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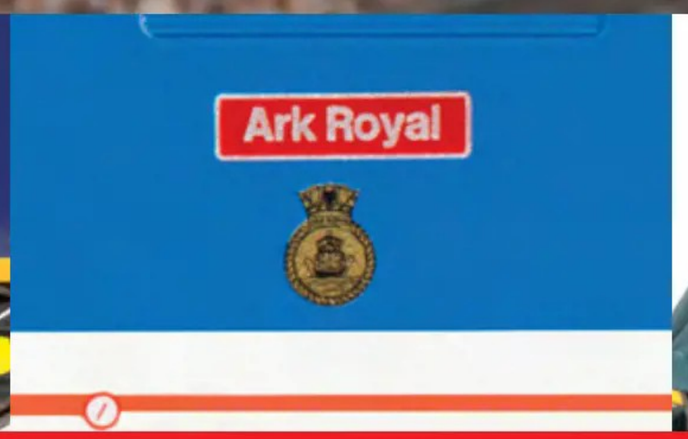
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HORNBY magazine

August 2026

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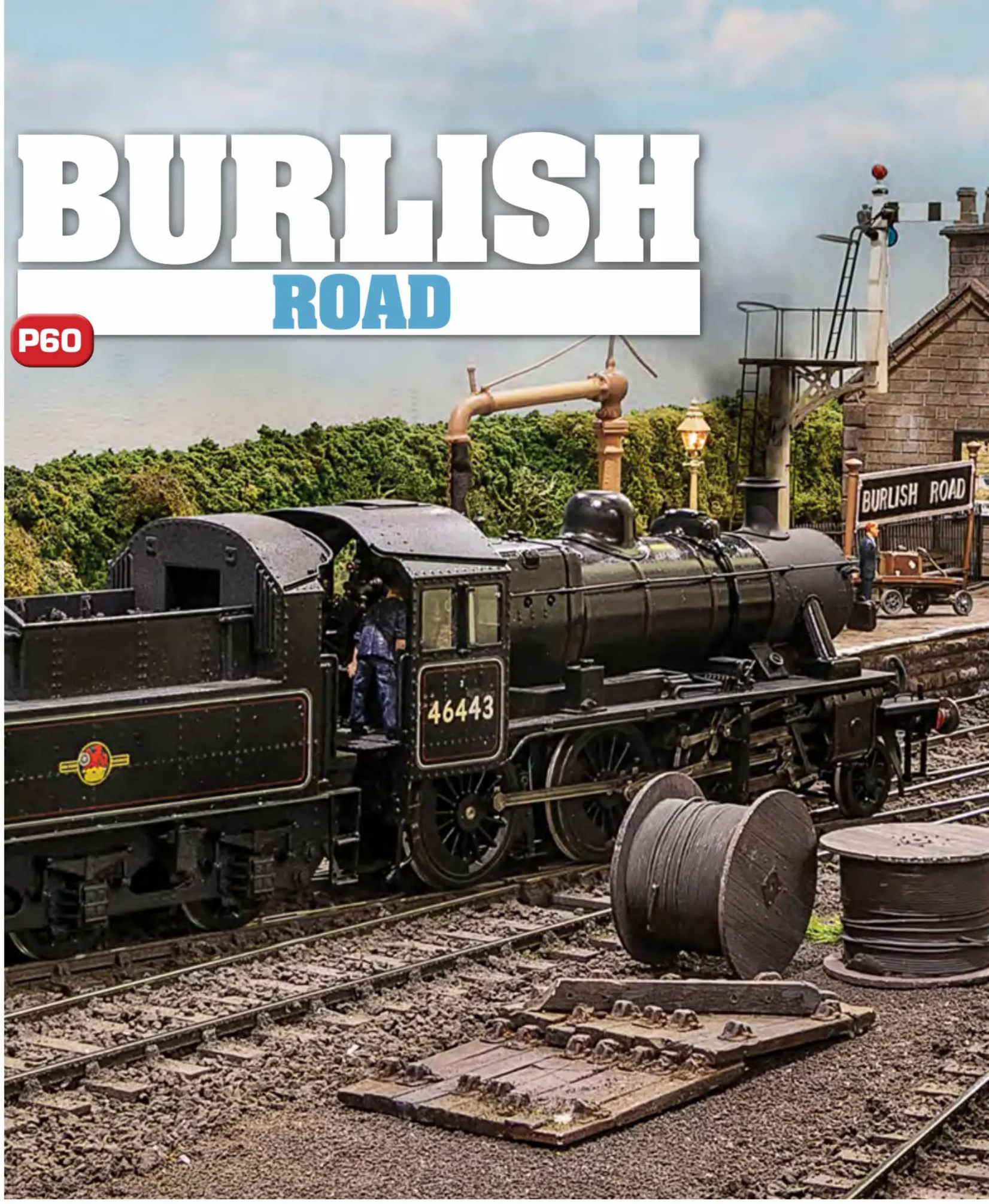
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THE EDITOR'S PAGE

Welcome

HELLO, AND WELCOME to the latest issue of *Hornby Magazine*. It's another bumper issue this month which includes our annual free 32-page International Modelling supplement. This features three superb exhibition layouts and a look at how to get started in continental modelling.

This issue we have the start of a brand-new feature series previewing in-development models. For the first preview, Mike Wild catches up with Cavalex Models' Alex Perkins to discover more about the company's all-new 'OO' gauge Class 47 and what we can expect when it arrives in early 2027. We've also just received a decorated sample of our exclusive model of 47739 in GB Railfreight blue, which looks stunning.

While we're on the subject of new models, we go behind the scenes at Hornby for an insight into development of its latest 'OO' gauge announcement – the Liverpool & Manchester Railway 2-2-0 *Planet*. This pioneering locomotive is one of the latest new models revealed in Hornby's mid-year 'OO' gauge range announcement in mid-June and is already at an advanced stage of development. All the new releases are revealed on pages 8-11, while you can find out more about *Planet* on pages 30-33.

We are gearing up for a series of events across the Summer and into the Autumn, with Chatham Model Railway Exhibition on July 18/19 at the Historic Dockyard and Hornby's One:One Collection open weekend in Margate in mid-August our next events. *Hornby Magazine's* 'OO' gauge Natford TMD will be appearing at the Chatham show, while East Coast Cement will be flying the flag for the magazine inside the former Hornby factory site on August 15/16.

Looking ahead to Autumn, the Great Electric Train Show is shaping up to be another superb show, with Pete Waterman's new Making Tracks 6 set to debut. We've got full details on this and more additions to the line-up on pages 16-17.

We've also been on a fascinating learning curve over the past few weeks getting to grips with the latest technology and creating a rake of present-day 3D-printed wagons for 'OO'. Is it possible? Mike Wild has been giving it a go, with spectacular results. You can see more on pages 98-103. Also inside, you'll find three stunning UK outline model railway layouts in 'OO, 'O' and 'N', inspirational step-by-step modelling guides, the latest product reviews, news and the aforementioned International Modelling guide – and much more.

Finally, a reminder that if you struggle to find the latest issue of *Hornby Magazine* on your travels, you can always order a copy direct from us with a discount and free delivery to your door. Better still, you can take out a subscription and get your copy delivered direct every month! Find out more on pages 18-19.

I hope you enjoy the new issue.

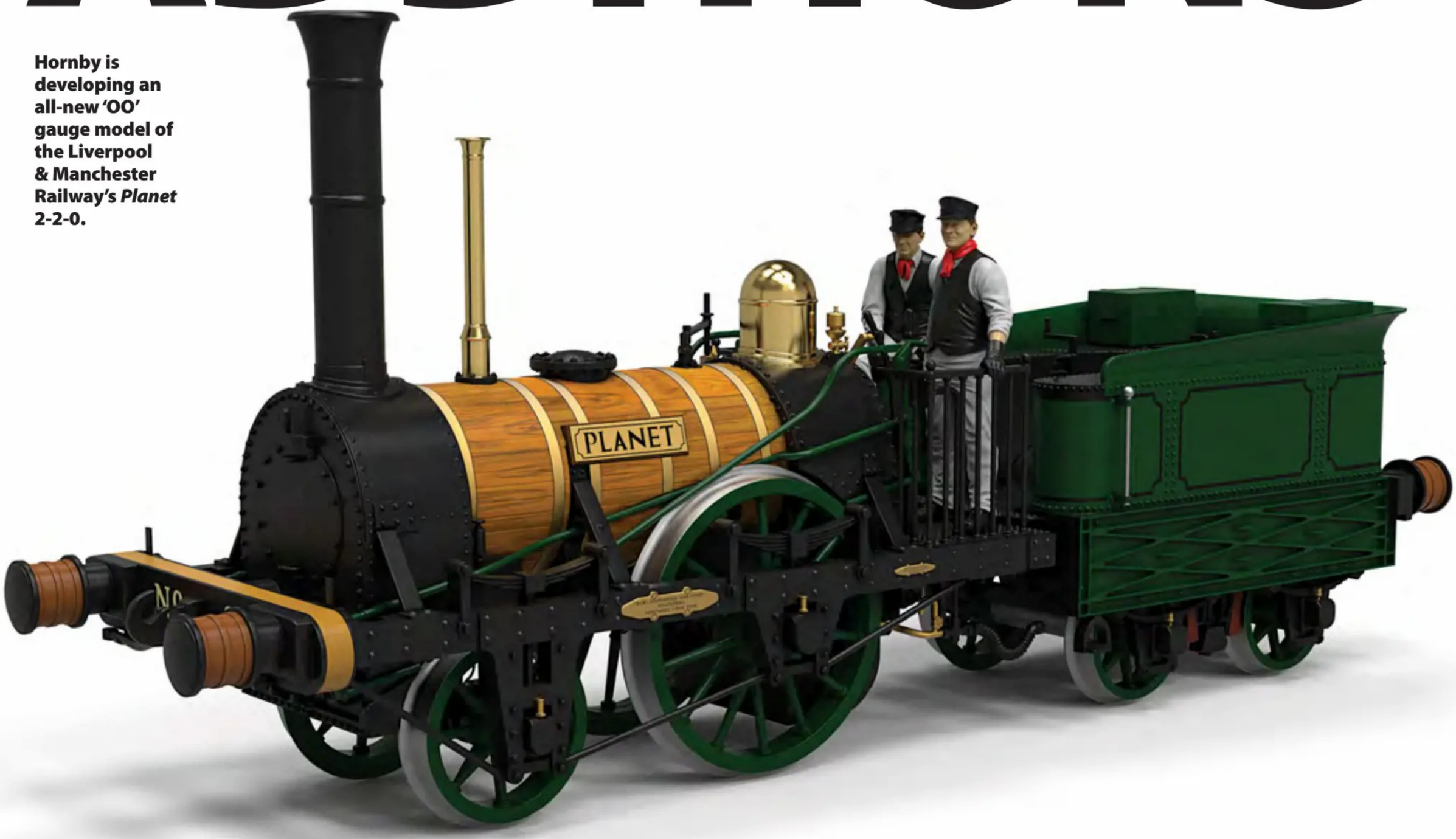




Mark Chivers
Acting Editor

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Hornby reveals mid-year 'OO' gauge ADDITIONS



Hornby is developing an all-new 'OO' gauge model of the Liverpool & Manchester Railway's *Planet* 2-2-0.

HORNBY'S MID-YEAR 'OO' gauge announcements are here, headlined by pioneering steam locomotive *Planet*, which will join the manufacturer's range of Era 1 models. Further offerings include additional steam locomotives fitted with Hornby's synchronised steam generator and the first ready-to-run model to feature the new Great British Railways (GBR) livery.

PLANET

Hornby's Era 1 range is set to benefit from an all-new model of Liverpool & Manchester Railway (LMR) steam locomotive *Planet*. Constructed in 1830 by Robert Stephenson and Company for the Liverpool and Manchester Railway, it was the first steam locomotive fitted with inside cylinders in a modern configuration. Additional replica '*Planets*' were built in later years and in 1992, a fully working example was constructed by the Friends of the Science and Industry Museum in Manchester where it is on static display.

