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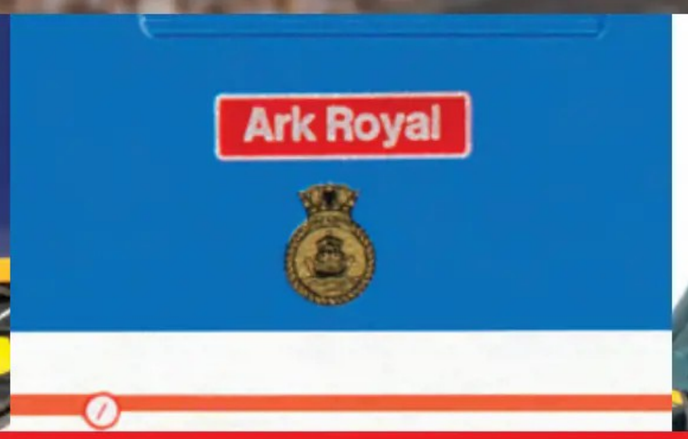

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HORNBY magazine

February 2026

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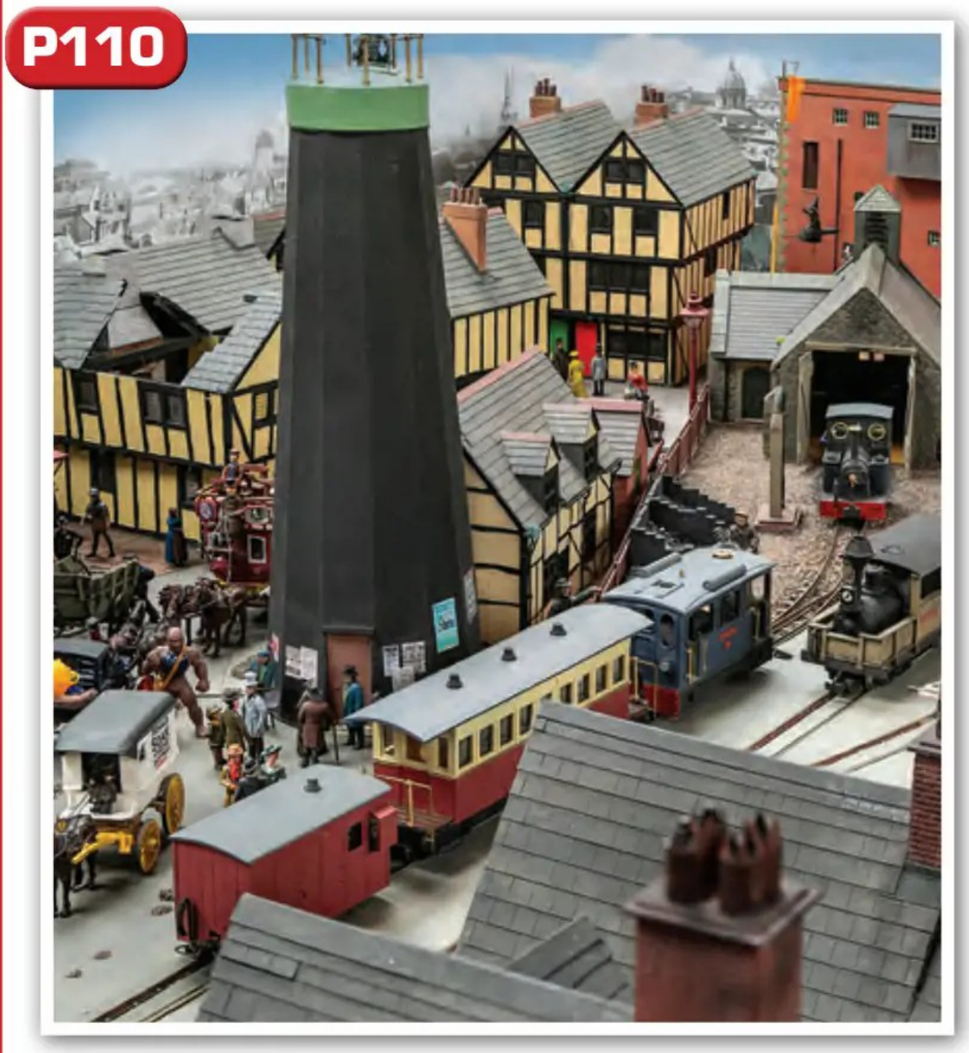

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0.5A Motor rating
4 Function Outputs

THE EDITOR'S PAGE

Welcome

HELLO AND WELCOME to the latest issue of *Hornby Magazine* – and it's been another hectic month with still more all-new models arriving in the office since the last issue went to press. It is difficult to remember the last time this level of new releases all arrived for review at the same time – and we have a special extended reviews section on pages 66-99 to cover it all!

There's also much activity behind the scenes with our new exclusive models edging ever closer to release, including the Hornby Colas Rail HST power cars modelling 43277 and 43257 in the company's striking orange and yellow colour scheme. These colourful power cars are expected to be with us as this issue goes on sale, so don't delay in placing your pre-order at the Key Model World Shop. Also on the horizon are our exclusive Hornby 'OO' gauge IIA-D biomass hopper wagons in their original Powering Tomorrow colour scheme. We have four twin-wagon packs planned and you can see the production samples on pages 8-9 in this issue. A recent visit by the team to York afforded us the opportunity to see some of these running in lengthy trains to and from Drax Power Station.

While on the subject of being out and about, Mike and I recently visited Chessington South in Surrey to witness at close quarters how a modern aggregates terminal operates. We were there at the invitation of DCRail/Cappagh and Cavalex Models to see Class 56s 56103 in DCRail grey and 56045 in BR blue working a lengthy rake of the distinctive blue Cappagh JNA-T aggregates wagons into the terminal on a very blustery, wet day. It was fascinating to watch the slick shunting movements within the confined space and gain plenty of inspiration to create a few realistic track plans for a future issue. 56045 is one of two new 'OO' gauge limited edition models for Ultimate Model Railways – you can find out more about these newly-announced Cavalex Models 'Grids' – in this issue.

With Model World LIVE getting closer, Mike has been busy gathering more exhibits for the show, including a full-size Chieftain tank. This required him to visit a secret location and gather photographs and video content of what you can expect to see and have a go at directing the driver of the tank too. We are looking forward to welcoming the Chieftain to Model World LIVE on April 25/26 and like many readers, we suspect, we can't wait to see it! Advance tickets for the show are available now and you can find the latest update to the line-up on pages 14-15.

Also inside, we have three superb feature layouts modelling 1930s LMS, 1980s British Rail and an Edwardian/Victorian fantasy world based on Terry Pratchett's Discworld books. We've also got four inspirational modelling guides, a behind-the-scenes look at Hornby's development of the all-new 'OO' gauge GWR 'Saint', and the raft of new model releases mentioned earlier. I hope you enjoy the issue!

Mark Chivers
Acting Editor

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FIRST LOOK! EXCLUSIVE Drax biomass WAGON SAMPLES LAND

Hornby Drax IIA-D biomass wagon samples arrive for 'OO' gauge.

PRODUCTION SAMPLES of Key Publishing's exclusive collection of Hornby 'OO' gauge IIA-D Drax biomass wagons are now approved for production ahead of their delivery in the second quarter of 2026.

The collection of four uniquely numbered twin packs models the IIA-D wagons in their original Drax Powering Tomorrow livery replicating the 2013-2014 built vehicles in detail.

The real wagons were built by WH Davis to maximise the amount of space available for the transport of biomass from terminals at Liverpool, Immingham, Tyne Dock, Redcar and Hull and Drax power station. They continue in service today with some still retaining their original livery working in mixed rakes with more recent branding applied to other wagons.

The four exclusive packs all feature Hornby's detailed model of the Drax IIA-D bogie wagons and incorporate turned metal wheels, NEM coupling pockets with small tension locks, optional accessory parts to detail the buffer beams, correct body and hopper profiles and accurate liveries.

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

● **Visit *www.keymodelworld.com /shop* to place your pre-orders.**

Key Publishing's exclusive collection of 'OO' gauge Hornby IIA-D Drax biomass wagons is on target for a Spring 2026 arrival.

THE TWIN PACKS ARE
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R60319 - 83 70 0668 026-7 and 83 70 0698 056-4
R60320 - 83 70 0668 019-2 and 83 70 0698 018-4
R60321 - 83 70 0668 025-9 and 83 70 0698 021-8

WIN! HORNBY GWR

KEY MODEL WORLD is offering readers a chance to win an all-new Hornby 'OO' gauge Great Western Railway (GWR) 'Saint' 4-6-0, worth £234.99.

The prize consists of Hornby's newly tooled 'OO' gauge GWR 'Saint' 2975 *Lord Palmer* in Great Western lined green, worth £235. This latest addition to the Hornby range features a five-pole skew-wound motor, 21-pin Digital Command Control (DCC) decoder socket, flickering firebox, detailed and decorated cab interior, sprung metal buffers 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 March 25 2026.

Even if you don't win, Hornby's new 'OO' gauge GWR 'Saint' 4-6-0s are available from Hornby stockists and at *www.hornby.com* now. Good luck!

Four twin-wagon packs have been commissioned, each containing two differently numbered vehicles.

Hornby's 'OO' gauge IIA-D biomass wagons feature correct body, bogie and hopper profiles and come with optional accessory parts for the bufferbeams.

This new selection of IIA-D biomass wagons model the vehicles in their original Drax Powering Tomorrow scheme which continue to pop up in mixed formations today.

HORNBY AMENDS 2026 RANGE

Hornby has amended the price of its forthcoming all-new 'OO' gauge Bulleid rebuilt 'Merchant Navy' 4-6-2s.

HORNBY is making several small amendments to its 2026 range following the launch of its new catalogue on January 14.

It is changing the prices of its all-new 'OO' gauge Bulleid rebuilt 'Merchant Navy' 4-6-0 35028 *Clan Line* in BR lined green (Cat Nos. R30490/R30490SS) from that shown in HM224. The revised prices are £319.99 DCC Ready and £399.99 DCC sound fitted.

After checking the tooling suite for the company's 'OO' gauge RailRoad GWR 'County' 4-6-0, just a single DCC Ready model is now planned – 1013 *County of Dorset* in BR lined green with late crests (R30521). The DCC sound fitted model shown in the catalogue has been cancelled.

● **Visit *www.hornby.com*.**

'SAINT' LORD PALMER

QUESTION

Where were the Great Western Railway 'Saint' 4-6-0s built?

A. Derby Works
B. Doncaster Works
C. Swindon Works

WORTH £235!

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

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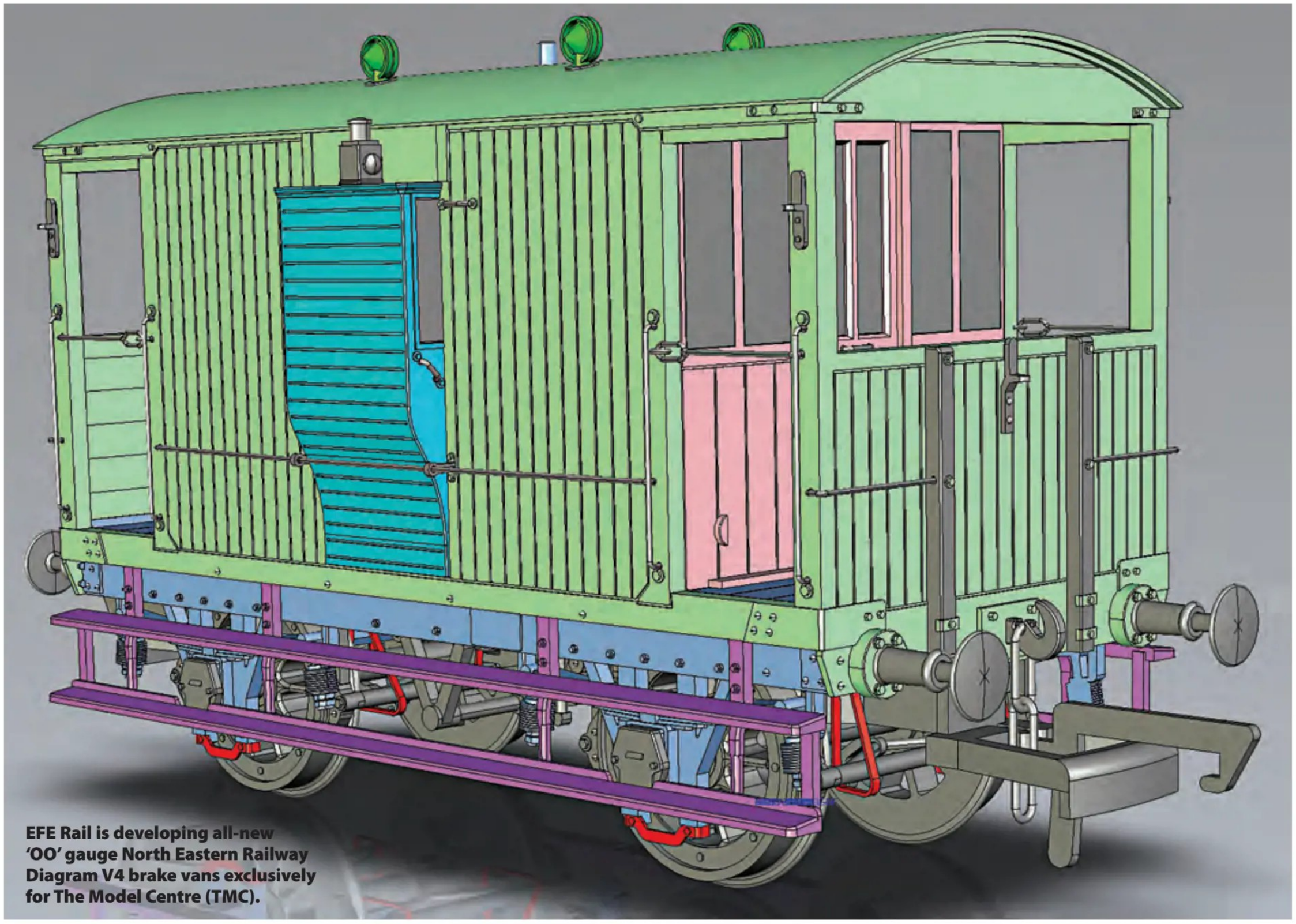
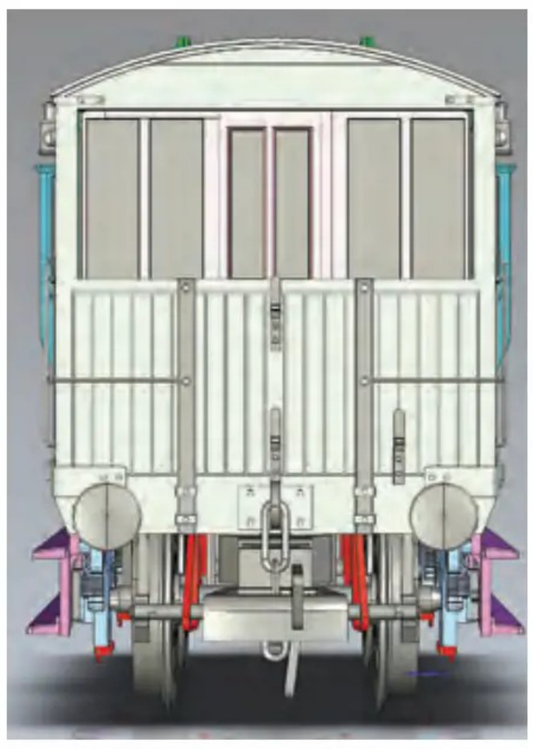
TMC PLANS NORTH EASTERN BRAKE VANS



EFE Rail is developing all-new 'OO' gauge North Eastern Railway Diagram V4 brake vans exclusively for The Model Centre (TMC).

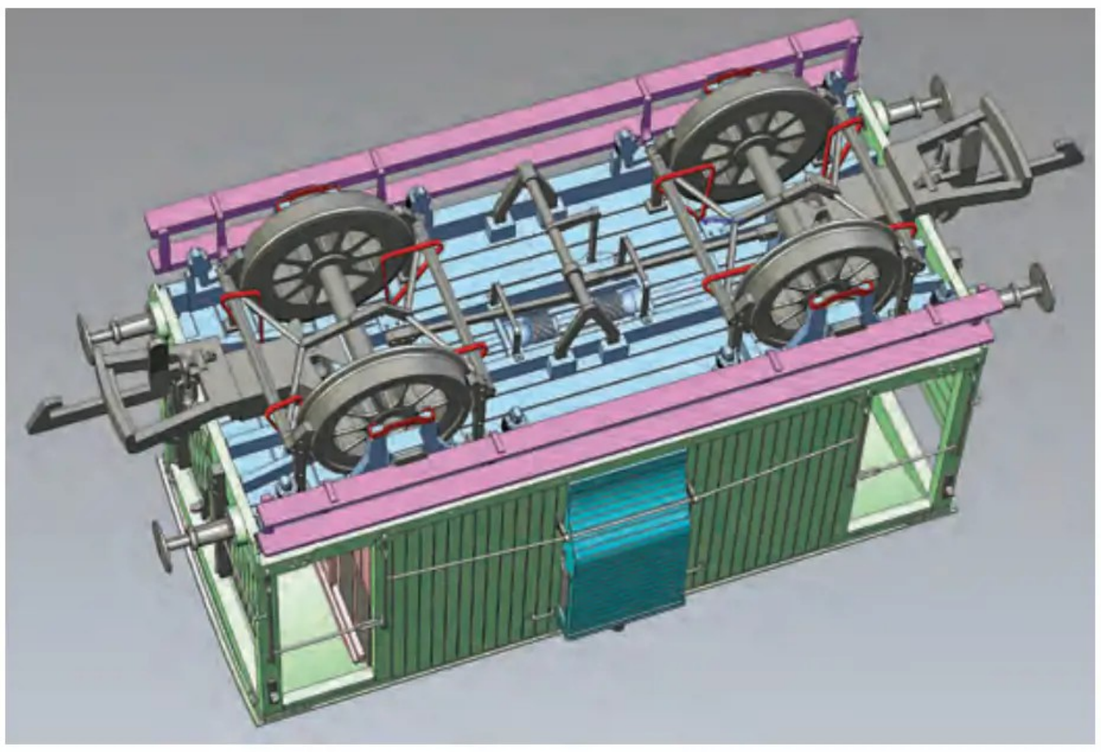
A NEW range of 'OO' gauge North Eastern Railway (NER) Diagram V4 brake vans is being produced exclusively for The Model Centre (TMC) by EFE Rail, with delivery expected in late 2026.



Detail differences to the body styles, lamp bracket locations, rainstrips and handrails have been catered for within the tooling suite.

Introduced by the NER from 1908, the V4 brake vans became the railway's standard design, replacing a number of earlier designs. A new steel underframe increased strength and durability and enabled more straightforward and standardised construction practices compared to previous vans. They had a dual veranda design with a central body and duckets and some survived into BR ownership.

EFE Rail's all-new model will be produced in eight different liveries, with four NER models, two London and North Eastern Railway (LNER) models and two BR examples. They are set to appear as V4 brake vans 13503 in NER NE livery with Goods Forth lettering (Cat No. E87076), 52821 in NER NE livery with Mineral (Tyne Dock) lettering (E87077), 56002 in NER NE livery with Goods NE Newcastle Forth lettering (E87078), 1328 in NER NE livery (E87079), 11920 in LNER livery (E87080), 23087 in LNER livery (E87081), E61445 in BR livery (E87082) and E1492 in BR livery (E87083).



Underneath, the all-new 'OO' gauge brake vans are set to feature detailed brake equipment and brake shoes in line with the wheels.

Models will feature subtle detail variations to allow for different lamp locations, variations to handrails, rain strips and different body styles.

Priced at £45.95 each, the new NER Diagram V4 brake vans are due for delivery in late 2026.

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

KR 4-DD gains NSE colours

KR Models has added a fictional Network SouthEast liveried example of its new 'OO' gauge 4-DD double-deck EMU to the range.

KR MODELS has added a new version of its 'OO' gauge BR Southern Region 4-DD double-deck Electric Multiple Unit (HM223) in Network SouthEast (NSE) livery – a colour scheme they never carried in service.

Built in the late 1940s, the two 4-DDs were intended to increase capacity on commuter trains. Designed by Oliver Bulleid, they were constructed at Lancing Works and could accommodate 122 more passengers than a conventional four-car suburban EMU. They were cleared to operate between Charing Cross and Dartford and despite their limited success and route availability they remained in revenue service until late 1971.

KR's new NSE special edition 4-DD unit models 4901 in NSE colours, providing a glimpse of how they might have looked had they lasted into the Sectorisation period.

Two versions of the four-car unit have been produced in DCC Ready and DCC sound-fitted formats, priced at £375 and £475 respectively. They are available now.

● **Visit *www.krmodels.net* for more information.**

Accurascale PCAs return

A new batch of Accurascale's 'OO' gauge PCA bulk cement wagons have been revealed, including these Sulfacrete branded STS grey examples.

ACCURASCALE is producing a new batch of 'OO' gauge PCA bulk cement wagons, appearing in STS grey and Rugby Cement liveries. Delivery is planned for early 2027, with the models only available direct from Accurascale.

Constructed by CFMF of France for wagon leasing company STS, 50 PCAs entered service from 1982. 15 were leased to Rugby Cement initially, with 15 more wagons ordered by Rugby Cement to a slightly different diagram to replace the 15 leased examples.

Accurascale's PCAs feature turned metal wheels, NEM coupling pockets, separately fitted detail and etched steps and walkways where appropriate.

They will appear in STS grey and Rugby Cement liveries and will once again be available in triple packs. Models in STS grey will receive new running numbers, while some will additionally feature Sulfacrete branding on the walkways.

Triple wagon packs are priced at £69.95 available exclusively from the Accurascale website. Release is currently slated for early 2027.

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

More Caledonian Sleeper Mk5s revealed

ACCURASCALE has confirmed a rerun of the 'OO' gauge Mk 5 sleeper coaches, with delivery of the models expected in the first quarter of 2027.

Built by Spanish manufacturer CAF between 2016 and 2018, the new Mk 5 Caledonian Sleeper coaches entered service in 2019. Used on overnight London to Scotland sleeper services, they are mainly seen on the West Coast Main Line hauled by Class 92s and in Scotland are hauled by a Class 66 or Class 73/9.

For their latest outing, each of the new Accurascale Mk 5 Caledonian Sleeper coaches will be available singly, with each vehicle featuring a new running number.

Mirroring the specification of the first wave of Mk 5 coaches from Accurascale, all will include prism-free glazing, detailed underframes and interiors, interior lighting, factory-fitted stay alive capacitors, turned metal wheels and NEM coupling pockets.

Priced at £59.45 each, they will be available exclusively from the Accurascale website. Delivery is expected during the first quarter of 2027.

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

A new batch of 'OO' gauge Mk 5 Caledonian Sleeper coaches is planned from Accurascale. Release is expected in early 2027.

Decorated 'DELTICS' debut

Decorated samples of Heljan's newly tooled 'TT:120' Class 55 'Deltic' have arrived for inspection.

HELJAN'S upcoming Class 55 'Deltic' for 'TT:120' has progressed to the decorated sample stage, with four standard and six exclusive models set to form the initial range later this year.

Heljan's 'Deltic' was launched alongside the Class 122 diesel railcar in April 2025 and models the class of 22 English Electric locomotives that operated on the East Coast Main Line from 1962 to 1982.

Heljan's all-new model will sport open or plated headcode panels together with a die-cast chassis, five-pole motor with flywheel, all-wheel pick-ups, E24 Digital Command Control (DCC) decoder socket, stay alive capability, etched roof fan grilles, controllable interior and directional lighting plus representation of interior engine room detailing.

Four standard models will kickstart the range, modelling D9006 in BR two-tone green, D9021 *Argyll & Sutherland Highlander* in BR two-tone green with small yellow ends and 55007 *Pinza* and 55012 *Crepello* in BR blue, the latter with white cab window surrounds.

Six examples are exclusive to Rails of Sheffield - D9009 *Alycidon* in BR two-tone green with small yellow ends, D9016 *Gordon Highlander* in BR two-tone green with full yellow ends, 55019 *Royal Highland Fusilier* in BR blue, 55022/D9000 *Royal Scots Grey* in BR blue with silver embellishments, 55002 *The King's Own Yorkshire Light Infantry* in BR two-tone green with full yellow ends and D9015 *Tulyar* in present day BR two-tone green.

Priced at £189.99 DCC Ready, they are due for release during the first half of 2026.

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

Cavalex confirms 'OO' gauge Class 47 prices

Cavalex Models has confirmed pricing for its all-new 'OO' gauge Class 47 Co-Co diesel, with more than 20 variants planned in the initial batch of releases.

CAVALEX Models has confirmed pricing for its new 'OO' gauge Class 47s which will cost £209.95 DCC Ready and £309.95 DCC sound-fitted when they arrive with stockists in the first quarter of 2027.

The new Class 47 was announced in August 2025 at the Greatest Gathering and promises a high specification. It is set to feature a coreless motor with twin flywheels, removable roof panel to access the 21-pin DCC decoder socket, floating centre axle, photo-etched grilles, independently controllable rotating roof fans and fully controllable directional and interior lighting. They will also include hall sensors for automatic flange squeal on sound-fitted models and a factory-fitted stay alive capacitor.

14 standard 'OO' gauge models are being released covering two-tone green, BR large logo blue, original Railfreight, Railfreight triple grey with Petroleum and Distribution sector decals, InterCity 'Executive', 'Main line' and 'Swallow', plus ScotRail, revised Network SouthEast and Rail Express Systems colour schemes. Several exclusives are also planned for the Rails of Sheffield, Railway Icons and Ultimate Model Railways ranges (HM220).

The Class 47 project is in tooling, with the manufacturer expecting the first engineering samples to arrive soon.

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

Dapol 'N' gauge Gresley coach EPs surface

Dapol's all-new 'N' gauge Gresley Buffet and BG are progressing well, with EP samples arriving for assessment at the turn of the year.

ENGINEERING prototypes of Dapol's 'N' gauge Gresley Full Brake and BR era modified Buffet coaches are being evaluated by Dapol.

Dapol plans to produce five Gresley Full Brakes covering LNER teak, LNER lined teak, BR crimson, BR maroon and BR blue liveries. Two Gresley Buffet coaches will also be released in BR blue and grey modelling their final years in service.

The coaches will be compatible with Dapol's interior light bar system, which will need to be purchased separately. They will feature flush-glazed windows, turned metal wheels and 'Rapido' style 'N' gauge couplings.

Dapol has identified some areas of refinement, with improvements planned to the fitment of the roof, polishing of the glazing and improved fitment of handrails.

Expressions of interest are being taken on Dapol's website, with the coaches priced at £39.95 each. A release date has yet to be confirmed.

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

Five 'N' gauge Gresley Full Brakes (BG) are planned for the initial batch of releases.

Dapol plans 'N' gauge LMS suburban coaches

Dapol is planning a selection of 'N' gauge Stanier non-lavatory suburban coaches subject to sufficient interest.

DAPOL IS INVITING expressions of interest in a range of London Midland & Scottish Railway (LMS) non-lavatory suburban coaches for 'N' gauge, with four types proposed.

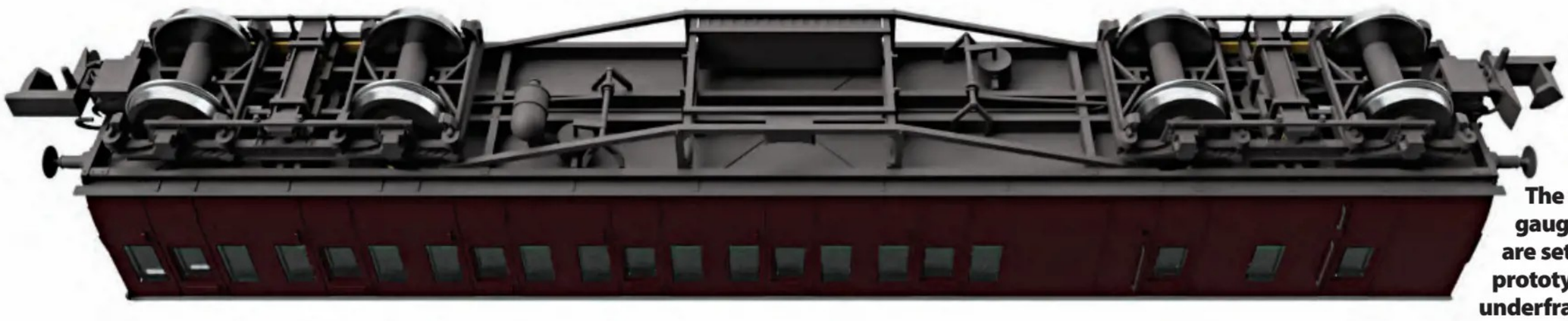
Built from 1933 to 1950 to a design by William Stanier, these suburban coaches were used across the LMS network on suburban services, with some lasting in service until 1967.

Dapol plans to model four diagrams in its tooling suite: Diagram 1906/1906A Third, Diagram 1921/1921A Composite, Diagram 1907 Brake Third and Diagram 1856 Driving Brake Third. All will appear in LMS crimson lake, BR crimson, BR maroon and BR lined maroon colours.

Each will include flush glazing, pinpoint axle pick-ups, NEM kinematic couplings, extensive interior detailing and provision for Dapol's lightbar interior lighting system in the coaches.

CAD work is complete for all planned vehicle types, with expressions of interest being taken on Dapol's website. The deadline for expressions of interest is the end of February 2026, and if the project goes ahead, modellers will have an opportunity to place a pre-order. Coaches are priced at £39.95 each.

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



The new 'N' gauge vehicles are set to feature prototypical underframe detailing.

CHIEFTAIN BATTLE TANK TO TAKE CENTRE STAGE

MODEL WORLD LIVE 2026 will host a 55ton Chieftain tank as its centrepiece at the mixed modelling show at the NEC in Birmingham on April 25/26. Book your tickets today and SAVE!

A CHIEFTAIN MAIN Battle Tank (MBT) in Berlin camouflage is to be the centrepiece full size exhibit at Model World LIVE on April 25/26 at the NEC in Birmingham.

The 1967-built Chieftain is owned and maintained by Seb Brady and will be transported to the show by road for display during the event offering visitors the chance to see one of these 55ton MBTs up close.

The Chieftain entered service in 1969 with the British Army of the Rhine and worked with regiments including the Berlin Armoured Squadron where it received the unique urban camouflage given to the Chieftains serving in Berlin.

Model World LIVE Exhibition Manager Mike Wild said: "When the opportunity to display this Chieftain came up, we just had to say yes. In previous years we've had a Class 37 diesel locomotive and a replica Mk IXc Spitfire on display, so it was only right that we brought one of the biggest Main Battle Tanks to the event too."

The exhibit and trade list continues to grow for the event with the latest additions including Hazelcombe by Jim McGeachy in 'O' gauge, Arrowmouth by Redditch Model Railway Club in 'OO', Essex Brick by Eddy Edwards in 'OO' gauge, Millfield Yard in 'N' by Pauline McKenna and Two Bridges Up Sidings by Andy Howard in 'OO' gauge.

New trade stands include 3D Prima which offers a range of 3D printers and scanners, 3D Scales which produces figures together with kit manufacturer Beacon Models. These are joined by a wide range of trade and manufacturer stands with show sponsors including Bachmann Europe, Pocketbond, Model Collect Create, Modelu, Oxford Diecast and TMC. The full trade stand list is available on the Model World LIVE website.

Discount advance tickets are available now offering a reduced entry price over on the day prices as well as early entry from 9.30am each day. There are also Weekend and VIP ticket options available.

● **Visit *www.keymodelworld.com/modelworldlive*.**

A Chieftain Main Battle Tank will be the centrepiece full size exhibit at Model World LIVE 2026!

Two Bridges Up Sidings is one of the latest additions to the Model World LIVE layout line-up.

Eddy Edwards' fascinating Essex Brick layout is almost entirely 3D printed and even features working canal boats and cranes.

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Ultimate Model Railways commissions new **CLASS 56 LIMITED EDITIONS**

A PAIR OF CLASS 56 models have been commissioned by Ultimate Model Railways from Cavalex Models to replicate unique main line operational 56301/56045 which is now owned and operated by DCRail.

The locomotive was modified with cutaway of the bottom of its cab to remove corrosion in 2005/2006 during overhaul for service with Fastline at Brush Traction. At the same time it also gained later full grilles on the cab front giving the early Doncaster-built 56045 a new look.

Since 2024 56301 has been working with DCRail in debranded Fastline livery and was bought by the aggregate operator in 2025 to work with 56103. It was then repainted in summer 2025 for The Greatest Gathering and restored as far as possible back to its original BR blue appearance with original Doncaster style cab front grilles.

The two versions of this locomotive have now been commissioned as a limited edition by Ultimate Model Railways with a choice of 56301 in debranded Fastline livery and 56045 in its current DCRail branded BR blue livery. Both have unique tooling to allow the cutaway cab to be modelled correctly while Cavalex Models has also modelled the changes to the lights with 56301 having original incandescent lights while 56045 has modern LEDs lights.

The limited editions are priced at £199.95 DCC Ready and £299.95 DCC sound fitted and are due to arrive with the second batch of Cavalex Models Class 56s during quarter one 2026.

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

EXCLUSIVE Cavalex Class 56 sample arrives

FIRST LOOK

CAVALEX MODELS has revealed the decorated sample of Key Publishing's exclusive model of DCRail operated Class 56 56103 carrying its unique version of the aggregate operator's colour scheme.

As part of the second production run 56103 incorporates the latest improvements to the Cavalex Class 56 including bogie centre realignment, a new sound file to correctly operate the LED lights prototypically on 56103 and a redesign of the kinematic coupling for improved reliability.

With the factory sound fitted version of 56103 now sold out on pre-order, Key Publishing is offering optional sound upgrade packs which can be ordered with the remaining pre-order stock of DCC Ready Class 56s. Sound packs cost £120 on top of the DCC Ready model price and include an ESU LokSound V5 decoder loaded with the correct sound profile for 56103 and a plug and play ESU passive radiator speaker with the correct wire harness to match the Cavalex Class 56 socket. The sound upgrade packs require fitting after purchase.

The limited edition of 56103 is now on its way from the factory to the UK and is due to arrive during the first quarter of 2026. Prices are set at £189.95 for DCC Ready versions and £309.95 for DCC Ready versions with a sound upgrade pack.

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

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THE DIGITAL CONTROL EXPERTS!

WESTON NOR' WESTERN

Inspired by the location where his parents met, **ROBERT LOMAX's** 'O' gauge layout was a meticulously recreated pastiche of Runcorn.

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'O', 32mm	7mm: 1ft	30ft x 20ft	MIDLAND	1938	ANALOGUE

I STARTED BUILDING in 'O' gauge in the mid-1990s and became the model engineer for Chowbent castings run by a huge influence on me, John Robinson. John has so much knowledge of the LNWR and LMS that he really helped me in setting the scene for my railway work ever since, culminating with Weston Nor' Western. This was really inspired by modelling and railway expert John Dutton, who ran a number of model shops in the area and who made me think about the bigger picture of a layout beyond the railway itself.

The railway is 20ft x 30ft, which allows a generous curve radius of nominally 8ft as I build all my locomotives as close to scale as possible so don't have issues with bogies touching steps, sanding gear or any other chassis hardware. As I build locomotives for people, there are a few tighter traps though built in so I can test them thoroughly. The railway is set in 1938 when my father Harry met my mother Mary on the station platform in Runcorn. 1938 was a magical year for the London Midland & Scottish Railway (LMS) in the North West. There were new LMS standard designs running but the old London & North Western Railway (LNWR) stock was making its last stand in the area. This railway is a tribute to my parents' generation who sacrificed so much over the next few years, and I have tried to make it a social commentary of the time.

I was born in 1960 and have very clear memories of growing up in Dukesfield. I firmly believe that due to the war and the difficult conditions afterwards that the Runcorn I grew up in was very similar to the Runcorn my parents remember from before the war so have based my surrounding townscapes on my memories. We all lived in landlord housing, DIY was unheard of and therefore the paint and materials options were limited. White paint was virtually unheard of before the Second World War as it was not available on a commercial scale until ICI developed Titanium Oxide as a paint pigment, so looks out of place on any pre-war structures.

The scenic section of the railway runs from Greenway Road bridge, through the station and out over the arches towards Ethelfredas railway bridge. Due to space and building limitations a few compromises have been made which has moved large chunks of Runcorn around. This resulted in people saying that certain things are in the wrong place so rather than argue I stopped calling it Runcorn and called it something else. When the LNWR had a station in a town with another railway company it added Nor' Western, or N' Western to their station name. The railway is in Weston Village so Weston N' Western is a nice play on words so that's what it became.

From Crewe, Runcorn station is accessed via a fairly deep and steeply cut cutting. I have copied this from Greenway Road to the footbridge that I used to walk over »

Above: **The local coal man and dray stop to make a delivery of household coal.**

Left: **Footplate crew catch-up on the platform as a Beames 'Super D' 0-8-0 rumbles through Weston Nor' Western station with a mixed goods train.**

3 Left: **Aspinall '11' 0-6-0 12284 shunts wagons into Weston Nor' Western goods depot.**

4 Right: **An LMS liveried Thorneycroft van awaits loading outside Weston Nor' Western goods shed.**

5 Below: **LNWR 'George V' 4-4-0 25373 slows for the station stop with a rake of non-corridor passenger stock.**

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going to secondary school in Balfour Street. I have opened the cutting out so you can see the trains running, otherwise they would be invisible in a trench. Past the footbridge things start to deviate from the real location.

Runcorn only has two platforms, and I wanted to pass trains in the station for visual and operational interest, so I needed island platforms. This meant the station building had to be moved, so I borrowed the idea from Ditton Junction and put it on a road bridge with steps leading down to the platforms.

Immediately before the station is the freight line to Foley Lane. This was a very important line as it led to the ICI works which during the war was a munitions factory and a target for enemy bombing raids. The LNWR signalbox was replaced in 1940 by a war department bomb proof

design, so my use of a LNWR standard structure is appropriate for the time. The 'box still stands even though it is out of service as it has a preservation order on it being one of the last surviving structures of its type.

In real life this line runs slowly down and to the left into a works. I could not replicate this, so it drops behind the station and runs right below the canal and factories, coming out on a skew bridge to the engine shed in the middle. There is a hidden turnout which brings it out under a different bridge to run to an off-scene factory. I am fascinated by the railway being in such close proximity to houses and members of the public.

Trains have to negotiate a reverse crossover to access the siding from the Liverpool direction and for trains leaving the siding to go towards Crewe. This was a real challenge to build on a curve and allow wagons to be pushed over it without derailing. The finished crossing is over six feet long.

SETTING THE SCENE

The cutting is polystyrene sliced very thinly and glued to a plywood backing, this is then covered with cheap internal filler. Once dry it was washed with artist's watercolours to achieve the required colour.

The goods yard and coal yard are in the position that they were in real life. The setts for the road surface were individually embossed into DAS modelling clay. There are more than 170,000 individual embossed setts in the area from the overbridge to the end of the goods shed. Once dry, the setts were washed with watercolours. The goods shed is a large model scratchbuilt in Plasticard using photographs of the demolished structure. All internal details are present including the office furniture.

The station platforms are designed to accommodate a typical train of eight coaches plus locomotive, so they are in the region of 15ft long. I have problems with painting randomly, I always end up painting a repeat pattern. To counter this, I cut hundreds of 2ft by 3ft flagstones from »

plastic sheet and put four shades of grey on a small piece of glass. Each flagstone was painted with various mixes of these greys. Once dry they were put into a box and shaken up to mix them. They were then taken out and individually stuck onto the platform tops to provide a random change in tone but retaining the same basic colours. The pointing was done by brushing talcum powder onto the flags and then sealed with a dusting of matt varnish. The major civil engineering area is Dukesfield and the viaduct, or 'under the arches' as we knew the area when I grew up there.

The baseboard for the track was very carefully cut from 12mm MDF. In fact, all the baseboards are 12mm MDF on softwood framing. A railway of this size requires baseboards to be made over time. As plywood is a nominal thickness you can end up having steps at baseboard joints, whereas MDF is an engineered board and will have a consistent thickness.

The trackbed for the viaduct had to be a consistent radius, parallel and a dead square cut across the board. It was positioned in place and supported on softwood legs. The inner sections of the arches were made from three-ply plywood and glued and nailed into position. This was then covered in English bond plasticard secured by double-sided tape. The outer sections were cut from another piece of three-ply plywood but each one was 20mm longer than the inner section; the arches themselves were carefully cut out with a jigsaw with a fine blade. By securing the buttresses in place first, the outer section was forced into a curve and locked into place when fitted. Double-sided tape was used to secure it in place. The arches themselves were detailed with more embossed plasticard and plastic

6 An onlooker observes the locomotives passing through the station below, while an Austin Morris Police 'Black Maria' is parked outside the booking office awaiting new arrivals for onward transportation.

7 Having just passed through the station, LNWR 'Prince of Wales' 4-6-0 25841 rolls past the signalbox and onto the viaduct with a lengthy oil train.

strip, taking extreme care to align brick courses.

The completed arches were painted with Tamiya German grey, which is an excellent base colour for engineering blue brickwork. Up until the end of the Second World War, mortar in the North West of England used waste ash from industry and engine sheds instead of sand. Ash was free, but sand cost money! This gave the mortar a black finish, so all the arches were painted in Revell Anthracite enamel which was immediately rubbed off in a downwards direction. Using enamels allows you time to work the paint as it dries slowly and does not lift the basecoat of Tamiya paint as it is acrylic. It is impossible to clean the paint from nooks and crannies, so it makes false shadows. This also makes a random finish to the colour which helps to make it more realistic, every structure on the railway was painted in this way.

The houses that make up Dukesfield are all, like every other building on the railway, scratchbuilt. Each building and street means something to me. The Queen's pub is where my mum played dominoes in the 1960s, while the newsagents I grew up in is present

8 LNWR 'George V' 4-4-0 25373 rounds the corner beneath the Labour Club with a local 'stopper'.

and correct. The Co-Op I walked to with my mum for the shopping is in its true position on Ashridge Street. This is a very important structure in my life, so I spent many hours researching what it would have looked like in the 1930s. As with all the other structures, it has the relevant interior details and is lit. For me, if you encourage people to look in a window then something has to be there - not just an empty shell.

The Devonshire public house is next to the Co-Op and sandwiched between the two is a stables for local deliveries. My wife's last horse, Pie, is eating her hay in the yard. The tree on the waste ground is a small section of a pear tree that used to be in our garden, unfortunately we lost it. One of our dogs, Flo, used to cry at the gate when the pears used to fall as she loved eating them, so when we lost the tree I kept a small piece for this purpose. Finally, John Dutton is looking out of Dutton's Emporium to try to drag in any unsuspecting passer-by!

Runcorn was dominated by industry, so a significant amount of factories had to be built. These are all plasticard on a foam board structure. The chimneys are industrial drawing cardboard tubes again detailed with plasticard. All the factories have suitable internal features and are lit.

TRACK AND SCENERY

With the exception of the storage yards and one crossover in the goods yard, all points are built for their particular location using C&L components with the correct pattern LNWR chairs. The two circuits were laid directly to the baseboards to check the flow of the trackwork. Once I was satisfied, the relevant sleeper section was cut out to accept the turnout, the straight through section of the rail being left in position to keep the flow of the trackwork. Sleepers were positioned and chairs slid into place. The crossing vees and the like were aligned to the rail left into position using roller jigs. This gives very smooth flowing track, which is very important if you want a 'Duchess' going through at speed with ten on!

Once the track was completed and wired, I left it to settle and go through thermal cycles before painting it. Each circuit is around 100ft long, so painting the rails and every chair was very tedious and time consuming. Every individual sleeper was painted to remove the plastic look, and only then did I ballast the track. The main line is stone ballast, whereas sidings and the goods yard are black ash. The completed track was weathered using my airbrush with different colours used to suit the locations.

The basic ground cover is dried soil from my garden. Grass is various shades and sizes of static grass, I mix them all up in a blender to make it random, but don't tell my wife. Woodland Scenics scatter of various types adds weeds and scrub to the scene. I layered static grass using Halfords matt spray as a layering adhesive. Gorse and other bushes are scatter on Pastiche rope teased out into individual strands, again fixed with matt varnish.

Areas are blended together using wood ash sprinkled down like snow using a tea strainer. Roads are chinchilla dust sprinkled onto a bed of thickly applied gloss black enamel. Once the excess is vacuumed off, the surface colours are weathered using an airbrush.

CONTROL

The layout is wired and run on conventional analogue DC. My locomotives were built over many years and it would be very difficult to convert them to DCC now, plus personally I don't like it. I like to actually drive trains, pull levers and integrate with the workings of the railway. With this in mind there are three control panels set up as signal boxes - one for the main lines and storage yards, one for the goods yard and one for the engine shed. The levers themselves are DCC Concepts products, wired as simple double-pole, double-throw switches driving Tortoise point motors. The switches on the motors work the isolation sections and switches in general. The point motors work on 6V rather than 12V, which makes them very quiet as well as very slow. The controllers are Morley 'O' gauge controllers with handheld control units. These can be »

expensive but are excellent quality.

