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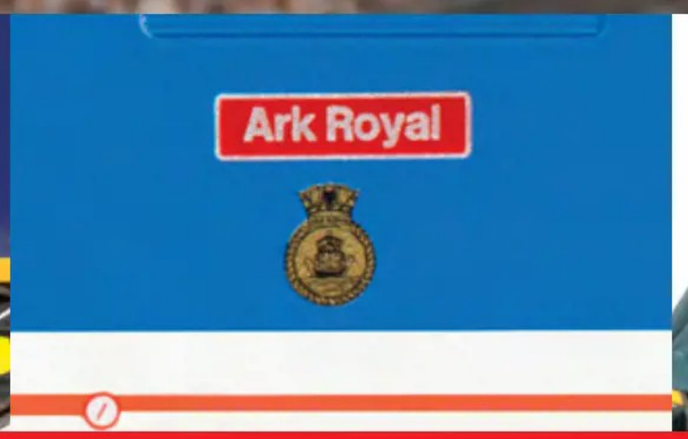
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HORNBY magazine

July 2026

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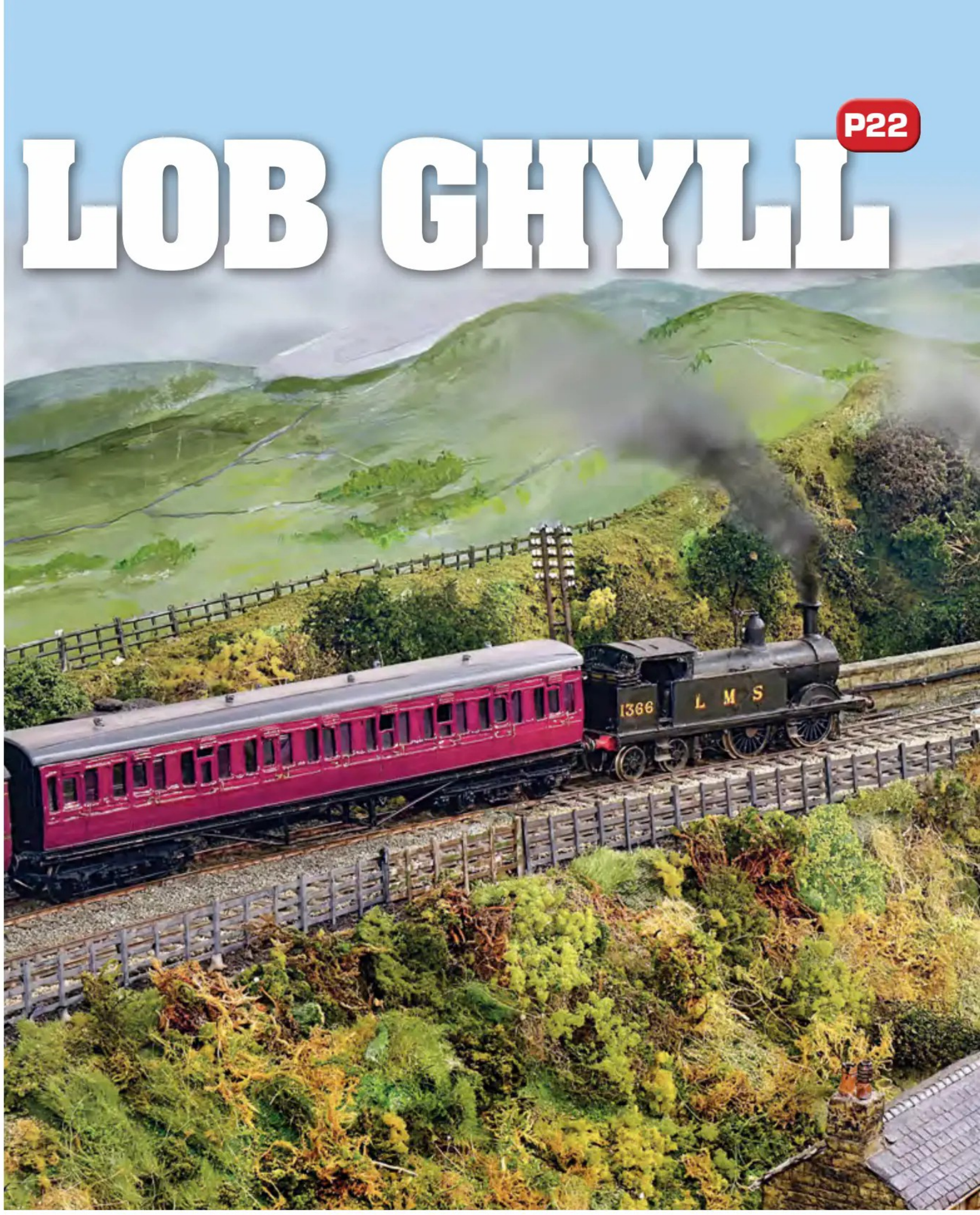
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HORNBY magazine
LATEST OFFERS
See pages 20-21 for full details.



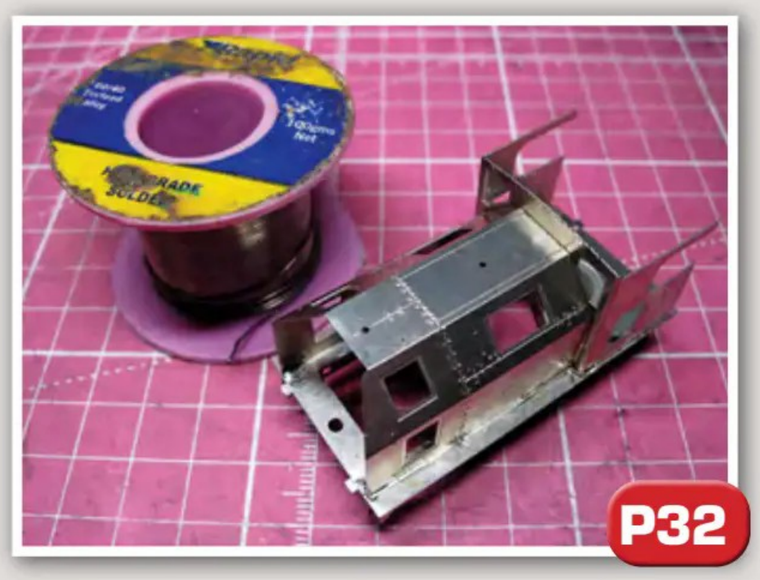
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NEW D7595 British Railways Green



NEW 5184 British Rail Blue (Early)



NEW D5231 Green (Yellow ends)



NEW D5195 British Rail Blue (Early)



NEW 25 043 Green (Yellow ends)

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THE EDITOR'S PAGE

Welcome

HELLO, AND WELCOME to the latest issue of *Hornby Magazine* - and what a weekend it was in April for Model World LIVE in Birmingham! It was great to catch up with faces old and new and enjoy some good conversations. If you made the journey to see the fabulous line-up of exhibits, layouts and demonstrations, thank you!

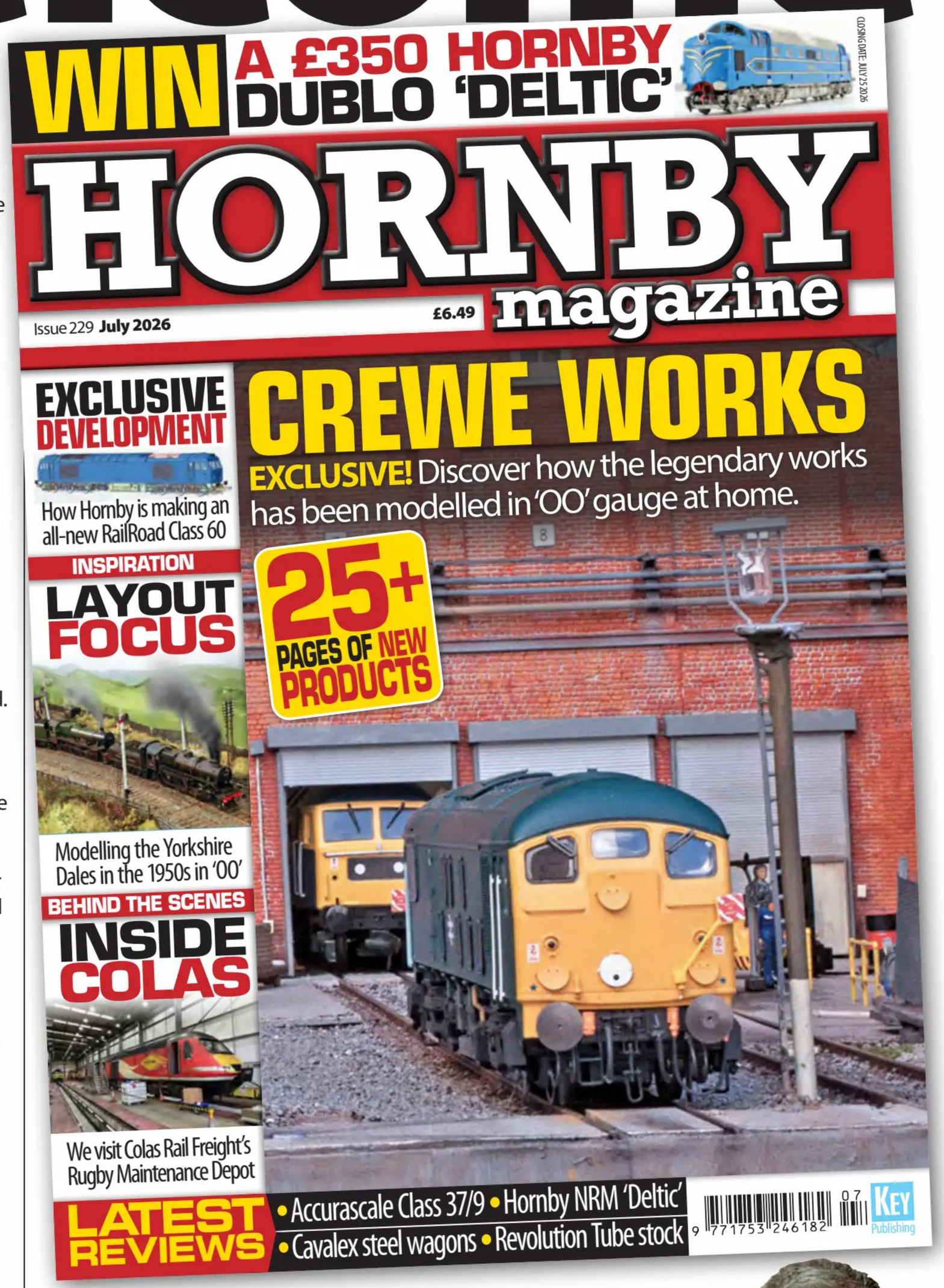
Attention now turns to the Great Electric Train Show, which returns to Arena MK in Milton Keynes this October. The show is set to be another stunning event with a superb collection of top-quality layouts, demonstrations, displays and trade stands. The first layouts booked for the event are revealed in this issue on pages 16-17 – and we can't wait to welcome you on the weekend of October 10/11. Advance tickets are already on sale at *www.keymodelworld.com/greatelectrictrainshow*.

We still have a couple of exciting exhibitions to attend between now and then, including the Chatham Show at Historic Dockyard Chatham in mid-July – see pages 18-19 for a preview – and a return to Margate in mid-August for the Hornby Hobbies and One:One Collection open weekend. You can gain rare access to the One:One Collection of full-size motive power and rolling stock, vintage vehicles and more. You can see behind the scenes of Hornby's former factory site and view a selection of model railway layouts on display, including our 'OO' gauge East Coast Cement layout – its final appearance in 2026. For more details, see page 8. And with the improved weather and lighter evenings now upon us, we have some great days out ideas in this issue too for everyone with the 'iron road' in their blood.

As this issue closed for press, our latest exclusive Accurascale 'OO' gauge limited edition Class 37 – 37702 *Taff Merthyr* in BR Railfreight triple grey with coal sector markings – arrived in our warehouse, with models arriving with customers by the time you read this. While the model sold-out on pre-orders prior to its arrival, any remaining stock will be made available, so keep an eye out at *shop.keymodelworld.com*.

This issue features three superb model railway layouts, including one at the owner's home in Australia, and several inspirational step-by-step modelling guides. In anticipation of balmy summer evenings on the horizon, Dan Evason builds an idyllic 4mm scale pub scene, while Paul Lunn focuses attention on the Liskeard to Looe branch in Cornwall and explains how you could model it in a small space in 'OO' using fixed geometry track. We go behind the scenes at Hornby Hobbies to discover more about the manufacturer's new 'OO' gauge RailRoad Class 60, and Publisher Mike Wild visits Colas Rail's Rugby Maintenance Depot to find out more about how it maintains Colas' fleet of HST power cars – the subject of one of our recent exclusive limited-edition models. And, of course, we have the latest reviews, news and much more.

I hope you enjoy the issue!





Mark Chivers
Acting Editor

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Make **www.keymodelworld.com** your new scale modelling destination!

HORNBY AND ONE:ONE COLLECTION OPEN WEEKEND 2026

HORNBY Hobbies and the One:One Collection are hosting another open weekend this summer in Margate, providing public access to view the collection of full-size heritage vehicles, large-scale engineering models and displays in the One:One collection.

They join a host of exhibitors including model railway layouts and the latest new model development samples on display within Hornby's original factory site. Access to the Hornby WonderWorks experience is also included.

Due to take place on the weekend of August 15/16 2026 between 9.30am and 4pm, the One:One Collection contains exhibits including London Midland & Scottish Railway rebuilt 'Royal Scot' 46100 *Royal Scot*, Eurostar power car 373304, LNER 'Beaver Tail' observation car No.1729, a 50tonne Cowans Sheldon breakdown crane and the former electronic departure board from Euston station in full working order, plus much more.

The *Hornby Magazine* team will be there across the weekend with our 'OO' gauge East Coast Cement exhibition layout on show, together with stands from the Double O Gauge Association, Southeastern Rail, Southern Locomotives Limited, Ashford International Model Railway Education Centre, Chatham and District Model Railway Club, Isle of Thanet Railway Society, East Kent Scale Modellers and more. Hornby's famous brands will also be on prominent display, together with an interactive Scalextric Goodwood layout.

Tickets for the event are available now from the One:One Collection website.

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



The 2026 open weekend will offer visitors a rare chance to see behind the scenes at the growing One:One Collection and the former Hornby factory site in Margate.

DETAILS	
Event:	Hornby Hobbies and One:One Collection Open Weekend 2026
When:	Saturday August 15/Sunday August 16 2026
Where:	Westwood Industrial Estate, Enterprise Road, Margate, Kent CT9 4JX
Times:	9.30am-4pm both days
Tickets:	See website for timed entry options and prices
Site:	*www.wonderworksmargate.co.uk*

Hogwarts Castle joins Hornby's Playtrains range

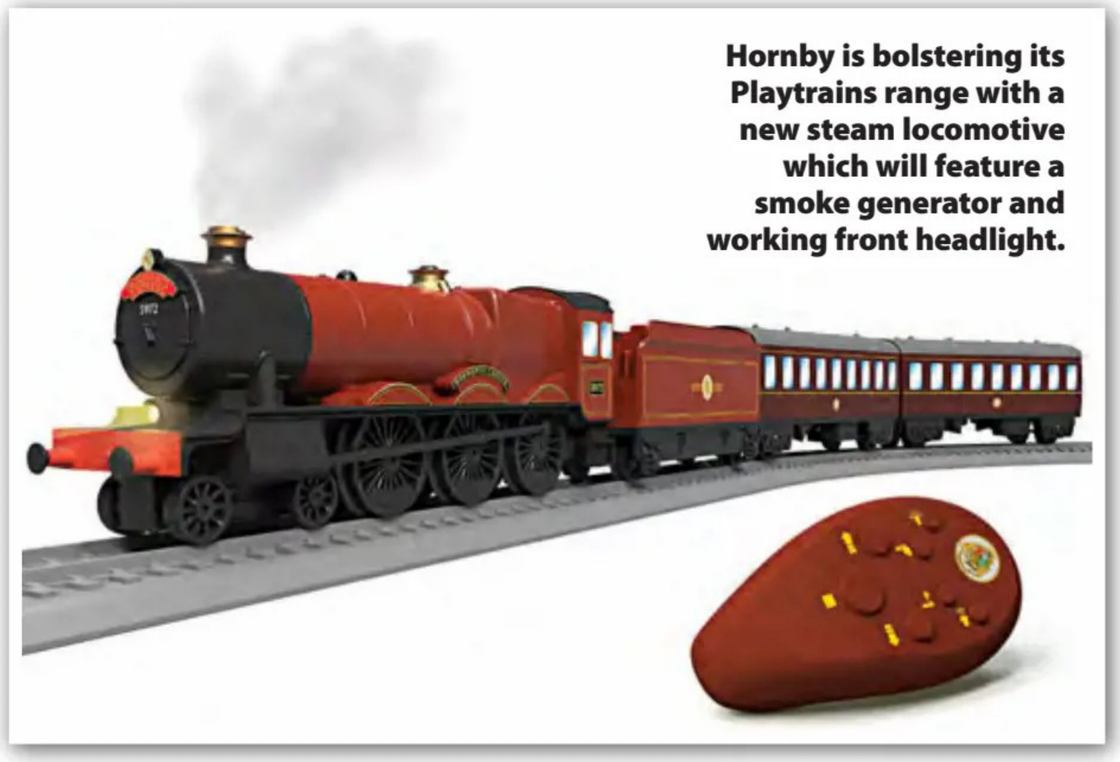
THE FICTIONAL locomotive *Hogwarts Castle* from the Harry Potter series of books is due to join Hornby's entry-level Playtrains range featuring a smoke generator and a front headlight.

Echoing Great Western Railway 'Hall' 4-6-0 5972 *Olton Hall*, Hornby's new simplified Playtrains locomotive sports a water-based smoke unit and front headlight and will be battery operated with a wireless controller.

The locomotive will be available separately and in a starter train set. Two coaches based on the BR Mk 1 coach will also be produced and included in the starter set - and will also be available as standalone items.

The steam locomotive will also be offered in an interpretation of BR lined blue, with a pair of coaches in BR crimson and cream also planned. These will be bolstered by a wagon pack containing an open wagon and a tippler wagon, plus a station and platform, signalbox and tunnel. Prices have yet to be confirmed.

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



Hornby is bolstering its Playtrains range with a new steam locomotive which will feature a smoke generator and working front headlight.

New ‘TT:120’ Engineering Prototype samples revealed



Hornby has received Engineering Prototype samples of its forthcoming ‘TT:120’ scale HEA/HBA hoppers, MEA open box wagons and ‘Sealion’/’Seacow’ ballast hopper wagons for inspection by the development team.

HORNBY’S latest ‘TT:120’ scale wagons are now at the Engineering Prototype (EP) sample stage with HBA/HEA hopper wagons, MEA open box wagons and ‘Seacow’ and ‘Sealion’ ballast hoppers revealed.

All wagons will feature turned metal wheels, metal buffers and kinematic NEM coupling pockets. ‘Seacow’ and ‘Sealion’ wagons also feature etched metal detail and metal handrails.

‘Seacow’ and ‘Sealion’ wagons are expected to arrive in late 2026/early 2027 priced at £44.99 each for single wagons and £129.99 for triple packs. ‘Sealions’ will appear in BR olive green and civil engineers’ ‘Dutch’ yellow and grey, while the ‘Seacows’ will be offered in English, Welsh & Scottish Railway (EWS) maroon and ‘Dutch’ yellow and grey.

HBA and HEA hoppers will be finished in BR bauxite and BR Railfreight red and grey with a triple pack of HEA wagons in the same livery planned. Single wagons are priced at £29.99, with the triple pack priced at £89.99 and are expected to be released towards the end of 2026.

Finally, the MEA open box wagon will appear in BR coal sector grey and EWS maroon and gold, with a triple pack in this colour scheme also planned. Prices are set at £27.99 singly and £83.99 for a triple pack. They are due to arrive alongside the HBA/HEA hoppers.

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

WIN! A HORNBY DUBLO DELTIC



KEY MODEL WORLD is offering readers a chance to win a Hornby Dublo National Railway Museum (NRM) ‘Deltic’ diesel, worth £350.

The prize consists of Hornby’s latest ‘OO’ gauge DP1 ‘Deltic’ Co-Co diesel for the Hornby Dublo range (R30420), which features a die-cast metal body and chassis, powerful coreless motor, twin flywheels, 21-pin Digital Command Control decoder socket, directional head and tail lighting, decorated cab interior with illuminated dials, optional working ‘Mars’ light, dual working roof fans, factory-fitted cube speaker and more.

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

Even if you don’t win, Hornby’s latest ‘OO’ gauge Dublo ‘Deltic’ is available from Hornby stockists and at *www.hornby.com* now. Good luck!

QUESTION

In which English city was English Electric DP1 ‘Deltic’ built?

A. York
B. Preston
C. Liverpool

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 June 4 2026 and the closing date for entries is July 25 2026 at 5pm GMT.

The winner will be notified no later than August 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.

‘OO’ Turbostar DMUs head Bachmann SUMMER 2026 ANNOUNCEMENTS



Bachmann is developing all-new ‘OO’ gauge Class 170/171 Turbostar DMUs with the project already significantly advanced.

ALL-NEW ‘OO’ GAUGE Class 170 and 171 Turbostar Diesel Multiple Units (DMUs) and upgraded ‘N’ gauge Class 20 Bo-Bo diesels head Bachmann’s Summer 2026 British Railway Announcements, together with a collection of new liveries and identities on existing models in both scales.

BACHMANN

Bachmann’s all-new ‘OO’ gauge Turbostars will initially appear in Class 170 and 171 guises, while the extensive tooling suite will also cater for the Class 168/1 and 168/2 variants supplied to Chiltern Railways.

The Turbostar family of DMUs was introduced from 1998, arriving initially as Class 168/0s for Chiltern Railways (where they were known as ‘Clubmans’ on their introduction). The units were designed by Adtranz – later Bombardier Transportation and now Alstom – and built at Derby Litchurch Lane Works. Originally derived from the Class 165/166 Network SouthEast ‘Turbo’ DMU design, the Chiltern Railways Class 168/0s featured a different style of cab from the later built Class 168/1s and 168/2s, Class 170 and 171s, which evolved to feature a common appearance and are

TABLE 1: BACHMANN ‘OO’ GAUGE MOTIVE POWER ANNOUNCEMENTS SUMMER 2026

DESCRIPTION	CAT NO:	PRICE:
LNER Peppercorn ‘A2’ 4-6-2 60527 *Sun Chariot*, BR lined green, late crests	31-528B	£214.95
LNER Peppercorn ‘A2’ 4-6-2 60527 *Sun Chariot*, BR lined green, late crests (DCC Sound)	31-528BSF	£324.95
LNER Peppercorn ‘A1’ 4-6-2 60163 *Tornado*, BR apple green, BRITISH RAILWAYS text	32-550E	£214.95
LNER Peppercorn ‘A1’ 4-6-2 60163 *Tornado*, BR apple green, BRITISH RAILWAYS text (DCC Sound)	32-550ESF	£324.95
LMS Ivatt ‘2MT’ 2-6-0 46447, BR lined black, late crests	32-829B	£179.95
LMS Ivatt ‘2MT’ 2-6-0 46521, BR lined green, early crests	32-831	£179.95
LMS Ivatt ‘2MT’ 2-6-0 46464, BR lined black, early crests	32-832	£179.95
Class 171/7 two-car DMU 171727, Southern livery	35-580	£349.95
Class 171/7 two-car DMU 171727, Southern livery (DCC Sound)	35-580SF	£449.95
Class 170/1 two-car DMU 170114, Midland Mainline	35-601	£349.95
Class 170/1 two-car DMU 170114, Midland Mainline (DCC Sound)	35-601SF	£449.95
Class 170/1 two-car DMU 170111, CrossCountry livery	35-602	£349.95
Class 170/1 two-car DMU 170111, CrossCountry livery (DCC Sound)	35-602SF	£449.95
Class 170/4 three-car DMU 170412, ScotRail livery	35-625	£469.95
Class 170/4 three-car DMU 170412, ScotRail livery (DCC Sound)	32-625SF	£569.95
Class 170/4 three car DMU 170420, East Midlands Railway Regional livery	35-626	£469.95
Class 170/4 three car DMU 170420, East Midlands Railway Regional livery (DCC Sound)	35-626SF	£569.95



GB Railfreight's 69004 *RIDC Melton* in Railway Technical Centre inspired red and blue is the latest addition to the Bachmann Collectors Club range of 'OO' gauge limited edition models.

operated across the country by multiple operators.

The all-new 'OO' gauge models will be available in two and three-car formations for the first batch of releases and will feature a low-profile three-pole motor in each driving car, together with electrical couplings between each vehicle. Just one PluX22 Digital Command Control (DCC) decoder is required per unit. Working BSI or Dellner couplings will be fitted to the outer ends of driving cars while each vehicle will also include controllable saloon lighting and door lock lights, along with illuminated destination boards and cab lighting.

Five models are planned, finished in two-car guise as 171727 in Southern livery, 170114 in Midland Mainline teal and tangerine and 170111 in CrossCountry livery, while three-car variants are 170412 in ScotRail Saltire blue and 170420 in East Midlands Railway (EMR) Regional purple and white. Each will be offered DCC Ready and DCC sound fitted. Delivery is currently slated for late 2026.

Several 'OO' gauge models are set to reappear in the range this summer with two London and North Eastern Railway (LNER) Peppercorn 'A1'/'A2' 4-6-2s planned as 'A2' 60527 *Sun Chariot* in BR lined green with late crests and 'A1' 60163 *Tornado* in British Railways lined apple green. Both models will be available DCC Ready or DCC sound fitted. These will be joined by three London Midland & Scottish Railway (LMS) Ivatt '2MT' 2-6-0s as 46521 in BR lined green with early crests, 46464 in BR lined black with early crests and 46447 in BR lined black with late crests. Each will be available DCC Ready. See Table 1 for more details.

While there are no new carriages in this quarter's announcements, a few new wagons are set to appear including LNER fruit vans in LNER bauxite, BR (early) bauxite and BR (late) bauxite, and BR 12ton plywood vans in BR (early) bauxite, BR (late) bauxite and BR departmental green with yellow and black chevrons. Completing the line-up are three PCA 'Metalair' bulk powder wagons with one in Blue Circle Cement branded grey and two in plain grey with Freightliner Heavy Haul branding. Each of the PCAs will feature a weathered finish. See Table 2 for more information.

TABLE 2: BACHMANN 'OO' GAUGE ROLLING STOCK ANNOUNCEMENTS SUMMER 2026

DESCRIPTION	CAT NO:	PRICE:
BR 12ton ventilated van (plywood sides), BR bauxite	38-170E	£26.95
BR 12ton ventilated van (plywood sides), BR bauxite (TOPs)	38-172	£26.95
BR 12ton ventilated van (plywood sides), BR departmental olive with chevrons	38-174	£26.95
LNER 12ton ventilated fruit van, BR bauxite	38-385B	£28.95
LNER 12ton ventilated fruit van, BR bauxite (late)	38-386A	£28.95
LNER 12ton ventilated fruit van, LNER bauxite	38-387A	£28.95
PCA bulk powder wagon, Blue Circle Cement grey (weathered)	38-650B	£38.95
PCA bulk powder wagon, Freightliner Heavy Haul grey (weathered)	38-653	£38.95
PCA bulk powder wagon, Freightliner Heavy Haul grey (weathered)	38-653A	£38.95

TABLE 3: GRAHAM FARISH 'N' GAUGE MOTIVE POWER ANNOUNCEMENTS SUMMER 2026

DESCRIPTION	CAT NO:	PRICE
Class 20/0 D8032, BR green late crests with tablet catcher and disc headcodes	371-030A	£169.95
Class 20/0 D8032, BR green late crests with tablet catcher and disc headcodes (DCC Sound)	371-030ASF	£279.95
Class 20/0 D8102, BR green BR roundel with tablet catcher recess	371-030B	£169.95
Class 20/0 D8102, BR green BR roundel with tablet catcher recess (DCC Sound)	371-030BSF	£279.95
Class 20/0 20077, BR blue with tablet catcher recess and disc headcodes	371-032B	£169.95
Class 20/0 20077, BR blue with tablet catcher recess and disc headcodes (DCC Sound)	371-032BSF	£279.95
Class 20/0 20098, BR blue with tablet catcher recess and disc headcodes	371-032C	£169.95
Class 20/0 20098, BR blue with tablet catcher recess and disc headcodes (DCC Sound)	371-032CSF	£279.95
Class 20/0 20090, BR Railfreight red stripe with disc headcodes	371-039	£169.95
Class 20/0 20090, BR Railfreight red stripe with disc headcodes (DCC Sound)	371-039SF	£279.95
Class 20/0 20104, BR Railfreight red stripe with disc headcodes	371-039	£169.95
Class 20/0 20104, BR Railfreight red stripe with disc headcodes (DCC Sound)	371-039ASF	£279.95

TABLE 4: GRAHAM FARISH 'N' GAUGE ROLLING STOCK ANNOUNCEMENTS SUMMER 2026

DESCRIPTION	CAT NO:	PRICE
BR 12ton ventilated van (plywood sides), BR bauxite	373-751D	£22.95
BR 12ton ventilated van (plywood sides), BR bauxite (late)	373-751A	£22.95
BR 12ton ventilated van (plywood sides), BR bauxite with 'Carrs Biscuits' branding	373-753	£22.95
HTA bogie hopper wagon, EWS livery	373-850D	£42.95
HTA bogie hopper wagon, EWS livery with DB Schenker branding (weathered)	373-851	£44.95
HTA bogie hopper wagon, debranded EWS/DB Schenker livery (weathered)	373-851A	£44.95
Conflat wagon, GWR grey with white AF container	377-327B	£24.95
Conflat wagon, BR bauxite with two AF 'Birds Eye' containers	377-341C	£26.95
Conflat wagon, BR bauxite with two AF 'Birds Eye' containers	377-341B	£26.95
BR 12ton ventilated van (plywood doors), BR bauxite (late) with BOCM Animal Feeds branding	377-628C	£22.95



A raft of new Bachmann Scenecraft buildings and accessories are also due to reappear in 'N' and 'OO', including this 4mm scale café building.

BACHMANN COLLECTORS CLUB

Bachmann's high fidelity 'OO' gauge Class 69 Co-Co diesel receives a fresh outing with 69004 *RIDC Melton* in GB Railfreight (GBRf) branded Railway Technical Centre (RTC) red and blue (see Reviews, page 92), modelling the striking retro colour scheme applied to the prototype at Eastleigh Works in 2022 in celebration of a new contract awarded to operate Network Rail's Rail Innovation and Development Centre (RIDC) at



Bachmann's popular 'OO' gauge Peppercorn 'A1'/'A2' 4-6-2s receive a new outing, including 60163 *Tornado* in British Railways lined apple green.

TABLE 5: EFE ROAD1:76 SCALE SUMMER 2026 ANNOUNCEMENTS

DESCRIPTION	CAT NO:	PRICE
Daimler Fleetline DMS115, London Transport Route 170	E43001	£46.95
Daimler Fleetline DMS146, London Transport Route 267	E43002	£46.95
Daimler Fleetline DMS141, London Transport Route 46	E43003	£46.95
Daimler Fleetline DMS46, London Transport Route 95	E43004	£46.95
Daimler Fleetline DMS, Brighton Corporation	E43005	£46.95
Dennis Dart SLF/Pointer 2, Dennis the Menace 75th anniversary special	E36720	£59.95



New from EFE Road is this 1:76 scale Dennis Dart SLF/Pointer in celebratory Dennis the Menace livery.

Melton Mowbray in Leicestershire.

Bachmann's new 'OO' gauge models will be available initially to members of the Bachmann Collectors Club, with three versions available in DCC Ready, DCC sound fitted and DCC sound fitted deluxe formats. Members' discounted prices are £224.95, £323.95 and £350.95 respectively, with a restriction of one model per club member.

GRAHAM FARISH

Bachmann's 'N' gauge Graham Farish range is set to be bolstered with a series of upgraded Class 20 Bo-Bo diesels (HM228), reflecting Scottish allocated examples with cabside tablet catcher equipment and recesses. The expanded tooling suite will cater for examples with recesses and tablet catchers, recesses without tablet catchers and plated-over recesses, while the models will also benefit from a new chassis and gearbox, factory-fitted speaker and Next18 DCC decoder socket. The upgraded chassis will also be rolled out on future Class 20 variants from the existing range.

The new Scottish 'N' gauge Class 20s will appear as D8032 in BR green with late crests, recesses and tablet catchers, D8102 in BR green with roundels and recesses but no tablet catchers, 20077 and 20098 in BR blue with headcode discs, recesses but no tablet catchers and 20090/20104 in BR Railfreight 'red stripe' with plated-over recesses. Each will be available DCC Ready or DCC sound fitted. See Table 3 for more information.

Bachmann's Graham Farish 'N' gauge wagon range is set to expand with two new Conflat wagons with Birds Eye branded AF containers, a GWR Conflat wagon with white AF container, two BR 12ton plywood ventilated vans in early and late BR bauxite, one in Carrs Biscuits branded BR bauxite and a final example in BR bauxite with planked sides and plywood doors. For modern era modellers, Graham Farish's 'N' gauge HTA bogie hopper wagons return in EWS maroon and later post-EWS form with a DB Schenker branded



TABLE 6: BACHMANN SCENECRAFT ANNOUNCEMENTS SUMMER 2026

DESCRIPTION	SCALE	CAT NO:	PRICE:
Toilet block	'N'	42-0040	£21.95
Servicing point	'N'	42-0053	£39.95
Red brick walls and gates	'N'	42-107	£21.95
Depot Mess room and toilet	'N'	42-0054	£27.95
Nissen hut	'N'	42-110	£12.95
Low-relief local bank	'N'	42-241	£23.95
Pent roof garden shed	'N'	42-544	£9.95
Stone walls and gates	'N'	42-555	£12.95
Corrugated metal shed	'N'	42-558	£8.95
Straight pavements	'N'	42-563	£9.95
Corner pavements and drop kerbs	'N'	42-564	£9.95
6ft Victorian wall (x4)	'N'	42-565	£7.95
Fibreboard hut	'N'	42-587	£7.95
Concrete bus shelter	'N'	42-593	£9.95
Small kiosk	'N'	42-596	£7.95
Station Cafe	'00'	44-0071	£29.95
Lucston coaling stage	'00'	44-0118	£15.95
Wigmore watermill	'00'	44-0131	£33.95
Watermill race and gate	'00'	44-0142	£14.95
Police box	'00'	44-0502	£13.95
Nissen hut	'00'	44-110	£22.95
Fueling point and pump house	'00'	44-128	£32.95
Low-relief underground station	'00'	44-221	£39.95
Kiosk	'00'	44-506	£12.95
Grit boxes (x4)	'00'	44-546	£7.95
Street lamps (x4)	'00'	44-559	£11.95
Midland platform railway water crane	'00'	44-572	£18.95
Four lever open ground frame	'00'	44-575	£17.95



Three new Ivatt '2MT' 2-6-0s are set to return, including 46521 in BR lined green with early crests.



Working Engineering Prototype (EP) samples of Bachmann's new 'OO' gauge Turbostar DMUs have arrived for evaluation by the company's development team.



Several 'OO' gauge 12ton plywood vent vans will appear this summer, including departmental ZRV ADB786510 in its striking BR olive green colour scheme with yellow and black chevrons.



Right:: **EFE Road's 1:76 scale range is bolstered with the release of a series of Daimler Fleetline DMS double-decker buses including a Brighton Corporation driving training vehicle.**

example and a plain unbranded maroon version. Both of the latter models feature a weathered finish. See Table 4 for more information.

EFE ROAD

Bachmann's EFE Road 1:76 scale range gains a series of new Daimler Fleetline DMS double-decker buses this summer. Five models form the collection finished as DMS115 in London Transport (LT) red with open roundel on route 170 to Aldwych, DMS146 in LT red with open roundel and white band on route 267 to Hampton Court station, DMS141 in LT red with solid white roundel on route 46 to Farringdon Street, and DMS 46 in LT red with solid roundel and white window surrounds to the upper deck on route 95 to Cannon Street. Ex-DMS132 rounds-off the fleet in Brighton Corporation blue and white in its driver training appearance. Each is priced at £46.95.

Completing the line-up of new 1:76 scale buses is a Dennis Dart Pointer 2 in a distinctive Dennis the Menace inspired colour scheme to celebrate the comic character's 75th anniversary. This new model will be available later in the year, priced at £59.95. See Table 5 for more details.

SCENECRAFT

Finally, Bachmann's Scenecraft range of buildings and accessories receives a new injection of models ranging from a toilet block, depot mess room and modern diesel servicing point to a low-relief bank and a selection of different brick and stone walls for 'N' gauge. 'OO' modellers will benefit from a new coaling stage and Midland Railway water crane, fuelling point pump house, café, water mill and more. See Table 6 for more information.

● **Visit *www.bachmann.co.uk* for full details of Bachmann's Summer 2026 British Railway Announcements.**



Bachmann's Graham Farish 'N' gauge Class 20 diesels will appear in Scottish allocated guises with tablet catcher recesses and equipment (where fitted). Two BR green examples are planned, including D8032.

NEW MODEL SAMPLES SHOWCASED AT Model World LIVE

Several model railway manufacturers attended Model World LIVE 2026, showcasing their latest model samples. **BEN CHURCH** highlights some of the new items on display.

MODEL RAILWAY manufacturers who attended Model World LIVE 2026 at the NEC in Birmingham on the weekend of April 25/26 showcased some of their latest projects at the show, which included an all-new 'OO' gauge model from Bachmann.

Announced just ahead of the show on the Friday evening, Bachmann revealed its brand new 'OO' gauge Class 168/170/171 Bombardier/Alstom Turbostar Diesel Multiple Unit (DMU). Development is at an advanced stage, with a running sample tested on *Hornby Magazine's* East Coast Cement layout during the weekend at the show. These are due to arrive at the end of the year in two and three car forms. See Bachmann's Summer 2026 British Railway Announcements (pages 10-13) for more information.

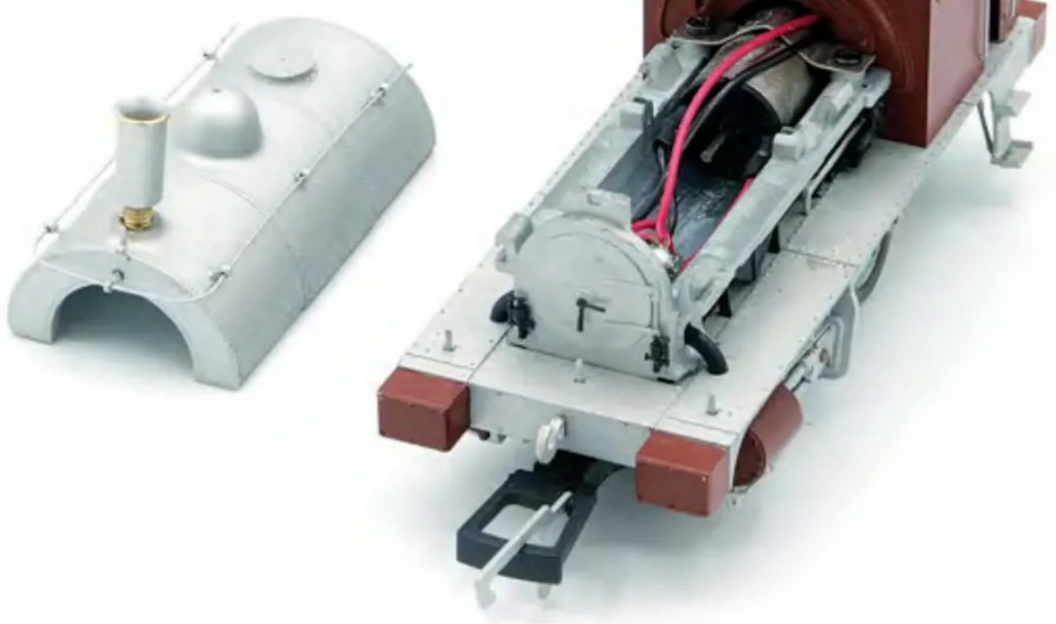
Other samples observed included the 'OO' gauge Caledonian Railway '439' 0-4-4T, which is being produced exclusively for Rails of Sheffield, together with a decorated sample of the London Midland & Scottish Railway '8F' 2-8-0. Six different models of the CR '439' 0-4-4T are planned, each available DCC Ready, DCC sound fitted and DCC sound fitted deluxe. Meanwhile, five versions of the Stanier '8F' are currently slated for production, with a choice of DCC Ready, DCC sound fitted and DCC sound fitted deluxe options.

Production samples of the latest batch of Accurascale's 'OO' gauge Class 37s were on display at the show, including several exclusives. These latest arrivals display enhancements to the tooling including separately fitted bonnet doors, revised side grilles and operating roof fans – the new 37/9 also correctly features a different roof and bespoke sound profile for the DCC sound-fitted examples. Samples of the newly



Revolution Trains had decorated samples of its forthcoming 'TT:120' scale MMA/JNA wagons for customers to inspect.

Ellis Clark Trains had an engineering prototype sample of the all-new 'OO' Lancashire & Yorkshire Railway (LYR) 'Pug' 0-4-0ST on view.







announced Class 142 'Pacer' DMUs (HM228) were also displayed, and the final products will feature controllable interior and exterior lighting, a low-profile motor and factory-fitted stay alive and operating BSI couplings. These models are due in the first part of 2027.

Cavalex Models' all-new 'OO' Class 47 project saw a major advancement before the show, with the first decorated samples unveiled. Two models broke cover in BR large logo blue with Highland Rail cabside branding and D1500 in BR two-tone green, an exclusive model for Rails of Sheffield. It was noted that the green applied to this latter model was incorrect and will be amended before production begins. The new models will feature magnetically swappable roof ventilators and buffer beams and are due for delivery in the first quarter of 2027.

Ellis Clark Trains displayed the

Above: **Accurascale's recently announced Class 142 DMUs have also gained colour, with examples on display in Provincial 'Pacer' and BR chocolate and cream 'Skipper' forms.**



Right: **Running samples of Bachmann's newly announced 'OO' gauge Turbostar DMUs appeared on several layouts at the show over the weekend, including *Hornby Magazine's* East Coast Cement.**



Decorated samples of Sonic Models' all-new 'OO' gauge LBSCR 'K' 2-6-0 were on show at the Rails of Sheffield stand.



Decorated samples of Cavalex Models' all-new 'OO' Class 47 were on show at Model World LIVE including 47460 in BR large logo blue.

first engineering prototype of its forthcoming 'OO' gauge Lancashire & Yorkshire Railway (LYR) 'Pug' 0-4-0ST. These models will feature substantial use of die-cast metal in construction, a coreless motor, sprung buffers and are equipped with a Plux12 DCC decoder socket. 11 models are due for release in late 2026/ early 2027.

Engineering prototypes of Hornby's 'TT:120' 'Sealion' and 'Seacow' ballast hoppers, HBA/ HEA hopper wagons and MEA open box wagons appeared in public for the first time at Model World LIVE, and the manufacturer also displayed 3D-printed samples of the Class 30/31 diesel-electric in 'TT:120' (HM228). A 3D-printed sample of a new 'OO' gauge air-smoothed Bulleid 'Battle of Britain'/'West Country' 4-6-2 was also on display in the cabinets. This project is currently in development and a release date has yet to be confirmed.

Decorated samples of Revolution Trains' newly tooled 'TT:120' MMA/ JNA box wagons were also on show, and these wagons will be available in DB Cargo red, GB Railfreight steel blue, Ermewa grey, Mendip Rail silver and Wascosa/Network Rail yellow with five running numbers planned for each livery. The Model Centre (TMC) has subsequently announced plans to commission four exclusive models of the 'TT:120' JNAs in VTG/Cappagh blue.

Finally, two further exclusive 'OO' gauge products from Rails of Sheffield were also on show, with an engineering prototype sample of the Sonic Models 'OO' gauge North British Railway 'Glen' 4-4-0, together with decorated samples of the 'OO' gauge London Brighton & South Coast Railway 'K' 2-6-0s. The 'Glen' is due in late-2026 or early-2027, with the 'K' set to land in the second quarter of 2026.

● **Visit *www.keymodelworld.com* for more details.**

First layouts revealed for the 2026 GREAT ELECTRIC TRAIN SHOW

The 2026 Great Electric Train Show takes place on October 10/11 at the Arena MK in Milton Keynes – we reveal the first layouts for the event.

