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Issue 226 **April 2026** £6.49

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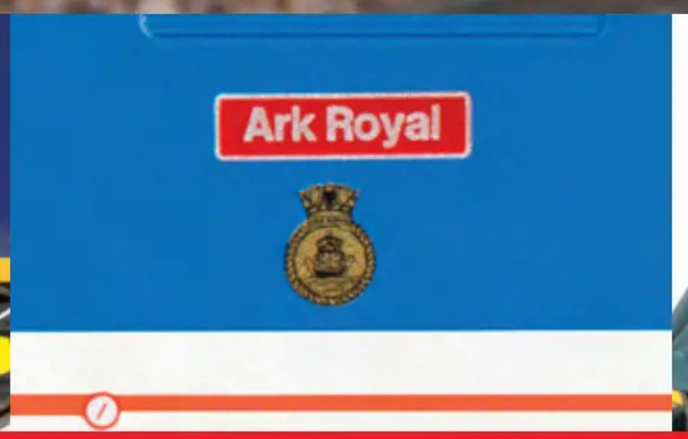



TT3015TXSM	GBRf, Class 50, Co-Co 50049 ‘Defiance’ Digital (Sound Fitted)	HM 7000 TXS TRIPLEX SOUND
TT3015M	GBRf, Class 50, Co-Co, 50049 ‘Defiance’	DCC READY · NEXT18 PIN CONNECTION
TT3041M	BR, Class 50, ‘Barham’ 50016	DCC READY · NEXT18 PIN CONNECTION
TT3042M	Network South East, Class 50, ‘Ark Royal’ 50035	DCC READY · NEXT18 PIN CONNECTION

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HORNBY magazine

April 2026

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ISSUE 226

ISSN 1753-2469

HORNBY magazine

LATEST OFFERS

See pages 34-35 for full details.

GLASGOW QUEEN STREET

P58



WE SHOW YOU HOW!

36 **MAKING A SCENE**
Dan Evason creates a present-day business unit scene - based on his new premises - for his latest diorama.

42 **WORKBENCH**
Tim Shackleton uses tried and tested techniques to transform ready-to-run rolling stock into a fleet of bespoke coaches.

48 **ROLLING STOCK**
Andy Willsher reveals how he created the full Railway 200 *Inspiration* train for 'OO' gauge.

100 **DIGITAL CONTROL**
Mike Wild takes a closer look at Digitrains' new digital steam system.

114 **PROJECT 3417**
Dan Havlik details how he created three superb models of preserved Class 423 4-VEP EMU *Gordon Pettitt*, which were auctioned to raise money for the preserved unit last year.


P36



P42



FIRST REVIEWS



70 Bachmann 'OO' gauge Class 13 shunter
74 Rapido's 'Caledonia' fireless 0-4-0 for 'OO'
82 Graham Farish NER/LNER hoppers in 'N'

PLUS the latest releases from Accurascale, Hornby, Bachmann and more.

KEY STORE FINDER
To find a stockist near you, visit www.keymodelworld.com

What's inside

7 **WELCOME**
Mark Chivers introduces the latest issue.

8 **UPDATE**
The latest model railway news with full details on Bachmann's Spring 2026 British Railway Announcements, including an updated model of the LMS 'Jubilee' 4-6-0 for 'OO', EFE Rail's all-new Class 23 'Baby Deltic' in 'N' gauge and more. Plus, you could be in with a chance to win Hornby's 'OO' gauge VE Day 80th anniversary wartime collection, worth £930 in our exclusive competition.

22 **MODEL RAIL SCOTLAND – PREVIEW**
The largest modelling event in Scotland's calendar is upon us once again, as Mark Chivers offers a sneak peek of what awaits when the doors open on March 27.



26 **GEORGEMAS JUNCTION**
Spike and Lucas Taylor's 'OO' gauge layout models this remote rural station in Scotland which has a surprising variety of trains.

58 **GLASGOW QUEEN STREET**
Glasgow Queen Street is the latest project from Mick Worrall and is set to connect with his Eastfield TMD layout (HM215), as Graham Blount explains.

90 **REALITY CHECK**
Evan Green-Hughes looks at the short-lived Class 74 electro-diesels, the subject of EFE Rail's recent 'OO' gauge model.

106 **MONKCHESTER**
Peter Brown's 50-year-long layout project has evolved into a stunning representation of the North East's railways in 'N' gauge.

120 **SHOW GUIDE**
Hornby Magazine's guide to forthcoming model railway exhibitions and club open days.



Come and see BMRG's MOSTYN 'P4' layout and its SLW Type 2 loco fleet in action at the...

YORK MODEL RAILWAY SHOW

Knavesmire Stand
York Racecourse
April 4th to 6th (Easter Weekend)

10.00–17.00 Sat/Sun, 16.30 Mon

Over 30 layouts including:
***Copenhagen Fields** (MRC),*
***Port de Crozon** (Gordon Gravett),*
***Halifax King Cross** (Steve Hall),*
***Woodhead in N** (Gary Atkinson),*
***York in 2mm FS** (Peter Kirmond)*

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CLASS 25 DIESEL
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Above: Boiler-fitted 'famous five' Class 25/2s in blue and green (25086/ D5234) are still available to order and due for delivery later this summer. Left: See the pre-production Class 25/1 models including 25042 working at the York show this Easter. Come and chat on our stand next to Mostyn.



Illuminated instruments



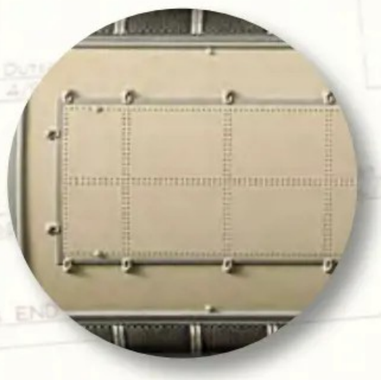
Finescale wheelsets



Incredible bulkhead detail



Fuel tank and sump



Rivetted roof panels



Miniature snowploughs

AVAILABLE READY-TO-RUN WITH 'P4', 'EM' or 'OO' WHEELSETS

BOILER-FITTED CLASS 25/2 STILL AVAILABLE
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NEW 5184 British Rail Blue (Early)



NEW D7595 British Railways Green



NEW D5195 British Rail Blue (Early)



NEW D5231 Green (Yellow ends)



NEW 25042 British Rail Blue



NEW 25043 Green (Yellow ends)

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THE EDITOR'S PAGE

Welcome



HELLO, AND WELCOME to the latest issue of *Hornby Magazine*. As promised last issue, our exclusive Hornby 'OO' gauge Colas Rail HST power cars have arrived, and we are enjoying seeing these striking vehicles operating on your layouts. They really do catch the eye, modelling the pair used on Network Rail test trains around the national network. Please keep the photographs coming in! If you've placed a pre-order and haven't yet received your models, do contact our customer service team who will be happy to check for you. We also still have some remaining stock - see pages 18-19 for more details – be quick though, because once they're gone, they're gone!

Also on the horizon is Model World LIVE on April 25/26 in Hall 9 at the National Exhibition Centre (NEC) in Birmingham. This unmissable modelling event will feature model railways, scale modelling, slot cars, radio control and this year is hosting the RCDrift 2026 championship finals, which we are really looking forward to. Once again, we are delighted to welcome Pete Waterman and the Railnuts back to the NEC with their biggest Making Tracks layout of 2026 – a 136ft long model of Milton Keynes Central and Watford Junction together. This is likely be the last big 100ft+ layout from the team for now. Advance tickets are still available, and we are looking forward to seeing you there.

Elsewhere, it's really noticeable how interest in 'TT:120' is ramping up. Since last issue, we have received lots of new 'TT:120' scale rolling stock from Hornby for review and The Model Centre (TMC) has commissioned a series of exclusive 'TT:120' buildings from Bachmann Scenecraft. TMC is also developing a new ESU E24 to Next18 bridge adaptor suitable for Heljan's forthcoming new 'TT:120' models to work with Hornby's HM7000 decoders. It's great to see this relatively new scale gaining momentum.

So, to this issue, which has a Scottish feel ahead of Model Rail Scotland which takes place at the Scottish Events Campus (SEC) on March 27-29 in Glasgow. The show celebrates its 60th anniversary this year and we are looking forward to attending with the Key Model World Shop and our Natford TMD exhibition layout. Find out more on pages 22-23. Scottish themed layouts in this issue include Spike and Lucas Taylor's 'OO' gauge Georgemas Junction and Mick Worrall and the team's 'O' gauge Glasgow Queen Street.

Elsewhere, Andy Willsher showcases his superb model of the Railway 200 Inspiration train in 'OO' gauge, while Dan Havlik reveals how he converted a Hornby 'OO' gauge Class 423 4-VEP EMU to reflect the Southern Electric Traction Group's preserved 3417 *Gordon Pettitt* – raising funds for the upkeep of the train in the process. Dan Evason recreates a modern business unit in 'OO', Mike Wild takes a closer look at Digitrains' new digital locomotive steam system, and we have the latest reviews and much more.

I hope you enjoy the new issue!



Mark Chivers
Acting Editor

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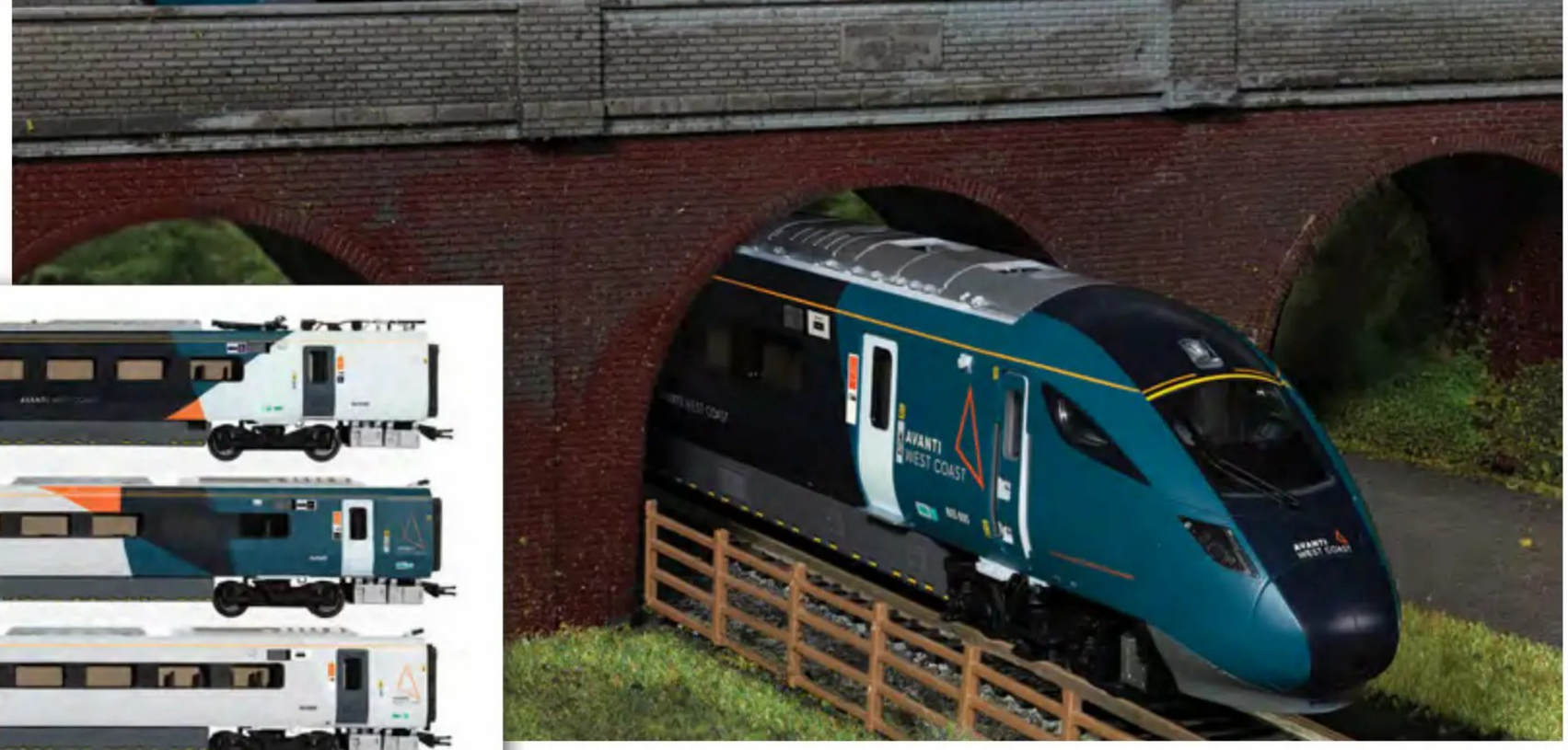
Decorated Avanti CLASS 805 SURFACES

HORNBY IS EVALUATING the latest decorated samples of the new 'OO' gauge Class 805 bi-mode unit in Avanti West Coast livery.

Part of Hitachi Rail's Class 80x fleet, the bi-mode Class 805s have been introduced on the West Coast Main Line, replacing Avanti West Coast's fleet of Class 221 Super Voyagers.

Hornby's all-new model utilises the company's 2022 tooling for the Class 80x, with the models featuring close coupling between each coach, directional lighting, coach interior lighting, a posable pantograph and a 21-pin Digital Command Control (DCC) socket in each driving car.



Decorated samples of Hornby's new 'OO' gauge Class 805 five-car bi-mode unit have arrived for inspection by the development team.



This new release will model Avanti West Coast 805005 and is expected to appear later this spring.

Hornby's new pack models 805005 and is priced at £549.99 DCC Ready and with a spring release planned.

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

WIN! HORNBY WAR

KEY MODEL WORLD is offering readers a chance to win Hornby's 'OO' gauge commemorative VE Day 80th anniversary wartime collection of steam locomotives, worth £930.

The prize consists of Hornby's recent collection of commemorative 80th anniversary VE Day locomotives including LNER 'A1' 4-6-2 103 *Flying Scotsman* in NE black (Cat No. R30454), LNER 'A4' 4-6-2 4466 *Sir Ralph Wedgewood* in NE black (R30452), SR air-smoothed 'Merchant Navy' 4-6-2 21C9 *Shaw Savill* in SR black (R30455) and LMS streamlined 'Coronation' 4-6-2 6247 *City of Liverpool* in LMS black (R30453). They are worth a whopping £930 in total.

To be in with a chance of winning this superb collection of DCC Ready Hornby locomotives, all you have to do is answer the accompanying question by April 25 2026. The first name drawn will win all four locomotives.

Even if you don't win, these stunning Hornby locomotives are available from Hornby stockists and at *www.hornby.com* now. Good luck!

QUESTION

Under the Whyte notation for the classification of steam locomotives, by what name is the 4-6-2 wheel arrangement otherwise known?

A. 'Mikado'
B. 'Pacific'
C. 'Prairie'



‘West Riding Limited’ coaches on the way



Hornby’s new batch of ‘OO’ gauge LNER ‘West Riding Limited’ articulated coaches were due to arrive with retailers as this issue of *Hornby Magazine* closed for press.

HORNBY’S new ‘OO’ gauge London and North Eastern Railway (LNER) articulated ‘West Riding Limited’ coaches were due to arrive shortly after this issue of *Hornby Magazine* closed for press, following receipt of final production samples for assessment.

Inaugurated in 1937 for London King’s Cross to Bradford duties, the ‘West Riding Limited’ used the same design of articulated coaches as the ‘Coronation’ service and was also hauled by LNER streamlined ‘A4’ 4-6-2s.

Hornby’s LNER twin articulated coaches feature interior lighting and are available in four twin coach packs to create a prototypical eight-car train.

Each twin pack is priced at £149.99, with release expected imminently. A full review will appear next month in HM227.

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

‘TT:120’ MHAs gain colour

DECORATED samples of Hornby’s all-new ‘TT:120’ MHA ballast/spoil wagons have arrived for inspection.

Using the same underframe as the HAA hopper wagon, around 1,150 MHA ‘Coalfish’ wagons were outshopped from Doncaster Works in the 1990s. Hornby’s new ‘TT:120’ MHAs will model 11-rib examples and will appear in English, Welsh and Scottish Railway (EWS) maroon.

Four wagons comprise the initial range - a single wagon modelling MHA 396082 and a triple pack featuring MHAs 396059, 396776 and 396999.

Prices are set at £27.99 for single wagons and £80.99 for the triple-wagon packs, with release expected shortly.

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



Four models form the initial batch of ‘TT:120’ MHA releases, including 396082 which is available singly.



Hornby has received decorated samples of its forthcoming new ‘TT:120’ MHA ‘Coalfish’ wagons.

TIME COLLECTION

WORTH £930



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

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

No purchase necessary.

Bachmann reveals Spring

New 'OO' Stanier 'Jubilee' and 'N' Class 23 diesel headline Bachmann's latest releases. **MARK CHIVERS** reveals the full list of new models.



NEW 'OO' GAUGE London Midland & Scottish Railway (LMS) 'Jubilee' 4-6-0s and 'N' gauge Class 23 'Baby Deltic' Bo-Bo diesels lead the charge for Bachmann's latest round of British Railway Announcements, with more than 120 new items added to the Bachmann Branchline, Graham Farish, Scenecraft, EFE Rail and EFE Road ranges.

BACHMANN

The new 'OO' gauge LMS 'Jubilee' will be available in short and long firebox form, the latter examples appearing for the first time to modern standards, and will be offered with single or double chimneys, Fowler and Stanier (riveted or welded) tenders, together with a raft of other detailing differences including LMS or BR smokebox number plates and Automatic Warning System (AWS) equipment. Each model will come pre-fitted with a digital sound speaker as well as firebox illumination, adjustable tender drawbar, electrical pick-ups from the driving and tender wheels and 21-pin Digital Command Control (DCC) decoder socket.

Four models will be available, finished as 5742 *Connaught* in LMS lined crimson lake with double chimney, long firebox and Stanier riveted tender, 45671 *Prince Rupert* in BR lined green with early crests, single chimney, long firebox and Stanier riveted tender, 45704 *Leviathan* in BR lined green with late crests, single chimney, long firebox, Fowler riveted tender and AWS equipment, while 45596 *Bahamas* will appear in its preserved BR lined green colour scheme with late crests, double chimney and short firebox.

New 'OO' gauge models on existing toolings include two new Great Central Railway (GCR) '9J'/ London & North Eastern Railway (LNER) 'J11' 0-6-0s as 295 in GCR lined black and 64305 in BR black with early crests. Both models will be available DCC Ready or DCC sound fitted. Bachmann's Midland Railway '3385'/'4F' 0-6-0 also makes a return as 3850 in LMS black with Midland Railway numerals, 43892 in British Railways black, and 43982 in BR black with late crests and diagonal cream cabside stripe. Each will also be available DCC Ready and DCC sound fitted.

Keeping to the LMS theme, two Stanier 'Patriot' 4-6-0s will appear modelling the previously announced LMS Patriot Project's 5551 *The Unknown Warrior* with Fowler tender in LMS crimson lake and 45524 *Blackpool* in BR lined green with early crests. Bachmann is also reintroducing its popular 'OO' gauge LMS pioneer diesels 10000/01. 10000 is due to appear



Bachmann's 'OO' gauge LMS 'Jubilee' 4-6-0s gain an upgrade this spring with four new models planned incorporating new tooling.

TABLE 1: BACHMANN 'OO' GAUGE MOTIVE POWER SPRING 2026

DESCRIPTION:	CAT NO.	PRICE
LMS 'Patriot' 45524 *Blackpool*, BR lined green with early crests	31-214A	£209.95
LMS 'Patriot' 45524 *Blackpool*, BR lined green with early crests (DCC Sound)	31-214ASF	£319.95
LNER 'J11' 64305, BR black with early crests	31-319A	£169.95
LNER 'J11' 64305, BR black with early crests (DCC Sound)	31-319ASF	£279.95
GCR '9J' 295, GCR lined black	31-322	£179.95
GCR '9J' 295, GCR lined black (DCC Sound)	31-322SF	£289.95
LMS '4F' 43982, BR black with early crests	31-884A	£169.95
LMS '4F' 43982, BR black with early crests (DCC Sound)	31-884ASF	£279.95
LMS '4F' 3850, LMS black	31-885	£169.95
LMS '4F' 3850, LMS black (DCC Sound)	31-885SF	£279.95
LMS '4F' 43892, BR black with BRITISH RAILWAYS lettering	31-886	£169.95
LMS '4F' 43892, BR black with BRITISH RAILWAYS lettering (DCC Sound)	31-886SF	£279.95
LMS 'Jubilee' 5742 *Connaught*, LMS crimson lake	35-975	£214.95
LMS 'Jubilee' 5742 *Connaught*, LMS crimson lake (DCC Sound)	35-975SF	£324.95
LMS 'Jubilee' 45671 *Prince Rupert*, BR green with early crests	35-976	£214.95
LMS 'Jubilee' 45671 *Prince Rupert*, BR green with early crests (DCC Sound)	35-976SF	£324.95
LMS 'Jubilee' 45704 *Leviathan*, BR green with late crests	35-977	£214.95
LMS 'Jubilee' 45704 *Leviathan*, BR green with late crests (DCC Sound)	35-977SF	£324.95
LMS 'Jubilee' 45596 *Bahamas*, BR green with late crests - as preserved	35-977A	£214.95
LMS 'Jubilee' 45596 *Bahamas*, BR green with late crests - as preserved (DCC Sound)	35-977ASF	£324.95
LMS 10001, BR lined green with late crests	31-995A	£209.95
LMS 10001, BR lined green with late crests (DCC Sound)	31-995ASF	£339.95
LMS 10000, BR black with early crests	31-999A	£209.95
LMS 10000, BR black with early crests (DCC Sound)	31-999ASF	£339.95

2026 new release plans



New to Bachmann's EFE Rail 'N' gauge range this spring is an all-new Class 23 'Baby Deltic' Bo-Bo diesel.

TABLE 2: BACHMANN 'OO' GAUGE ROLLING STOCK ANNOUCEMENTS SPRING 2026

DESCRIPTION	CAT NO.	PRICE
SR 12ton ventilated van, SR brown	38-070E	£26.95
SR 12ton ventilated van, BR bauxite	38-071C	£26.95
SR 12ton ventilated van, Express Dairy Company blue	38-072A	£26.95
BR 27ton steel tippler, BR grey SAND	37-275H	£22.95
BR 27ton steel tippler, Lancashire Steel Manufacturing dark grey	37-280A	£22.95
BR 27ton MSO steel tippler, BR yellow and grey 'INGOTMOULD' (weathered)	37-283	£25.95
BR 35ton 'Covhop' covered hopper, BR bauxite	38-500B	£33.95
BR 35ton 'Covhop' covered hopper, BR bauxite	38-500C	£33.95
BR 35ton 'Covhop' covered hopper, BR bauxite 'British Industrial Sand'	38-502A	£33.95
BR 35ton 'Covhop' covered hopper, BR bauxite 'British Industrial Sand'	38-502B	£33.95
BR OCA open wagon, BR Railfreight red	38-056C	£34.95
BR OCA open wagon, EWS maroon with DB Cargo branding (weathered)	38-057A	£36.95
BR OCA open wagon, Loadhaul livery	38-058A	£34.95
POA mineral wagon, Yeoman/Tiger grey	37-551A	£34.95
POA mineral wagon, Yeoman/Tiger grey (weathered)	37-551B	£36.95
POA mineral wagon, ARC/Tiger yellow	37-552D	£34.95
POA mineral wagon, ARC/Tiger yellow (weathered)	37-552E	£36.95
POA scrap wagon, Railfreight blue and yellow	33-436A	£32.95
POA scrap wagon, Railfreight blue and yellow (weathered)	33-436AB	£34.95
SSA scrap wagon, EWS maroon (weathered)	33-438B	£34.95



EFE Rail's recently introduced ex-LBSCR non-corridor coaches will be offered in a selection of fictional colour schemes, including Somerset & Dorset Joint Railway lined Prussian blue.



Bachmann's 'OO' gauge LMS 'Twins' are back this spring, with 10000 in BR black with early crests and 10001 in later BR green.

in BR black with silver bands and early crests, reflecting the period it spent on BR's Southern Region with amendments to the light positions and lamp brackets, while 10001 will be available in later BR lined green with late crests, with its original light positions and lamp brackets reinstated following use on the Southern Region. Each will be offered in DCC Ready and DCC sound fitted forms.

Bachmann is also adding two new train sets to its 'OO' gauge range with the Eastern Express and Suburban Sulzer sets. The Eastern Express will be available DCC Ready (with an analogue controller) or DCC fitted (with the manufacturer's new Kinesis Go and RailController software). Both versions include 'OO' gauge LNER 'V2' 60800 *Green Arrow* in BR lined green with late crests – the digital set example factory-fitted with a DCC decoder – together with a pair of Newton Chambers Car Carriers in BR maroon. The set also includes an oval of track and a year's free membership to the Bachmann Collectors Club. The Sulzer Suburban set will also be available in analogue and digital form, although the latter's Class 25 Bo-Bo diesel (D5225 in BR green with small yellow panels) will be fitted with a ZIMO DCC sound decoder complete with Class 25 sound profile. In similar vein to the Eastern Express set, the DCC Ready pack will contain an analogue controller, while the Digital set will feature the new Kinesis Go system and RailController software, together with an oval of track in each and a year's free membership to the Bachmann Collectors Club.

See Table 1 for more details.

New 'OO' gauge rolling stock includes several new identities on the company's SR 12ton ventilated van in SR brown, Express Dairy



Bachmann's 'OO' gauge Branchline range is bolstered with two new train sets including 'The Eastern Express', comprising LNER 'V2' 60800 *Green Arrow* and two Newton Chambers Car Carriers.

blue and BR bauxite, while the 'OO' gauge 35ton 'CovHop' covered hopper wagons are set to appear in BR bauxite and British Industrial Sand (BIS) bauxite, with two examples of each planned. Meanwhile, the company's 27ton steel tippler tooling gains a new outing with three new wagons appearing in BR grey with sand branding, Lancaster Steel Manufacturing dark grey and BR grey and yellow with INGOTMOULD lettering.

Modellers of the BR Railfreight scene and later will benefit from a selection of new BR OCA wagons in BR Railfreight red, LoadHaul orange and black and DB Cargo maroon (with graffiti style markings), while the BR POA four-wheel open wagons are set to return in Foster Yeoman Grey and ARC mustard yellow. Two versions of each colour scheme will be available on the POAs, one in pristine and the other in weathered condition. Finally, the POA scrap wagon will be available in light blue with SR lettering (two versions) and EWS maroon.

See Table 2 for more information on Bachmann's new 'OO' gauge rolling stock releases.

EFE RAIL

Bachmann's EFE Rail range gains an all-new 'N' gauge diesel locomotive project this spring - a Class 23 'Baby Deltic' Bo-Bo. Introduced in 1959, ten 'Baby Deltics' were built at English Electric's Vulcan Foundry. They gained their distinctive nickname thanks to the smaller Napier Deltic engine fitted compared with the Class 55 'Deltics' and their similar, albeit shorter, appearance.

EFE Rail is producing ten all-new Class 23 'N' gauge models. Each will feature a coreless motor, Next18 DCC decoder interface and directional lighting with switchable tail lights (function-operated on DCC), while two different body styles have been tooled as well – original as-built condition and later centre headcode appearance.

Four models will appear in as-built condition with headcode discs carrying BR green, red buffer beams and off-white solebar stripe finished as D5902, D5906, D5907 and D5909. Later condition models with central headcode blinds will appear as D5900, D5905 and D5901 in BR green with small yellow warning panels and light green solebar stripe, although this latter model will reflect its 1969 condition when part of BR's Railway Technical Centre (RTC) fleet, with data panels to match. Finally, D5903 and D5908 will be available in BR green with full yellow ends, while D5909 will model the sole BR blue example.

For 'OO' gauge modellers, EFE Rail's recently introduced Isle of Wight (ex-LBSCR) non corridor coaches (HM225) are set to appear in several fictional colour schemes with examples planned in London Brighton & South Coast Railway raw umber, Caledonian Railway lined plum and off white, Somerset & Dorset Joint Railway lined Prussian blue and lined teak colour schemes. Vehicles will be available as Brake Thirds, Composites and Thirds.

See Table 4 for more details.



A new 'OO' gauge diesel train set - 'The Sulzer Suburban' – has been added to the range, featuring a Sulzer Type 2 Bo-Bo and two BR Mk 1 57ft suburban coaches. The set will be available in DCC Ready and DCC sound fitted form.

TABLE 3: GRAHAM FARISH 'N' GAUGE MOTIVE POWER AND ROLLING STOCK SPRING 2026

DESCRIPTION	CAT NO.	PRICE
Class 101 DMU, Regional Railways	371-501A	£229.95
Class 101 DMU, Regional Railways (DCC Sound)	371-501ASF	£349.95
Class 101 DMU, BR blue	371-502A	£229.95
Class 101 DMU, BR blue (DCC Sound)	371-502ASF	£349.95
Class 101 DMU, BR green with 'speed whiskers'	371-508A	£229.95
Class 101 DMU, BR green with 'speed whiskers' (DCC Sound)	371-508ASF	£349.95
BR Mk 1 POS Post Office sorting van, Travelling Post Office red	374-900A	£52.95
BR Mk 1 POS Post Office sorting van, Post Office red	374-901C	£52.95
BR Mk 1 POS Post Office sorting van, BR blue and grey	374-902B	£52.95
BR Mk 1 POS Post Office sorting van, Royal Mail Letters red	374-903A	£52.95
Eight-plank open wagon, Modern Transport Liverpool grey (end doors)	377-129	£22.95
Eight-plank open wagon, T & C. Scowcroft & Son Ltd red (end doors)	377-130	£22.95
Eight-plank open wagon, Stewarts & Lloyds Ltd grey (fixed ends)	377-150C	£22.95
Eight-plank open wagon, Gas Company Penistone red (fixed ends)	377-156	£22.95
IIA bogie hopper, GBRf VTG silver	377-575D	£42.95
IIA bogie hopper, GBRf VTG silver	377-575E	£42.95
HYA bogie hopper, GBRf silver	377-577B	£42.95
HYA bogie hopper, GBRf silver	377-577C	£42.95

EFE ROAD

EFE Road's 1:76 scale range of model buses expands this spring with five further Leyland Atlantean 'Sea Dog' open top double deckers. A special twin-bus Devon General pack will appear, containing 932GTA *Earl Howe* and 930GTA *Sir John Hawkins* in Devon General cream with red bands – the former with cream wheels and the latter with revised red wheels, while a separate model of MSJ499 *Admiral Blake* in the same colour scheme, but reflecting its present day preserved appearance, will also be available. A National Bus Company (NBC) era example 928GTA *Sir Humphrey Gilbert* in NBC white and poppy red is also planned, together with NBC East Yorkshire's 932GTA *Belvedere Star* in the company's eye-catching white, blue and black scheme.

See Table 4 for more information.

GRAHAM FARISH

Returning to the Graham Farish range this spring are three new BR Class 101 Diesel Multiple Units (DMUs). These latest additions include a two-car power-twin set in BR green with 'speed whiskers,' two-character B6 headcode blinds and Doncaster/Bradford destination blinds, a two-car BR blue set with blank two-character headcode blinds and Darlington/ Hartlepool destination blinds and a Regional Railways two-car set with Sheffield/Manchester Piccadilly destination blinds and working high -intensity headlights. Each two-car set features directional lighting, 6-pin DCC decoder sockets and options for DCC Ready or DCC sound fitted models.

Following the recent release of the BR Mk 1 Post Office Stowage vans (POT) for 'N' gauge, the complementary BR Mk 1 Travelling Post Office (TPO) sorting vans



Several 'N' gauge BR Class 101 DMUs have been added to the Graham Farish motive power roster including this two-car example in Regional Railways livery.



'OO' gauge BR Mk 1 First Open 3136 *Diana* in West Coast Railways maroon will be available exclusively through the Bachmann Collectors Club.



A special edition of Graham Farish 'N' LNER 'V2' 60800 *Green Arrow* in BR lined green with late crests will be available from the Bachmann Collectors Club.

(POS) will be added to the range this spring, with four models due to be released in original Royal Mail Post Office Red (with sidelights), BR blue and grey with BR1 bogies, Royal Mail Letters red with B4 bogies and Royal Mail TPO red with B4 bogies and scalloped roof ventilators, reflecting the tooling options available on these vehicles.

New 'N' gauge rolling stock releases include four new eight-plank open wagons (two with end doors and two with fixed ends) in colourful private owner schemes, including Modern Transport Liverpool grey, T&C Snowcroft & Son red, Stewarts & Lloyds grey and Gas Company Penistone red. Modern-era modellers will benefit from two new 'N' gauge HYA bogie hopper wagons in GB Railfreight (GBRf) silver with coal branding and two IIA hopper wagons in GBRf silver with VTG branding.

See Table 3 for more information.

SCENECRAFT

Bachmann's Scenecraft range is bolstered with a selection of reintroductions across the 'N' and 'OO' gauge ranges.

Amongst the new 'N' gauge releases are an office block with options for red or blue doors, low-relief terraced house fronts with blue or red doors, a diesel fuelling point and coal staithes, while the 'OO' gauge range is set to see the two-road stone engine shed appear with a red or blue finish, a diesel fuelling point, single road servicing shed (based on that at Peterborough), yard crane, TPO apparatus, loading gauge, rail site/level crossing CCTV posts, fibreboard hut, modern industrial chimney and more.

Several new packs of 4mm scale ('OO') figures have been added to the range this spring, including bus crews and an inspector, post-war schoolboys, 1980s commuters, 1990s/2000s commuters and a set of modern police figures, including one on horseback and another with a handheld speed camera.

See Table 5 for full details.

BACHMANN COLLECTORS CLUB

Finally, the Bachmann Collectors Club range is set to expand with an exclusive limited edition 'N' gauge model of LNER 'V2' 60800 *Green Arrow* in BR lined green with late crests and 34A (King's Cross) Top Shed depot shedcode. Prices are set at £219.95 DCC Ready and £329.95 DCC sound fitted. Club members can purchase the model for £197.95 or £296.95 respectively.

'OO' gauge modellers aren't forgotten as an exclusive BR Mk 1 coach in West Coast Railways livery has been added, modelling First Open 3136 *Diana* in WCRC maroon. This model is priced at £67.95 (non-members) and £60.95 (club members). **HM**

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

TABLE 4: EFE RAIL AND ROAD ANNOUCEMENTS SPRING 2026

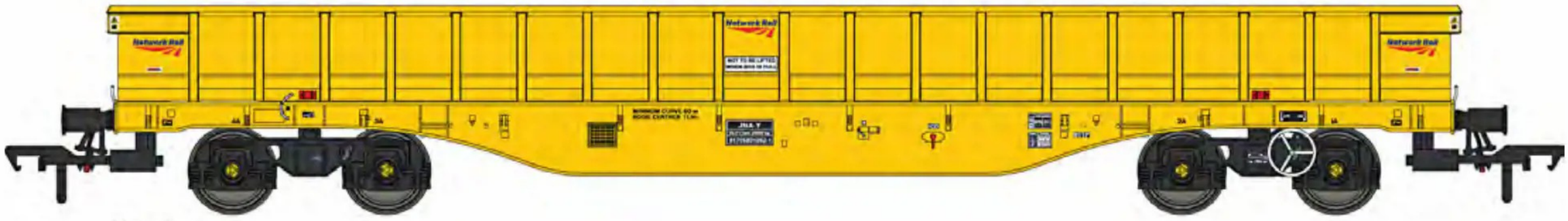
DESCRIPTION	GAUGE	CAT NO.	PRICE:
Class 23 'Baby Deltic' D5902, BR green with late crests	'N'	E84512	£149.95
Class 23 'Baby Deltic' D5906, BR green with late crests	'N'	E84513	£149.95
Class 23 'Baby Deltic' D5907, BR green with late crests	'N'	E84514	£149.95
Class 23 'Baby Deltic' D5909, BR green with late crests	'N'	E84515	£149.95
Class 23 'Baby Deltic' D5900, BR green with small yellow panels	'N'	E84516	£149.95
Class 23 'Baby Deltic' D5905, BR green with small yellow panels	'N'	E84517	£149.95
Class 23 'Baby Deltic' D5901, BR green with small yellow panels	'N'	E84518	£149.95
Class 23 'Baby Deltic' D5903, BR green with full yellow ends	'N'	E84519	£149.95
Class 23 'Baby Deltic' D5908, BR green with full yellow ends	'N'	E84520	£149.95
Class 23 'Baby Deltic' D5909, BR blue	'N'	E84521	£149.95
54ft non-corridor Brake Third, LBSCR raw umber	'OO'	E86025	£58.50
54ft non-corridor Third, LBSCR raw umber	'OO'	E86026	£58.50
54ft non-corridor Composite, LBSCR raw umber	'OO'	E86027	£58.50
54ft non-corridor Brake Third, Caledonian Railway plum and white	'OO'	E86028	£58.50
54ft non-corridor Third, Caledonian Railway plum and white	'OO'	E86029	£58.50
54ft non-corridor Brake Third, Caledonian Railway plum and white	'OO'	E86030	£58.50
54ft non-corridor Brake Third, lined teak	'OO'	E86031	£58.50
54ft non-corridor Third, lined teak	'OO'	E86032	£58.50
54ft non-corridor Composite, lined teak	'OO'	E86033	£58.50
54ft non-corridor Brake Third, SDJR lined blue	'OO'	E86035	£58.50
54ft non-corridor Third, SDJR lined blue	'OO'	E86036	£58.50
54ft non-corridor Composite, SDJR lined blue	'OO'	E86037	£58.50
Leyland Atlantean open top, Devon General NBC 928	'OO'	E40503	£46.95
Leyland Atlantean open top, East Yorkshire NBC 903	'OO'	E40701	£46.95
Leyland Atlantean open top, Devon General 925	'OO'	E40702	£46.95
Leyland Atlantean open top, 'Sea Dog' gift set	'OO'	E99945	£94.95

TABLE 5: BACHMANN SCENECRAFT SPRING 2026 ANNOUNCEMENTS

DESCRIPTION	GAUGE	CAT NO.	PRICE
Office block, blue	'N'	42-039B	£29.95
Office block, red	'N'	42-039R	£29.95
Diesel fueling point	'N'	42-040	£29.95
Coal staithes	'N'	42-111	£9.95
Low-relief terraced houses, blue	'N'	42-202B	£24.95
Low-relief terraced houses, red	'N'	42-202R	£24.95
Bus crew and inspector figures	'OO'	36-423	£13.95
1980s commuter figures	'OO'	36-433	£13.95
Post-war schoolboy figures	'OO'	36-435	£13.95
Modern police figures	'OO'	36-440	£13.95
1990s/2000s commuter figures	'OO'	36-444	£13.95
Wooden lamp hut	'OO'	44-0031	£14.95
Yard crane and loading gauge	'OO'	44-0036	£49.95
Parachute water tower	'OO'	44-0064	£49.95
Corrugated goods shed, brown	'OO'	44-006B	£64.95
Corrugated goods shed, grey and blue	'OO'	44-006G	£64.95
Two-road stone engine shed, blue	'OO'	44-0157B	£99.95
Two-road stone engine shed, grey	'OO'	44-0157R	£99.95
Narrow platform ramps	'OO'	44-0162	£14.95
Low-relief station newsagent	'OO'	44-0224	£34.95
Low-relief rental store	'OO'	44-0225	£34.95
Low-relief music store	'OO'	44-0226	£34.95
Low-relief master butchers	'OO'	44-0227	£34.95
Low-relief electrical store	'OO'	44-0228	£34.95
Sectional lineside hut	'OO'	44-036	£14.95
Diesel fuelling point	'OO'	44-040	£34.95
TPO apparatus	'OO'	44-045	£44.95
Brick coal bunker	'OO'	44-512	£8.95
Rail site and crossing CCTV	'OO'	44-0546	£17.95
Six-foot inset walls and pillars	'OO'	44-0547	£14.95
Modern industrial chimney	'OO'	44-078	£34.95
Single road servicing shed	'OO'	44-126	£94.95
Milk churns	'OO'	44-521	£9.95
Domestic wheelie bins	'OO'	44-525	£12.95
Propane cylinders	'OO'	44-527	£9.95
Taupaulin covered wagon loads	'OO'	44-545	£19.95
Corner pavements and drop kerbs	'OO'	44-564	£10.95
Fibreboard hut	'OO'	44-587	£9.95
Sleeper built fencing	'OO'	44-595	£12.95

Dapol launches

JNA-Y BOGIE BALLAST WAGON



Dapol is producing a series of all-new 'OO' gauge JNA-Y 'Hawk' bogie ballast wagons, converted from former MRA side-tipping vehicles.

DAPOL IS LAUNCHING a new range of JNA-Y bogie ballast wagons for 'OO' gauge, with the project already at an advanced stage of development.

JNA-Ys – also known as 'Hawks' - are used by Network Rail on engineering duties across the network. They were extensively rebuilt from MRA side tipping wagons in 2023 and are hauled by a wide range of traction including Classes 37, 60, 66 and 69.

First Engineering Prototype (EP) samples are being evaluated by Dapol's development team and cover wagons converted from middle and end MRAs, with subtle differences between the two types replicated.

Each will feature new bodywork, a die-cast chassis, kinematic NEM coupling pockets and turned metal wheels. Dapol has used the previously produced MRA wagons as the basis for these new vehicles which will feature enhanced bogie, chassis and buffer beam detail. The manufacturer plans to refine the profile of the buffer heads and remove any unnecessary holes in the sides of the chassis before production begins.

