving cars, together with three intermediate cars available separately to complete a five-car set. Representing the earlier generation of InterCity expresses, Hornby's venerable 'OO' gauge Class 90 and 91 tooling also receives an outing in the RailRoad range this year, including a selection of InterCity Mk 4 carriages and a Driving Van Trailer in InterCity 'Swallow' livery from the previous tooling suite.

See Table 1 for more details on Hornby's 2026 RailRoad plans.

STEAM HIGHLIGHTS

Highlights from Hornby's main catalogue range include a couple of modified Gresley 'A4' 4-6-2s to enable the locomotives to be fitted with the manufacturer's recently introduced steam generator system. Modifications have been made to the tooling of the Hornby Dublo and main range injection moulded 'A4s' to allow the new technology to be included this year, together with working lights. A removable chimney will now allow the generator to be replenished. The Hornby Dublo 'A4' with modified die-cast body will be finished as 4468 *Mallard* in LNER garter blue, while the standard range model with new steam generator and working lights will appear as 60033 *Seagull* in BR lined green with late crests.

There are several anniversaries which are set to be commemorated this year with special models including the 60th anniversary of the closure of the Somerset & Dorset Joint Railway. A pair of Bulleid air-smoothed 'Light Pacifics' will be available in a special twin-pack containing 'Battle of Britain' 34057 *Biggin Hill* and 34006 *Bude* (with longer smoke deflectors), both in BR lined green with late crests. This pack will be exclusive to Hornby Collector Club members. Hornby is also releasing GWR 'Castle' 4-6-0 5071 *Spitfire* in honour of the aircraft's 90th anniversary this year. The 'Castle' will appear in BR lined green with early crests.

Another pairing is a special pack containing Collett 'Castle' 4071 *Pendennis Castle* in Great Western lined green and Gresley 'A3' 4-6-2 4472 *Flying Scotsman* in LNER lined green, recalling their Australian reunion in the late 1980s. For this release, *Pendennis Castle* is due to feature the distinctive smokebox light gained during its time in Australia.

A new Great Railway Engineers Collection debuts this year. The first two locomotives to appear are Gresley 'A4' 4-6-2 4498 *Sir Nigel Gresley* in LNER garter blue and Stanier streamlined 'Coronation' 4-6-2 6220 *Coronation* in LMS lined blue. They will be produced in limited quantities, with each model supplied with a separate figure of the respective engineers.

Hornby has also listened to feedback from customers and is making its popular 'OO' gauge model of Stephenson's Liverpool & Manchester Railway 0-2-2 *Rocket* available separately, rather than as part of a train pack. It is expected to be released during May.

While not a steam outline locomotive, a new version of Hornby's newly tooled Dublo model of DP1 *Deltic*, is set to appear later this summer in its National Railway Museum guise. This high specification model will feature a die-cast metal body, powerful coreless motor, dual flywheel arrangement, all-wheel drive and pick-up, working individually controlled cooling fans, die-cast gearing towers, potentiometers for the fans, cab illumination, driver's console lights, engine room lights, directional lighting and a working 'Mars' light at each end.

For more information on Hornby's new steam locomotive plans, see Table 1.

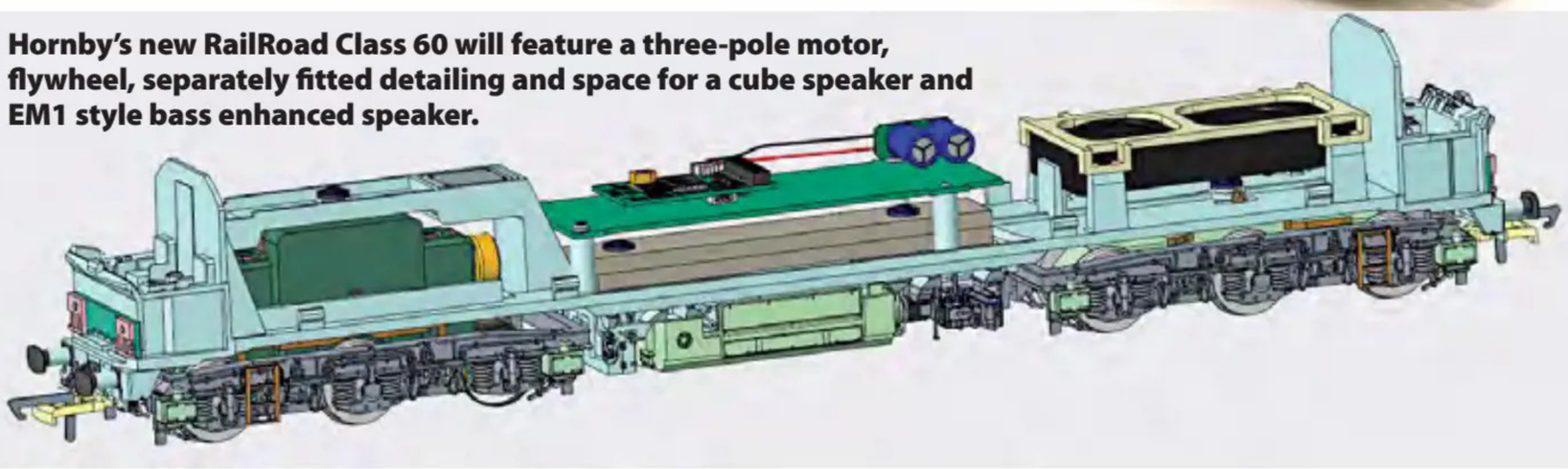
MODERN TRACTION

Modellers of the contemporary railway scene haven't been forgotten with several new models reflecting motive power operating on the East Coast Main Line including a new Class 802/3 five-car InterCity Express Train in Hull Trains livery finished as 802301 *Amy Johnson* and Hornby's high-fidelity Class 91 Bo-Bo electric in present-day LNER livery as 91127 *Neville Hill*, together with a complementary set of BR Mk 4 carriages – and Driving Van Trailer - in the striking oxblood and white retro colour scheme.

Keeping the high-speed theme, two new 'OO' gauge InterCity 125 High Speed Train packs are planned this year including a hark back to Virgin Trains colours with a pack of Class 43 power cars containing 43093 *Lady in Red* and 43097 in the company's red and dark grey scheme. This pack will be available DCC Ready and DCC sound fitted with the manufacturer's HM7000 TXS decoders, speakers and HST



This year, Hornby is adding a set of highly detailed West Riding Limited LNER articulated coaches to its rolling stock roster.



Hornby's new RailRoad Class 60 will feature a three-pole motor, flywheel, separately fitted detailing and space for a cube speaker and EM1 style bass enhanced speaker.



Hornby is modifying its main range and Hornby Dublo Gresley 'A4' 4-6-2 tooling to accommodate the manufacturer's steam generator system. Access to replenish the generator will be via the removable chimney.

sound profile. An East Midlands Railway (EMR) Class 43 power car pack is also set to appear containing 43274 in its unique EMR purple and white scheme, together with 43102 *The Journey Shrinker* in InterCity 'Swallow' livery, modelling the final pairing of these power cars in the last days of HST operation on the Midland Main Line.

Hornby's 'OO' gauge Class 56 Co-Co diesels return to the range this year, with two releases set to appear. 56001 in BR blue will commemorate the class's 50th anniversary in 2026, while 56047 will model the attractive Transrail branded 'Dutch' yellow and grey colour scheme. Both will be available in DCC sound fitted form only, with factory-fitted TXS decoders, speaker and Class 56 sound profile.

Shunting locomotives haven't been forgotten with two models based on the company's high-fidelity Class 08/09, finished as D3760 *Colchester TMD* in Great Eastern lined blue and preserved Class 10 10119 *Margaret Ethel - Thomas Alfred Naylor* in BR blue.

See Table 1 for more details of Hornby's new diesel and electric plans for 2026.

Hornby 'TT:120' semaphore signals



Development of Hornby's all-new 'TT:120' working semaphore signals is progressing well, with Engineering Prototype samples currently being assessed.

HORNBY'S NEW range of 'TT:120' semaphore signals is nearing production, with release due in 2026.

Hornby is producing four working signals initially in home, distant, junction home and junction distant formats which all feature illuminated aspects and remote operation when connected to an accessory motor. They can be operated manually via a lever at the base of the signal. A separate semaphore motor pack is expected to follow.

Prices are £11.99 for single aspect distant and home signals, rising to £12.99 for twin aspect distant and home junction signals. Release is expected in summer 2026.

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

TABLE 2 – HORNBY 2026 'OO' CARRIAGES

DESCRIPTION	CAT NO.	NOTE:
Bulleid Tavern Car twin-pack S7897S/S7838S, BR carmine and cream	R40536	
LNER Beavertail observation car 1729, LNER 'Coronation' livery	R40481	1:1
LNER 'West Riding Limited' OT/KT articulated coach pack, LNER livery	R40479	
LNER 'West Riding Limited' OT/BT articulated coach pack, LNER livery	R40480	
LNER 'West Riding Limited' BT/KT articulated coach pack, LNER livery	R40477	
LNER 'West Riding Limited' FO/FO articulated coach pack, LNER livery	R40478	
BR Mk 1 Super GUV 94157, RES livery	R40559	RR
BR Mk 1 Corridor Second (ER), E24453	R40505	
BR Mk 1 Corridor Second (WR), W24371	R40506	
BR Mk 1 Corridor Second (LM), M24404	R40507	
BR Mk 1 Corridor Second (SR), S24314	R40508	
BR Mk 1 Corridor Composite (ER), E15276	R40509	
BR Mk 1 Corridor Composite (WR), W15114	R40510	
BR Mk 1 Corridor Composite (LM), M15374	R40511	
BR Mk 1 Corridor Composite (SR), S15036	R40512	
BR Mk 1 Brake Corridor Second (ER), E34740	R40513	
BR Mk 1 Brake Corridor Second (WR), W34897	R40514	
BR Mk 1 Brake Corridor Second (LM), M35125	R40515	
BR Mk 1 Brake Corridor Second (SR), S34257	R40516	
BR Mk 1 Tourist Second Open (ER), E4050	R40517	
BR Mk 1 Tourist Second Open (WR), W3817	R40518	
BR Mk 1 Tourist Second Open (LM), M3764	R40519	
BR Mk 1 Tourist Second Open (SR), S3827	R40520	
BR Mk 3 Trailer First 41157, GWR green	R40552	RR
BR Mk 3 Trailer Restaurant Buffet 40734, GWR green	R40553	RR
BR Mk 3 Trailer Guard standard 44086, GWR green	R40554	RR
BR Mk 3 Trailer Second 42175, Virgin Trains	R40494	
BR Mk 3 Trailer Guard Second 44081, Virgin Trains	R40495	
BR Mk 3 Trailer First 41045, Virgin Trains	R40496	
BR Mk 3 Trailer Restaurant Standard Buffet 40437, Virgin Trains	R40437	
BR Mk 3 four-coach TSO/FO pack (42176/42177/42105/41059), Virgin Trains	R40569	
BR Mk 4 First Open 11241, BR InterCity 'Swallow'	R40555	RR
BR Mk 4 Second Open 12440, BR InterCity 'Swallow'	R40556	RR
BR Mk 4 Restaurant Buffet First 10321, BR InterCity 'Swallow'	R40557	RR
BR Mk 4 Driving Van Trailer 82200, BR InterCity 'Swallow'	R40558	RR
BR Mk 4 Second Open (End) 12223, LNER current	R40498	
BR Mk 4 Second Open 12444, LNER current	R40499	
BR Mk 4 Second Open 12427, LNER current	R40499A	
BR Mk 4 Second Open 12432, LNER current	R40499B	
BR Mk 4 Second Open (accessible) 12303, LNER current	R40500	
BR Mk 4 Café Bar car 10324, LNER current	R40501	
BR Mk 4 First Open 11288, LNER current	R40502	
BR Mk 4 First Open 11417, LNER current	R40502A	
BR Mk 4 First Open (accessible) 11317, LNER current	R40503	
BR Mk 4 Driving Van Trailer 82225, LNER current	R40504	
Class 395 Javelin centre car 39052, Southeastern blue	R40563	RR
Class 803 IET coach 842001, Lumo blue	R40560	RR
Class 803 IET coach 843001, Lumo blue	R40561	RR
Class 803 IET coach 844001, Lumo blue	R40562	RR
Royal Mail TPO coach 80331, Royal Mail TPO red	R40568	RR

ROLLING STOCK

In terms of carriages, there will be an influx of BR Mk 1, Mk 3 and Mk 4 coaches this year to bolster the rolling stock roster. Some will be in the RailRoad range, such as the previous tooling for the Mk 3s in GWR livery and Mk 4s in InterCity 'Swallow' livery to match the respective RailRoad range items. A wide selection of BR Mk 1s in Western, Southern, London Midland and Eastern Region guises will be produced in Corridor Second, Corridor Composite, Brake Corridor Second and Tourist Second Open variants, all of which will be separately numbered, while a full set of Virgin Trains Mk 3 carriages is planned to match the new power cars in the scheme. A set of Mk 4 carriages from the recently introduced new tooling will appear in present-day LNER livery.

Hornby's new Bulleid Tavern Cars are set to appear in a new version of BR carmine and cream (without brick decoration), modelling Composite Restaurant Car S7838S and Kitchen/Buttery Car S7897S *At the Sign of the Three Plovers*. Release is expected later this autumn.

The manufacturer's 'OO' gauge 'Coronation' articulated coaches are set to gain a new identity this year, in 'West Riding Limited' form. Four articulated coach packs are planned covering Open Third/Kitchen Third, Open Third/Brake Third, Brake Third/Kitchen Third and First Open/First Open configurations. These are expected to appear during April this year.

For more details on Hornby's 'OO' gauge carriage plans, see Table 2.

While there is no all-new wagon tooling this year, there will be several new additions from existing tooling to the main and RailRoad ranges this year. This includes a selection of private owner five-, six- and seven-plank open wagons in colourful schemes, together with a re-run of ZCV 'Clam' and 'Tope' engineers' ballast wagons in BR departmental 'Dutch' yellow and grey.

A new model of the KFA intermodal container flat will be offered, although it will not feature any containers on this occasion, while the high definition TTA tank wagon tooling gains Amoco grey for its latest appearance. There will be a single TTA and a pack of three TTA tanks in the scheme.

Finally, the popular Beatles themed models gain several new colour schemes this year, with a couple of album themed closed vans and a BR Mk 1 Super GUV emblazoned with Beatles Magical Mystery Tour artwork set to appear.

For more details, see Table 3.

DECORATED HORNBY DRAX GOLD 66 AND IIA-D

DECORATED samples of Hornby's 'OO' gauge Class 66 66301 *Drax Power Station 50* and unique gold IIA-D biomass hopper have arrived for evaluation.

GB Railfreight's 66301 was repainted by Arlington Fleet Services at Eastleigh in a unique gold livery to mark the 50th anniversary of Drax power station on August 18 2024 – it was also named *Drax Power Station 50*. An IIA-D biomass hopper was also decorated in a matching gold colour scheme, also marking the 50th anniversary of the power station.

Hornby's new model of 66301 will be released as part of its RailRoad range and uses the former Lima tooling. It will have a 21-pin Digital Command Control (DCC) socket and is fully compatible with Hornby's Triplex Bluetooth/DCC decoders.

The IIA-D biomass hopper uses the company's 2015 introduced tooling and will feature turned metal wheels, sprung metal buffers and NEM pockets. Key Publishing is commissioning a series of exclusive IIA-D biomass hoppers to run behind 66301 and the gold IIA-D (see pages 18-19).

Both new models are due to be released in March 2026, with 66301 priced at £94.99 and the gold IIA-D hopper at £44.99.

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



Decorated samples of Hornby's forthcoming 'OO' gauge RailRoad Class 66 66301 *Drax Power Station 50* in GBRf gold livery, together with matching IIA-D biomass hopper, have arrived for inspection with the company's development team.

WIN! A HORNBY LNER 'B17/5'

WORTH £275

KEY MODEL WORLD is offering readers a chance to win a new Hornby 'OO' gauge streamlined LNER 'B17/5' 4-6-0 worth £274.99

The prize consists of Hornby's new 'OO' gauge streamlined LNER 'B17/5' 4-6-0 2870 *City of London* in LNER lined green (Cat No. R30406). This latest addition to the Hornby range features a die-cast boiler, five-pole skew-wound motor, 21-pin Digital Command Control (DCC) decoder socket, detailed and decorated cab interior and more.

To be in with a chance of winning this superb new Hornby release, all you have to do is answer the accompanying question by February 25 2026.

Even if you don't win, Hornby's new 'OO' gauge LNER 'B17/5' 4-6-0 is available from Hornby stockists and at *www.hornby.com* now. Good luck!





Hornby is investing in its Playtrains range of train sets with a new GWR 4-6-0 locomotive and carriage, which are set to appear as part of a Harry Potter 'Hogwart's Express' train set. They will be available separately too.

TRAIN SETS

Hornby's range of train sets continues to grow with a more defined difference between each as the range builds. The range now encompasses entry-level sets ranging from the new Santa Express battery-operated set to a diesel mixed freight DC powered set, while the mid-range collection includes the recent retro Hornby Railways branded High Speed Train set and the all-new RailRoad LNER Azuma train set.

The top of the range sets include a *Flying Scotsman* set, *Mallard* Record Breaker set and an all-new Sovereign boxed set. This new premier set will contain 60007 *Sir Nigel Gresley* in its current BR lined blue colour scheme with early crests, together with three high fidelity illuminated Pullman cars, two circuits of track, points, power transformer, rerailer, buffer stop and power track. Additionally, 60007 *Sir Nigel Gresley* will use the modified tooling enabling it to feature Hornby's steam generator and factory-fitted HM7000 Triplex Sound systems. At £499.99, this top-of-the-range boxed set is intended to showcase Hornby at its best with high-fidelity models and innovative play value.

PLAYTRAINS

Finally, Hornby has been gradually resurrecting the Playtrains range recently and this year it is set to gain all-new tooling to enable an entry-level model of the 'Hogwart's Express' to be included in the range. This will tie-in with new Harry Potter licencing arrangements enabling a train set to be produced containing a new Playtrains level Great Western Railway 4-6-0 steam locomotive and carriages for the range. In addition, the locomotive will also feature Hornby's steam generator, adding to the experience for young entrants to the hobby. As well as the set, the locomotive and a pair of carriages will be available separately. Generic versions will also be available in the range too.

HM

● ***Visit www.hornby.com* for more information on Hornby's 2026 range.**

TABLE 3 – HORNBY 2026 'OO' ROLLING STOCK

DESCRIPTION	CAT NO.	NOTE:
2026 Father's Day wagon, black and gold	R60323	
2026 Hornby wagon ('Tope'), red	R60327	
2026 Christmas wagon, blue	R60330	
Beatles Please Please Me UK album van	R60324	
Beatles Hard Day's Night US album van	R60326	
Beatles Magical Mystery Tour GUV	R60363	
RailRoad 12ton tank wagon 64, Mobil black	R60532	RR
RailRoad cattle wagon, NB grey	R60349	RR
RailRoad refrigerator wagon, NE white	R60350	RR
RailRoad BR 20ton brake van	R60351	RR
RailRoad triple wagon pack (12ton tank/six-plank open/cattle wagon)	R60353	RR
RailRoad TTA tanker pack (Esso/Mobil/Total)	R60362	RR
RailRoad FFA container wagon with two 30ft containers	R60360	RR
Five-plank open wagon 20, Charles Gush and Son	R60303	
Five-plank open wagon 65, Snow & Sons	R60305	
Six-plank open wagon 423, Micklefield	R60304	
Six-plank open wagon 5009, Smith Parkinson & Cole	R60306	
Seven-plank open wagon 56, Mortimore	R60342	
Seven-plank open wagon 1, S. Skinner	R60343	
Six-wheel tank wagon, Gadds' Brewery	R60337	
Six-wheel tank wagon, Moor Brewery Bitter	R60338	
Six-wheel tank wagon, Shepherd Neame Brewery Spitfire Amber Ale	R60335	
BR 21ton hopper wagon E269527, BR grey	R60344	
BR 21ton hopper wagon triple pack, Grimethorpe Coalite red	R60345	
KFA bogie container flat wagon 93392, Touax blue	R60341	
TTA tank wagon BRT 57502, Amoco grey	R60333	
TTA tank wagon triple Pack, BRT 57484/57485/57486, Amoco grey	R60334	
ZCV 'Clam' ballast wagon DB973347, 'Dutch' yellow and grey	R60331	
ZCV 'Tope' ballast hopper DB970569, 'Dutch' yellow and grey	R60332	

TABLE 4 – HORNBY 2026 'OO' TRAIN SETS

DESCRIPTION	CAT NO.	NOTE:
Santa's Express train set (rechargeable)	R9363M	
Freight Runner set	R1286M	
Branchline Mixed Traffic set	R1249M	
Valley Drifter set	R1270M	
Diesel Mixed Freight set	R1292M	
Smokey Joe train set	R1296M	Web
GWR High Speed Train set	R1230M	Web
Hornby Railways BR HST retro train set	R1289M	
LNER Azuma High Speed Train set	R1288M	
Flying Scotsman train set	R1255M	
Mallard Record Breaker train set	R1282M	
Sovereign Pullman boxed set	R1295TXSSM	
Web: Web exclusive		

CITY OF LONDON!

QUESTION

Gresley's streamlined 'B17/5' 4-6-0s were commonly associated with which railway route?

A. London St Pancras to Nottingham
B. London Liverpool Street to Norwich
C. London Paddington to Swansea

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 January 15 2026 and the closing date for entries is February 25 2026 at 5pm GMT. The winner will be notified no later than March 1 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.

No purchase necessary.

Class 73/9s
NEXT FOR ACCURASCALE



The re-engineered GB Railfreight Class 73/9s feature a host of differences from as-built Class 73s.

THE REPOWERED CLASS 73/9 electro-diesels are Accurascale's next 'OO' gauge project, with eight models spanning four liveries planned for the initial batch.

Class 73s were originally built in the 1960s to operate on the Southern Region's electrified third-rail or via an on-board diesel power unit, with the 49 locomotives proving versatile performers until privatisation. The design's versatility ensured its continued use with operators such as GB Railfreight (GBRf), which – in the mid-2010s – instigated a repowering programme.

Undertaken at Brush Traction in Loughborough, the 11 locomotives received new MTU engines, revised lighting clusters and a full overhaul, and are used on Caledonian Sleeper duties and departmental roles – locomotives running in Scotland have had their third-rail shoe gear removed. Two more locomotives were repowered for Network Rail at Derby with Cummins engines and are not covered by the new tooling suite.

Accurascale's Class 73/9s will form part of the manufacturer's exclusives range and will only be available to purchase directly through Accurascale. Models will feature a die-cast chassis, five-pole motor, 21-pin Digital Command Control (DCC) decoder socket, operating roof fan, etched grilles, flush glazing and variations to the body, cab, roof and underframe to portray individual locomotives accurately.

Eight locomotives form the initial batch, with GBRf-branded 73962 *Dick Mabbutt* and 73963 *Janice* in early GBRf blue and 73961 *Alison* and 73965 *Des O' Brien* in present-day GBRf livery. Caledonian Sleeper locomotives are 73967 and 73968 in early Mk 5 era condition, while 73966 and 73970 *W. S Sellar* will appear in present-day condition.

Prices are set at £179.99 DCC Ready and £279.99 DCC sound fitted, with delivery expected in the fourth quarter of 2026.

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



The all-new Accurascale 'OO' gauge Class 73/9 models cater for GBRf and Caledonian Sleeper versions, with differences accurately reflected.

Rapido Trains UK launches new customisation service



A choice of wagon colour, font style and template is offered to create your own bespoke design.

RAPIDO TRAINS UK has launched a new bespoke 'OO' gauge wagon customisation service through a new online site where modellers can select their choice of wagon, colour scheme and bodyside lettering. The manufacturer has previously offered this service at model railway exhibitions, including the company's own Rapido Railex exhibition in Maidstone, where it was initially launched in late 2024.

The new user-friendly website interface has been developed to make the process as intuitive and straightforward as possible. Customers will be able to select from two styles of RCH 1907 private owner open wagon in five- or seven-plank form, which feature metal bearing cups, split-spoked metal wheels and small tension lock couplings in NEM pockets. The models bear the same details as the company's existing ready-to-run range.

Wagons will be available in a choice of colourful schemes - black, blue, green, red or yellow - with a series of four bodyside locations where lettering and running numbers can be added. Three templates and a choice of three font styles provide further customisation options. Turnaround time is estimated to be approximately four weeks.

Once a design has been completed, the template is stored, and it can be ordered multiple times, with the manufacturer offering a 20% discount when ordering three or more wagons. Individual wagons are priced at £50 each.

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



Rapido Trains UK has launched a new 'OO' gauge wagon customisation service for modellers to add their own bespoke design on one of the company's highly detailed private owner wagons.

Clark Railworks 'WD' gains colour

Decorated samples of Clark Railworks' all-new 'OO' gauge WD 2-10-0 have arrived for assessment by the company's development team, including 600 *Gordon* in as-preserved LMR blue.



CLARK RAILWORKS has received the first decorated samples of its forthcoming 'OO' gauge War Department (WD) 2-10-0 for inspection.

Designed by Robert Riddles, these powerful 2-10-0 'Austerities' were built in the early 1940s for freight traffic during the Second World War. They enjoyed wide route availability thanks to their lighter axle loading than their related 2-8-0 equivalents. After the war, examples remained in service with British Railways and a pair was retained by the War Department at the Longmoor Military Railway (LMR) in Hampshire.

Clark Railworks revealed its intention to produce an all-new 'OO' gauge model of the WD 2-10-0 in late 2023 with a selection of examples for general release, as well as exclusive editions for Rails of Sheffield and Key Publishing.

Following a protracted development during which the company has refined the motor and gearbox to provide improved slower running characteristics, the first decorated samples to arrive include 600 *Gordon* in as-preserved LMR blue.

The specification includes a die-cast chassis, boiler and smokebox, brass axle bearings, coreless motor, Next18 DCC decoder socket, factory-fitted speaker, firebox glow, separately applied pipework and cab detail, metal chimney and provision for left-hand or right-hand driving positions.

13 different 'OO' gauge locomotives are planned, including Key Publishing's exclusive model of 'WD' 600 *Gordon* in 1960s Longmoor Military Railway blue and red with smaller running numbers on the cabside and smaller letters on the tender. Just 250 of Key Publishing's exclusive are being produced, split between Digital Command Control (DCC) Ready and DCC sound fitted examples.

Prices start from £295 for DCC Ready examples. DCC sound fitted prices have yet to be confirmed. Release is expected during late spring 2026.

● **Visit *www.clarkrailworks.com* and *shop.keymodelworld.com* to find out more.**

Rapido Trains UK's 'S160' PROGRESSES

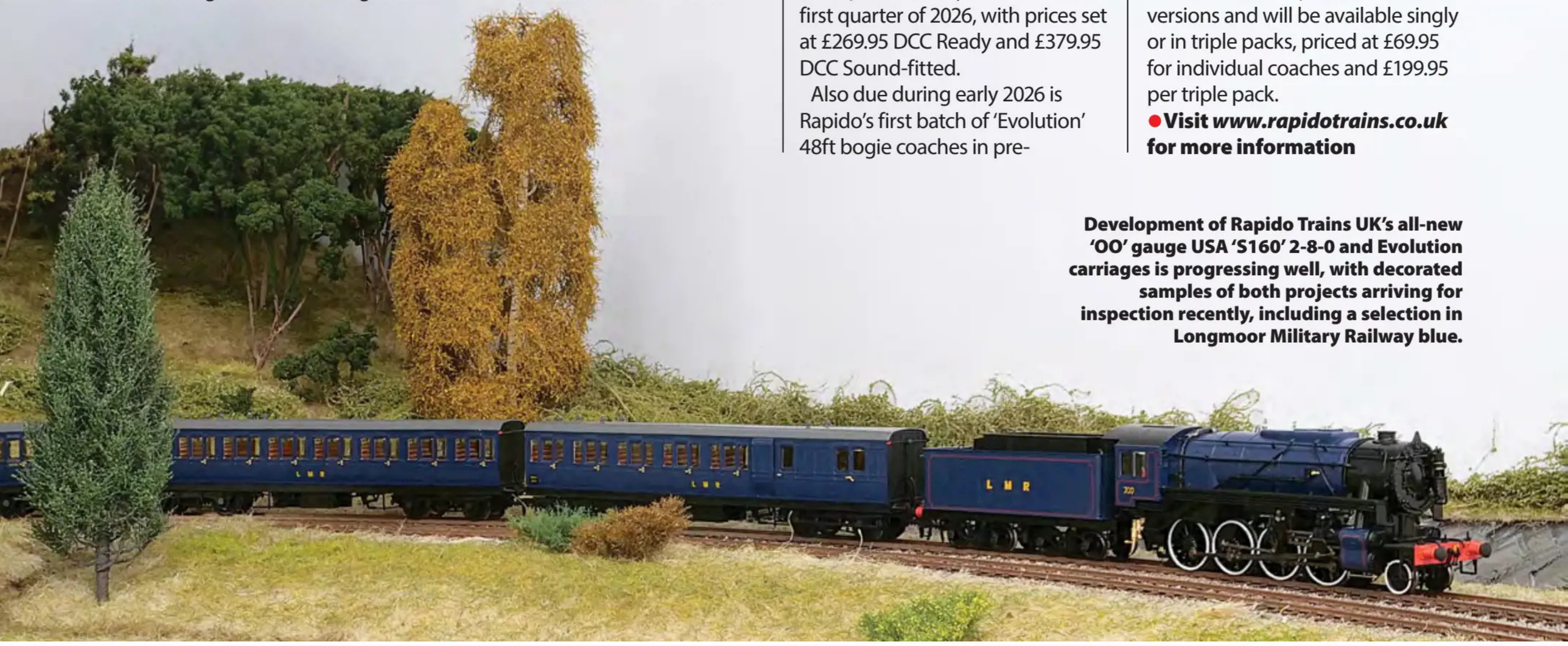
DECORATED samples of Rapido Trains UK's all-new 'OO' gauge United States Army Transportation Corps (USATC) 'S160' 2-8-0 have arrived for evaluation, together with painted samples of the manufacturer's newly tooled forthcoming Evolution carriages.

Rapido's 'OO' gauge 'S160' models the locomotives built for use in the UK and Europe by the USATC, with more than 2400 constructed. Eight are preserved in the UK, and more examples survive abroad. The all-new 'OO' gauge 'S160' 2-8-0s will feature a 21-pin Digital Command Control (DCC) decoder socket, firebox glow and factory-fitted dual speakers.

Ten standard range models are planned, plus three retailer exclusives, including 'Big Four' operated models, Longmoor Military Railway blue, fictional BR black and several preserved examples. Delivery is due in the first quarter of 2026, with prices set at £269.95 DCC Ready and £379.95 DCC Sound-fitted.

Also due during early 2026 is Rapido's first batch of 'Evolution' 48ft bogie coaches in pre-Grouping colour schemes. These all-new generic vehicles will feature removable roofs, interior lighting with adjustable brightness (operated by a magnetic wand), plus extensive interior detailing and a wide range of colourful liveries. They will appear in Full Brake, Brake Third, Third, Composite and First versions and will be available singly or in triple packs, priced at £69.95 for individual coaches and £199.95 per triple pack.

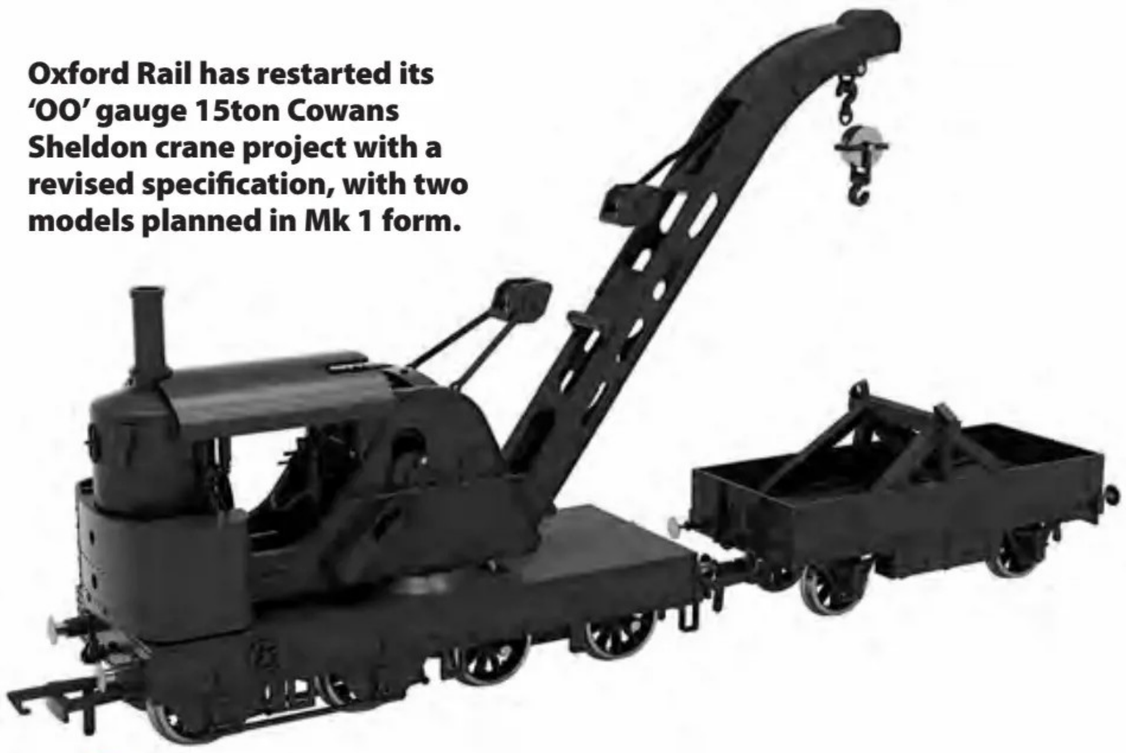
● **Visit *www.rapidotrains.co.uk* for more information**



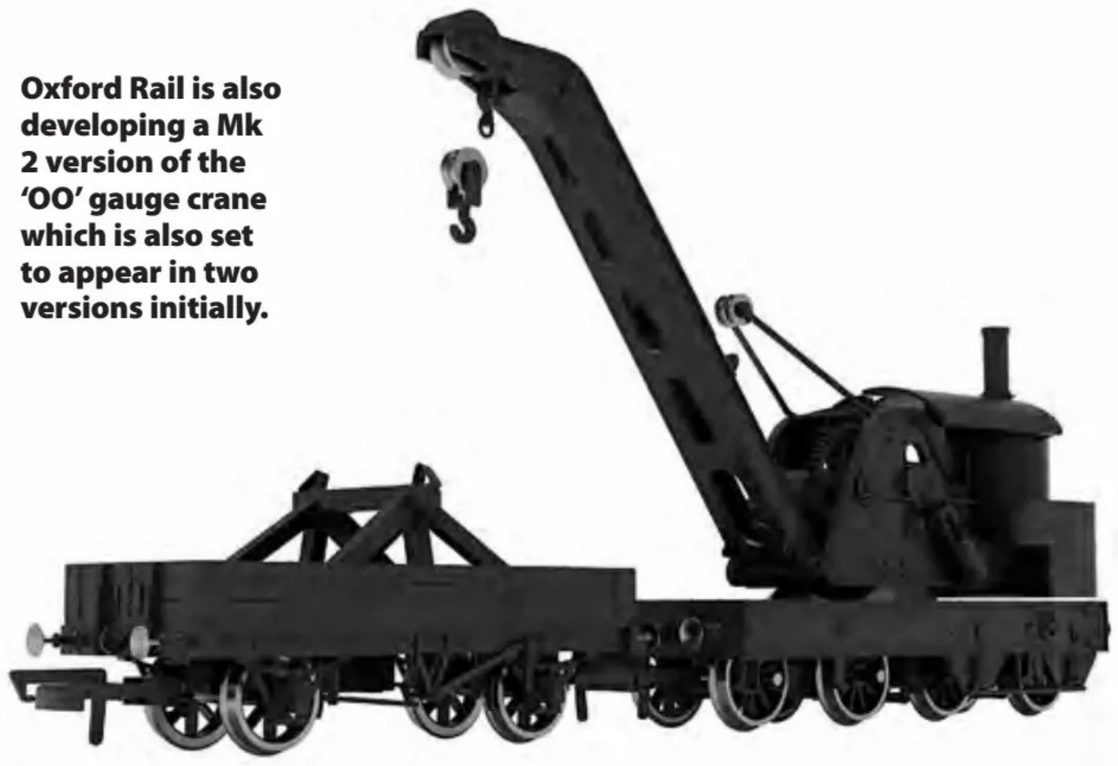
Development of Rapido Trains UK's all-new 'OO' gauge USA 'S160' 2-8-0 and Evolution carriages is progressing well, with decorated samples of both projects arriving for inspection recently, including a selection in Longmoor Military Railway blue.

Oxford Rail reworks 'OO' Cowans Sheldon crane

Oxford Rail has restarted its 'OO' gauge 15ton Cowans Sheldon crane project with a revised specification, with two models planned in Mk 1 form.



Oxford Rail is also developing a Mk 2 version of the 'OO' gauge crane which is also set to appear in two versions initially.



OXFORD RAIL HAS relaunched its 'OO' gauge Cowans Sheldon 15ton crane for 'OO' gauge, with a revised specification and the addition of a match truck.

These steam cranes were developed from the 1890s and several pre-Grouping railway companies adopted the design, which saw use throughout the 'Big Four' era and into BR service.

Oxford Rail initially announced plans to produce an all-new 'OO' gauge model in 2020. The relaunched crane features an upgraded specification with working mechanisms to operate the jib and hook, plus the addition of a match truck, not included in the original plans.

Currently at the tooling stage, first test shots from the tooling are expected imminently.

Four models will be produced as part of the initial batch in Mk 1 and Mk 2 forms - a London and North Eastern Railway crane based at Sunderland (Cat No: OR76SCS2002), a London Midland & Scottish Railway crane based at Wellingborough (OR76SCS1002), plus two BR cranes based at Stewarts Lane and Stoke respectively (OR76SCS2001/1001).

Revised prices are set at £99.95 each. A release date has yet to be confirmed.

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

Accurascale presents

£10,000 CHARITY CHEQUE AT YORK

ON DECEMBER 6, Accurascale presented representatives from Martin House Children's Hospice with a cheque for £10,000, marking the arrival of Accurascale's model of 66190 *Martin House Children's Hospice*.

Announced in August 2024, Accurascale revealed plans to produce an exclusive charity model of DB Cargo Class 66 66190 *Martin House Children's Hospice* to raise £10,000 for the children's hospice charity. It also marked the first locomotive in Accurascale's second run of Class 66s for 'OO' gauge.

66190 was constructed in 2000 for English, Welsh & Scottish Railway (EWS). It operated in Europe from 2007 until 2021, when it was returned to the UK. It was named *Martin House Children's Hospice* on June 2 2023.

On December 6, 66190 *Martin House Children's Hospice* arrived with 66091 *Accurascale* into Platform 6 of York station, where, shortly after, the cheque was presented, along with a production model of the charity's namesake locomotive. Accurascale is also producing a charity exclusive model of DB Cargo Class 92 92029, with proceeds from the sale of this model also raising funds for Martin House.

Accurascale's exclusive model of 66190 *Martin House Children's Hospice* arrived into stock with the manufacturer during December.

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



Left: **Members of the train crew pose with DB Cargo 66190 *Martin House Children's Hospice* during the cheque presentation at York station on December 6 to mark the arrival of Accurascale's new 'OO' gauge model of 66190.**

With freshly painted buffers, DB Cargo Class 66's 66091 *Accurascale* and 66190 *Martin House Children's Hospice* stand in Platform 6 at York station on December 6 2025 and provide the backdrop to a £10,000 cheque presentation by Accurascale to representatives of Martin House Children's Hospice.

Rails of Sheffield station store opens

RAILS OF SHEFFIELD opened its new store at the city's station on November 29, with Pete Waterman OBE and Jools Holland OBE performing the ceremony. Representatives from across the model railway industry attended the opening event.

The station is Grade II listed and was opened in 1870 by the Midland Railway. It is served by CrossCountry, TransPennine Express, Northern and East Midlands Railway (EMR).

Rails of Sheffield's new store is next to the station's taxi rank, just outside the main concourse. The shop has several cabinets dedicated to the latest model railway releases from the major manufacturers and a dedicated area for Rails of Sheffield's own exclusive products, plus second-hand models. Additional product lines also include Lego, Thomas and Friends and a selection of vintage toys from Rails of Sheffield's own Vintage Toys and Trains store.

The new Sheffield station store is open Monday to Sunday from 10am to 6pm.

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



Pete Waterman OBE and Jools Holland OBE performed the opening ceremony for Rails of Sheffield's new model railway store at the city's main railway station in late November.

Get set for





Keith Sully's new 'OO' gauge layout, Bristol Avon Bridge, is coming to the April 25/26 show at the NEC in Birmingham. Trevor Jones.

MODEL WORLD LIVE returns to the NEC in Birmingham on April 25/26 2026 with a feature packed line-up including Pocketbond, Modelu, Oxford Diecast, new layouts and more.

Chris Mead's Overlord models preparations for the D-Day landings in 'OO' gauge. See the latest version at Model World LIVE 2026. Key Publishing.

THE NATIONAL Modelling Exhibition by Key Publishing returns to the NEC in Birmingham on April 25/26 2026, when Model World LIVE opens its doors with a huge 190+ stand line up. Entering its third year, the event brings together scale modelling, model railways and radio control for a not-to-be-missed modelling weekend.

The event is sponsored by Bachmann's Pocketbond scale modelling brand alongside its Model Collect Create store, Bachmann Europe plus Modelu and Oxford Diecast with each of these big names having stands to showcase their product range and provide the chance for you to meet the teams behind the brands.

The latest layouts to be confirmed include Chris Mead's stunning Overlord modelling preparations for D-Day, Leicester Junction by Alan Whiteland, Somewhere in France modelling a narrow gauge trench railway, RS Tower modelling American railways in 'HO' scale and

MODEL WORLD LIVE 2026 IS SPONSORED BY

Bristol Avon Bridge by Keith Sully. More are in the wings with new layouts being added to the Model World LIVE website regularly in the run up to the show.

These outstanding displays are joined by a wide range of trade stands including those from manufacturers Accurascale, Bachmann, Cavalex Models, Hornby and Revolution Trains. The full trade list is available online.

The model railways will be joined by a huge line up of scale modelling displays with many including modelling demonstrations at the 2026 show. Highlights so far include the JaguHar, USAF, Tiny Flying Legends and F-14 Tomcat Special Interest Groups. For radio control modellers, the popular Tamiya Truckin arena is joined by the RC Drift International Championship Finals with practice and race sessions taking place all weekend as well as a replica of the Silverstone National circuit presented by Sawyer Models offering the chance to race a real racing driver at the show.

Discount advance tickets are on sale now, offering reduced prices and early entry to the show from 9.30am each day. The VIP ticket offering is back with limited numbers available, while we have also introduced a new, limited-availability Weekend ticket which includes two-day entry to the show and a £10 voucher to spend on the Key Model World stand at Model World LIVE.

Advance tickets cost £20 for adults and £10 for children under 16 for Saturday, April 25. Plus, children under 16 can enter for FREE on Sunday, April 26, when accompanied by a paying adult — maximum of two children per adult permitted.

The Weekend ticket package costs £40, and the VIP package costs £60 with the latter including access to the VIP lounge from 9am, a separate express lane, entry to the show from 9.30am, £25 of Key Publishing publications, exclusive discounts from the Key Model World Shop stand, and more.

● **Visit *www.keymodelworld.com /modelworldlive* to book your tickets and find out more.**



COLAS RAIL HST

exclusive production samples debut



PRODUCTION SAMPLES of Key Publishing's exclusive Hornby Class 43 HST power cars modelling Colas Rail's 43277 and 43257 are here showcasing the finished product off the production line at Hornby's factory.

The 'OO' gauge pack features power cars with 43277 powered and 43257 unpowered with a choice of DCC ready (Cat No. R30462) and DCC sound fitted (R30462TXS) - the latter equipped with a pair of Hornby Triplex Sound Bluetooth decoders and an MTU engine sound profile.

Standard features include a five-pole motor and twin flywheels in 43277, directional and cab lighting in both power cars, independently powered roof fans in both power cars, twin 15mm x 11mm cube speakers, correct body and roof details and NEM coupling pockets at the inner ends.

Delivery is on track for the first quarter of 2026 following receipt of the production samples from Hornby.

Prices are set at £394.99 for the DCC ready version and £449.99 for the DCC sound fitted model. Both are available to pre-order now with a £30 non-refundable deposit.

● **Visit *www.keymodelworld.com /shop* to place your order.**

PJM Models catenary range expands



NEW to the PJM Models collection of overhead catenary kits is a triple pack of platform mounted cantilever gantries designed to complement the original release of the ground mounted design.

The kits are sold as a triple pack containing parts to build three single support cantilever gantries as well as a jig for assembly of registration arms using supplied brass rod and section from the pack. The gantries were used in the construction of East Coast Cement's new extension (HM222-HM224) and you can read more about assembly on pages 42-45.

The new platform mounted gantries are priced at £29.99 for a triple pack and are in stock now.

● **Visit *www.keymodelworld.com /shop* to place your order.**

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TEMPLE BRIDGE

JOHN TISI imagines what might have happened had the London, Brighton & South Coast Railway had its own terminus north of the River Thames in this fascinating and evocative 'OO' gauge exhibition layout.

PHOTOGRAPHY, MIKE WILD

GAUGE **'OO', 16.5mm** | SCALE **4mm:1ft** | SIZE **17ft x 8ft** | REGION **SOUTHERN** | PERIOD **1950s-1960s** | CONTROL **ANALOGUE**



Above: **Above the traffic, the signalman waves to the driver of Fairburn '4P' 2-6-4T 42069 as it sweeps round from Southwark station with a passenger train before crossing Temple Bridge on the final approach to the terminus.**

Left: **Billinton 'K' 2-6-0 32342 nears journey's end with a train from the south coast as a vintage 4-SUB four-car suburban EMU clears a platform at Temple Bridge station.**



TEMPLE BRIDGE is my 'OO' gauge layout, built with help, advice and practical assistance from fellow members of Redditch Model Railway Club (MRC), one of the great benefits of belonging to a club. There is a limit to the amount of practical knowledge you can get from an online video. A practical demonstration and getting your own hands dirty really are the only ways to learn new techniques. It must also be admitted that Temple Bridge is a bit big for me to move and operate on my own. Other club members seem to like helping to operate it, which is much appreciated.