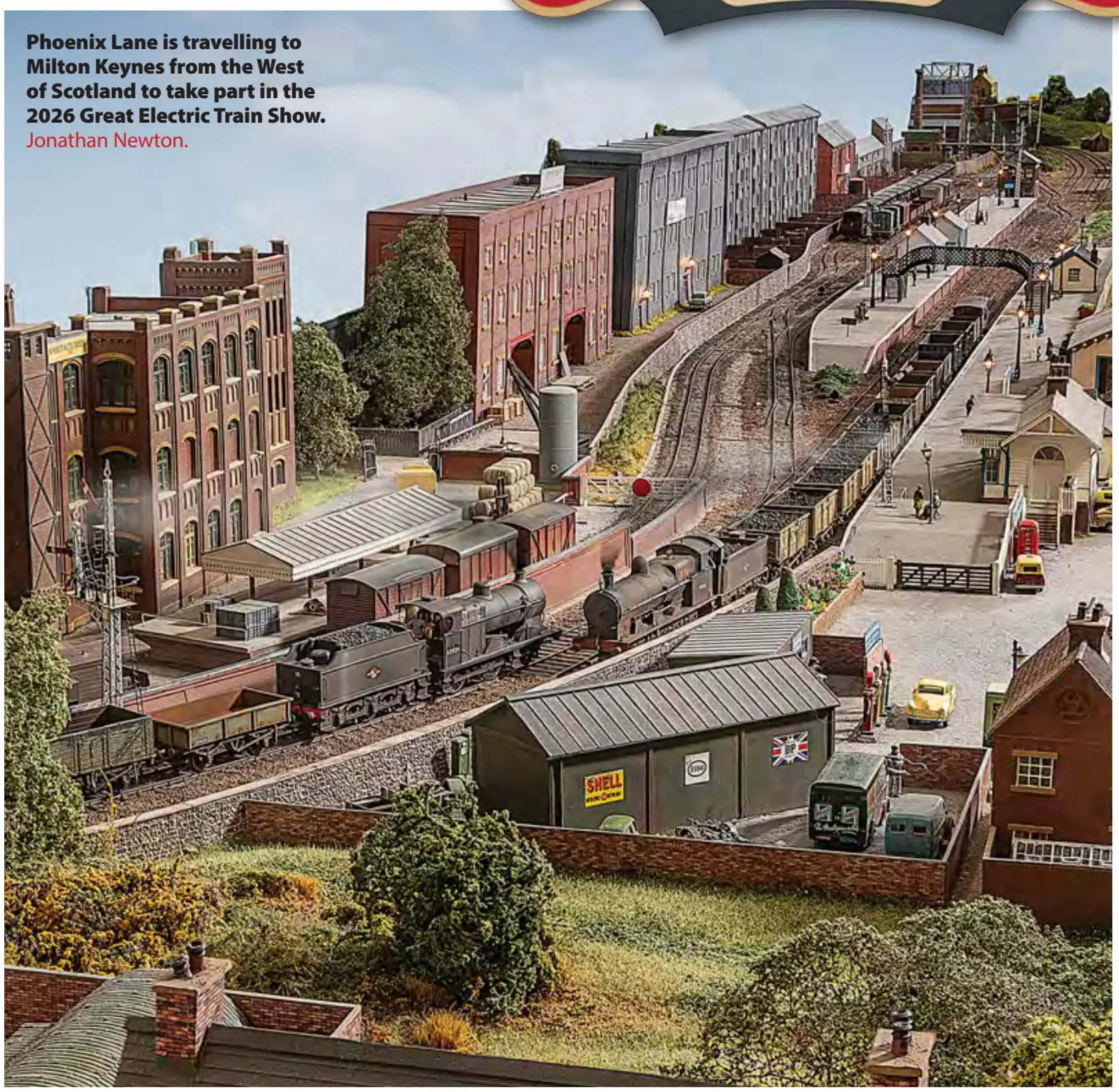
THE WEEKEND of October 10/11 2026 sees the Great Electric Train Show return to the Arena MK in Milton Keynes with a feature packed line-up of model railways, trade stands and demonstrations.

Layouts from *Hornby Magazine* past, present and future will feature across scales from 'N' to 'O' gauge as well as a range of eras from pre-nationalisation to the present day.

The first to be revealed are Phoenix Lane in 'OO' by Glasgow and West of Scotland MRC (HM213) modelling the railways of Fife in the 1960s, Penhelig in 'OO' gauge by Will Plant (HM223) recreating the Cambrian Coast in the 1960s, Five Mile House in 'OO' by Lincoln and District MRC (HM210) which models an LNER diversionary route through rural Lincolnshire in the 1930s, Providence Colliery in 'OO' by Theo Thomas set in the 1960s in the Forest of Dean, Portcreek in 'OO' by Sam Beecher-Jones set on the Southern Region in the Network SouthEast era and Lizworth Bay in 'N' gauge by John Spence which recreates a Southern Region seaside terminus in the steam era.

In addition, a brand-new 43ft x 15ft 'O' gauge layout by Ron Bailes modelling East London in the 1960s is joining the show line-up, making only its second public appearance following construction over five years. More layout exhibits will be revealed next month.

The Key Model World and *Hornby Magazine* team is reviving 'O' gauge diesel depot Seven Mill Depot for the show. The layout was originally built in 2019 and attended only one event. It was originally conceived to show the potential of 'O' gauge modelling in a limited space and is now being brought out of storage for a full overhaul which will see it debut at the Great Electric Train Show with a new late 1990s/early 2000s theme. Look out for full features and video series on the rebuild of Seven Mill Depot in *Hornby Magazine* and on Key Model World.



Phoenix Lane is travelling to Milton Keynes from the West of Scotland to take part in the 2026 Great Electric Train Show. Jonathan Newton.

The trade stand roster for the show is already shaping up with manufacturers Cavalex Models, Hornby and Revolution Trains already confirmed alongside retail stands from Key Model World/ *Hornby Magazine*, Cheltenham Model Centre, Kernow Model Rail Centre, Squires Tools, Bunters Yard, Ellis Clark Trains, TMC, Trainsporters and many more. The full list of trade stands confirmed is available on the Great Electric Train Show website.

Discount advance tickets for the 2026 Great Electric Train Show are on sale now, offering a reduced price over on-the-day tickets as well as early entry to the show from 9.30am each day. General admission advance tickets are priced at £18 for adults and £9 for children on Saturday October 10. On Sunday October 11, up to two children will be admitted free with each paying adult.

There are also options for a Weekend Ticket combining two-day entry to the show with a £10 voucher to spend on the Key Model World stand for £36, while the popular limited VIP ticket price has been held at £55 for the 2026 Great Electric Train Show.

● **Visit *keymodelworld.com/greatelectrictrainshow* for more details and advance tickets.**

THE DETAILS	
When:	October 10/11 2026
Where:	Arena MK, Stadium Way, Milton Keynes MK1 1ST
Times:	Saturday 10am-5pm, Sunday 10am-4pm (advance ticket holders enter from 9.30am)
Website:	*www.keymodelworld.com/greatelectrictrainshow*
Contact:	01780 480404
Tickets:	Adult advance £18, child advance £9 (Saturday only), adult subscriber £17, Weekend £36, VIP £55. Adult on the day £23, child on the day £11.50 (Saturday only). Up to two children admitted free with each paying adult on Sunday only.



Modelling the LNER in the 1930s, Five Mile House is exhibited by Lincoln and District Model Railway Club.
Jonathan Newton.



Penhelig by Will Plant models the Cambrian route in the steam era in 'OO' gauge.
Jonathan Newton.



Sam Beecher-Jones' new 'OO' gauge model of Portcreek is coming to the 2026 Great Electric Train Show.
Sam Beecher-Jones.





CHATHAM SHOW 2026

PREVIEW

Chatham and District Model Railway Club's annual exhibition returns to the Historic Dockyard Chatham in Kent this July. **MARK CHIVERS** previews what this highlight in the exhibition calendar has in store.

FINAL PREPARATIONS are under way for Chatham Model Railway Exhibition on the weekend of July 18/19 2026 at the historic Dockyard in the Medway town.

More than 50 layouts are booked to attend this year's show, including several highlights that have appeared within the pages of *Hornby Magazine* including Chris Fordham's 'OO' gauge Cardiff Canton (HM221), Greg Coomber's 'O' gauge Conyer Creek (HM199), Martin Clitheroe's 'O' gauge Cromer (HM219), Lincoln and District Model Railway Club's 'OO' gauge Five Mile House (HM210), Malcolm Rochford's 'HOe' narrow gauge Gresten (HM206), Andy Stephney's 'N' gauge Hatch End (HM132), Ian Forsythe's 'OO' Marley Potts and Witherwack Sidings (HM214), Nigel and Darren Glasson's Newvaddon Parkway in 'N' (HM188) and the North of England Line Group's 'N' gauge Scarlington (HM192). Further highlights include Addleford Green ('OO'), Bristol Harbour



Lincoln and District Model Railway Club's 'OO' gauge Five Mile House will also be on display, modelling the Lincolnshire Loop line in the mid-1930s.
Jonathan Newton/*Hornby Magazine*.

Amongst this year's line-up of layouts is *Hornby Magazine's* 'OO' gauge Natford TMD.
Mike Wild/*Hornby Magazine*.



Left: **Martin Clitheroe's superb 'O' gauge model of Cromer station is set to appear at this year's Chatham Show.** Trevor Jones/*Hornby Magazine.*



Below: **Continental outline layouts at this year's show include Malcolm Rochford's narrow gauge 'HOe' Gresten.** Jonathan Newton/*Hornby Magazine.*

THE DETAILS	
Event:	Chatham Model Railway Exhibition
When:	July 18/19 2026
Where:	The Historic Dockyard, Chatham, Kent ME4 4TZ
Times:	Sat 10am-5pm, Sun 10am-4pm
Prices:	Adults £10 (advance), £11 (on-the-day), accompanied children under 16 free
Website:	*www.chatham-mrc.co.uk*
Features:	50+ layouts, trade support, societies, demonstrations, displays, refreshments, parking and disabled access. Advance ticket holders gain early admission from 9.30am.

('OO'), Dinsdale 1830 ('OO'), Hassell Harbour Bridge ('O'), Japan in Bloom ('N'), Llanwyddon ('TT:120'), Oak Lane TMD ('OO'), Stoney Shaw ('O-16.5'), Tan Y Coed ('OO9'), Wordsley Wharf ('O') and many more.

The *Hornby Magazine* editorial team will also be in attendance with our 'OO' gauge Natford Traction Maintenance Depot (TMD) exhibition layout on display, together with the Key Model World shop which will have special show-only offers on subscriptions, bookazines and books, together with a selection of our exclusive PJM laser-cut kits and exclusive limited-edition models.

Accurascale and the Bachmann Collectors Club will also be there across the weekend with displays of their latest releases and forthcoming in-development projects, together with a host of traders including 12A Models, Buggleskelly Station, C&L Finescale, Cambrian Model Rail, Coastal DCC, DCC Model Railway Signalling, Harveys Hobbies, JS Models, Invicta Model Rail, Leigh Models and Hobbies, Railstuff, Ron Lines, Roxey Mouldings, Roxley Models, Sawyer Models, Trainsporters, WM Collectables and many more. A wide selection of societies and demonstrations will also be there.

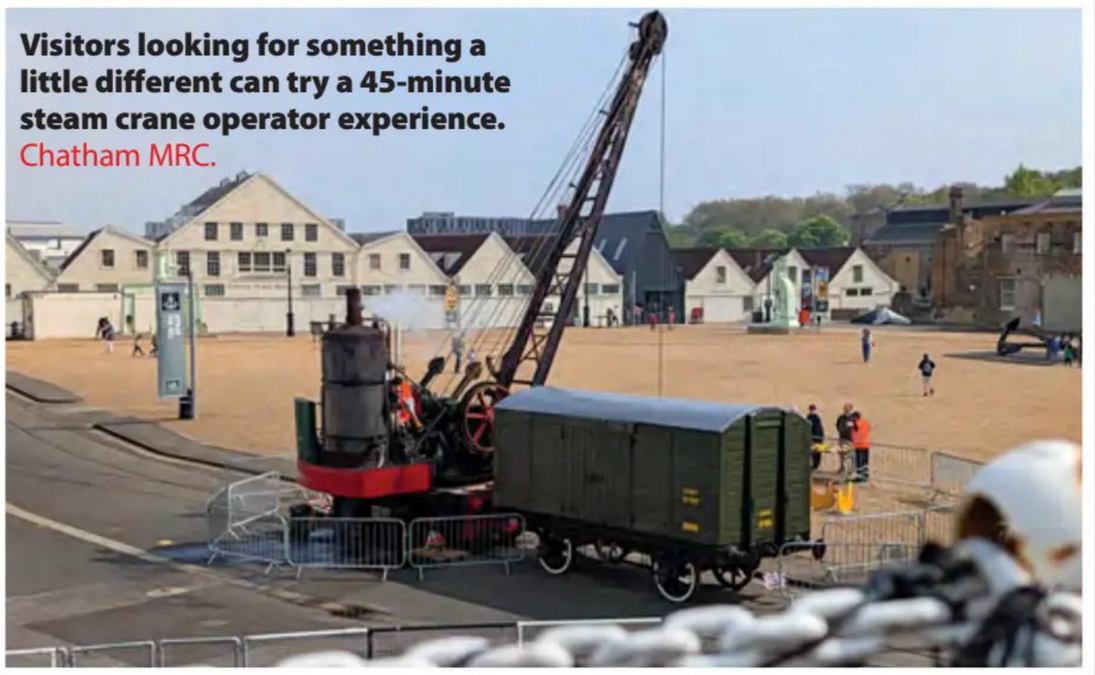
Visitors to the show will be entitled to half-price admission to the Historic Dockyard site, while those who would like a more 'hands-on' experience can try their hand at driving the dockyard railway's diesel locomotive (£10) or try the 45-minute steam crane operator experience (£50) where you get to play 'hook a duck' with an original dockyard Grafton steam crane (email *info@chatham.show* to find out more). All money raised from these experiences goes direct to the Dockyard Railway.

The Chatham Show takes place at the Historic Dockyard in Chatham with chargeable parking available on-site. For those travelling to the show by train, Arriva buses (No. 1, 2 and 100) run close to the venue from Chatham railway station.

Discounted adult entry (£10) is available in advance (offering early access to the show), while on-the-day admission is priced at £11. Accompanied children under 16 will be admitted free.

● **Visit *www.chatham-mrc.co.uk* for more information.**





Visitors looking for something a little different can try a 45-minute steam crane operator experience. Chatham MRC.

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LOB GHYLL

A Yorkshire dale with a railway running through it is the setting for **TOM COULING's** 'OO' gauge layout, capturing the essence of the steam era in the 1950s.

PHOTOGRAPHY, TREVOR JONES

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm:1ft	20ft x 3ft	MIDLAND	1950s-1960s	ANALOGUE



1 High above the busy engineering works, Hughes 'Crab' 2-6-0 42893 passes over the three-arch Lob Ghyll viaduct having just restarted its mixed goods train. Meanwhile, 'WD' 2-8-0 90641 rolls into view at the head of another lengthy freight.



2 A Johnson '1P' 0-4-4T scuttles across the viaduct with a two-coach local passenger train as 'WD' 90641 approaches with a rake of loaded tank wagons.

THE STRUGGLE TO GET A railway up Wharfedale was a protracted one. It was a struggle to get investors to put money again into schemes which seemed to promise great rewards but ultimately failed. The Midland and the North Eastern railways had already agreed amicably to build a line up the dale to Otley, then a joint railway to terminate at Ilkley. The line was built and the Midland Railway wanted the line to go further and connect up at Skipton with the Lancashire & Yorkshire Railway. The North Eastern Railway was not interested, so the Midland went ahead alone.

Several railways were proposed but it came down to a choice between a shorter route higher up the side of the dale with few expensive earthworks but with some long and steep gradients, or a line nearer the floor of the valley with easier gradients but more expensive tunnels and viaducts. The latter was chosen and there the matter rested for some years. Eventually, a Bristol company built the railway and one of the viaducts was Lob Ghyll. A beck (stream) tumbles down from the high moors and rapidly cut its way through the soft shale, producing a narrow steep sided ravine, Lob Ghyll.

PLANNING

My previous 'OO' gauge exhibition layout was of the last North Eastern Railway station before the joint line to Ilkley began; it was Poole in Wharfedale. I learned a lot from this model and wished to incorporate some ideas but with improvements. The new layout would be the same length as it had to fit in the same garage, have two six-road magazine storage turntables and two 5ft long scenic sections. The presentation would be as a theatre - a proscenium arch, backdrop, fluorescent lights, curtained off storage and no visible operators. I wanted everybody to be able to watch comfortably, so I set the track level at 4ft above the floor. This would normally preclude viewing by wheelchair users and many »



3 A 'WD' 2-8-0 edges past the vast mill building in the town with a rake of loaded tank wagons as Hughes 'Crab' 42893 forges across the viaduct with a mixed goods train.

children. However, I wanted a scene of the Yorkshire Dales so the baseboards had to be three feet wide. So everyone could see the trains, I set the railway high up the side of the valley on embankments and a viaduct, while the ground fell away to the front, which was only 3.5ft above the floor. To add further interest, I made a main road along the front on which I run my motorised buses from the fleets of Leeds, West Yorkshire and Sammy Ledgard. They run along the flat but then climb to the station level crossing up a one-in-four hill. This is too demanding for many of my fleet, so only the best can make it.

CONSTRUCTION

As on Poole, I used single skins of 4mm thick birch ply, cut as 4ft x 4.5in strips. Four strips were then slowly bent to form a bean shape, a sort of open arms welcoming format. The 'bean' was held in shape with geodetic cross-members which were glued and screwed to triangular shaped blocks round the inside periphery. This was the same type of construction I used for Poole in Wharfedale, which stood permanently erected in my garage for several years without distorting; Lob Ghyll has been up for four trouble-free years. The advantage of this type of construction is that I can lift a 5ft scenic section single-handed.

The late Mike Sharman was an advocate of balsa wood for the trackbed, as being a hard wood, it was less likely to warp with changes in temperature or humidity. I used balsa wood on Poole, and again on Lob Ghyll.

All the plain track is SMP and the only main line point is a single slip made for me by Marcway of Sheffield, while the yard points I made myself. Being of Midland Railway origin all the signals were lower quadrant, but some are modernised London, Midland & Scottish Railway (LMS) ones. They all work via a rod and crank system.

SCENERY

For the groundwork, I used polystyrene blocks or chicken wire which I then covered with sheets of paper towel soaked in diluted PVA. Two or three layers were used to form a hard flexible crust which I painted with green acrylic paint and covered with a large variety of scatter material.

Bushes were made of rubberised horsehair or Woodland Scenics clumps. I love making trees for which I use Bowden cable. First, I heat up a 6in length to red heat. This destroys the tempering of the steel and allows me to unwind each strand of the cable to produce the branches, and then the twigs of a tree. For foliage, teased »

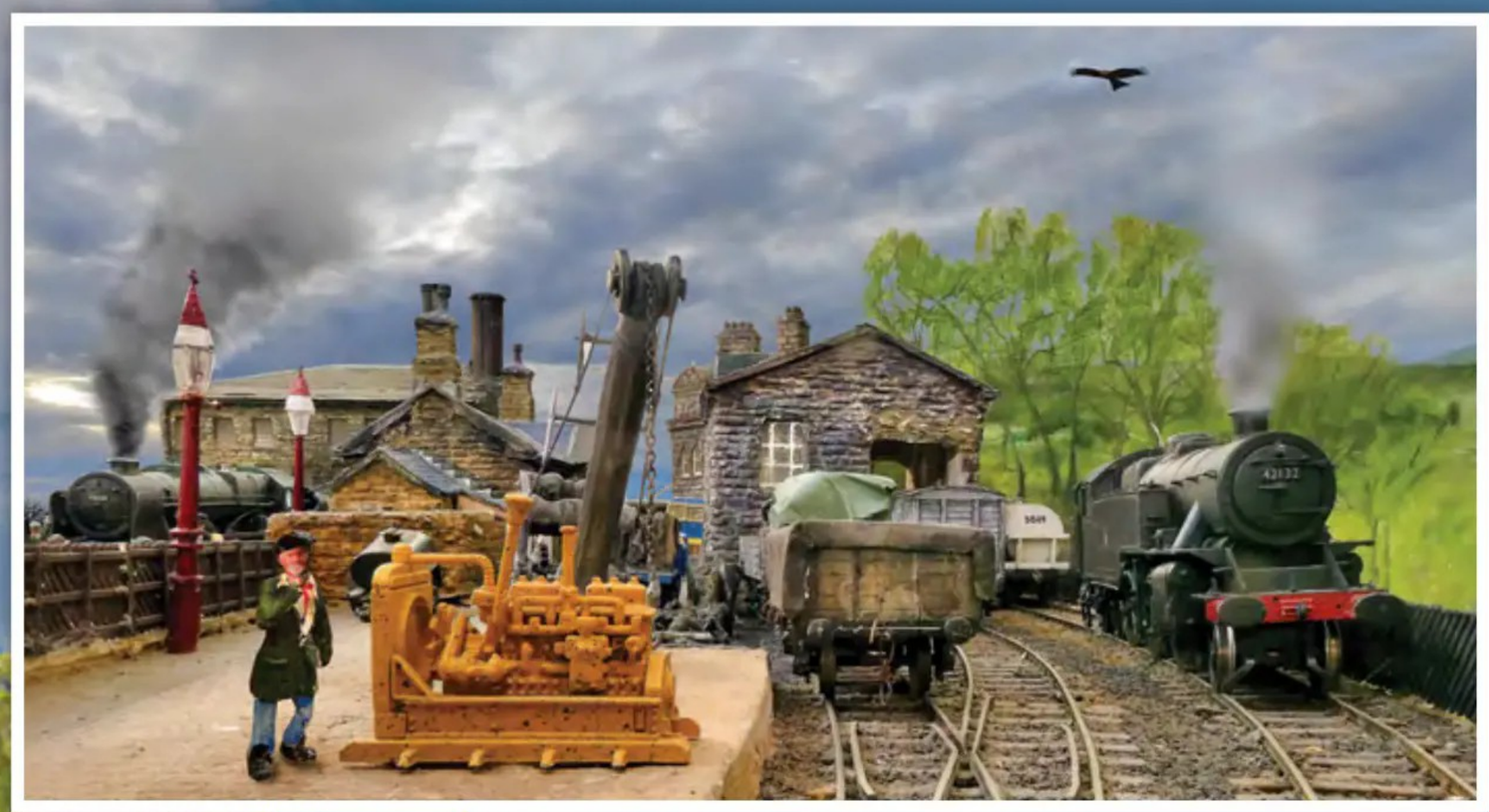
"I set the railway high up the side of the valley on embankments and a viaduct."

TOM COULING



4 As a delivery is made to the grocer's below, 'WD' 2-10-0 90773 approaches Lob Ghyll station with a mixed rake of loaded mineral wagons.


MORRISONS
MORRISONS
MAZAWATTEE TEA
Grand ICE CREAM
SPRING



5 Left: **Fairburn '4P' 2-6-4T 42132 shunts wagons around Lob Ghyll goods yard, while a LMS rebuilt 'Royal Scot' 4-6-0 calls at the station with a passenger train.**

6 Right: **Ivatt '4MT' 43039 and Stanier 'Jubilee' 45573 *Newfoundland* rumble through Lob Ghyll with a lengthy express passenger train which includes a pair of Stanier 50ft Full Brakes.**

7 Below: **A parcels train headed by Stanier 'Black Five' 45455 waits time in the platform at Lob Ghyll as a Fairburn '4P' 2-6-4T arrives with a pick-up goods.**

out triangles of Woodland Scenics foliage are stuck on, attached to blobs of PVA on the branches.

Finally, I made the backscene from several long sheets of card which were stuck together to form a 12ft long continuous strip with no joins and no corners. A cloudy grey sky is more typical of a Dales day, so I used shades of acrylic grey for the cumulus clouds, grey green for the distant moors and a brighter green for the foreground.

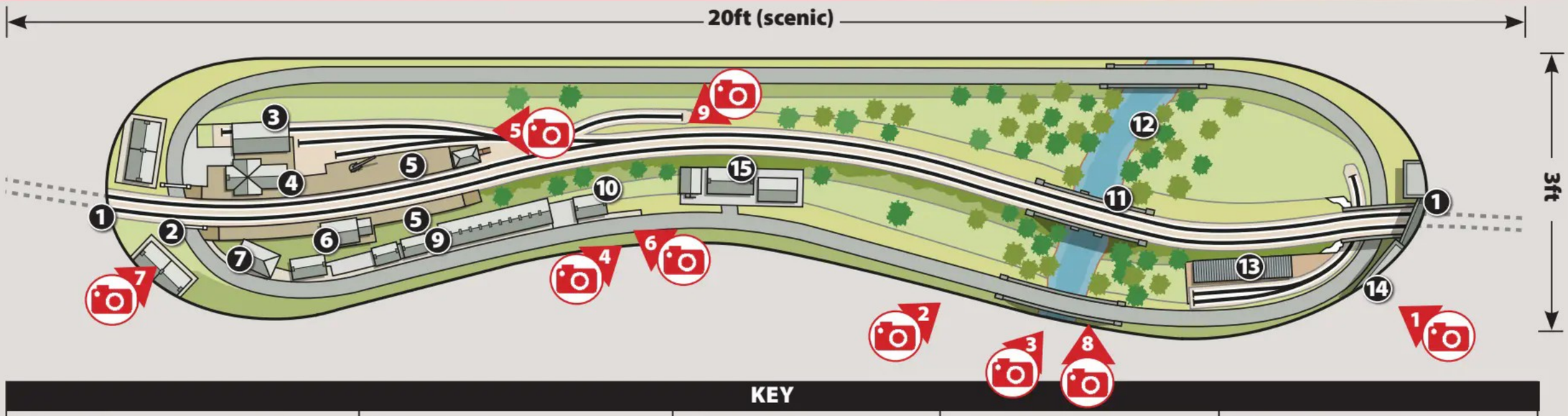
STRUCTURES

Some of the buildings were recovered from a previous bus layout but many are new, including a granary and pigsty modelled on the ones at Mr Newby's farm in Burley »



8 **The tree-lined beck flows through the centre arch of Lob Ghyll viaduct as 'WD' 90641 rumbles across.**

LOB GHYLL TRACK DIAGRAM (NOT TO SCALE)



KEY				
① To/from storage yard	④ Station building	⑦ Café/shop	⑩ Grocer's	⑬ Engineering Works
② Level crossing	⑤ Platform	⑧ Signalbox	⑪ Viaduct	⑭ Mill building
③ Goods shed	⑥ Waiting shelter	⑨ Houses	⑫ Beck (stream)	⑮ Farm

Woodhead.

All follow the same method of construction; a basic balsa shell covered with an equal part paste of PVA sealing glue and wall crack filler. This method was the one which the late Tom Harland of Bramblewick fame showed me. The paste is allowed to dry until a thin crust forms and then indented to form the wall mortar courses.

When almost set, the courses are raked with an old compass point to round off and soften the edges and corners. When dry, the stones are painted with water colours. This is important, as this medium is forgiving and excess colour can be washed further into the stone. The colour always dries a shade lighter, but the desired colour strength can be restored with another coat. Finally, dry brushing using upward strokes of the side of a brush lightly loaded with 'Paynes Grey' colour will produce a realistic weathered look.

Walls on the farm were probably constructed from random stones from the moor so are far from uniform in size. My walls I made by pressing into a coating of PVA/filler, with little stones from a bag of garden Alpine Grit.

MOTIVE POWER

Operations are firmly fixed in the BR steam era, typically mid-to-late 1950s/early 1960s, with a reasonable collection of typical Midland Railway steam locomotives at my disposal. These include Fowler '4F' 0-6-0s, Johnson '2203' 4-4-0s, Hughes 'Crab' 2-6-0s, Ivatt '4MT' 2-6-0s, LMS 'Royal Scot' 4-6-0s, Stanier 'Black Five' 4-6-0s, Fairburn '4P' 2-6-4Ts, Stanier '8F' 2-8-0s, WD 2-8-0s and 2-10-0s. Rolling stock is similarly of Midland Railway origin, with a mix of suburban non-corridor and express corridor stock, together with parcels vans and a wide selection of wagons. Indeed, much of the traffic on the layout is freight, adding to the industrial feel the layout aims to portray.

Lob Ghyll has been a pleasure to create. I particularly enjoy developing the scenery with multiple layers of greenery and trees, resulting in the overgrown scene you can see in the accompanying photographs. It has been a labour of love, and I hope you enjoy Lob Ghyll as much as I have enjoyed building it. **HM**

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



⑨ '4P' 42132 eases into the yard headshunt as rebuilt 'Royal Scot' 46133 *The Green Howards* prepares to depart from Lob Ghyll. Fowler '4F' 44097 slows on approach to the station with a mixed goods.

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STEP BY STEP ETCHED METAL

Sentinel

How do you build an etched metal kit? **TIM SHACKLETON** goes back to the beginning by building an unusual Sentinel diesel shunter from RT Models.

BUILDING LOCOMOTIVES from kits might seem old hat these days, but it's something a lot of us enjoy and I'm no exception. I can well understand why, for many people, it's always been more of a penance than a pleasure, but for me the reverse holds true.

Rather than being the only way to acquire a model that's unavailable off the shelf, I enjoy the complexities of the construction process for their own sake. Yes, it's great to spend some of your disposable income on the latest sound-chipped model from one of today's ready-to-run manufacturers, but for me it's infinitely more satisfying to see a locomotive – especially a rare and unusual design such as this – move off for the first time under its own power and to realise I'm the one who built it and made it go.

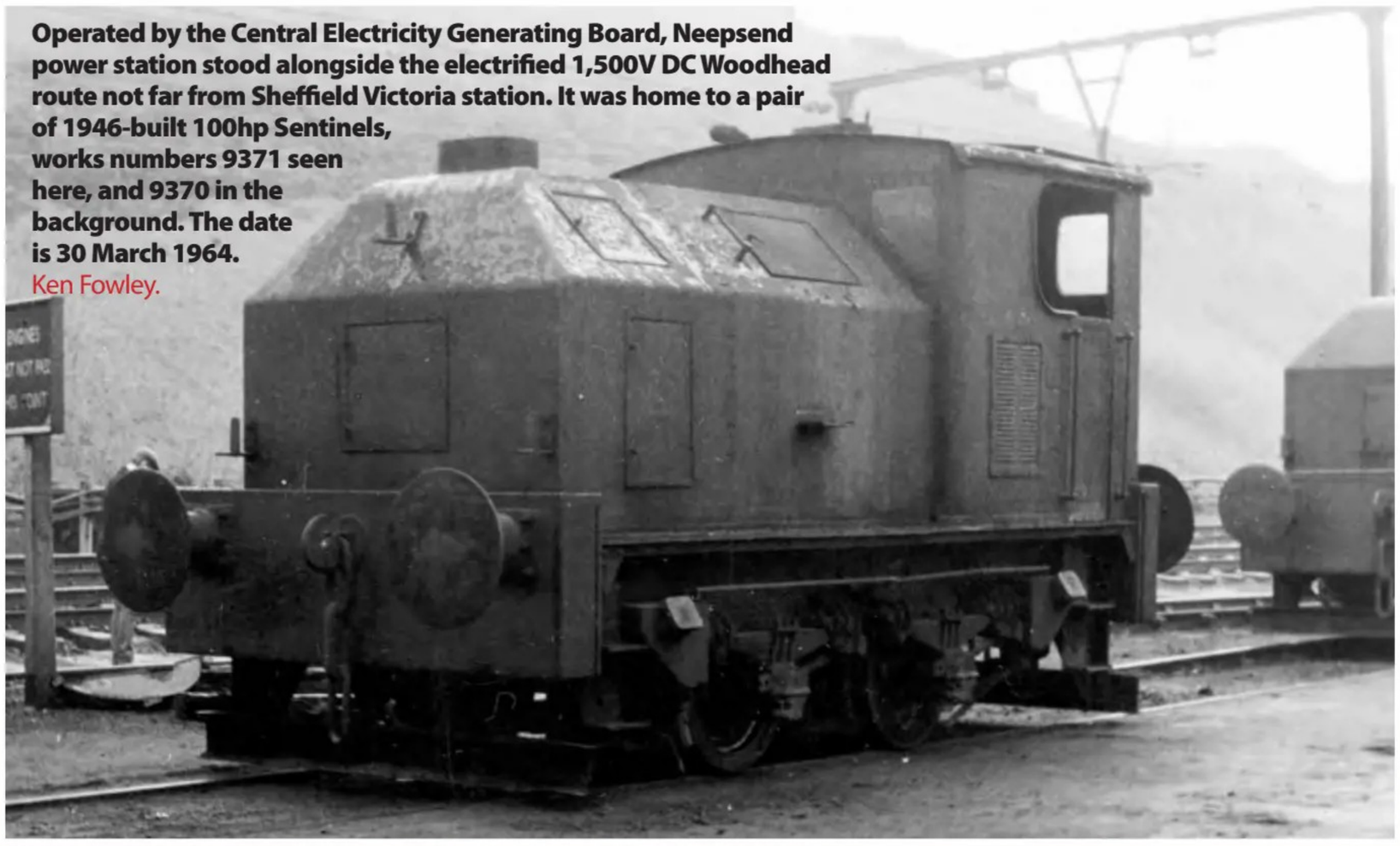
Let me say right from the start that even a well-engineered kit like this 1946-built 100hp Sentinel from RT Models is no doddle to assemble. You need skills, tools, experience, time and patience, none of which can be acquired automatically. Some people grasp the essentials straight away; others take a while longer – I was into my fourth or fifth full locomotive kit before the penny finally dropped.

Building from kits has never been a cheap option but nor should it be any more expensive than its ready-to-run equivalent, except in terms of time – it takes seconds to open a box and put your model on the rails but building a locomotive can and does take weeks of modelling time, and sometimes longer. But as the great kit designer Martin Finney once said to me: "If you look at the hourly cost in terms of the amount of pleasure and fulfilment that building your kit has brought you, then it's an infinitely more economical way of spending your leisure time than going to the pub or taking a weekend break."

So, to give you a taste of what's involved, I'll talk you through the main processes step by step, start to finish, beginning with constructing the working chassis and then in the next instalment moving on to the pretty bits – bodyshell, detailing and finishing. If this strikes a sympathetic chord, think about all the hidden options that could be opening up for you. Until you try it for yourself, you'll never know what lasting satisfaction comes from constructing a working model locomotive. **HM**

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

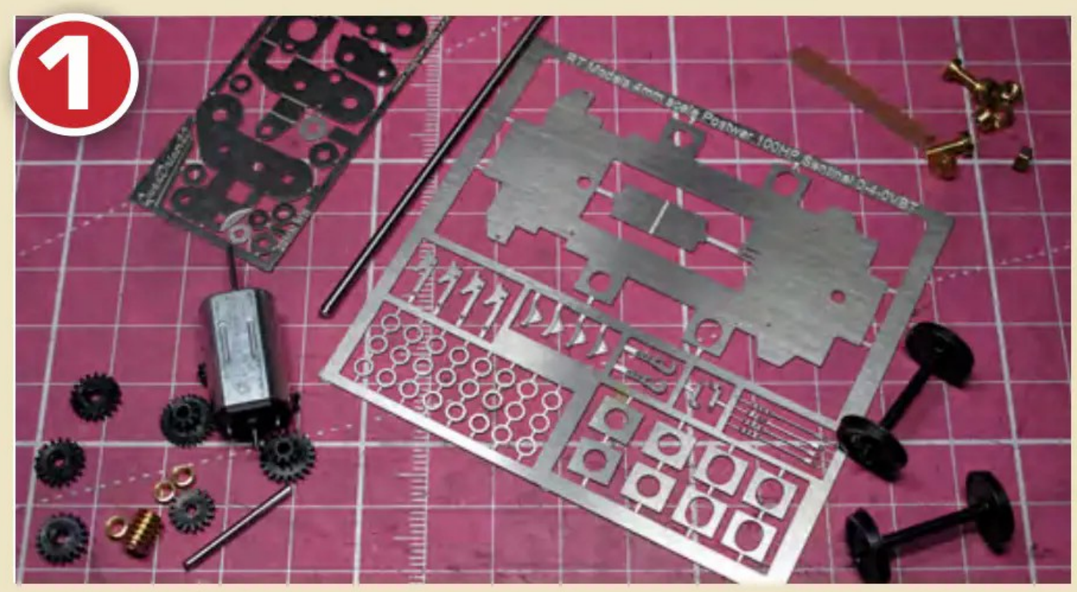
TOOLS
● 0.33mm wire
● 2mm diameter metal rod
● Carborundum slitting discs
● Craft knife with new blade
● Cutting mat
● Files (various)
● Hold and Fold tool
● Loctite 601 retaining compound
● Motorised rotary drill
● Paxolin offcut
● Solder
● Soldering iron
● Solder paste
● Steel rule
● Tapered cutting broach



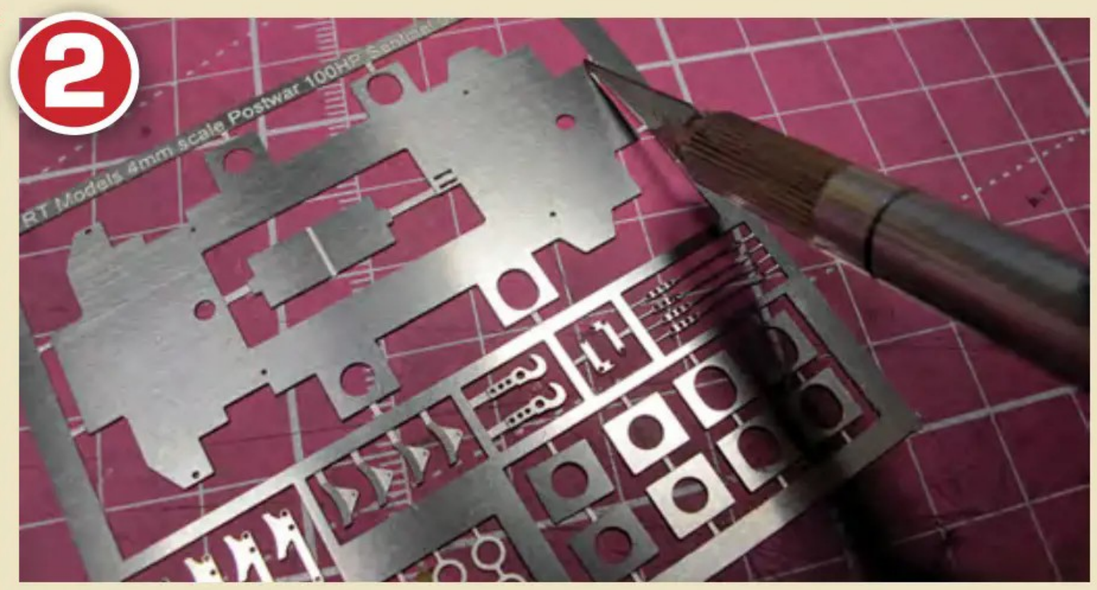
Operated by the Central Electricity Generating Board, Neepsend power station stood alongside the electrified 1,500V DC Woodhead route not far from Sheffield Victoria station. It was home to a pair of 1946-built 100hp Sentinels, works numbers 9371 seen here, and 9370 in the background. The date is 30 March 1964.
Ken Fowley.

Looking ahead, this is the end result of many hours at the workbench – but perhaps not as many as you might think. In its post-war incarnation, the vertical-boiler Sentinel locomotive was as integral a part of Britain's industrial landscape as cooling towers and gas holders. They worked at locations the length and breadth of the country – from steelworks to collieries, gasworks to power stations – and no ready-to-run model has yet been released in any scale. If you want one, you have to build your own.

BUILDING A 4MM SCALE CLASSIC POST-WAR SENTINEL SHUNTER



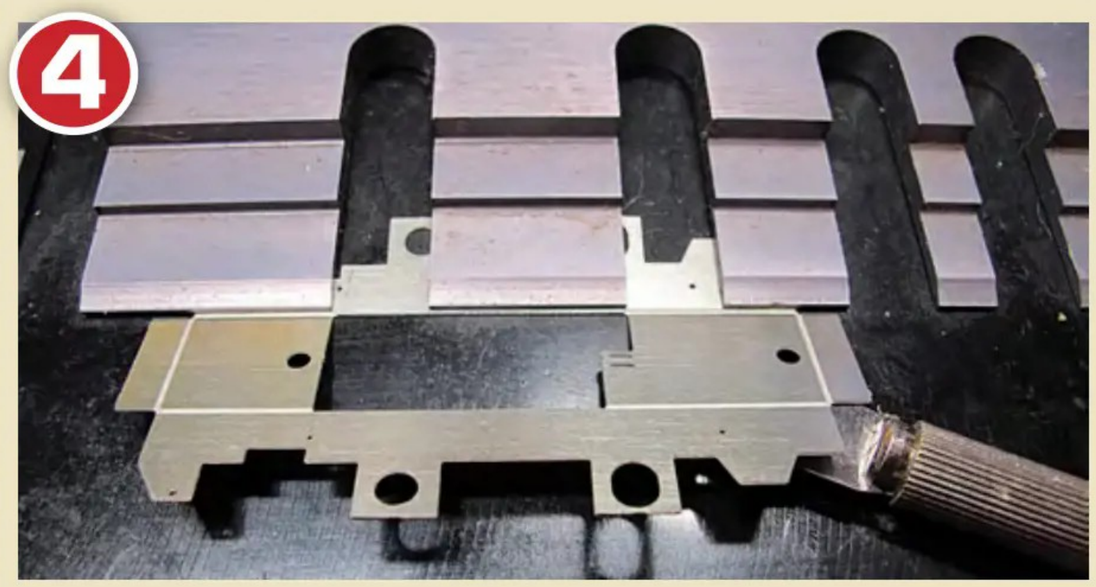
Robert Thompson (www.rtmodels.co.uk) supplies the components for the Sentinel, boxed and pretty well complete – as well as the etched nickel silver chassis, here we see the additional parts for the underframe, comprising wheels, gears, motor and bearings.



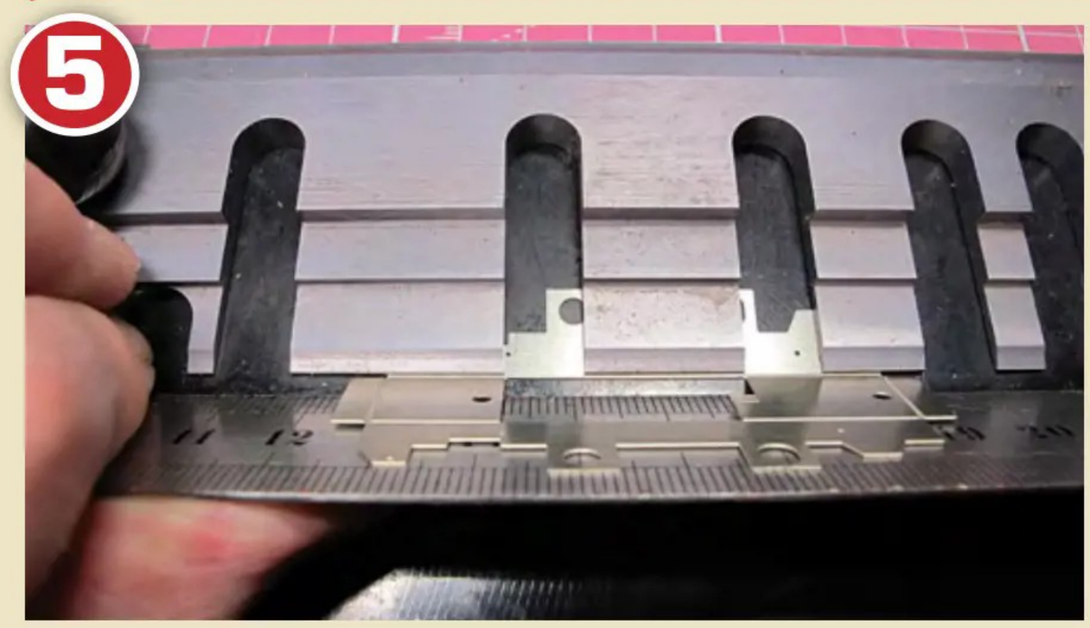
The main chassis member can be carefully cut from the fret using a sharp blade – others prefer snips or even scissors. Slide the blade right up to the edge of the component and press down firmly as you cut through the half-etched fret tags.



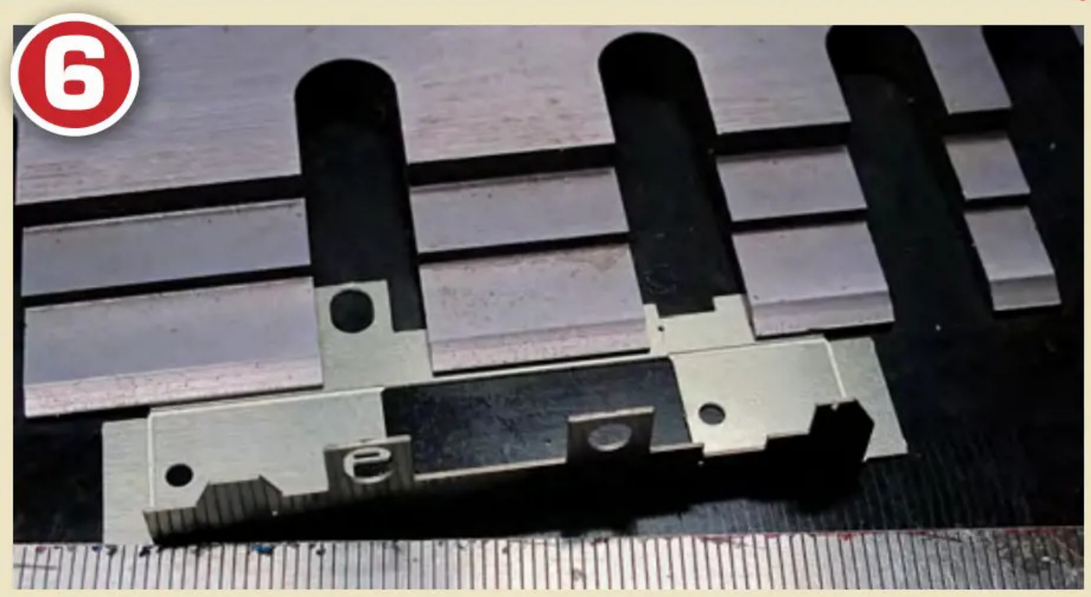
Using a flat needle file, you need to get rid of any residual fret tags so the edge is perfectly clean. If it isn't, you run the risk of not being able to align mating parts successfully, creating a poor fit and unintentional distortions.



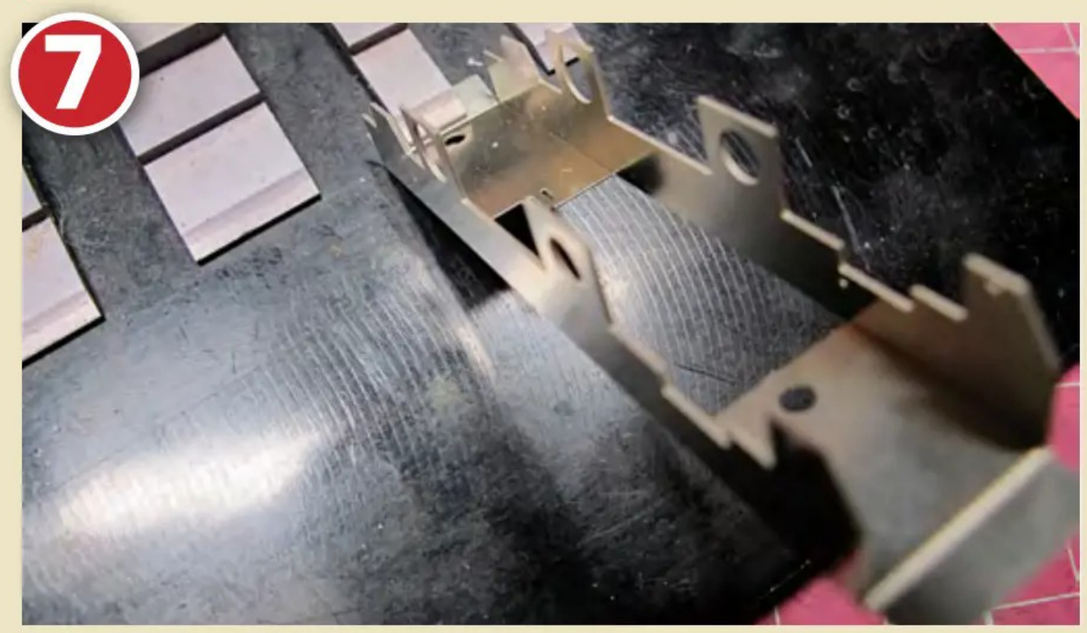
Far and away the best method for forming components is to use a Hold and Fold. I've had mine for many years now and I wouldn't be without it. I've trapped the etch in the jaws of the tool and to start the bend I'm slipping a flat knife blade underneath and gently levering up.