Six wagons are planned, with four inner and two outer wagons set to appear, all in Network Rail yellow.

Available individually, they are priced at £44.95 each and are due for delivery in the third quarter of 2026.

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



Engineering Prototype samples of the new 'OO' JNA-Y wagons have arrived for inspection by the company's development team.

31160 *Phoenix* heads third batch of Accurascale 31s.

RAILFREIGHT Distribution's 31160 *Phoenix* in its unique triple grey guise is the first model announced for Accurascale's third batch of Class 31s for 'OO' gauge.

Following significant fire damage, 31160 was extensively rebuilt at Tinsley depot and unveiled in 1989 in the colour scheme. It featured oversized TOPS numbers, black window surrounds, non-standard body colour separation, red buffer beams and eventually the unofficial name *Phoenix* accompanied by a unique phoenix decal.

Accurascale's model of 31160 will bear the hallmarks of previous releases including a 21-pin Digital Command Control (DCC) socket, rotating roof fan, factory-fitted stay alive and cube speaker, plus an Accurathrash bass speaker on sound-fitted models. Each will also feature a die-cast chassis, five-pole motor, twin flywheels, and all-wheel drive and pick-up.



Accurascale has revealed the first of its next batch of 'OO' gauge Class 31 A1A-A1A diesels with 31160 *Phoenix* in Railfreight Distribution colours as an Accurascale Exclusive.

As an Accurascale Exclusive, the model will only be available to purchase directly from Accurascale and will include a certificate and special packaging.

Models are priced at £184.95 DCC Ready and £284.95 DCC sound-fitted and are expected to arrive in the first quarter of 2027.

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

Exclusive Revolution Trains Class 175 for KMRC

KERNOW MODEL RAIL Centre's (KMRC) next exclusive commission is the Revolution Trains Class 175 DMU in 'OO' gauge wearing unbranded Transport for Wales livery (TfW).

The trains were built from the late 1990s for First North Western at Alstom's Washwood Heath factory in Birmingham and later passed to Arriva Trains Wales and then Transport for Wales Rail (TfW). In 2023, TfW Rail withdrew the Class 175s to be replaced by CAF Class 197 DMUs, with all out of service by the end of that year. Great Western Railway (GWR) opted to lease Class 175s to allow the withdrawal of the 'Castle' Class 43 High Speed Train sets in 2025 with the first revenue earning duties of the reallocated fleet starting that year. The trains retain their TfW livery with branding removed.

The models will share the same specification as Revolution Trains' main range of Class 175s, featuring directional lighting, saloon illumination and door lock lighting, plus a low-profile drive unit, kinematic close coupling between coaches and a single 21-pin Digital Command Control (DCC) decoder socket.



Kernow Model Rail Centre has commissioned an exclusive all-new 'OO' gauge Class 175 two-car DMU from Revolution Trains in unbranded Transport for Wales Rail livery. On February 6 2026, two-car Class 175 175009 calls at Redruth with the 1.40pm Plymouth to Penzance. Chris Trerise.

KMRC's exclusive commission models two-car Class 175 175009 and will be available in DCC Ready and DCC sound-fitted forms.

Models are priced at £279.95 DCC Ready and £374.96 DCC sound-fitted, with delivery expected in the second half of 2026.

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

Rapido plans a trio of Great Central wagons



Rapido Trains UK is developing an all-new collection of 'OO' gauge Great Central Railway wagons.



RAPIDO TRAINS UK is developing a new range of 'OO' gauge Great Central Railway wagons, covering the Diagram 9A/9B six-plank open wagon, 6C three-plank open wagon and 17B covered van.

The three types of wagons were built in the 1910s and used across the GCR's network. Some worked on the Cheshire Lines Committee (CLC) network, gaining CLC branding in the process. Later, the wagons were split between the London and North Eastern and London Midland & Scottish railways, with some lasting into BR service.

All wagons will have turned metal wheels in split spoke or disc styles, NEM coupling pockets and brass bearings.

Detail differences are catered for, with covered vans featuring two styles of axle boxes and two styles of doors. Six-plank open wagons have three styles of axle boxes and independent four-shoe brakes. Three-plank open wagons will have two styles of axle box and GCR lifting link brakes.

14 Diagram 17B covered vans are planned, appearing in GCR, LNER, CLC, LMS and BR grey. These will be joined by ten diagram 9A/9B six-plank open wagons, appearing in GCR, War Department (WD), LNER and BR grey. Finally, 12 Diagram 6C three-plank open wagons are planned, appearing in GCR, CLC, LNER (pre and post 1936), LMS grey and LMS bauxite.

Three- and six-plank open wagons are priced at £32.95 each, with covered vans priced at £34.95 each. A release date has yet to be confirmed.

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



‘Genesis’ coaches return

ACCURASCALE IS launching a new range of ‘Genesis’ coaches for ‘OO’ gauge, which uses upgraded former Hattons Originals tooling and will now form part of Accurascale’s exclusive range.

The ‘Genesis’ coaches are a series of generic pre-Grouping four- and six-wheel vehicles designed to be produced in a wide range of liveries and incorporating typical pre-Grouping coach features. They were initially developed and produced by Hattons, with the tooling passing to Accurascale following the closure of the business in early 2024.

Accurascale has refined and upgraded the tooling, with the new coaches featuring improved parts fitment, removal of blemishes from the manufacturing process, replacement of some select parts and interior lighting as standard on all coaches. Interior lights can be activated by a magnetic ‘wand’ and all coaches will include a stay alive capacitor to prevent light flicker.

A new body style has also been developed for the six-wheel Full Brake coach, which features new centrally mounted duckets. Accurascale plans to develop the range with new body styles, roof types, door styles and new 28ft and 32ft underframes. Specific coaches inspired by select prototypes are also being considered.

Four-wheel coaches will appear in Great Eastern Railway and Metropolitan Railway liveries while their six-wheel equivalents are in Cambrian Railways, London and North Eastern Railway and London Midland & Scottish Railway finishes.

The coaches will be available exclusively from Accurascale’s website and are expected to be released towards the end of 2026. They will be available in twin-coach packs, priced at £79.98 per pack.

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



Above: **Accurascale has relaunched the ‘Genesis’ range of ‘OO’ gauge coaches previously produced by Hattons.**

Left: **The new collection of ‘Genesis’ coaches will feature refined and upgraded tooling, offering new body styles, roof types and underframes.**

Maritime 66s in ‘N’ for TMC and Rainbow Railways

A SELECTION of seven Class 66s in ‘N’ gauge by Revolution Trains modelling DB Cargo UK’s seven Maritime blue locomotives is now exclusively available from The Model Centre and Rainbow Railways.

Seven of DB Cargo UK’s Class 66 locomotives are painted in Maritime Transport’s bright blue livery, with the first two, 66005 *Maritime Intermodal One* and 66047 *Maritime Intermodal Two*, named on March 29 2019. The distinctive locomotives run across the UK.

TMC’s and Rainbow Railways’ exclusive models cover the entire DB Cargo Maritime fleet, covering 66005/047/051/090/142/148/162 all named *Maritime Intermodal One*, Two, and so on to Seven.

All models will feature a die-cast chassis, photo-etched grilles, etched nameplates, working headlights, NEM kinematic close coupling sockets, removable body section, Next28 (ESU E24) Digital Command Control socket, factory-fitted speaker and a full suite of controllable lighting functions.

Models are available now from TMC and Rainbow Railways priced from £169.95.

● **Visit *www.themodelcentre.com* and *www.rainbowrailways.co.uk* for more information.**



Revolution Trains is producing a series of ‘N’ gauge DB Cargo Class 66 diesels in the striking Maritime blue livery for TMC and Rainbow Railways.

Exclusive Scenecraft 'TT:120' buildings for TMC

A NEW RANGE OF Bachmann Scenecraft 'TT:120' buildings is in development, exclusively for The Model Centre (TMC) with release expected later this year.

TMC's exclusive range of buildings for 'TT:120' consists of 12 low-relief pre-painted cast resin structures. On offer are a butcher's, greengrocer's, café, garage, pub, bank, pharmacy, sweet shop, hotel, book shop and two styles of terraced houses.

Prices start at £22.99, with all models due in stock with TMC during Autumn 2026.

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

TABLE 1 – NEW BACHMANN SCENECRAFT/TMC 'TT:120' BUILDINGS

CAT NO:	DESCRIPTION	PRICE:
43-0121	Low-relief Lucston Book Shop	£22.99
43-0122	Low-relief Lucston Pullman Hotel	£29.99
43-0123	Low-relief Lucston Terrace	£22.99
43-0124	Low-relief Lucston Sweet Shop	£22.99
43-0139	Low-relief Bank	£29.99
43-0140	Low-relief Pharmacy	£25.99
43-0141	Low-relief Terrace - Brick	£22.99
43-206	Low-relief Pub	£36.99
43-209	Low-relief Butcher	£26.99
43-224	Low-relief Town Garage	£32.99
43-230	Low-relief Corner Cafe	£29.99
43-253	Low-relief Greengrocers	£29.99



A new collection of exclusive low-relief 'TT:120' scale buildings is in development by Bachmann Scenecraft for TMC.

Decorated Sonic 'A5s' debut

THE first decorated samples of Sonic Models' new 'N' gauge London and North Eastern Railway (LNER) 'A5' 4-6-2Ts are being evaluated.

34 'A5s' were built by the Great Central Railway (GCR) from 1911 for passenger trains from London Marylebone, with a further ten constructed by the LNER. Withdrawals began in the 1960s, with the last leaving service in 1960. None were preserved.

Sonic Models has identified some areas for improvement on the painted samples, with revisions to be made to the lining on the GCR liveried model and an improved BR late crest. Other refinements will also be made to the general fit and finish of parts.



Decorated samples of Sonic Models' new 'N' gauge Great Central Railway 'A5' 4-6-2Ts have arrived for scrutiny by the development team.

Each will feature a six-pin Digital Command Control (DCC) decoder socket, firebox flicker and several detail variations. All models will be exclusively available from Rails of Sheffield.

Eight versions are planned - 373 in GCR lined green (Cat No: S2104-01), 5167 in LNER GCR green (S2104-03), 5045 in LNER lined green (S2104-02) and 5024 in LNER lined black (S2104-04). British Railways era models are in lined black - 69804 (S2104-05) and 69827 (S2104-07) with early crests and 69820 (S2104-06) and 69814 (S2104-08) with late crests.

The new 'N' gauge Sonic Models GCR 'A5' 4-6-2Ts are due for delivery in the second quarter of 2026, priced at £139.95 DCC Ready.

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

TMC launches E24 to Next18 DCC adaptor

THE MODEL CENTRE (TMC) is developing a new Digital Command Control (DCC) E24 to Next18 interface adaptor.

The bridge adaptor is intended for 'TT:120' models, although any E24 fitted model with sufficient space will be compatible. The adaptor will allow a HM7000 Next18 DCC decoder – or any Next18 decoder - to be fitted to Heljan's new powered models for 'TT:120'. These new models use E24 decoder interfaces, which are not currently catered for in Hornby's range of HM7000 Bluetooth and DCC decoders.



A new E24 to Next18 Digital Command Control decoder interface adaptor is currently in development, exclusive to The Model Centre (TMC).

The bridge adaptor consists of a male E24 DCC decoder plug, a female Next18 socket and a ribbon cable between them, allowing flexibility in where the decoder is placed inside a model.

The new TMC adaptor can be pre-ordered now and is priced at £15.95 each or £45.57 for a triple pack.

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

EXCLUSIVE

Colas Rail HST limited edition IN STOCK NOW

THE LATEST Key Publishing limited edition to arrive is the Hornby model of Class 43 HST power cars 43277 *Safety Task Force* and 43257 in Colas Rail livery.

The two power cars operate across the national network on Network Rail test trains and are the only two Colas Rail Class 43s to carry its orange, black and yellow colour scheme. 43277 was repainted in 2023 and 43257 was repainted the following year with the two exhibiting detail differences in their paint schemes which are catered for in these exclusive limited edition models.

Limited stocks of the DCC Ready and DCC sound fitted versions are available - the latter equipped with a pair of Hornby Triplex Sound Bluetooth decoders. Specification highlights include a five-pole motor and twin flywheels in 43277 together with twin speakers, independently powered roof fans and directional lighting in both power cars.

Externally, the models feature the correct appearance for the two Class 43s, which are equipped with MTU engines.

Remaining stock is on sale now. The full price for the two options is £394.99 DCC Ready and £449.99 DCC sound fitted. Availability is limited to 400 units total, each supplied with a limited edition certificate.



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



New half-width modular platform kits in stock now

A NEW COLLECTION of half-width PJM Models OO gauge laser-cut platform kits is now available exclusively through Key Model World.

The new kits use the same styles as the double sided designs already in the range and are perfect to fit in narrower spaces or at the rear of a layout.

The half-width kits cater for 45mm wide straight platforms which are 17mm tall to be positioned on cork next to 'OO' gauge tracks. The straight sections are in 450mm lengths (with a choice of single and triple packs) while there are also separate packs of ramps to the same width.

Each pack includes gauges to set the position of the platforms against the track with the straight kits to suit 'OO' gauge track.

The kits are laser-cut with a choice of two designs available in the first releases - block edging or brick edging to fit below the platform surface. A small amount of filler is required to finish the surface once built for a smooth finish.



To complete the kit, you will need a cutting mat, craft knife, sanding board, superglue, filler and paints.

The new range encompasses single and triple packs of 450mm long, 45mm wide platform sections as well as twin packs of ramps measuring 139mm x 45mm with a choice of block and brick edging. Prices start from £5.99 per pack.

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

Exclusive Accurascale Class 37 due in April

KEY PUBLISHING'S exclusive Accurascale Class 37/7 for 'OO' gauge is now expected to arrive in April this year following an update from the manufacturer on its third batch of Class 37 models.

Accurascale had aimed for completion of the models before the Chinese New Year, but it says: "We want these to be right and of the best quality rather than rushed and not to the standards we demand. We would rather the factory takes its time and the added care that goes with it."

37702 is currently sold out on pre-order with Key Publishing, but once pre-orders have been fulfilled, any remaining stock will be offered for sale through Key Model World.

Follow our social channels and sign up to our newsletters to keep up to date with the latest news.



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

First portal gantries join PJM Models catenary range

THE THIRD catenary gantry kit has joined the PJM Models collection of laser-cut kits modelling West Coast Main Line portal structures for double track main lines.

This new kit is offered as a triple pack to go alongside the previously released cantilever gantry kits for ground and platform mounting.

The new portal gantry is typical of structures seen on the WCML and features all laser-cut components for the gantry together with a jig to guide modellers in building registration arms using the supplied brass rod, section and 3D printed insulator pots.

Full instructions are included in the kit, which requires a craft knife, cutting mat, tweezers, soldering iron, superglue, solder and paint to complete it.

The structures measure 120mm between the supports with total width of 136mm and total height 108mm. Further gantry widths will be added to the range during 2026 to expand this exclusive collection of PJM Models catenary products. All are designed for use with Peco's overhead contact wires.

The new triple pack (Cat No. PJM302) is priced at £31.99 and is in stock now on the Key Model World Shop.



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

UPDATE

Pete Waterman's biggest Making Tracks layout of 2026 heads for Model World LIVE

Model World LIVE on April 25/26 2026 at the NEC in Birmingham will play host to Pete Waterman's biggest Making Tracks layout of 2026 when the 136ft long model of Milton Keynes and Watford Junction goes on display for the weekend event.

MODEL WORLD LIVE on April 25/26 2026 at the NEC in Birmingham will play host to Pete Waterman's biggest Making Tracks layout of 2026 when the 136ft long model of Milton Keynes and Watford Junction goes on display for the weekend event - and it will be the last big layout over 100ft long from the team for the foreseeable future.

The 'OO' gauge Making Tracks layouts recreate sections of the West Coast Main Line (WCML) – Britain's busiest mixed-use railway - which links London and Scotland via Watford, Milton Keynes, Rugby, Birmingham, Manchester, Liverpool, Preston and Carlisle.

The Making Tracks layouts started in 2021 when the first layout went to Chester Cathedral and since then new scenes have been built each year. The group's biggest achievement was an official Guinness World Record at Model World LIVE in 2024 for the world's largest portable model railway.

At Model World LIVE 2026 Pete Waterman and the Railnuts group will be joining together two major stations on the WCML in 'OO' gauge. The award winning Milton Keynes and Watford Junction are usually operated as separate scenes, but will be brought together as one with Tring Cutting in between to complete the scene.

Pete Waterman said: "This will be our biggest layout in 2026 and with our commitment to build future projects, there are no plans for any other big layouts like this at the moment – it really will be unique. It's also the only chance to see



The magic of Milton Keynes Central in 'OO' gauge is the mix of fast passenger and long freights on the Fast and Slow lines. Mike Wild.



Millfield Yard is an 'N' gauge terminus set in South London in the 1990s which offers a broad range of liveries. Pauline McKenna.



Rossiter Rise models suburban North London in the 1960s with a combination of main line and London Transport operations side by side in a compact urban scene. Trevor Jones.



Tulloch Bridge will be making its final exhibition appearance at Model World LIVE showcasing Scottish operations in the early privatisation era. Jonathan Newton.

MODEL WORLD LIVE 2026 IS SPONSORED BY

When:	April 25/26 2026
Where:	Hall 9, NEC, Birmingham B40 1NT
Times:	Saturday April 25 10am-5pm, Sunday April 26 10am-4pm. Advance ticket holders enter from 9.30am each day
Website:	*www.keymodelworld.com/modelworldlive*
Contact:	01780 480404
Tickets:	Adult advance £20, child advance £10 (Saturday only), adult subscriber £18, VIP £60, Weekend ticket £40. Adult on the day £25, child on the day £12 (Saturday only). Up to two children admitted FREE with each paying adult on Sunday only.

Watford Junction this year and the last chance to see Milton Keynes in 2026 as we move onto the next projects."

Model World LIVE Exhibition Manager Mike Wild said: "The Making Tracks layouts are hugely inspirational and showcase modelling beyond the railway. The high-rise flats, car parks and mirror finished buildings are just as exciting as seeing the scale length trains running along the railway – and at 136ft long it will be a fantastic spectacle."

Joining Pete Waterman's layout will be a stellar cast of top quality hand-picked model railways from across the country, up to 50 scale modelling displays, three huge radio control arenas plus a collection of interactive stands and a full-size Chieftain main battle tank and Foden 6x6 Wrecker as the centrepieces.

The latest model railways to join the show line up include Martin Stewart's Tulloch Bridge in 'OO' gauge (HM205), Rossiter Rise by Terry Tew in 'OO' gauge (HM171), James and Nick Wright's Pettleworth Downs in 'N' gauge (HM218), Pauline McKenna's Millfield Yard in 'N' gauge, Fitzwilliam Basin in 'O9' gauge by Andrew Booth and Michal Miklasz's Polish outline 'HO' scale modular layout Tamzynowo Wlk. The full list announced so far is available on the Model World LIVE website with more being added on a weekly basis.

Discount advance tickets are available now offering a reduced entry price over on-the-day prices as well as early entry to the show from 9.30am each day. There are also Weekend and VIP ticket options available in advance too. On Sunday April 26 2026 children under 16 will be admitted FREE – maximum of two children per paying adult.

● **Visit *www.keymodelworld.com/modelworldlive* for full event details.**





Pete Waterman and the Railnuts will be joining together Milton Keynes and Watford Junction in 'OO' gauge to create the group's biggest layout of the year at Model World LIVE on April 25/26 2026. Mike Wild.

UPDATE

MODEL RAIL SCOTLAND

2026 PREVIEW

Scotland's premier model railway exhibition celebrates its 60th anniversary this year. **MARK CHIVERS** looks at some of the highlights planned for this year's show in late March.

Pete Waterman and the Railnuts will be attending Model Rail Scotland for the first time with Making Tracks 3, modelling the West Coast Main Line through Milton Keynes Central station in 'OO'. Mike Wild.

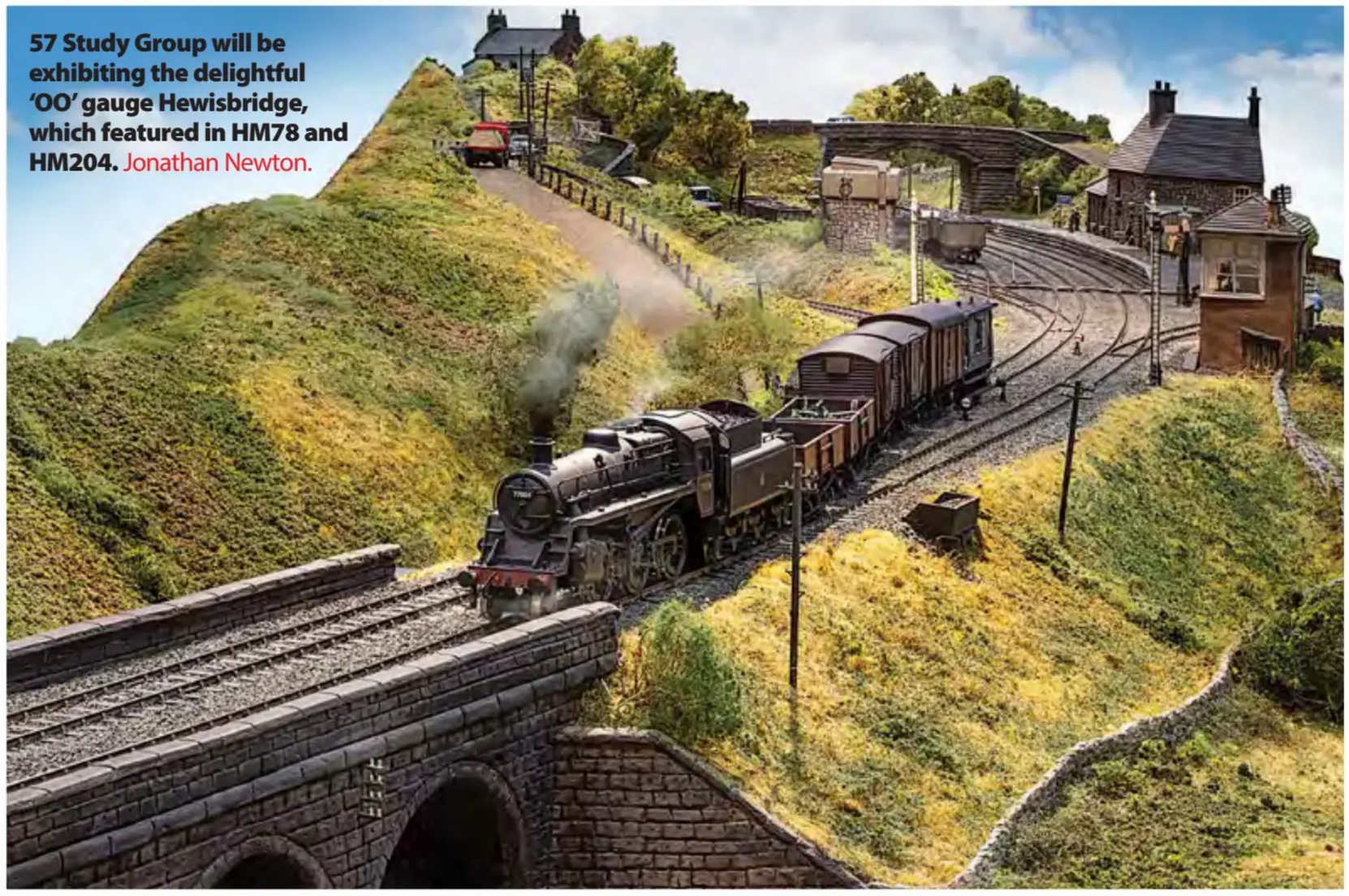
A MONTH later than usual, Model Rail Scotland returns to the Scottish Event Campus in Glasgow on March 27-29 2026, celebrating its 60th anniversary.

Organised by the Association of Model Railway Societies in Scotland (AMRSS), this annual highlight in the model railway calendar is set to feature more than 50 layouts and an impressive selection of traders, manufacturers, societies, displays and demonstrations.

Amongst this year's layout line-up is Pete Waterman and the Railnuts' 'OO' gauge Making Tracks layout, making its first trip north of the border. For its Glasgow debut, the team is bringing Making Tracks 3 (HM192) to the SEC, modelling Milton Keynes Central on the West Coast Main Line.

As you might expect, there will be plenty of Scottish outline layouts on display too, including several which have appeared in *Hornby Magazine*, including Scottish Region Study Group's 'OO' Alloa (HM60), Scottish Diesel and Electric Group's 'OO' gauge Hazelbank (HM75), 57 Study Group's 'OO' Hewisbridge





57 Study Group will be exhibiting the delightful 'OO' gauge Hewisbridge, which featured in HM78 and HM204. Jonathan Newton.

(HM78/204) and Ray Nolton's 'OO' gauge United Mills (HM221). Further Scottish interest layouts include East Neuk Model Railway Club's 'N' gauge Law Junction, Allan Mitchell's 'OO' gauge Moor of Rannoch, Dave Tailby's 'EM' gauge West Lothian Steel and the pioneering 'OO/OO9' Dundreich, which models the last remaining section of the Craig and Mertonford Light Railway built by the late P.D. Hancock and now under the custodianship of Edinburgh and Lothians Miniature Railway Club. For something a little different – and continuing the Scottish theme – Lego UK Railway will be bringing its East Coast Main Line inspired layout which includes a model of the Forth Bridge.

Layouts representing other parts of the country – and the world – will also be in attendance, including Steve Farmer's 'O' gauge Knype Bridge, Robin Gay's 'O-16.5' Wantage Tramway, Martin Olley's 3mm scale Uppingham, John Spence's 'N' gauge Eyemouth, Tim Couling's 'OO9' Clyre Valley Railway, David and Susan George's 'HO' scale Auswiss and many more.

Hornby Magazine's 'OO' gauge Natford TMD will also be at the show this year, together with the Key Model World Shop sporting special offers on magazine subscriptions, books and a selection of our exclusive limited-edition models and PJM laser-cut kits. A hands-on experience operating some of our sound-fitted exclusive models on Natford TMD during the weekend is available.

A comprehensive line-up of trade support is promised, including Cheltenham Model Centre, CM3 Models, DE Videos/DC Kits/ Legomanbiffo Sound, DCC Train Automation, Digitrains, Douglas Blades, Durham Trains of Stanley, Ellis Clark Trains, Footplate Models, Going Loco and H&A Models. Also attending are Harburn Hobbies, JS Models, KMS Railtech, Kraft Lighting, Langley Models, Northumbrian Painting Services, Pennine Models, Plus Daughters, Primo Models, Rail Stuff, Rainbow Railways, Shedring Hobbies, The Wagon Yard, Trainsporters, TTC Diecast, West Hill Wagon Works and many more. Manufacturer support includes Accurascale, Bachmann Collectors Club, Cavalex Models, ESU UK, Heljan/Kato Europe, Hornby Hobbies, Oxford Diecast, Peco, Rapido Trains UK and Revolution Trains.

A supporting cast of societies, groups, demonstrations and displays complete the roster.

Tickets are priced at £18 for adults, £5 for children and £40 for a family (2+2), with doors opening each day at 10.30am. Advance ticket holders can gain entry to the show 30 minutes earlier each day at 10am. Once again, a free bus link will be operating between the venue and Glasgow's Central and Queen Street stations.

- **Visit *www.modelrail-scotland.co.uk* for more information.**

THE DETAILS

Event:	Model Rail Scotland 2026
When:	March 27-29 2026
Where:	Hall 3, Scottish Event Campus (SEC), Exhibition Way, Glasgow G3 8YW
Times:	Fri 10.30am-6pm, Sat 10.30am-6pm, Sun 10.30am-5pm
Prices:	Adults £18, children £5, family (2+2) £40
Features:	50+ layouts, trade support, societies, demonstrations, displays, refreshments, parking, disabled access and free vintage bus link between venue and Glasgow Central/ Queen Street railway stations.

MODEL RAIL SCOTLAND AT 60

- Model Rail, as it was initially known, emerged in the mid-1960s when model railway clubs in and around Glasgow organised a joint exhibition.
- Originally hosted at the McLellan Galleries in Sauchiehall Street, Glasgow, such was the popularity of the exhibition that a one-way system had to be introduced, along with entry restrictions. A more unified approach led to the creation of the Association of Model Railway Societies in Scotland or AMRSS Ltd as it is now known.
- In the 1980s it moved to the Anderson Centre. A less than ideal venue, the Scottish Exhibition and Conference Centre was being built, and the event moved there.
- In 1997, the show gained its current name (and uniquely enjoyed an item of main line rolling stock – ScotRail Class 320 EMU 320306 - named after it), and the exhibition has gone from strength to strength ever since.

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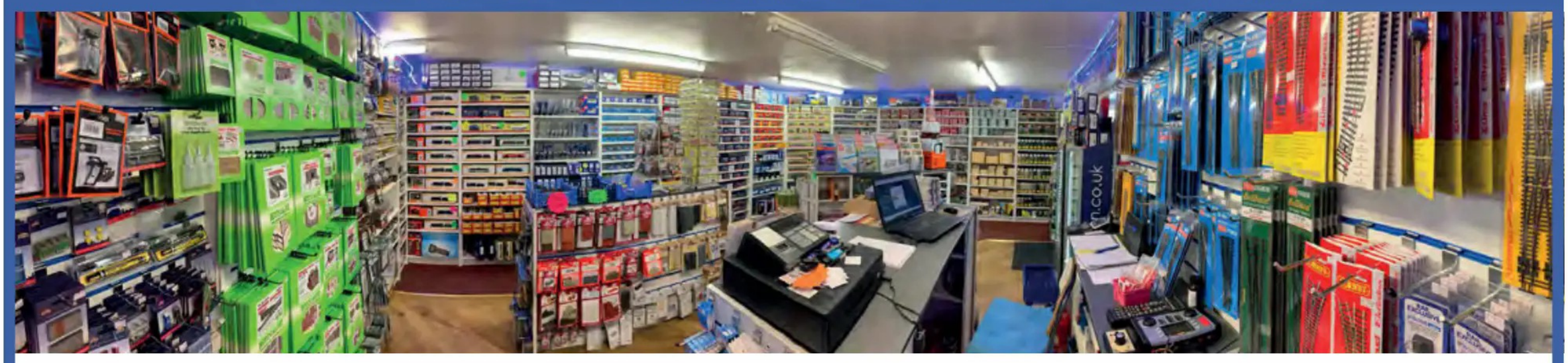

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GEORGEMAS JUNCTION

Why would you choose to model a prototype location where there are virtually no trains, minimal infrastructure in the middle of nowhere and 450 miles away from home? **SPIKE TAYLOR** reveals all.

PHOTOGRAPHY, JONATHAN NEWTON

1 Direct Rail Services' Class 37/6 37606 rolls into the sidings at Georgemas Junction with a set of autoballaster hopper wagons.

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm:1ft	15ft x 3ft	SCOTTISH	2011	DCC, LENZ

ONE of the most appealing things about this remote and quiet location is that even though trains really are infrequent with just a handful of passenger services and little freight, the trains which do run are often unusual and some have become rather famous.

The thing about modelling a prototype location is that you're trying to recreate a moment in time, and operationally that can be challenging so we all like to apply a degree of flexibility to give us as many options as possible when it comes to running trains. When you don't have so many to choose from in the first place, this can be difficult.

With only one real big change to the look of the real location that came in 2012, we wanted to make sure Georgemas Junction was going to provide enough entertainment and interest over the duration of an exhibition weekend and have enough stock options to keep operators happy.

The layout is set in late spring or early summer 2011. Winter in the Highlands has been mild and spring unseasonably dry and local farmer Jimmy McKenzie and his son Robbie have taken the opportunity for the first grass cutting of the year and are getting the bales in before the rapidly approaching storm clouds break. The nuclear facility at Dounreay on the northern coast is about to start decommissioning and as such Georgemas will soon look very different.

Survey teams and engineers from both Network Rail and British Nuclear Fuels Limited have been frequenting the site for months and they're now only a matter of weeks away from ripping out the passenger footbridge and converting Platform 1 and the loading platform to accommodate a massive overhead gantry crane which will be used to load contaminated materials from the site. Waste and hazardous items will be transported by road to Georgemas then switched to rail before continuing to the BNFL facilities at Drigg and Sellafield in Cumbria. This means Direct Rail Services – the trains' operator - is running test and route learning trains and also assessing the viability of the route, for other revenue opportunities such as supermarkets. »



2 Left: **Ensuring that every stretch of the railway network is checked, Network Rail test train 960001 enters Georgemas Junction station from the Thurso branch before heading onward to Wick.**

3 Right: **Having received permission to proceed via the Radio Electronic Token Block (RETB) signalling, 66099 proceeds towards Inverness with an empty timber train.**

4 Below: **EWS Class 66 66099 slows on approach to the station with an empty rake of OTA timber wagons in tow.**

The normal infrequent passenger service between Inverness, Thurso and Wick continues to run and Georgemas's most notable freight traffic continues to deliver the massive pipes used in the North Sea gas and oil fields. Network Rail is investing a lot of money into the line, given the increase in nuclear traffic, and there is an increase in engineering and survey trains up and down the Far North Line.

THE ORIGINAL LAYOUT

The layout was the original creation of the late George Woodcock, first seen in February 2011 at Model Rail Scotland. As a visitor to that very show, it instantly grabbed my attention, and along with many other people it became one of my favourites to see on the exhibition circuit. It was 26ft long and 18in wide formed of five baseboards of varying lengths with storage yards at both ends. One end of the layout represented the line in the direction of Inverness and the branch to Thurso and, at the opposite end, the route to Wick.

George called me in October 2019 asking if we wanted to purchase the layout and we jumped at the chance!

We quickly realised that we wanted to update the layout to a period that was more in line with our interests and also upgrade it operationally. Having been on the exhibition circuit for many years, the layout was showing signs of heavy wear and tear and the one thing that was always a massive compromise to George was the original configuration of the baseboards. As built, the Inverness route and Thurso branch shared the same baseboard, whereas in reality they are a long way apart.

A check of the prototype track plan made it clear that if we didn't want to compromise on the layout and give the best representation of the prototype we could, we would need to radically change the configuration of the baseboards and rebuild a sizable chunk of the layout. The actual track diagram is simple, with the Far North Line running west to east at this point with the Thurso branch running due north, creating an upside-down T shape. Three new baseboards were built,

the first two accommodating the Thurso branch and the other spliced into existing boards to give a slight scenic extension and increase the length of the Inverness storage yard.

With the onslaught of the Covid pandemic in early 2020, work on the baseboards ground to a halt for about six months. While woodwork was paused, attention turned to what operational upgrades were going to be made and at this point we realised this project was going to require a lot more work than first anticipated if we wanted to upgrade and reconfigure the layout.

All the dummy Radio Electronic Token Block (RETB) Stop boards and point set indicators were removed first and then any scenic items that could be easily damaged. Existing track was then removed from all the storage yards and scenic boards, being »





5 Left: **West Coast Railways Class 47 47760 rumbles through the station with an enthusiasts' railtour bound for Thurso.**

6 Below: **Not normally associated with the route, Class 50 50031 *Hood* - complete with Highland Rail stag branding - waits for clearance to enter the next section of line on its return journey to Inverness with a charter train. A ballast train is stabled in the platform loop awaiting replenishment.**

as careful as possible, whilst trying to damage the ballasting as little as possible. With all point motors and wiring removed, we had almost arrived back at a blank canvas.

As pandemic restrictions eased, we called upon the help of Mick Bryan who has built many layouts over the years for the exhibition circuit and is very much an expert in all matters Digital Command Control. A plan of what we wanted to do operationally with the rolling stock and the type of trains we wanted to replicate for the chosen time period was quickly drawn up, and a rough shopping list of what was required. Now the rebuild really could get under way.

SETTING UP

As with a lot of exhibition layouts, we don't have the space to put up the full layout all at the same time, but with a few clear dry days, the critical boards we needed were erected in the garden and the new baseboards which had been constructed from 9mm plywood into a 4ft x 18in box arrangement were joined to the original boards using a combination of bolts, tee nuts and packing case clips, as well as dowels from DCC Concepts.

The other boards also received a makeover by wrapping the original lightweight batten and board frames with a 9mm plywood box to give a deeper base which would accommodate the new point motors and leg pockets and higher backscene frame, all strengthened with a batten rim around the edge of the plywood.

New hardware was installed and simple transit frames created for each baseboard using plywood ends and 2in x 1in batten along the length of the baseboards.

We decided early in the project to have working signals and points indicators for more realistic running and spoke with Network Rail about how the railway operates in the area. The signal boards and indicators were promptly sent to our good friend Jack Taylor who has done some fantastic work on upgrading locomotive lights over the years and is an expert at installing LED lights into very tight spaces.

His solution was a new standalone control panel with a printed board containing the track diagram and pre-drilled holes for all the switches. Bus wires are installed on the baseboards using two sets of twin wires with tag strip connections every 12-14 inches down the board. We run two DCC systems in parallel, hence the two sets of wires. The first is a Lenz system (with LH-101 handsets) for driving the trains and track power, while the second is a NCE PowerCab for running all the point motors and signals. After the components arrived, the 'power cab' and its electronics were installed in the panel.

New Peco code 75 track was laid over the whole layout, with the storage yards quickly and easily laid using track pins and the scenic sections carefully glued back into the ballast. This worked remarkably well and saved a massive amount of time.

Ten-wire jumper cables were assembled for the electrical connections across the baseboards with socket terminals mounted on the underside of the boards connected to the bus systems, then the dropper cables were installed and soldered to the relevant tag strips under the boards. Power was tested to check all isolated fishplates were installed correctly.



7 Pipes for the North Sea oil and gas industry are amongst the occasional freight trains to visit Georgemas Junction. 66101 arrives with a trainload of pipes for offloading.

Attention then switched to the operational system. We installed Cobalt IP digital motors on all the turnouts and connected them to the 'power cab' system. The signals were attached to Lenz locomotive decoders. This means that each signal now has its own address, and as the signals are not the traditional red/green configuration but a blue light which is either constantly on or flashing, this is a simple way to achieve this. Point Set indicators are a simple on/off switch on the control panel, apart from the theatre indicator on the platform. This has two settings and only comes on when the points are set and trains are signalled leaving the station (only from Platform 2). The letters M or B for 'Main' or 'Branch' are then displayed. It was built using fibre optics laid out in the outline of the letters and illuminated under the baseboard and switched from the point motor as per intended route.

SCENIC CHANGES

With the additional space of the new baseboards now available to create more depth to the landscape - particularly around the junction area - we wanted to create something which would give the impression of moorland. We printed out a moody sky in 4ft sections on self-adhesive matt vinyl for the backscene: the area around Georgemas is relatively flat and a big sky would be sufficient.

Using insulation board off-cuts, the small cuttings were created on the Inverness »



and Thurso branches and glued in place with PVA. I covered the track with masking tape to protect it and the foam shapes were covered with a thin layer of bonding coat plaster to give me a base to build on. It was lightly sanded to remove lumps and ridges and a Noch grass mat cut into small pieces applied to represent undergrowth. Woodland Scenics Coarse Turf of different colours was pressed onto it and, after everything was dry, some dark purple powder paint sprinkled on the scene to represent heather. Trees were placed according to their location on aerial images.

In terms of structures, The platform shelter was created by 3D printing in typical modern bus shelter style. The distinctive 'snow blowers' which prevent snow accumulating in cuttings were created using old code 75 rail and coffee stirrers to represent the planks. They were then weathered with MIG pigments.

THE TRAINS

Motive power and rolling stock is indicative of the time period modelled, with Bachmann 'OO' Class 158 two-car Diesel Multiple Units dominating the passenger services, carrying First ScotRail colours. These are supplemented with several typical locomotive classes synonymous with the line through the years on freight including Class 37 and Class 66 diesels in various colour schemes, such as Direct Rail Services blue and EWS maroon and gold, plus the occasional interloper on railtours. Among the additional fleet are Class 47s and a Class 50, while a Network Rail Class 950 (950001) two-car DMU in the striking all-over yellow colour scheme is a particular favourite, converted from a Bachmann Class 150.

Given the popularity of the line amongst enthusiasts, there are several rakes of carriages in the rolling stock roster including a set of BR Mk 1s in West Coast Railways maroon and air-conditioned Mk 2s in debranded Virgin Trains colours.

Freight vehicles include a raft of options from the likes of Accurascale, Bachmann, Hornby and Flangeway, such as OTA timber wagons, BDA bogie bolster wagons (loaded with pipes for the North Sea rigs), JJA bogie autoballaster hopper wagons, MFA ballast wagons, FNA nuclear flask wagons, TTA tanks, ZZA snowploughs and more.

Road vehicles also feature in modern-era colour schemes, including a Network Rail flatbed van, Scania trucks, JCB and New Holland excavators (road and rail-mounted), a large extending road crane, a Royal Mail van and several Land Rovers – all typical of vehicles you might see at this isolated location.