The layout is set in the 1950s-1960s in Central London on the Southern Region (SR) third-rail system. It measures 17ft x 8ft and is run with analogue control from two control panels. I had always hankered after building an exhibition layout of my own and semi-retirement and the pandemic provided the opportunity. Planning and building took about five years and Temple Bridge is based on a plan from the late Cyril Freezer who inspired many a layout in my youth. I chose 4mm scale as I have always modelled in that size and as one gets older the smaller scales become visually challenging. The layout has been exhibited a few times so far - twice at Redditch MRC March exhibitions, the Severn Valley Railway, Key Model World LIVE at the NEC and Stafford show.

The backstory here is that the London, Brighton & South Coast Railway (LBSCR) only ever got as far as London Bridge on the south bank of the River Thames. This layout examines what might have been if it had joined the »



3 Left: **As Thames river boats pass below, Bulleid rebuilt 'Merchant Navy' 35023 *Holland-Afrika Line* sets back into Temple Bridge station to couple up ahead of departure with a train for Hastings.**

4 Right: **The hemmed-in nature of the railway is clear in this view of the electricity sub-station nestled in the arch between Bridge Garage and Southwark Filling Station. A 'Brighton Belle' five-car EMU rumbles along the viaduct above.**

5 Below: **A busy scene at Temple Bridge station as 3D three-car DEMU 1302 awaits departure for East Grinstead, while a 2-NOL two-car EMU is about to leave with a South London Line train. A Southern Railway D3/12 diesel shunter marshalls parcels vans in the centre siding.**

South Eastern Railway (SER) and London Chatham & Dover Railway (LC&DR) in having a terminus on the north bank sharing access via Borough Market junction.

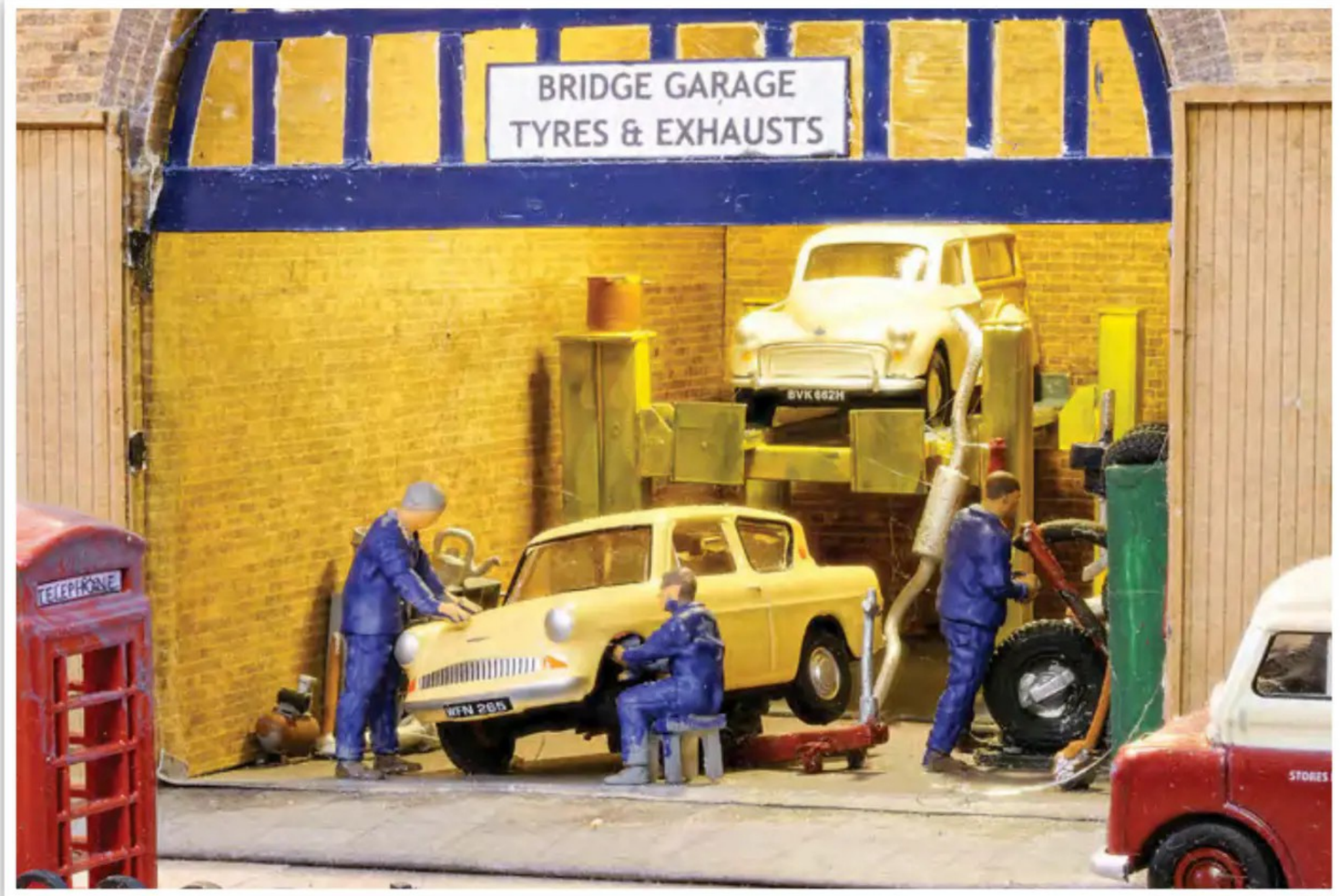
The location is near Temple tube station on the Embankment between Waterloo and Blackfriars bridges. The other side of the bridge is in the borough of Southwark and the minor station is similar to Wandsworth Road in character.

CONSTRUCTION

The baseboards are 9mm ply frames with 12mm tops to make a substantial base to survive being transported in vans, set up and dismantled numerous times and packed away at home. The baseboards are a maximum of 4ft long and the storage yard and scenic boards fit on top of each other with end sheets that screw on with 8mm machine screws. The supports are six trestles and 'T' bars made from 9mm ply screwed and glued together which give a flat surface to assemble the boards on. Toggle clips and pattern maker's dowels ensure quick accurate alignment when assembled. Electrical connections are by multi-pin Mate and Lock connectors. All of this is done to minimise setup time. We have the job down to 40 minutes now - it takes longer to put the trains on!

Track is Peco code 100 - reliable and robust for exhibition layouts - laid directly on the baseboards and pinned with veneer pins as proprietary track pins won't go into plywood without bending. I never use cork as 1950s era track was 'flat' ballasted so 'shoulders' are unnecessary and once ballasted the supposed sound deadening quality is removed by the glue. The striking scissors crossover was made by removing the rails from a short crossing and splicing in the point rails with the sleepers adjusted to suit. The distinctive Southern Region third-rail uses Peco insulator pots and code 60 rail. Ballast is a mix of stone chips glued in the usual way with diluted PVA. It still needs weathering, and I'm hoping for a volunteer from the club to undertake this important but daunting task. »


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SCENERY IN 'THE SMOKE'

The bridge has a 12mm ply trackbed and risers inside each pier to give it structural strength. The bridge sides, under girders and piers are all cast resin mouldings from home produced silicone rubber moulds. The river is painted ply with the water made using ModPodge. For the uninitiated, this is a clear jellified PVA material ideal for making waves using a foam brush. The only downside is that it took two weeks to set! The boats were pressed into place while the water was still wet and seem to attract lots of comments and considering my boat modelling was limited to an Airfix *Scharnhorst* when I was 14, I haven't had any criticisms for my efforts 55 years later which is pleasing - the joke is the two coal barges Onion 1 and Onion 2 - the onion barges...

The north river bank has a representation of the road junction between Arundel Street and Embankment complete with a 1930s Art Deco SR concrete bridge and Temple Bridge tube station entrance to the LT District and Circle lines. The road accident causes amusement and no one has been injured - just the pride of the bubble car driver and the bus driver's hope of a good driving award for 1955.

The station sits on a sloping viaduct up to The Strand at the front of the station entrance and has five platforms. Platforms 1 to 3 serve the suburban services and 4/5, the main line side. The overall roof is again a cast resin moulded construction from home-produced moulds. Each long girder is made of four approximately 12in long sections glued back-to-back, as the castings are single sided, to get detail on both sides. Similarly, the sloping girders are special shapes to lock into the long girders. The whole assembly is quite robust and travels in its own box. The station roof is modelled without the glass as it allows you to view the concourse details, the departure indicator which has correct destinations and stopping places, the platform ticket barriers, W.H. Smith's bookstall and the staff block with the upstairs announcer's box.

Under the station is a goods and parcels depot accessed via the tunnel entrance by the Tube station with a goods lift on Platform 4 and a parcels train dock between Platforms 3 and 4. Parcels trains are handled in the third track between Platforms 4 and 5. The GPO has a sorting office at the back of the station with its own Ruston DS shunter and platform which gives some shunting activity in between the intensive EMU arrivals and departures.

The main station building is in the Southern Railway concrete Art Deco style and is based on those at Surbiton and Richmond. The booking office is fully detailed. Outside the station is a taxi rank and bus stops and LT has its new future bus for London, the Routemaster RM2 on show in the forecourt.

On the south side of the river, the line curves round to join the line from Charing Cross to head towards London Bridge. The other station is Southwark, based on the LBSCR South London Line stations such as Wandsworth Road - windswept and a bit grotty. Only the two-car South London Line trains deign to stop here. The curved viaduct has a good collection of users in the arches, housing Bridge Garage, an LEB substation and an Italian café named Accini's after the one my cousins ran in London in the 1960s. The block of flats is based on a LCC standard design seen all over inner London from the 1930s onwards»

"The main station building is in the Southern Railway concrete Art Deco style."

JOHN TISI

Left: **Mechanics busy themselves with car repairs in the workshop, set in one of the arches of the viaduct.**

Right: **Emergency services deal with an accident between a bubble car and a London Transport double decker bus.**

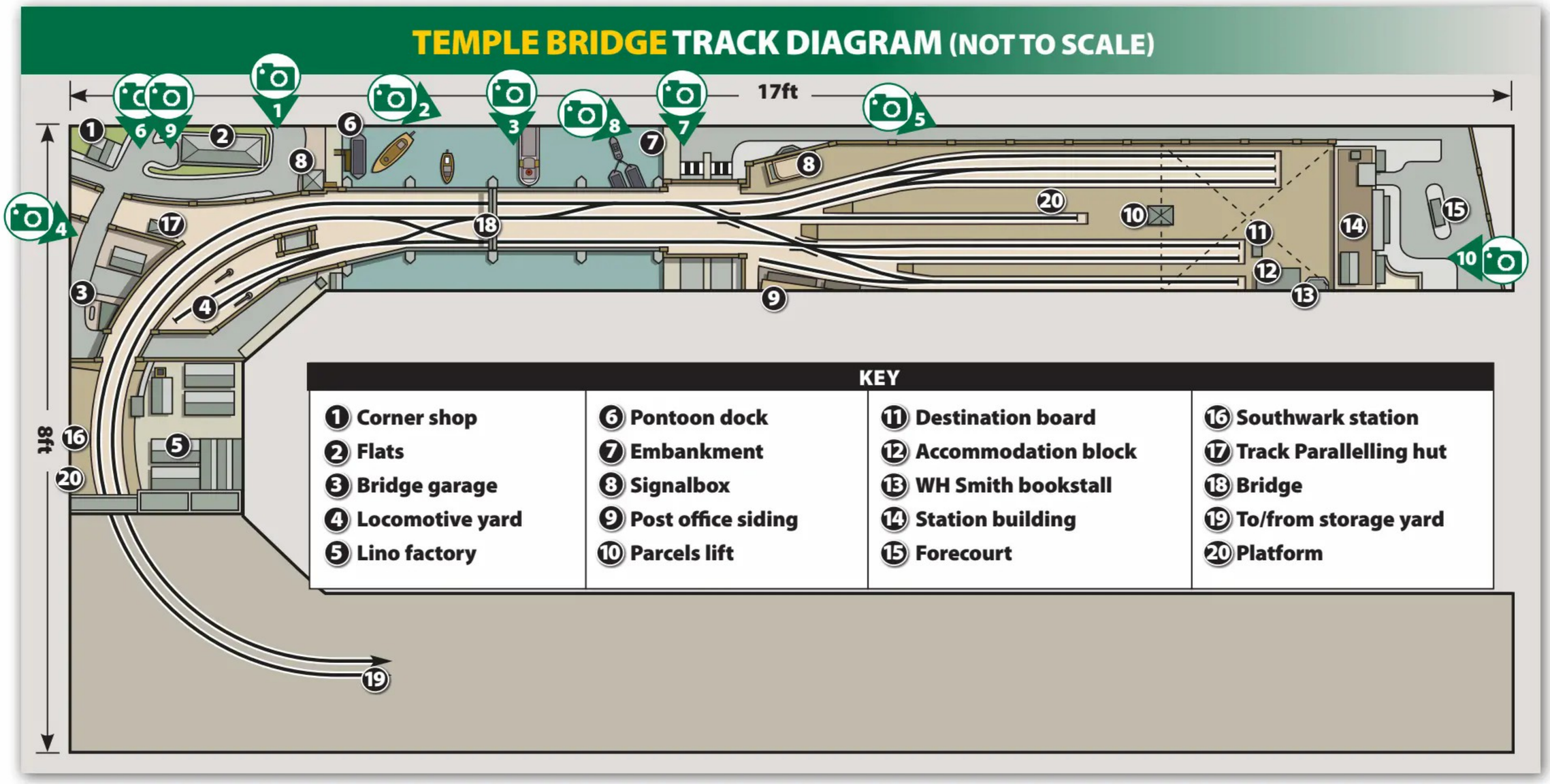
Below: **A 4-SUB four-car EMU leaves Temple Bridge bound for Epsom, while several other EMU types - including 2-BIL, 2-HAL and 2-EPB – await their next duties in the platforms. The General Post Office's (GPO) Ruston DS can be glimpsed in the siding in company with a Maunsell Bogie Luggage Van.**




Hyde Park Corner
Sloane Square Chelsea
Parsons Green
Putney Bridge
22
CHELSEA
CATCH A BUS!
GO TO A CINEMA
CATCH A BUS!
GO TO A CINEMA
AMBULANCE
60 PHW
XGK
42 CBK

EMBANKMENT
WC 2
POLICE BOX
DON'T SAY BROWN - SAY Hovis

9 **Striking 'Brighton Belle' Pullman 5-BEL EMU 3052 rounds the curve at Southwark on the final leg of its journey from the south coast resort to London.**



with the characteristic open balcony walkways, tall chimneys and external guttering across them.

Pemberton's Stores corner shop is all that remains of the row of terraced houses bombed in the war. This was still a feature of that part of South London right into the 1970s. Those of you who watch Ealing comedy films may recognise Pemberton's and Miramont Place with Bridge Garage opposite from Passport to Pimlico.

The closed chord to Charing Cross and its viaduct with removed bridge makes a good scenic break at the end of the layout as does the corrugated iron bridge across the railway for the factory of the Empire Lino Company's works hiding the exit to the 12-road storage yard. The factory buildings cover up some locomotive storage tracks in the storage yard.

The Track Paralleling Hut on the viaduct is something I have never seen modelled and made from memory of visiting them during my apprenticeship as there are almost no pictures to work from. All the buildings are card overlays on 3mm MDF shells. The viaduct sides are five layers of various thickness grey artist's card laminated together with PVA, all finished with Scalescenes brick papers and detailing prints.

CONTROL

Electrically, the layout is cab control and trains can be driven either fully throughout the layout from the two station panel controllers, or the storage yard can be controlled from a third controller and trains handed back and forth between the operators which keeps us occupied and interested at the back of the layout. We try to run as intensive a service as possible as the real stations in this area had trains waiting for platforms to clear in the rush hours with limited room for errors or late running.

All the signals are TrainTech products and are manually controlled from the panel, except the home on the bridge which is released by a push button and resets automatically and the signal into the storage yard which works automatically using Block Signalling control boards.

Rolling stock is formed from a large fleet of Electric Multiple Units (EMUs). Some are kit-built with either Hornby chassis or Branchlines motor bogies and ready-to-run units. Trains range from the 2-NOL, HAL, BIL and EPB units, pre and post war 4-SUBs, to main line 4-COR, 5-BEL, 6-PUL and 4-CEP units, a 3D Diesel Electric Multiple Unit (DEMU) and a Hastings 6S DEMU. Very soon, a 4-DD double-deck EMU will appear.

The steam fleet is also largely cast metal or brass kits with ready-to-run models as well. I seem to have made just about all the varieties of South Eastern & Chatham Railway (SECR) 4-4-0s and even the Hornby 'Merchant Navy' has a brass tender. The NuCast Partners Brighton 'K' is an outstanding newly launched kit. I do like making kits, but I fear it is a dying art in railway modelling circles, possibly because you need to master soldering. Some oddities include London Midland and Scottish Railway Bo-Bo diesel 10800 which had a brief trial on the Southern running on Oxted services, the Class 24 Bo-Bo diesel used while the Class 33s were delivered and a Bulleid Raworth Co-Co on the Newhaven Boat Trains.

Would I do it again? Yes, if I had the space for another SR third-rail layout, but Temple Bridge still needs many more people. It may be up to an exhibitable standard but there is plenty more work to keep me busy!

Temple Bridge's next exhibition appearance is at the Redditch MRC Show on March 7/8 2026 at Trinity High School Redditch – I hope to see you there! **HM**

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



10 **Buses and taxis ply for business outside the stunning art-deco station building.**

HORNBY magazine

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CLOSING DATE: 12th February, 2026.

DEVELOPING HORNBY'S ALL-NEW 'OO' BULLEID REBUILT

'MERCHANT NAVY'

Hornby's new 'Merchant Navy' promises to raise the bar for 'OO' gauge steam locomotives. **MARK CHIVERS** chats to Senior Product Designer **STEVE MERRY** about how the model is being developed – and its remarkable capabilities.



Above: **Flashback: One of the first pre-production press samples of Hornby's original 'OO' gauge Bulleid rebuilt 'Merchant Navy' 4-6-2s, unveiled during the new model's launch at Stewart's Lane depot in South London, ahead of its release in 2000.** Mike Wild/Hornby Magazine.

THERE is always something magical about visiting Hornby Hobbies' headquarters in Margate each December to discover the company's exciting new release plan for the forthcoming year. The new range usually comprises a selection of re-introductions with new colour schemes and identities on existing tooling, together with the occasional surprise peppered in across the collection of motive power, rolling stock, buildings, control systems and accessories. These surprises quite often include newly-tooled projects.

For 2026, one of the major surprises is the announcement of an all-new 'OO' gauge Bulleid rebuilt 'Merchant Navy' 4-6-2. This all-new 'OO' gauge model is set to supersede the already highly regarded existing model introduced to the Hornby range in 2000. Indeed, this model of the rebuilt 'Merchant Navy' has long been credited as the locomotive which marked the turning point of Hornby's fortunes at the turn of the Millenium. It was unveiled to the model press inside Stewart's Lane depot in South London, in the company of the full-size locomotive which was in light steam outside at the time to an extremely warm reception.

Hornby's all-new 2026 range 'Merchant Navy' has been designed from scratch and is an entirely new project, with nothing carried over from the original tooling. Senior Product Designer Steve Merry has been tasked with the design for the new locomotive and will see the entire project through from concept to fully decorated production samples. "Every single »

BEHIND THE SCENES

Hornby has revealed an all-new 'OO' gauge Bulleid rebuilt 'Merchant Navy' 4-6-2 for its 2026 catalogue range launch. First to appear will be 35028 *Clan Line* in BR lined green with late crests. On August 1 2025, bedecked with Golden Arrow regalia, 35028 *Clan Line* stands at Derby Litchurch Lane Works during The Greatest Gathering Railway 200 celebrations event.

Ben Church/*Hornby Magazine.*

part for this project is new", says Steve. "Nothing has been taken from the old model. In fact, there are 2,818 original drawings of the full-size locomotives which I've acquired to help with this project, which vary from boiler and toolbox seatings to domes, nuts, bolts and the like." Access to the right information is paramount to ensure the new model looks the part. Steve remembers some of the issues raised with the original model of the 'Merchant Navy', which required several areas to be reworked following its initial release, including the smokebox door.

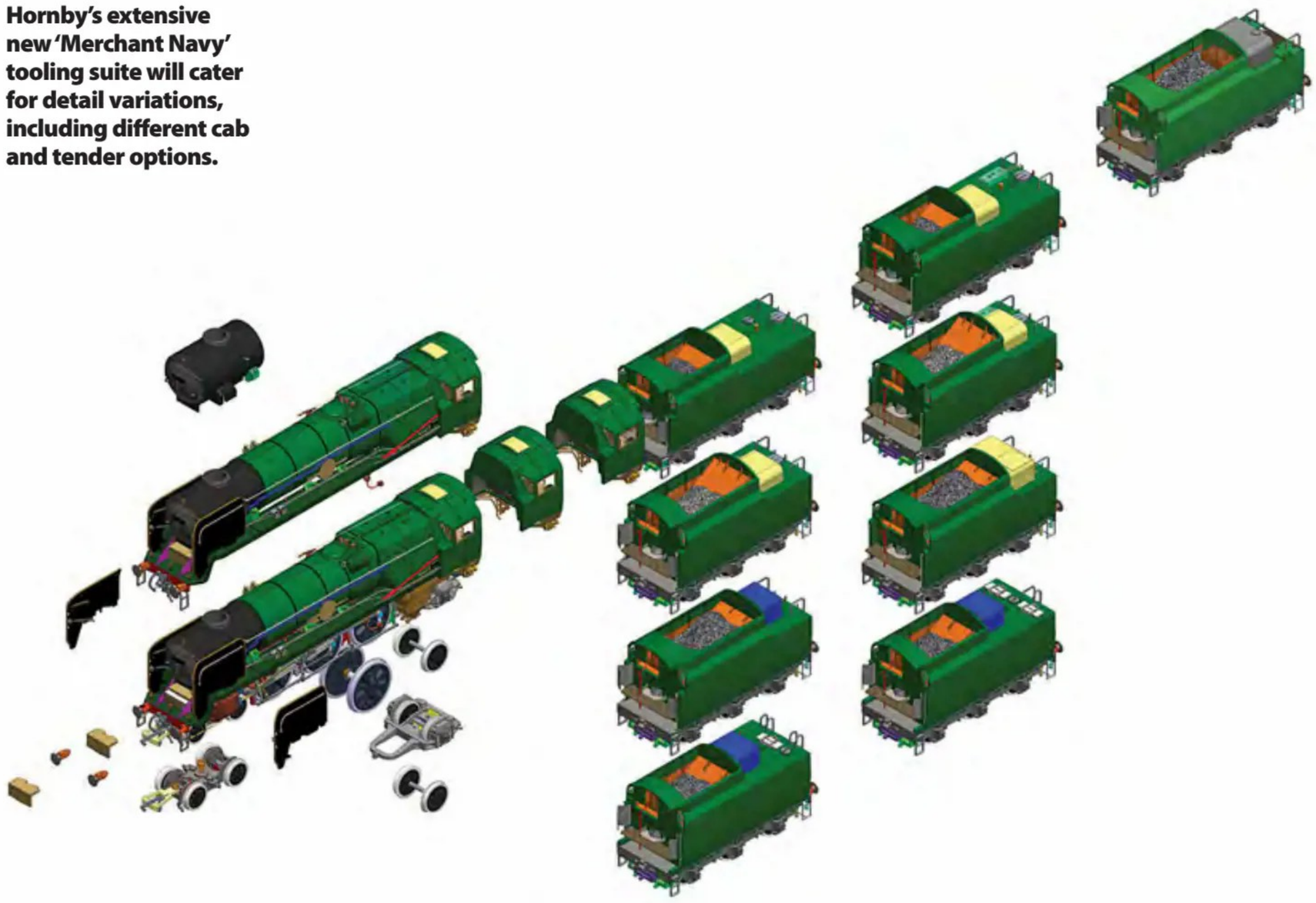
As is often the case, the designer may not actually see a full-size example of the locomotive project they are developing until later in the process, and this is certainly the case for Steve, who was set to check an example the week after our chat. Initially, he received a brief from Hornby's Development Manager Carl Hart outlining the specification. "Carl's design brief required working lights front and back," says Steve, "so we've got six positions on the front and on this particular tender we have four, but when you start looking at the other tender options there are six lights on the back as well. There will also be firebox glow, cab lighting in the roof – with two small LEDs in the roof, fixed behind the bulkhead so they can shine down - plus space for a steam generator. I've also designed in the small daisy wheel for the synchronised chuffing."

Hornby's all-new 'OO' gauge rebuilt 'Merchant Navy' 4-6-2 will be available in Digital Command Control (DCC) Ready and DCC sound and steam generator fitted form, with a factory-fitted speaker located in the tender. It will also feature a five-pole skew-wound motor with drive to the centre axle, flywheel, 21-pin DCC decoder socket, fine pipework, metal handrails, decorated cab interior



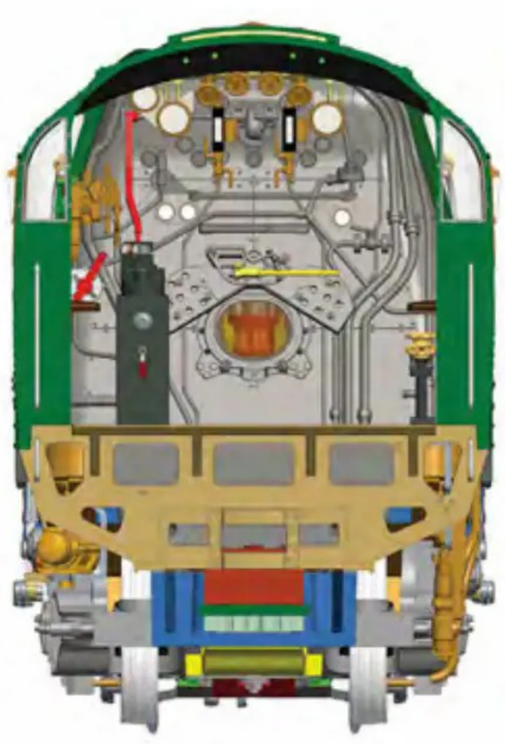
The new 'Merchant Navy' will feature working head signal lights on the locomotive and tender.

Hornby's extensive new 'Merchant Navy' tooling suite will cater for detail variations, including different cab and tender options.



and a wealth of separately fitted component parts – including the fire grate door. "In total, there's around 300 parts which will cover all the different tenders that I've designed, so a minimum of 300 parts, which doesn't include the screws required to assemble the models," exclaims Steve, "We've also gone to town on the smokebox door, which is a separate magnetic part, and the different front ends, plus changes to the smoke deflectors have been tooled too". The distinctive teardrop shape in the driving wheels will appear as it should be too.

Tender variants cover 5,000gallon, 5,100gallon, 5,250gallon and 6,000gallon examples, with prototypical differences according to the model, together with a modified *Clan Line* example featuring its amended rear bulkhead and relocated Westinghouse equipment. Each tender will also feature space for



The cab is set to feature fine detailing, firebox glow and cab illumination.

a digital speaker chamber to be included, along with the 21-pin decoder socket.

In addition to the new model's aesthetic appearance, its running characteristics have been considered carefully, with much use of die-cast metal to add weight to the model which is set to feature a die-cast boiler and ashpan, fixed trailing truck and more. Non-steam generator fitted models will feature a turned metal weight in the smokebox in place of the generator components. Each model will be supplied with a flangeless trailing truck, although a flanged wheelset will also be included in the package for static display, while Hornby's new style of kinematic close coupling between locomotive and tender will also be employed. Different buffer types have also been tooled, while the tender coal load has deliberately been modelled 'low' to enable modellers to add their own real coal loads should they wish. It is, by any measure, an extremely high specification which could well raise the bar significantly for what 'OO' gauge steam locomotives can offer.

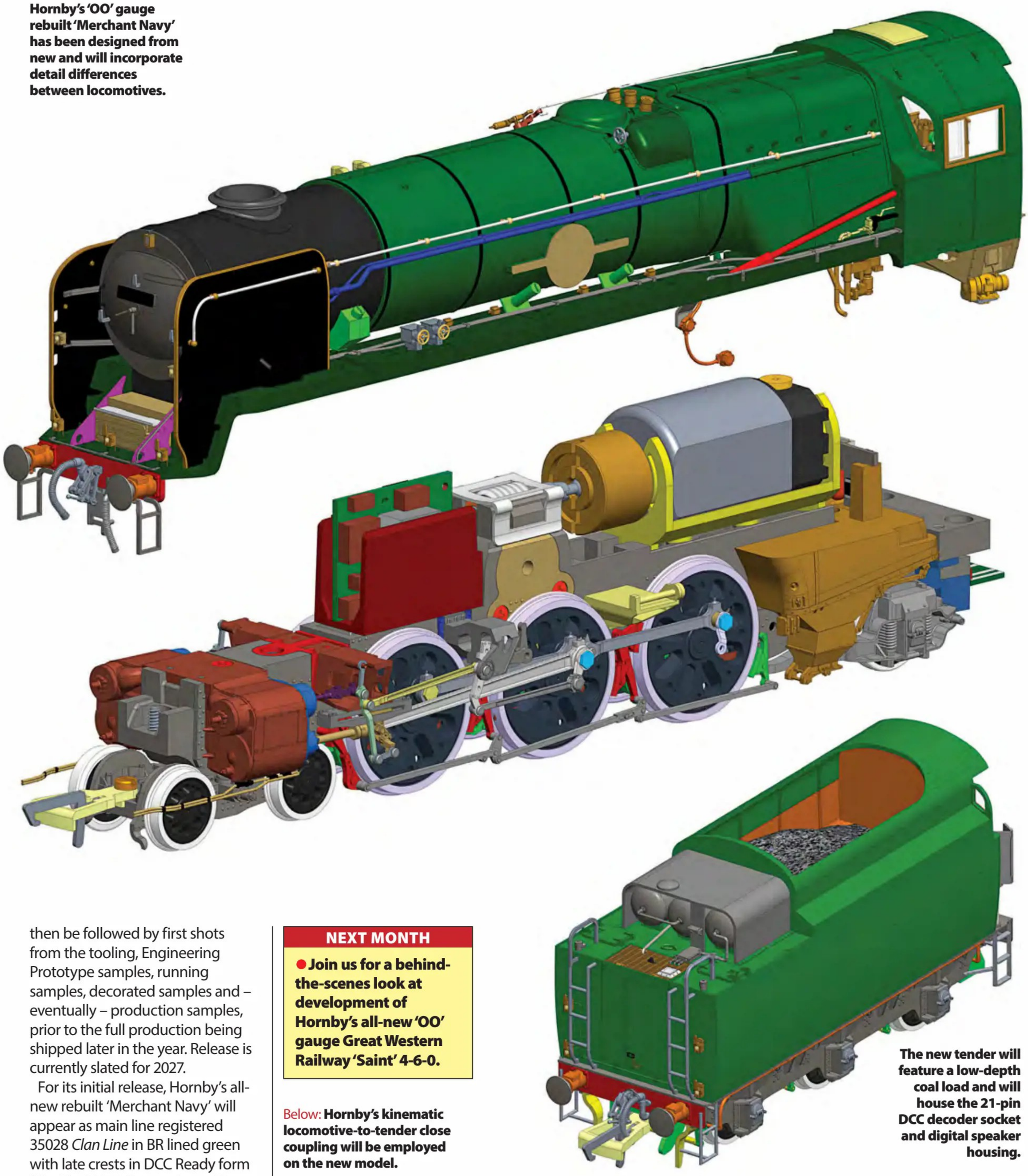
Hornby's all-new 'OO' gauge 'Merchant Navy' has taken around nine months to design and Steve is very happy with the outcome so far, "I'm really pleased with the overall appearance of the model. It hasn't been as challenging as some of the other locomotives I've worked on, for example *Locomotion*, the 'Pecketts' and the tiny Ruston 48DS. They were a challenge as you've got to try and get as much as you can into a small space, whereas this is a fair size locomotive, so you've got quite a bit of room and there are no real issues with fitting everything in".

Looking a little closer at the design, the all-new 'Merchant Navy' will be supplied without a front coupling, although a spare small tension lock coupling will be included for screw fixing to the front bogie for those who wish to add one. To ensure trouble-free running, the model will also feature all-wheel pick-ups on the locomotive and the outer axles on the tender, while fine-toothed gears will aid the smooth-running characteristics of the completed models, "We're always tweaking things to try and improve the specification where we can", adds Steve.

Fine detail hasn't been forgotten either, as the new 'Merchant Navy' is also set to feature separately fitted smokebox door darts, while the magnetic smokebox door will provide access to the steam generator for replenishment using a pipette. Each of the head signal bracket positions will be illuminated using small LEDs connected to a discreet PCB fitted above and below the steam generator, enabling each lighting position to be lit. Variations to the cabs will also be catered for within the extensive tooling suite, enabling detail differences to be incorporated where practical.

Hornby's all-new 'OO' gauge Bulleid rebuilt 'Merchant Navy' is in the early stages of development. With design work now complete, a 3D-printed stereolithographic model will appear next to enable the design team to check and tweak any areas necessary before tooling gets under way. This will

Hornby's 'OO' gauge rebuilt 'Merchant Navy' has been designed from new and will incorporate detail differences between locomotives.



then be followed by first shots from the tooling, Engineering Prototype samples, running samples, decorated samples and – eventually – production samples, prior to the full production being shipped later in the year. Release is currently slated for 2027.

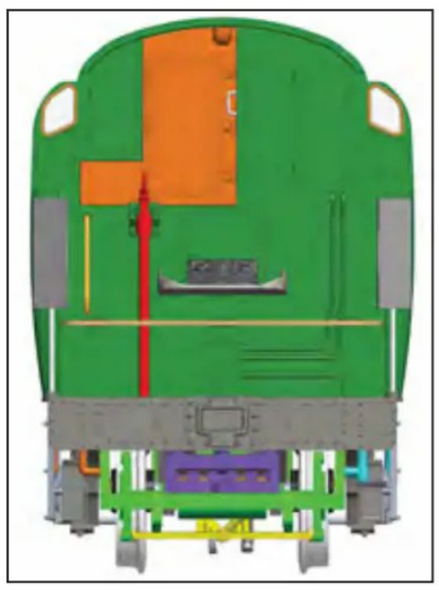
For its initial release, Hornby's all-new rebuilt 'Merchant Navy' will appear as main line registered 35028 *Clan Line* in BR lined green with late crests in DCC Ready form (Cat No. R30490), together with a DCC sound and steam generator fitted example (R30490SS).

The 2000 version of the 'Merchant Navy' really showed the state of the art back then, and this new version shows how far Hornby has progressed. It may be early days, but anticipation for this fabulously promising model is set to go through the roof. We can't wait to put them through their paces – and in all likelihood acquire some ourselves! **HM**

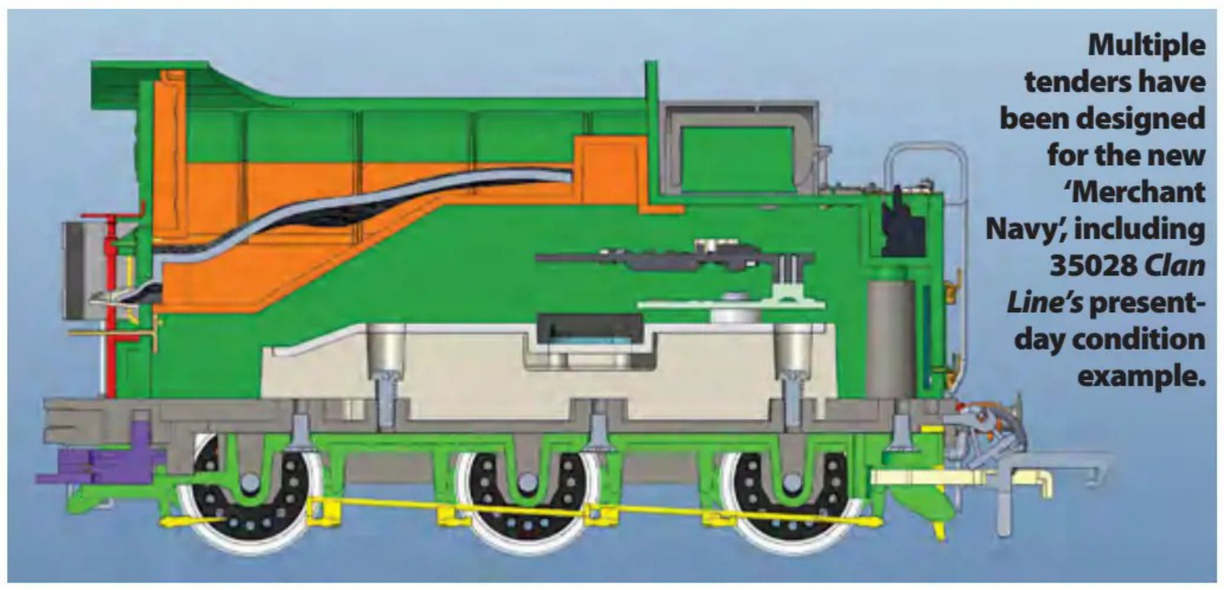
NEXT MONTH

- **Join us for a behind-the-scenes look at development of Hornby's all-new 'OO' gauge Great Western Railway 'Saint' 4-6-0.**

Below: **Hornby's kinematic locomotive-to-tender close coupling will be employed on the new model.**



The new tender will feature a low-depth coal load and will house the 21-pin DCC decoder socket and digital speaker housing.



Multiple tenders have been designed for the new 'Merchant Navy', including 35028 *Clan Line's* present-day condition example.

The SPICE OF LIFE

Modern diesels can look very similar. **TIM SHACKLETON** shows how to introduce subtle differences in your weathering treatments that make the most of existing detail and livery variations.

IF you model the modern scene, chances are you'll own near-identical multiples of the same locomotives and units. It can be fun collecting all the different releases, but how do you tell them apart, apart from the ones in custom paint schemes? They'll be well-nigh indistinguishable from one another unless you focus on minor livery variations and detail differences – or the way they're finished.

Here I'm going to see what can be done with my fleet of Direct Rail Services (DRS) Class 47s, a group of locomotives of which it could be said that, like the Bulleid 'Pacifics' of a previous generation, no two were ever perhaps identical – 47 varieties indeed! Given such a wide range of options, I think the Italian firm ViTrains did a pretty good job here in terms of prototype accuracy, especially the ones produced as special editions for Rail Exclusive, a forerunner of Sutton's Locomotive Works.

Although the liveries are pretty consistent, DRS freight locomotives – predominantly drawn from Classes 37 and 66 – can be decidedly grubby, especially when used on Railhead Treatment Trains. On the other hand, the operator's passenger-oriented fleet has always tended to look far more presentable, in a superficial way at least. In practical terms, this means the bodysides and cab fronts are regularly washed down but the underframes and roofs are allowed to build up dirt and grime. Those are the four areas I want to concentrate on, giving a slightly different treatment to each locomotive.

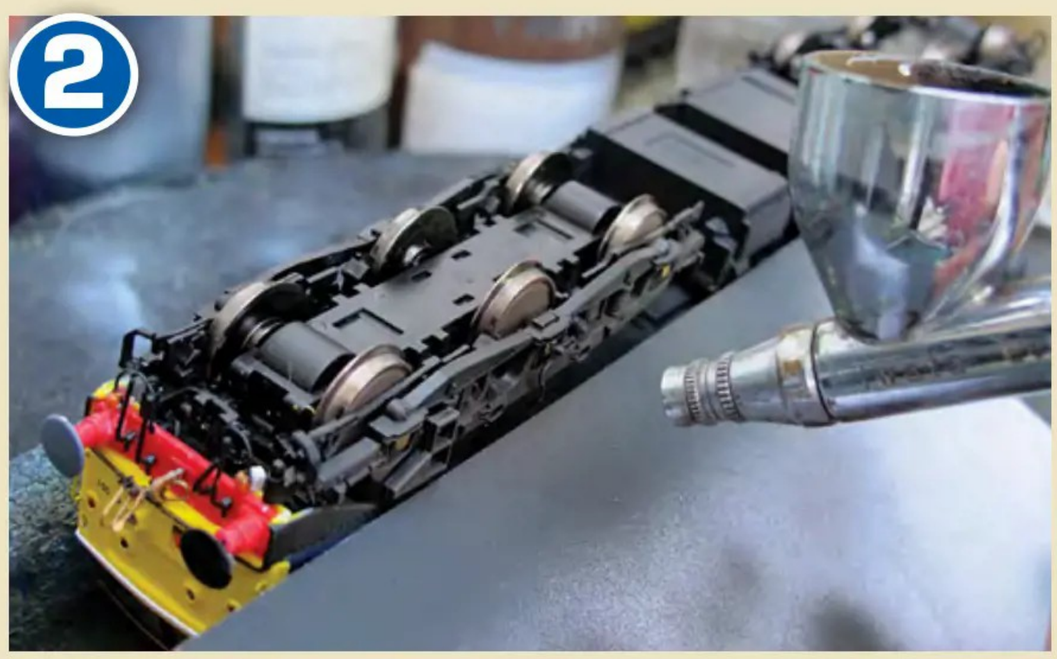
A line-up of DRS Class 47s exhibiting healthy variations in livery, detailing and external condition. I can still hear the phrase "Modern diesels are all the same" but I've never thought this. And even if they were, there are always things that, as hands-on modellers, we can do to get round it. That's what this feature is about.

STEP BY STEP

ADDING VARIETY TO A WEATHERED FLEET OF 4MM SCALE CLASS 47S



Let's get started! Even fresh from shops, the wheels of locomotives fitted with clasp brakes are invariably coated in a mixture of corrosion, road dirt and brake block dust. The simplest way to replicate this is by brush-painting the wheels a suitable colour, spinning them with power from a 9Volt battery held against the wheel rims. For convenience I used Railmatch Frame Dirt (2402) rather than mix my own. Tamiya Red Brown (XF-64) with a splash of black is another option.



Bogies and underframes also pick up various degrees of dirt and discoloration. Initially this is best applied with an airbrush, which gets a thin film of paint – here again I'm using Railmatch Frame Dirt (2402) – into all the recesses and out-of-the-way places.

At the same time, I very much want to integrate and unify these Class 47s to make them appear to belong to the same operator, assigned to the same kind of services in a similar working environment. The best way to do this, I feel, is to weather them all at the same time but if this isn't possible, I suggest you at least use a consistent colour palette and stick to the same products throughout.

Whether we're looking at paints, powders or ready-to-run models, there can be quite a difference between how one manufacturer thinks a colour should look, and how another presents the same thing! Find something you like and stick with it, is my advice. **HM**

●Read our full collection of Workbench features at *www.keymodelworld.com/workbench*.

WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Airbrush cleaner	*www.airbrushes.com*	Various
Lifecolor Shades of Black paint set	*shop.keypublishing.com*	CS27
MiG Soot weathering powder	*www.rail-stuff.com*	AMMO.R-2300
Railmatch Frame Dirt acrylic paint	*www.howesmodels.co.uk*	2402
Railmatch Roof Dirt acrylic paint	*www.howesmodels.co.uk*	2405
Tamiya NATO Black acrylic paint	*www.tamiya.com*	XF-69
Tamiya Red Brown acrylic paint	*www.tamiya.com*	XF-64





Moulded sideframes can be pretty thick so be sure to swing the bogie through its full arc so you can reach the top surfaces, which otherwise look like shiny black plastic. Remember to paint both ends of the bogie.



While the acrylic paint was still wet, I blasted the sideframes with neat IPA airbrush cleaner with my compressor at its highest setting – about 80psi. This acted like a pressure washer in getting most of the weathering paint off while leaving some pockets untouched. As it dries, the airbrush cleaner also adds a white-ish discoloration that can be the basis of further effects.



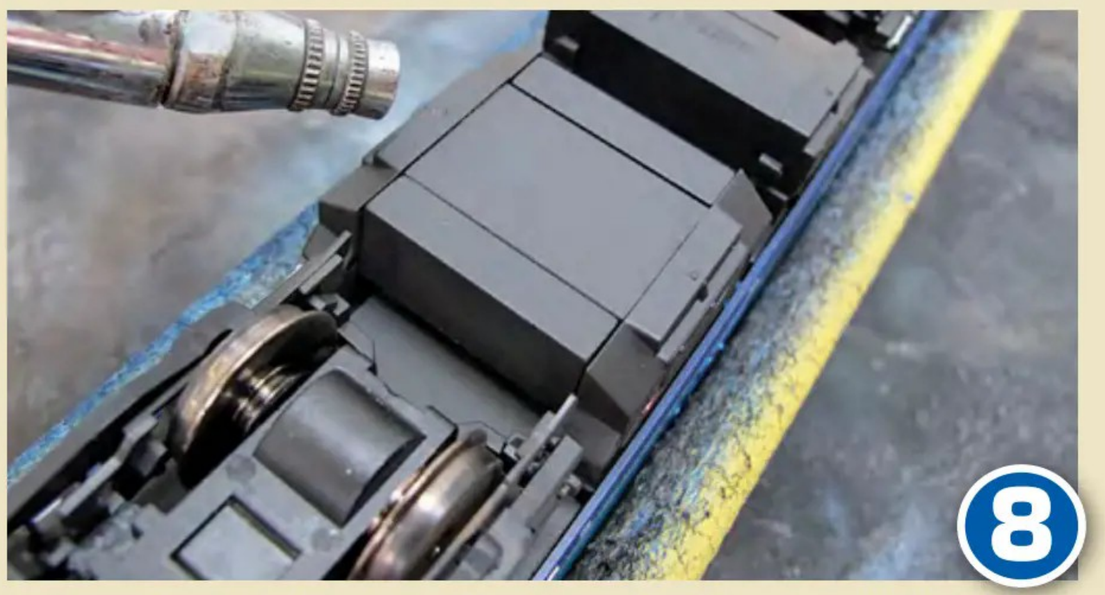
An element of randomness always looks good when weathering a model, so try and ring the changes, rather than making everything the same. In this situation, it's as easy to put fresh paint on as to take it off. The mixture of brake block dust and oil spillage is never predictable and I'm always intrigued to find ways of capturing these variations.



I use these ancient brushes for all kinds of things – from dabbing and stippling to creating random marks that don't look in the least like brushstrokes. I have some nice brushes too, but I rarely use them.



Rubbing and scrubbing, using the bristles like weapons, my worn-out paintbrushes come into their own when making final adjustments to the bogie weathering. As a final touch, I airbrushed Tamiya NATO Black (XF-69) on to small areas that didn't quite satisfy.