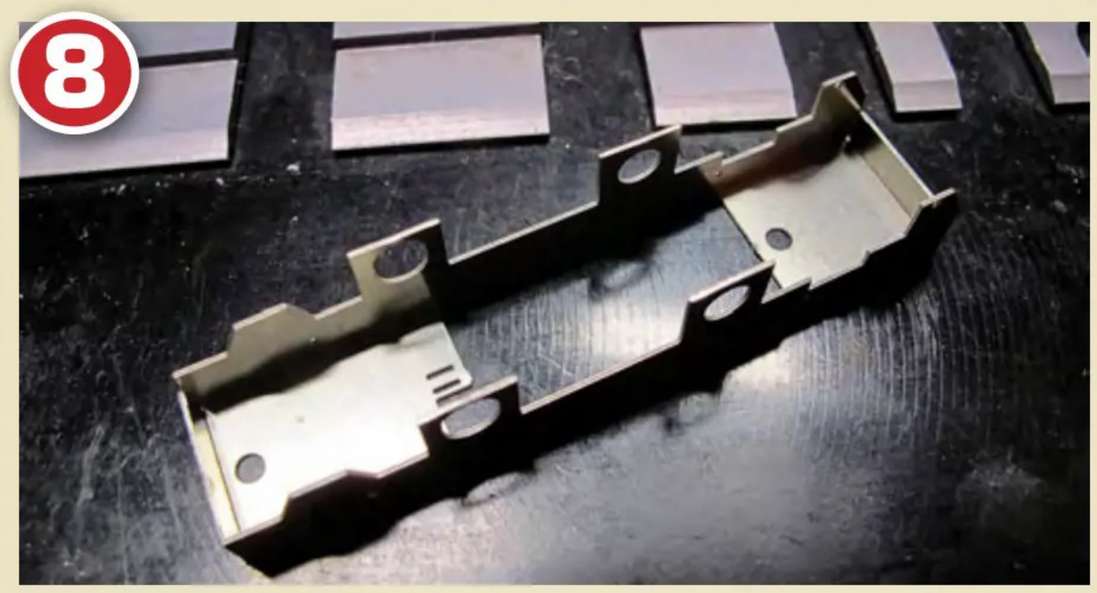
To complete the bend, I'm using a steel rule, pressing with my thumbs while the Hold and Fold keeps the component steady. Check for squareness and adjust as necessary – finger and thumb pressure will be enough.



One half of the chassis has been bent up at right angles and now I'm tackling the other side frame. Complex etched shapes need to be formed in a particular sequence, usually specified in the instructions, otherwise you may find yourself trapped!

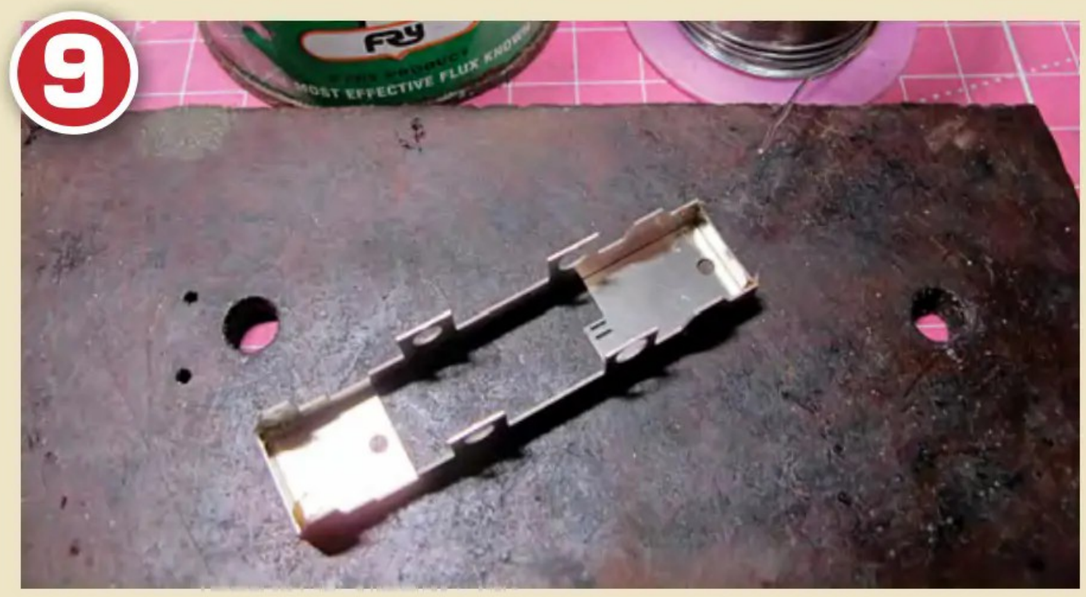


The design of the Sentinel chassis is well thought out in terms of buildability and there are no problems with the folding sequence. Here I'm bending up the ends.



The basic chassis is now complete and checked for squareness. It may look simple, but this is the critical stage of chassis-building – if anything's out of true it may be impossible to correct it later. Check, check and check again before proceeding.

Intermediate
Beginner SKILL LEVEL Advanced



Now to solder the four joints between sides and ends, using a 25w Antex iron – I'm doing the work on an off-cut of paxolin, a heat-proof resin material that's perfect for the job. I've had this piece for 30 years or more and I've built a lot of kits on it!



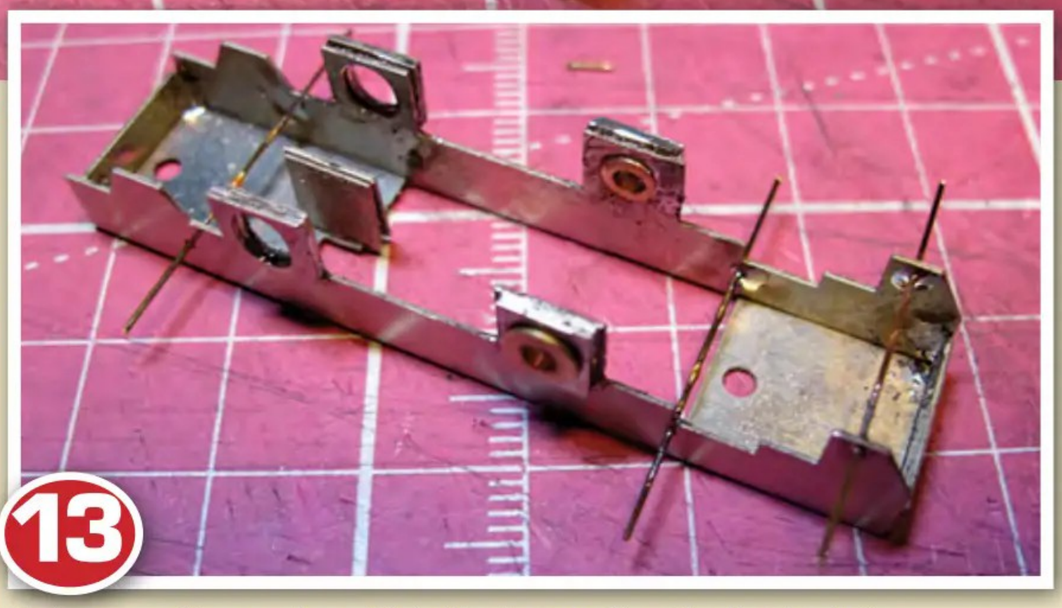
I'm running a good fillet of solder into each of the four corners of the chassis, where the joins are. This will strengthen it and reinforce its value as a datum for future stages of assembly.



The axles run in brass bearings but only one pair is fixed into the side frames. They need to be a tight fit in the holes provided, which are etched slightly undersized. Any sloppiness can and will be disastrous, so I've eased the bearing holes a touch by delicate filing. To open out a hole, I prefer to use a triangular file rather than a round or rat-tailed tool – it's more accurate. A clockmaker told me this many years ago so it must be true!

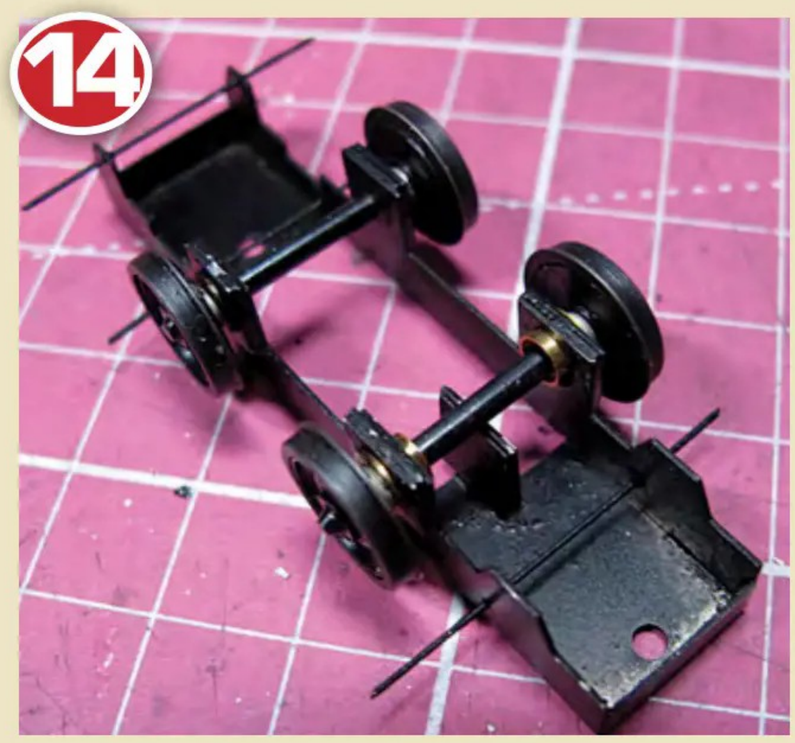


With the fixed bearings soldered in place, I can gently ream them out so the 2mm axles will be a firm but comfortable fit. Again, this is a critical stage where you don't want any slop, so the best tool for the job is a tapered cutting broach of suitable diameter. These useful four-sided tools come in multi-packs and aren't particularly expensive.



To improve the running of this tiny locomotive, the front axle is compensated – it can rock up and down a few fractions of a millimetre around a central pivot, greatly improving track holding and current collection. The bearings in this case aren't fixed but slide loose in slots that have been engineered for this purpose. When opening out bearing holes in this way, be extra careful not to allow any fore-and-aft slop - just a whisper of vertical movement. You don't need much leeway!

14



The chassis has been thoroughly washed and degreased before being given a coat of spray-can black. I've test-fitted the wheels to check everything is as it should be – a packing washer or two is usually necessary to control side play. The cross-wires are anchor points for the brake gear, which will be fitted later.

15



Now to build the drive system. RT Models provides you with a bespoke gearbox (designed and produced by *www.highlevelkits.co.uk*) and the first step is to fold up the frame. This has to be dead square to ensure optimum mesh, and I've confirmed I've folded it accurately by passing a length of 2mm rod between the sides.

16

This is where it gets complicated, although the instructions are incredibly helpful. The gearbox consists of a pair of sub-assemblies which I've assembled as instructed and checked by once again passing a length of 2mm rod through them.



17



The gears run on a series of individual shafts that need to be cut precisely to length. The best way to do this is using a carborundum slitting disc in a motor tool. Always wear eye protection.

18



I've test-fitted the gears and now I've secured each shaft in the gearbox frame with a spot of Loctite 601, a specialised adhesive designed less to glue things up solid than to discourage them from separating. The worm has been similarly fixed in position and the motor test run on wander leads.

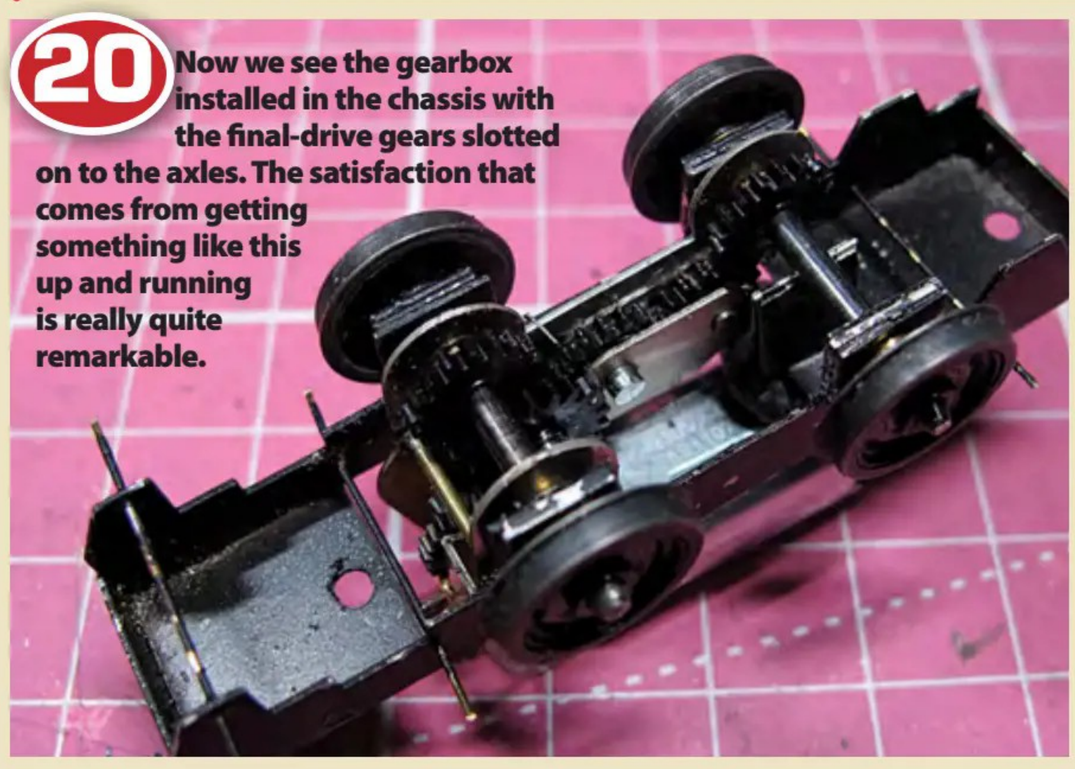
19



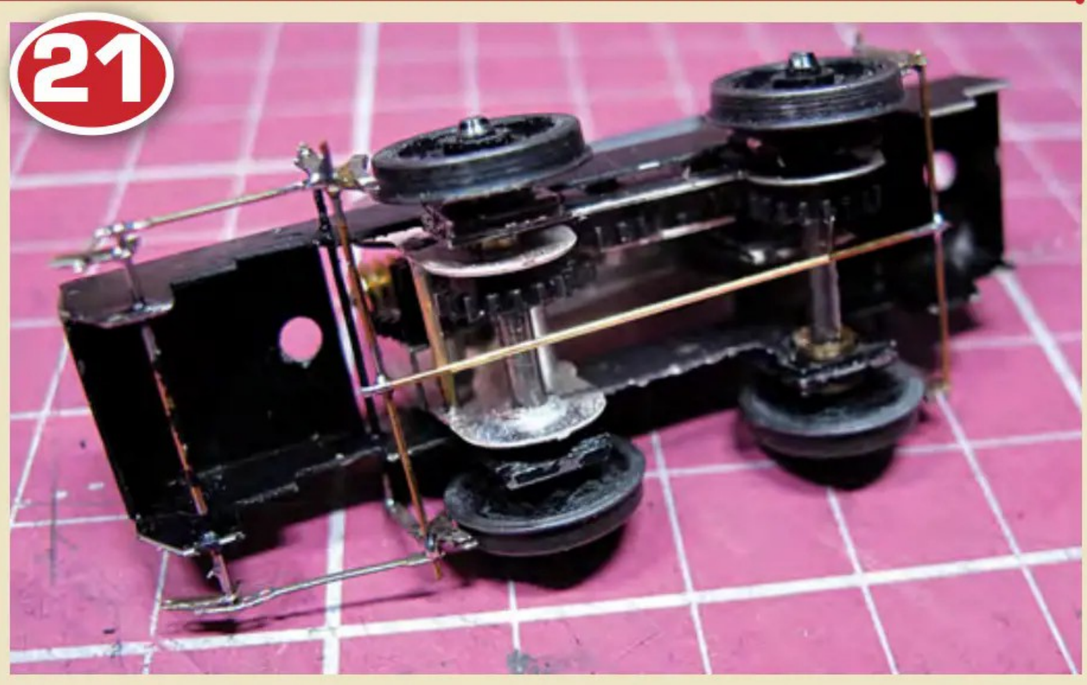
Viewed from beneath, you can see how the drivetrain doubles back on itself to power both axles – four-wheel drive in a space less than an inch square! I've built many High Level gearboxes over the years and I'm consistently impressed by the ingenuity shown by designer Chris Gibbon.

20

Now we see the gearbox installed in the chassis with the final-drive gears slotted on to the axles. The satisfaction that comes from getting something like this up and running is really quite remarkable.



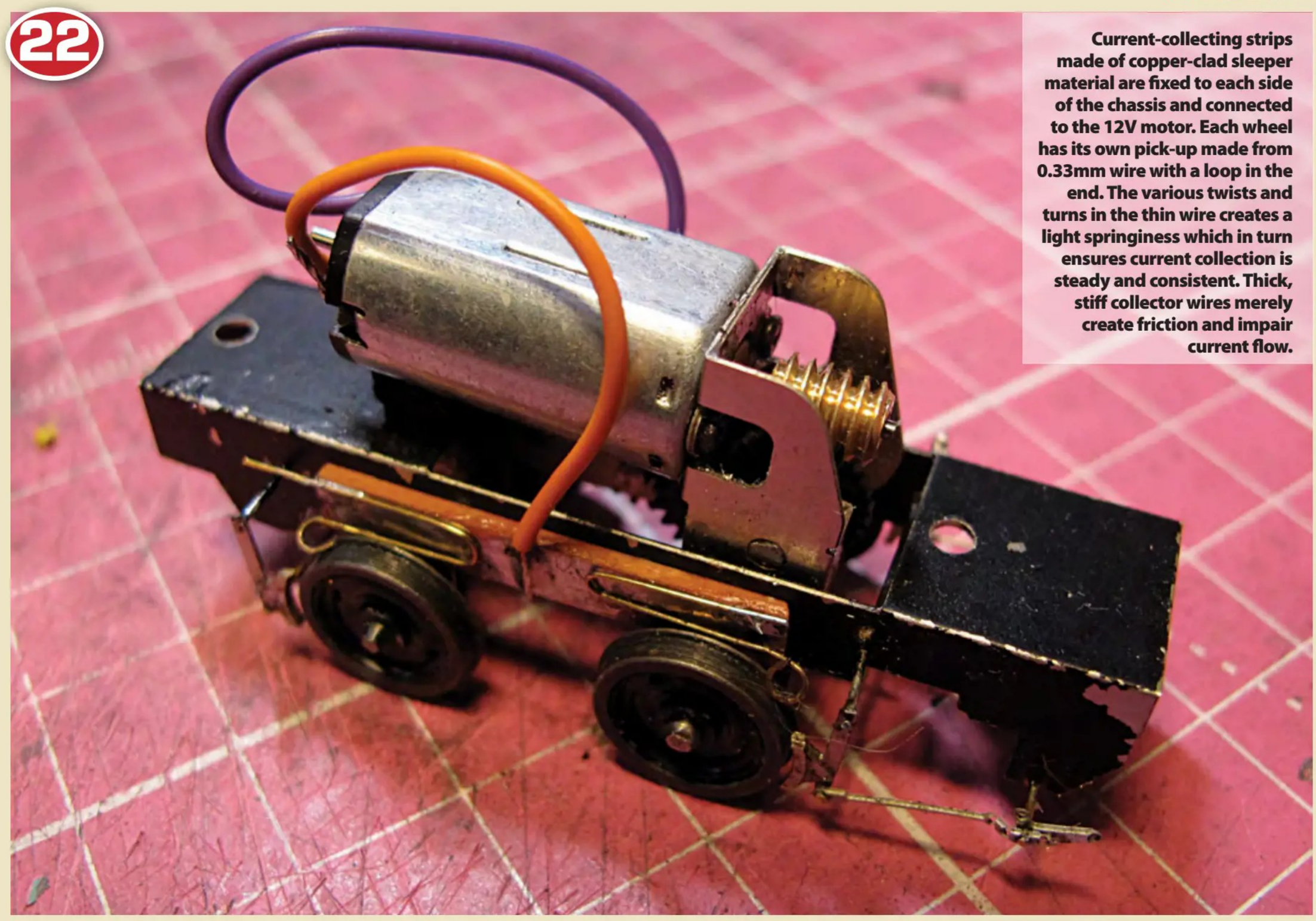
21



Final details – principally concerning the brake gear – can now be added to the working chassis. I've already worked out where the pick-ups will go.

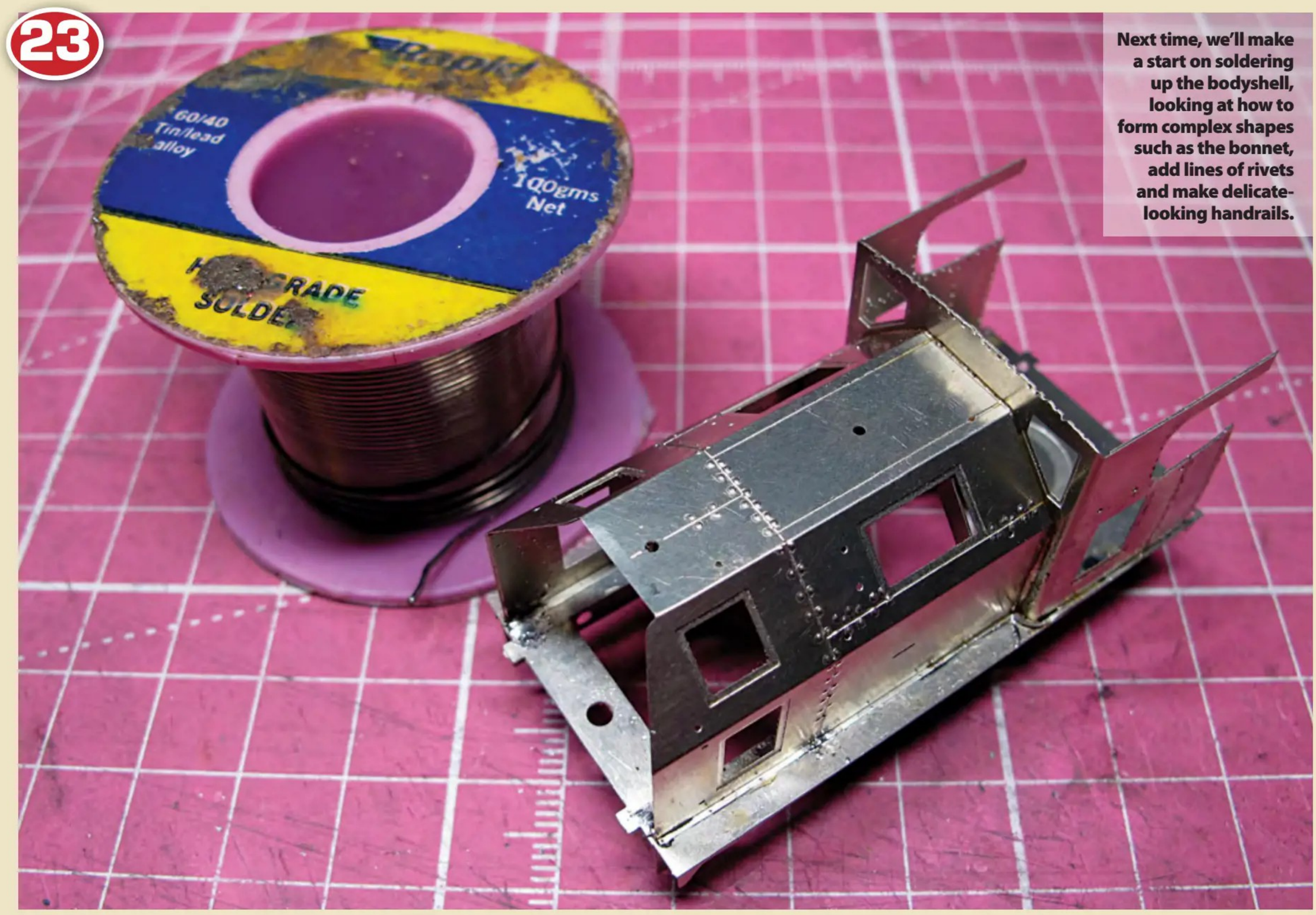
Intermediate
Beginner SKILL LEVEL Advanced

22



Current-collecting strips made of copper-clad sleeper material are fixed to each side of the chassis and connected to the 12V motor. Each wheel has its own pick-up made from 0.33mm wire with a loop in the end. The various twists and turns in the thin wire creates a light springiness which in turn ensures current collection is steady and consistent. Thick, stiff collector wires merely create friction and impair current flow.

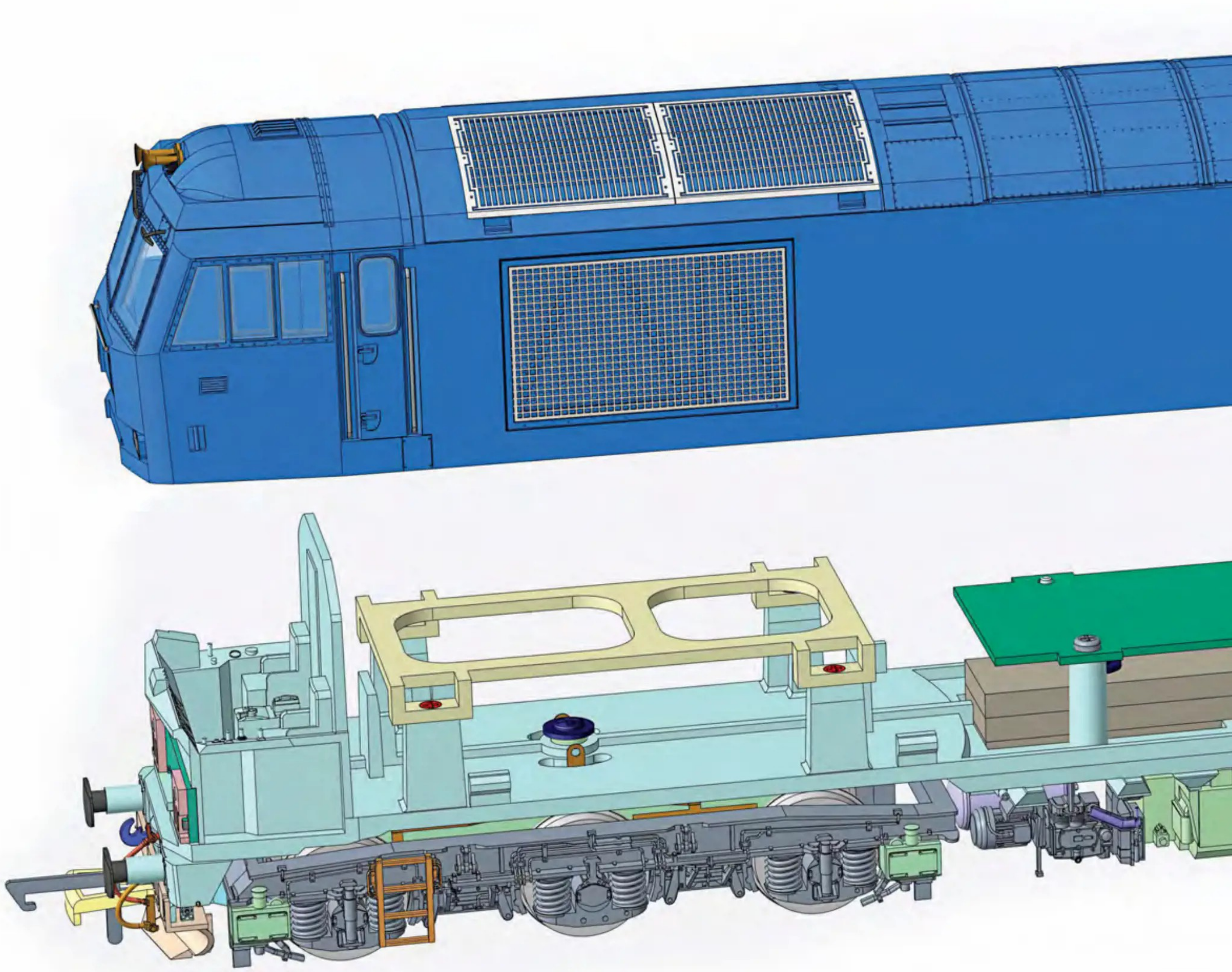
23



Next time, we'll make a start on soldering up the bodyshell, looking at how to form complex shapes such as the bonnet, add lines of rivets and make delicate-looking handrails.

Developing Hornby's all-new 'OO' RAILROAD CLASS 60

Hornby Senior Designer, Rail Division **PHIL MORLEY** tells **MARK CHIVERS** how the company is developing a more affordable Class 60 in 'OO' gauge to capitalise on the prototype's popularity and longevity.



HORNBY HAS A LONG history with the Brush Class 60 heavy freight locomotives, releasing what was then a standout model of them in 'OO' in the 2000s. It first revealed details of its 'OO' gauge RailRoad Class 60 in January (HM224) as part of its 2026 catalogue range launch.

Three all-new models are planned for the RailRoad range initially, modelling 60038 *Avesta Polarit* in EWS maroon and gold (R30535/TXS), 60069 *Humphrey Davy* in BR Trainload Coal triple grey (R30536/TXS) and 60039 *Dove Holes* in DB Schenker livery (R30537/TXS). Each will be available DCC Ready or DCC sound fitted with Hornby's HM7000 Triplex Sound profile for the Class 60, offering a new modern, robust specification at a more attractive price point.

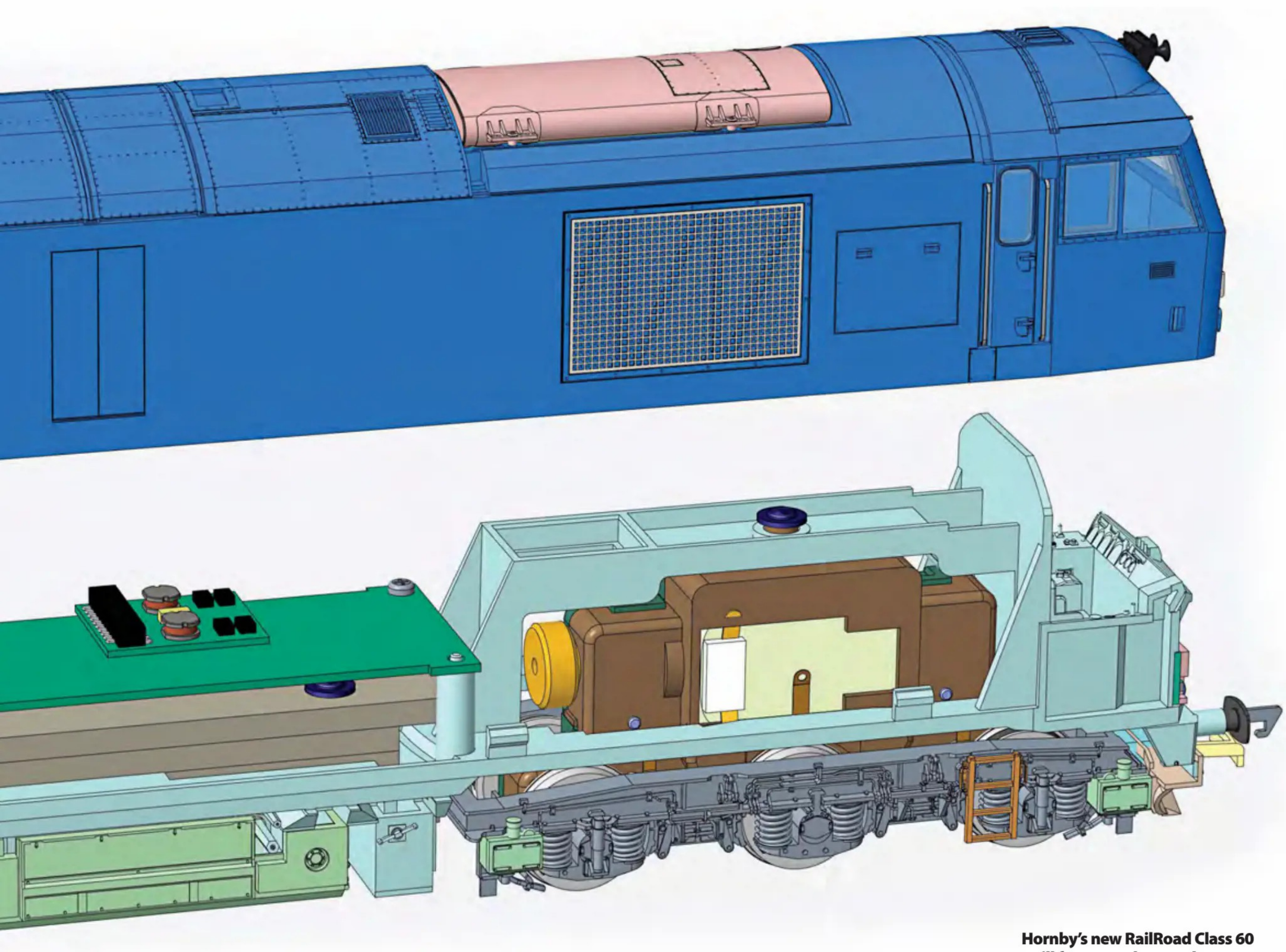
Hornby Senior Designer, Rail Division, Phil Morley was tasked with developing the new RailRoad Class 60 and during a recent visit to Hornby's Margate headquarters he showed me how the project is coming together and shared some of the highlights of this first of a new breed of improved specification diesel locomotives for RailRoad. "I think it looks pretty good", says Phil, who adds: "I'm really happy with the way it has turned out."

Development of the new 'OO' gauge Class 60 began in earnest a year or so ago during late May and June 2025. The design work took around six weeks to complete, with one bodyshell created for the new Class 60 releases, which has been developed with robustness in mind for its role within RailRoad. "When I started working on it I expected some symmetry to certain things such as windows", Phil explains, "but interestingly there isn't symmetry to the windows – there are three windows here – two windows there – and so I quickly realised that this project was going to be a bit different."

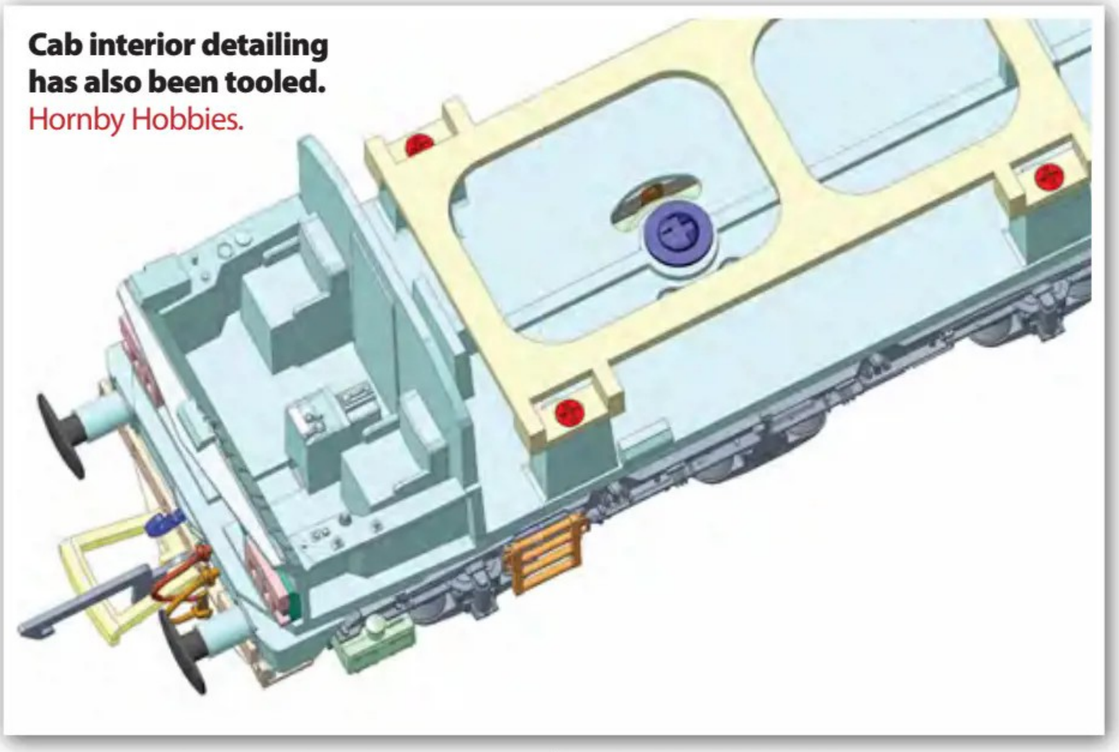
Amongst the many reference sources, Phil also looked to the company's highly regarded and highly detailed Class 60, reworking some elements in the process to ensure it is tough to withstand the requirements of a RailRoad model whilst retaining the highest level of detail possible within the budget of typical customers. "We knew the body shape of the main range Class 60 was good", says Phil, "so we took that and redid everything else around the shape. The windows, cab and chassis are all completely new. The only thing I really used was the original body. The grilles, for example, were done completely separately."

Some of the detailing has been simplified compared to main range models, but there is still much to admire. "There's a pretty high level of detail in there", says Phil, "even though you've got a more simplified design, so it becomes more cost-effective. There are always elements of detail that need to be separate such as the bogie footsteps down from the cab. It has to be separate otherwise you'd lose too much depth towards the brake and spring detail."

The number of stages on the production line has been optimised to keep the price tag down and all areas of the model have been assessed, so some small details such as lamp brackets will be moulded. "With technology now, you've got to try and push things a little bit. RailRoad is at a certain price point and the reason it has been created is because it is at a good price. It makes sense to me to produce a model that's affordable that the modellers can look at and change things if they want to. It won't cost a fortune, and they're »



Hornby's new RailRoad Class 60 will feature a three-pole motor bogie with flywheel, all-wheel pick-ups, 21-pin DCC decoder socket, directional lighting and spaces for a cube and larger bass style speaker. Hornby Hobbies.



Cab interior detailing has also been tooled. Hornby Hobbies.

not worried about changing something or personalising it. Buying a model such as this means they are going to be able to do this without the higher outlay."

Other separate elements include air horns, the handrails either side of the cab doors and on the cab fronts, plus the exhaust silencer on the roof. This will sit above a series of holes created to aid sound reproduction. In place of etched metal grilles, Phil has designed the grille mesh so it is cut into the bodyside and includes engraved relief detail behind, which again will help to keep the production costs down. The roof grilles have been designed in a similar fashion, while a simplified, but still detailed, cab has also been tooled should customers wish to add a driver. Sand pipes will be moulded as part of the bogie, although the sand boxes will be separate parts, "Where the sand box protrudes a long way, it had to be done separately because if I were to do that as part of the bogie what you'd have is a massive coring out from behind which is not really possible if you want to get the detail on there. When you develop a RailRoad model and want to include everything, you've got to think about the potential of a 'sink' on the surface as part of the moulding process."

As already intimated, Hornby's new RailRoad Class 60 incorporates an all-new chassis and parts. The body will be a clip-fit fastening to the chassis and the specification is set to include a single three-pole motor power bogie at one end geared to power the outer axles, a flywheel, all-wheel pick-ups, 21-pin DCC decoder socket, directional lighting, metal weights and spaces for cube and larger bass type speakers. Digital sound fitted models will come with a factory-fitted cube speaker, while customers can add a larger example. Phil adds: "My hope is that the way the chassis is being created and the way that the cube speaker has been fitted in place, because it's a fairly large, sealed area, we should get a decent sound."

The underframe has been designed so that much of the intricate detailing will look as though it has been fitted separately, such is the ability to design this level of detail in with today's modern technologies. Bogie front-end deflectors will be separate items and will be included in the small details bag for customer fitment. Buffers will be plastic and non-sprung, while buffer beam pipework will also be included in the details pack.

Hornby's all-new 'OO' gauge RailRoad Class 60 entered tooling earlier this year and the first test shots were recently received by the development team for scrutiny and feedback. If all goes according to plan, the new models should appear in early 2027, bringing these powerful diesels to a whole new generation of layouts. **HM**

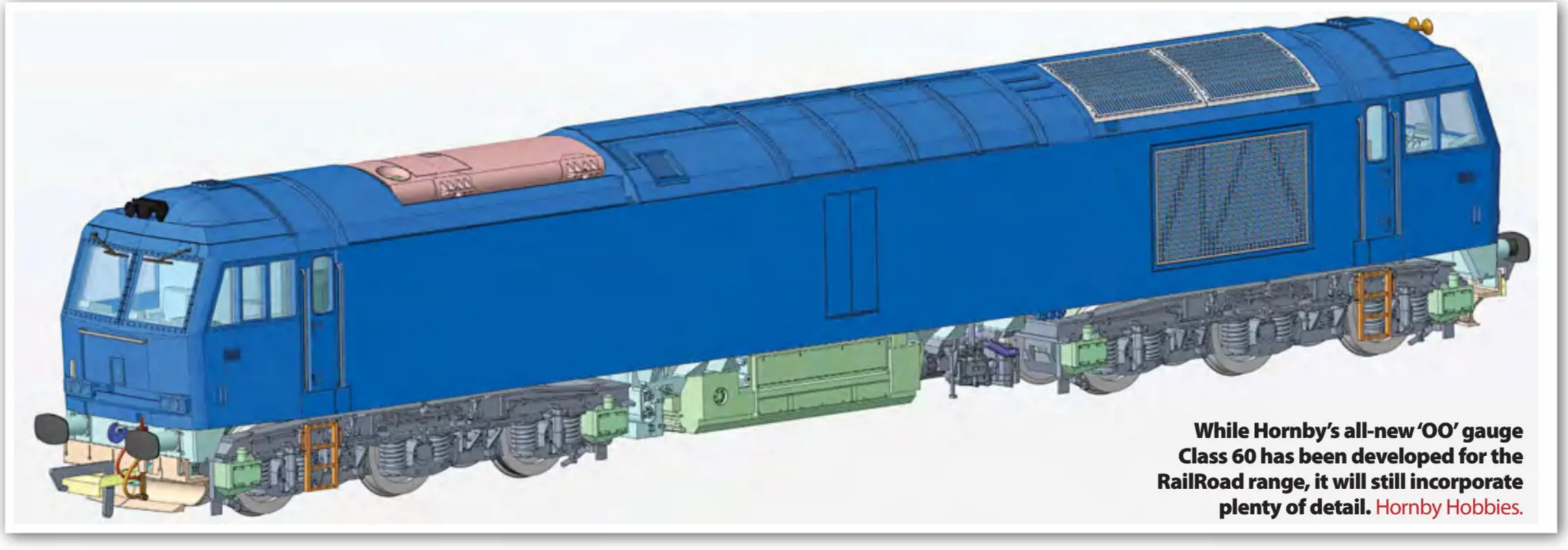
● **Discover more Behind the Scenes features at *www.keymodelworld.com*.**



Above: **In late March 2026, first shots from the tooling for Hornby's all-new 'OO' gauge RailRoad Class 60 were received for inspection by the company's development team.** *Hornby Magazine.*



Hornby's new RailRoad Class 60 will feature separately fitted detailing including air horns, handrails, exhaust silencer and bogie sand boxes. Hornby Hobbies.



While Hornby's all-new 'OO' gauge Class 60 has been developed for the RailRoad range, it will still incorporate plenty of detail. Hornby Hobbies.

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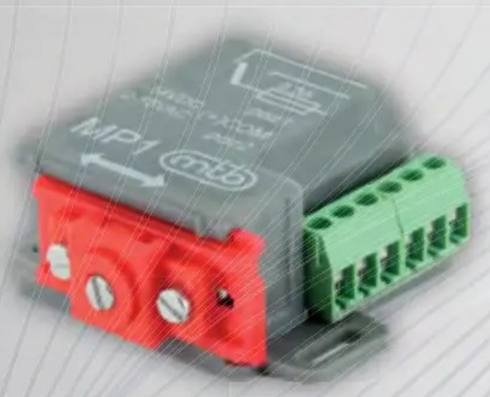
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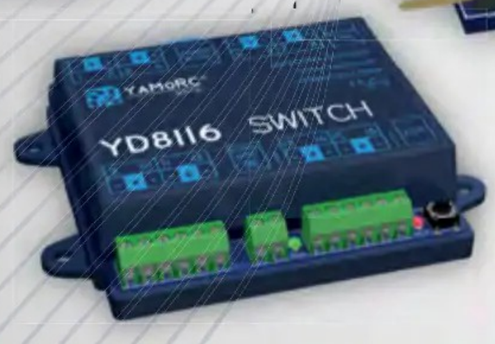














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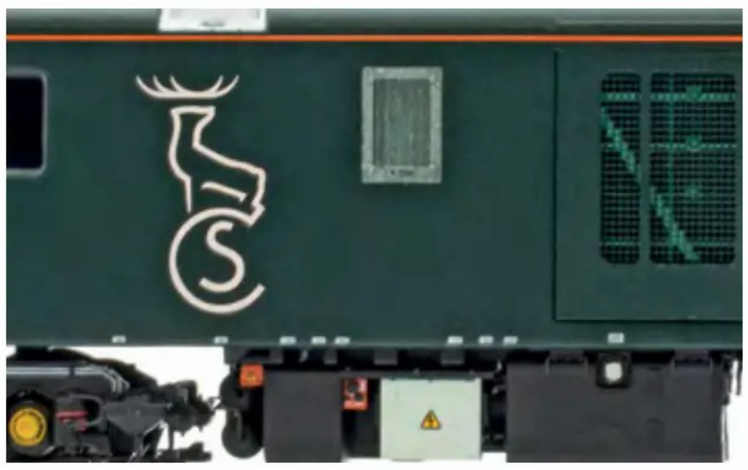
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THE VILLAGE LOCAL

A country pub is a staple of many model railway scenes. **DAN EVASON** shows how to bring a 3D-printed model to life in his latest diorama.