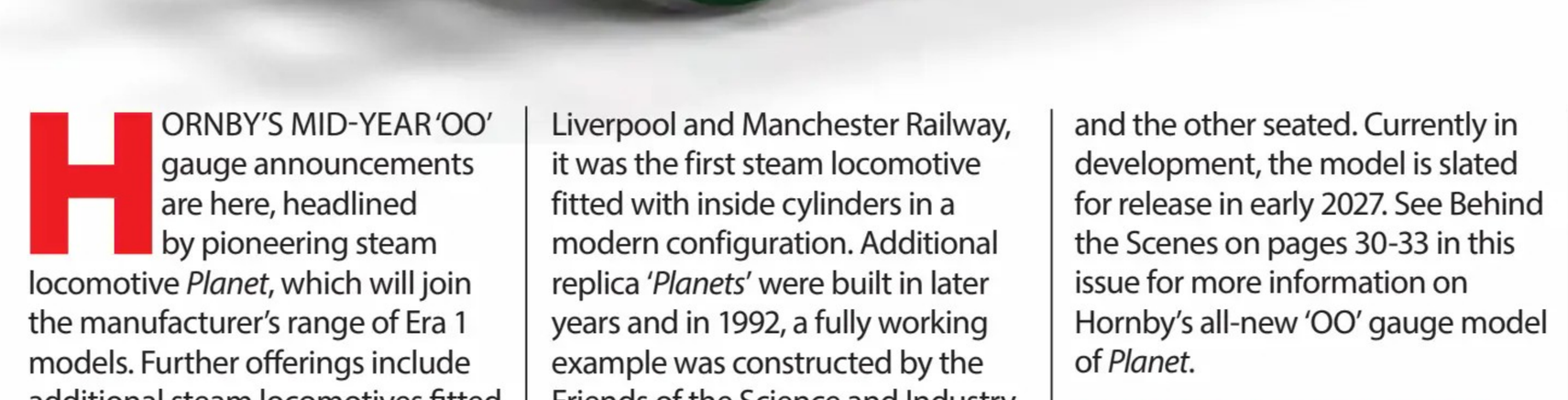
Hornby's all-new 'OO' gauge *Planet* is based on the replica locomotive and is set to feature a die-cast chassis, coreless motor, all-wheel pick-up, Next18 Digital Command Control (DCC) decoder socket and space for a 12mm x 8mm cube speaker. It will also be supplied with a pair of painted footplate figures, with one standing and the other seated. Currently in development, the model is slated for release in early 2027. See Behind the Scenes on pages 30-33 in this issue for more information on Hornby's all-new 'OO' gauge model of *Planet*.

STEAM GENERATOR MODELS

Hornby's innovative synchronised steam generator system is set to be rolled out within six new 'OO' gauge models in the coming months. Two more London and North Eastern Railway (LNER) 'A4' 4-6-2s are set to appear with the technology, with 60024 *Kingfisher* in BR experimental lined blue/purple livery and 60002 *Sir Murrough Wilson* decorated in BR lined green with early crests. Both locomotives incorporate the tooling modifications revealed earlier this year (HM224) and will feature single chimneys and working headlamps on the front in express passenger configuration. Both models are expected to arrive later this autumn.

Eastern Region stablemate Gresley 'A3' 4-6-2 60063 *Isinglass* in BR express passenger lined blue with early crests joins the 'A4s'. This model has a die-cast running plate and is due for release in August. Completing the East Coast Main Line roster is Thompson 'A2/3' 4-6-2 500 *Edward Thompson* in LNER lined apple green. This model is due for release in January.

For Great Western Railway (GWR) modellers, Hornby's recently introduced 'OO' gauge Churchward 'Saint' 4-6-0 gains a steam generator and factory-fitted sound for its next appearance, finished as 2980 *Coeur de Lion* in GWR lined green. Adding to the appearance, the model will feature etched



Commemorating 40 years since the formation of BR's Network SouthEast (NSE) passenger sector, Hornby is releasing a BR Mk 1 Brake Corridor Standard and Tourist Standard Open in the striking NSE colour scheme.



Hornby's recently tooled 'OO' gauge GWR 'Saint' 4-6-0 is set to appear with the manufacturer's synchronised steam generator and factory-fitted digital sound as 2980 *Coeur de Lion*.



A steam generator fitted version of Hornby's 'OO' gauge Bulleid air-smoothed 'Merchant Navy' will appear as 35028 *Clan Line* in BR lined green with early crests.

metal nameplates, a detailed and decorated cab interior, separately fitted lamps, firebox flicker and sprung metal buffers. Release is expected during September this year.

Southern Region aficionados will also benefit from a new steam-generator fitted locomotive with the release of Bulleid air-smoothed 'Merchant Navy' 35028 *Clan Line* in BR lined green with early crests. This follows the recent release of steam generator-fitted air-smoothed 'Merchant Navy' 21C1 *Shaw Savill* with original front cowling in Southern Railway malachite green (HM227). This latest version of the model will feature the revised air-smoothed bodywork and will incorporate a magnetic smokebox door to enable access to replenish the water reservoir. Release is planned for January next year.

Each of these six models will feature Hornby's latest Gen 2 steam generator system, 21-pin DCC decoder sockets and will include factory-fitted HM7000 series Bluetooth and DCC decoders with Triplex Sound (TXS), preloaded with appropriate sound profiles for each locomotive type. Steam output can be adjusted through settings on the decoder and the water reservoir is sufficient to enable up to 20 minutes of continuous steam running.

TABLE 1 - HORNBY SUMMER 2026 MOTIVE POWER ANNOUNCEMENTS

DESCRIPTION	CAT NO.	PRICE
SR 'Merchant Navy' 35028 *Clan Line*, BR lined green with early crests (steam and sound fitted)	R30472SS	£364.99
LNER Thompson 'A2/3' 500 *Edward Thompson*, LNER lined apple green (steam and sound fitted)	R30474SS	£364.99
LNER 'A3' 60063 *Isinglass*, BR lined blue early crests (steam and sound fitted)	R30476SS	£319.99
LNER 'A4' 60024 *Kingfisher*, BR experimental blue/purple (steam and sound fitted)	R30553SS	£389.99
LNER 'A4' 60002 *Sir Murrough Wilson*, BR lined green with early crests (steam and sound fitted)	R30554SS	£389.99
SR 'Merchant Navy' 35019 *French Line CGT*, BR blue early crests (Hornby Dublo/metal body)	R30477	£319.99
GWR 'Saint' 2980 *Coeur de Lion*, GWR lined green	R30497SS	£314.99
GWR 'Saint' 2945 *Hillingdon Court*, GWR lined green	R30498	£234.99
GNR 'J13' 1252, GNR lined grey	R30499	£174.99
GNR 'J13' 1252, GNR lined grey (TXS sound fitted)	R30499TXS	£224.99
LBSCR 'Terrier' 643, LBSCR maroon	R30512	£164.99
LBSCR 'Terrier' *Fenchurch*, Newhaven Harbour Company lined maroon	R30511	£164.99
Liverpool & Manchester Railway, *Planet* (New tooling)	R30511	£184.99
LNER Peppercorn 'A1' 60163 *Tornado*, BR lined apple green (RailRoad)	R30519	£169.99
LNER Peppercorn 'A1' 60163 *Tornado*, BR lined apple green (RailRoad, TXS sound fitted)	R30519TXS	£224.99
GWR 'County' *County of Oxford*, GWR lined green (RailRoad)	R30562	£144.99
LMS 'Jinty' 16440, LMS lined crimson lake (RailRoad)	R30523	£69.99
Class 73 73235, InterCity 'Swallow' livery (RailRoad)	R30530	£89.99
Class 73 73235, InterCity 'Swallow' livery (RailRoad, TXS sound fitted)	R30530TXS	£144.99
Class 423 4-VEP 3417 *Gordon Pettitt*, BR rail blue	R30469	£399.99
Class 800 InterCity Express Train, Great British Railways (GBR) livery train pack (RailRoad)	R30561	£149.99

MOTIVE POWER

Adding to the 'OO' gauge motive power roster is another of Hornby's highly collectable Dublo range of metal-bodied locomotives, finished as air-smoothed 'Merchant Navy' 35019 *French Line CGT* in BR lined express passenger blue with early crests. This locomotive is set to feature white tyres and front cowling embellishments carried by the real thing while transporting the French president to London by train in early 1950. It is due to arrive towards the end of 2026.

In addition to the sound generator fitted example, an additional DCC Ready GWR 'Saint' 4-6-0 will also appear in September, modelling 2945 *Hillingdon Court* in GWR lined »



Hornby's Dublo range gains a new version of air-smoothed Bulleid 'Merchant Navy' 35019 *French Line CGT* with embellishments carried for a presidential visit to the UK in 1950.





A new pair of Bulleid Tavern Cars will be released in BR carmine and cream, including Kitchen and Buttery Car S7894 *At the Sign of the Dolphin*.

green. This introduces new tooling options in the form of a shorter smokebox and a new 3,500gallon Collett tender.

Three new tank locomotives are also planned - Great Northern Railway (GNR) 'J13' 1252 in GNR grey and a pair of London Brighton & South Coast Railway (LBSCR) 'Terriers' 72 *Fenchurch* in Newhaven Harbour Company lined maroon and 643 in LSBCR maroon. The 'J13' is due to be available in DCC Ready and sound fitted forms, with release planned for October this year, while both 'Terriers' are due to arrive in December.

For modellers of BR Southern Region's 'Southern Electric' scene, Hornby's Class 423 4-VEP Electric Multiple Unit (EMU) receives another outing, this time as unit 3417 *Gordon Pettitt* in the BR rail blue colour scheme applied in 2004, which it retains to this day under the custodianship of the Southern Electric Traction Group on behalf of the Bluebell Railway. The four-car set was named after the former Southern Region General Manager in June that year. This latest release will feature high-intensity headlights at each end and is expected to appear during October. See Table 1 for further details.

HORNBY RAILROAD

Hornby's mid-year RailRoad announcements are headlined by a Class 800 InterCity Express Train pack decorated in the new Great British Railways (GBR) livery, which was first unveiled in November 2025. While, at the time of writing, none of the Hitachi Class 800s have so far appeared in this colour scheme, several other multiple units have been adorned in the new scheme. Based on Hornby's new RailRoad tooling, the model has directional lighting and posable pantographs. The train pack contains a powered driving car and non-powered driving car and is expected to be released in October 2026. Trailer coaches - two Motor Standards and a Motor Composite – in the striking colour scheme will be available separately during September.

A new model of Hornby's venerable 'OO' gauge RailRoad BR Class 73 73235 in InterCity 'Swallow' livery is due to join the range and will be available in DCC Ready and DCC sound-fitted forms, the latter with Hornby's HM7000 TXS Bluetooth/DCC sound decoders. Both versions of 73235 are due for release towards the end of the year.

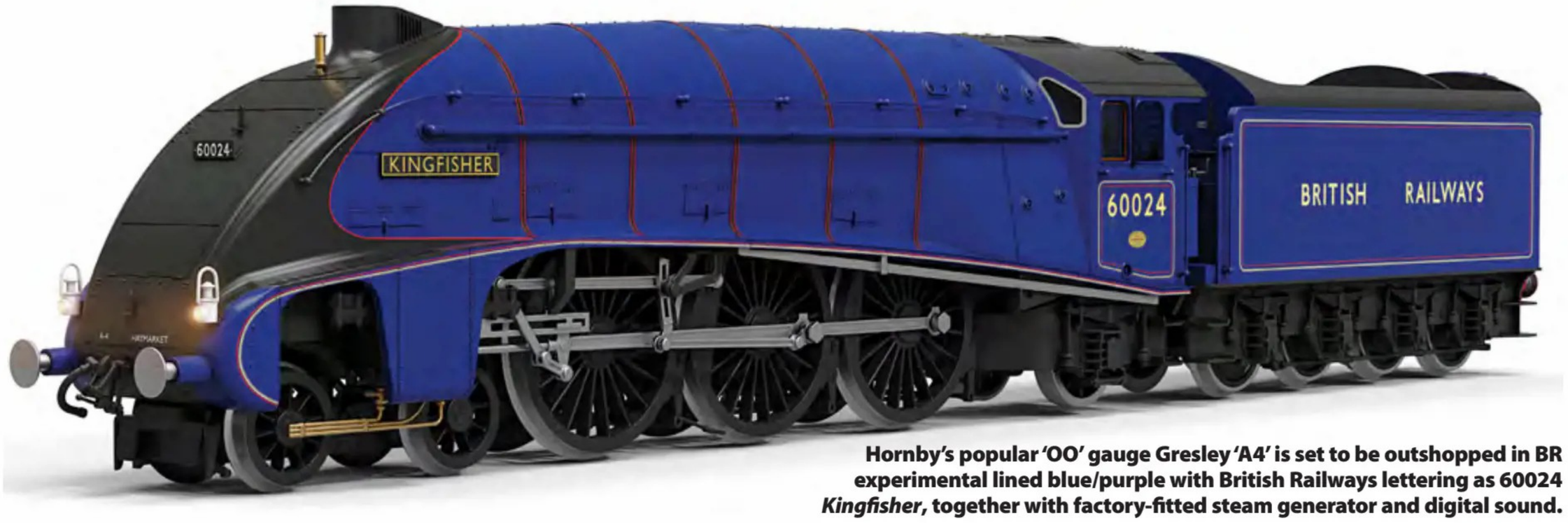
Two standalone steam locomotives are also planned for release in December 2026, modelling Great Western Railway 'County' 1023 *County of Oxford* in GWR lined green and London Midland & Scottish Railway 'Jinty' 16440 in LMS lined crimson lake. Meanwhile, a new model of LNER Peppercorn 'A1' 60163 *Tornado* is also set to appear, decorated in BR lined apple green with BRITISH RAILWAYS lettering. This model will be available in DCC Ready and DCC sound fitted forms, once again featuring Hornby's HM7000 TXS decoder and preloaded sound profile. Release is also expected during December.