However clean (or otherwise) the bogies are, don't forget to add a healthy layer of road dirt to the battery boxes, water tanks and other underfloor fittings. Treat them as the three-dimensional objects they are – don't just weather the outside surfaces!



Most of the DRS fleet lost their boiler water tanks during refurbishment, leaving the battery boxes hanging from angle brackets. ViTrains has modelled this feature very well. Class 47s had internal fuel tanks so don't be tempted to add prominent spills of diesel all over the underframe!



47813 *Solent* is one of the DRS machines which retained vestigial underframe tanks. As this locomotive was to be in a presentable condition, I kept weathering in this area to a minimum.

Intermediate
Beginner SKILL LEVEL Advanced



11 The degree of discoloration on prototype locomotives varies considerably, and this was all part of my strategy for the DRS quartet. After the underframe treatment, 47853 *Rail Express* looks considerably less careworn than the others. I'm pleased with the random effects on the bogie – it looks very casually done but it wasn't.



12 Maintaining the theme, I looked at a wide selection of prototype photographs to determine the different weathering patterns found on Class 47 underframes. Some were a lot oilier than others, and the coating of road dirt could be quite patchy – no two were quite the same.



13 Because I've always preferred to use scale couplings, I can add all the detail I want to the buffer beams. A tension lock, although doubtless very practical in operational terms, doesn't quite convince me.



14 DRS seemed to make an effort to keep the bodysides of its Class 47 fleet looking presentable. I emphasised the point by making 47501 *Craftsman* shabbier than the others. The graphics are very slightly discoloured and faded using airbrush cleaner and I've added a few vertical streaks running down from the roof. I spray from close in using a business card as a mask – one edge is sharp and the other fuzzy but it seems to work!



15 On each locomotive I added ingrained dirt (a very dilute pin wash of Tamiya XF-69 NATO Black) around the cab doors and other recessed areas which helps to bring out the fine detail on these under-rated models. That's one of the things I like about weathering – getting up close and personal with your models makes you far more aware of their good points than their weaknesses.

16 The front end of a modern diesel is where most of its character and personality is found and the DRS 47s were more varied than most in terms of their fittings. These help express the individuality of the specific locomotives I was modelling, as do prototypical variations in the warning panel yellow.





17 Though generally kept clean, warning panels can and do become discoloured over time and ingrained dirt gradually builds up. I like to add a thin wash of brownish-grey and then take most of it off again with thinners. As well as suggesting fair wear and tear, this process creates false shadows which emphasise relief detail such as marker lights.



18 With the Class 68s arriving rapidly, by 2014 the writing was on the wall for the DRS '47s' and 47810 *Peter Bath MBE* was the only example to carry the 'fade' livery, applied in June that year. I wanted this unique locomotive to look immaculate, as if freshly shopped. The front end is therefore pristine, but the silver-painted buffers are already smudged and oily. A quick dab of NATO Black with one of my pensioned-off brushes gives the random look. Later I'll build up the effect by adding different shades of greasiness from LifeColor's invaluable 'Black' set.

ADDING VARIETY TO A WEATHERED FLEET OF 4MM SCALE CLASS 47S



We generally see the real thing from eye level, but we mostly view our models from hundreds of feet up in the air. This makes roof detail – normally unseen – all the more apparent and is a strong incentive towards putting extra effort into weathering this area. Even a quick airbrushed coat of Railmatch Roof Dirt (2405) will make a big difference.



The roofs of diesel locomotives don't show a great range of colour but there are subtle variations of tone. Over the grey I've airbrushed hints of Frame Dirt which give a brownish tinge seen in photographs, especially at the cab ends.



Once the airbrushed acrylics have thoroughly dried, I'm adding touches of a brownish enamel colour…



…which I've immediately started smoothing and blending into subtle streaks using a half-inch flat brush well moistened with white spirit, my preferred thinner with enamels.



On one of the cleaner locomotives, I've gone for a paler, greyish effect, again using hand-brushed enamel paint well let down with white spirit. I keep working it with my half-inch flattie until I get the gentle variations I'm after. By this stage I'd learned to avoid fitting the fragile roof aerials until the last minute.



How do you get exhaust sooting to show up against a shiny black roof? The answer is to use MIG weathering powder generously brushed on and brushed off again with equal vigour.



The stainless steel radiator meshes pioneered on the Class 57 'Thunderbirds' were carried over on to the DRS Class 47s but 47501 *Craftsman* retained its original Serck radiator grilles and buffer beam cowlings longer than most. I've weathered it to make it look like a locomotive due for major overhaul and rebuilding, its paint finish quite flat. On the other hand, 47853 *Rail Express* has already been through the refurbishment process and is appreciably cleaner and more presentable.



I finished 47813 *Solent* and 47810 *Peter Bath MBE* so they'd look good on premium passenger work, top-and-tailing the set of DRS Mk 2fs I've assembled. Weathering, as per prototype, is mostly confined to the roof and everything else is spruced up.

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Building PJM Models laser-cut

CANTILEVER GANTRIES

With the arrival of the first of a new range of laser-cut catenary gantries by PJM Models for 'OO' gauge, **MIKE WILD** shows how to build and install them to provide a realistic overhead system.

OVERHEAD ELECTRIC modelling has become increasingly popular and while Peco has produced single masts similar to those seen across the country which can be used with its range of contact wires, the choices for British outline catenary which can be functional are limited.

West Hill Wagon Works has produced a wide range of 3D printed products for British overhead, and while the clever magnetic system allows it to be assembled quickly, it doesn't have the ability to be fully tensioned.

However, PJM Models has the answer in a new range of laser-cut gantries which started life with Making Tracks to allow modellers to create fully tensioned overhead catenary which, when built, will allow model pantographs to run against the wire.

The first of the new kits to be released is a triple pack of ground mounted cantilever gantries which have since been joined by platform mounted gantries of the same design. The kits contain laser cut parts for the main gantry parts which are impressively strong when assembled together with brass rod and section pairs with an MDF jig to guide modellers in building their own registration arms.

The jig builds a simple registration arm, but for those with a penchant for overhead catenary there are a range of designs used on the real railway which can be created if you wish. The aim of the jig in the kit was to create an access point where anyone who owns a soldering iron and can solder wires could build their own registration arms in just a few minutes.

Beyond the contents of the kit you will need a craft knife, cutting mat, superglue, grey primer spray paint, solder, a soldering iron and flux – the latter being particularly important in making the soldered joints on the registration arms.

The following step-by-step guide shows how to build the new cantilever gantry kits and registration arms while 2026 will see the range of gantries increase with plans for two, three and four track portal designs to be released to allow modellers to build up a realistic overhead system.

Read the full step by step guide below and look out for more on this system in future issues as well as online at *www.keymodelworld.com/pjm-models*.

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STEP BY STEP

BUILDING PJM MODELS CANTILEVER GANTRIES

1



The first step is to remove the parts from the carrying fret. Small tabs hold them in place which can be cut with a fine craft knife. Be careful not to cut the locating lugs on the uprights and cross-members.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
PJM Models cantilever gantry triple pack	*www.keymodelworld.com/shop*	PJM300

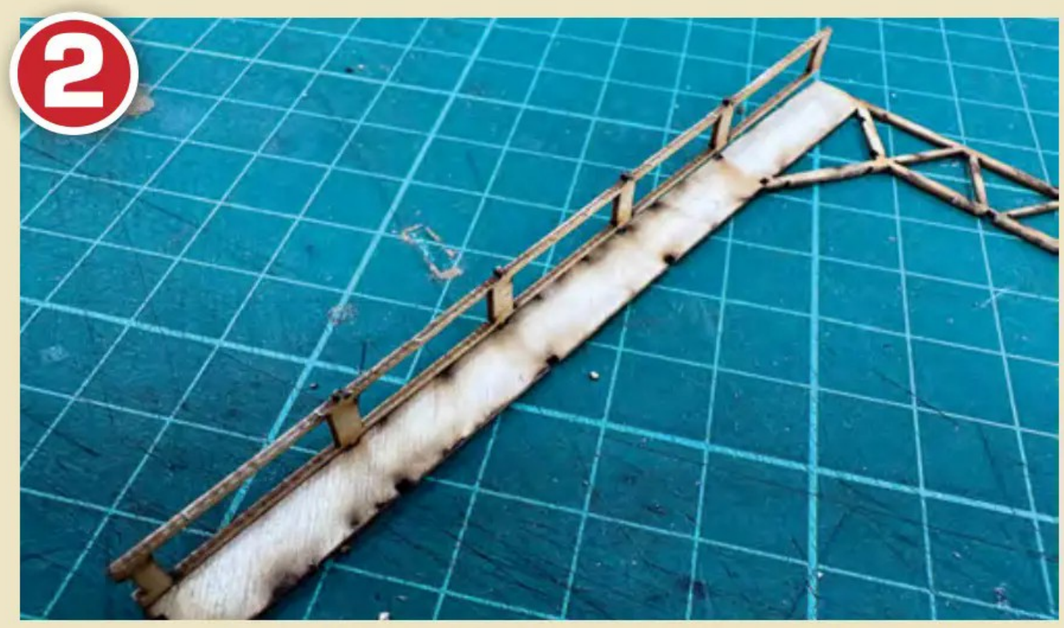


The scene may still be a work in progress, but the addition of PJM Models' laser-cut cantilever gantries instantly adds to it. They are simple to assemble and come with a jig to build the registration arms from brass rod.

STEP BY STEP

BUILDING PJM MODELS CANTILEVER GANTRIES

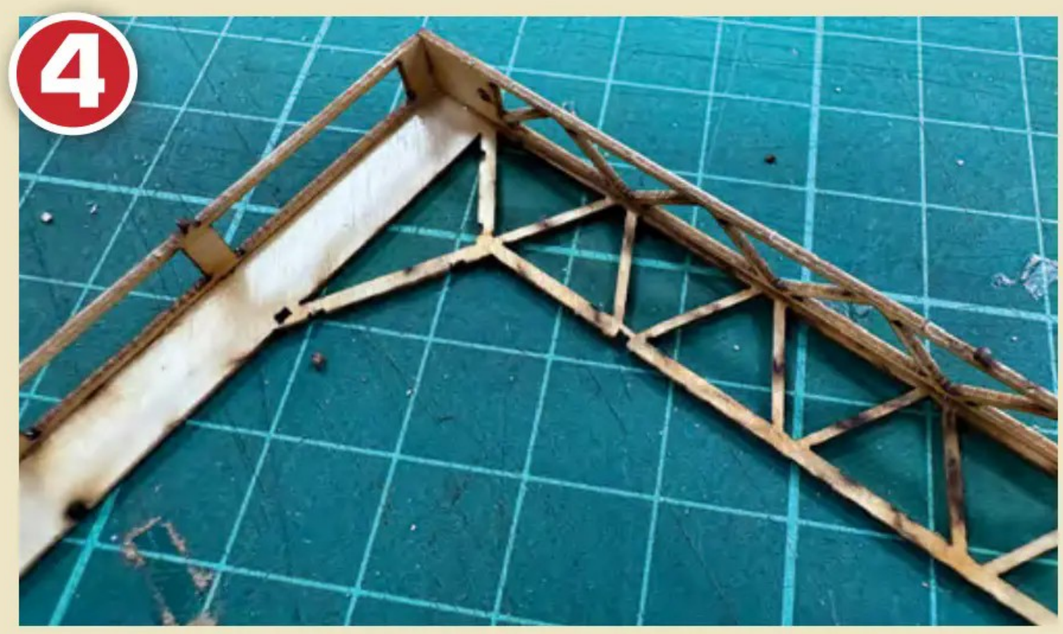
Beginner — Intermediate — Advanced — SKILL LEVEL



Start construction by fitting one upright support to one of the cantilever sides. We start by fixing the bottom section in place with superglue to create a firm bond.



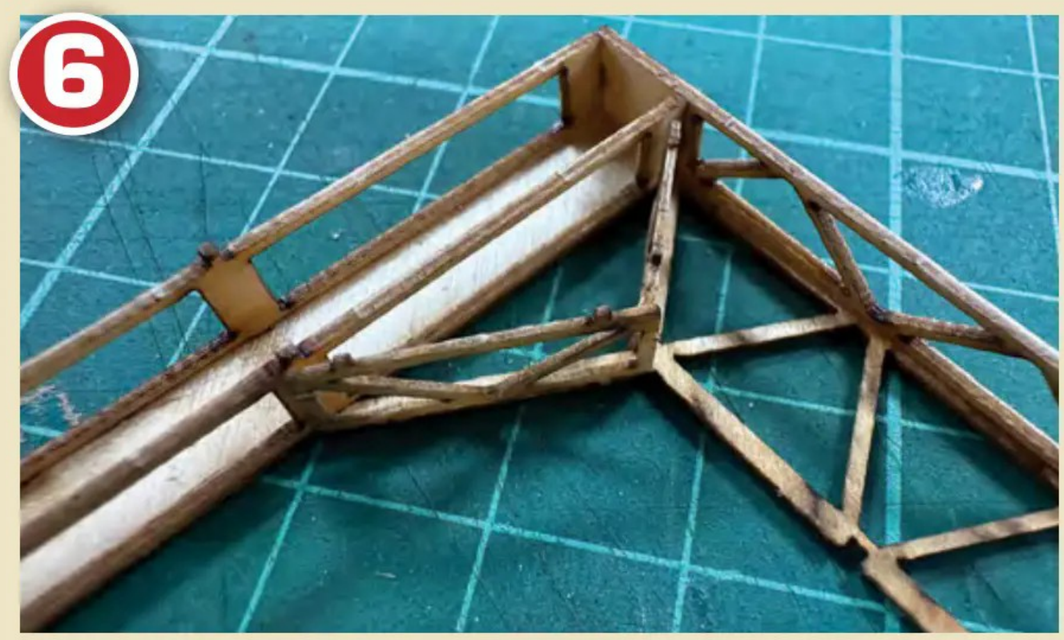
To ensure the structure is strong, we add beads of superglue to the inside of the upright structure and allow it to run down the joint to secure it in place.



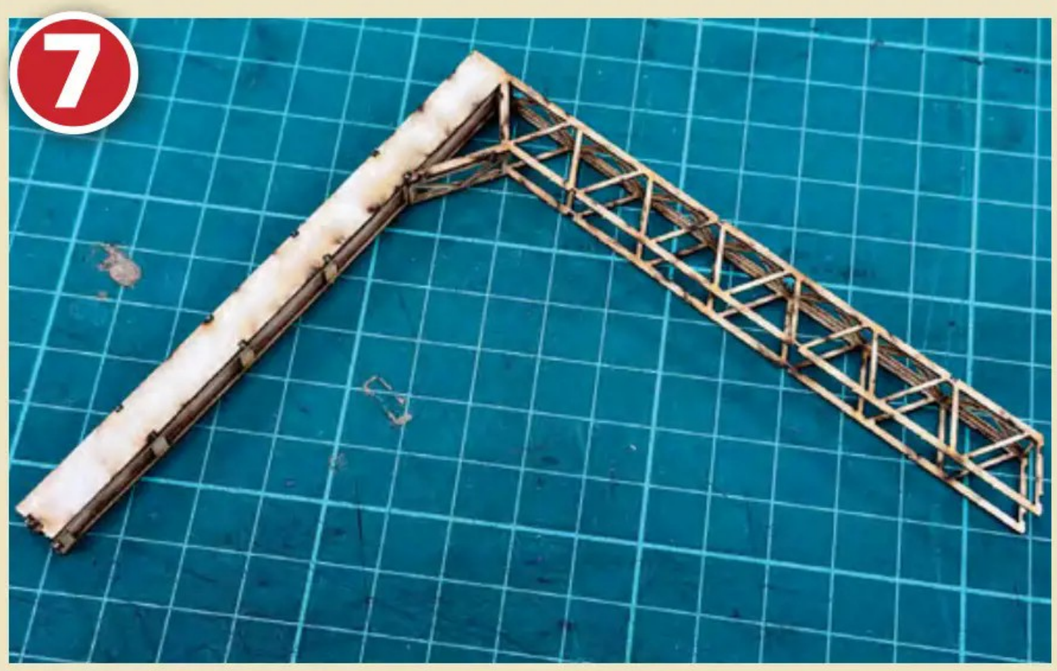
Next, the top of the gantry is added, locating it carefully against the top of the upright and the cantilever side. Tabs on the top align it, after which it is glued in place using superglue.



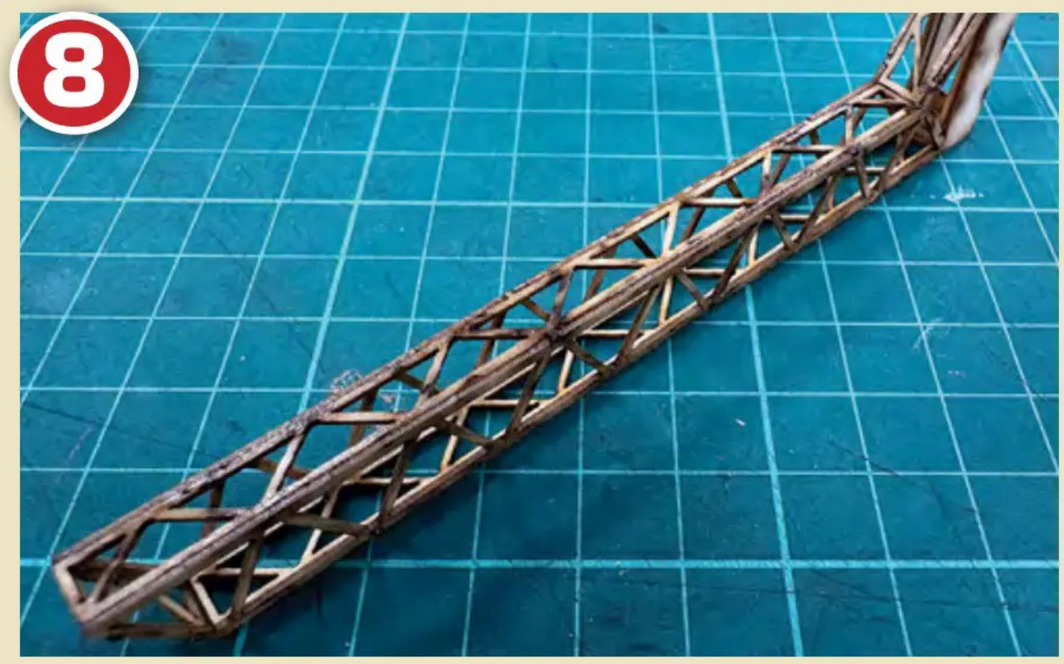
With the top in place, the second upright is added using the same method as the first – glue at the bottom, check the position then add beads of superglue to run down the joint.



Additional braces fit at the corner with a short one at the top and a longer one below. These align with slots in the side and are held in place with superglue.



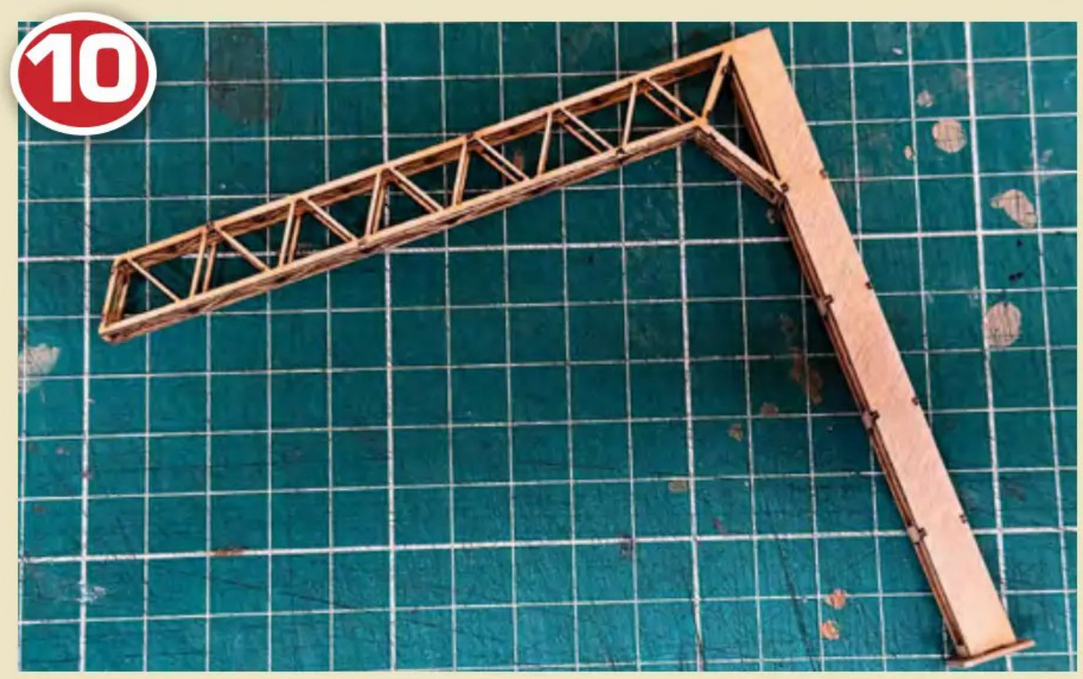
With the main structure complete, the second side of the gantry is added and glued in place with superglue once all the tabs have been lined up.



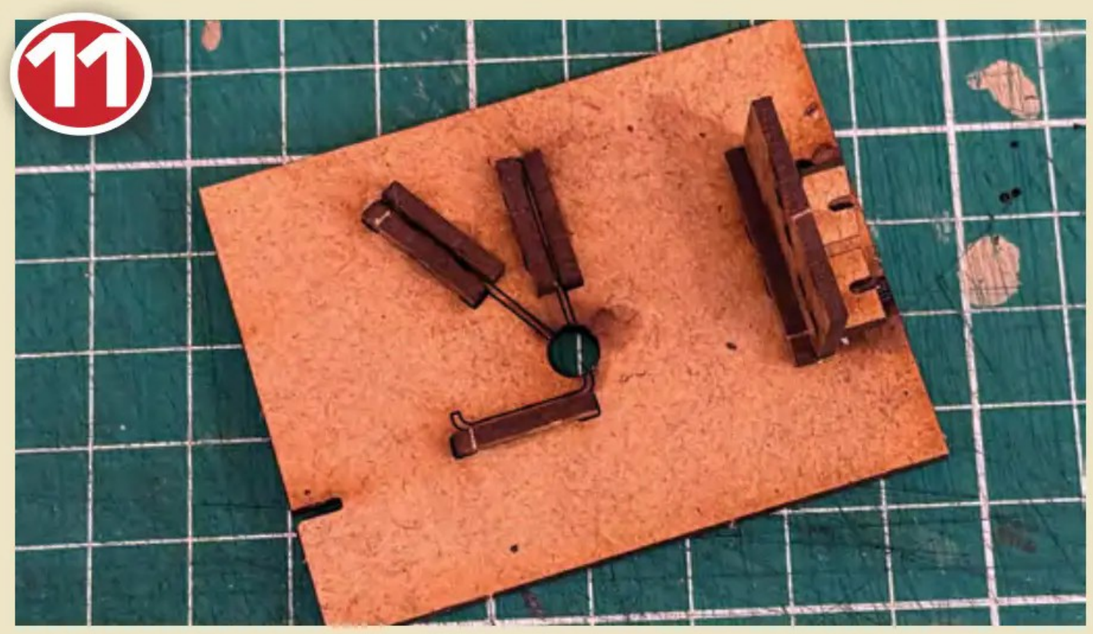
To complete the structure, the base is added followed by the short section at the front to finish off the gantry.



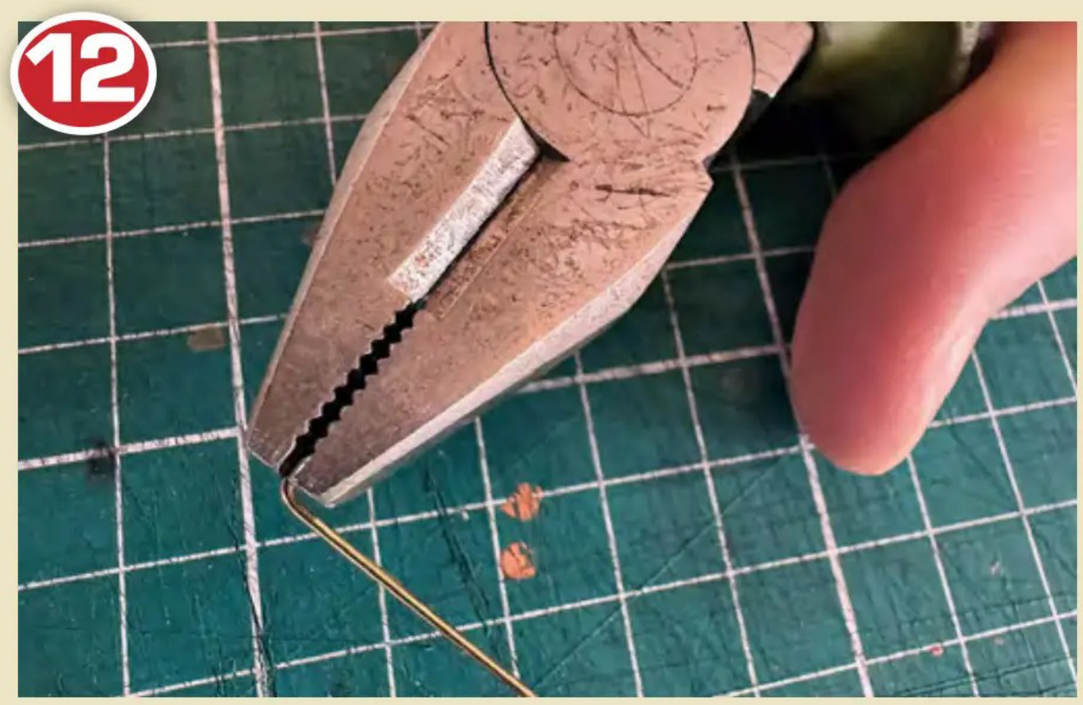
As a finishing touch, once the glue has cured, all the faces and joints are sanded with a sanding stick to tidy up the finish and prepare the gantry for painting.



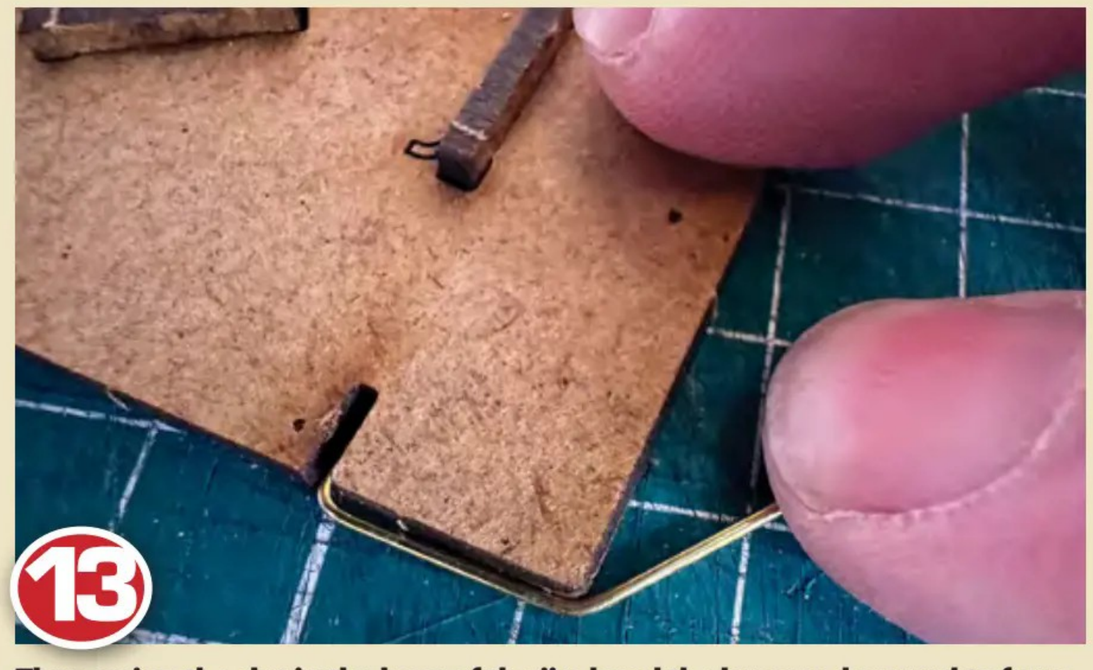
The finished gantry can now be set aside to make way for assembly of the registration arms using the supplied brass rod and section in the pack.



Before beginning construction of the registration arms, build the MDF jig from the pack. Each pack comes with a jig, so if it wears out after building three gantries don't worry.



Start by bending the end of the 0.8mm brass rod using a pair of pliers.



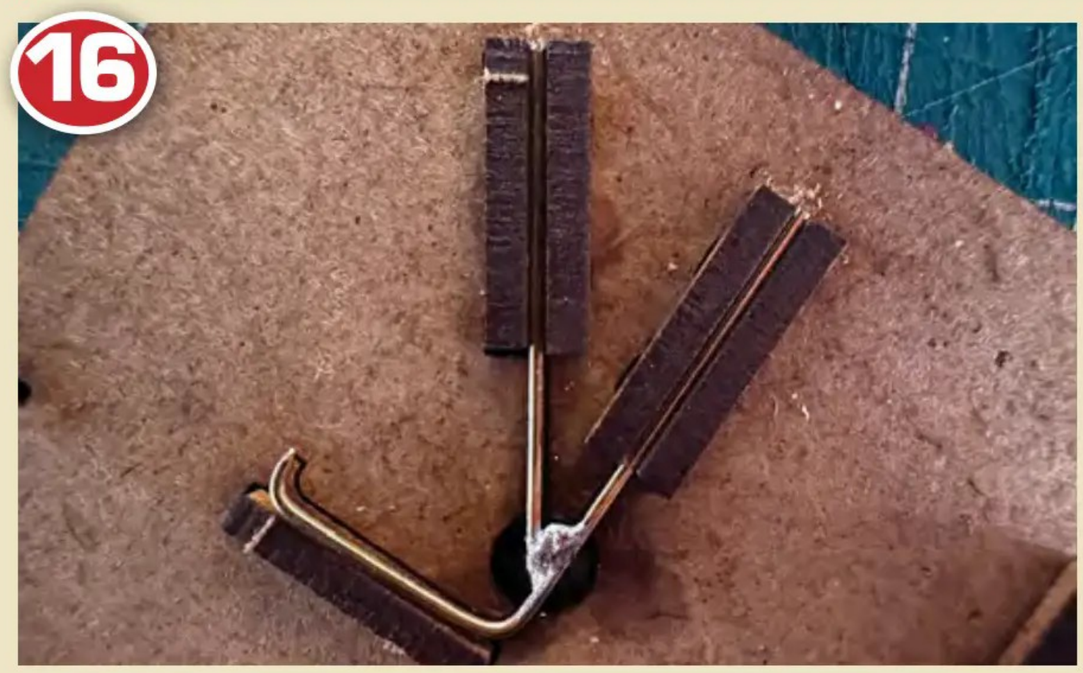
Then, using the slot in the base of the jig, bend the brass rod around to form the main piece of the registration arm.



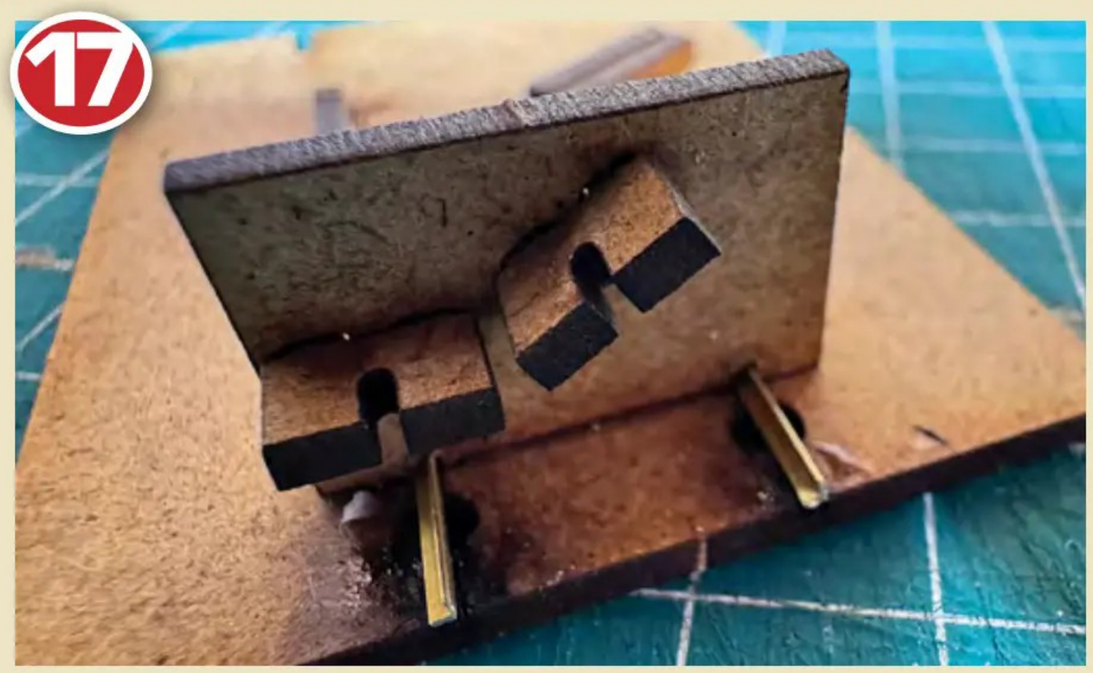
The first piece is then slotted into the jig and cut to length, followed by a second straight piece which is again cut to length. The jig sets the lengths and angles for these pieces.



It is very important to use flux when soldering these brass rods together to ensure the solder flows fully and secures the two parts together.



Solder is then heated into the join to secure the two lengths of brass together. Once released from the jig, a quick tidy up with a file will finish the joint.



Two short lengths of 1mm brass angle are required to complete the registration. Use the jig to cut them to length by inserting them into the holes.

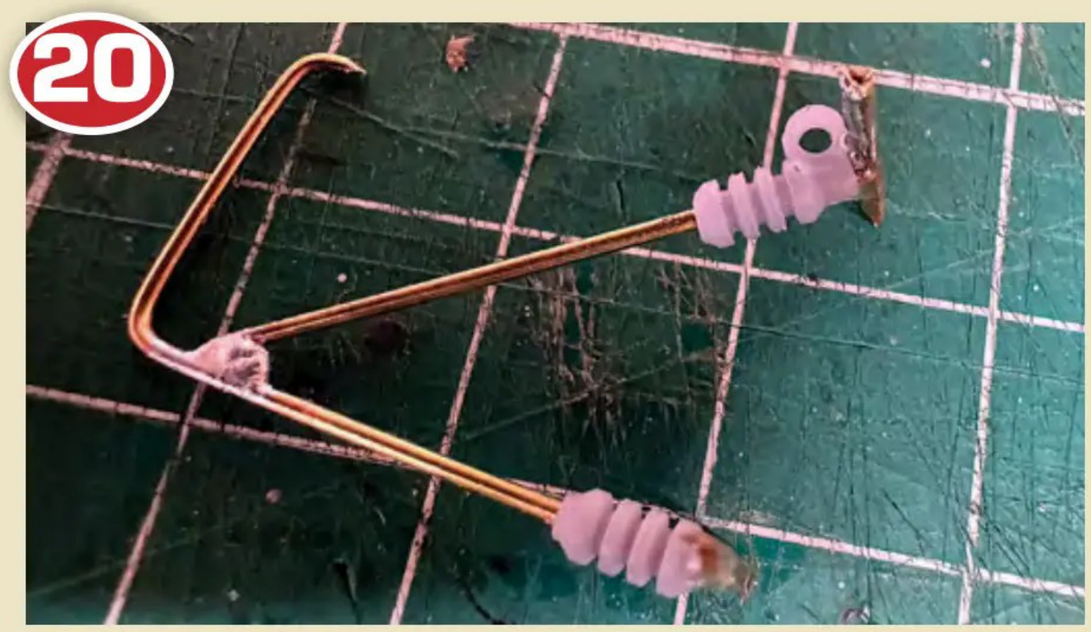
Intermediate
Beginner SKILL LEVEL Advanced



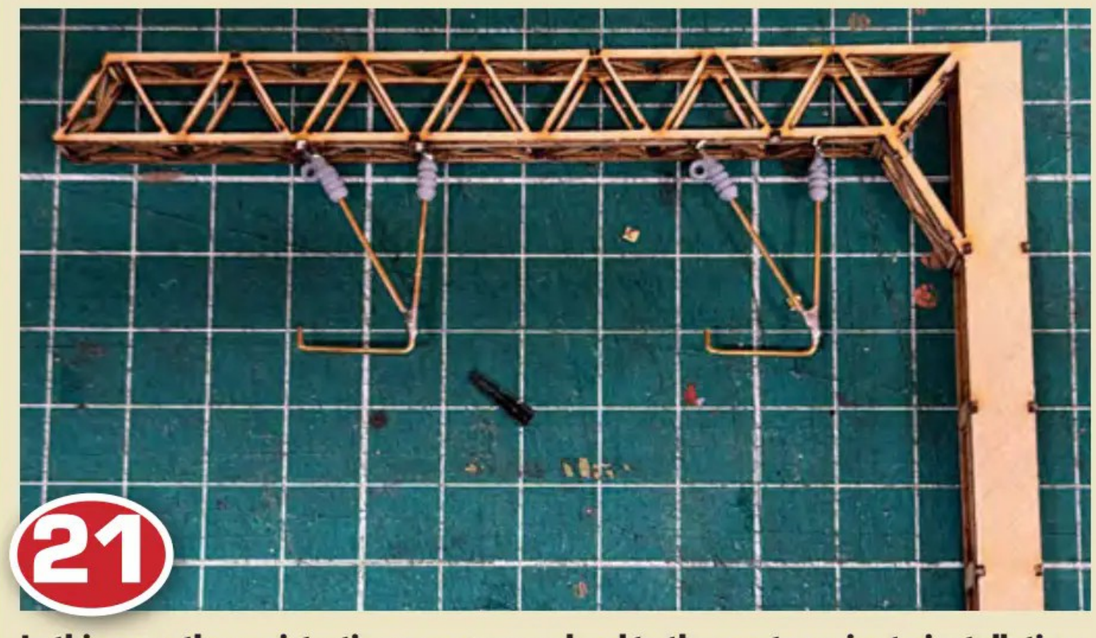
The 3D printed insulators have been added to the arm (note that the one with the loop is on the angled leg) and the registration arm is positioned in the jig to allow soldering of legs to the angle section.



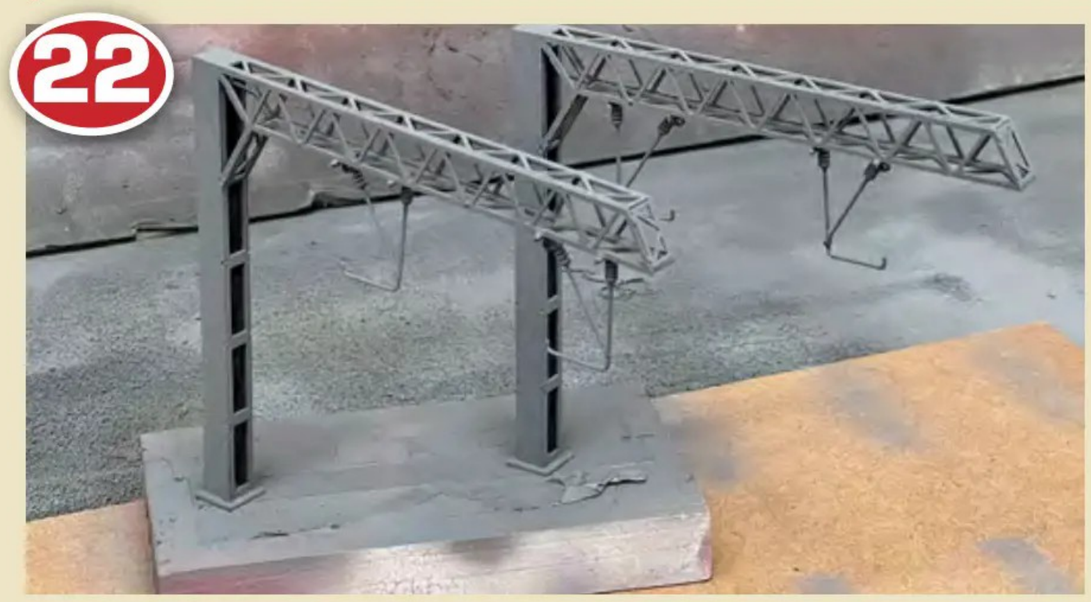
Flux is applied to each joint prior to adding heat for the soldering and fresh solder. The brass takes a moment to absorb enough heat for the solder to flow.



To finish the registration arm, the insulators are moved up to the top. They are then glued in place with superglue, making the registration arm ready for fitting to the gantry.



In this case, the registration arms were glued to the gantry prior to installation on the layout. To set the positions, the gantry was laid over the track and pencil marks were added for the registration arms.



With assembly complete, painting followed. Three coats of grey primer provided full coverage, working the paint from all angles so it covers inside the supporting structure. The finishing touch was to pick out the insulators with Old Rust coloured paint.



The first gantry was glued in place onto the layout using superglue with the registration arms set correctly above the track below. This first gantry then sets the position for all following gantries.



The gantries are spaced 500mm apart on straight track to match the length of Peco's catenary contact wires. Curves require adjustment to the distance between gantries to suit the track formation.



Finally, contact wires are added between the gantries. As installation progresses, the contact wires will be soldered in place – for now they are simply hooked onto the registration arms.

OFF-ROAD 4x4 EXPERIENCE CENTRE

Dedicated facilities are used by some 4x4 drivers to experience what it's like driving off-road. **DAN EVASON** recreates the thrills, spills and mud of one in 4mm:1ft scale.

WHILE SAT SCROLLING adverts on social media I came across an offer for a Land Rover Experience Day. The advert promised an exciting opportunity to get behind the wheel of some of the world's most capable vehicles and put them through their paces in an environment far removed from the towns and cities most are used in.

This got me thinking about how I could create a small 4mm scale 'off-road' circuit, creating something rather different in the process with uneven surfaces, muddy tracks and more.

It all sounded like great, messy fun and I thought this would be a great diorama for a gap filler on most post-1970s' layouts. Helpfully, Oxford Diecast offers a fantastic range of 1:76 scale Range Rover and Land Rover models to populate the diorama, so what else could I do but set to work? **HM**

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
2mm Dead Grass static fibres	*www.wwscenics.com*	WSG2-053
4mm North European static grass fibres	*www.wwscenics.com*	WWS311
AK Interactive paint marker pens	*www.ak-interactive.com*	Various
Autumn tufts	*www.wwscenics.com*	W3T-AU4
Basing glue	*www.wwscenics.com*	WSGL-008
Crowd barrier fencing	*www.scalemodelscenery.co.uk*	LX509-00
Dark Green Coarse scatter	*www.wwscenics.com*	WSLF-013
Grey primer spray can	*www.halfords.com*	473116
Land Rover Discovery set	*www.oxforddiecast.co.uk*	76SET77
MIG Muddy Ground acrylic paint	*www.migjiminez.com*	A.MIG-2105
Olive Green coarse scatter	*www.wwscenics.com*	WSLF-017
Plastic Weld glue	*www.anticsonline.uk*	4393
Roket Card Glue	*www.deluxematerials.co.uk*	AD57
Temporary road signs	*www.scalemodelscenery.co.uk*	LX074-00
Vallejo Black acrylic paint	*www.acrylicosvallejo.com*	70.590
Woodland Scenics Burnt Grass foliage	*www.bachmann.co.uk*	T44
Woodland Scenics clump foliage	*www.bachmann.co.uk*	FC146

● **Discover more Making a Scene step-by-step guides at *www.keymodelworld.com/making-a-scene*.**

This super 4mm scale 4x4 off-road scene would make a great corner filler on a layout, ideal for adding some suitably weathered 1:76 scale vehicles.

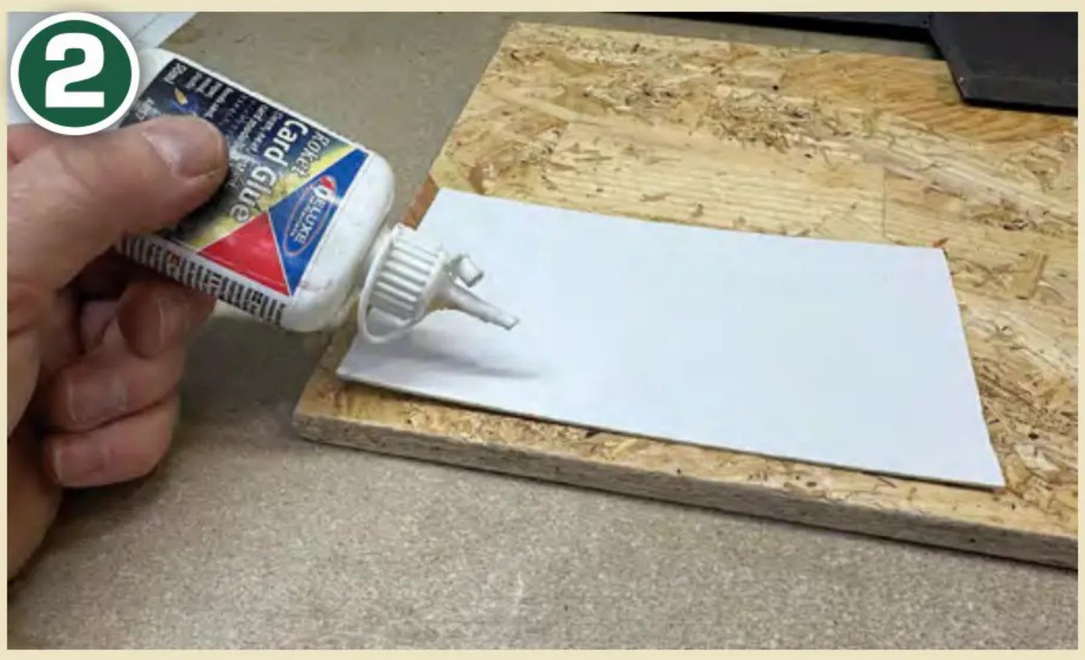
Above: **The colourful 4mm scale scene features a scratchbuilt office, safety barriers, temporary road signs and 1:76 scale 4x4 cars.**

PLEASE TURN FOR
STEP BY STEP GUIDE

CREATING A 4MM SCALE OFF-ROAD 4x4 SCENE



I wanted to keep the diorama a small but believable size, so cut the baseboard to 400mm x 300mm. I then cut some 10mm high-density foam slightly smaller to cover the area, allowing for a small car park in the corner.