WITH the recent good weather and several 'research trips' to the local drinking establishment needed, I thought it would be lovely to recreate a good old classic country pub setting. Pubs remain a central part of life in Britain, and any village scene from the 1900s to the present day can make use of one as a focal point.

Of course, pubs come in all sorts of shapes and sizes, meaning the sky is the limit if you wish to scratchbuild – but there are also ready-to-plant and kit options aplenty too. While attending Key Publishing's Model World LIVE show at the NEC in late April, I happened across Bunters Yard selling a superbly 3D-printed pub, and with a new range of 1:76 scale figures and benches from ModelU now available, it would make the perfect setting for an idyllic country pub scene.

It would be very easy to adapt for any era, but I have opted for a more 1990s look, with the pub not quite looking its best for a bit of modelling interest. Let me show you how it evolved. **HM**

WHAT WE USED

DESCRIPTION	MANUFACTURER	CAT NO.
1mm summer static grass fibres	*www.wwscenics.com*	WSG1-013
Basing glue	*www.wwscenics.com*	WWS-002
Black acrylic paint	*www.acrylicosvallejo.com*	70.950
Buff Titanium acrylic paint	*www.daler-rowney.com*	024
Burnt Sienna acrylic paint	*www.daler-rowney.com*	221
Chalk paint (Rust-Oleum)	*www.diy.com*	Graphite/Anthracite
Dark Brown acrylic paint	*www.acrylicosvallejo.com*	70.985
Deck Tan acrylic paint	*www.tamiya.com*	XF-55
Footpath foliage mat, medium green	*www.modelscenerysupplies.co.uk*	FP302
Layering spray	*www.wwscenics.com*	WW02
Light green flock	*www.modelscenerysupplies.co.uk*	7327
Medium dark green flock	*www.modelscenerysupplies.co.uk*	BUS7332
Pub garden figures and picnic table	*www.modelu3d.co.uk*	1759
Red Leather acrylic paint	*www.acrylicosvallejo.com*	818
Red Lion public house	*www.buntersyard.co.uk*	N/A
Universal trail	*www.truetoscale.co.uk*	N/A

Below: **Dan Evason's latest 4mm scale diorama depicts a delightful village pub scene.**

CREATING A 4MM SCALE VILLAGE PUB SCENE



I wanted this diorama to have reasonable size with a large garden along with a car park. I also wanted to have the pub raised to give a little height to the project. Using 6mm MDF as my base, a sheet of 10mm foam was cut and sanded into shape and fixed into place with hot glue.



With the basic shape of the land now determined, I used some fillers to help blend the foam and MDF base. Once happy, I used light and dark shades of chalk paint which gave a great appearance to the road.



While the road paint was drying, attention turned to the pub itself. White and black primer were used to pre-shade the building. The pre-shading will help with colour and tones once the top coat of paint is applied.



Daler Rowney Burnt Sienna was used to paint the bricks at each end of the building using a large stiff round brush in a stippling motion. Once dry, Burnt Sienna painted bricks were sealed with a clear matt lacquer. Buff Titanium acrylic (cream colour) was then applied all over the brickwork. While still wet, it was then carefully wiped away to leave a super mortar effect between the bricks.



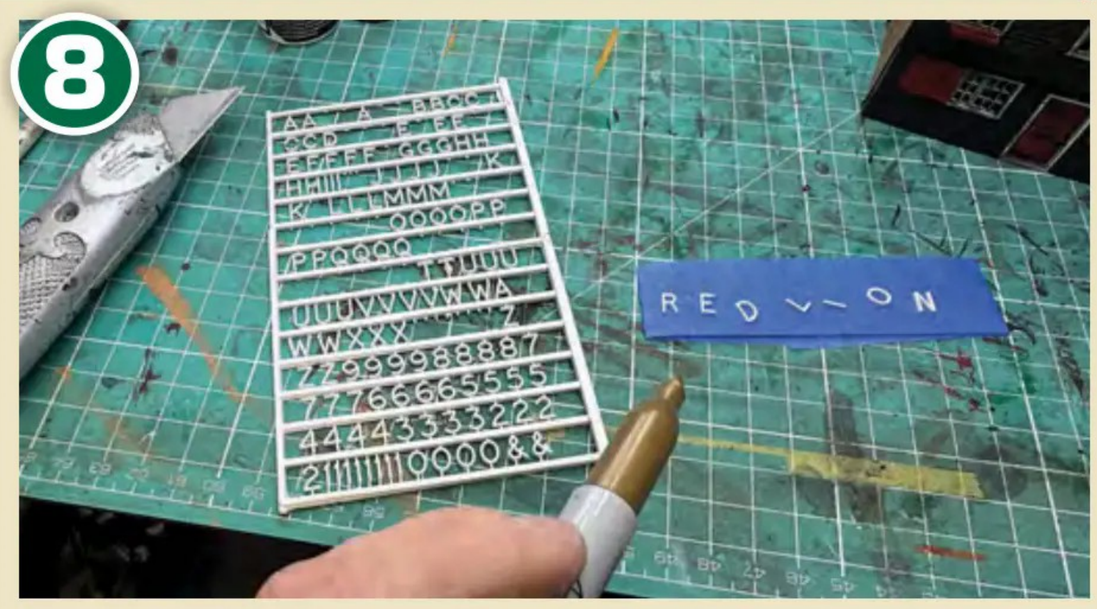
With the brickwork painted, I moved on to the front and rear of the pub. For this I selected a black-brown mix of Vallejo Dark Brown and Black. This was thinly applied to allow the pre-shading to show through.



Next, the roof was tackled. For this, Vallejo Red Leather was used which was applied thinly, again to allow the white and black of the pre-shading to be visible.



With all the main sections of the pub now painted, smaller details could be attended to such as painting the doors, window boxes and window blinds red. Once dry, the door hinges and smaller details were picked out in black.



Slaters' white lettering was used to create the pub's name. I wanted the letters to be gold, so using an appropriately coloured permanent marker, coloured them. I used masking tape to hold the letters in place while they were being painted.

Intermediate
Beginner SKILL LEVEL Advanced



Once happy with the letters, they were glued in place. As I was feeling brave, I used superglue.



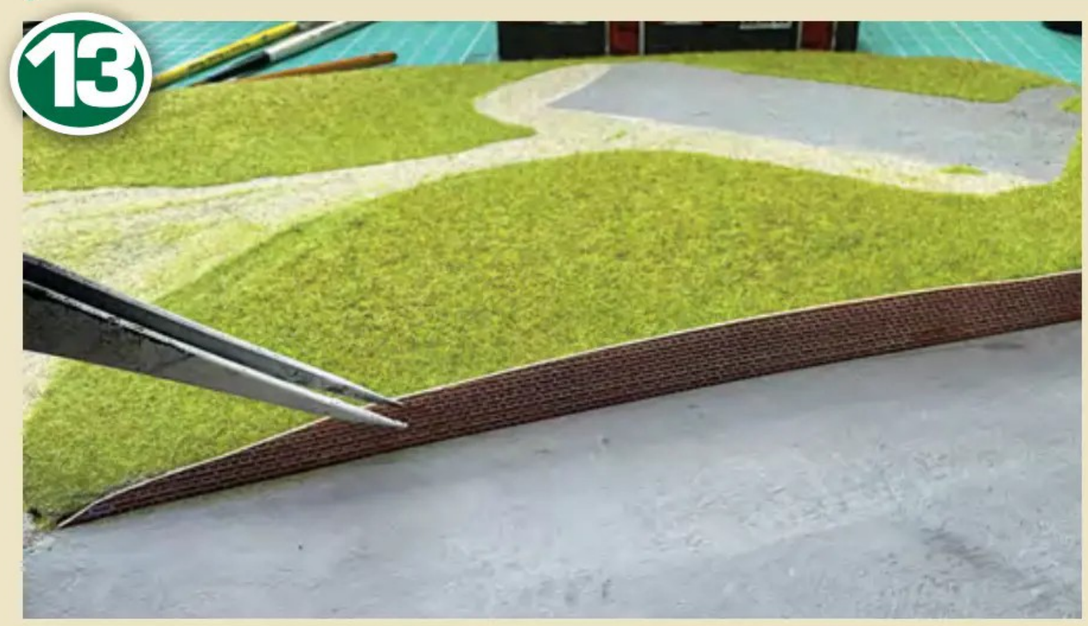
I added some handwritten text to the window shutters. In my mind, this pub isn't necessarily at the top of its game, but the landlord has a sense of humour….



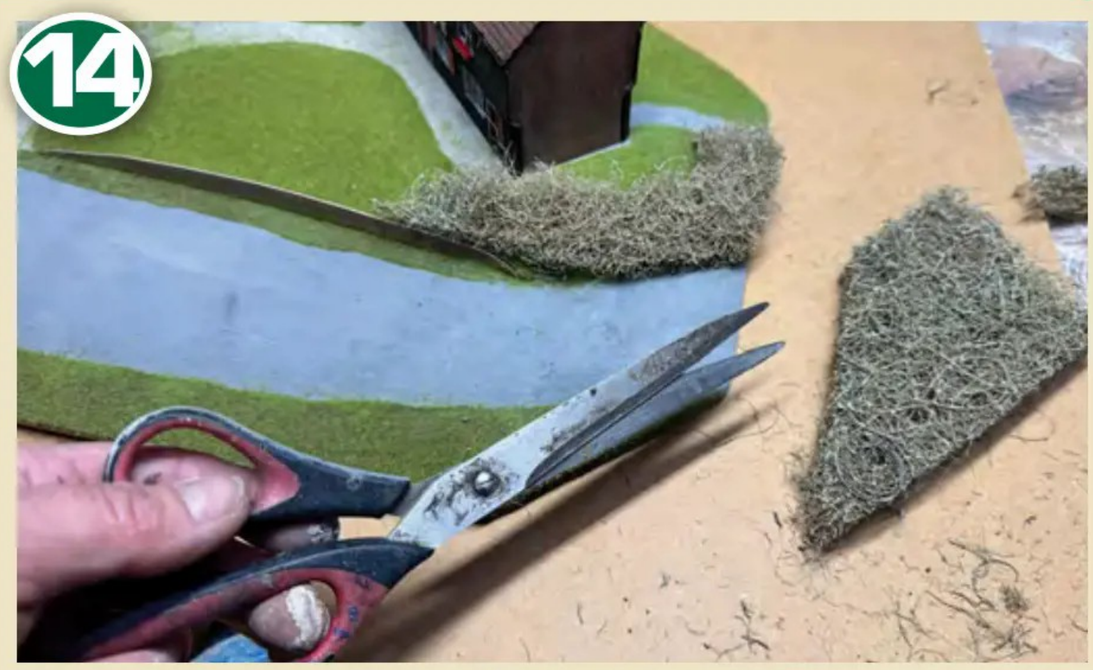
With the pub now complete, I moved on to the car park. Using PVA glue, I painted out where I wanted the car park and path leading to the pub to appear. True to Scale universal trail material was used for this. Once dry, I tapped off the excess stone ready for next step.



To create the neatly kept lawn, 1mm WWS summer static grass was used. This was applied using a static grass applicator and PVA glue.



I also wanted to add a small retaining wall next to the road. For this, brick embossed plastic card was used, followed by my brick effect painting method. This was then glued into place.



Large bushes were added using rubberised horsehair. Scissors were used to cut the material to shape, fixed in place with a hot glue gun.



A mixture of Footpath 'rip and tear' foliage material was applied over the top of the rubberised horsehair and fixed into place with layering spray.



I wanted to give the retaining wall a slightly unloved, forgotten appearance. A mix of WWS flocks and some small amounts of PVA were used to achieve just the look I was after.



In my box of odds and ends I found some leftover small picket fence pieces. Following a quick spray of white paint, these was applied to the scene.



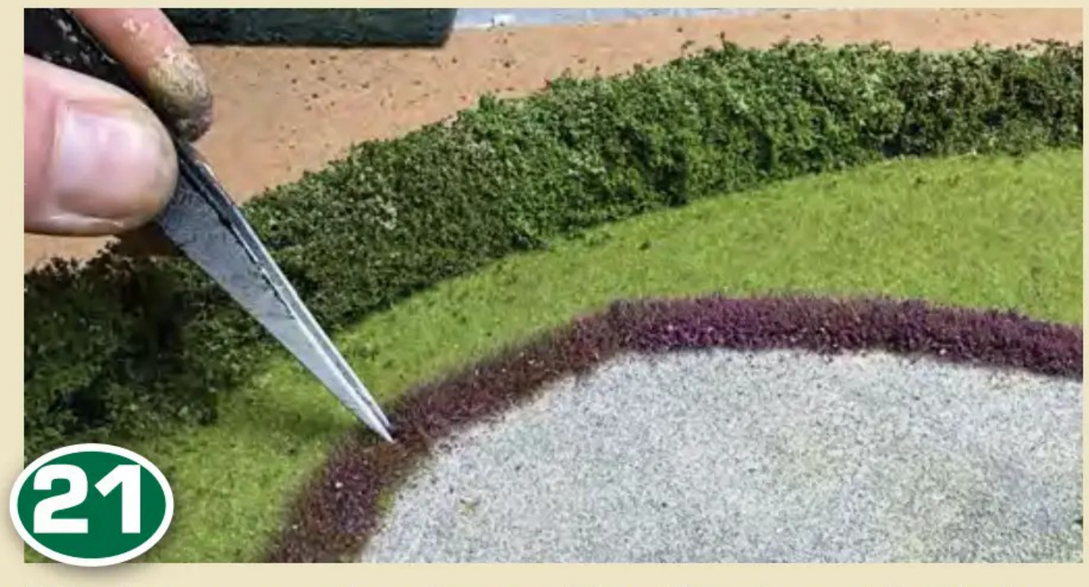
Formal hedging around the rear of the pub garden was made from green scouring pads cut into 20cm high wiggly strips with scissors and hot glued into place.



With the formal hedging now in place, this was then overlaid with a mixture of Footpath medium green foliage and sealed into place with layering spray.



20 On the opposite side of the road to the pub, some low foliage would hint at a hedge further back off-scene. Spots of PVA glue and more footpath flock were used to achieve this effect.



Following a rummage through my scenic box, I found some strips of self-adhesive tufts which I intended to use to create the appearance of lavender. Using layer spray and a sprinkle of purple flock, these turned out quite well. Once dry, they were peeled from the backing and stuck in place.



22 To complete the greenery, a quick mist of layering spray over the bush and a sprinkle of fine red flock helped create a rose bush.



Next, attention turned to the road. Tamiya Deck Tan was applied with an airbrush, blowing some of the paint around the roads to give it a dusty appearance. The airbrush was also used to soften the line between the pub's car park gravel and the road.

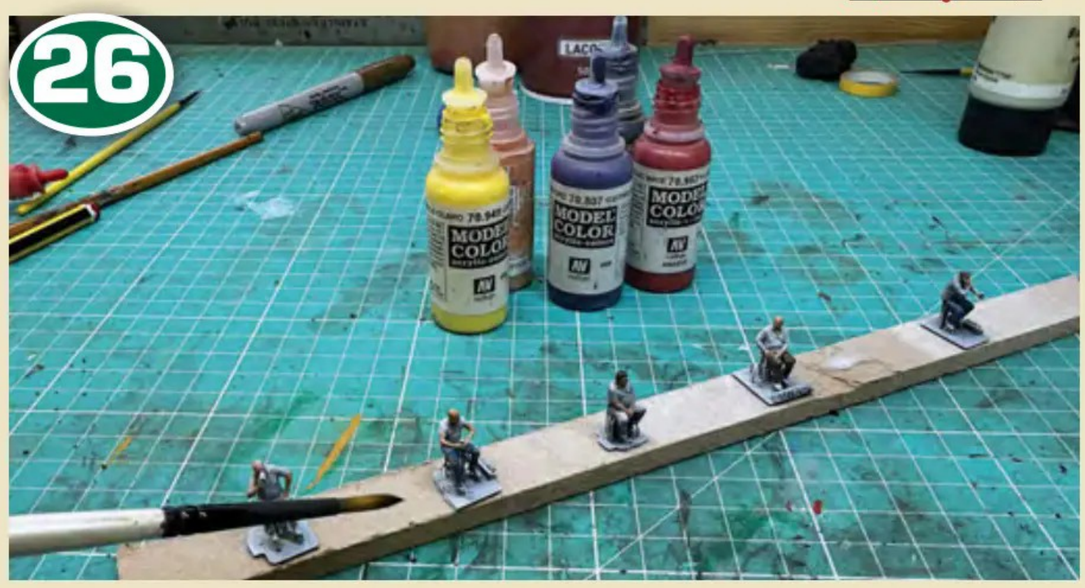


Once the pub building had been glued into place, I felt the scene needed a little more height to it in the form of a large tree. To create this, sea foam was sprayed brown followed by an application of layering spray. A mixture of flocks was then sprinkled onto the sea foam, with any excess tapped off and another coat of layering spray applied for extra hold.

Intermediate
Beginner SKILL LEVEL Advanced



25 As the main baseboard is quite thin, there wasn't a great deal of depth to drill a hole for the tree. However, as it was being tucked into the base of a large bush I used some hot glue and held the tree in place until this set.



26 No pub would be complete without a few customers - even this slightly run-down establishment needed a few beer drinkers! Using ModelU's new 4mm:1ft scale figures, I set about bringing these locals to life. A selection of Vallejo paints was used, starting with the flesh tones and moving onto their clothes.



27 Next up were ModelU's new pub benches. These were painted brown and, once dry, treated to a dry brush of cream to make the wood grain 'pop'.



28 With the benches dry, these were carefully superglued into place. I had to press them down and hold them into place while they dried as the static grass kept lifting them up.



29 Completing the scene, the ModelU figures were added with a spot of glue, bringing the village pub diorama to life.

Colas Rail's CLASS 43 HSTS

The Network Rail Infrastructure Monitoring trains are instantly recognisable for their yellow paint scheme, and Class 43 HST power cars are increasingly seen on them. **MIKE WILD** goes behind the scenes at Colas Rail's Rugby Maintenance Depot to discover more about their operation and how they are being maintained for the future.



Colas Rail's Class 43 power cars 43251 and 43272 are currently undergoing a comprehensive F-Exam at its Rugby Maintenance Depot. Both will receive a full overhaul alongside a repaint into Colas colours.



Plasser & Theurer track machines stand inside the depot. The original 1965 building can be seen with the 2017 four-track extension in front hosting the overhead crane.



TUCKED AWAY out of view just behind Rugby station is Colas Rail's Rugby Maintenance Facility. It occupies part of the original London & North Western Railway steam depot site and is accessed via a chord which was once the beginning of the Market Harborough branch.

The original LNWR steam shed has been swept away completely, but the site continues to be strategically important through its central location for Colas Rail. The building used today was built in 1965 as a two-road facility and was extended in 2017 by Colas to increase capacity for its growing fleet of on-track plant equipment and locomotives.

The entrance belies the size and importance of the facility for Colas Rail as a major maintenance hub. On arrival, we passed through the offices to reach the main repair shop which is lined with on-track plant going through inspections and repairs. It's clear all the way through that the history of the railway in Rugby is remembered - from the memorial of fallen LNWR employees in the First World War to the veteran Coles road crane dating back to the early 1960s. The crane is still used and even bears the company yellow, orange and black colours.

There is much more here than just on-track plant, however. Outside, the ticking of Spirax valves comes from 67023 – one of two in the company fleet – which has been in for an exam in between 'Thunderbird' duties on the East Coast Main Line. The large yard is busy with on-track plant after a weekend of engineering work.

What we are really here for is to see the progress on the major overhauls of two of Colas Rail's HST power cars, and as we walk through the original two-track structure from the 1960s, the building opens out to four with a pair of Class 70s joining the mixture of Plasser & Theurer track machines and, at the far end, 43251 and 43272.

Colas Rail's business is diverse – more so than any other freight operator in the UK, it believes. Colas Rail Freight Director Simon Ball comments: "We are quite different to most freight companies in that as well as freight traffic, we also operate the on-track plant fleet for track renewals as well as the Network Rail contracts."

It's that diversity of contracts which has resulted in the company expanding its fleet to rise to the demands of managing bulk goods alongside specialist contracts. Simon Ball is responsible for the freight business and adds: "We operate freight trains from the »



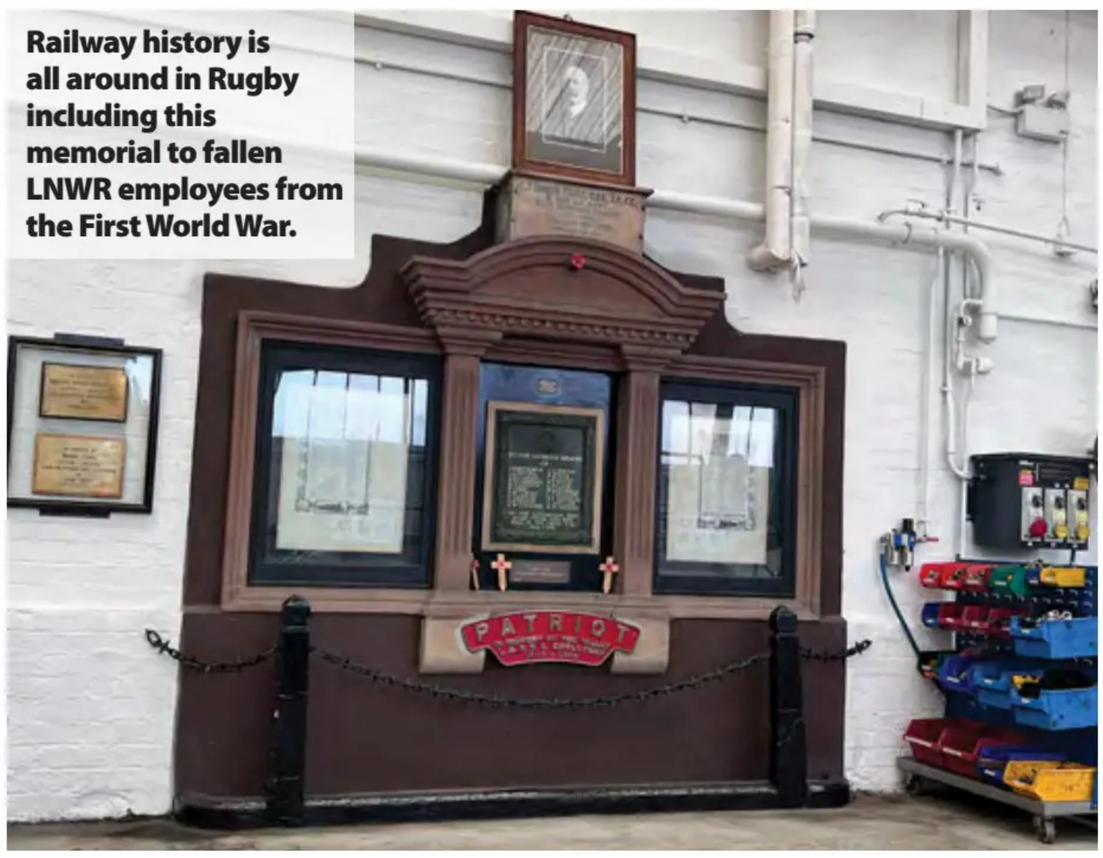
The pits provide full access to the underside of the HSTs for inspection and maintenance.



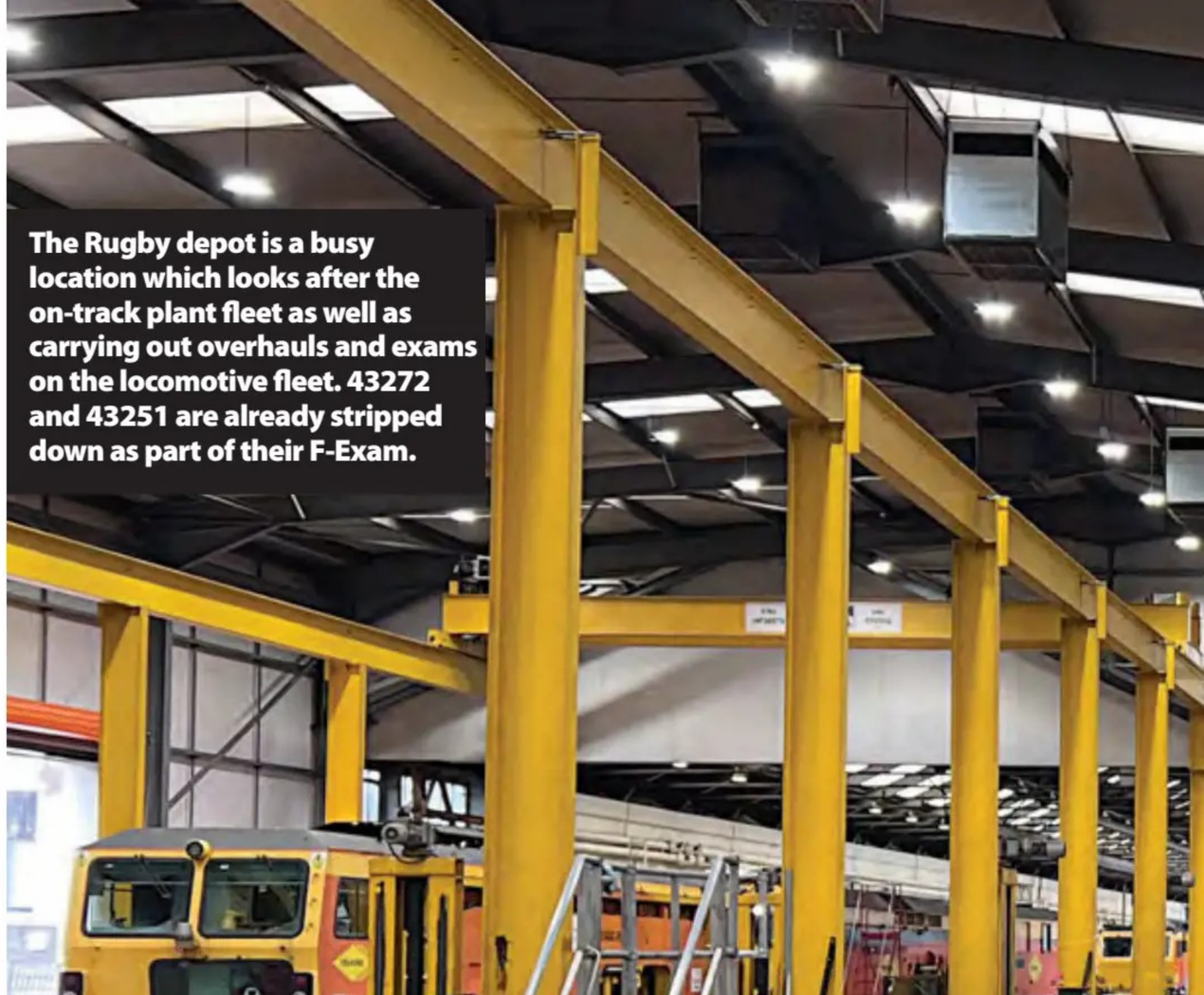
The MTU engines are on a separate overhaul schedule to the locomotives supported by the original manufacturer.



A Coles crane from the early 1960s is available for lifting jobs at Rugby and even carries Colas colours.



Railway history is all around in Rugby including this memorial to fallen LNWR employees from the First World War.



The Rugby depot is a busy location which looks after the on-track plant fleet as well as carrying out overhauls and exams on the locomotive fleet. 43272 and 43251 are already stripped down as part of their F-Exam.

north of Scotland to Penzance covering petroleum, logs and other commodities as well as operating the Infrastructure Monitoring contract for Network Rail."

MONITORING

The Infrastructure Monitoring (IM) trains are one of the areas Colas Rail is best known for. Its fleet of Class 37s have been run the length and breadth of the country hauling a mixture of ex-BR Mk 1 and Mk 2 stock for the Plain Line Pattern Recognition (PLPR) and Ultrasonic Test Unit (UTU). Working alongside the Class 37s are Network Rail Class 153 track inspection trains, which Colas operates and crews, and the most famous of them all – the New Measurement Train (NMT) in the hands of Class 43 HST power cars.

It is the IM contract which brought about the need for new motive power. The contract for the NMT required 125mph capable locomotives while even the PLPR had a requirement to meet 100mph running which called for a change of traction as the Class 37s could only run at a maximum of 80 or 90mph depending on their gearing.

"We were looking for a locomotive that could run at 125mph," says Simon. "At that time all the HST power cars were in service with passenger companies, but when they came off lease there was an opportunity for us to take on ten for the NMT and PLPR trains."

Colas already had experience with the HSTs through operation of Network Rail's own trio of power cars – 43013, 43014 and 43062 – which were dedicated to the NMT. However, the new contracts meant more Class 43s were needed to meet the demands of operation.

But it wasn't as simple as coupling them up to existing stock and sending them on their way. Simon explains: "They now run with a mix of Mk 1, 2 and 3 stock, so all the multiple working control equipment had to be reworked to connect with the IM carriages."

The Class 43s provide a much better cab environment for the drivers than the veteran English Electric Class 37s. Simon Ball also has a long-standing connection with the class as he did his apprenticeship with Paxman Diesels at GEC in Colchester and was involved in the prototype HST



engines as well as the testing and build of the production engines for the Class 43s.

The Class 37s have always been seen as the quintessential go-anywhere locomotives in the UK, and it's one of the reasons these 1960 introduced English Electric diesel-electrics have continued in service for so long on the network. How do the Class 43s compare when it comes to route availability – an essential part of IM trains which must reach every corner of the network?

Simon Ball explains: "The route availability of the HSTs is quite good from an axle loading point of view [rated at RA5, the same as the Class 37], but there are some gauging challenges with the HSTs which we have been working on to maximise where they can go. This has required redesigning the yaw damper on the bogies, which was the original from the 1970s and too wide for specific locations. More modern designs are slimmer, and we are now going through a laser-scan gauging compatibility process to improve their route availability."

This is where modern technology and the data from IM trains becomes so useful. Laser-scans mean the modifications to the HSTs' yaw dampers can be checked even before they are sent out on the railway. It means all dimensions can be confirmed that they meet the requirements at any pinch points. Prior to the data collection process of Network Rail's 'yellow trains,' the routes to checking gauge clearance were done in the real world, first-hand.

HST F-EXAM

The Colas Rail HST fleet totals ten locomotives – 43251, 43257, 43272, 43274, 43277, 43285, 43290, 43299, 43321 and 43357. These have come from service with LNER, East Midlands Trains and CrossCountry, and all are equipped with MTU engines from the most recent upgrades for the HSTs implemented from 2004. These new engines give them a modern power unit supported by the original manufacturer for spares and overhauls – an important consideration for Colas. The fleet of 10 is supplemented by the trio of Network Rail-owned Class 43s which are also maintained by Colas Rail for the NMT contract alongside the Mk 3 carriages.

Simon reckons running costs are broadly similar between the Class 37 and Class 43 for Colas Rail, the big differences being the improved cab layout and maximum speed. However, after six years in service with Colas Rail, the Class 43 fleet is now coming up for major overhauls with 43251 and 43272 the current subjects at Rugby.

"43251 and 43272 are in for the biggest overhaul that Colas Rail has done at Rugby," Simon adds. "They are in for an F-Exam which is the equivalent of a Works General Overhaul which involves a full strip-down of the locomotive and overhaul of its running gear and body."

The methods used are based on component exchange where principal parts, such as the braking system, are removed from the power cars and sent away for overhaul, much like British Rail did.

During our visit, the two Class 43s were heavily stripped down as part of the process, but interestingly the MTU engines were left untouched as they follow a separate overhaul schedule with the original manufacturer.

Beyond the engine, no stone is left unturned, with the guard's compartment, cabs, bodywork, underframe, bogies, braking system and traction package all getting a thorough overhaul to bring these two former LNER power cars up to the best standard possible. The project will also see European Train Control System onboard equipment fitted for operation on the East Coast Main Line, while the closing stages will include a full clean before a repaint into Colas Rail colours and re-entry to traffic.

In their 50th anniversary year the Class 43s have become central to Colas Rail's IM train operations in delivering speed and reliability where they are needed. The overhauls of 43251 and 43272 are comprehensive and will keep them in front-line service for the essential monitoring jobs that keep the railway network in the best possible condition for all operators.

While the days of daily passenger service are numbered for the Class 43s, their life with Colas Rail is set for a long and bright future on some of the most recognisable trains on the network. **HM**

GREAT DAYS OUT

SUMMER 2026

There are many rail-themed events taking place once again this summer. **MARK CHIVERS** casts a glance at some of the highlights in this year's calendar.

AS SUMMER APPROACHES, attention turns to adventures far and wide as heritage railways, museums and model railway clubs lay on a series of spectacular events to attract visitors.

These can range from steam or diesel focused weekends, visiting locomotives, themed events, model railway exhibitions, static displays, open weekends and much more.

Many heritage railways offer a calendar of events with different themes across the summer such as vintage vehicles or galas, and some have model railway exhibitions as part of the mix alongside full-size trains operating, providing the best of all worlds.

If you're looking for inspiration for some days out, here's a selection of special events and attractions planned for the summer to appeal to everyone with the 'iron road' in their blood. **HM**

BEYOND STEAM

Where: Great Western Hall, STEAM - The Museum of the Great Western Railway, Firefly Avenue, Swindon SN2 2EY
When: Saturday July 4/Sunday July 5 2026
Times: 10am-4pm both days
Prices: Adults £10, accompanied children free
Website: *www.beyondsteam.com*
Features: Beyond STEAM is a new model railway exhibition celebrating contemporary modelling in all its forms, including UK modern image, contemporary steam and international layouts. This new annual event takes place in the Great Western Hall at STEAM - The Museum of the Great Western Railway in Swindon. 18 model railway layouts are set to appear in 'N', 'TT:120', 'HO', 'OO' and 'O' scales, together with a selection of trade stands and societies. The venue is a ten minute walk from Swindon railway station and next to the Swindon Designer Outlet, which offers plenty of parking.

BLUEBELL RAILWAY

Where: Bluebell Railway, Sheffield Park Station, East Sussex TN22 3QL
When: Tuesday-Sunday, plus Bank Holiday Mondays
Times: See website
Prices: Adults £27, children from £1
Website: *www.bluebell-railway.com*
Features: Based in the heart of East Sussex, the Bluebell Railway passes through 11 miles of stunning countryside on its journey between Sheffield Park and East Grinstead, where the line connects with the National Rail network. There is plenty to see and do at each of the four stations on the line – Sheffield Park, Horsted Keynes, Kingscote and East Grinstead. As well as regular operating days, the line also hosts special events including a model railway weekend (June 27/28), plus opportunities to dine in style for 'Golden Arrow' lunches or dinner, as well as taking afternoon tea or indulging in a driver experience.



BUCKINGHAMSHIRE RAILWAY CENTRE

Where: Buckinghamshire Railway Centre, Station Road, Quainton, Aylesbury HP22 4BY
When: Steaming Days (selected Sundays and some Wednesdays during summer holidays). For more information and Museum Day opening (non-steam days), see website.
Times: 10.30am-5pm
Prices: Various – Adults £12.50, concessions £11.50, children £8.50 (steaming days)
Website: *www.bucksrailcentre.org*
Features: Buckinghamshire Railway Centre in Quainton, Aylesbury, has always had a varied programme of events through the year - and this summer is no exception! Special events this year include the popular Emergency Services day on Sunday July 26 (special £7 entry for emergency services personnel). Thomas and Friends will be visiting for the weekend of August 15/16 and then it's the annual classic car show – Auto Fest – on Bank Holiday Monday August 31. Plus, throughout the whole summer holiday (July 29-August 30), children's tickets for Steaming Days and Museum Days (excluding special events) are just £1! See website for details.

MAKING TRACKS SUMMER 2026

Where: Vale of Rheidol Engine Shed Museum, Park Avenue, Aberystwyth, Ceredigion SY23 1PG
When: July 25-August 9 2026
Times: 10am-5pm
Prices: Free admission for Vale of Rheidol train ticket holders
Website: *www.makingtracks.uk*
Features: Pete Waterman and the Railnuts' extraordinary 64-foot 'OO' gauge Watford Junction model railway layout returns to the Vale of Rheidol Railway's Engine Shed Museum in Aberystwyth this summer. Walk around the entire layout and take in every detail of this remarkable recreation of one of Britain's busiest railway junctions, then take the controls and drive the trains yourself! Open daily from 10am with last admission at 4pm, visitors travelling on the Vale of Rheidol Railway during the exhibition receive free admission. Visit *www.vor.wales* for train ticket details and timetables.

DIDCOT RAILWAY CENTRE

Where: Didcot Railway Centre, Didcot Parkway, Station Road, Didcot, Oxfordshire OX11 7NJ
When: Steam Days take place every weekend throughout the summer – and most Wednesdays too
Times: From 10.30am each day, with last entry at 2.30pm
Prices: Adults £20.50, children £13 - family tickets also available
Website: *www.didcotrailwaycentre.org.uk*
Features: Didcot Railway Centre is alongside GWR's Didcot Parkway station in Oxfordshire. Access to the steam centre is via a dedicated subway under the main railway station. You can stroll around the 1932 engine shed which houses the centre's unique collection of operational and cosmetically restored locomotives, as well as enjoy displays of standard gauge carriages and wagons. The centre also boasts Brunel's broad-gauge railway with a running line for the locomotives and coaches, as well as a unique transfer shed used to switch loads between broad gauge and standard gauge. Steam trains operate every 15 minutes or so from the stations on-site at weekends and most Wednesdays through the summer.

NATIONAL TRAMWAY MUSEUM

Where: National Tramway Museum, Cromford Road, Crich, Matlock DE4 5DP
When: Sunday-Thursday until July 23 - Daily from July 24-August 31
Times: Weekdays 10am-4.30pm, Weekends 10am-5.30pm
Prices: Adults £25, children £15, family £55 (advance)
Website: *www.tramway.co.uk*
Features: Set in the Derbyshire hills, the National Tramway Museum at Crich offers more than just nostalgia – it's a working archive of Britain's urban past, where history is heard, felt and ridden. Restored trams run through a recreated period street and into the Derwent Valley, transporting visitors to a bygone era. Exhibitions and a workshop gallery reveal the craft of preservation, while a woodland walk, sculpture trail and maze expand the experience. During the school summer holidays the museum is open daily. Dogs are welcome across most of the site, making it a full family day out. With free parking it's an easy, rewarding escape for enthusiasts, families and day-trippers alike, with plenty to enjoy throughout the season.



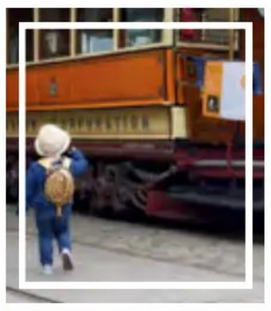
Left: **A trio of tank locomotives line up outside Didcot Railway Centre's engine shed on June 25 2004 with Alexandra Docks Railway 0-4-0ST 1340, Collett '5101' 2-6-2T 4144 and Cardiff Railway 0-4-0ST 1338.**
John Chalcraft/Railphotoprints.uk.

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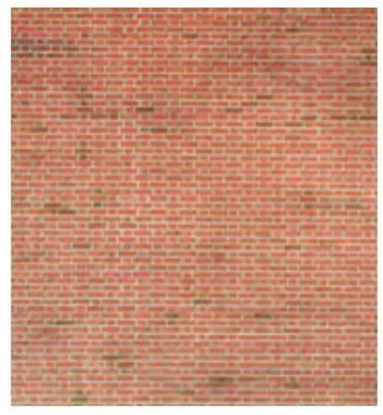


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CREWE WORKS

10 SHOP

An open day in 1975 lived long in **ANDREW TURNER'S** memory, and half a century on, he decided to recreate the atmosphere of that event in 'OO' at home in Australia.

PHOTOGRAPHY, ANDREW TURNER

MOST OF US WILL remember clearly our very first railway experience. It might have been a line of 'A4s'at King's Cross, a 'Deltic' humming through a centre road at York or a steam-hauled express thundering across a level crossing, perhaps while being driven to school.

For so many of us, this first experience triggered a life-long interest in the railways, bolstered by many more since. With the real thing often now long gone whether rolling stock or infrastructure - or changed beyond recognition - it is often the nostalgia for those memories which prompts us to try to recreate that scene in miniature.

September 20 2025 was a major anniversary for me as it marked 50 years since my own first railway experience at Crewe Works Open Day 1975, when I was just ten years old. I went with a friend, who I recall was concerned that I might get bored. There was no chance of that.

Having crossed the main Crewe to Chester line and entered the Works as part of a massive throng of enthusiasts through the Victoria Avenue entrance, the sight in front of us was nothing short of breathtaking. The impressive frontage to 10 Shop (the main erecting shop) lay to our left and the traverser to our right. In those wonderful days, the traverser pit was full of visitors, some taking photographs, others eating sandwiches, and all taking in the atmosphere.

1 It's a busy day in front of 10 Shop, most likely a day in the late 1970s if the blue livery and HSTs on test are anything to go by. Except for the HSTs, this would have been close to the scene that first greeted that ten-year-old boy back in 1975.

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm:1ft	4ft x 3ft	MIDLAND	1970s	DCC



2 The morning sun bathes the main maintenance shop side wall in sunlight as locomotives from five different classes collect in front of 10 Shop.



3 The fence and wall along the south side of the works is all removable, giving camera access for photography. The scratchbuilt traverser deck is currently unpowered and rolls along its tracks on four fixed 009-scale bogies, but plans are afoot to motorise it.

The noise and smell of diesel engines became one of my favourite senses from that day on - but I never forgot the sea of blue diesel locomotives. With no prior knowledge, I quickly noticed that all the locomotives had different numbers, and that for example, all those beginning with '47' looked the same, whereas all those starting with '40' had more wheels and bigger noses. Finding a pencil and some paper lying around on the tracks, I started to note them down, and a lifelong passion was born.

AIMING FOR REALISM

Jump forward 50 years, and rather older, I had a sizeable stud of Rail Blue (of course) 'OO' gauge locomotives and a reasonable tail-chaser layout. But it always struck me that when watching a pristine locomotive pulling a rake of immaculate carriages around the loop, they often look very unrealistic and out of place in the weathered surrounds of the layout. I decided to build a diorama where I could photograph locomotives in a setting that suited them, and where an immaculate external appearance didn't look out of place.

The obvious location for a diorama was that area between 10 Shop and the main traverser in Crewe Works, where pristine locomotives were commonplace. Freshly overhauled and repainted locomotives could often be found on test at the front of 10 Shop.

Work started with the research phase, something I thoroughly enjoy. Most photographs taken outside the erecting shop are of the locomotives, so working »



out the track layout and infrastructure became a case of studying images closely and slowly piecing it all together from the background in each image. It also became obvious that this particular part of the Works was subject to frequent change with regard to structures such as gas cages, fuel tanks, small sheds and so on.

The green/blue diesel and early TOPS periods are my passion, and the purpose of the diorama would be to recreate that era. The main years of Rail Blue were a must, but I also wanted to be able to show blue pre-TOPS locomotives (late 1960s to early 1970s), and the odd TOPS green locomotive in for a repaint.

In the end, I decided to model the

4 Above: **Space constraints have meant that the traverser pit is around half its true scale length. In reality, it continued across the front of the main machine shop but has been drastically shortened for practical reasons. The deck is also shorter than the real thing. The real traverser would fit the length of a Class 40 and the 08 shunter propelling it.**

5 Above: **The ten-year-old schoolboy is amazed by what he sees in front of him. He is unsure whether the foreman, leaning on the railing outside the mess hut, will let him have a look around.**

diorama on a period rather than an exact date and concentrated on working out the layout around 1975-1979. I would at this stage like to add the caveat that it isn't an exact recreation, but more of a representation, intended to give the feel and atmosphere of this famous location.

CREATING 10 SHOP

Space was at a premium, so the distance between the front of the erecting shop and the traverser pit had to be shortened to be practical. The only negative was that the fuelling point between Roads 2 and 3 had to be moved to the adjacent space between Roads 1 and 2 to avoid the points which were closer to the building than in reality. Unless you knew the track layout well, the chances are this wouldn't be noticed - and my apologies to those of you who worked there and have picked it up.

There was also a minor compromise on the main sign above the central Road 5 of the building frontage, which states 1926/ BREL CREWE/DIESEL AND ELECTRIC/ LOCOMOTIVE REPAIR SHOP. Although not factually correct for any period, it is an appropriate blend of the wording before and after BREL took over.

The traverser is unpowered, but the plan is to motorise it at some point, possibly using 'N' or 'OO9' gauge power bogies, which will be fun! The rest of the layout is powered, so Digital Command Control (DCC) sound models can sit outside the shop on tickover, which is very effective and quite evocative of that day back in 1975.

I have tried to recreate the roadway which heads towards West Street from the south side of the main building by using a carefully designed backscene. This has been put together using image editing software, blending a number of photographs taken in that area. The same has been done with the area to the north of the traverser, by creating a backscene which shows the southern wall of the main locomotive stores building.

However, as one purpose of the diorama is for photography, I needed to be careful not to close the diorama off too much as my camera is quite bulky and needs to be placed on ground level to get realistic »





6 The main sign on the front of the layout is a reproduction of the one above Road 5 of 10 Shop at Crewe Works and can be removed for access or photography.

"I never forgot the sea of blue diesel locomotives."

ANDREW TURNER

shots. To help with this, all the backscenes can be readily removed, as can the main building and roof.

The baseboard is traditional 6mm ply on a pine frame with a recess cut for the traverser pit. Buildings, huts, sheds, yard lamps and the traverser deck are all scratchbuilt from plasticard, balsa, Wills sheets and offcuts from other projects - Dapol's engine shed side walls, for example. However, more specific items such as the larger 10 Shop side windows came from York Modelmaking and a lot of the roof furniture and assorted site equipment from Scale Model Scenery and West Hill Wagon Works.

The yard lamps are all scratchbuilt from brass tube and plasticard as I couldn't locate any readily available that were close enough to the real thing. The positive supply wire passes up the centre of the tube to the LED and the tube itself acts as the negative connection - I patted myself on the back for this simple stroke of genius! Some creativity was also needed to model the boilers and I ended up using three plastic salt cellar lids, carefully cut and reshaped. We now have a lot of spare salt in the house.