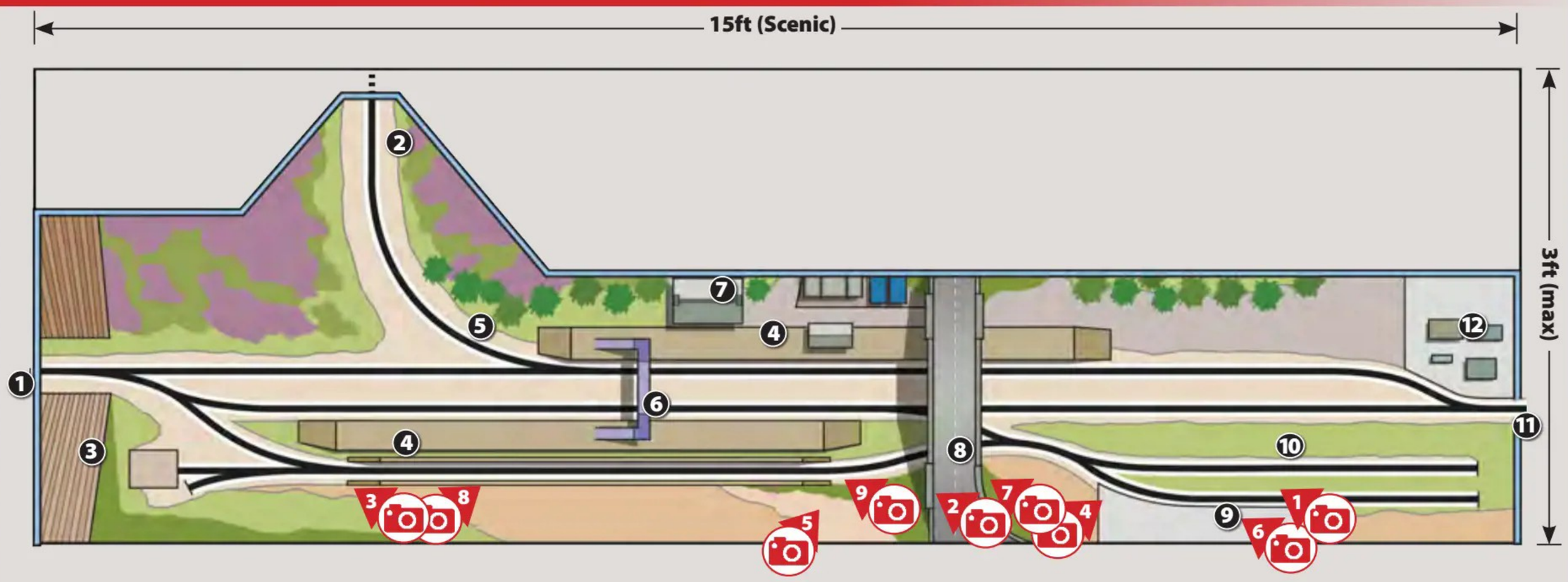
It has been an absolute pleasure reworking this classic layout and getting it back onto the exhibition scene. Judging by the faces of visitors at some of the shows, we have achieved what we set out to do and we look forward to welcoming you to the layout at a show near you soon. **HM**

8 Above: **Following a return trip from Wick to Thurso, a ScotRail Class 158 departs Georgemas Junction with a train for Inverness.**

9 Below: **Typical rolling stock for the line, 158741 pulls into Georgemas Junction station with an Inverness to Wick/Thurso train. It will shortly return from Wick and take the branch line to Thurso.**



GEORGEMAS JUNCTION TRACK DIAGRAM (NOT TO SCALE)



KEY			
1 To/from storage yard (Inverness)	4 Platform	7 Station building/shelter	10 Sidings
2 To/from storage yard (Thurso)	5 Thurso branch junction	8 Road bridge	11 To/from storage yard (Wick)
3 Hardstanding	6 Footbridge	9 Loading/offloading area	12 Farmer's field/hay bales



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CLOSING DATE: 9th April, 2026.

Creating a modern INDUSTRIAL UNIT

These simple structures can be seen everywhere. Having completed a recent move, **DAN EVASON** replicates his own unit in 4mm:1ft scale.

Following a recent business move, Dan Evason has recreated his new industrial unit in 4mm scale - including a 3D-printed model of himself!

YOU don't have to travel far to see industrial buildings – you'll find them in towns, cities and throughout the countryside - and they cater for every sort of business you can imagine. They're cheap to build and are generally constructed of a metal frame built on concrete foundations with cladding as the exterior.

The insides, meanwhile, are a blank canvas for everything from manufacturing to catering, storage, retail - and even me - as I've moved my own business to one of these, often anonymous, structures.

So, armed with a selection of Wills plastic sheeting I set about recreating my own industrial unit in miniature. It's easier than you might think, as the step-by-step guide shows. **HM**

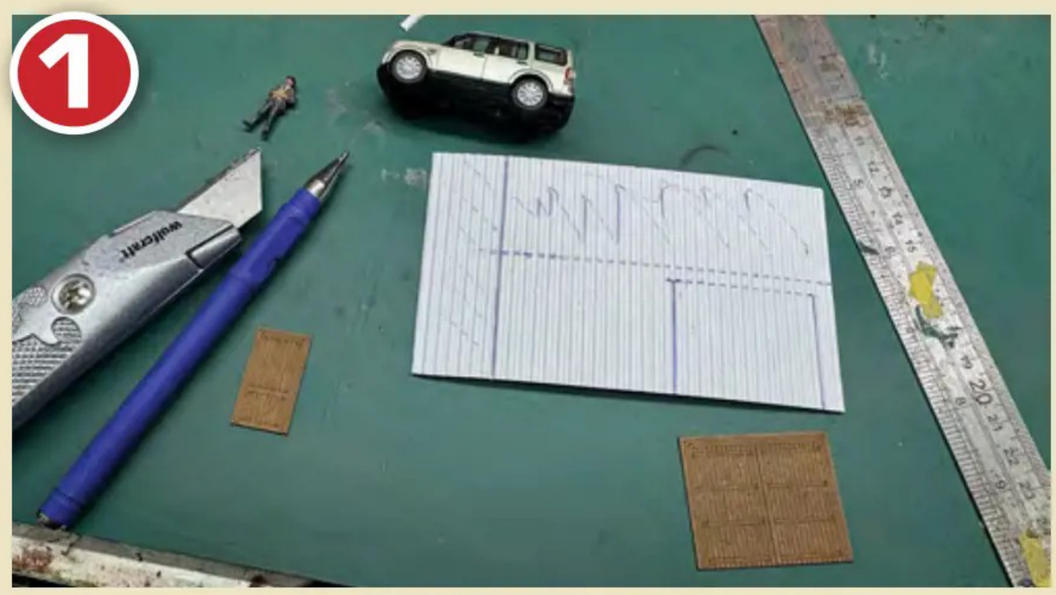
Discover more inspirational step-by-step modelling guides at *www.keymodelworld.com/step-by-step*.

WHAT WE USED

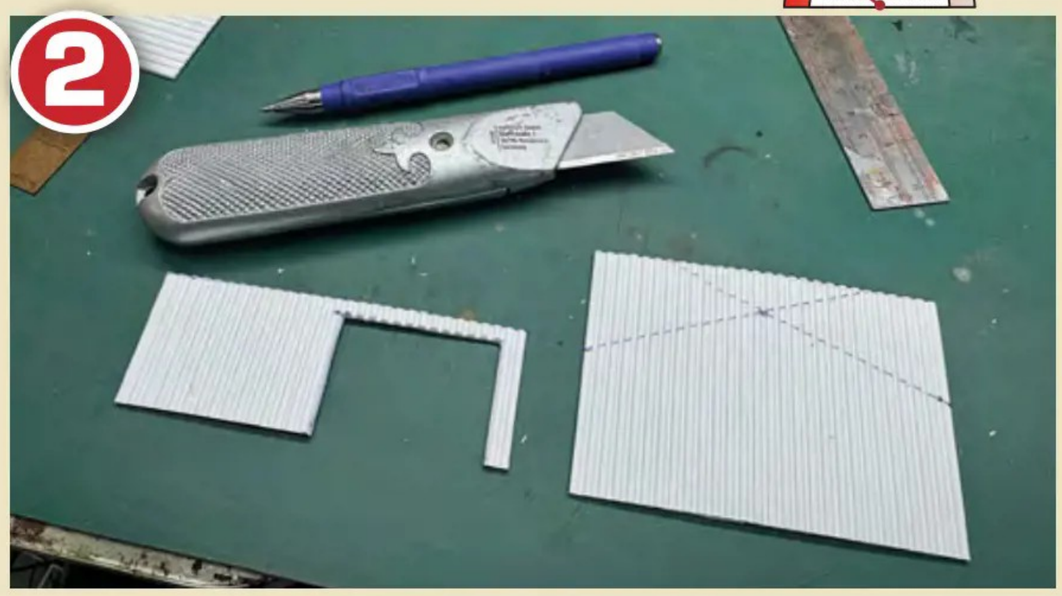
DESCRIPTION	MANUFACTURER	CAT NO.
Camouflage brown spray paint	*www.halfords.com*	259131
Craft foam	*www.hobbycraft.co.uk*	N/A
Flory Light weathering wash	*www.florymodels.org*	FMW003
Iron fencing	*www.wwscenics.co.uk*	11-1119-WWS002
Light grey ballast	*www.truetoscale.co.uk*	5655
AK Interactive Real Colours marker pens	*www.ak-interactive.com*	RC150
Tunnel Lane Model Railways figure pack	*www.modelu3d.co.uk*	0271-076
Wills batten roofing	*www.peco-uk.com*	SSMP229
Wills box profile corrugated steel cladding	*www.peco-uk.com*	SSMP225

STEP BY STEP **CREATING A 4MM SCALE MODERN INDUSTRIAL UNIT**

Beginner – Intermediate – Advanced SKILL LEVEL



At the time of making this, I did not have access to the building I was going to move into, so I had to estimate the dimensions. Using a 1:76 scale Oxford Diecast vehicle and a 4mm scale ModelU figure, I worked out the size of the doors and the height of the structure. Using a ruler, I marked the measurements on the Wills corrugated box sheeting material.



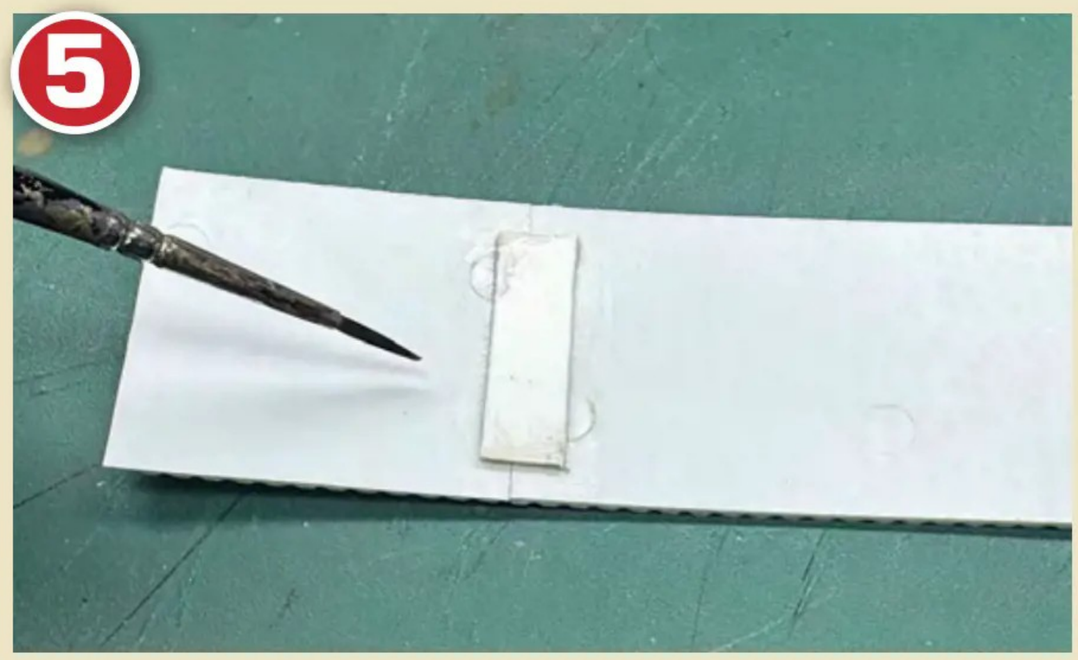
I find this material is quite thick, so it takes a little care to cut. I use a sharp Stanley knife blade with which I score the plastic, using the steel ruler as a guide. Keep scoring until you break through rather than attempting to cut it in one go, which risks damaging and distorting the material. This opening will create the large roller door in the building.



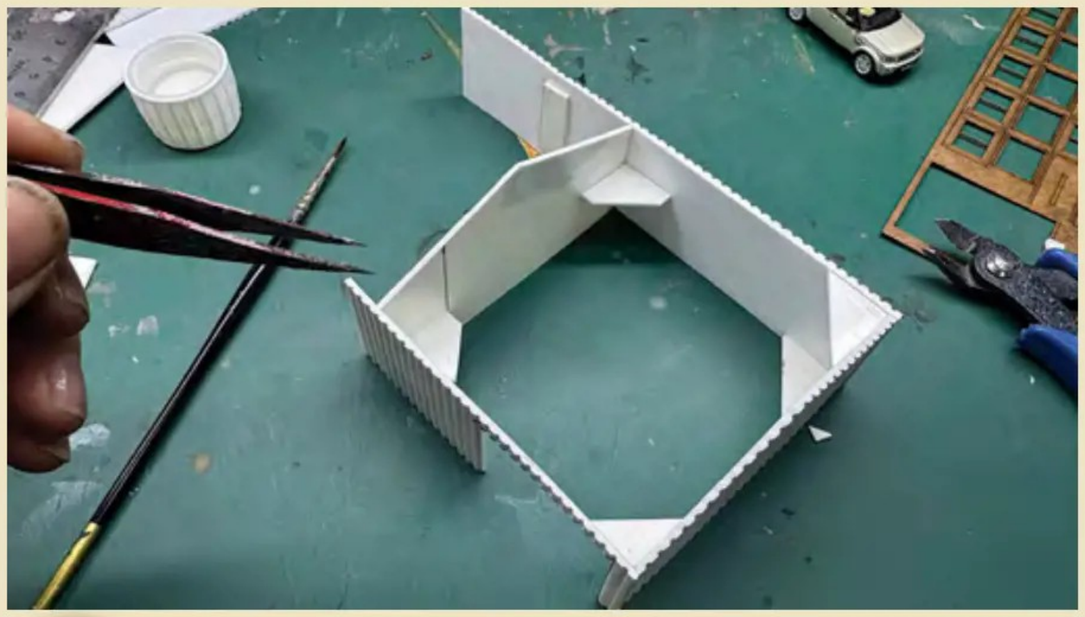
3 Having cut the main door, I turned my attention to the sides of the building using the same sheeting material. I carefully worked out, measured and created two gable ends. At this point I also made a centre support piece using plain plastic card. This helps keep the box structure rigid and supports the roof.



4 With the front right-hand section now made, construction began using MEK liquid polystyrene cement. I cut and added corner tabs to ensure everything was square.



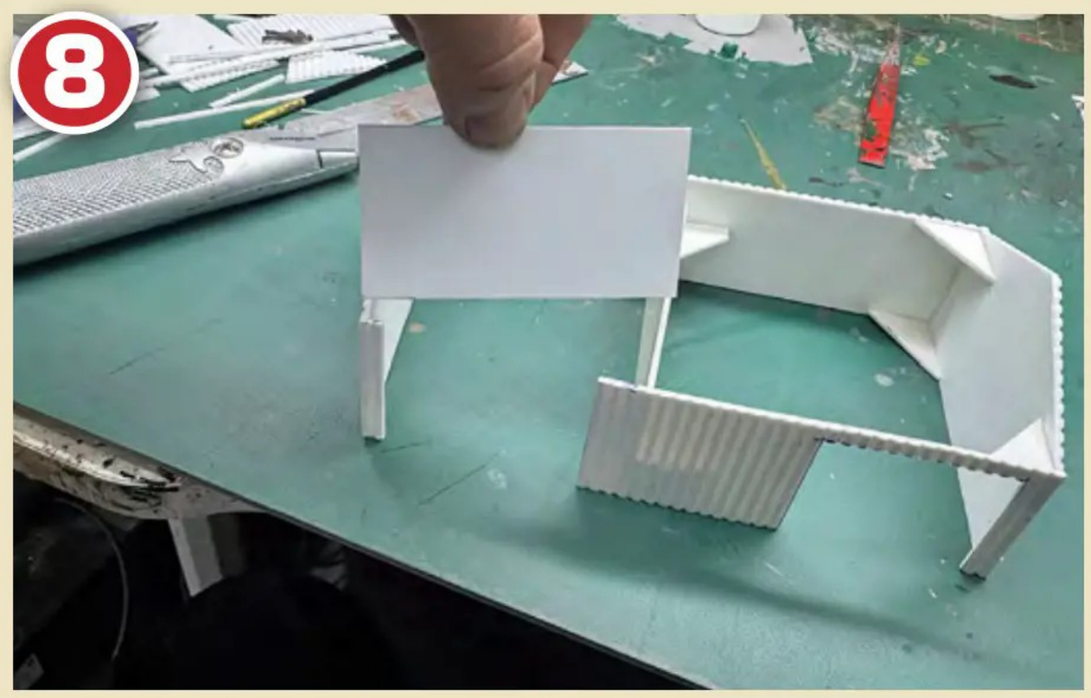
5 As the building is longer than a standard Wills panel, an extra length was cut and added, glued to a tab on the inside of the first part.



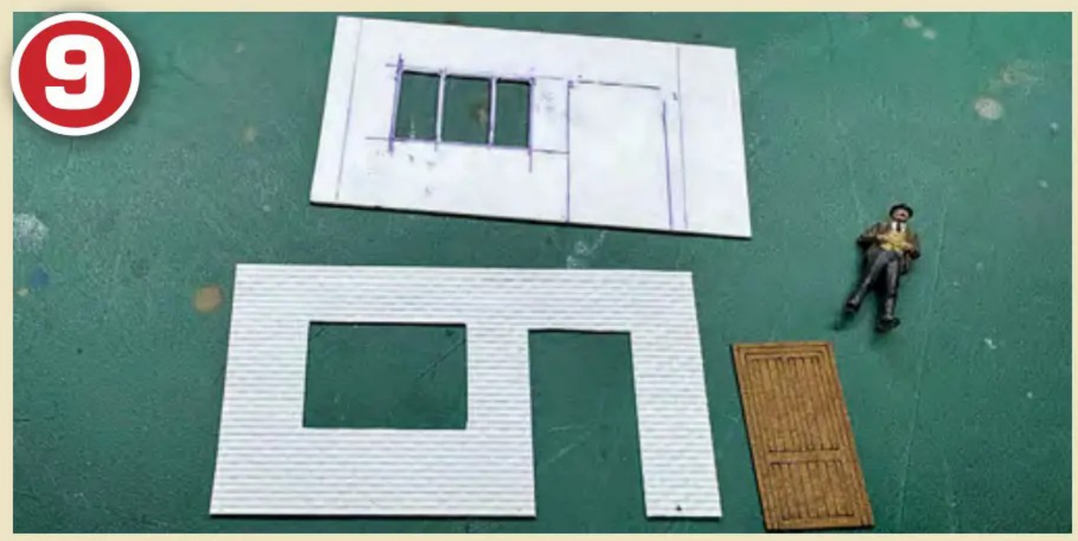
6 With the rear panel added, the centre support was fixed in place, corner tabs ensuring alignment. It is worth double-checking the corners are square as you go.



7 The final gable end wall was attached, using corner tabs. Again, Mek Pak was applied using a brush along the joins.



8 For the brick office section, plain plasticard was cut and trimmed to size.



9 Two sheets were required, with a South Eastern Finecast brick sheet used as the outer layer. A laser-cut door was used as a template for the office door which I marked out and cut, along with the window aperture. The window frame was cut from smooth plastic sheet. Take your time and use a sharp blade for this.



10 Wills batten was used for the roof, and after cutting it to size and sanding it, then glued into place.

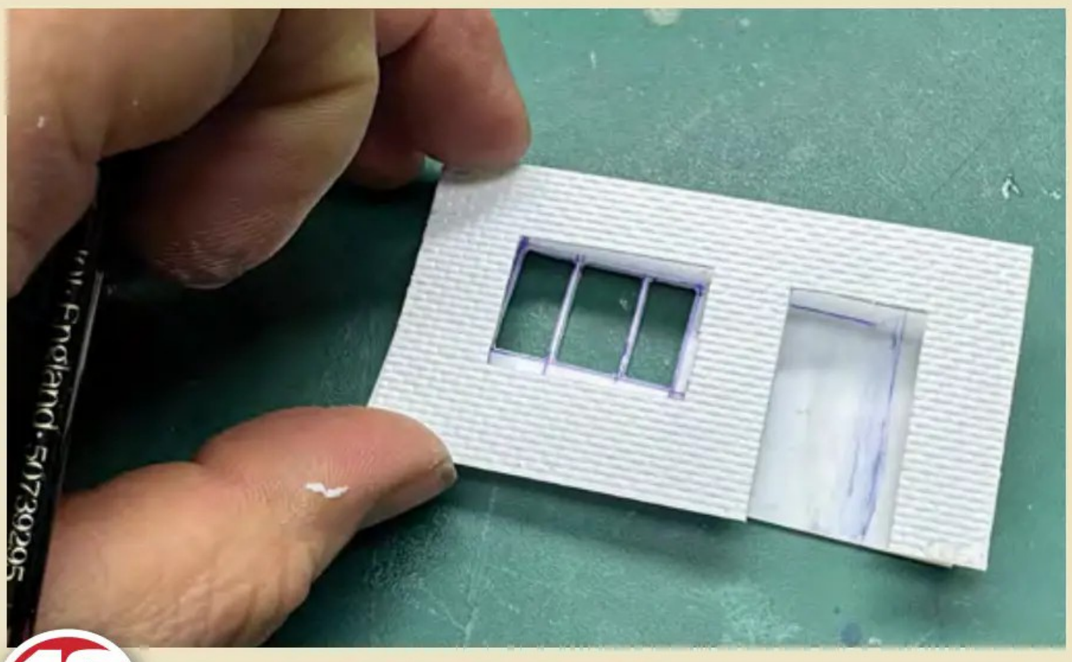
Intermediate
Beginner SKILL LEVEL Advanced



11 The unit I'm moving into has quite a distinctive fascia, so I added this using the edging strips supplied with the corrugated box plastic sheet.



12 For the capping, a strip of thin card was cut to shape, folded along the centre and glued in place.



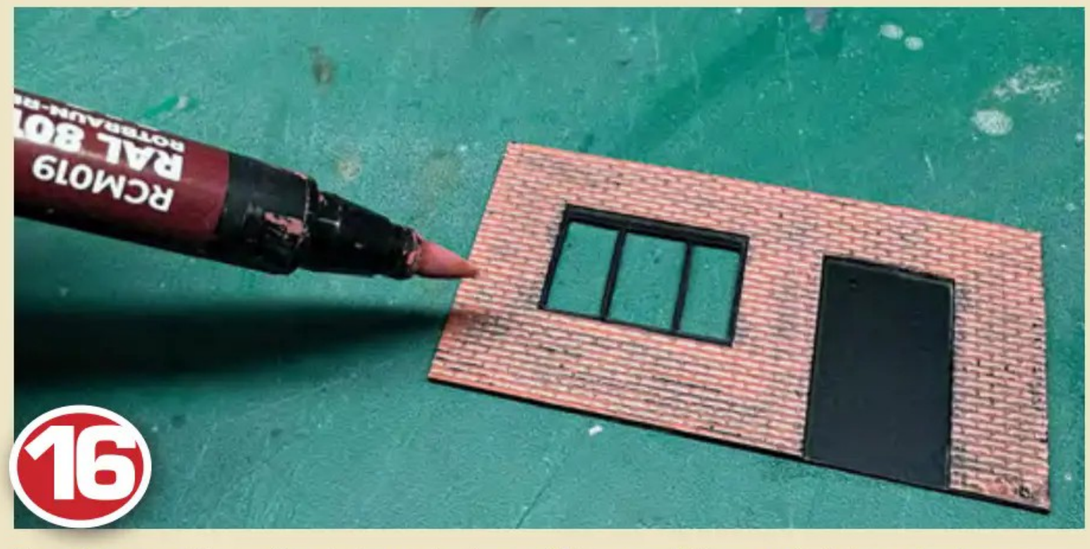
13 The front and rear of the office wall were glued together before painting started.



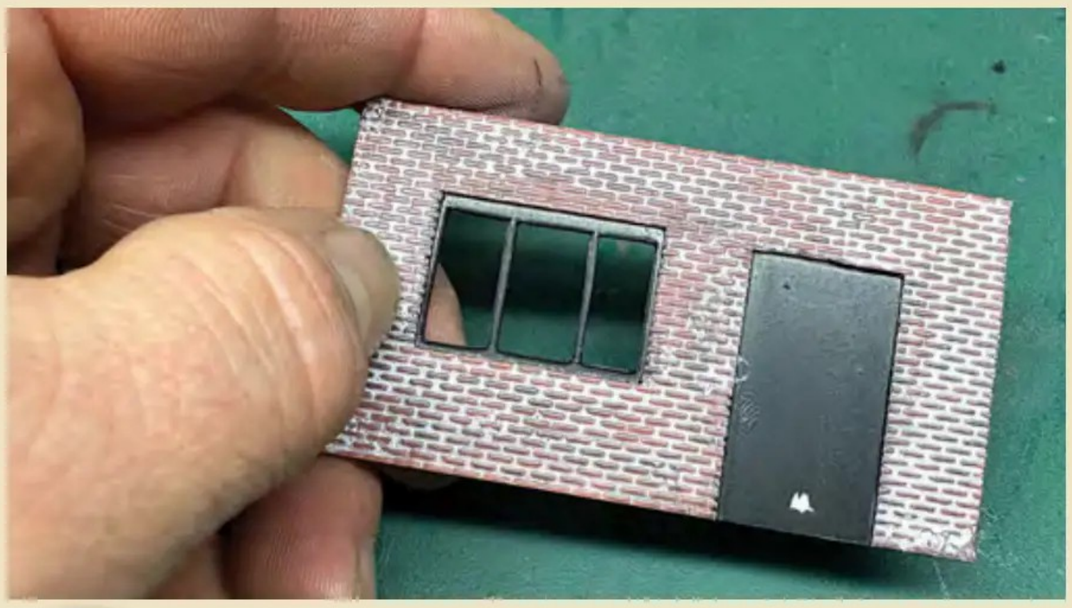
14 A Matt Black spray can was used for the base coat.



15 My new unit is a distinctive brown with a red edged face. The main unit received two coats of Halfords Camouflage Brown from a spray can.



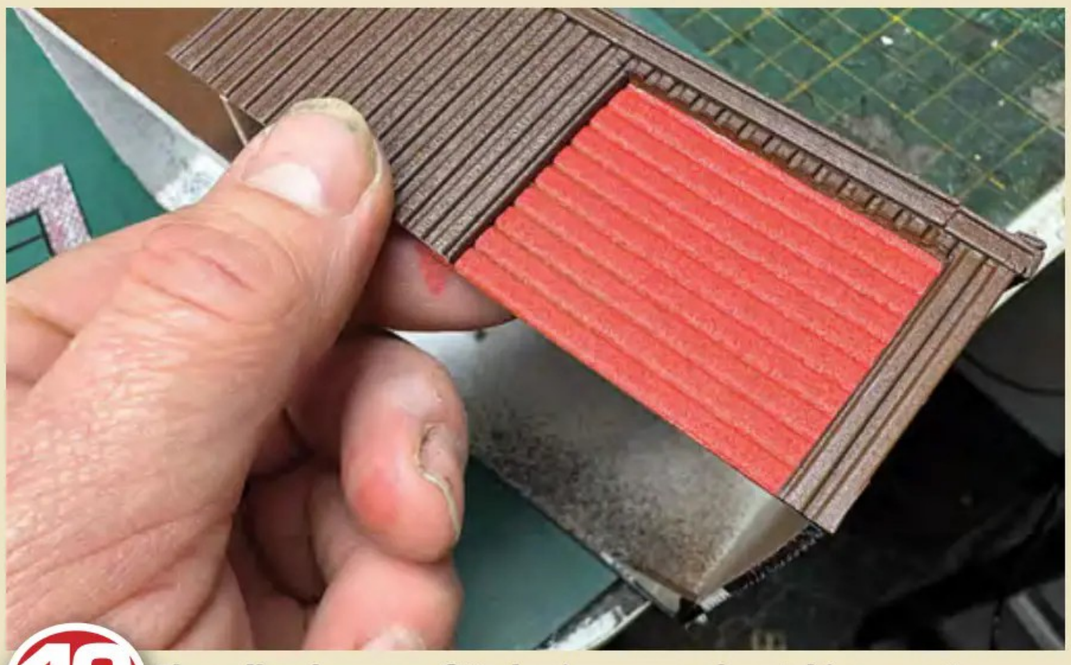
16 For this small section I thought I would try a different brick technique to my normal effect of acrylic paint with two colours, Yellow and Burnt Sienna acrylic, finished with a cream colour mortar. For this I used an AK Interactive paint pen applied randomly which over the black gave a great brick effect.



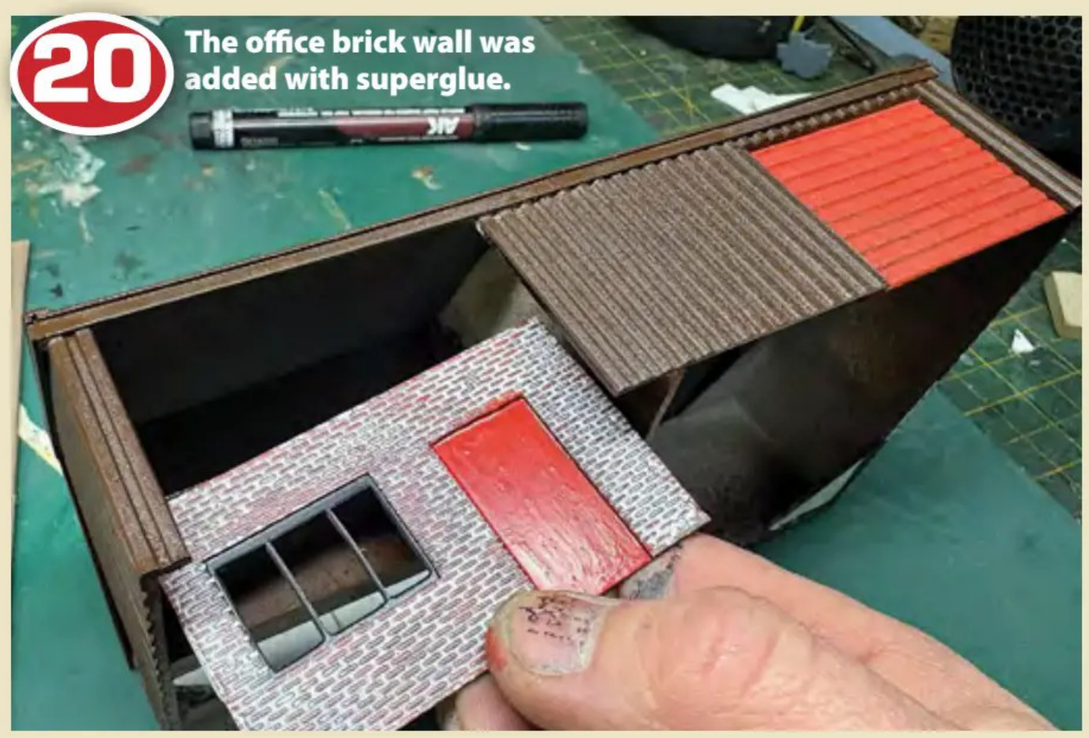
17 Wanting to add a mortar effect to the fresh brickwork, I applied light Flory wash over it and left it to dry. At that point, the excess was wiped off to leave a realistic finish.



18 The roller door posed a challenge. I had some foam which I cut to shape and sprayed red, along with the staff door.



19 The roller door was fitted using superglue, taking care to ensure it was square.



20 The office brick wall was added with superglue.



21 I used a paint pen to pick out the edging along the side of the roof and gable ends. Two coats gave good colour.



22 Using packaging from the Wills sheeting range, I cut a small piece and applied it to the window for glazing. For this I used Deluxe Materials Glue 'n' Glaze.



27 Palisade fencing from WWScenics was painted a grey-silver colour and glued into place.



28 As this project was particularly personal, ModelU scanned me so I could be added to the scene! I painted my figure using a selection of Vallejo paints, and then painted an Oxford Diecast Ford Transit to match my own vehicle. Both were set in place with superglue for the finishing touch.

Intermediate
Beginner SKILL LEVEL Advanced



23 I wanted to add a few other little details including the outdoor security light and electric meter box. For this I used 3mm and 5mm Foamex, cut and carved to shape and applied with superglue. I painted around the edge of the security light in black, with the lens painted silver.



24 The door handle and locking plate were simply a small piece of solder and piece of paper painted silver and glued in place.



25 Next, I designed a logo on my computer and printed it onto thick card. This was cut to shape and glued to the unit.



26 For the base, I took a small piece of plywood, covered it in PVA glue and then added True to Scale light grey ballast.



TAKING SIDES

TIM SHACKLETON blends 1980s self-help technology with state-of-the-art ready-to-run to create his bespoke fleet of rolling stock.

THE RANGE of ready-to-run coaching stock in 4mm scale has never been greater and with the steady expansion of the pre-owned market, almost anything from any era now seems to be readily accessible to buyers. Nevertheless, there are always going to be vehicles outside the mainstream which are highly unlikely to appear in ready-to-run form and, if our needs are bad enough, will have to be sourced via other means. Previously (HM221) we looked at creating an LMS push-pull trailer out of a Hornby non-corridor brake second and now I'd like to kick on a little further.

In a curious way, this brings us right back to how things were in the 1980s. In those days only a very small range of coaching stock was available off the shelf and the quality varied – vehicles that were clearly much too short, or ran on incorrect bogies, or had windows in all the wrong places. Flush glazing was unheard of; roofs seemed to be made to a one-size-fits-all protocol and underframe detail barely existed. But a Lima Mk 1, an Airfix Mk 2d or a Hornby Thompson carriage was at least a start and a gateway to better things.

At around this time, the model railway aftermarket began to release etched sides to use as overlays on ready-to-run coaches, at a stroke broadening the range of available options. They proved popular, although it took a while for people to realise that there was a lot more to it than merely sticking a coach side on to a donor vehicle. They first needed to be formed to shape, detailed, painted and glazed, while the bodyshell itself required preparation, quite apart from any work that needed doing to the ends, roofs and running gear. But like many hands-on projects, it wasn't too difficult and if you were so minded it was all immensely satisfying.

What goes around comes around, and we saw something similar happening in the early days of CAD-designed, 3D-printed locomotive bodyshells to fit on ready-to-run mechanisms – widely assumed to be the nearest thing to ready-to-run, people soon found out it wasn't quite so simple. Encouragingly, we now seem to be witnessing a revival of interest in craft-based modelmaking and with it a willingness to learn new skills. Using ready-to-run models as the basis for further exploration provides the novice modeller with a head start and a safety net – for someone more experienced, it blends the satisfaction of making things by hand with the convenience associated with over-the-counter products. The best of both worlds, in fact – let me show you how it's done. **HM**

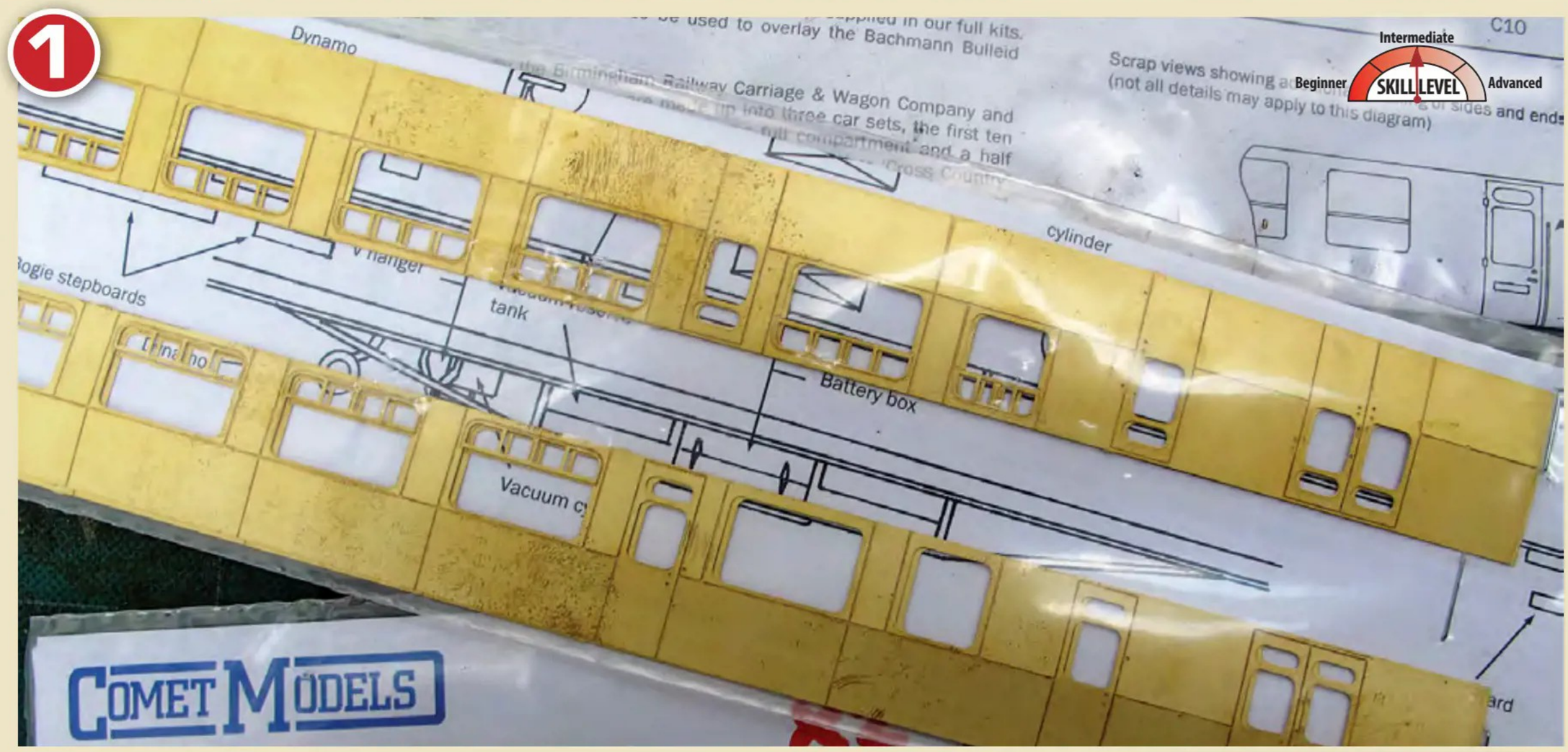
● **Discover more inspirational step-by-step modelling guides at *www.keymodelworld.com/step-by-step*.**



STEP BY STEP

USING ETCHED SIDES TO CREATE BESPOKE 4MM SCALE ROLLING STOCK

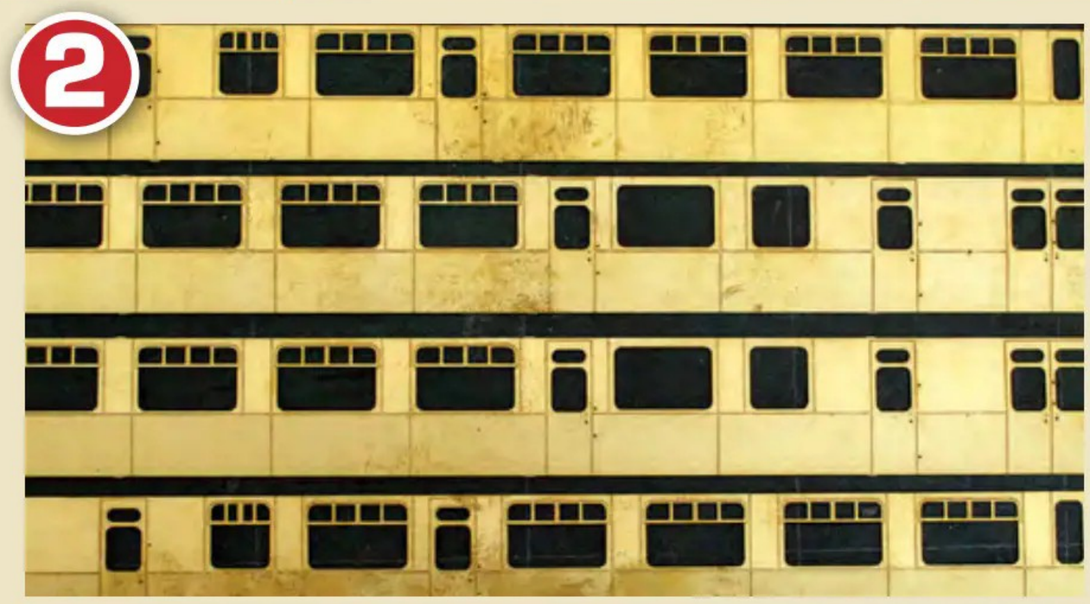
1



Over the years, quite a few names have been associated with aftermarket coach sides – Jackson Evans and 5522 Models both offered extensive ranges – but the one that's stood the test of time is Comet Models, now part of Andrew Hartshorne's Wizard Models/51L empire. Also available as full kits, this particular pack can be used as overlays on Bachmann Bulleid coaches of any era to produce the unusual low-window BRCW version, delivered between 1947 and 1949 and restricted to just 35 three-coach sets.