ROLLING STOCK

Hornby's latest plans also include a new version of its popular 'OO' gauge SR Bulleid Tavern Cars. Eight pairs of Tavern Cars were built at Eastleigh Works intended to be a 'pub on wheels', complete with names, painted brickwork and interior decoration to match. Comprising a Kitchen and Buttery Car, together with a Composite Diner, the coaches were deployed on named trains such as the 'Atlantic Coast Express', but the vehicles were extensively rebuilt in the 1950s in more conventional form. Hornby's latest Tavern Car twin pack appears as *At the Sign of the Dolphin*, in original condition BR carmine and cream. Featuring working interior lighting, the twin vehicle pack is due for release in October 2026.

Other rolling stock releases consist of a quartet of Hornby's generic pre-Grouping four-and six-wheel coaches. All appear in LBSCR maroon, with a six-wheel First, Third and Brake Third and four-wheel Full Brake and will be the perfect accompaniment to Stroudley 'Terrier' 643 in LBSCR maroon. Completing the new 'OO' carriage releases, Hornby is commemorating the 40th anniversary of BR's Network SouthEast passenger sector with a pair of BR Mk 1 Brake Second Corridor and Tourist Second Open vehicles in the eye-catching blue, white, red and grey scheme, which are sure to prove popular. Each of these coaches are due to land with retailers in November.

In terms of 'OO' gauge wagon releases, there are a handful of additional models planned



Hornby's popular 'OO' gauge Gresley 'A4' is set to be outshopped in BR experimental lined blue/purple with British Railways lettering as 60024 *Kingfisher*, together with factory-fitted steam generator and digital sound.

Great British Railways' striking new colour scheme is set to grace Hornby's 'OO' gauge RailRoad Class 800 InterCity Express Train.



Hornby's 'OO' gauge Class 423 4-VEP Electric Multiple Unit will appear in its retro BR rail blue colour scheme as 3417 *Gordon Pettitt*.

including two TEA bogie tank wagons in Shell and Esso colour schemes, which are due to be released during September, while a trio of RailRoad wagon releases – two long wheelbase opens and a 12ton vent van – are also set to appear during December. See Table 2 for more details.

Completing Hornby's mid-year announcements are two further additions to the HM7000 series of Bluetooth and DCC decoders and accessories, including a new Power Bank Maxi (R7416) and a six-pin decoder (non-sound) with fine wire (R7321A) to bolster the expanding range. Both products are due for release imminently. This latest version of the six-pin motor only decoder features the six-pin connector at the end of the fine wires and is designed for use with smaller locomotives, while the Power Bank Maxi is a new stay-alive with upgraded capacitor to help improve locomotive running characteristics when used in conjunction with HM7000 series decoders

● Visit *www.hornby.com* for more information on Hornby's new Summer 2026 announcements.

TABLE 2 - HORNBY 2026 SUMMER ROLLING STOCK ANNOUNCEMENTS

DESCRIPTION	CAT NO.	PRICE
SR Bullied 'Tavern Cars' *At the Sign of the Dolphin*, BR carmine and cream	R40537	£139.99
LBSCR six-wheel First Class, LBSCR maroon	R40538	£39.99
LBSCR six-wheel Third Class, LBSCR maroon	R40539	£39.99
LBSCR six-wheel Brake Third, LBSCR maroon	R40540	£39.99
LBSCR four-wheel Full Brake, LBSCR maroon	R40541	£39.99
BR Mk 1 Brake Second Corridor, Network SouthEast livery	R40542	£49.99
BR Mk 1 Tourist Second Open, Network SouthEast livery	R40543	£49.99
Class 800 Motor Second, GBR livery (RailRoad)	R40570	£29.99
Class 800 Motor Second, GBR livery (RailRoad)	R40571	£29.99
Class 800 Motor Composite, GBR livery (RailRoad)	R40572	£29.99
12ton ventilated van, O Raeburn (RailRoad)	R60354	£17.99
10ton long wheelbase open wagon, C Dunning (RailRoad)	R60356	£17.49
10ton long wheelbase open wagon, Faulkner & Co. (RailRoad)	R60357	£17.49
100ton TEA tank wagon, Shell (RailRoad)	R60364	£29.99
100ton TEA tank wagon, Esso (RailRoad)	R60365	£29.99

WIN!

A HORNBY 'OO' ROCKET BUNDLE

QUESTION

In what year was Stephenson's Rocket originally built?

A.1729 **B.**1829 **C.**1929

WORTH £430



KEY MODEL WORLD is offering readers a chance to win a bundle of Hornby 'OO' gauge Era 1 models including the latest example of Liverpool & Manchester Railway's 0-2-2 *Rocket*, worth £184.99.

The prize consists of Hornby's latest model of Robert Stephenson's *Rocket* (R30510) which is now available as a solo item for the first time. It features a five-pole motor, six-pin Digital Command Control (DCC) decoder socket, all-wheel pick-ups, fine metal valve gear, etched metal nameplates and footplate crew. In addition, we are also adding in several packs of Era 1 rolling stock to create a package worth a total of £430.

To be in with a chance of winning this superb Hornby 'OO' gauge Era 1 bundle, all you have to do is answer the accompanying question by August 25 2026.

Even if you don't win, Hornby's latest 'OO' gauge Stephenson's *Rocket* solo pack is available from Hornby stockists now. Good luck!

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 July 2 2026 and the closing date for entries is August 25 2026 at 5pm GMT. The winner will be notified no later than September 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.

Accurascale reveals all-new '00' CLASS 58



Accurascale is developing an all-new 'OO' gauge Class 58 Co-Co diesel.

ACCURASCALE'S latest 'OO' gauge locomotive project is the Class 58 Co-Co diesel, with the project already at the Engineering Prototype (EP) stage.

The Class 58 was conceived by British Rail in the late 1970s to address reliability issues with the Class 56s, which were still being constructed at this time and meet an expected increase in domestic freight traffic. Reliability was a key factor for the new locomotives, which were designed with potential export markets in mind.

All were built at Doncaster Works, with the first example appearing in 1982. They were used on merry-go-round coal trains, feeding the UK's network of coal-fired power stations. The Class 58s were powerful and reliable but prone to wheelslip, partially remedied by the fitment of additional sanding equipment. In later years, their sphere of operation widened and included lighter duties.

Accurascale is set to produce eight models for the first tranche of releases, as 58040 in Railfreight 'red stripe' livery, 58016 and 58042 *Ironbridge Power Station* in BR triple grey with coal sector decals, 58017 *Eastleigh Depot* in Mainline Freight triple grey, 58046 *Asfordby Mine* in Mainline Freight blue and 58023 *Leicester Depot* in present-day preserved Mainline Freight blue livery. Completing the initial batch are first and last Class 58s with 58001 in Railfreight 'red stripe' and 58050 *Toton Traction Depot* in EWS maroon and gold.

Each model will feature a five-pole motor with twin flywheels, all-wheel drive and pick-ups, factory-fitted stay alive, twin motorised radiator fans, a removable roof section and a 21-pin Digital Command Control decoder socket. They will have operating directional, cab and driver control desk lighting.

Extensive tooling has been developed to allow accurate portrayal of the locomotives throughout their service lives, with variations to the cab, exhaust silencer, cooler group, bogies and roof details. Models will also sport a fully detailed cab interior, separately fitted handrails and pipework, etched windscreen wipers and horn grilles, plus traction motor detail and a full collection of buffer beam equipment.



The newly-tooled Class 58 will feature a wealth of separately fitted parts including handrails, pipework, steps, sand pipes and etched metal bodyside and roof grilles.

Priced at £169.99 DCC Ready and £259.99 DCC sound-fitted, release is expected during the fourth quarter of 2027.

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



The extensive tooling suite will incorporate detail differences throughout their careers, including cab configurations.

Heljan Production Progress



A new batch of Heljan's 'O' gauge Class 25 Bo-Bo diesels is set to arrive later this year, with six models due including 97251 *ETHEL 2* in BR blue and grey.

PRODUCTION CONTINUES apace for Accurascale's recently acquired Heljan brand with a trio of new decorated model projects showcased for the company's forthcoming 'TT:120' gauge Class 122, 'OO' gauge Class 42 'Warship' and Class 25 for 'O' - all expected to arrive during the third quarter of 2026.

Heljan's Class 122 diesel railcars for 'TT:120' recently advanced to the final production sample stage of development. Some updates to the model's tooling have been incorporated before production begins, with the models now having options for original and plated headcode boxes or flush cab ends.

Heljan's new Class 122s will be fitted with a low-profile coreless motor, E24 Digital Command Control (DCC) socket, factory-fitted speaker and controllable directional and saloon lights. Seven models form the initial range, appearing as W55000 in BR green with 'speed whiskers', W55003 and M55005 in BR green with small yellow ends and white cab roofs, W55008 in BR blue with small yellow ends and white cab roofs, Sc55011 in BR blue and W55009 in BR blue and grey. A final model, 122112, is in Regional Railways colours. The models are priced at £124.98 each.

Also showcased are production samples of Heljan's range of 'OO' gauge Class 42 'Warship' diesel-hydraulic locomotives. Each will feature a five-pole motor with twin flywheels, 21-pin DCC decoder socket, etched grilles, engine room detail, sprung buffers, full or partial interchangeable buffer beam skirts, while the tooling will also enable the first 13 members of the class to also be modelled, fitted with Great Western Railway style train reporting numbers.

Ten models form the initial batch, appearing in BR green, BR green with small yellow ends, BR green with full yellow ends, BR maroon, BR blue with small yellow ends and BR blue with full yellow ends. A final model appears as V200 021 *Windhund* in the striking Deutsche Bahn-inspired livery applied to the full-size D821 *Greyhound* in preservation in the late 1980s at the North Yorkshire Railway. Models are priced at £149.99 DCC Ready and £249.98 DCC sound fitted.

Finally, Heljan's next batch of 'O' gauge Class 25s are also due for delivery in the third quarter of 2026, priced at £299.99 each. The models incorporate a powered roof fan, twin five-pole motors, directional and cab lighting, plus sprung buffers and separately fitted detail. Six models are planned, modelling D5243 in BR two-tone green with small yellow ends, 25102 in BR two-tone green with full yellow ends, 25095 and 25323 in BR blue, 25912 *Tamworth Castle* in its unique BR blue scheme and 97251 *ETHEL 2* in BR blue and grey.

All are available exclusively from the Heljan website.