7 **A view across the traverser pit towards Roads 7 to 9. The track to Road 9 has been lifted to make space for the boiler set.**

Track is a mix of Peco Streamline and Setrack, all left over from other projects, but a lot of which is recessed into concrete anyway, so it is hard to tell that it is second-hand. Due to the compression of the layout, I had to use short radius points, which I find quite jarring to the eye but, unfortunately, I had no choice. All the buildings are lit by LEDs or LED strips with a dimmer control, so night-time photography is possible and quite atmospheric.

Some details of the 10 Shop building are hard to identify - particularly those that would not naturally form the background in a photograph of a locomotive. Here, I have had to make a best guess. For example, the small garden area to the south of 10 Shop is pieced together from »

Above: 8 **A three-quarter view of the full width of the diorama. The plan is to continue the diorama and build the test areas on the near side of the traverser.**

9 The unique Class 89 electric locomotive was built at Crewe Works and is seen here outside 10 Shop, possibly after testing or maintenance, and still in its original InterCity livery, having been moved off the traverser by Works shunter 08623.

blurred backgrounds and my own fading memory. Again, my excuse is that it is the essence and atmosphere that I am trying to recreate rather than an exact replica – that old modelling mantra.

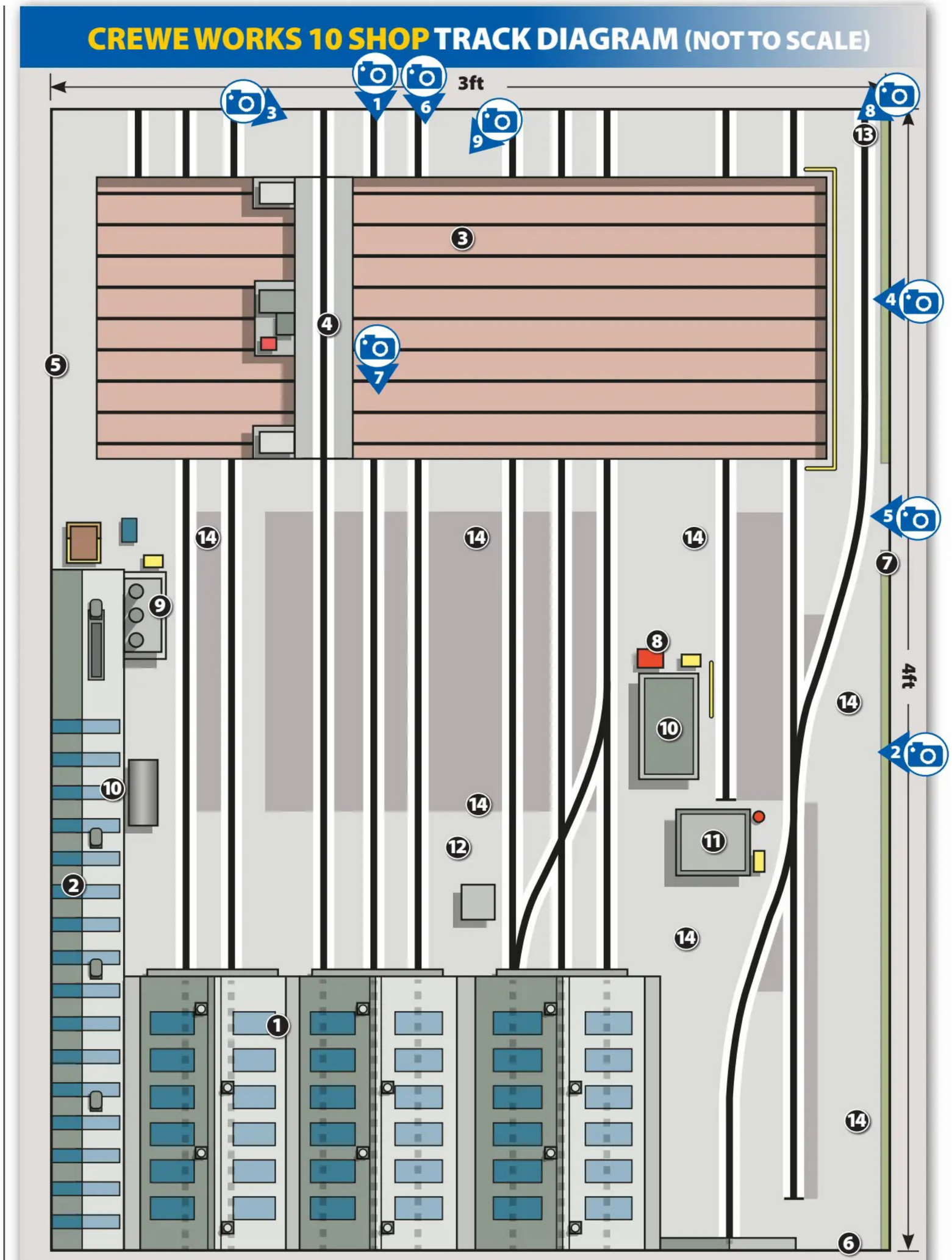
Having been modelling in 'OO' for more than 50 years, I do now have a large stud of locomotives to choose from, mainly in Rail Blue from my favourite period, the mid-seventies to mid-1980s; the glory years of TOPS blue. A lot of these tend not to see much use as they are pristine unweathered examples that look out of place, almost toy-like, pulling a rake of similarly immaculate BR Mk 1 and Mk 2 carriages. However, they do look quite at home parked on their own in front of 10 Shop, freshly repainted and awaiting test before release back onto the network.

There isn't huge scope for locomotive movements on the diorama, but there is something magical about seeing a sound-fitted Class 47 chugging slowly out of 10 Shop into the sunshine and coming to a halt in front of the traverser; pure nostalgia.

The diorama sits behind me in the home office and is a source of inspiration as I struggle with the routine and issues of the day job. I am quite happy to leave a couple of sound-fitted Class 47s or HST power cars on tickover while some of my older non-sound-fitted (or even non-Digital Command Control) locomotives sit quietly behind as part of the backscene. Anything new that I buy has its photograph taken in front of 10 Shop as a rite of passage before being used on my main layout.

There aren't many classes of main line diesel or electric locomotives that didn't pass through Crewe Works at one time or another, as new-builds or for maintenance and conversion, so pretty much anything goes. However, when I am setting up for display, I tend to default to my late seventies stalwarts - classes 37, 40, 47, 81-87 and new HST power cars, with a few oddball visitors from classes 24, 25, 27 and 76. I have a weakness for the Type 2





Sulzers, so there are always plenty of Class 24s and 25s around, plus 08 shunters.

Pretty much all manufacturers are represented. It seems that each time I buy a model, someone else brings out a superior one, so of course I must buy one (or two). For instance, in the 1970s if you wanted a 'OO' gauge Class 24/25 your only choice was the MTK kits. In the 1980s, there was the option to convert a Hornby Class 25 using the Craftsman range of kits. Then came the Bachmann 24/0, 24/1 and 25s, then Heljan's 25, and of course the impressive SLW models which are hard to top. All are available for use in 10 Shop, though the MTK kit and converted Hornby models are now just static exhibits and can often be seen being shunted off the traverser by an 08.

The only non-locomotive on show is the venerable Esso tank wagon, built from an Airfix kit by my father in the mid-1970s. I did try re-wheeling it, but it still squeaks when it rolls, so it has been appropriately weathered and sits adjacent to the fuel store, as was the case on the real thing.

For any, like me, who have fond memories of Crewe Works in its heyday, I hope these pictures help to remind you of yet another famous railway centre now consigned to history. You may notice in the photographs the young boy in his red school uniform with backpack standing just inside the entry gates, frozen in awe as he surveys the scene in front of him – I'm sure you can guess who that might be.

I have considered adding the scene on the opposite side of the traverser, where the locomotives were put on test between sound-deadening walls and were often lined up along the traverser edge. This would be relatively simple to add on, and with the fabrication, repair and paint shops forming a natural backdrop, would enclose the whole scene perfectly. That, perhaps, is one for next year! **HM**

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

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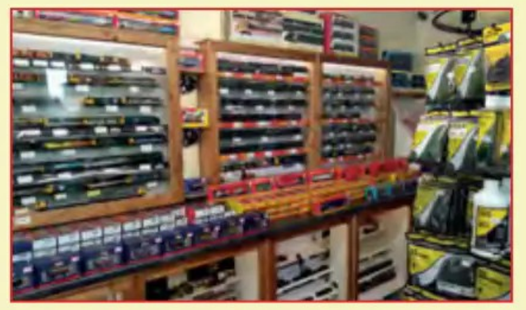


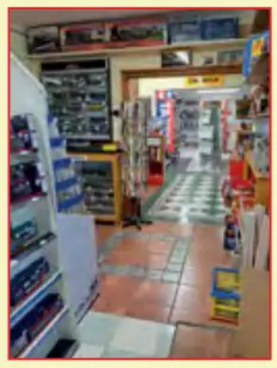
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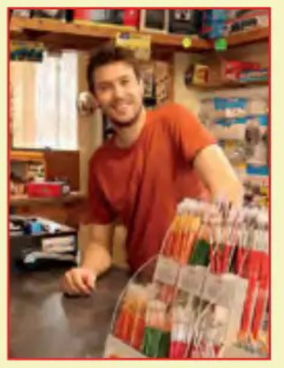
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NEW VARIANTS

lead Accurascale's third run of Class 37s

Accurascale's third batch of Class 37s is here – and with new tooling variants appearing for the first time. **MIKE WILD** takes a closer look at the first ever ready-to-run 37/9s with Mirrlees engines as well as the new batch of 37/4s for 'OO' gauge.

FIRST REVIEW





THE ENGLISH ELECTRIC Class 37 is the gift that keeps on giving! Accurascale has now delivered its third run of these ever-popular 1960-introduced diesel-electrics, but far from resting on its laurels, it has pulled the stops out to offer new variants including one type which has never been seen before in ready-to-run form.

First, a quick recap. Accurascale's first batch of Class 37s arrived in 2023 modelling the contemporary Class 37/4s, 37/6s and the first five Class 37/0s in original condition. These were joined in 2024 by the second batch modelling the original centre headcode Class 37/0s together with a selection of modern '37/4s' and '37/0s'.

However, there was still room for growth in the range - which comes with the third batch.

On our review desk now is a selection of earlier period Class 37/4s – the first time Accurascale has modelled them in this condition – together with the Class 37/9 with Mirrlees engines to model 37901-37904 with their unique roof line and sound file.



37408 *Loch Rannoch* was a popular performer on the North Wales Coast workings where it worked short four-coach trains from Holyhead to Crewe and Birmingham in the late 1990s and early 2000s.

THE MODEL

The full range models 37408 *Loch Rannoch* in EWS maroon and gold, 37414 in Railfreight triple grey with Construction sector markings, 37420 *The Scottish Hosteller* in BR large logo blue, 37421 in Colas Rail colours and 37429 *Eisteddfod Genedlaethol* in BR large logo blue, 37902 *British Steel Llanwern* in Railfreight triple grey with Metals sector logos and 37903 in BR Railfreight grey. Two Accurascale exclusives have also been produced modelling 37418 *An Comunn Gaidhealoch* in Loram Rail colours and 37901 *Mirrlees Pioneer* in Europhoenix livery while Key Publishing has commissioned a limited edition Class 37/7 modelling 37702 *Taff Merthyr* in Railfreight coal sector livery.

It's quite the selection, presenting a snapshot of the Class 37 history from the late 1980s to the present day. Starting with the '37/4', the primary difference between these



Above: **The distinctive roof layout of the Class 37/9 is modelled in detail by Accurascale. Two exhaust types are included in the tooling suite.**

Left: **The details of the Class 37/4 are modelled well by Accurascale.**

TECHNICAL DETAILS	
Manufacturer:	*www.accurascale.com*
Cat No:	Various
Description:	Class 37/4 and Class 37/9 Co-Co diesel electrics
Builder:	English Electric/Crewe Works
Region:	All
Gauge:	'00', 16.5mm
Scale:	4mm:1ft
Length:	245mm (over buffers)
Price:	£189.95 DCC Ready, £289.95 DCC sound fitted
Couplings:	Small tension lock couplings in NEM pockets
DCC:	21-pin decoder socket
Speaker:	15mm x 11mm cube (all models) plus 55mm x 24mm speaker (DCC sound fitted)
Exterior lights:	Directional lights
Interior lights:	Cab and control desk lights
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Co-Co
Purpose:	Mixed traffic
Haulage capacity (expected):	Ten Mk 1 carriages
Haulage capacity (actual):	Ten Mk 1 carriages (maximum tested)



Accurascale's third batch of 'OO' gauge Class 37s is here and models the '37/4s' and the '37/9s'.

new releases and the original batch is the lighting which now models the locomotives in original condition with bulb marker lights.

Detail variations are catered for with 37408 featuring Class 60 style buffers as well as a reinforced centre windscreen to help it stand out from the crowd while all other Class 37/4s in this release have standard oval buffers and windscreens.

The Class 37/9 brings a new shape to the Type 3 bodyshell. Accurascale has chosen to model 37901-37904 which were fitted with Mirrlees engines as a testbed for a new Class 38 – a project which never proceeded (see Reality Check on pages 76-79). The Mirrlees engine required a new roof panel and exhaust to be added to the donor locomotives, giving them a very distinctive hump in the roof line.

Accurascale has modelled all of this faithfully in its new range with a choice of three locomotives. The roof tooling caters for the original twin and later single exhaust arrangement for these locomotives while also accommodating detail differences such as with and without radio aerials and modifications to the roof pods.

Decoration on all our samples was excellent showing close attention to detail in period markings for electrification warning flashes, logos, lettering and more as well as superb presentation of the complex Europhoenix livery on 37901. All versions have printed nameplates and come with optional etched metal plates in the box.

PERFORMANCE

Internally, Accurascale has enhanced its already extensive internal specification for the Class 37 with an independently powered roof fan controlled by the DCC sound decoder. This joins a five-pole motor, twin flywheels, stay alive power bank, »



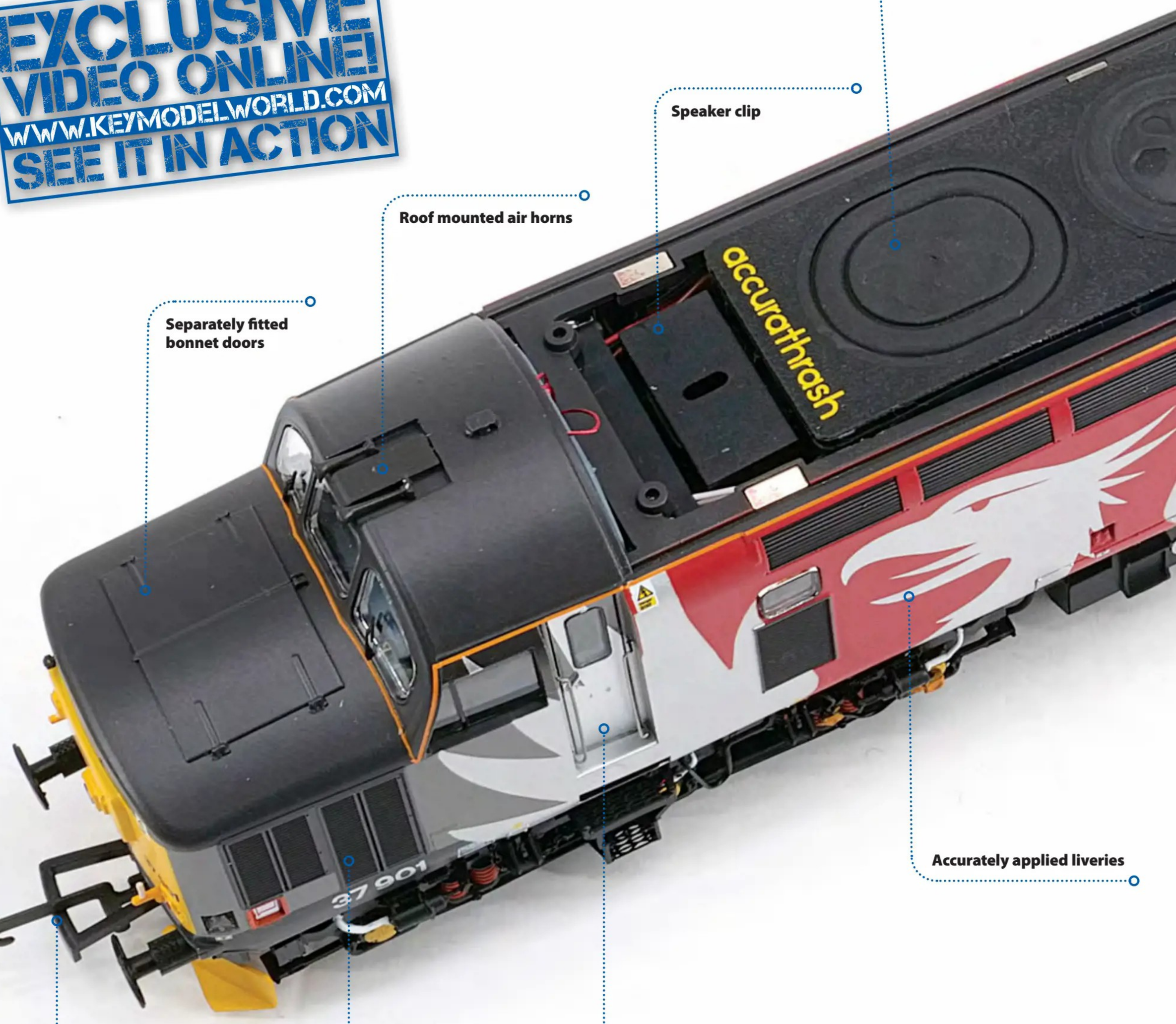
Europhoenix liveried 37901 *Mirrlees Pioneer* is the only active Class 37/9 on the main line network. It has since been repainted in triple grey with Metals sector logos.

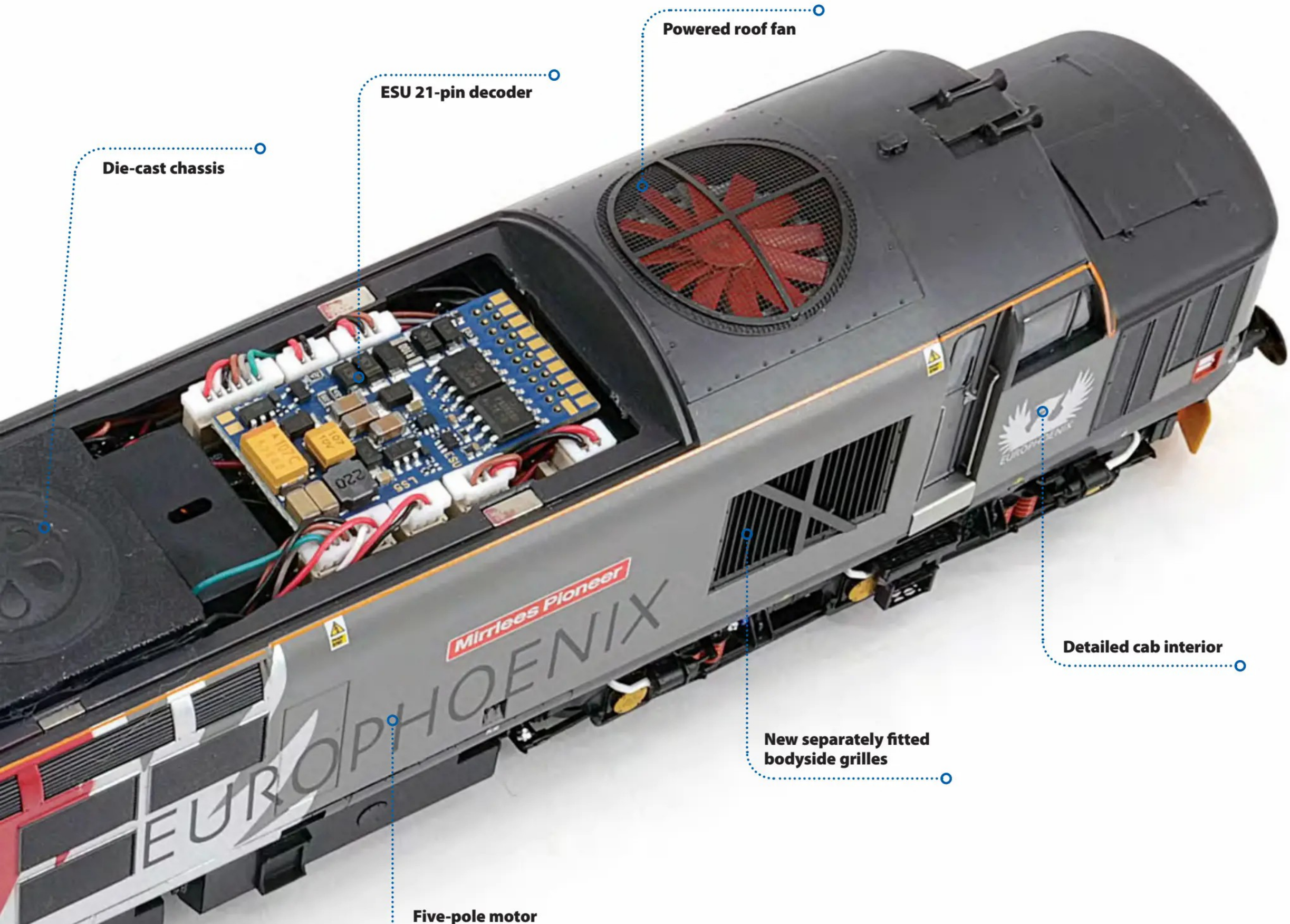


Left: **Loram Rail operated Class 37/4 37418 is one of two Accurascale Exclusive models.**

Below: **Inside, the feature rich Class 37s now have a powered roof fan in the DCC sound fitted versions.**

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comprehensive internal and external lighting, all-wheel drive and a choice between DCC Ready and DCC sound fitted versions of each locomotive.

The Class 37/4 has the familiar English Electric engine sounds which are also very drivable with the choice of light and heavy train modes as well as drive hold which allows you to recreate the 'thrash' of a Class 37 in miniature through the DCC sound fitted model and their twin speaker set up.

The Class 37/9 is something else and has a very distinctive sound track. The Mirrlees engine sounds quite different to the original English Electric power unit, and also responded differently to control inputs. The change in response is replicated well in the sound profile, but the overall recordings didn't have quite the same clarity as we had expected. A couple of CV adjustments (CV63=125, CV196=30 and CV197=25) made a big improvement and brought more of the character of the '37/9' out of the model.

All our samples ran smoothly and quietly throughout the speed range offering excellent control of the motor together with the DCC sound versions having active braking on function two to slow the models to a stop – a great driving feature.

OVERALL

To see the Class 37/9s recreated in model form with their unique roof layout and sound is excellent, and something we would have once thought unlikely to happen for such a small group of locomotives. This new batch of Class 37s from Accurascale is highly attractive and produced to a high standard. The trouble is, how do you choose which ones NOT to buy? (MW)



Never seen before for 'OO' gauge ready-to-run are the Mirrlees engined Class 37/9s. The first releases model 37901, 37902 and 37903.

THE POWERFUL CLASS 37/9s

The Class 37 locomotives, one of the UK's most numerous mixed traffic designs, came in a number of variants with amongst the most interesting being the Class 37/9s, originally produced as a development machine for a future heavy freight locomotive, as **EVAN GREEN-HUGHES** describes.





Right: **Mirrlees-engined 37902 in unbranded BR Railfreight triple-grey awaits a clear route at Hereford on September 20 1990.** Colin J. Marsden.

Below: **Class 37/9 37901 *Mirrlees Pioneer* rumbles across Helpston level crossing on the East Coast Main Line with a stock move between Ely and Laira Traction Maintenance Depot, comprising a Class 175 DMU and barrier coaches on February 27 2025**. Mike Wild.



IN THE EARLY 1980s, British Rail was considering how best to take its future traction policy forward. One idea was to produce a medium-powered locomotive that would be a suitable replacement for the large number of Type 2 and Type 3 engines that were then still in service. These would have been used for medium-weight freights, engineering trains and some passenger services. A key part of this proposal was the inclusion of a much more modern power unit, ideally far less complex than those then in use dating from the 1950s and 1960s.

The specification for what would have been known as the Class 38 included an engine with fewer, larger cylinders than traditional, creating similar, if not more power than the older models. This combination would be married up to a state-of-the-art alternator which would produce a complete locomotive weighing about the same as an existing Type 3, but hopefully with lower running costs.

With the potential for around 500 new locomotives, interest from manufacturers was intense, but one issue was that nobody had extensive experience of operating such a power unit under British conditions. As a result, Hawker Siddeley offered the use of four of its Mirrlees 275T engines for test purposes while Ruston later offered two of its RK270Ts. All the engines were six-cylinder in-line configuration and all were normally rated at 2,000hp.

British Rail, meanwhile, needed to find donor locomotives that could be used for the trials and fortunately at this time there were a number of Class 37s becoming available, mainly due to the introduction of 'Sprinter' multiple units to mid-distance passenger services. There was also considerable experience of upgrading this class as several variants had been modified for freight and passenger services over recent years. As a result, it was decided to add six more conversions to the existing upgrade programme, to be fitted experimentally with the new power units, and to run tests over a period of two years, with the results being used to decide the specification for the Class 38.

Crewe Works was, at this time, engaged in the upgrading of some of the Class 37s for heavy freight work. This involved a thorough overhaul, the installation of an alternator in place of the main generator, fitting regeared bogies, a complete rewire and the fitting of ballast weights. This basic upgrade would be used to form the basis of the re-engined locomotives, although this meant power would have to be limited to 1,800hp, rather than the 2,000hp nominally available to avoid overloading the traction motors. This latter step could have been amended had a production batch of new locomotives gone ahead.

FACTS AND FIGURES

Introduced:	1960-1965 (original) 1986 (rebuilt)
Withdrawal:	2000 – one still in service
Number series:	37901-906
Wheel arrangement:	Co-Co
Engine:	Mirrlees 275T (37901-904) Ruston RK270T (37905-906)
Cylinders:	Six
Horsepower:	1800hp
Alternator:	Brush BA1005A (37901-904) GEC G564AZ (37905-906)
Traction motors:	English Electric 538/5A
Bogies:	CP7 (regeared)
Brakes (locomotive):	Air
Brakes (train):	Air
Brake force:	50tons
Maximum tractive effort:	65,366lbs
Length:	61ft 6in
Width over cabs:	8ft 10½in
Weight:	120ton 0cwt
Wheel diameter:	3ft 7in
Multiple working:	Blue star
Route availability:	7
Maximum speed:	80mph
Fuel capacity:	1,720gallons
Number converted:	6

CONVERSIONS

The conversions took place in 1986, with 37150 and 37148 the guinea pigs for the project. Most of the work was similar to that carried out to produce the Class 37/7s but some modifications had to be made to the bodywork so that the new engines would fit in. In particular, the Mirrlees engine conversions featured a long, raised section in the middle of the roof due to the new power unit being taller and longer than the original. Modifications to accept »



37901 and 37903 ease away from Ebbw Vale yard with 6B93, the 3.58pm Ebbw Vale - Margam steel service, on September 8 1998. John Chalcraft/Railphotoprints.uk.

the Ruston equivalent were less severe, but nonetheless still involved raising the level of a section of the roof. The first of the conversions was completed in October 1986 and the whole batch was finished by April the following year, with the initial locomotive, 37901, being named *Mirrlees Pioneer* and the first Ruston example, 37905, turned out with the name *Vulcan Enterprise*.

Although originally intended to be test locomotives the six Class 37/9s were immediately allocated to the freight sector and sent to Cardiff Canton. Painted in the metals sector two-tone grey livery, they found work on the heaviest freights, often being used on the 3,000-ton Port Talbot-Llanwern iron ore trains. There they gained a reputation for reliability if not for startling performance and proved themselves capable of deputising for Class 56s when required. Trials were never conducted on the intended duties of mid-weight freights or passenger services.

Within a year of the completion of the 37/9s, thinking at British Rail headquarters had moved on. The decline of traditional freight trains, a move to heavy block services and the increasing use of multiple units for passenger trains meant that the work for which the Class 38 was intended was declining rapidly. Not surprisingly this led to the cancellation of the Class 38 project in its entirety in December 1987.

EXTENDED LIVES

It might have been expected, therefore, that the experiments with the Class 37/9s would have been ended there, especially as the six locomotives had been due to have been converted back to standard configuration after two years of the trials but instead British Rail elected to purchase the power units and to leave the '37/9s' as they were. This, it is said, was due to BR being impressed by the performance and lower maintenance costs of the new units, and a desire for them to be evaluated for another use later on.

All became clear the following year, however, when an order was announced for a large fleet of Class 60 heavy freight locomotives which were specified to be powered by an eight-cylinder version of the engine fitted to 37901-904, thus justifying the money spent on development.

The six '37/9s', meanwhile, continued with their duties in the Cardiff area but issues with spares and their non-standard nature led to them spending periods in store or out of service, particularly in the early 1990s. All six were transferred to Trainload Freight in the run-up to privatisation in 1994, finding work around Wales and the south west, but 37904 was taken out of service in 1996 and stored at Canton due to spares issues.

The rest of the sub-class held on until the end of 1998 when they were displaced by new Class 66s, and all were out of service by January the following year. This was not to be the end, however, as 37906 was selected to be a member of the EWS Heritage Fleet and as such was repainted in its original colours and was made available for visits to depot open days and heritage railways.

SCRAPPING AND PRESERVATION

Scrapping of the sub-class began in 2004 with 37904, and with 37903 and 37902 being dealt with the following year, the latter after being slated for a full overhaul by Direct Rail Services, which was later cancelled. The other three have been more fortunate. 37901 was purchased for preservation in 2002 after five years in storage and was moved to the Llangollen Railway where refurbishment to running order was undertaken. The locomotive

PREVIOUS IDENTITIES	
37901	37150
37902	37148
37903	37249
37904	37124
37905	37136
37906	37206



was a regular performer on the Welsh line until it was sold to Colas Rail in 2016 for a potential return to the main line. It then passed to Europhoenix a couple of years later, but it took a further six years before it made its main line debut. Since then it has been a popular performer on the spot-hire market and has also appeared at a number of heritage railway galas.

Following a change of policy regarding its heritage fleet, 37906 was stabled at the Severn Valley Railway where it eventually was sold to the Ruston 906 Group, and again took up its duties visiting other heritage railways, much of the time in BR green. Unfortunately, the owning group could no longer look after the locomotive and so, in 2013, it was sold to Europhoenix for a return to the main line, after which it was moved to the Battlefield Line, where it remains under restoration.

The other Ruston locomotive, 37905, narrowly escaped scrapping, being preserved in 2005 and initially taken to the Dartmoor Railway where it suffered from vandalism. It reached the EMR scrapyard at one point in 2008 before a move to the Battlefield and then to the Mid-Hants Railway. It finally moved to UK Rail Leasing at Leicester depot after a visit to the Mid-Norfolk Railway in 2016, and was last in use as a depot pilot.

Although the original idea of using the Class 37/9 to develop a new medium-power all-purpose locomotive came to nothing, the use of the class to develop high-performance freight locomotive power units has been invaluable and has had considerable influence over locomotive policy in following years. That at least one example is still active on the main line, some 38 years after the experiment was due to end, is nothing short of remarkable and it is hoped that all three of the existing examples have a long career ahead of them, if not continuing on the main line then being returned to preservation. **HM**



Class 37/9s 37903 and 37906 approach Worcester Tunnel with the 10.00am Round Oak-Margam empty steel on September 7 1994. Brian Robbins/Railphotoprints.uk.

● Visit our Reality Check archive at *www.keymodelworld.com* for more prototype articles.

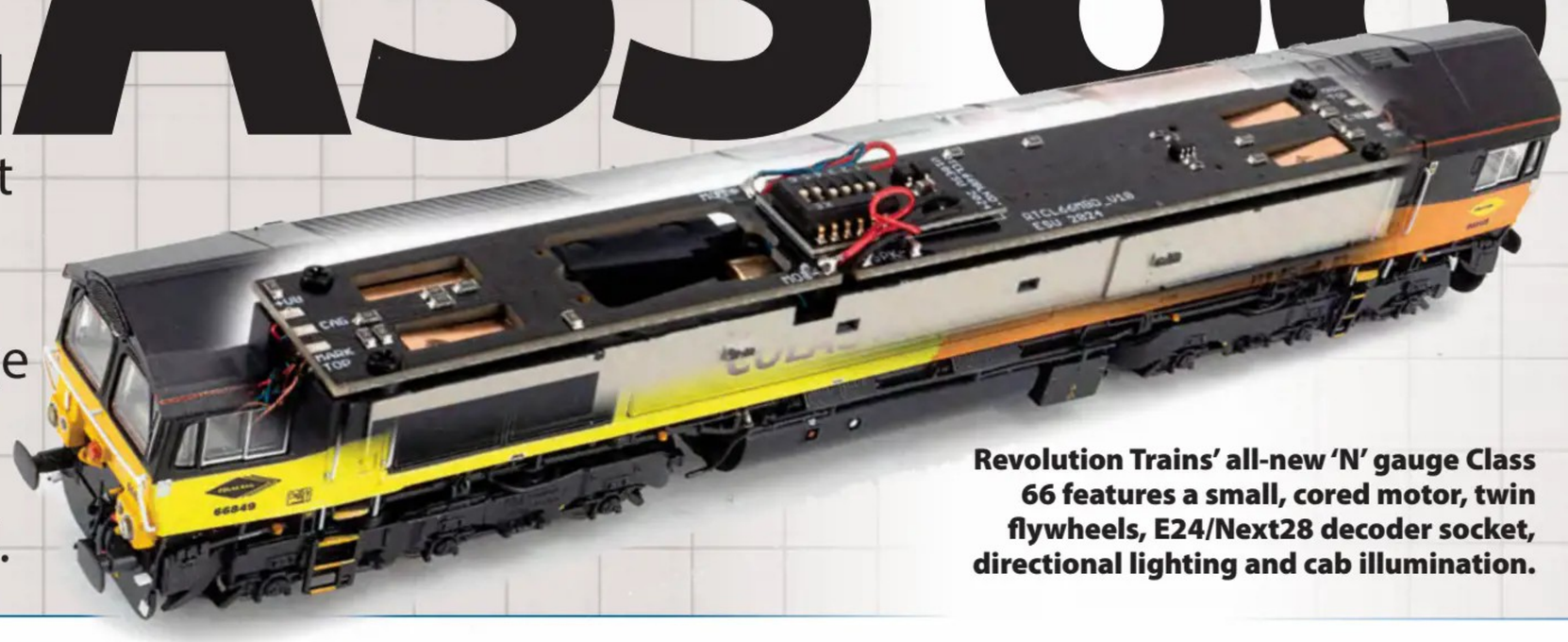


37906 in BR Railfreight large logo grey catches the sunlight at the head of a sheeted steel train in Gloucester yard on September 4 1987. Colin J. Marsden.

FIRST REVIEW

Revolution Trains CLASS 66

The UK's de facto freight locomotive – the Class 66 – sees an all-new model arrive in 'N' gauge courtesy of Revolution Trains. **BEN CHURCH** assesses this new arrival.



Revolution Trains' all-new 'N' gauge Class 66 features a small, cored motor, twin flywheels, E24/Next28 decoder socket, directional lighting and cab illumination.

NOW APPROACHING 30 years since the first of the English Welsh & Scottish Railway (EWS) Class 66s arrived in the UK, the type still maintains its dominance in the freight sector and is seen across the UK hauling all manner of freight trains. Revolution Trains revealed the all-new 'N' gauge Class 66 in late 2023, with the model following on from 2024's Class 59 Co-Co diesel.

Developed from the highly successful Class 59, the Class 66 transformed EWS operations and soon other freight companies acquired their own fleets of Class 66s with Freightliner, GB Railfreight, Colas Rail and Direct Rail Services (DRS) operating their own fleets of Class 66s, incorporating a series of design revisions along the way.

THE MODEL

Revolution Trains has developed a comprehensive new 'N' gauge tooling suite which caters to four-door, five door and European locomotives, and will allow for a wide range of locomotives to be represented with several styles of light cluster and other smaller detail differences able to appear on appropriate models. All of the most common operators of the type are covered, with models appearing in EWS, DB Cargo, Freightliner, GB Railfreight, Colas Rail Freight and DRS liveries, as standard and limited edition exclusives for selected retailers.

For assessment, we received examples of 66006 in EWS maroon and gold and 66849 *Wylam Dilly* in Colas Rail Freight colours – both from the second batch of models. Initial impressions are excellent, with the angular shape of the Class 66 neatly captured in 'N'. Our EWS model features the original BMAC light clusters, large top headlight, later cab-side wing mirrors and buckeye couplings in addition to the standard hook. In contrast, our Colas example has no wing mirrors or buckeye, and has a small top headlight, 'bug eye' style headlights, and four lifting eyes on the front air dam. Both models have separately fitted horn grilles, fine front handrails and neatly fitted cab windows and windscreen wipers. The corrugated sides of the Class 66 are interrupted by fine separately fitted etched grilles. The radiator grille on the roof is equally well-detailed, while the distinctive exhaust silencer is neatly replicated





TECHNICAL DETAILS

Manufacturer:	*www.revolutiontrains.com*
Cat No:	RT-N66-EW-006 (66006), RT-N66-C0-849 (66849)
Description:	EMD/GM Class 66 Co-Co diesel-electric
Builder:	Electro Motive Diesel/General Motors, London, Ontario, Canada and Muncie, Indiana, USA
Region:	Any
Gauge:	'N', 9mm
Scale:	2mm:1ft
Length:	143mm (over buffers)
Price:	£159.95 DCC Ready, £254.95 DCC sound fitted
Couplings:	Rapido couplings in NEM pockets
DCC:	E24/Next28 decoder socket
Speaker:	21mm x 11mm cube
Exterior lights:	Directional lights
Interior lights:	Cab lights
Minimum curve radius:	Second
Motor type:	Small cored motor
Flywheels:	Two
Wheel arrangement:	Co-Co
Purpose:	Freight
Haulage capacity (expected):	15 Mk 1 carriages
Haulage capacity (actual):	15 Mk 1 carriages (maximum tested)

and ancillary details such as roof-mounted radio pods are crisply presented.

Revolution should also be commended for the superb representation of the complicated underframe, as the mass of pipework and detail is neatly picked out. The characterful 'self-steering' HTCR-E bogies appear with in-line brake shoes and a superb level of moulded detail, with subtle text moulded into the sideframes and separately applied footsteps fitted. Underneath, the fuel tank and battery boxes are present and correct, plus sand pipes reaching down to each bogie.

Decoration of both samples is impressive, with the EWS and Colas colour schemes faithfully recreated. Small embellishments such as the silver light lenses on our Colas example and the white handrails and yellow bogie footsteps are reproduced well. Printed aspects are applied to the same standard, with company branding on both models neatly printed, supported by crisp printing of the locomotive's number, overhead electric warning flashes, and other details, such as the fuel gauge and TOPS data panel. Each model is supplied with one detailed full air dam and one partial air dam with a hole for a coupling. Included in the detail pack is an additional full and partial valance, along with a NEM 'N' gauge coupling and buffer beam pipework with etched nameplates supplied where appropriate.



Revolution Trains has delivered its eagerly awaited all-new 'N' gauge Class 66 Co-Co diesels.

"Revolution Trains has developed a comprehensive new 'N' gauge tooling suite."

BEN CHURCH

PERFORMANCE

Accessing the locomotives' E24/Next28 Digital Command Control (DCC) socket is straightforward as a removable body section has been incorporated into the tooling suite, which can be unclipped to reveal the decoder socket. If purchasing a DCC Ready model, a blanking plate with six switches is supplied, which allows for control of the directional lights and cab lights. Upgrading to DCC sound is straightforward, as a 21mm x 11mm speaker is pre-fitted on all models – this is located in the removable fuel tank. The body can also be removed and is secured via four clips. Powering the model is a small cored motor with twin flywheels, which drives all six axles.

On test, our samples performed well, with smooth running evident at high and low speeds. Lighting functions were accurate, and the level of control on analogue via the blanking plate was good to see.

OVERALL

Revolution Trains' all-new 'N' gauge Class 66 captures the EMD Type 5s to great effect, with superb detail, running characteristics and features. Offered in a wide range of liveries for the first run, virtually any privatisation era layout can find reasons to add one of these models to the fleet. Sure to be a popular staple in Revolution Trains' range for many years. (BC)

LONDON UNDERGROUND 1938 STOCK DEBUTS

Revolution Trains' latest Electric Multiple Unit models the highly successful London Underground (and later Isle of Wight) 1938 stock in ready-to-run 'N' gauge for the first time. **BEN CHURCH** examines these new models in detail.



FIRST REVIEW

Revolution Trains' all-new 'N' gauge LU 1938 stock features a small five-pole motor, die-cast chassis block, twin flywheels, two six-pin DCC decoder sockets, directional lighting and interior saloon illumination.



LONDON UNDERGROUND (LU) is woven into the city's identity. Its distinctive trains have long been sought-after by modellers, although ready-to-run products have largely been restricted to 'OO' gauge.

Revolution Trains' long awaited 1938 stock provides 'N' gauge modellers with a ready-to-run model of these long-lived trains for the first time.

The trains were introduced in 1938 and were built by Metro-Cammell and the Birmingham Railway Carriage and Wagon Company. More than 1,000 vehicles were constructed and saw use on the Northern, Bakerloo, Piccadilly, East London and Central lines. After 50 years of reliable service, the last trains were withdrawn from the LU network in 1988. Some were sold to British Rail, where they were refurbished and operated as two-car Class 483s on the Isle of Wight. The last Class 483s were withdrawn in 2021, more than 80 years after introduction.

THE MODEL

Revolution Trains has produced the Electric Multiple Units (EMUs) in London Transport red – as operated on both the Bakerloo and Northern line – plus Network SouthEast (NSE) livery and Island Line red. London Transport liveried models are four-car trains with a three-car add-on pack to create a seven-car formation – this will include one motorised car. NSE and Island Line liveries are available as two car EMUs.

A two-car Island Line EMU and a four-car Northern Line London Transport model were put under the microscope for our review. Each model has a detailed formation guide to ensure the train is assembled correctly; this guide can be cross-referenced with the printed coach designations on the underside of each vehicle. Bespoke 'C-clip' couplings have been developed for the models, and these are available in long or short forms. Four-car units are supplied with four of each style, while two-car units feature a pair of couplings in each style. A magnetic wand is supplied to control saloon lighting.

The model is truly tiny – even for 'N' gauge – at around 2cm tall from the railhead. The models are excellently presented and replicate the Tube stock well. Each vehicle features neatly flush glazed windows, with representation of the opening windows included. Inside are fully painted seats, an impressive feat given the tiny size. Due to the small size of the model, there are some compromises on the driving cars, with the contacts



Destination panels, lettering, numbers and small details on these diminutive models are crisp and legible.



Detailing and decoration to our review samples was superb throughout.

TECHNICAL DETAILS

Manufacturer:	*www.revolutiontrains.com*
Cat No:	RT-N-LU1938-RED402A/MAR202A
Description:	London Underground 1938 Stock
Builder:	Metro-Cammell and Birmingham Railway Carriage and Wagon
Region:	London Underground/Isle of Wight
Gauge:	'N', 9mm
Scale:	2mm :1ft
Length:	119mm per car (over buffers)
Price:	£214.95 four-car, £174.95 three-car add-on packs and £139.95 two-car units.
Couplings:	Bespoke 'C-clip' couplings
DCC:	Two six-pin decoder sockets
Speaker:	None
Exterior lights:	Directional
Interior lights:	Saloon
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Bo-Bo
Purpose:	Commuter traffic
Haulage capacity (expected):	Four-car set
Haulage capacity (actual):	Four-car set (maximum tested)



Revolution Trains' all-new 'N' gauge London Underground 1938 tube stock is available now in two- and four-car sets.

for the lights hidden behind a blanked off section behind the first set of passenger doors.
In the powered car, the whole interior is blanked off with a die-cast weight covering the motor. This is understandable given the small form factor of these models, resulting in the power car weighing in at 64grams.

External detail is mostly moulded, including rivets and panel lines on the roofs, and rain strips over the doors. Driving cabs have moulded doors, handrails and five small lights offset to one side of the centre door. Underneath, the low-profile bogies are turned out well, with crisply moulded axle boxes and springs. Bogies have shoegear where appropriate, and chassis detail is mainly moulded, but provides a good replication of the underframe equipment.
At the front, cosmetic Wedgelock couplings are fitted, but these can be replaced by the included 'C-clip' couplings.

Both examples wore their respective liveries well and had high-quality application. Colours are crisp, with neatly applied printed elements – each featured subtly printed details on the windows. Both models have legible front destination blinds, along with subtle silver and yellow accents to some items of detail.

PERFORMANCE

Hidden beneath the removable underframe section on each of the driving cars is a six-pin Digital Command Control decoder, with two decoders needed to operate the model on a digital layout. It is recommended that a 'micro' decoder is used in both cases, but the non-powered driving car only requires a function decoder to operate the lighting. Saloon and directional lighting on our samples illuminated with a warm orange glow.

Power is supplied from a small five-pole motor with twin flywheels driving all four axles of the powered driving car. On test, our samples ran superbly, with good running characteristics at high and low speeds.

OVERALL

Revolution Trains' 1938 stock is a marvel - a great recreation of these superb trains in 2mm:1ft scale.

The challenges of designing such a compact train have been overcome to great effect in this model, with a superb standard of detail despite the small size. These tiny trains can't help but bring a smile to your face and will surely inspire a raft of London Underground and Isle of Wight layouts. (BC)

NRM Dublo 'Deltic' arrives



Hornby's delightful Dublo DP1 *Deltic* is now available in its present-day static exhibition condition.

- **Gauge:** 'OO'
- **Price:** £349.99
- **Cat No:** R30420
- **Site:** *www.hornby.com*
- **DCC:** 21-pin decoder socket
- **Era:** 11

HORNBY'S RECENTLY released 'OO' gauge Hornby Dublo prototype 'Deltic' (HM227) sees a new iteration, modelling the prototype as it appears today on static display at Locomotion in Shildon.

While outwardly very similar to Hornby's initial release, the model is correctly painted in a slightly different shade of blue, lacks a red solebar and is not fitted with horns on the cab roofs. As observed in our initial review, Hornby's model is a superb, heavyweight representation of the prototype. It is secured to the same plastic cradle seen with the earlier release, providing safe transit for the heavy locomotive but doubling as a display platform.