PLEASE TURN FOR STEP BY STEP GUIDE

Some of the less common coach types can be created by overlaying etched sides on to proprietary coach bodies. Behind the tender we have one of Bulleid's 1946-built Diagram 2122 64ft 6in Brake Seconds with doors to each compartment. This is the longer version of the 59ft three-sets so ably modelled by Hornby. The second vehicle is one of just 40 Diagram 2552 Corridor Firsts delivered in 1949 and generally employed as loose coaches and strengtheners.



The BRCW vehicles had many differences compared with the standard design but were superficially very similar. Like many hands-on modellers, I like to pick up on these minor and not-so-minor variations, which can't always be captured on mass-produced ready to run coaches.



These days Comet sides come with the tumblehomes pre-formed at no extra cost. Older stock (often to be found second-hand) and those from other makes would be supplied flat and you had to form the shape yourself using a bending jig such as the one I used for the six-car Trans-Pennine DMU I built in HM187-HM189.



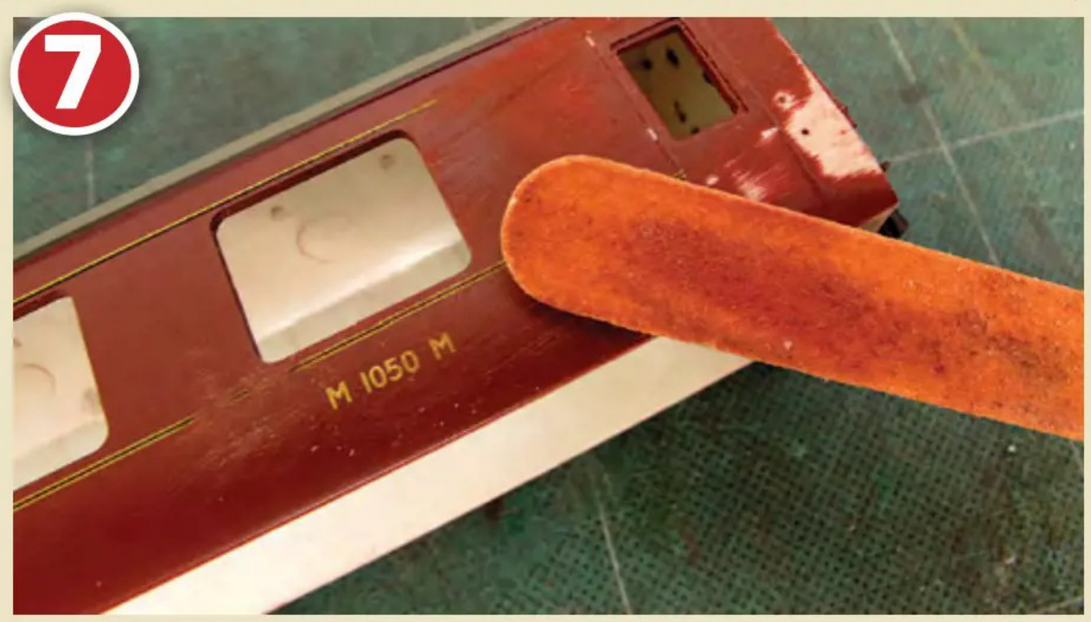
Forming coach sides isn't difficult but you have to follow the correct procedure – with the sides clamped up in a vice, I'm pressing hard on a steel rule to bend the whole length of the side to shape accurately and in one hit. Trying to bend a 10in coach side evenly between your fingers and thumbs is a very hit and miss process and best avoided.



The basic idea – matching pre-formed sides to a suitable donor coach. In this instance, a spare Hornby Stanier First will be modified to accept Comet sides for a Diagram 2100 57ft Full Brake, 36 of which were built at Wolverton in 1944 on underframes from war-damaged passenger stock.



I find it's best to work with the donor coach dismantled into its constituent parts – underframe, bodyshell, interior, glazing. Hornby's seating and window units won't be needed for my parcel van conversion and can be put to one side for subsequent recycling.



All the raised detail from the coach bodyshell needs to be removed so the replacement sides will lie perfectly flat. Here I'm using chain-store emery boards to remove the door and hinge mouldings.



The windows on the parcels van will obviously be in different places compared with those on the First Class carriage so, using the Comet sides as a guide, I've marked in pencil where I'll need to cut fresh openings. Blank areas can remain in situ to provide support for the thin etched material.



I'm chain-drilling outside the marked lines, then I can cut through the webs and clean up with files. Work steadily and methodically to ensure all works out as planned, without slip-ups.

Intermediate
Beginner SKILL LEVEL Advanced



Once I've done this, I can turn my attention to the roof. Like the bodyside windows, the ventilators on a parcel van will be in dissimilar positions, centred rather than offset and spaced differently. Having chopped off the existing ventilators, I worked out from photographs where the replacements should go and drilled 2mm holes to accept white metal castings.



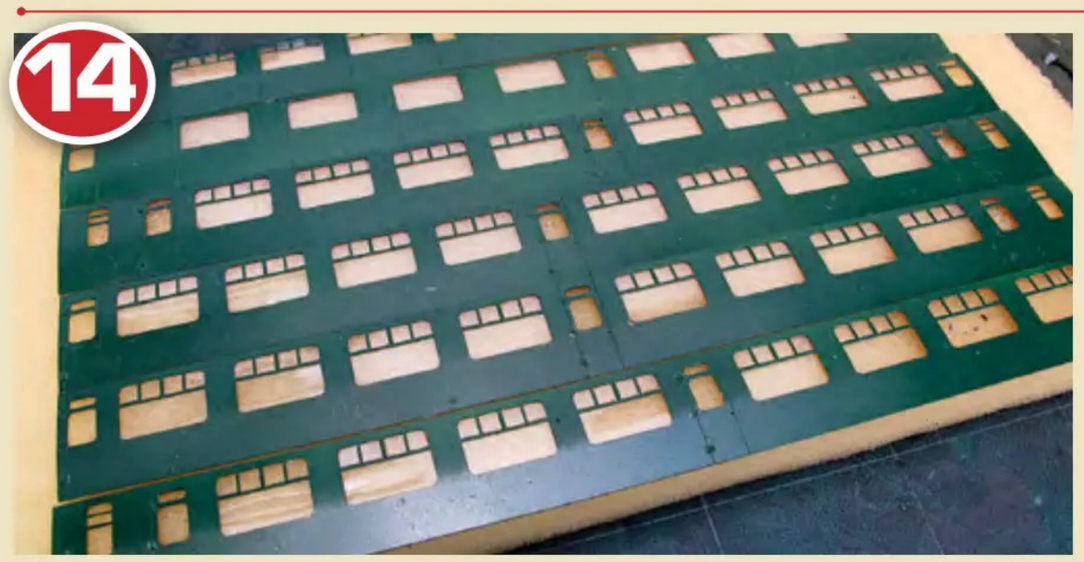
We can now think about preparing the sides. With fret tabs filed off, I'm spraying a pair of Southern Region BRCW Brake Seconds with a thin coat of Vallejo Mecha primer applied at high pressure – about 60psi. You don't need total saturation - just enough coverage to provide a key for the top coat.



Livery colours are a perennial minefield and I find post-1956 Southern Region green particularly problematic, especially as some of the manufacturers have different takes on the shade. As I recall, it was rather a dull shade which perked up considerably in direct sunlight. In the event I've settled on Railmatch 2404 SR Stock Green.



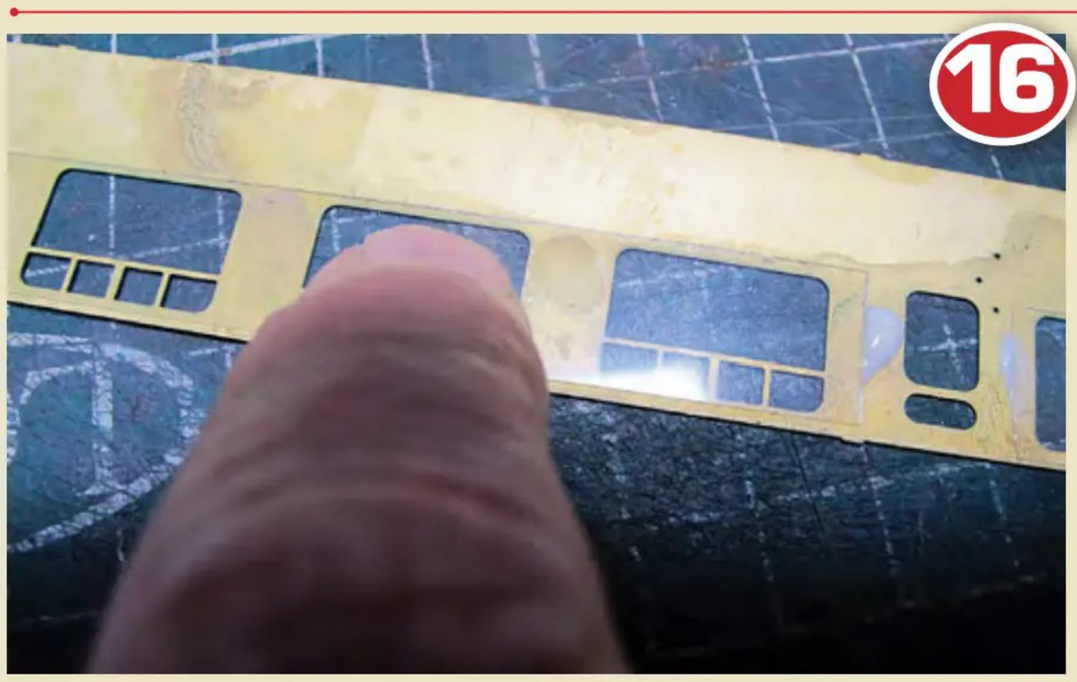
The coach sides are airbrushed at 30psi with a very thin initial coat of green. Don't be tempted to do it all in one go – build up the colours gradually. Some modellers like to let each coat dry before applying the next, but I prefer to paint wet, a technique that works particularly well with acrylics. After two or three applications, the colour will start to look pretty solid.



The finish, you'll notice, is almost matt which isn't how coaches were. A couple of airbrushed coats of Galeria gloss varnish from Winsor and Newton help perk things up so it's now neither too flat nor too shiny. Here we're well on with three sets of Comet Bulleid coach sides – two Open Seconds and a BRCW Composite.



For glazing etched sides that are going to lie flush against a moulded coach body, I prefer to use A4-sized sheets of transparency film originally designed for overhead projection. It's 0.1mm/0.004in thick, which isn't going to get in anyone's way – there's no need for the additional structural strength provided by the thicker material I used for the Trans-Pennine set (HM215) or the LMS push-pull conversion (HM221).



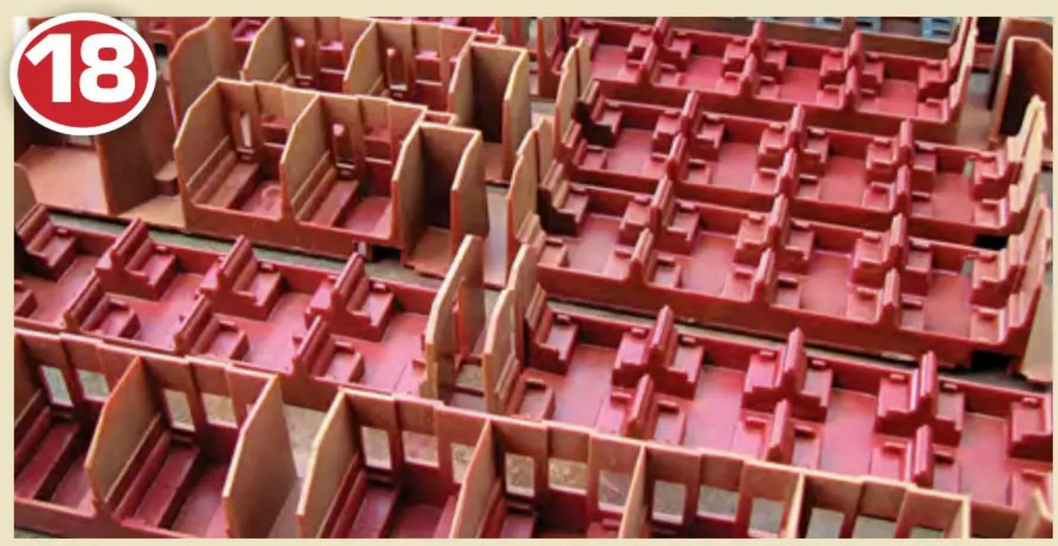
To hold the glazing in place, I use small spots of Glue 'n' Glaze from Deluxe Materials, pressed well down with finger pressure.



Bachmann coach bodies waiting for the call. On two of the three cars – which will become Open Seconds – I've made a start on the roof detail while the third coach is still untouched. I had in mind an upgrade to a Diagram 2552 seven-compartment Corridor First, another type not yet available ready-to-run.

STEP BY STEP

USING ETCHED SIDES TO CREATE BESPOKE 4MM SCALE ROLLING STOCK



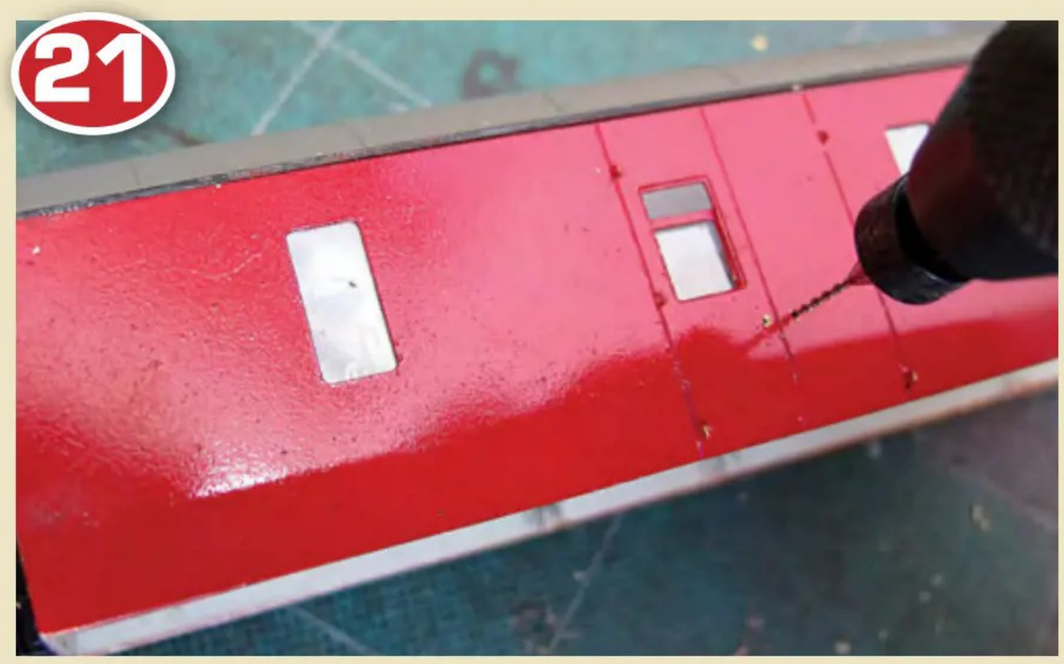
The interiors of your donor coaches may need modifying to suit your chosen prototypes. Bulleid stock, however, was remarkably standardised although the seating arrangements for the BRCW Brake Seconds will need tweaking to create, among other things, the coupé compartment and enlarged luggage space unique to these coaches.



Turning back to my LMS parcels van, we finally need to think about gluing the pre-formed, painted sides to the bodyshell. I prefer a two-part epoxy, but a contact adhesive works well in this context. You don't need much but be careful not to get it on the windows.



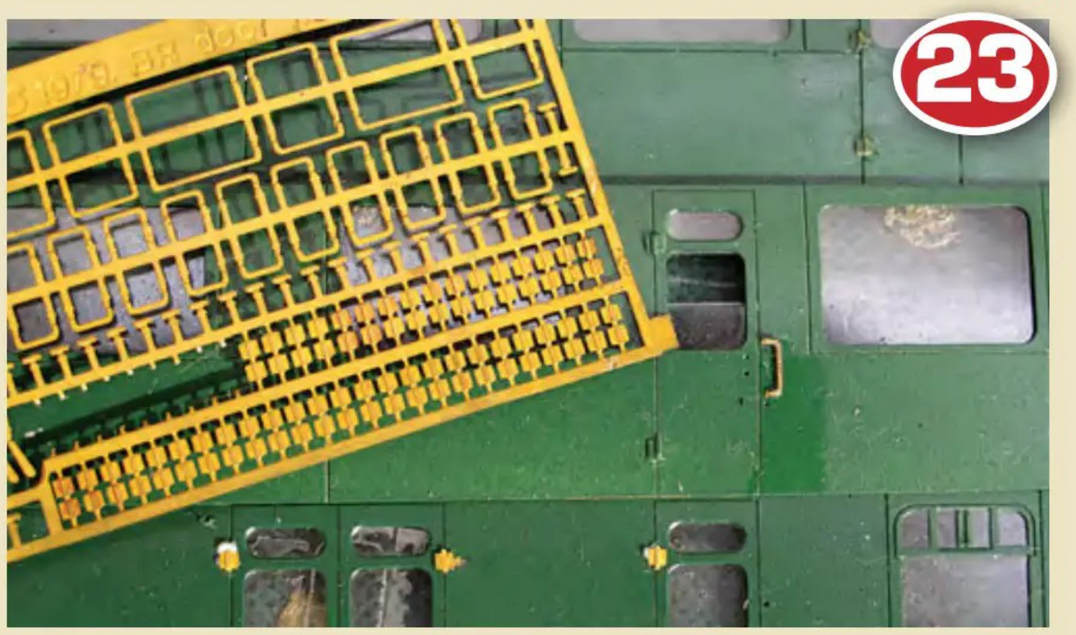
My preferred adhesive for all kinds of modelling applications is Super Steel from the Loctite range. Once all the alignments have been confirmed, the bodyshell can be held together with spring-loaded clamps. Check one final time and then leave it overnight to cure. External details such as handrails can be added later.



If location holes aren't provided for bodyside details, these are best added while the etch is still flat and unpainted. I forgot.



You can buy etched components for door furniture such as hinges and T-handles. I make my own handrails from 0.45 wire bent to shape and filed flat.



Door hinges applied individually, by hand. I love this kind of intricate work, although many people don't bother. Door handles and other fittings will follow.



The only modification needed to the standard LMS 57ft underframe was to remove the footsteps from the chassis in its First Class guise and replace them with new ones in line with those on the parcels van. These were made from 20thou styrene strip, unobtrusively reinforced underneath.



United at last. The Diagram 2100 Full Brake was a stretched version of the standard 50ft van and the extra length shows up well here. The passenger brake van on the left is another rarity created from etched sides overlaid on a proprietary coach body with replacement white metal bogies. It's a 57ft GWR K42, one of ten built in 1940 and followed by another 20 in 1945. Some survived long enough to receive Rail Blue.

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BUILDING *Inspiration*

To celebrate the 200th anniversary of the Stockton & Darlington Railway, in 2025 Network Rail and the National Railway Museum created the first exhibition train to venture onto the British railway network in more than 40 years. **ANDY WILLSHER** shows how to recreate it in 'OO' gauge.

THE 200th anniversary of the Stockton & Darlington Railway was a celebratory year and a huge occasion for the railway. In 2025 there were events across the country to celebrate the occasion, but one which continues into 2026 is the exhibition train *Inspiration* created by Network Rail and the National Railway Museum in partnership with the wider rail industry.

It was created to show the history of the railway and provide an immersive experience for visitors to learn about and be inspired by two centuries of progress and innovation. A key aim was to attract the next generation of railway workers to the possibilities and opportunities of working on the railway.

I work as a Network Rail signaller and have always had a passion for the railway as it is today which includes creating unique models for Pete Waterman's Making Tracks layout. In 2025 there was one train in particular I wanted to model - Inspiration.

Through work I was able to preview the plans for *Inspiration*, which was being managed by Emma Roberts from Network Rail. She met with people across the industry to create a Science, Technology, Engineering and Maths (STEM) focused train which would travel the network to selected locations throughout 2025 and into 2026. The National Railway Museum co-curated the project with its focus being 'Railway First' and the 'Wonderlab on Wheels'



Modelling the *Inspiration* train required more than 350 tranfers created by Railtec as well as repainting of two Accurascale Class 66s and five Hornby Mk 3 carriages.



A pair of Accurascale Class 66s were stripped back to bare shells prior to being repainted to model 66710 and 66719 in the Rail 200 red based colour scheme. Paint was overlaid with custom transfers from Railtec.

in the first two coaches while the third– 'Your Railway Future' – was put together by Network Rail, leaving the fourth carriage as a flexible exhibition space used by host stations and organisations.

Building the new train was no mean feat. The BR Mk 3 coaches were delivered to Loram Rail UK in Derby in Autumn 2024 for work to begin with almost all the supply chain coming from the UK. One of the challenges was creating an interesting exhibition in a very narrow space while also making sure it was safe to travel between 60 stations across the railway network.

By the end of 2025, more than 40,000 people had visited *Inspiration*, and it continues to travel until Summer 2026 to serve locations including the Mid-Hants Railway, Salisbury, Worthing,

Hastings, the South Devon Railway, Bristol Temple Meads and more.

MODEL INSPIRATION

After seeing the initial internal post about the new exhibition train, I knew I wanted to create a unique model, and it fitted in well with Making Tracks' plans for a Railway 200 themed rolling stock collection in Summer 2025 at Chester Cathedral as well as the events in Derby for The Greatest Gathering and beyond.

Making a model of the train was complex. For starters, it uses two specially repainted GBRf Class 66s – 66710 and 66719 – together with five BR Mk 3 carriages converted for the purpose. Each coach also had a full graphic livery which would be challenging to recreate in 4mm:1ft scale.

Having made a connection with Emma Roberts, drawings of the graphics were shared with me as well as the specification for each coach which made producing the model more straightforward. However, the large text on each vehicle is made up of a collection of smaller images, presenting new challenges.

Through Pete Waterman and Making Tracks I was able to work with Railtec Transfers to create a bespoke set of graphics for

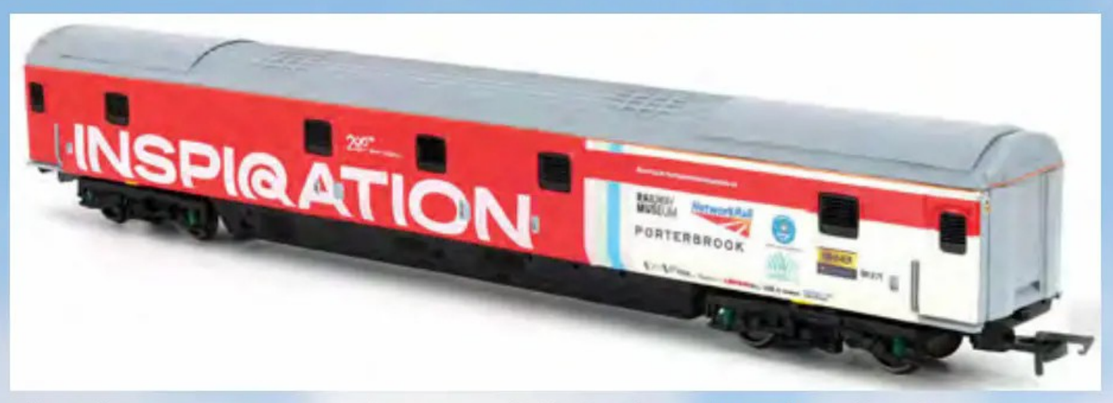


Inspiration **has been touring the British railway network since June 2025 with one of its big destinations of the year being The Greatest Gathering at Alstom's Derby Litchurch Lane Works in August 2025.** Mike Wild.

the train. In total there are more than 350 individual decals which required lots of communication between Network Rail, sign maker Aura and Railtec to get all the details right.

Each coach of the model was converted, just like the real thing. Hornby Mk 3 coaches were used as the basis with each stripped of its original paint using 99.9% Isopropyl Alcohol (IPA). The coach bodies were soaked in IPA which allowed the paint to be stripped back for a ground up respray. Before I could do that, the right windows had to be blanked out using car body filler for a smooth and consistent finish.

The generator coach for



The Mk 3 generator coach was modelled using a Hornby Mk 3 sleeper coach, as per the real vehicle, with the addition of custom made 3D printed parts for the ventilation grilles, roof and ends made by Andy Willsher.

Inspiration was quite a bit more involved. The real coach is owned by Eastern Rail services and was a Mk 3 SLEP converted for the ill-fated Nightstar international sleeper service which never started. These have two large Cummins diesel generators for 1,000V train supply. The windows were converted to grilles for ventilation; the corridor connections were removed and roof panels added

The livery artwork was recreated in 4mm:1ft scale by Railtec Transfers using the original graphics from Aura. These were reduced in size to match the model with some elements becoming just 1mm high.





TOOLS
● Curved scalpel
● Reverse action tweezers
● Cotton buds and Cocktail sticks
● Expo drill bits

Left: **The complete graphic artwork of the train presented a huge challenge to modeller Andy Willsher. On June 25 2026 the newly completed train stands beneath the imposing trainshed at London Paddington.** Network Rail.



The bright blue base livery of 'Your Railway Future' covers a reworked Hornby Mk 3 carriage with its windows filled to match the real vehicle.

for maintenance and exhausts and intakes.

To make all the parts for the generator car, I opted for 3D printing using an Anycubic M7 Pro resin printer. The grilles, coach ends and exhausts were all drawn in Autodesk *Inventor* then sliced for exporting and printing using *Chitubox Pro* software which added the supports required to print the parts.

PAINT AND FINISH

Once the generator vehicle and four exhibition coaches were prepared, it was time for primer and paint. I used Halfords white spray primer and then custom mixed acrylic paints for the base colours as nothing matched the codes supplied by Network Rail. These were simple to paint with the base colour for each coach applied. Once dry, that was masked and the roof grey was sprayed on the roofs and ends and finally the corridors picked out in black. A coat of Precision Paints airbrush ready enamel gloss varnish was used to seal it all in ready for decals. »

MATERIALS
● Railtec custom decals
● Ultimate Modelling Solutions Setting Solution
● Tamiya masking tape, 10mm
● Precision Paints DB Schenker red
● Precision Paints warning panel yellow
● Precision Paints airbrush ready gloss varnish
● MIG Lucky Satin varnish
● Halfords white primer spray paint
● Vallejo Acrylic thinners



***Together* had the most complicated artwork with all transfers applied by hand to model the coach to an exceptional level.**

The Accurascale Class 66s were given the same treatment, removing the glazing and small details before being soaked in IPA to remove the original paint finish. These are excellent models with accurate detail as well good quality sound: this pair was equipped with Legomanbiffo Class 66 sound files loaded onto ESU LokSound V5 21-pin chips.

Steve Bell from Railtec worked his magic, scaling down the graphics from Aura to 1:76 scale with some of the text just 1mm tall. The graphics were then reproduced as waterslide decals with minimal carrier film ready for application with the larger letters as individual transfers.

The bodysides with the windows and surface detail made decal application difficult to avoid mirroring or decals not conforming to the window detail. To help with this, I used Ultimate Modelling Solutions' Ultimate setting solution. This includes a solution you mix with warm water to soak the decals in. It softens them slightly and helps them adhere better. The other three solutions soften the decals further. These are applied with a brush to blend the edges into corners and details with three different strengths available.

There are more than 350 decals on the model, so this took quite a while but with the combination of the gloss surface, Railtec decals and the Ultimate setting solution, the graphics came out very well. I used MIG Lucky Satin varnish to seal it all in.

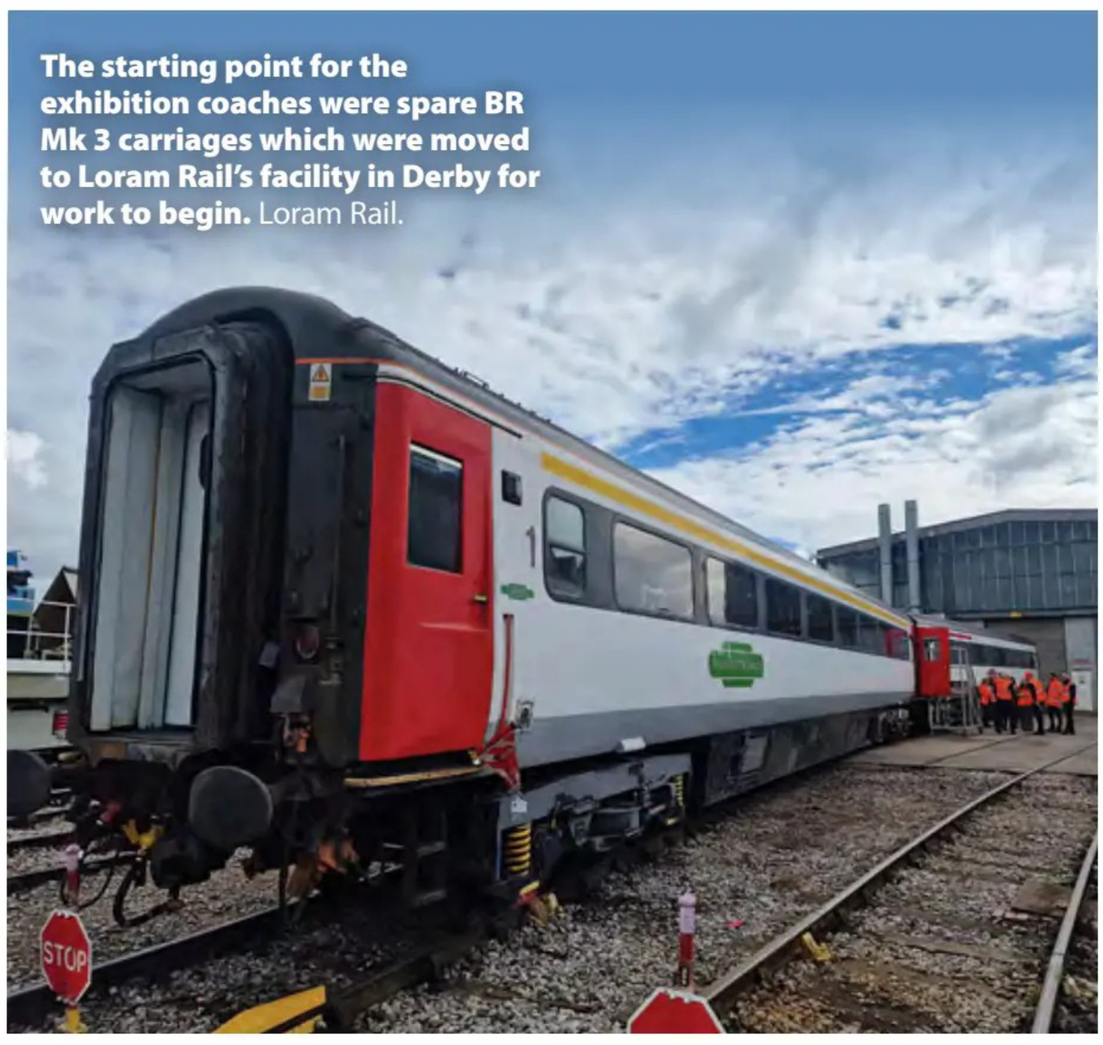
The finished model looks superb and presents a very modern train to operate on Making Tracks. On seeing the model, Pete Waterman said: "Andy's unique model allows us to showcase the railway before the manufacturers can, so it keeps us fresh and they always get a great response - a railwayman taking pride in his job."

Since completing the model, it has been seen during the Christmas event at Blakemere with its next outing at Model Rail Scotland with Making Tracks 3 after which it will be venturing to Model World LIVE at the NEC in Birmingham on April 25/26 where it will be running on the biggest Making Tracks layout of 2026. measuring more than 130ft long.

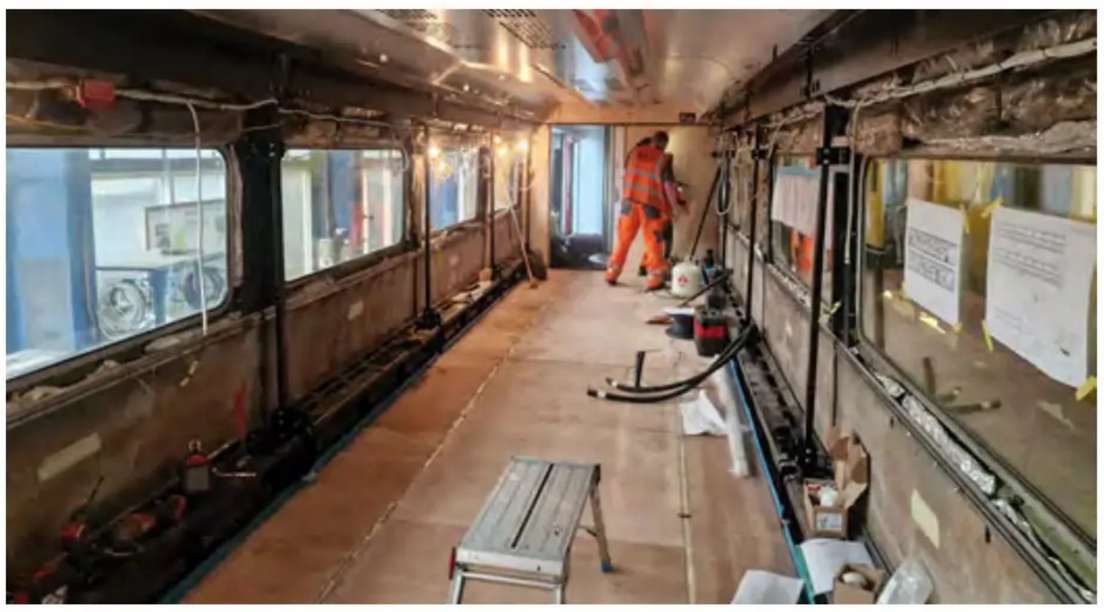
HM



BUILDING INSPIRATION



The starting point for the exhibition coaches were spare BR Mk 3 carriages which were moved to Loram Rail's facility in Derby for work to begin. Loram Rail.



To make way for the new internal look of *Inspiration*, the entire interior of the Mk 3 passenger saloon had to be removed. Loram Rail.

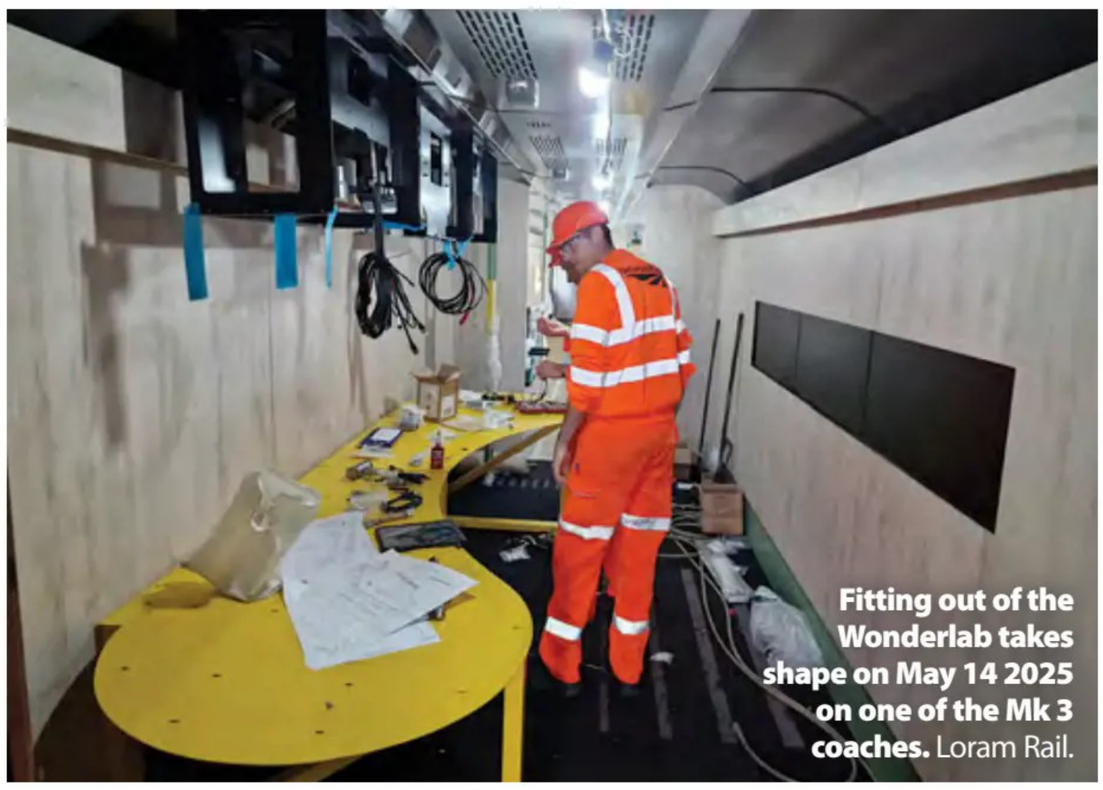


Interior panelling is added inside the Mk 3 bodyshell where seating once was to give the exhibition train a whole new look. Loram Rail.

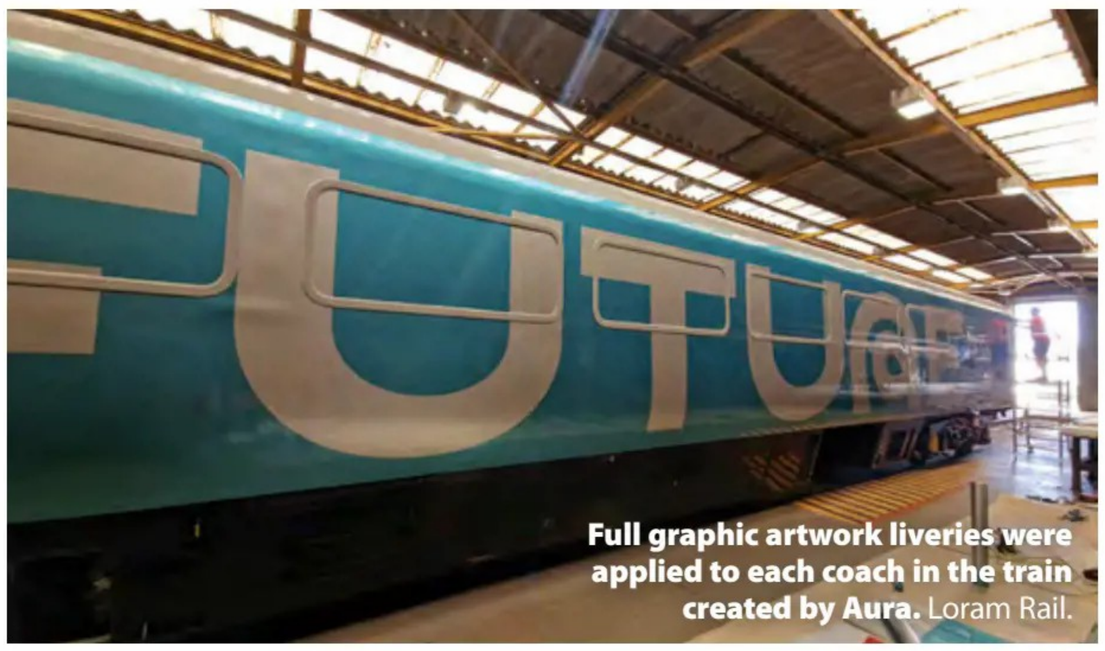
USEFUL LINKS	
Railtec	*railtec.com*
Ultimate Modelling Product	*umpretail.com*
Tamiya	*Tamiya.com*
Precision Paints	*phoenix-paints.com*
MIG Jimenez	*migjimenez.com*



***Inspiration* rolls into London Paddington on June 26 2025 for its official launch to the press with GBRf Class 66 66710 at the head.** Network Rail.



Fitting out of the Wonderlab takes shape on May 14 2025 on one of the Mk 3 coaches. Loram Rail.



Full graphic artwork liveries were applied to each coach in the train created by Aura. Loram Rail.



At Loram Rail's site in Derby on June 20 2025 the exterior of *Inspiration* has received its vinyl graphics and is almost ready to leave for its UK tour. Loram Rail.



The finishing touches are added to the exhibition train before its unveiling at London Paddington on June 26 2025. Network Rail.

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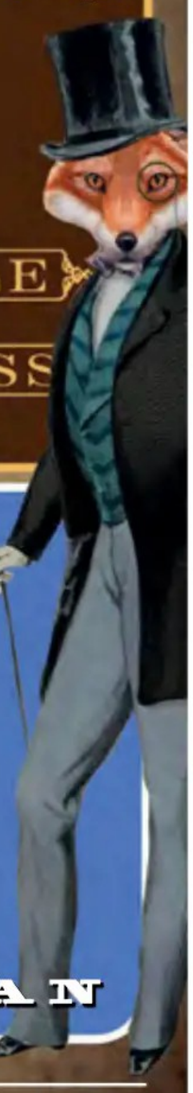

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GLASGOW QUEEN STREET

One of Scotland's most famous stations is the subject of Mick Worrall's latest 'O' gauge layout – and amazingly, this is actually an extension to his replica of Eastfield TMD. **GRAHAM BLOUNT** explains how it is coming together.