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

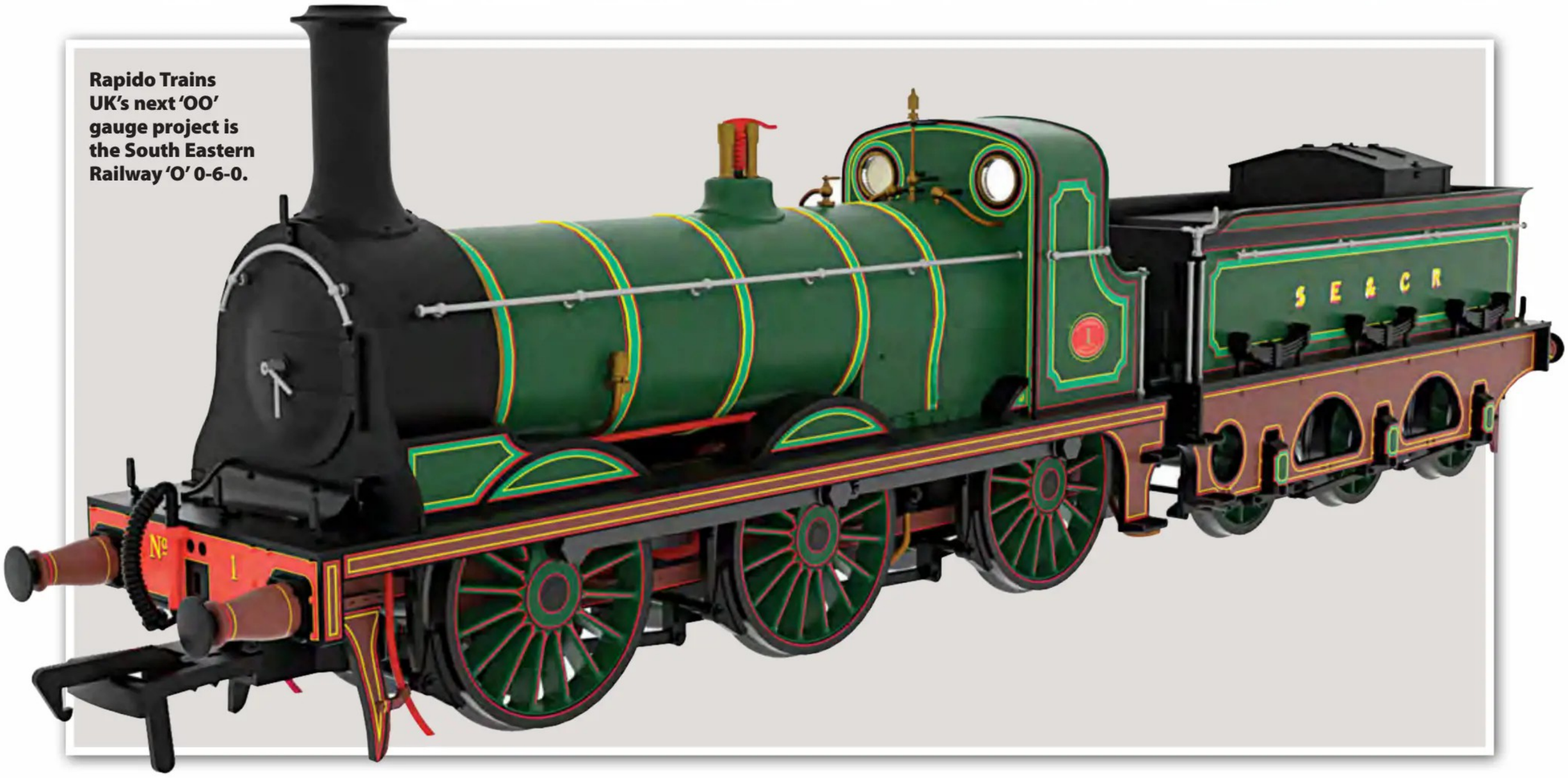


Release of Heljan's all-new 'TT:120' Class 122 diesel railcars is gathering pace with production samples arriving for evaluation.



Heljan's newly tooled 'OO' gauge Class 42 'Warships' are also in production with first-built and later examples forming the initial batch of releases.

‘OO’ SER ‘O’ NEXT FOR RAPIDO TRAINS UK



Rapido Trains UK’s next ‘OO’ gauge project is the South Eastern Railway ‘O’ 0-6-0.

RAPIDO TRAINS UK is producing an all-new model of the South Eastern Railway (SER) ‘O’ 0-6-0 in ‘OO’ gauge for the first time, with nine models set to comprise the initial offerings.

The precursor to the more widely known ‘O1s’, the 122 members of the ‘O’ fleet were built between 1879 and 1899, with construction split between Sharp, Stewart and Co. and the SER’s Ashford Works to a design by James Stirling. Intended for unfitted goods trains, some were latterly fitted with vacuum brakes, operating fitted goods trains and occasional passenger trains. By the 1900s, newer locomotives were displacing the ‘Os’, and in 1904, an upgrade program was initiated, with a larger Wainwright boiler and a new cab fitted, creating the ‘O1s’. 31 ‘O’ 0-6-0s were inherited by the Southern Railway (SR) in 1923, which disposed of the last members of the class in 1932.

Rapido Trains UK’s all-new model will feature etched number plates, authentic detail differences, a stay alive, all-wheel pick-up, factory-fitted speaker, firebox glow and a 21-pin Digital Command Control (DCC) socket.

Nine models will appear, finished as 315 in SER Cudworth green, 378 in SER lined black with red lining and 80 in SER lined black with red and yellow lining, together with 381 and 1 in South Eastern & Chatham Railway (SECR) Wainwright green, 171 in SECR green and 142 in SECR grey. A single SR model will appear as A8 in SR lined black.

Prices are set at £209.95 DCC Ready and £319.95 DCC sound fitted. A release date has yet to be confirmed.

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

EXCLUSIVE ‘TT:120’ BR FISH VANS FOR TMC

THE LATEST EXCLUSIVE commission from The Model Centre (TMC) is the BR Diagram 1/801 fish van in ‘TT:120’, produced by Rapido Trains UK – the manufacturer’s first model produced in the scale.

Building on the success of pre-nationalisation designs, BR built the 1/801 fish vans from 1960 as a development of previous BR and LNER designs. Carrying over the 15ft wheelbase from its predecessors, BR upgraded the new wagons to feature roller bearings, allowing the vans to run up to 60mph and be incorporated in passenger trains where required.

TMC’s all-new ‘TT:120’ models will feature separately applied details, turned metal wheels, NEM coupling pockets and more. Each will be available singly or in triple packs. Single vans will appear in BR engineers’ yellow, departmental red, and Mechanical and Electrical Engineers’ black, while triple packs are offered in BR white with blue spot markings, BR white with blue spot and ice blue patches, BR blue, and BR Express Parcels blue.



Retailer TMC has commissioned Rapido Trains UK to produce an exclusive BR Diagram 1/801 fish van for ‘TT:120’.

Prices are set at £32.95 each, rising to £95.95 for triple packs. A release date has yet to be set.

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

New ‘OO’ ODA wagons from Accurascale



Accurascale is developing a selection of all-new ‘OO’ gauge ODA five-plank pipe wagons.

ACCURASCALE is producing an all-new range of BR ODA wagons for ‘OO’ gauge, which are set to be available exclusively from its website.

The ODAs were derived from a 1930s London and North Eastern Railway five-plank pipe wagon, which incorporated drop-side doors on both sides. BR adopted this design for new-build pipe wagons. After 1955, this design and a similar London Midland & Scottish Railway wagon were combined into a single diagram of wagon, and all were built with vacuum brakes. In the 1980s, the wagons – now classified as SOVs – were converted to air braking, with the wagons’ suspension also modified. These converted wagons were then reclassified as ODAs.

Accurascale’s new range of ODAs is set to feature a die-cast metal chassis and underframe, chemically blackened turned metal wheels and in-line brake shoes with alternate ‘P4’ rigging included with each model. They will also have separately fitted brake cylinders, axle guards, changeover equipment, handbrakes, air cylinders and suspension equipment.

All models are available exclusively from the Accurascale website and will be offered individually or in triple packs. Liveries include SatLink Western and London Midland Region red and yellow, BR engineers’ dark grey and Railfreight grey and yellow. Triple wagon packs will be available in BR bauxite, BR ‘worn’ bauxite, Railfreight red and grey, SatLink red and yellow, English, Welsh & Scottish Railways (EWS) maroon and gold and ‘distressed’ EWS livery.

Prices are set at £29.99, with triple packs priced at £79.98. Delivery is expected in the first quarter of 2027.

● **Visit *www.accurascale.com*.**

Ellis Clark Trains reveals all-new Nexus digital sound decoders

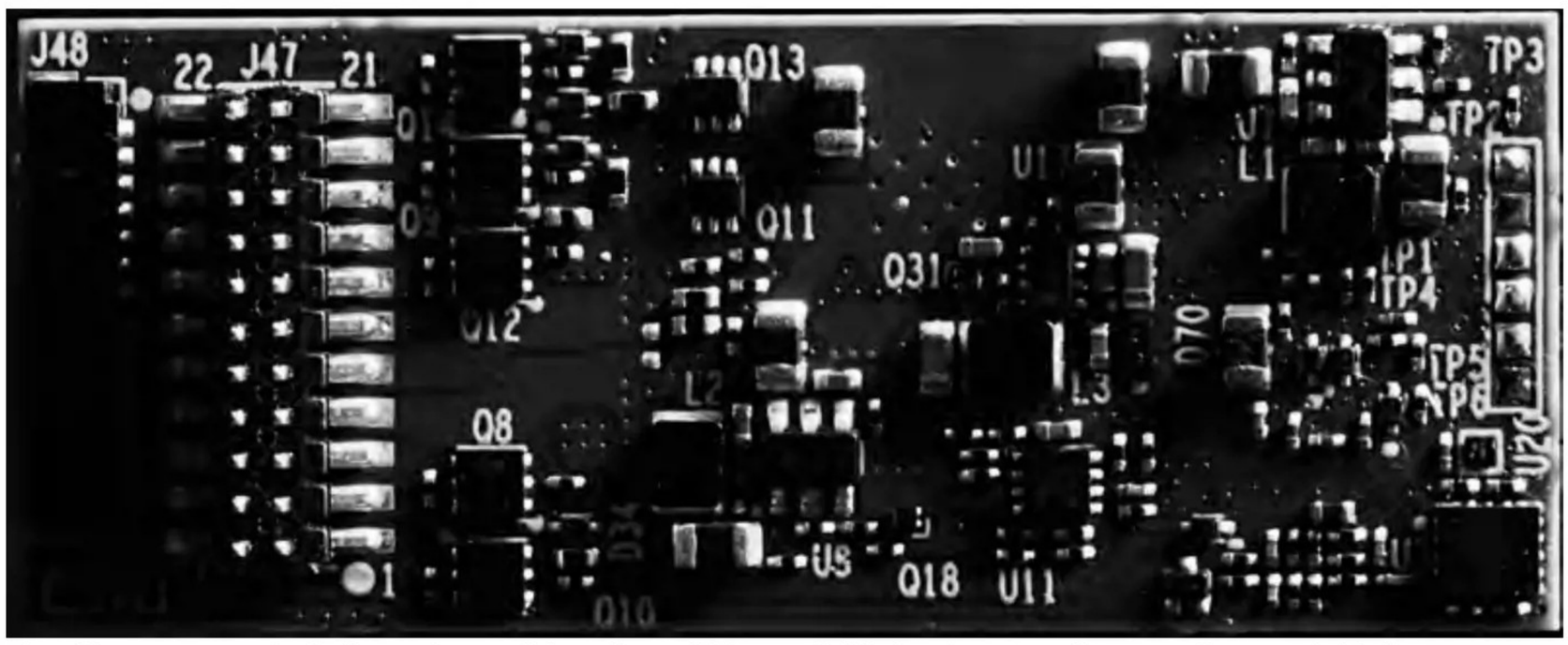
Ellis Clark Trains is launching a series of new Nexus next generation dual-channel sound decoders.

ELLIS CLARK TRAINS is introducing a brand-new dual channel sound decoder with the Clark Railworks’ ‘WD’ 2-10-0 for ‘OO’ and the LYR ‘Pug’ 0-4-0ST in ‘O’. The new decoder will be available for all models in 2027.

Nexus is a next-generation sound decoder developed by Ellis Clark Trains in the UK with digital sound specialists within its organisation, as well as UK-based electronics suppliers. It has been specified to offer dual channel sound reproduction with multiple speakers in a locomotive which are allocated specific sounds.

Two decoder types are being offered initially – a Plux22 ‘Medium’ decoder suitable for use in ‘OO’ gauge and the majority of ‘O’ gauge locomotives, together with a Next18 ‘Small’ decoder for smaller ‘OO’ gauge and ‘TT:120’ scale products.