Hornby's latest DP1 release bears the hallmarks of the initial release while correctly omitting rooftop air horns and is finished in a slightly lighter shade of blue.

The sample features a full complement of pre-fitted lamp irons on both ends, with alternative head and tail lamps supplied in the accessory pack. Other standout details include the rotating roof fans, bogie chains, intricately detailed bogies, internal engine room detail and the die-cast body. Hornby has replicated the shade of light blue DP1 currently carries, well accented by cream bodyside lining, nose end 'speed whiskers', grey roof and underframe. Printed elements are crisp in all instances.

Again, the model is powered by a coreless motor with twin flywheels and features a comprehensive suite of directional, cab, engine room, and front headlight illumination. Etched English Electric logos and builder's plates are supplied in the accessory pack, together with a Locomotion headboard.

Hornby's 'Deltic' continues to impress, with a feature-rich specification and superb die-cast metal construction. This model is ideal for modern-era modellers who want an excuse to add this striking locomotive to their fleets and is in stock with Hornby retailers now. (BC)

Hornby's 37501 *Teesside Steelmaster*



Hornby's 'OO' gauge RailRoad Class 37 is now available in present-day ROG branded BR British Steel blue as 37501 *Teesside Steelmaster*.

- **Gauge:** 'OO'
- **Price:** £149.99
- **Cat No:** R30545TXS
- **Site:** *www.hornby.com*
- **DCC:** DCC sound fitted, 21pin decoder socket
- **Era:** 11

WITHOUT A DOUBT one of the brightest Class 37s seen on the Network today, Hornby's latest RailRoad Class 37 models 37501 in Rail Operations Group (ROG) branded BR British Steel blue.

On March 5 2026, Rail Operations Group revealed 37501, repainted into a modern version of British Steel blue, which the locomotive carried in the 1980s. Along with the restored *Teesside Steelmaster* name, the locomotive features the Rail Operations Group and Europhoenix logos on the cabside and is a regular performer on the main line, often hauling multiple units.

Hornby's RailRoad Class 37 offers a more affordable and ideal starting point for beginners or those modelling on a budget. The sealed beam marker lights and high-intensity headlight are correctly featured on both nose ends. Moulded side grilles are crisp, as are the roof grille and exhaust.

The bright British Steel blue is well recreated and is correctly adorned with large BR double arrows, Kingfisher decals, modern overhead electric warning flashes and ROG and Europhoenix logos. Bogies feature yellow axle boxes and red springs. Printed metal nameplates are also included and can be secured with Black Tack or PVA glue.

Our review sample was fitted with one of Hornby's 21-pin HM7000 Triplex Sound (TXS) Bluetooth and Digital Command Control (DCC) decoders (it is also available DCC Ready), plus a 42mm x 23mm speaker. Hornby's sound profile for the Class 37 is pre-loaded on the decoder, with the model controllable via the HM|DCC smart device application or a conventional digital controller.

Hornby's latest RailRoad Class 37 combines a striking present-day colour scheme with the manufacturer's onboard TXS digital sound at an attractive price point. (BC)

Hornby's RailRoad Colas 66790 *Louise*



- **Gauge:** 'OO'
- **Price:** £149.99
- **Cat No:** R30533TXS
- **Site:** *www.hornby.com*
- **DCC:** DCC sound fitted, 21-pin decoder socket
- **Era:** 11

HORNBY'S LATEST 'OO' gauge RailRoad Class 66 is here, modelling 66790 *Louise* when the prototype was hired for use by Colas Rail Freight.

Despite the limitations of Hornby's RailRoad Class 66 tooling, this latest release certainly 'sells' the look of the prototype rather well in our view. The large exhaust silencer and No. 2 end roof grille are well modelled, each cab is fitted with flush glazing and separately fitted handrails are secured into the cab fronts. Full air dams are supplied in the accessory pack, as is a selection of buffer beam pipework and nameplates.

Livery application is well done with the GB Railfreight (GBRf) house colours presented well. Correctly, the Colas Rail diamond logo on the bodyside features a blue surround which is a slightly lighter shade than the GBRf blue. Additional Colas Rail diamonds are present on the cab front and sides, with these and the overhead electric warning flashes printed well.

Our review sample was factory fitted with a 21-pin HM7000 TXS Bluetooth and DCC sound decoder and a 42mm x 23mm speaker. All sound fitted examples feature Hornby's sound profile for the Class 66, with a comprehensive selection of sounds available. These include several types of long and short horns, brake squeal, cold start, Spirax valve and the ability to notch the diesel engine up or down.

Hornby's RailRoad Class 66 is a robust model of these everyday freight locomotives and presents a more affordable way to increase the number of DCC sound locomotives on a layout. (BC)

KSA WAGONS ARRIVE for 'OO' from Revolution Trains

Revolution Trains' latest wagons for 'OO' gauge are here modelling the KSAs in original and rebuilt forms. **MIKE WILD** finds out what they have to offer.

- **Gauge:** 'OO'
- **Price:** £124.95 per twin pack
- **Cat No:** RT-00-KSA-201A/B/C/D, RT-00-KSA-205A and RT-00-KSA-203A/B/C
- **Site:** *www.revolutiontrains.com*
- **Era:** 9-11

THE 1995-introduced KSA wagons are the latest 'OO' gauge freight wagons to arrive from Revolution Trains, allowing modellers to replicate distinctive train formations spanning the final years of British Rail to the present day.

The fleet of 100 KSA sliding roof vans was built by Rautaruukki in Finland specifically for Rover Cars to transport parts and sub-assemblies between its plants in the UK. The design maximised the British loading gauge and at 73ft over buffers they are amongst the longest freight vehicles on the network.

On introduction, the KSA wagons were regularly hauled by pairs of Railfreight Distribution Class 47s while in privatisation Class 66s were the main form of traction for the Rover Car parts trains. From 2001 WH Malcolm acquired part of the fleet for Anglo-Scottish freight on the West Coast Main Line where Direct Rail Services Class 37s and 66s were used to haul the wagons.

However, as traffic for the KSA 'Cube' wagons diminished, part of the fleet was rebuilt for timber traffic with the first completed in 2012 for wagon leasing company



The timber wagons have neatly moulded rachet strap hooks as well fine printed detail.

"At 73ft over buffers they are amongst the longest freight vehicles on the network."

MIKE WILD



FIRST REVIEW



Also modelled are the KSAs converted into timber carriers for wagon leasing company NACCO.



Printed detail was excellent on each sample.

NACCO. These are used on timber trains in conjunction with converted IWA wagons operated by Colas Rail Freight with classes 37, 56, 60, 66 and 70 all being seen at the head of trains.

Revolution Trains unveiled its plans to produce the original and rebuilt KSA wagons in 2022 and they are now here with a choice of running numbers on each wagon type.

The original 'Cube' wagons captured the distinctive appearance of the real wagons superbly with the different heights of the body profile for the sliding door mechanisms standing over the top of the cleanly designed underframe. Detailing includes securing eyes for cross-channel operation as well as separately fitted correct profile handbrake wheels and neatly detailed Y25C bogies, as used under the real wagons.

The wagon ends have the most separately fitted parts including sprung buffers, separately fitted handrails, steps and door locking mechanism, all modelled superbly.

The KSA timber wagons are produced to the same high standard with 14 separate stanchions lined up along the length of the platforms, while the end panels have been modelled sealed and with cutouts, as per the real wagons. The rachet strap securing points are all neatly modelled too with similarly well done details to the outer ends.

Decoration of each of our samples was excellent with neat printing of the data panels and vehicle numbers as well as the additional warning labels and notices which bring the wagons to life. Equally impressive is the inclusion of the yellow and black chevron warning strips on the timber wagon deck edges.

In block train formations these new wagons make for impressive trains, particularly with each wagon being so long – and they run very well individually and in full train lengths. These are another superb choice from Revolution Trains for the modern era modeller. (MW)



The wagon ends are superbly appointed with separately fitted parts.



New from Revolution Trains for 'OO' gauge are the KSA 'Cube' wagons. They are offered in twin packs.



The underframes of the KSA timber wagons feature extensive printed detailing.

FIRST REVIEW

Coil and scrap steel wagons from

CAVALEX

FOR RAILS

The PXA covered coil wagons and JXA scrap wagons are the latest rolling stock to be crafted by Cavalex Models exclusively for Rails of Sheffield. **MIKE WILD** inspects these new arrivals for 'OO' gauge.



The tarpaulin cover on the PXA is very well done and recreates the sheen of the real wagons.

AN impressive increasing variety of freight rolling stock is coming to the market for 'OO' gauge, and amongst the new arrivals is this pair of metal-related wagons – the PXA steel coil carrier and the JXA scrap wagon produced by Cavalex Models for Rails of Sheffield.

Powell Duffryn built the fleet of 54 101-tonne steel coil carrying PXA wagons from 1986 with the fleet serving British Steel through leasing company VTG on long-term hire. They were used initially on services from South Wales steel plants at Port Talbot, Llanwern and Ebbw Vale, but later found use on turns from Boston and Kings Lynn Docks. The wagons travelled as far north as Mossend in Glasgow on regular services.

In 1994, Tiphook Rail placed an order with RFS(E) for the conversion of 38 PXA wagons into JXA box wagons for use on Sheerness Steel traffic. These were completed by the end of 1995 and after an initial period in service dedicated to flows to and from Sheerness. From 1998 the JXAs could be seen operating from Exeter and Hamworthy in the south to Saltley and Beeston in the north, expanding their sphere of operation on scrap traffic until withdrawal in the early 2010s.

Cavalex Models' new 'OO' wagons model the original PXA and rebuilt JXA wagons superbly. They are available as single and



New to Rails of Sheffield and produced by Cavalex Models are the PXA steel coil carriers. These new wagons for 'OO' gauge are available in single, twin and triple packs.



Joining the PXAs are the rebuilt wagons converted to JXA scrap carriers. These are available in single and triple packs for 'OO' gauge.

- **Gauge:** 'OO'
- **Price:** £149.95 (triple pack), £99.95 (twin pack) £49.95 (single wagon)
- **Cat No:** PXA01 TP(A)/(B)/(C))/(D), PXA01 DP(A), JXA01 TP(A)/(B), JXA01 S(A)
- **Site:** *www.railsofsheffield.com*
- **Era:** 8-10



The underframes of both the PXA and JXA wagons are finely reproduced with a full set of brake components and pipework.

triple packs from Rails of Sheffield with each wagon individually numbered and accurately finished in the correct livery.

Both wagon types run on distinctive GPS25 bogies – with the JXA bogies correctly painted yellow – while each has a fully detailed underframe with correct structure, pipework, brake handles and truss framing for the real wagons.

The tarpaulin cover of the PXA is very well done and captures the finish of the real wagons very well, with creasing of the cover over the support frames inside. They also have sprung buffers on all wagons while the bogies have been designed to allow 'EM' or 'P4' gauge wheelsets to be swapped out for the standard 'OO' gauge axles.

For modellers of the post-1986 period, the PXA wagons are a must-have for steel trains and were hauled by a wide variety of motive power including classes 37, 47, 56 and 60 while the JXA wagons make for superb block trains behind classes 33, 37, 58, 60 and 66.

These new additions are attractive choices for modern freight traffic and, in the case of the PXA, lend themselves to a mixed formation with the likes of the Cavalex BBA/BLA open steel wagons. Excellent and available now. (MW)



‘OO’ Great Northern

RAPIDO TRAINS UK has delivered its latest ‘OO’ gauge wagon project with the arrival of a series of Great Northern Railway (GNR) 8ton box vans.

These eight-ton box vans were constructed by the GNR in the early 1900s for transporting perishable goods across the east of England. Four body styles were developed - non-ventilated, end-ventilated, end and roof ventilated and vans with only end or roof vents. Some wagons were converted to carry explosives in the First World War, and others were modified for the transport of fruit. When British Rail (BR) was formed, around half of the fleet had been scrapped, and while one was earmarked for preservation, it was subsequently scrapped.

15 models have been produced, covering standard, meat and fruit variants, GNR bauxite, GNR white, LNER bauxite with NE lettering, LNER bauxite with post 1936 lettering, plus BR bauxite.

Our review samples – presented in LNER bauxite and GNR fruit van condition – were well turned out, meeting the same standard of production as previous wagons from the manufacturer. Both samples featured end and roof ventilators, with unventilated wagons and wagons with only end or roof ventilators also available. Wooden planks are moulded,



accompanied by a central door on the side with a separately applied handle. Non-sprung buffers, coupling hook and vacuum brake pipes feature at each end.

Underneath, the vacuum brake system is modelled in full, with a prominent cylinder and brake linkage connected to in-line brake shoes. Turned metal split-spoke wheels run in brass bearing cups. Crisp axle boxes, springs and a separately fitted brake handle round out a well executed package of detail. Four label clips are supplied with each wagon, which can be secured to the side with Black Tack or PVA glue.

Livery application was excellent in both cases with a pleasing sheen to the rich bauxite. Lettering is applied well, with smaller text legible on each of our samples.

Another gap filled, from a manufacturer building an impressive range of steam era-wagons. These will blend into any Eastern Region layout and will look impressive in long fully fitted goods trains. (BC)

Left: **Detailing and decoration is superb throughout, with variation to body styles across the 15 initial releases.**



- **Gauge:** ‘OO’
- **Price:** £34.95
- **Cat No:** 93005/6 (reviewed)
- **Site:** *www.rapidotrains.co.uk*
- **Era:** 2/3

RAPIDO DELIVERS ‘OO’ LNWR



Each wagon features a high quality paint finish with exquisite printing, such as the subtle refinements to the builder’s plates.

- **Gauge:** ‘OO’
- **Price:** £32.95
- **Cat No:** 95003, 950017 (reviewed)
- **Site:** *www.rapidotrains.co.uk*
- **Era:** 2/4

RAPIDO TRAINS UK’s all-new ‘OO’ gauge London & North Western Railway (LNWR) four-plank open wagons are now available.

These wagons appeared from 1904 for general purpose use across the LNWR network. They later saw use with British Railways, with several now preserved.

Rapido Trains UK’s range of LNWR wagons includes LNWR grey, LMS grey and bauxite, BR grey, Royal Naval Armament Depot grey and Port of London Authority orange.

Two wagons - one in LNWR grey and one in BR grey - were supplied for assessment. Both were well constructed, with crisp moulding and good detailing. Moulded side doors are well detailed, as are the metal corners and end stanchions – complete with riveted detail. Non-sprung buffers and cosmetic coupling hooks are fitted to the buffer beams.



box vans roll in

FIRST REVIEW



Rapido Trains UK has released its all-new 'OO' gauge Great Northern Railway 8ton box vans.

FOUR-PLANK WAGONS

FIRST REVIEW



Rapido Trains UK has released its all-new 'OO' gauge London & North Western Railway four-plank open wagons.

Along both sides of the chassis is a recreation of the braking system, which incorporates separately fitted brake handles and in-line brake shoes. Both samples were fitted with split-spoke turned metal wheels, which have been blackened from the factory, with the wagons also featuring brass bearings.

Decoration was good, with crisp, clean application on both models. Slightly different finishes between the base colour and printed elements, such as LNWR text, is a nice touch.

Rapido has modelled these wagons well and they are sure to find ready homes on many steam-era layouts. (BC)

69004 *RIDC MELTON* for Bachmann Collectors Club

The latest Bachmann Collectors Club exclusive model is here, with 69004 *RIDC Melton* sporting the bright colours of the Railway Technical Centre. **BEN CHURCH** looks over this striking new arrival.



- **Gauge:** 'OO'
- **Price:** £249.95 (£224.95) DCC Ready, £359.95 (£323.95) DCC sound, £389.95 (£350.95) DCC sound fitted deluxe (BCC members' prices in brackets).
- **Cat No:** 35-779K (reviewed)
- **Site:** *www.bachmann-collectorsclub.co.uk*
- **DCC:** PluX22 decoder socket
- **Era:** 11

New to the Bachmann Collectors Club collection of limited edition models is this 'OO' gauge Class 69 diesel, 69004 *RIDC Melton* in GB Railfreight branded Railway Technical Centre inspired red and blue.

GBRF'S CLASS 69S HAVE a strong following in railway circles, due in part to the origins of the rebuilt locomotives, but also due to the variety of colours that adorn the class, which pay homage to classic BR liveries and locomotives. One of the most anticipated liveries is 69004's Railway Technical Centre (RTC)-inspired livery, unveiled at Eastleigh in 2022. It was named *RIDC Melton* after the present-day Rail Innovation and Development Centre near Melton Mowbray, formerly known as the Old Dalby test track, to which GB Railfreight operates stock movements.

Bachmann's all-new 'OO' gauge Class 69 (HM224) impressed us with its superb detailing and heavyweight construction on release. 69004 is produced to the same standards as the initial batch, with the RTC livery superbly replicated. Application of colours to our review sample was crisp, with a rich hue present. The subtle white borders around the RTC red and wrap-around yellow ends are applied well, with crisp lines where colours meet. Printed elements are just as good, with text, overhead electric warning flashes and white highlights to pipework all neatly applied – completing an excellent recreation of this striking colour scheme.

Detailing remains impressive too, with etched side grilles and moulded detail on the chassis block. Roof fans sit behind fine grilles – the fans operate on sound fitted deluxe models, as do the auto release tension lock couplings. Each cab end has a separately fitted lamp iron, vertical light clusters and central AAR multiple working socket. Underneath, bogie detail is superb, with in-line brake shoes, footsteps and pipework. A full selection of buffer beam details and etched nameplates are supplied for customer fitment.

Bachmann's model of 69004 *RIDC Melton* is a superb replica of one of the most striking locomotives in GBRF's fleet of Class 69s. This latest 'OO' gauge model is available now for a limited period from the Bachmann Collectors Club website and will prove popular with modellers of the present-day railway. (BC)



Bachmann's latest 'OO' Class 69 is available DCC Ready, DCC sound fitted and in DCC sound fitted deluxe form from the Bachmann Collectors Club website for a limited time period.

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Fflecsville 4mm scale

LEVEL CROSSING ROAD SIGNS





- **Gauge:** 'OO'
- **Price:** £8
- **Cat No:** FVOO-041-049
- **Site:** *www.collectorstash.com*
- **Era:** 8-11

LEVEL CROSSINGS are a superb inclusion on almost any layout and this recently added collection of prototypical 4mm scale sign packs has been developed by Wrexham-based manufacturer Fflecsville. For examination, we received packs A to E, with all but pack B offered with either English only or English and Welsh text forms.

All signs are pre-cut and printed in colour on aluminium and simply need to be separated from the sheet and secured to a surface or post – posts and bases are also available to purchase from the manufacturer. Removal from the sheet is straightforward, with a perforated border around each sign. A small amount of pressure is needed to free the sign, with the assistance of a sharp blade.

Each pack contains a very useful selection of signage, including those suitable for crossings without barriers or gates, newly-built level crossings, tramway crossings, crossings with a risk of grounding vehicles, crossings with overhead electric wires, crossings with telephones and more. Our samples included up to 12 pre-cut signs in a pack.

Each of our samples was printed well, with all text legible. The choice of aluminium should also make each sign more durable, less prone to damage if accidentally knocked and, as they are metal, as near to the real thing in miniature as possible.

A comprehensive selection of signs produced to a high standard which will add that finishing touch to a level crossing scene. (BC)

'Lord Nelson' crew pack

- **Gauge:** 'OO'
- **Price:** £8.95
- **Cat No:** 11410-076
- **Site:** *www.modelu3d.co.uk*
- **Era:** 3-5

ADDING A CREW to the footplate of a steam locomotive is a straightforward way to add a little more realism to a model. ModelU's expansive range of crew figures has been designed to work with specific models, with our 4mm scale sample intended to work with Hornby's Southern Railway 'Lord Nelson' 4-6-0s.



The pack contains a fireman and driver, with the former equipped with a shovel and the latter posed sitting, adjusting controls. Both are presented well, with facial expressions and subtle creases in clothes.



Each figure is supplied unpainted, but with a steady hand and the use of paint pens or fine brushes, both can be brought to life, and are sure to enhance the open-backed cab of the 'Lord Nelson'. (BC)

Fflecsville cable drums



- **Gauge:** Various (medium, as reviewed)
- **Price:** £7.50
- **Cat No:** FVX-035/6M
- **Site:** *www.collectorstash.com*
- **Era:** 4-11

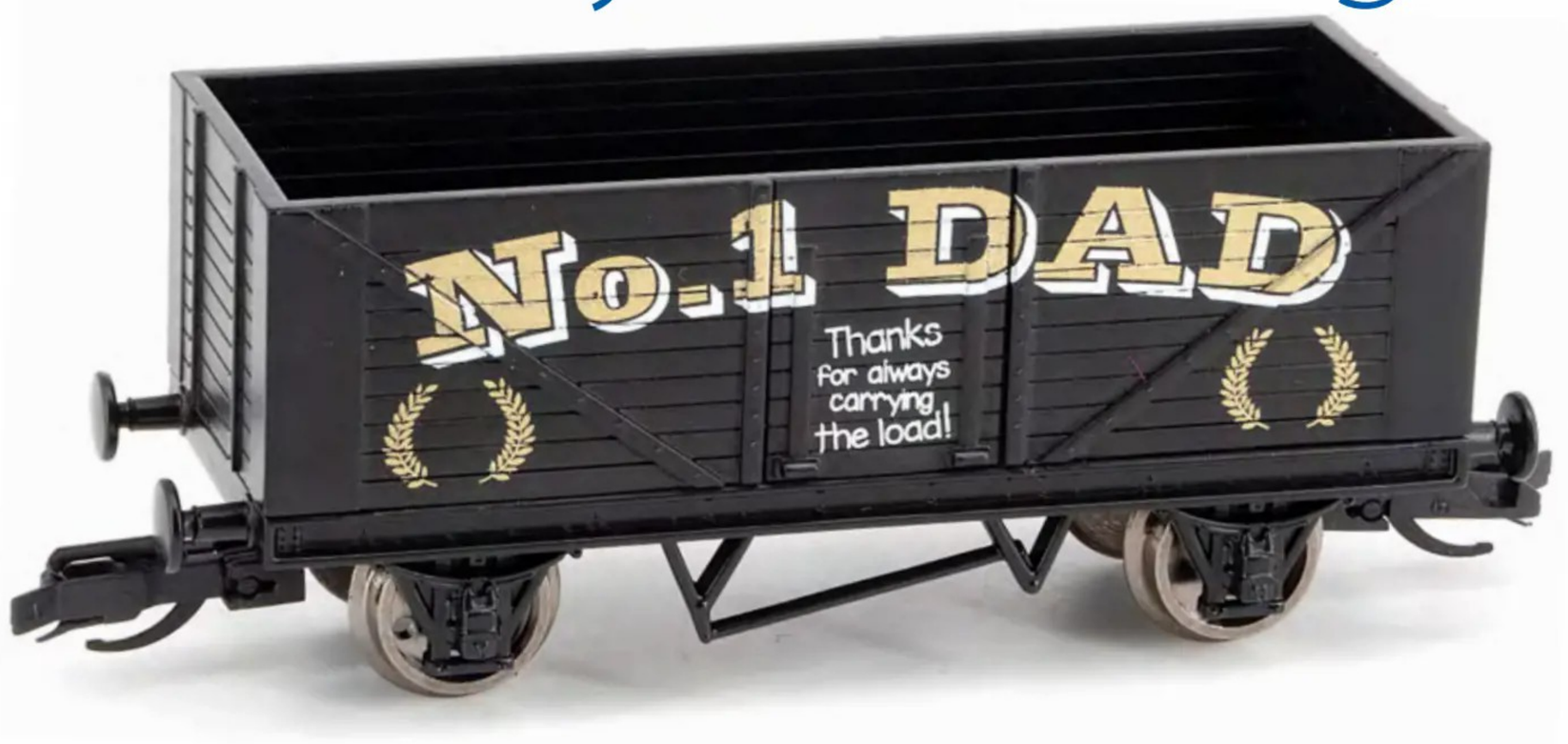
FFLECSVILLE'S expanding range of accessories includes these useful cable drums, which are ideal as lineside detail or wagon loads, with two medium sized packs received for assessment.

While not specific to a particular scale, the cable drum packs have been categorised as small, medium or large and are intended to be placed accordingly on a layout to represent the different sizes available. One of our medium-sized cable drum packs included a length of stainless-steel wire cable, while the other includes black plastic pipe. Two cable drums are included per pack, with each drum requiring assembly. Each wooden part is laser-cut from bassboard and will require careful removal from the sheet. Detailed instructions are supplied.

Once assembled, each cable drum makes for an impressive prop and can be painted and weathered to enhance the appearance. Perfect additions to many railway-related scenes. (BC)

Hornby Father's Day 'TT:120' wagon

- **Gauge:** 'TT:120'
- **Price:** £19.99
- **Cat No:** TT6059
- **Site:** *www.hornby.com*



HORNBY'S COMMEMORATIVE 'TT:120' scale wagon for Father's Day 2026 is here. Our sample makes use of one of Hornby's generic open wagons for 'TT:120' – the same design as seen in the Branch Line Freight starter set. A similar Father's Day wagon is also available for 'OO'.

Painted in black, 'No.1 DAD' text is inscribed on the wagon along with the text "Thanks for always carrying the load!" Both are printed well, with a gold sheen to some of the text and the two laurels. Turned metal wheels are fitted, along with a pair of kinematic NEM 'TT:120' couplings.

An ideal gift for any model railway enthusiast dad, this wagon is in stock now from Hornby stockists and the Key Model World Shop. (BC)

3D Workhorses



WHILE STEAM LOCOMOTIVES largely displaced horses, they remained in use on parts of the railway and in industry until the 1960s and beyond. ModelU has produced a pack of two ponies intended to be used in a coal mine and another of a bargeman with a Shire barge horse.

Both our 4mm scale packs exhibited crisp, accurate detailing, with the pit ponies wearing face guards, while the barge horse is notably larger and features a different style of saddle. The miner and bargeman are also dressed in appropriate clothing, which sports the typical creases and details seen across ModelU's range.

Each of the figures will need to be removed from the 3D printing supports and painted. Both figure packs are perfect choices for industrial scenes and will add some character and a period feel to a canal or coal mine. (BC)

- **Gauge:** 'OO'
- **Price:** £13.49 (pit ponies), £8.95 (barge horse)
- **Cat No:** 31304-076 (pit ponies), 31303-076 (barge horse)
- **Site:** *www.modelu3d.co.uk*
- **Era:** 1-5

ModelU fire iron set

- **Gauge:** 'OO'
- **Price:** £8.95
- **Cat No:** 2702-076 (short), 2756-076 (long)
- **Site:** *www.modelu3d.co.uk*
- **Era:** Any

MODELU has developed two new packs of 4mm scale fire irons – those essential items for every steam locomotive.

The short fire irons pack is intended for tank locomotives, while the long pack is intended for tender locomotives. A bucket, two shovels and four types of fire iron are included in each pack.

These latest additions to the range can be posed in a depot or on a locomotive and will look effective when painted and weathered. They are, however, very fragile and care needs to be taken when removing them from the printing supports and painting them.

While our review samples were supplied in 4mm scale, they are also available in a variety of other scales from ModelU now. (BC)

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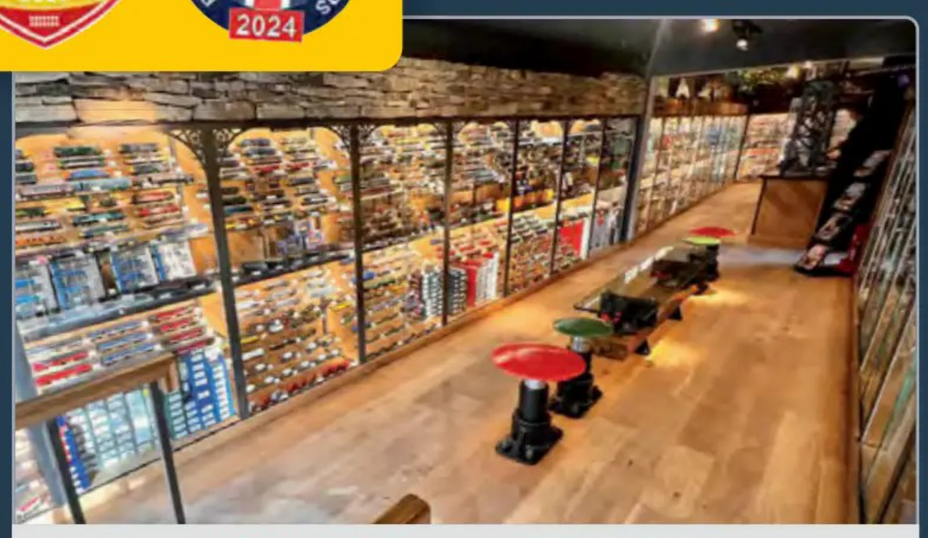
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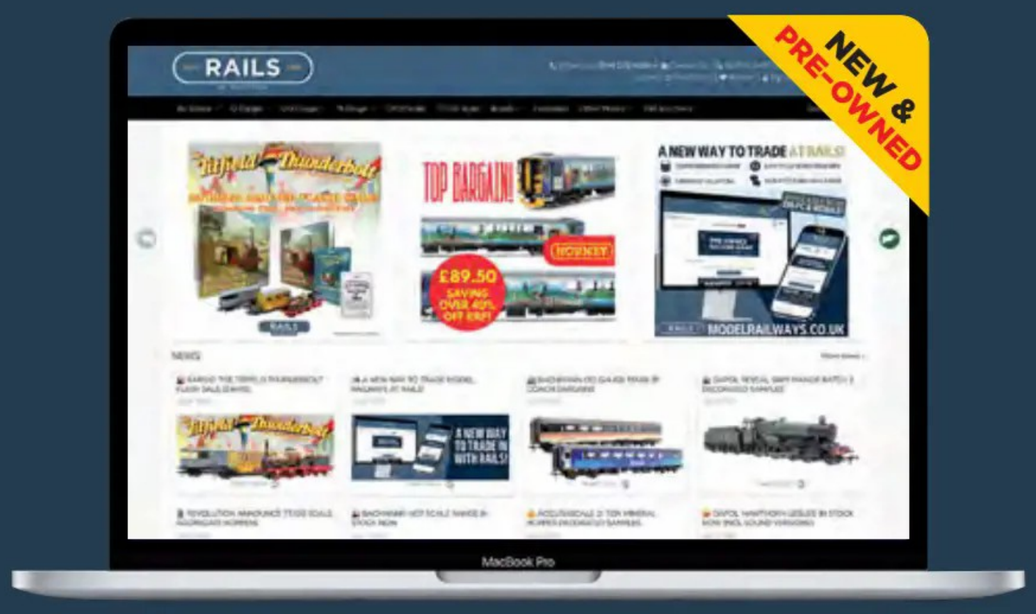


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S. Barltett ★★★★★

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R. Smalley ★★★★★

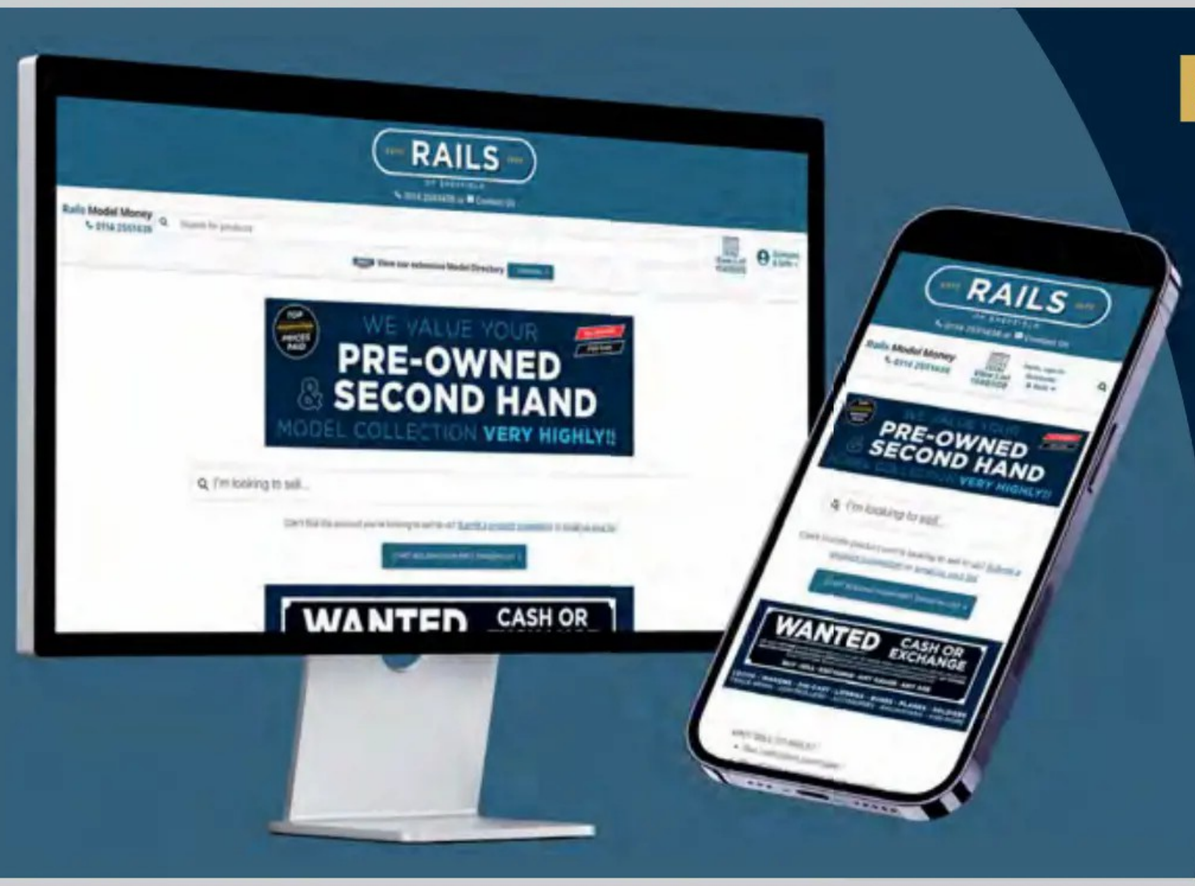
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D. Ager ★★★★★

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RIGID TRACK REALISM

Cornwall's Looe branch offers huge potential for modellers. **PAUL LUNN** shows how it can be modelled in a compact space in 'OO' gauge.

I OFTEN SPECIALISE IN LAYOUT DESIGNS for modellers at or just above entry-level, using sectional track components in a slightly more creative way than anticipated by their manufacturers. Wherever possible, I'm keen to avoid the overused double track oval, with straight runs parallel with a baseboard edge and sidings contained diagonally within the central area. Yes, there will always be compromises due to space and available track components, but neither should stop us from being more realistic in our endeavours.

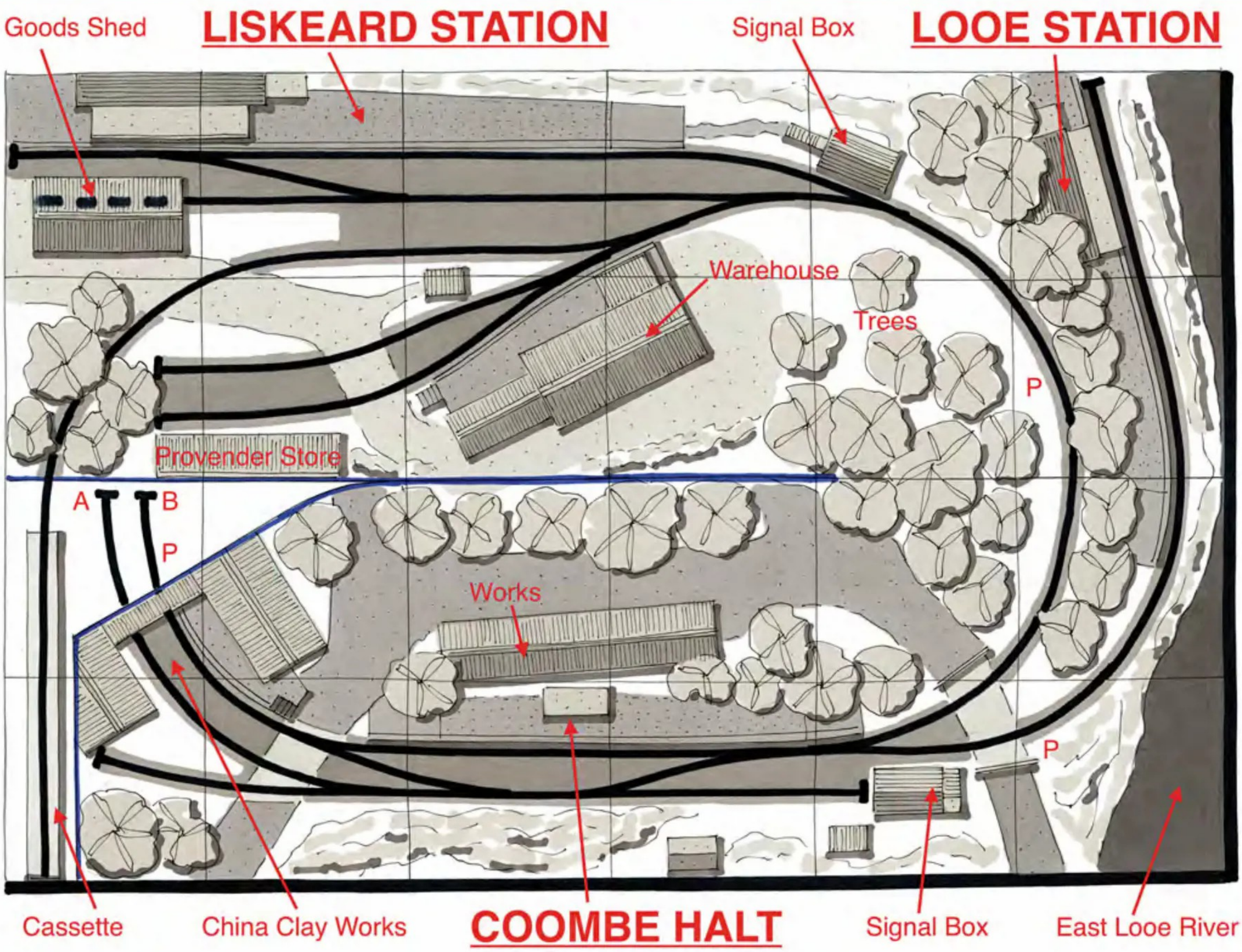
INSPIRATIONAL PROTOTYPE

The still operational, 8¾-mile-long Liskeard to Looe branch in Cornwall is a favourite with its riverside route, stunning scenery, passenger and china clay services in days gone by. Much has been recorded in books and online and a visit is recommended for those who can make the journey. The route lends itself to running short passenger trains, such as a Great Western Railway '45XX' 2-6-2T and two or three coaches in the steam-era or single-car Class 121/122 Diesel Multiple Units (DMUs) in the diesel era.

For more modern workings, two-car Class 150 DMUs currently ply the route. The line has even enjoyed the return of the Great Western Railway (GWR) steam Railmotor in recent years too, while the visit of occasional railtours could add to the variety.

Left: **GWR's Liskeard to Looe branch in Cornwall lends itself to being modelled with short trains running through stunning scenery. On August 14 2025 two-car Class 150 DMU 150239 skirts alongside East Looe River near Terras Bridge.** Paul Lunn collection.

PLAN 1 – COMPROMISE AND COMPRESSION





THIS 'OO' GAUGE DESIGN DATES BACK SOME YEARS NOW AND IS contained within a standard 6ft x 4ft baseboard and while looking like an oval is actually end-to-end. It comprises three stations and a china clay works and is truly a branch line rather than a solitary location with a storage yard at one or both ends. Operationally, reversal is required at Liskeard with trains from the main line backing into the branch platform and again at Coombe Junction, for the journey on to Looe.

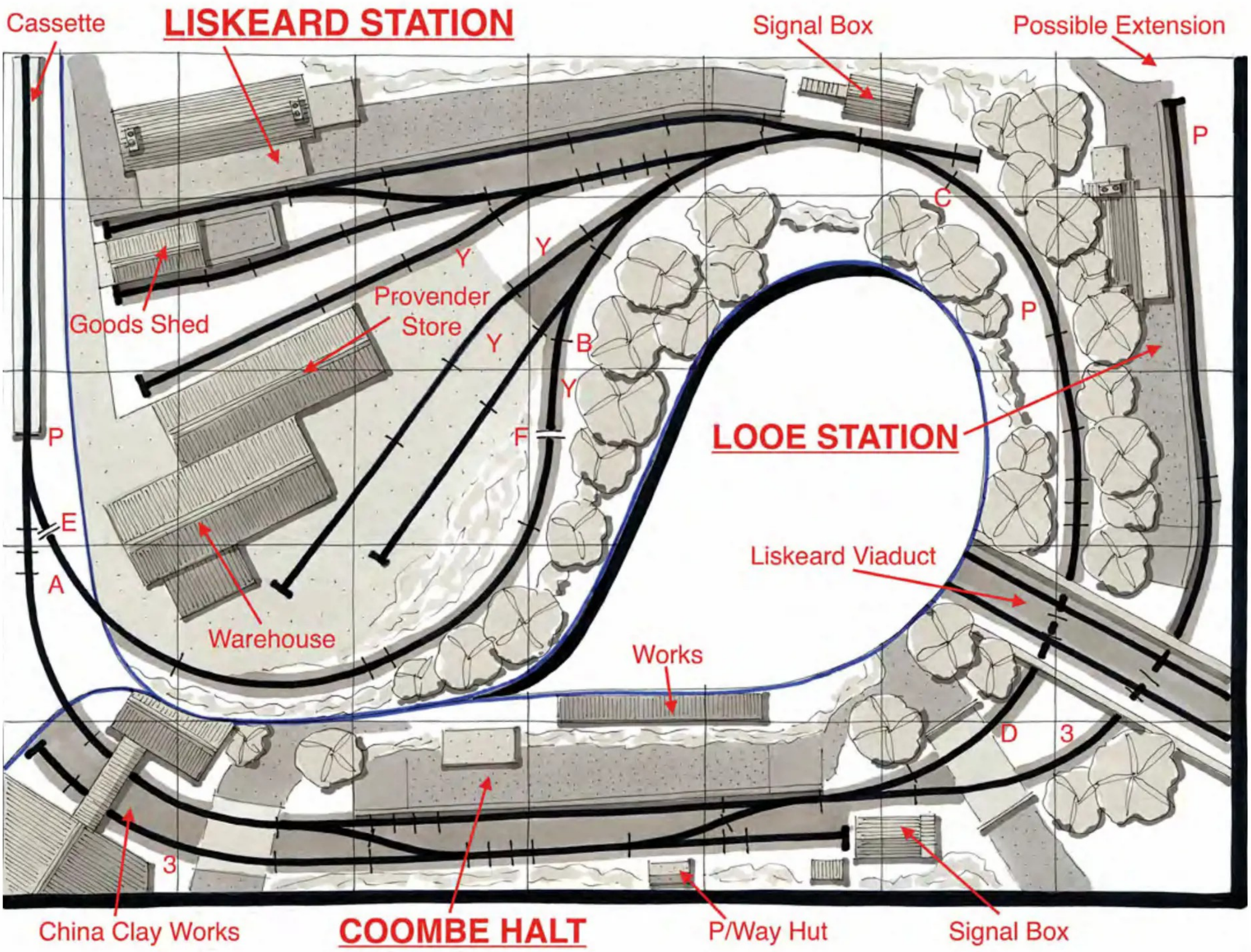
FACTUAL CONTENT

- All key scenes are in geographical order
- Track plans are largely similar to the real places, though much compressed
- Curves into the china clay works are orientated correctly but to a much tighter radius.

FICTIONAL CONTENT

- Liskeard station is much reduced, and the platform is straight rather than curved at the outer end, as per the prototype
- The signalbox is shown on the plan, though it closed on March 15 1964 and was replaced by a ground frame
- Only two sidings are included for the goods yard at Liskeard although the curve to the cassette can act as a third
- Unlike the real place, buildings within Liskeard yard are situated for convenience within the available space
- The curve from Liskeard to the main line (cassette) is incorrectly orientated
- Straight track runs parallel to the baseboard edge
- Track was outside the goods shed, top left
- Curve linking Liskeard to Coombe Junction Halt has no straight sections, as per the real location
- Combe Junction and the china clay works are greatly foreshortened
- The main line from Plymouth to Penzance has been omitted, including Moorswater and Liskeard viaducts
- The scenic run between Coombe Junction Halt and Looe station, loco shed, goods yard and quayside is largely omitted.

PLAN 2 - PUSHING THE BOUNDARIES



DESIGNS ARE RARELY FULLY FINISHED and can often benefit from a second and even further attempts. This more up-to-date 'OO' gauge design, measuring 7ft x 5ft 8in, attempts to redress some of the omissions in Plan 1 and aims to increase the level of prototypical reality included within the overall scheme.

FACTUAL CONTENT

Content is as per Plan 1 but with the following additions:

- The station at Liskeard is largely prototypical with principal structures in the correct location
- For the first time, in all my entry level designs, the track plan uses a point and short straight to represent a catch/trap point
- Curve to the main line (cassette) is orientated correctly but creates a reverse loop requiring special electrical treatment. Note E and F represent electrical breaks in both rails in order to avoid a short circuit in the return loop arrangement. Operationally, both ends are best left isolated using double pole, double throw switches, except when a locomotive needs to pass through. At these times electrify only one end, that nearest the locomotive, drive it onto the E to F section, whichever direction you're using, then re-isolate the one you've just electrified and electrify the opposite end, ready for the locomotive to move further round the layout. After the movement, re-isolate the whole E to F section
- Liskeard platform curves slightly at the outer end
- There are two short straight sections in the curve between Liskeard and Coombe Junction Halt
- The Coombe Junction Halt track plan has been extended and a link line has been provided back to the cassette for longer china clay trains where wagon loads can be added or removed 'off stage'
- A section of Liskeard Viaduct has been added bottom right and that part over the Liskeard to Coombe Junction Halt line is correctly located
- Like Plan 1, both designs are shown on flat baseboards, though you could add shallow gradients downwards from C to D (prototypically correct) and upwards from E to F (not prototypically correct) in order to link to the Moorswater and Coombe section, as per the prototype, on a flat baseboard.