I cut some mount card into a rectangular shape for the car park and glued it into place with Deluxe Materials Roket card glue.



With the card area dry, I moved over to attach the foam section with a hot glue gun on a low melt setting. Once this was all attached, mapping the scene could get under way.



The leftover foam was cut into one small and one large section: these were glued together then attached to the main foam area to create a ramp section on the off-road course. Using an Oxford Diecast 1:76 scale Discovery for size, the course was then drawn out.



With the course marked out, the foam was then cut to shape using a retractable knife.



Once the basic cutting was done, it was time to move on to shaping the track with its lumps and bumps. I found using a modeller's rotary tool with a ball sanding stone resulted in a great effect and wasn't too savage.



With the track shaped, details such as tyre ruts were added next. For this, 60-grit sandpaper was used, together with a little bit of pressure.



Brown emulsion was applied to the foam next to create the landscape. This was deliberately applied patchily as the black foam offers a credible rock effect.

Intermediate
Beginner SKILL LEVEL Advanced



Concrete slabs in the car park were created using a steel ruler and blunt pointed object (in my case a small screwdriver). I measured and scribed a grid pattern.



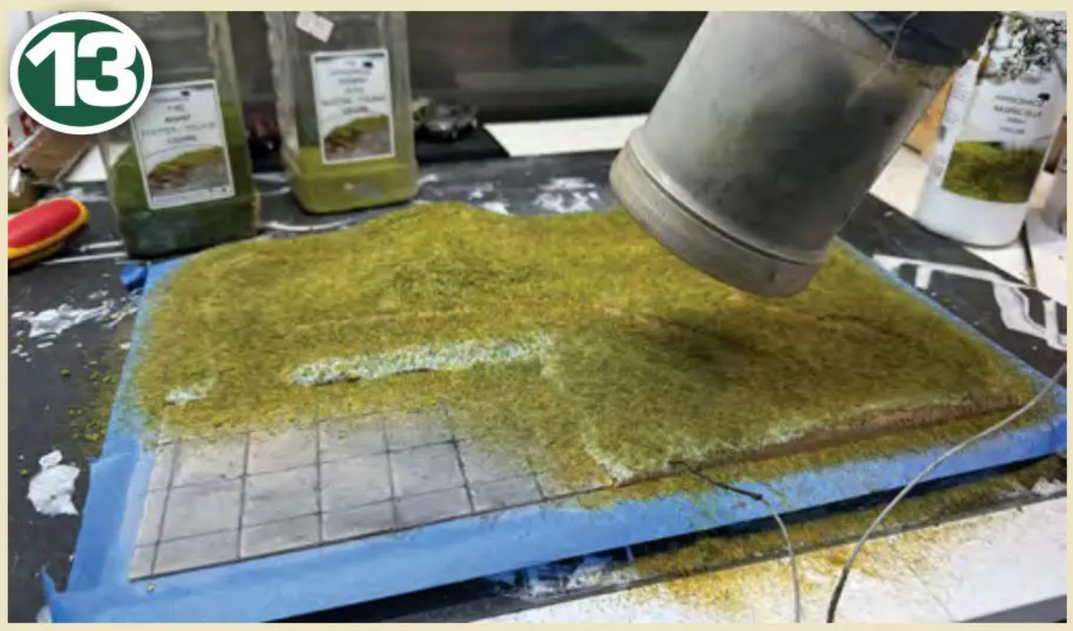
Next, Vallejo Black acrylic was thinned with water and a loaded brush was gently run along the scribed marks.



Once the black pre-shade was dry, I applied a thin coat of grey acrylic mixed with some black wash to add different tones to the surface. I also dipped the paintbrush back in the brown emulsion to create the effect of mud being deposited onto the concrete from the vehicles' wheels.



For the greenery, PVA was added to the area where foliage was to be applied. WWScenics' Dead Grass kicked off the process, with any excess carefully blown across the glue.



Before the glue dried, I mixed some 2mm Dead Grass and 4mm North European static grass fibres. This was applied all over and the excess tapped off and saved.



Small bushes and trees were added next. The tree branches were coated with layering spray, followed by sea foam and a sprinkle of Olive and Coarse Green flocks. The trees were then glued into place.



With the grass dry, I added some Autumn 4mm tufts. These are great as they are self-adhesive and simply stick into place.



I also used some Medium Green clump foliage from Woodland Scenics. This was attached using PVA.



17 I wanted the dirt to have a wet look, so MIG Ammo's Acrylic Mud was used. This was applied with a medium sized round paintbrush around the track.



18 No off-road track would be complete without some sort of water splash area. For shallow water, I find WWScenics basing glue gives a lovely high gloss hard finish - just give it plenty of time to dry properly.



19 With no suitable portable building kits for off-roaders booking in, I had to build my own office using some 2mm plastic sheet to create the sides, ends and roof.



20 Each of the portable building's sides was secured with Plastic Weld glue, taking care to ensure all joints were square.



21 Details on the building such as the door frame, fascia, metal uprights and door were made from 2mm plastic sheet and also attached with Plastic Weld.



22 The office was then sprayed with a mist of Matt Black and Grey Halfords primer and left to dry.



23 Using a selection of AK Interactive paint pens, I added further colour to the structure.



24 For the finishing touch to the building, glazing was added using leftover clear packaging. This was cut to size and fitted.

Intermediate
Beginner SKILL LEVEL Advanced



Scale Model Scenery's (SMS) collection of 4mm scale laser-cut accessories includes these delightfully fine safety barriers. These were sprayed Dark Silver, assembled and placed around the scene.



SMS also produces a selection of 4mm scale laser-cut, pre-printed road signs, including some temporary road signs. These were also assembled and added to the diorama.



With the water splash dry, I wanted to create the effect of it looking fairly deep with a vehicle entering it. Using snips, I cut away the lower halves of the front wheels on the Discovery.



Finally, before adding the vehicle to the scene, some MIG AMMO mud was applied to it. This was then secured in place with PVA.

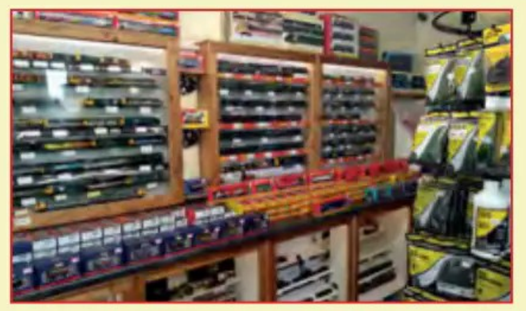


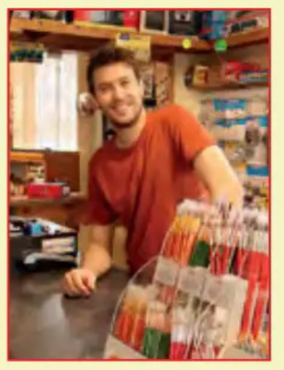
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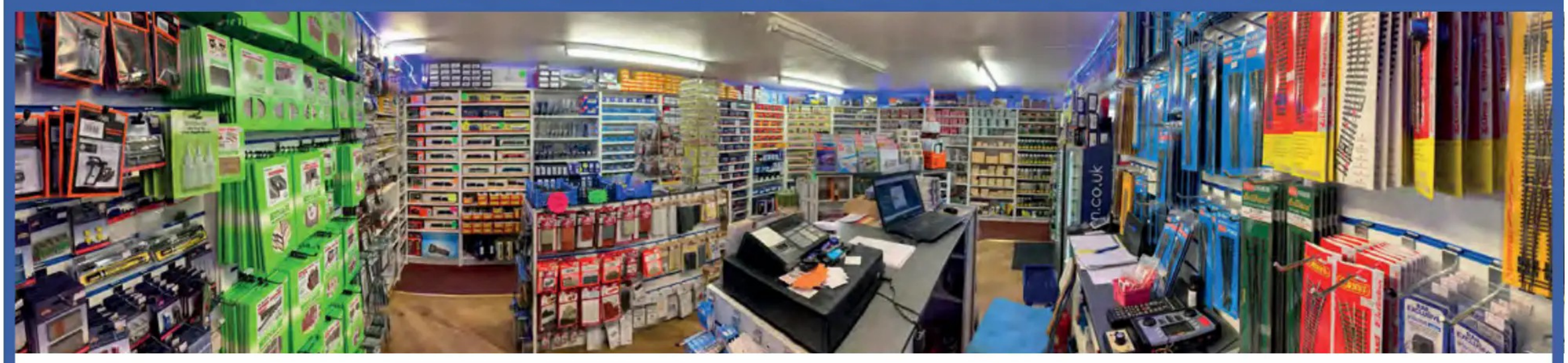
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ARUN QUAY

A small steam-worked harbour typical of many in the 1950s is the setting for **GORDON** and **MAGGIE GRAVETT'S** wonderfully atmospheric 'O' gauge layout, capturing a scene now just a memory.

PHOTOGRAPHY, TREVOR JONES

INSPIRATION for a model railway often comes from pleasant memories - a favourite train spotting haunt or, maybe, a family holiday. Although our recollections of these occasions are often rose-tinted, it's nice to imagine warm sunny days and plenty of action to keep us busy. Why, then, choose a minimal shunting yard that, had it happened in reality, would probably have only seen a couple of short trains a week – and then set it on a dreary and inhospitable quayside?

The answer to the first part of this question is quite simple: the space – or lack of it! With minimal space to build and store a layout, I elected to build this as small and as lightweight as possible. It had to be something I could handle and, if necessary, set up or move around the house myself if needs be. This was most important if a layout – of any type - was to be built.

My early railway memories were mainly of Southern electrics at Crawley, on the mid-Sussex line of the ex-London Brighton & South Coast Railway (LBSCR) – a cross-country route which linked the London to Brighton and London to Portsmouth main lines. Although these still fascinated a young mind, the half-hourly service of four- or six-coach trains offered little variety. There were, however, steam locomotives on the »



1 **The scenic part of Arun Quay in its entirety. The backscene is suspended three inches behind the actual layout and is painted onto a sheet of vinyl roller blind material.**

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OF', 31.2mm	7mm:1ft	7ft 6in x 1ft 9in (scenic)	SOUTHERN	1950s	ANALOGUE

Former South Eastern & Chatham Railway 'P' 0-6-0T locomotives were ideal for shunting small yards where curves were quite sharp, so 31556 suits Arun Quay very well. This was built from a Meteor Models kit and dates back the 1980s.



3 **The rear of the foundry took inspiration from a building which once backed onto the River Arun in Littlehampton, with patched-up walls and huge ducted vent.**

occasional goods services and Crawley yard was often shunted during the late afternoon. A detour home from school would often find me watching the activities from a very conveniently placed footbridge. I was captivated by the to-ing and fro-ing of the locomotive, the shunter's deft work coupling and uncoupling the wagons, along with the metallic 'chinks' and 'clanks' of buffers as wagons were propelled along the yard.

Many years ago, I built a small 'O' gauge branch line based on Southern Region practice – a nostalgia trip which took me back to the Sussex of my youth. Ditchling Green has since passed on to pastures new, but I still had the locomotives and stock and welcomed the opportunity to use some of this again. Among these were a couple of LBSCR 'Terrier' 0-6-0Ts and a South Eastern & Chatham Railway (SECR) 'P' 0-6-0T, plus a selection of short wheel-based wagons - all built from kits. So, with little (or no) space to build a 'real' railway, and with memories of shunting at Crawley etched deep in my mind, the

4 **32646 collects a Southern Railway 12ton ventilated van and draws it past the timber yard at the right hand end of the scene. Although typical of railway yard cranes, this one was modelled on one at Gloucester docks.**

choice of modelling a goods yard was not that difficult.

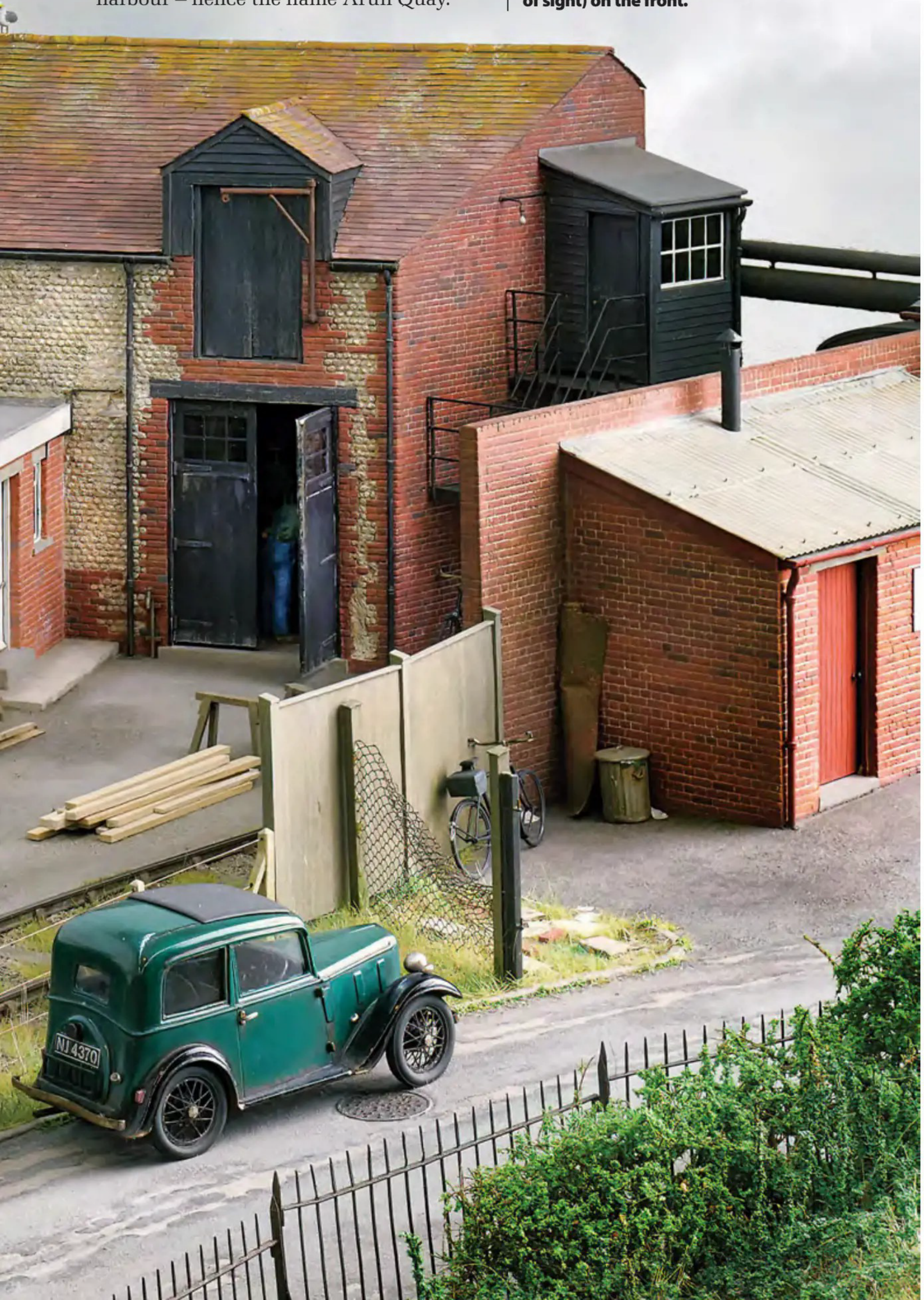
HARBOUR BRANCH

As for a setting, there were a number of harbour branches along the south coast which were still active in the late-1950s. And, among those from which I took inspiration was Newhaven, where the light axle weight of 'Terriers' led to their continued use on the West Quay. Littlehampton also had a harbour where, again, 'Terriers' were regularly used, and at Kingston Wharf (near Shoreham) a 'P' regularly took up the shunting duties. Everything seemed to be falling into place.

With little more than a scale 100 yards in which to create my little scene - the scenic length is only 7ft 6in - it would have to be totally fictitious, but hopefully, still create some of the atmosphere of these harbourside lines. The River Arun enters the English Channel at Littlehampton, so I decided to base my model a little further upstream from the coastal town and its harbour – hence the name Arun Quay.



5 In an attempt to provide hands-free coupling and uncoupling, the stock is fitted with Alex Jackson couplings. This is a very simple - and clever - design by Manchester Model Railway Society member Alex Jackson back in the late 1940s. The 'P' locomotive has a corresponding coupling (out of sight) on the front.



Sometimes hard choices have to be made, though. I'd already decided to build this in 'O' gauge, but within the available space, something would have to give. We're often looking to create the maximum operating potential within a layout but, at the design stage, that can easily lead to additional tracks, points or sidings. And, in this scale, the whole scheme was in danger of being saturated with track! I was also determined to try and give this layout a sense of space and not be overcrowded - with either track or buildings.

Eventually, a workable, although very contrived, track plan was drawn out full size on a length of lining paper, and placing stock on the paper plan also helped to ensure that sufficient clearances had been allowed for. At this stage I also made crude mock-ups of the buildings to get a 'feel' for the anticipated scene and, again, check it wasn't getting too overcrowded. I reasoned that by using small locomotives and just a few short wagons, despite there being no direct run-round, there could still be sufficient scope and introduce some thought into the shunting process - what I like to think of as operating potential!

To squeeze the track formation into the space, I had to take some liberties with curvature and, after experimenting with the locomotives and wagons I had to hand, I worked to a minimum radius of 4ft 6in – tight, but I could just get away with it. Much of the track was to be buried in the roadway with continuous check rails, but the gap between these and the running rail in normal Finescale 'O' gauge is quite large – too large in my eyes. Not wanting to convert everything to 'S7', I remedied this by reducing the gauge from 32mm to 31.2mm – leaving the check rails as before – and this made a vast improvement to both the overall appearance and the running through the crossings. Where sleepers are visible, I used C&L »



6 The contrast between check-railed tracks set in tarmac (on the right) and a rough unmade surface around the tracks on the left is clear. In both situations wet gloss paint was used as an adhesive, talcum powder for the smoother tarmac and ash for the unmade surface.

components to build the track, but all the inlaid rails were laid on PCB sleepers.

The relatively small size of the layout enabled me to include a full height backscene that wrapped around the ends of the scene and this, in conjunction with side wings and a lighting pelmet, gave me the opportunity to treat it as a scenic diorama. I enjoy the challenges of scenic modelling and, although this scene was a blend of industrial and railway, I felt there was also the opportunity of bringing some atmosphere into the 'picture'.

IN THE DOCK

I could visualise this scene on a fairly damp and overcast day, looking down towards the river and across to the muted tones of the opposite bank and into a hazy distance – we invariably approach water from higher ground. Recent showers have left the ground damp with the odd puddle on the ground and the fresh breeze up the river makes it an inhospitable place



7 Stroudley 'Terrier' 0-6-0T 32646 simmers at Arun Quay between duties. Whilst looking good, the outside single slip within the yard's track layout introduced an operating challenge in that it was not possible to carry out a simple run-round.

to work for the shunter. The only other character on the quayside is the hardy angler looking over the river.

I used to try to model roads with a smooth and blemish free surface, until I took a closer look at the real thing! My thoughts were that such a quayside might have been requisitioned during the build-up to the Normandy landings and the approach road had suffered badly due to the extra heavy use. The railway also crosses the road, and this enabled me to introduce further variations into the surface, including metal plates and timber to give access to the point levers and operating bars. With patched areas and the surface breaking up, it is not that far removed from what we experience today!

In 7mm scale, buildings can be very large and totally dominate a small layout. To this end, I have chosen a number of smaller structures and, even then, kept their dimensions to the very minimum. Traditional building materials of West



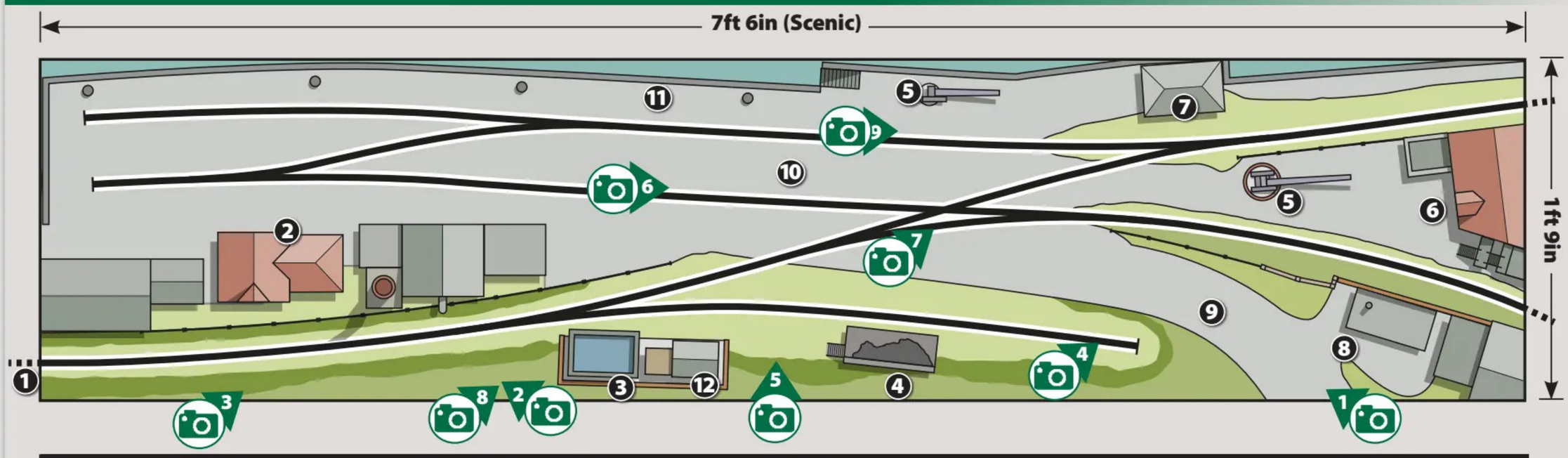
8 Photographs of the tops of water tanks are hard to come by, so this was made up from various sources. It includes a filler pipe and a float to indicate the level of the water. The indicator is connected to the float by the chain which passes over the pulley. The 'water' is a piece of clear acrylic painted on the underside and ripples have been added to the top with clear lacquer.

Sussex include pebbles and flint and, along with brick, these are represented on the modelled buildings. My preferred modelling medium for buildings is foam-cored board for the basic structure, onto which a layer of DAS modelling clay is pressed, and representations of the building materials are then scribed into this when dry. The resulting buildings are light and durable, and the DAS surface takes acrylic paint extremely well to give a natural looking matt finish.

As we tend to view layouts from above, roofs are the most prominent part of model buildings, so I try to make these as interesting as possible. With a collection of smaller structures, I was able to include different rooflines and roofing materials which, I think, helps. Slates and clay tiles are both represented - slates from paper and tiles from thin card – and both were produced in strips, half cut through and overlapped in the conventional way. PVA glue was used almost universally, but very sparingly on the roof strips to reduce the chance of the material absorbing the moisture and swelling in length – a problem encountered in the past. Corrugated materials, both iron and asbestos, were produced from the Ambis range of thin aluminium sheets, again secured in place with PVA glue. With the buildings all made from foam-cored board, I was keen not to use any solvent-based adhesives. We generally view layouts from a scale distance that would diminish the intensity of colours, and I was very conscious of this when painting the buildings – in fact, all the colouring across the layout. This also has the effect of helping everything to blend into the scene, with nothing too dominant.

We usually think of scenery as 'greenery' – grass and trees, but I would rather divide it into two different categories - hard and soft. The soft includes the traditional grass, hedges and (although not on Arun Quay) trees, and by hard scenery I think »

ARUN QUAY TRACK DIAGRAM (NOT TO SCALE)



KEY					
1 To/from turntable storage yard	3 Water tower	5 Loading crane	7 Shunter's office	9 Road	11 Edge of quay
2 Foundry buildings	4 Coaling stage	6 Warehouse	8 Shipping office	10 Inlaid track	12 Hut

of roads, pavements or any other hard or bare ground within the scene. Much of this is dealt with by sprinkling various dusts and powders – ash, talcum powder or chinchilla sand – into varying shades of gloss grey paint. I find that paint makes an excellent adhesive and the dusts 'kill' any hint of a gloss finish. I relied very much on the static grass products for grass and overgrown areas and also use rubberised horsehair – well teased out – and selected scatter materials for any hedges or denser areas. I find that observation is key to modelling scenic areas and use numerous reference photographs that are relevant to the desired scene.

As mentioned earlier, a full height backscene was produced to complete the scene – hopefully giving the impression of extending it into the distance. For this I used white vinyl, as used for roller blinds, and onto it painted a vague representation of the far bank of the River Arun. Artist's acrylic paints take well to the vinyl material, although I ensure that it's degreased first with isopropyl alcohol. The sky I left as white vinyl - to represent one of those nondescript white sky days into which the colours of the far distant landscape can blend. The great advantage of using a flexible vinyl is that it can be rolled up for easy storage when the layout is dismantled.

SELLING THE STORY

The railway, of course, has also to work and being intended for exhibition use, reliability is also important. Power to the track is 12Volts DC through a handheld Pentroller - somewhat 'old school' in some eyes, but I find it very controllable and it's never let me down. For the points, I use Tortoise slow action motors, but I have halved the power from 12Volts to 6Volts. This slows the action down even further, which helps to look after the soldered joints of hand-built points, and also makes them a little quieter.

From the above, you may have gathered that one of my main interests within the hobby is trying to create a convincing scene - a three-dimensional picture - and not necessarily a pretty one! Yes, the railway within it needs to work and offer some operational interest, but I also like to think that with little - or even no - movement, there is still a 'picture' to tell a story. **HM**

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9 The yard shunter waits for his next task, as 'Terrier' 32646 rumbles into view.

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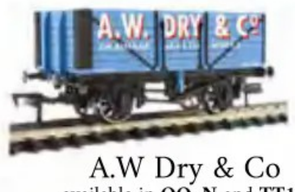
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Bachmann CLASS 69 arrives

FIRST REVIEW

The GB Railfreight Class 69 fleet has rapidly gained popularity with its wide variety of liveries and reuse of the Class 56 locomotives. **MIKE WILD** finds out what Bachmann's eagerly awaited 'OO' gauge model has to offer.



THE CLASS 56 was very popular on heavy freight workings with its powerful V16 turbocharged engine being one of its most distinctive features. The fleet had become life expired, but the locomotives also held the key to solving a traction shortage for freight operator GB Railfreight (GBRf).

The Class 69 rebuild project launched in 2020 with initial plans for ten locomotives which would combine the Class 56 bodyshell and running gear with a brand-new EMD 12N-710G3B-T2 engine developing 3,200hp – the same power unit used in the Class 66.

The aim was to create a standardised fleet for GBRf by equipping the rebuilt locomotives with the same power unit, cab interior and equipment as the mainstay of its operation – the Class 66. The original order was expanded from 10 to 16 locomotives, and all are now in traffic operating on a variety of seasonal Railhead Treatment Train traffic alongside engineering, stock moves and bulk goods flows such as the Middleton Towers to Barnby Dun/Goole glass works.

Read more about the Class 69s in Reality Check on pages 70-73.

THE MODEL

The Class 69 fleet has been an instant hit with enthusiasts, as well as proving a valuable and reliable addition to the GBRf fleet. Bachmann was quick off the mark to select the locomotives for its range with an exclusive agreement with the freight operator to produce 'OO' and 'N' gauge models of the class. It has taken longer than expected for these to come through, in part due to only the first two being completed at the time of

The bodies have been replicated to a high standard while Bachmann has even moulded the LED cluster patterns into the lights.



TECHNICAL DETAILS	
Manufacturer:	*www.bachmann.co.uk*
Cat No:	35-780 (reviewed)
Description:	Class 69 Co-Co diesel-electric
Builder:	Progress Rail, Stoke-on-Trent
Region:	Southern, Eastern, Midland
Gauge:	'OO'
Scale:	4mm:1ft
Length:	253mm (over buffers)
Price:	£249.95 (DCC Ready), £359.95 (DCC Sound Fitted), £389.95 (DCC Sound Fitted Deluxe)
Couplings:	Removable NEM tension lock couplings
DCC:	Plux22 interface
Speaker:	15mm x 11mm cube fitted to all models
	55mm x 24mm bass speaker added to sound fitted versions
Exterior lights:	Directional head and tail lights
Interior lights:	Cab and engine room lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Co-Co
Purpose:	Heavy freight
Haulage capacity (expected):	Ten Mk 1 carriages
Haulage capacity (actual):	12 Mk 1 carriages (maximum tested)

the models' launch, but from what we can see, that wait has been very worthwhile.

The first batch consists of four locomotives: 69001 *Mayflower* in GBRf blue and orange with British and American flags on the bodysides, 69002 *Bob Tiller CM&EE* in BR large logo blue, 69003 T*he Railway Observer* in standard GBRf blue and orange and finally 69005 *Eastleigh* in BR green with small yellow warning panels.

All four are available in three trim levels - DCC Ready for use on analogue layouts, DCC sound fitted with a LokSound V5 chip and DCC Sound Fitted Deluxe which sees the LokSound chip paired with powered roof fans and auto-»

Bachmann has delivered the first ready-to-run model of the GBRf Class 69 Co-Co diesels – and it's impressive!

release DCC operating couplings.

Our sample model was 69005 *Eastleigh* in DCC Ready format which presents an impressive product on removing it from the box. Weighing in at 650grams, it feels solid and robust while also catering for differences in the cabs to cater for the rounded aluminium nose or those with a flat top steel front cab.

Importantly, it also carries off the look and shaping of the Class 69 superbly. From the distinctive vertical light clusters to the central headlight and multiple working socket, the cab front mimics 69005 very well and is complemented by redesigned cab windows which accurately model the prototype. Also impressive is inclusion of the rubber gaskets to the cabside quarter lights seen on the Romanian built Class 56s, modelled with paint, which add to the character of our review sample.

Moving along the body, the new large grille below the exhaust is see-through and made from etched metal while all grilles have interior detail behind on the chassis block, adding depth to the locomotive and greater realism. The roofline of the Class 69 is quite different to the original Class 56 between the domed cab roofs and here each component has been faithfully modelled from the recognisable EMD Class 66 exhaust silencer. Equally well done is the roof fan grille section.



Roof fans are static in the DCC Ready and Sound fitted versions, but are independently powered in the DCC Sound Fitted Deluxe models.

We were also very impressed by the bogies on the Class 69. The heavy frames of the Class 56 have been captured well and are overlaid with separately fitted pipework and steps while there are also separate parts for the brake shoes and brake actuators. In combination with the central underframe equipment, the chassis looks excellent.

Completing the physical details is an accessory pack containing optional brake pipes, screw link couplings and horn covers to go below the buffer beams which are joined by etched metal nameplates for the locomotive. Fitting these takes just a few minutes and really adds to the finish of the model.

Paintwork on our sample was excellent throughout with neat application of the main body colours accented by warning flashes, labels, cabside and cab front numbers and GBRf logos all of which go together to create a very realistic picture of the Class 69.

PERFORMANCE

The Class 69 contains all the latest technology we expect from a Bachmann diesel locomotive as well as space for the largest speaker setup we have seen from the manufacturer yet.

At its heart is a powerful five-pole motor which provides drive to all six axles delivering ample traction on the rails. Electrically it has a Plux22 decoder socket as well as a factory fitted 15mm x 11mm speaker. In addition, DCC Ready models have space for a 55mm x

Inside, the Class 69 has a five-pole motor, twin flywheels, a Plux22 decoder socket and space for a large 55mm x 24mm bass speaker.

24mm bass speaker beneath the main Printed Circuit Board (PCB) – sound fitted versions have both speakers as standard.

There are also directional, cab and engine room lights, all of which are separately switchable on DCC while the Class 69 builds on the Class 08 by having onboard stay alive for digital operation. For those looking to buy DCC Ready and upgrade to sound later, the body is straightforward to remove, though the fixing screws are recessed into the chassis which makes them more tricky to refit.

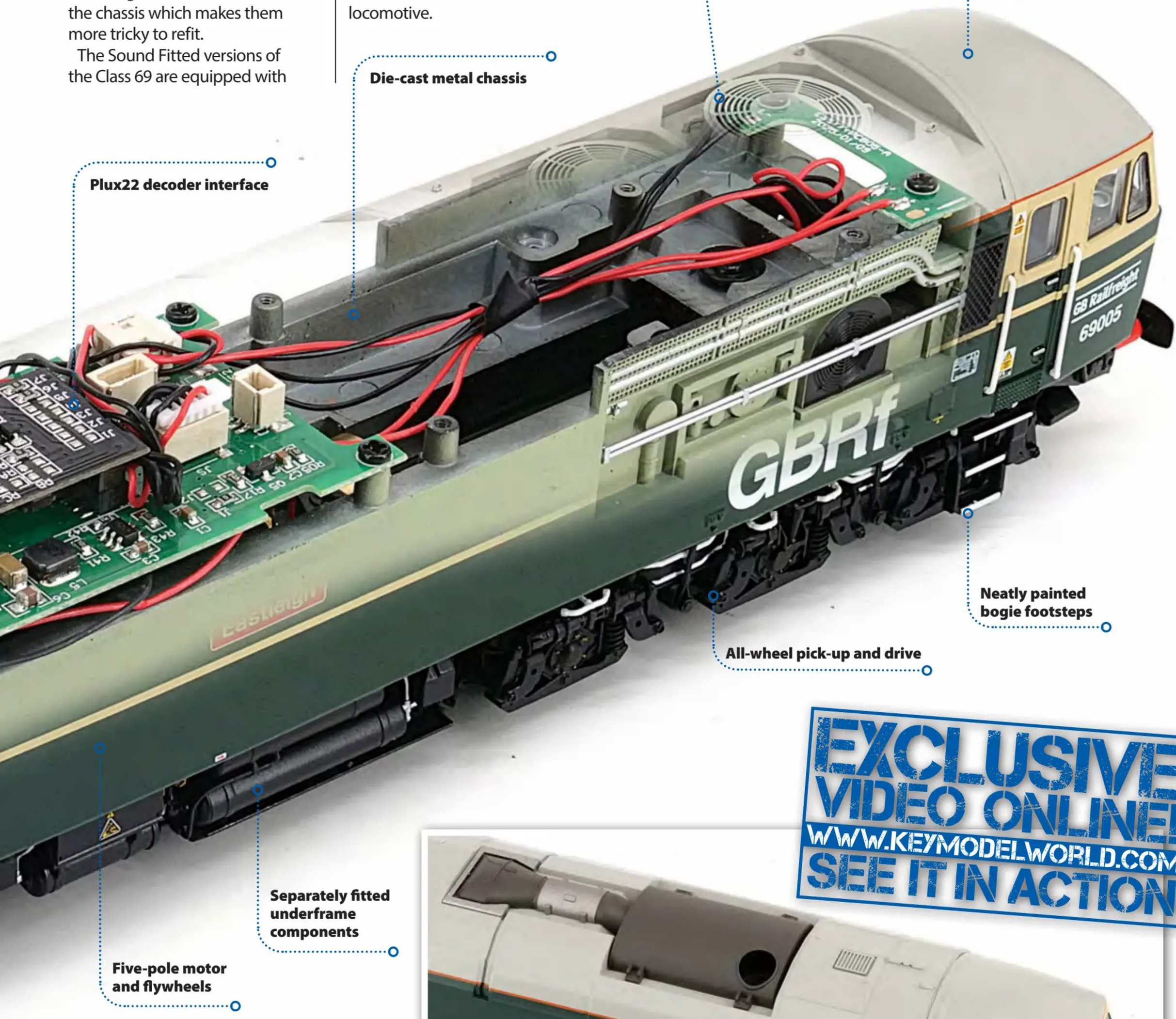
The Sound Fitted versions of the Class 69 are equipped with a LokSound V5 Plux22 decoder which is pre-loaded with an ESU created sound file for the GBRf Co-Cos, though as we closed for press, we had yet to hear the result installed in a locomotive.

On the track, our sample ran smoothly and quietly throughout the speed range offering excellent slow speed control. The start and stop were impressively smooth while all lights operated as expected when a LokSound decoder was installed in the locomotive.

Haulage capacity was impressive too – we loaded our sample with a 3.5kg train of Revolution Trains HOA hoppers, amongst the heaviest wagons we have available – which 69005 handled with ease on level track.

OVERALL

The GBRf Class 69 is a locomotive of the moment. The real locomotives attract attention wherever they go, and it is great to see Bachmann modelling the modern railway you can see today. We hope this will be the first of a series of batches modelling these sought-after locomotives in 'OO' gauge with a wide range of liveries to be replicated in the future. Excellent, available now and definitely one of Bachmann's flagship diesels. (MW)



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The instantly recognizable Class 66 style exhaust has been modelled well on the Class 69 roof.

COLOURFUL CLASS 69s

Often described as a Class 66 in Class 56 clothing, the Class 69 is an interesting design which owes its existence to a desire for additional freight traction at a time when new locomotives were not available, as **EVAN GREEN-HUGHES** explains.

Running more than three hours behind schedule, GB Railfreight Class 69s 69006 *Pathfinder Railtours* and 69007 *Richard Trevithick* lead 6E85 Middleton Towers-Barnby Dun sand train, as they take the dive under at Werrington Junction onto the Joint Line towards Spalding on August 23 2024. Mike Wild.



GBRf Class 69 69001 *Mayflower* (with 69003 at the rear) leads 3Q98 Kings Norton OT Plant Depot-Whitemoor Yard weed control maintenance train through Helpston Crossing on April 22 2023. Mike Wild.

FACTS AND FIGURES	
Converted from Class 56 by:	Progress Rail
Introduced:	2020 onwards
Withdrawal:	All in service
Number series:	69001-69016
Wheel arrangement:	Co-Co
Bogie type:	CP2
Engine:	EMD 12N-710
Cylinders:	V12
Horsepower:	3,200hp
Alternator:	EMD AR10
Traction motors:	6 x Brush TM 73-62
Traction control system:	EM2000
Train heat:	Not fitted
Brakes (locomotive):	Air
Brakes (train):	Air
Maximum tractive effort:	62,900lbs
Length:	63ft 6in
Width over cabs:	9ft 2in
Weight:	128tons
Wheel diameter:	3ft 9in
Maximum speed:	80mph
Fuel tank:	1,140gallons
Number converted:	16
Route availability:	7



THE 2000s were a period of considerable change for the UK freight industry. Privatisation had resulted in the formation of a series of companies which had been successful in increasing rail's market share of the haulage market. A key factor in enabling this to happen had been the replacement of British Rail's legacy fleet of poorly-performing diesel locomotives with American designs that were more reliable, cheaper to operate and which offered the possibility of increased payloads.

Amongst these independent companies was GB Railfreight (GBRf) which had begun its journey with American traction in 1998 when it leased 17 EMD-built Class 66s, finding that the type fitted its requirements exactly. GBRf added many more to its fleet and has continued to do so ever since, in some cases by importing second-hand examples from the continent. However, due to changes in legislation EMD products had to be withdrawn from the market in the late 2010s, that company being unable to fit the required emission equipment into the narrow UK-specification bodyshell.

This presented a considerable problem for GBRF as the company wanted to expand its fleet, but no manufacturer could offer a product suitable for its requirements.

Fortunately, the British Rail-built Class 56s had been made redundant and therefore attention turned to seeing if these could be used to fill the gap. By this time, however, the 56s were more than 30 years old, were never the most reliable locomotives, and most of them were in a run-down condition. Clearly, they were no good as they were but as many were in good structural condition, they could provide the basis for a conversion.

'BODYSNATCHERS!'

Upgrades of this sort were not new. A fair number of Class 47s had been retro-fitted with American power units to become Class 57s, Class 73s had been modernised with up-to-date engines and even HSTs had their Valenta engines replaced by more modern MTU or VP185 versions. However, making a Class 56 fit for purpose in the modern world would require a more »



GBRf 69015 (masquerading as 56009) and 69016 *British Transport Police* top and tail 3J41 Peterborough-Peterborough via Humberstone Road RHTT through Hoods Mill Crossing, Stamford on November 9 2025. Ben Church.

extensive rebuild than ever attempted before.

Under the guidance of GBRF's Engineering Director Bob Tiller, a plan was devised based around the requirement for reduced emissions, lower fuel consumption, increased reliability and reduced operating costs. To achieve this, the power unit would be replaced and a new alternator, cooler group and electronics installed. Also in the specification would be modernisation of the cab plus alterations to the controls that would make the rebuilt engines very similar to the Class 66s to drive, saving on crew training costs.

The first step was to find suitable donor locomotives as not all the 56s were in the same condition. One important requirement was that the selected locomotive had to be capable of being moved by rail, so its bogies and running gear had to be in fairly good condition. Also important was the degree of corrosion as even though the locomotive was to be fully rebuilt mechanically, major structural works would reduce the viability of the project.

The selected locomotives were towed to Progress Rail's Works, near Stoke-on-Trent, where a complete strip-down was performed. Anything below the solebar that was to be reused was thoroughly overhauled, including the bogies which were sent to the Pullman Works in Cardiff for overhaul. The bodies were taken by road to nearby Marcroft Engineering where they were stripped down to bare shell status and corrosion dealt with before the body was treated and repainted.

Once back at Stoke-on-Trent, reassembly began, with the major change being the installation of an EMD12N-710 power unit, ten of which were initially purchased new from the USA. These were the same as fitted to the Class 66 and their use was permitted because by doing so the emissions of an individual locomotive were reduced over what had been the case previously. The alternator was also upgraded to the EMDAR10 which was in extensive use in the GP40 design, many hundreds of which were in service in America. Cab interiors and controls were also extensively redesigned, as were the electrical cubicles. Also added was the EM2000 traction control system which was specially designed to alleviate a known issue with the Class 56, which was that of the fourth powered axle lifting when starting a heavy load from rest, and thus inducing wheelspin. Provision was also made for multiple working with the addition of an AAR system.

Although there had been considerable conversion work carried out, the viability of the project was assisted by the fact that the main structure, bogies, traction motors, suspension and drawgear assemblies were retained from the original design. This meant the dynamics of the locomotive were unchanged and as such the '69s' did not have to go through such an extensive acceptance procedure as they might have had to do had they been a completely new design.



Recently-named Class 69 69010 *North Norfolk Railway* heads the lightly loaded 6L15 Toton North Yard-Whitemoor Yard trip working through Helpston on June 25 2025. Mike Wild.

ON TEST

First to be completed was 69001, the former 56031, which emerged from Longport in primer during January 2021 and was despatched to the Severn Valley Railway for trials, which included light engine and loaded test runs. It completed these successfully, before being returned to Stoke for final finishing and painting three months later. Further testing then took place on the main line before the design was finally signed off by the Office of Rail and Road in May that year. Subsequent rebuilds were tested to and from Longport, often running to Bescot with a Class 66 for insurance in case of any issues.

Following acceptance into service, the '69s' have been allocated to general freight work, rather than to any specific flows. Their duties have been varied and have included route learning, hauling the Mountfield to Southampton gypsum trains, hauling redundant stock to scrapyards, particularly Sims Metals at Newport and light engine moves in connection with heritage railway galas. The class has also made a number of



Green GBRf Class 69 69005 *Eastleigh* powers 6L66 Goole Glassworks-Middleton Towers through Deeping St James crossing on July 4 2024 with a rake of IIA-B hoppers behind. Mike Wild.

appearances at heritage railway events themselves and are also often requested for haulage of special and enthusiasts' trains.

Perhaps one of the most recognisable features of the Class 69s is the variety of liveries that they carry, many of which hark back to previous days. 69001 was turned out in GBRf's own house colours, but its follow-up 69002 (56311) surprised everyone by appearing in BR large logo blue. Another example was 69004 (56069) which is in an approximation of the old Derby Research Department livery, while 69005 (56007) has become very popular as it is painted in a version of the BR green livery first seen in the 1950s. 69007 (56037) is also in BR blue but this time with small logos and lettering while 69009 (56060) is in Western Region maroon with white window surrounds.

There was great excitement when 69012 (56077) was released in the unique green livery similar to that worn by prototype locomotive *Falcon*, followed up by 69014 (56104) which turned up in the two-tone scheme inspired by that carried by *Kestrel* more than 50 years ago. Also popular was 69015 (69009) which appeared in the original Railfreight Sector's grey scheme, 69013 (56312) which was given a one-off black and grey scheme to promote the Andy's Mans Club suicide prevention charity while 69016 (56097) appeared in a predominantly blue and white scheme to promote the British Transport Police. The rest of the fleet are in GBRF's own livery, although there are detail differences between them.

As befits such an unusual fleet, most also carry names. The prototype is *Mayflower* while others commemorate places such as Eastleigh, Melton, Longport and the North Norfolk Railway. Of particular interest is *Western Consort* carried by maroon 69009 and *Falcon 2* carried by 69012. It is also fitting that 69002 is named after Bob Tiller himself, carrying the plates *Bob Tiller CM&EE*.

The Class 69s have now been at work for only five years but what the long-term future holds for them is uncertain, particularly as the railways move towards reducing their carbon footprint, and in doing so move away from pure diesel engines to bi-mode or even tri-mode locomotives. As a small class you would expect them to be the first in line for replacement but their relatively recent upgrade, compared with some of the Class 66s with which they share duties, might just ensure they live on for some time yet. Freight is a particular challenge to decarbonise, with battery power and hydrogen fuel cells all at present too limited in range for locomotives to eliminate diesel. This may well change over the coming decade or two, but the Class 69s are set to be a fixture on the rails for a good while yet.

They have already proved firm favourites with enthusiasts, an interest that is likely to be carried forward to modellers who now have a detailed small-scale version they can add to their collection. **HM**

For more in-depth prototype Reality Check articles, *visit www.keymodelworld.com/reality-check*.

PREVIOUS IDENTITIES

NEW NUMBER	DONOR
69001	56031
69002	56311
69003	56018
69004	56069
69005	56007
69006	56128
69007	56037
69008	56038
69009	56060
69010	56065
69011	56032
69012	56077
69013	56312
69014	56104
69015	56009
69016	56097

GB Railfreight's (GBRf) 69016 *British Transport Police* and 69014 *EMD Longport* lead 6N82 York Thrall Europa-Whitemoor Yard, positioning Railhead Treatment Train (RHTT) wagons for the 2025 season at Glinton Junction on August 21 2025. Mike Wild.

EFE Rail Class 74 'BIG ED'

FIRST REVIEW

This small class of ten locomotives is now available in 'OO' from EFE Rail. **MARK CHIVERS** puts one through its paces to see if it matches the 'buzz' of anticipation.



The imposing look of the 'Big ED' is clear to see.