All the signals are LNWR lower quadrant wooden post signals. They were built using SSS components, which are not available anymore. The LNWR arms were corrugated and it's important to replicate this. The hardest part was finding a way of supplying the LEDs in the lamps with power without having wires on show. If you are using tubular metal posts it is relatively straight forward, but wooden posts are a different story. I cut a groove in the wooden post and then laid in a section of 0.5mm brass wire. The gap was filled and sanded to hide wire. This became the positive for the LED, the negative was soldered to the access ladder to complete the circuit. Each signal has a 1,000Ohm resistor in series to limit the power to the LED.

The signals are worked via model aeroplane servos controlled by a Megapoints control unit. This requires a simple on-off switch to trigger them, so the contacts on the point motors were used to provide this. It's not prototypically correct as the signals do not go to danger once a train has passed, but they show me the route that is set.

There is a 70ft 'sky arm' signal controlling the route over the viaduct from the station. This is prototypically correct, but can you imagine climbing 70ft up a ladder, in wind, without fall protection, to light the gas lamp? Very different times.

ROLLING STOCK

Everything except coaches were built by myself – I think life is too short to build rakes of fully lined LMS coaches! All stock is appropriate to the location and period modelled.

Some of the locomotives are important in my life. The 'Black Five' was the one I built to write the instructions for the Chowbent kits and was built in 1998, while the Lancashire & Yorkshire Railway (LYR) 'A' was the first locomotive that I put inside motion in, more than 30 years ago at the time of writing. It was also the first Chowbent Castings locomotive kit.

The Fowler 2-6-2T was the first outside cylinder Chowbent kit, and it is the one I built for Trevor Booth to include in his series of books on the building of Platt Lane model railway. Trevor was another gentle man taken far too soon.

All locomotives have everything present that they should have as appropriate - working inside motion, crosshead vacuum pumps, injectors and associated pipework and all external pipework in general.

The wagons come from the usual plastic kit suppliers. One major problem with a railway of this size is cleaning the track as so much of it is inaccessible. To solve this, I have modified wagons to be track cleaning wagons. They are painted black as engineers' vans so I can see them clearly. They are permanent fixtures on freight trains and by constantly running them they keep the track nice and clean.

All stock is weathered to a different degree. The Stanier locomotives would be virtually new and therefore pretty clean. The 'Super D' would be filthy! The LMS was not the cleanest of railways and worked its stock very hard in between overhauls.

I started this railway in 2012. A good friend of mine was killed in a canoeing accident at the same time so there are time capsules hidden in the ICI power station in memory of him.

Sadly, an unexpected house move meant I have since had to scrap the layout - it was built into a building and couldn't be removed without significant damage. However, the Widnes engine shed section will be installed into the garage and completed. I may even build a garden railway to run ten-coach trains again.

I am exceedingly proud of Weston Nor' Western as I believe I built a railway by myself that would normally be created by a group of people or a society. The opportunity to post it into this magazine so other people can see it and remember it is a real privilege. **HM**

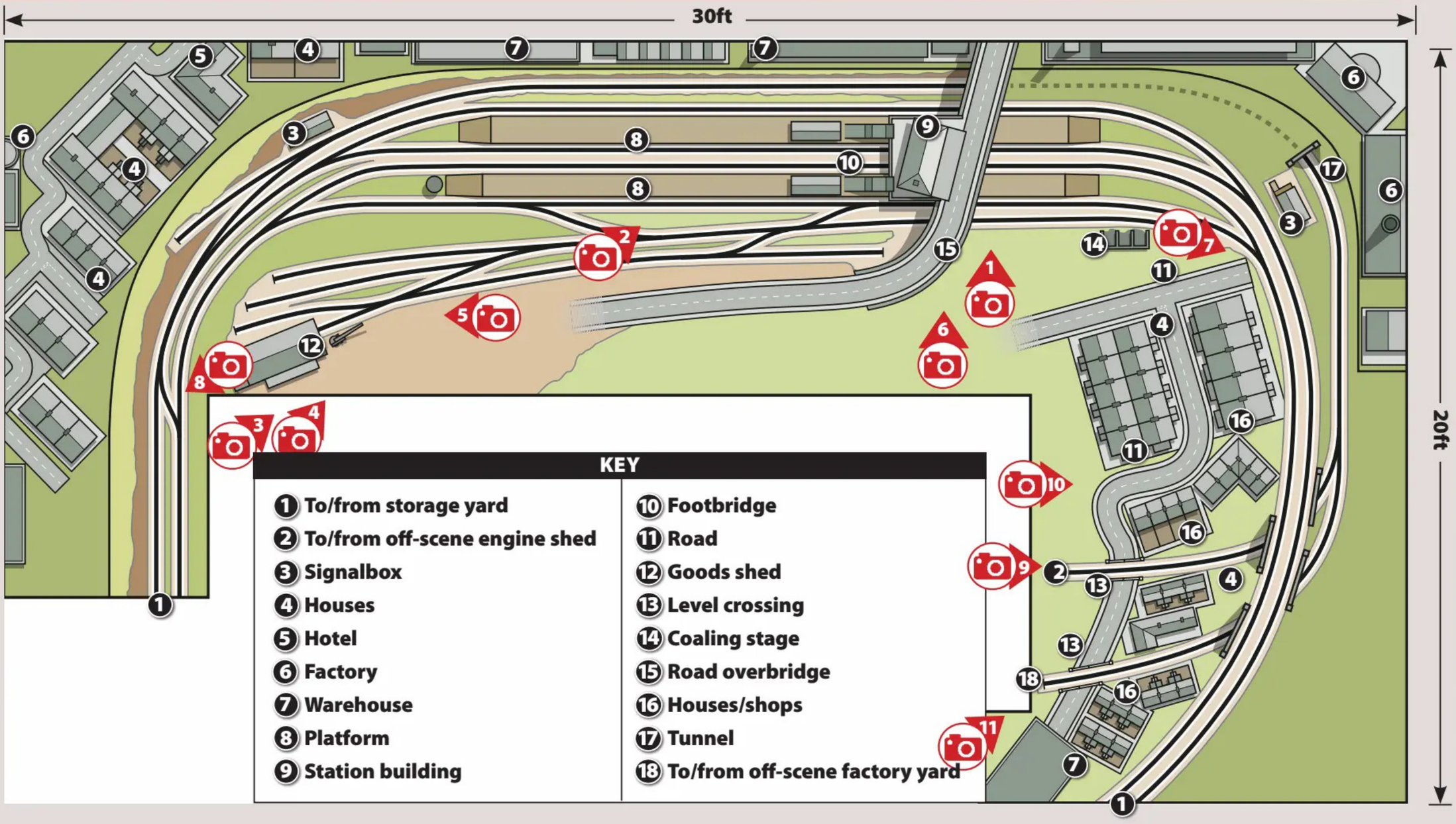
● **You can read more layout features at *www.keymodelworld.com/layout-features.***

9 **On approach to the level crossing, a Fowler '3P' 2-6-4T eases along the single-track branch bound for the motive power depot.**

10 Above: **A Fowler '2P' and 'Compound' double-head an express passenger train formed of Stanier stock across the viaduct on approach to Weston Nor' Western station.**

11 Below: **As residents go about their daily tasks below, this elevated warehouse view sees a LNWR 'Super D' 0-8-0 and 'George V' 4-4-0 pass on the viaduct above.**

WESTON NOR'WESTERN TRACK DIAGRAM (NOT TO SCALE)



KEY

1. To/from storage yard
2. To/from off-scene engine shed
3. Signalbox
4. Houses
5. Hotel
6. Factory
7. Warehouse
8. Platform
9. Station building
10. Footbridge
11. Road
12. Goods shed
13. Level crossing
14. Coaling stage
15. Road overbridge
16. Houses/shops
17. Tunnel
18. To/from off-scene factory yard

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SETTING THE STANDARD

The BR Standard '4MTs' are versatile and popular locomotives in real life and model form. **RICHARD HALL** shows how to super detail Bachmann's '4MT' offerings for BR and preserved use.

TOOLS
• Cotton buds
• Cocktail sticks
• Craft knife
• Photo-etch cutters
• Flat nosed pliers
• Xuron sprue cutters
• Tweezers
• Steel rules
• Files and sanding sticks (assorted grades)
• Paintbrushes (sizes 000 – 1)
• Soldering iron, flux and solder
• Micro Phillips screwdriver set

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Off white 9in cabside numbering	*www.fox-transfers.co.uk*	FRH4008/9
Cream 9in cabside numbering	*www.fox-transfers.co.uk*	FRH4004/9
BR early emblem transfers	*www.fox-transfers.co.uk*	FRH4001
Early BR overhead warning flashes	*www.fox-transfers.co.uk*	F4214
BR White smokebox numbering	*www.railtec-models.co.uk*	4mm-4100
Custom 3D shedcode transfers	*www.railtec-models.co.uk*	4mm-9095
Buffer beam depot allocation graphics	*www.precisionlabels.com*	N/A
Dapol B4 lamp iron set	*www.ingaugeltd.com*	113106
Plasticard sheets and rod sections	*www.slatersplastikard.com*	Various
Lifecolor Rail Weathering acrylic paints	*www.shop.keymodelworld.com*	MOD90
Acrylic paints and weathering powders	*www.uk.humbrol.com*	See text
Railmatch acrylic and enamel paints	*www.howesmodels.co.uk*	See text
0.3mm to 0.6mm brass wire	*www.albionalloys.com*	Various
Coloured decoder wire	*www.dccconcepts.com*	DCW-32SET
Wiper pick-ups (x12)	*www.dccconcepts.com*	DCF-WP12
Firebox flicker LED kit	*www.roads-and-rails.co.uk*	N/A
Next18 DCC decoder breakout board PCB	*www.railsofsheffield.com*	51999
Zimo 8-pin MTC DCC Decoder	*www.agrmodelrailwaystore.co.uk*	MX600R
Zimo Next18 DCC Decoder	*www.agrmodelrailwaystore.co.uk*	MN180N18

Below: **Customising your locomotive fleet can make a big difference to their overall appearance, as Richard Hall demonstrates having superdetailed this trio of preserved BR '4MTs' in 'OO' gauge.**

COVERING 2-6-4T, 2-6-0 and 4-6-0 classes, the British Railways Standard '4MTs' were widespread in service and perfect locomotives for many heritage railways with a great combination of size, power and ease of use.

Members from all three types of '4MT' have worked on the main line in preservation and are well catered for in model form. Until Hornby released its impressively detailed '4MT' 4-6-0 in 2008, Bachmann provided the only option in 'OO' gauge for the 4-6-0 and remains the only manufacturer for the 2-6-0s and 2-6-4Ts featured here.

I'm a big fan of Bachmann's 'Mogul' and 2-6-4Ts. A number of easy detailing stages can really improve both and bring the models into line with the Hornby '4MT' 4-6-0, which is supplied with impressive factory fitted detailing.

The '4MTs' featured here are all preserved examples for my North Yorkshire Moors Railway (NYMR) project. Numerical sister to the NYMR's unique BR green 80135, 2-6-4T 80136 needed only subtle pipework additions, buffer improvements and renumbering, but applying Bachmann's commendably impressive detailing pack also goes a fair distance.

The '4MT' 2-6-0s are one of my favourite classes in preserved and model form, with 76079 featuring several noticeable modifications for preserved use on the NYMR during my 2015-2019 modelling era; yet this 'pocket rocket' also featured smokebox lamp irons, coal rails and even an under-cab air pump during main line use in the early 2000s.

As with 76079, Bachmann's recent release of North Norfolk Railway (NNR)-based 76084 also received an Automatic Warning System (AWS) battery box, scratchbuilt speedometer drive and relevant warning flashes. I also opted to test upgrading the DCC functionality of 76084, including a new Next18 DCC decoder socket, tender pick-ups and firebox glow, but this was invasive and is not straightforward.

My thanks to NNR volunteers Michael Wells and Lewis Kenworthy for allowing access to 76084, especially because standing on its footplate during a cold winter's night left enough of an impression to add a suitably bright firebox LED.

Hopefully, this guide shows how simple stages of personalisation and detailing make a huge difference to both versatile types of '4MT'. **HM**

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

The first stages of this guide exclusively cover detailing carried out on Bachmann's '4MT' 2-6-4Ts, which from the box are solid, reliable and good-looking models. An easy first stage of personalisation is renumbering and as with most Bachmann releases, the factory-applied digits are easily removed with a cocktail stick dipped in white spirit.

As this base model (Cat No. 32-359) would become 80136 as preserved on the North Yorkshire Moors Railway (NYMR), the early emblem was left in-situ, but all other numbering was removed. To my eyes, the model features undersized shanks, which can be replaced with cast aftermarket parts, but I pulled the factory buffers out of their housings and to improve them.

Small rectangles of 0.1mm plasticard were pre-formed into a curve around a cocktail stick, before these 'sleeves' were glued on the undersized buffer shafts. They were each lightly sanded for a snug fit into the buffer beams and glued in place. I have no use for sprung buffers, and the furthest right buffer was supplied broken to begin with.

Checking reference photographs of a chosen locomotive is important to compare details, but this pipe run omitted along the right-hand side of the smokebox is common across all models. It is formed from 0.3mm blackened wire with a tiny plasticard smokebox bracket, while the small strips of Tamiya masking tape glued around the wire represent retaining clips.

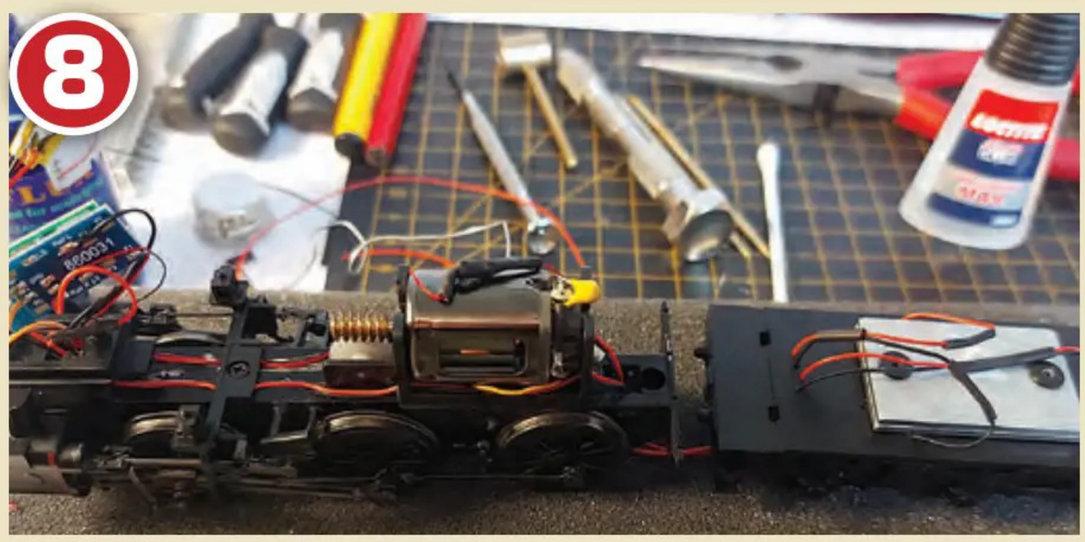
Further runs of pipework along the driver's side of the locomotive, also formed from blackened 0.3mm wire, are dog-legged around injector and vacuum ejector castings. Carefully bending this wire means it can run along the top of the tanks, underneath the factory-installed pipe retaining brackets, which took much trial and error but was worthwhile.

The Bachmann 2-6-4T includes a comprehensive detailing pack, including white headcode discs with appropriate Southern and Great Eastern Region allocated locomotives. Installing all three sets of locomotive steps and cylinder drain cocks complete the look of the model, but these details will restrict the minimum curve radius the model can negotiate.

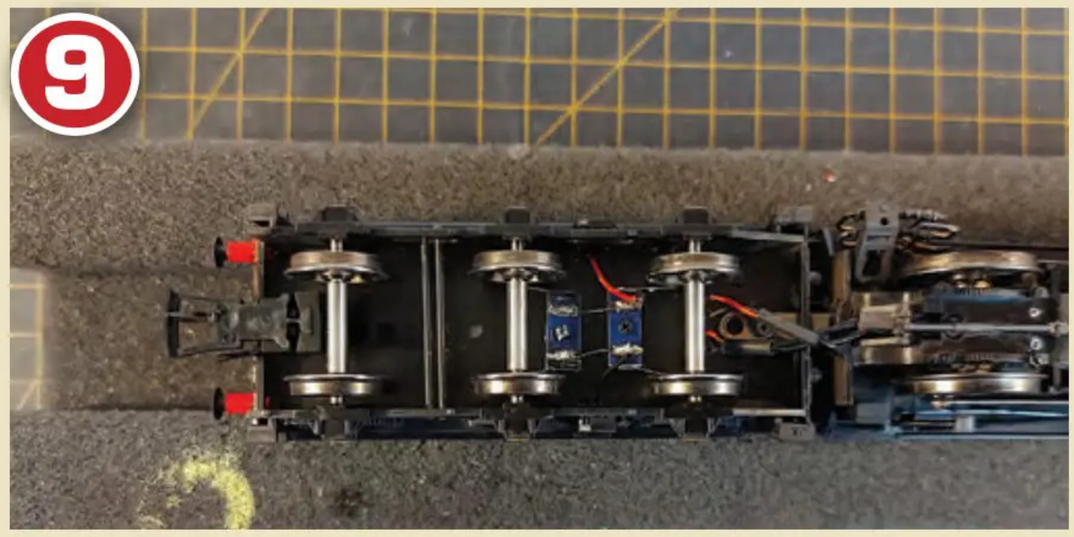
Withdrawn for overhaul, North Norfolk resident 76084 stands on shed at Weybourne on June 9 2023. This view also shows the unique shortened lining on the 2-6-0's tender, accurately portrayed by Bachmann in 'OO' gauge. Richard Hall.

Intermediate
Beginner SKILL LEVEL Advanced

Representing another personal favourite, this '4MT' depicts Swanage-based 80104 and requires the additional two SR lamp irons. These can be added using etched brass components from Silver Tay Models, but the easiest method employs Dapol 'B4' 0-4-0T SR pattern lamp irons, available as spares (Ref. 113106), glued into 0.4mm holes.

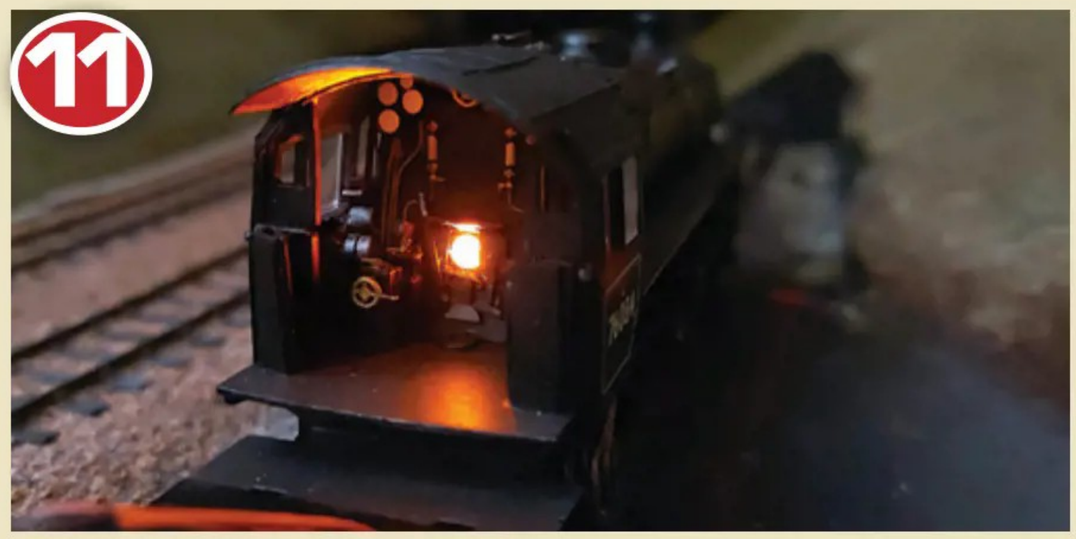


Moving to Bachmann's '4MT' 2-6-0s, the models feature an 8-pin DCC decoder socket and pick-ups only on the driving wheels. For 76084 I opted to improve this by adding a Next18 decoder socket and four wires run to the tender (for pick-ups and a second tender-mounted DCC sound speaker), but routing these wires required a full locomotive strip down.



In order to increase the electrical 'footprint,' two sets of DCC Concepts wiper pick-ups (DCF-WP12) were easily screwed into the flat tender chassis. The wipers need careful adjustment to ensure they maintain contact on the inner faces of the wheels without causing too much resistance.

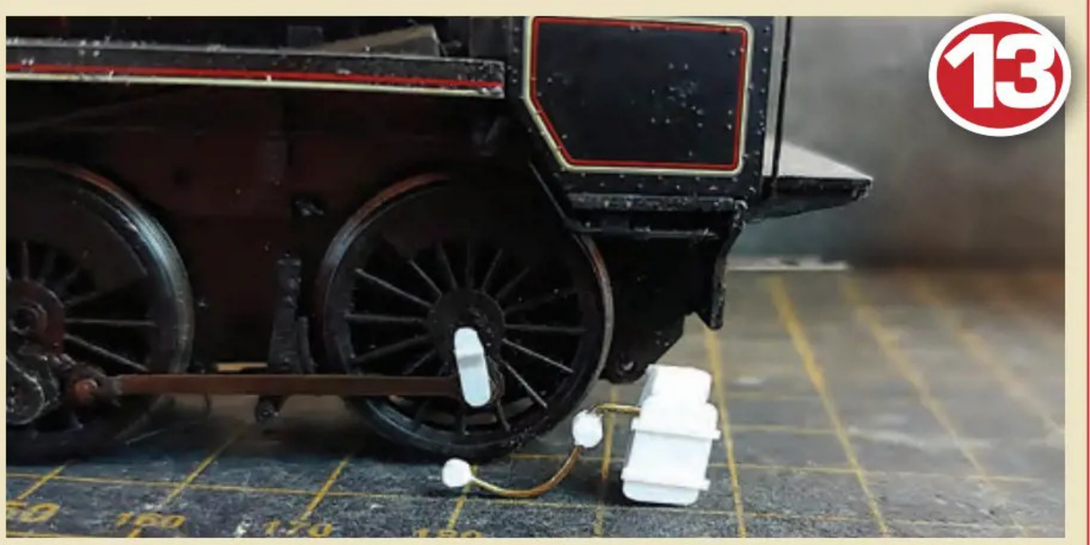
The factory cab detail on the 2-6-0 is can be improved, primarily with a representation of the reverser, regulator and additional boiler backhead pipework on the driver's (left-hand) side. I also wanted to add a working firebox LED, so drilled out and added the two sliding firehole doors from plasticard. The red 'fire' is simply a square of foil wrapper from a biscuit pack.



Spending time on 76084's footplate at night was a memory that will stay with me and adding an appropriately intense firebox glow attempted to recreate this. Space between the boiler back head moulding and motor is tight, but the excellent Roads and Rails firebox flicker LED kit was glued just under the firehole door, reflecting off the red foil above.

Distinctive tender-mounted GSM-R cabinets are present on 76079 and 75029 for the NYMR's main line Whitby operation. As a complex shape, this could be easily designed and 3D printed, but I used laminated layers of 1.5mm plasticard to form the box, while two layers of 1.2mm (grey) plasticard were filed and sanded to form the curved top panel.

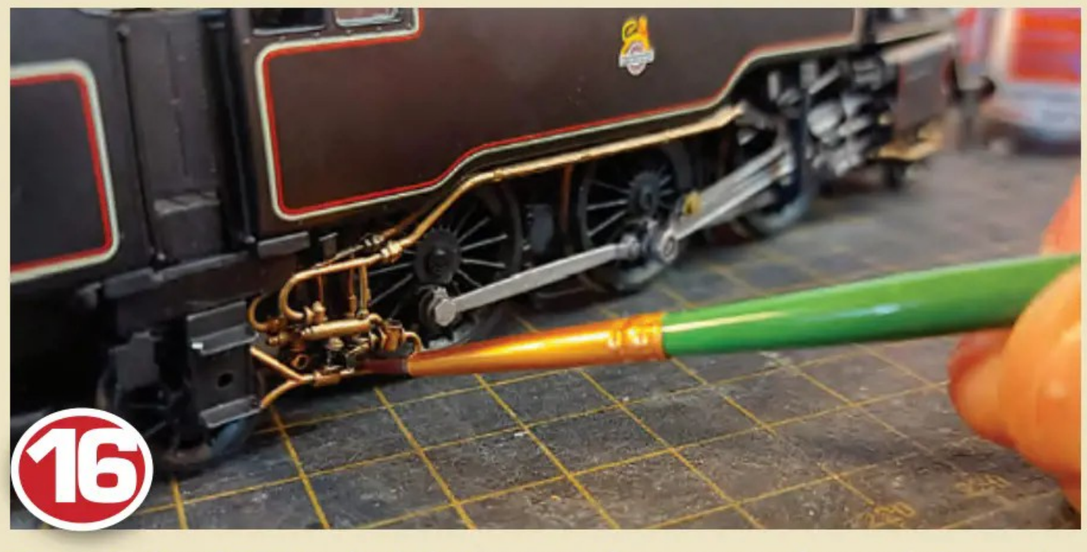
A popular locomotive in preservation, 76079 featured a number of distinctive modifications that instantly set a model apart from a box-fresh release. With 76079 adorned with 3D printed BR headlamps from Westhill Wagon Works, the 2-6-0 passes fellow North Yorkshire Moors Railway based 2-6-4T 80136 on a stand-in diorama for the line while the author's model of Goathland is under construction. Richard Hall.



All '4MT' 2-6-0s eventually received speedometer drives during BR service but this is absent from Bachmann's model. A slightly tapered section of 0.1mm plasticard was bent into a dogleg to form the drive off the crankpin, but the cable itself is 0.45mm brass wire formed to shape. I scratchbuilt battery boxes from plasticard.

Cutting back the moulded NEM coupling socket instantly improves the front end of all '4MTs'. Start with careful use of Xuron cutters, followed by a scalpel and files to clean any rough edges. As these '4MTs' will receive wire loop front couplings, the moulded NEM socket was not needed anyway, but a tension lock coupling can still be attached.

Once all pipework and factory-supplied detailing is installed, attention turned to paintwork. Railmatch Weathered Black (412) creates an ideal matt dark grey finish for the smokebox, running plate, visible frame sections, cab and bunker tops, while the motion on 80136 received a base coat of Ammo Mig 1407 Engine Grime.



The majority of BR Standards feature prominent exposed runs of pipework, and it is worth consulting photographs to determine the range of colours on bare copper pipes and which sections were lagged with a white material (especially in the BR era). All pipes were picked out in Humbrol Metallic Bronze (55) as a base layer, before toning down the injectors.

Intermediate
Beginner SKILL LEVEL Advanced

18 As with 80136 on the NYMR, BR Standards mainly employ 9in off-white cab side numbering which is available from Fox Transfers (FRH4008/9). 76079 had these lighter digits during my operating era but it previously carried cream numerals (FRH4004/9), so I applied this style to the fireman's cabside. For the best finish I also cut closely along the bottom sides of each Fox number as this removes the small section of carrier film.

17 The brighter painted coupling rods on 76079 (a mix of Humbrol Metallic Silver and Railmatch Oily Steel) effectively blends the plastic speedometer drive into the valve gear. Humbrol Metallic Brass (54) is an especially useful highlighting colour, which I use for all eccentric crank covers and to pick out the cab window frames here.

19 The final details on 80136 included painting the cylinder caps in Metallic Aluminium (56), highlighting the small tap on the smokebox side with brass and painting dabs of gloss varnish to imitate grease on the buffer heads. My go-to for shed plates is always the custom 3D waterslide transfers from Railtec (4mm-9095) held in place with a dot of matt varnish.

20 Befitting the hard service it saw on the NYMR, 76079 was not in pristine aesthetic or mechanical condition and paints from the excellent Lifecolor Rail Weathering set highlighted areas of wear – in this case UA724 to pick out the brake shoes. The darker 'heat' weathering on 76084's injector pipework is layers of Railmatch Black, Sleeper Grime and Oily Steel.

21 Both '4MT' 2-6-0s required front buffer beam depot allocation lettering and I am grateful to John at Precision Labels for designing and printing these for LOWER DARWEN on 76084 and GROSMONT on 76079. As the NEM coupling was earlier cut back, AWS bang plates made from 0.8mm plasticard could be added to the Moguls and I think this finishes off their 'face' well.

Dan's detailed blacksmith's diorama will act as a perfect rural scene space filler.

Creating a BLACKSMITH'S WORKSHOP

An inspirational museum visit combined with a new set of 3D-printed figures got **DAN EVASON'S** creative juices flowing, resulting in this stunning 4mm scale blacksmith's workshop scene.

A blacksmith's workshop is the latest 4mm scale diorama created by Dan Evason, showcasing ModelU's new 3D-printed farrier figures.

INSPIRED BY A VISIT TO THE Black Country Living Museum in Dudley and the recent announcement of a new range of blacksmith and farrier figures from ModelU, I thought - combined with an idyllic building from Petite Properties' range - this diorama had to happen.

This scene would be ideal for a rural setting in many eras. A blacksmith's workshop specialising in shoeing horses is a bustling, skilled environment and typically has a forge for heating metal, anvils for shaping horseshoes and a variety of tools for trimming and fitting the shoes to each horse's hoof. The farrier, as the specialist is called, ensures that each horse's hooves are healthy and properly aligned to maintain the animal's wellbeing.

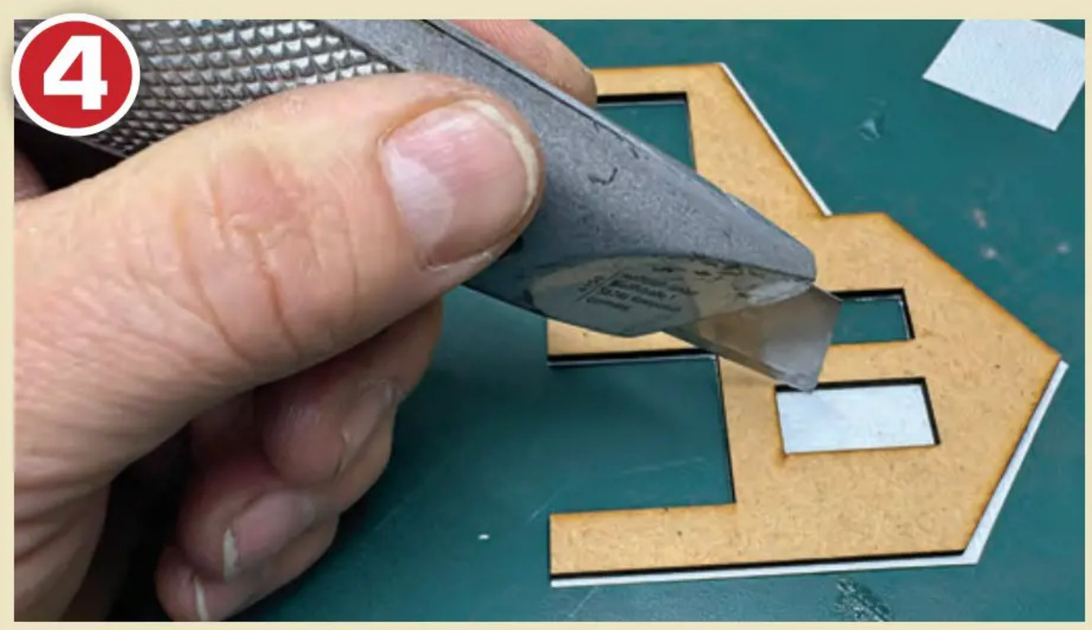
They're less common these days, but well into the post-war eras, horse-drawn drays carried goods from railheads to the surrounding towns and countryside, making this a fascinating vignette of a sight which, although rare, is still important in the present day. **HM**

CREATING A 4MM SCALE BLACKSMITH'S WORKSHOP SCENE

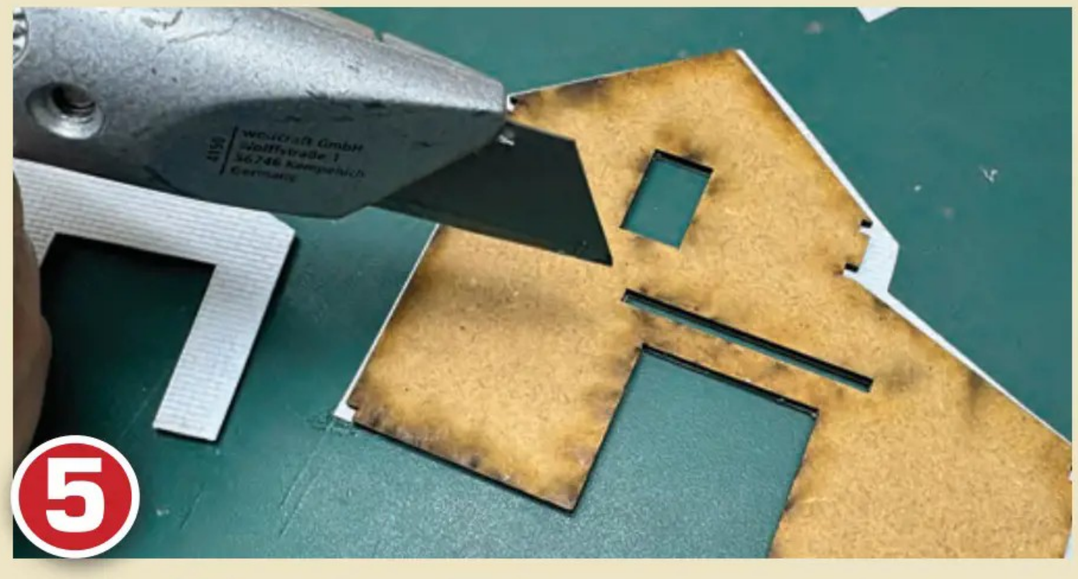
As with any model kit, it is worth reading the instructions through first and getting familiarised with the components before rushing in with the glue. I found Petite Properties' instructions very clear and easy to understand.

With this building classed as a scratch-aid kit, it really is a blank canvas as to how you create the finished article. I wanted to go with a classic red brick finish. Using South Eastern Finecast brick embossed plastic sheet, I cut the ends of the building using the supplied MDF kit as a template. Don't worry about it being cut to the exact size, as it can be trimmed once in place.

There are several ways of attaching the plastic brick sheeting to the MDF frame with glue. I use a spot of Deluxe Materials Roket card glue on the MDF and a few spots of superglue on the plastic. I find the two glues react and grab and dry instantly, enabling the build progress to gather pace.



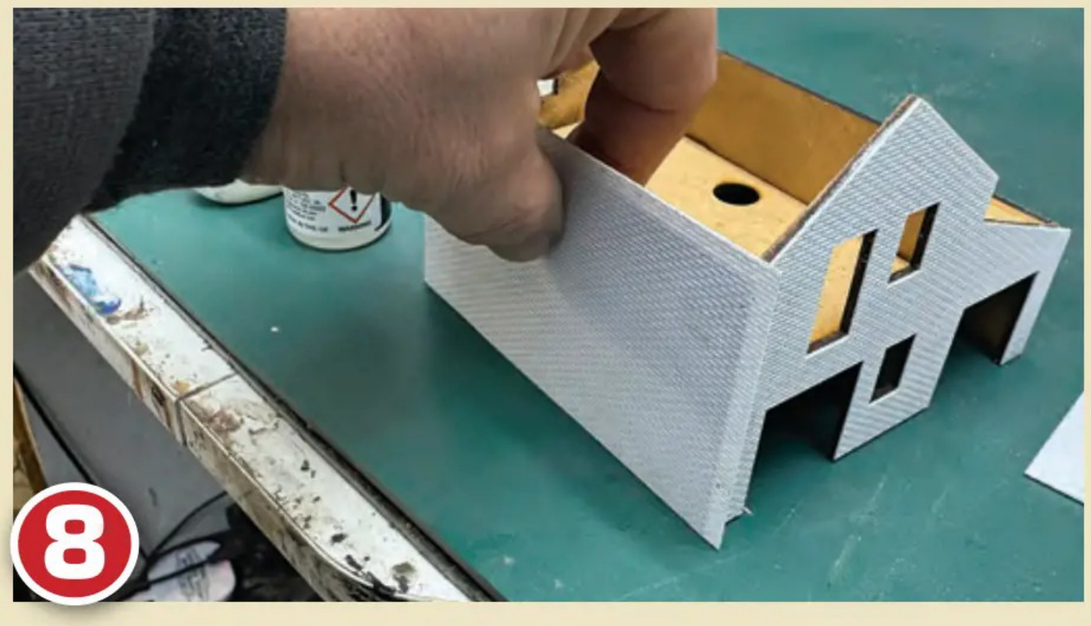
With the glue dry, it's time to set about cutting out the windows and doorways. Using a fresh blade, take your time and go lightly with the knife so the blade doesn't slip when cutting.



Having tackled the front of the building, working on the rear is very much the same process - however you do have the slot to contend with. I found cutting it along the lengths and then flipping it over to nip and trim the verticals from the front worked the best.

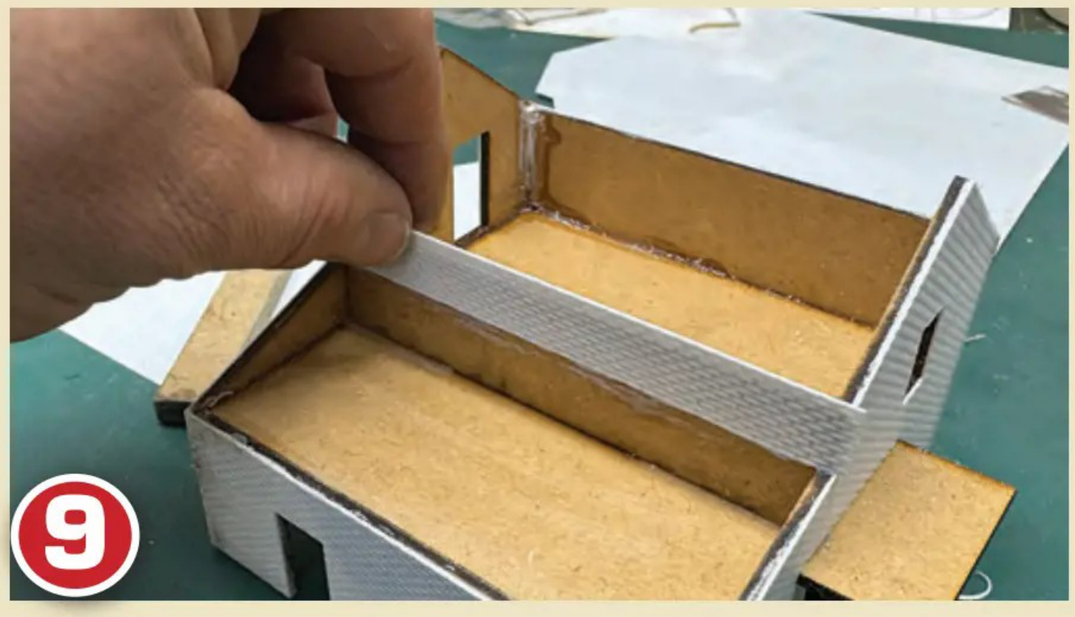
Working closely with the building's instructions, I completed the rest of the structure which slotted into place. Once again, Roket card glue was ideal for this stage.

With the building glued together, the brick embossed plastic sheet needs trimming and shaping. A simple, small sanding stick was created using a strip of wood and lengths of sandpaper glued to it. This is handy for getting inside door and window frames.



Attention then turned to cutting, attaching and trimming the main side wall. Again, this was sanded into shape once the glue had dried. Liquid cement was used on the edges to create seamless joints on the corners.

Intermediate
Beginner SKILL LEVEL Advanced



With the main wall complete, the upper and lower walls on the other side were tackled, repeating the gluing and trimming process. Once the lower side door is trimmed, the brickwork is complete.

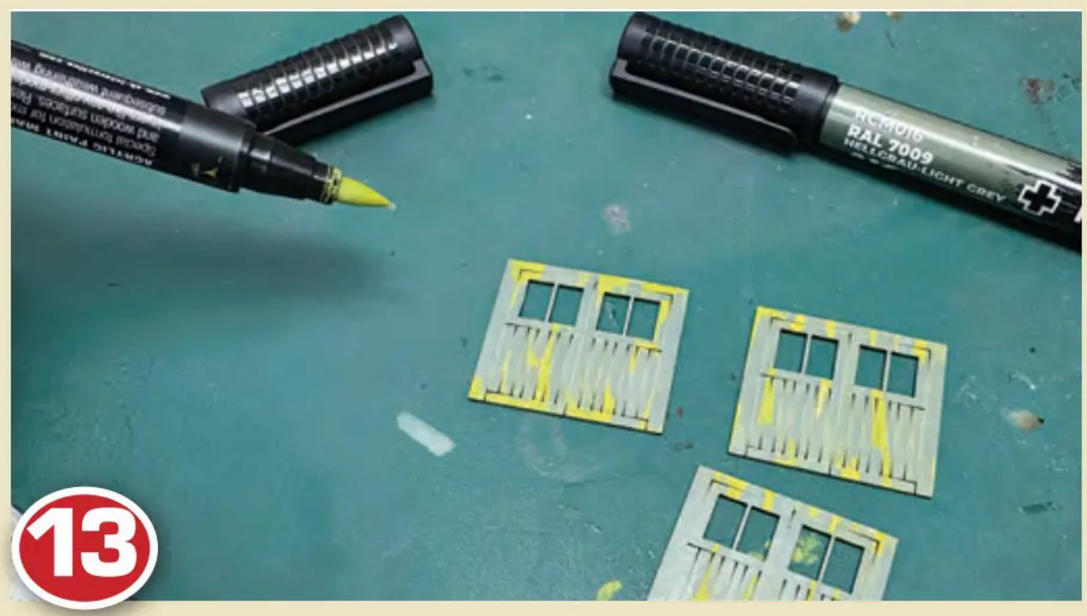
Now we need to bring the building to life. Matt Black and White primer spray cans were used to add pre-shading to the building, with black focused on the edges and white focused on the centres of the brickwork.

WHAT WE USED

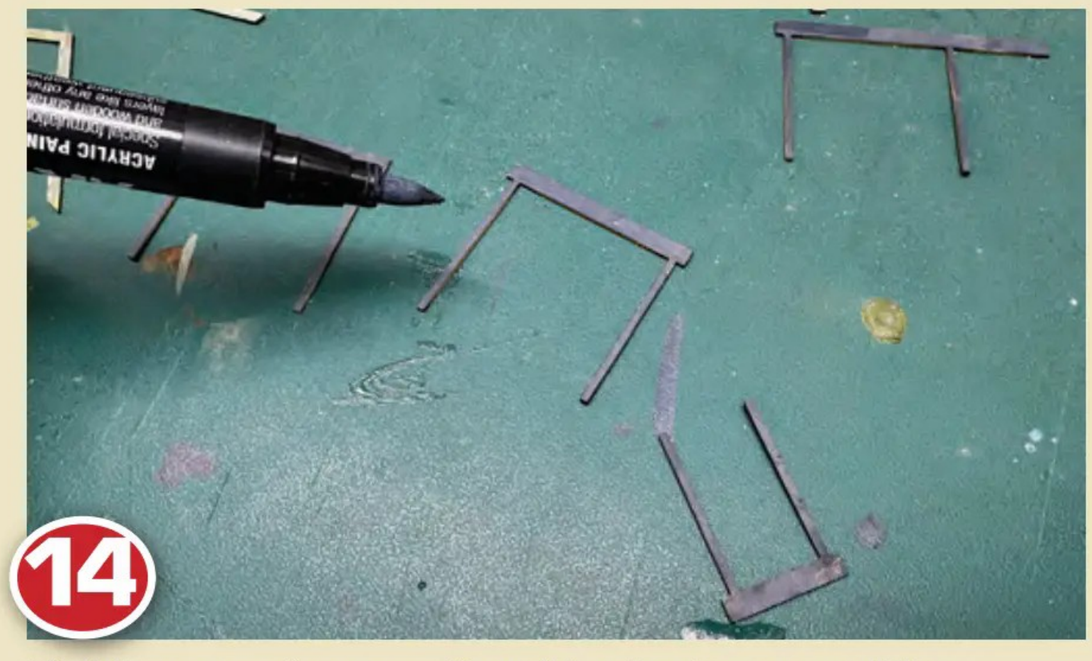
PRODUCT	SUPPLIER	CAT NO.
Black Soot weathering powder	*www.wwscenics.co.uk*	WSWP-001
Buff Titanium acrylic paint (Daler-Rowney)	*www.therange.co.uk*	024
Burnt Sienna acrylic paint (Daler-Rowney)	*www.therange.co.uk*	201
Dark Dirt weathering wash	*www.florymodels.org*	FMW002
Farrier shaping a horseshoe	*www.modelu3d.co.uk*	1366
Farrier and shire horse	*www.modelu3d.co.uk*	1368
Green deciduous trees (Woodland Scenics)	*www.bachmann.co.uk*	TR111
Harper's yard	*www.petiteproperties.co.uk*	HpY00
Sand weathering wash	*www.florymodels.org*	FMW005
Yellow Ochre acrylic paint (Daler Rowney)	*www.therange.co.uk*	690

Once the pre-shading was dry, brick colour was added using my trusted method of Daler-Rowney Burnt Sienna and Yellow Ochre acrylic. With a wide brush, I stippled the paint randomly all over the building until it was fully covered. The paint was then left to dry and sealed using an automotive matt lacquer.