PHOTOGRAPHY, JONATHAN NEWTON



GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'O', 32mm	7mm:1ft	28ft x 6ft 6in	SCOTOTISH	1980s	DCC, Roco Z21

WHAT do you do next when you have built one of the biggest exhibition layouts in the UK? The obvious answer, of course, is that you build an extension!

When Mick Worrall had finished building his model of Glasgow's Eastfield Traction Maintenance Depot (HM215), discussion started during a tea break at the club about what to do next. It is at this point someone jokingly said: "Maybe build Glasgow Queen Street station and you could add it on to Eastfield so that trains around Eastfield could then route through the storage yard into the station."

Mick, never one to shy away from a challenge, rolled his sleeves up and started cutting timber - surrounded by the groans of the other club members who could see more of the club disappearing under the latest addition!

Mick spent many of his younger trainspotting years at Queen Street during the 1980s, hence his enthusiasm for the project, recreating one of his favourite childhood haunts. He freely admits he would never have thought then that he would be reproducing the location in 'O' gauge.

HISTORY

Glasgow Queen Street station was opened by the Edinburgh and Glasgow Railway in 1842. It was the first of Glasgow's railway stations and is Scotland's third busiest station. Known originally as Dundas Street, it is known for its Victorian barrel-vaulted overall roof designed by North British Railway Chief Engineer James Carswell, which was finished in 1881. It was also the first building in Glasgow to introduce all electric lighting.

The 1970s saw the station brutally modernised, sweeping away many of the Victorian structures and the building of Consort House, a concrete office block and hotel extension masking the Victorian façade.

Its approach down the 1-in-22 Cowlairs incline into the approach tunnel and cutting made it an ideal selection for an exhibition layout. The 1980s period Mick selected fits in with the same period Eastfield was depicted. At the time, High Speed Trains were regular visitors, while blue and grey coaches and locomotives dominated, interspersed with Strathclyde Passenger Transport Executive liveried local services. »



1 In the shadows of the intricately modelled bridge above, Class 37/0 37027 *Loch Eil* prepares to leave Glasgow Queen Street station with a short rake of BR Mk 1 carriages forming a West Highland Line train to Oban.



2 Left: **InterCity 'Swallow' HST power car 43123 stands at the tunnel end of Glasgow Queen Street station as Class 47/4 47461 *Charles Rennie Mackintosh* emerges from the darkness at the end of its journey south.**

3 Right: **Having been refreshed at Eastfield TMD, 37410 *Aluminium 100* returns to Queen Street station to head the next West Highland Line departure for Fort William and Mallaig.**

4 Below: **A ScotRail Class 47/7 rolls out of Glasgow Queen Street station towards Cowlairs Tunnel at the head of an express push-pull set bound for Edinburgh Waverley. An InterCity 125 High Speed Train is set to follow closely behind.**

CONSTRUCTION

When the layout was first discussed, we considered the main lessons from building and operating Eastfield. The main one concerned the irregular sized baseboards that had been used on Eastfield. This was because Eastfield grew organically without a true idea of the shape of the finished layout. With Queen Street, the full layout was planned out, so that standard shaped baseboards could be used, making moving and transporting it much easier.

The layout also had to be run as a stand-alone exhibition layout as well as part of the main Eastfield layout, so a separate connection to the storage yard was built to allow it to be run either as part of Eastfield or in its own right.

Built using the same tried and trusted method of 9mm birch plywood over a standard 4in x 1in timber frame, each section is bolted together through plates fitted to the legs to provide a robust support for the layout. The rail is Peco Streamline code 143 flat bottom rail with live frog points. The tie bars are moved with DP10 point motors and the track is ballasted with Woodland Scenics ballast and weathered with Railmatch track dirt aerosol. The DP10 point motors trialled on Queen Street will now be rolled out onto Eastfield.

STRUCTURES

The platforms are an MDF former coated with 60 thou plasticard. The buildings are all scratchbuilt using 80 thou and 60 thou plasticard by Mick, working from reference photographs. Mick is very keen on accuracy and has spent many hours trying to source period pictures and speaking to people who remember the station in the 1980s. He is working hard to ensure that the shops on the concourse are accurate for the period.

The overbridge which is such a dominating structure of the station approach was designed and 3D printed by Gary, another club member. He is working on the pillars for the overall roof and main glass frontage. The hotel built above the pedestrian entrance of the station will have a fully 3D printed frontage faithful to the original. »


7410
QUIET
Emergency Lighting Point



5 Left: **Stanier 'Black Five' 4-6-0 5407 in LMS black is about to shunt into the tunnel before dropping back into Glasgow Queen Street station to head a charter train up the steep Cowlairs incline.**

6 Right: **'Black Five' 5407 and a Class 122 diesel railcar stable in the sidings at one end of Glasgow Queen Street station, while a Class 101 DMU and a Class 37/0 are about to depart. A busy Class-47-hauled rake of Mk 2 carriages has just arrived on a train from Inverness.**

7 Below: **A Class 37/4 Co-Co diesel draws to a halt with a terminating train from Fort William. On the right, an InterCity 125 is about to depart, while a Class 101 DMU in Strathclyde PTE orange and black awaits custom in the short bay platform to the left.**

The bus station above the tunnel mouth has also been reproduced and contains some 3D printed Leyland Atlanteans, again created by Gary. It is hoped a manufacturer might rise to the challenge of producing more types of modern period buses in 'O' gauge to allow the bus station to look more authentic. All the figures, as with Eastfield, were produced and painted by Rob and Michelle Anderson of Northumbria Painting Services of Hexham, who also provided the set dressing pieces such as luggage, trolleys and the like.

The electrics, carried out by Steve and Dale, the clubs' resident electronics experts, would put Network Rail to shame, and they spent many hours building a system which can be linked with Eastfield or run on its own.

Signalling is one of the major visual impacts for a station like Queen Street, and as with Eastfield, all the signals are scratchbuilt by Absolute Aspects to fit the locations. The signalling is fully interlocked as per the prototype using Megapoints controllers and banks of Arduino circuit boards. The tracks are fitted with occupancy sensors, all controlled through Z21 systems.

Each driver on the layout uses a dedicated tablet to drive individual trains and a dedicated signaller controls access to and from the station. When in use as part of Eastfield, the station is accessed by a flyover link from the main Eastfield storage yard. When on its own, it has its own dedicated six-road storage yard.

SCOTTISH STOCK

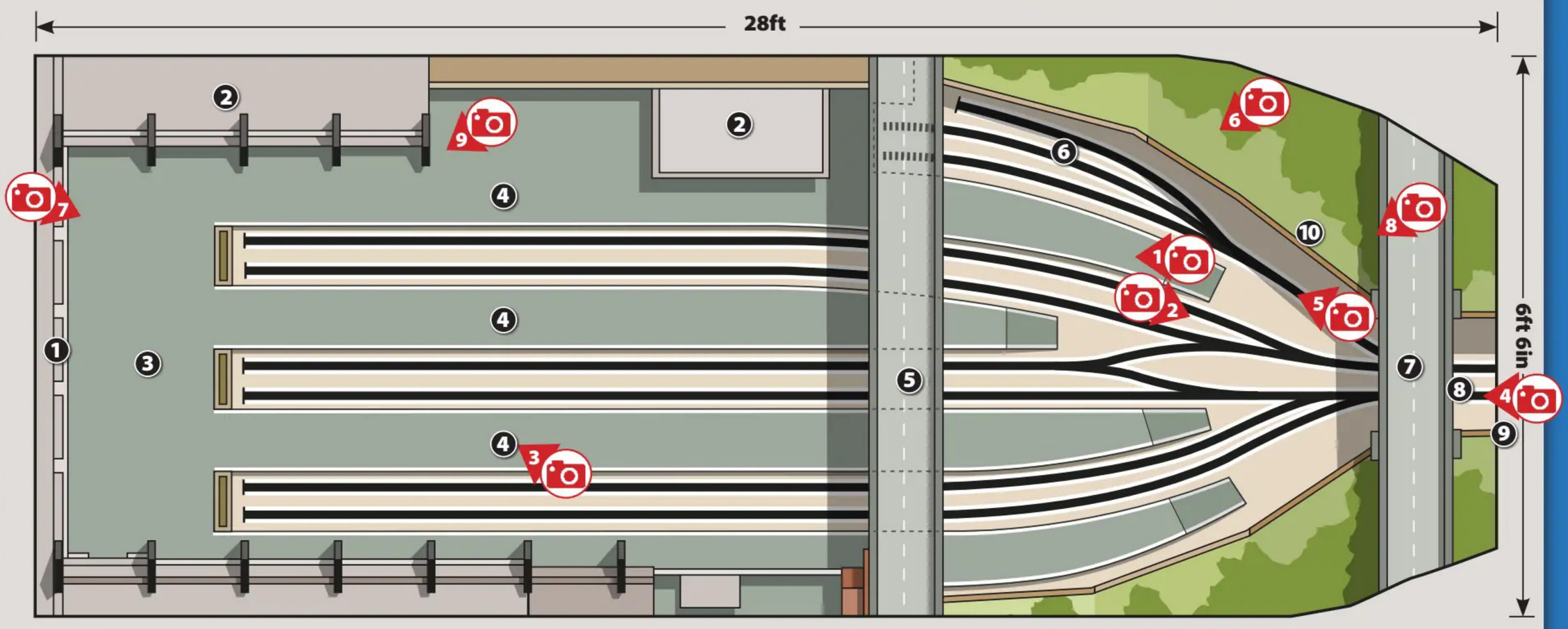
A lot of the stock in use was originally purchased for Eastfield and contains all of the classes seen within Glasgow Queen Street during the period - Classes 26, 27, 37 and 47 being predominant, but there »



8 **A busy scene at the tunnel end of Glasgow Queen Street station. An Edinburgh push-pull express waits for departure time, as a three-car Class 101 DMU receives the 'right away' from station staff. 5407 is also waiting its turn to depart with a support coach in tow.**



GLASGOW QUEEN STREET TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 Shops/hotel	3 Station concourse	5 Cathedral Street bridge	7 Road overbridge	9 To/from storage yard
2 Offices	4 Platform	6 Stabling sidings	8 Cowlairs Tunnel	10 Retaining wall



9 Having arrived on a West Highland Line train, 37410 has uncoupled from the rake of BR Mk 1 carriages and rests on the buffers at Glasgow Queen Street before heading light engine to Eastfield TMD for refuelling.

are occasional workings using Class 20s 40s, 45s and the odd steam railtour using an Ellis Clark Trains 'Black Five' 4-6-0 complete with Eastfield's distinctive West Highland Terrier logo. There has been a lot of new passenger stock, including Heljan BR Mk 1 and Mk 2 coaches, together with Skytrex BR Mk 3s which run with both the High Speed Train (HST) sets and the Class 47/7s as push-pull stock. Pete Bassett of PRMRP kits has been a great supporter of both Eastfield and Glasgow Queen Street following his purchase of the Skytrex Mk 3 stock and he has produced a Trailer Guard Standard (TGS) and Sleeper with Pantry (SLEP). Without his support, the full length HST which visits Queen Street would not have been possible. Diesel Multiple Units of Classes 101, 104, 105 and eventually 107s also prevail.

Mick is very keen to point out that without the help of the members of South Tyneside Community Railway Modellers he would have struggled to get the layout past the planning stage.

The station was first exhibited as a work-in-progress part of the main Eastfield layout at Model World LIVE 2025 at the National Exhibition Centre in April last year and received positive comments. The completed layout is due to be exhibited for the first time as part of Eastfield at the Scottish Festival of Railway Modelling at The Braehead Arena over the weekend of May 23/24 2026 and will be exhibited as a standalone layout at Perth model railway exhibition on June 27/28 2026 at Dewars Centre, Glover Street, Perth and at Railex North East, July 25/26 2026 at the Parks Sports Centre, Howden Road, North Shields. **HM**

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A pair of buildings designed to stand along side PN103/4 Terraced Houses. Both buildings come with a variety of signs and window displays making it possible to use them for many different things.



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PN175 £9.00

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TERRACED HOUSE BACKS BRICK- PN176 £9.00
TERRACED HOUSE BACKS STONE- PN177 £9.00

A row of four terraced house backs complete with yards and outbuildings. Comes with a selection of doors & yard gates.



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Bachmann's CLASS 13 DEBUTS

FIRST REVIEW

The Class 13s were amongst the most unusual shunting locomotives to ever operate in the UK, and Bachmann's new model brings them to life in ready-to-run form for the first time. **BEN CHURCH** puts the new arrival under the microscope.



The distinctive large buffer beam plates at each end capture the distinctive look of the Class 13s.

MORE MAGAZINES: XSAVA.XYZ

BACHMANN SURPRISED many when it announced a ready-to-run 'OO' gauge model of the Class 13 'master and slave' shunters. Based on the company's recently released all-new Class 08, Bachmann's new Class 13s have arrived quickly.

Three Class 13s were constructed at British Railways' Derby Works in 1965 to meet a unique requirement in the new Tinsley Marshalling Yard - hump shunting - and the loads were beyond the power of a single Class 08. To provide more power, pairs of '08s' - one with the cab removed - were coupled together, both controlled from the 'master' cab.

BR's new shunting yards, however, did not last, as increasing competition from road transport caused a sharp decline in the use of traditional wagonload freight services, compounded by the containerisation of freight. In 1984, the sidings were closed, leaving the Class 13s redundant. 13002 was withdrawn in 1981, with 13001/3 following in early 1985. All three were scrapped.

THE MODEL

Two Class 13s have been modelled initially - D4501 in BR green, and our sample, 13003, in BR blue. Three versions of each have been produced, in Digital Command Control (DCC) Ready, DCC sound fitted and DCC Sound-fitted Deluxe forms. Sound fitted and Sound-fitted Deluxe models have a Zimo MS450P22 sound decoder in the master unit and a Zimo MN330P22 decoder in the slave. Sound fitted »





Bachmann's Class 13 incorporates new tooling elements including the remnants of the former cab area and a multiple working cable for use between the master and slave unit.

TECHNICAL DETAILS

Manufacturer:	*www.bachmann.co.uk*
Cat No:	35-946 (reviewed)
Description:	BR Class 13 0-6-0+0-6-0
Builder:	British Railways Darlington Works
Region:	Eastern
Gauge:	'00'/16.5mm
Scale:	4mm:1ft
Length:	240mm (over buffers)
Price:	£399.95 (DCC Ready), £539.95 (DCC sound fitted), £569.95 (DCC Sound-fitted Deluxe)
Couplings:	NEM coupling pockets (outer), NEM 362 pockets (inner)
DCC:	Two Plux22 DCC decoder sockets
Speaker:	Two 15mm x 11mm speakers
Exterior lights:	Directional/shunting
Interior lights:	Cab (master unit)
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	One per unit
Wheel arrangement:	0-6-0+0-6-0
Purpose:	Shunting
Haulage capacity (expected):	15 Mk 1 carriages
Haulage capacity (actual):	15 Mk 1 carriages (maximum tested)



Bachmann's eagerly awaited 'OO' gauge BR Class 13 diesel shunters are in stock with retailers now.

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Left: **The slave unit is also powered, while DCC sound fitted and DCC Sound-fitted Deluxe models include a sound decoder in the master and motor control decoder in the slave unit - and the sound can be emitted from both units.**

Below: **Bachmann's new 'OO' gauge Class 13 diesel shunter features a Plux22 decoder socket, flywheel and 15mm x 11mm cube speaker in each unit, together with directional/shunting lights and cab illumination in the master unit.**

Deluxe models feature Bachmann's DCC auto release tension lock couplings.

Modellers familiar with Bachmann's new Class 08 will recognise many of the superb aspects of detail we identified with our initial review of the Class 08 in HM218. Blackened spoked wheels sit behind the substantial outside frames, which are detailed with crisply moulded springs and the characterful outside coupling rods.

The front grille of the model is neatly replicated, with both master and slave units fitted with appropriate lamp irons, electric lights and sprung buffers. Small lifting eyes are fitted along the roof, with the central part of the roof removable to allow for easy access to the internal switches and DCC decoder socket. Along the side, the distinctive grilles are well executed, and all the handrails – separately fitted – are present and correct. The master unit features the same highly detailed cab as the Class 08, with flush glazing allowing for clear views of the highly detailed control desk.

Bachmann has replicated the unique details on the three Class 13s, most obviously the missing cab on the slave unit. In place of the cab is an open section with handbrake lever, hatches and covers. Steps and handrails are still present and a shunter figure could be posed here for some added visual interest. Both master and slave units also feature much larger buffer beams at both ends, mirroring the metal plates added to the prototypes to increase weight and adhesion. Bachmann supplies a plate to fit to the outer buffer beams of the Class 13s to give a full buffer beam appearance if not using a NEM coupling. The master unit is also correctly fitted with dual whistles, one on each end of the cab.

Also included is an extensive detailing pack with a full suite of pipework for both ends of the locomotive and multiple working cables to connect the two locomotives.

PERFORMANCE

Both sections of the Class 13 feature the same five-pole motor with flywheel and a PLUX22 DCC socket. A fixed coupling bar is provided to couple the master and slave units together, with the included connector wire enabling operation on DCC power. The coupling bar conforms to NEM362 standards.

Performance of our DCC Ready sample on analogue control was superb, with both units operating together smoothly at prototypical speeds. Haulage was impressive, with our model able to haul 15 Mk 1 coaches straight out of the box. Control of the lights is the same as the Class 08, with two banks of switches underneath the removable roof panels. A guide to the lights is included in the instruction booklet, with both featuring four operating lights at the outer ends of the locomotive. The master unit appropriately features controllable cab lighting operated on DCC via a function and on analogue with a dedicated switch.

For modellers opting for DCC sound fitted or Sound-fitted Deluxe models, both master and slave units will be able to play a full suite of sounds with the additional functionality of the auto uncoupler ideal for shunting. A factory-fitted stay alive ensures good running on DCC power.

OVERALL

Bachmann's recent Class 08 project has resulted in a truly unique model. With all the functionality and detail of the former model and the novelty of two locomotives neatly joined together, we think modellers will find plenty of reasons to include these eye-catching models on layouts far removed from Tinsley. (BC)



Two versions have been produced, finished in BR green (D4502) and BR blue (13003).

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Rapido 'Caledonia' FIRELESS ARRIVES

FIRST REVIEW

Rapido Trains UK's Andrew Barclay 'Caledonia' fireless locomotive offers, for the first time, a ready-to-run model of these versatile machines. **BEN CHURCH** examines this unusual new arrival.

WHERE THERE IS smoke, there is fire, and that can lead to problems - lineside fires, errant sparks, naked flames and flammable fuels – all of which are issues when shunting combustible materials. The solution was to create fireless steam locomotives. Andrew Barclay constructed 114 fireless 0-4-0s between 1913 and 1961. Rapido Trains UK – which has added several esoteric prototypes to its 'OO' gauge range in recent times - revealed in 2024 that it was to model these unusual machines in 'OO', with the finished models arriving at the start of 2026.

Fireless locomotives work by using a large steam reservoir in place of a conventional steam locomotive boiler. This reservoir is filled with a mixture of steam and boiling water from an external supply, enabling the locomotive to operate for several hours before needing to be refilled. The locomotives would then operate like a conventional steam locomotive, with a regulator handle and a steam dome as obvious features. These locomotives were especially useful for transporting munitions or other flammable goods and chemicals, and were used across the country, some into the 1990s.

THE MODEL

Rapido Trains UK's initial wave of 'OO' gauge fireless locomotives comprises 11 different examples, covering a variety of industrial colour schemes, plus a fictional G. Fawkes livery.

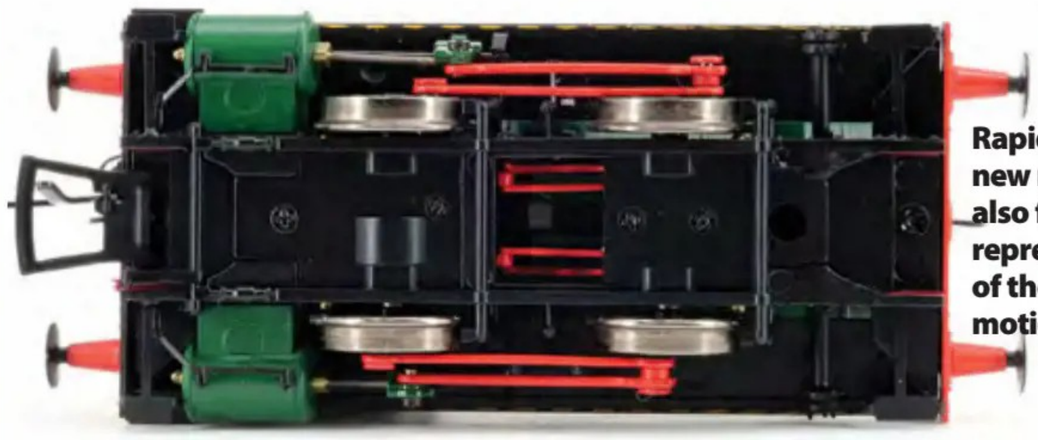
Our review sample, Boots No. 2 (Cat No. 965006), could, at first glance, be mistaken for a small 0-4-0T industrial locomotive, but the lack of a chimney, smokebox door and cylinders positioned under the cab are telltale signs of the locomotive's fireless nature. The steam reservoir is entirely constructed of die-cast metal, with the model weighing-in at an impressive 104grams and is fitted with a tall steam dome, pipes and a securing point for lamps. On the exterior of the cab is a small bell along with handrails and separately fitted flush-glazed windows.

Cab detail is comprehensive, with a full suite of separately fitted controls, painted dials and a flush backhead mirroring the front of the steam reservoir tank. A tall exhaust pipe is fitted to the cab rear, along with another mount for lamps. At the front and rear are non-sprung metal buffers, along with a cosmetic coupling hook and steps at the front. Removable small tension lock couplings with NEM 363 dovetail mounts are pre-fitted.

On the running plate (which is finished with a subtle texture) - are grab handles, plus a pair of sand boxes. Underneath the running plate, die-cast metal cylinders feature beneath the cab, with neatly formed coupling and connecting rods plus side bars and



Rapido Trains UK's all-new 'Caledonia' fireless locomotive for 'OO' gauge is now available.



Rapido's new model also features representation of the inside motion.



Decoration and detailing is superb with crisply printed builder's plates and 'wasp stripes' at each end.

Eleven standard models form the initial batch of releases, including Boots No. 2.



TECHNICAL DETAILS

Manufacturer:	Rapido Trains UK
Cat No:	965006
Description:	Andrew Barclay 'Caledonia' 0-4-0F
Builder:	Andrew Barclay, Kilmarnock Works
Region:	Various
Gauge:	'00'
Scale:	4mm:1ft
Length:	80mm (over buffers)
Price:	£139.95 (DCC Ready), £249.99 (DCC sound fitted)
Couplings:	Removable NEM 363 small tension lock couplings
DCC:	E24 DCC decoder interface
Speaker:	Factory-fitted 13mm x 6mm cube
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	First
Motor type:	Coreless
Flywheel:	One
Wheel arrangement:	0-4-0F
Purpose:	Industrial
Haulage capacity (expected):	Three Mk 1 carriages
Haulage capacity (actual):	Four Mk 1 carriages





The specification includes a coreless motor, flywheel, cube speaker, E24 decoder interface and stay alive capability.

crossheads. Between the frames is a large cutout affording views of the inside valve gear – great attention to detail. Cleverly, the motor and drive mechanism have been completely hidden from view, with only one wire barely visible on our sample when looking between the frames.

Decoration to our sample was excellent, with the rich green contrasted by the crisply applied 'wasp stripes' on the front and rear and along the running plate. Red coupling rods and buffer beams are nicely highlighted, with the die-cast metal parts having an impressive sheen. Printed items are crisply applied in all instances, with the overall standard of decoration extremely high.

PERFORMANCE

Inside, Rapido has fitted the new fireless with a full suite of features, including a stay alive capacitor, small cube speaker, flywheel, E24 Digital Command Control (DCC) socket, and coreless motor. On test our sample performed well, delivering smooth, near-silent performance straight from the box on analogue control. Haulage was impressive, with the small 0-4-0F able to haul four Bachmann Mk 1 coaches during our tests - ample power for any prototypical loads.

Rapido's new model also includes a comprehensive instruction booklet and a detail pack. This detail pack includes two lamps, two electric lights and a pair of plain cabside shutters, cabside half doors, cabside shutters with windows, plus cabside doors with windows. To fit the shutters and cab doors, the cab will need to be removed - clear instructions and diagrams are provided in the instruction booklet.

OVERALL

Rapido's all-new 'OO' gauge fireless locomotive captures every bit of the charm of the real things in a well-detailed and delightful model. They were widely used in industry, and we can see the models appearing on a huge variety of layouts. (BC)

Return of the 'TURBOMOTIVE'

Hornby has delivered a new version of the unique LMS 'Turbomotive' 4-6-2 6202 adding its 1936 modifications to the LMS era livery, and it is available as a special reader offer from Key Publishing. **MIKE WILD** finds out more about the model.



The latest version of the LMS 'Turbomotive' from Hornby models 6202 in its 1936 condition with the later boiler and modified reverse turbine.

THE LMS 'TURBOMOTIVE' was a unique steam locomotive powered by steam turbines in place of the traditional piston drive of the 'Princess Royal' class 4-6-2s. This latest release of the model from Hornby for 'OO' gauge captures 6202 in its post-1936 condition and is now on offer through Key Publishing as a special reader offer from Hornby.

The real locomotive was built in 1935 as an experimental design by Stanier. The aim was to produce a more efficient steam locomotive and, while that proved to be the case over long distances, it was more difficult to operate at lower speeds and lacked a reliable reverse gear.

Nevertheless, in its 'Turbomotive' form 6202 remained in frontline service until 1949 when it was rebuilt as a piston driven 'Princess Royal'/'Princess Coronation' hybrid 4-6-2. During its career it underwent modifications shortly after introduction in 1936 and that is the form in which Hornby has modelled the locomotive this time – a difference to the first release in LMS lined crimson colours which modelled it in as-delivered condition.



The powerful lines of the 'Turbomotive' are captured superbly by the Hornby 'OO' gauge model.

The key differences are in the boiler for this release, as 6202 now has a replacement 40-row superheater boiler with the regulator housed in a separate dome together with reverse turbine modifications, a 4,000 gallon Stanier tender with roller bearings and a host of highly detailed separately fitted parts. These include handrails, smokebox numberplates, a fully detailed cab and backhead, adjustable oil cooler radiator flap, opening cab roof vent, sprung metal buffers and an accurate body profile.

Electronic features include working headlamps on the locomotive together with a working tail lamp on the tender controlled by touching the side of the tender body. There is also a five-pole motor, flywheel, locomotive drive, locomotive and tender electrical pick-up, a 21-pin DCC decoder socket and the option to purchase 6202 DCC Ready or DCC sound fitted – the latter equipped with Hornby's own Triplex Sound Bluetooth decoder and 'Turbomotive' sound file.

This latest addition to the Hornby range is ideal for modelling 6202 from 1936 to 1947 when it carried LMS crimson lake livery and operated side by side with the 'Princess Royals' and 'Princess Coronations' on West Coast Main Line expresses from London to the North. Our sample was an excellent runner with plenty of power to haul a scale length train.

Excellent and available now with a 30% saving as an exclusive reader offer from Key Publishing. (MW)



Finished in LMS crimson lake livery, 6202 looks superb. It is available DCC Ready and DCC sound fitted.



The cab interior is fully detailed with backhead pipework, gauges, controls and more.

- **Gauge:** 'OO'
- **Price:** £294.99 DCC Ready, £349.99 DCC sound fitted
- **Cat No:** R30398/R30398TXS
- **Site:** *www.hornby.com*
- **DCC:** DCC ready, 21-pin decoder socket
- **Era:** 3



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The offer reduces the price of the DCC Ready version from the RRP of £294.99 to £206.99 and the DCC sound fitted version from the RRP of £349.99 to £244.99. This offer is available only through Key Publishing's shop at:

● ***shop.keymodelworld.com/collections/exclusive-reader-offers***

Hornby's RailRoad

- **Gauge:** 'OO'
- **Price:** £149.99 (driving cars), £34.99 (individual coaches)
- **Cat No:** R30450 (driving cars), R40490/1 (Motor Standard), R40484 (Motor Composite)
- **Site:** *www.hornby.com*
- **DCC:** 21-pin DCC decoder socket x2 (one in each driving car)
- **Era:** 10/11

IN HM225 we took a first look at Hornby's all-new RailRoad Class 800 bi-mode units for 'OO' gauge, which captured the shape of the Hitachi-built trains well and at a very attractive price point. Now, the Great Western Railway (GWR) versions have arrived.

GWR first introduced the Class 800s in 2017 to replace InterCity 125 High Speed Train sets on express passenger trains out of London Paddington. GWR's Class 800s were branded Intercity Express Trains (IET) and can operate via overhead live wires or on-board diesel



Hornby has released its all-new 'OO' gauge RailRoad Class 800 IET in GWR green.

Northern '153' returns



Hornby's popular 'OO' gauge Class 153 diesel railcar is back in Northern's blue and purple colour scheme.

- **Gauge:** 'OO'
- **Price:** £169.99
- **Cat No:** R30427
- **Site:** *www.hornby.com*
- **DCC:** 21-pin DCC decoder socket
- **Era:** 10

Class 800 goes green



The new RailRoad GWR Class 800 is available as a twin-pack of driving cars, with additional coaches offered separately.

engines. The class is a common sight across the GWR network, although cracks in the yaw dampers and recent fuel pump issues have affected reliability.

Hornby's all-new 'OO' gauge RailRoad GWR Class 800 is supplied as a twin pack containing two driving cars, with three additional coaches available separately. Each separate vehicle carries correct designations and are available as Motor Composite and Motor Standard coaches. These all feature mainly moulded detail and use the same clip connector as Hornby's main range of Class 80X units.



As with the London North Eastern Railway Class 800, the sleek outline of the Class 800 is depicted well, with the units featuring mostly moulded – but well picked out – detail. As before, each of the windows on the train is blacked out. However, the glazing is flush and looks effective as the prototypes have tinted windows. On the roof, the exposed equipment is picked out in silver, with a separately applied moulded pantograph fitted to each driving car.

Both driving cars feature working directional lights, with the powered unit pre-fitted with traction tyres – spare tyres are provided. Each driving car is fitted with a 21-pin Digital Command Control (DCC) socket and a space for a 15mm x 11mm cube speaker, with two decoders needed to operate on a DCC layout.

Hornby has captured the simple aesthetics of the GWR green superbly, relieved by an orange cantrail stripe and a silver bodyside stripe beneath the windows. Printed details are crisp, with large GWR lettering, unit numbers and coach destination boards neatly printed and legible.

Hornby's GWR RailRoad Class 800 hits all the highs of the LNER version and offers newcomers and experienced modellers alike a well-priced, accurate model of one of the UK's most widespread trains. (BC)



Three intermediate vehicles are available in GWR green – two Motor Standards and a Motor Composite – to complete a five-car set.

This latest release models unit 153360 and comes with a pair of snowploughs and cosmetic BSI couplers.



HORNBY'S 'OO' gauge Class 153 Diesel Multiple Unit (DMU) returns to the range decorated in Northern's bright blue and purple livery. They were rebuilt from Class 155s, with an additional cab added to each half of the unit, creating 70 DMU vehicles. They were converted at Hunslet Barclay in Kilmarnock between 1991 and 1992 and operate today with Transport for Wales Rail, ScotRail (as 'Highland Explorer' active travel coaches) and Network Rail for infrastructure inspection duties.

Hornby's Class 153 dates from 2008 and still looks good. The model features a fully detailed body complete with distinctive rivet detail, flush glazing and a detailed interior, with seats and tables. Both ends feature a cab and central corridor connection, with the converted end correctly possessing a much smaller cab.

Colours across our sample were crisp and well applied, with subtle silver highlights on most of the model's windows complemented by blue highlights to the seats. Printed details are applied to a consistent high standard. Inside, the model features a 21-pin Digital Command Control socket and was supplied with two NEM tension lock couplings and a cosmetic BSI coupler fitted to one end on our review sample.

Another useful release of these widespread and versatile trains. In stock now from Hornby stockists. (BC)



Decoration is superb throughout with crisply printed branding and labels, especially to the passenger access doors and buttons.

EXCLUSIVE Locomotion GREEN ARROW

New to Locomotion Models' range of exclusive models of items from the National Collection is this Graham Farish 'N' gauge LNER 'V2' 2-6-2 modelling 4771 *Green Arrow* in its 2000s main line condition.



- **Gauge:** 'N' gauge
- **Price:** £219.95 (DCC Ready), £329.95 (DCC sound fitted)
- **Cat No:** 514811 (DCC Ready) 533553 (DCC sound fitted)
- **Site:** *www.locomotionmodels.com*
- **DCC:** Next18 decoder socket
- **Era:** 9/10

GRAHAM FARISH'S 'N' gauge London and North Eastern Railway 'V2' 2-6-2 arrived to much acclaim in the latter half of 2025 and now class pioneer and sole survivor 4771 *Green Arrow* is available, representing the locomotive as it appeared at the end of its last period of operation in the 2000s.

Outshopped from Doncaster Works in 1936, 4771 was withdrawn in 1962 and preserved as part of the National Collection. It spent many years as a popular performer on the main line but was withdrawn in 2008 with a cracked cylinder monobloc casting curtailing its operation for good. It is currently on loan to the Danum Gallery, Library and Museum in Doncaster.

Locomotion Models' exclusive model of *Green Arrow* is in LNER lined apple green with burnished tyres, side motion and modern overhead line electrification warning flashes. Overall, *Green Arrow* is superbly replicated in this new model, with the same excellent suite of details seen in our initial review in HM224. The model is fitted with fine separately applied handrails, smokebox door dart and other aspects such as sandbox fillers and lubrication pots on the running plate, although you may wish to remove the front bufferbeam footsteps to fully reflect the prototype.

Correctly, *Green Arrow* is fitted with the original monobloc cylinders, with other notable features such as the 'banjo' steam dome and valve spindle link of the Gresley-Holcroft conjugated valve gear well represented. Cab detail is comprehensive, with painted controls, plus excellent tender detail, including a large vacuum brake reservoir, plus separately fitted handrails on the rear.

Decoration is superb, with great application of the LNER apple green and lining. This is complemented by burnished smokebox features, cylinder heads, tyres and side motion, replicating the immaculate condition *Green Arrow* was outshopped in when repainted into apple green in the 2000s.

Locomotion Models' exclusive new 'N' gauge model recaptures a popular part of the National Collection from its last period of operation and demonstrates the high standards of finesse and detail possible in 'N' gauge. Available now exclusively in analogue and sound-fitted forms from Locomotion Models. (BC)



Detailing and decoration is sublime with crisply applied LNER lettering, lining and modern era overhead line electrification warning flashes.

National Collection 'J52/2'



Locomotion Models has received its new 'OO' gauge exclusive model of Great Northern Railway 'J52/2' 0-6-0ST 1247 in lined apple green.

- **Gauge:** 'OO'
- **Price:** £164.95 (DCC Ready), £279.95 (DCC sound fitted)
- **Cat No:** 552486 (DCC Ready), 552493 (DCC sound fitted)
- **Site:** *www.locomotionmodels.com*
- **DCC:** Next18 decoder socket
- **Era:** 8/11

RAPIDO TRAINS UK has delivered Locomotion Models' exclusive 'OO' gauge version of 'J52/2' 0-6-0ST 1247, which is now in the recently reopened station hall at the National Railway Museum in York.

85 'J52s' were built by the Great Northern Railway (GNR) for shunting duties. Some preceding classes were rebuilt to 'J52' specification, with the London and North Eastern Railway (LNER) classifying the original locomotives as 'J52/2' and the rebuilds 'J52/1'. The last was withdrawn in 1961. In 1959, Captain Bill Smith purchased 68846 from BR, the first time a locomotive had been purchased from the nationalised operator. Restored to its former GNR livery and number, it operated on the main line and heritage railways for many years and was donated to the National Collection in 1980.

Rapido's new 'OO' gauge 'J52/2' (HM224) is as impressive as ever. The model superbly replicates the GNR lined apple green, with a satisfying sheen to the paintwork and matt effect applied to the smokebox, which has a suitably burnished dart and smokebox straps. Lamp irons, handrails, footsteps, filler cap and more are all separately fitted and the model is available in Digital Command Control (DCC) Ready and DCC sound-fitted forms.

Rapido Trains UK has included the bell 1247 carried just behind its chimney at Railfair '91 at the California Railroad Museum as a user-fitted part. A small dab of PVA glue applied to the bell's base is all that is required to secure it and replicate this unique visit.

Rapido's exclusive model of 1247 mirrors the prototype well and is ideal for preservation era layouts. The model's release appropriately coincides with the reopening of the Station Hall at York. Available now exclusively from Locomotion Models. (BC)



Rapido's all-new 'OO' gauge locomotive bristles with detailing and this Locomotion Models exclusive also includes the bell carried at the Railfair '91 event in California for customer fitment.

FIRST REVIEW

Graham Farish
NER HOPPERS

- **Gauge:** 'N' gauge
- **Price:** £29.95
- **Cat No:** 373-367 (LNER D12), 373-375 (NER 'P7')
- **Site:** *www.bachmann.co.uk*
- **Era:** 2/3



New to Bachmann's Graham Farish are these 'N' gauge North Eastern Railway 'P7' and 'D12' hopper wagons.

ANNOUNCED AS PART of Bachmann's Railway 200 celebrations, these unassuming North Eastern Railway (NER) hoppers operated on the former Stockton and Darlington Railway. Announced as part of Bachmann's Summer 2025 British Railway Announcements, the finished wagons are now here, arriving in eight different forms.

The NER 'P7' 20-ton hoppers were introduced from 1902, with more than 10,000 constructed by 1923. The London and North Eastern Railway (LNER) continued to build the 'P7s', replacing the wooden stanchions with metal 'T' section uprights, classifying the modified wagons 'D12'. While some were still in use when BR was formed in 1948, the mass building of steel-bodied wagons led to both types being rapidly withdrawn, many finding new homes with private operators. Several have been preserved, and one, appropriately, is on display at Locomotion in Shildon.

Bachmann's new tooling suite caters for both NER and LNER wagons, with one sample of each type received for assessment. The full range covers NER, LNER, BR and National Coal Board (NCB) liveries. For review, we received LNER 'D12' hopper 86224 (Cat No: 373-376) and NER 'P7' hopper 44931 (373-375), which is part of Bachmann's Railway Celebrations range.

The basic shape of the wagons has been superbly captured by Bachmann. The wooden panelled sides are crisply moulded, with separately applied handrails complementing the moulded metal supports. At each end, wooden upright supports are a prominent feature on NER 'P7' hoppers, while LNER built 'D12' hoppers correctly feature metal 'T' section supports. More separately fitted handrails are on the ends, our 'D12' having two and the 'P7' one.

Chassis detail is comprehensive, with a separately fitted brake handle on both sides of the wagon connected to the braking system, which is only present on one side. In-line brake shoes are fitted, while axle boxes and springs are well moulded. The turned metal spoked wheels have been blackened – disc wheels are available on some models. Moulded representations of the hopper doors are included too – a nice touch. The ends have small footsteps, non-sprung buffers and provision for a cosmetic coupling hook. Pivoting NEM Rapido style 'N' gauge couplings are fitted as standard.

Livery application was excellent across our samples, with evenly applied colours and high-quality application. Both were finished in the same grey livery, finished with a slight sheen, contrasted by the matt black of the wagon's interior. Printed elements were, in all cases, applied well.

While unassuming in appearance, Bachmann's new family of NER and LNER hoppers is an excellent representation of these versatile wagons. With long lives in main line and private owner use, we are sure many 'N' gauge modellers will find reasons to add these wagons to their collections. (BC)



Left: **Eight different coal hoppers have been produced initially, including 'P7' 44931 in NER grey and 'D12' 86224 in LNER grey.**

LTM 66721 *Harry Beck*



London Transport Museum has commissioned an exclusive newly-tooled 'OO' gauge model of 66721 *Harry Beck* in its striking colour scheme from Bachmann.

- **Gauge:** 'OO'
- **Price:** £250
- **Cat No:** 479370
- **Site:** *www.ltmuseumshop.co.uk*
- **DCC:** Plux22 DCC decoder socket

Era: 11

THE LONDON TRANSPORT Museum's exclusive 'OO' gauge commission of GB Railfreight's (GBRf) Class 66/7 66721 *Harry Beck* from Bachmann has arrived, carrying the unique London Underground map-inspired livery the prototype has worn since 2013.

66721 was named *Harry Beck* in 2007, honouring the graphic designer who first designed the modern London Underground map. The locomotive was further enhanced in 2013 when it was repainted at Arlington Fleet Services' Eastleigh Works into a unique London Underground map-inspired livery. A 1933 map featured on one side, with a 2013 version on the other. The locomotive still carries this livery today, with minor alterations having taken place since 2013.

Bachmann's model of 66721 is exclusively available from the London Transport Museum shop and makes use of the manufacturer's latest tooling for the EMD Class 66. Correctly, the model represents a five-door, low-emission version introduced in the 2000s. Detail is comprehensive, with excellent representation of the bogies, rotating axle boxes and a complex array of pipework on the chassis. Again, the model features the large open radiator room, with both cabs featuring a central control pedestal, driver's desk and two seats.