EFE RAIL'S new 'OO' gauge Class 74 Bo-Bo electro-diesel touched down in the *Hornby Magazine* office in early December, presenting a new item of British Rail (BR) Southern Region motive power for the scale.

The small class of Class 74 Bo-Bo electro-diesels – nicknamed 'Big EDs' – was converted from former Class 71 Bo-Bo electric locomotives in the mid-to-late 1960s for use on the planned Bournemouth line electrification scheme. Ten Class 71s were selected for conversion at BR's Crewe Works in 1966-67. The conversion work included removal of much of the existing internal equipment, pantograph and third-rail shoe beams and replacement with new components, retractable shoe gear, a Paxman 650hp engine, English Electric generator and modifications to the bodyshell, bogies and underframes. Completed locomotives were subsequently released to traffic in late 1967 and through 1968 and enjoyed a relatively short service career of ten years or less.

The '74s' worked on the Southern Region's South Western Division passenger trains including the Channel Islands Boat Train to Weymouth Quay (usually between London Waterloo and Bournemouth) and Southampton Docks boat trains, this latter operation making good use of their electric and diesel capabilities 'off the juice', especially in and around the docks. They were also used in push-pull mode on some Waterloo to Bournemouth trains formed of the new TC stock when a 4-REP Electric Multiple Unit (EMU) tractor unit was unavailable. Where capacity existed, they also appeared on mail/parcels trains, as well as on freight workings.



THE MODEL

As with the real things, EFE Rail's new 'OO' gauge Class 74 Bo-Bo is similar to a Class 71, in this case DJ Models' 'OO' gauge model from several years ago. The chassis is similar to the earlier release, but the Class 74 has new body tooling, underframe equipment and bogie frames and on first glance certainly captures the stance of the real thing.

Our review sample was finished as E6104 (Cat No. E82007), which was released to traffic in late February



EFE Rail's new Class 74 features a wealth of moulded detail, separately fitted components and etched metal grilles.



Front-end pipework and impressive bogie details add to the finesse.

TECHNICAL DETAILS

Manufacturer:	*www.bachmann.co.uk*
Cat No:	E82007 (reviewed)
Description:	Class 74 Bo-Bo electro-diesel, E6104
Builder:	BR Crewe Works
Region:	Southern
Gauge:	'00', 16.5mm
Scale:	4mm:1ft
Length:	200mm (over buffers)
Price:	£214.95 (pristine), £224.95 (weathered)
Couplings:	Small tension locks in NEM pockets
DCC:	21-pin decoder socket
Speaker:	None (22mm x 58mm speaker space)
Exterior lights:	Illuminated headcode blinds
Interior lights:	Cab lighting
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	None
Wheel arrangement:	Bo-Bo
Purpose:	Mixed traffic
Haulage capacity (expected):	Eight Mk 1 carriages
Haulage capacity (actual):	Ten Mk 1 carriages (maximum tested)



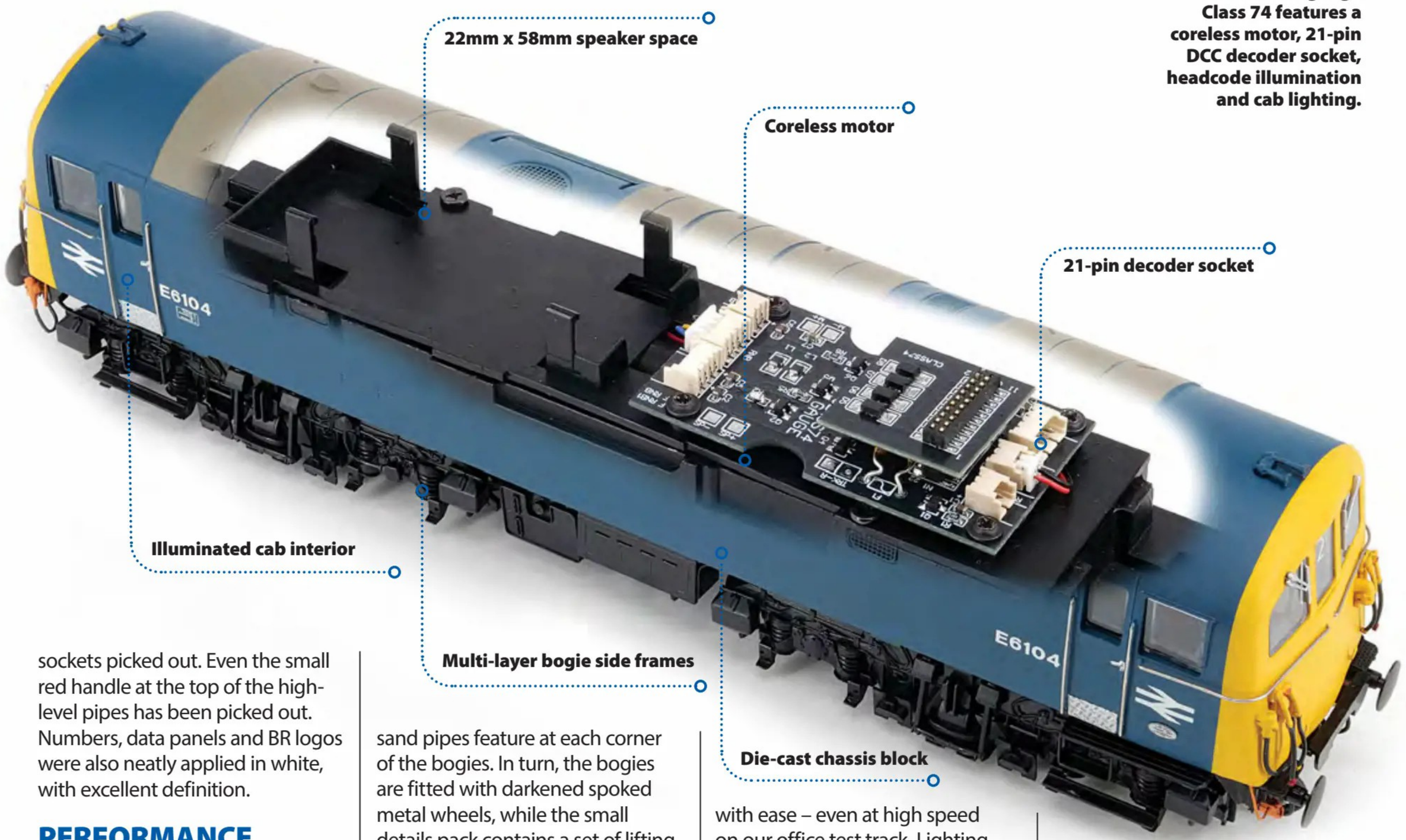
EFE Rail's new 'OO' gauge Class 74 Bo-Bo electro-diesel has arrived with retailers.

1968. Five locomotives have been modelled including E6101, E6104, 74007, 74009 (weathered) and 74010 – all in BR blue. Two versions have been tooled - with and without the later cab pillar ventilators carried by some locomotives.

The distinctive appearance of the prototype has been captured well and features a superbly moulded bodyshell with etched bodyside grilles and the new roof panel sections which provided access to the converted engine room compartment. They also have etched cooler group, exhaust port and roof fan grilles, separately fitted air warning horns, new bodyside window arrangements, well-defined cab door kickplates and the distinctive front-end high level main reservoir and brake pipes. Adding to the details are EMU multiple control jumper cables and receptacles, separate lamp irons, Pullman rubbing plates, windscreen wipers and metal wire handrails either side of the cab doors and on each side of the cab front (one of which didn't quite sit level on our sample). The former buffer beam shroud has correctly been removed, and the area now also features Electric Train Heating cables and receptacles, painted orange. Our sample also came with the buffer beam main reservoir pipes (yellow) pre-fitted, together with brake pipes (red) and vacuum pipes supplied separately for customer fitment so as not to interfere with the small tension lock couplings.

EFE Rail's model weighs in at 344grams and features a die-cast chassis block, coreless motor, all-wheel drive and pick-ups, 21-pin Digital Command Control (DCC) decoder socket, illuminated headcode blinds, detailed cab interior, cab lighting, large 22mm x 58mm rectangular speaker space, flush glazing, sprung buffers and more.

Application of the BR blue paint scheme on our sample was superb with an even finish throughout, along with crisply applied light brown roof panels modelling the translucent examples on the real thing. The cab fronts are neatly painted yellow with silver windscreen wipers and black jumper cables with yellow or red



The new 'OO' gauge Class 74 features a coreless motor, 21-pin DCC decoder socket, headcode illumination and cab lighting.

sockets picked out. Even the small red handle at the top of the high-level pipes has been picked out. Numbers, data panels and BR logos were also neatly applied in white, with excellent definition.

PERFORMANCE

Underneath, the model features a wealth of detail to the underframe with new components including the main fuel tank, fuel filler, battery box and neatly moulded pipework. Bogies are superbly detailed and feature the modified arrangement devised for the full-size locomotives with amendments to springs and bogie side conduit, removal of shoe beams and inclusion of retractable collector shoes. As with the real things, the mounting points for the shoe beams are still in position, with one left empty on each side of the bogies, while the other has gained cabside steps. Sand boxes and sand pipes feature at each corner of the bogies. In turn, the bogies are fitted with darkened spoked metal wheels, while the small details pack contains a set of lifting brackets which can be attached to the bogies on each side – although they will prevent the bogies swivelling in use and are intended mainly for static use.

On test, our review sample wasn't as smooth as we had anticipated initially while under digital control, the coreless mechanism seemingly a little noisy and juddery through the first speed steps. However, following a few CV tweaks and trying several decoder types (we settled for a 21-pin Dapol Imperium) the running characteristics on our sample improved significantly and the model hauled ten BR Mk 1 carriages with ease – even at high speed on our office test track. Lighting functions worked as expected with F0 and F1 illuminating the No. 1 end headcode of our sample and F2 illuminating the No. 2 end headcode. Cab lights at each end can also be turned on or off via a function switch. Two switches underneath the model can turn the headcode and cab lights on or off for those operating on DC only (analogue). 12 printed acrylic headcode panels are supplied with two each depicting 18 (early font style), B6, 92, 95, white blanks and red blanks. These are designed to be slid into place behind the headcode glazing and are a straightforward push fit.

OVERALL

EFE Rail's new 'OO' gauge Class 74 Bo-Bo electro-diesel is an exciting new arrival and fills another important gap for Southern Region modellers of the late 1960s/1970s rail scene. The fact that the model has been produced at all given the limited colour schemes – BR blue with full yellow ends – a class of just ten and a service career of ten years or less is, frankly, outstanding. With plenty of supporting rolling stock – Kernow Model Rail Centre's 4-TC four-car units being a prime example – they are sure to prove popular. (MC)



Five different models – all in BR blue – are available in pre-TOPS and TOPS forms.

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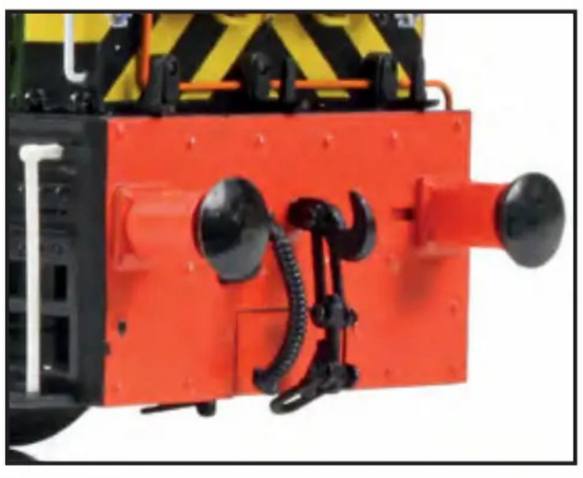


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Rapido's Port of Par 'TWINS' DOCK

FIRST REVIEW

Rapido's charming Port of Par 0-4-0STs have docked and **BEN CHURCH** examines the tiny pair in detail.

THE PORT OF PAR BAGNALL 0-4-0STs are amongst the smallest and most recognisable standard gauge steam locomotives to work in the UK – and were immortalised in the Rev. W. Awdry's Railway Series. Before their book debut, *Alfred* and *Judy* had a strong following and were some of the last steam locomotives to work in Cornwall, their duties ceasing in 1977.

Built specifically for Par Harbour, which could trace its roots back to 1829, locomotives working there had to pass under an 8ft high bridge to gain access to the china clay works and negotiate tight curves throughout the docks. In 1937, the first new locomotive, *Judy*, arrived, constructed by W. G. Bagnall, although it was not named until 1955. The second locomotive, *Alfred*, arrived in 1954, built to the same design but with some minor detail differences. Declining rail traffic and boiler issues led to *Judy* being taken out of service in 1969 and *Alfred* in 1977. Both were preserved and are based at the Bodmin and Wenford Railway, with *Judy* operational and *Alfred* awaiting overhaul.

THE MODEL

Rapido Trains UK revealed plans to produce the pair in late 2023 (HM199), offering two twin packs containing *Alfred* and *Judy* in 1960s era lined dark green and as-preserved lined light green, plus two solo models, modelling *Judy* before naming in dark green and *Alfred* in Port of Par yellow.

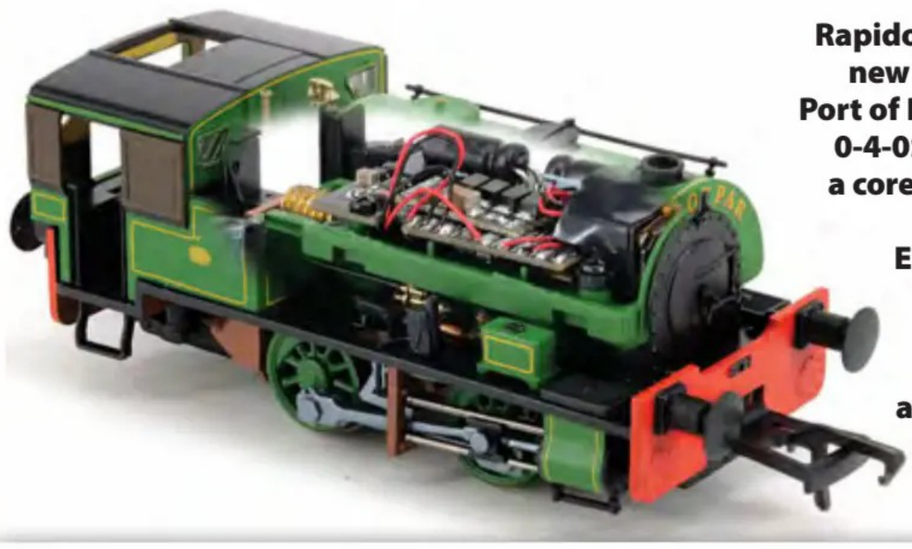
Our lined light green review samples were delivered in a large decorative box with artwork of both locomotives on the cover. Inside is a postcard with artwork by Jonathan Clay, plus an illustrated book by David Nelson-Brown covering the locomotives' history. The book has high-quality colour and monochrome images of the locomotives and the surrounding area. It is an informative and thoroughly enjoyable read – a wonderful inclusion. Supplied with the models is a detail pack – one for each model – containing rear cab shutters, preservation-era vacuum brake ejectors and pipes, coupling hooks, blanking plates for front and rear bufferbeams, cab doors and metal builders' and nameplates.



Rapido Trains UK has delivered its diminutive 'OO' gauge Port of Par Bagnall 0-4-0ST 'Twins', *Alfred* and *Judy*.

Turning our attention to the models, Rapido has replicated the stocky stance of these truly tiny saddle tanks. Weighing in at 82grams each, the pair are as delightful as they are small, with Rapido catering for the minor detail differences between *Alfred* and *Judy*. As *Judy* was built before *Alfred*, there are some subtle detail differences between the two, such as differing coal bunker styles, alterations to the placement of handrails and a filler cap which opens in alternate directions.

Sprung buffers are fitted to the buffer beams and there is provision for a front cosmetic coupling hook – small tension lock couplings are factory-fitted to both ends. The smokebox door



Rapido Trains' all-new 'OO' gauge Port of Par Bagnall 0-4-0ST features a coreless motor, flywheel, E24 decoder interface, stay-alive capability and factory-fitted cube speaker.



The exposed cab interior detail is well-defined and decorated.

TECHNICAL DETAILS	
Manufacturer:	*www.rapidotrains.uk*
Cat No:	968002
Description:	Port of Par Bagnall 0-4-0ST
Builder:	W. G. Bagnall
Region:	Industrial
Gauge:	'OO'
Scale:	4mm:1ft
Length:	78mm (over buffers)
Price:	£279.95 (twin-pack DCC Ready), £499.95 (twin-pack DCC Sound fitted), £139.95 (single DCC Ready), £249.95 (single DCC Sound fitted)
Couplings:	Small tension locks in NEM pockets
DCC:	E24 decoder interface
Speaker:	13mm x 7mm cube
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	First
Motor type:	Coreless
Flywheel:	One
Wheel arrangement:	0-4-0ST
Purpose:	Shunting
Haulage capacity (expected):	Two Mk 1 carriages
Haulage capacity (actual):	Three Mk 1 carriages



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has a separately applied smokebox door dart, along with moulded smokebox straps and rivets, plus a solitary lamp iron. The saddle tank almost completely encases the boiler, with the chimney, filler cap and dome protruding from the top. The tanks differ, with *Judy's* featuring rivets and *Alfred* featuring a flush tank. Fine, separately applied handrails are also fitted to the tank, varying in position depending on the locomotive. On the die-cast running plate are sandboxes, mechanical lubricators and injectors – all well-formed and superbly detailed. Small coal bunkers straddle the firebox, *Alfred's* with curved corners and *Judy's* with straight corners. Detail in this area is rounded out with separately fitted safety valves and a whistle.

On the chassis, the valve gear is well formed. Due to space constraints, not all of the Bagnall-Price valve gear moves as per the prototype, but it has been finely crafted and looks the part. Thin metal slide bars complement the silver connecting and coupling rods, with in-line brake shoes and sandboxes – complete with fine sand pipes – carefully fitted to the chassis. Cab detail is executed well and to the high standards seen with other products from the manufacturer. Controls are finely sculpted, with gauge glasses and a regulator handle fitted to the backhead: copper pipes and dials are also inlaid into the cab and look very effective. The cabs are also fitted with flush-glazed windows, along with fine steps and handrails, and a moulded open cab ventilator.

Livery application is superb, with an even shade of green applied across our review samples, enhanced by thin yellow lining. The models feature a light brown chassis, black running plate, handrails and cab roof, plus dark brown cab sides. Printing of decals is also excellent, with 'Port of Par' proudly emblazoned on the locomotive front ends, with smaller details such as the builder's plate and name crisply applied. *Alfred* also features English China Clay (ECC) ports crests above the nameplates.

PERFORMANCE

Fitting a Digital Command Control (DCC) decoder is made more straightforward thanks to Rapido's step-by-step instructions outlined in the owner's manual. Two screws and four clips hold the saddle tank and cab to the locomotive, which once removed, reveals the E24 decoder socket, coreless motor and flywheel. All models are factory-fitted with a 13mm x 7mm cube speaker and a stay alive capacitor. Both models ran well around our test track on analogue power, with each able to haul three Bachmann BR Mk 1 coaches – impressive haulage for such small locomotives and plenty of power for prototypical shunting duties.

Rapido's Port of Par 'Twins' are delightful and capture the essence of these popular saddle tanks well. Rapido has not compromised on detail, and the models brim with character and presence. They will, we suspect, find settings far from Cornwall to operate in. (BC)

Graham Farish 'V2' HITS THE BULLSEYE!

FIRST REVIEW

Gresley's 'V2' 2-6-2s were versatile mixed-traffic locomotives which lasted right to the end of Eastern Region steam. **BEN CHURCH** examines Graham Farish's latest model of the prototype to see how these popular locomotives have been translated into 'N' gauge.





Left: **Bachmann's all-new Graham Farish 'N' gauge Gresley 'V2' features a coreless motor, flywheel, Next18 DCC decoder socket and factory-fitted cube speaker.**

THE LONDON and North Eastern Region (LNER) 'V2s' were an outstanding mixed traffic design, capable of very nearly matching the power of the larger Gresley 'Pacifics', when required, and hauling fast heavy freight trains across the East of England and Scotland. In 2021, 'OO' gauge modellers were served with Bachmann's outstanding model of the prototype, and the manufacturer is now turning its attention to 'N' gauge to deliver what promises to be the most impressive V2' in this scale to date.

Sir Nigel Gresley's 'V2' 2-6-2s were designed as powerful, fast mixed traffic locomotives, capable of deputising for the larger 'Pacifics' on express passenger duties and hauling heavy express freights. 184 were built at Darlington and Doncaster Works from 1936 to 1944, fitted with Gresley's typical three-cylinder arrangement, utilising Gresley-Holcroft conjugated valve gear on the middle cylinder. They put in many impressive performances and could reach speeds of up to 100mph and haul more than 20 coaches in extremis. They suffered from issues with the cylinder monobloc casting and Gresley swing link suspension fitted to the front pony truck, with 71 locomotives receiving new separate cylinder castings under BR, and all locomotives receiving a new design of pony truck. BR started to dispose of 'V2s' from 1962, with the last of the class withdrawn in 1966 from the Scottish Region.

THE MODEL

Bachmann revealed plans to produce an all-new model of the 'V2' for its Graham Farish range as part of its Autumn 2024 announcements. The original 'N' gauge 'V2' was the first all-new model produced by Bachmann after it acquired the Graham Farish range, but this latest model is entirely new. Five standard releases feature in the initial batch - 4719 and 4843 *King's Own Yorkshire Light Infantry* in LNER lined apple green, 60845 in BR lined black with early crests and 60964 *Durham Light Infantry* and 60847 *St Peter's School* in BR lined green with late crests. An additional exclusive model appears as 4771 *Green Arrow* in present-day LNER lined apple green, available from Locomotion Models.

Our review sample, 60847 *St Peter's School,* impressed straight away, capturing the essence of these powerful 2-6-2s. A full complement of lamp irons is fitted at the front, while the buffer beam is pre-fitted with a vacuum pipe. The BR era smokebox door is faithfully represented with separately fitted smokebox door dart and the smokebox numberplate sitting high, along with a fourth moulded lamp iron above. It also features outside steam pipes, indicating that this locomotive has been fitted with three separate cylinders, rather than the original monobloc. This detail difference has been faithfully modelled, with both styles built into the new tooling suite.

Rivets have been carefully moulded into the smokebox, which is complete with a chimney, superheater headers and snifting valve. Handrails and pipework are neatly fitted to the boiler, complete with moulded washout plugs, 'banjo' dome and rivets.

The running plate features fine Wakefield mechanical lubricators, sandbox filler caps and, on our sample, *St Peter's School* nameplates. An LNER whistle is fitted to the cab, along with a pair of safety valves and a moulded open cab ventilator fitted to the cab roof. Along each side of the wedge-shaped cab, additional, separately fitted handrails are applied, together with flush glazing and wind deflectors. Internal cab detail is exemplary, with controls, gauges and pipework crisply picked out, plus a pair of seats and a separately fitted fall plate.

Livery application is superb, with a rich BR lined green colour scheme and well applied BR late crests, cabside numbers, smokebox number and shed plates. Lining was crisp and sharp throughout.



Above: **Three styles of tender have been tooled, including the LNER 4,200gallon group standard tender fitted to 60847 *St Peter's School*.**

Left: **Bachmann's eagerly awaited 'N' gauge Gresley 'V2' 2-6-2s have arrived.**

PERFORMANCE

Chassis detail excels, with fine metal valve gear and cylinders, complete with representation of the conjugated valve gear's valve spindle link just in front of the piston valves. Metal fluted coupling and connecting rods look superb when in motion, complemented by blackened metal driving wheels. The model is supplied with a pivoting Cartazzi trailing truck, with the entire rear section of the frames able to pivot; while not prototypical, this allows the model to negotiate tighter curves and does not compromise the overall look of the model.

The LNER's 4,200gallon group standard tender is well modelled – available in three styles depending on model - and is fitted with a handbrake and water scoop handle. It is attached to the locomotive via a fixed drawbar. A die-cast metal coal load is fitted, with a water filler cap, a water scoop dome and a large vacuum brake reservoir. The tender frame is well moulded, complete with crisp axle boxes, springs and blackened wheels. On the rear of the tender are steps, lamp irons, handrails, buffers and a vacuum pipe, along with a removable Rapido style coupling, mirrored on the front pony truck.

Fitting a Next18 Digital Command Control (DCC) socket is achieved by removing the tender body, held in place with four screws. Below the PCB, where the decoder socket is situated, is a 15mm x 11mm cube speaker. Performance was excellent straight from the box, with smooth, quiet performance at high and slow speeds. The locomotive has pick-ups on all driving and tender wheels, with the rear pair of driving wheels fitted with traction tyres from the factory. Tractive effort impressed with nine coaches hauled with ease. Also included was a detail pack containing cosmetic coupling hooks, cab doors, cylinder drain cocks, Automatic Warning System guard plate, guard irons and a set of rear driving wheels not fitted with traction tyres.

Bachmann's all-new LNER 'V2' is a benchmark model for 'N' gauge steam, and a wonderful representation of these important Eastern Region locomotives. The 'V2' sits in the upper echelons of ready-to-run 'N' gauge steam models and deserves to be popular. (BC)

TECHNICAL DETAILS

Manufacturer:	*www.bachmann.co.uk*
Cat No:	372-614 (reviewed)
Description:	London and North Eastern Railway 'V2' 2-6-2
Builder:	LNER Darlington and Doncaster Works
Region:	Eastern
Gauge:	'N', 9mm
Scale:	2mm:1ft
Length:	141mm (over buffers)
Price:	£219.95 (DCC Ready), £329.95 (DCC Sound-fitted)
Couplings:	Rapido couplings in NEM pockets
DCC:	Next18 Digital Command Control socket
Speaker:	15mm x 11mm cube
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	One
Wheel arrangement:	2-6-2
Purpose:	Mixed traffic/express passenger
Haulage capacity (expected):	Nine Mk 1 carriages
Haulage capacity (actual):	Nine Mk 1 carriages (maximum tested)

'OO' Rapido 'J52/2'

FIRST REVIEW

Rapido Trains UK's take on the London and North Eastern Railway 'J52/2' has touched down. **BEN CHURCH** investigates this new Eastern Region locomotive for 'OO' gauge.



The distinctive front-end appearance is captured well.

HOT-ON-THE-HEELS of Hornby's recent 'OO' gauge 'J52' (HM219), Rapido Trains UK's 'OO' gauge take on this charming London and North Eastern Railway 0-6-0ST has arrived, focusing instead on the 'J52/2s', the original unconverted members of the class.

Initially, the class was known as 'J13' and was built by the Great Northern Railway (GNR). 85 locomotives were outshopped from Doncaster Works, Robert Stephenson & Co. and Sharp, Stewart & Co. from 1897 and were used for shunting duties across the GNR's network. The class drew heavily from the preceding 'J14s' with some of these locomotives rebuilt as 'J52s'. When the LNER was formed in 1923, the original locomotives were classified as 'J52/2' with the rebuilt locomotives designated 'J52/1'. Withdrawals began in the 1930s, but the Second World War stopped any further locomotives from being taken out of service. British Railways' (BR) widespread adoption of diesel shunters spelt the end and they were gone by 1961, with one saved for preservation.

THE MODEL

12 all-new 'OO' gauge models form the initial line-up of standard models, covering GNR green and grey, LNER lined black, LNER black, wartime black, BR black, BR lined black and 1960s' GNR green, as carried by 1247. This is joined by two exclusives - 68845 in BR Doncaster Works black for Rails of Sheffield and 1247 in its present-day as-preserved GNR lined green for Locomotion Models.

For assessment, we received 1228 in LNER lined black. The model is supplied with a comprehensive instruction manual and accessories, including cosmetic hooks, three-link couplings, plus a long and short shovel and a fire iron.

Straight out of the box, the model impresses and mimics the shape of the prototype superbly. Detail at the front of the model is excellent, with neatly fitted lamp irons, vacuum pipe, smokebox door dart and handrails. Our sample was fitted with sprung parallel buffers, but tapered buffers are catered for on other variants. The smokebox door is complete with neatly picked out rivets around its circumference, while a tall chimney sits atop the smokebox.

Our review sample was fitted with a cast lipped chimney, with a stovepipe chimney also tooled for. Encouragingly, the chassis and boiler are constructed from die-cast metal, with the model weighing a hefty 222grams. Below the bottom of the boiler barrel is a non-working representation of the inside motion, picked out in bright red. Along the running plate wheel splashers, handrails and spare lamp irons are present and correct, along with a pair of injectors – one on each side - tucked away under the water tank. Fine handrails, a well-formed filler cap and tall steam dome adorn the tank. A shorter steam dome has also been tooled for select models. A small 'teapot' whistle is fitted to the front of the cab, with a pair of safety valves encased in a decorative bonnet.



The cab interior has brightly coloured controls, pipework and dials, all observable through the large side windows. On the cab rear is a handbrake wheel, plus toolboxes and coal bunker door. This coal bunker is offered with closed or open coal rails - or none at all - and is pre-fitted with a moulded coal load. Flush-glazed windows are fitted to the front and rear of the cab; the rear pair with thin vertical bars.

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Above: **Rapido's all-new 'OO' gauge LNER 'J52/2' 0-6-0STs are available now.**

Left: **Detailing includes rivet heads, neatly moulded pipework, separately applied handrails and lamp irons, fine lining and exquisite cab interior.**

TECHNICAL DETAILS	
Manufacturer:	*www.rapidotrains.co.uk*
Cat No:	958003
Description:	GNR 'J13'/LNER 'J52/2' 0-6-0ST
Builder:	Doncaster Works, Robert Stephenson & Co. and Sharp, Stewart & Co.
Region:	Eastern
Gauge:	'OO'
Scale:	4mm:1ft
Length:	123mm (over buffers)
Price:	£164.95 (DCC Ready), £279.95 (DCC sound fitted)
Couplings:	Small tension locks in NEM pockets
DCC:	Next18 decoder socket
Speaker:	18mm x 13mm cube
Exterior lights:	None
Interior lights:	Firebox glow
Minimum curve radius:	Second
Motor type:	Five pole
Flywheel:	One
Wheel arrangement:	0-6-0ST
Purpose:	Shunting/goods
Haulage capacity (expected):	Five Mk 1 carriages
Haulage capacity (actual):	Eight Mk 1 carriages

Underframe detail is comprehensive, with guard irons, sandboxes and sand pipes, steps, brake rigging and inline brake shoes all factory-fitted. Wheels and coupling rods are neatly finished, the coupling rods having a particularly weighty appearance.

Complementing the excellent detailing is a wonderful application of the LNER's stylish lined black, with an even sheen of black applied across the model, contrasted by a slightly matt smokebox. Lining is crisp in all instances, with the L&NER text and locomotive number displayed on the side of the water tank.

PERFORMANCE

Fitting the 'J52/2' with a Digital Command Control (DCC) decoder is straightforward, with four screws holding the body to the chassis. Once removed, the model's Next18 DCC socket can be seen, along with factory-fitted stay alive capacitors, 18mm x 13mm cube speaker and a five-pole motor and flywheel. Haulage was impressive, with the model able to handle eight 'OO' Bachmann Mk 1 coaches with ease, and smooth, near-silent running at high and low speeds. The factory-fitted stay alive provided more than five seconds of power, with our sample able to negotiate points at high and slow speeds without cutting out on DCC.

Rapido's all-new LNER 'J52/2' is a faithful and highly competent model of these versatile 0-6-0STs, complete with a myriad of detail variations, superb performance and construction. Excellent and arriving with retailers now. (BC)

Rapido Trains' newly-tooled 'OO' gauge LNER 'J52/2' features a Next18 DCC decoder socket, stay alive capacitors, factory-fitted cube speaker, die-cast running plate and side tanks.

Hornby's new 'TT:120'

CLASS 37 DEBUTS

Hornby's 'TT:120' Class 37s arrived in stock at the end of 2025. **BEN CHURCH** examines Hornby's new model of the popular prototype.



The front-end appearance captures the look of the Class 37/7 well and includes flush-glazed cab windows, high-intensity headlights and separately fitted lamp irons.

THE English Electric Type 3s – better known as the Class 37s – have an evergreen appeal and more than 60 years after the first was built still run on the national network. Their chunky looks and distinctive sounds are popular with enthusiasts and modellers alike. And now, Hornby has produced these machines in TT:120 scale.

309 of the mixed-traffic Class 37s were built from 1960 to 1965 and were initially deployed on British Rail's Eastern Region. Since then, they have operated across almost the whole of the UK on passenger and freight trains. Rebuilds and refurbishments have ensured long lives for those running today, which are mainly used on rolling stock moves, departmental duties and charter trains. They are operated by Colas Rail, LORAM, HNRC Swietelsky, Locomotive Services Limited, West Coast Railways and Network Rail, with many others on heritage railways.

THE MODEL

Initially, Hornby revealed three models appearing as D6700 (Cat No: TT3037M) in BR green, 37408 *Loch Rannoch* in BR large logo blue (TT3035M) and 37704 in English Welsh & Scottish Railway (EW&S) maroon and gold. A fourth model was revealed in October 2025 as 37068 in BR blue (TT3057M). For review we received an example of 37704 in EW&S maroon and gold.

Initial impressions of 37704 are very good, with the basic shape of the Type 3s well represented. Our sample models one of the heavyweight Class 37/7s, refurbished in the 1980s for freight work and with extra weight added to improve tractive effort. Our sample also features a rebuilt front end, which has had the split headcode boxes removed and replaced with two marker lights – the model retains the centre high intensity headlight, which has been carefully moulded into the front. The cab has clear flush-glazed windows and an excellent representation of the Class 37's cab interior, complete with a pair of seats and driver's control desk. At

FIRST REVIEW





The HM7000 Triplex Sound fitted (TXS) 'TT:120' Class 37 specification includes a five-pole motor, factory-fitted cube speaker, Next18 DCC decoder socket (with TXS decoder), illuminated detailed cab interior and directional lighting.



Hornby's newly tooled 'TT:120' scale Class 37 Co-Co diesel is now available.

TECHNICAL DETAILS

Manufacturer:	*www.hornby.com*
Cat No:	TT3037TXSM
Description:	English Electric Type 3/ Class 37 Co-Co diesel-electric locomotive
Builder:	English Electric, Robert Stephenson and Hawthorn
Region:	Midland, Eastern, Western, Scottish
Gauge:	'TT:120', 12mm
Scale:	2.54mm:1ft
Length:	157mm (over buffers)
Price:	£159.99 (DCC Ready), £214.99 (DCC Sound fitted)
Couplings:	'TT:120' couplings in NEM pockets
DCC:	Next18 decoder socket
Speaker:	15mm x 11mm cube
Exterior lights:	Controllable directional head and tail lamps
Interior lights:	Cab lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Twin flywheels
Wheel arrangement:	Co-Co
Purpose:	Mixed traffic
Haulage capacity (expected):	Ten Mk 1 carriages
Haulage capacity (actual):	Ten Mk 1 carriages (maximum tested)



First to arrive was 37704 in EW&S maroon and gold. Further examples were set to arrive imminently.

the No. 1 end are the large radiator fan and side grilles; the roof radiator fan is seated behind a fine grille. Roof hatches are crisply moulded, along with the exhaust ports and a plated boiler port. Bodyside grilles are present and correct, along with a small side window near the No. 2 cab end.

On the chassis, the fabricated bogie frames are neatly moulded, with well-defined springs, axle boxes, cab footsteps, in-line brake shoes and a separately fitted speedometer. The fuel tanks are die-cast, helping the model weigh a respectable 174grams.

Decoration was up to Hornby's usual high standard on our sample, with the EWS livery expertly applied, enhanced by a crisp orange cantrail stripe and sharply defined yellow band across the lower side of the locomotive body. Small, printed details such as overhead electric warning flashes and TOPs data panels were also crisp and legible.

PERFORMANCE

Removing the body is straightforward, with a dedicated removal tool supplied with the model. Simply insert it between the fuel tanks and the body will make an audible click. After this, the shell can be lifted off the chassis, revealing – on our sample – the Next18 DCC TXS sound-decoder and 15mm x 11mm cube speaker. Our sample ran faultlessly out of the box, hauling ten Hornby Mk 1 coaches with ease, providing smooth and quiet performance at all speeds during the tests. Sounds were crisp and clear, with the DCC decoder pre-installed with Hornby's Class 37 sound profile.

OVERALL

Hornby's Class 37 is a benchmark model for 'TT:120' with excellent detailing matched to equally impressive performance. Popular, versatile and adaptable, we are sure this will be a mainstay in the manufacturer's range for many years to come. (BC)

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BR black 'TT'

'TERRIER' TOUCHES DOWN

- **Gauge:** 'TT:120'
- **Price:** £159.99
- **Cat No:** TT3040M
- **Site:** *www.hornby.com*
- **DCC:** 6-pin decoder socket
- **Era:** 4

Hornby has released the third model from its initial batch of all-new 'TT:120' LBSCR 'Terrier' 0-6-0Ts, finished as 'A1X' 32655 in BR lined black with early crests.



HORNBY'S 'TT:120' London Brighton & South Coast Railway (LBSCR) 'Terrier' 0-6-0Ts gain BR lined black for the latest release, with this new model presented as 32655 with early crests.

32655 is more commonly known as *Stepney* and was built at Brighton Works in 1875 and rebuilt to 'A1X' condition in 1912. *Stepney* was withdrawn by BR in May 1960 and was the first standard gauge locomotive to arrive at the Bluebell Railway. It last operated in 2014 and is on static display.

As with the initial all-new 'Terrier' arrivals (HM222), this latest model is consistent with the extremely fine detailing seen with its predecessors. 32655 is presented as an 'A1X' 0-6-0T and correctly features a larger boiler, longer smokebox and the absence of smokebox wing plates, condensing pipe, and front sandboxes fitted to the running plate.

The model is adorned with a superb selection of separately applied items such as lamp irons, smokebox door dart, handrails and clack valves. Again, the model is mainly constructed of die-cast metal. Cab detail is superb, with the model fitted with flush-glazed porthole windows and fine coal rails. Underneath are pre-fitted sandpipes, brake rigging and metal in-line brake shoes.

Decoration is excellent, with the front smokebox numberplate crisply printed and BR grey, straw and red lining equally well applied. The 'cycling lion' crests are superbly applied, while an even black finish across the model, enhanced by the model's die-cast construction, gives the paint a subtle sheen.

Hornby's BR black 'Terrier' maintains the superb detailing of earlier releases and will be a welcome addition to BR era 'TT:120' modellers' fleets. (BC)

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Decoration is superb throughout with an evenly applied BR black paint finish and crisp grey, straw and red lining.

50016 *Barham* sails in!

- **Gauge:** 'TT:120' • **Price:** £167.99
- **Cat No:** TT3041M • **Site:** *www.hornby.com*
- **DCC:** Next18 decoder socket • **Era:** 7



50016 *Barham* is presented in early 1980s pre-refurbishment condition.

HORNBY'S next wave of Class 50s for 'TT:120' has landed, presented here as 50016 *Barham* in BR blue.

Built as D416 in 1968, the locomotive was named *Barham* in 1978. It was refurbished by BR and ran until 1990 when it was withdrawn and subsequently scrapped. Hornby's new model represents the model in pre-1980s refurbishment condition.

Announced in the summer of 2025 alongside refurbished Class 50 50035 *Ark Royal*, *Barham* shares the same specification as Hornby's previously released 'TT:120' Class 50s (HM206).

Detail impresses, with the model's front end capturing the look of a pre-refurbishment Class 50 well, with no high-intensity headlight, separately fitted multiple working equipment, lamp irons, handrails, buffer steps and windscreen wipers. The model is fitted with 'domino' headcodes, together with the distinct roof cutout correctly present at the No. 2 end.

BR's corporate blue is well applied, with crisp yellow ends. Nameplates, cabside 'double arrows' and TOPs number are neat and crisp. The model is supplied with a full complement of buffer beam pipework for both ends, plus two miniature snowploughs and etched metal nameplates.

Another excellent release of a popular prototype, in stock with Hornby 'TT:120' stockists now (BC).

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Hornby's latest 'TT:120' scale Class 50 Co-Co diesel models 50016 *Barham* in BR blue.



Breathtaking Bardon HOPPERS

FIRST REVIEW

- **Gauge:** 'OO'
- **Price:** £45 (single), £135 (triple)
- **Cat No:** CM_JG010B(BHQ)TP(A)/CM_JG010B(BA)TP(A)/ CM_JG010B(MU)TP(A)
- **Site:** *www.cavalexmodels.com*
- **Era:** 8-11

CAVALEX MODELS' 'OO' gauge PHA/JGA bogie hopper wagons touched down recently and appear well suited for Class 56 and Class 60 haulage.

Built in the 1990s for Bardon Hill Quarries by WH Davis of Shirebrook, the wagons carry aggregates across the UK. Initially delivered in a striking dark green and bright yellow livery, a merger with Camas Aggregates saw the wagons given an equally bright Aggregates Industries white and blue livery.

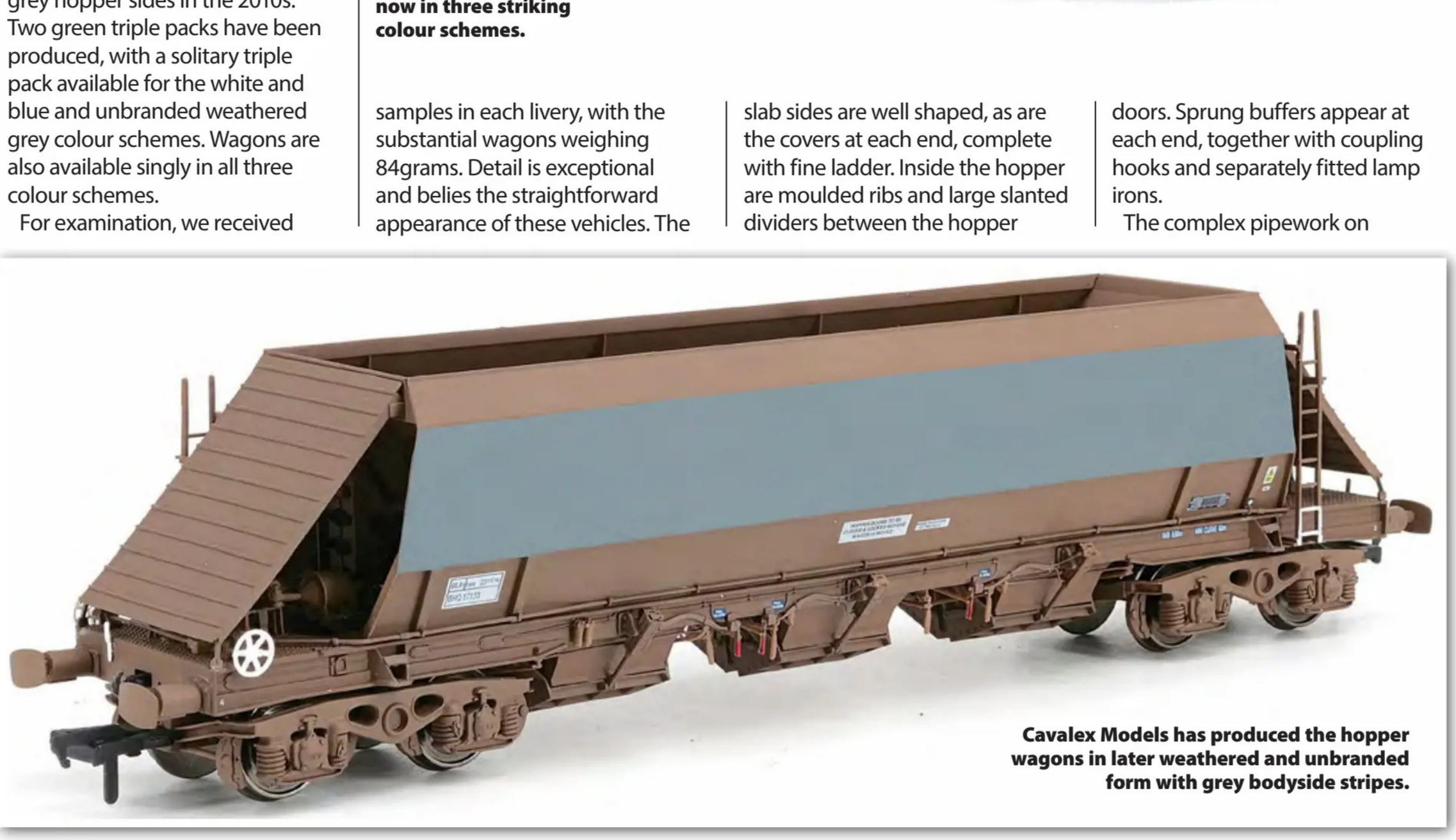
Cavalex has produced both colour schemes as part of the initial batch, along with a selection of unbranded wagons which received grey hopper sides in the 2010s. Two green triple packs have been produced, with a solitary triple pack available for the white and blue and unbranded weathered grey colour schemes. Wagons are also available singly in all three colour schemes.

For examination, we received samples in each livery, with the substantial wagons weighing 84grams. Detail is exceptional and belies the straightforward appearance of these vehicles. The slab sides are well shaped, as are the covers at each end, complete with fine ladder. Inside the hopper are moulded ribs and large slanted dividers between the hopper doors. Sprung buffers appear at each end, together with coupling hooks and separately fitted lamp irons.

The complex pipework on



Cavalex Models newly-tooled 'OO' gauge PHA/ JGA bogie hopper wagons are available now in three striking colour schemes.



Cavalex Models has produced the hopper wagons in later weathered and unbranded form with grey bodyside stripes.



The eye-catching white and blue scheme appeared following a merger with Camas Aggregates.

the underframe is well done, including the distinctive cylinders. A handbrake wheel completes this area of the model. Each of the three hopper doors has been beautifully crafted, all sporting the associated hopper door release mechanism with fine separately applied pipes and cables connecting to low-level manual hopper door handles.

Each wagon rides on substantial cast Y25 bogies which feature moulded springs, axle boxes, and neat brake shoe detail. Both bogies are pre-fitted with narrow tension lock couplings secured into moulded non-removable NEM coupling pockets.



Detailing for the underside hopper door mechanisms is superbly modelled.

Livery application meets the high standards of detail, with all three liveries superbly applied to our samples. Both of the early and late Bardon liveries are striking and stand out from the crowd. Colours are bright, with the green and white applied evenly across the top half of the wagon. This is contrasted by the bright yellow or blue applied to the wagon underframe, buffers and bogies, giving these wagons an outstanding appearance. Our unbranded samples featured a grey bodyside applied to the wagons in the 2010s, leaving the rest of the bodyside and chassis a workstained brown colour, which has been faithfully recreated by Cavalex.