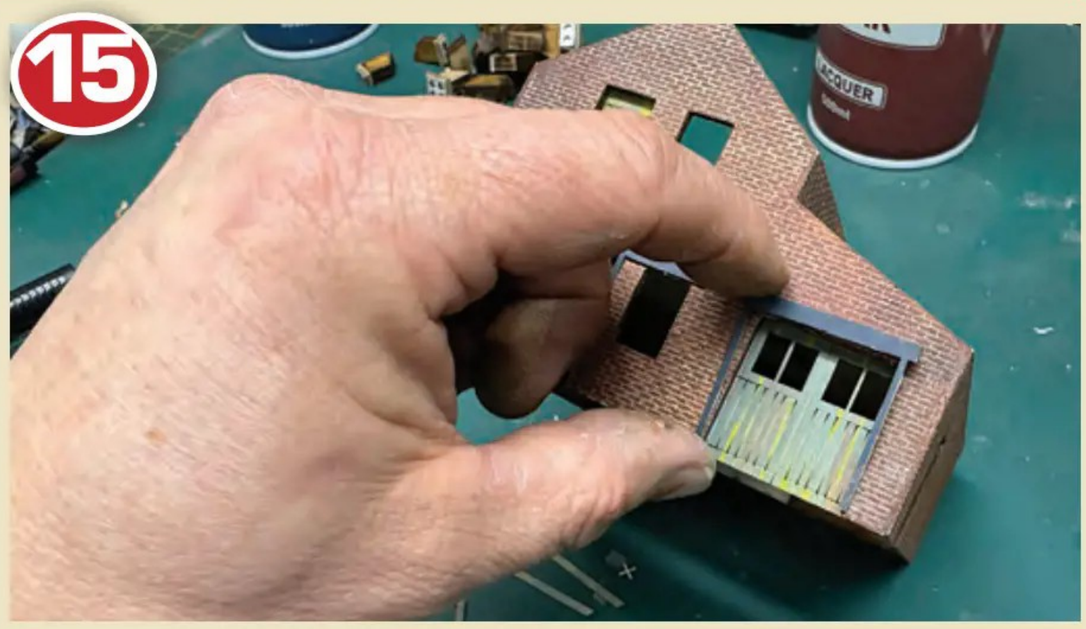
For this next stage I would suggest you do this one section at a time and work fairly quickly. One wall at a time, apply a coat of cream acrylic paint (Buff Titanium) to the brickwork. While the cream paint is still wet, remove the excess with your fingers and a cloth (try to remove the paint in a downwards action for a more realistic effect).



Attention then turned to the kit detailing parts such as doors and fascia boards. Using a selection of Mig Ammo paint pens, these were given a distressed look for added effect.

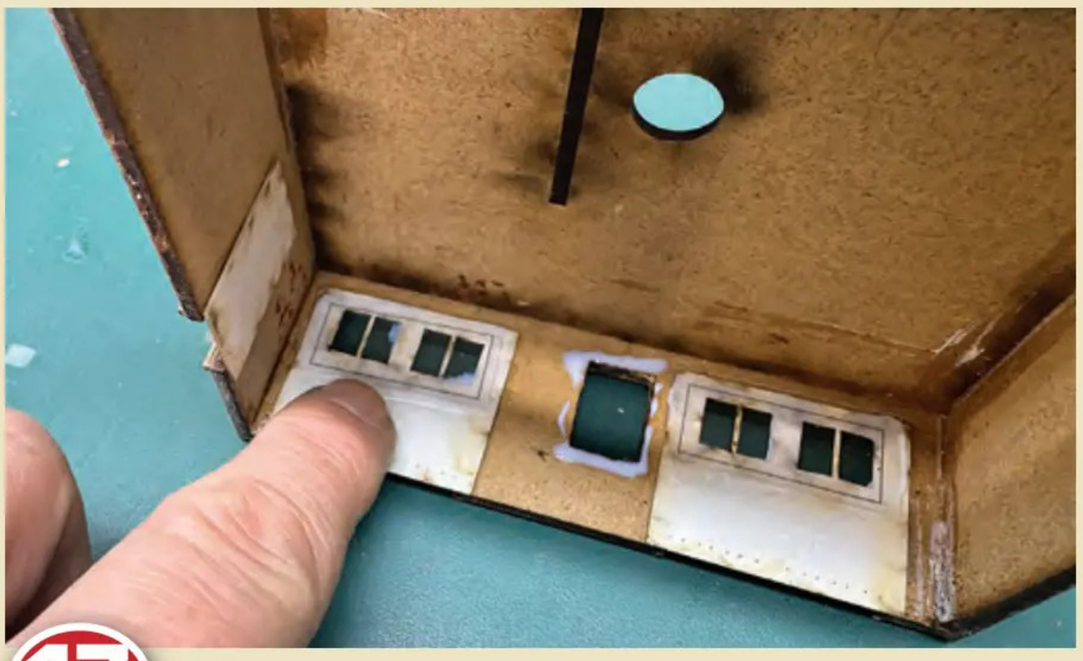


I find these new paint pens really useful and can't recommend them enough. This time, I'm using the Grey pen for the door frames and lintels.



With the detailing parts completed, they were ready to fit using Roket card glue. Before setting them completely in place, double check everything lines up and is square.

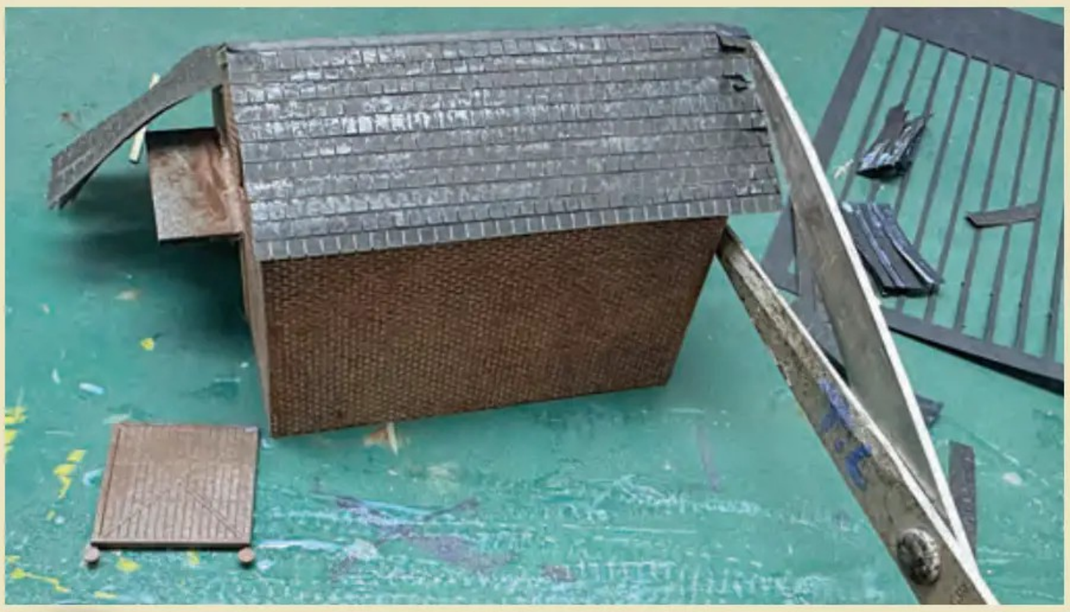
16 Helpfully, the window frames are printed onto the supplied clear plastic glazing and even feature cut lines to help trim them with precision.



17 The glazing can be attached with Roket card glue, making sure that each section is square and true.

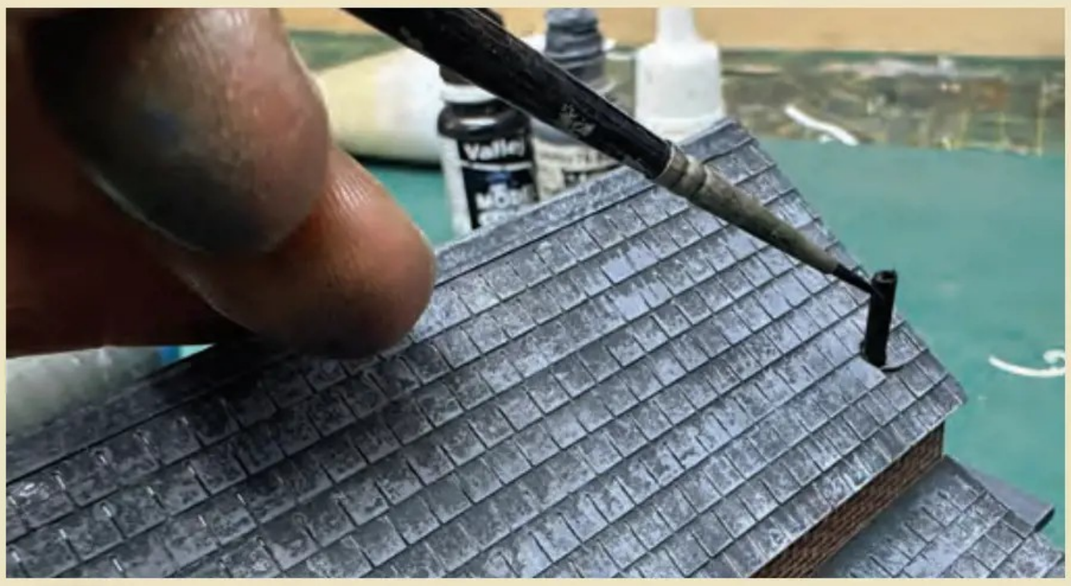
18 The roof is next, formed from laser-cut card. This can be applied to the structure using the Roket card glue.

19 The finishing options are up to you. I decided to go with a classic roof tile effect using some leftover tiles from a previous JS Models kit. These were placed as a strip, one at a time, using PVA before setting into place while also making sure they were level and taking note to stagger them. A capping strip was added to the roof apex for the finishing touch.



20 With the tiles glued into place, I find the best way to get a straight finish to the tiled edge is to trim with a long pair of scissors.

21 As the tile strips were already a grey/black colour, I went straight in with some dry brushing action using a mix of Dark Grey and White. These colours were randomly applied in a downwards direction.

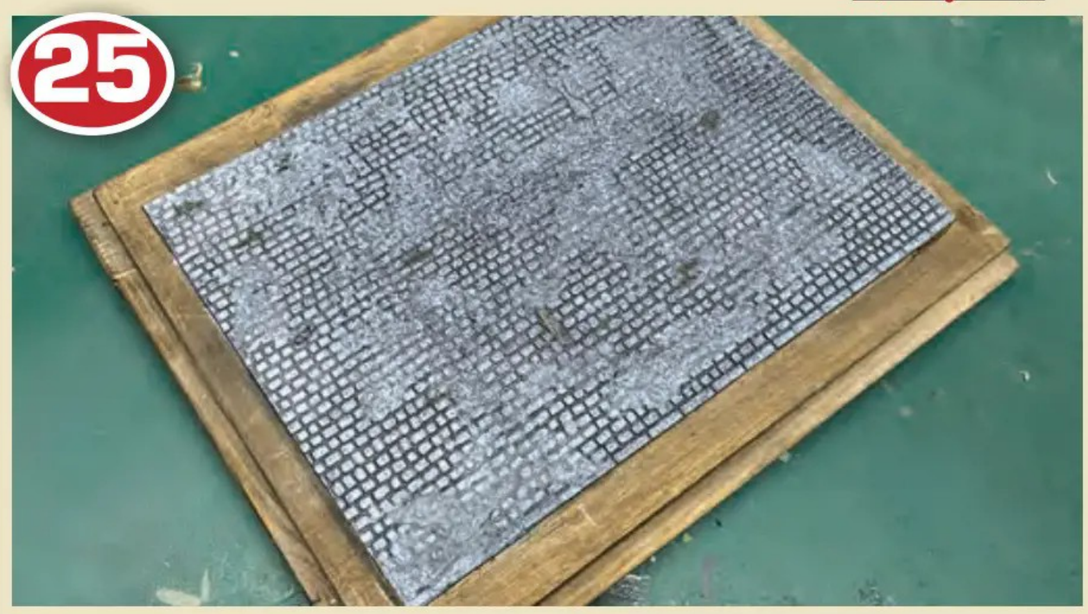


22 Also included is a chimney pipe. Using a sharp point, I pierced a hole in the rear of the roof and slid the supplied plastic pipe into place before gluing it. Black paint was then added, followed by a light dry brush of white for a used look.

23 Optional bracing irons were also included, so I painted them and glued them into place before leaving to dry.

Intermediate
Beginner SKILL LEVEL Advanced

As the building was far too clean for my liking, WWScenics Black Soot weathering powder was applied using a small to medium brush. I focused on window and door frame areas, together with the area beneath the roof eaves. Be careful not to overdo it at this point as there is a chance you could ruin all your hard work.



My goal was to use this building as part of a scene incorporating some Wills cobbled sheeting. A coat of black primer, followed by a misting of grey, instantly brought the floor to life.

To take the cobbled area to the next level, I applied some Sand and Dark Dirt Flory wash. This is easy to apply using a large brush. Simply dab the two colours over at the same time and leave to dry.

With the cobbled area complete, the blacksmith's building was set into place. I then added a selection of Woodland Scenic foliage and pre-made sea foam bushes and trees.

28 Right: **The star of the show was added – a painted 4mm scale ModelU Farrier Set. I found gluing the figures to a strip of wood helped with handling them whilst painting. I used a selection of Vallejo acrylic paints thinned down with water to help create a realistic appearance.**

29 Below: **Finally, the figures were removed from their base and superglued into place to complete this scene.**

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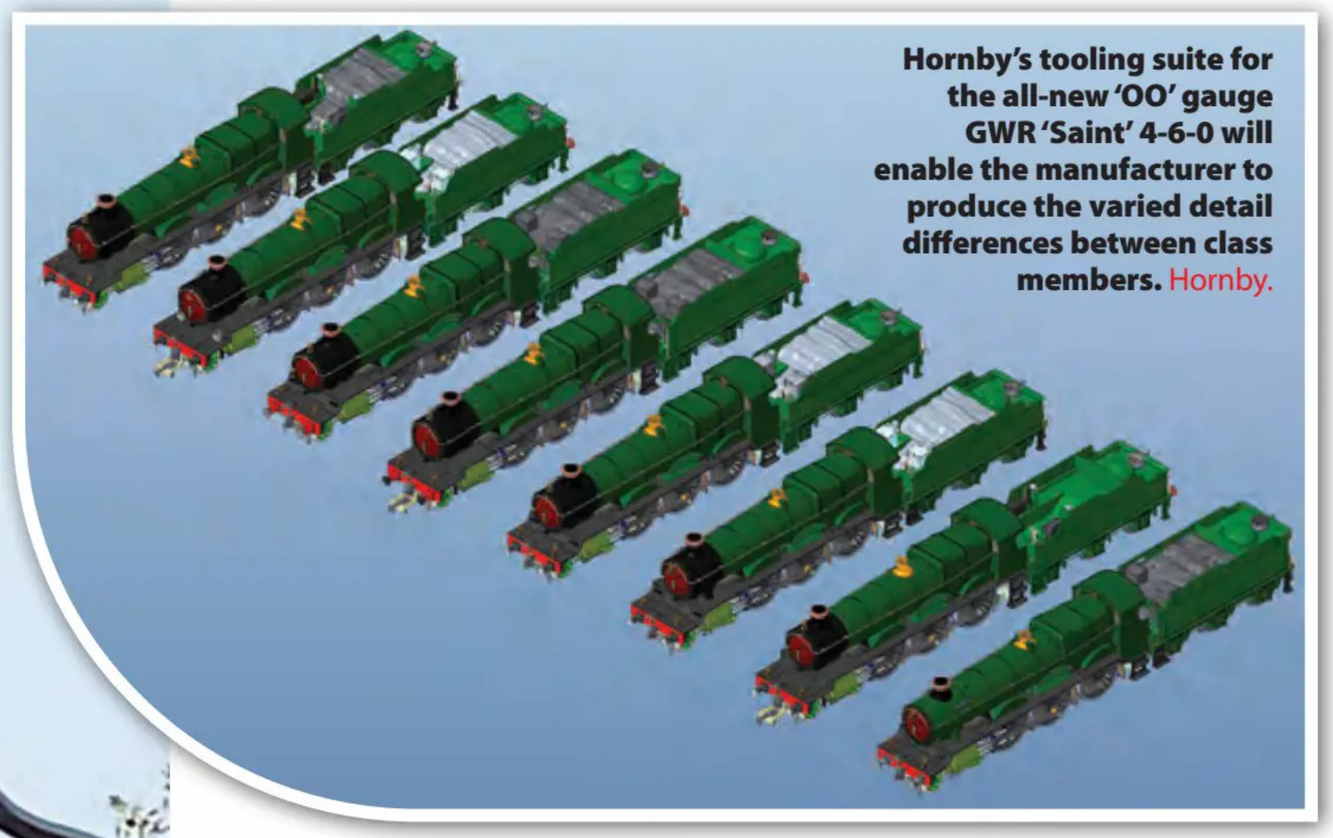
CREATING A 'SAINT' for the 21st Century

Hornby's eagerly awaited all-new 'OO' gauge Great Western Railway 'Saint' 4-6-0 has arrived with retailers. **MARK CHIVERS** met with **PHIL MORLEY** Hornby's Senior Designer, Rail Division to discover more about how the new model was developed.

New build GWR 'Saint 4-6-0 2999 *Lady of Legend* prepares to take on water at the Great Central Railway, Loughborough on October 7 2023. Ben Church.

www.keymodelworld.com



Hornby's tooling suite for the all-new 'OO' gauge GWR 'Saint' 4-6-0 will enable the manufacturer to produce the varied detail differences between class members. Hornby.

IT has been a busy few months behind the scenes at Hornby Hobbies as several newly tooled projects have come to fruition in 'OO' and 'TT:120' scales.

The most recent arrival is the company's all-new 'OO' gauge Great Western Railway 'Saint' 4-6-0 (see review on pages 66-69, this issue). First revealed last January as part of Hornby's new 2025 catalogue range, development has been swift with the model, commendably, appearing within 12 months of the announcement.

Two all-new 'OO' gauge GWR 'Saints' were revealed initially –2975 *Lord Palmer* (Cat No. R30405) and 'new build' 2999 *Lady of Legend* (R30404), both in Great Western green, while a third – BR liveried – example was revealed later in the year finished as 2920 *Saint David* in BR lined black with early crests (R30403). The first fully completed models appeared just in time for Christmas.

Hornby Senior Designer Phil Morley was tasked with developing the all-new 'OO' gauge locomotive, "It took me in the region of around five or six months to do. It was a while ago when I completed it, but of course when you do these designs you have to send them off for tooling quotations, then there are usually engineering queries to deal with. You then need to check through all the quoted tooling elements to ensure everything is covered. You've got your list of tools with all the parts in there and you need to check carefully to ensure they have covered every single part and that they are the right materials. This model was quite complex, so there was a lot to consider", says Phil.

A collaborative approach was adopted when developing the all-new 'Saint', which included working closely with the Great Western Society team at Didcot Railway Centre which created the new build 'Saint' 2999 *Lady of Legend* using the frames and boiler of 4942 *Maindy Hall*. On the model, detail differences from the full-size locomotive have been incorporated into the tooling suite for the 'OO' gauge example of *Lady of Legend* including the correct tender. In addition, many photographs and drawings were pored over to ensure all elements have been covered when designing the all-new models.

When surveying preserved locomotives Phil is very aware that what he may be seeing during the visit may not necessarily be completely how the subject appeared originally, "Whenever I look at any heritage locomotive, I've always got to consider that may not be how it was at the time. Later additions such as AWS and TPWS are fairly clear, but I'm always aware that some elements might not be quite right and more research is required", says Phil, "however, at the other end of the spectrum, where you have drawings of boilers for example, when you're looking at how the firebox blends into the boiler and onto the smokebox, particularly the firebox area and the curve

Three all-new 'OO' gauge GWR 'Saints' form the initial batch of releases, including new build 'Saint' 2999 *Lady of Legend*.

where it meets the boiler, you may have lovely drawings of it, but when you look at the real thing it may look different and then when you look at photographs or old books as reference, they can all look slightly different, because the area was manually beaten around the front, so they weren't all the same'".

So, when confronted with a multitude of differing data, at what point do you make a decision? "I look at lots of different photographs", Phil explains, "together with as many drawings as I can get hold of. I'll start with the drawing, I'll work to the drawing and look at the photographs and compare that way. We can do 3D-scans, but these aren't always 100% accurate". Given the number of changes to locomotives during their service careers, Phil's answer is to create a spreadsheet for each locomotive to pick up on all the subtle differences that may have occurred through Works and depot visits. From this spreadsheet a plan is formulated as to which locomotives will be produced, outlining the differences between them - and any commonality - which in turn will create a list of the parts required to fulfil the project brief. In addition to his design role, Phil also does his own research (as do his design colleagues), from the very beginning.

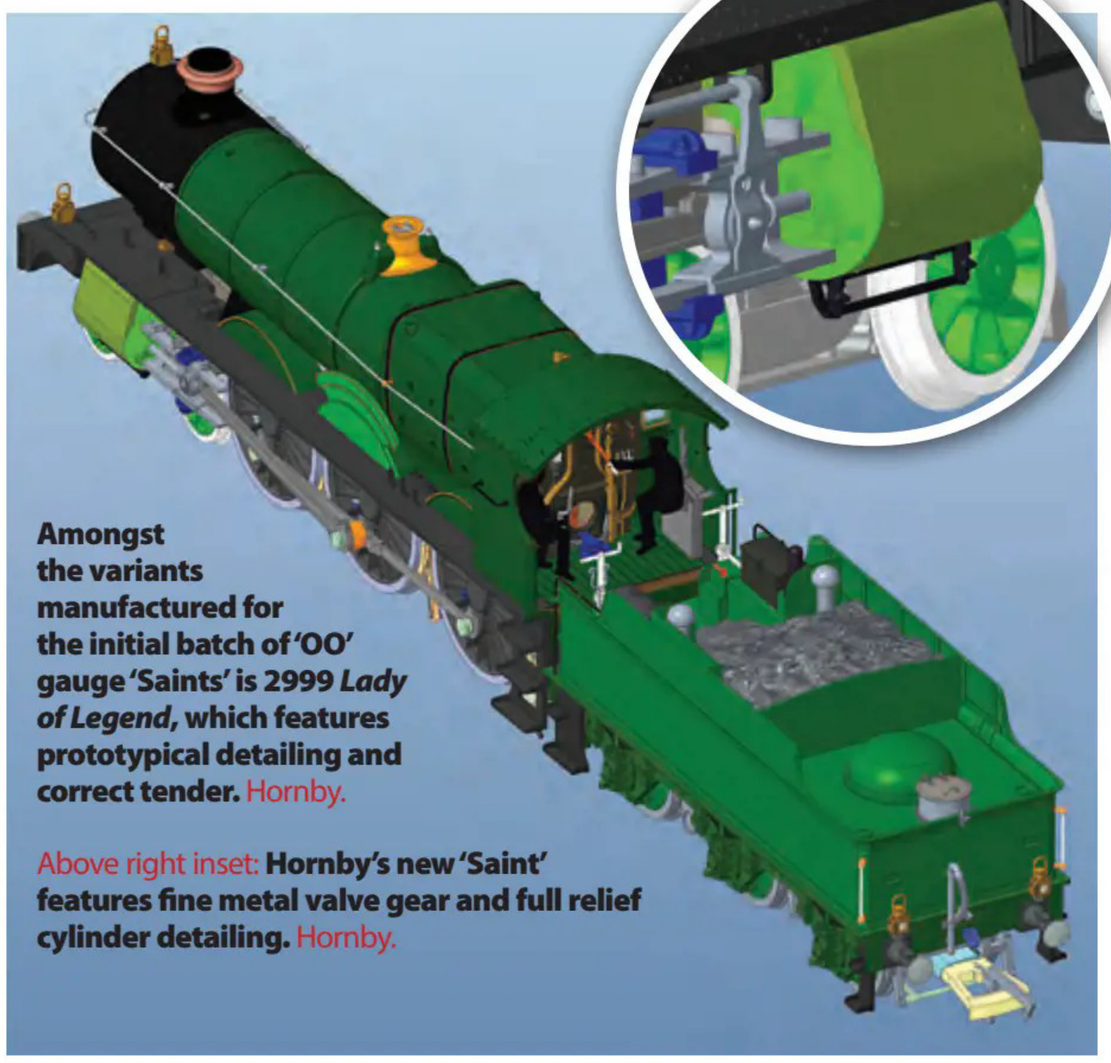
Given the complexity of this model, with detail variations, what is the limit as to how far you can go with tooling different variants? "Generally, the goal is always to make it the best we can", explains Phil, "because we want it to be the finest thing that we've done. Once we've had a tooling quote through – and it might be astronomically expensive – especially if we've planned to tool every single variant. For this project, I initially covered every single 'Saint' that existed and the tooling quote was VERY expensive, so we scaled it back a bit so that we can cover almost all of the class."

Within this complex tooling suite, the mechanics and planned onboard features have to be factored in, not just for the initial releases, but also looking further forward. Hornby's all-new 'OO' gauge 'GWR 'Saint' has provision for a steam generator and provision for the manufacturer's HM7000 Bluetooth/DCC decoders, "I've catered for a steam generator in the locomotive when building up the design", Phil explains: "While the decoder space is in the tender, the ASU chip which controls the steam generator has to be by the generator so that also has to be accommodated in the locomotive."

When doing this you may lose a certain amount of weight to accommodate the steam generator, but Phil has designed this into the model with just the right amount of weight to balance things out – another benefit of creating a model from scratch. A bespoke reservoir and holder are designed for each locomotive project to ensure it all fits as intended. "Each steam generator is different per locomotive", explains Phil, adding: "The concept and how it works are the same, but there are differences between the models. It's really clever – and safe."

Unlike some models in the Hornby range, the 'Saint' does not feature working lamps. However, the non-working lamps which have been produced feature slots in them so they can slide over the lamp brackets provided on the locomotive's die-cast running plate and smokebox. "It was a bit tricky trying to get them all lined up as they should look, because to get the lamps where they absolutely should be when fitted, just slightly offset, you're talking minute amounts to get them to look right" adds Phil.

Compromises are often necessary in some areas of model development, especially when considering the robustness and the tolerances required. "The running plate was very thin on this model in places. The edge in reality would have been 3/8in, but scale that down and it's a bit like a scalpel blade, especially in die-



Amongst the variants manufactured for the initial batch of 'OO' gauge 'Saints' is 2999 *Lady of Legend*, which features prototypical detailing and correct tender. Hornby.

Above right inset: **Hornby's new 'Saint' features fine metal valve gear and full relief cylinder detailing.** Hornby.

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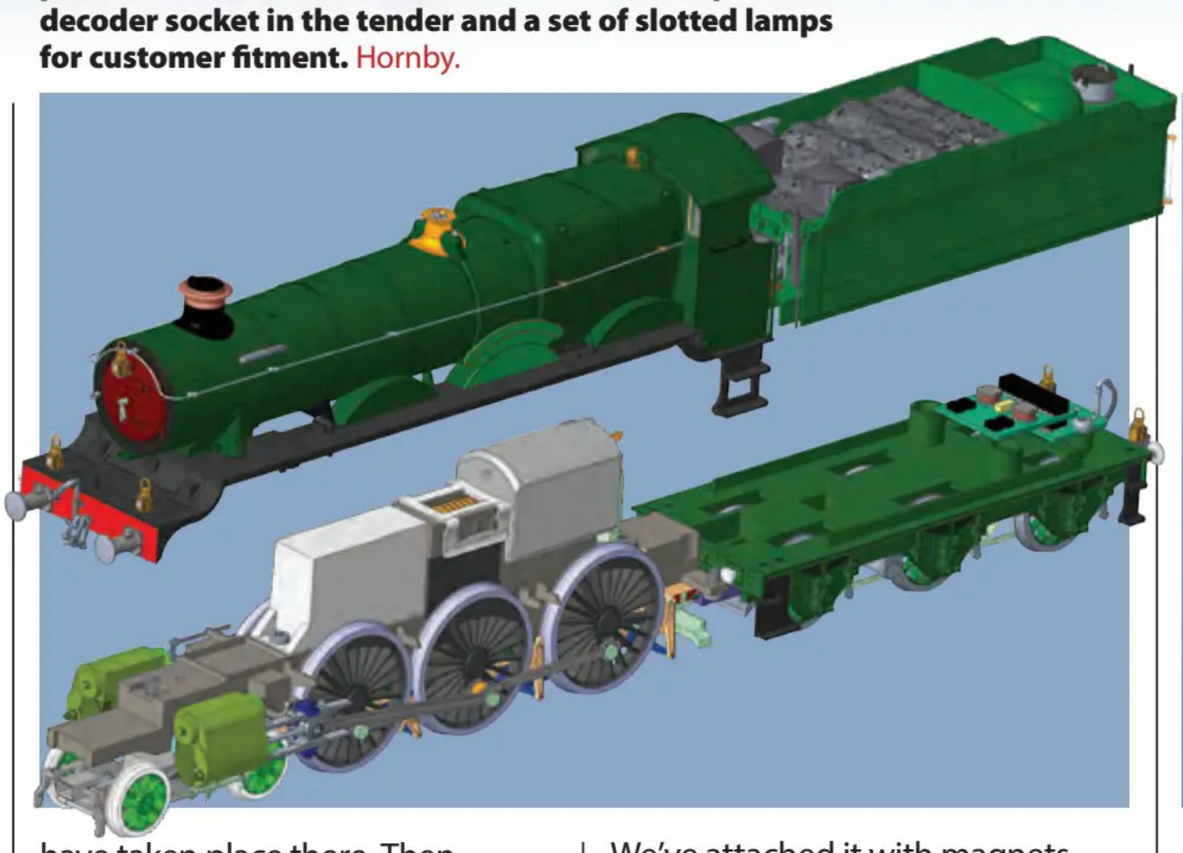
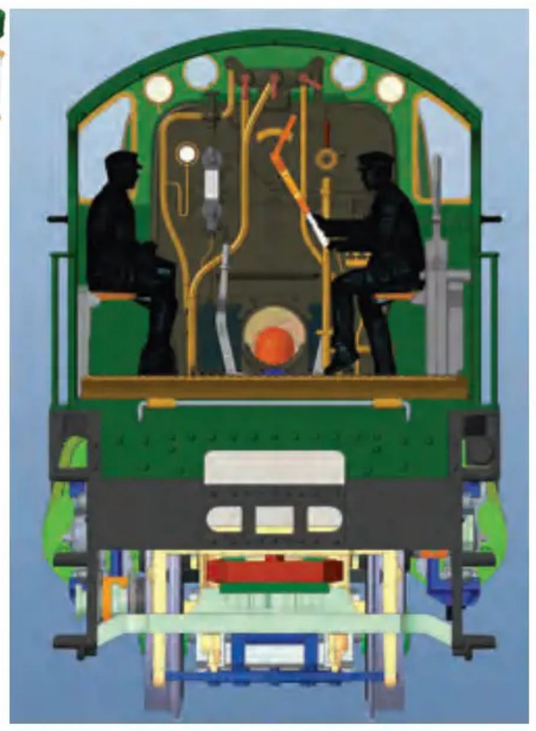
Below: **The all-new GWR 'Saint' 4-6-0s feature a five-pole skew-wound motor, locomotive drive, 21-pin DCC decoder socket in the tender and a set of slotted lamps for customer fitment.** Hornby.



Below: **The tooling suite for the all-new 'Saint' covers detail variations between cabs, including this example modelling the cab from new build 2999 *Lady of Legend*.** Hornby.



cast metal so you have to make it slightly heavier so material can actually flow into the tool, but then put a nice draft angle to enable the material to flow. If you were to do it absolutely to scale you'd never get the material to flow", Phil explains: "A similar thing applies with plastic – you've got to allow the material to flow, and you have to have a small angle on every part otherwise you'll get a vacuum form inside the tool and you'll never pull the part out of the tooling."

Looking a little closer at the general specification, the new 'Saint' features a die-cast metal footplate, five-pole skew-wound motor, locomotive drive and six-axle pick-up, spring contacts and flickering firebox. There are also several nuances between models and some of the detail differences include firebox length, washout plug locations, whistle types (bolt positions/shroud/no shroud), toolbox design, vent variants, water gauges, different cab positions and more.

"Look at the steps, for example," says Phil. "Some are filled in, some are open, while others are completely filled in, or the bottom's filled in and the top's open – there are all manner of changes which have taken place there. Then there's differences to the lengths of the chimney, injector caps on the sides, while some don't have them. Some only have this on one side. Some examples have further built-in steps, while I also created a metal step for some variants using photo etched parts, so I could get the shape right and get the cuts for the foot grips. It's trying to get these little details that just make a difference, that nobody's done before."

As already touched on, Hornby's all-new 'Saint' has also been designed with the future in mind, "Look at the smokebox door. We've attached it with magnets, so if it's got a steam generator in the future you can remove it easily and it snaps back in to the right orientation as well", says Phil. Other refinements include a sprung middle axle on the tender so the wheels are always in contact with the rails, the hinged cab fallplate is an etched metal item, while the model also features Hornby's new quick plug-in coupling system between locomotive and tender with eight points of contact. Within the mechanism, the model features spring contacts for improved conductivity and a spring clip over the worm, rather than the die-cast method used on previous models. This helps make the model easier to assemble and simpler to maintain.

With the first three all-new 'OO' gauge GWR 'Saint' 4-6-0s now available, what does the future hold? Phil was pretty tight lipped, but the majority of the class should be possible from the tooling suite that has been created. As to a favourite? "That's a really difficult question, actually", muses Phil, "but I really like *Lady of Legend* because it's there, people can see it, they can look at my model and then compare it with the real thing. I want to be able to look at it and go 'that's alright, that is'!" **HM**

Multiple tender and cab designs have been incorporated into the tooling suite for Hornby's all-new 'OO' gauge GWR 'Saint'. Hornby.

Research AND DEVELOPMENTAL VARIETY

Testing facilities offer a great excuse to run a large range of trains – and incorporate some very different models on a layout. **PAUL LUNN** outlines a selection of plans which can be replicated in 'OO' gauge using flexible and fixed geometry track.

RESEARCH and development is an integral component for a safe and reliable railway with test facilities and dedicated trains playing an important role.

During the British Railways (BR) era, a dedicated Railway Technical Centre (RTC) was built at Derby in the early 1960s which became the BR Board's technical headquarters, ultimately providing a centralised Department of Mechanical and Electrical Engineering (DMEE) as well as hosting BR's new Research Division. Allied to this, two dedicated test tracks were available to the research teams at Old Dalby, near Melton Mowbray in Leicestershire and at Mickleover in Derby. These sites were used for type testing new motive power and rolling stock, including the development of BR's Advanced Passenger Train (APT) and High Speed Train (HST) projects. The RTC at Derby has hosted all manner of exotic test vehicles and the site continues to stable the striking yellow infrastructure monitoring trains employed by Network Rail. You can read more on Derby's Railway Technical Centre in HM212 (Railway Realism).

BR Research Division's Test Car 4 (DW150192) is seen inside the vast Engineering Development Unit at Derby Railway Technical Centre on April 2 1982. Stabled alongside is the prototype Class 140 two-car 'Pacer' DMU. Colin J. Marsden.

Network Rail has dedicated test tracks at Melton Mowbray and Tuxford in Nottinghamshire with many new trains running on the former before entering revenue service. On-track plant such as tampers, meanwhile, is tested at Tuxford.

The accompanying layout designs are fictional, although much of their content has a basis in the real railway. **HM**

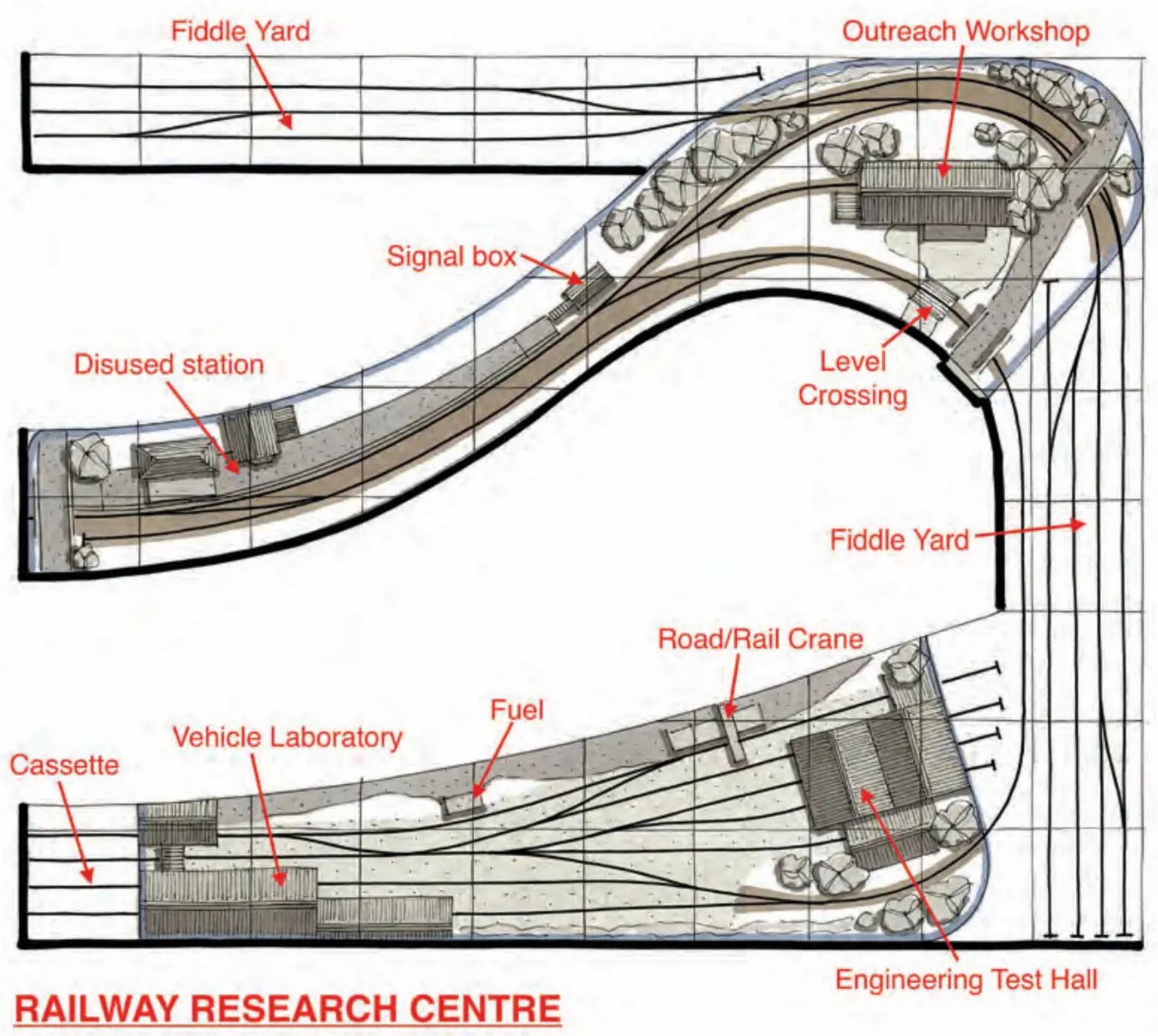
Departmental Class 31 97204 eases into the yard at Derby Railway Technical Centre with the Tribometer test train on February 11 1988. Colin J. Marsden.

PLAN 1: TEST TRACK AND RESEARCH CENTRE

OUR first 'OO' gauge track plan is inspired by a combination of the RTC and the Old Dalby test track in a space of 10ft x 8ft. The sites played a pivotal role in the development of the APT project and Old Dalby gained fame in the 1980s as the site of an experimental test crash involving a nuclear flask wagon and a 100mph train formed of a Class 46 locomotive and three BR Mk 1 carriages. (HM206).

For this design, I have made use of Peco Streamline track and created two distinct scenic sections with hidden storage yards suggested either side of the test track section. A single track connects to the research centre scene to enable test trains to arrive and then shunt back into the yard or laboratory as necessary. As an additional space saver, cassettes could be used to store locomotives between duties on the layout.

The scheme allows for some of the medium and larger radius Streamline points to be used, including a space-saver three-way turnout. These will help with running characteristics, particularly within the research centre section.

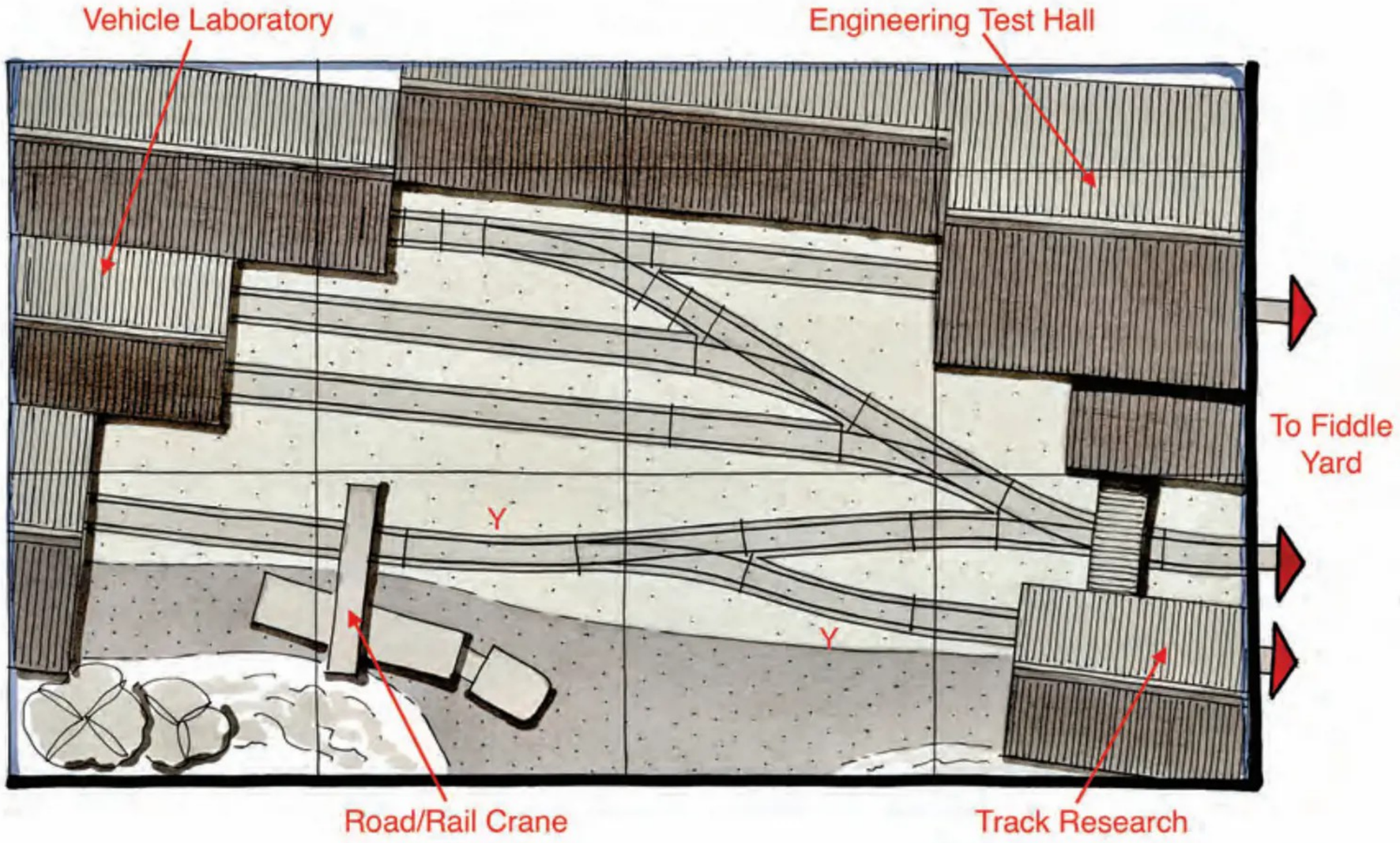


PLAN 2: SPACE SAVER RESEARCH CENTRE

THIS 4ft x 2ft 4in partial research centre, plus a non-scenic section (not shown), uses proprietary 'OO' gauge rigid geometry Peco Set track and has been designed for ease of construction, minimum space and low budget.