The specification for the Plux22 chip includes a total size of 45mm x 18mm, capability to operate with DC and DCC control systems, 256MB sound memory, 2A continuous motor current, 3.5A peak current, eight function outputs, four logic level outputs and two servo outputs. It also has a built-in stay alive charging circuit together with two audio channel outputs suitable for use with 4-16Ohm speakers and a total 10Watt audio power, split between two 5Watt channels.



The all-new Nexus dual-channel sound decoders will be available in PluX22 and Next18 formats initially.

The Next18 chip is 21mm x 12mm and has a similar specification, but with a continuous motor current of 0.8A, peak current of 1.5A, four function outputs, two logic level outputs plus stay alive support. The audio channels can support 4-16Ohm speakers with a total 6Watt power output, split into two 3Watt channels.

The 256MB of memory allows up to 12 minutes of audio to be stored on the chip at 16-bit, 44KHz quality – double that of current decoders.

Prices have yet to be confirmed, with the ‘OO’ 2-10-0 model costing £120 more for Nexus DCC sound fitted models than the analogue DCC Ready version.

● **Visit *nexusdecoders.com* for more information.**

BRAND-NEW MAKING TRACKS LAYOUT DEBUTS

AT THE 2026 GREAT ELECTRIC TRAIN SHOW

Above: **Pete Waterman and the Railnuts will be debuting a brand-new layout at the 2026 Great Electric Train Show modelling Blisworth.**

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.



PETE WATERMAN and the Railnuts are building a brand-new layout which will make its debut at the 2026 Great Electric Train Show modelling the West Coast Main Line at Blisworth.

This new layout will stand out from previous projects for its two-track layout and extensive lineside scenery making it unique amongst the collection of layouts exhibited by the team.

Blisworth, five miles south of Northampton, is a picturesque location where the West Coast Main Line (WCML) crosses the Grand Union Canal. The original station closed in 1960 leaving a siding for use by on-track plant.

The new 'OO' gauge layout will be 64ft long and includes a full scale model of the original station site together with the station hotel behind the railway and the canal followed by the railway crossing onto a long embankment with bridges.

Also new for the Great Electric Train Show line-up is Robbert De Vries' superb 'OO' gauge colliery layout R&J Colliery, which is travelling to the show from the Netherlands, Chris Hobbs' new 'TT:120' scale model of Batty Moss and Bottom of the Barrel by Joe Stamper, modelling a brewery in a barrel in 'OO' gauge.

The trade line-up has also expanded with Accurascale and *Heljan.com* joining the manufacturer list, while new stands for this year include Bunters Yard, Electech and the return of ModelU to the show.

Discount advance tickets for the 2026 Great Electric Train Show at Arena MK in Milton Keynes 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 for £36, while the popular limited VIP ticket price has been held at £55 for the 2026 Great Electric Train Show.

A free shuttle bus will operate between the venue and Milton Keynes Central railway station both days.

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

Left: **R&J Colliery is travelling from the Netherlands to take part in this year's Great Electric Train Show.**

GBRf Class 47 decorated sample

FIRST LOOK



CAVALEX MODELS has delivered the first decorated sample of Key Publishing's exclusive limited edition model of GB Railfreight (GBRf) Class 47 47739 for inspection.

The decorated sample takes the new model project closer to production, with delivery of the finished product expected in the first quarter of 2027.

Prices are set at £209.95 DCC Ready and £309.95 DCC sound fitted with just 300 'OO' gauge models of 47739 being produced.

Pre-orders are open now with a £30 non-refundable deposit required to secure your model.

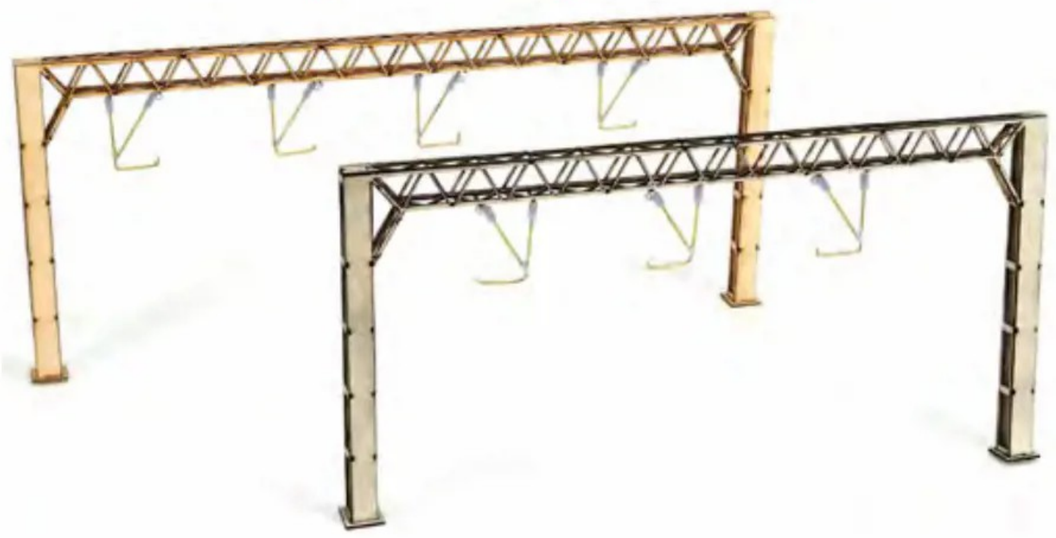
● **Visit *shop.keymodelworld.com* for more information.**

PJM Models catenary range expands

NEW three and four-track gantries have joined the PJM Models collection of overhead catenary laser-cut kits for 'OO' gauge.

The latest additions have the same design as the two-track portal gantry and are modelled on West Coast Main Line structures. The three-track gantry is 210mm wide and the four-track gantry is 255mm wide. Both are 108mm tall.

The kits are sold as twin packs with each containing all parts required to build the gantry, laser-cut from plywood, together with a jig to build registration arms



using the supplied brass rod and 3D printed insulators. Full instructions are included.

Prices are set at £32.99 for the twin pack of three-track gantries (Cat No. PJM303) and £42.99 for the four-track gantry twin pack (PJM304).

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

Rusty Rails develops new magnetic couplings

A NEW range of magnetic couplings is being developed by Rusty Rails Modelling for 'OO' gauge with the first types now in stock on the Key Model World Shop.

The new couplings are designed to clip into standard NEM pockets and are offered in 10mm and 12mm lengths to suit different rolling stock types. The 2mm diameter magnets are pre-fitted, with each pack containing seven pairs of couplings.

The initial release focuses on drawbar couplings with further versions due for release by Rusty Rails Modelling. They are in stock now priced at £9.99 per pack.



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

HORNBY magazine

MONTHLY GUIDE TO MODEL RAILWAYS, FEATURING EXCLUSIVE HORNBY CONTENT FOR ALL SKILL LEVELS



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LITTLE COLNE

STEVE KNIGHT explains how this 'OO' gauge bucolic slice of steam era East Anglia has been revitalised and is now being enjoyed by a new generation of modellers.

PHOTOGRAPHY, TREVOR JONES

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm:1ft	14ft x 3ft	EASTERN	1960s	DCC, NCE



1 Holden 'D14' 4-4-0 62530 waits at the platform for the signal to clear with a two-coach train of through coaches for London as BTH Type 1 D8204 arrives with a short goods train which includes agricultural steam vehicles.



2 In the shadow of the striking windmill, a Class 08 gently propels several wagons and a brake van back towards the station ready for the next goods train departure from Little Colne.

IMAGINE LYING IN A MEADOW in the warm sun of a summer's day around 1960, somewhere in North East Essex. Birds are singing in the blue sky and the sunlight glistens off the free-flowing waters of the River Colne as it makes its way down the tranquil valley towards Colchester. The thick, still air is filled with the buzz of insects and occasionally interrupted by the clanking of wagons being shunted in the small goods yard just over that hedge… welcome to Little Colne.

Set in a quiet backwater of North East Essex towards the end of the steam age, with early diesels beginning to make their appearance, Little Colne is a physical representation of those long-lost idyllic days of seemingly endless summers when it appeared that travel around Britain was still possible by train to virtually every village.

This layout is set firmly in the rural heart of East Anglia, where the Great Eastern Railway (GER) strove to link the small market towns and larger villages with a sprawling network of lines, chiefly by following the natural river valleys where possible. So Little Colne is a stub branch in, or possibly just near, the valley of the Essex River Colne. Our Saxon forebears were not particularly imaginative when it came to naming rivers. There are at least four River Colnes, five River Stours and nine River Avons – Avon being a word which itself meant 'river' anyway!

Built in standard 4mm:1ft scale using C&L Finescale and Peco bullhead track and operated using either DC (analogue) or Digital Command Control (DCC) via a switch, Little Colne offers many modelling possibilities. The station can take a medium-sized locomotive such as a 4-6-0 with ease and the platform will accommodate it satisfactorily with three coaches and even an added van if required. A small engineering works adjacent to the station provides a destination for interesting loads to arrive and depart. In typical GER style, the compact goods and coal yard makes use of a diamond crossing to foreshorten the track layout and reduce the amount of land needed.

In our landscape, goods traffic is mostly agricultural and is handled in the commodious goods shed which is a scratchbuilt model of that formerly situated at Marks Tey, where the Colne and Stour Valley lines met the Great Eastern Main Line. The building was modelled by Peter Vesty who also built the main station building on Little Colne from the plans of the GER station at Rayne, near Braintree, which is now the Flitch Way visitor centre. Coal is received at the dock and general merchandise can be loaded on a long roadside siding or inside the goods shed.

SALE AND REBIRTH

Peter had Little Colne in his garage and rarely showed it outside. I first saw it at a Colchester Model Railway Club exhibition in 2018 and immediately fell in love with this lovely little bucolic country terminus. He rather reluctantly took it out three or four more times under pressure from colleagues and friends to display his work, but by 2020 the layout had a 'For Sale' sign on it when I spied it again at the Chiltern Model Railway Association show in Stevenage. It transpired that Peter had other plans for that area of his garage, a new layout based on the famous Minories track plan, and wished to dispose of Little Colne. After some discussion, a deal was reached and the layout transported the short distance to its new home at the East Anglian Railway Museum. It's hard to think of a more fitting venue.

Originally it was operated from the front, with the layout hard up against the garage wall. However, that would not work for a layout we intended to take to more exhibitions, so a redesign was called for. In addition, there was not a complete run-round loop. Locomotives had to run off-scene onto the storage traverser and »



Above: **A Great Eastern 'N7' 0-6-2T arrives with a terminating branch line passenger train. The locomotive will run around the two suburban carriages before coupling to the opposite end ready to head the next departure from the platform.**

use that to regain the departure track before backing down onto their train. To overcome that operational hurdle, we determined to add a short extension section which would be long enough to encompass a pair of long bullhead rail points in a crossover and with a short headshunt, taking the layout up to 14ft long. This immediately posed the question of what to do about the new scenic section created.

A new bridge and extended backscene formed the scenic break and the railway fairly obviously would remain in a cutting at this point, with higher ground toward the front of the layout. What do you put on a hill near a village? A windmill of course! Not a modern anonymous and rather bland wind turbine, but a good old-fashioned post mill. Ours is motorised and modified from the classic 1958 Airfix kit.

To fill the gap where the original built-in control panel had been, we extended the layout outwards to give a more uniform appearance across its whole length and then created a forge and workshop scene which is particularly highly detailed and illuminated for the enjoyment of our viewers. Much general 'tidying up' of the layout has also taken place with the addition of more small scenic details. Root around in the undergrowth behind the forge and you'll see a scrapped Bedford QL cab and an Anderson shelter amongst other details. The ruined barn, with holes in the roof and a rather optimistic 'To Let' sign on the front was a heavily modified Wills kit, now brick-faced instead of stone. It has a small privy round the back. Birds, animals, trees, plants, road signs and a scarecrow have all been added recently.

As with any layout, there is always some extra little detail that can be added and work continues apace. Our primary concern now is reliable operation at »

4 Above: **Passengers take an interest in the recently arrived Ivatt '2MT' 2-6-0 46246 as it draws forward of the crossover before running round the branch line passenger train.**

5 Below: **Great Eastern 'D14' 62530 awaits departure from Little Colne station as a Holden 'F4' 2-4-2T rumbles about the yard shunting wagons for unloading.**



6 Left: **The stationmaster's milk delivery is in progress while the area's mail is about to be deposited on the platform, courtesy of the arriving steam-hauled passenger train.**

7 Right: **Little Colne's forge and workshop appear busy as Worsdell 'J15' 65445 makes a spirited arrival with a two-coach passenger train in tow.**

exhibitions and creating excellent track that gives smooth, continuous running. Our next task will be to increase the amount of signalling on the branch as there is just one platform starter signal. We also need to augment some of the original sea foam trees which have a finite lifetime.