FICTIONAL CONTENT

- The part of the main line bridge, over the Looe Branch, is fictitious due to the layout's semi-oval format. I suggest having a static single railcar, possibly a non-runner, on one track and permanent way vehicles on the other. Both will help disguise that point where 3D modelling and 2D backscene meet at track bed level
- Moorswater Viaduct has been omitted, but a short section could occupy the space of the china clay works, bottom left corner, which would be represented by the non-scenic cassette
- I'm still concerned about the length of the Looe branch, and this could be extended, on an additional straight baseboard, moving the station further away and adding the locomotive shed, closed on April 2 1917, and quayside that once existed beyond. Note that freight services here were withdrawn in November 1963.

PLAN 2 – WHAT WE USED

PECO CAT NO.	QUANTITY
ST-200	11
ST-201	6
ST-203	21
ST-225	3
ST-226	8
ST-227	5
ST-231	2
ST-238	4
ST-240	5
ST-241	9

KEY TO ALL PLANS

- Track components are listed as Peco but can be substituted with Hornby or similar. Please note that where two ST-203s occur together they can be substituted with a single ST-202
- P indicates power supply to track
- Accompanying track plans use second radius curves unless shown otherwise with a 3, for third radius or Y for the curve that matches a Y point
- Each square on all plans represents 30cm (1ft).

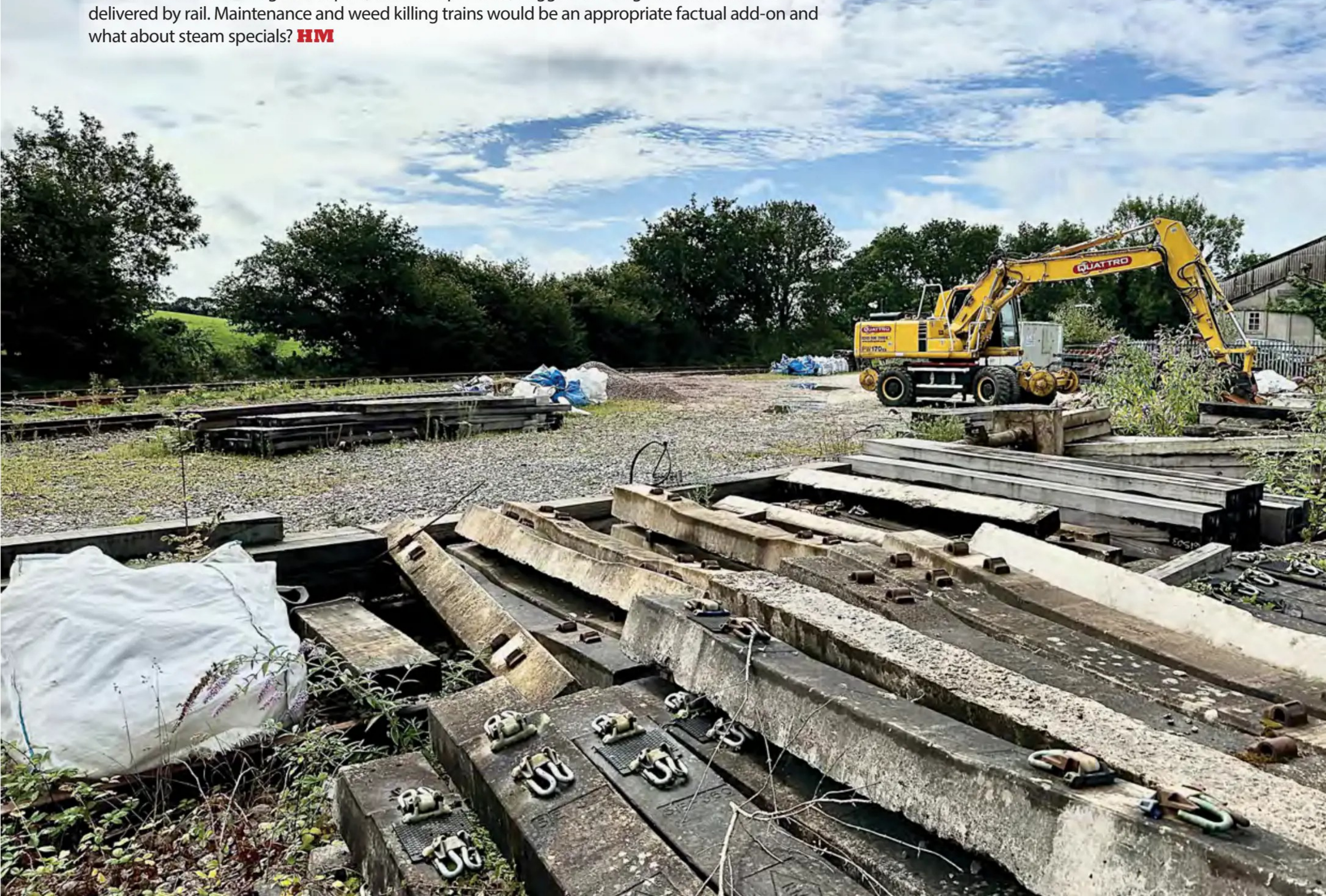


OPERATION AND STOCK

Workings on the line consist of a shuttle passenger service, general goods including agriculture, at Liskeard, china clay traffic to and from Moorswater hauled by GWR 'Pannier' and '45XX' tanks for the whole steam period, note that four- and six-wheel coaches would have been used in the earlier years. First generation DMUs took over in the BR green livery period and freight was hauled by Class 22, 24, 25 and 37 locomotives, in due course in Rail Blue. During the privatised era Class 37s remained in use for some time, together with Class 66 and Class 70 diesel locomotives on workings to and from Moorswater. It should also be noted there was a 25mph limit on most of the branch except one section, the gradient between Liskeard and Coombe Halt, where it reduced to 15mph.

END OF THE LINE?

Whilst Class 150 DMUs rule the roost these days there's little else, especially since traffic ceased serving Moorswater. Always one to look for any excuse, part of the old goods yard is now a small permanent way depot and a siding remains available, with an on-site Quattro road/rail vehicle. It wouldn't be hard to imagine sleepers, track components, bagged building materials and so on delivered by rail. Maintenance and weed killing trains would be an appropriate factual add-on and what about steam specials? **HM**



LISKEARD TO LOOE IN PICTURES



Liskeard's branch line station is unusually situated at right angles to the main line. Class 118 DMU P468 (51310/51325) waits to depart with a branch train for Looe on September 19 1987. Brian Robbins/Railphotoprints.uk.



The original branch station building dating from the early 1900s still remains at Liskeard and is a delightful wood boarded structure, though the canopy dagger boards appear to have seen better days! Paul Lunn collection.



BR Class 37 37297 is seen at Moorswater with clay hood wagons bound for Carne Point on March 1 1984. Note Moorswater Viaduct in the background, which could be added to the larger layout in place of the china clay buildings. John Chalcraft/Railphotoprints.uk.



A more recent view of Coombe Junction as First Great Western's Class 153 DMU 153380, forming the 12.08pm Looe to Liskeard service, waits at the junction while Colas Class 70 70802 slowly inches down the gradient from Liskeard with the Aberthaw to Moorswater cement on April 5 2017. John Vaughan/Railphotoprints.uk.



Comparison with this May 1984 view and the layout plan will show that I've captured the main features of Moorswater china clay works, although in a much-reduced space. Note I've provided a short non-scenic section in plan 1 at the Works so that empty and full wagon loads can be swapped, for added realism. Paul Lunn collection.



The track plan at Coombe Junction Halt had been substantially revised by the time of my visit on May 5 1984. Originally it had been double track along this section with the left-hand line serving the halt and the right-hand one going further on to Moorswater china clay dries. Paul Lunn collection.



BR Class 121 DMU P125 arrives at Looe station on May 11 1984. By this time, the station had been revised with a bus shelter style waiting area in place of the original station building. Paul Lunn collection.



A more recent view of Looe station, as 150 232 arrives with a train from Liskeard on August 13 2023. Please note the current station is nearer to the junction than the original one. Paul Lunn collection.

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Digital sound for the BACHMANN CLASS 66

Why would you choose a DCC Ready model when a factory sound option is available? **MIKE WILD** explains why as he shows how to add DCC sound as well as Rusty Rails Modelling's interior parts to the all-new Bachmann Class 66.

BACHMANN'S NEW 2025-released Class 66 has been a popular new addition to its range of 'OO' gauge diesel locomotives, with a collection of classic liveries to choose from. As with all recent Bachmann diesels, the Class 66 can be bought DCC Ready, DCC sound fitted and DCC sound fitted deluxe.

For this project we wanted to investigate what was involved in adding sound to a DCC Ready model as well as adding Rusty Rails Modelling Class 66 engine facades to add depth to the interior inside the radiator room.

But why add your own sound when you can buy a model DCC sound fitted? There are two reasons. Firstly, you might want to spread the cost of adding sound by buying the locomotive and chip separately, and secondly, it will add variety to how your fleet sounds by using different sound files.

Any quality Class 66 decoder will sound like a Class 66, but the nuances make all the difference. For our project we selected the Legomanbiffo sound file which was loaded onto an ESU LokSound V5 Plux22 decoder by Roads and Rails before delivery. We also ordered a 55mm x 24mm ESU passive radiator speaker as we have had great results with these speakers in a variety of locomotives.

Bachmann's new Class 66 has been designed with sound in mind. DCC Ready versions come factory fitted with a 15mm x 11mm cube speaker as well as a pack of stay alive capacitors while in addition there is space for a 55mm x 24mm speaker beneath the main Printed Circuit Board (PCB). The PCB has to be removed to fit the larger speaker, but that isn't as difficult as you might think thanks to its use of plug-in connectors.

The entire project took around an hour to complete and brings the Bachmann Class 66 to life with a full suite of authentic sounds and with plenty of driving functions to make it very enjoyable including Drive Hold, working brake and a full suite of lighting functions for day and night mode, parking lights, yard markers, cab lights and more.

The following step by step guide explains how we went about installing sound in 66606 and you can see the video of the completed model in action at *keymodelworld.com/video*. **HM**

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
ESU LokSound V5 Plux22 decoder	*roads-and-rails.co.uk*	58412
ESU LokSound 55mm x 24mm speaker	*roads-and-rails.co.uk*	50346
Rusty Rails Class 66 engine facades	*shop.keymodelworld.com*	RRM176

Bachmann's Class 66 is a straightforward model to add digital sound into, but needs care and attention to refit the main PCB correctly. The Rusty Rails Modelling engine facades make a big difference at the No. 2 end as 66606 stands outside Topley Dale TMD.

EXCLUSIVE VIDEO ONLINE!
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STEP BY STEP

INSTALLING DCC SOUND IN A BACHMANN CLASS 66

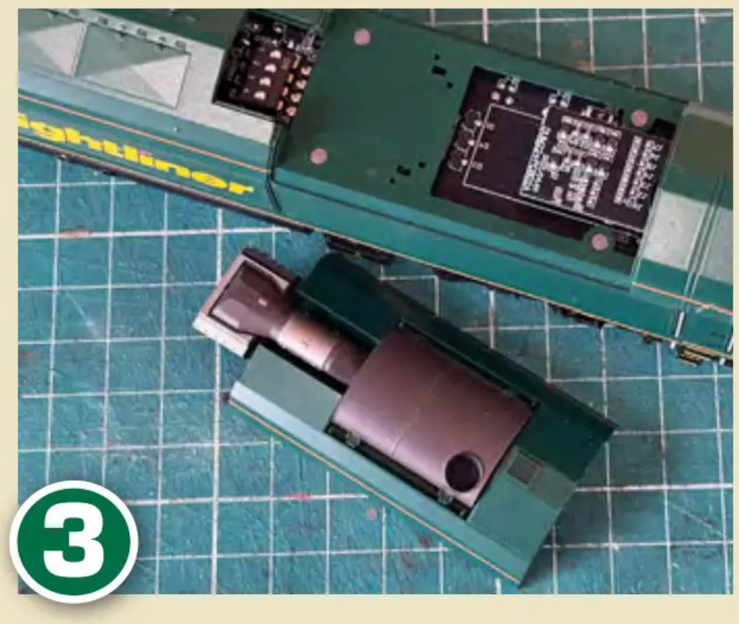
Intermediate
Beginner — SKILL LEVEL — Advanced



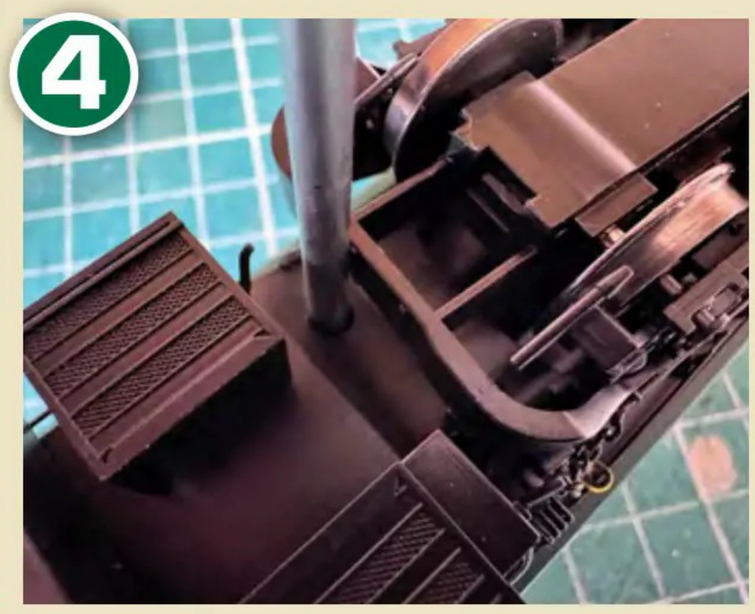
1 Our project locomotive is 66606 in Freightliner green in DCC Ready format. To add sound, we are using a LokSound V5 Plux22 chip pre-loaded with Legomanbiffo sound and an ESU passive radiator 55mm x 24mm speaker plus Rusty Rails Modelling Class 66 engine facades for interior detail.



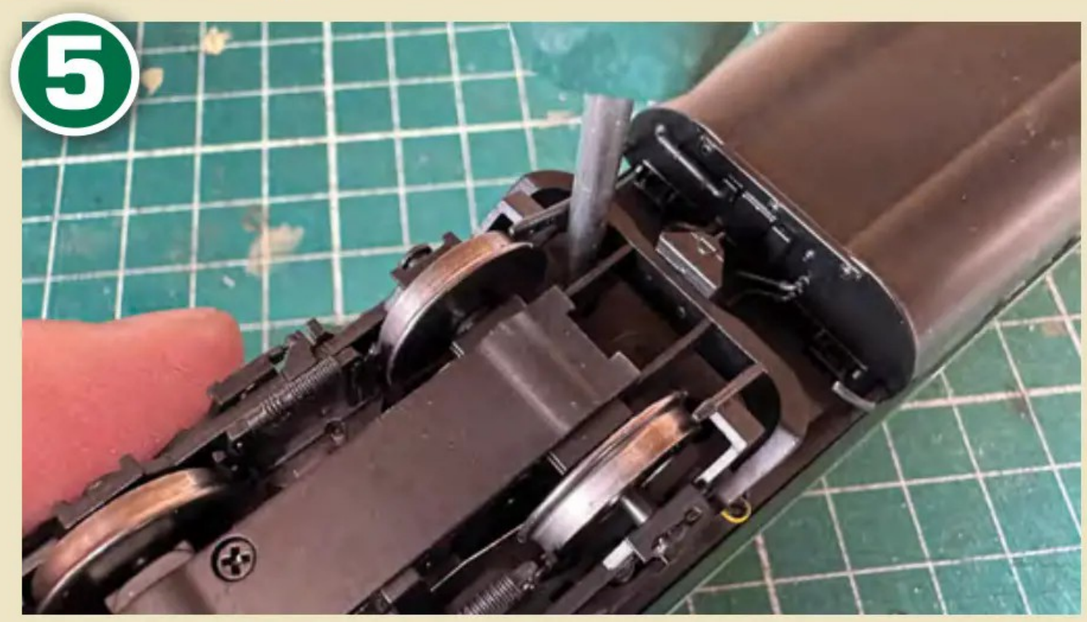
2 The 3D printed engine facades have to be installed inside the body and model the corridor interior behind the radiator grilles at one end of the Class 66. The finished result means the interior lights only illuminate the corridor for a much improved appearance.



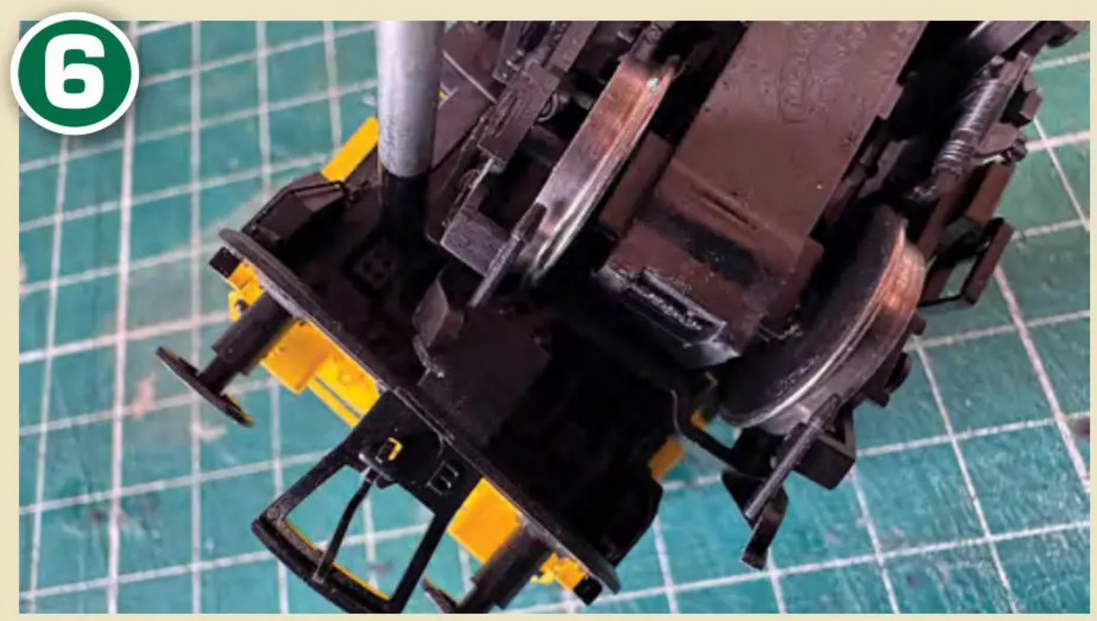
3 If you are only looking to add a straight DCC motor control decoder, the roof hatch can be lifted off its magnets for access to the Plux22 socket. However, a full sound installation requires the body to be removed for access to the chassis to install a speaker and chip.



4 Body removal starts with release of the central screws. The first two are located outside the leading bogie and require a crosshead screwdriver for removal. Once removed, keep them safe for reassembly.



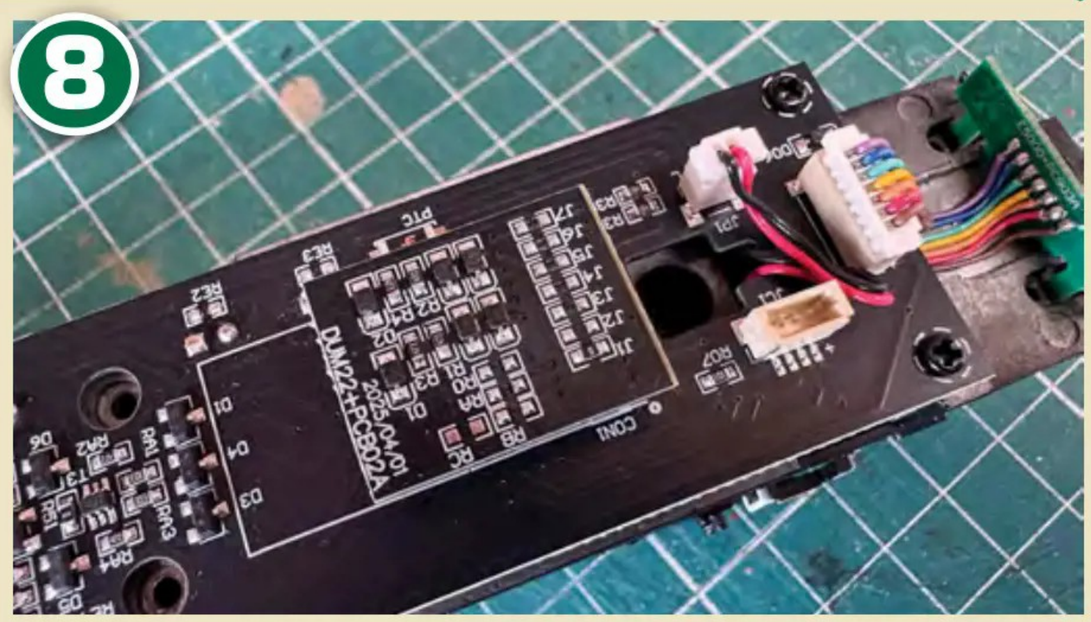
At the other end, the screws are accessed through the rear of the bogie frame. A long reach crosshead screwdriver is handy here, especially if it has a magnetic tip to lift the screws out of the chassis.



Two more pairs of screws hold the front of the body in place at each end. Undo these prior to removing the body from the chassis. It is necessary to move the bogies to each side for access to these screws.



Once all the screws are undone, the body can be lifted clear of the chassis. Be careful when lifting the body as there are two four-wire harnesses which connect the cab interior and upper headlight to the main PCB that need to be disconnected.



The Plux22 decoder socket is located at one end of the chassis. DCC Ready versions come with a pre-fitted stay alive as well as a factory fitted 15mm x 11mm cube speaker.



The factory fitted 15mm x 11mm cube speaker is at the other end of the chassis and is the only speaker fitted on DCC Ready models. Space is provided underneath the main PCB for a larger 55mm x 24mm speaker to be installed.



The corridor appearance is clear with the body removed – this is where the Rusty Rails engine facades go to replicate the interior of the locomotive in this area.

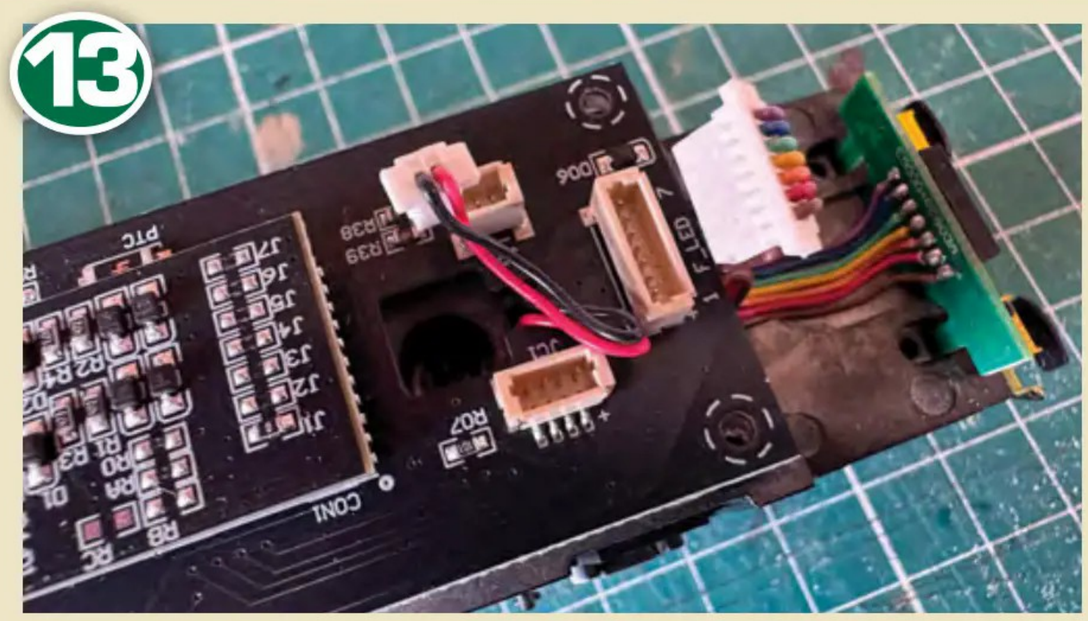


Before fitting the facades, we painted them in grey primer. Installation is simplified by removing the screws holding the main PCB down at this end. The position of the LED in the corridor will now illuminate this space correctly.

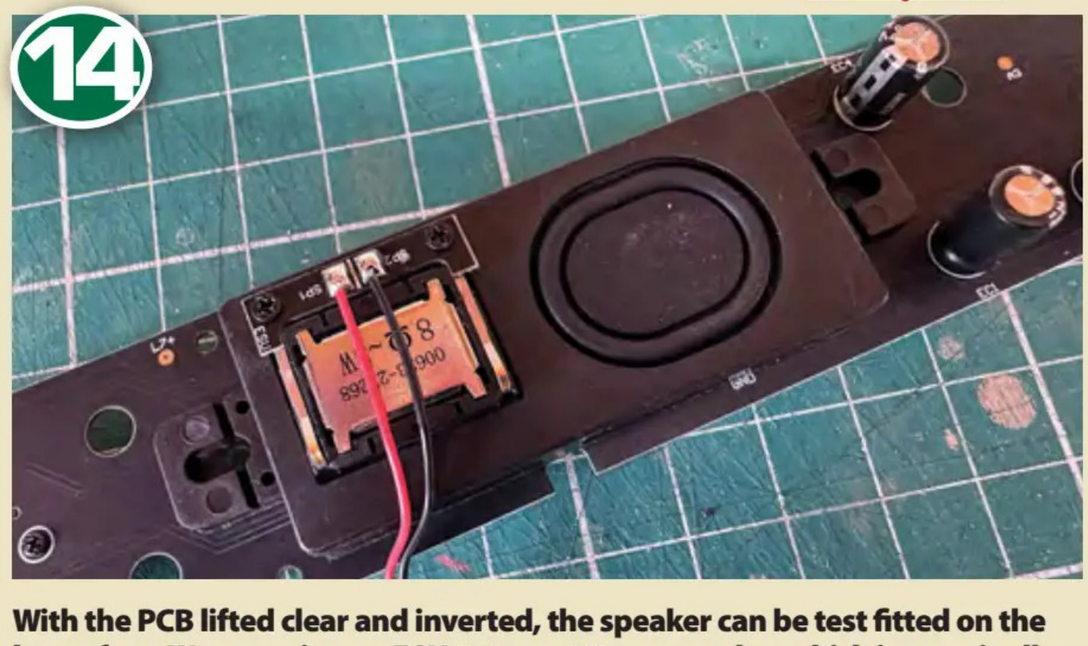


Fitting the large 55mm x 24mm speaker requires the entire PCB to removed from the Class 66 chassis. Due to its plug-in connector design, this is simpler than you might think. Start by undoing all six securing screws with a crosshead screwdriver.

Intermediate
Beginner SKILL LEVEL Advanced



Next, disconnect all the plugs from their sockets on the PCB. In each case the plugs and sockets are simple to identify as they will only fit or reach one location.



With the PCB lifted clear and inverted, the speaker can be test fitted on the lower face. We are using an ESU 55mm x 24mm speaker which is marginally deeper than the EM2 design which the model was specified for. It does, however, still fit.



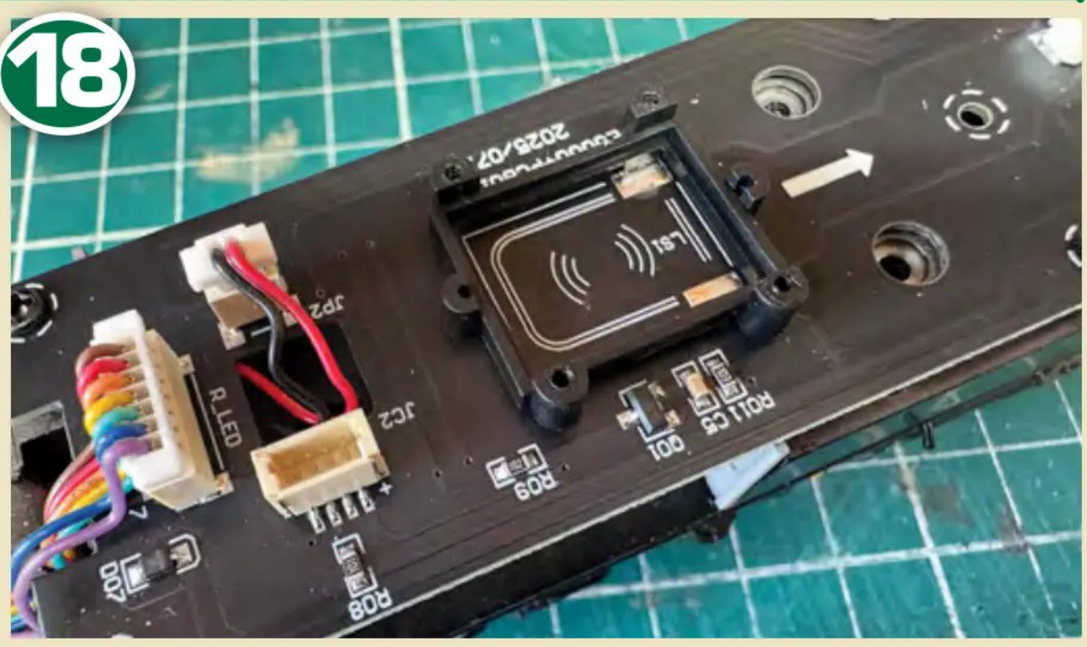
To rule out any possibility of a short circuit, we covered all the exposed chassis metal around the motor which could touch the speaker contact with insulation tape, taking care to ensure it did not foul on the motor or drivetrain.



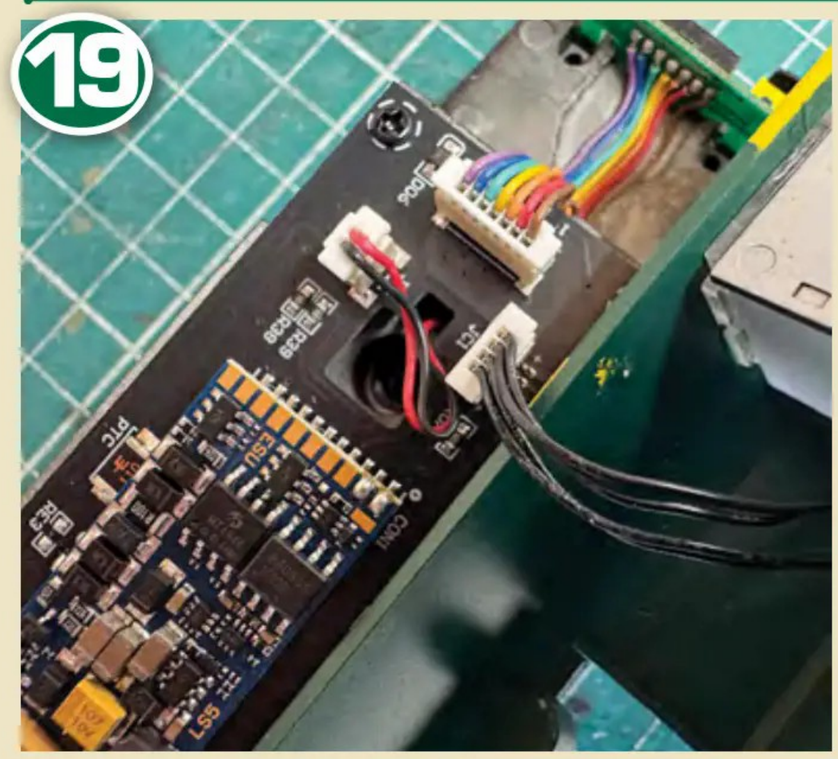
The speaker was secured to the base of the main PCB with two strips of double sided tape for a simple, clean and minimal depth adhesive. The PCB was then refitted to the chassis and screwed in place before refitting the connectors.



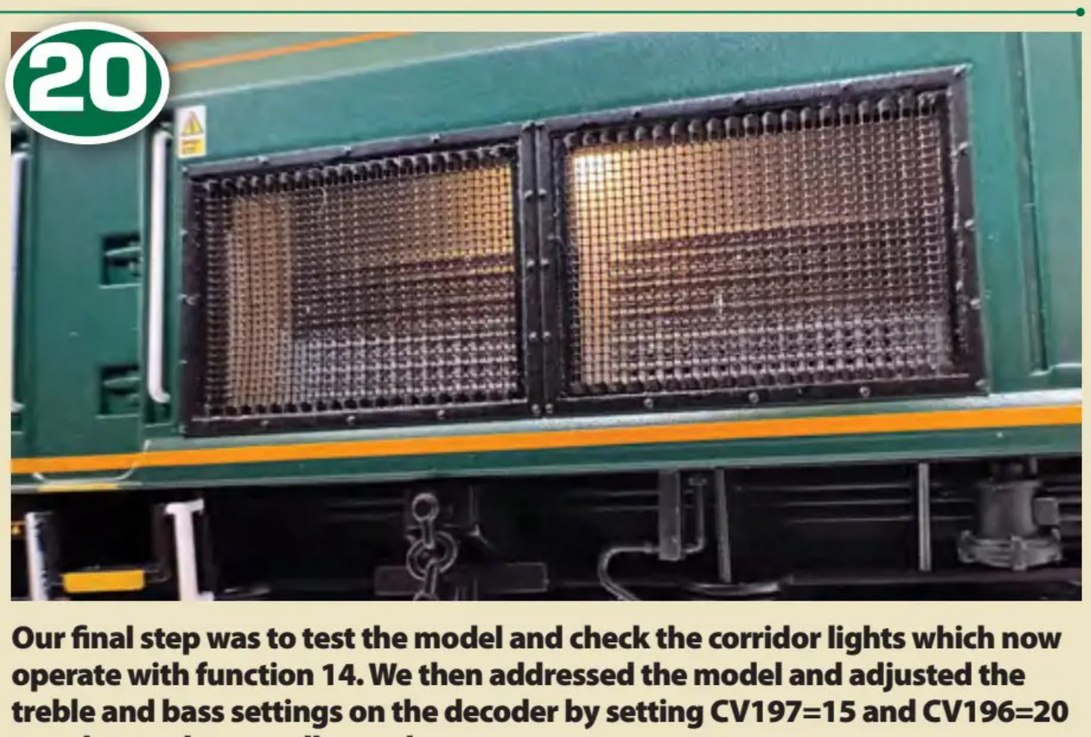
Next, the ESU LokSound V5 chip was plugged into the socket. The PCB has pre-laid traces which connect to the speaker so there is no soldering required for this model.



A first test of the model showed that the ESU speaker performed better without the additional cube speaker, so we opted to remove it from the model.



Refitting of the body starts with connection of the lighting cables. Once the body is back in position, the screws removed in steps 4-6 need to be refitted to hold it firmly in place, completing the installation.



Our final step was to test the model and check the corridor lights which now operate with function 14. We then addressed the model and adjusted the treble and bass settings on the decoder by setting CV197=15 and CV196=20 to enhance the overall sound output.

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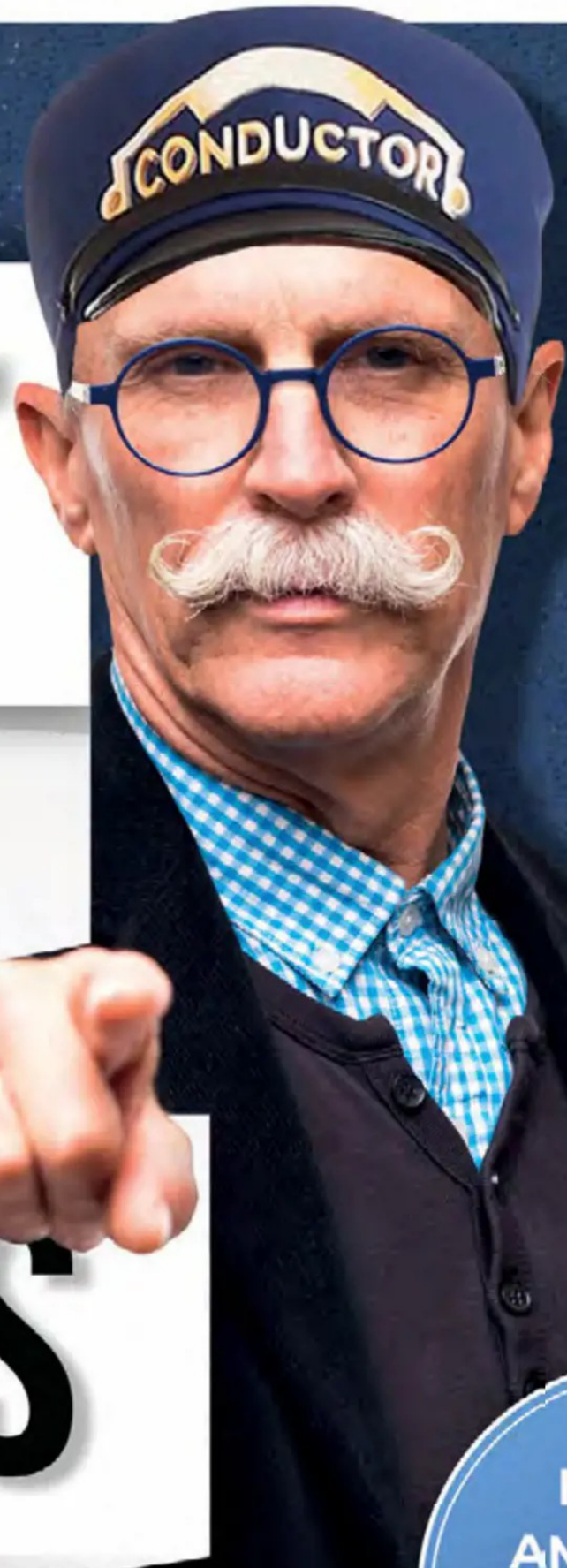
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BRICKFIELDS

Serving an industry towards the end of its life, this unusual rural layout was built by a group of friends at their local model railway club, and the scene has given much satisfaction over the past ten years, as **RICHARD CAPON** and **IAN GOOSE** explain.

PHOTOGRAPHY, CHARLIE BISHOP

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'O-16.5', 16.5mm	7mm:1ft	8ft x 2ft 6in (SCENIC)	INDUSTRIAL	1920s	ANALOGUE



1 Right:: **A local milkman leads his horse for a drink at the trough outside the station, while a customer waits for the ticket office to open.**

2 Below right: **A pair of 0-4-0 locomotives of differing ages stable on-shed. One is about to pull forward to the coaling stage for replenishment.**

3 Below: **Brickfields' mid-morning train with three vehicles in tow arrives at the station in expectation of passengers.**



THE WEST CAMEL MODEL Railway Society has the use of a village hall but layout storage space between meetings has always been at a premium. The sale of a 54ft long 'O' gauge layout immediately released extra space and presented a fantastic opportunity for the group of members.

So, what to build next? The layout sold included an 'O-16.5' narrow gauge quarry section with a transhipment facility to the main line and a few of us were hooked on the scale and gauge. Ian was particularly keen and started a home build of a layout serving a small station, timber mill and workshop which he offered to the group. We were lucky that the team included 'Derek the Elder', an octogenarian of boundless enthusiasm and a limitless thirst to research a real scenario of a brickworks rather than a timber yard as it was thought it would present better operating potential. Although we did not fully embrace building an exhibition layout, we were keen to demonstrate our collective modelling skills with a modest layout.

We made a tentative start, inheriting Ian's baseboards, assessing potential track layouts, and planning for expansion, all whilst seeking to give the layout purpose. The proposed brick manufacturer hand-made and fired a really light-coloured clay brick so we could have a clay mine, drying sheds, lots of kilns and chimneys to support 24-hour firing, stacks of bricks awaiting delivery, a coal mine providing fuel for the kilns, workmen's trains to bring in the workers to a halt, a busy set of sidings, the manager's house, a village to house the workers, a station for the village, a smithy to make the tools, a farm to grow food, a dairy to provide the milk and a general mass of activity. Then reality struck.

It took several discussions, but we compromised on a dilapidated brickworks towards the end of its working life at the beginning of the 1920s. To achieve a balance between rural life and an industrial scene we decided on a single kiln, sheds to manufacture and dry the bricks, a sleepy local station, a clay mine and a servicing area for the engines. Everything else is imagined to be off layout, with passenger, goods and works traffic haphazard and infrequent in real life but run much more frequently on the model to capture interest.

CONSTRUCTION

The three baseboards were constructed from ply using the sandwich beam method, and two boards were fitted with backscene panels on an intermediate beam. Spring over-clips and pattern makers dowels are fitted at the two joints. Each board is 4ft long x 2ft 3in in front of the backscene and 3in behind. All the cross-members underneath the boards were pre-drilled with ample clearance holes for the subsequent wiring. Using »





4 Left: **A staff train carrying brick-workers ahead of their shift rumbles into view and passes the settling pond.**

5 Right: **Barrels are unloaded and grass grows over piles of rejected bricks as *Cadbury* eases through the yard towards the engine shed.**

6 Below: **Shed staff are kept busy as crews prepare an 0-4-2ST and an 0-4-0T with coal and water ahead of their afternoon workings.**

ply in this manner has eliminated twist and the boards are light but can be cumbersome as the backscenes are integral by design.

On the non-scenic storage yard, the turntable can hold a locomotive and four items of stock and comprises a circular hole cut in the ply surface with an MDF sheet mounted from underneath. The turntable deck is also MDF on a hollow centre pivot through which runs a twisted pair of wires to power the track. The turntable is hand spun and to ensure smooth rotation so that the stock remains stable, the MDF to MDF rubbing surfaces are waxed. It took us a little time to adjust the heights and gaps of the approaching tracks, but it has proven very reliable and served us well.

Track and points in the scenic section are all Peco 'O-16.5' with wooden sleeper finish and pinned on cork by the group. Point motors are DCC Concepts' Cobalts



operated from toggle switches on a diagrammatic central control and all the frogs are wired. Where the points are situated, the ply is double thickness with patches underneath. We spent a long time refining the position of the insulated fishplates and conducting trial running before we committed to ballasting the layout in the conventional way.

The control panel allows the layout to be controlled by a single operator or split between two operators where one manages the front station area and the other has the run-round and works area. Either can control the storage yard, which is handy for the invisible running off-scene to swap out full and empty wagons. Dual colour LEDs indicate who controls what and one half of a Morley DC controller is designated yellow and the other blue.

LOCOMOTIVES AND STOCK

Stock is owned by the group. Some models are from the Bachmann Spectrum range anglicised and weathered, while others are kit bodies on Dapol or Hornby chassis. The degree of modification varies and ranges from a simple change of chimney to a scratchbuilt chassis adapted for one of the vertical boiler locomotives to ensure reliable gear meshing. The Bachmann locomotives are reliable runners and with care to select a later Hornby chassis coupled with weighted bodies, we achieve solid performance. The locomotives have liveries reflecting previous ownership before joining the Brickfields line and some are weathered and fitted with crew.

The rolling stock is a mix of proprietary and kit-built models with added loads to suit the operation of the Brickfield Works and station. In particular, the four-wheeled coaching stock and wood panelled guards van are Peco with the latter shortened to improve running clearances. The people are generally painted in the dull colours of the era and grey washed.

A BRICKMAKER'S DAY

A good way to understand the buildings is to take a ride along the line with a Brickmaker.

As the first workman's train of the day enters the station, on the left is the winding engine and construction supplies for the clay mine. Scratchbuilt from well weathered plastic sheet and extrusions, the winding engine is set on a slight bank as the ground rises towards the Brian Sherriff backscene which was cut and pasted to the rear of the layout.

The siding in front of the mine shows considerable spillage where the clay has been loaded from a chute and missed the tippler wagons used to ferry the clay to the brickworks.

Looking right, just past a small siding is a small settling pond to remove sediment from the water being pumped from the mine. From the cloudiness of the stream, it is obvious that it's not very efficient. The heron is not impressed. The pond and stream use artificial water overlayed with tissue paper and cloudy varnish. It took several attempts to make it look suitably neglected. In complete contrast is the adjacent signal cabin and meticulously maintained vegetable patch, set in terrain built from card strip and plaster bandage.

Glancing left, the line diverges to run under the water tower to access the rear of the brickfield with deliveries of clay and coal for the kilns. In the foreground are sidings to a small locomotive shed. The shed's roof underwent considerable surgery to add internal lights. Many of the moulded corrugated iron sheets were replaced as they were too regular. These were created by hand scribing small sheets of silver paper with a blunt pencil before painting and weathering. Outside the shed is a small scratchbuilt wooden coaling stage standing adjacent to the water crane. The yard is flat and the whole area was blended and detailed to give that typically »

"We compromised on a dilapidated brickworks towards the end of its working life."

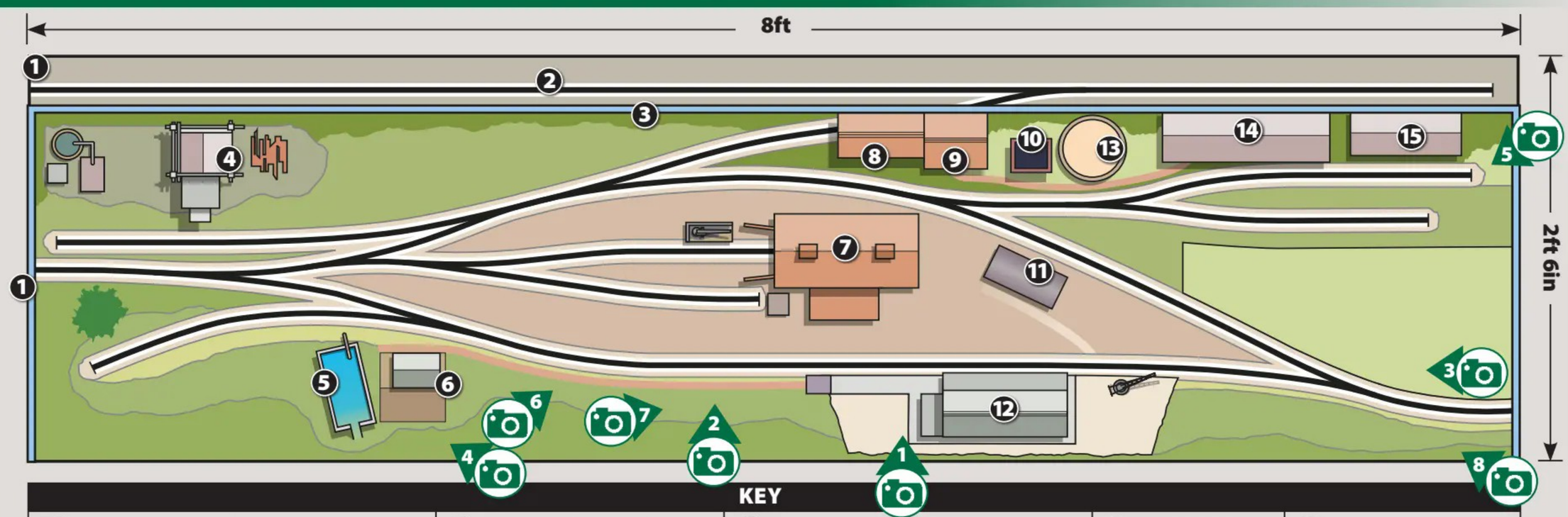
RICHARD CAPON



7 Left: **A well-laden Railcar prepares to leave the station, as workers take a well-earned break.**

8 Below: **A pristine vertical boiler locomotive is stabled in the head shunt as one of the Works' 0-4-2Ts prepares to shunt wagons about the yard.**

BRICKFIELDS TRACK DIAGRAM (NOT TO SCALE)



KEY

1 To/from turntable storage yard	4 Mine works/loader	7 Engine shed	10 Chimney	13 Kiln
2 Off-scene line	5 Settling pond	8 Water tower	11 Hut	14 Drying racks
3 Backscene	6 Signalbox	9 Pattern maker's workshop	12 Station	15 Forming shed



grubby environment.