There are four sidings to shunt from the main entry track and two kickback sidings, which all lead onto the non-scenic section. Whilst, at this size, it's not possible to have a full length Advanced Passenger Train, you could purchase individual driving trailers or coaches, either from Hornby's in-service examples (a test and development vehicle – SC48204/977527 (Cat No. R4970) – is also available separately) or Rapido Trains UK's APT-Experimental (APT-E), but make sure you select vehicles with wheelsets at both ends for shunting around the yard or be prepared to make a standard gauge 'dolly' jack, though be aware you may have to adapt couplings.

Also, if using Rapido Trains UK's APT-E on this compact layout it would also be worth double-checking clearances between tracks and structures as the model's front-end overhangs a little more than most standard models on curves due to the fact the leading bogies are set back further, as with the real thing.

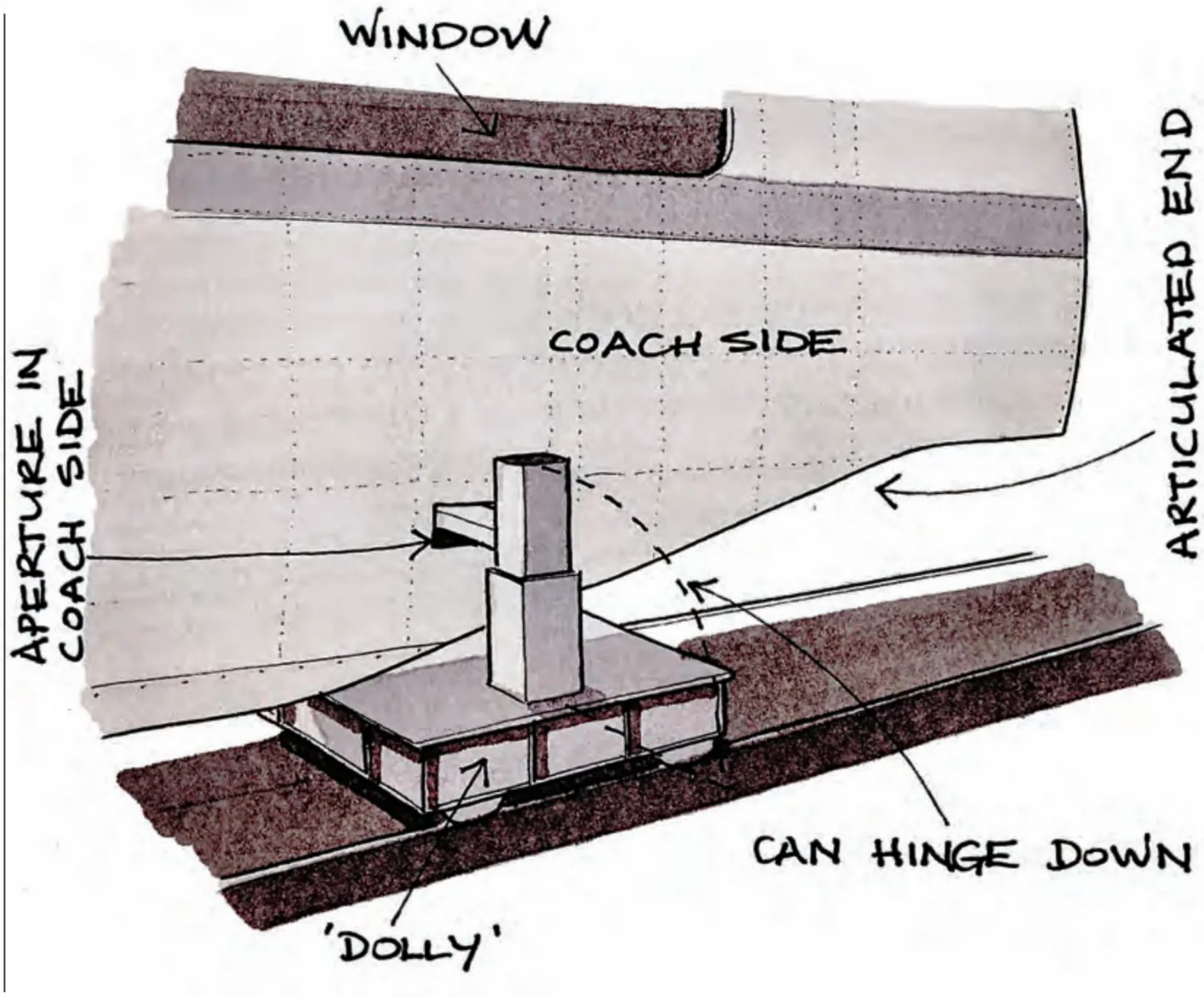


Probably the most notable train to have come out of Derby's Railway Research and Development Centre has to be the Advanced Passenger Train – Experimental (APT-E). It was presented to the National Railway Museum in 1976 and now resides at Locomotion in Shildon.
Paul Lunn collection.

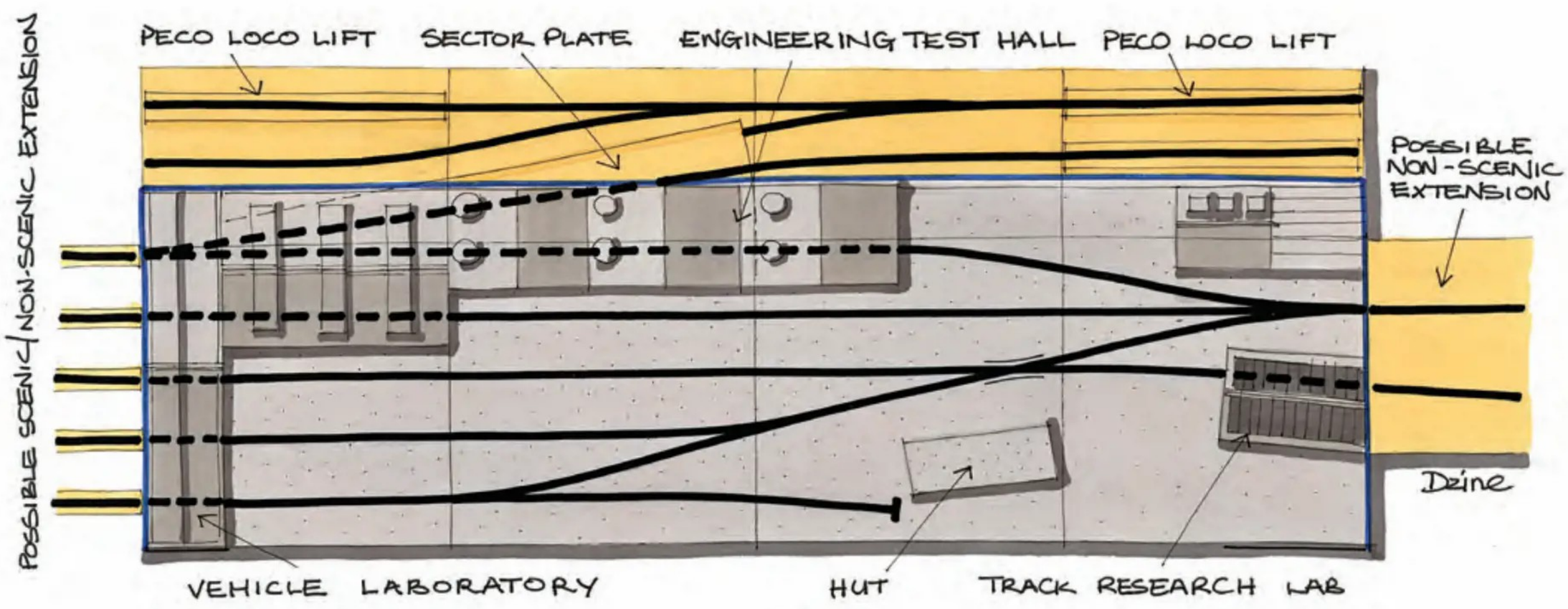
'DOLLY' JACK

GOOD friend and railway modeller Peter Salmon worked on some of the test bed equipment and as such visited the research centre numerous times during the development of the APT-E. One thing I've never seen mentioned or modelled are carriage 'dolly' jacks and certainly they don't seem to appear in any photographs. The accompanying 3D illustration is based on Peter's account of how they looked and were used on standard gauge track. It's similar to numerous car jacks, just on a larger scale.

The design is straightforward and would benefit scratch building or 3D-printing. Similar 3D printed wheelskates are available online, which might be suitable to adapt, although these are inevitably static items. Alternatively, you could look at mixing and matching to create a working example using tiny wheels, perhaps similar to those used on Realtrack Models' FLA Freightliner container wagons., or experimenting with smaller scale wheels to suit your needs.



PLAN 3: REVISED RESEARCH CENTRE

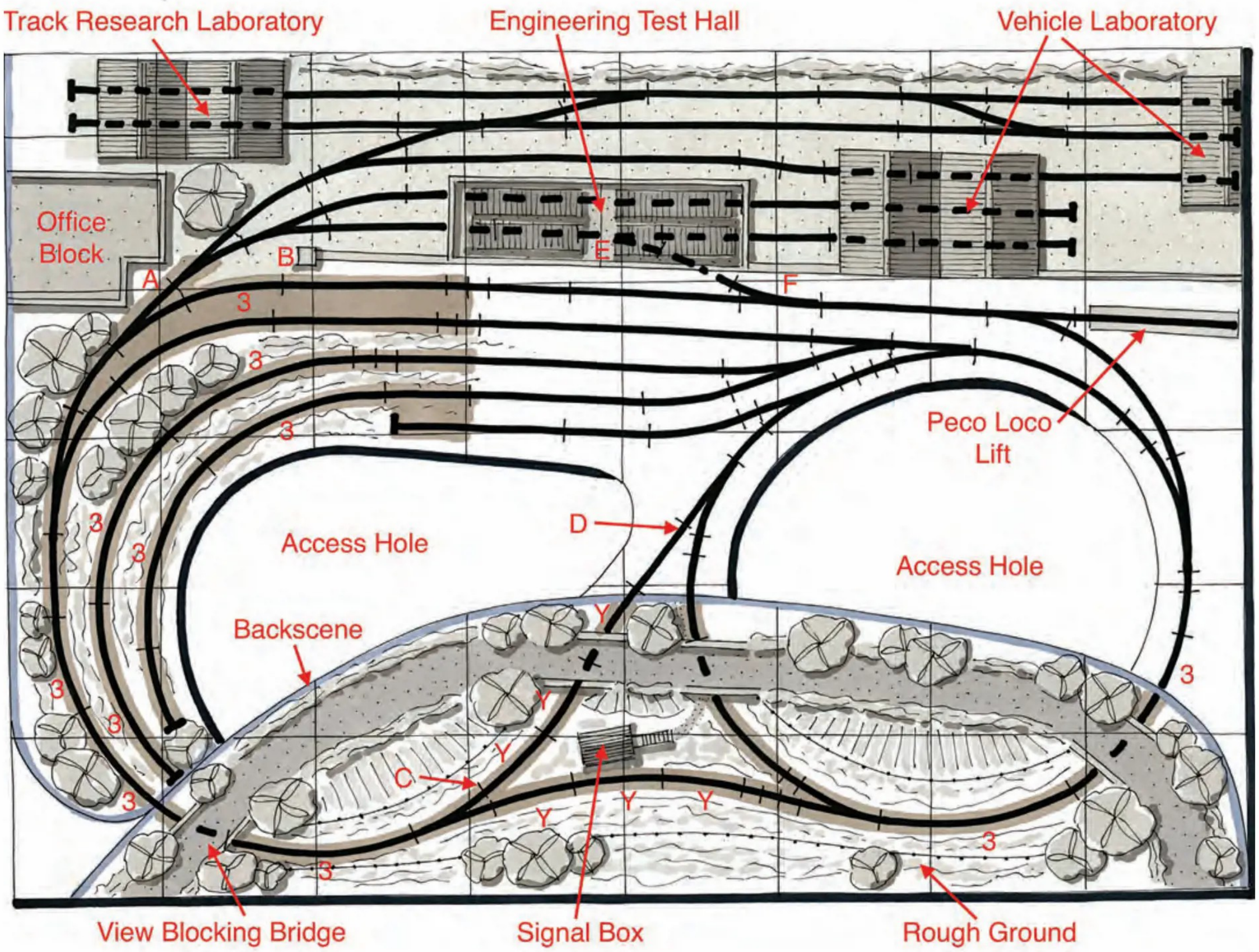


IN a similar space to the previous design at 4ft x 1ft 6in, this 'OO' gauge scheme is a slightly more advanced version and uses Peco Streamline track. It employs a sector plate for some sleight of hand in removing or adding stock from the non-scenic section without traversing the scenic baseboard. In this way, capacity wise, the Engineering Test Hall can appear to be much larger than it really is. Considerations from the previous plan apply here in respect of a full APT train and smaller stock. You may still have a few clearance issues with some stock, but hopefully not as acute as with the Peco Setrack scheme.

There is ample scope for shunting vehicles between sites and the scheme could become quite engaging as a shunting puzzle by creating scenarios, perhaps by using a card system of moving vehicles from one location to another.

For those wishing to scratch build something a bit different, Derby RTC's yard housed some quite striking research vehicles through the years, including Laboratory 25 (RDB601250) *Decapod*, seen stabled on December 1 1983. Colin Marsden.

PLAN 4: THE GRAND SCHEME



TRACK plans can be inspired by many different things. In this case I want to pitch the design near the upper end of entry-level, hence the use of rigid geometry track.

This grand plan comprises two key scenes - research centre and scenic run - viewed at around eye-level, with a partially scenic storage yard between the two. I imagine the research buildings to be quite high with short sections of high wall between each structure - in effect a backscene. I've done this so it masks most of the non-scenic storage yard and where there's a viewing gap between A and B the storage yard has been treated scenically.

The board is 8ft x 5ft 6in for 'OO' gauge, and requires access all round, though there are two duck-under access wells to make the process easier. I want to particularly focus on operation in so much as the section from C to D creates a reverse loop and needs the facility of being isolated when required at one or both ends. Several sidings/loops are 5ft long and have capacity for a five-car train and this was the governing principle of the design.

Of particular note is the link between E and F, which allows for the longest train to pass through a building onto the non-scenic section. Note that Hornby's 'OO' gauge Diesel Maintenance Shed (R8006) is an ideal unit which can be adapted in multiple ways, though windows will need 'blackening' around the track link between E and F.

BR's Old Dalby test track took on a high profile in 1984 when it staged a high-speed crash exercise between a locomotive hauled train and a nuclear flask. Ahead of the event, Class 45 45123 eases past the site with a charter train for the Central Electricity Generating Board which originated at London St Pancras, carrying invited guests and journalists on July 17 1984. 45124 was coupled to the rear of the train. Colin J. Marsden.

‘OO’ MODELS THROUGH THE YEARS

RAILWAY RESEARCH vehicles have proved a popular subject for manufacturers over the past few decades, with an impressive collection of models amassed for the BR and privatisation eras. While some have appeared as general release items in ‘OO’ gauge, many have been specially commissioned as exclusive models for specific retailers, including former modelling chain Modelzone, Invicta Model Rail, Rails of Sheffield and Kernow Model Rail Centre (see accompanying table).

Due to the many amendments made in real life, most of these models bear only a resemblance to the full-size vehicles, rather than replicating them to a tee because of tooling constraints. This is usually in the form of enhanced decoration but is sufficient for most modellers’ needs and acts as a starting point for those wishing to create a more faithful model.

For this planning article we have focussed on ‘OO’ gauge models which have been produced for the BR Railway Technical Centre era, but an internet search will highlight some of the BR Mk 1, Mk 2 and Mk 3 vehicles produced for the privatised era, primarily in the Network Rail yellow scheme, including former InterCity 125 HST power cars used on the New Measurement Train and other test trains.

The accompanying list includes a selection of ‘OO’ gauge models, usually in BR Research (RTC) red/blue livery. Some of the releases are still available, while others may only be purchased second-hand. **HM**

‘OO’ MOTIVE POWER

DESCRIPTION	MANUFACTURER	CAT NO:
Advanced Passenger Train – Experimental (APT-E)	Rapido Trains	924001/924501
Class 08 97800 *Ivor*, BR Research red/blue	Bachmann (Modelzone)	32-102W
Class 24 Bo-Bo 97201 *Experiment*, BR Research red/blue	Bachmann	32-425Z*/32-444
Class 24 Bo-Bo 97201 *Experiment*, BR Research red/blue	Sutton’s Locomotive Workshop	2406
Class 31 A1A-A1A 97203, BR Research red/grey	Hornby RailRoad	R30197
Class 31 A1A-A1A 31970, BR Research red/grey	Lima	205229
Class 31 A1A-A1A 97204, BR Research red/grey	Hornby (Kernow Model Rail Centre)	R3675
Class 46 1Co-Co1 97403 *Ixion*, BR Research red/blue	Bachmann (Modelzone)	32-700Z
Class 438 4-TC unit 8007, BR Research red/blue	Bachmann (Kernow Model Rail Centre)	32-646Z
Derby Lightweight BEMU *Gemini* Lab 16 BR Research red/blue	Bachmann (Rails of Sheffield)	32-515Z

‘OO’ ROLLING STOCK

DESCRIPTION	MANUFACTURER	CAT NO:
LMS CCT Research Laboratory RDB 975667, BR Research red/blue	Hornby	R60005
LMS CCT Research Laboratory RDB 975667, BR Research red/grey	Hornby	R60157
COV-AB RDB999900 Tribometer Test Van, BR Research red/blue	Bachmann (Modelzone)	38-125Z
GWR Autocoach Test Car 1, BR Research red/blue	Hornby	R433
BR Mk 1 CCT 024497, BR Research red/blue	Bachmann (Invicta Model Rail)	39-553Z
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BR Mk 1 FO RDB975606 Laboratory 2, BR Research red/blue	Hornby	R40342
BR Mk 1 BSO RDB975428 Laboratory 10, BR Research red/blue	Bachmann Collector Club	39-800K
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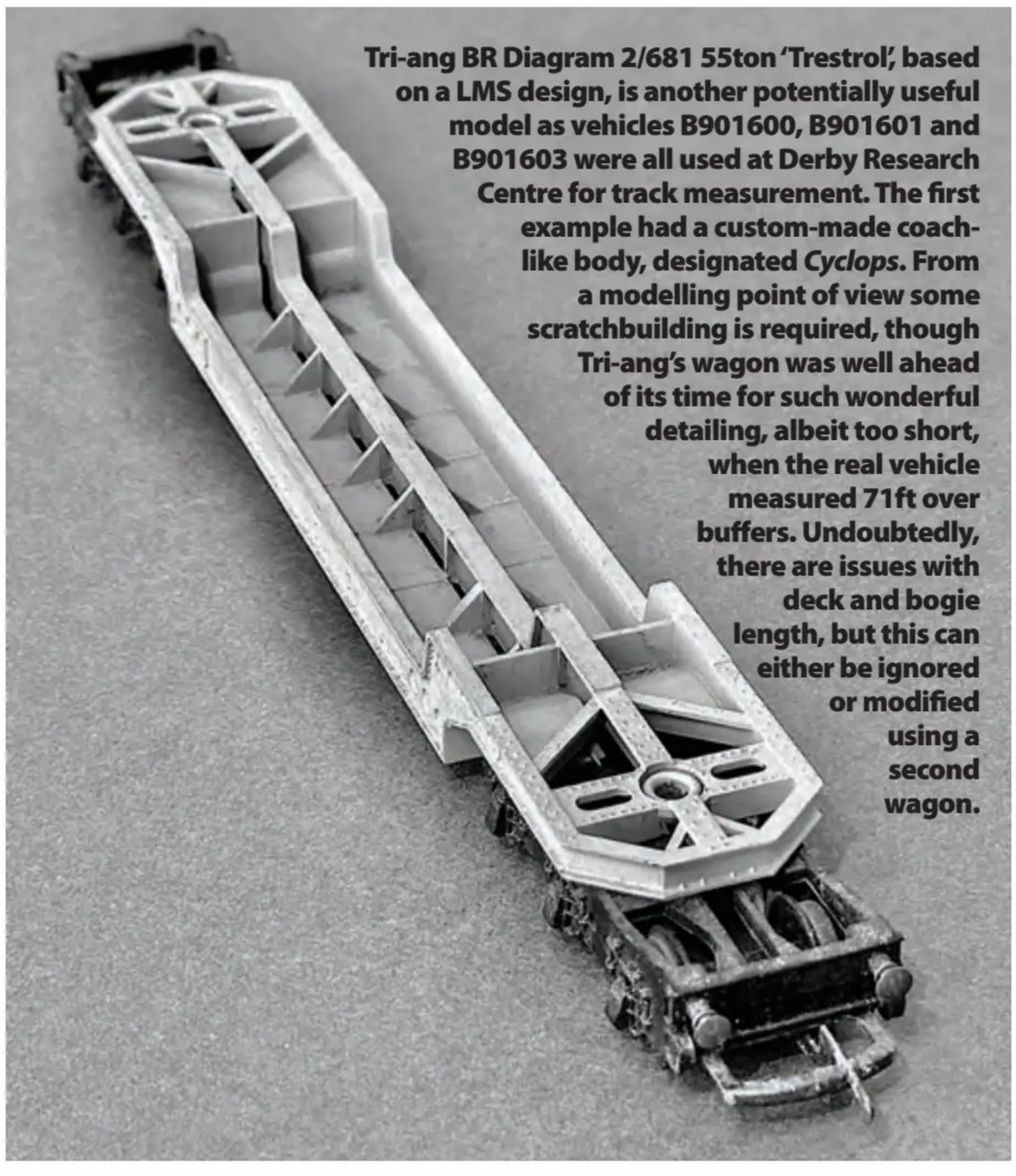
BR Mk 1 BSK’s ADB975051 Test Car 5/RDB 975136 Laboratory 12 BR Research red/blue*	Bachmann (Rails) *Due Q2 2026	39-001S/V



Tri-ang BR Diagram 2/681 55ton ‘Trestrol’, based on a LMS design, is another potentially useful model as vehicles B901600, B901601 and B901603 were all used at Derby Research Centre for track measurement. The first example had a custom-made coach-like body, designated *Cyclops*. From a modelling point of view some scratchbuilding is required, though Tri-ang’s wagon was well ahead of its time for such wonderful detailing, albeit too short, when the real vehicle measured 71ft over buffers. Undoubtedly, there are issues with deck and bogie length, but this can either be ignored or modified using a second wagon.

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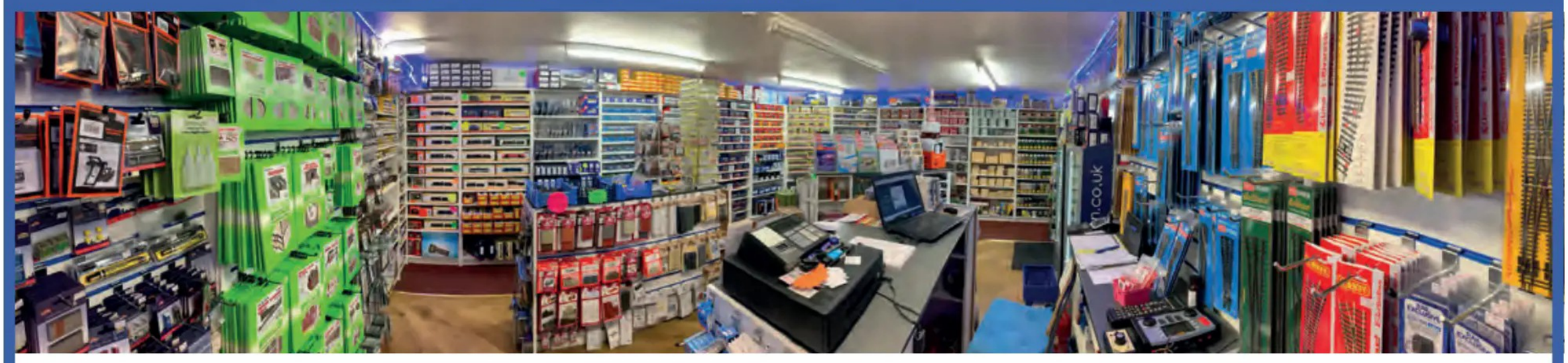

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BRISTOL AVON

BRIDGE

Bristol Temple Meads' atmospheric train shed inspired **KEITH SULLY** to create this superb 'OO' gauge tribute to the station in 'OO' gauge, which you can see up close at Model World LIVE at the NEC in Birmingham this April.

PHOTOGRAPHY, TREVOR JONES

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm:1ft	20ft x 10ft	WESTERN	1970s-1980s	DCC, DIGITRAX

1 A busy scene at Bristol Avon Bridge as an InterCity 125 HST's Valenta engines scream into life on departure for Cornwall.

BRISTOL AVON BRIDGE is my second exhibition layout designed to indulge my interest in Bristol's heritage of Post Office, papers and parcels traffic. I also wanted to satisfy a hankering to run full length InterCity 125 High Speed Trains (HSTs), mindful that I only had limited space available.

Based on Bristol Temple Meads station, the plan used the Post Office chain conveyor and Bristol Bath Road bridge as the scenic breaks with the 'new' train shed in between. I was uncertain what I could achieve as the scale of the buildings was going to be a challenge compared to scratch building a small country station on my first layout, Bere Banks (HM110).

I tackled the Post Office chain conveyor first. It was demolished on Christmas Day 2014 - think of all those Christmas cards it had delivered into the station from the sorting office! I scratchbuilt it using plasticard and Evergreen profiled sheets, building up the model using photographs from the web. It took a while to get the concertina doors looking right but trial and error prevailed.

SETTING THE SCENE

The bow girders of Bath Road's easily recognisable bridge came from a laser-cut kit produced by In The Greenwood Laser with additional detail added in plasticard and strip wood.

I originally envisaged the track plan following Bristol Temple Meads' curved formation, but as I plotted it out, the size and complexity of the baseboards and the structure of the new train shed's roof started to bamboozle me. I know »

2 A Paignton to Birmingham HST pulls into Platform 3 while a Portsmouth-bound Class 33 stands on Platform 5 having run around its train. The station pilot waits patiently in the avoiding lines until the evening rush when it will be busy reassembling the newspaper and parcels services as they pass through the mail hub.

it is prototypical that curved platform faces create some quite large gaps to coach doors, but it just looked wrong to my eye as I mocked up the plans using cereal boxes. I decided to simplify the layout and particularly the complexity of the overall station roof by straightening the platforms. The project felt achievable again.

The straightened station building covers platforms 2 to 5 of Bristol's operations, with stabling/avoiding lines in between. The bay for the Severn Beach service is at the northern end, with the combined Motorail and WH Smith's bays at the southern end. The second southern bay (Platform 1) was omitted to avoid the baseboards being too cramped. The avoiding lines enable freight to pass through or locomotives to loiter, burbling away awaiting their next turns.

Once the platforms were set out and the track laid, a period of testing electrics and, more importantly, discovering how enjoyable the layout was going to be commenced. The four loops and the bay allow quite a range of activity. The Up and Down lines from London are used by the HSTs and InterCity trains from across the UK terminating or continuing into the South West and the Cardiff/Portsmouth service reversing on platform 5, with DMUs scuttling about their local business. Freights such as the 'Clay Liner' pause in the avoiding lines for a crew or motive power change before heading onwards. Postal, parcels and newspaper trains also terminate or are reassembled

4 The Motorail terminal is little used these days as a Weston-super-Mare to London HST glides into the platform.

in either of the platform faces or the avoiding lines. At this stage I worked out positions for the magnets for Kadee couplings, as once the station roof was on any shunting needed to be without any manual intervention.

FORCED PERSPECTIVE

Once I was happy the layout could deliver the range of movement and excuses to run the trains I wanted, it was time to tackle the main building. I love layouts where you see glimpses of the trains from different angles as you look into the scene, forcing you to lean in and see the detail. This is why the outside station wall is in silhouette, meaning you look out of the ticket hall, or through the office/buffet windows onto Platform 3. To further the illusion of a far bigger station than there is room for, quite a low fascia is used to create a long letterbox view of the layout. The aim is to disguise how narrow the scene is at 18in and trick the eye into thinking it is longer than the 12ft it is. This forcing of perspective and blocking the classic 'look down' onto the model view has prompted a few conversations at exhibitions about not being able to see the trains properly. Others become really

3 The 'stopper' from Taunton emerges from under Bath Road bridge at the southern end of the station as a Class 37 negotiates the station avoiding lines at the head of an engineers' train.

absorbed in the scene, whisking them back to their own experiences of Bristol back in the day.

This close-up approach to looking into the layout means you need to get a consistency of modelling detail. With so many windows, doors and arches, hand cutting each individually felt like an endless job with lots of potential for wonky cuts to ruin the scene. Studying images of the station, I realised that many railway structures are designed using common elements such as windows, doors and archway forms, usually incorporating mass produced cast-iron components.

The modelling solution, for me, was to create a bespoke kit, which could be accurately laser-cut from card, to get that consistency on such a huge structure. The building's kit is made from six key repeating components, wall (door left), wall (door right), archway, and roof truss made up from three sections creating a strong 'I' beam. Wooden strip strengthens the structure and creates sills and other details. The doors and windows are from the LCUT range of laser-cut card building components.

The more traditional canopies either side of the building also use the LCUT building components, not strictly as seen at Temple Meads. I feel that despite the simplified approach, the building still conveys the atmosphere of Bristol Temple Meads.

Including the Air Raid Precautions style signalbox that guarded the entrance to Bristol Bath Road depot was on my wish

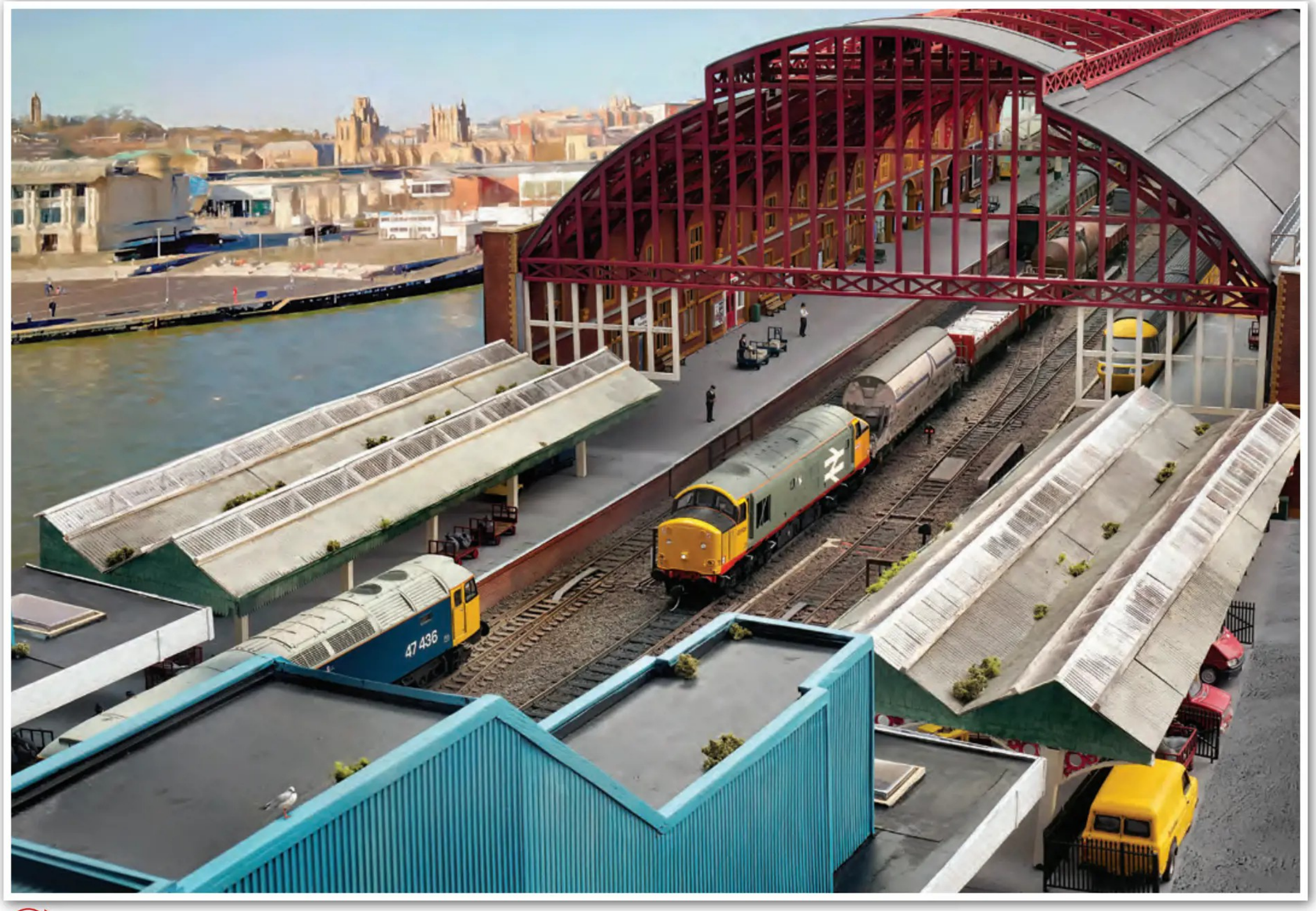
5 A quiet moment at Avon Bridge as a Class 37 rests in the avoiding line, while BRUTES and trollies start to build up from the Post Office ahead of the night's mail train departures.

list. It is scratchbuilt from plasticard, complete with Eric the relief signalman relaxing reading the paper. In reality, it is hidden behind the station, so I moved it to the south, with a drivers' bothy standing in for Bath Road depot, which used to sit behind the platforms.

OPERATION

Train operation is Digital Command Control (DCC), recently upgraded to a more powerful 5Amp system, as the number of locomotives on the move and running sound increased as I expanded the storage yard capacity to show off a greater variety of trains.

Points and signals are conventionally operated with Peco point motors, microswitches and push-button controls on each of the baseboards to minimise inter-board wiring. Signals, supplied by Train-Tech, are semi-automated with microswitches providing simple logic to block or give right of way. Infra-red control modules from Heathcote Electronics and BLOCKsignalling products set signals to danger as trains pass. This automation reduces the chance of operator errors »



6 The 'Clayliner' headed by Class 37 37506 pauses for a crew change before heading on to the Potteries.

when at exhibitions. Platform 3 is generally Up to London and Platform 5 Down to the South West, but all lines are bidirectional, so each signal has an override on a small panel at the back of each baseboard.

The layout is still developing as I create three distinct eras of stock to run. In addition to the InterCity 'Swallow' to Rail Express Systems era you see here, we can go back in time through the heyday of the HSTs in the 1970s to the Western Pullman sets and diesel-hydraulics plying their trade.

I am also slowly building a bigger fleet of non-passenger carrying stock using various conversions and kits for a variety of mail and papers vans. Recent projects include updating Lima 'Siphons' and creating Propelling Control Vehicle (PCV)/Super Guv/Super Guv/PCV train formations, built from Lima and Hornby models and Replica kits.

For the balance of the passenger stock, I have worked to get a consistent and reliable close-coupled look using combinations of West Hill Wagon Works Hunt magnetic couplings and York Model Makers paper

In the early evening, a Class 47 rumbles into one of the station's through lines with an empty mail train for loading.

Keith Sully's 4mm scale Bristol Avon Bridge was inspired by the city's Temple Meads station.

corridor bellows. Where rakes are split or locomotive changes are required, Kadee couplings are used with the magnetic couplings between the fixed portions of the rakes. The magnetic couplings have also greatly improved the reliability of the HSTs when the motorised power car is propelling the train, with far fewer derailments.

To make sure the whole scene, trains, buildings and vehicles all sit together, everything is at least lightly weathered to tone down the overall scene, reflecting the day-to-day grime of reality. To keep the balance, I make sure the final finish »

8 An engineers' train takes the avoiding line through Bristol Avon Bridge while the Class 33 heading a recent arrival from Portsmouth readies to run round to continue its journey onward to Cardiff.

is matt, then introduce other elements of dirt and grime very lightly in layers all around a particular scene. The aim is that the whole scene is neither shiny nor derelict. To my eye, if a shiny train or car is sat in a scene it breaks the spell.

THE FUTURE

It took about five years to plan, design the laser cutting and build the layout and with two house moves in the middle, it felt like an age - most of the time went into the design and testing of the basic layout. Once tested, building the structures and creating the detailed scenes only took about 18 months which flew by. Bristol Avon Bridge made its exhibition debut at Model Rail Scotland in Glasgow and has since appeared at York, Barrow, DEMU Showcase, Bristol and Taunton. Future exhibitions are booked for Model World LIVE in April this year and Stafford and Exeter, later in 2026.

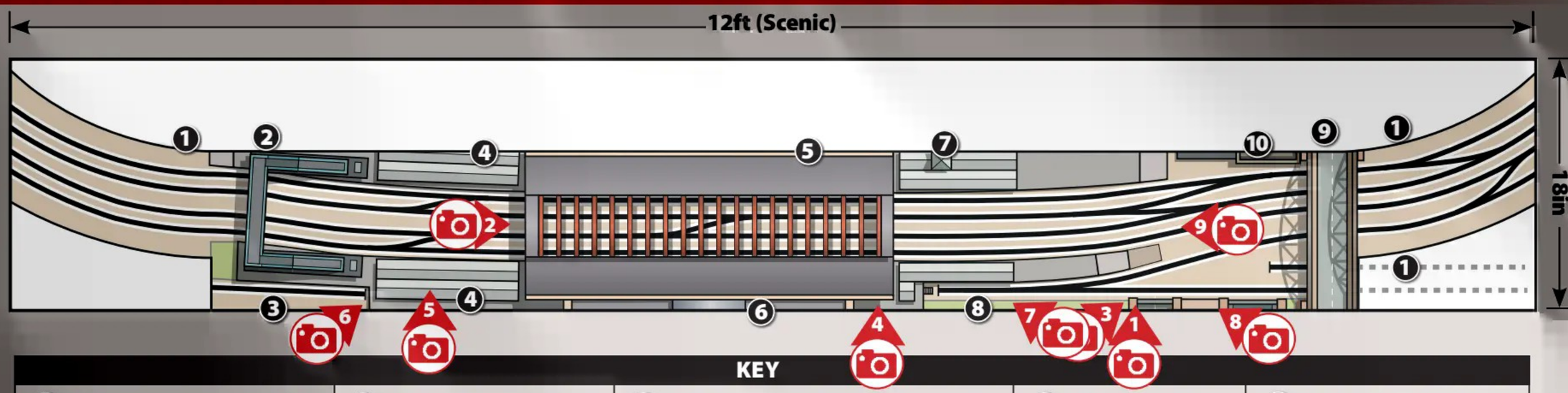
I am still getting a great deal of enjoyment further developing and detailing more stock to run on the layout. This recently led to reconfiguring the storage yards to fit it all on. The rakes being developed also have an eye to my next layouts. These are Crediton, west of Exeter, then Meldon Quarry whose baseboards will share the same storage yards and also the engineers trains you can see passing through Bristol Avon Bridge. The new layouts will reflect my interest in the London & South Western Railway (LSWR) routes west of Exeter, which started with my original layout Bere Banks. Bristol Avon Bridge very much indulges my memories of Bristol as a child.

Thanks must go to Alan and David who regularly help at shows. Martin must also get a huge thank you for helping me sort out some poor sketches into laser-cut components. Hopefully we will see you at an exhibition. Please do lean on the barrier and have a peer into Bristol Avon Bridge. **HM**

You can see Keith Sully's 'OO' gauge Bristol Avon Bridge at Model World LIVE on the weekend of April 25/26 at the NEC, Birmingham. *Visit www.keymodelworld.com* for more information and to book advance tickets.

9 A driver's-eye view as an RES Class 47 runs around the mail train in readiness for service later in the evening. A northbound cross-country HST awaits custom in the platform.

BRISTOL AVON BRIDGE TRACK DIAGRAM (NOT TO SCALE)



KEY

1 To/from storage yard	3 Severn Beach bay	5 Main station with overall roof	7 Lift	9 Bath Road bridge
2 Royal Mail conveyor	4 Platform/awning	6 Booking hall	8 Motorail bay	10 Signalbox

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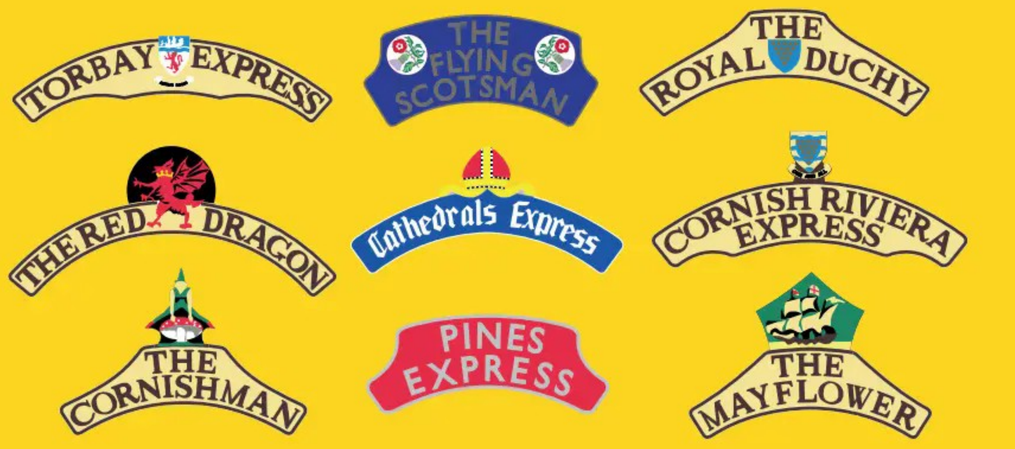

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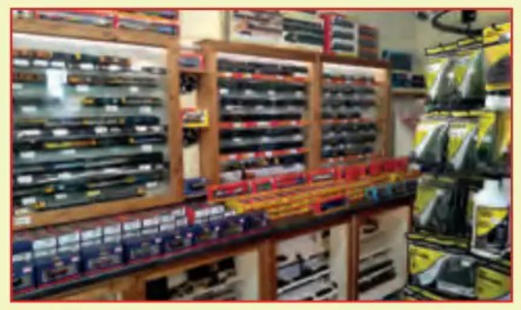

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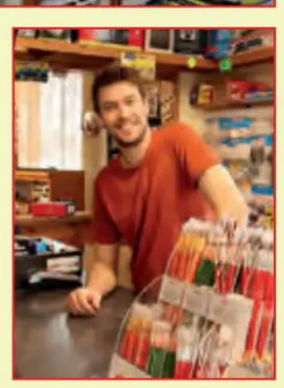

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R30207A	Dublo LNER A1 Flying Scotsman Era 3 Gold Plated	£499.99	£365.00
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R30210A	Dublo LNER 103 Flying Scotsman Era 3 Gold Plated	£479.99	£399.99
R3981	BR, Standard 2MT, 2-6-0, 78054 – Era 5	£228.99	£170.00
R30349	Dublo BR A4 Class 4-6-2 60016 Silver King – Era 4	£319.99	£199.00

	N Gauge	RRP	Sale Price
2D-058-002	Class 58 020 Railfreight Red Revised	£137.00	£100.00
2D-058-003	Class 58 002 Downmill Colliery Railfreight Coal	£147.95	£110.00
371-334	Class 150/2 2-Car DMU 150236 Arriva Wales	£240.00	£165.00
372-876	Class 319 319382 Thameslink	£350.00	£250.00
372-877	Class 319 Northern Rail – 319362 Northern	£350.00	£250.00
371-011	Class 08 08417 Network Rail Yellow	£144.95	£110.00
371-065	Class 03 Ex-D2054 BR Industrial Sand White	£139.95	£105.00
371-781SF	Class 90/0 90037 BR R/F Distrib Sector	£294.95	£220.00
371-782	Class 90/0 90019 Penny Black Rail Exp Sys	£194.95	£140.00
371-783	Class 90/0 90004 City Glasgow Virgin Orig	£194.95	£140.00
371-785	Class 90/0 90047 Freightliner G&W	£194.95	£140.00
371-780SF	Class 90/0 90005 F.T. BR I/C Swallow	£294.95	£200.00
371-781	Class 90/0 90037 BR R/F Distrib Sector	£194.95	£140.00
371-136RJ	Class 31/1 Refurb 31130 Calder Hall Station BR	£179.95	£130.00
371-790	Class 90/0 90042 Freightliner PowerHaul	£194.95	£150.00
372-727ASF	BR Standard 5MT Tender BR Lined Black Early	£279.95	£200.00
372-729SF	BR Standard 5MT Tender BR Lined Black Late	£279.95	£200.00
371-783A	Class 90/0 90002 Mission Impossible Virgin	£194.95	£135.00
372-627A	LMS Ivatt 2MT 6418 LMS Black	£164.95	£125.00
372-627ASF	LMS Ivatt 2MT 6418 LMS Black	£264.95	£209.00
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LEGENDARY 'Saints' roll in!

FIRST REVIEW

One of the most important Great Western designs finally has a 'OO' gauge model to present day standards. **BEN CHURCH** analyses Hornby's all-new 'Saint' to see how the new model stacks up.