VARIED FLEET

Simultaneously, we are acquiring more and varied rolling stock with which to operate Little Colne. A 'J69' 0-6-0T has been pre-ordered and an 'F4' 2-4-2T has been built from a Stephen Poole kit to add to the 'N7', 'J15', 'J17', 'J94', 'B12' and 'B16' already in our steam pool. On the diesel front, we have the classic Modernisation Plan traction roster of Classes 04, 08, 15, 24 and 31, all of which were regular performers on the East Anglian branches. Passenger services can also be provided by one of those new-fangled Diesel Railcars – a Metro-Cammell Class 101 in our case. All locomotives are DCC sound fitted.

Rolling stock is a mixture of kit and scratchbuilt, together with better proprietary models where appropriate. As I rather »

Above: **Little Colne models a busy branch line terminus in North East Essex towards the end of steam in the 1960s.**

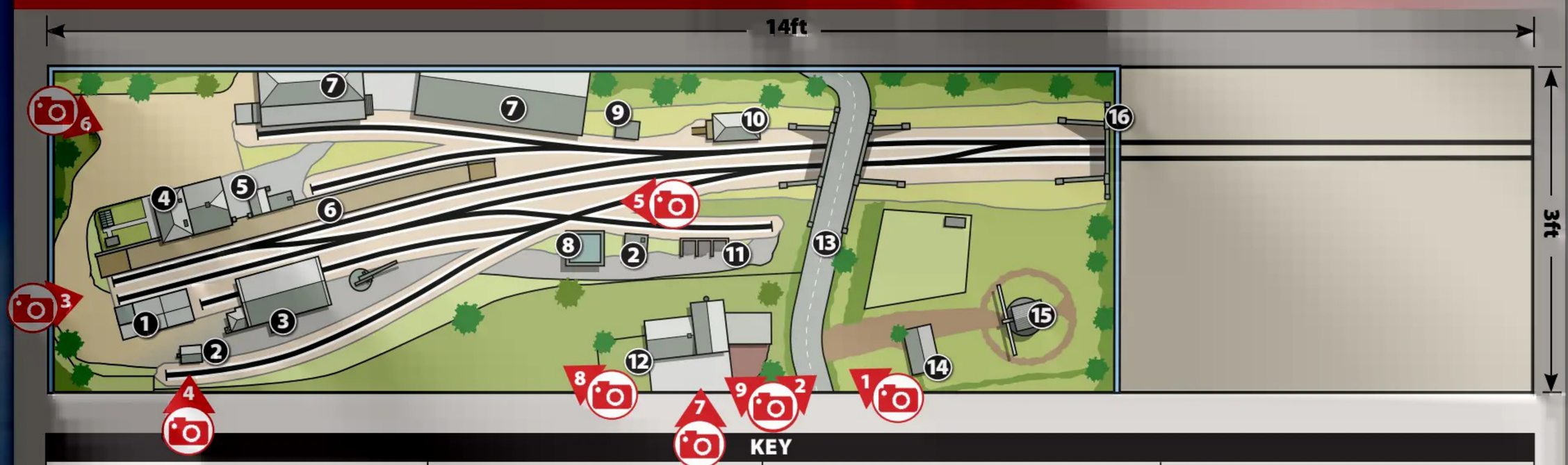
"Little Colne is a physical representation of those long lost idyllic days of seemingly endless summers."



8 Left: **Staff in the goods yard begin to load one of the lorries with recently arrived loads, as a Class 08 diesel shunter begins the task of remarshalling wagons ahead of their departure later in the day.**

9 Below: **The serene village scene is set to be disturbed briefly as the next train from Little Colne station prepares to depart.**

LITTLE COLNE TRACK DIAGRAM (NOT TO SCALE)



KEY

1. Cattle dock
2. Hut
3. Goods shed
4. Station house
5. Stores
6. Platform
7. Works
8. Water tower
9. Platelayer's hut
10. Signalbox
11. Coal yard
12. Forge and workshop
13. Road
14. Old barn
15. Windmill
16. To/from storage yard



like vans, my personal favourites are a Mallard Models LNER milk van etched kit which is usually stabled in the bay platform and a Parkside Dundas kit-built LNER CCT, as this was the first Eastern Region rolling stock item I built – all my other modelling being based on the Southern Region!

We have two NCE controllers on long leads which is plenty for a layout of this size. Points run from DC-controlled Tortoise slow action point motors and there are isolating sections across the layout which allow it to operate in DC control mode if required. The new storage yard is a five-road sector plate which proved to be the best option from several that we tried.

Whenever I use the term 'we' I am referencing a team of three – Robert Page, Paul Roche and myself. Robert and Paul are two of the most accomplished younger modellers I know, and the revamped Little Colne is really a product of their skill. Paul is very particular about track laying and made the most of the new Peco bullhead rail and points to blend in with the C&L Finescale track on the main boards. Robert is very good with wiring and rebuilt the panel and put it on an extension so we could operate it from behind like a normal exhibition layout. He added two more Tortoise turnout motors for the new crossover and devised a very satisfactory method of powering the traverser board with brass bolts locking it into place.

The new-look Little Colne has had a very warm reception across South East England at shows in Shenfield, Bury St Edmunds, Stowmarket, Maldon and Braintree as well as Doncaster and we are looking forward to showing it further afield. The layout will also be on display at the East Anglian Railway Museum model railway exhibition on Sunday August 9 2026 (see Showguide on p122-123), between 10am and 4pm. Our quiet little corner of Essex has given us much enjoyment so far and we hope to be able to delight and entertain many more viewers in the coming years.

HM

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Hornby's all-new 'OO' gauge

L&MR *PLANET*

The latest pioneering model produced by Hornby replicates one of the most influential locomotives of all time. MARK CHIVERS chats to HORNBY'S STEVE MERRY about how *Planet* could be a railway modelling star.

HORNBY'S GROWING range of pioneering railway models in 'OO' gauge is set to gain an all-new locomotive soon with the recent announcement of Liverpool & Manchester Railway's *Planet* 2-2-0 in the scale.

Planet was the ninth locomotive to be built for the Liverpool & Manchester Railway. It was constructed by Robert Stephenson and Company in 1830 – just a year after *Rocket* had debuted - and differed with its 2-2-0 wheel configuration and featured inside cylinders. The locomotive had a top speed of around 30mph and a service life of ten years – undergoing a rebuild mid-way through in 1835.

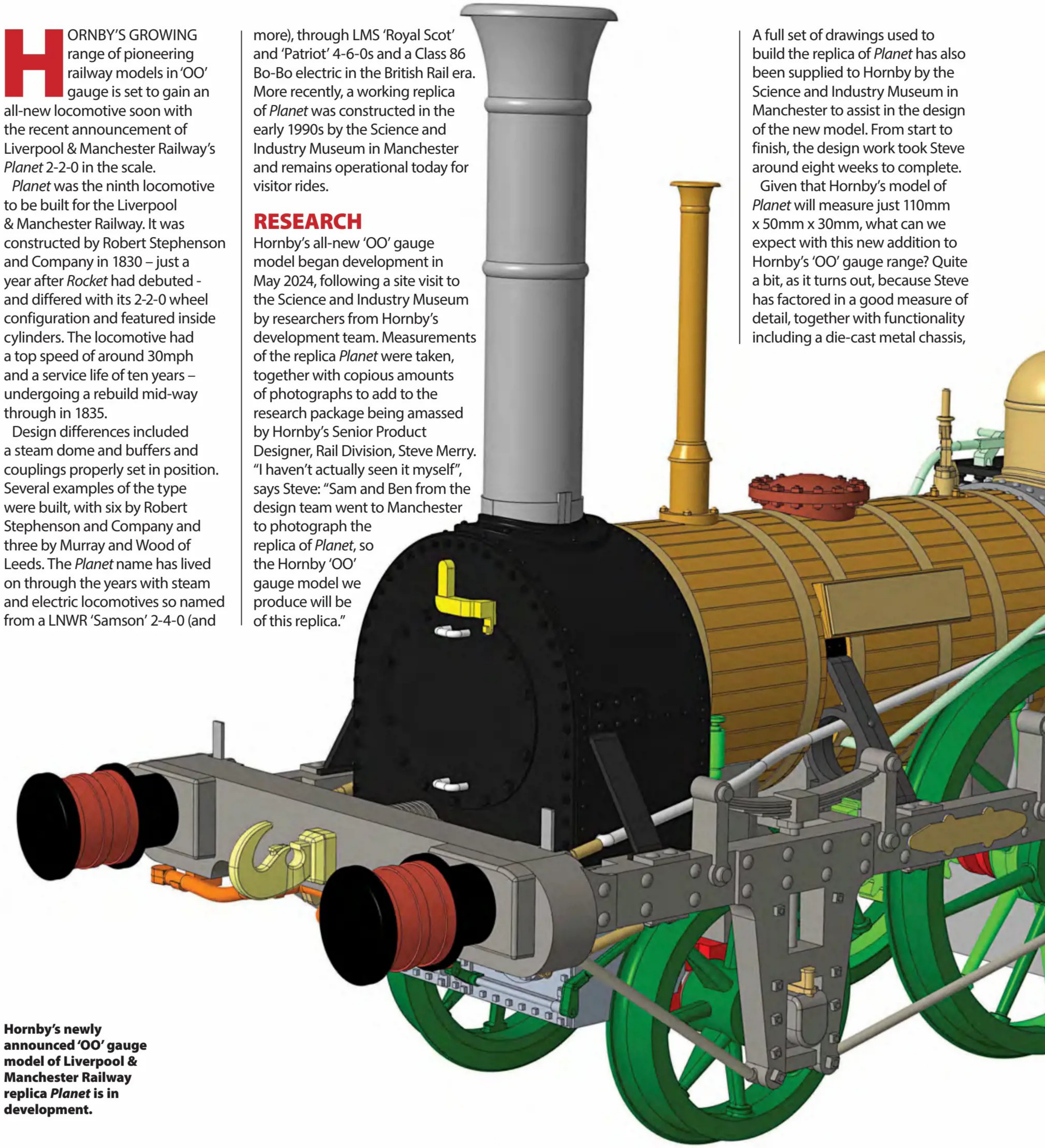
Design differences included a steam dome and buffers and couplings properly set in position. Several examples of the type were built, with six by Robert Stephenson and Company and three by Murray and Wood of Leeds. The *Planet* name has lived on through the years with steam and electric locomotives so named from a LNWR 'Samson' 2-4-0 (and more), through LMS 'Royal Scot' and 'Patriot' 4-6-0s and a Class 86 Bo-Bo electric in the British Rail era. More recently, a working replica of *Planet* was constructed in the early 1990s by the Science and Industry Museum in Manchester and remains operational today for visitor rides.