Bachmann's replication of the intricate London Transport livery is spot on, with crisp details and legible text on both sides of the model, the familiar modern Tube map contrasting with the original version from 1933. Each side is a slightly different colour, with one cab end and the whole 2013 side white, and the other cab end and the 1933 side a light cream colour, modelling its appearance in 2017.

For Londoners, enthusiasts of the London Underground and its branding, or just collectors of GBRf 66s, Bachmann's new model of 66721 *Harry Beck* is an outstanding model of one of the most recognisable of all the big American diesels. (BC)



This latest commission models 66721 in 2017 condition with a cream backed finish to the 1933 tube map on one side.



The later 2013 map on the other side of the locomotive features a white background.

Cut down HYAs RETURN



Detailing is superb throughout with neatly modelled conduit, bodies, underframe discharge chutes, levers and end access panels at each end.

A new batch of Accurascale's popular HYA cut-down hoppers have arrived – and with enhancements to make them even better. **MIKE WILD** inspects a trio of twin packs.

- **Gauge:** 'OO'
- **Price:** £84.95 per twin pack
- **Cat No:** Various
- **Site:** *www.accurascale.com*
- **Era:** 11



ACCURASCALE has delivered a second production run of its popular HYA cut-down aggregate hoppers, and they are proving to be sought after once again. All are delivered in twin packs with a choice of two with working tail lamps and six standard pairs.

The HYAs were built in 2007 by IRS in Romania and WH Davis in the UK with a total of 368 vehicles being completed for coal traffic with GB Railfreight (GBRf) and Fastline Freight. However, the withdrawal of coal transport from the railway network saw the wagons revised to create covered IIA biomass hoppers at the original length and cut down versions dedicated to aggregate traffic. The length was reduced by removing the centre bay of hoppers to make them more suitable for use in transporting denser aggregate materials.

The HYA fleet is operated by GBRf with wagons leased from VTG, Touax and NACCO. This new production run from Accurascale consists of eight packs focusing on the dark blue livered VTG, Touax and GB Railfreight branded wagons as well as a unique pair modelling the graffiti finish applied to 371020.

In this current crop of liveries, the cut down HYAs are seen behind GBRf Class 60s and 66s on flows from Rylstone Quarry near Skipton, Arcow Quarry, Tunstead, Dove Holes Quarry and Peak Forest delivering stone to terminals across the country. However, with the recent storage of GBRf's Class 60s, Class 66s will



An eighth twin-wagon pack depicts a pair of NACCO unpainted (silver) wagons, including the distinctive graffitied 371020 as an Accurascale exclusive.

Accurascale's second batch of 'OO' gauge cut-down HYA bogie aggregate hopper wagons in ex-biomass and aggregate form have arrived.

be the main source of traction for these wagons.

The models use the same tooling suite as before with excellent attention to detail across the hopper body and underframe. The latter features full hopper bay detail as well as conduits running above the solebar, just like the real wagons, while there is also an impressive array of printed detail to take in as part of the livery application. The GBRf dark blue base colour was superbly applied in all cases while the Accurascale Exclusive graffiti wagon is superbly done to replicate a well-known wagon in the fleet.

There are two significant upgrades for this new run of the HYAs. Firstly, the bogies now have brass bearings for the axles which has made them freer running compared to the original batch which suffered from drag from the axles being clipped direct into the plastic sideframes. This makes long rakes much easier on model motive power.

Secondly, the working tail lamp design has been radically improved as the reliance on battery power has been removed to make way for a track pick-up design which works on analogue and digital layouts straight from the box. The tail lamp flashes correctly, and the tail lamp packs include a magnetic wand which switches the tail lamp on/off when waved over the rear corner of the wagon. Simple and effective.

The combination of the latest liveries alongside the upgrades to the HYAs make these very attractive wagons to modern day modellers and they are already proving to be very popular since their arrival in late January 2026. (MW)

'TT:120' WAGON

- **Gauge:** 'TT:120'
- **Price:** £20.99-£81.99
- **Cat No:** Various (see text)
- **Site:** *www.hornby.com*
- **Era:** 2-7

A SIGNIFICANT INFLUX of new 'TT:120' scale wagons has arrived from Hornby.

Leading the charge is a triple pack of Hornby's 'TT:120' 21ton MDV wagons (Cat No. TT6039), modelling the widespread wagons in BR bauxite.

Each features moulded side doors and a single end door, with a highly detailed underframe, brake cylinder and separately fitted and moulded brake details. Kinematic NEM coupling pockets are fitted at both ends, with provision for vacuum brake pipes to be fitted, although these could interfere with the movement of the coupling.

Also now available is Hornby's London and North Eastern Railway 'Toad B' brake van, modelling E140580 in BR grey (TT6045). Built by the LNER in the 1920s, the versatile 'Toad B' brake vans were used across the LNER network and were withdrawn in the 1950s in favour of more modern alternatives.

Hornby's latest 'TT:120' model features well moulded sides, with crisp vertical wooden planks, side duckets – fitted with flush glazing – and separately fitted handrails and side lamps. Verandas at the ends are well replicated, and the interior is visible through the glazing. A pair of roof ventilators and a chimney are on the roof, along with neatly moulded rain strips.

The chassis features turned metal wheels, moulded springs and axle boxes, while foot boards run the whole length of the brake van. Kinematic NEM pockets are mounted at both ends, with lamp irons, non-sprung buffers and a cosmetic coupling hook fitted to the buffer beam.

Several new 'TT:120' scale private owner open wagons have also appeared, with a triple pack containing three seven-plank open wagons covering Lowe and



Hornby's latest 'TT :120' scale wagon releases include these 12ton tank wagons in Royal Daylight livery.



Three consecutively numbered BR 12ton vent vans have been released as a 'TT:120' scale triple wagon pack.



New 21ton MDV mineral wagons are now available in BR bauxite.

BONANZA

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





A colourful triple wagon pack of 'TT:120' seven-plank opens is also now available.

Warwick yellow and red, Bernard T. Frost black and Shirebrook Colliery red colours (TT6042). All three liveries on our samples were applied well, with crisp colours and high-quality printing. Wooden planks and metal end supports are moulded on the sides, which also feature moulded doors.

Hornby has also re-released the 12ton tank wagons for 'TT:120', including a single FINA silver tank and a triple pack in Royal Daylight black livery (TT6047/6046). Our triple pack of tanks contained three differently numbered wagons - 1534/5/6 - with each appearing in the same black livery.

Detailing was good, with fine representations of the securing stays for the tank. The tank features fine rivets, a top filler cap and a separately fitted handwheel. Underneath, the model is fitted with fine brake rigging, in-line brake shoes, turned metal wheels and kinematic NEM couplings.

Finally, Hornby has also delivered a triple wagon pack of the versatile BR 12ton ventilated van for 'TT:120' (TT6044).

Each triple wagon pack includes three sequentially numbered wagons - B77345/6/7 - each finished in BR bauxite. Detailing matches the quality seen with previous releases, with crisp wooden plank detail, moulded metal supports, plus in-line brake shoes and turned metal wheels.

In each case, livery application to the new vehicles was up to the high standard we have come to expect from the manufacturer, with good paint density and crisply printed panels and lettering.

With plenty of choice, these latest arrivals from Hornby inject a welcome shot of variety to the 'TT:120' range. (BC)



This new 20ton LNER 'Toad B' brake van models B140580 in BR grey.

ModelU FIRELESS CREW

IDEAL for pairing with the newly-released Rapido Trains UK 'Caledonia' fireless locomotives – see our full review on pages 74-75 – ModelU has developed a crew pack ideal for populating the cab of these unusual machines.



- **Gauge:** 'OO'
- **Price:** £8.95
- **Cat No:** 11296
- **Site:** *www.modelu3d.co.uk*
- **Era:** 7/8



Detailing on each figure is excellent and to the typical high standards expected from ModelU. Clothes have realistic creases, and both figures have easy-to-identify facial features and accessories, such as a shunting pole and a safety hat. These crew packs are available in two different styles, with the second pack not featuring modern safety gear. Both figures are supplied secured to a base and supports and will need to be carefully freed from them.

With painting, these figures will dramatically enhance the cab of the Rapido 'fireless' and complement any industrial scene in which the locomotive appears. (BC)



7mm scale Class 153 figures



- **Gauge:** 'O'
- **Price:** £19.95 (passenger pack) £8.95 (crew pack)
- **Cat No:** 10241 (passenger pack), 10239 (crew pack)
- **Site:** *wwww.modelu3d.co.uk*
- **Era:** 8-11

DESIGNED for Heljan's excellent 'O' gauge Class 153 Diesel Multiple Unit (HM221), this combination of a crew and passenger pack will add life to the detailed interior of these widespread and versatile trains.

For assessment, we received two packs – one containing driver and guard and a larger pack with the train crew and eight passengers. While our packs were supplied in 'O' gauge, versions are applicable for the forthcoming Class 153 in 'OO' gauge from Heljan or, with some modification, the longstanding Hornby 'OO' gauge Class 153 - and even other DMUs - and can be ordered in custom scales from ModelU's website.

Our samples were secured to supports – common practice with 3D printed items – and will need to be carefully separated from these using a small blade. Detail is exceptional, with clear facial features and realistic creases in clothing. Careful painting will bring the figures to life.

With the new Class 153's lighting functions, these figures will really stand out inside the model. Available to order now from ModelU's website and a range of stockists. (BC)



- **Gauge:** 'OO'
- **Price:** £8.49
- **Cat No:** RMM170
- **Site:** *www.rustyrailsmodelling.com*
- **Era:** 8-11

3D speed restriction signs

A STAPLE of the modern railway is the familiar round speed limit signs which dot the lineside across the UK.

Each pack of these superbly printed 4mm scale signs includes seven different types: four 10mph, 15mph, 25mph, 75mph, 100mph and 125mph signs, plus six 'W' signs. All are secured inside a sturdy 3D printed frame.

The signs feature a fine lip around the circumference, and the large numbers are slightly embossed. Posts are not provided, but spare parts of the 3D printed frame would be ideal substitutes and can simply be glued to the back of the sign.

These delightful 4mm scale restriction signs provide an excellent way to denote speed limits on a model railway and really look the part. Available now. (BC)



Rusty Rails ticket barriers

- **Gauge:** 'OO'
- **Price:** £8.99
- **Cat No:** RRM171
- **Site:** *www.rustyrailsmodelling.com*
- **Era:** 8-11

TICKET BARRIERS ARE common at many busier stations and these new 4mm scale 3D-printed examples from Rusty Rails will help complete a contemporary station scene.

Each pack contains enough parts to construct a set of five barriers with all components secured to supports. Four standard-width barriers are present, with the fifth an accessible barrier that is slightly wider.

The gates can be glued to the barriers, with small cutouts and lugs present to ensure correct alignment. Each barrier is brimming with detail, with smartcard readers, displays, and more.

A carefully applied paint finish will complete the appearance for that finishing touch to a modern-era station scene. (BC)

Modern depot water tank

- **Gauge:** 'OO'
- **Price:** £9.95
- **Cat No:** PJD113
- **Site:** *www.scalesceneryandfigures.co.uk*
- **Era:** 9-11



NEW to 3D Scales' roster of 3D-printed 4mm scale accessories is this large modern depot water tank.

Detailing to the resin structure is superb, with plenty of rivet and panelling detail on the side of the tank along with pipework and vent grille detail on top. Measuring 54mm x 27mm x 35mm, the tank is raised off the ground slightly and sits on five brick supports. In addition, the tank comes with a pair of caged safety ladders which can be attached by the customer, a small lip helping to secure them.

Painting and weathering is sure to bring the tank to life and it will certainly add presence to a modern railway depot. (BC)

Modern bus shelter

RUSTY Rails Modelling's new 4mm scale bus shelter is ideal for an urban scene and could be used on a street or just outside a modern station building.

Assembly is straightforward, with only the sides and back of the shelter needing to be glued onto the one-piece roof.

A pair of seats is also included.

Once painted, this shelter really will look the part on a road scene and could even be repurposed on a station platform. Available now from the Key Model World Shop. (BC)





- **Price:** £8.49
- **Cat No:** RRM169
- **Site:** *www.rustyrailsmodelling.com*
- **Era:** 7-11

Class 74

ELECTRO-DIESEL

When British Railways needed powerful electro-diesel locomotives for the Bournemouth electrification scheme but had little budget, a novel approach was taken which resulted in the appearance of the Class 74s, as **EVAN GREEN-HUGHES** explains.





Above: **74002 awaits departure at London Waterloo with the evening 7.01pm Waterloo-Staines van train on November 23 1976.** Colin J. Marsden.

Below: **Displaying headcode 90, Class 74 74003 rushes through Eastleigh with the Waterloo to Weymouth Quay Channel Islands boat train on July 16 1977.** Rail Photoprints collection.



FACTS AND FIGURES	
Numbers (original):	E6101-E6110
(TOPS):	74001-74010
Built:	1958-1960
Converted from Class 71:	1967-68
Builder:	BR Doncaster
Converted to Class 74:	BR Crewe
Withdrawn:	1976-1977
Number converted:	Ten
Wheel arrangement:	Bo-Bo
Wheel diameter:	4ft 0in
Weight:	85tons
Length:	50ft 5½in
Width:	8ft 11in
Electrical system:	750V DC
Engine:	Paxman 6YJXL
Generator:	English Electric EE843
Traction motors:	English Electric 532A x4
Power (electric):	2,552hp
Power (diesel):	650hp at 1,500rpm
Tractive effort (electric):	40,000lbs
Tractive effort (diesel - continuous)	18,100lbs
Heating:	Electric
Brakes:	Air and vacuum
Fuel capacity:	310gallons
Maximum speed:	90mph
Route availability:	RA7
Number preserved:	None

DURING the 1960s, the Southern Region of British Railways was aggressively expanding its third-rail electrified network, with the intention of eliminating steam and improving train times and frequencies. In 1964, it was announced that the lines to Bournemouth would be electrified and this involved upgrading 90 miles of track, updating signalling and introducing new rolling stock. However, due to financial constraints, it was not possible to continue electrification beyond Bournemouth - and this gave the operating department a considerable problem, particularly for trains working through to Weymouth.

As is well known, this was partly solved by creating powerful four-coach Electric Multiple Units (4-REP EMU) which could haul four-car non-powered trailers (4-TC) to Bournemouth, the latter worked forward by Class 33/1 diesel locomotives. However, such an arrangement was not suitable for the heavy boat trains which provided a vital link between London and the Channel Islands ferries as these were made up of ordinary coaching stock and were often very long, particularly in the summer. A similar problem also existed at Southampton, where trains also needed to leave the third-rail system to access the docks and the ocean liner terminal there.

Although the Southern was largely worked by multiple units, it did have a few electric locomotives. The first of these were the Class 71s built at Doncaster in 1958-60 primarily for working hauled stock on the newly-electrified section down to Ramsgate. These mechanically followed earlier Southern experimental designs but were much lighter due to the use of integral construction, weighing only 77 tons. Producing some 2,500hp, these were allocated to prestige work such as the 'Golden Arrow' and the 'Night Ferry' expresses.

Due to a perceived requirement that the class would also be used for goods traffic the Class 71s were also fitted with a pantograph so they could collect power from tramway-style overhead wires with which the SR intended to equip its goods yards. However, this feature was »



The class's versatility is amply displayed as 74005 stands in Wimbledon West Yard at the head of a Tolworth-bound coal train on March 3 1977. Colin J. Marsden.



Long before the Eurostar terminal was built, 74003 is stabled in Waterloo North Sidings on October 14 1977. Colin J. Marsden.

little, if ever, used and so the class spent most of its time on passenger duties, one drawback being that it was unable to access non-electrified yards and sidings. Another issue also arose when the Class 71s were required to work overnight boat trains in that maintenance staff often wanted electric isolations at night, and this resulted in the engines being stood down from time to time in favour of conventional diesels.

As the electrified network expanded, further locomotives were required but, given the lessons learned with the Class 71s, these were respecified with a small diesel engine in addition to the usual third-rail equipment which would mean that what was to become the Class 73 would be able to work trains through isolated sections, into yards and sidings and also at reduced speed on non-electrified routes. These new locomotives were so successful, and infinitely more flexible, that they became preferred over the older design, work for which subsequently dwindled, with their duties being mainly newspaper trains from Victoria to Ramsgate.

CONVERSION

A review of requirements in 1964 led to ten of the Class 71s being stored unused at the time when the extensions to Bournemouth were being planned. It was known that further locomotives would be required for this but also that capital was not available to build new and so, naturally, investigations were instigated as to whether the stored engines could be converted to electro-diesels.

The conversion was undertaken at Crewe Works but designed by the Southern Region with the major changes being the installation of a Paxman six-cylinder engine along with its associated generator and the removal of the overhead collection equipment. This was not a simple task as the space available was very tight, and it also involved adding strengthening to the body structure to take the additional weight. Much of the internal equipment also had to be relocated, while the opportunity was also taken to standardise couplings and electrical connections to make them compatible with other Southern Region stock.

Unfortunately, the conversion was not an outstanding success. The Paxman engine, which was also fitted to the Class 17s, proved to be unreliable, was difficult to start and was considerably noisier and less robust than the English Electric units fitted in the Class 73.

Aspects of the electrical conversion also were problematical as an early version of replaceable circuit boards was used which was not entirely up to the job and this resulted in some of the locomotives spending a great deal of their time under repair.

When they were working properly, the Class 74s performed much as intended. Acceleration was said to be equal either on diesel or electric, although on diesel maximum speed could not be achieved or sustained due to the lower power available. Despite this they soon gained a reputation for unreliability amongst crews while depot staff preferred the English Electric-equipped locomotives, probably because they were much more familiar with them, as they were basically the same as fitted to Class 20x Diesel-Electric Multiple Units and 350hp diesel shunters.

Maybe as a result of this the class did not spend as much of its time working Weymouth services as was originally intended. They were compatible with the 4-TC trailer units and could work in lieu of a 4-REP if required, although a second small batch of 4-REPs in the early 1970s reduced this need. A practice soon began of replacing them at Bournemouth when on Weymouth-bound passenger duties, usually with a Class 33/1 Bo-Bo diesel. This included the regular London Waterloo to Weymouth Quay Channel Islands boat trains formed of BR Mk 1 and Mk 2 coaches. They were also regularly found to be working Southampton boat trains, a duty that involved only a short distance working on diesel power and which proved to be more within the design's capabilities. The class, as with other electro-diesels, proved useful for working lighter freight trains with the diesel capacity enabling them to run onto

74008 approaches Farnborough with an Up van train of BR and pre-Nationalisation vehicle types on October 18 1976. Dave Cobbe/Railphotoprints.uk.



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the tracks of other regions, with examples running on the London Midland and the Western Regions on inter-regional freights. A regular turn involved working milk trains as far as Acton from the south while the class was also used on van trains, although they were underpowered for much of this type of work.

OBSOLESCENCE

Following completion of the conversions in 1968, great strides were being made in locomotive electronics - so much so that the electrical system used in the Class 74 soon became obsolete and to continue supporting it would have involved investing serious money in upgrades. By this time, too, traffic requirements on the railway were changing. Cross-channel and cruise passenger traffic was beginning to switch to air, and this resulted in a fairly rapid run-down of boat trains. Goods and parcels traffic was also in decline while commodities such as milk were switching to road. The Southern Region began to rationalise, introducing multiple units onto its coastal services and using connecting buses to avoid taking trains onto the docks themselves. All of this resulted in a reduction of diagrams for the Southern's electro-diesel fleet, leaving the region with a surplus of locomotives. Not surprisingly, the decision was taken to concentrate on retaining the larger class, the '73s', and to run down others when applicable.

In July 1976, 74006, as E6106 had become, was involved in a fire and after assessment it was not thought to be worth repairing and became the first of the class to be withdrawn. The following year, 74002 was involved in a collision and taken out of service. This was quickly followed by 74009 which was condemned after suffering mechanical failure. The final seven locomotives were all taken out of service by the end of 1977 and after a period in store at Eastleigh were mostly broken up. The exception to this was 74010 which was claimed by the Railway Technical Centre at Derby and given a light overhaul before moving north. However, this reprieve was short-lived because the locomotive was found to be unsuitable for the work planned and was discarded, meeting its end at Doncaster Works in 1979.

On initial conversion, the former Class 71s were given the numbers E6101-6110 and did not retain their original identities. On the introduction of the TOPS computer system, they were renumbered 74001-010 in the same order. The conversions were outshopped in blue livery from Crewe with full yellow ends, which did little to improve their boxy appearance.

Although not attracting much attention from enthusiasts, the Class 74s did not bow out without ceremony and there was a 'Farewell to the Class 74' railtour on December 3 1977. This used 74003 and 74010 and travelled from Waterloo to Southampton and then on to Lymington Pier and Bournemouth before returning to London. Unfortunately, 74003's diesel engine ran hot at Romsey and delayed the service by an hour, underlining the class's reputation for unreliability!

The Class 74 was a bold attempt to satisfy a traffic demand by reusing redundant assets. Regrettably the choice of power unit, along with the electrical system, doomed the project from the start, giving the conversions a very short lifespan of less than ten years. **HM**

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Despite being withdrawn early the previous year with mechanical failure, 74009 appears remarkably intact in the sidings at Eastleigh Traction Maintenance Depot in April 1978. Colin J. Marsden.

CLASS 74 PREVIOUS IDENTITIES

Class 74 (pre-TOPS)	TOPS	Class 71 (original)
E6101	74001	E5015
E6102	74002	E5016
E6103	74003	E5006
E6104	74004	E5000
E6105	74005	E5019
E6106	74006	E5023
E6107	74007	E5003
E6108	74008	E5005
E6109	74009	E5017
E6110	74010	E5021



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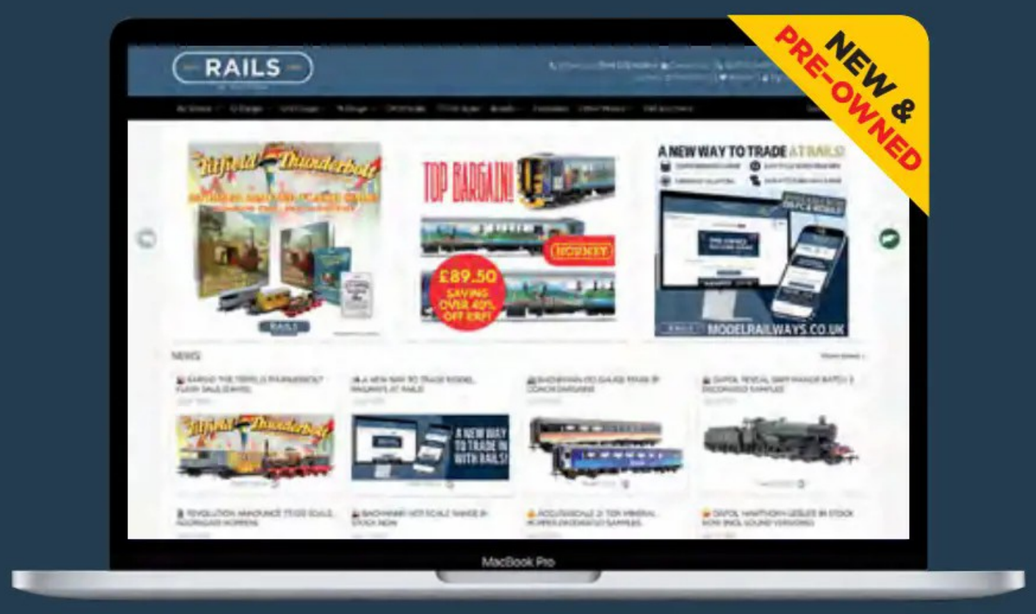

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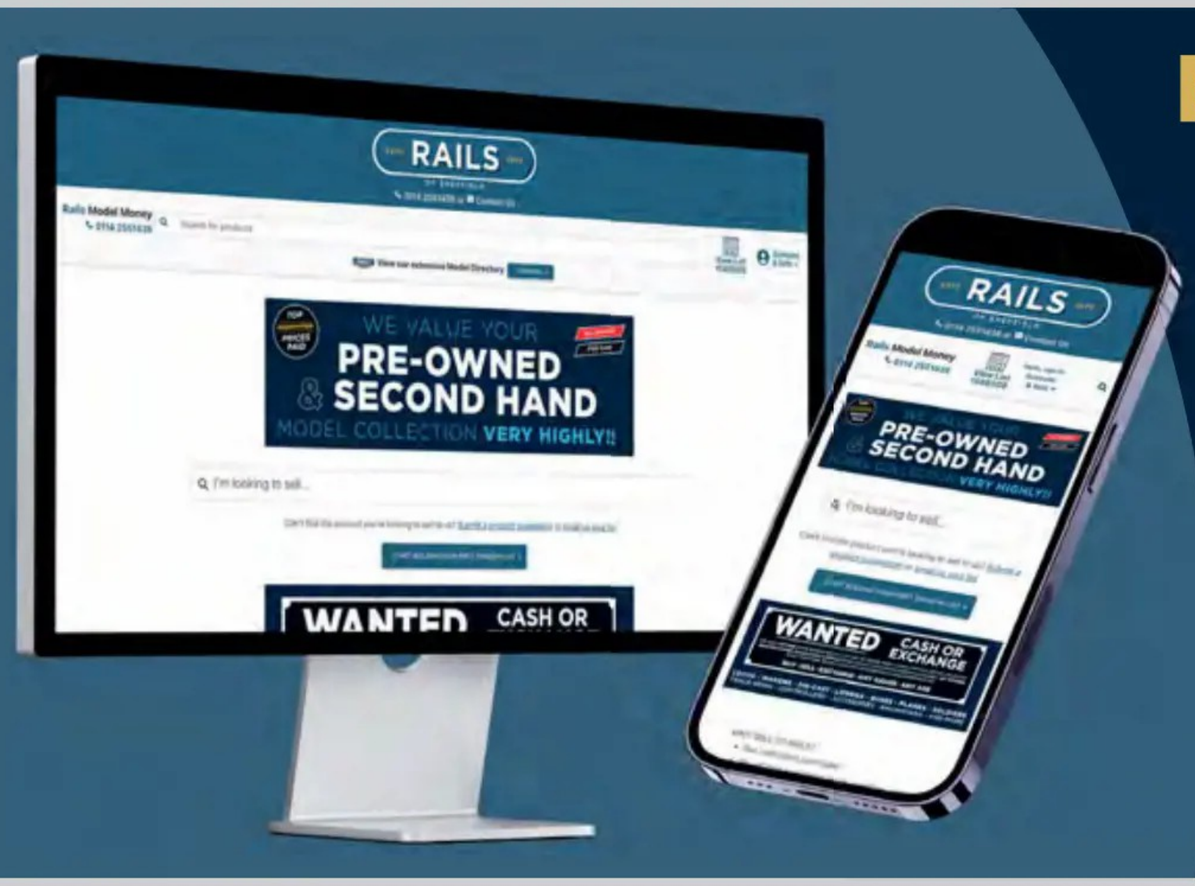

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SMOKE WITHOUT FIRE

Digitrains launched a new steam generator fitting service for 'OO' gauge locomotives in January. **MIKE WILD** meets the designer to find out how it works.

Right: **This single chimney 'A4' was fitted with an ESU LokSound V5 decoder, but the Digitrains steam generator also works with ZIMO MS series chips.**

Below: **Digitrains' new steam generators can be installed in 'OO' gauge tender locomotives. One of the sample locomotives created for the launch is this Hornby Bulleid 'West Country' 4-6-2.**



STEAM has always been a challenging element for model locomotives. Hornby tried it with the Live Steam powered 'OO' gauge Gresley 'A3' and 'A4' 4-6-2s – wonderful, but closer to miniature engineering – while more recently we have seen factory-fitted steam generators from Hornby linked to its own range of Triplex Sound Bluetooth decoders.

These have been very well received and offer a brilliant way to introduce real steam effects to 'OO' gauge locomotives, but what if you want to upgrade your existing fleet? For a long time, Seuthe smoke generators were the first choice for adding steam effects to model locomotives and we've covered their installation in the past in *Hornby Magazine*. There were drawbacks though – smoke oils for the Seuthe generators required heat to make them work and, if you weren't careful and they ran out, there could be heat damage to a model. Happily, with modern decoders there are workarounds including timers which shut off the smoke Seuthe unit.

Technology is always on the move, and Digitrains has now introduced its own steam generator system which it can fit to 'OO' gauge ready-to-run locomotives. The new system was revealed at its January open day and is now being offered for an increasing range of motive power - which Digitrains' Workshop Manager Toby Kirby and Designer John Dixon brought to our workshop to show us how it all works. »

Introducing the system, Toby Kirby explained: "Unlike a conventional Seuthe system with hot oil, this is a water-based system so there is no risk of your model melting. It works through an atomiser which is pulsed by the locomotive decoder in synchronisation with the sound profile."

The system has been created so it will fit into the majority of the ready-to-run 'OO' gauge tender locomotives, but designer John Dixon is already working on development of smaller parts to allow it to be added to tank engines in the future.

ON SHOW

To showcase the system, Digitrains brought a sound and steam generator equipped quartet of models covering the Bachmann LMS 'Jubilee' 4-6-0 and BR '9F' 2-10-0 together with a Hornby Bulleid 'West Country' 4-6-2 and Gresley 'A4' 4-6-2. The '9F' was fitted with a ZIMO MS series sound decoder while the other locomotives were all equipped with ESU LokSound V5 sound decoders.

John Dixon explained: "The steam generator works with either a ZIMO or ESU chip using the latest generation from each supplier. Provided the space is there to fit the system into, it can be retrofitted to locomotives with an ESU LokSound V5 decoder or the more recent ZIMO MS series chips. If it is an earlier chip, it will need the decoder changing in order to operate the steam generator."

But how does it work? There is a tank to hold water which is fed to an atomiser below the chimney of the locomotive. Once switched on, the atomiser draws through the water from the tank and creates steam without any residue or heat. Digitrains uses deionised water for its steam generators, as ordinary tap water can clog the atomiser, and recommends adding a drop of dishwasher rinse aid to the water in order to draw the water through the wick in the atomiser more effectively and improve the intensity of the steam. The recommendation is one drop of rinse aid per 100ml of deionised water.

The largest tanks carry up to 6ml in the locomotive with the filling point added by Digitrains on a case by case basis to suit the locomotive. This gives a run time of around 30 minutes depending on how the locomotive is operated.

TAKING CONTROL

One of the biggest differences with the Digitrains steam generator is the separation of control of the sound and steam effects. John explains: "Rather than attaching it to the sound function in the decoder software, the steam generator is controlled by a separate function on the decoder which means you can choose between running it with or without the sound. It also means the steam generator can be turned off if it runs out of water."

This separation of the steam generator also brings with it more play value. For starters, turning on the Blower function not only turns a sound function on to represent the real sound of the locomotive, but also intensifies the steam effect on the locomotive, just as it would on the real thing. It also allows adjustment of the steam flow with ESU chips to represent heavy, light and coasting operation.



A Bachmann BR '9F' 2-10-0 leads an empty mineral train with a drift of steam behind it from the Digitrains steam generator.

The exhaust beat is managed by the sound decoders in each case rather than a physical cam. ZIMO already allowed synchronisation between the sound and steam pulse in its software whereas with ESU chips, Digitrains developed its own settings to support that capability. The capabilities of the ESU chip are greater with the steam generator as it allows the steam flow to be matched to what the locomotive is doing at the time – for example, slowing down brings the steam down to a lower flow without a pulse effect, modelling the performance of a real steam locomotive more accurately.

This clever system is impressive to see in action and breathes more life into model steam locomotives with steam emitting from the chimney, but what does the future hold and how else could it be used? "At the moment we are focused on 'OO' gauge as it is the most popular scale, but we are taking on a few 'O' gauge locomotives as well." John added: "At the moment it's pretty much a case-by-case process to fit the system into a model and we are working to reduce the size of the parts to allow them to be fitted into smaller locomotives in the future."

What about diesel locomotives? "We have been asked about it since we launched the system and it is something that we are going to be working on soon – watch this space," says John.

Due to the bespoke nature of the work, prices are available on application based on individual locomotives and the work required to install the system at Digitrains' workshop.

It is an impressive new service and one we can see being very popular with digital steam modellers. **HM**



The Bachmann Stanier 'Jubilee' 4-6-0 comes to life with a steam generator. Pausing the locomotive in the station means the blower can be switched on to increase the steam flow.

USEFUL LINKS

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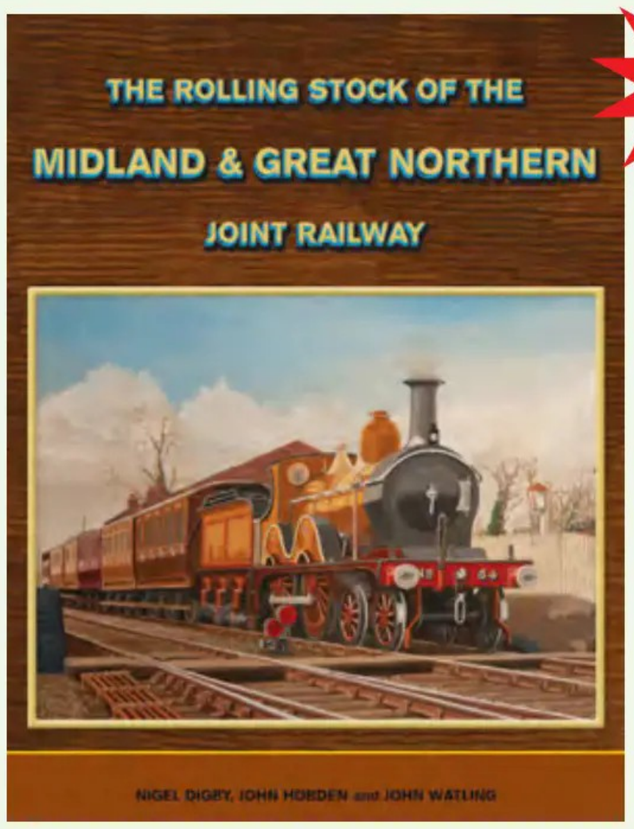

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NIGEL DIGBY, JOHN HOBDEN and JOHN WATLING

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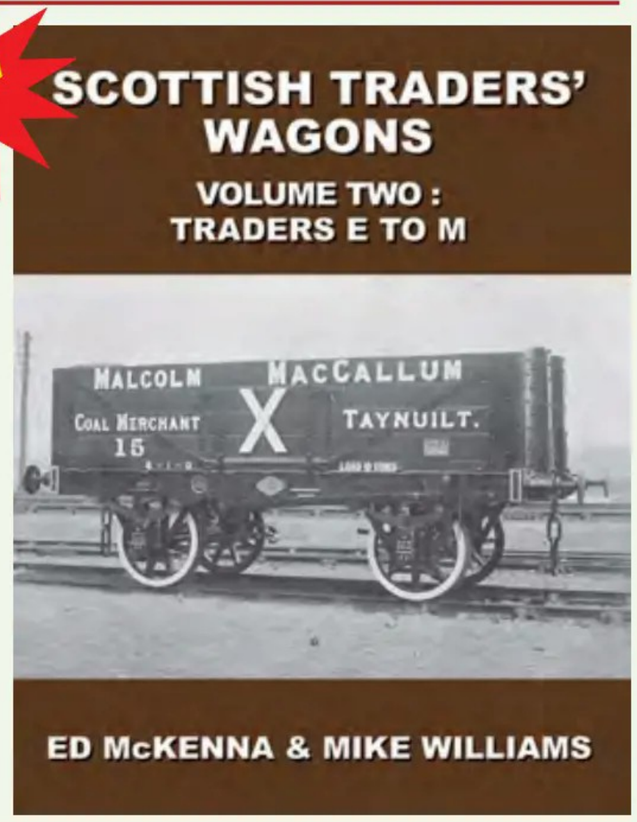
ED McKENNA & MIKE WILLIAMS



This, the second of the three-volume series, covers Scottish traders whose business names began with the letters E to M. It describes and illustrates the wagons owned or hired by more than six hundred businesses at over one hundred locations from Inverness in the north all the way down to Dumfries and Berwick upon Tweed. As well as more than one hundred coal and ironmasters, there are entries for very nearly 400 individual coal and lime merchants. In addition to these traders, wagons on the traffic of brewers and distillers, brick and earthenware goods manufacturers, quarry owners, iron founders, flour millers and grain storage, oil and chemical manufacturers, paper makers, public works contractors, textile and jute manufacturers and municipal utilities all appear, adding another 100+ entries. Some businesses were large – the Fife Coal Company grew by takeover to have a fleet of over 7,000 wagons. While generally small scale in their operation, some coal merchants were relatively large concerns too – the G&SWR approved just under 400 wagons of Logan Sons & Co. Ltd for traffic between Ayrshire collieries and Paisley stations; in 1898 R.Y. Pickering secured a five year contract to maintain 174 wagons currently on the traffic of Thomas Muir, Son & Patton of Dundee. Wagon hire was a significant feature. Many of the photographs in the Hurst, Nelson and Pickering collections depict wagons in liveries that only lasted a few years until they were repainted and re-lettered before going on hire to other businesses. These changes are documented and cross-referenced. While 'brown oxide' (like this cover) was the predominant body colour, followed by various shades of grey, examples have been found of wagons painted Midland Railway engine red, as well as green, black and blue including two wagons painted '*three coats of best peacock blue, with white letters and vermilion shading.*'

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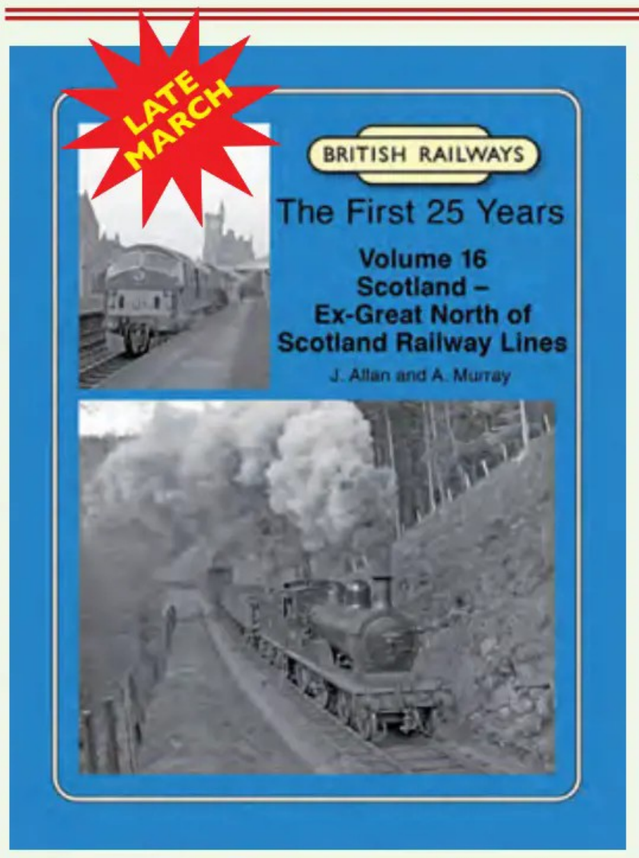

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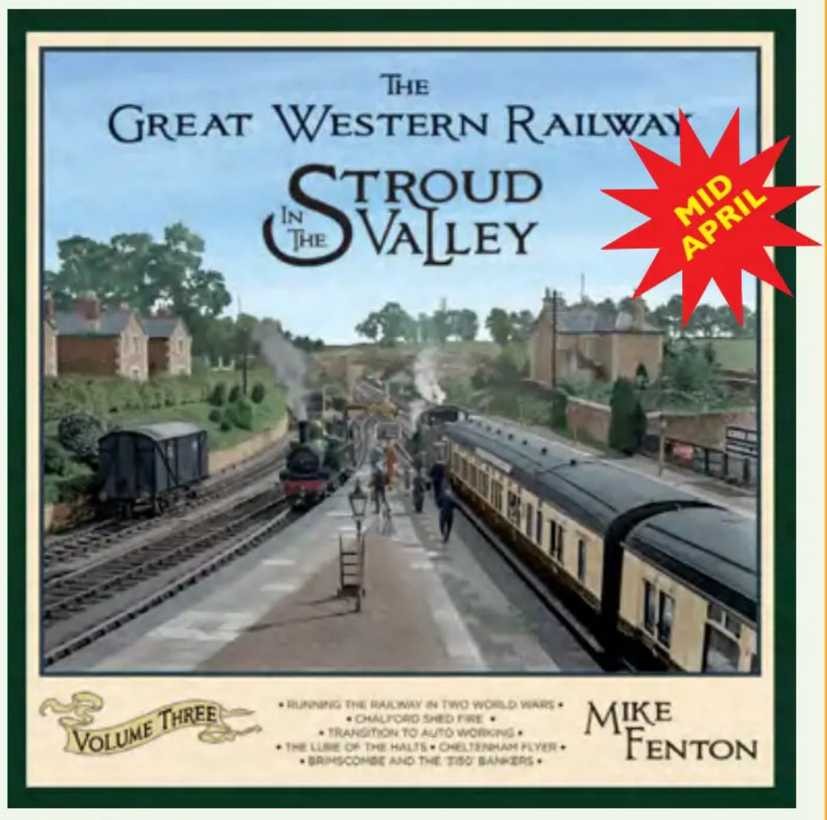

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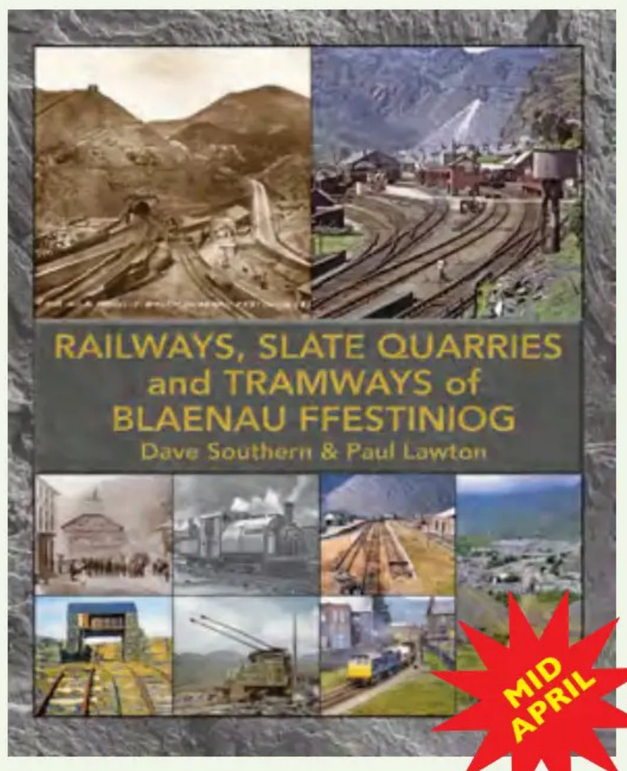

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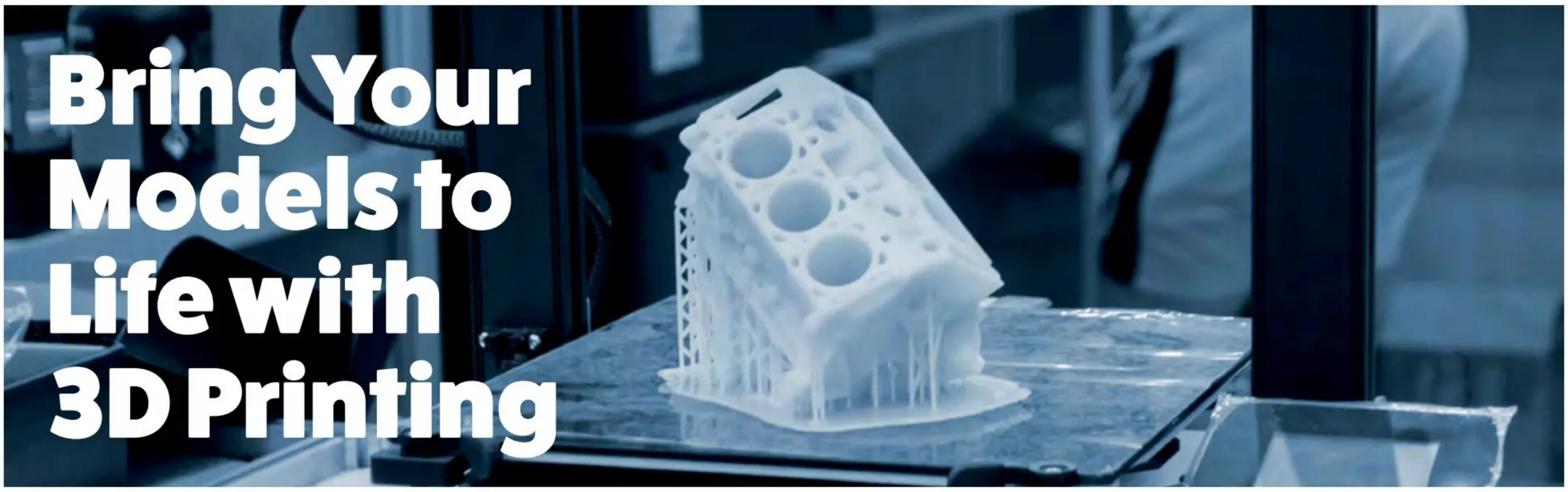

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Monkchester

The railways of North East England are the subject of **PETER BROWN's** expansive 'N' gauge layout, developed over the course of almost 50 years with friends from the Newcastle and District Model Railway Society.