On test, each of our samples performed well, negotiating points with ease and proving free running.

Cavalex Models' range of Bardon PHA/JGA hopper wagons is wonderful, with excellent detail, and an extremely high standard of decoration. Excellent and available now. (BC)



Decoration and detailing is excellent throughout, with finely printed labels and exquisitely fine conduit and levers.

FIRST REVIEW

Magical miniature 'MINKS'

RAPIDO'S all-new 'N' gauge Great Western Railway 'Iron Mink' vans are now available, the first time these versatile wagons have been produced for 2mm scale.

The GWR's 'Iron Mink' wagons featured metal wagon bodies due to wood shortages at the time of construction. Standardised 'Iron Minks' were built from 1888 to 1901, with more than 4,000 produced. Due to their metal construction, they were used for transporting explosives in wartime, receiving plated ventilators in the process. Rapido's all-new 'N' gauge 'Iron Mink' models the GWR Diagram V6 design.

These delightful new additions are primarily available in triple packs, appearing in GWR grey with early and inter-war letterings available, plus GWR and Southern Railway wartime black, wartime blue and BR grey. Several fictional colour schemes also appear, including London Midland & Scottish Railway grey, as well as packs with a mixture of wagons



Several colour schemes are available including GWR wartime black.

Peco Ffestiniog Railway 'OO9' slate wagons

- **Gauge:** 'OO9'
- **Price:** £47.20
- **Cat No:** GR322, GR323 (reviewed)
- **Site:** *www.peco-uk.com*
- **Era:** 2-11



Peco's latest 'OO9' Ffestiniog Railway narrow-gauge slate wagons are now available in red or grey.

PECO'S ready-to-run Ffestiniog Railway 2ton slate wagons have returned for 'OO9' modellers, an essential part of the North Wales narrow-gauge scene.

Used extensively on the Ffestiniog Railway in North Wales, which runs from Blaenau Ffestiniog to Porthmadog, these slate wagons were used to convey slate down through what is now the Snowdonia National Park to the harbour town, where the slate was loaded onto ships for distribution and export.



New from Rapido Trains UK are these Great Western Railway 'Iron Mink' vans.

- **Gauge:** 'N' gauge
- **Price:** £24.95 (single), £69.95 (triple packs)
- **Cat No:** 961003 (GWR wartime black), 961012 (G. Fawkes)
- **Site:** *www.rapidotrains.co.uk*
- **Era:** 3

in Scottish, Northern England and Welsh railway companies' liveries. A triple pack with a mixture of cement company liveries also appears. A final wagon is available singly in fictional G. Fawkes livery. For assessment, we received a triple pack in GWR wartime black, plus a G. Fawkes van.

First impressions are excellent, with the wagons capturing the metal-bodied look of the prototype well and weighing 6grams. The metal sides are well represented with neatly picked out rivets surrounding each metal panel, braced by vertical supporting stanchions. In the centre are metal doors, which can be of wooden construction on appropriate models. At each end are more rivets and plated ventilators, correct for our gunpowder vans; these can appear open on non-gunpowder vans. A curved roof has three strips of carefully moulded rivets.

Below, the chassis is well detailed, with crisply moulded axle boxes, springs, intricate brake linkage, in-line brake shoes and non-sprung buffers feature at each end. Spoked metal wheels and NEM Rapido style couplings complete the package.

Decoration is to Rapido's usual high standards, with even application of the black livery. Printed decals are crisply applied, with legible lettering.

Our G. Fawkes wagon also featured white embellishments to the wheels, plus a white roof and large text, which was intricately detailed.



Fictional colour schemes have also been produced, including this novel G. Fawkes example.

Rapido's new 'N' gauge 'Iron Minks' are superbly turned out wagons, with good detail presented in a robust package. Versatile and long-lived, we can see these making appearances across many Western Region-themed layouts. (BC)

These latest 'OO9' slate wagons are available in unbraked and braked forms, with our packs containing one braked and two non-braked wagons in red and grey. The manufacturer has captured the open-framed look of these wagons well, with a neat box frame extending from the chassis. A hollow removable slate load is supplied with each wagon – useful for discreetly adding additional weight to each wagon. Along the side of the solebar is neatly riveted detail, together with well moulded axle boxes and springs; braked wagons additionally feature a handbrake lever on one side. Models are fitted with metal-tyred wheels plus removable hook-and-loop couplings in NEM pockets. Two conventional NEM 'OO9' couplings are also supplied.



Each of the wagons is individually numbered and feature metal-tyred wheels.



Four new triple wagon packs have been released, with each wagon featuring a removable slate load.

Decoration is good, with our samples featuring an overall grey or red colour scheme, complemented by neatly printed wagon numbers.

A straightforward series of wagons which will look the part in long formations behind Peco's 'Small/Large England' 0-4-0STTs and the raft of other narrow-gauge locomotives available. (BC)

FIRST REVIEW

Accurascale NER COAL HOPPERS

ACCURASCALE'S North Eastern Railway 20ton hopper wagons touched down in late 2025 joining the ranks of the manufacturer's Powering Britain range and is the first time these hoppers have ever been modelled in 'OO' gauge ready-to-run form.

Built by the NER from 1902 to convey coal, a huge number of these wagons were built, spanning several sub-types. They operated across the North East, with some lasting into British Railways service and others having second lives with private operators. Some have been preserved.

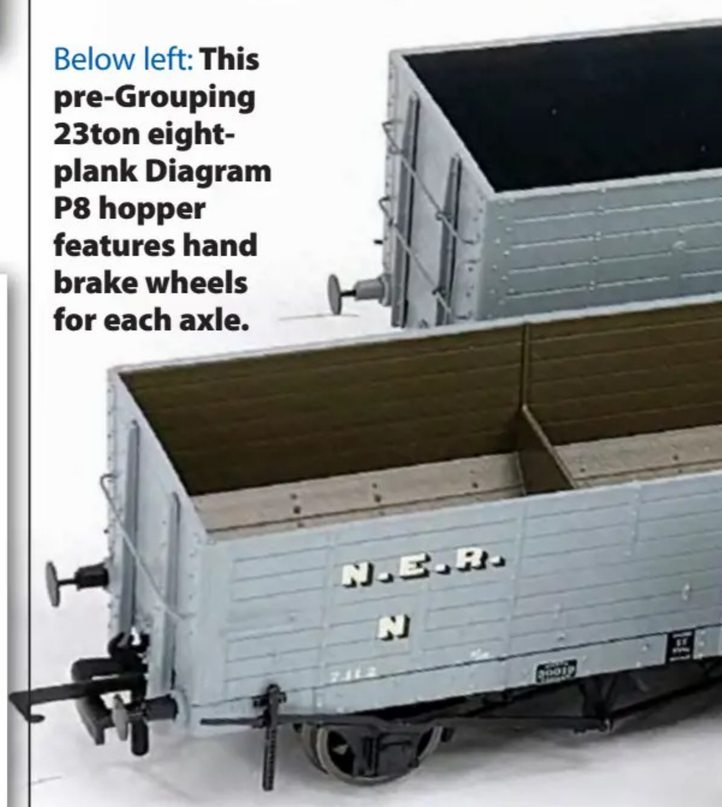
Accurascale's all-new tooling covers diagrams P6, P7, P8 and Q3, with alternate body styles and axle boxes also available. For assessment, we received eight triple packs. In total, 17 three-wagon packs have been produced, covering NER, London and North Eastern Railway (LNER) and BR grey. Industrial and private owner wagons are also available, as well as British Steel and National Coal Board liveries.

Detail on our samples was excellent across the board, with crisp moulded sides replicating the wooden planks and metal support stanchions. Separately fitted handrails are also carefully applied. Separately applied supporting



Right: **Accurascale has delivered its eagerly awaited all-new 'OO' gauge NER 20ton hopper wagons.**

Below left: **This pre-Grouping 23ton eight-plank Diagram P8 hopper features hand brake wheels for each axle.**





Impressive detailing abounds inside, as well as outside, on these delightful new 'OO' gauge releases.

'OO' Metro-Vick Co-Bos return

HELJAN'S Metropolitan-Vickers Type 2/ Class 28s return for 'OO' gauge and are now part of Rails of Sheffield's exclusive range of products.

Built as the Metropolitan-Vickers Type 2, these unusual locomotives were built from 1958 and featured a three-axle bogie at one end and a two-axle bogie at the other. Allocated to the Midland Region, the design's unreliability led to all locomotives being withdrawn by 1968.

Rails of Sheffield revealed the Class 28s in early 2024, the new models featuring enhanced livery application and, for the first time, factory-fitted Digital Command Control (DCC) sound options.

Detail matches the initial wave of models with flush glazing, separately applied handrails and lamp irons and the ability to fit four headcode discs to each of the four headlights on the locomotive's front end. Crisp moulded grilles on the sides are complemented by a good selection of separately fitted underframe details. Models are supplied with an accessory pack containing open and closed headcode discs, bogie footsteps, cab door handrails, horns and buffer beam detailing.

Livery application was good on our sound-fitted review samples of D5703 in BR green with small yellow warning panels (Cat No. 28173) and D5701 in BR blue (28053), with crisp lines where the yellow ends meet the green or blue. Our BR green sample featured white highlights to the side grilles, small yellow panels, plus a neatly applied bodyside stripe, while our BR blue example featured full yellow ends and a carefully applied 'double arrow' in the centre of the body.

All models are supplied with twin 15mm x 11mm cube speakers, with clear sound reproduction at a good





Five different identities have been produced, with DCC Ready and DCC sound fitted options. This is D5703 in pristine BR green with small yellow warning panels.

- **Gauge:** 'OO'
- **Price:** £84.95
- **Cat No:** ACC2819/23/24/25/29/30/32/33
- **Site:** *www.accurascale.com*
- **Era:** 2-5

Below: **Differences between vehicles have been incorporated within the tooling suite, including corner step and braking arrangement, end stanchions and axle boxes.**



stanchions and handrails feature at each end along with sprung metal buffers and coupling hooks. The interior of the wagon has been faithfully replicated with internal dividers and hopper door detail.

Underneath, axle boxes and springs are crisp, complemented by fine brake rigging modelled in full relief. In-line brake shoes are fitted as standard, and the hopper door and associated release mechanism are meticulously crafted. Thanks to the die-cast metal chassis, each wagon weighs in at an impressive 42grams. Each wagon triple pack is supplied with six three-link couplings which can be attached to the pre-fitted coupling hook and the turned metal wheels run in metal bearing cups.

Livery application on all of our samples was excellent, with crisp, accurate colours, and a very high standard of printed detail.

Accurascale's NER hoppers are a superb representation of this unassuming but important wagon, produced to the manufacturer's usual exacting standards. Sure to blend seamlessly into steam era layouts, these wagons were arriving with Accurascale stockists as this issue closed for press. (BC)

- **Gauge:** 'OO'
- **Price:** £199.95 (£219.95) DCC Ready, £329.95 (£349.95) DCC sound fitted (weathered prices in brackets)
- **Cat No:** 28173, 28053 (reviewed)
- **Site:** *www.railsofsheffield.com*
- **DCC:** 21-pin decoder socket
- **Era:** 6

Heljan's latest batch of 'OO' gauge Metropolitan-Vickers Type 2 (Class 28) Co-Bos are now available exclusively from Rails of Sheffield.



volume. The factory-fitted Olivia's Trains sound profile has a wealth of sound functions from internal switches to two-tone horns, flange squeal, compressor and drive hold. Models can also work in multiple, with some CV changes needed to enable this. Doing so also, correctly, disables directional lights at the inner ends of the two locomotives.

It is good to see Heljan's Class 28s return in 4mm scale, with the upgraded DCC sound package welcome. These models are in stock now and exclusively available from Rails of Sheffield. (BC)

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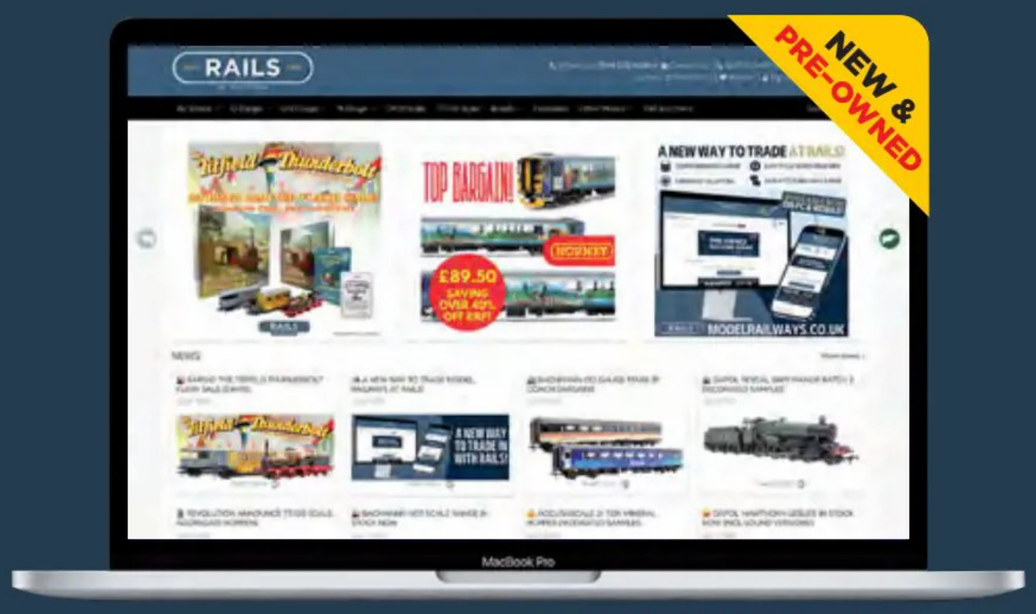
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R. Smalley ★★★★★

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D. Ager ★★★★★

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D. ★★★★★

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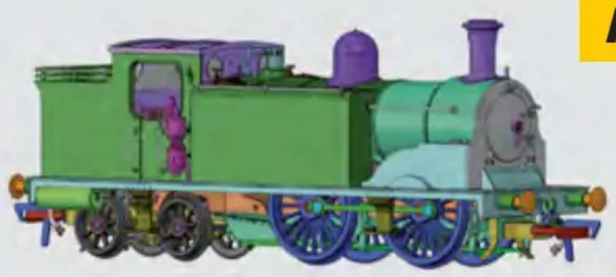


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NEW NEW YEAR, LAYOUT

If you're looking for inspiration to start railway modelling, or simply to kick off with a new project, **PAUL LUNN** presents a selection of plans and ideas to get you started.



A good starting point for any new layout project is where to house it, such as a spare room, loft space or in a shed or garage.

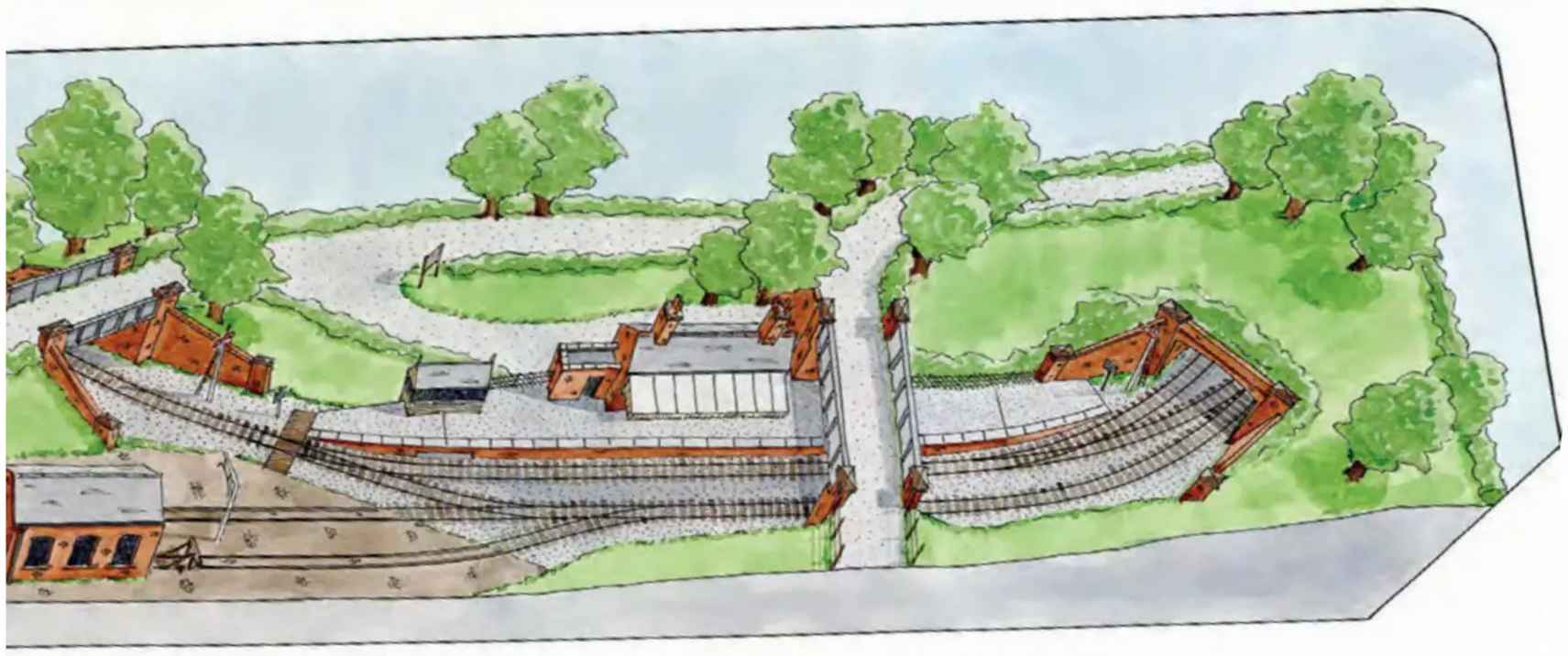
WINTER AND SPRING ARE traditionally the most important modelling time of the year, and Christmas and the New Year are when things really hot up. Presents have been bought and given, money exchanges hands and we, as modellers, thankfully receive those things we've been eyeing up and often hinting at for some time. That impetus encourages many of us to build again, move up in complexity, start for the very first time or return after a long period of absence.

Wherever you're at, I think most of us are looking for inspiration, whether making a track mat trainset look more realistic, modelling a real place, changing scales and so on. We each have our own levels of experience, skill and resources and when I undertake my layout planning and design clinics everyone wants more than they can have - myself included!

Of course, the big obstacle is location, recognising that it needs to have sufficient space for our grand scheme, balanced temperature, easy access and, for me at least, is never too far away from the next cuppa!

In this feature, I want to show what's possible on a traditional 6ft x 4ft baseboard with a dash of realism whilst still using fixed geometry track, going slightly larger with a mix of set track and flexible track, larger still using all flexible track, and finally, the largest of all four schemes - a rigid geometry track arrangement using Hornby components, for intensive passenger operation.

AMONGST THE HILLS - MAKING THE MOST OF A TRADITIONAL 6FT X 4FT BASEBOARD



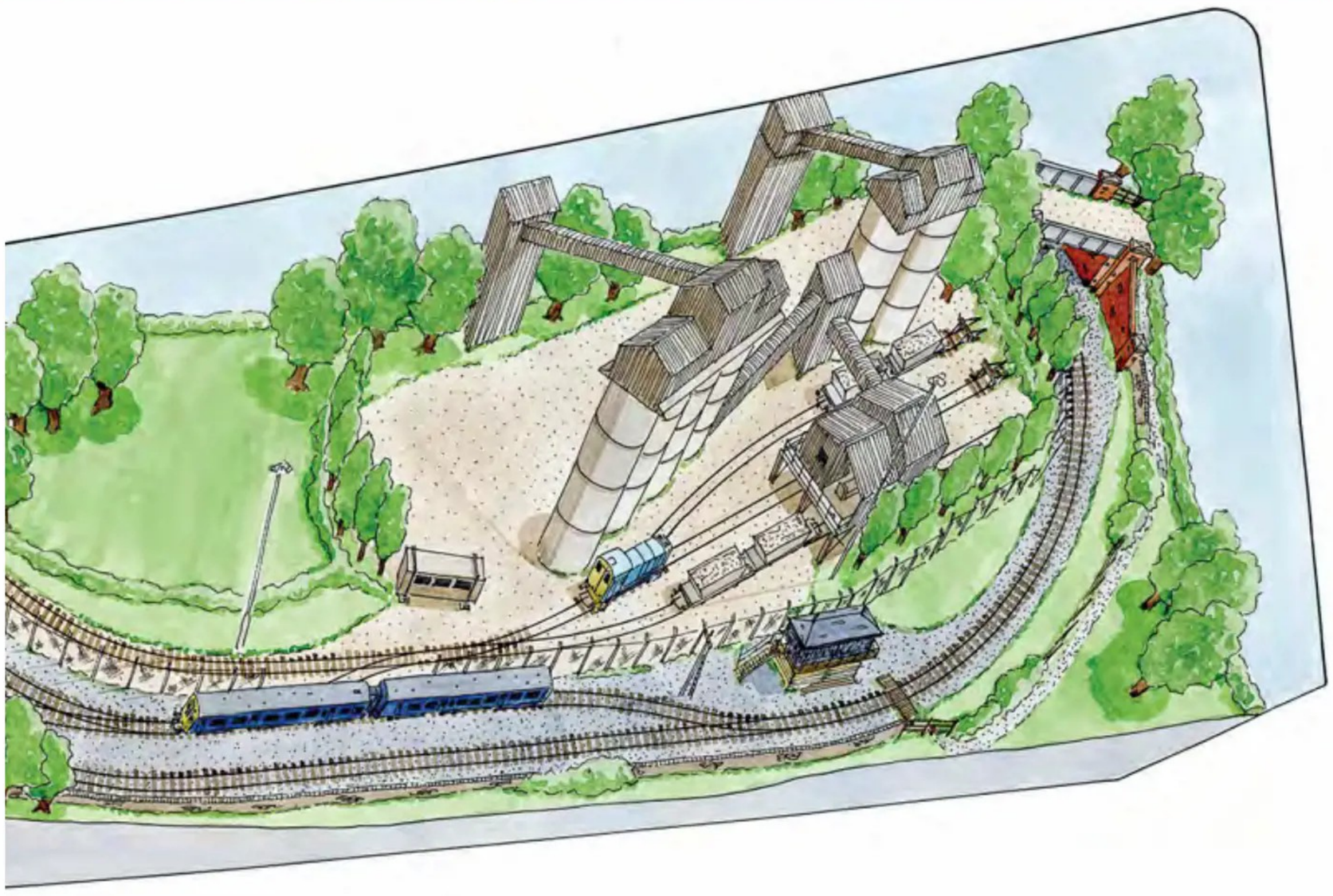
THE BASEBOARD is roughly divided into two parts with a slightly diagonal double sided backscene. It uses a minimum amount of set track to represent a partly single-track branch with passing loops and is designed to be operated by two people, one for each side. I've avoided having all the sidings in the centre of the layout and overall have strived for greater authentic realism. Scenically, I have suggested using much ready-to-plant equipment, although several items need modification or using raw or scrap materials by way of an introduction to scratchbuilding. Hills are a much easier proposition than dropping part of the baseboard for a river, canal or roadway. In terms of time and money, layout building could be staged by completing one side first and only having a through line with any relevant key points on the opposite side.

SCENIC INVENTORY - STATION SCENE

Goods shed: Could upgrade an existing Hornby product or use a reduced length part of the Metcalfe PO336 Settle and Carlisle stone version.
Bridges: Wills SS57 vari-girder and SS64 abutments and wing walls. Adjust latter to suit location for clearance of stock.
Trees/hedges: Heki or Gaugemaster.
Buffer stops: Two Peco SL-40 items.
Loading gauge: Modelscene 5038 - bury the base into the ground and weather the white plastic finish.
Goods yard: Metcalfe MOO50 - build up to rail height and infill tracks allowing for wheel flange clearance, weather in different patches and add spasmodic weed growth.
Foot crossing: Wills SSMP201 - allow for wheel flanges between running rails.
Starter signal: Hornby R171 - bury base and weather the post.
Station platform: Hornby R464 and R465 items, as required. Fill canopy column holes, tone down all surfaces, especially the white edging and cut an oblong hole in the edge to line up with the signalbox.
Crossing sign: Modelscene 5052, cover with appropriate railway sign.
Platform mounted signal box: Wills SS29, add station name and assemble kit with the door at the station building end and add finials to the roof.
Station building: Gaugemaster Fordhampton station GM401, although it might be worth changing to a reduced length part of the Metcalfe Settle and Carlisle station, PO333.
Station entrance sign: Modelscene 5039 or 5040, cut down in size with added station name.
Fencing: Ratio 427, suitably weathered.
Fencing near main bridge: Wills SS57 vari-girder, SSMP226 or 227, with scratchbuilt capstones, all custom built to fit over double track and station platform.
Tunnel entrance: May need custom making to provide clearance for overhanging rolling stock when vehicles are going around the curve.
Backscene: Scale Model Scenery, cloud only.

INDUSTRIAL SCENE

THE DESIGN takes its inspiration from parts of the Grassington branch in Yorkshire - especially the aggregates Works at Swinden. Set in the heart of ex-Midland Railway territory, some buildings will reflect that ancestry and can be operated in either late steam or diesel periods. For the former that would include Ivatt 2-6-0s, '3F' 0-6-0Ts, Fowler '4Fs', BR '4MTs', 'Crabs' and possibly a Class 101 DMU in green livery. For the latter, Classes 25, 31 and 37 would be ideal. Additionally, around this time the Works had a Ruston & Hornsby shunter and classes 08/11/12 on the books. Freight wagons for steam days would have included 21ton hoppers, 16ton minerals, 12ton ventilated vans, 24ton ore wagons and for the diesel era, 21ton hoppers, 16ton minerals and PGAs.



SCENIC INVENTORY - INDUSTRIAL SCENE

Bridges: Wills SS57 vari-girder and SS64 abutments and wing walls. Adjust latter to suit location for clearance of stock.

Trees/hedges: Heki and/or Gaugemaster.

Security fence: Ratio 436 - bed into baseboard and 'vandalise' the odd panel.

Arc lamps: Eckon EL8 - bury bases. Real lighting provides a contrasting scene for nighttime operation.

Portable building: Scale Model Scenery.

Hoppers: Homemade from covered crisp tubes.

Loading chute: Plastruct girders and Wills corrugated sheet.

Signal: Hornby R171 - bury base and weather post.

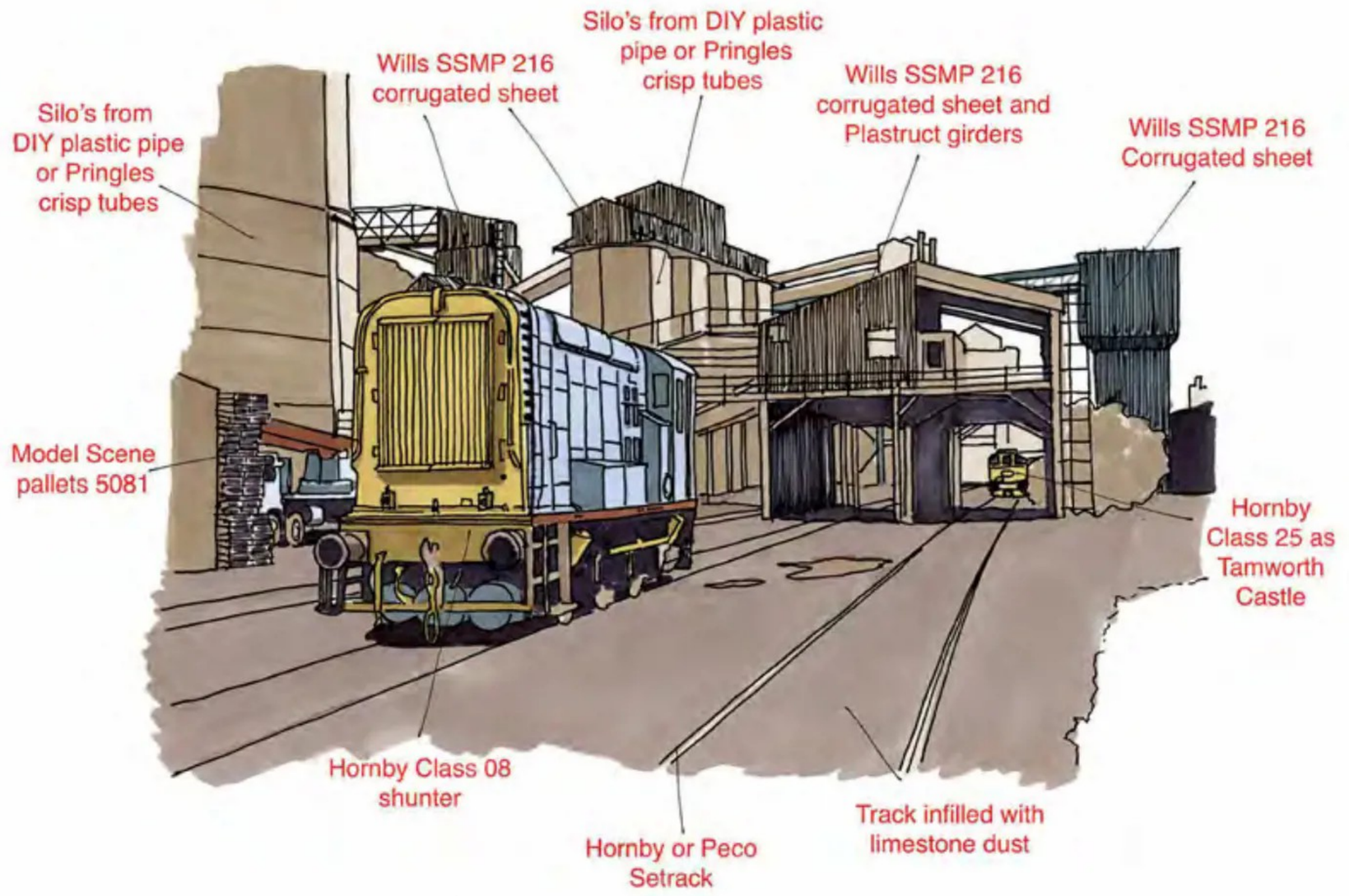
Signal box: Ratio 536 - build as per instructions, mask joint to baseboard using ballast and weeds.

Foot crossing: Wills SSMP201 - allow for rolling stock wheel clearance.

Stone wall: Modelscene 5090 (several packs required) - bed into embankment and pack joints with weeds.

Stile: Modelscene 5024 - weather and add weed growth around upright posts.

Fencing: Modelscene 5085 - add weed growth around upright posts.



I undertook the rough for this sketch whilst waiting for a passenger special to arrive, hauled by Class 25 *Tamworth Castle*. It shows some of the things that inspired my original design, though I've changed some products due to availability.

Buffer stops: Three Peco SL-40 items.

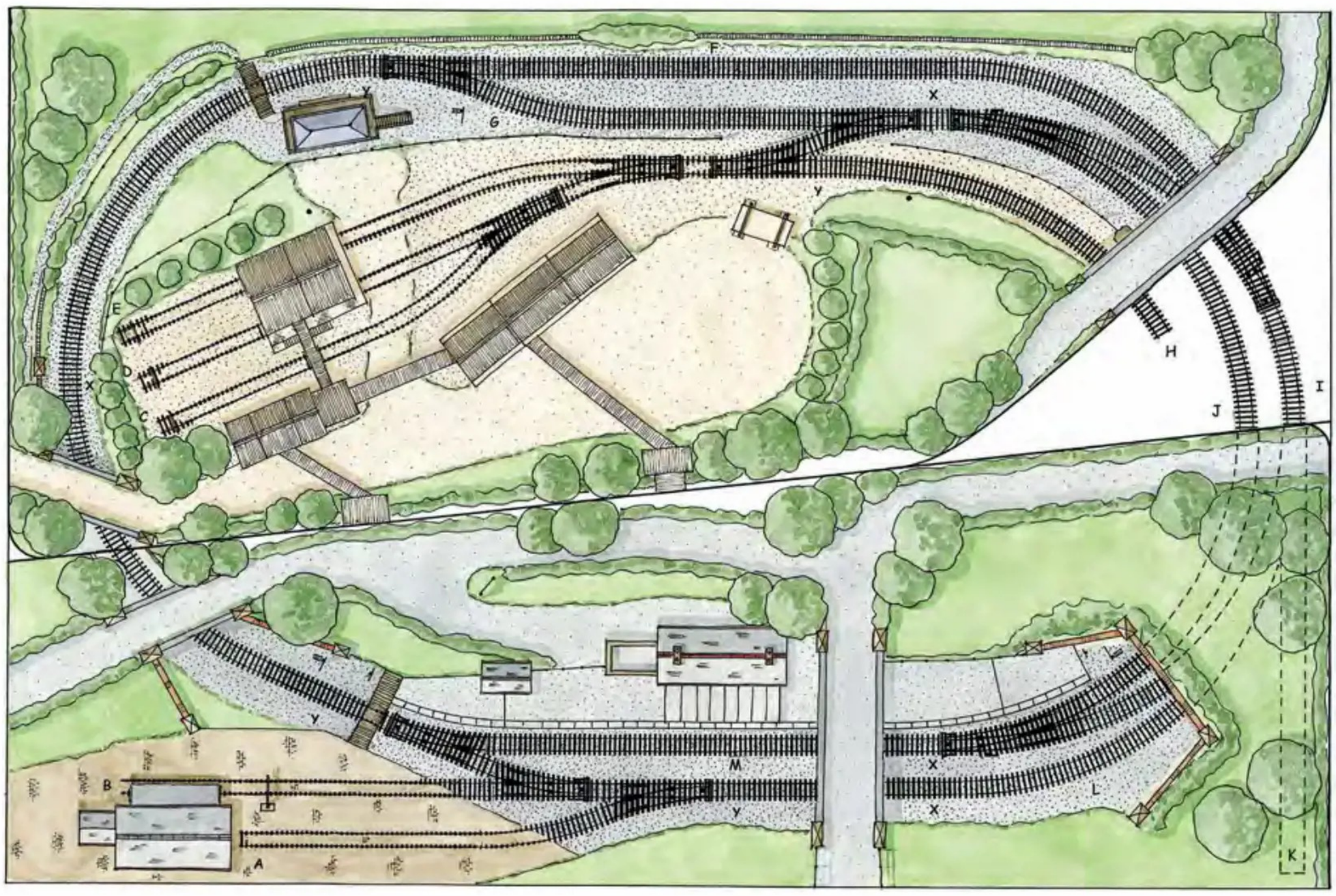
Bridge (as above): Constructed to span three tracks with an additional pier, as indicated on plan.

Backscene: Scale Model Scenery, cloud only.

WHAT WE USED

DESCRIPTION	CAT NO:	QUANTITY:
Peco Setrack standard straight	ST-200	x6
Peco Setrack double straight	ST-201	x10
Peco Setrack short straight	ST-202	x2
Peco Setrack special short straight	ST-203	x2
Peco Setrack standard curve, second radius	ST-225	x6
Peco Setrack double curve second radius	ST-226	x7
Peco Setrack half curve, second radius	ST-227	x4
Peco Setrack double curve, third radius	ST-231	x1
Peco Setrack special curve	ST-238	x1
Peco Setrack right-hand turnout, second radius	ST-240	x3
Peco Setrack left-hand turnout, second radius	ST-241	x6
Peco Setrack right-hand curved turnout	ST-244	x2
Peco Setrack left-hand curved turnout	ST-245	x2

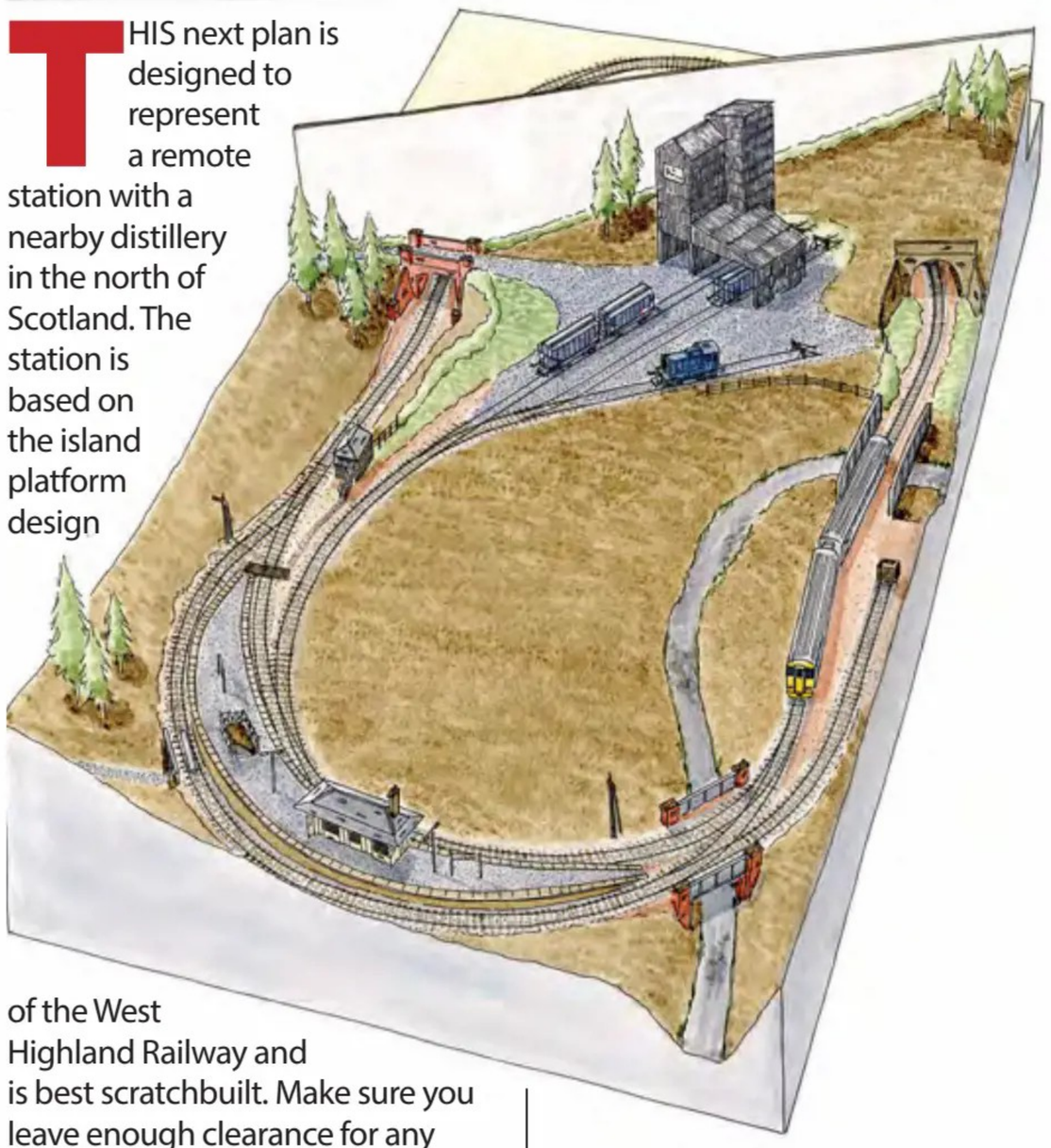
SPLIT SCENE



NOTES:

- **ST-271 Uncoupling ramps on tracks A, B, C, D and E as near to the relevant points as possible - optional locomotive cassette at K.**
- **Connect power supplies for DC at Y.**
- **X indicates sectional electrical breaks in both rails so they can be operated independently, allowing the passage of a train from one section to the next.**

SCOTTISH HIGHLANDS – FIXED AND FLEXIBLE TRACK TOGETHER

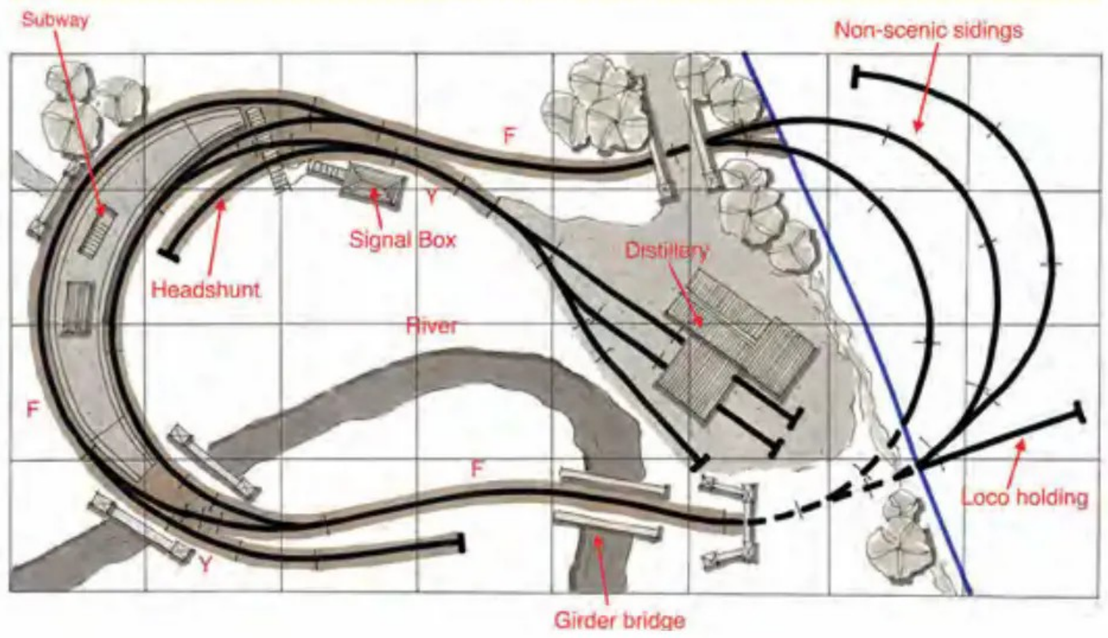


THIS next plan is designed to represent a remote station with a nearby distillery in the north of Scotland. The station is based on the island platform design of the West Highland Railway and is best scratchbuilt. Make sure you leave enough clearance for any rolling stock overhang as it passes round either the inner or outer curve. At the opposite end we have storage for passing trains, some locomotive holding space and a siding for freight. In between, there are gentle sweeping single-track curves typical of the real location.

I HAVE suggested that much of the uneven ground surface is covered with heather and the like and there's possibility of a remote road or river, although this will require dropped sections in the baseboard to accommodate bridges and the valley.

Beginners may wish to avoid this and if looking for less complex features, perhaps modest woodland would suffice. If so, choose model trees relevant for the north of Scotland.

TRACK FOCUS



TRAIN SET TRACK, with its rigid geometry, is an ideal starter product that can still have its use in much more sophisticated projects. It is robust to handle, and you know exactly what you're going to get, especially with tighter curves. Most of us will have started off this way, and leftover items can be reused. While I'd encourage modellers to save on reusing good condition straights and curves, be careful with more delicate points. This is particularly relevant to the accompanying plan, especially in using Peco Setrack for the inner left-hand platform curve and track on the non-scenic section. Many of us use leftovers for convenience and cost saving as long as they're in reasonable condition. However, when it comes to sweeping curves there's nothing more effective than flexible track. Fortunately, for those not in the know, code 100 rail, referring to rail height, is available for set track and flexible track and as such will connect together with relative ease. You'll have to cut the latter to length and remember when you bend flexible track the rail on the inside of any curve, however gentle, will appear to become longer than that on the outside.

SCENIC TREATMENT



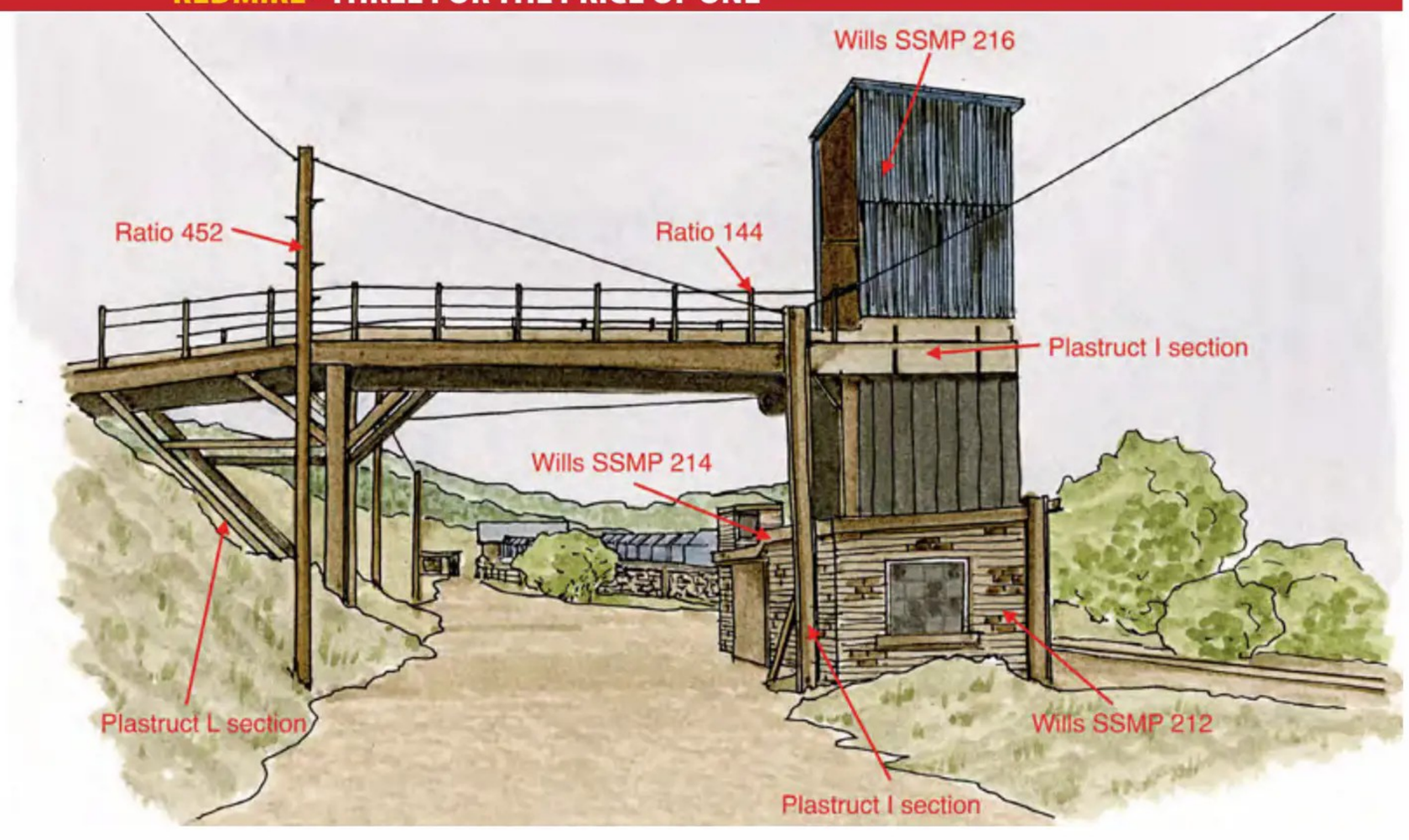
Class 25s had a longstanding relationship with Scotland and could often be seen pulling a short rake of coaches, ideal for the size of this layout. An unidentified Class 25 Bo-Bo diesel arrives at Banavie with a Mallaig to Fort William train on September 26 1979. Paul Lunn collection.