Above right:
Hornby's all-new 'OO' gauge Great Western Railway 'Saint' 4-6-0s are available from retailers now.

HORNBY'S Great Western Railway (GWR) 'Saint' aims to fill a major gap in ready-to-run 'OO' gauge, representing the locomotives which set the template for GWR two-cylinder 4-6-0s until the end of steam. Announced as a major part of Hornby's 2025 range, the finished models have arrived less than a year later, with the initial offerings covering three eras in the class's long life.

77 'Saints' were constructed by the GWR at Swindon Works to a design by George Jackson Churchward from 1902 to 1913. Early locomotives could feature parallel boilers or even be constructed as 4-4-2s as the design evolved. They eventually developed into two-cylindered 4-6-0s with a taper boiler, Belpaire firebox and 6ft 8½in driving wheels. Deployed on passenger and occasional freight work, the class was adept at both. The rapid development of newer classes, such as the 'Star' and later 'Castle' classes, saw the 'Saints' demoted from the most prestigious duties.

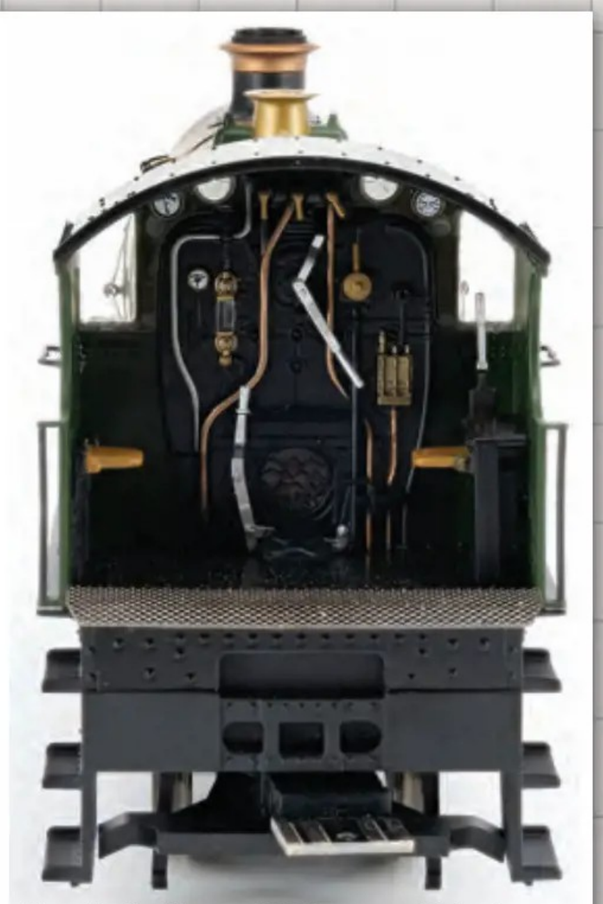
Withdrawals of the class started in 1931, with BR retiring its last 'Saint' in 1953 and none surviving into preservation. The Great Western Society purchased 4942 *Maindy Hall* with the intention of using the frames and boiler to construct the 78th 'Saint'. 2999 *Lady of Legend* was completed in 2019 at Didcot Railway Centre and has been a popular locomotive on the heritage railway circuit ever since. Read more about the 'Saints' in Reality Check on pages 70-73

THE MODEL

Hornby's GWR 'Saint' headlined the manufacturer's 2025 range, initially announced in two forms - 2999 *Lady of Legend* and 2975 *Lord Palmer*, both in GWR green. In late 2025, a third model, 2920 *Saint David*, was announced in BR lined black. This was the last 'Saint' to be withdrawn by BR.

Each of the three models is supplied with an accessory pack containing a small tension lock coupling (which can be fitted to the front), a cosmetic three-link coupling, full relief cylinder covers, pre-painted driver and fireman, plus five GWR red lamps or BR white lamps. Each of the five lamps can be secured to any of the lamp brackets on the model, with a small slot in each lamp for

Front end detail captures the appearance of the prototype to a tee.



Hornby's all-new 'OO' gauge 'Saint' feature detailed and decorated cabs.

TECHNICAL DETAILS

Manufacturer:	*www.hornby.com*
Cat No:	R30403 (2920), R30404 (2999*), R30405 (2975)
Description:	Great Western Railway 2900 'Saint' 4-6-0
Builders:	GWR Swindon Works, Didcot Railway Centre*
Region:	Western
Gauge:	'OO', 16.5mm gauge
Scale:	4mm:1ft
Length:	250mm (over buffers)
Price:	£234.99 (DCC Ready)
Couplings:	NEM coupling pockets at both ends
DCC:	21-pin Digital Command Control (DCC) socket
Speaker:	Provision for 15mm x 11mm cube
Exterior lights:	None
Interior lights:	Firebox glow
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	None
Wheel arrangement:	4-6-0
Purpose:	Express passenger/freight
Haulage capacity (expected):	Seven Mk 1 carriages
Haulage capacity (actual):	Seven Mk 1 carriages (maximum tested)

Three models form the initial releases as 2975 *Lord Palmer* and 2999 *Lady of Legend* in Great Western lined green and 2920 *Saint David* in BR lined black with early crests.

a secure friction fit. Fitting the full relief cylinder covers improves the appearance of the front end but restricts the movement of the front bogie and limits use on layouts with tight curves. Models are also supplied with printed metal cabside numberplates - *Lady of Legend* also features a printed metal builders' plate for fitment below the smokebox.

The locomotives have been superbly replicated by Hornby, with all our samples brimming with carefully applied detail. The front end features separately fitted lamp irons, sprung metal buffers, smokebox door dart, handrails, vacuum pipe and provision for a front coupling hook. Depending on the model, the top lamp bracket can be fitted to the smokebox door or to the top of the smokebox and *Saint David* features a moulded BR era smokebox numberplate.

Lord Palmer is fitted with experimental valve spindle covers, not present on our other samples. Both GWR models represent early straight-framed members of the class. *Saint David*, however, demonstrates the wide array of tooling options, with later curved frames and outside steam pipes. Underneath the running plate, the large driving wheels are well-formed, with representation of the lubricators and motion behind the cylinders. Metal slide bars and side rods look great in motion. Models feature in-line brake shoes, which can be enhanced by the brake rigging included in the detail pack.

Along the die-cast running plate are moulded sandbox covers and lubricators, along with additional lamp brackets. All models feature a Swindon Standard No. 1 boiler with variations to the superheating arrangement across our samples. *Lord Palmer* is fitted with a chimney and a safety valve slightly taller than those on our other two samples. *Lady of Legend* lacks an outside vacuum ejector pipe, which is present on *Lord Palmer* and *Saint David*.

The small Churchward cab is well detailed, and includes a full complement of cab controls fitted to the backhead, with separately fitted items such as the regulator and water gauge glass looking particularly effective and complemented by a firebox glow. *Lady of Legend* additionally features small porthole windows in addition to the standard flush-glazed

Hornby's new 'Saint' features separately fitted metal handrails, die-cast running plate, sprung metal buffers, smokebox door dart and a selection of lamps for customer fitment.

windows on both sides of the cab – an adjustable tender fallplate rounds out a comprehensive selection of detail.

Tender detail does not disappoint, with the GWR 3,500gallon tenders appearing in three different styles. *Lady of Legend's* unique tender chassis has been superbly modelled, while *Saint David* and *Lord Palmer* are paired with a standard Churchward 3,500gallon tender. Correctly, the tender behind 2999 features countersunk rather than raised rivets. Inside the tender is a removable coal load, along with two separately fitted handles and a fire iron support. The die-cast metal tender chassis features in-line brake shoes, pre-fitted brake rigging and a separately fitted water scoop. Moulded axle boxes and springs are crisply replicated.

Livery application is superb across all samples. Lining is crisp on the cab, tender, boiler, running plate and - on GWR models - the cylinders and wheels. Both liveries are enhanced by a painted copper-capped chimney, brass safety valve bonnet and, on *Lady of Legend*, a silver smokebox door dart. *Saint David* features BR era red-backed nameplates and cabside number plate, which suit the black locomotive well. Each of the three different emblems on the tender is well printed, with the GWR's Garter crest, 'Twin Cities' emblem and BR 'cycling lion' all well executed.

PERFORMANCE

To fit a Digital Command Control (DCC) decoder, two screws need to be removed from the underside of the tender, which is easily separated from the locomotive, thanks to the plug-in kinematic tender coupling. Once removed, the 21-pin DCC socket is revealed, plus provision for a 15mm x 11mm speaker on the tender body.

Performance was excellent straight out of the box, with all three of our samples demonstrating smooth, near-silent performance on DCC and analogue power from the locomotive mounted five-pole motor. Each model was able to haul seven

Hornby's all-new 'OO' gauge GWR 'Saint' includes a five-pole skew-wound motor, 21-pin DCC decoder socket, firebox glow and provision for a cube speaker.

21-pin DCC decoder socket

Moulded coal load

Detailed and decorated cab interior

Turned metal spoked wheels

Die-cast metal chassis

Lined cab steps

6ft 8½in driving wheels

Bachmann BR Mk 1 coaches and negotiate our test track with ease.

OVERALL

Hornby's GWR 'Saint' is superb, capturing the essence of these Edwardian locomotives perfectly and filling a big gap in 'OO' gauge. These 'Saints' combine excellent build quality with superior detailing and running characteristics. With GWR, early BR and present-day eras catered for, modellers will not be short of excuses to add these models to their collection. (BC)

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Livery application is superb throughout with exquisite, crisp lining.

The GWR's influential 'Saints'

Few locomotive designs influenced the steam railway in the 20th century as much as the Great Western's 'Saints', the basic layout of which set a template for more than 50 years, as **EVAN GREEN-HUGHES** describes.

IN THE FINAL YEARS OF THE 19th century the Great Western Railway's (GWR) motive power department was facing new challenges due to rising train speeds, heavier loads and the effects of the new 'cut-offs' to its main lines which were enabling shorter journey times. At that point the company's Chief Mechanical Engineer was William Dean, a man responsible for many attractive and competent double-frame engines, although with their design firmly rooted in the Victorian era.

During Dean's last years in office he was assisted by George Jackson Churchward, whose influence gradually came to be seen, particularly in boiler design, and in the introduction of features imported from America and Europe. Many of these were incorporated in prototype 4-6-0 100 of 1902, shortly before Dean retired and Churchward was promoted.

This locomotive dispensed with the GWR's traditional double-frame arrangement and placed the cylinders outside the frames instead of within and incorporated a much-improved parallel boiler and valve gear. With its 6ft 8in driving wheels this engine proved capable of fast and heavy work, although was not considered to be completely successful, leading to the later replacement of the boiler with a tapered type. A second example, 98, appeared the following year and this had the taper boiler from new as well as different valve gear and a shorter wheelbase, while the third of the series, No. 171, was roughly similar, although this was soon converted to the 4-4-2 wheel arrangement as at that time there was debate as to whether this was better for express work than the 4-6-0 due to friction losses in the coupling rods.

These three locomotives laid down the foundations of many subsequent two-cylinder designs, with the basic principles adopted by most other railways in the UK over the following decades. Churchward, meanwhile, used these prototypes as a basis for one of his standard locomotive designs, the 'Saints', with a total of 77 examples being built in the years up to 1913.

WHEEL QUESTIONS

When the time came to order a production batch, the matter of wheel arrangement was still not finally resolved. As a result, of the 19 placed on order, 13 were constructed as 4-4-2 'Atlantics' while the final six were finished off as 4-6-0s. This was achieved by providing a trailing axle in place of the final pair of driving wheels in a way which allowed their conversion to either wheel arrangement with a minimum amount of work. At this stage, compounding was also considered, due to the influence of the two imported »

Two-cylinder Churchward 4-4-2 186 simmers in the platform at Bristol Temple Meads, before it was named *Robin Hood* in September 1906. Robert Brookman/Rail Archive Stephenson.

Standing just outside Paddington station's distinctive train shed roof in 1920, Great Western 'Saint' 2902 *Lady of the Lake* prepares to depart with a lengthy rake of coaches from platform 1 at the London terminus. Rail Archive Stephenson.

REALITY CHECK

'SAINT' CLASS – BATCHES		
YEAR BUILT	NUMBERS	NAMED AFTER
1902-03	2900/2998/2971	Various
1903	2981-2990	Various
1905	2972-2980	Various
1906	2901-2910	Ladies
1907	2911-2930	Saints
1911	2931-2940	Courts
1912	2941-2950	Courts
1913	2951-2955	Courts
2019	2999	*Lady of Legend*

GWR 'Saint' 4-6-0 2980 *Coeur de Lion* approaches Ealing Broadway with a down train of milk empties for the West Country in the 1930s. C.R. Gordon Stuart/Rail Archive Stephenson.

French 4-4-2s the GWR acquired for comparative purposes. The greater efficiency of compounding was, it was felt, outweighed by the greater complexity of the locomotives and associated maintenance costs. Trials also proved that the 4-6-0 wheel arrangement offered better adhesion while the superior riding qualities of the 'Atlantic' were mitigated by fitting improved bogies. All these locomotives, of either wheel arrangement, had a rather angular frame design which was squared off in front of the cylinders, except for 2987 (then numbered 187) which had a more aesthetic curved version that was later to become standard for the class. As was normal at that time, a spartan cab was perched on the frames at the rear, and initially the small standard GWR 3,500gallon tender was supplied. Of these engines, 12 were named after characters from Sir Walter Scott's novels, and this led to this batch being known as the 'Scotts', even though mechanically they were considered to be 'Saints'.

A second order for ten locomotives was placed in hand at Swindon in 1906, and these initially retained the severe lines of the first batch. They differed from the first locomotives though in that they had an improved boiler with some having short taper standard No. 1s while others had long taper versions with a different smokebox. Later there was a small increase in cylinder size and fitment of superheaters, which increased power. This batch was named after ladies with the names being taken from actual individuals, or characters from fiction and poetry, with this naturally resulting in this batch being collectively known as the 'Ladies'.

It wasn't until 1907 that the first of the class appeared adorned with the name of a Saint, this being 2911 *Saint Agatha*, the forerunner of a batch of 20. Visually these differed from the earlier engines in that they had curved frames at the front just ahead of the cylinders and a revised cab side sheet design which continued the bottom of the cab below the footplate, improving the appearance of the engines a great deal. One of the most important mechanical improvements was the adoption of a screw reverser rather than the lever type. This arose because in the original design it proved difficult to make small adjustments to the cut-off when in motion. Superheaters were also fitted within a couple of years of construction.

The 'Saints' proper were followed up by an order for a further 25 locomotives in 1911, although this time they were all named after famous large houses, or 'courts' with this becoming the nickname by which they were known. This batch was superheated from new and were fitted with the now-standard long No. 1 boiler with top feed and long smokeboxes. All were in service by 1913.

By this time, it had been decided to convert those 'Saints' originally built as 'Atlantics' to the standard configuration and this took place between April 1912 and January 1913. In the process, the main frames were adjusted to take the later design of curved footplating. There was a further significant visual change in the early 1930s when a start was made in equipping the class with outside steam pipes between the cylinders and the smokebox, with this considerably altering the front-end appearance.

SUPERB IN SERVICE

In service the 'Saints' were restricted to major 'red' routes and were allocated to Old Oak Common in London, Bristol, Plymouth, Newton Abbot, Exeter, Wolverhampton, Gloucester, Cardiff and Fishguard from where they were allocated to work on main line expresses. They proved to be particularly adept on the fastest expresses but were not particularly suited to freight due to the diameter of their driving wheels which effectively gave them a rather high gearing. Early duties included hauling the heaviest expresses from Paddington to the south west and in 1910 one of the 'Lady' series, 2902 *Lady of the Lake* worked the first ever train to travel between Birmingham and London in two hours. Its sister 2903 *Lady of Lyons*

New build 'Saint' 2999 *Lady of Legend* passes Eardington Bank on the Severn Valley Railway with a uniform rake of Great Western Railway coaches in tow on May 7 2021. John Whitehouse.

2942 *Fawley Court* arrives at Bristol Temple Meads with a Portsmouth train formed of Southern Railway Maunsell stock in 1938. C.R.L. Coles/Rail Archive Stephenson.

FACTS AND FIGURES

Designer:	G J Churchward
Built:	1902-1913
Last withdrawn:	1931-1953
Builder:	Great Western Railway
Purpose:	Express passenger
Number series:	2900-2955
	2971-2990/2999
Wheel arrangement:	4-6-0
	(13 built as 4-4-2 but later converted)
Weight (locomotive):	68tons 6cwt
Weight (tender):	43tons 5cwt (varied)
Driving wheel dia':	6ft 8½in
Bogie wheel dia':	3ft 2in
Length (over tender):	63ft ¼in
Boiler (taper):	5ft 6in to 4ft 10in
Boiler length:	15ft 2½in
Boiler pressure:	225lbs sq in
Cylinders:	Two outside, 18in x 30in or 18½in x 30in
Tractive effort:	24,395lbs
Coal capacity:	5tons (with early tender)
Water capacity:	3,500 or 4,000gallons
Number in class:	77

Note: 2999 *Lady of Legend* is an additional 'Saint' and is a modern recreation using components from GWR 'Hall' 4942 *Maindy Hall* and was completed in 2019.

managed to travel between London and Exeter in three hours, which was almost unheard of at that period in history. They were fast, powerful and reliable and capable of hauling the GWR's most important trains with ease.

The advent of Churchward's four-cylinder 'Stars' (which had the same Standard No. 1 boiler and in real terms were little more powerful) and then Collett's superb 'Castles' displaced the 'Saints' from the fastest and heaviest services. Many were transferred to Landore shed in Swansea where they were redeployed on London to South Wales services, remaining there until withdrawal between 1931 and 1953. During the Second World War they became famous for their haulage capabilities, earning the nickname of 'Hereford Castles' and proving capable of moving 16 and 17 coach trains between Shrewsbury and Cardiff. However, there was a further reduction in work when the Hawksworth 'County' 4-6-0s entered service, relegating the 'Saints' to local passenger and main line relief trains.

Although the 'Saint' was a successful design, its express passenger diameter driving wheels were too large for mixed traffic use. As a result, in 1924, 2925 *Saint Martin* was rebuilt with 6ft diameter driving wheels and a Collett style side window cab in the process becoming the prototype for the famous 'Hall' class which went on to become one of the GWR's most successful designs.

A total of 47 'Saints' survived into British Railways ownership in 1948 and most of these suffered the indignity of being repainted into lined black mixed traffic livery, although they were classified as '4P' passenger engines only. All were withdrawn by 1953 with most cut up at Swindon Works and none surviving.

RESURRECTION

And there the account of the 'Saints' might have ended but for one of the most remarkable stories of the preservation era. In 1974 some far-sighted people from the Great Western Society at Didcot decided to purchase the remains of 4942 *Maindy Hall* from the famous Barry scrapyard, with the intention of rebuilding it into a 'Saint', something which required casting new driving wheels – a huge technical challenge given the time since the last large steam locomotive 'drivers' were cast in the UK. It took almost 20 years for the project to gain real momentum and 15 years of engineering before it came to fruition, with the result that a further 'Saint', 2999 *Lady of Legend*, was completed in 2019. This is authentic in appearance, even down to the original design of straight frames, but there are some compromises, particularly with regards to the overall height which has been reduced to improve its route availability. It is also capable of being converted to a 4-4-2 wheel arrangement, something that is intended to take place at some time during its first ten years of service.

The 'Saints' were a significant chapter in British steam locomotive development that influenced designs right through to the BR Standard series. With *Lady of Legend* reminding new generations of their sheer capabilities, it is fitting we have a high-quality scale model to run on our layouts.

HM

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Bachmann delivers ALL-NEW CLASS 66

FIRST REVIEW

Bachmann has gone back to the drawing board to create an all-new model of the Class 66 heavy freight locomotive, 20 years since it first produced a model of the backbone of modern British freight. **MIKE WILD** inspects Freightliner liveried 66606 to find out what it has to offer.

Bachmann's all-new Class 66 for 'OO' gauge is here and offers an impressive specification and accurate body.

THE CLASS 66 has become the most common freight locomotive on the British railway network hauling everything from container trains to bulk aggregates, steel, oil, military and engineering trains across the network.

The first were delivered in 1998, and in 2005 Bachmann produced its first ready-to-run model of the new face of freight traction. Since then, the fleet has grown to more than 400 locomotives with new operators, new liveries, new variations and even locomotives imported from an initial service career in mainland Europe.

In April 2025, Bachmann announced its plans to deliver an all-new model of the Class 66 with the first samples shown at Model World LIVE at the NEC in Birmingham to give visitors a chance to take a closer look at the promise of its new tooling. The aim was to create a model which used the latest technology both to create the external appearance and details of the Class 66 as well as providing a full suite of onboard electronics to rival the best in the market for 'OO' gauge.

The first versions touched down in late December with a choice of EWS maroon and gold, Freightliner

TECHNICAL DETAILS

Manufacturer:	*www.bachmann.co.uk*
Cat No:	50-002 (reviewed)
Description:	Class 66 Co-Co diesel-electric
Builders:	EMD, Canada
Region:	All
Gauge:	'00', 16.5mm gauge
Scale:	4mm:1ft
Length:	280mm (over buffers)
Price:	£229.95 (DCC Ready), £339.95 (DCC Sound Fitted), £369.95 (DCC Sound Fitted Deluxe)
Couplings:	NEM coupling pockets with small tension locks
DCC:	Plux22 Digital Command Control (DCC) socket
Speaker:	15mm x 11mm cube and space for 55mm x 24mm speaker
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):	10+ bogie freight wagons
Haulage capacity (actual):	15 bogie loaded container flats (maximum tested)

Above: **The casting details on the bogies are superbly done as are the additional printed elements.**

Below: **Fuel tanks, sandboxes and conduits are modelled correctly on each side of the new Class 66.**

Green, GB Railfreight blue and orange, Direct Rail Services blue and Colas Rail liveried locomotive making up the first batch.

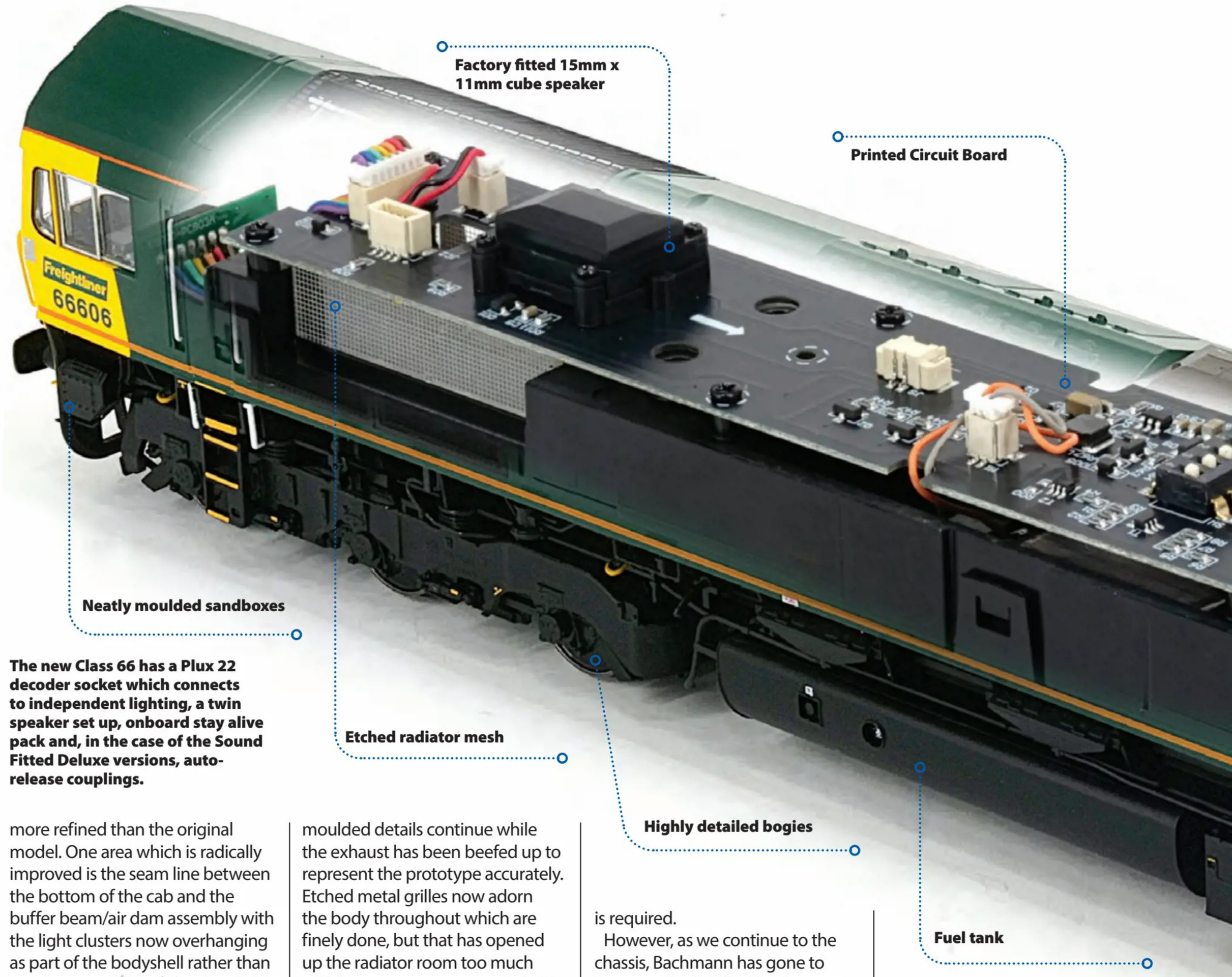
THE MODEL

The original Bachmann Class 66 has been a longstanding and popular part of its range for two decades, but Bachmann saw the opportunity to improve upon what it had made in the 2000s as there have been considerable changes in tooling, electronics and the expectation of modellers.

Each version of the new Class 66 is available DCC Ready, DCC Sound Fitted with an ESU LokSound V5 decoder and twin speakers as well as DCC Sound Fitted Deluxe which sees the sound fitted specification joined by Bachmann's auto-release couplings.

For review we received a DCC Ready sample of 66606 in original Freightliner green and yellow and, interestingly, for this first run Bachmann is offering multiple running numbers on its base liveries with a choice of two on each colour scheme.

Externally, the shape of the locomotive captures the Class 66 shell well with all the correct angles across the cab front and roofline while each element is clearly »



The new Class 66 has a Plux 22 decoder socket which connects to independent lighting, a twin speaker set up, onboard stay alive pack and, in the case of the Sound Fitted Deluxe versions, auto-release couplings.

more refined than the original model. One area which is radically improved is the seam line between the bottom of the cab and the buffer beam/air dam assembly with the light clusters now overhanging as part of the bodyshell rather than passing up as part of the chassis. It's a small detail, but one which makes a big visual difference at the front.

Along the body, the finely moulded details continue while the exhaust has been beefed up to represent the prototype accurately. Etched metal grilles now adorn the body throughout which are finely done, but that has opened up the radiator room too much which means you can see straight through the locomotive where, on the real engines, there are internal shutters which only open when air is required.

However, as we continue to the chassis, Bachmann has gone to town on the detail with pipes and conduits all sitting in each side of the chassis rails correctly while the bogies look much more realistic and capture the shape and bulk of the real locomotives, even down to bogie numbers moulded into the sides of the frames.

Another new feature is the way the front buffer beam and air dam assembly mount to the locomotive. These are screw fitted from underneath, making it a simple process to release the factory fitted versions with openings for the couplings to be replaced with full versions.

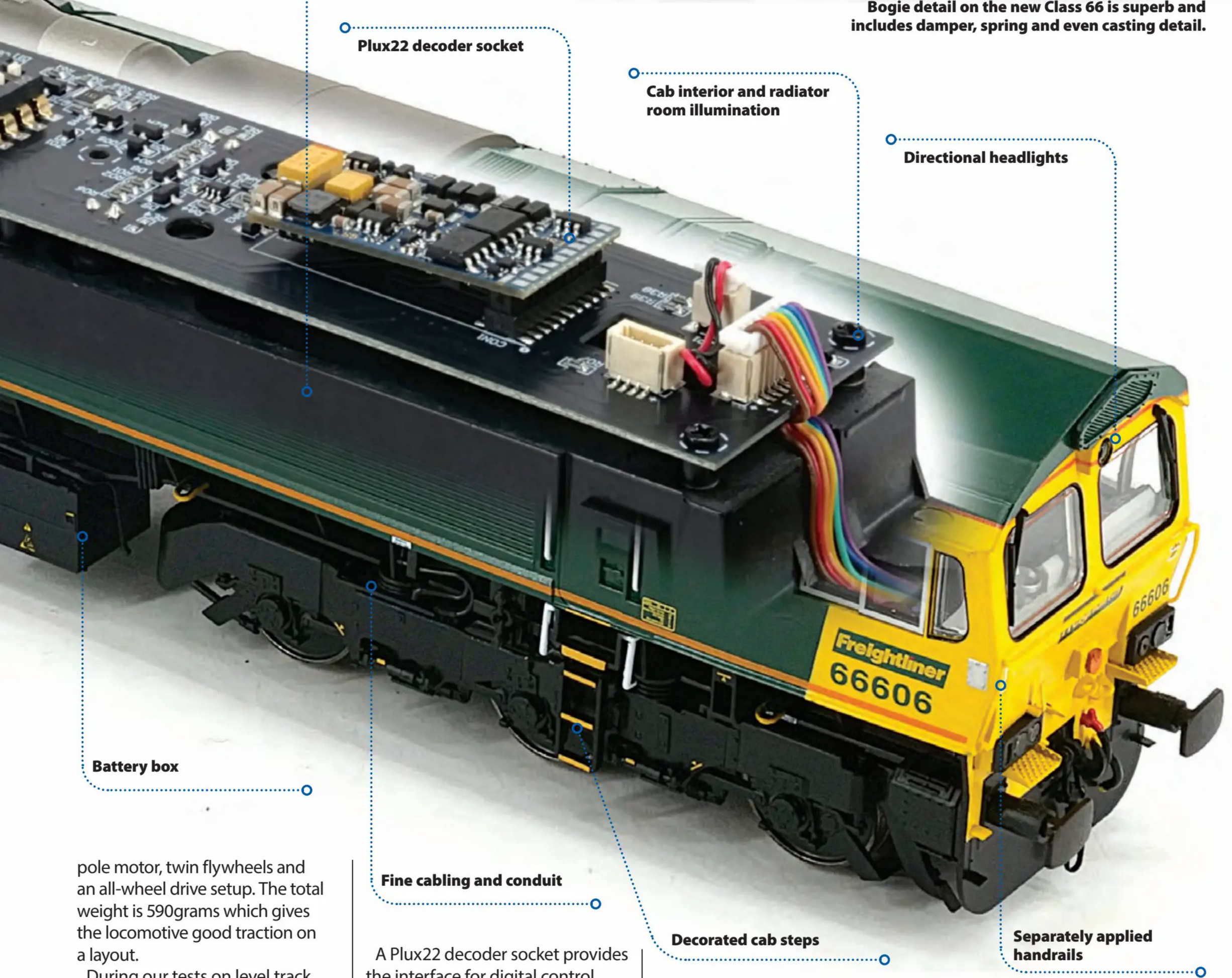
Decoration of our sample of 66606 was nothing short of superb, just as we would expect from a Bachmann model. The base colours are accurately chosen while application is crisp and even throughout with excellent printing of numbers, logos, orange lining, data panels, warning labels and more. Even the cab interior is fully detailed with the correct interiors for each end of the locomotive.

The roof features a removable roof hatch with access to the Plux22 decoder socket for easy access to the decoder and switches for the lighting circuits.

PERFORMANCE

Inside the Class 66 is a heavy die-cast chassis which contains a five-

Bogie detail on the new Class 66 is superb and includes damper, spring and even casting detail.



pole motor, twin flywheels and an all-wheel drive setup. The total weight is 590grams which gives the locomotive good traction on a layout.

During our tests on level track, we loaded the new Bachmann Class 66 with a rake of 15 TEA tankers as well as a 15-wagon rake of container flats – both of which it handled with ease. It also ran through all points and crossings without fault and provided excellent slow speed control when shunting around a depot, helped in part by being fitted with a cleverly concealed stay alive power pack for uninterrupted operation on DCC control.

A Plux22 decoder socket provides the interface for digital control while the circuit board has been designed to offer full independent control of all external and internal lighting with the latter including separate circuits for the cab lights and radiator room lights. Access to the decoder socket is simple as a removable roof hatch has been included below the exhaust panel held in position with magnets.

For DCC sound modellers, the DCC Ready version comes factory fitted with a 15mm x 11mm cube speaker, but there is also provision for installation of a 55mm x 24mm speaker underneath the main Printed Circuit Board (PCB). This requires removal of the PCB for access, but all wiring connections are via plug-in sockets to make this straightforward. DCC sound fitted and deluxe models have the larger speaker fitted as standard to offer a full sound package straight from the box.

OVERALL

Bachmann's all-new Class 66 captures the real locomotives well and is a big step up from its predecessor in appearance, detail, functionality and running qualities. As a must-have modern diesel locomotive, this will be a popular addition to the Bachmann range and offers a valuable choice of supplier to build up a fleet of Class 66s in 'OO' gauge. (MW)

RailRoad LNER Azuma

FIRST REVIEW

Hornby's all-new RailRoad Class 800 has arrived offering a budget version of one of the widespread Hitachi Intercity Express Trains. **BEN CHURCH** assesses how this new model stands up.

FIRST EMERGING on the UK network in 2017, Hitachi's Class 80x fleet has become an integral part of long-distance services in the UK, operating on the East and West Coast Main Lines, plus the Great Western Main Line and across the TransPennine route. Hornby has produced a high-fidelity model of the design since 2017 and now there is an all-new 'OO' gauge RailRoad model of these trains.

Arriving initially in Great Western Railway and London North Eastern Railway (LNER) liveries, Hornby has produced enough coaches to model a five-car set, with the two driving cars available individually, plus three coaches. Hornby has also produced an LNER Azuma train set, with two driving cars and one trailer car. Hornby's new tooling models the bi-mode Class 800s used by LNER and GWR.

THE MODEL

Hornby's LNER Azuma train set arrives in a large specially branded LNER box, containing all the typical train set essentials - an oval of track with fourth-radius curves, a siding, wall adaptor, DC controller, power connecting track, buffer stop, and spare traction tyres. Each coach of the Class 800 is fitted with clip-fit kinematic couplings and features touching gangways on straight track, but can still negotiate tight corners or points. They are also compatible with Hornby's main range Class 80xs.

Overall, the basic shape of the Class 800 has been replicated wonderfully, with the sleek design of the prototype lending itself well to the new RailRoad tooling. While the overall shape and dimensions are, in our view, spot on, there are some compromises when compared to the main range Class 80X tooling. These include predominantly moulded detail on the roof, heavily tinted windows, and a more basic motor and drive mechanism with a single

Detailing is still very good with underframe, vestibule end and roof detail amply reflecting the real things.

TECHNICAL DETAILS

Manufacturer:	*www.hornby.com*
Cat No:	R1288M (AZUMA train set), R40488/9 (MC coach), R40492 (MS coach)
Description:	Hitachi Class 800 bi-mode Multiple Unit
Builder:	Hitatchi Kasado Works, Japan/ Newton Aycliffe, England
Region:	Eastern, Western, Midland, Scottish
Gauge:	'00', 16.5mm
Scale:	4mm :1ft
Length:	338mm (driving car), 341mm (coach)
Price:	£179.99 (train set), £149.99 (driving cars), £34.99 (coach)
Couplings:	Hornby Class 80x kinematic couplings
DCC:	Two 21-pin Digital Command Control sockets
Speaker:	Space for 15mm x 11mm cube (x2)
Exterior lights:	Directional plus halo
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Three-pole
Flywheel:	None
Wheel arrangement:	Bo-Bo
Purpose:	Five-car bi-mode multiple unit
Haulage capacity (expected):	Five-car unit
Haulage capacity (actual):	Five-car unit

bogie driven by a three-pole motor. Traction tyres are fitted to opposing sides of the motor bogie, while a pair of spare tyres is supplied within the box.

Both driving cars are well represented, with the streamlined front end of the Class 800 taking LNER's stylish livery well. The large opaque tinted driving cab window perhaps stands out a little more than we would prefer, but the front end is fitted with a moulded windscreen wiper and operating directional lighting, neatly contained within flush-glazed lighting clusters. Along the side of each driving car, doors are crisply moulded, with each window flush glazed. Correctly, one driving car features a section of three windows blanked out completely. Roof detail is mostly moulded, but executed extremely well, with crisp representations of roof fans, grilles and other equipment. Moulded non-posable pantographs are secured to both driving cars. Underneath, bogies have well moulded yaw dampers, springs and axle boxes.

Intermediate vehicles are available in Motor Composite (MC) and Motor Standard (MS) forms, the main difference being the slightly different roof configuration. »

The manufacturer's new Class 800 is available in three-car form as a train set and in a separate twin vehicle pack containing two driving cars.

EXCLUSIVE VIDEO ONLINE!
WWW.KEYMODELWORLD.COM
SEE IT IN ACTION

Hornby's all-new RailRoad 'OO' gauge LNER Azuma features a three-pole motor, traction tyres, a 21-pin decoder socket, directional lighting and space for a 15mm x 11mm cube speaker in each driving car.

The RailRoad Class 800 features more moulded details than the high-fidelity model, including a static (non-working) pantograph. Three intermediate trailer cars are also available in the RailRoad range.

Coaches again feature flush-glazed windows and moulded roof and underframe equipment. Each also features moulded door cameras, door lock lights, door buttons and destination boards – also present on both driving cars. On the roof, each coach also has moulded exhausts for the bi-mode 800.

Livery application is executed to a very high standard. LNER's bright, vibrant corporate colour scheme has been superbly captured, with neatly applied colours and accurate reproduction of the red stripes alongside the windows. Text is crisp, with destination blinds legible and the unit's number and Azuma text applied to the same high standard. We did spot some slight paint fuzziness in places on our sample and one small error with the light red not transitioning in the correct place on one side of each driving car.

PERFORMANCE

To fit a Digital Command Control (DCC) decoder inside the driving car's body, five screws need to be removed, with the body lifting straight off the chassis. In order to operate the unit on DCC, two 21-pin decoders will need to be fitted, one in each driving car. Hornby's Triplex Bluetooth decoders are ideal as they can be used with the DC controller supplied in the Azuma train set, or on a conventional DCC control system. Hornby has moulded a 15mm x 11mm speaker enclosure into the interior of the model. The lack of an interior, however, allows modellers to fit larger speakers to the model, such as Hornby's new mega bass speaker. After fitting the model with two Hornby Triplex sound decoders – loaded with Hornby's sound profile for the Class 800 – we found that the unit ran incredibly smoothly on our test track, able to power a prototypical five-coach formation with ease, and the sounds of the Class 800 enhancing the model.

OVERALL

Hornby's RailRoad Class 800 doesn't set new standards for high fidelity detail, but that isn't what the model sets out to do. It provides an affordable, accurate model of one of the UK's most widespread trains and offers those entering the hobby with a versatile modern image model to kickstart a collection. It more than sells the look of a Class 800, and represents excellent value for money and an interesting starting point for a potential detailing project. With so many liveries appearing on the Class 80xs, we cannot wait to see what future releases Hornby has in store for us. (BC)

The new RailRoad LNER Azuma comes with opaque heavily tinted glazing throughout to mask the lack of interior mouldings.

RailRoad Class 37s return

Hornby's popular 'OO' gauge Class 37 returns in a series of RailRoad Plus colour schemes, including 37093 in the striking Police livery.

- **Gauge:** 'OO'
- **Price:** £94.99 (DCC Ready)/ £149.99 (DCC sound fitted)
- **Cat No:** R30435TXS/R30436TXS/ R30437TXS (reviewed)
- **Site:** *www.hornby.com*
- **DCC:** 21-pin decoder socket
- **Era:** 8/11

HORNBY'S POPULAR 'OO' gauge RailRoad Class 37 Co-Co diesels return to the range, with a selection of new colour schemes including a striking Police liveried example, modelling the full-size locomotive painted specially for an advertising campaign in the 1980s.

Leading the charge is 37093 in the scheme devised for a British Rail TV commercial in the 1980s. The real thing was painted in the mainly white colour scheme with orange and yellow bodyside stripes, with the intention that the livery would easily wash off the locomotive enabling it to return to service. However, this proved not to be the case, and it was eventually repainted.

Hornby's RailRoad Plus model of 37093 with split headcodes features enhanced decoration with crisply painted bodyshell and police lettering on the bodysides and bonnet at one end. Also at one end, Hornby has added a flashing blue light and provided police two-tone horsn to the Class 37 sound profile on the factory-fitted Triplex Sound (TXS) decoder for added functionality – and fun! On test, our review sample ran well and sounded great on our office test track, proving capable of hauling eight BR Mk 1 carriages with ease.

Also available in the RailRoad Plus range are 37418 *An Comunn Gaidhealach* in Loram's eye-catching white, red and black colour scheme and 37419 *Carl Havilland* in Direct Rail Services distinctive 'Compass' scheme. As with 37093, application of the respective colour schemes is superb throughout – the extra effort taken to enhance the colour schemes making a big difference to these releases. Numbering and lettering on each model is very neatly applied and certainly looks the part, while printed nameplates can be further enhanced with the separately supplied metal examples included in the box.

37093 has received a working blue flashing beacon above the cab at one end and the bespoke onboard HM7000 Triplex Sound audio profile includes police-style two-tone horns.

Loram's eye-catching red, white and black livery adorns 37418 *An Comunn Gaidhealach*.

37419 *Carl Haviland* has been outshopped in Direct Rail Services 'Compass' livery.

Completing the package, our review samples each came with factory-fitted HM7000 Triplex Sound Bluetooth Digital Command Control (DCC) decoders and speakers, adding to the play value. They are also available DCC Ready.

These latest additions to the range will add plenty of colour to a layout, modelling present-day and recent colour schemes, as well as – in the case of the Police Class 37 – a little nostalgia too, which is sure to put a smile on your face. (MC)

'TT:120' LNER 'J50'

FIRST REVIEW

Hornby's LNER 'J50' for 'TT:120' is the latest locomotive in Hornby's smallest scale. **BEN CHURCH** finds out what this charming Eastern Region model has to offer.

The 'J50' features separately fitted grab handles, smokebox door dart, chimney, metal handrails and representation of the distinctive cutaway interior.

HORNBY'S next all-new arrival for 'TT:120' is the London and North Eastern Railway's (LNER) 'J50' 0-6-0T, and it could be an ideal locomotive for smaller layouts.

Built by the Great Northern Railway to a design by Sir Nigel Gresley as 'J23s', these 0-6-0Ts were intended for shunting duties and light goods traffic. 40 were built by the GNR, with 62 more constructed by the LNER. They were classified 'J50' or 'J51' depending on the size of the boiler. BR started to withdraw the class in the 1950s, with all gone by 1965 and no survivors.

THE MODEL

Announced as part of Hornby's 2024 'TT:120' range, the completed models will appear as 2793 in LNER black (Cat No. TT3025M), 68983 in BR black with early crests (TT3024M) and - our review sample - 68965 in BR black with late crests (TT3026M).

At first glance, the model is superbly turned out and certainly captures the look of the full size locomotives, with a wealth of crisply applied detail across the model. At the front, footsteps, non-sprung metal buffers, lamp irons, smokebox door dart and handrails are all separately fitted.

The locomotive's distinct side tanks are well formed, with the large cutouts present over the leading driving wheel. Other details such as the chimney, dome, safety valves and whistles are neatly picked out, with the curved profile of the cab roof accurately modelled. Interior detailing of the cab is to Hornby's high standards, with neatly painted controls. The cab is fitted with flush-glazed porthole windows at both ends, with the rear windows additionally fitted with fine vertical bars.

Underneath, the unequal spacing of the driving wheels is accurately portrayed, with metal coupling rods and well-formed wheels. In-line brake shoes can be enhanced with the included brake rigging, while the model weighs a respectable 74grams with die-cast metal weights cleverly hidden inside the locomotive's water tanks.