PHOTOGRAPHY, MIKE BISSET

GAUGE 'N', 9mm | SCALE 2mm:1ft | SIZE 16ft x 6ft | REGION EASTERN | PERIOD 1950s/1960s | CONTROL ANALOGUE

1 Gresley 'V2' 60807 rumbles across the viaduct at Monkchester with a lengthy milk train. In mid-shot, a Peppercorn 'A1' is about to cross the trellis river bridge with an express passenger train.

MONKCHESTER came into being in 1972. Newly married and living in a ninth floor council flat in Gateshead, I wanted to build an 'N' gauge layout which could fit on to a dining table or stand against a wall when not in use. I built a 5ft x 3ft baseboard of 2in x 1in framing, choosing a 13mm fibreboard surface to take track pins easily.

Wanting something more interesting than a simple oval I built an inverted figure of eight on two levels with a branch line leading to a third level. I worked on this layout for several years until we moved into a Victorian terraced house, which gave me a large attic and the opportunity to expand the layout. This involved 40 points and more than 100 metres of track. Keeping on top of cleaning the track was a challenge and operating the layout was often unsatisfactory with frequent glitches. When my youngest daughter put in a bid for the room to be her bedroom I called it a day and the model railway was dismantled and stored for the future.

When the future arrived, 15 years later, I decided to dispose of the railway. Almost everything was sold except for the original baseboard with the scratchbuilt town, which I couldn't bear to see broken up. My wife suggested donating it to a local model railway club and this is how I became involved with the Newcastle and District Model Railway Society (NDRMS). It readily accepted the donation of the railway and, against my better judgement, persuaded me to help to get the layout operational again. I quickly remembered just how much I enjoyed model railways.

Dennis Ogle built baseboard extensions and the control panel and Paul Axcell carried out all the electrical work as we reconfigured the whole of the lowest level to create a new curved station in a cutting with new inclines and new storage yard behind. The layout now became 8ft x 6ft. Some earlier model buildings were relocated and the colliery from the previous layout extension was repurposed. The layout needed a name. Many of the model buildings were based on actual Newcastle buildings and we decided to call it Monkchester, the original Roman name for Newcastle, long before the Normans built the new castle keep.

We managed to get Monkchester operational for our club exhibition in Gateshead Stadium in 2007. It operated well but there were electrical glitches that needed to be resolved, and Paul spent quite some time in the following months solving them all. But then I thought that if we could extend the layout in one direction, we could extend it the other way too and create a rural environment with space to run scale length trains. Dennis built six more baseboards of softwood framing and plywood with another control panel and Paul saw weeks of work wasted as new electrics were needed. The layout became 16ft x 6ft with a huge new storage yard with additional passing loops on one of the inclines. The original track layout in 1972 »



2 Left: **Work-weary War Department 2-8-0 90201 crosses the imposing viaduct with a train formed primarily of vans.**

3 Right: **A three-car Class 108 Diesel Multiple Unit pulls away from Monkchester station as Fairburn '4P' 42073 prepares to depart from one of the bay platforms with a single LMS 'Stove R' in tow.**

4 Below: **Peppercorn 'A1' 60156 *Great Central* snakes along the elevated main line, high above Monkchester station and engine shed below, with a long-distance passenger train.**

may have been naïve, but the concept of an inverted figure of eight on two levels and a third level with a branch line has proved to be enduring and a major feature of this award-winning exhibition layout.

DESIGN

One of the guiding principles of the design of the new layout was to avoid long straight stretches of track. We decided to have gentle curves so trains snake through the landscape and make for more interesting viewing. We wanted bridges so a board with a valley was created. Avoiding straight track meant that the double track viaduct would have to be curved. Being on three levels meant that there were always going to have to be hills but these needed to create a plausible landscape into which Victorian railway engineers had carved trackbeds with cuttings and embankments. The branch line was reconfigured to terminate in a new station with a goods yard and run-round loop. This station became Monkcastle and the buildings here are based on Rothbury High Street and the castle is Prior Castell's Tower on Inner Farne Island.



The construction of model buildings on the layout spans a period of over 40 years and almost all are scratchbuilt. All the early buildings were made from Daler mountboard with proprietary brick papers for walls and roofs. Windows were made from clear styrene with the frames scribed into the surface. The most recent buildings have laser cut card windows with a mixture of textured Plasticard walls and slates and mountboard. All the buildings are based on actual structures in North East England, the more recent ones being of quite a few local National Trust properties and buildings of St John's College on the North Bailey in Durham.

The main feature viaduct was based on the very good Ratio kit, but modification was required to increase the height and make it curve. For the trellis bridge, Kato standard parts were used with scratchbuilt piers and altered girder approach bridges. The branch line viaduct was a repurposed Faller kit-built bridge from the earlier extended layout with extra height added to the piers.

With quite a lot of tracks hidden in tunnels, easy access is essential for track cleaning and dealing with derailments. The mine complex is on a separate wedge-shaped module which can be lifted out and in other instances particular buildings lift off to give finger hole access for landscape modules to be quickly lifted out.

OPERATION

There are three analogue controllers for the layout. Two fixed controllers operate the main lines with a handheld controller for the branch line. Each circuit of the track has several switched sections which can be isolated or switched between controllers. A complete circuit of the track is estimated to be a scale three miles and in exhibitions we usually aim to have two trains operating on each track, »



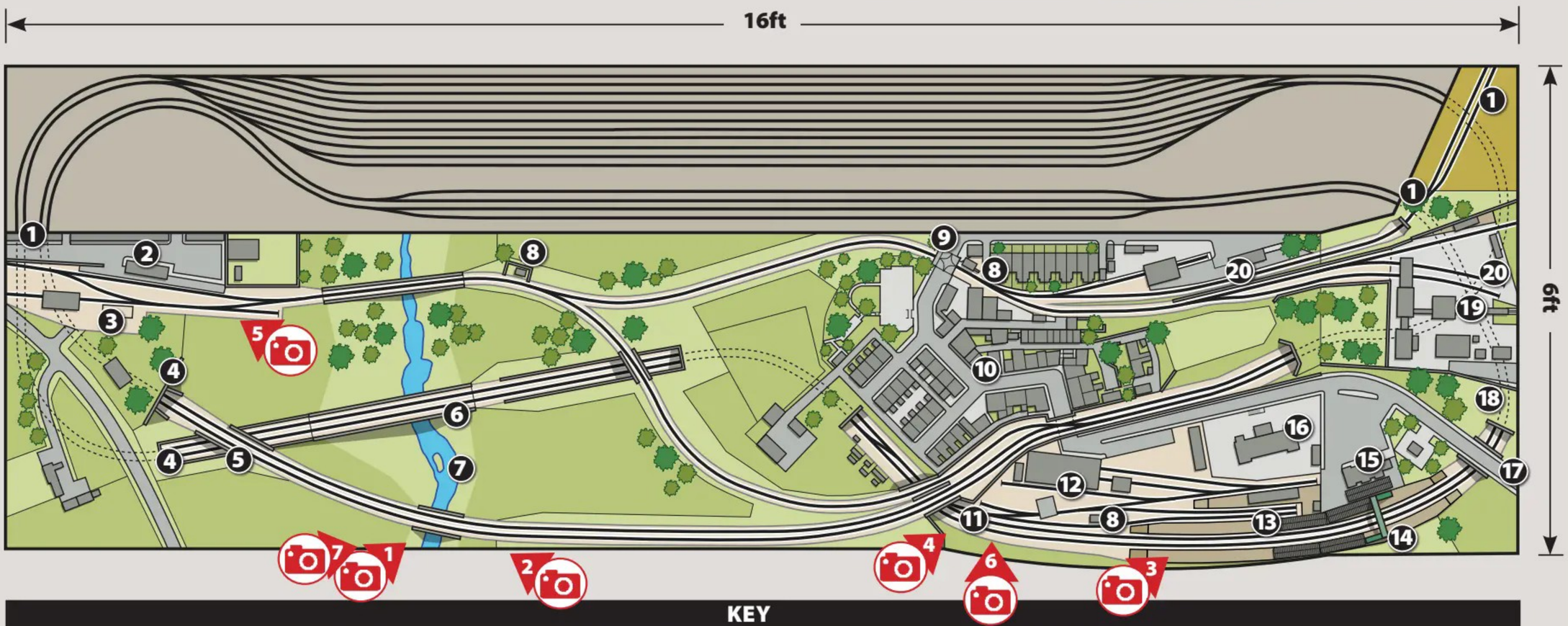
5 **A two-car Class 108 DMU stands in Monkcastle station with the branch line shuttle.**

tail chasing, requiring dexterous use of section switches if one train is in danger of catching the other up. With the branch line in operation too, we can have five trains on the go at any one time so there should always be plenty of movement to view. The stock is a mixture of late BR steam and early green diesels with BR Mk 1 coaches and a huge variety of goods wagons.

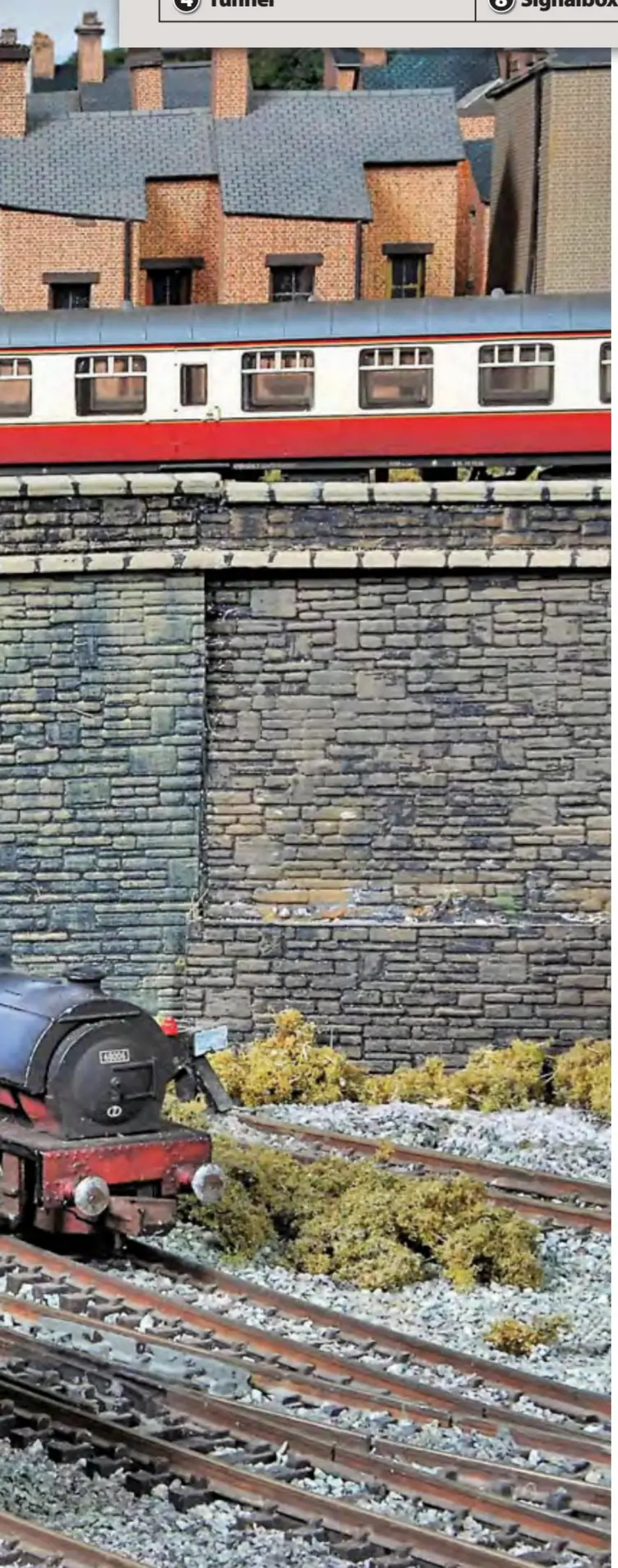
The branch line has its own turntable storage yard and operates effectively as a separate end to end layout. There are fixed magnets in two positions and these, combined with the use of Dapol Easi-Shunt couplings, allow hands-free uncoupling for the run-round in the terminus station and shunting in the goods yard. It is possible to run trains from the branch line onto the main lines and vice-versa, but this involves switching power to just one controller and nothing else can

6 Below: **English Electric Type 5 D9002 *The King's Own Yorkshire Light Infantry* rounds the corner on approach to Monkchester station with an express passenger train, while Sulzer Type 2 D5188 passes overhead with a local passenger train. Meanwhile, a Riddles 'J94' 0-6-0ST is stabled in a stub siding alongside the adjacent motive power depot.**

MONKCHESTER TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 To/from storage yard	5 Viaduct	9 Level crossing	13 Station platforms/awnings	17 Roadbridge
2 Monkcastle station	6 Trellis bridge	10 Monkchester	14 Footbridge	18 Tunnel
3 Goods shed	7 River	11 Bridge	15 Station building	19 Coal mine
4 Tunnel	8 Signalbox	12 Motive Power Depot	16 School	20 Sidings



move while this happens. In practice, this procedure is too disruptive at exhibitions where visitors want to see trains moving.

Since Monkchester, I have completed two small award-winning exhibition finescale 'N' gauge layouts - Alston (HM204) and Richmond. My current project is an 'OO9' rabbit warren layout based on a whimsical meeting of Portmeirion with the Ffestiniog Railway.

CHANGE OF OWNERSHIP

In September 2025, it became clear that the lease on the NDMRS clubrooms might not be renewed and there was uncertainty about new premises. Rather than put Monkchester into storage it was decided to explore the possibility of a sale. Tentative enquiries about the possible sale of Monkchester on 'N' gauge social media pages brought a positive response and the layout has been sold to the Ruddington Model Railway Club, and it is now based in its clubroom at Ruddington station on the Great Central Railway (Nottingham). The layout will run with modern image trains and it will be viewable on occasions and at the club's annual model railway exhibition. It may also go on tour to other shows.

Monkchester is a good example of how a train layout can change and evolve. For nearly 50 years it was the focus for my model making. The fundamentals, particularly using analogue control, may not have changed but the scope and possibilities have changed immensely. The detail and quality of proprietary rolling stock, the choice of electronic components for wiring, being able to use digital drawing packages for modelling buildings and laser cutting of components have all added to the pleasure to be obtained from railway modelling. I am delighted that Monkchester, under new ownership, will continue for some years yet with greater opportunities for it to be seen by the public. **HM**



The sheer elegance of the viaduct is clear to see as Gresley 'A4' 60019 *Bittern* sweeps across with an Anglo-Scottish express.

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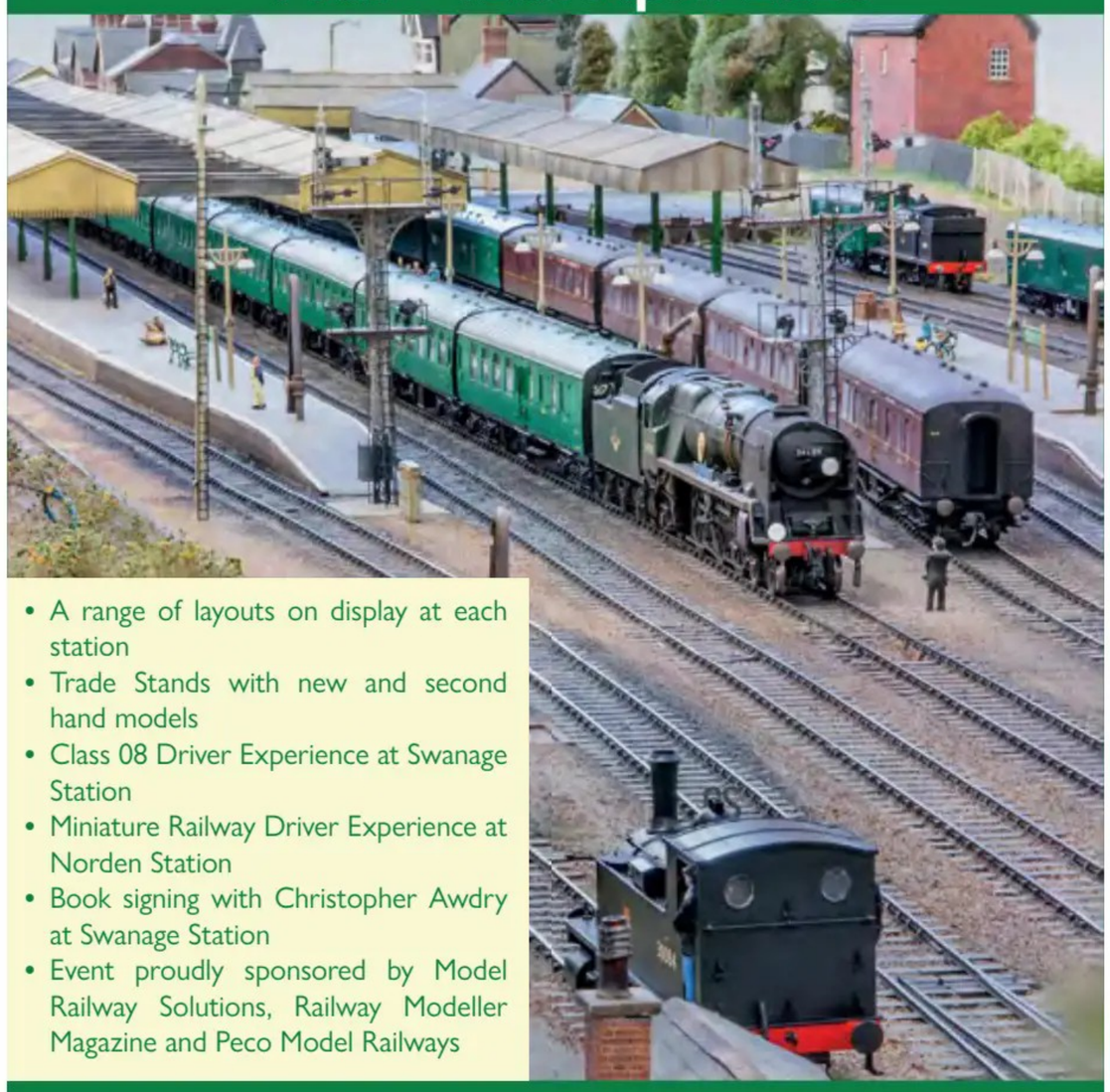

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PROJECT 3417

The Southern Electric Traction Group's 4-VEP EMU is something of a celebrity amongst enthusiasts. **DAN HAVLIK** outlines how you can convert Hornby's latest 'OO' model into an accurate replica.

Gordon Pettitt



I'VE BEEN OBSESSED WITH THE Southern Region ever since I can remember. Having grown up in the 1970s/80s along the South Western Main Line where Mk 1 Electric Multiple Units (EMUs) dominated right up to 2005, it was always a given that I would want to replicate everything I grew up with. One unit which stands out above them all is the British Rail Class 423 4-VEP, a four-car unit with slam doors at each seating bay.

TOOLS

- Modelling knife
- Hacksaw
- Roket Maxx Superglue
- 0.5mm & 2mm hand drill
- Wire cutters
- Humbrol model filler
- Various grades of wet and dry paper
- Assorted modeller's hand files
- 1mm thick plastic sheet
- 0.4mm brass rod
- Plain sticky-back white label sheet
- Isopropyl Alcohol (2-3litres)
- Sealable jar or container large enough to soak VEP bodyshells

4-VEP INTRODUCTION

British Rail's Class 423 4-VEP EMUs were built in the late 1960s and early 1970s, with the first examples planned for use with the introduction of electrification on the Bournemouth Main Line out of London Waterloo in 1967. They were intended for outer suburban traffic on longer distance stopping trains. Whilst the initial batch was allocated to Bournemouth depot, subsequent batches were allocated across all three divisions of the Southern Region. Unit 7717 was one of the original batch of Bournemouth allocated units delivered in allover BR blue. It was repainted BR blue and grey in 1972, which it carried until 1987 when Network SouthEast's distinctive colour scheme was applied and the unit renumbered 3017. Following a refurbishment scheme which included reworking the Motor Brake Standard Open (MBSO) vehicle to add an extra seating area in part of the former mail van area, it was subsequently renumbered 3417 and reclassified Class 423/1.

Following privatisation in 1996, 3417 was repainted into the early South West Trains (SWT) livery along with the rest of the SWT Mk 1 and Class 455 fleets ahead of introduction of the Class 444/450/458 EMUs. With their days left in operation numbered, SWT selected a 4-VEP to be restored to as close to its original BR livery as possible. In early 2004, 3417 was rolled out in original British Rail blue livery with grey painted window frames and blue cab front, with only the lower half painted entirely warning yellow. At the time, 3417 was fresh from a recent overhaul, had suffered very few mechanical failures, and its bodywork and upholstery were in much better shape than other units, so it was chosen.

Shortly afterwards, 3417 was named *Gordon Pettitt* at London Waterloo on 2 June 2004, after the much-respected former BR



The preserved 4-VEP is stabled and maintained undercover at Strawberry Hill depot where it poses in company with three converted 'OO' gauge examples in a bid to raise funds for 3417's upkeep on May 18 2025.
Dan Havlik collection.

Southern Electric Traction Group's 4-VEP 3417 *Gordon Pettitt* stands alongside South Western Railway Class 450 EMU 450046 during a special event at London Waterloo on January 27 2024. Dan Havlik collection.

Southern Region General Manager. It was last used in ordinary service on the 8.23pm Windsor-Waterloo on 28 April 2005, followed by two SWT farewell specials on June 11 and 18 2005. 3417 remains the last Mk 1 slam door unit to operate under its own power on the national network.

In 2009, SWT sold 3417 to the Bluebell Railway for £1 and, in 2012, it became the responsibility of the Southern Electric Traction Group (SETG), a group of railway people passionate about restoring 3417 to running condition. Their long-term aim is to enable 3417 to once again fully operate independently using its own motors on the Southern Region third-rail network.

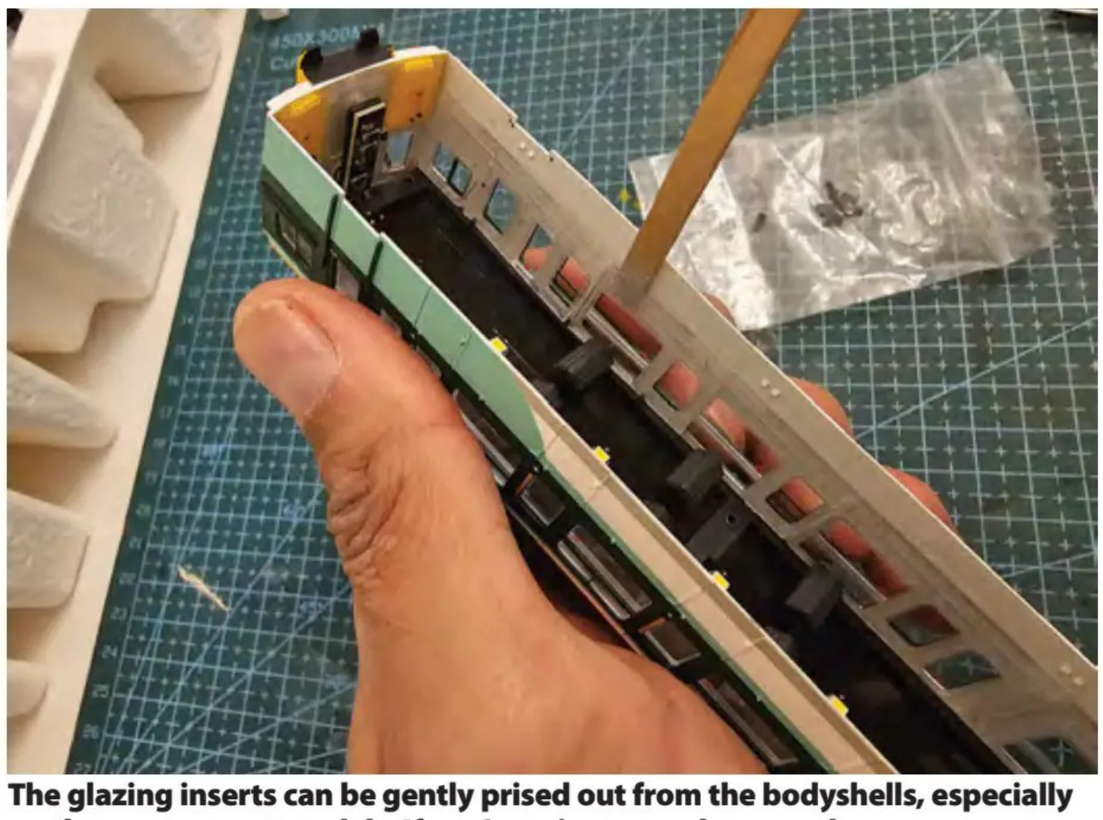
Hornby has done a great job replicating this unit in a number of liveries with the original Class 423/0s and later converted Class 423/1s - but it's only now after 20 years since their farewell to public service that we truly have a celebrity unit to sit alongside the legends of steam, diesel and electric.

I've modelled many of the trains I grew up with, but most of what I have chosen to model is based on the sectorisation period, 1986-1995. However, a model of 3417 is a must. The Hornby model offers a great starting point and I have now converted several 'OO' gauge versions of 3417 *Gordon Pettitt* – most recently as special editions to raise much needed funds towards the upkeep of the SETG's four-car unit, raising just over £4,000 from the sale of three models donated by Kernow Model Rail Centre, Gaugemaster and modellers Richard Sulzmann and Peter Burnage.

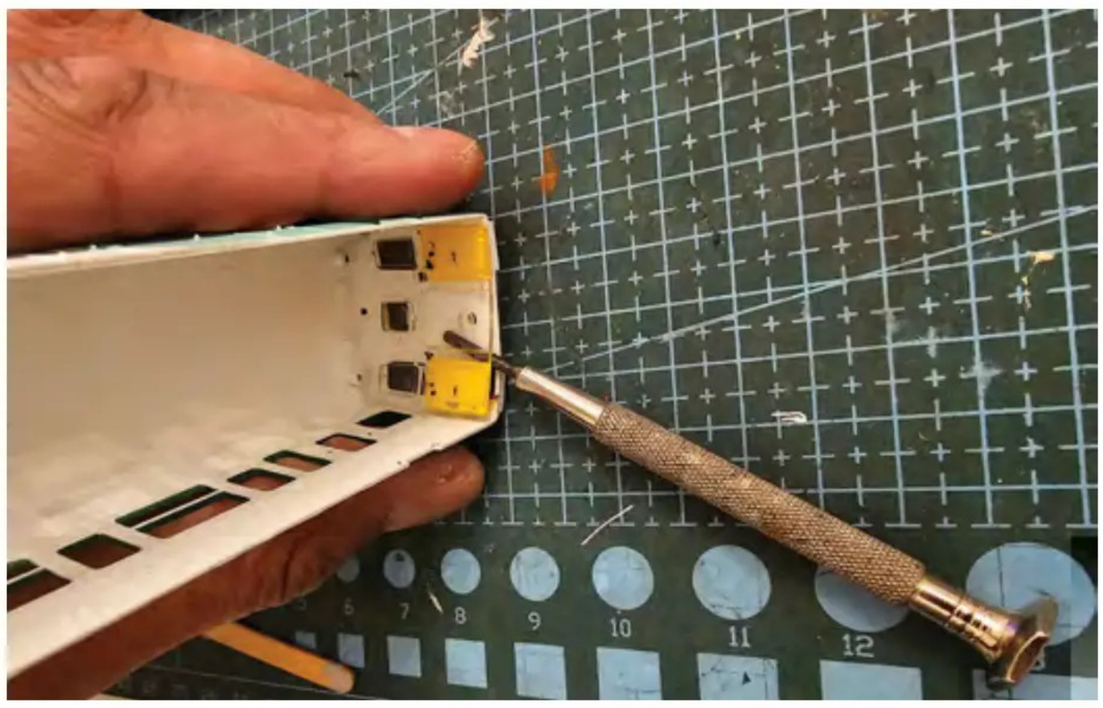
The level of build required really depends on what donor model you are using to build your model of 3417. If you are using the earlier



Stripping the unit into its constituent parts is the first main task. Glazing, interior and exterior detailing parts are placed in plastic bags to prevent them getting lost.



The glazing inserts can be gently prised out from the bodyshells, especially on the more recent models. If you're using an early example more care may be needed.



A similar approach is taken at the front ends to remove the interior glazing. Again, take it gently and all should be well.



Once all detailing has been removed, the bodyshells are placed into a container of Isopropyl Alcohol to help remove the decoration.



version of the Hornby 4-VEP, you will need a Class 423/1 (Cat No. R2947, Network SouthEast) and the work required is quite extensive involving replacing both of the cab fronts using MJT parts – I will show you how in the next installment. If you're new to this, I would strongly recommend using the newer models. I used a pair of more recent examples (R30106/R30107) as these do not require any cutting up. Incidentally, be mindful that the Southern liveried model (R30106) has glazing with green bars which were fitted to this particular unit and are not on 3417.

DISASSEMBLY

Using four sealable bags, the four coaches were split up and with one bag per coach, the bodyshells were removed, PCBs unscrewed, together with seat racking and any removable parts from the bodyshells, placing them all in the bag assigned to each coach. I labelled the bags A to D in coach running order and marked each bodyshell on the inside of the roof for matching up later.

Glazing was gently prised from each coach and placed in each respective bag. Using a flat tool, extra care was taken to remove any remaining glued glazing from the bodyshell. The recent South West Trains and Southern models are much easier for this as they are lightly glued and should come away easily with very little effort. If trying this yourself, it is worth taking your time so as not to damage the model or the glazing.

On the cab fronts, the glazing and any pipework was removed so it didn't get lost or damaged and stored in the relevant bags for those coaches. Corridor connections were removed at each end by pressing out the lugs from behind and wiggling them out. The Driving Trailer Composites (DTCs) also have two pipes which run from the roof down either side of the corridor connecting door at the back. These can be pulled out by taking a screwdriver and gently twisting it to lift the lugs out of the socket holes. Again, it is wise to be gentle at this stage and try not to bend the pipes themselves.

Once the bodyshells were clear of glazing and added parts (wipers, handrails and corridor connections), the stripped bodyshells were placed into a large jar or wide container filled with Isopropyl Alcohol (either is fine as long as it has a sealable lid). These were left in the jar or container for 48 hours. Using a scouring sponge (and wearing rubber gloves), I gently scrubbed off the former painted livery over a plastic bowl, soaking the sponge scourer in the



During its final year in service with South West Trains, 3417 arrives at Liss leading Class 421 4-CIG 1393 on a morning semi-fast Portsmouth Harbour to Waterloo train on Tuesday June 15 2004. Iain Read.

Isopropyl Alcohol and repeatedly draining the dirty liquid into the plastic bowl. Once all the paint is off, the shells need to be washed immediately in hot soapy water with a separate sponge scourer and towel dried once clean.

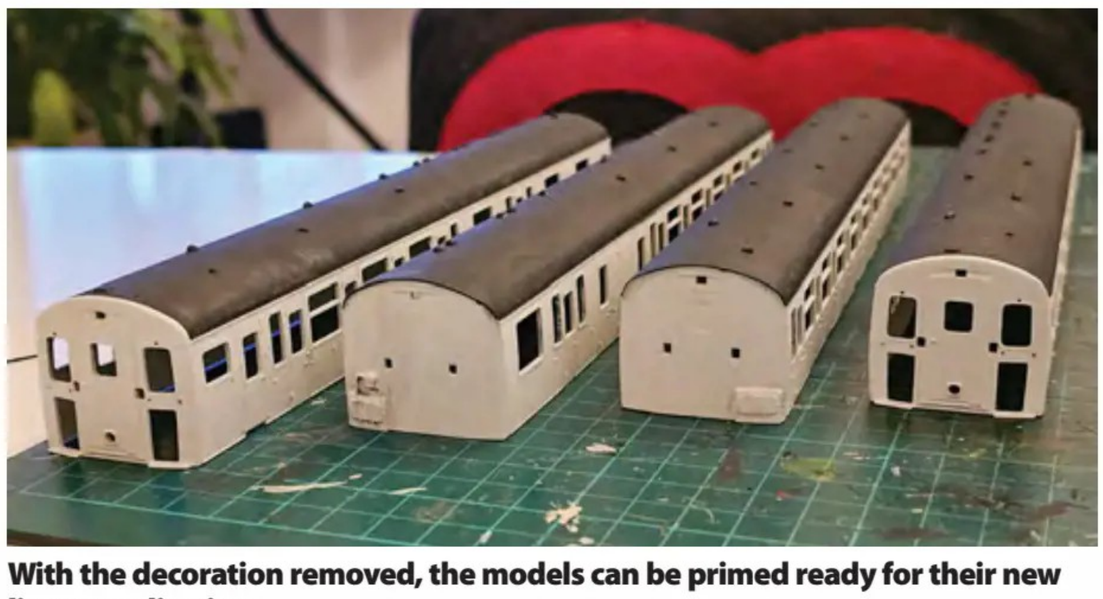
At this point, I had four readily prepared bodyshells. Using a cocktail stick, any stubborn bits of paint trapped in the door lines, around the window frames and in the moulded door handles were picked out. Once complete, the bodyshells were then wiped clean of any debris, dust, grease or fingerprints so the surfaces were clean. These were now ready for priming.

PAINTING

For kit builds with etched metal surfaces, I always prime first with an etch primer. I use this on the metal and plastic parts of the bodyshell ensuring a good coat is applied across the whole bodyshell, including the roof, fronts and sides. Because the model is plastic, a straightforward plastic model primer is fine. Any application should be light and thorough and a second coat can be applied if needed. The primer will highlight any poor edges or damage to the bodyshell, particularly if filler has been used, so if it needs further repair and sanding or application of more filler, now is the time. I strongly recommend a grey primer over a white one before painting BR blue. It holds the colour better and requires fewer coats.

Once happy with the primer application, the bodyshells are ready for painting. For the BR blue finish, I recommend airbrushing or spraying with an aerosol rather than brush painting, which takes a long time. If brush painting, allow six hours minimum between coats. Ideally, to ensure a clean finish, apply smoothly with minimal brush strokes. I applied the yellow cab fronts, then the dark grey roofs and finished with the BR blue sides. For the corridor connection on the cab fronts only, these need to be hand-painted with the top half BR blue and the lower half BR warning yellow. I check this once the bodyshell has been painted by clipping the corridor connections back on and marking them before hand painting them. It is at this point the rainstrip needs masking and then painting with cantrail orange. I used transfers on the cab fronts and inner ends, but painted the rainstrip as it holds better than transfers which tend to flake over time here. Once all bodyshells and cab fronts are fully sprayed and painted, the sides were masked and matt varnish was added to the roof, above the rain-strip.

A distinctive look for 3417 are the painted BR grey window frames. Given the bevelled edge of the frame, it must be done with a lot of patience and a steady hand. Using the side of the brush tip rather than the tip point and working at a 15–20° angle, I gently brushed on the grey with the paintbrush lightly, ensuring the brush only touches the raised bevelled edge of the window frame. It is worth keeping the brush light of paint by dipping and straining excess paint off before application. Even if it takes several days to do it, it's worth it »



With the decoration removed, the models can be primed ready for their new livery application.



Having masked the front ends, yellow warning panels were added next, before the overall blue paint finish.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO
Class 423/1 4-VEP donor unit	Hornby	Various
White metal cast cab fronts, '63 stock (optional)	MJT	1100
Roof vents (optional)	MJT	2943
Handrails (optional)	MJT	1115
Door handles	MJT	2930
4mm and 5mm air horns (x2 pairs)	Roxley Models	MADAHpr
Cricut window frame vinyls	N/A	N/A
First Class corridor partition (earlier version only)	Southern Pride	P30
Custom TOPS EMU transfers	Railtec Transfers	4mm-9091
Gordon Pettitt nameplates	Shawplan	4VEP 3417r
Etched small double arrows	Fox Transfers	FEPMP24
Cantrail lining transfers	Fox Transfers	FG1991
No Smoking transfers	Fox Transfers	F4203/3
Buck-eye couplings No. 20, NEM extra-long (1 pair)	Kadee	#20
Paints (various)	Humbrol	Various



With roof painted and orange cantrail stripe added, the striking grey window frames were tackled next.

for the finish. I masked along the over and underside of the window frames along the length of each coach to help minimise the risk of any overspill.

Using BR grey paint and a small brush, all of the door handrails were then painted (except for all the removed guards and drivers' handrails and those around the cab front). Once this had dried, I masked off the roof and applied a single coat of gloss varnish to all sides, ends and fronts. This was then left to dry for at least 24 hours in a clean, dry, dust free space.

DECALS

Next, it's time to apply the transfers. There are several transfer brands offering BR transfers with numbering, logos and detailing across all the different periods of railway history. My go-to is Railtec Transfers which produces an EMU TOPS custom pack with custom coach numbering, unit numbers and data panels for any EMUs – simply input your requirements and the completed transfers will be sent to you.

For the First Class yellow strip above the windows, again I used transfers and cut them down to the required length, using white number 1s on the required doors. I added the electrification warning decals, which are the modern-era examples. The Motor Brake Second Open (MBSO) has wheelchair access labels on the mail van doors. All these were sourced from Railtec's coaching stock detailing, apart from the wheelchair access decals which were spare from my Gatwick Express packs obtained from Fox Transfers. Once all the transfers had been applied, the sides and cab front were given another thin coat of gloss varnish, and left to dry and cure for at least 24 hours.