Choose your time period well and you can have an interesting array of freight with grain, timber, alumina and oil carried. Here, Class 37/4 37405 *Strathclyde Region* heads a typical late 1980s West Highland Line mixed freight. Paul Lunn collection.

REDMIRE - THREE FOR THE PRICE OF ONE

ANYTHING that justifies more varied stock on a prototype inspired layout sits well with me and there's no greater example than the Redmire branch. If you set the model period right you could have aggregate trains and tourist specials, the loading of military vehicles from nearby Catterick Garrison and preserved trains from the Wensleydale Railway providing plenty of options for motive power and rolling stock during running sessions. A real mixed bag of potential. You might have to be a little flamboyant about the exact year, but that's part of the fun of creating a new layout, so let's just keep that to ourselves. After all, it's your layout!

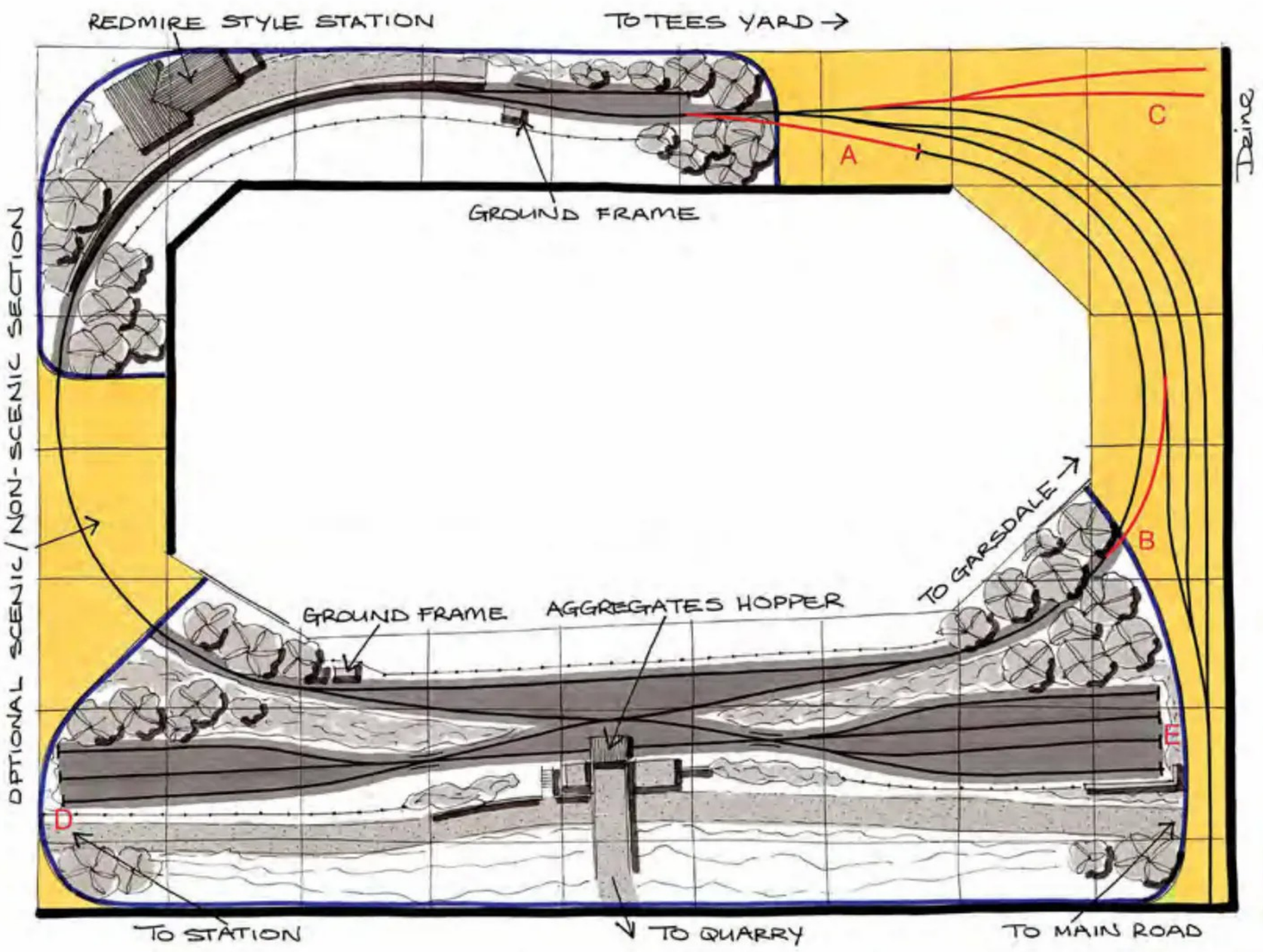


QUARRY AND STATION SCENE

THE ACCOMPANYING plan was originally an end-to-end format with track shown in black. For this article, I've made some modest modifications in red. A and B continue the circuit and provide a main line loop, and C provides for locomotive holding. Model sidings D and E are quite short, with a combined capacity of 28 PGA hoppers, if you have space to extend, I would consider at least an extra foot in length at both ends.

TIP

This is a largely flexible track layout, so if you are not used to bending and cutting track, join your local model railway club or ask the question in your nearest model shop. Fellow modellers will usually be keen to show you how to shape and cut flexible track.









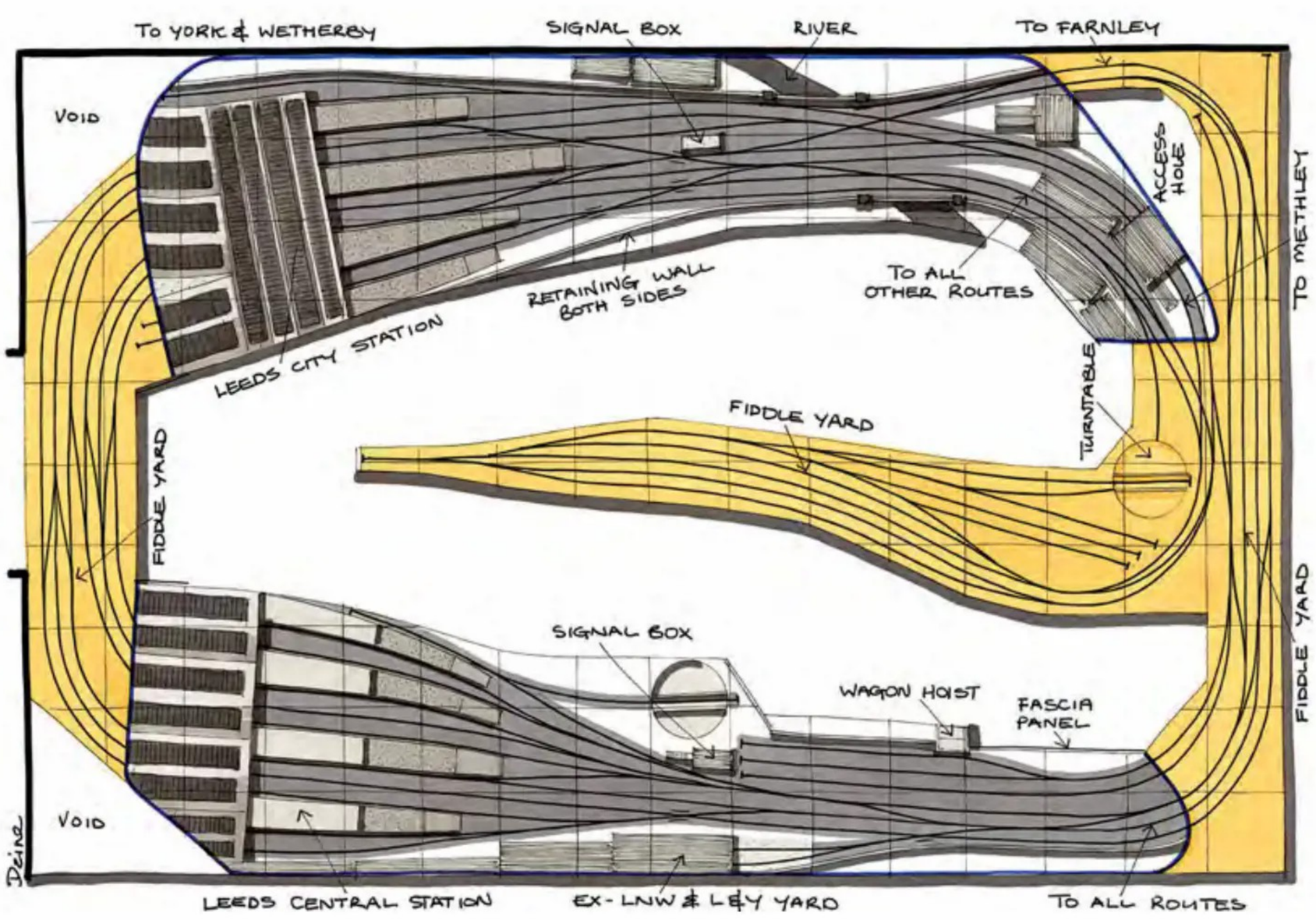
All photos for Redmire are from September 19 1990 and locomotives in use that day were 37516 and 37668. In the spirit of my bookazines, *In the Detail*, notice how the dust flaps are normal dark grey on one end and windswept with aggregate dust on the other. Paul Lunn collection.

Fully loaded and ready for the return journey. The station building had been converted into accommodation at the time. Paul Lunn collection.

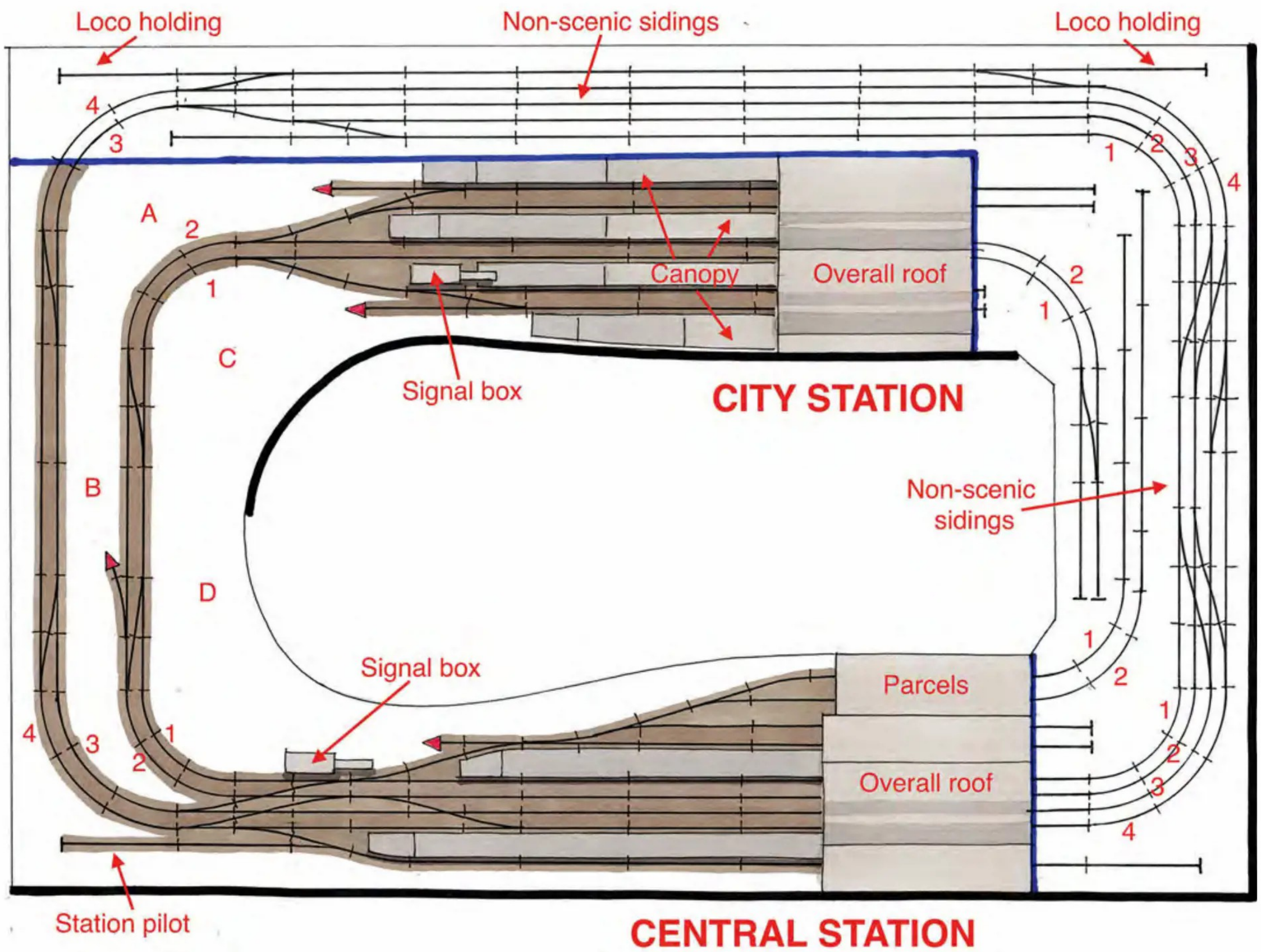
TWO STATIONS, ONE TOWN - IMAGINATIVE TAKE ON HORNBY'S 'TT:120' TRACK

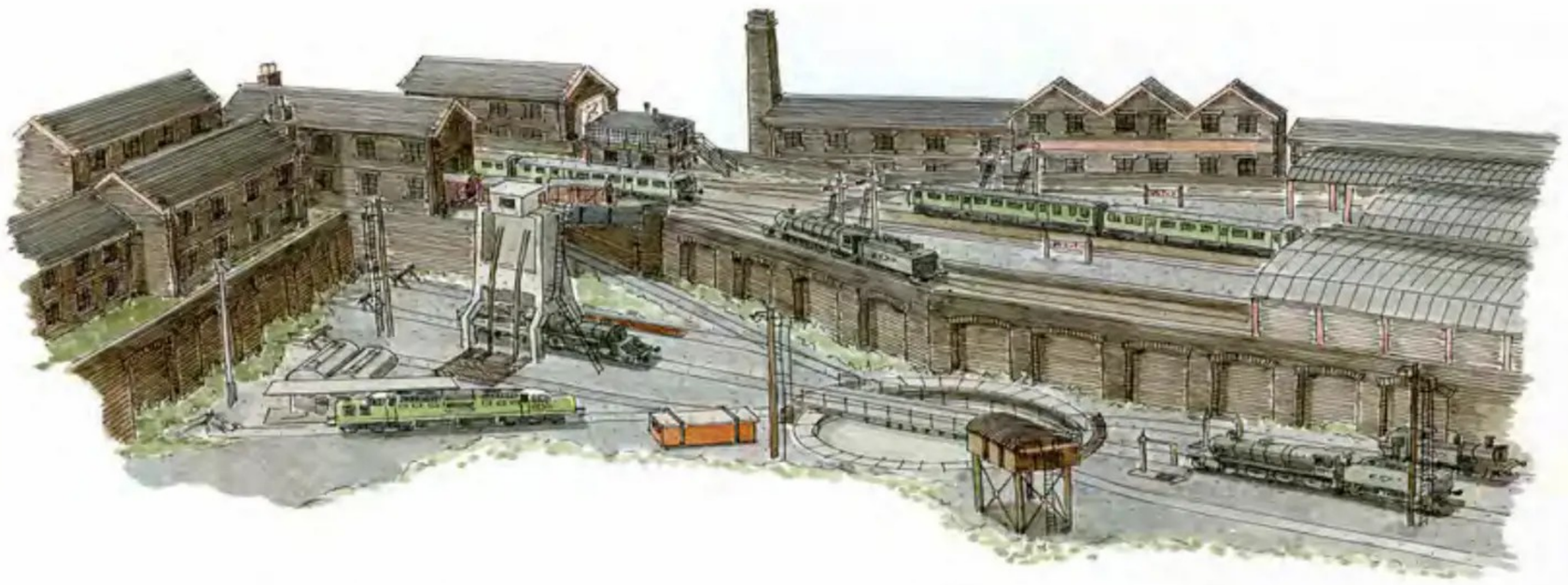
MANY TOWNS and cities before 1948 had more than one station, each originally serving different railway companies or a joint arrangement between two or more. My home city of Leeds was just one such example. It consisted of Central and City stations, both jointly used by the LNER and LMS and subsequently BR. The former served such places as Doncaster, Bradford and London, with the then new 'Deltic' locomotives, and the latter Shrewsbury (mail), Skipton, Hull, Liverpool, Bristol and London to Edinburgh services.

This 'TT:120' scale layout design is inspired by one of my much older and larger 16ft x 10ft 'OO' versions of Central and City stations, although it is not in any way an accurate copy. In fact, I've rearranged much of their appearance and added a direct link between the two for an improved operational experience.



LEEDS CENTRAL AND CITY STATIONS PLAN





This 3D scheme is not of either of the accompanying track plans but shows the sort of arrangement that existed at Leeds. Both stations were situated on an embankment retained by walls on both sides and there was a gradient down to a locomotive shed nearby at ground level. I've view blocked the top left-hand end with warehouses and I would use a similar application, top left, on the accompanying Hornby rigid geometry track plan, where tracks pass through the backscene and into the non-scenic sidings.

THE GEOMETRY of this plan was inspired, in part, by the medium, full layout outlined on page 33 of the special Hornby TT:120 catalogue, issued free with the May 2024 issue of *Hornby Magazine* (HM203). Its track components, whilst large in number, makes use of four radii, left and right-hand points, handed diamond crossings and single and double straights. Central station is shown in part relief and is on a circuit, whereas City station, also in part relief, is arranged as a terminus, as in real life. While the overall plan has been designed for intensive passenger and parcels services, I have included several points, kicking back from the stations for future development. These would include adding a locomotive shed D, turntable C (see below) and goods yard A to B. The overall size of the layout is 12ft x 8ft 3in and requires access on both sides of the terminus/long non-scenic baseboard. Roco produces a compatible 'TT:120' scale turntable which could be incorporated into this scheme and the numbers on the diagram refer to the radii. **HM**

WANT TO FIND OUT MORE?

Paul is a well-known and successful layout designer and author and is currently working on a new publication highlighting just about everything you need to know about 'OO' set track and much more, which is set to be released later this year. It covers the origins of rigid geometry track, followed by an in-depth account of track products, their application, hints, tips and tricks, and includes several chapters covering small, medium and large layout designs. There's inspiration for all age groups and abilities, even those who have progressed beyond set track. Look out for more details in future issues of *Hornby Magazine* and at *shop.keypublishing.com*.

● **Visit *www.keymodelworld.com* for more layout planning articles.**

CLARENCE SIDINGS

A challenging space didn't stop **PAUL SLYFIELD** from building this small but perfectly formed depot scene in 'OO' gauge.

PHOTOGRAPHY, JONATHAN NEWTON

1 A young trainspotter observes WD 'Austerity' 2-8-0 90448 depart from Clarence sidings, as it rumbles past the dilapidated steam shed building.

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm:1ft	5ft 9in x 1ft 3in	EASTERN	1960s	DCC, NCE POWERCAB

MY VERY FIRST layout, or more accurately train set, was bought for me by my grandfather, Clarence, and was a second-hand Hornby Dublo 'OO' gauge three-rail layout with an oval, return loop, turntable and sidings. The locomotives were an '8F', the English Electric Type 1 (later to be the Class 20) and a BR Standard '4MT' 2-6-4T (locomotives which still tug at my heartstrings today), plus four coaches and a variety of wagons.

Following that, I had various 'OO' gauge train sets and as a teenager acquired the then new Graham Farish '94XX' 0-6-0PT but once I started working, model trains took a back seat until I reached my mid-50s, when my interest started to grow again.

The idea for Clarence Sidings came out of a house move and the Covid lockdown. I'd previously built a 4ft x 2ft shunting puzzle which featured mirrored inglenook sidings which was fun to operate but had a few running issues. I'd also started a larger terminus station layout which was progressing but didn't get completed before we'd decided to move to Scotland.

Arriving in Scotland, I only had a small spare bedroom available to build a layout and due to the configuration of the room meant I was limited to a length of 6ft and it had to be end-to-end. Having a lot of track left from the earlier project, it made sense to go down the 'OO' gauge route, particularly as I already had a small 'N' gauge end-to-end layout. I'd seen micro track plans and thought something with a pair of three-way turnouts looked interesting and would save space. Another turnout gave a bit more operational interest.

Given the space restriction, a motive power depot seemed a logical choice. I've always liked old industrial buildings, so an idea was starting to form of a dilapidated steam shed being converted to a diesel refuelling point. This fitted the era that I already had stock for - steam and early diesels. It is not based on any specific location, but the name is a tribute to my late grandfather.

BUILDING THE BOARDS

With the track plan finalised, it was time to assemble the baseboards. I've used laser-cut baseboard kits before on Dibden Yard (my 'N' gauge micro layout) and this time went for Grainge and Hodder examples. Two boards were purchased, a 3ft 9in x 1ft 3in board for the scenic section and a 2ft x 1ft 3in traverser board for the storage yard. My idea was that as well as an exit to the storage yard behind the shed, I could exit the scenic area through both steam shed lines.

For me, laser-cut baseboards are a boon as my carpentry skills are basic to say the least. The boards were easily assembled with wood glue and a few pins and are strong and light.

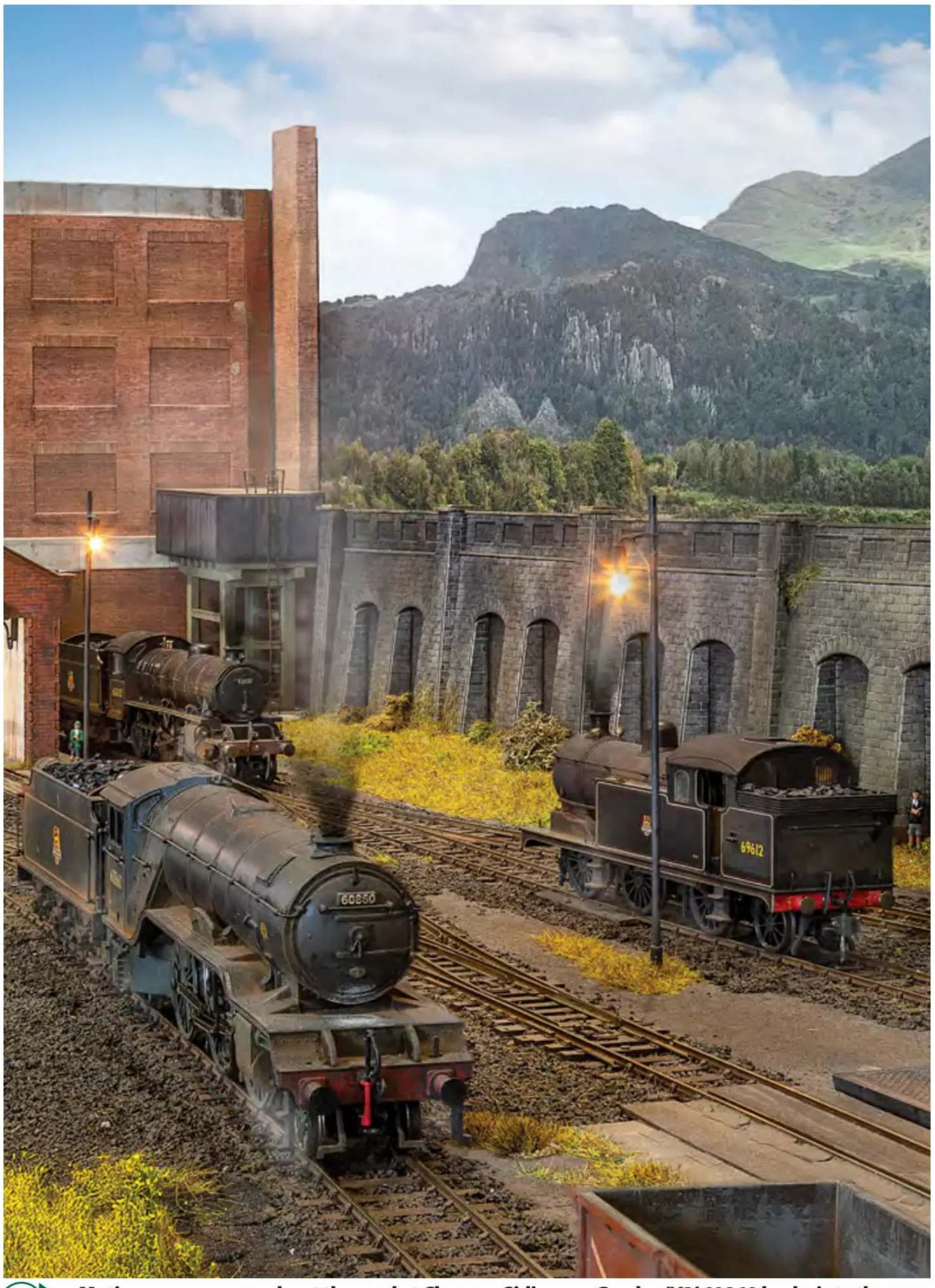
For exhibitions, I built a set of legs which give an operating height of about 44in as I want people to look into the layout rather than down on to it. The disadvantage of this is that it is too high for children and wheelchair users so I am currently looking at an alternative to reduce the height of the layout slightly and make setup easier if I am on my own. I also needed to build a lighting pelmet as lighting at exhibition halls can be variable. I initially used a soft white LED strip but find this gives a yellow tint on photographs so added a second strip of daylight LEDs which gives a much better overall effect.

At the last show I built a set of lower support trestles to allow the layout to sit on a table but raised to a height a little lower than the original legs. This also makes it easier to set up and take down. The lighting bar can block the view slightly so the next improvement will be to upgrade the lighting pelmet and raise it by 100mm or so.

GOING DIGITAL

I decided that as I wanted to be able to shunt locomotives around the layout, Digital Command Control (DCC) was the way to go. I already had an NCE PowerCab system from my previous layout which is also used for Dibden Yard, so a new socket plate was ordered. Turnouts are powered by DCC Concepts slow-action motors and controlled by the manufacturer's levers which are tactile and always get commented on at shows. A control panel was constructed, again from a Grainge and Hodder kit, and can be fitted to the front for use at home (originally the layout was only built for home use) or the rear for exhibitions. I still occasionally operate from the front at exhibitions as this enables a good interaction with the public.

All stock has had digital sound added, mainly installed by myself but occasionally bought pre-fitted. To complement the run-down, dilapidated appearance of the shed, the stock needed to be appropriately weathered and I've experimented with several techniques over the years and use paints and powders for the desired effect. All steam locomotives »



O2 **Motive power moves about the yard at Clarence Sidings as Gresley 'V2' 60860 backs into the steam shed and Peppercorn 'K1' 62032 rolls in ahead of servicing. The driver of LNER 'N7' 69612 prepares to gather wagon empties ready for their departure later in the day.**



3 Left: **A member of depot staff stands to one side as a Fowler '4P' slowly draws forward from the steam shed.**

4 Right: **The driver of English Electric Type 1 D8001 restarts the engine, following refuelling and light servicing in Clarence Sidings.**

5 Below: **Staff attend to the English Electric Type 1 and Type 3 traction stabled on the recently installed diesel fuelling point at Clarence Sidings.**

have real coal added to the tenders.

Track is a mixture of C&L code 75 bullhead and the new Peco bullhead product. Turnouts are Peco Streamline live frog code 75. I had a couple of the new Peco bullhead medium radius turnouts from a previous unfinished layout, but these turned out to be too long for this track plan. They will no doubt be used on a future layout, especially as the range has now been increased. With the track fully ballasted, the difference in the sleeper spacing between the Peco finescale points and both bullhead styles is not obvious. The turnout frogs can be powered from the Cobalt point motors, but I wanted to experiment with a frog juicer and have a Tam Valley unit that can feed six frogs, which is one more than I needed.

Before ballasting, the track was given a light spray of Sleeper Grime and the rail tops cleaned. Once fully wired, I took the opportunity to run some trains to make sure everything was running properly. There were no issues, so I then started ballasting the track, using an off-black fine ballast for that grimy engine shed look. The ballast was glued down with Deluxe Ballast Bond as I find this very easy to use, particularly for a relatively small area.

A weathered Metcalfe retaining wall (two kits) forms part of the background together with a card backscene. Remaining structures are a laser-cut water tower and engine shed and a cut-down Knightwing refuelling point. The roof of the steam shed was left unfinished to represent a building slowly falling into rack and ruin. At home, the layout conveniently fits on top of a couple of IKEA drawer units.

TAKING STOCK

I have built up a good collection of locomotives - far too many to all be on the layout at the same time. Mostly they represent the Eastern Region, but having grown up in Oxfordshire, I have a love of diesel-hydraulics and have acquired a 'Western', 'Warship', 'Hymek', 'Baby Warship' and a Great Western Railway '42XX' 2-8-0T and '61XX' 2-6-2T. Eastern »


D 8001



6 Left: **With several trainspotters visiting the depot, a glimpse through one of the steam shed's broken windows reveals BRCW Type 2 D5301 undergoing servicing inside.**

7 Right: **Clarence Sidings' steam shed building appears in a dilapidated state, with broken windows and now roofless.**

8 Below: **Eastern Region motive power dominates in this line-up of 'N7', 'K1' and 'V2' locomotives awaiting their next duties at Clarence Sidings.**

Region steam is represented by a 'K1' 2-6-0, 'V2' 2-6-2 and a 'WD' 2-8-0.

Locomotive stock is a mixture from the usual sources - Hornby, Bachmann, Heljan, Dapol and Accurascale. Rolling stock on the layout normally consists of a couple of fuel tanks and box vans and mineral wagons parked on the rear siding, although sometimes I'll run it as a shunting puzzle for my own amusement. Stock is fitted with Kadee couplings and the two rear lines have uncoupling magnets allowing hands-free shunting.

Before the layout was finished, I'd visited a small exhibition in a Scout Hall near Paisley which focused on smaller layouts. When I saw a request for layouts for the Renfrewshire Model Railway Club's exhibition in Paisley, I thought that would give me an impetus to finish Clarence Sidings. The build took about a year but needed that last push to get it to a standard I was happy to exhibit.

I responded to the request with some pictures and the layout was invited to attend. It was only later that I realised this was a much bigger exhibition than the one I'd previously shown. I was worried about how my micro layout would be received but the layout seemed very popular. I met several other micro layout modellers there and the Paisley show now features a micro layout area. We now also have an informal micro layout owners' club and in March 2025 had our own exhibition hosted in the Renfrewshire Model Railway Club's clubhouse.

Clarence Sidings has now been to a number of exhibitions including the Cupar Model Railway Club's exhibition, the Kilmarnock club's event in Irvine, Clydeside club's recent exhibition at Pollockshaws (Glasgow) and the Falkirk model railway show. I can operate the layout on my own but often get helped out by my fellow club members from the East Kilbride Model Railway Club, particularly if the club is also taking a layout to the same exhibition.

It has given me immense pleasure to build and operate Clarence Sidings and I look forward to taking it further afield. I have a couple of plans in mind for possible

MORE MAGAZINES: XSAVA.XYZ

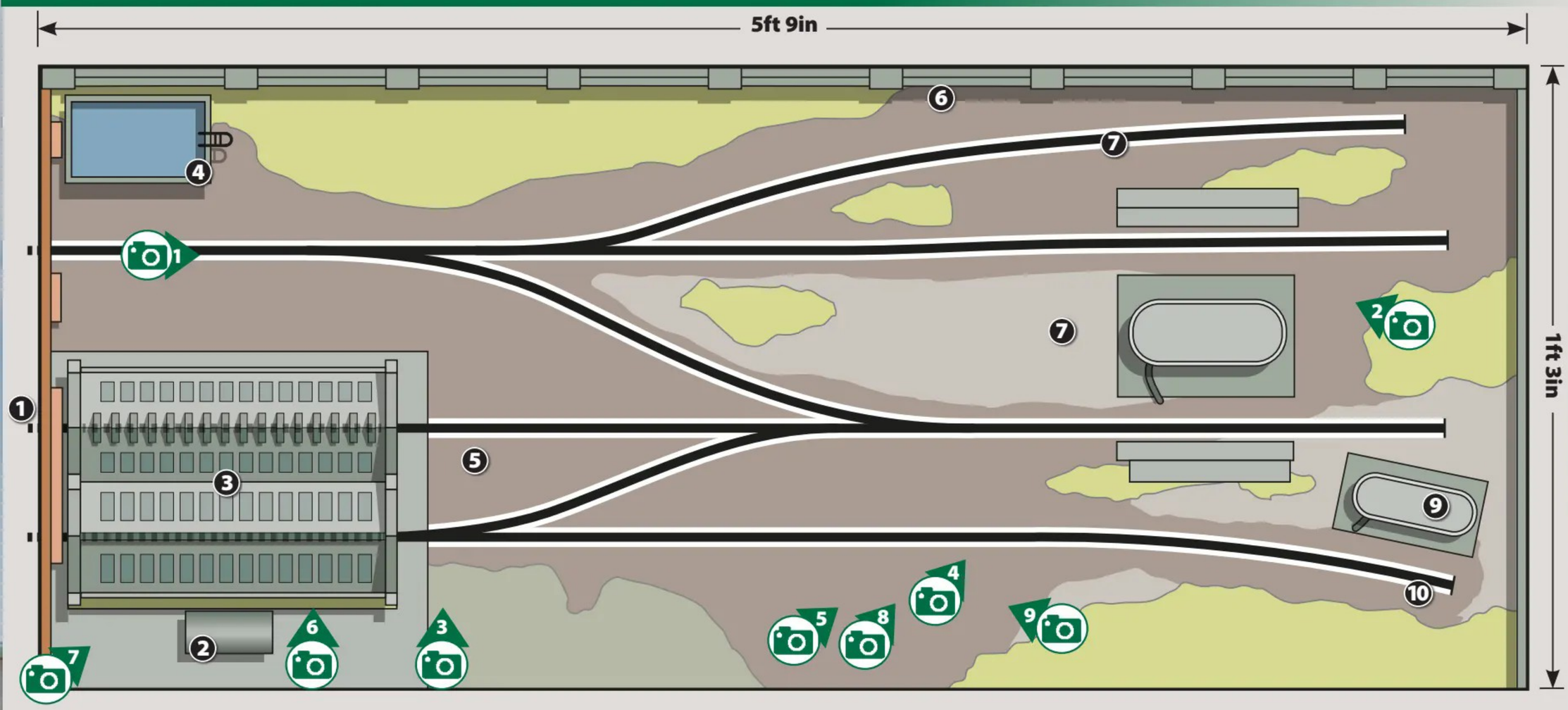
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future builds which would allow more freight stock to be used and I'll be able to incorporate any lessons learnt during this. I've also built an 'N' gauge ultra micro layout called Newburgh Halt, with automated running which enables me not to worry about running trains while talking to the public at exhibition. I've found that I really enjoy the building process and detailing the layout. At exhibitions I really enjoy engaging with the public and hope that my layout shows what people can do even in a limited space.**HM**

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



CLARENCE SIDINGS TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 To/from storage yard	3 Steam shed	5 Water crane	7 Sidings	9 Grounded van
2 Grounded stores van	4 Water tower	6 Retaining wall	8 Diesel fuelling point	10 Stabling point

9 Fowler '4P' 42327 and WD 'Austerity' 2-8-0 90448 await their next duties as English Electric Type 2 'Baby Deltic' D5908 arrives on depot for servicing.

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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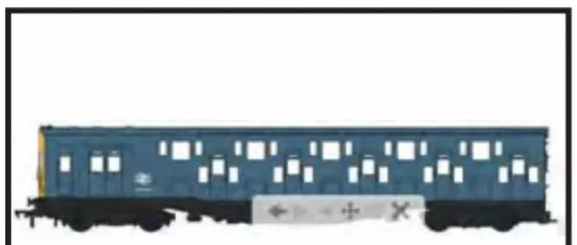


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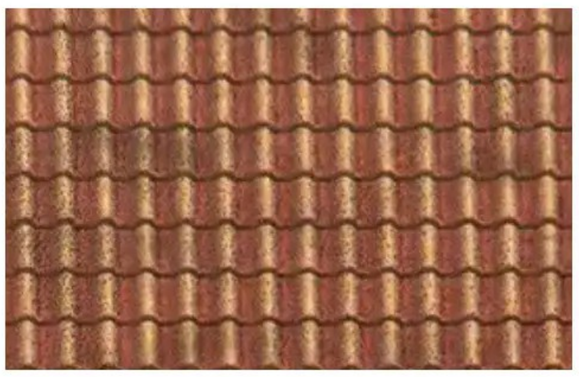
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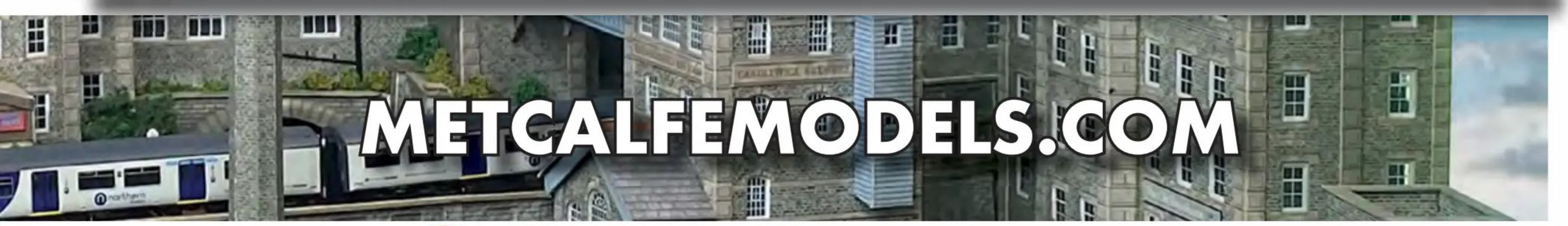
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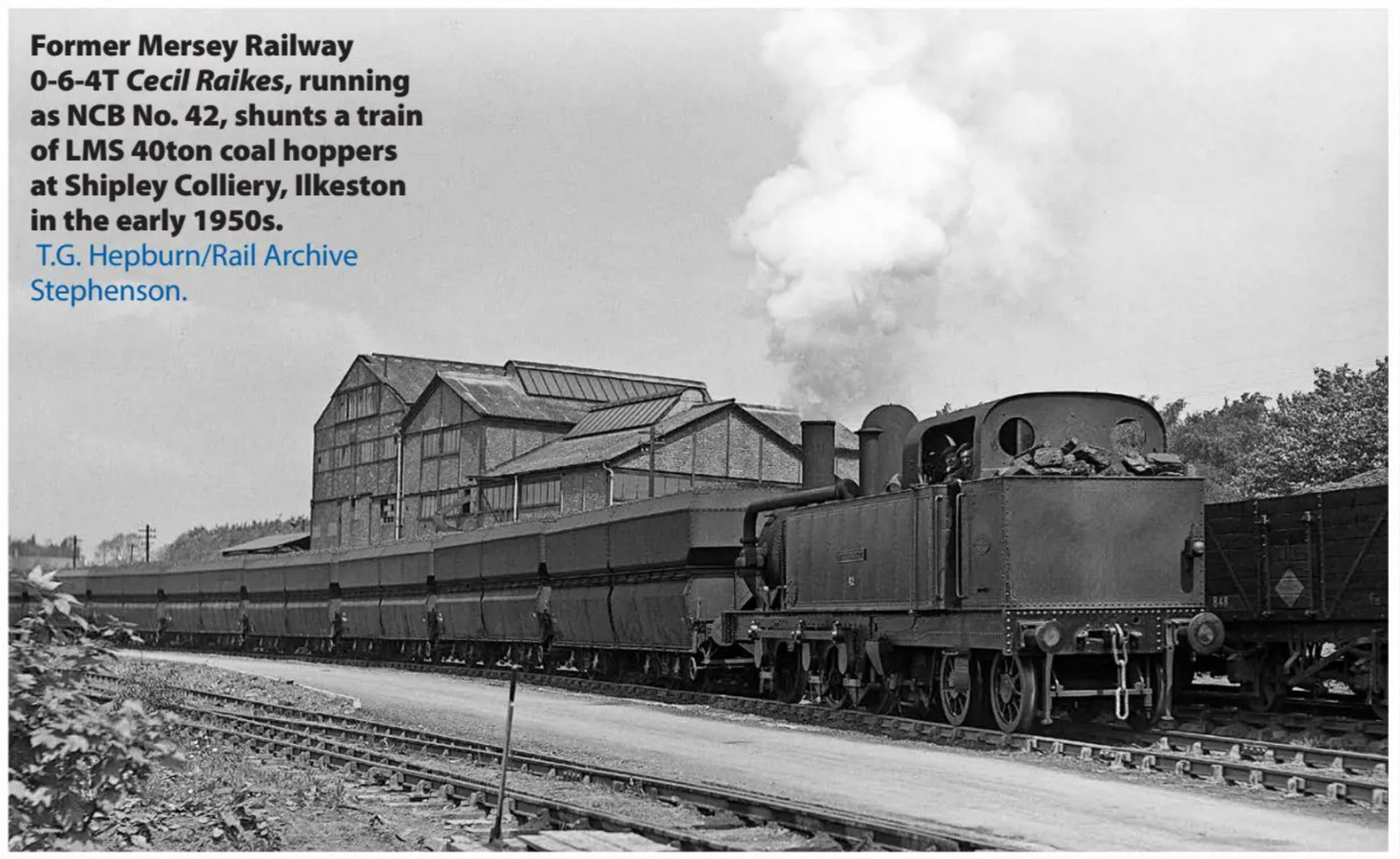
HOPPER WAGONS

Created to improve the handling of bulk coal products almost 200 years ago, hopper wagons have been a staple of railway operation and have been seen in many variations ever since, as **EVAN GREEN-HUGHES** describes.



IT IS PERHAPS SURPRISING TO learn that the hopper wagon, in its basic form, actually precedes the advent of the 'modern' railway and that examples were at work in North East England as far back as the 18th century. These early examples, more commonly known as chaldron wagons, were four-wheelers and were 10-12ft long, being constructed out of 1.5in thick planks and with wooden frames. They owed much of their design to the trucks used in the collieries and the plateways, having sloping sides and ends and bottom discharge doors so coal could be unloaded much more quickly than a flat-floor wagon, which would have had to have been unloaded by hand.

When the Stockton and Darlington Railway was opened in 1825, it was natural that this design of wagon should be selected for continued use and some were pressed into service on the first day as passenger vehicles. The design was extremely successful, so much so that even in the 1950s examples could still be found at places such as Seaham Harbour, although by this time consigned to less-arduous support duties.

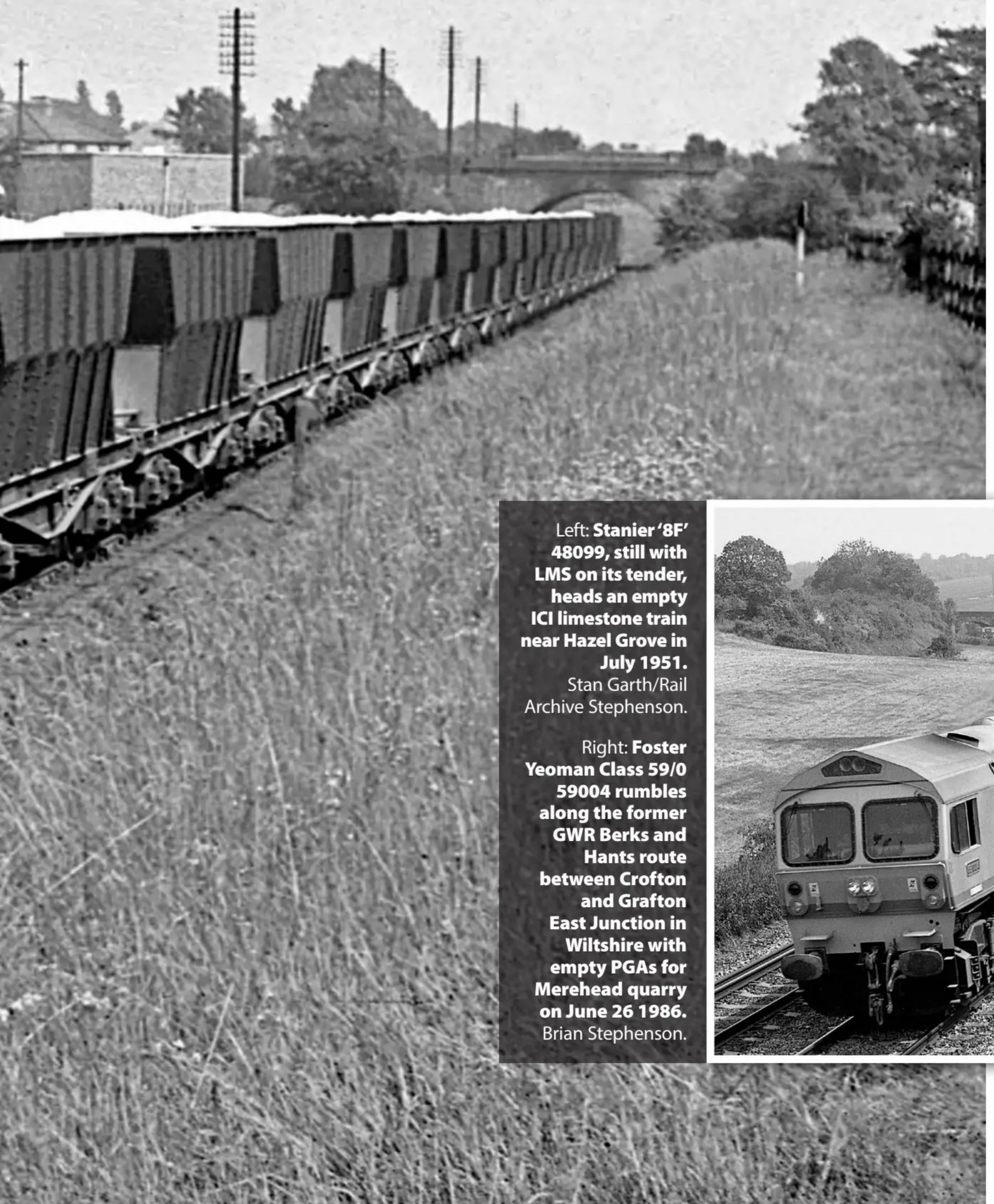


Former Mersey Railway 0-6-4T *Cecil Raikes*, running as NCB No. 42, shunts a train of LMS 40ton coal hoppers at Shipley Colliery, Ilkeston in the early 1950s. T.G. Hepburn/Rail Archive Stephenson.