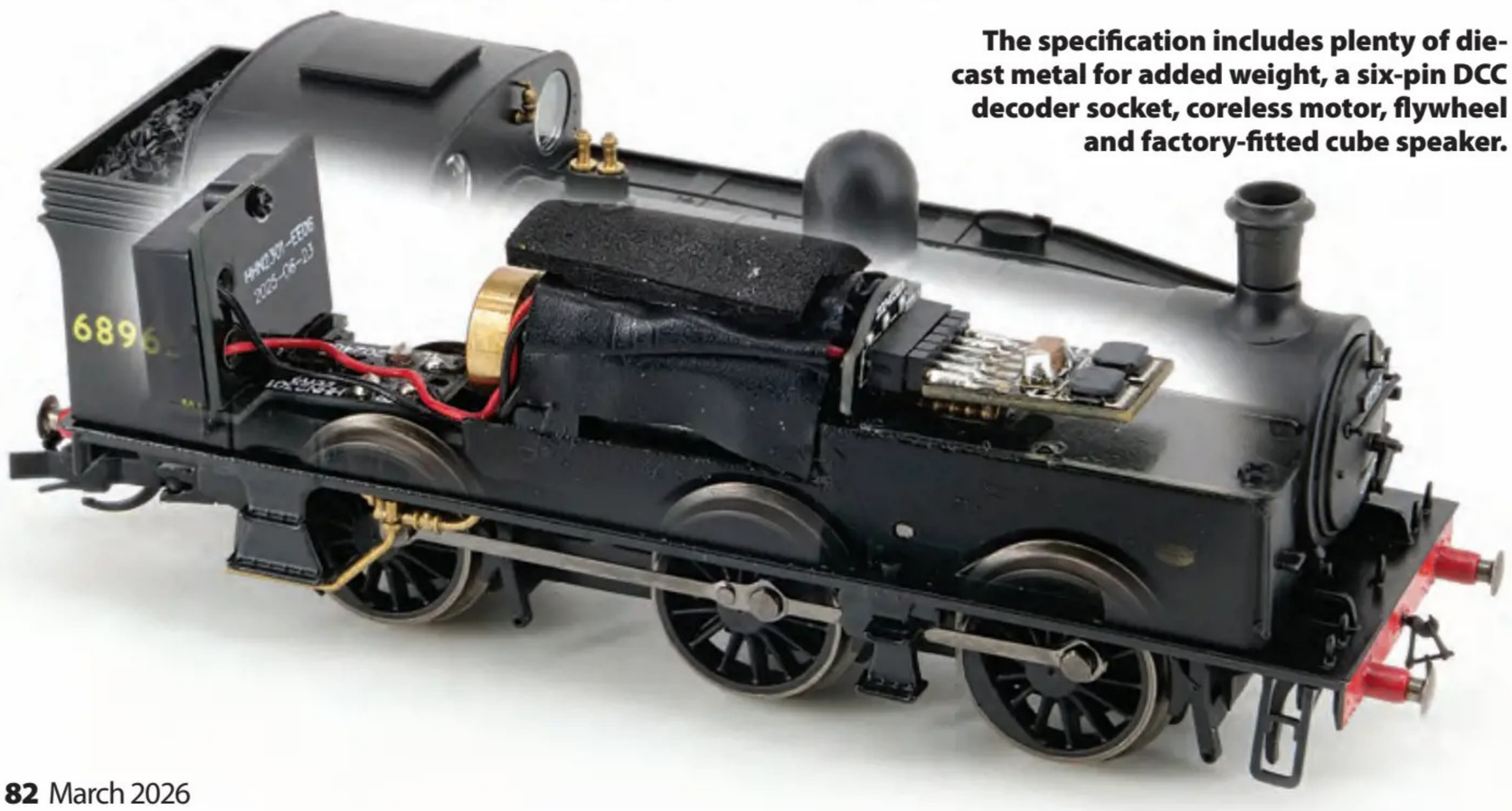
Livery application is to Hornby's usual high standards, with the overall shade of BR black applied evenly across the locomotive. Small printed details such as locomotive number, BR late crests, builder's plate and smokebox number and shedcode, were in all instances crisp and legible.

PERFORMANCE

To fit a six-pin Digital Command Control (DCC) decoder, modellers will first need to remove both of the NEM coupling pockets and then the two screws above. When the body is removed, the socket is visible, along with a factory-fitted 15mm x 11mm cube speaker. Once fitted with an HM7000 Bluetooth/DCC decoder, we found performance to be good, with smooth operation straight from the box. It is recommended to change CV149 to 1, activating the coreless motor algorithm on the decoder. It is also important to keep the locomotive's wheels and the track clean to ensure good running. On test our sample was capable of hauling five BR Mk 1 carriages without issue.

OVERALL

Hornby's 'J50' is another example of the detail possible in 'TT:120', delivering a superb model which does not compromise on performance, quality or detail. In stock now from Hornby stockists and the Key Model World Shop. (BC)



The specification includes plenty of die-cast metal for added weight, a six-pin DCC decoder socket, coreless motor, flywheel and factory-fitted cube speaker.

Hornby's 'TT:120' scale 'J50' also comes with a detailed and decorated cab interior, glazed cab windows and sprung metal buffers.

TECHNICAL DETAILS

Manufacturer:	*www.hornby.com*
Cat No:	TT3026M
Description:	London and North Eastern Railway 'J50' 0-6-0T
Builder:	Doncaster Works, Gorton Works
Region:	Eastern
Gauge:	'TT:120', 12mm
Scale:	2.54mm:1ft
Length:	83mm (over buffers)
Price:	£149.99
Couplings:	'TT:120' couplings in kinematic NEM pockets
DCC:	6-pin DCC decoder socket
Speaker:	Factory-fitted 15mm x 11mm cube
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	One
Wheel arrangement:	0-6-0T
Purpose:	Shunting/freight
Haulage capacity (expected):	Four Mk 1 carriages
Haulage capacity (actual):	Five Mk 1 carriages (maximum tested)

EXCLUSIVE VIDEO ONLINE!
WWW.KEYMODELWORLD.COM
SEE IT IN ACTION

Hornby's all-new 'TT:120' scale LNER 'J50' 0-6-0T is now available from 'TT:120' stockists.

SHOP THE FULL
HORNBY 'TT:120' RANGE FROM US AT KEY MODEL WORLD
WWW.KEYMODELWORLD.COM/SHOP

‘TT:120’ BRANCH LINE TRAIN SET

FIRST REVIEW

Hornby has released its all-new ‘TT:120’ scale Branch Line train set.

HORNBY’S ALL-NEW ‘TT:120’ scale Branch Line train set touched down in the *Hornby Magazine* office in late 2025.

Designed as a new entry-level set for the scale, the diminutive train pack contains a newly tooled London & South Western Railway ‘B4’ 0-4-0T locomotive in Southern Railway (SR) black with ‘sunshine’ lettering, together with an all-new

More ‘TT:120’ Class 37s from Hornby

- **Gauge:** ‘TT:120’
- **Price:** £159.99 (DCC Ready), £214.99 (DCC Sound Fitted)
- **Cat No:** TT3035TXSM (37408), TT3036M (D6700)
- **Site:** *www.hornby.com*
- **DCC:** Next18 decoder socket
- **Era:** 6/8

Refurbished Class 37/4 37408 correctly featured plated centre headcode panels and high-intensity lights.

FOLLOWING on from the English Welsh & Scottish Railway Class 37 (HM224), two more Class 37s have joined the roster – Class 37/4 37408 *Loch Rannoch* with factory fitted Digital Command Control (DCC) sound and Class 37/0 pioneer D6700, supplied DCC Ready.

Making full use of Hornby’s new tooling suite, both models showcase new nose end configurations, with 37408 sporting a plated centre headcode with high-intensity headlight, and D6700 fitted with the as-delivered split headcode panels and nose end doors.

- **Gauge:** 'TT:120'
- **Price:** £99.99
- **Cat No:** TT1005M
- **Site:** *www.hornby.com*
- **DCC:** 6-pin decoder socket
- **Era:** 3

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HORNBY 'TT:120' RANGE FROM US AT KEY MODEL WORLD
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Right: **The package includes an all-new simplified Adams 'B4' 0-4-0T, new wagons, track, re-railer, transformer and controller.**

box van in SR grey with white roof and new 10-plank open wagon in Bestwood Works red and black. It also comes with a 706mm x 872mm oval of 'TT:120' track, a re-railer and an analogue controller.

The simplified locomotive has been designed with the train set market in mind, so it has fewer separate parts and paint processes to keep it on budget. That said, this tiny locomotive packs a lot into its small footprint and features a coreless motor, flywheel, 6-pin Digital Command Control decoder socket, detailed cab interior and separate chimney top, along with rivet detail and factory-fitted couplings in NEM pockets.

Also included are two newly tooled 'TT:120' scale wagons, which appear to be to a freelance design specifically for this set. Both wagons share the same four-wheel chassis and are neatly moulded with plank, bracing, door and underframe detailing.

Decoration of our examples was superb throughout, with the locomotive really capturing the appearance of the full-size locomotive it is based upon. The paint finish has a slight sheen to it which resonates and makes it appear more than just a train set locomotive. The wagons also feature a high-quality paint finish to match the locomotive.

While this all-new set has clearly been designed to a budget, the overall package is superb and represents a clever marketing strategy to offer an entry level set with good quality components to entice modellers into the fledgling 'TT:120' scale range. The set represents value for money, and it is likely to prove very popular. (MC)

The models hit all the highs seen with the initial model, with an excellent suite of detailing, including flush-glazed windows, separately fitted handrails and lamp irons, pre-fitted multiple working cables, metal buffers, a large radiator fan and grille and internal cab detailing. Flush-glazed windows and moulded grilles adorn the sides. D6700 additionally features frost grilles fitted over the large side grilles.

Bogie detail is crisp, with moulded springs, axle boxes, steps, in-line brake shoes and guard irons all executed well. Die-cast metal underframe tanks are effective, with an additional gauge on the boiler water tanks on D6700 to enhance its detail.

Further examples of Hornby's all-new 'TT:120' Class 37s have been released, including Class 37/0 D6700 in BR green.

Both the overall BR green and BR large logo blue colour schemes are well finished, with accurate colours applied evenly across the model. Printed details, such as the large BR double arrows and BR late crests, are crisp with 37408's nameplates crisp and legible. Models are supplied with a full complement of buffer beam pipework for both ends, along with miniature snowploughs with 37408. Sound fitted models are supplied with pre-installed 15mm x 11mm cube speakers and a Hornby HM7000 TXS Bluetooth DCC sound decoder pre-loaded with the manufacturer's Class 37 sound profile.

Hornby's latest wave of 'TT:120' Class 37s demonstrates the breadth of the new tooling suite and maintains the excellent features seen with our initial review. In stock now from Hornby stockists and the Key Model World Shop. (BC)

Steam generator for

HORNBY'S STEAM generator technology is now available on London and North Eastern Railway (LNER) Thompson A2/2 60501 *Cock O' The North*.

Rebuilt from Gresley's six 'P2' 2-8-2s due to reliability issues during the Second World War 2001 *Cock O' The North* was rebuilt as a 4-6-2 in September 1944. 60501 worked until 1960, when it was withdrawn and scrapped.

Hornby's family of 'OO' gauge Thompson 'A2/2s' arrived in 2021, with this latest offering featuring the same suite of hi-fidelity features and detail, together with an improved shade of BR lined green and the company's new steam generator system.

The new steam generator and reservoir are directly beneath the chimney behind a magnetic smokebox door.

To access the system's water reservoir, the magnetically attached smokebox door needs to be removed. Behind it is a small opening near the top of the smokebox where water can be inserted via the provided pipette. Our sample was pre-fitted with an open chimney for use with the smoke generator, but a replacement double chimney is also supplied for customer fitment. Brake rigging, front steps, drain cocks, AWS protector plate and flanged pony truck wheels are also found in the detail pack.

Inside the tender, a 21-pin HM7000 Bluetooth and Digital Command Control (DCC) decoder is fitted, along with a new speaker enclosure, pre-fitted with a 15mm x 11mm cube speaker and the 'A2/2' sound profile pre-installed on the decoder from the factory.

On test, our sample performed well, with the synchronised sound, smoke and wheel rotation as good as ever – the steam generator will activate when function 1 (sound) is pressed. Haulage and performance of the model is superb, with our sample hauling more than eight Bachmann BR Mk 1 coaches smoothly and quietly at all speeds.

Hornby's latest steam generator fitted model hits all of the highs of previous releases and is fitted to one of the LNER's most unconventional and visually striking 'Pacifics'. Available from Hornby stockists now. (BC)

- **Gauge:** 'OO'
- **Price:** £364.99
- **Cat No:** R30395SS
- **Site:** *www.hornby.com*
- **DCC:** 21-pin Digital Command Control socket
- **Era:** 4

Magnificent 'Merchant Navy's' dock

Recent Hornby releases include this superb 'OO' gauge pairing of 21C9 *Shaw Savill* in Southern Railway wartime black and 35015 *Rotterdam Lloyd* in BR express passenger blue.

A PAIR OF HORNBY'S air-smoothed Bulleid 'Merchant Navy' 4-6-2s has landed, modelling 35015 *Rotterdam Lloyd* in BR express passenger blue and the final member of the VE Day quartet - 21C9 *Shaw Savill* in Southern wartime black.

Released in 2016, Hornby's air-smoothed 'Merchant Navy' captures the unique lines of Bulleid's express-passenger 'Pacifics' well. These latest examples make good use of the range of options present in the tooling suite, with 35015 fitted with the redesigned front cowling and wedge-shaped cab – fitted to improve driver visibility. 21C9 contrasts this and is fitted with the as-built cowling and cab arrangement, paired with an as-introduced tender with

Thompson 'A2/2'

Above: **Steam is directly emitted through the chimney, synchronised to the wheel revolutions and onboard Triplex Sound profile.**

Left: **Hornby's 'OO' gauge Thompson A2/2 4-6-2 gains steam and sound for its latest release as 60501 *Cock O' The North* in BR lined green with early crests.**

- **Gauge:** 'OO'
- **Price:** £239.99
- **Cat No:** R30401 (35015), R30455 (21C9)
- **Site:** *www.hornby.com*
- **DCC:** 21-pin Digital Command Control socket
- **Era:** 3/4

additional streamlined fairing, against the slightly cut-down tender paired with 35015. This is complemented by well replicated Bulleid Firth-Brown wheels, fluted metal coupling rods and a full suite of cosmetic electric lighting and intricate cab detailing. Both models are also fitted with Hornby's plug-in tender to locomotive connection as opposed to the previous fixed drawbar and wired connection.

Livery application matches the detailing, with the jet black and BR express passenger blue taking well to the slab-sided profile of these Southern 'Pacifics'. The austerity black is complemented by 'sunshine' Southern lettering on the tender and the locomotive's number on the cabside.

A super selection of Southern motive power, 35015 is a perfect pairing for the recently released Tavern Cars, while 21C9 completes Hornby's VE Day collection. (BC)

Hornby's latest air-smoothed 'Merchant Navy' releases each feature a five-pole skew-wound motor, flywheel and 21-pin DCC decoder socket.

These latest releases now feature Hornby's new tender-to-locomotive plug-in connector.

TAVERN CAR CHEER

FIRST REVIEW

A rare experiment in on-board catering is the subject of Hornby's latest 'OO' gauge models. **MARK CHIVERS** checks them out to see if they hit the spot.

NEW FROM HORNBY ARE these all-new 'OO' gauge Bulleid Tavern Cars in BR carmine and cream and BR Southern Region green.

Introduced in the late 1940s, eight pairs of Tavern Cars were built at Eastleigh Works in 1949 to an Oliver Bulleid design. The 64ft 6in vehicles were operated in pairs and consisted of a Diagram 2663 Kitchen and Buttery Car and a Diagram 2664 Composite Diner. They initially appeared in BR carmine and cream, with the Kitchen and Buttery Car additionally featuring a mock Tudor style pub appearance to one end of the vehicle together with a bespoke traditional pub sign on each side, with brick effect decoration completing the appearance.

Inside, the vehicles had the feel of an old English Inn (and little in the way of natural light) with a traditional bar and servery in one vehicle and split dining options in the Composite Diner. The interior of the Kitchen and Buttery Cars featured dark oak beams, whitewashed walls, leaded windows and wooden seating, providing the feel of a traditional pub, albeit on wheels.

On the Southern Region, the vehicles operated on trains such as the 'Atlantic Coast Express', while they also appeared on Eastern Region named train services for a while too. As a result of negative feedback, the dining cars were reworked to a more traditional appearance in 1950 (Diagram 2665) and continued to work in pairs until 1959.

THE MODELS

Hornby's new 'OO' gauge Bulleid Tavern Cars model Diagram 2663 Kitchen and Buttery Car S7892 *White Horse* and Diagram 2664 Composite Dining Car S7833 in BR carmine and cream, together with Kitchen and Buttery Car S7893S *Jolly Tar* and Diagram 2665 Composite Diner S7836S in BR green.

Detailing is superb with crisply moulded bodyshells, separately fitted door grab handles, fine footboards and neatly moulded

While the BR carmine and cream examples reflect the Tavern Cars on introduction, the BR Southern Region green pairing model their later altered appearance.

Hornby's all-new BR Southern Region Bulleid Tavern Cars touched down with retailers at the turn of the year.

Each vehicle features crisply moulded and separately fitted detailing.

- **Gauge:** 'OO' gauge
- **Price:** £139.99
- **Cat No:** R40470/R40471
- **Site:** *www.hornby.com*
- **Era:** 4-5

roof ventilators and rain strips. Glazing is commendably flush with printed curtains in the BR green dining car, while end details include separately fitted metal conduit, handrails, bogie footsteps and lamp irons. Inside, each vehicle features detailed interiors, reflective of the period modelled – the dining cars in both colour schemes are particularly striking with the mixed seating style within the carmine and cream vehicle and the more traditional style of the BR green example, with fixed tables and non-working table lamps. The Kitchen and Buttery vehicles feature a closed bar hatch and a frosted effect to some of the glazing for the kitchen area.

Decoration is exemplary with a high-quality paint finish in each case, with the BR carmine and cream colour scheme in particular matching well with Hornby's similarly decorated Maunsell stock. Lining and lettering are fine and crisply applied, while grab handles were picked out in brass and the roofs were finished in grey. Exquisitely fine vestibule lettering appears in yellow at each end. Traditional pub signs feature on each side of the Kitchen and Buttery Cars, with names and artwork over a duck egg blue background.

The inner ends of each coach pairing correctly omit traditional buffers and are fitted with magnetic buckeye style couplings.

PERFORMANCE

Underneath, the underframes feature detail differences between colour schemes with neatly moulded cylinders, equipment boxes, dynamos and pipework. Look closer and you'll notice that the BR carmine and cream Kitchen and Buttery Car features more gas cylinders than the BR green example and there are differences between the two dining cars. The trusses are particularly fine and should be handled with care to prevent damage.

Bogies are also particularly well modelled with plenty of depth and crisp detail to the springs and axle boxes, while brake shoes sit in line with the turned metal disc wheels. Sprung metal buffers are fitted to the outer ends of each pairing, while the inner ends are correctly without buffers. Accordingly, the inner ends feature magnetic couplings in kinematic NEM pockets, and the outer ends are fitted with small tension locks in NEM pockets. On test, our review samples ran superbly without issue, while the interior illumination in each vehicle offered a warm white appearance and provides a superb view of the interior detail. While there is no switch to turn the lights off, the coaches feature stay alive capacitors and our samples remained illuminated for more than ten minutes after removal from the track!

OVERALL

Hornby's new 'OO' Bulleid Tavern Cars are a delightful new addition to the Hornby range and will add further catering options to train formations, filling a significant gap with a striking new pair of coaches. While the real things may have received mixed responses, the models are sure to gain plenty of fans. (MC)

FIRST REVIEW

Clark Railworks' new 'PRESTWINS'

- **Gauge:** 'OO'
- **Price:** £120 per pack
- **Cat No:** C3041(reviewed)
- **Site:** *www.clarkrailworks.com*
- **Era:** 5/6

Clark Railworks' all-new 'OO' gauge BR 'Prestwin' silo wagons are available now.

CLARK RAILWORKS' latest ready-to-run wagon for 'OO' gauge to arrive are BR's 'Prestwin' silo wagons, constructed by BR to convey powdered solids such as lime, soda ash and alumina.

A pair of rounded silos eliminated any pooling of powdered material inside – a problem with the preceding 'Presflo' design – and the wagons could be seen all over the network into the 1980s. Constructed by Metro-Cammell and the Gloucestershire Railway Carriage and Wagon Company to two designs, the first 30 had a 10ft 6in wheelbase and the remaining 100 wagons a longer 12ft wheelbase, and the latter are modelled by Clark Railworks.

The new wagons are available in six triple packs, each containing three individually numbered wagons – all decorated in BR bauxite, with two pre-TOPS and four TOPS packs available.

On releasing the wagons from the foam cradle, the incredibly fine pipework, handrails, ladders and other apparatus fitted to the top of the wagons immediately stand out. All this detail is separately fitted and superbly modelled. Walkways around the top of both silos and separately applied filler lids and associated pipework are particularly impressive and complete the detail on top.

The basic profile of the silos is neatly picked out. These are built into a rectangular base with moulded rivets and panels. All are fitted with a die-cast chassis with

CUSTOMISED RAPIDO WAGONS

RAPIDO TRAINS UK's new custom wagon service is now live, offering customers the opportunity to create bespoke 'OO' gauge wagons in one-off fictional liveries on a choice of 1907 RCH open wagons.

The manufacturer has produced a selection of its five-plank and seven-plank 1907 RCH open wagons with five base colour schemes to which the customer can add their choice of lettering and numbering. For review, we received two fictional – and indulgent - models depicting a five-plank open in Diggle Quarries of Stamford blue and a dark red and white example with Chivers Coal & Coke of Stamford lettering.

In both cases, we stipulated the lettering to be applied to the wagons at the *www.customwagons.co.uk* website, where the whole process is explained. You get to choose the body style and colour of your wagon from the options offered, while several text boxes are provided to enable you to choose what text goes where on the bodysides, according to the bodystyle selected. Once you are happy with your selection, you simply click the complete button to finish the transaction.

Having eagerly awaited the finished models, we were delighted to inspect the wagons which certainly pass muster alongside standard mass-produced private owner vehicles. Lettering on our review samples was neatly applied with good colour definition throughout and the printing process offers a high-quality finish to the overall appearance. In each instance the completed 'OO' gauge wagons bear the hallmarks of Rapido Trains' standard 1907 RCH five- and seven-plank opens in terms of detailing and base colour schemes. Multiple versions of your custom livery can be produced and there's a discount offered for three or more ordered at the same time.

An exciting and fun development which is sure add something a little different to a rake of private owner wagons. (MC)

Underneath, the wagons feature a full complement of brake equipment.

Detailing is superb throughout with fine pipework, wheel gate valves, ladders, walkways and more.

Above: **The level of detail afforded to the top of each 'Prestwin' is outstanding with crisp chequer plate walkways, filler pipes, lids, valves, grab handles, ladders, gauges and legible diagrams.**

subtle riveted detail, and each buffer beam is complete with sprung metal buffers, coupling hook, vacuum pipe and lamp iron. Cosmetic screw link couplings are supplied separately.

Underneath, the chassis is just as comprehensively detailed, pipework and brake linkage carefully fitted, mirroring the braking system on the prototype, together with openings for the silos. Crisply moulded axle boxes and springs complete the package. Turned metal wheels in brass bearings provide smooth running characteristics.

Decoration is equally excellent, with the bauxite well applied across the body, and the underframe and its detail painted black. Some white highlights are present on some handrails, handbrake lever and other equipment, and this is in every instance neatly applied and complemented by additional yellow highlights on pipework and handwheels. Printed details were neat and legible, including the small gauge glasses fitted to the silos and the intricate diagram on the top of the wagon, adding to the finesse.

Clark Railworks' 'Prestwin' wagons are another superb release from the manufacturer, with the company's trademark intricate detailing and quality evident across the wagon. Available now, they feature an outstanding level of detail and will make a statement on any layout. (BC)

- **Gauge:** 'OO' gauge
- **Price:** £50 each
- **Site:** *www.customwagons.co.uk*
- **Era:** 2-3

Rapido Trains UK has launched a new bespoke customised wagon service.

New batch of Accurascale 'OO' gauge '66s' ARRIVE

BEN CHURCH takes a detailed look at Accurascale's colourful second batch of Class 66s, which for the first time includes former European locomotives.

MORE MAGAZINES: XSAVA.XYZ

Accurascale's second batch of 'OO' gauge Class 66 Co-Co diesels arrived in late 2025.

ACCURASCALE'S second batch of Class 66s arrived in the UK at the end of 2025 with a wide range of liveries on offer. It is also the first time former European Class 66s have ever been modelled ready-to-run with a suite of detail differences present on these models.

Announced in 2024, the new range covers seven standard range models appearing in GB Railfreight (GBRf) blue and orange, GBRf BR large logo blue, Freightliner 'Powerhaul', Colas Rail freight, DB Cargo Maritime blue, Fastline freight and Direct Rail Services liveries.

Three exclusive models also join the roster, including GBRf's European BR triple grey inspired pair of 66793 and 66794 *Steve Hannam*, the former as an Accurascale exclusive and the latter a Key Publishing exclusive. A second Accurascale exclusive appears as DB Cargo's 66190 *Martin House Children's Hospice*, which has raised £10,000 for the children's charity through sales of the model.

Modellers familiar with the previous batch of Class 66s will find the same excellent package of features, detail, build quality and performance. Accurascale's model captures these impressive EMD locomotives well, with a wide array of separately fitted details. Different lighting clusters are represented, ranging from the original BMAC to revised LED BMAC lights and larger 'bug eye' lights. Along the side, bogie detail is as impressive as ever, with the substantial bogies of the prototype brimming with details,

This latest selection of Class 66s includes former European example 66793 in GB Railfreight's BR Railfreight Construction sector livery.

Accurascale's new exclusive model of DB Cargo 66190 *Martin's House Children's Hospice* has raised £10,000 for the charity.

- **Gauge:** 'OO'
- **Price:** £179.95 (DCC Ready), £279.95 (DCC sound fitted)
- **Cat No:** Various
- **Site:** *www.accurascale.com*
- **DCC:** 21-pin Digital Command Control socket
- **Era:** 9-11

including the characterful rotating axle boxes. Tooling covers original and low-emission examples, with the latter fitted with a centre door, smaller fuel tank and a different roof grille and cab. Along the side are fine grilles, with added details moulded into the chassis block to represent some of the internal components.

Both European models sport an array of new details never before seen on a ready-to-run model, with Accurascale executing these faultlessly. Both 66793 and 66794 feature an extended horn box, square buffers and dual pipes on the front, with 66793 also featuring an additional set of handrails on the air dam.

Decoration is superb across each model, with accurate colours and excellent application of printed details across all our samples. Some models feature small flourishes, such as the Accurascale 'a' printed onto 66142's cab, and the embellishments found on 66190 *Martin House Children's Hospice*. The standard of decoration was high across all of our samples. Lining now is correctly present around the central cab headlight - a small but welcome enhancement over the first run models.

Accurascale's second wave of Class 66s is every bit as impressive as the first – and just as colourful. With a huge selection of liveries across a wide range of operators, there is a Class 66 for nearly every post-privatisation modeller. It is great to see the first European Class 66s make it to market and we cannot wait to see what Accurascale has in store for fans of the UK's *de facto* heavy freight locomotives. (BC)

Liveries offered in the latest batch include DB Cargo, Freightliner and GB Railfreight retro BR Railfreight schemes.

EFE's ex-LBSCR Isle of Wight COACHING STOCK

FIRST REVIEW

- **Gauge:** 'OO'
- **Price:** £269.95
- **Cat No:** E86022 (reviewed)
- **Site:** *www.bachmann.co.uk*
- **Era:** 3

EFE Rail's new 'OO' gauge ex-London, Brighton & South Coast Railway coaches are now available in Isle of Wight form.

EFE RAIL'S latest newly tooled 'OO' gauge coaches model the London Brighton & South Coast Railway (LBSCR) vehicles employed on the Isle of Wight from the 1930s to its closure in the 1960s and into preservation.

The Southern Railway (SR) gained control of the Isle of Wight railways as part of the 1923 Grouping, with the Island operating an eclectic mix of rolling stock. From 1936 to 1939, former LBSCR coaches arrived on the line. These had been rebuilt on a 54ft chassis and converted to operate with Westinghouse air brakes. Running in sets of four and six coaches, the vehicles operated until the closure of the line in 1966.

Three coaches survive and are operated today on the Isle of Wight Steam Railway.

Two different diagrams of Brake Third coach have been tooled, including this Diagram 211 seven-compartment example.

THE MODELS

EFE Rail has modelled the four most common diagrams of coaches used on the Isle of Wight - six-compartment Brake Third (Diagram 210), seven-compartment Brake Third (Diagram 211), nine-compartment Third (Diagram 90) and eight-compartment Composite (Diagram 373). These have been produced in four quadruple packs finished in SR Maunsell green (Cat No. E86021), SR malachite green (E86022), BR crimson (E86023) and BR Southern Region green (E86024).

For assessment, we received a pack in SR malachite green, with each of our four coaches delivered in a large sturdy box and models cradled in a foam tray. Each of our samples was beautifully finished, capturing the wooden-bodied

This Diagram 373 Composite features eight compartments – five Third Class and three First Class.

Right: **Separately applied pipework and handrails appear on vehicle ends, together with 'clipped' buffers, vacuum pipe and fine, legible data panel lettering.**

coaches well and representing four-coach set 485, comprising six-compartment Brake Third 4151, Third 2415, Composite 6353 and seven-compartment Brake Third 4157.

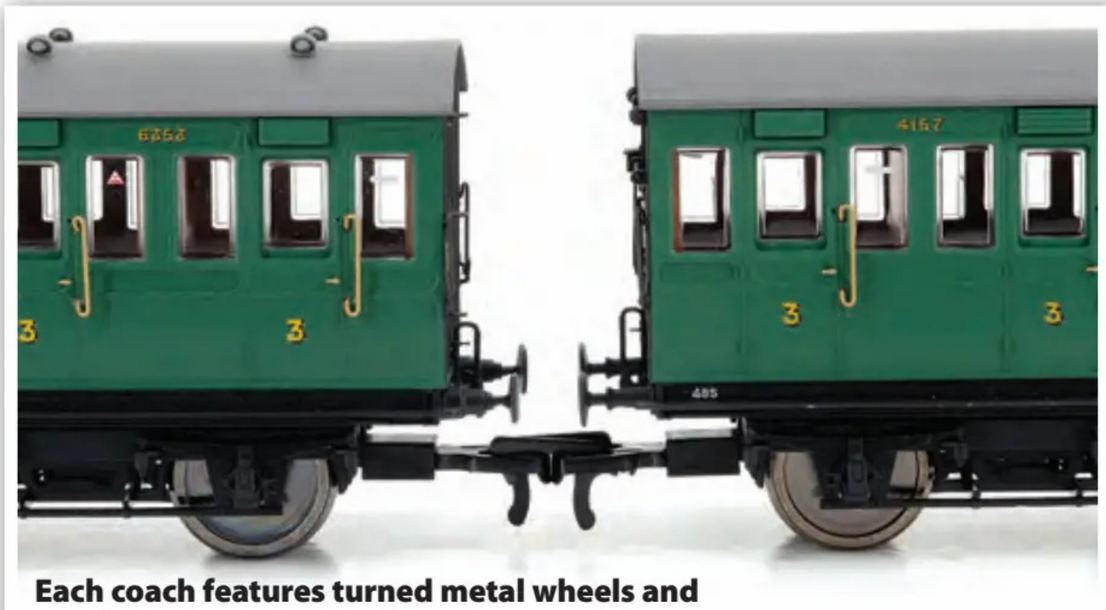
Each vehicle features neatly moulded panels and carefully fitted windows, all slightly recessed into the window frame, while door handles and ornate separately applied metal handrails feature along the coach sides. Coach roof styles vary, with neat ventilators present on some examples. Coach ends are well-detailed, with neatly indented panels. Three styles of coach ends were replicated across our samples and all had brass end steps and lighting conduit. Brake coaches additionally feature a pair of windows in the guard's compartment at one end.

PERFORMANCE

Excellent detailing continues on the chassis, with riveted detail on the solebar, differing truss styles between vehicles and non-sprung 'clipped' buffers, a coupling hook and pre-fitted pipework at each end, together with small tension lock couplings pre-fitted in NEM pockets. Underneath, the braking system for the coaches is well modelled, with separately fitted cylinders, levers and pipework visible when looking at the coach side-on. Bogies can feature footboards, with both styles of bogie including crisp axle boxes and springs, plus in-line brake shoes and turned metal wheels. Each vehicle is also supplied with cosmetic screw link couplings and additional buffer beam pipework for customer fitment.

Application of the SR's malachite green is very good, with crisp, evenly applied colours across the model. The green is complemented by a grey roof, black chassis and ends. The door handles and handrails are painted gold, with Southern shaded text and numbers crisply applied across the model.

EFE Rail's new Isle of Wight Coaches are manna from heaven for modellers of this unique network, but we are confident modellers will find reasons to run these sets of coaches on railways far removed from their intended setting. (BC)



Each coach features turned metal wheels and small tension lock couplings in NEM pockets.

The Olympian goes for gold

Hornby's hi-fidelity 'OO' gauge Class 87 Bo-Bo electric is back in a striking Network SouthEast inspired colour scheme.

- **Gauge:** 'OO'
- **Price:** £239.99
- **Cat No:** R30426
- **Site:** *www.hornby.com*
- **DCC:** 21-pin decoder socket
- **Era:** 9

This latest release models 87012 *The Olympian* in the revised scheme carried after London was named host city for the 2012 Olympic Games.

HORNBY'S model of Class 87 87012 in its unique Network SouthEast inspired livery is here, modelling the striking colour scheme the prototype received.

87012 was repainted into pseudo-Network SouthEast (NSE) livery in the early 2000s with the text 'Back the Bid' added to the side. After London was announced as the host city for the 2012 Olympics, the original text was painted over with 'Host City London 2012' displayed in its place. The locomotive was exported to Bulgaria in the mid-2000s and still works there to this day in that colour scheme.

Hornby's new model replicates the prototype well, with the bright NSE livery taking to the '87' well. Detail matches previous releases of the Class 87, with much separately applied detailing fitted to the cab and roof of the model. Our sample includes a posable pantograph, along with an assortment of electrical components, pipework, insulators and fire suppression equipment on the roof. Underframe detail is equally impressive, with a collection of battery boxes, conduit and cooling equipment fitted to the chassis and well-detailed bogies.

87012's revised NSE livery is a real highlight, with crisp lines and bright colours across most of the model. Printed details are applied crisply, with the painted-over 'Back the Bid' text just visible behind the text 'Host City London 2012', perfectly replicating the prototype.

A full set of buffer beam pipework and printed metal nameplates is included with the model in the accessory pack with the Class 87.

Hornby's model of 87012 perfectly captures a brief but colourful time in the prototype's life and is sure to make a statement on layouts. (BC)

As with the full-size locomotive, the 'Back the Bid' lettering is still visible despite being painted over – a nice touch from Hornby.

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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'TT:120' bandstand

- **Gauge:** 'TT:120' scale
- **Price:** £11.95
- **Cat No:** G0116A
- **Site:** *www.scalesceneryandfigures.co.uk*
- **Era:** 2-11

FOR THOSE EMBARKING on a 'TT:120' scale adventure, this new 3D-printed bandstand from 3D Scales could provide a perfect structure for populating a park scene on a layout or diorama.

Supplied in 3D-printed resin material, it comes in four parts for quick assembly and is remarkably fine in its appearance with neatly printed detailing to the supports and fencing. The complex shape of the roof is also modelled superbly.

Complete with ornate finial, the structure will reward careful painting of the roof, superstructure, floor and even small details such as the wooden bannister round the edges.

Superbly detailed and sure to be a talking point. (MC)

Thirsk station waiting room

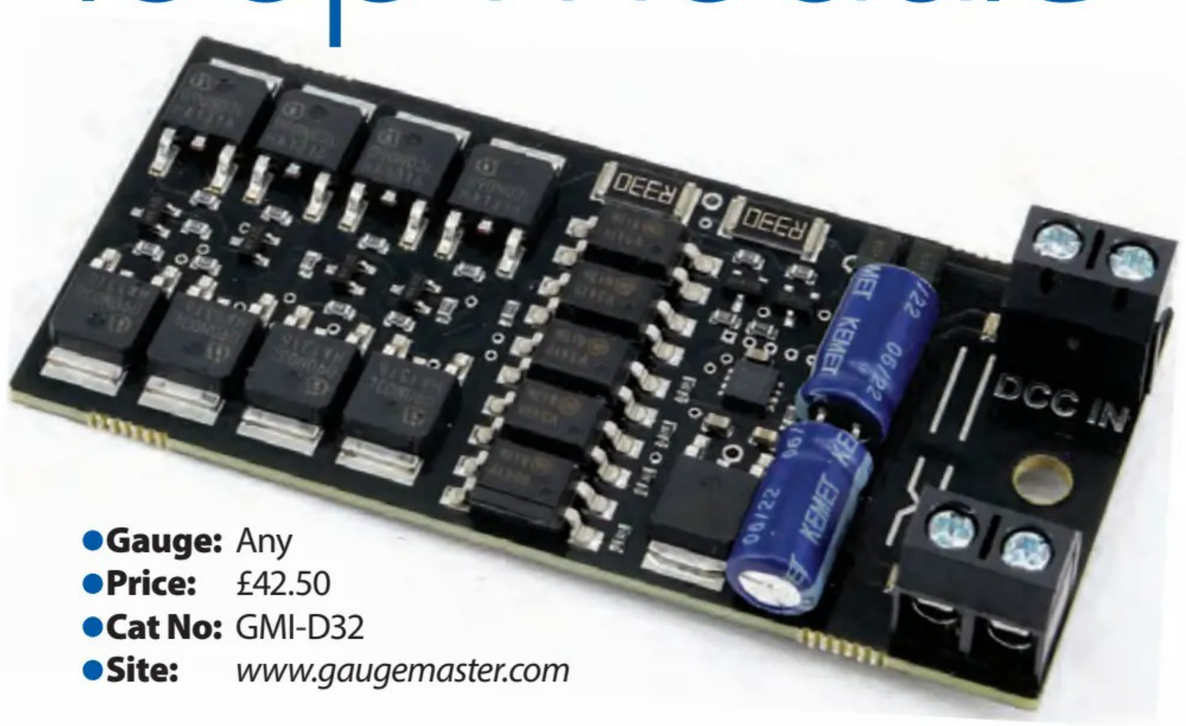
- **Gauge:** 'OO' gauge
- **Price:** £9.95
- **Site:** *www.rail-stuff.com*
- **Era:** 11

THIS DELIGHTFUL 4mm scale laser-cut kit modelling Thirsk station waiting room is available now.

Designed by YouTuber Richard Watson for his New Junction 'OO' gauge layout, the diminutive 4mm scale brick building builds into a sturdy covered waiting area. Measuring 49mm x 52mm, it includes a door and windows on all sides.

Supplied on two frets of laser-cut material, our review sample was built and painted in an afternoon and has taken pride of place on the platform of Shortley Bridge station on *Hornby Magazine's* 'OO' gauge East Coast Cement exhibition layout. Brickwork and tiled roof engraving is neatly accomplished, as are the window frames and door. Excellent and available now. (MC)

Infinity reverse loop module



- **Gauge:** Any
- **Price:** £42.50
- **Cat No:** GMI-D32
- **Site:** *www.gaugemaster.com*

THIS MODULE from Gaugemaster promises simple and solder-free installation for modellers using a return loop on their layout.

It switches the polarity of the rails as the train navigates the loop, connecting to the insulated return loop and automatically switching the track polarity as required.

A comprehensive diagram shows how to install the module, and DCC In/Out screw-in terminals are fitted. The unit also contains a hole for mounting underneath a baseboard and hidden from view.

A versatile and straightforward product which allows some interesting track formations to be created. (BC)

Isle of Wight kits

- **Gauge:** 'TT:120'
- **Price:** £68.65 (station), £20.95 (goods shed), £19.96 (signal box)
- **Cat No:** LK12111-3
- **Site:** *www.peco-uk.com*
- **Era:** 2-4

PECO HAS RELEASED a trio of 'TT:120' laser-cut kits based on structures found on the Isle of Wight. We received one of each kit, modelling a large station building with a canopy, a goods shed and a signalbox, all based on those at Ventnor West.

Produced in Peco's standard style, each part for the building is cut into a sheet of laser board. Step-by-step instructions are provided with each kit. Each part is numbered, which also makes construction simple.

The station building has some modularity and can be constructed as a full station building or a shorter station building with a separate waiting room and canopy – ideal for two-track station scenes.

Detail included embossed brick and roof tiles. Canopies are neatly crafted and look effective, with the

signalbox featuring fine steps from the ground to the second floor. Glazing is provided via dedicated sheets, and all buildings will need to be painted. When completed, the station measures 357mm x 113mm with canopies at its full size; the goods shed measures 11mm x 70mm, including the canopy, and the signalbox plus base is 70mm x 35mm.

All three kits will work well with the increasing range of Isle of Wight models – and have plenty of wider applications for layouts set on the Southern Region. (BC)

3D Presco hut

- **Gauge:** 'OO' gauge
- **Price:** £2.95
- **Cat No:** F0204B
- **Site:** *www.scalesceneryandfigures.co.uk*
- **Era:** 9-11

NEW FROM 3D Scales is this 4mm scale 3D-printed Presco hut.

These huts have been commonly used as platelayers' huts in recent times, providing shelter at lineside locations for staff.

Measuring 24mm x 24mm, our review sample was supplied unpainted 3D-printed resin material. It models a 6ft x 6ft structure and would benefit from painting. A quick spray of primer followed by a stone or beige colour for the roof section and grey for the sides, would really bring this lineside structure to life.

Printed definition throughout superb with corrugated sides and commendably smooth roof section. (MC)

Infinity accessory decoder

- **Gauge:** Any
- **Price:** £52.50
- **Cat No:** GMI-D31
- **Site:** *www.gaugemaster.com*

GAUGEMASTER'S Infinity Digital Switch Accessory Decoder is able to control up to four solenoid point motors.

Delivered in Gaugemaster Infinity-branded packaging, the decoder comes with an in-depth instruction booklet and expanded instructions are also available on the Gaugemaster website. The unit is designed to be compatible and connect to the Gaugemaster Infinity Solo, Duo and the Sovereign accessory buses.

The unit is designed to operate four three-wire solenoid point motors, with clearly labelled terminals on both sides of the PCB to make connections more straightforward. The PCB is also fitted with two holes to allow it to be screwed into a baseboard, plus a DCC accessory bus terminal and a learn button for programming. The screw-in terminal connectors allow for solder-free installations.

For those who already use the Gaugemaster Infinity series of controllers, this accessory decoder is a straightforward way of motorising points on your layout. (BC)

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T. Smart ★★★★★

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S. Barltett ★★★★★

Popped in last week to have a quick look. Wow, blast from the past! Huge collection of vintage toys, like a kid in a sweet shop. Recommend to anyone, shop assistant was very friendly and helpful, I'll definitely be going again.

R. Smalley ★★★★★

Perfect service from Rails as usual. Excellent packaging, quick delivery and outstanding customer service from Joe, who is friendly, helpful and goes out of his way to provide assistance, even when the circumstances are outside his control.

D. Ager ★★★★★

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D. ★★★★★

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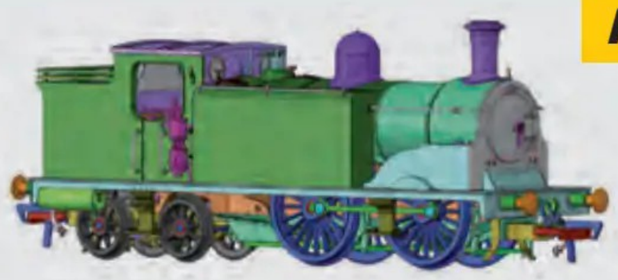

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Class 69 ENHANCEMENT

Bachmann's new Class 69 is a superb new addition to its 'OO' gauge roster, but a few simple upgrades can enhance the DCC Ready and sound fitted versions even further. **MIKE WILD** explains how.

CV ADJUSTMENTS

DCC SOUND FITTED VERSION ONLY

To suit personal preference and make use of the new Treble and Bass features in the latest generation ESU LokSound V5 decoders, we changed the following CVs on 69002 to adjust its acceleration and sound output:

Acceleration and deceleration

- CV3 (acceleration) – 20
- CV4 (deceleration) – 40
- CV5 (maximum speed) – 155

Sound performance

- CV196 (bass) – 25
- CV197 (treble) – 1

The new Class 69 from Bachmann is a great looking model, and even more so with the addition of its accessory pack, nameplates, a crew and subtle adjustments to its sound performance.

THE GB Railfreight (GBRf) Class 69 is one of the models of the moment for 'OO' gauge. The first wave of releases from Bachmann arrived in December 2025 modelling 69001 *Mayflower*, 69002 *Bob Tiller CM&EE*, 69003 *Railway Observer* and 69005 *Eastleigh*.

The four locomotives are superbly presented with excellent detail throughout, an impressive lighting and sound specification together with a choice of DCC Ready, DCC Sound-fitted and DCC Sound-fitted Deluxe versions in each livery.

Following our initial review in HM224, we spent more time with the model which opened up a few simple upgrades which can be done to make the most of the Class 69. Some might seem a little obvious to more experienced modellers, but they make a difference, and ultimately, they are all optional.

The first steps were adjustment of the Configuration Variables (CVs) to reduce the maximum speed of the locomotive while also slowing the acceleration through CV3 and extending its deceleration time in CV4. We then adjusted the Bass and Treble setting, which is now possible on the LokSound V5 decoder, to better replicate the bass of the Class 69 engine note.

Having done these quick adjustments, we went on to add the accessory pack to the buffer beam at one end. This is a simple task, but our top tip here is always to test fit the parts before gluing them in place. Following this, we added the nameplates using double sided tape and then a driver in the cab using a 3D colour printed Accurascale product.