Not long after completion, Dan Havlik's initial 'OO' gauge conversion of Class 423 4VEP 3417 *Gordon Pettitt* passes beneath the overbridge on Peter Burnage's Latchmere layout, which models a section of the South Western Main Line out of Waterloo.

REASSEMBLY

With the painting and decals done, it's time to reassemble and detail the models. For the Trailer Second Open (TSO), I placed all the glazing back in, adding a dab of glue to hold in place. Then the inner ends and corridor connections were inserted, followed by the PCB cable plug connections at each end which locate into the chassis sockets. The bodyshell was then eased back onto the chassis, ensuring correct orientation, until it clicks into place.

The Motor Brake Second Open is a touch more complicated. First, with a hand drill, I drilled out 0.5mm holes at each end where the Guard's handrails will be fixed. The original plastic Hornby ones used the same holes. Then I took the second longest strips from the MJT EMU handrails sprue and bent the ends inwards where the markings show. Each end was carefully dabbed in superglue and placed into the holes, securing 1mm out from the back of the handrail to the bodyshell side. It's a case then of reassembling the vehicle as per the TSO and adding the etched *Gordon Pettitt* nameplates and plaque.

For the two Driving Trailer Composites, I drilled out 0.5mm



The completed MBSO vehicle with interior curtains added and 3417's *Gordon Pettitt* nameplates fixed in place.

holes at each end where the Driver's handrails will be fixed. Again, the original plastic Hornby ones used the same holes. The second longest strips from the MJT EMU handrails sprue were selected next and I bent the ends inwards where the markings show, as per the MBSO. A similar process applies for the cab front handrails, this time using the longest strips from the MJT EMU handrails. Working from one end to the other and starting at the corridor connection, I bent the ends as before and located them into the holes. I also marked on the strip where the edge of the cab front will wrap around the cab side, ensuring there will be a 1mm gap between the handrail and the cab front. Then this was lifted out and bent with a pair of pliers. I then dropped it back in and marked on the strip where the end hole is, so I knew where to bend the end into the hole below the cab window. Once happy with it, both ends were ever so slightly dipped into the superglue and fitted. The tension of the two ends should hold it in place while the glue dries, but it is worth checking to make sure it's sitting horizontal before the glue dries. The same approach was adopted for the toilet window.

Next, I placed the Roxley Models air horns in a small dish. One end of a 0.4mm strip of brass rod was then dipped in the superglue and gently eased into the drilled-out hole in the brass air horn. Then, leaving a 3mm length free, the rod was cut and the process repeated for the remaining horns. There are two horn sizes – the longer one sits on the left above the secondman's seat with the shorter one over the driver's side of the cab. For both air horns, a 0.5mm hole was drilled in the roof in line with the end of the corridor connection, far enough back so the horn is flush with the cab front. The 3mm rod was dipped in a sparing amount of superglue and dropped into the hole so the air horns sat parallel to each other facing forwards. The windscreen wipers were then replaced (MJT wipers are also available as an alternative to the originals) and after painting all the handrails, air horns and wiper blades BR grey with a fine paint brush, the model was reassembled. **HM**

● Next Issue (HM227), Dan Havlik outlines how to enhance early examples of Hornby's 'OO' gauge Class 423 4-VEP EMU.



Dan's reworked model of 3417 stands alongside one of the earlier Hornby models for comparison.

MORE MAGAZINES: XSAVA.XYZ

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.

March 2026

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: Members £12, non-members £17, children £1
Website: *www.gaugeoguild.com*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

7 MODRAIL 2026

Hosts: Swindon Model Railway Club
Location: STEAM Museum of the Great Western Railway, Fire Fly Avenue, Swindon SN2 2EY
Times: 10am–4.30pm
Prices: Adults £8, accompanied under 16s free. Combined exhibition and museum tickets are available.
Website: *www.swindonmodelrailwayclub.com*
Features: 16 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 & 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 MANSFIELD MODEL RAILWAY EXHIBITION

Hosts: Mansfield Model Railway
Location: St Peter's Centre, Church Side, Mansfield NG18 1AP
Times: Sat 10am-5pm, Sun 10am-3pm
Prices: Adults £7, under 16s free
Website: *www.mansfieldmodelrailway.co.uk*
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
Website: *www.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 £20, children £13.50, students £18, family £49-£60 (advance ticket prices). Tickets provide aerospace museum access and are valid for 12 months.
Website: *www.sodburyvalemrc.co.uk*
Features: 50 layouts, trade support, demos, 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.

21/22 HOWDEN MODEL RAILWAY SHOW

Hosts: Carlton Railway Society
Location: Howden School, Derwent Road, Howden DN14 7AL
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: TBA
Website: *www.facebook.com/carltonrailwaysociety*
Features: Layouts, trade support, refreshments and parking.

DON'T MISS

27-29 MODEL RAIL SCOTLAND 2026

Hosts: Association of Model Railway Societies in Scotland (AMRSS)
Location: Hall 3, Scottish Event Campus, Exhibition Way, Glasgow G3 8YW
Times: Fri 10.30am-6pm, Sat 10.30am-6pm, Sun 10.30am-5pm
Prices: Adults £18, children £5, family (2+2) £40 (advance ticket prices)
Website: *www.modelrail-scotland.co.uk*
Features: 50+ layouts, trade support, demonstrations, societies, refreshments, disabled access and parking. *Hornby Magazine* will be there with our 'OO' gauge Natford TMD exhibition layout and Key Model World Shop stand.

28 ROYSTON MODEL RAILWAY EXHIBITION

Hosts: Royston and District Model Railway Club
Location: Bassingbourn Village College, Bassingbourn SG8 5NG
Times: 10.30am-4pm
Prices: Adults £5, children free
Website: *www.roystondmrc.co.uk*
Features: 20 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access. Vintage bus service from Royston train and bus station to venue.

28 SHEFFIELD MODEL RAILWAY ENTHUSIASTS OPEN DAY

Hosts: Sheffield Model Railway Enthusiasts Club
Location: Carterknowle Church Hall, Edgedale Road, Sheffield S7 1BQ
Times: 10am-4.30pm
Prices: Admission £3, accompanied children free
Website: *www.sheffieldmodelrailwayenthusiasts.com*
Features: Seven layouts, club stand, refreshments and disabled access to ground floor only.

PRIME LISTING

28/29 NAILSEA MODEL RAILWAY EXHIBITION

Hosts: Nailsea Model Railway Club
Location: Nailsea School, Mizzymead Road, Nailsea BS48 2LE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £10, children £4, family £24
Website: *www.nailsea-district-mrc.co.uk*
Features: 24 layouts, trade support, demonstrations, societies, refreshments and parking.

28/29 BANGOR MODEL SHOW

Hosts: North Down Model Railway Society
Location: Bangor Grammar School, Gransha Road, Bangor BT19 7QU
Times: Sat 10am-5pm, Sun 12pm-5pm
Prices: Admission £10
Website: *www.ndmrs.org.uk*
Features: Layouts, trade support, demos, scale modelling displays, refreshments and parking.

28/29 SOUTH NOTTS MODEL RAILWAY SHOW

Hosts: Bingham Model Railway Club
Location: Cotgrave Welfare Club, Woodview, Cotgrave NG12 3PJ
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £7, accompanied under 16s and disabled visitors free
Website: *www.bingham-model-railway.co.uk*
Features: Layouts, trade support, demonstrations, societies, refreshments and limited parking.

28/29 TAUNTON MODEL RAILWAY GROUP OPEN DAY

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

April 2026

4 HILLINGDON RAILWAY MODELLERS OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church, 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-3pm
Prices: Adults £6
Website: *www.hillingdonrailwaymodellers.co.uk*
Features: Test track in 'O', 'OO' and 'N' gauges plus refreshments.

4/5 GAINSBOROUGH MRS OPEN DAY

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

4-6 YORK MODEL RAILWAY SHOW

Hosts: York Model Railway Show
Location: Knavesmire Stand, York Racecourse, York YO23 1EX
Times: Sat 10am–5pm, Sun 10am–5pm, Mon 10am-4.30pm
Prices: Adults £15 (£14), children £2 (£2), family £32 (£30) - advance ticket prices in brackets
Website: *https://yorkshow.org.uk*
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

11 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

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

11 NORWICH MODEL RAILWAY EXHIBITION

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

11 HIGH WYCOMBE MRX26

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

11/12 CHELTENHAM MODEL RAILWAY SHOW

Hosts: Cheltenham Great Western Modellers Group
Location: St Margaret's Hall, Coniston Road, Hatherley, Cheltenham GL51 3NU
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £6, under 14s £2, family £12
Website: *www.cheltmodrail.org.uk*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

11/12 GREAT CORNISH MODEL SHOW

Hosts: Helston and Falmouth Model Railway Club
Location: Pool Academy, Church Road, Pool TR15 3PZ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £9, under 16s £6, under 5s free, family £28
Website: *www.hfmrc.uk*
Features: Layouts, trade support, demonstrations, scale modelling displays, refreshments, parking and disabled access.

11/12 LOTHIANS MODEL RAILWAY SHOW

Hosts: Pentland Model Railway Group
Location: Heriot-Watt University Students Union, Riccarton, Edinburgh EH14 4AS
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £6, accompanied under 15s free
Website: *www.lothianmodelrail.co.uk*
Features: 18 layouts, trade support, demos, societies, refreshments, parking and disabled access.

PRIME LISTING

11/12 MACCLESFIELD MODEL RAILWAY EXHIBITION

Hosts: Macclesfield Model Railway Group
Location: King's School, Alderley Road, Macclesfield, SK10 4RH
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £10, accompanied children free
Website: *www.macclesfieldmrg.org.uk*
Features: 30 layouts, trade support, societies, refreshments, parking and disabled access. See the full prime listing on *www.keymodelworld.com/events*.

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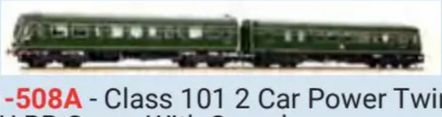

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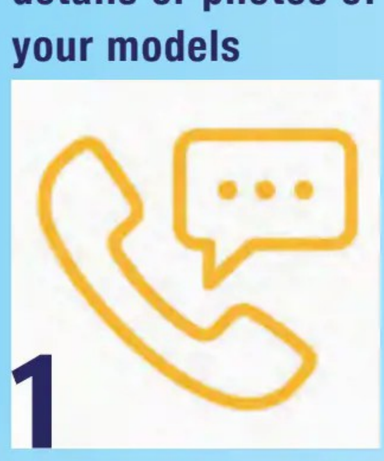

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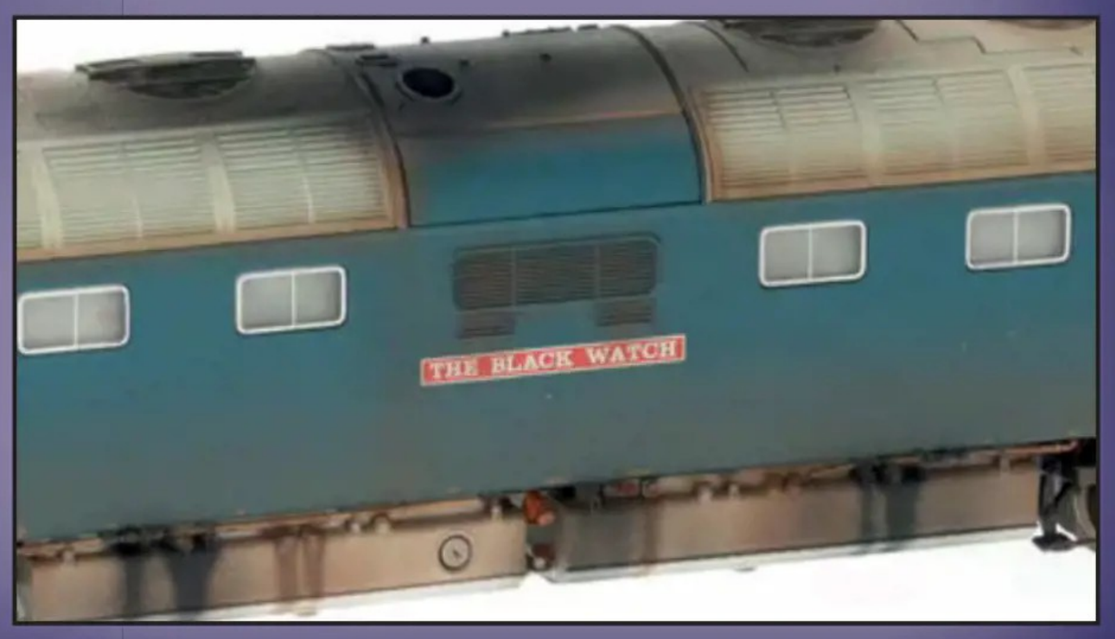

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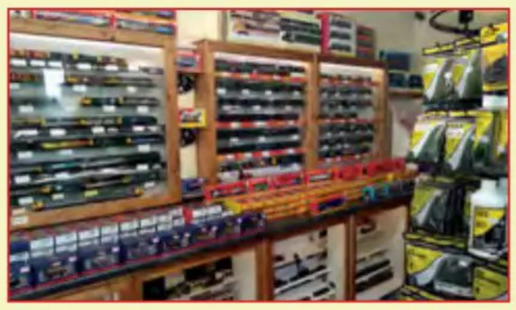

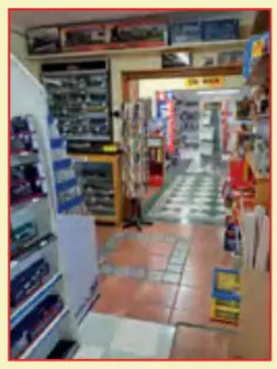

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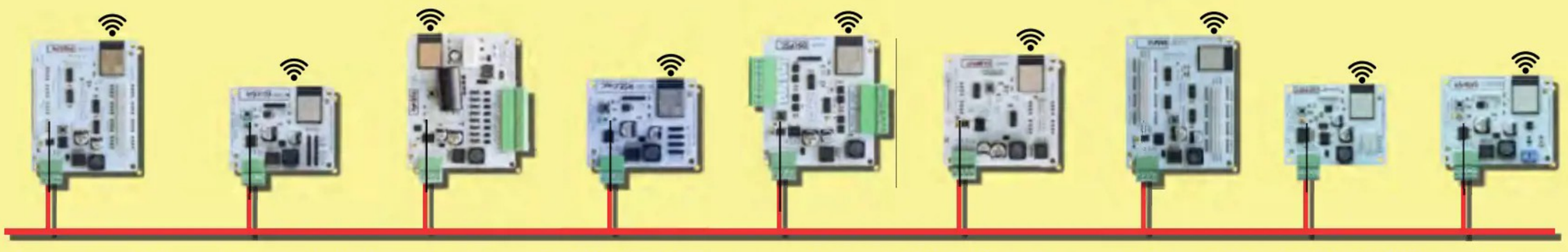

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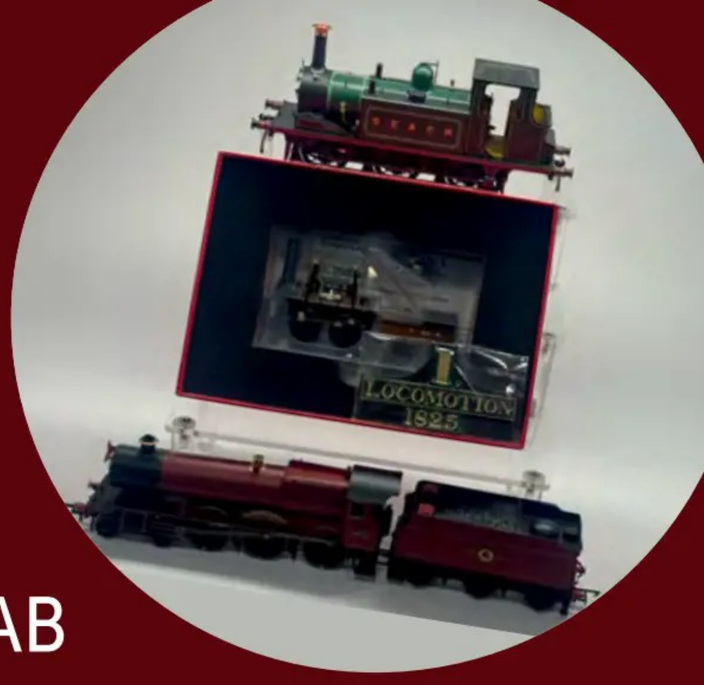

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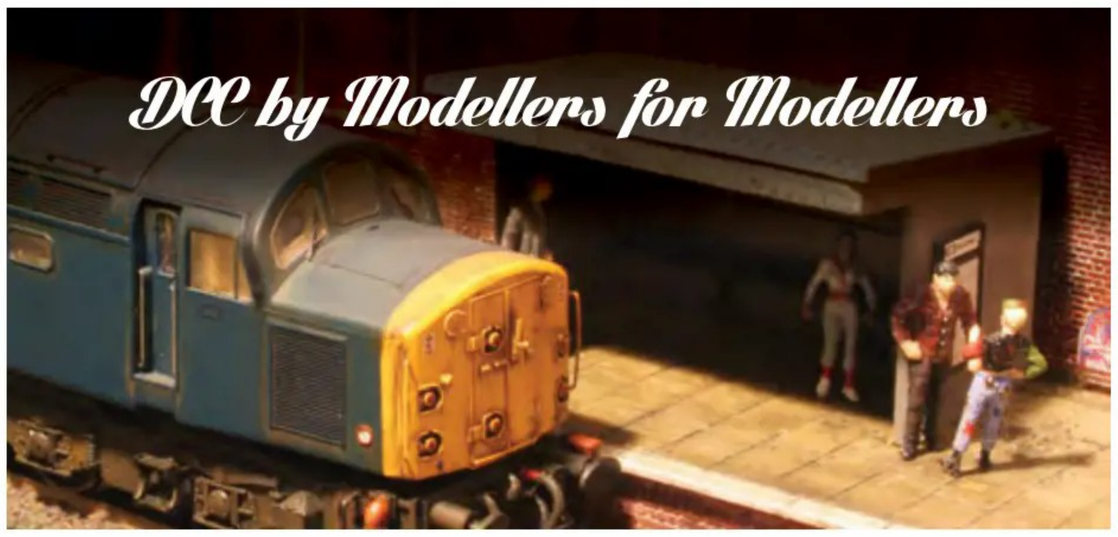

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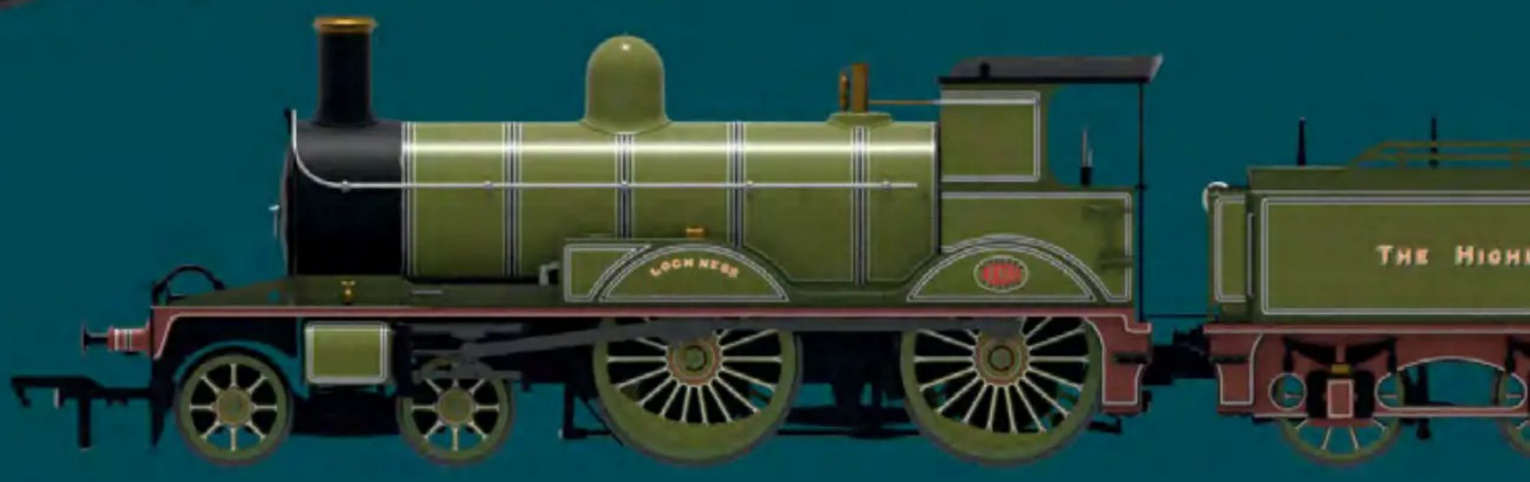





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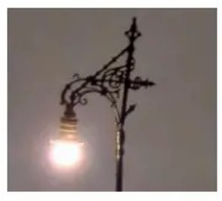



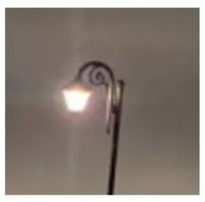



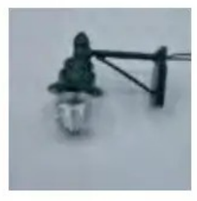

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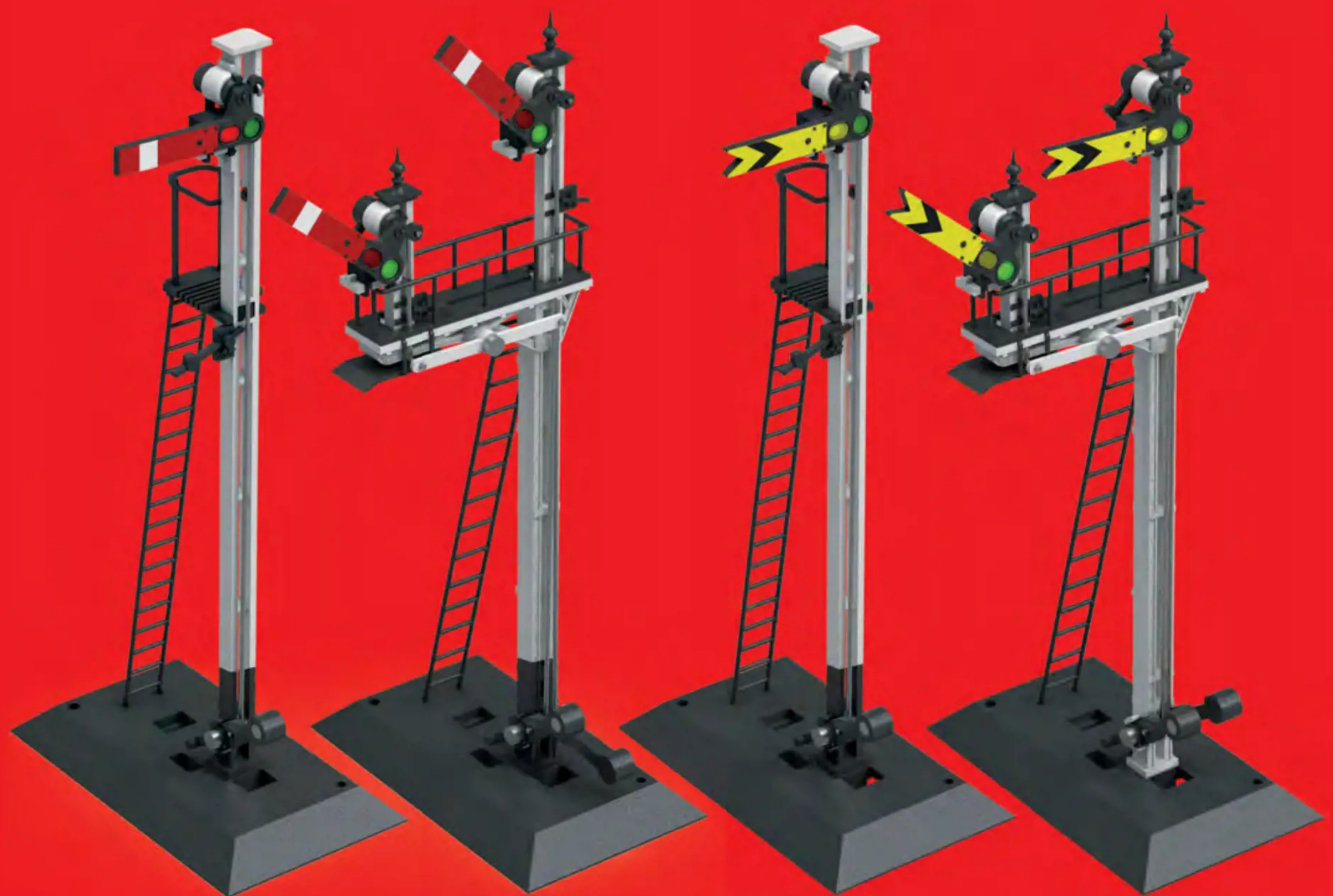

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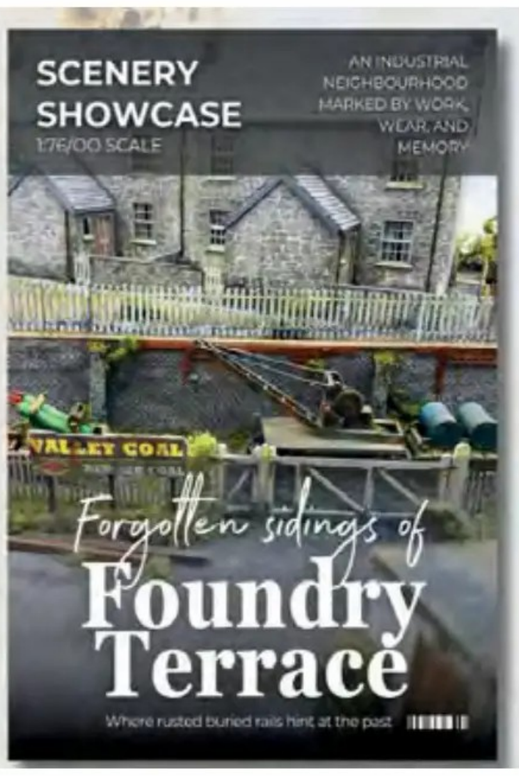

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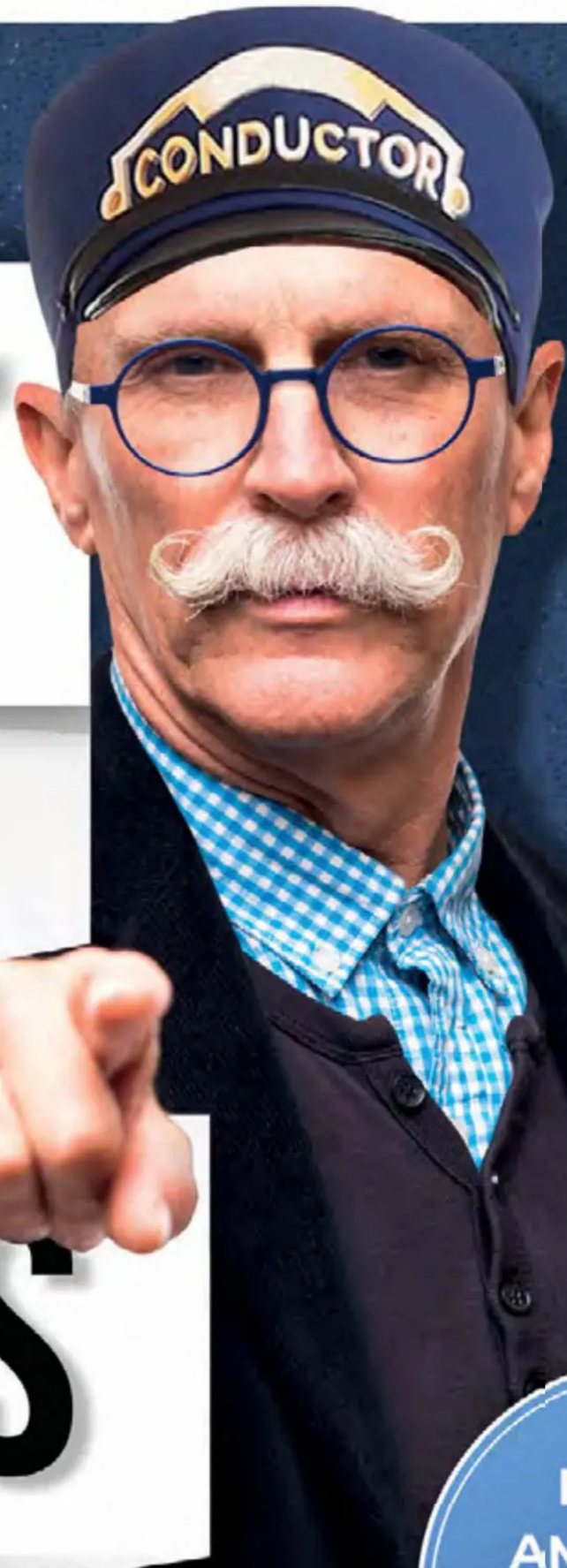

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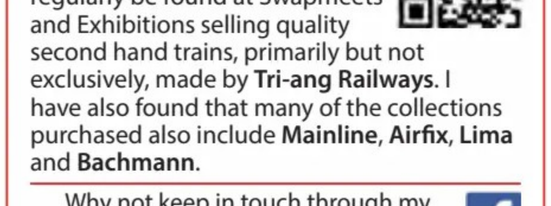

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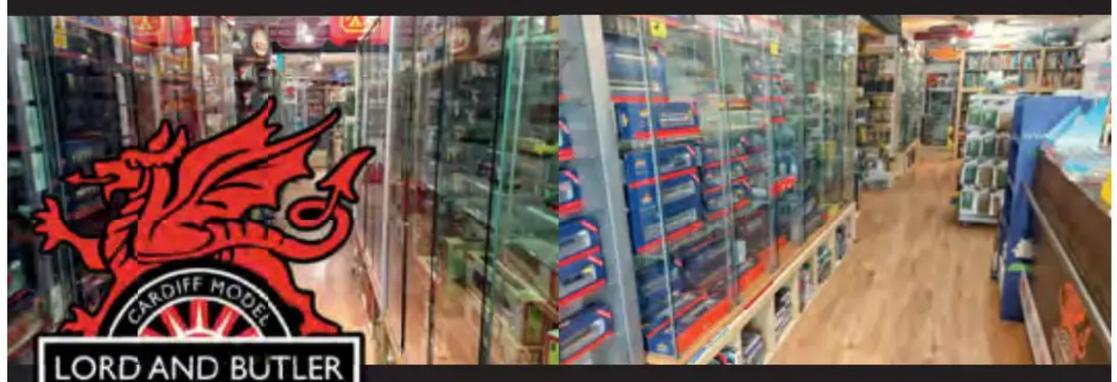

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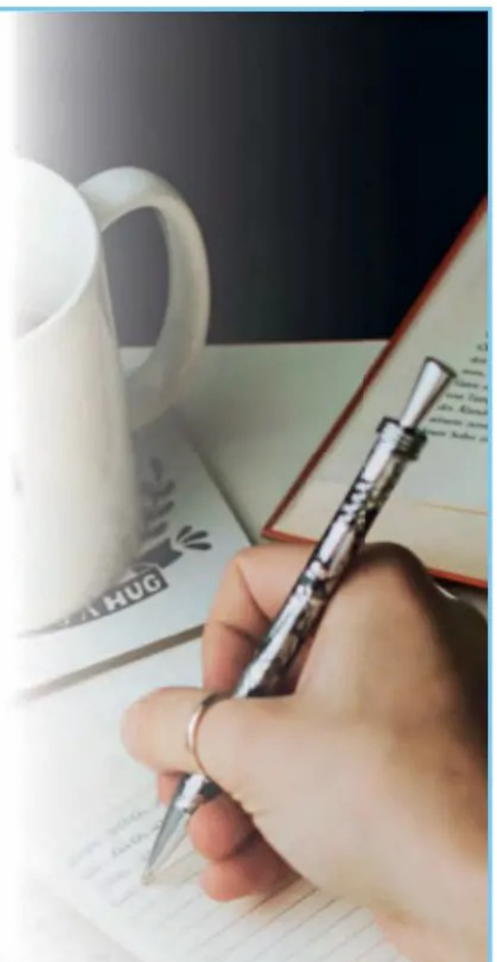

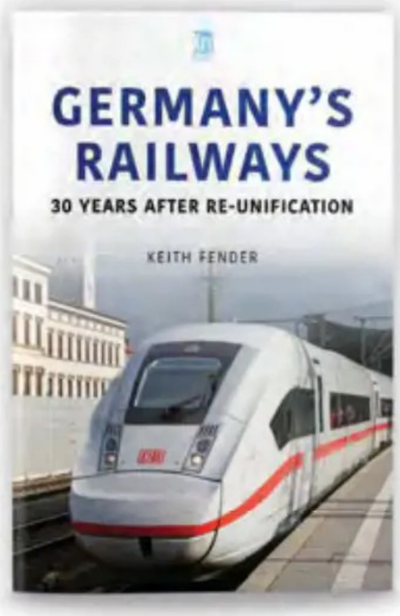

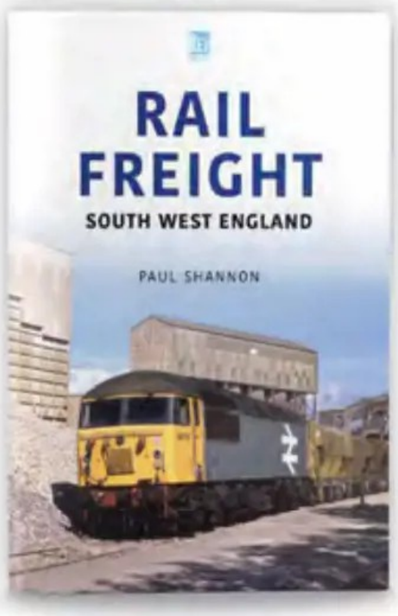

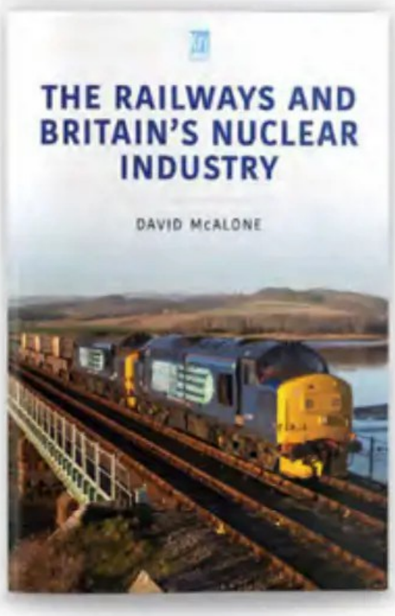

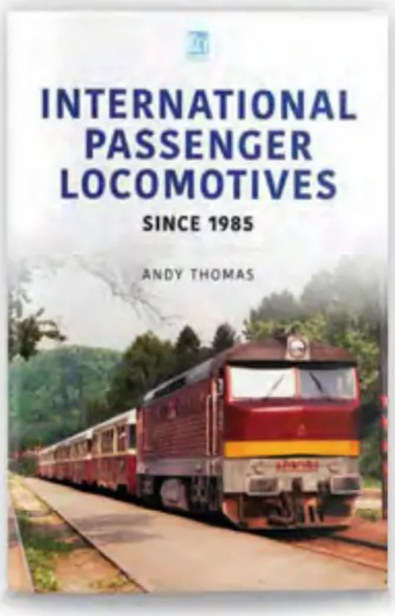

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NEXT ISSUE

GOATHLAND

Next month, Chris Beicher invites us to view his superb 'OO' gauge take on building Goathland station in North Yorkshire, set during the 1960s - and located at home in Australia! Read the full story next issue.



PLUS

- The latest reviews
- Exclusive competition
- Railway history
- Staff Projects
- The latest news
- Step by step guides
- Inspirational layouts
- Show Guide
- All scales and gauges

PREVIEW

Key Publishing's National Modelling Exhibition, Model World LIVE, returns to the NEC in Birmingham on April 25/26 2026. The show is set to feature a stunning selection of more than 170 stands featuring model railways, scale modelling, radio control, slot cars and more. **MIKE WILD** previews this feature-packed weekend in full, next issue.

CRASTER

We visit South Tyneside O Gauge Group's exhibition layout Craster, set in the BR steam era, ahead of its appearance at Model World LIVE 2026 on April 25/26 at Birmingham NEC. Join us for a full tour, next month.



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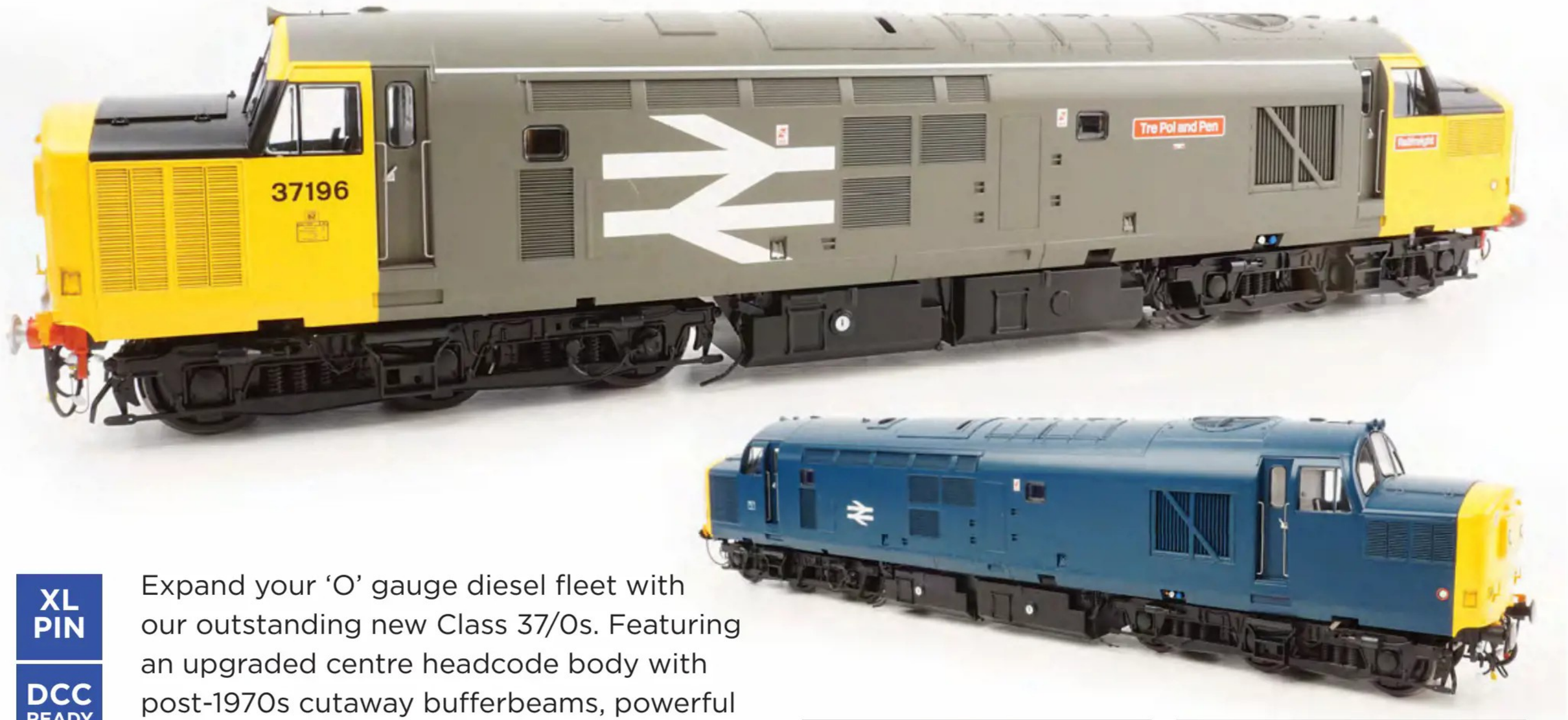

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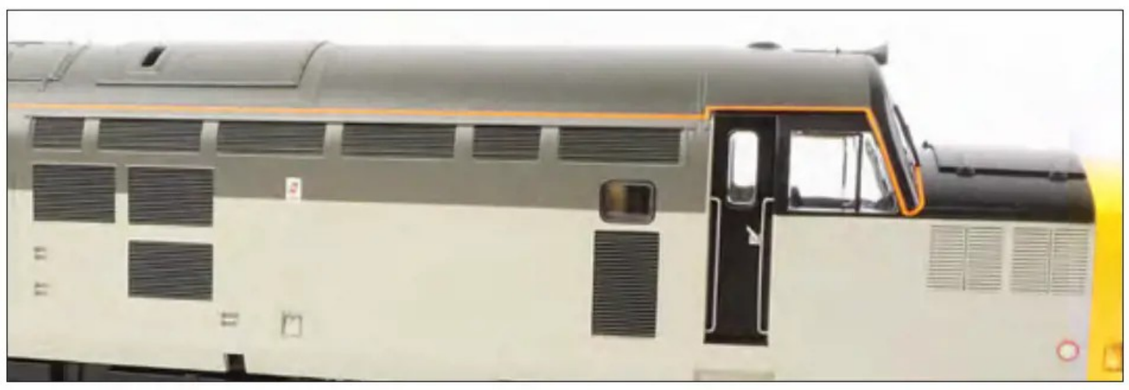

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