The train slows as it draws into the station. The shallow wooden platform is partly under a canopy with a few seats for when passenger services run later in the day. The milk churns are being delivered by horse ready for a journey up the line. The train is a mixed passenger and freight and may well carry the milk on its return journey. The horse is well refreshed with a horse trough set at the corner of the station approach. The station is scratchbuilt from weatherboard and also includes interior detail and soft lighting. The crew is uncoupling the grubby locomotive ready to run around and at the end of the platform is a small hand cranked loading crane which is all part of the station area. If you follow the board crossing towards the brickfield, the end of the line is just visible beyond the points off to the right.

In the general yard are railway maintenance buildings and piles of railway paraphernalia which have accumulated over time. These buildings now see scant use, although a few model people are getting ready for their day's work. The kiln and chimney in front of me were built using scribed modelling clay. Between the water tower and chimney is the small pattern maker's workshop for making brick moulds and drying shelves.

To the right are the sidings serving the brickworks where drop-sided wagons are hand stacked with bricks from rough wooden platforms. There is a surprising number of misfired or misshapen bricks littering the area. A small mould was created to make all the bricks, so each is individual and stuck into stacks, wagon loads or piles. It was a real show of patience to generate the whole focus of the layout. Excessive grass grows everywhere and beyond the fence is open farmland where the sheep have kept the grass shorter. In the far distance a horse grazes on a slight hill.

Past the drying sheds to the left, racks of bricks are stacked to dry out before firing. The final shed is where bricks are hand formed with wooden moulds before being turned out. The building and the drying shed next door suffered glue failures initially, so were reconstructed with added lights.

Throughout the day there is infrequent activity at the station, but passenger traffic never warrants more than two short coaches. General goods traffic is also light. On at least two days a week the brick wagons are despatched and empty replacements arrive. Sometimes the same locomotive takes away the empties; sometimes there is a locomotive exchange.

At the end of the day, as the light fades, the buildings light up, with small pools from gas lights illuminating the platform. The question is – can a railway obviously towards the end of its life run the last train to time?

FINAL THOUGHTS

It has been an enjoyable ten years but there is always room for improvement. The favourable comments at the club's home exhibitions have sustained motivation. There is a slight reverse curve over a baseboard join, and the trees are vulnerable protruding above the backscene height, both of which would be best avoided. With an *ad hoc* approach to stock, we have not yet fully exploited timetable running. That said, those involved have had hours of enjoyment at the club and undertaking tasks at home.

The club has always supported the six members that have worked on the layout, but the number involved has dwindled over the years and we miss those no longer with us. However, we hope to rekindle interest by refreshing the layout for exhibitions. We were very lucky to have a mix of complementary skills, and most people have had a go at most things during the build. Whilst the rolling stock has always generated interest, it is the scenic work and buildings which have probably generated the strongest emotional attachments. You move the heron or the horse at your peril. **HM**

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

ACTION STATIONS

It might not be happening quickly, but the new station for Topley Dale's modern remake is making progress with the platforms installed and a new building arriving for construction. **MIKE WILD** explains all.



FOR ONCE, I'VE BEEN reasonably focused with my work on Topley Dale's modern makeover, even if progress has been somewhat slower than I would have liked.

My main aim over the past couple of months has been to progress the station scene following arrival of the bespoke platforms from PJM Models. However, there was another part of the plan that I'd wanted to get going with ever since seeing the first parts of the building in September 2024 – a station building which would complete that dominant cityscape backdrop behind the railway.

I'm pretty sure that anyone who has seen Making Tracks 4 out and about will recognise the new backdrop to the station scene at Topley Dale. I just couldn't resist the model of Watford Junction's station building and office block - and happily PJM Models was able to cut the set of 19 sheets of MDF and plywood so I could start the journey to build the structure for my own layout.

It's no overnight project – for starters, as a one-off kit there are no instructions, so there is lots of test fitting required to confirm each part before committing to glue sections together.

As you can see though, even in bare wood, the structure is impressive to say the least and I'm looking forward to continuing working through it and adding interior lighting to make it all come to life as part of the long-term aim to make the whole layout light up at night.

Alongside the station building I've now fully painted the platforms using spray paints for the main colours (Ford Dove Grey for the stone edges, Railmatch Roof Dirt for the tarmac centre and AK Interactive paint pens for the brick details) while also painting sets of scaffolding to go underneath the inner curved edge of the second platform.

Having completed painting of the platforms, I could then commit to gluing them in place. The track had been adjusted as much as possible to get it in the right position and once the platforms were secured in place, further testing and checking of the platform spacing



MIKE WILD

It's not just layout construction on Mike's list. Recent weathering projects include 56091 in DCRail grey and modelling a shabby 60065 using a Hornby model.



MARK CHIVERS

Mark has been gathering materials together in readiness to build his new BR Southern Region fuelling point based on that at Fratton on the South Coast.



BEN CHURCH

Ben has been detailing and sound-fitting several new diesel locomotives for his in-progress 'OO' gauge modern image diesel depot.



has followed with as much stock as possible to get everything lined up as it should be.

In the meantime, as you'd expect, I have multiple rolling stock projects on the go including weathering more of the locomotive fleet, changing couplings, arranging formations and realising that I really should add some more passenger trains to the layout which is currently dominated by freight! **HM**

● **Read an extended version of this feature with more images at *keymodelworld.com/staff-projects***



Above: **The platforms have been filled and painted and are now glued in place on the layout with PVA. Final track adjustments are now being made before ballasting the main line.**



Right: **Watford Junction's station and office complex is a huge structure. This is what the 19 sheets of MDF and plywood looked like on arrival.**



Left: **Topley Dale's modern makeover is starting to take shape, although there is still clearly much to be done to bring everything together. The current focus is on the station end of the layout.**

Right: **The beginnings of the building with the central lift tower built and the inner main walls in place for one half of the structure.**

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.

June 2026

6 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

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

6 LEICESTER MODEL RAILWAY GROUP RAILWAY DAY

Hosts: Leicester Model Railway Group
Location: Leicester Museum of Technology, Corporation Road, Leicester LE4 5PX
Times: 11am-4.30pm
Prices: Adults £8, concessions £7, children £4, family £20 (discounted advance tickets available)
Website: *www.lmrg.co.uk*
Features: Layouts, refreshments, parking and disabled access. The museum's railway will be in operation, with train rides available for an additional charge.

6 LUDLOW MODEL RAILWAY EXHIBITION

Hosts: Craven Arms and District Model Railway Circle
Location: Ludlow Racecourse, Bromfield, Ludlow SY8 2BT
Times: 10am-4pm
Prices: Adults £7, accompanied under 16s free
Contact: 07510 109347
Features: 20 layouts, trade support, refreshments, parking and disabled access.

6 MILTON KEYNES MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Milton Keynes Model Railway Society
Location: Walton High - Brooklands Campus, Fen Street, Milton Keynes MK10 7HE
Times: 10am-4.30pm
Prices: Adults £8, under 16s £2, under 5s free
Website: *www.mkmrs.org.uk*
Features: 29 layouts, trade support, refreshments, parking and disabled access.

6/7 DEMU SHOWCASE 2026

Hosts: Diesel and Electric Modellers United
Location: Wyndley Leisure Centre, Clifton Road, Sutton Coldfield B73 6EN
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: TBC
Contact: *www.demu.org.uk*
Features: Layouts, trade support, demonstrations, societies, manufacturers, refreshments, parking and disabled access.

6/7 PEAK MODEL RAILWAY EXHIBITION

Hosts: Chesterfield Railway Modellers
Location: Agricultural Business Centre, Bakewell DE45 1AH
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, family £12
Contact: 07833 987388
Features: Layouts, trade support, parking and disabled access.

6/7 SHILDON SPRING MODEL RAILWAY EXHIBITION

Hosts: Shildon Model Railway Club
Location: Locomotion, Dale Road, Shildon DL4 2RE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Free admission
Website: *www.shildonmodelrailwayclub.co.uk*
Features: 20 layouts, trade support, refreshments, parking and disabled access.

7 FARNHAM AND DISTRICT MODEL RAILWAY CLUB OPEN DAY

Hosts: Farnham and District Model Railway Club
Location: Wrecclesham Community Centre, Greenfield Road, Wrecclesham, Farnham GU9 8TG
Times: 10am-5pm
Prices: Free admission
Website: *www.farnhammrc.org.uk*
Features: Club layouts, club stand, refreshments, parking and disabled access.

13 7MM NARROW GAUGE ASSOCIATION EXHIBITION

Hosts: 7mm Narrow Gauge Association
Location: Burton Town Hall, King Edward Place, Burton-upon-Trent DE14 2EB
Times: 10.30am-4.30pm
Prices: Adults £14 (£8), accompanied under 16s free, family £19 (£11) - member prices in brackets
Website: *www.7mmnga.org.uk*
Features: Layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

13 ASHFORD RAILEX

Hosts: Ashford Model Railway Club
Location: The Swan Centre, Turner Close, Newton, Ashford TN24 0PQ
Times: 10am-4pm
Prices: Adults £5, accompanied under 16s free
Contact: *info@ashfordmrc.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

13 BILLERICAY MODEL RAILWAY EXHIBITION

Hosts: Billericay Model Railway Group
Location: Hannakins Farm Community Centre, Rosebay Avenue, Billericay CM12 0XP
Times: 10am-4pm
Prices: Adults £6, children £3, family £14
Contact: 07767 390172
Features: Layouts, trade support, refreshments, parking and disabled access.

13 KNOWL HILL MODEL RAILWAY EXHIBITION

Hosts: Maidenhead, Marlow and District Model Railway Club
Location: Knowl Hill Village Hall, Bath Road, Knowl Hill RG10 9XB
Times: 10am-4pm
Prices: Adults £8, concessions £7, children £4, family £20 (discounted advance tickets available)
Website: *www.mmdmrc.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

13/14 MERE MODEL RAILWAY EXHIBITION

Hosts: Mere and District Railway Modellers
Location: Mere Lecture Halls, Sailsbury Street, Mere, Wiltshire BA12 6HE
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £7, accompanied under 16s free
Website: *www.mererailwaymodellers.co.uk*
Features: 12 layouts, trade support, refreshments and parking.

20 BANSTEAD SUMMER MODEL RAILWAY EXHIBITION

Hosts: North Downs Model Railway Circle
Location: 3rd Banstead Scout Group, Scout Ridge, Banstead SM7 1RB
Times: 10am-5pm
Prices: Adults £6, under 16s £3, concessions £5, family £12
Website: *www.ndmrc.info*
Features: 21 layouts, trade support, refreshments, parking and disabled access.

20 GAINSBOROUGH MODEL RAILWAY SOCIETY OPEN DAY

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

20/21 DAYS OF STEAM AT EXBURY GARDENS

Hosts: Exbury Gardens and Steam Railway
Location: Exbury Gardens and Steam Railway, Exbury, Southampton SO45 1AZ
Times: Sat 10am-5.30pm, Sun 10am-5.30pm
Prices: See website
Website: *www.exbury.co.uk*
Features: Layouts, live steam narrow gauge railway and steam traction engines.

20/21 RAILEX BUXTON

Hosts: The Friends of Railex Buxton
Location: Buxton Pavilion Gardens and Opera House, St John's Road, Buxton SK17 6BE
Times: Sat 9.30am-5pm, Sun 9.30am-4.30pm
Prices: Admission from £7.50
Website: *www.railexbuxton.co.uk*
Features: 30 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

27 OXFORDSHIRE NARROW GAUGE MODELLERS OPEN DAY

Hosts: Oxfordshire Narrow Gauge Modellers
Location: Steventon Village Hall, The Green, Steventon OX13 6RR
Times: 10am-4pm
Prices: Adults £7, accompanied children free
Website: *www.oxngm.org.uk*
Features: 13 layouts, trade support, demonstrations, refreshments, parking and disabled access.

27/28 PERTH MODEL RAILWAY SHOW

Hosts: Perth and District Model Railway Club
Location: Dewars Centre, Glover Street, Perth PH2 0TH
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £10, Adult weekend ticket £12, children £3
Website: *www.smet.org.uk*
Features: 30 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

July 2026

4 WRENBURY AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Wrenbury and District Model Railway Club
Location: Wrenbury Village Hall, Cholmondeley Road, Wrenbury CW5 8HG
Times: 10am-4pm
Prices: Admission £4, accompanied children free
Website: *www.wrenburymodelrailwayclub.chessck.co.uk*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

4 TEWKESBURY MODEL RAILWAY SHOW

Hosts: 84E Tewkesbury Model Group
Location: Tewksbury Baptist Church, Station Street, Tewkesbury GL20 5DR
Times: 10am-5pm
Prices: Adults £6, children £1
Contact: 07946 374771
Features: 14 layouts, trade support, refreshments, parking and disabled access.

PRIME LISTING

4/5 BEYOND STEAM

Hosts: Beyond Exhibitions
Location: Great Western Hall, STEAM Museum of the Great Western Railway, Fire Fly Avenue, Swindon SN2 2EY
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £10, accompanied children free
Website: *www.beyondsteam.com*
Features: Layouts, trade support, societies, refreshments, parking and disabled access. See the full prime listing on *www.keymodelworld.com/events*.

4/5 MIDDLETON RAILWAY MODEL RAILWAY SHOW

Hosts: Middleton Railway Trust
Location: The Middleton Railway Trust, Moor Road, Hunslet, Leeds LS10 2JQ
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £9, children £4, family £22
Website: *www.middletonrailway.org.uk*
Features: 16 layouts, trade support, demonstrations, refreshments, parking and disabled access. Ticket covers entry to the model railway exhibition and allows for unlimited train rides.

11 3RD HILDENBOROUGH MODEL RAILWAY SHOW

Hosts: Southwark & District MRC and Tonbridge MRC
Location: St John's Church Centre, Tonbridge Road, Hildenborough, Tonbridge TN11 9HR
Times: 10am-3pm
Prices: Free admission
Contact: 07957 287866
Features: Eight layouts, trade support, demonstrations, refreshments, parking and disabled access.

11 SEABOARD SOUTHERN MODEL RAILROAD GROUP OPEN DAY

Hosts: Seaboard Southern Model Railroad Group
Location: Hut 13, Tilgate Park Recreation Centre, Tilgate Drive, Crawley RH10 5PQ
Times: 10am-4pm
Prices: Free admission
Website: *www.seaboard-southern.org.uk*
Features: Club layouts, refreshments, parking and disabled access.

11 RISBOROUGH AND DISTRICT MODEL RAILWAY CLUB OPEN DAY

Hosts: Risborough and District Model Railway Club
Location: St. Mary's Hall, Church Street, Princes Risborough HP27 0AF
Times: 10am-4.30pm
Prices: Free admission
Website: *www.rdmrc.org.uk*
Features: Club layouts, trade support, demonstrations, refreshments, parking and disabled access.

11/12 BARRY AND PENARTH MRC EXHIBITION

Hosts: Barry and Penarth MRC
Location: St Cyres School, Sully Road, Penarth CF64 2TP
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £8, accompanied under 16s free
Website: *www.bpmrc.club*
Features: 16 layouts, trade support, refreshments, parking and disabled access.

PRIME LISTING

11/12 EXETER MODEL RAILWAY SHOW

Hosts: EXE Model Railway Society
Location: Matford Livestock Centre, Matford Park Road, Marsh Brown, Exeter EX2 8FD
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Admission £10, accompanied children free
Website: *www.exemrs.co.uk*
Features: 40 layouts, trade support, demonstrations, refreshments, parking and disabled access. See the full prime listing on *www.keymodelworld.com/events*.

12 SOUTH WESTERN MRC SHOWCASE

Hosts: South Western Model Railway Club
Location: Cobhams Sports and Social Club, Merley Park Road, Ashington, Wimborne BH21 3DA
Times: 10am-4pm
Prices: Adults £4, accompanied under 16s free
Website: *www.facebook.com/southwesternmrc*
Features: 11 layouts, trade support, refreshments, parking and disabled access.

18/19 CUPAR MODEL RAIL 2026

Hosts: Cupar and District Model Railway Club
Location: The Corn Exchange, Cupar KY15 4BT
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Admission £7, accompanied under 16s free
Website: *www.cuparmrc.co.uk*
Features: 15 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

DON'T MISS

18/19 CHATHAM SHOW 2026

Hosts: Chatham and District Model Railway Club
Location: Chatham Historic Dockyard, Chatham ME4 4TZ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Admission £11 (£10 advance), accompanied under 16s free
Website: *www.chatham-mrc.co.uk*
Features: 50+ layouts, trade support, demonstrations, societies, manufacturers, refreshments, parking and disabled access. Hornby Magazine will be there all weekend with our 'OO' gauge Natford TMD exhibition layout on display. Advance ticket holders can enter the show from 9.30am both days.

19 HOVETON MODEL RAILWAY SHOW

Hosts: 32a Model Railway Club
Location: Hoveton Village Hall, Stalham Road, Hoveton NR12 8DU
Times: 10am-4pm
Prices: Adults £4, children 50p, family £6.50
Website: *www.32amrc.co.uk*
Features: Ten layouts, trade support, demonstrations, refreshments, parking and disabled access.

19 NORTHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Northampton & District Model Railway Club
Location: Roade Village Hall, Bailey Brook Lane, Roade, Northampton NN7 2LS
Times: 10am-4pm
Prices: Adults £6, accompanied children free
Website: *www.ndmrc.org*
Features: Layouts, trade support, refreshments, parking and disabled access.

25 BARNSTAPLE AND DISTRICT MODEL RAILWAY EXHIBITION

Hosts: Barnstaple Model Railway Club
Location: Christ Church, Bear Street, Barnstaple EX32 7BU
Times: 10am-4pm
Prices: Adults £5, children £1.50, under 5s free
Website: *www.barnstaplemrc.weebly.com*
Features: 14 layouts, trade support, refreshments, parking and disabled access.

25 LETCHWORTH MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Letchworth Model Railway Society
Location: The Priory School, Bedford Rd, Hitchin SG5 2UR
Times: 10am-4.30pm
Prices: Adults £5, accompanied under 16s free
Website: *www.letchworthmrs.org.uk*
Features: 18 layouts, trade support, refreshments, parking and disabled access.

25/26 SOUTH COAST MODEL RAILWAY CLUB EXHIBITION

Hosts: South Coast Model Railway Club
Location: Arnewood School, Gore Road, New Milton BH25 6RS
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Admission £8, accompanied under 16s free
Website: *www.southcoastmodelrailwayclub.co.uk*
Features: 17 layouts, trade support, refreshments, parking and disabled access.

26 MODELS IN THE MUSEUM

Hosts: Aldridge Transport Museum
Location: Aldridge Transport Museum, Shenstone Drive, Northgate, Aldridge, Walsall, WS9 8TP
Times: 10am-4pm
Prices: Adults £6, children £2, family £12, under 5s free
Website: www.amrtm.org
Features: 20 layouts, trade support, refreshments, parking and disabled access. Ticket price includes entry to the museum.

PLANNING AN EXHIBITION?

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

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

FULL LISTING ONLINE!

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

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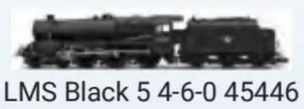
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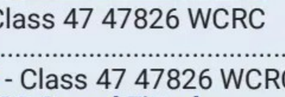
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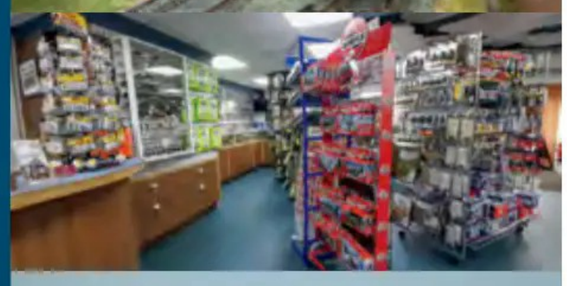
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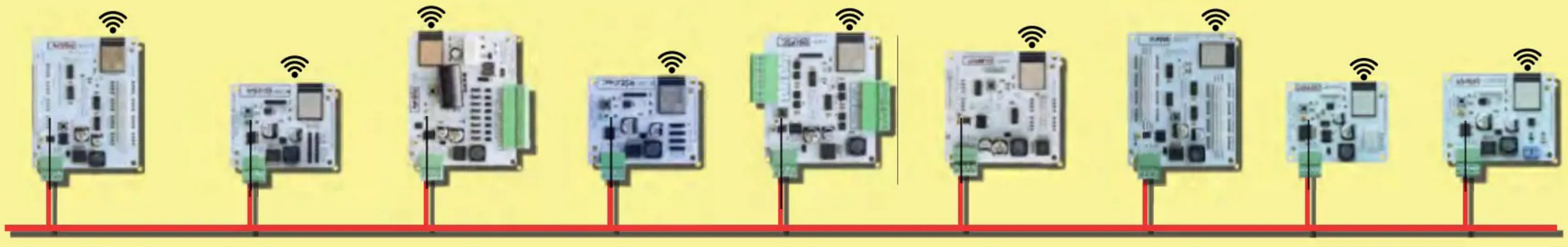
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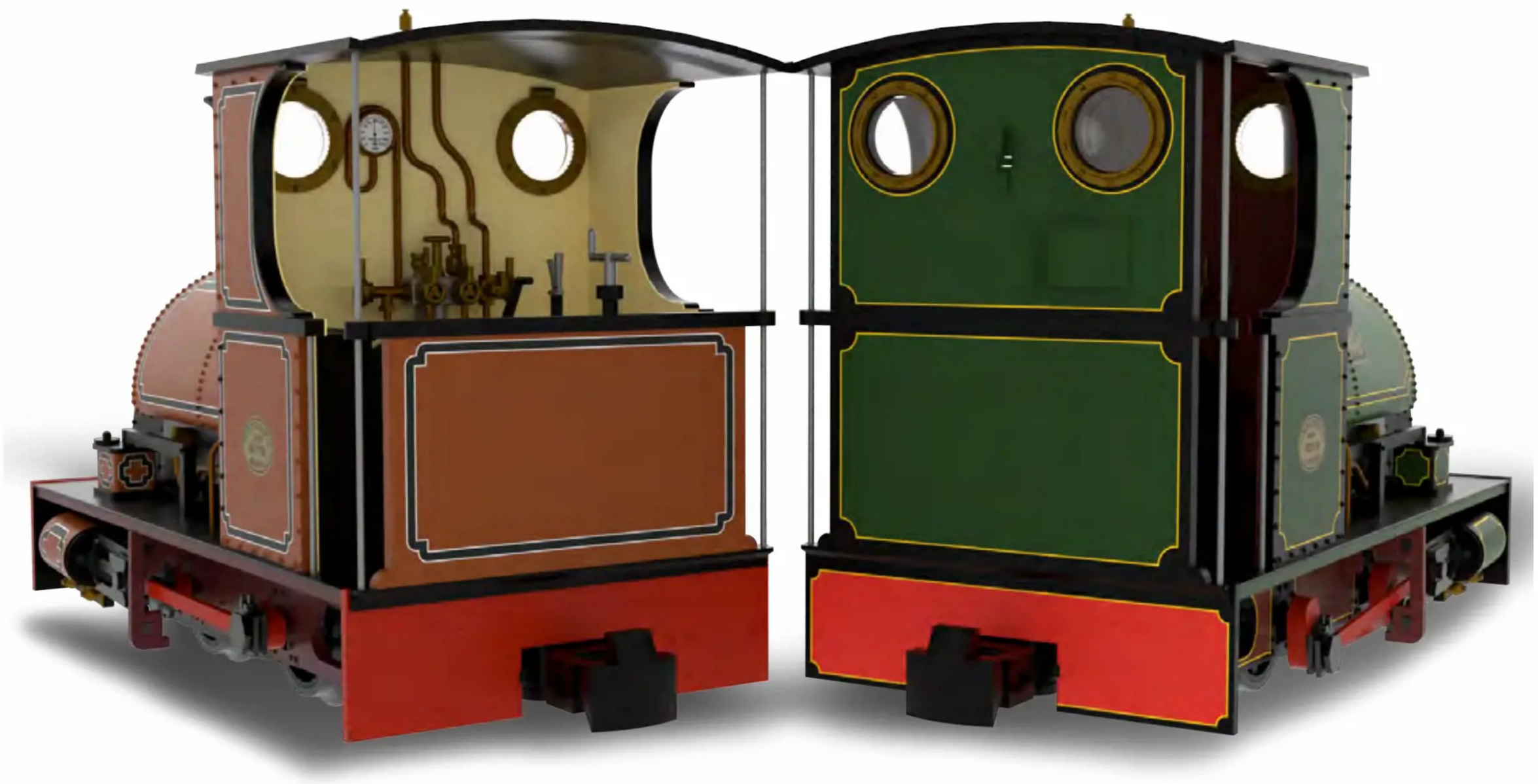
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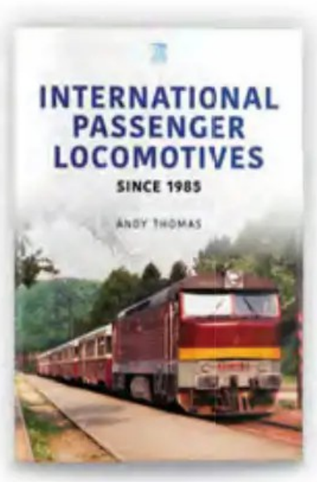
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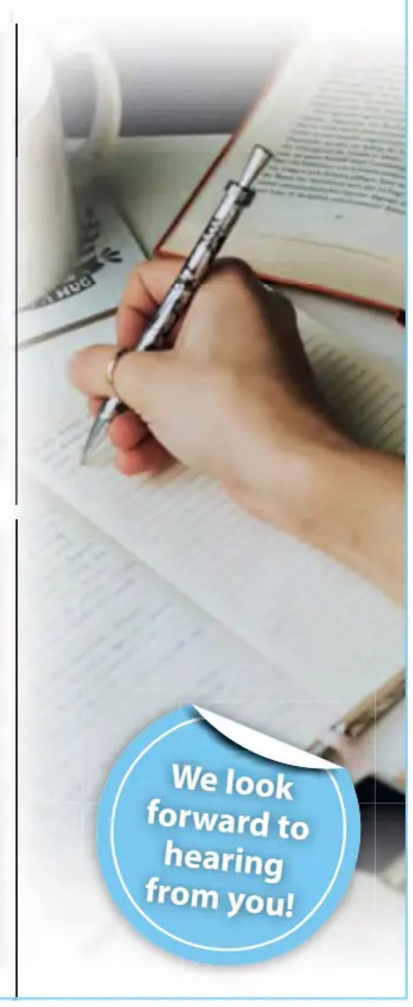
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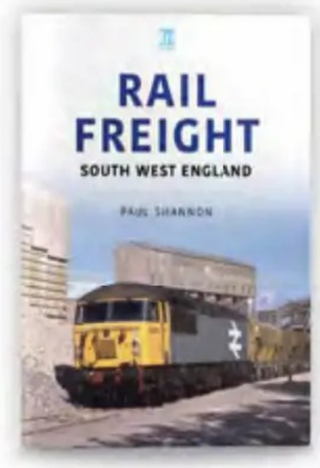
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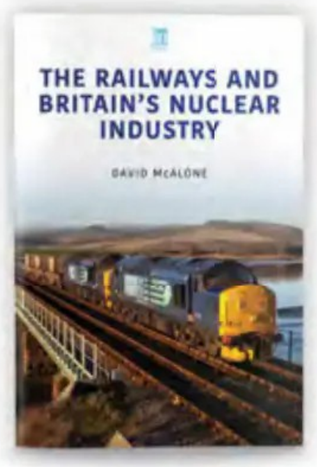
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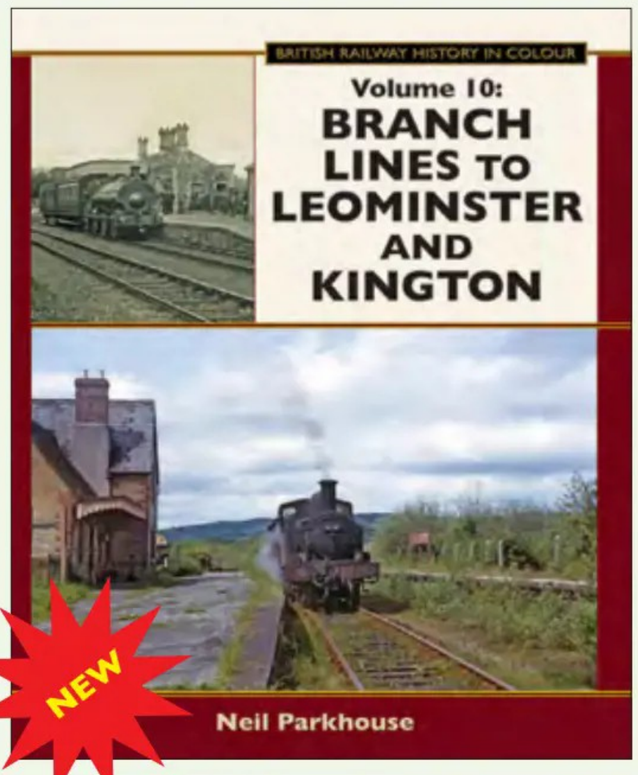
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Volume 10: BRANCH LINES TO LEOMINSTER AND KINGTON Neil Parkhouse

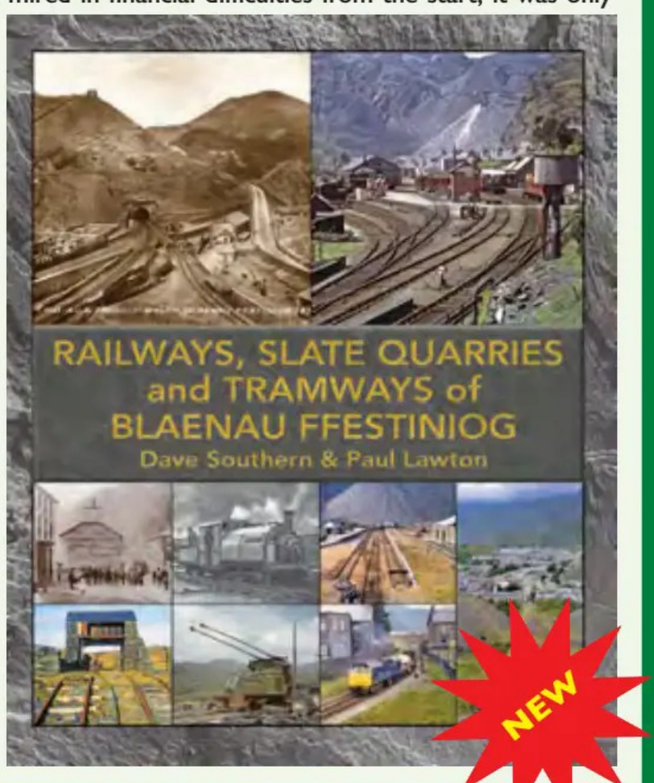
• Worcester-Bromyard-Leominster • Leominster Station •
• Leominster-Kington Eardisley-Kington-New Radnor • Titley Junction-Presteign •

Leominster today is a two platform station on a double line of plain track but once it was the junction for branch lines heading east to Bromyard and Worcester, and west to Kington and New Radnor. Before reaching Kington, this latter branch passed through Titley Junction, where further branches from Eardisley, on the Hereford, Hay & Brecon line, and Presteign also came in. All of these branches are now long gone, with some having much longer working lives than others, but all once performed a vital function for the communities they served. The earliest, to Kington from Leominster, opened in 1857 and along with the branch to Presteign (which BR had more correctly renamed Presteigne), it was also the last to go when the freight service was withdrawn on 24th September 1964.

Travelling through some of Britain's most rural countryside in Worcestershire, Herefordshire and Radnorshire, we start our journey at Worcester Shrub Hill station, where we also pay a visit to the engine sheds. Heading then over the River Severn and through the western outskirts of the city, we take the line to Bromyard and Leominster at Bransford Road Junction. Work began on building the line in 1864 but mired in financial difficulties from the start, it was only finally completed in 1897. After only fifty-five years, that last section from Leominster then closed in September 1952, leaving the rest as a branch to Bromyard. We stop at Leominster to study the station in detail, which still retains its original buildings today but is otherwise a shadow of its former self, before heading off west. With two different companies involved in their construction, the Leominster & Kington Railway and the Eardisley & Kington Railway (which followed the course of the 3ft 6ins gauge horse-drawn Kington Railway of 1820), these lines are traversed by date of build and company who built them. Thus, after arriving at Kington, we then head to Eardisley to travel the obscure branch up to Titley Junction (opened in 1874) and then via Kington to New Radnor (opened in 1875) and finally Titley Junction to Presteign, also opened in 1875.

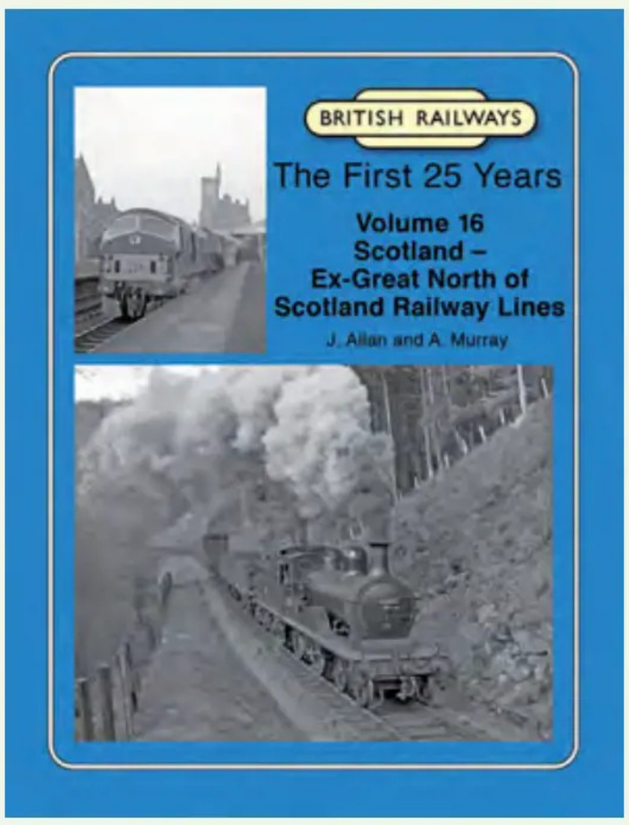
Passenger service withdrawals west of Leominster were early, all pre-Beeching, with Eardisley to Titley Junction going in 1940, to New Radnor and Presteign in 1951 and Leominster to Kington in 1955. In a departure from previous volumes in this series, we have therefore included a fine selection of early postcard views along with the ususal array of colour slides, to show these stations in their heyday, as well as track plans courtesy of OS extracts and a fine selection of colour plans of the lines to Kington from GWR 2-chain surveys. So join us here as we travel through some glorious countryside, on ex-GWR diesel railcars and Class '122' units between Worcester and Bromyard, or in the brake van of a short freight hauled by a Class '14XX' 0-4-2 tank on its way to Presteign or passing the delightful Forge Crossing deep in the woods near Kington. Marvel at the sight of Dolyhir station when the tracks were still in place or enjoy watching the trains at Worcester when ex-GWR steam still just reigned supreme – all in glorious colour!

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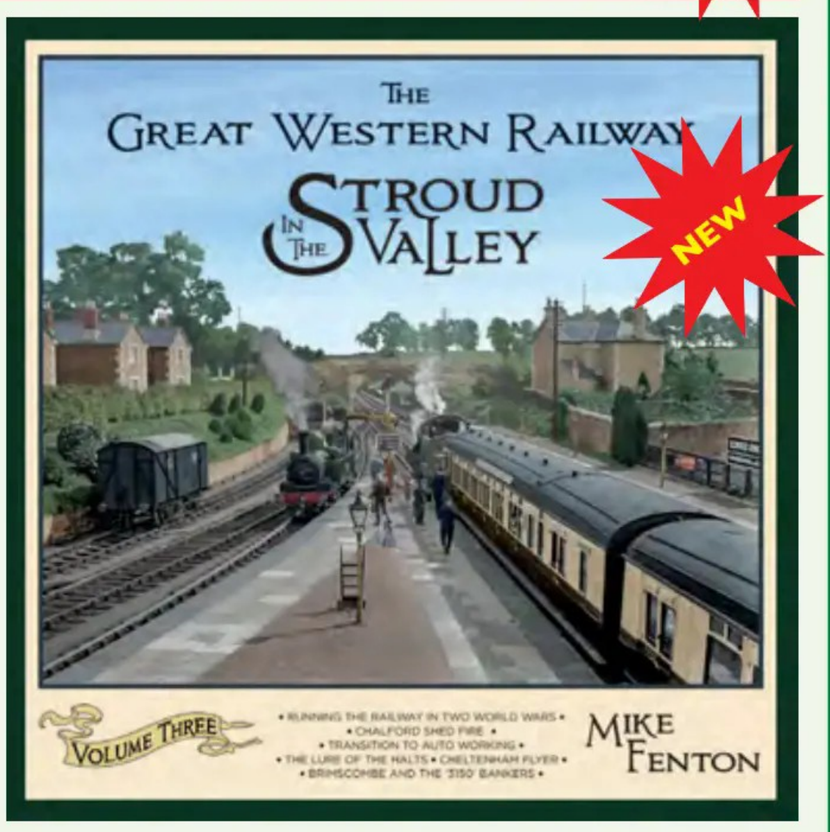
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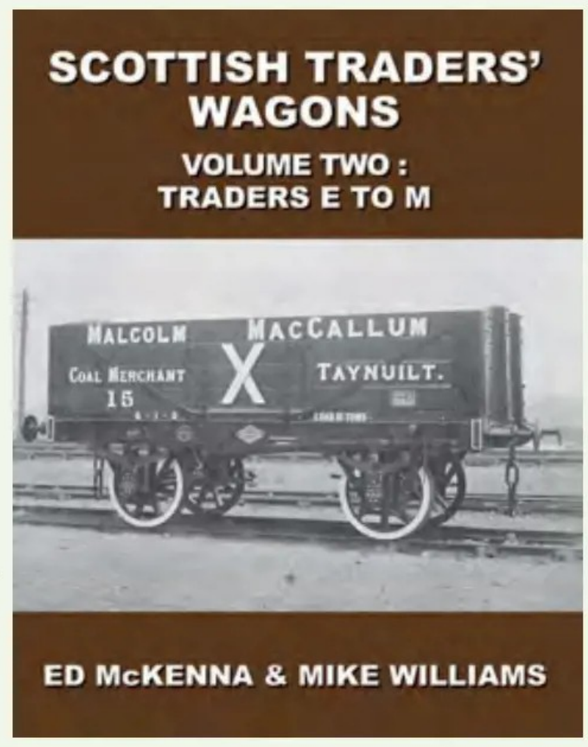
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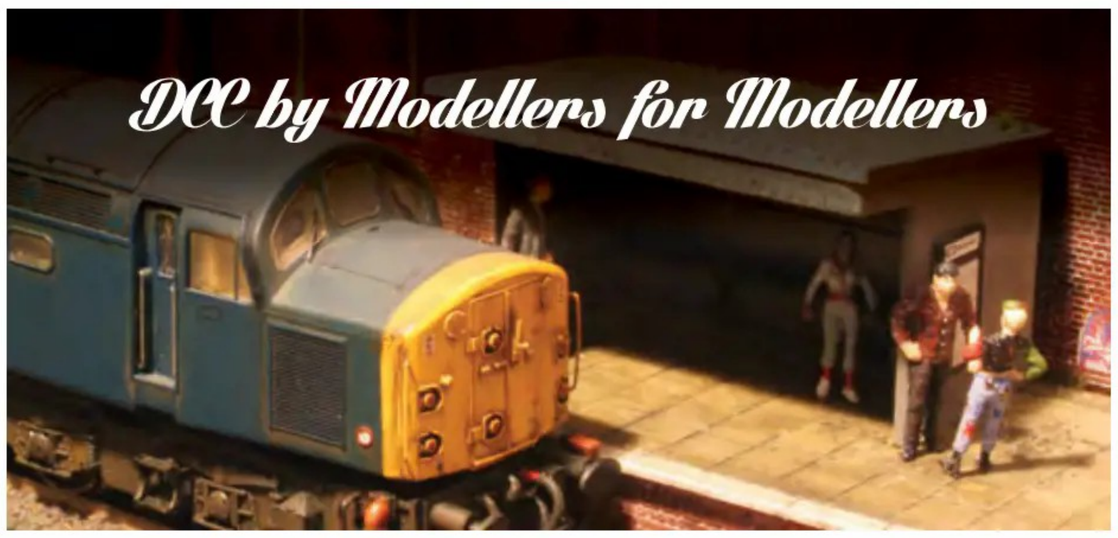
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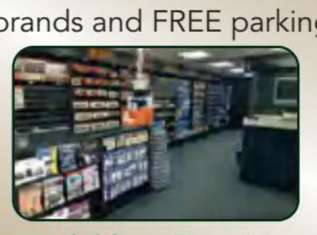
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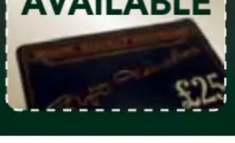
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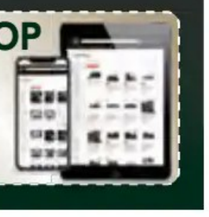
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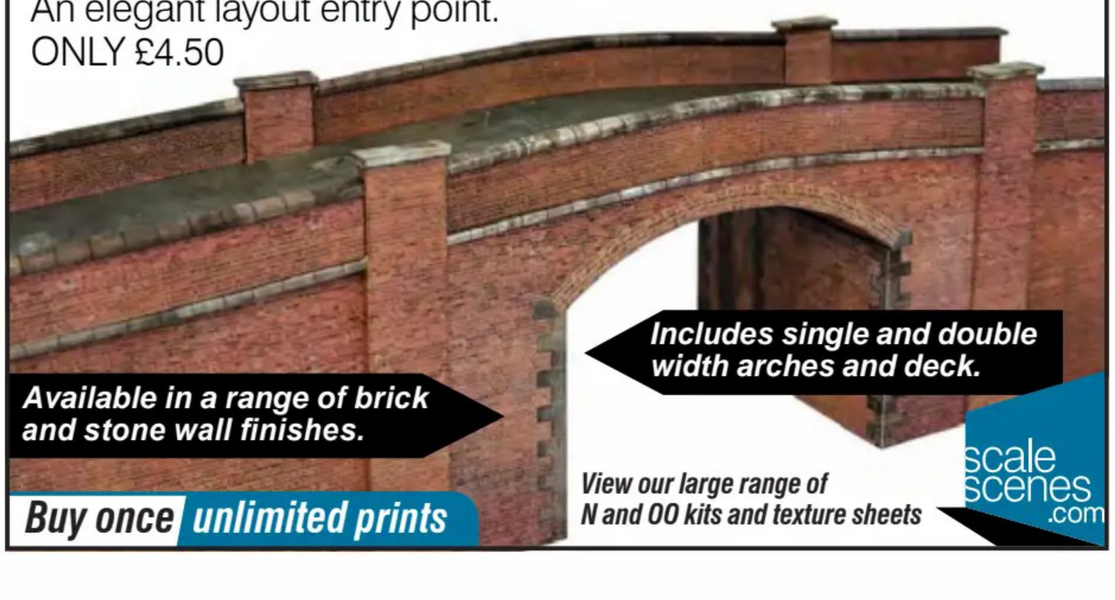
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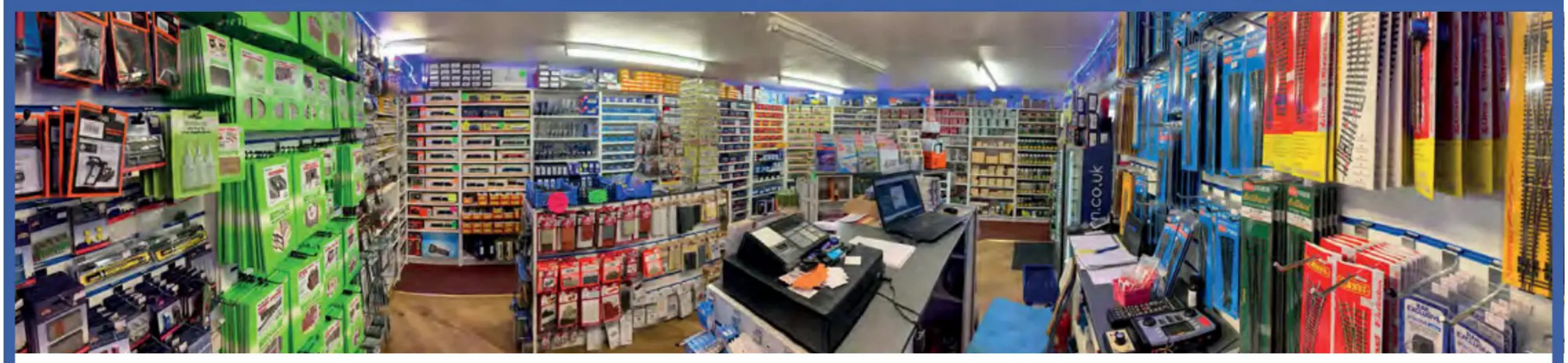
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