Completing our upgrades was installation of a new ESU passive radiator 8Ohm speaker in place of the factory fitted original. For this sound fitted model it improved the sound performance, but equally if you have a DCC Ready version you are considering adding sound to, the step by step guide will show the process of adding a second speaker to the Class 69.

With all these details taken care of, the Class 69 is even better than when it came out of the box – and it would be fair to say that this is one of Bachmann's best ever diesel models for 'OO'. All it needs now to finish it off is a suitable in-service weathered look, but that is a project for another day. **HM**

- **Read more about Bachmann models at *www.keymodelworld.com/bachmann*.**

STEP BY STEP

BACHMANN CLASS 69 UPGRADES

Intermediate
Beginner SKILL LEVEL Advanced

1 **Bachmann's 2025-released Class 69 is a superb locomotive, but simple upgrades can make a big difference. This is 69002 straight out of the box.**

2

Having test run the locomotive, the first step was to fit the buffer beam parts from the accessory pack. Always check the parts fit before committing glue to fix them in place.

3

Adding nameplates can feel like a risky process, but by using double-sided tape, much of the risk of using glue to hold these in place is removed. Each Class 69 comes with a pair of etched metal plates.

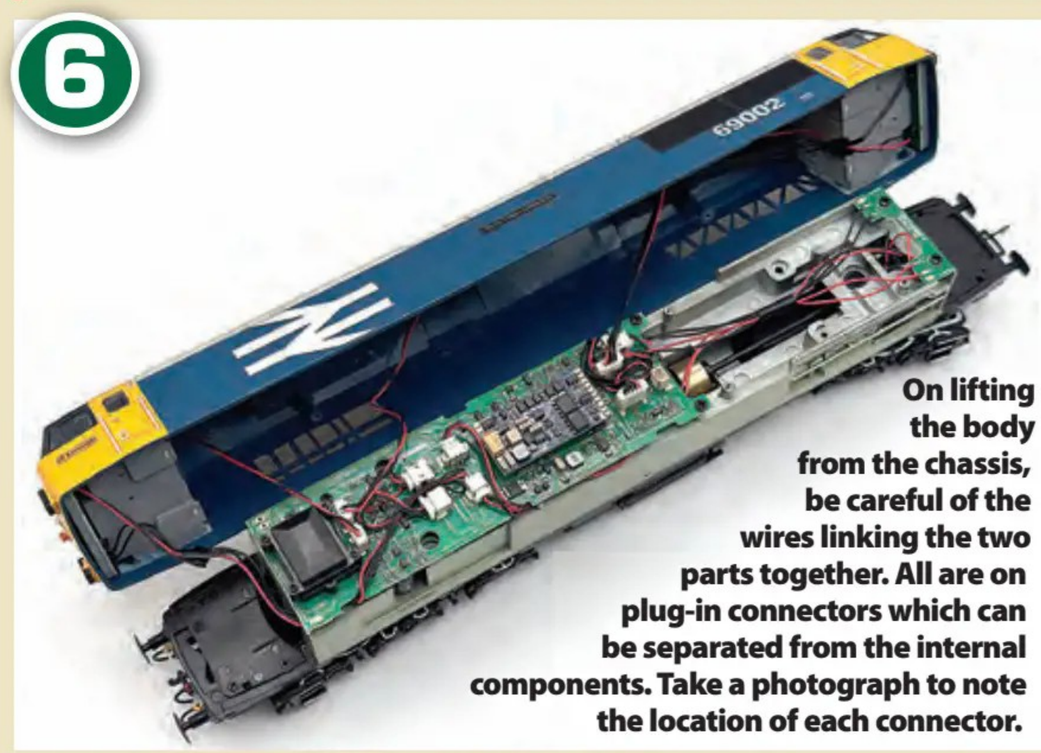
4

Each of the nameplates was laid over double-sided tape with the excess cut away before adding the 'plates to the model using a pair of tweezers. A simple and clean process.

5

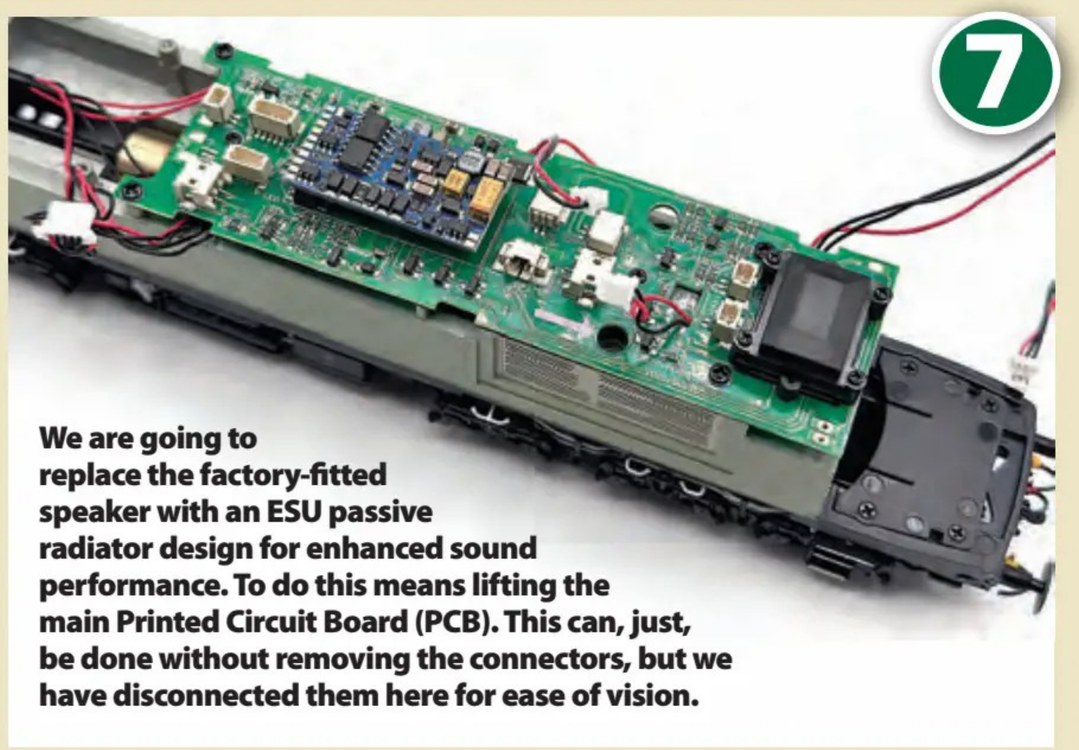
To move onto our next steps, the body needs to be separated from the chassis. Four crosshead screws positioned above the bogies hold the body in place, accessed through the bogies.

6



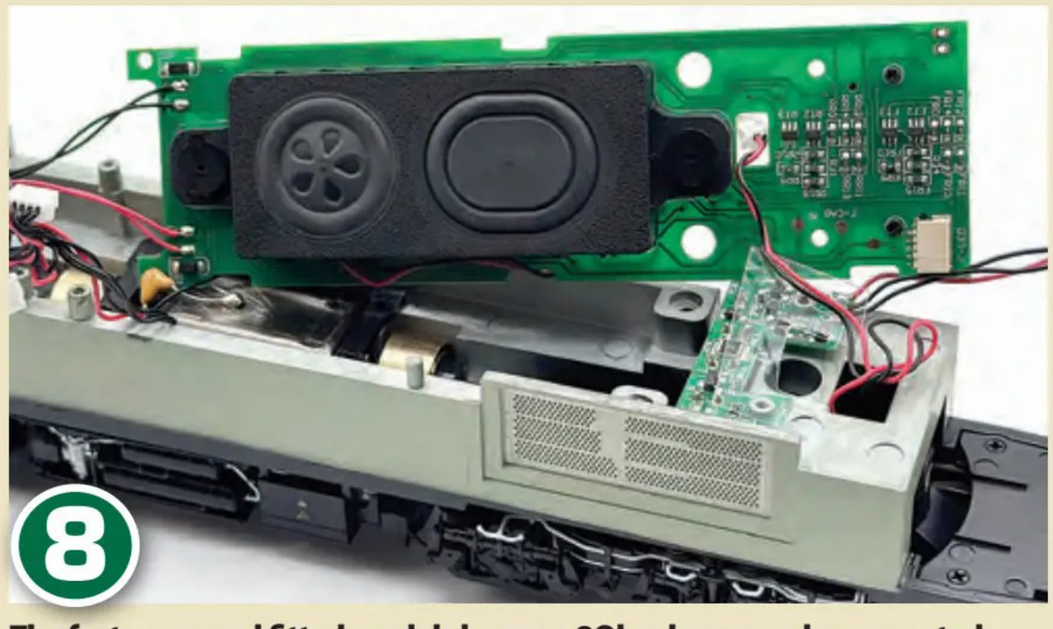
On lifting the body from the chassis, be careful of the wires linking the two parts together. All are on plug-in connectors which can be separated from the internal components. Take a photograph to note the location of each connector.

7

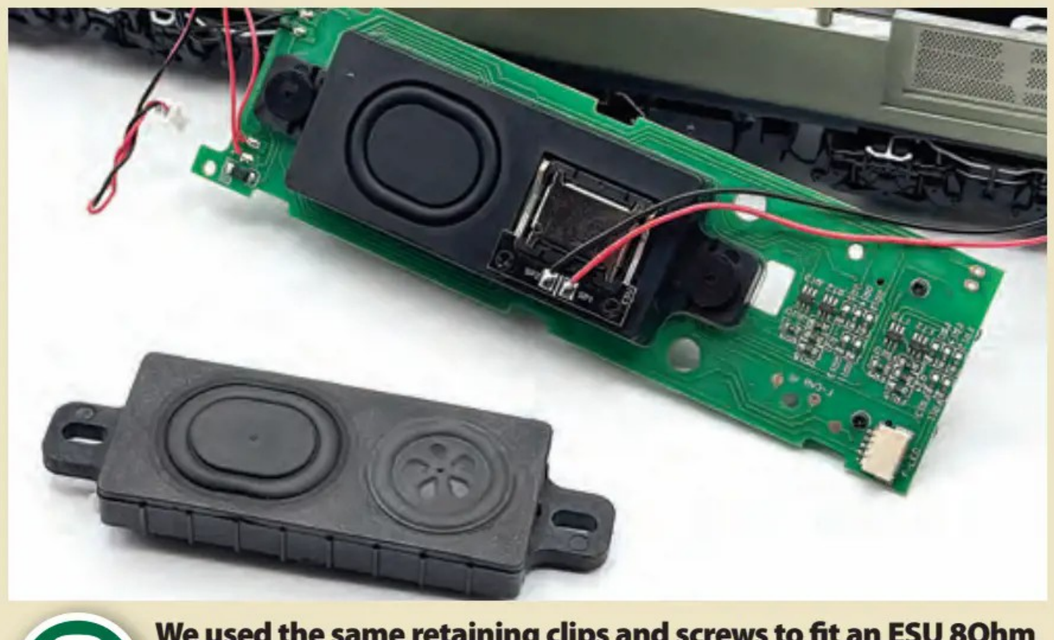


We are going to replace the factory-fitted speaker with an ESU passive radiator design for enhanced sound performance. To do this means lifting the main Printed Circuit Board (PCB). This can, just, be done without removing the connectors, but we have disconnected them here for ease of vision.

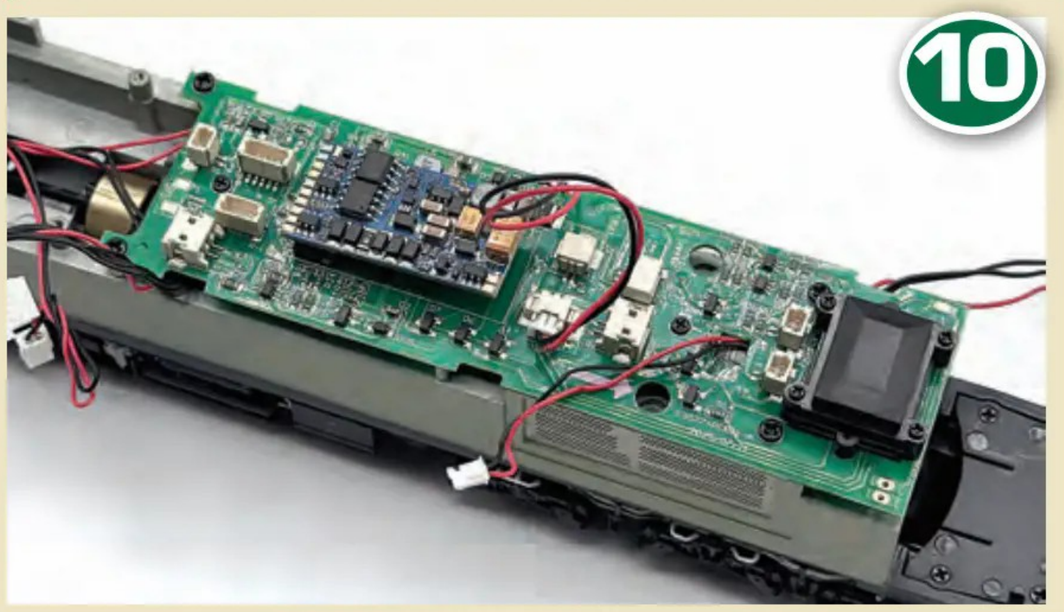
Intermediate
Beginner SKILL LEVEL Advanced



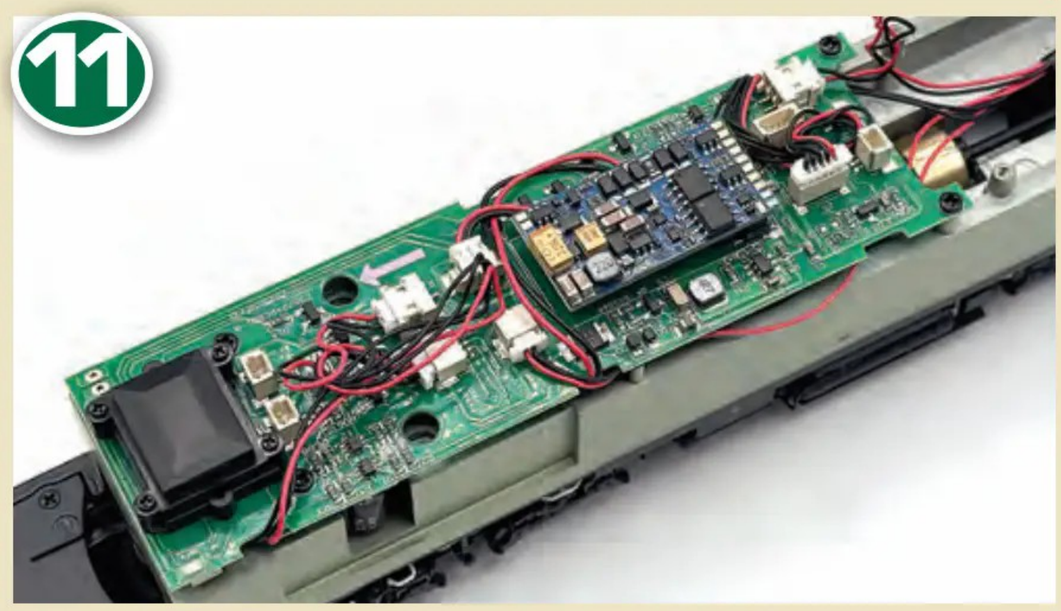
8 The factory sound fitted models have an 8Ohm bass speaker mounted underneath the PCB. It is screw fitted to the PCB, making it easy to replace when required or for a speaker to be added to a DCC ready model.



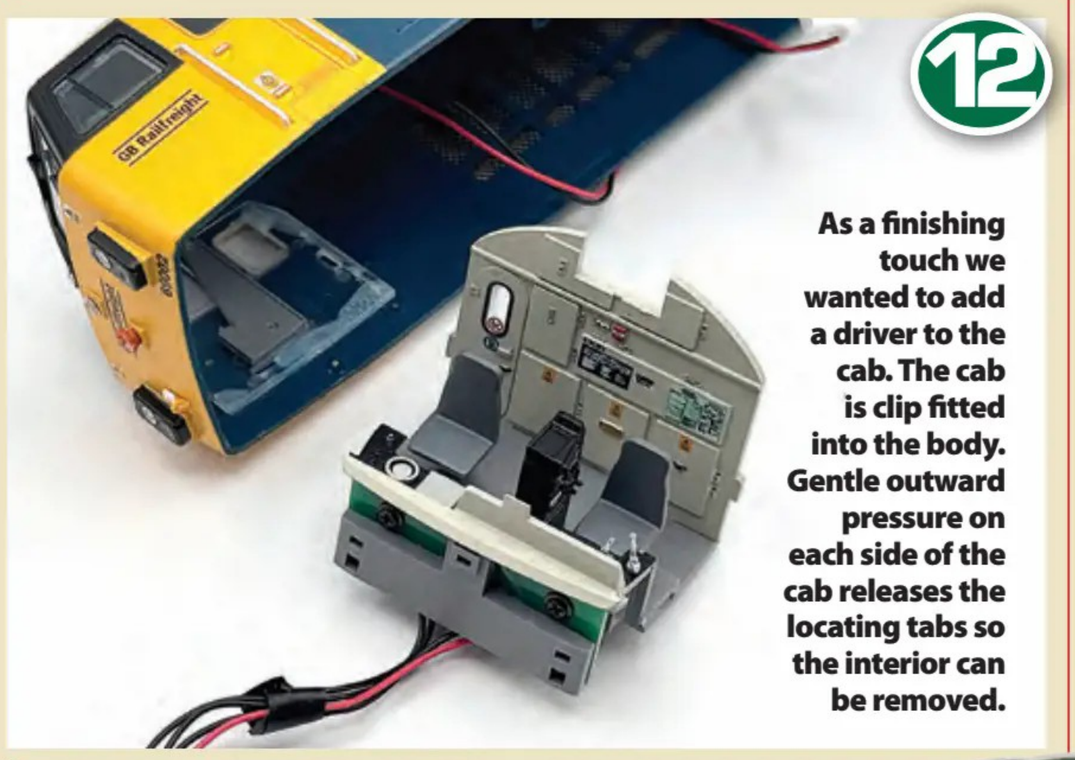
9 We used the same retaining clips and screws to fit an ESU 8Ohm passive radiator speaker in place of the original factory fitted speaker. Both designs are 55mm long and 24mm wide.



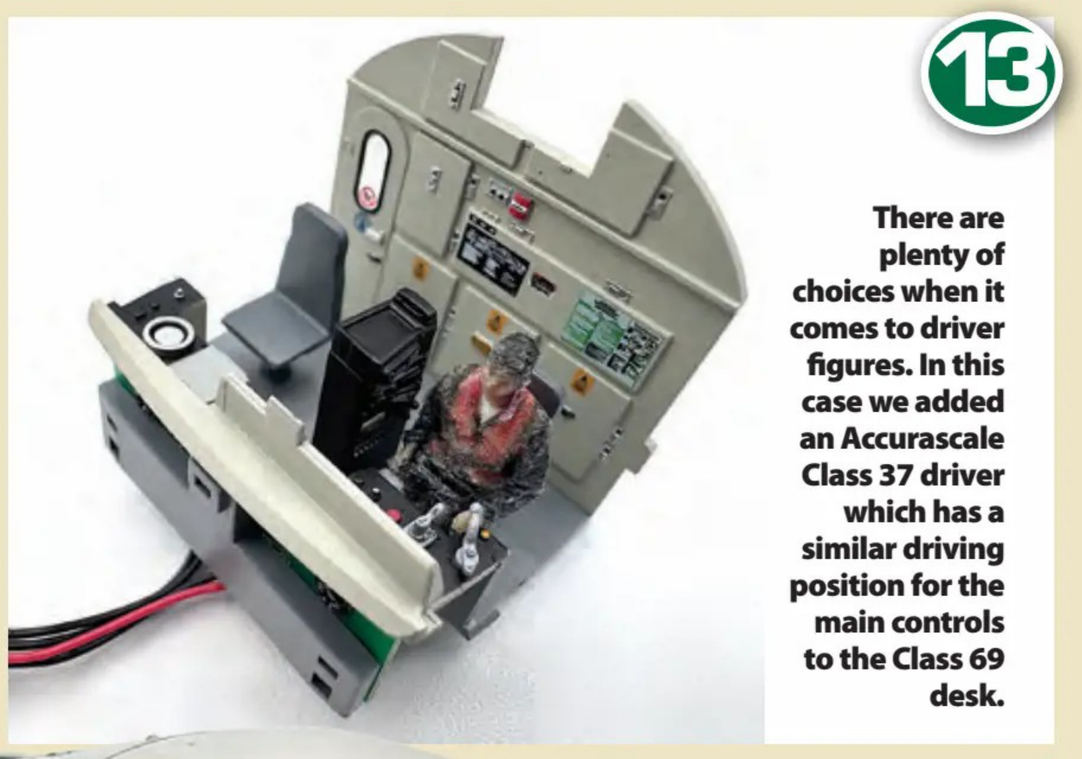
10 The PCB has now been refitted to the chassis, taking care to ensure that the plastic insert below the small cube speaker was refitted correctly as well as all wires being routed around the supports.



11 The cables have all now been plugged back in on the PCB matching the original arrangement. We used a photograph taken at the time of dismantling to ensure everything went back together correctly.



12 As a finishing touch we wanted to add a driver to the cab. The cab is clip fitted into the body. Gentle outward pressure on each side of the cab releases the locating tabs so the interior can be removed.



13 There are plenty of choices when it comes to driver figures. In this case we added an Accurascale Class 37 driver which has a similar driving position for the main controls to the Class 69 desk.

14 The locomotive was then reassembled, checked and tested before being put back into service. All it needs now is a realistic dose of weathering to give it an in-service look.

GRAHAM FARISH by BACHMANN

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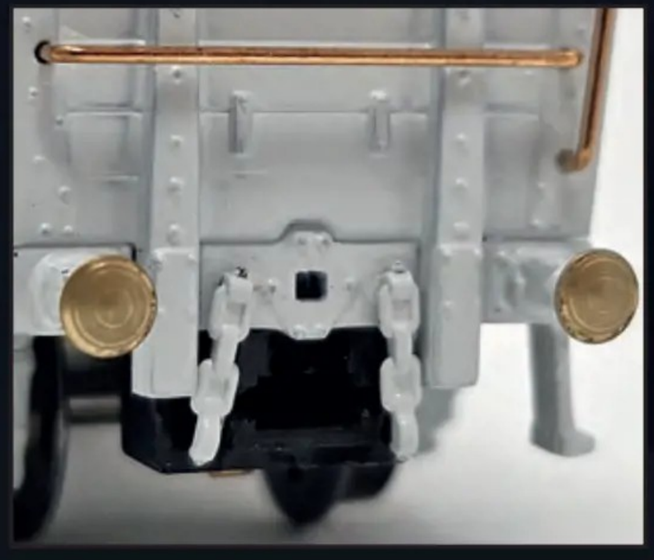

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Angst-Lesspork

Inspired by the late Terry Pratchett, **HUGH NORWOOD'S** delightful 'OO9' scale exhibition layout is set in the author's Discworld during the Victorian/Edwardian period.

PHOTOGRAPHY, JONATHAN NEWTON

1 The ship's company goes about its duties oblivious to the arrival of a short tank train on the harbourside. A cattle train rolls along the tramway towards the town.

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'009', 9mm	4mm: 1ft	6ft 6in x 2ft 6in	N/A	1830s-1910	ANALOGUE

2 Angst-Lesspork harbourside appears busy as a short passenger train rumbles along the tramway. A log train is stabled in one of the adjacent sidings.

ANGST-LESSPORK is a small 'OO9' scale analogue-controlled exhibition layout set in the Victorian/Edwardian era, but in a fantasy world, as you will see.

It was inspired by the Discworld books of the late Terry Pratchett; he kindly gave me permission to exhibit it but sadly did not get to see it himself.

I first came across Discworld when I bought a paperback edition of The Colour of Magic in 1989 and was immediately captivated. As the books kept coming, the time period advanced from Medieval to around about Victorian, and the technology advanced to a sort of Industrial Revolution era. I decided it would not be outside the bounds of possibility that steam power could be introduced.

I started work on it in 2006. I did not have any overall plan, rather a few vague ideas about what should definitely appear in a riverside urban scene. My first show was in 2011, where some buildings were present only as mock-ups. The layout received a couple of further invitations, which spurred me on to finish it, as well as showing that others had confidence in what it would be like – for which I'm very grateful. I still tweak it a bit, but the last major alteration was in 2018 when I added some low-relief buildings to the two ends.

I have had a hankering for 'OO9' from way back in the 1970s when I read in the modelling press about such delights as Dave Rowe's Under Milk Wood. Nothing was done until decades later when I visited Narrow Gauge North in Leeds in the late '90's – and I was still hooked. I joined the OO9 Society, which is full of friendly and helpful people. Without them, the layout would have never advanced from the drawing board. I haven't really considered any other scale. »

THE LAYOUT

Angst-Lesspork was conceived as an exhibition layout and it has been to more than 50 shows up and down the country, including the International Discworld Convention and the World Science Fiction Convention – both in 2014 – the former in Manchester, the latter at ExCEL in London. Home is in Leeds.

I have been fortunate in being allowed to co-pilot the 'OO9' layouts of fellow members of the OO9 Society, from whom I learnt a lot of best practice in layout construction and exhibiting. I hasten to add that the mistakes are all mine!

There are two baseboards, each A1 in size (840mm x 594 mm) joined along the shorter edges. My original plan was to have everything on one baseboard, but it was almost immediately obvious that I didn't have enough space for what I wanted. A trip out to get another couple of sheets of foamboard was required. The baseboard tops are each made of two sheets of 5mm foamboard laminated together, attached to a frame of hardwood. This results in a lightweight but stiff construction.

Despite being added to over the years, I can lift the entire layout in and out of my car unassisted (although help is always appreciated). It also has a pair of detachable wheels to assist in moving between the car and venue. The river is cantilevered off the front edge, adding an extra six inches to the front to back dimension. The two baseboards are designed to fasten together for transit with the upper surfaces facing, although this entailed careful placement of some of the taller buildings so they fitted in the spaces between other buildings on the other half. All the points are controlled by SEEP motors, which are mounted on wooden blocks glued to the underside of the baseboards, the foamboard itself being too soft to take the mountings securely.

The track was pinned down (which is very easy with foamboard) for testing, then stuck down with PVA, the pins removed and ballasted with 'N' gauge ballast. Each individual length of track has a wire dropper connected under the baseboard to the power feeds, bypassing the need to rely on the rail joiners for conductivity. Thankfully, trains ran very smoothly from the outset. I painted only the sides of the rails which face the front. I clean the track with a Track Mop dampened with isopropyl alcohol at the start of each day of running and during the day use a small stick of hardboard rubbed along the rail tops if required.

Class A Climax 6 *Eskarina* awaits departure from the harbourside with a short train of logs.

Being a town scene meant I needed a lot of buildings. These, to my mind, would have to be timber-framed (think of The Shambles in York). There would have to be a certain uniformity of design and they had to look real. I bought a couple of books on vernacular architecture to aid my design process. In addition, I made a list of buildings mentioned in the Discworld books, and that would say 'Discworld' to any fans of the books who might view the layout. These include the Alchemists' Guildhall, with partially destroyed roof (something the Alchemists do at regular intervals); one of the Watch Houses (they are akin to the police force); a working semaphore tower, and Mad Lord Snapcases's Cruet Set, which should look like a salt and pepper pot. I'm pleased to say the overall effect works.

The majority of the buildings are made from cereal packet card, which is a good source of decent building material, as long as you avoid embossed pieces. Walls are made of three layers stuck together sometimes with a fourth outer applied when I wanted embossed brickwork. The external timber work is added at the end of the process. It is made from 2mm wide strips of 120 gsm paper stuck down. The beam ends which stick out underneath jettied floors are cut from matchsticks. All the floors are in place as are internal walls. In the buildings with internal illumination, those rooms are provided with decorated walls and floors – all flat, like stage scenery. Among the few non-card buildings are the engine shed, which is a much-adapted Airfix church and the station buildings which are Hornby Skaledale.

A town scene requires a large number of people. The humans would have to be in period dress, of course. Many of the figures are from Langley, with others from Aidan Campbell, Peter Goss and Andrew Stadden. Latterly, some of the excellent ModelU figures have been added (including myself in period costume, talking earnestly with a certain Mr Brunel).

But the Discworld is noted for its other inhabitants - dwarfs, trolls, vampires, werewolves and so on. Fortunately, wargame suppliers provide some excellent figures. The University Librarian (an orangutan) and the stuffed alligator in the Alchemists' Guildhall were commissioned from Karen Rush, who did bespoke scale animals.

Hugh Norwood's stunning 'OO9' exhibition layout packs a lot of detail into its compact 6ft 6in x 2ft 6in footprint.

To date there are 230 people on the layout, of whom 150 are pedestrians, and 28 horses. As a result, the streets are not as clean as they could be.

As well as the specific buildings and non-human denizens, there are other features which take the scene out of the simple timber-framed urban setting. There is, for example, a landing zone marked out, complete with windsock, for those who fly on broomsticks. Some wizards are engaged in 'live fire' exercises, and on the platform, the notorious 'luggage' awaits either a train or, perhaps, an unwary fare-dodger. It is animated!

THE TRAINS

All the locomotives are steam – in keeping with the (assumed) time period of the layout. I have a wide and eclectic range of types and I run what attracts me. I find that I do prefer to run some locomotives of long-standing which I know will provide a good service during the day. For instance, a Railway Recollections Class A Climax which dutifully pulls the timber train, and a Peco GVT tram locomotive that will pull just about anything.

I have a passion for articulated locomotives - we had an edition of *Jane's All the World's Railways* from the 1950s at home when I was growing up, and I would spend ages poring over the big 'Mallets'. Also from my boyhood years, my favourite engine from the Isle of Sodor was *Toby* – and I have a modified ERTL *Toby* running – to engage children of all ages. I know *Toby* was standard gauge, but he looks good on »

5 A view from the rigging of the nearby tall ship as a locomotive emerges from the engine shed for coaling and topping up with water.

6 Market day adds to the hustle and bustle at Angst-Lesspork as a passenger train arrives at the tramway station.

a narrow-gauge chassis pulling a balcony-ended coach.

Trains necessarily have to be fairly short on the layout, due to the space limitations backstage. Passenger stock comprises all bogie vehicles, but not particularly long – and no two are alike (which must be a challenge to the maintenance staff). Some are kits built as designed, but I have a number of kit-bashed ones, all based on the delightful Chivers RC180 tramway coach. Goods stock is formed mainly of four-wheel vehicles and I like to run them in groups of three plus brake van if possible. I have run the three timber bolsters almost from day one (using real twigs from the garden); they are Minitrains bolsters and very free running. Recent additions are the two tank wagons converted from 'TT' models; one decked out as an oil tank, the other as a sugar syrup tank. Both are labelled with a nod to Discworld. As with the motive power fleet, I still make additions.

At an exhibition, the paying public have a right (and expect) to see something moving, and the configuration allows for that. The track plan allows for a second operator to do a spot of shunting on the quayside at the same time (although this doesn't happen much). We just run trains round in sequence, alternating clockwise and anti-clockwise. The storage yard allows for up to three trains in each direction. I usually set it up for at least one freight and one passenger train in each direction. These go round in sequence. There are, in addition, plenty of objects and creatures to find – there is a list for folk to check – and there are various animations. Most of these are related to the Discworld books and fans of the series really enjoy finding them. Onlookers are encouraged to send messages from the semaphore tower.

FINAL THOUGHTS

In hindsight. there are two major issues with the layout. Firstly, the passing loop at the station is too short to be useful – I should have placed one pair of points on the other side of the join in the baseboards. Secondly, the storage yard could be bigger; a fourth road would give a lot more interest, although it would have reduced the scenic side.

It is great seeing the enjoyment people get from looking at the layout and discovering various items and figures – and then excitedly telling their friends. It's very humbling when they tell me how much they like the layout.

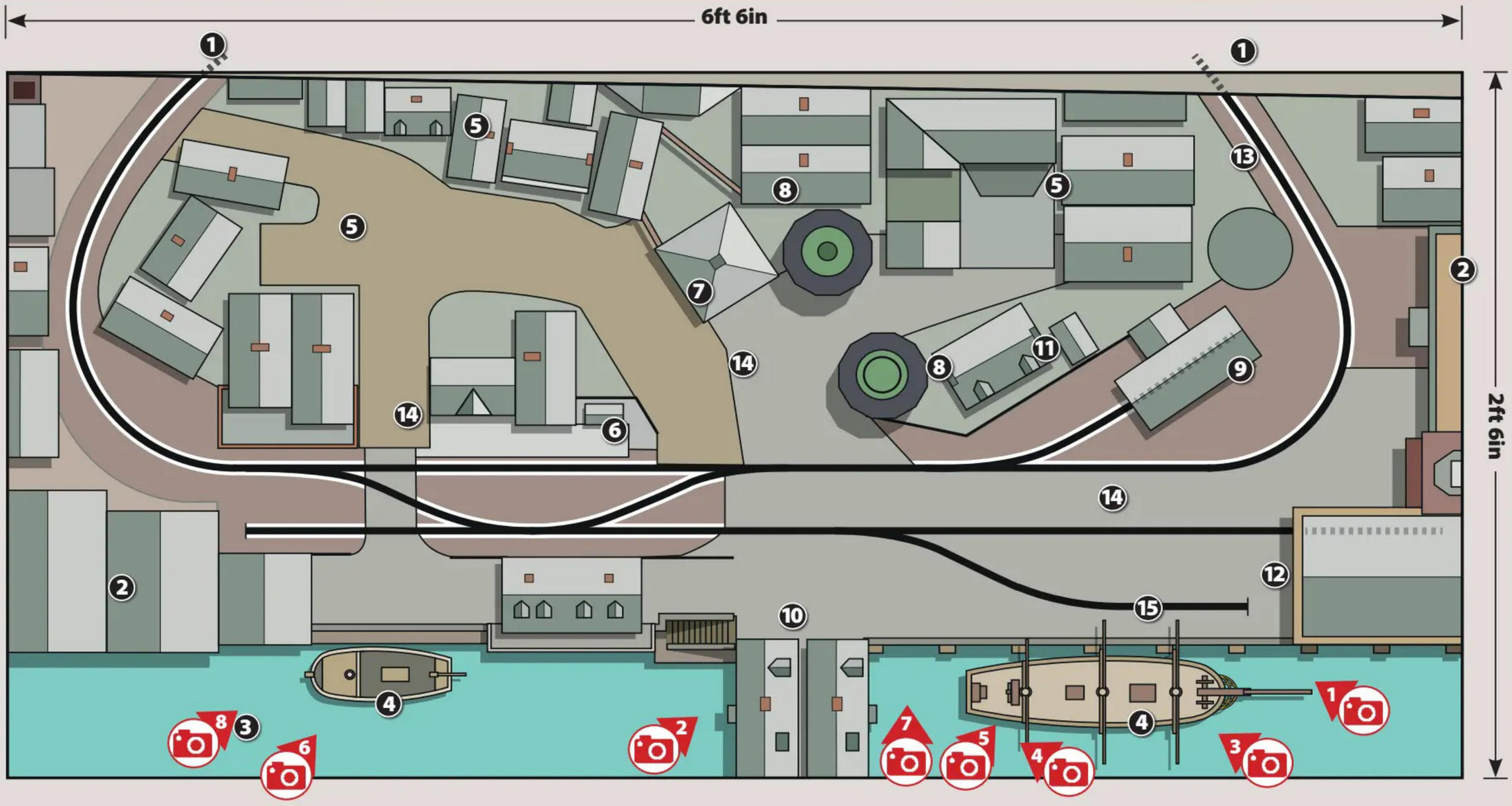
For the future, I currently have nothing planned, although I am working on a smaller continuous run circuit for running-in locomotives, as it takes too long to set up Angst-Lesspork at home for that. It is not planned to receive scenery, but you never know... **HM**

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

7 **In the shadow of the wooden semaphore towers, townsfolk engage in conversation on the harbourside.**

8 Right: **A short passenger train awaits custom at the harbour station. Unlike most of the premises, the station building is a Hornby Skaledale resin structure.**

ANGST-LESSPORK TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 To/from storage yard	4 Ship	7 Police station	10 Bridge/Houses	13 Landing zone
2 Warehouse	5 Shops/stalls	8 Semaphore tower	11 Coal staithe	14 Road/hardstanding
3 Harbour	6 Rail station	9 Engine shed	12 Goods shed	15 Siding

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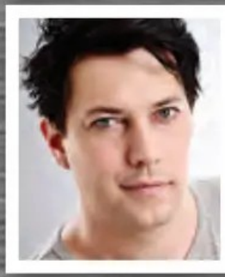
SUPER ELEVATION!

A change of track type and an aim of replicating the modern railway brought the opportunity to add superelevation to the main line on Topley Dale. **MIKE WILD** explains how it was done using West Hill Wagon Works products.

MIKE WILD
Mike has been working on platforms as well as relaying track and continuing work on the depot.

MARK CHIVERS
Mark has been gathering Western Region diesels and stock for a new project layout.



JONATHAN NEWTON
Track laying has been taking place on Jonathan's 'O' gauge steam shed.

BEN CHURCH
Ben has expanded his new diesel depot's trackplan and is installing new point motors across the layout.

WHAT WE USED

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Cable trough junctions	*westhillwagonworks.com*	066301b
Dummy point motors	*westhillwagonworks.com*	n/a
Peco concrete sleeper code 75 track	*www.themodelcentre.com*	SI-102F
Rusty Rails lineside cabinets	*keymodelworld.com/shop*	RRM128
Rusty Rails point heaters	*keymodelworld.com/shop*	RRM039

THE REBUILD OF TOPLEY Dale has been making progress over the winter with a range of jobs being tackled from platform construction to depot buildings, details, lighting, trackwork and rolling stock.

One of the areas in focus was replacement of the original wooden sleepered track on the curve back to the storage yard at the 'country' end of the layout. This was originally done back in 2018 when Topley Dale was increased in length as a steam era project. However, seven years later, the steam era theme no longer fitted with the grand vision and concrete sleepered track was the right way forward.

To make the change, the original track was lifted carefully so it could be reused while the entire trackbed of cork and ballast was then removed with a chisel back to bare baseboard to provide the best and smoothest possible base.

The replacement of the track also allowed repositioning of the exit point from the front goods loop which had jarred ever since relocating the layout. The angle of the original formation used a curved left-hand point, which didn't offer a smooth transition for main line trains. By moving the point 18in further towards the storage yard and swapping it to a large radius right, it gave a much more realistic finish to the scene and a little more space in the loop for long freights.

With all the track complete, lineside detailing was added using a combination of Rusty Rails Modelling and West Hill Wagon Works products including lineside cabinets, point heaters and concrete cable troughs.

The new concrete track curves also presented the opportunity to add another level of detail to this area – superelevation. This is used on the real railway to allow trains to safely travel at higher speed through curves while reducing the wear on wheel flanges. Replicating this in model form is now very simple, as West Hill Wagon Works has a range of superelevation spacers.

The spacers come in four levels – S0-S3 – which can be used together to gradually introduce superelevation at the start of a curve and then provide a consistent form to the track. It makes a big difference to the appearance of modern main line track, especially when ballasted.

This small section of the layout now has ballast and the beginning of its overhead catenary leading to an increasingly complete scene – though there is still all the scenery do work on around the railway as well as the main line dropped down the gradient. That though is all a work in progress which we will come to another time in Staff Projects. **HM**

The production sample of Key Publishing's exclusive Colas Rail HST rounds the newly laid curves on Topley Dale supported on West Hill Wagon Works' super elevation components.

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STEP BY STEP

ADDING SUPERELEVATION TO CURVES IN 'OO' GAUGE

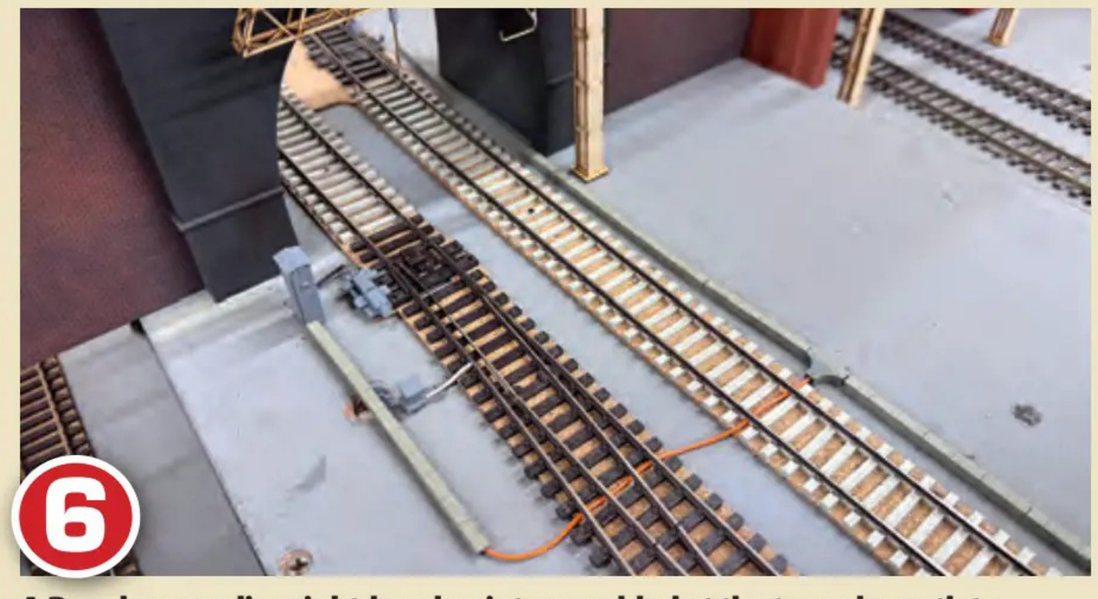
The first stage was to remove the original wooden sleepered track, ballast and underlay to make way for modern concrete sleeper track in its place.

The track was lifted as carefully as possible so it could be reused elsewhere, but the cork underlay and ballast had to be removed with a chisel.

The original formation was taken back to bare baseboard to provide the best possible base on which the new track could be laid.

Peco concrete sleeper code 75 track was then laid over a new cork sheet with the excess between the running lines cut away to form the basis of a ballast 'shoulder'.

The replacement of the track also provided the opportunity to reposition the exit point from the goods loop for a more natural flow of the track. New line is laid temporarily to test the location.

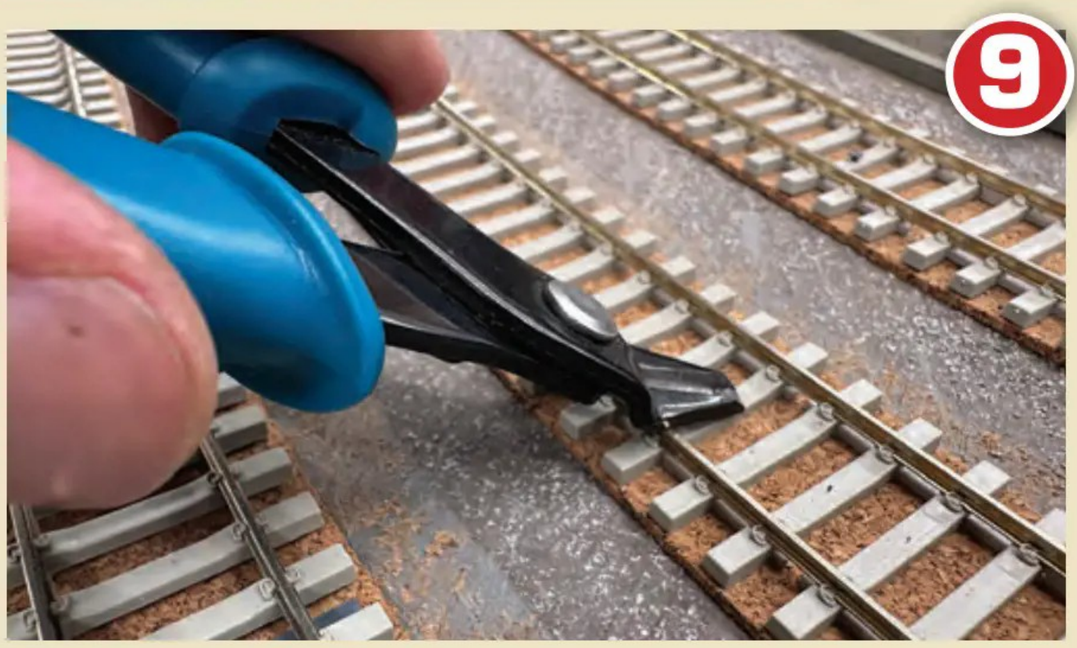


A Peco large radius right-hand point was added at the tunnel mouth to complete the goods loop. Trackside furniture including dummy point motors and concrete cable troughing from West Hill Wagon Works was added together with a point heater and lineside cabinet from Rusty Rails Modelling.