RESEARCH

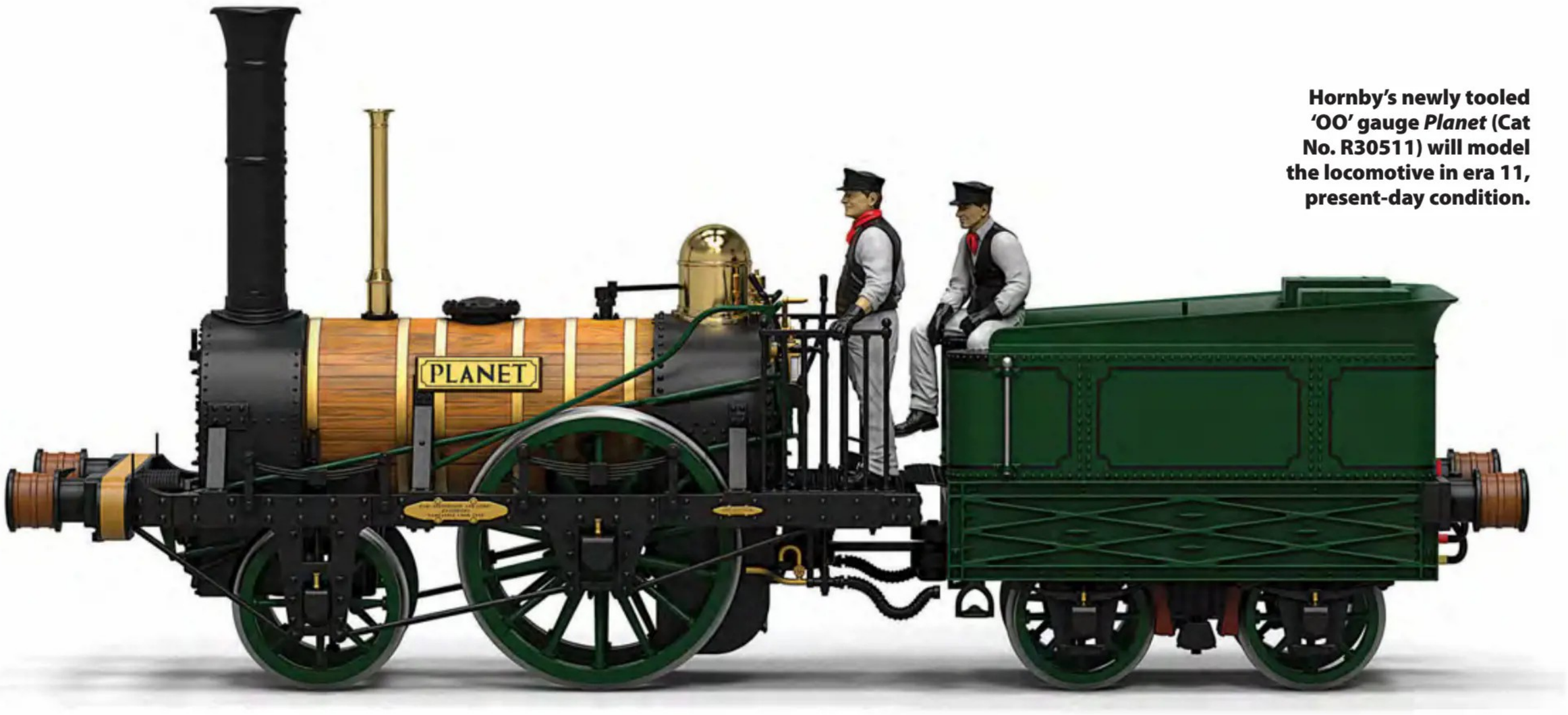
Hornby's all-new 'OO' gauge model began development in May 2024, following a site visit to the Science and Industry Museum by researchers from Hornby's development team. Measurements of the replica *Planet* were taken, together with copious amounts of photographs to add to the research package being amassed by Hornby's Senior Product Designer, Rail Division, Steve Merry. "I haven't actually seen it myself", says Steve: "Sam and Ben from the design team went to Manchester to photograph the replica of *Planet*, so the Hornby 'OO' gauge model we produce will be of this replica."

A full set of drawings used to build the replica of *Planet* has also been supplied to Hornby by the Science and Industry Museum in Manchester to assist in the design of the new model. From start to finish, the design work took Steve around eight weeks to complete.

Given that Hornby's model of *Planet* will measure just 110mm x 50mm x 30mm, what can we expect with this new addition to Hornby's 'OO' gauge range? Quite a bit, as it turns out, because Steve has factored in a good measure of detail, together with functionality including a die-cast metal chassis,



Hornby's newly announced 'OO' gauge model of Liverpool & Manchester Railway replica *Planet* is in development.



Hornby's newly tooled 'OO' gauge *Planet* (Cat No. R30511) will model the locomotive in era 11, present-day condition.

coreless motor, Next18 Digital Command Control (DCC) decoder socket in the tender, space for a 12mm x 8mm cube speaker, detailed backhead and footplate with chequerplate finish to the latter, photo-etched builder's plate and nameplates and die-cast metal buffers. Further detailing will be a combination of metal and moulded plastic parts including a plastic boiler, die-cast tender body, plastic tender chassis, backhead, chimney and smokebox, together with separately fitted small plastic and wireform parts, such as lamp irons and handles on the smokebox door.

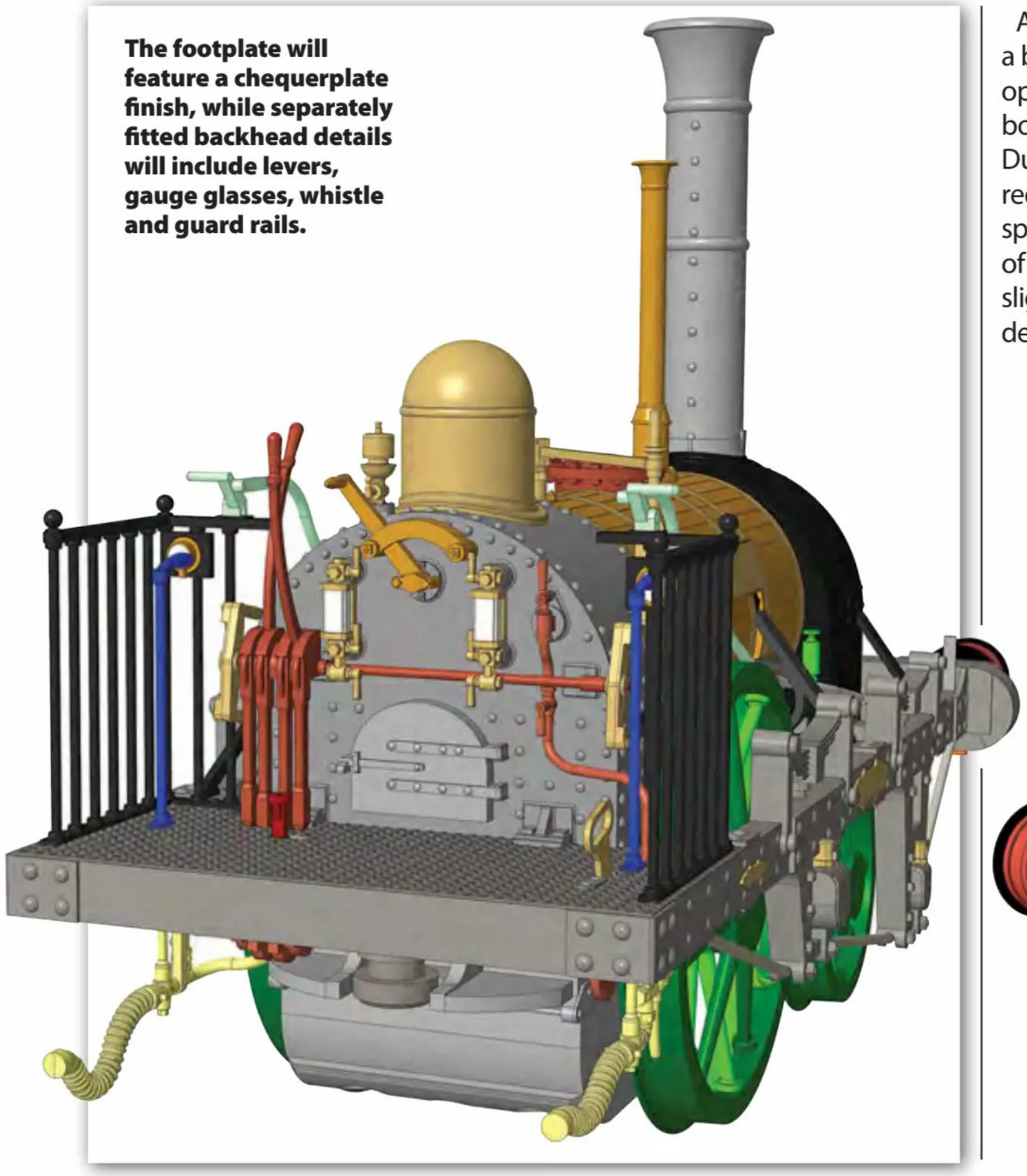
The all-new model will feature a coreless motor which Steve believes will provide the model with a scale speed of around 40mph, although this may change to provide a closer to scale speed: "We have got an 8mm coreless motor in the model with a worm on it. We've then got a compound gear that drops down to an axle gear which gives us a scale speed of about 40mph. If the factory can produce a slower motor, then that will drop accordingly. The problem you have – the smaller the motor, the higher the rpm (revolutions per minute) and I think this is a 14,000rpm motor which is on par with the three- and five-pole equivalents. I believe the replica locomotive can run up to 30mph, so we've got a little bit to play with there", says Steve.

CHALLENGES

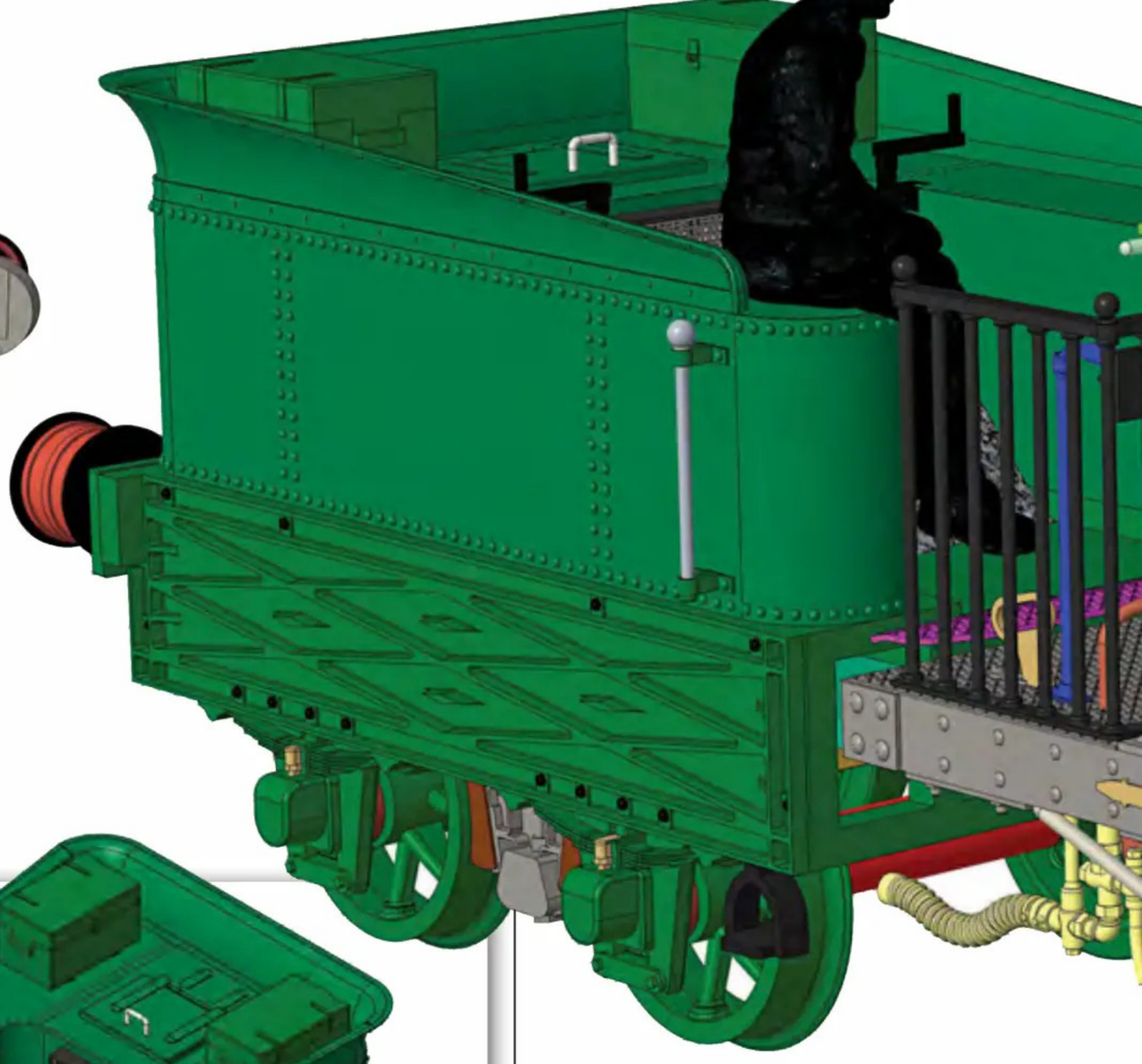
During development, there have been one or two challenges with the design of this particular model, each of which Steve and the team have overcome. One relates to the driving wheels, as Steve explains, "What you have is almost two levels of spokes on the drive wheels, and you can't reproduce those in a single hit, so the main hub and front set of spokes is die-cast, and the rear ones are a plastic moulding. It has helped to get the correct effect." »