BIGGER AND BETTER

Coal and mineral traffic soared during the 19th century and railways were always seeking ways to make its movement more efficient. In this period wagons became larger, but the basic layout of the chaldron was predominant for quite some time, although there was a steady movement towards box-shaped wagons with side and end flaps for domestic and local deliveries. Around the turn of the century, the North Eastern Railway sent a delegation to the United States on a fact-finding mission and they returned with the suggestion that the best way of providing increased capacity was to build larger wagons, with steel bogie vehicles of 40tons or so preferred. Unfortunately, this size could not be accommodated on the existing infrastructure and so a wooden box-sided four-wheeler was designed in 1902 which had a capacity of 20tons, almost double that of the existing wagons. These had 9ft 10in high sides and hopper doors and were so successful that more than 17,000 were built. Similar wagons were then adopted by other railways.

Issues with unloading coal were paralleled with other materials, predominantly grain. This commodity was traditionally carried in sacks, but its loading and unloading was a time-consuming business and was not particularly suited to export where the grain was carried loose in a ship's hold and later unloaded using a suction device. »



Left: **Stanier '8F' 48099, still with LMS on its tender, heads an empty ICI limestone train near Hazel Grove in July 1951.** Stan Garth/Rail Archive Stephenson.



Right: **Foster Yeoman Class 59/0 59004 rumbles along the former GWR Berks and Hants route between Crofton and Grafton East Junction in Wiltshire with empty PGAs for Merehead quarry on June 26 1986.** Brian Stephenson.

The Great Western Railway experimented with fitting bottom doors to some of its box wagons in around 1905, with these also having top hatches for loading but this was not particularly successful and it wasn't until about 20 years later that a workable design was produced, although this was quickly superseded by the type of covered sloping-sided hopper wagon that was later to become much more familiar.

During the Grouping period, between 1923 and 1948, a considerable number of different types of hopper wagon were developed but the predominant type came to be the 24ton steel hopper, which was developed primarily for coal traffic. In this design, the top part of the sides were straight while the lower half was inclined so the load ran more easily out of the bottom discharge doors. Similar designs were produced by all the four companies, and these were used not only on coal flows, but also for cement, sand and grain. The versions used for grain were provided with top covers, also made of steel, while the others were open.

MODERN DESIGNS

The forerunner of the hopper wagons that we have today came in 1935 when the London, Midland & Scottish Railway was looking at ways of increasing the efficiency of its trains bringing limestone from the ICI quarries around Buxton in Derbyshire. At the time, this traffic was conveyed in four-wheelers carrying a maximum of 20tons each, and of conventional construction. However these were very inefficient and as a result a new bogie hopper wagon was designed, which at almost 30ft long and 8ft wide had a carrying capacity of around 45tons. Two massive 8ft x 2ft doors were provided at the bottom which enabled unloading to be carried out in around two minutes. Perhaps the biggest step forward, however, came in the design of the running gear as each wagon was fully equipped with vacuum brakes, enabling trains of the new wagons to run at higher speeds than previously. These wagons were very successful and lasted right until the abolishment of the vacuum brake. Examples have since been preserved at the Severn Valley Railway and the Midland Railway Butterley.

After nationalisation, the newly-formed British Railways commissioned many thousands of hopper wagons to the traditional design, with many variations including one with higher slatted sides intended for the carriage of coke, which is lighter than coal. The standard size was 21tons, and many of these were fitted with vacuum brakes as their slightly longer wheelbase allowed higher speeds relative to the short-wheelbase types that were common on other flows. One interesting development took place in 1951 when 56 bogie hoppers were built as part of a plan to modernise flows of iron ore from Tyne Dock to Consett in the North East. These were very heavy-duty wagons and were fully braked, being fitted with a through air pipe which was not used to supply the brakes but for the air-operated side doors which allowed rapid discharge at Consett. This meant that in steam days locomotives had to be fitted with compressors to supply the required air, with 'Q7' 0-8-0s and '9F' 2-10-0s being equipped. Later on, after diesels took over, the locomotive air supply could be used and no separate pump was required.



Freightliner's 66587 *As One, We Can* in the striking ONE colour scheme passes Charing with the 5.17pm Tarmac Hothfield to Stoke Gifford stone empties on Friday July 5 2019. Brian Stephenson.



DB Cargo Class 66 66144 approaches Whitley Bridge station with biomass hoppers on April 26 2021. Mike Wild.

MERRY-GO-ROUND

There was a major change in 1964 when the first of the HAA hoppers for merry-go-round coal workings appeared. These were longer than previous types, although still mounted on two axles. For the first time, a complete fleet was fitted with air brakes. Each wagon was fitted with equipment which automatically opened and closed the hopper doors and over time these took over all power station coal supply work, with around 11,000 built, each with a capacity of 33tons. Several variants of these wagons were built over the years, including some with top covers which were originally provided to prevent coal dust blowing off the load and assist in getting the maximum load onto each wagon. Similar wagons were also used for china clay and other types of load.

By the end of the century, the availability of more powerful freight locomotives offered the possibility of further increasing the amount of coal which could be moved on each train, and this was sharply brought into focus when National Power bought 196 100ton bogie hoppers and six Class 59s to take coal to its own power

stations in 1994. The huge wagons closely followed the design of some which had been provided for aggregate traffic from the West Country and unusually featured inside frame bogies. They were used for coal traffic and limestone mandated for use in flue gas desulphurisation. National Power's independence did not last long and the locomotives and the wagons were soon to pass to EWS.

As a result of the success of these wagons, EWS itself began to order huge numbers, the only differences being a change in the angle of the floors to improve the flow when unloading and a change to a conventional outside frame bogie arrangement for most examples. Other freight operators, including Freightliner and GB Railfreight, followed suit and some wagons were dedicated to coal traffic while others had a different code which allowed them to be used for other bulk materials such as limestone, aggregates and sand. Unfortunately, though very successful, many of these wagons were rendered redundant by the Government's decision to abandon coal fired power stations and instead rely on imported natural gas and renewables. More than 1,000 of these wagons were declared surplus, and some have been shortened to carry heavier aggregates. Others have inevitably been scrapped, despite their relative youth.

For now, the final chapter in the hopper wagon saga comes with the introduction of a fleet of new bogie hopper wagons to convey wood pellets from ports to Drax Power station in Yorkshire. These high-volume wagons are fully covered and have more or less straight sides with slightly sloping ends. They can carry almost 72tons of biomass each and have reduced transport costs along with the number of train movements required to keep the power station supplied.

Hopper wagon design has come a long way since the chaldron wagons of the 18th century but the principles are still the same, of having a wagon with sloping sides and bottom doors, so much so that our ancestors would probably have no difficulty in recognising the purpose of one of our modern versions, the design of which may well continue for another 200 years. **HM**

● Discover more Railway Realism historical articles at *www.keymodelworld.com*.

BR Class 56 56059 leaves Didcot Power Station with an empty train of HAA merry-go-round coal hoppers bound for the Midlands on May 29 1985.
Brian Stephenson.

HORNBY magazine

SHOW GUIDE

Welcome to the *Hornby Magazine Show Guide* – your guide to the exhibitions that are taking place throughout the country every weekend. This listing is a guide to events planned by model railway clubs and societies and is updated each issue. We recommend checking the club or society website or using the contact details provided to check a show or event is on before travelling, as changes may occur at short notice. All information is provided in good faith, and *Hornby Magazine* cannot be held responsible for any changes that may take place following publication.

January 2026

17/18 CANTERBURY MODEL RAILWAY EXHIBITION

Hosts: City of Canterbury Model Railway Society
Location: St Anselm's School, Old Dover Road, Canterbury CT1 3EN
Times: Sat 10am-5pm, Sun 10am-3pm
Prices: Adults £8, children £1
Website: *www.ccmrs.co.uk*
Features: 14 layouts, trade support, refreshments, parking and disabled access. Ride-on railway also available.

17/18 EAST LANCASHIRE MODEL RAILWAY EXHIBITION

Hosts: East Lancashire Model Railway Charitable Organisation
Location: St Mark's Conservative Club, Preston Old Road, Blackburn BB2 2SS
Times: Sat 11am-5pm, Sun 10am-3pm
Prices: Adults £5, concessions £3, children £3, family £12
Website: *www.elmro.org*
Features: Layouts, trade support, refreshments, parking and disabled access.

17/18 SYSTON MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Syston Model Railway Society
Location: Birstall Social Club, Wanlip Lane, Birstall LE4 4JS
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £5, children £4, accompanied under 16s free
Website: *www.systonmrs.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

24 JAMIE'S QUEST TEENAGE CANCER FUNDRAISING MODEL RAILWAY SHOW

Hosts: Jamie's Quest (in memory of Jamie)
Location: St Michael and All Angels Episcopal Church, East End, Langtoft PE6 9LP
Times: 10am-4pm
Prices: Adults £5, accompanied under 16s free
Contact: *bill.sowerby@hotmail.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

24/25 KENDAL MODEL RAILWAY CLUB EXHIBITION

Hosts: Kendal Model Railway Club
Location: Kendal Leisure Centre, Burton Road, Kendal LA9 7HX
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6.50, children £2.50
Website: *www.kendalmrc.org*
Features: Layouts, trade support, refreshments, parking and disabled access.

24/25 IRVINE MODEL RAILWAY EXHIBITION

Hosts: Kilmarnock and District Model Railway Club
Location: Scottish Maritime Museum, Linthouse Building, Harbour Road, Irvine KA12 8BT
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, concessions £5, under 16s free
Website: *www.kilmarnockmrc.com*
Features: Layouts, trade support, refreshments, parking and disabled access.

24/25 PONTEFRACT MODEL RAILWAY EXHIBITION

Hosts: Normanton and Pontefract Model Railway Society
Location: Pontefract Racecourse, Park Road, Pontefract WF8 4QD
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £10, accompanied under 16s free
Website: *www.facebook.com/Normanton-and-Pontefract-RMS*
Features: Layouts, trade support, refreshments, parking and disabled access.

24/25 SOUTHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Southampton Model Railway Society
Location: Barton Peveril College, Chestnut Avenue, Eastleigh SO50 5ZA
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £10, accompanied under 16s free
Website: *www.southamptonmodelrailwaysociety.co.uk*
Features: 20 layouts, trade support, refreshments, parking and disabled access.

24/25 THAMESMEAD MODEL RAILWAY EXHIBITION

Hosts: Erith Model Railway Society
Location: Harris Garrard Academy, Yarnton Way, Thamesmead, Erith DA18 4DW
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10 (£9), children £5 (£4.50), accompanied under 12s free (advanced prices in brackets)
Website: *www.erithmrs.ukmodelshops.co.uk*
Features: 30 layouts, trade support, demonstrations, refreshments, parking and disabled access.

FEBRUARY 2026

7 BLACKPOOL AND NORTH FYLDE MRC RAIL DAY

Hosts: Blackpool and North Fylde Model Railway Club
Location: Cleveleys Community Centre, Kensington Road, Cleveleys, Lancashire FY5 1ER
Times: 10am-4pm
Prices: Adults £5, concessions £4, children £4
Website: *www.blackpoolandnorthfyldemrc.co.uk*
Features: Club and members' layouts, trade support, refreshments, parking and disabled access.

7 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: Admission £6
Website: *www.hillingdonrailwaymodellers.co.uk*
Features: Test track in 'O', 'OO', and 'N' gauges plus refreshments.

7/8 FEBEX 2026

Hosts: Alton Model Railway Group
Location: Eggars School, London Road, Alton, Hampshire GU34 4EQ
Times: Sat 10.30am-5pm, Sun 10.30am-4.30pm
Prices: Adults £8, accompanied children free
Website: *www.febex.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

7/8 GARTELL LIGHT RAILWAY MODEL RAILWAY EXHIBITION

Hosts: Cale Rail and Gartell Light Railway
Location: Gartell Light Railway, Common Lane, Yenston BA8 0NB
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £6, children £1
Contact: 07970 113270
Features: Layouts, trade support, refreshments, parking and disabled access.

14 EAST BEDFORDSHIRE MODEL RAILWAY SOCIETY EXHIBITION

Hosts: East Bedfordshire Model Railway Society
Location: Stratton School, Eagle Farm Road, Biggleswade SG18 8JB
Times: 10am-4.30pm
Prices: Adults £7, concessions £6, children £3, family £17
Website: *www.ebmrs.org*
Features: 15 layouts, trade support, refreshments, parking and disabled access.

14 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.

14/15 BOURNEMOUTH MODEL RAILWAY EXHIBITION

Hosts: East Dorset N Gauge Group
Location: Kinson Community Centre, Pelhams Park, Millhams Road, Kinson, Bournemouth BH10 7LH
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, accompanied children £1
Website: *www.bmre.org.uk*
Features: 24 layouts, trade support, societies, refreshments, parking and disabled access.

14/15 CHAPEL EN LE FRITH MODEL RAILWAY EXHIBITION

Hosts: New Mills and District Railway Modellers
Location: Chapel en le Frith Leisure Centre, Long Lane, Chapel en le Frith SK23 0TQ
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £8, accompanied children free
Website: *www.nmdrm.co.uk*
Features: 17 layouts, trade support, demonstrations, refreshments, parking and disabled access.

14/15 WESTON-SUPER-MARE MODEL RAILWAY EXHIBITION

Hosts: Burnham MRC
Location: Priory Community School, Queens Way, Weston-Super-Mare BS22 6BP
Times: 10am–4pm
Prices: Adults £8, children free
Website: *www.bdmrc.co.uk*
Features: 24 layouts, trade support, refreshments and parking.

21 DEREHAM MODEL RAILWAY EXHIBITION

Hosts: Mid-Norfolk Railway
Location: Dereham Memorial Hall, Norwich Street, Dereham NR19 1AD
Times: 10am-4pm
Prices: TBA
Website: *www.midnorfolkrailway.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

21 RISEX 2026

Hosts: Risborough and District Model Railway Club
Location: Wades Centre, Wades Park, Stratton Road, Princes Risborough HP27 9AX
Times: 10am-4.30pm
Prices: Adults £7, children £1
Website: *www.rdmrc.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

21 TONBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Tonbridge Model Railway Club
Location: Angel Leisure Centre, Angel Lane, Tonbridge TN9 1SF
Times: 10am-5pm
Prices: Adults £8, accompanied under 16s free
Website: *www.tonbridgemrc.com*
Features: 22 layouts, trade support, refreshments, nearby parking and disabled access.

21/22 HIGHBRIDGE MODEL RAILWAY EXHIBITION

Hosts: Sedgemoor Gauge O Group
Location: The King Alfred School and Academy, Burnham Road, Highbridge TA9 3EE
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £7, accompanied under 14s free
Website: *www.facebook.com/groups/925593368340302/*
Features: Layouts, trade support, refreshments, parking and disabled access.

21/22 LINCOLN AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Lincoln and District Model Railway Club
Location: Country Assembly Rooms, Bailgate, Lincoln LN1 3AR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, accompanied under 16s free
Contact: *sean.exhmanager.ldmrc@outlook.com*
Features: Layouts, trade support, refreshments, parking and disabled access.

21/22 PORTSMOUTH RAILEX 2026

Hosts: Portsmouth Railex team
Location: Horndean Technology College, Barton Cross, Horndean, Hampshire PO8 9PQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: TBA
Website: *www.portsmouthrailex.wixsite.com*
Features: Layouts, trade support, refreshments, parking and disabled access.

21/22 TENTERDEN MODEL RAILWAY EXHIBITION

Hosts: Ashford Model Railway Club
Location: Homewood School, Ashford Road, Tenterden TN30 6LT
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, children £3, concessions £5, family £15, under 5s free
Website: *www.facebook.com/AshfordMRC*
Features: Layouts, trade support, refreshments, parking and disabled access.

21/22 YORK AGAINST CANCER MODEL RAILWAY SHOW

Hosts: Ebor Group of Railway Modellers
Location: Holy Trinity Church Hall, Melrosegate, York YO31 0RP
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, children free
Contact: 07899 861943
Features: Seven layouts, trade support, refreshments, parking and disabled access.

22 HEANOR MODEL RAILWAY EXHIBITION

Hosts: Ilkeston (Woodside) Model Railway Club
Location: Heanor Miners Welfare, Ilkeston Road, Heanor DE75 7DT
Times: 10am-4pm
Prices: Adults £5, accompanied under 16s free
Contact: 07930 909571
Features: Layouts, trade support, refreshments, parking and disabled access.

28/1 MIDLANDS GARDEN RAIL SHOW

Hosts: Meridienne Exhibitions
Location: Warwickshire Events Centre, The Fosse, Radford Semele, Leamington Spa CV31 1FE
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £13, concessions £12, under 14s £5
Website: *www.meridienneexhibitions.co.uk*
Features: Large scale garden layouts, trade support, refreshments, parking and disabled access.

March 2026

1 CHESHAM MODEL RAILWAY CLUB EXHIBITION

Hosts: Chesham Model Railway Club
Location: White Hill Centre, White Hill, Chesham HP5 1AG
Times: 10am-4pm
Prices: Adults £6, under 16s £3, under 4s free, family £12
Contact: 07939 327947
Features: Layouts, trade support, refreshments, limited parking and disabled access.

7 EAST KENT MODEL RAILWAY SOCIETY EXHIBITION

Hosts: East Kent Model Railway Society
Location: The Landmark Centre, High Street, Deal, Kent CT14 6BB
Times: 10am-4pm
Prices: Adults £7, under 16s £1, under 5s free
Contact: *ekmrswhitstable@gmail.com*
Features: Layouts, trade support, refreshments, parking and disabled access.

7 WOMBOURNE 2026 SPRING RAILEX

Hosts: Midarc Promotions
Location: Wombourne Civic Centre, Gravel Hill, Wombourne WV5 9HA
Times: 10am-4pm
Prices: Adults £8
Contact: 07927 059930
Features: Layouts, trade support, refreshments, parking and disabled access.

PRIME LISTING

7/8 ABRAIL 2026

Hosts: Abingdon and District Model Railway Club
Location: Abingdon and Witney College, Wootton Road, Abingdon, Oxfordshire OX14 1GG
Times: Sat 10.30am-5pm, Sun 10.30am-4pm
Prices: Adults £16 (£13), accompanied under 18s free (advanced prices in brackets)
Website: *www.admrc.org.uk*
Features: 45 layouts, trade support, societies, refreshments, parking and disabled access. See the full prime listing on *www.keymodelworld.com/events.*

7/8 BIRTLEY MODEL RAILWAY EXHIBITION

Hosts: Birtley Model Railway Engineers
Location: Birtley Community Centre, Ravensworth Road, Birtley, Gateshead, Tyne and Wear DH3 1EN
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £6, accompanied under 16s free
Contact: 07806 323860
Features: Layouts, trade support, refreshments, parking and disabled access.

7/8 PRESTON AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Preston and District Model Railway Society
Location: Sports Hall, Preston College, Fullwood Campus, St Vincent's Road, Fullwood, Preston PR2 8UR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £9, concessions £5, accompanied under 15s free
Contact: *exhibition@prestonanddistrictmrs.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

7/8 RAINHILL MODEL RAILWAY EXHIBITION

Hosts: Rainhill Model Railway Club
Location: Rainhill High School, Warrington Road, Rainhill L35 6NY
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £8, children £1, family £17
Website: *www.rainhillmrc.org.uk*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

7/8 REDDITCH MODEL RAILWAY EXHIBITION

Hosts: Redditch Model Railway Club
Location: Trinity High School, Grove Street, Redditch B98 8DS
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, children free
Website: *www.redditch-mrc.com*
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.

14 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.

14 NARROW GAUGE NORTH 2026

Hosts: Narrow Gauge North
Location: Pudsey Civic Hall, Dawsons Corner, Pudsey, Leeds LS28 5TA
Times: 10.30am-4.30pm
Prices: Adults £10, accompanied under 16s £1, family £15
Website: *www.narrowgaugenorth.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access to most areas.

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!

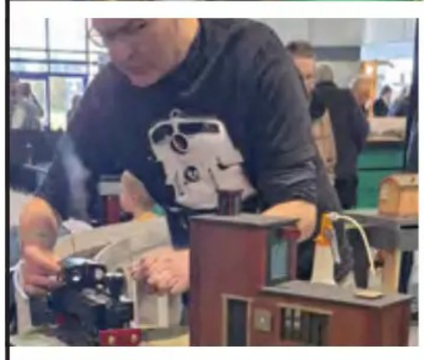
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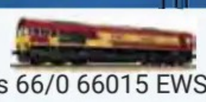
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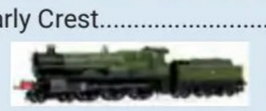
372-614 - LNER V2 60847 *'St Peters School'* BR Lined Green Late Crest.....£186.96

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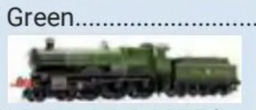
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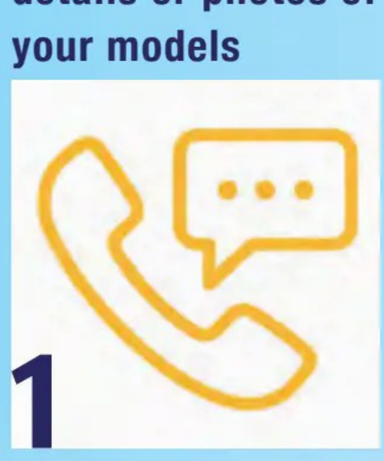
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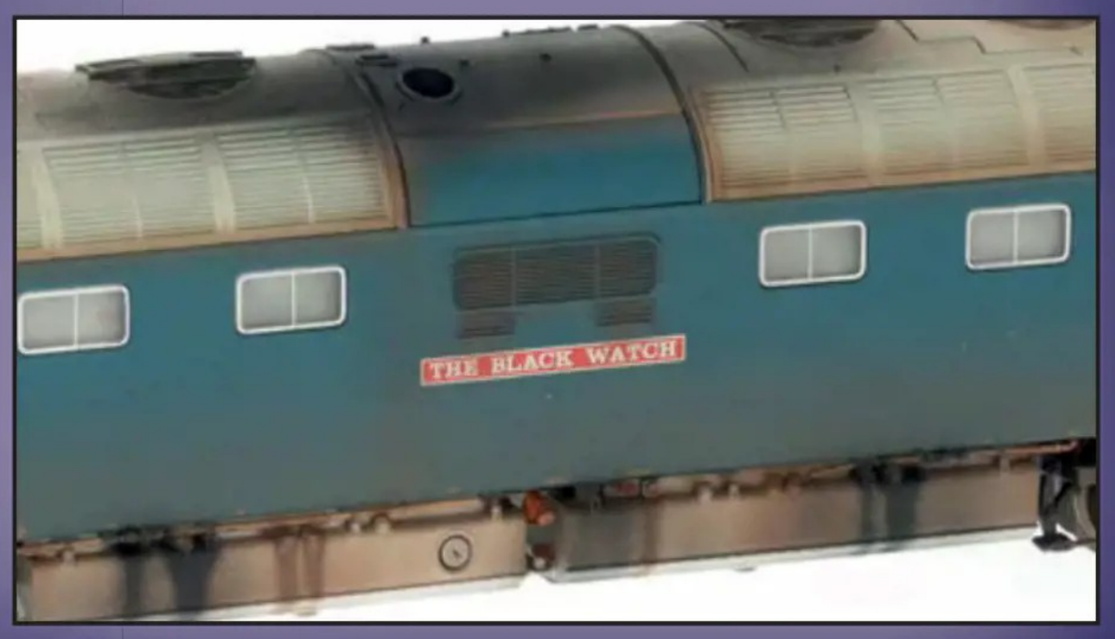
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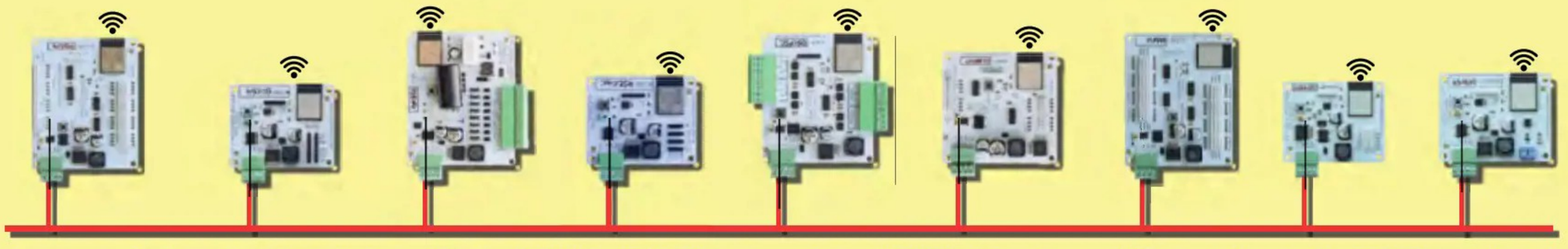
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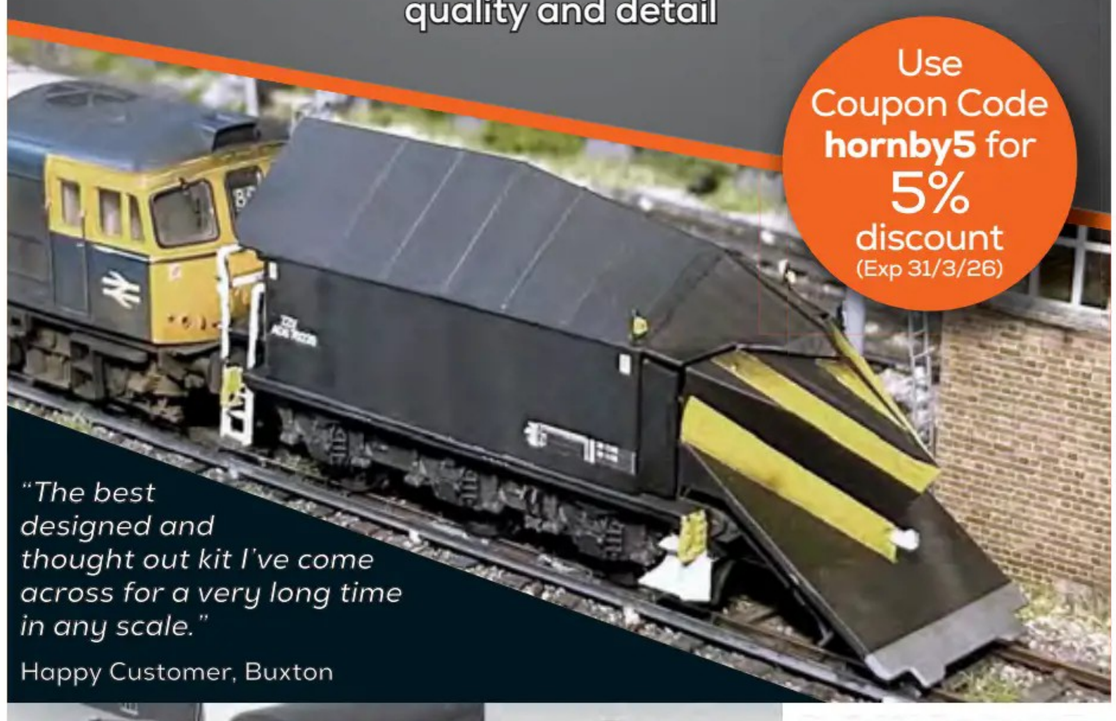
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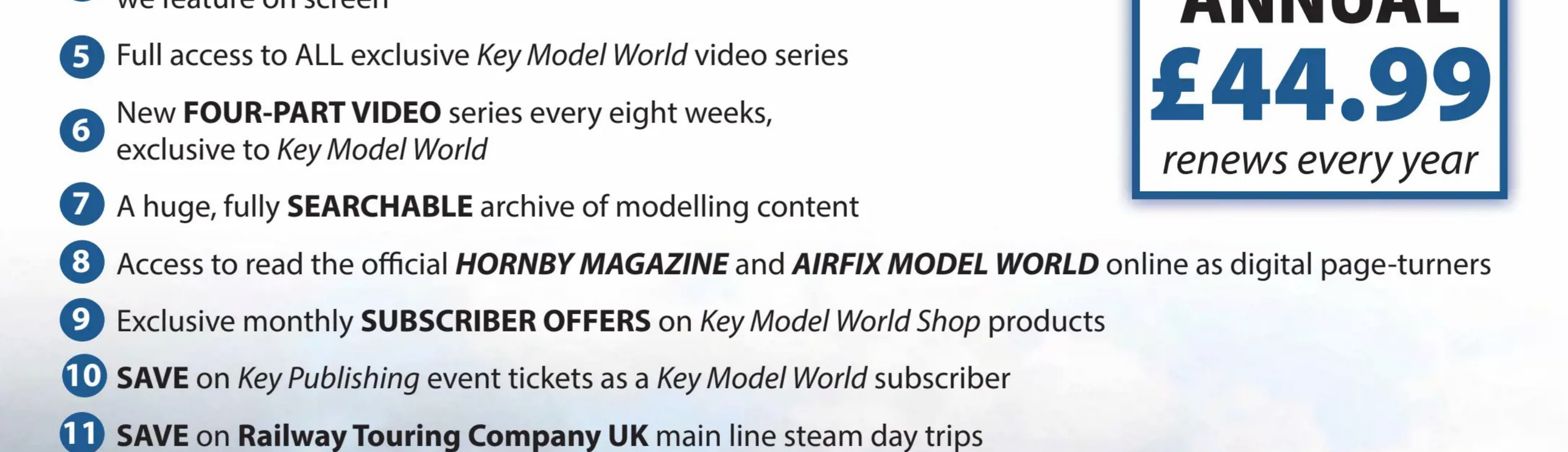
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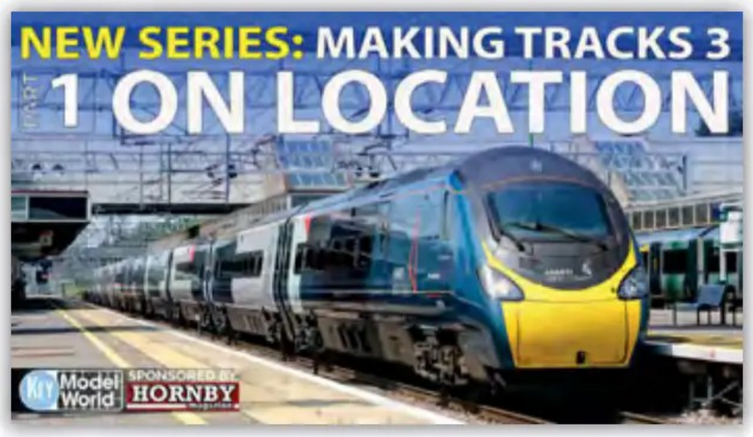
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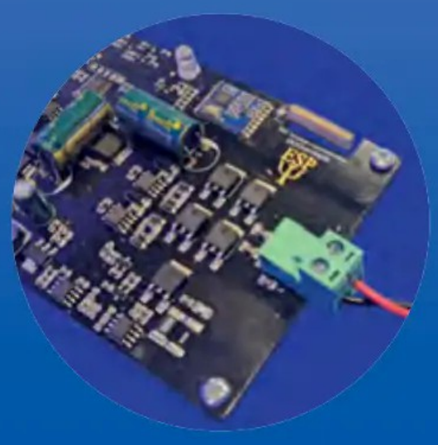
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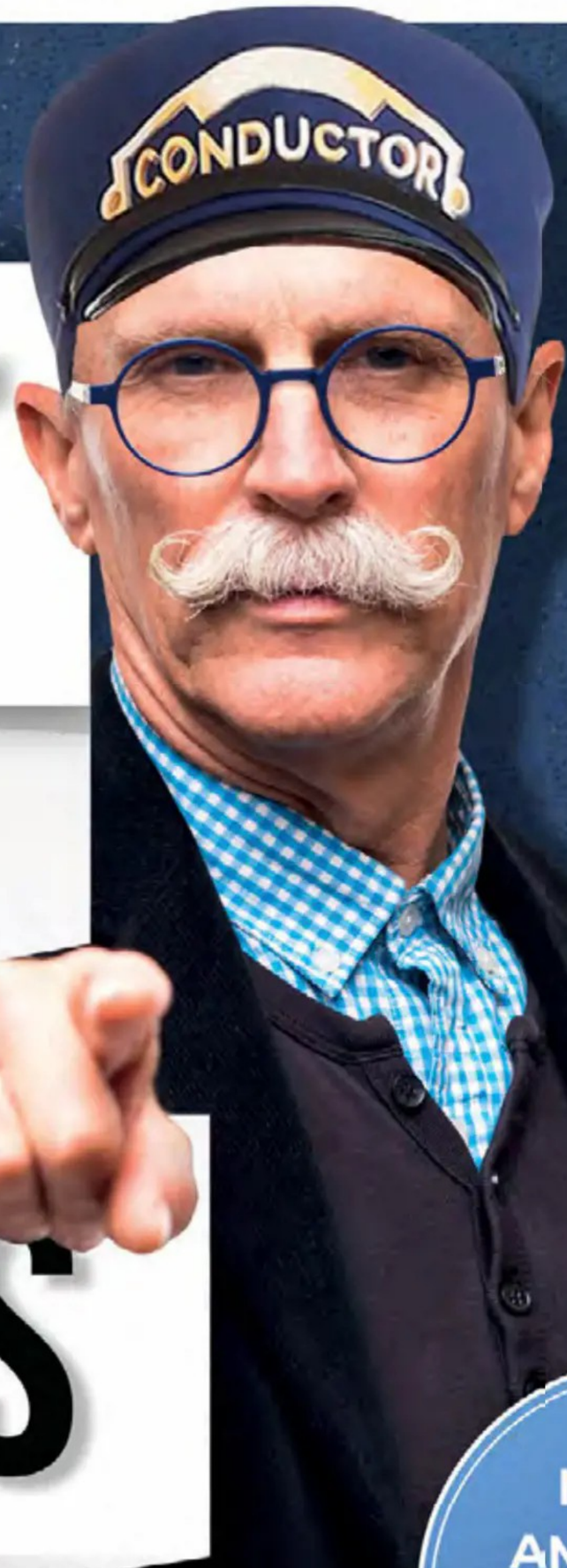
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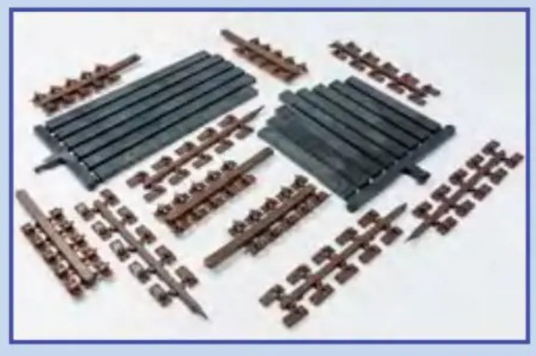
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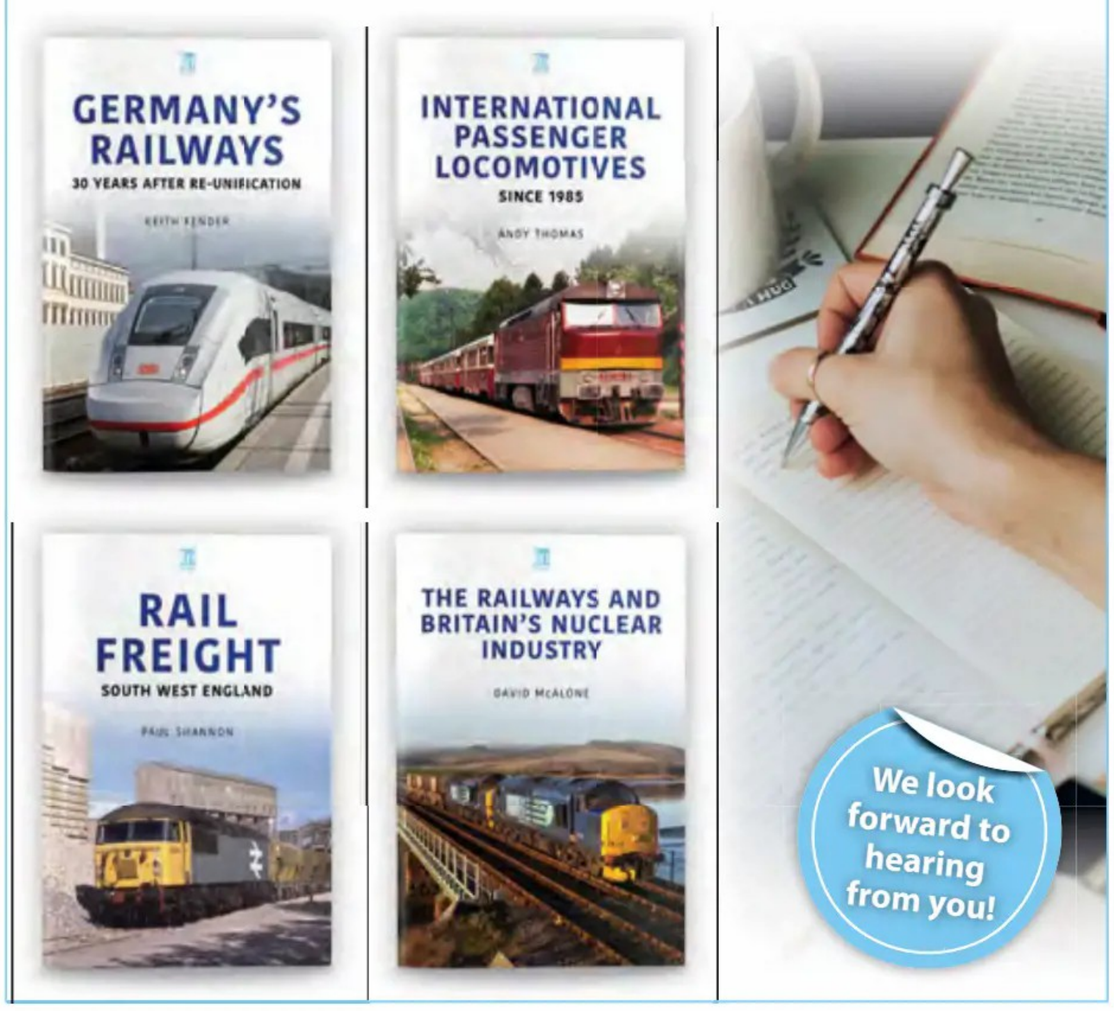
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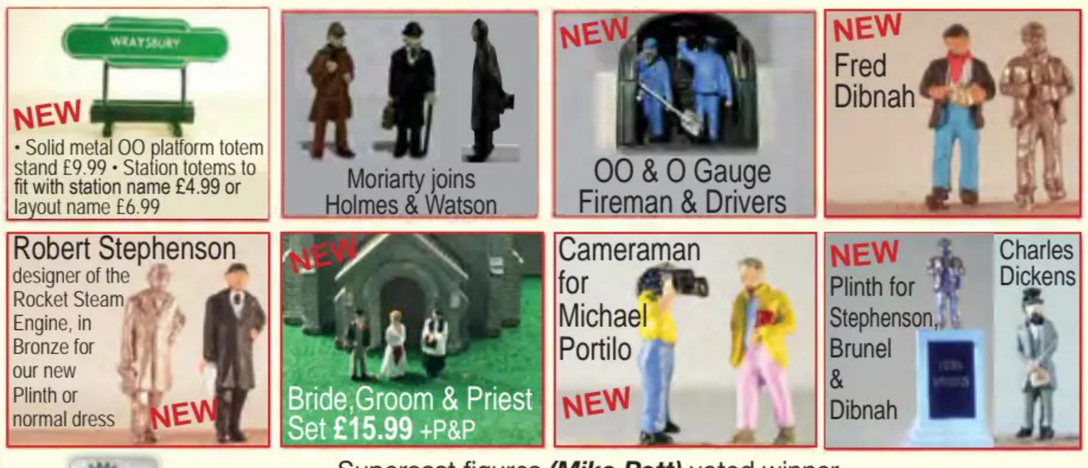
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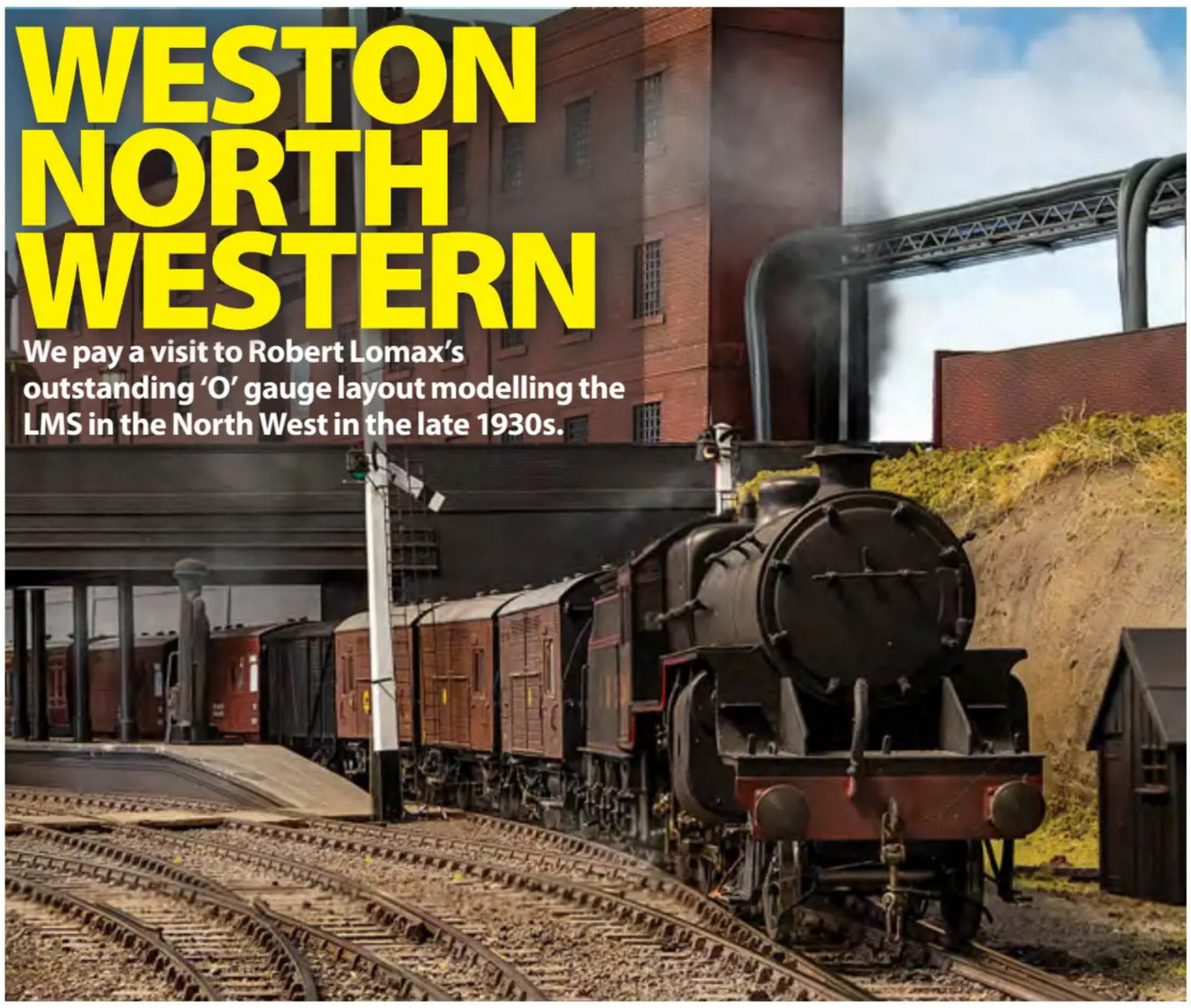
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Richard Hall demonstrates how to super detail Bachmann's 'OO' gauge BR Standard '4MT' locomotives suitable for BR and heritage railway use.

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We pay a visit to Robert Lomax's outstanding 'O' gauge layout modelling the LMS in the North West in the late 1930s.

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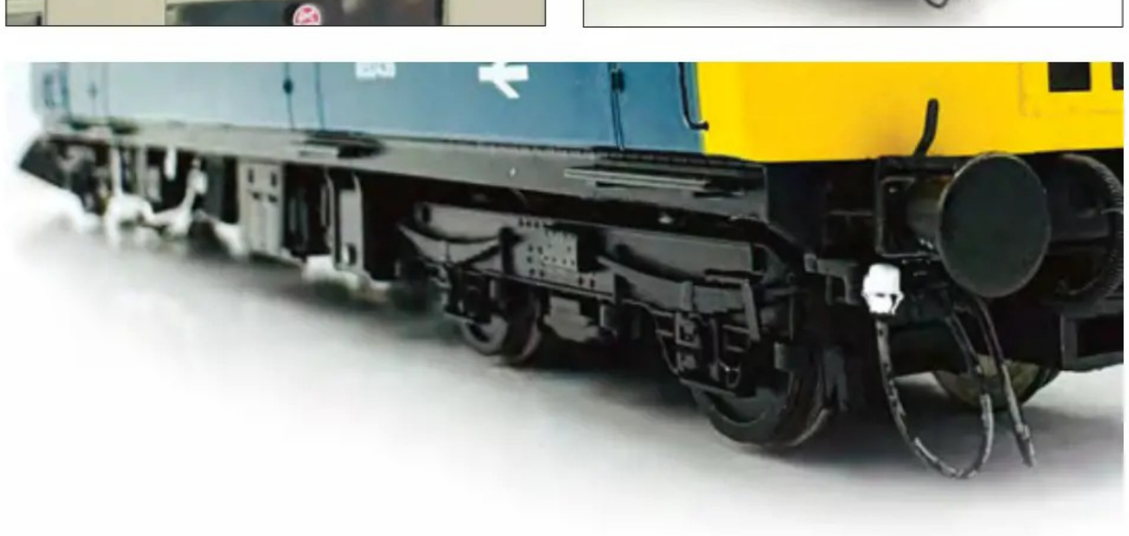
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