The newly laid concrete sleepered track instantly made the main line look more modern and in keeping with the rolling stock now running on Topley Dale. However, there was potential to go a stage further by adding superelevation.

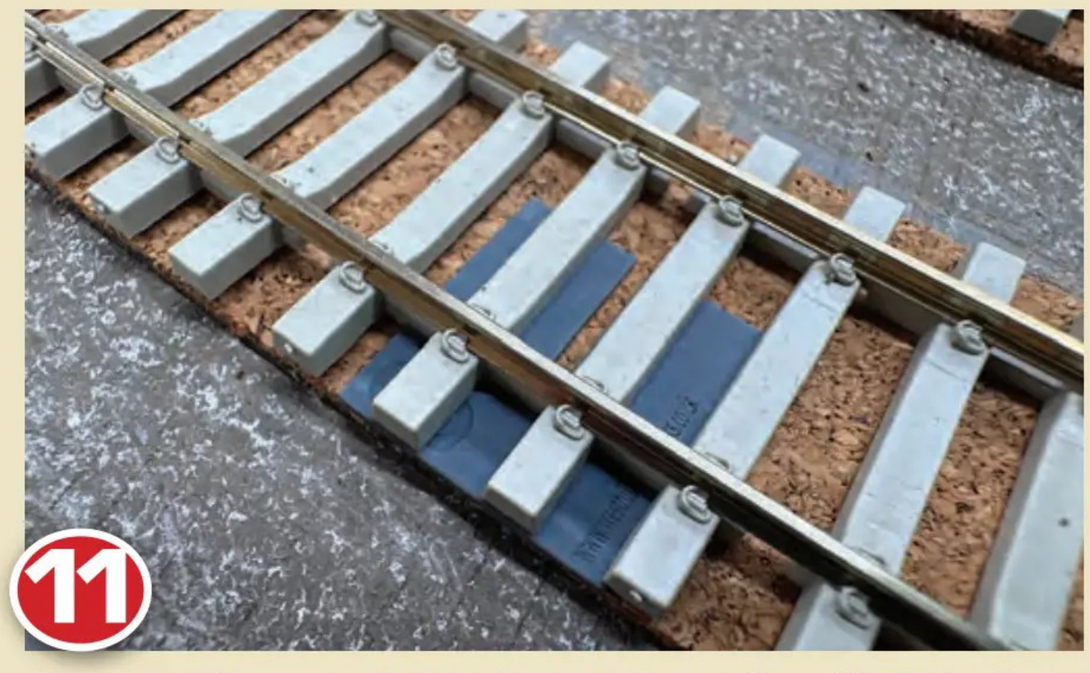
A first test of the concept of superelevation using West Hill Wagon Works 3D printed products confirmed it would enhance the appearance of the curves. 66190 is on a super elevated section, while 56091 is on a standard level section.

Intermediate
Beginner SKILL LEVEL Advanced



The pinned track needed to be released from the baseboard to allow the new 3D printed risers to be added underneath, taking care not to disturb the track position.

West Hill's superelevation products are available in four different levels – S0-S3. For these curves we used S0, S1 and S2 heights.



At the start of the curve, the first piece to be inserted is an S0. This begins the superelevation at a low height for a smooth transition.

Next, an S1 is inserted around 6in from the first S0 piece to continue the transition to the maximum height of the S2 pieces.

The main section of the curve was then all supported with S2 superelevation pieces for a consistent angle to the middle of the curve. After each piece was added, the track was repinned to maintain its position.

At the other end of the curve, the reduction from S2-S0 was repeated in reverse to bring the track back level at the end of the curved section.

The same process was repeated for all three lines and then all the rail sides were coloured with AK Interactive's Chipping Color paint pen (RCM013) which provides a quick and simple way of colouring rail sides.

To complete the scene, the main lines were ballasted with a mix of Woodland Scenics fine and medium grade blended grey ballast. Once it was fully set with SBR adhesive holding the ballast in place, the track pins were all removed for a neat finish.

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.

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: Sat 10am–4pm, Sun 10am-4pm
Prices: Adults £8, children free
Website: *www.bdmrc.co.uk*
Features: 24 layouts, trade support, refreshments and parking.

15 PORTREATH SCHOOL CHARITY MODEL RAILWAY EXHIBITION

Hosts: Camborne Railway Modelling Group
Location: The Millennium Hall, Portreath, Redruth TR16 4LP
Times: 10am–4pm
Prices: Admission £3
Contact: *cambornerailwaymodellinggroup@gmail.com*
Features: 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: Richard Hopkins/Railex Team
Location: Horndean Technology College, Barton Cross, Horndean, Hampshire PO8 9PQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, children £3, family (2+2) £18
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 GAUGE O GUILD SPRING SHOW

Hosts: Gauge O Guild
Location: Kettering Leisure Village, Thurston Drive, Kettering, Northamptonshire
Times: 9.30am-4pm
Prices: TBA
Website: *www.gaugeoguild.com*
Features: Layouts, trade support, demonstrations, 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.

14 NEWTON AYCLIFFE MODEL RAILWAY EXHIBITION

Hosts: Shildon MRC and Rotary Great Aycliffe
Location: Newton Aycliffe Youth and Community Centre, Burn Lane, Newton Aycliffe DL5 4HT
Times: 10am-5pm
Prices: Admission via donation, wheelchair users and children free
Website: *www.rotarygreataycliffe.org*
Features: 20 layouts, trade support, refreshments, parking and disabled access.

14 SODBURY VALE MRC 50TH ANNIVERSARY CELEBRATION

Hosts: Sodbury Vale Model Railway Club
Location: Bristol Aerospace Museum, Concorde Hangar, Hayes Way, Patchway, Bristol BS34 5BZ
Times: 10.30am-4.30pm
Prices: Adults £22, children £15, students £20, family £48-£67. Tickets are for aerospace museum and are valid for 12 months.
Website: *www.sodburyvalemrc.co.uk*
Features: 50 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

PRIME LISTING

14/15 BASINGSTOKE AND NORTH HANTS MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Basingstoke and North Hants Model Railway Society
Location: Blue Coat School, Western Way, Basingstoke RG22 6HQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10, accompanied under 16s free
Website: *www.basingstokemrs.uk*
Features: 18 layouts, trade support, refreshments, parking and disabled access. See the full prime listing on *www.keymodelworld.com/events*.

21 BELPER MODEL RAILWAY EXHIBITION

Hosts: Belper Model Railway Group
Location: Strutt's Centre, Belper, Derbyshire DE56 1UU
Times: 10am-4.30pm
Prices: Adults £6, children £2
Website: *www.belpermodelrailwaygroup.com*
Features: Ten layouts, trade support, refreshments and parking.

21 FALMOUTH SOCIETY OF RAILWAY MODELLERS OPEN DAY

Hosts: Falmouth Society of Railway Modellers
Location: St Mary's Catholic Church Hall, Killigrew Street, Falmouth TR11 3PR
Times: 10am-4pm
Prices: Free admission
Contact: 01326 319922
Features: Five layouts, club stand, refreshments, parking and disabled access.

21 TADWORTH MODEL RAILWAY EXHIBITION

Hosts: North Downs Model Railway Circle
Location: The Good Shepherd Church Hall, Station Approach Road, Tadworth KT20 5AE
Times: 10am-5pm
Prices: Adults £6, concessions £5, under 16s £3
Website: *www.ndmrc.info*
Features: 27 layouts, trade support, refreshments and parking.

PLANNING AN EXHIBITION?

●Is your club or society planning a model railway exhibition?

Hornby Magazine's Show Guide is a free listing that allows you to promote a forthcoming model railway show. If you have a show to add to the Show Guide, contact us at *Hornby Magazine* by e-mailing: *hornbymagazine@keypublishing.com* and please ensure you include appropriate contact details for the public as we are unable to publish listings without this.

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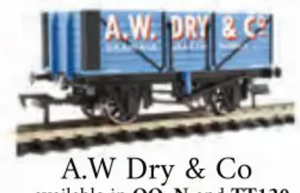

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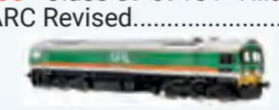

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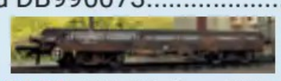

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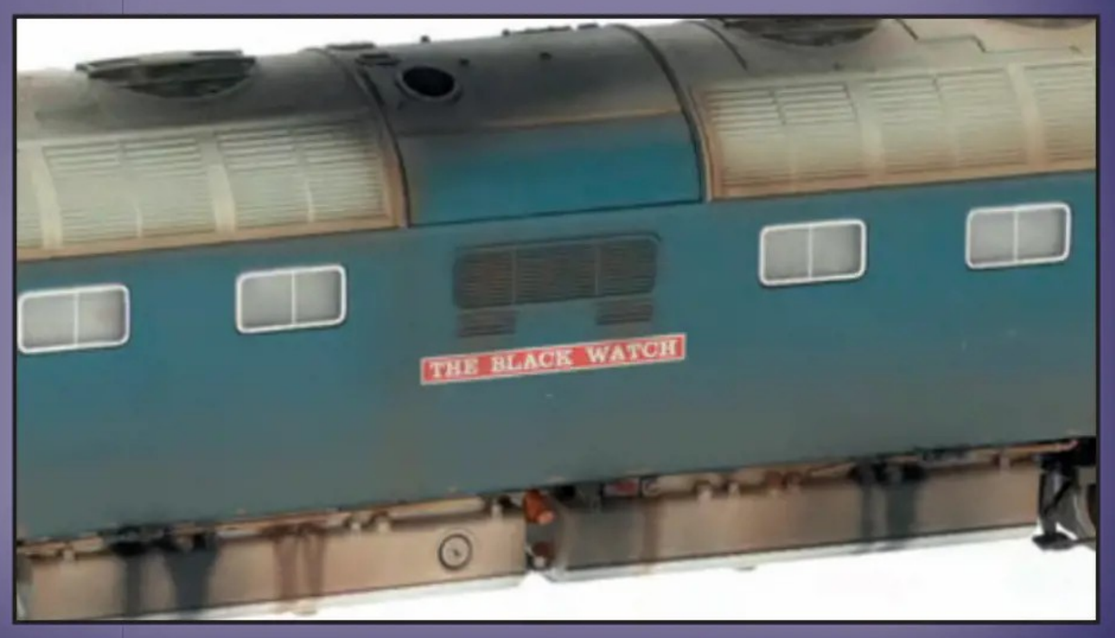

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THE NONCONFORMIST

For modellers and historians, Hornby's 'OO' model of J36 0-6-0 65330 shows how British railways actually transitioned — slowly, pragmatically, and with much older machinery than its corporate image would like to suggest.

At the 1923 Grouping, the NBR fleet passed to the London & North Eastern Railway, where the 'C' class was designated J36. Under new ownership, the Class of 160 locomotives became almost entirely Scottish-based.

Scotland's economy depended on coal, ironstone and limestone (among general goods), and the C/J36 class contributed to the backbone of Scottish freight for over half a century. Working coal trains, trip freights, yard duties, and rural goods, they rarely strayed far from depots in the Central Belt, Fife, and the Borders. By the 1930s, these locomotives were already 'old-fashioned', but still indispensable thanks to their low axle load and route availability.

No. 65330 is interesting because it represents the short-lived transitional period, still carrying its LNER apple green paint with early 'British Railways' ownership lettering, before standard BR black became universal.

This mix of old and new makes it a perfect snapshot of the immediate post-nationalisation era, when austerity meant repainting was delayed, and older liveries languished a little longer than was ideally desired.

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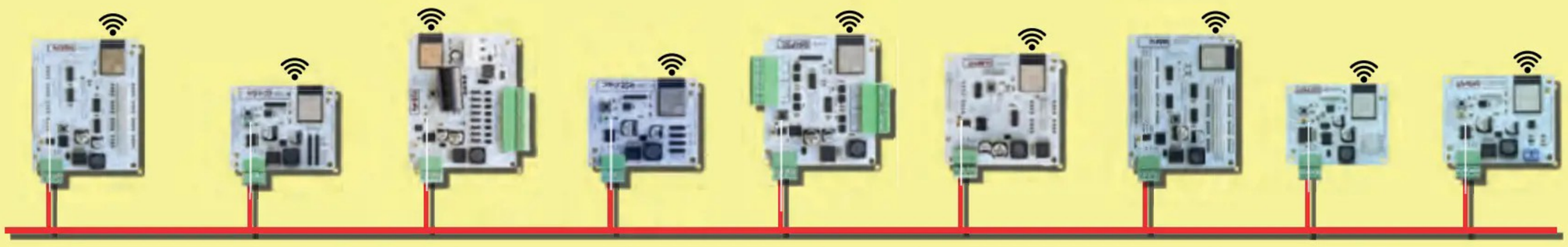

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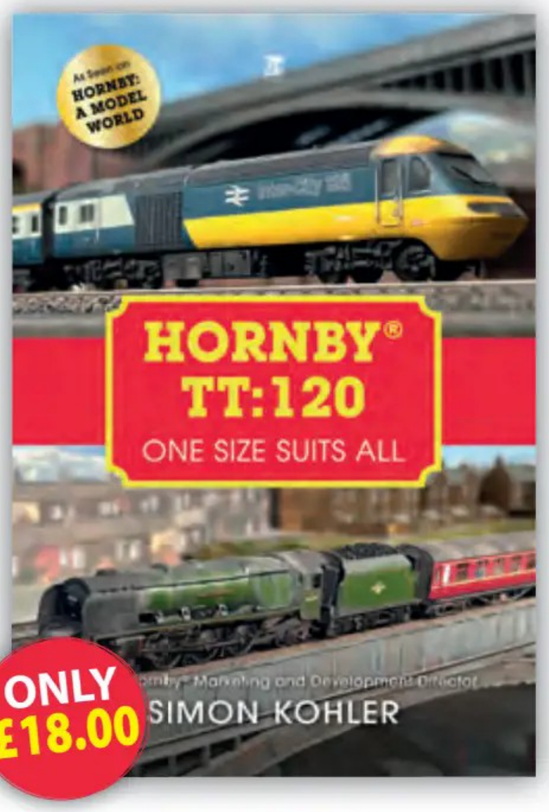

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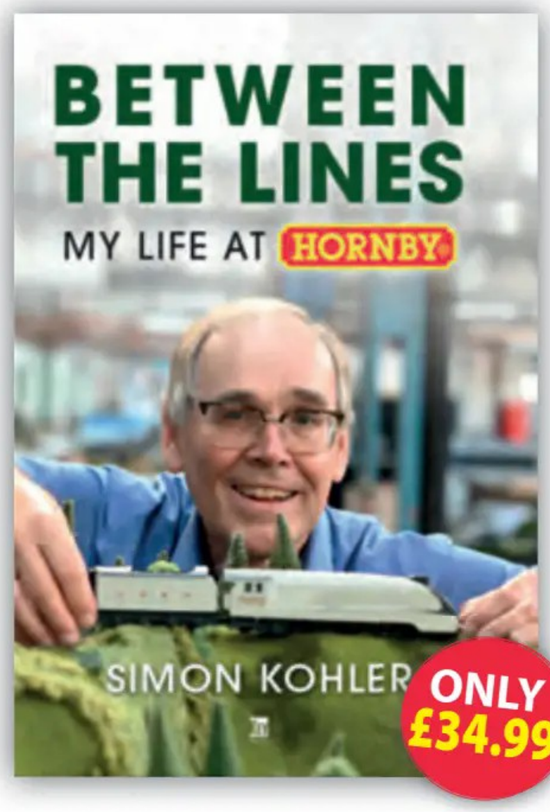

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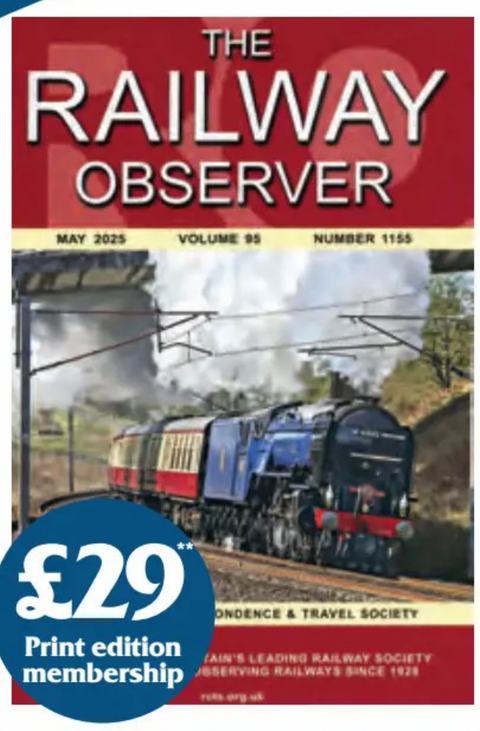

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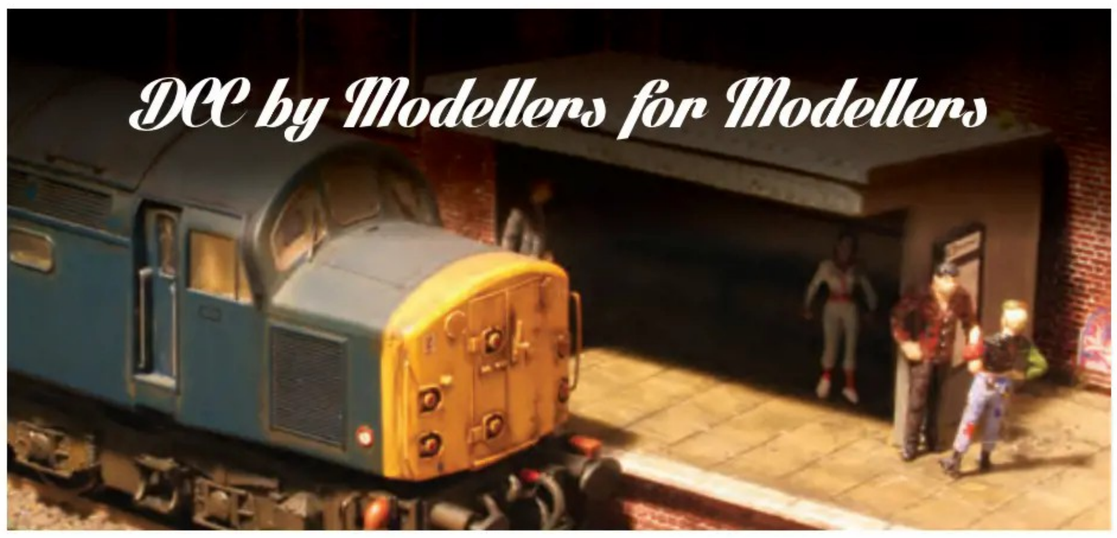

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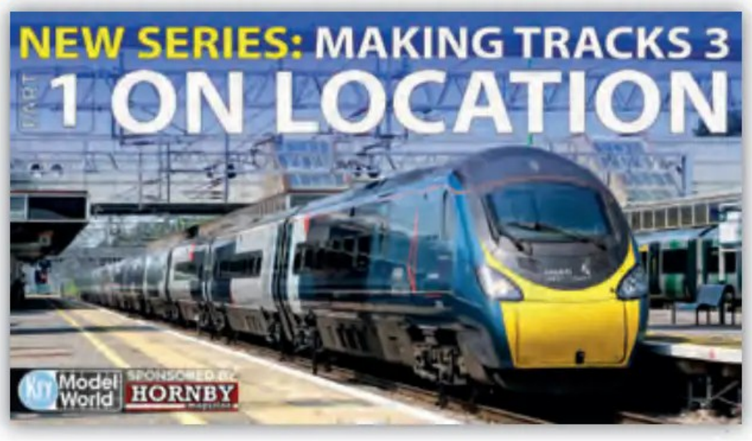

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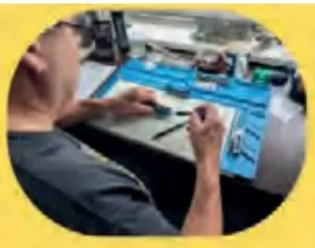

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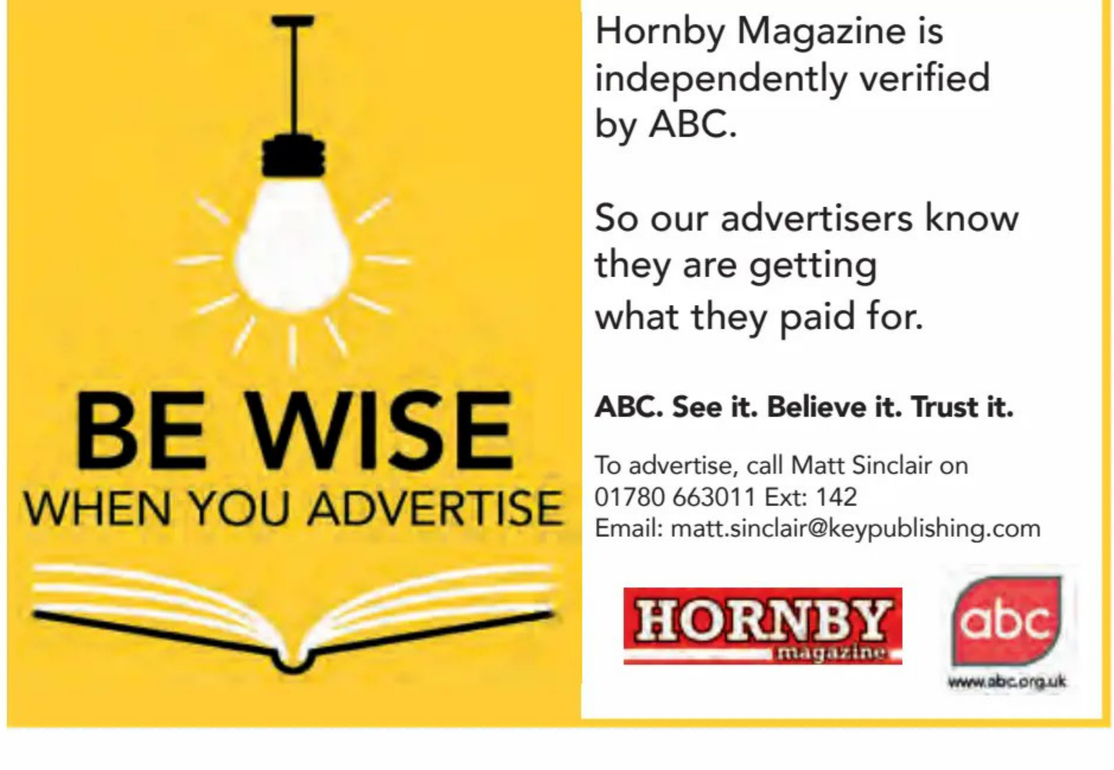

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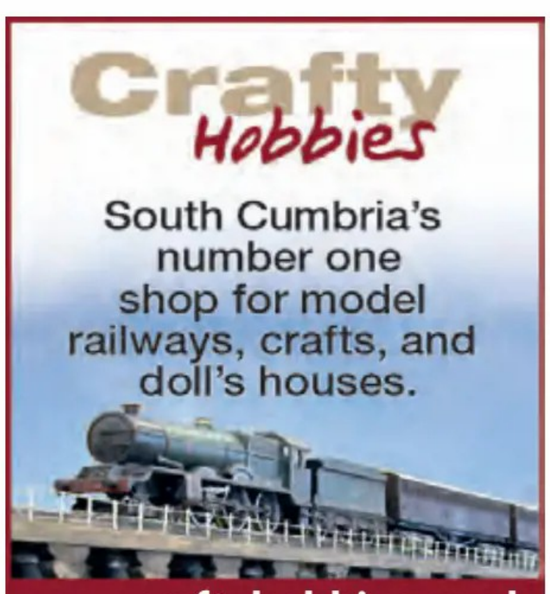

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We visit Britain's most northerly railway junction and discover how this stunning 'OO' gauge layout has evolved under the stewardship of Lucas and Spike Taylor. Read the full feature next month.

PLUS

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RAILWAY 200 INSPIRATIONS

Andy Willsher reveals how he modelled the striking Railway 200 Inspiration train in full for 'OO' gauge.

GLASGOW QUEEN STREET

Mick Worrall and the team reveal progress on their 'O' gauge recreation of Glasgow Queen Street station in the 1980s. Join us for the story so far.

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THE RISE AND RISE OF PRE-OWNED MODEL TRAINS

In the last few years, pre-owned model trains have gone from second fiddle to top pick for many modellers. At Ellis Clark Trains, pre-owned models are the backbone of its business. **ANDY MCINTOSH** explains this meteoric rise, and what pre-owned models can offer.

THE TERM 'pre-owned' doesn't mean used, old or defective. Many enthusiasts buy new models but never run them due to a change in plans or circumstances. Many others take such good care of their treasured models that you'd never know they'd been out of the box. And with limited production runs often sold out on pre-order, a fear of missing out leads many to purchase models just in case they're needed. These trains quickly find themselves needing new homes. As established experts in seeking out some of the best mint-condition collections (especially in 'OO' gauge), we welcome them with open arms to Skipton, where they form a large part of our stock.

For those models which have seen front-line layout service, we're always clear about any wear or minor defects – which is where you can make some real savings. This is especially true of the 'Workshop' sections of our websites. Here you'll find models in need of maintenance or perhaps missing detailing parts, but which are still perfectly viable if you don't mind a project at a bargain price.

The team at Ellis Clark Trains specialises in seeking out mint condition collections of pre-owned model railways.

STARTING AFRESH

Take a look at almost any model produced in the last few years, and you'll find incredible detail married to sublime running qualities; as enthusiasts, we've been truly spoiled. But all this quality comes at a price, which can be overwhelming if you're new to the hobby. Starting your fleet with pre-owned models allows you to own high-quality models for significantly less money than buying new.

Maybe you fancy trying out a different scale or era for your next project? Pre-owned models can be the perfect way to get to grips with your new venture – especially in 'O' gauge, where high-quality rolling stock and shunting engines can often be bought for around the same price as their smaller cousins.

Perhaps when getting stuck into that new scale you find yourself in need of a particular engine or carriage to complete the picture but you realise that the last batch was produced a couple of years ago, no one has any left and they're really difficult to track down. This is where pre-owned models can once again come to the rescue, as there's a very good chance that there'll be something looking for a new home that matches your needs. A daily check-in with the 'Latest Arrivals' sections of our websites may just unearth the object of your desire. It is always worth a check.

Ellis Clark Trains prides itself on the quality of its pre-owned 'OO' gauge models. New arrivals are carefully inspected before being packaged up and offered for sale.

CURIOSITY CORNER

We all love an oddball. But manufacturers generally don't. There are some models which will never be made in a factory - either because the prototypes were few in number, short-lived or confined to a narrow geographical area. Thankfully, the model railway world is awash with talented kit builders, and the fruits of their labour often end up on the pre-owned market. It's particularly true of 'O' gauge, which continues to be a 'builders' scale', especially

for steam era models. This is a godsend if you've neither the time nor the confidence to embark on a locomotive kit and is much cheaper compared to commissioning a model from scratch.

Other mavericks come in the shape of museum-quality pieces from specialist companies, some of which have ceased trading. Beautifully constructed – usually from brass – these models often portray continental prototypes. They're equally suited to star attraction status on finescale layouts or as part of a static display. These models tend to hold their value and serve as an investment for collectors. A quick look at the 'Museum Quality' section of Ellis Clark Trains ('O' gauge and larger) or the 'HO Brass' division of Clark Railworks ('OO' gauge and smaller) will reveal these outstanding items.

SPECIALISTS

You wouldn't go to the dentist for a haircut – or to a baker for fish. There are many model retailers, all of whom bring something unique to the industry. But few specialise in pre-owned models. When adding to your collection, it's always best to buy from a business that knows its stuff. That way, you'll secure not only a high-quality model that's been thoroughly examined but advice when you're not sure and support when things don't quite go to plan. Our experts have decades of experience between them – not only in locating and purchasing the best pre-owned models but in preparing them for their new lives.

Next time you're looking for a new addition to your fleet, take a moment to consider if that missing piece of your puzzle may be out there on the pre-owned market. And when you're ready to take the plunge, we're here to help.

KMW

TOP TIPS FOR BUYING SECOND-HAND

There are risks when buying expensive models second-hand *Hornby Magazine's* **BEN CHURCH** reveals his tips to avoid some of the potential pitfalls.

WHEN looking at a second-hand locomotive, item of rolling stock or building/accessory, there is inevitably a degree of the unknown about it. You won't know what sort of life the item had – how much it was used, or if it ever left its box - and how that has affected the item. But the good news is that you can fill in some of these blanks yourself to enable you to be as informed as possible when purchasing a model.

LOOK FOR OBVIOUS ERRORS

It might seem obvious but often, in the excitement, not looking for telltale problems can lead to unwelcome surprises when defects are spotted later on. This is even more important when purchasing a model online, as hands-on inspections will always tell you more about a model's condition than photographs.

KNOWLEDGE IS POWER

When looking for models to purchase, do your research and check for common faults with specific models. These can include imperfections in the model's construction, easily broken detail, or knowledge about a model's specification. It pays to be as well-informed as possible.

'SPARES OR REPAIR'

Often, models with cosmetic or running issues will be listed as 'spares or repair'; these shouldn't be ignored, however, as fixes can often be straightforward, or they can

Not only do these 'OO' gauge examples of BR Class 37/4 37425 *Sir Robert McAlpine/Concrete Bob* model the locomotive from different stages of its career, they hail from different eras too. The left-hand '37/4' is a 20 year old Bachmann model acquired second-hand and improved with detailing and weathering, while that on the right is the recent Accurascale 'OO' gauge model.

prove to be a useful source of spare parts.

SPARE PARTS

When examining models, there are several retailers and websites specialising in spare parts. In some cases, such as with Bachmann, this may include a dedicated website which includes all manner of spare parts and bodyshells, which could help nurse a model back to prime condition. Cheap chassis can be transformed with the acquisition of a new body, and small detail parts can be acquired easily to complete models that might otherwise be incomplete.

TAKE YOUR TIME

Sometimes – as hard as it may feel at the time – you need to hold your nerve and be patient. Sometimes models are just too expensive, or they may have a defect that is impossible to repair. Be prepared to walk away and wait for a more attractive version of the same model to reappear. Patience is often rewarded.

After careful scrutiny, this sought after model of BR Standard '7MT' 70004 *William Shakespeare* was acquired with all parts and the small details pack containing nameplates and Golden Arrow regalia intact.

BUY FROM TRUSTED RETAILERS

If you are unsure about a model, check if it is available from a reputable retailer. Often these retailers will undertake more rigorous testing of a model and may even offer a warranty against some faults.

DETAILS

When looking at a model, make sure it is complete with its detail pack. Some steam locomotives have very prominent front steps, so it is important to check that these are either fitted to the model or secure in a detail pack. Diesel locomotives also feature front-end detail that can enhance the look of the model, which is also supplied in a separate pack. These packs can be very hard to come by, so this is an important factor to consider. If buying a limited-edition model, make sure the packaging is complete, with any certificate and paperwork which might have come with the model.

CHECKING TRACK

When buying second-hand track, make sure to check for defects. Inspect points to make sure the springs are still in place, and that the connections on the bottom of the point are in good condition. Are all the sleepers intact? Also make sure to check the rail profile – or code - so it is fully compatible with the track you already own.

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HOW TO SELL YOUR MODEL TRAINS

We've already looked at the benefits of buying pre-owned models, but what if you're looking to sell all or part of your collection? You've done some research and found a specialist pre-owned dealer, so what happens next? Ellis Clark Trains' **ANDY MCINTOSH** explains the process.

At Ellis Clark Trains our friendly and knowledgeable team will guide you through the process of selling or trading in your treasured model railway items.

AT ELLIS CLARK Trains, pre-owned model railways are our speciality. We've clocked up more than 15 years buying trains of all types and sizes; we're seasoned model railway champions – plus, we're enthusiasts ourselves. So, we feel we're qualified to give you our take on what to consider when selling up, what that journey might look like, and how to get the best price for your models when it's time to bid them farewell.

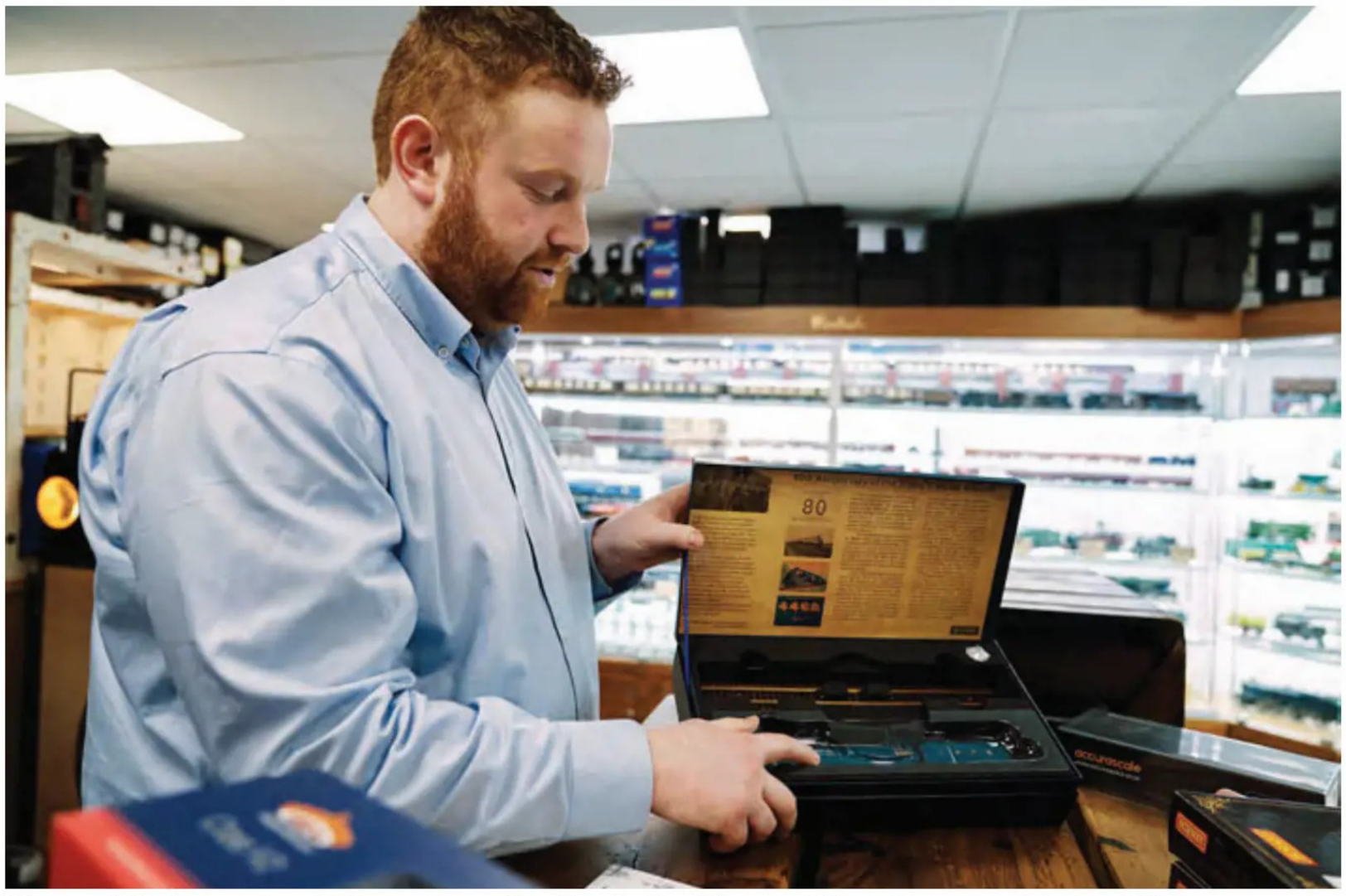
MAKE THAT CALL

It might sound obvious, but the first thing to do is to get in touch! You can either give us a ring (01756 701451) or send us an email (*will@ellisclarktrains.com*). Our team knows their stuff so don't be shy.

We'll start by getting a feel for what sorts of models you have. We don't need to know everything, but if you can tell us roughly how many locomotives, coaches and wagons you have – together with what scale and brand they are, we'll take the conversation from there. A few pictures can be incredibly helpful at this point, especially with kit-built or niche items.

If you're not too far from Skipton – or just fancy a jaunt up to our premises in North Yorkshire – you're always welcome to bring your models to our showroom. We're open six days a week and in-person valuations take guesswork out of the equation, sometimes netting you a better price. You'll also be able to browse our extensive stock of pre-owned models if you're considering part-exchange (for which the trade-in value will be slightly higher). It's best to give us a call a day or two before you visit to ensure that one of our valuers will be available.

For large collections – or those containing valuable items – we can often travel to you for a closer look. It may take a week or two to arrange a visit, but it ensures the most accurate valuation for your stock.



We carefully inspect each item we receive. The better the condition, the more it is worth!

LET'S DO BUSINESS

Once we've had a chance to assess your models, we'll make you an offer. This is based on the information you've provided together with our knowledge of what models sell for on the pre-owned market. The latter is constantly changing, according to both the availability of models and current trends in what eras and regions people are modelling. It may mean that a perfect example of an impressive locomotive is worth less than you'd think because there are just so many out there. Or it may be that something you thought was mundane punches well above its weight in value. It all depends – which is another reason you'll get so much more from approaching a pre-owned specialist. We'll always be transparent about how we reach our figure.

Once we've agreed a deal, we'll arrange to either collect your models or have a courier collect them from you (at no extra cost). If you're lucky, you may even get a visit from Keith and our green van, both of whom make short work of getting your trains on the road.

Then comes the most important part – settling up! This can be done via cash, cheque, bank transfer or part-exchange - whichever works best for you. And that's it; we'll take care of everything else in finding your models a new home.

Once we have calculated a value and agreed a price, we'll settle up in cash/cheque/bank transfer or part-exchange.

MORE BANG FOR YOUR BUCK

How do you get the best price for your models? Put yourself in the shoes of a fellow enthusiast buying trains and ask yourself what you'd look for – and what you'd avoid. Many of us will want to trade in our models at some point, so it can help to treat your collection with this in mind. We've put our heads together and come up with a few things you might want to consider:

Generally, we're not able to »

TRADING UP OR TRADING IN

We aim to make the process as smooth as possible.

buy items in poor condition as these are difficult to sell. This includes models that are clearly broken (minor flaws or missing detail parts are fine), corroded, or marked/dirty to beyond what a polishing cloth could remove.

Keep your boxes! Model trains are always worth more when boxed. Boxes not only give the impression of well-cared for items but make it much easier and cheaper for us to pack and process them. Keep the instructions and detailing packs that normally come with models – and if not fitting the detail parts, keep their packs sealed.

Keep modifications to a minimum. Professionally weathered models may be worth as much as pristine examples, but heavy-handed weathering is undesirable; buyers generally prefer a 'blank canvas.'

Couplings are another sticking point. Enthusiasts want models to run with their existing stock, so make sure that any changes you make aren't permanent. In 'OO'/'N' gauge, this is easily achieved by using the models' NEM pockets for any replacement couplings. In 'O' gauge, it's a good idea to keep the three-link couplings attached to stock, as most modellers use these. Kadee-style couplings are best avoided on large-scale locomotives.

It goes without saying that locomotives that run poorly will be worth a lot less. Most modellers run their trains and with today's excellent mechanisms expect flawless performance. This is especially important with the popularity of small shunting layouts, where smooth, slow running is essential. Clean wheels and pick-ups can make a world of difference while older models may benefit from a little lubrication or light service. Many home layouts are of the end-to-end variety, so it's worth investing in a rolling road to let your locomotives stretch their legs occasionally.

We buy models of almost any type and scale. But we're modellers ourselves and along with our customers have an eye for quality. A quick look at the pre-owned sections of our websites (Ellis Clark Trains for 'O' gauge and larger; Clark Railworks for 'OO' and smaller) will give you an idea of the standards we expect from our models.

WHAT ABOUT AUCTION SITES?

When trading in your models, the most obvious choice you'll face is whether to sell them privately (such as on social media/auction sites or a model railway forum) or to a retailer. A private sale will almost always net you more as retailers have large overheads, all of which have to be covered by selling trains. It's often the best option if you've only one or two items to sell.

However, selling privately also has potential pitfalls and can be a lot of work. You'll have to list/advertise your models and then pack and post them securely if they sell. You'll also be responsible for any issues that arise either from dispatch or when the model is received by its new owner. And of course, there's no guarantee that your models will sell – or how long it will take to find a buyer.

Selling your collection to a retailer such as us takes all the hassle out of the equation. We handle everything. Once we've agreed a price, you'll be paid as soon as we receive your models, and from that moment on we take full responsibility for them. You'll avoid the tax charges now levied when selling online above a certain value and the challenge of securely packaging large-scale or high-value models. And for large collections – unless you've an awful lot of time on your hands – a retailer is usually the only option.

Armed with this knowledge, you'll hopefully feel confident to start turning your trains into cash - or more trains! Either way, if there's anything else you'd like to know – or to get your journey started – do get in touch. KMW

● **Visit *www.ellisclarktrains.com* or *www.clarkrailworks.com* to find out more.**

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IMPROVING SECOND-HAND MODELS

Taking a model and upgrading it is satisfying and can often be a great way to save money. *Hornby Magazine's* **BEN CHURCH** outlines some recent second-hand purchases which have been improved and upgraded.

WITH second-hand locomotives often presenting a price advantage over brand-new models, they can lend themselves to detailing projects, or even improvements and fixes to further save money.

Some models are advertised as 'spares or repair' with very little damage or a straightforward problem that can be fixed with little effort. Ellis Clark Trains has recently embraced this side, with the new 'workshop' tag added to some models. There are also several examples of brand-new models being listed for sale, offering the opportunity to acquire unused, sometimes unopened models for competitive prices – useful if you missed out on a release of a popular item.

A TRIO OF TORNADOS

A TV news story about a brand-new grey steam locomotive when I was much younger caught my attention and ultimately resulted in a 'OO' gauge bright apple green model of 60163 *Tornado* added to my childhood fleet. Little did I know what impact that story would have on my future hobby. Fast forward to 2025 and after putting many miles behind it, my original *Tornado* was starting to look a little worse for wear, so a new tender tank was acquired, with the cab, smoke deflectors and die-cast running plate all replaced from the secondhand market, too.

More recently, a new BR green *Tornado* was required for my diesel depot project and having stumbled across one for a good price in the pre-owned section of a local model shop, the missing details were soon sourced with pre-owned bodyshells and a replacement accessory pack.

To complete the *Tornado* triumvirate, I acquired a spares and repair model in BR blue and fortunately it only needed minor rectification to the plug-in tender connection to fix. It was later upgraded with Digital Command Control (DCC) sound and made an appearance on *Hornby Magazine's* newly extended exhibition layout, East Coast Cement, at the Great Electric Train Show in 2025.

DELIGHTFUL DIESELS

In early 2025, I decided to change modelling eras, and my 1960s steam and diesel fleet was packed into storage, making way for a fleet of

Each of these 'OO' gauge models of the A1 Locomotive Trust's 'A1' 60163 *Tornado* were acquired second-hand with additional pre-owned details added to help them pass muster.

modern image diesels. A fair number of these new arrivals had to be purchased second-hand as I missed the initial release and all had completely sold out.

What is surprising is the number of models that appear on the second-hand market that have seen very little or no use at all. I have acquired several examples of Cavalex Models' Class 56s and Accurascale's Class 37 for use on the new diesel depot project and many appear not to have been run by the previous owners, with all the paperwork included and unopened detail packs. There are some superb 'box fresh' models out there, dating back several years, which can be acquired at very attractive prices.

TWO BECOME ONE

Sometimes, combining two damaged models into one can yield a singular, complete example, and often it can be a much more affordable way of acquiring new models; it also offers interesting small projects which can be straightforward to complete and incredibly satisfying.

Hornby's model of 60019 *Bittern* in BR green with double tenders (Cat No. R3109) is a case in point. Models of *Bittern* do show up from time to time but, given its age, they appear infrequently and the price can vary. To overcome this, two separate models of *Bittern* were sourced, both advertised as spares and repair. One was missing a tender and had some minor body damage and missing detail. It had a running chassis but very badly damaged valve gear. The other model had both tenders but significant damage to the locomotive body and had a non-working chassis complete with a full set of undamaged valve gear.

I chose the better of the two bodyshells and got to work reinstating missing detail from the bodyshell with significant damage. Front-end details, handrails, and the speedometer were all sourced from the damaged bodyshell, with some mechanical components and valve gear from the chassis also being donated. The result is a complete model of *Bittern* acquired at a fraction of the cost.

If spare parts cannot be acquired from other models, constructing your own is an option, and there are several aftermarket suppliers of locomotive parts whose products can be used to great effect. There is no exact science to negotiating the world of second-hand model railways, but speaking from personal experience, if I had not decided to look at all avenues and browse second-hand options, some of my favourite and most used models would not be part of my collection. Good luck, and happy hunting! **KMW**

Believe it or not, this Hornby 'OO' gauge 'A4' with double tenders started out as two damaged pre-owned models combined to create one good example.

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SCAN TO ENQUIRE

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