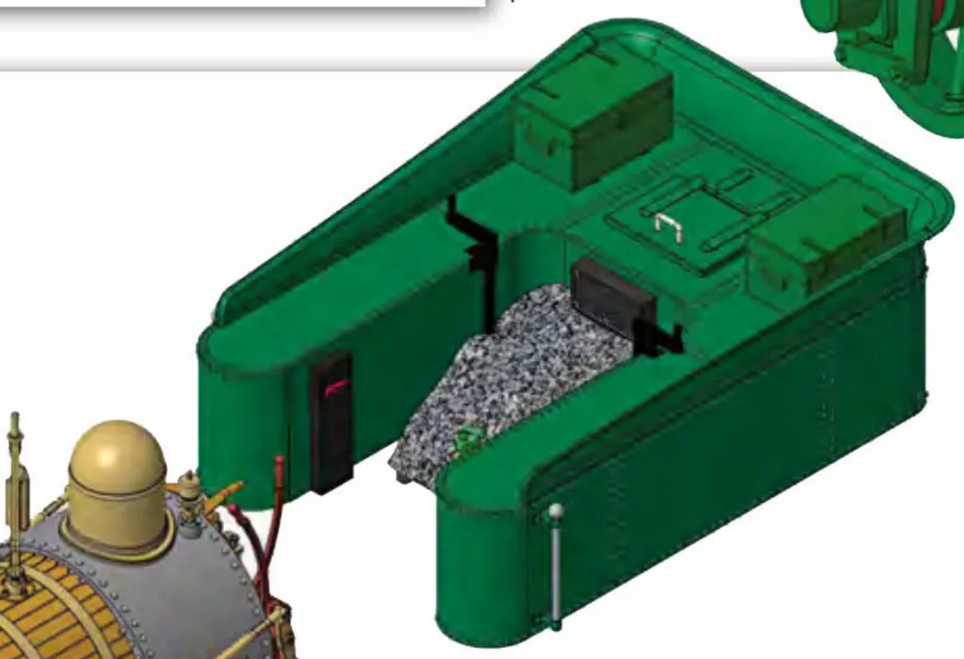


***Planet's* tender will feature a die-cast body with plastic chassis.**

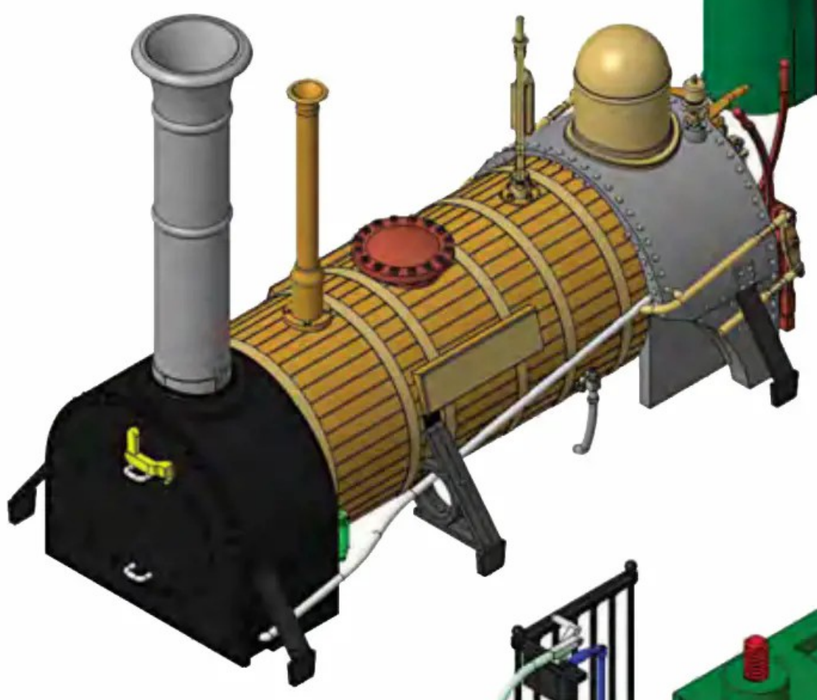


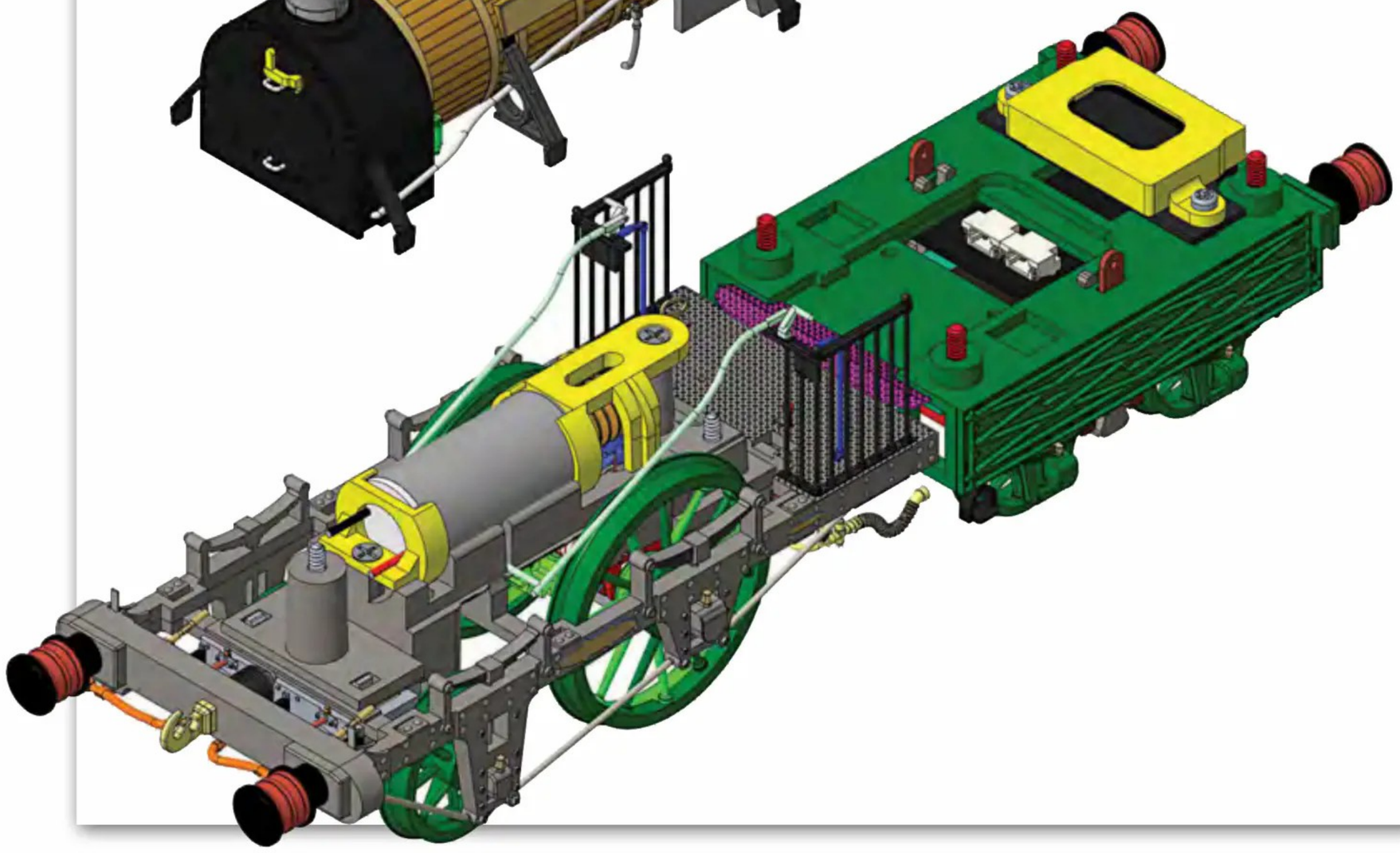
The footplate will feature a chequerplate finish, while separately fitted backhead details will include levers, gauge glasses, whistle and guard rails.





Hornby's all-new 'OO' gauge model will feature a die-cast locomotive chassis, coreless motor, Next18 DCC decoder socket, die-cast tender body and space for a 12mm x 8mm cube speaker.



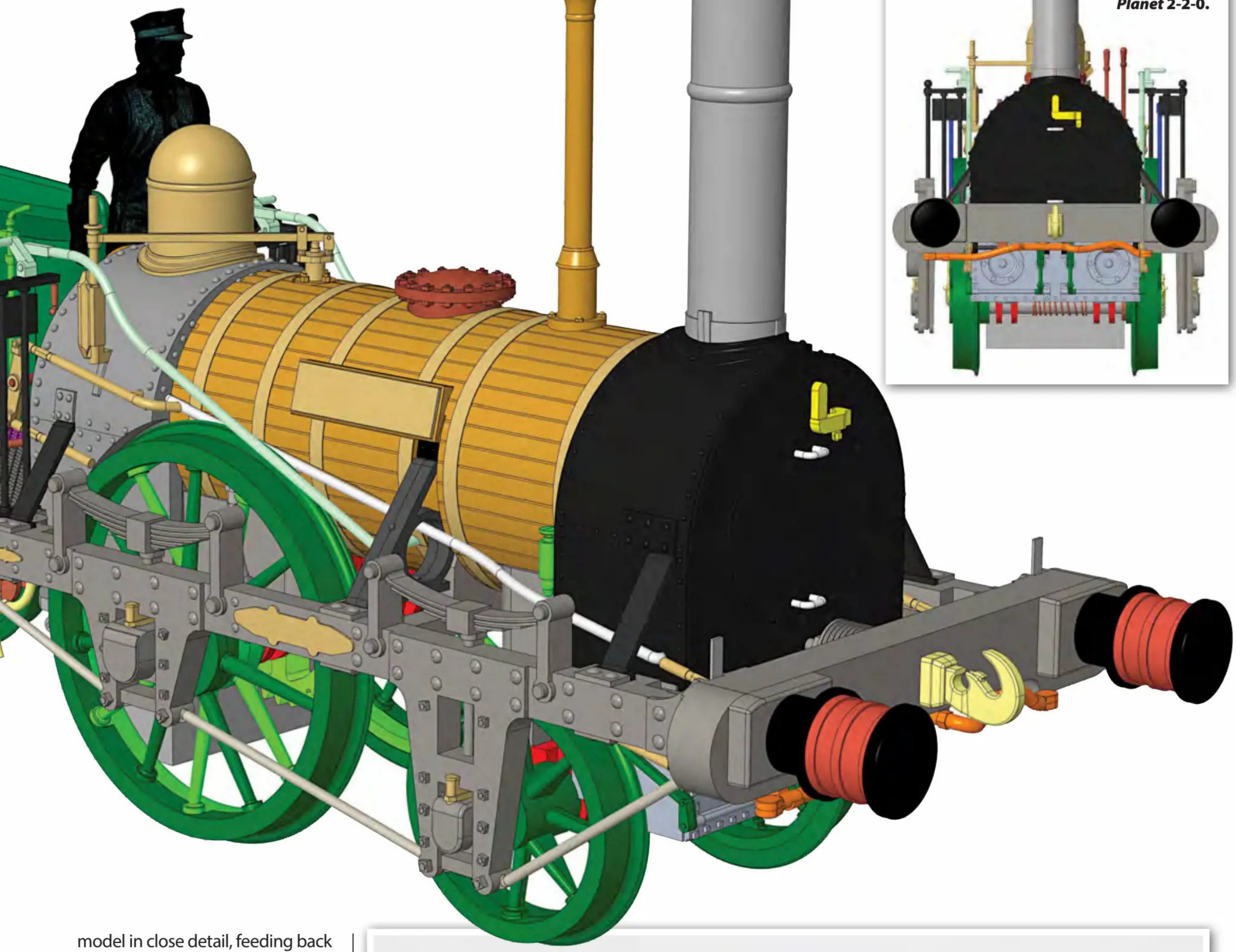


Another area that has required a bit of thought is where the operating rods on the side of the boiler are inboard of the wheels. Due to the gauge clearance required for 'OO' models, the space between the inside edge of the wheels and the boiler is slightly compromised so Steve has devised a way of subtly keeping the relief of the rods in view, while also ensuring there is sufficient clearance for the wheels, "You've got these operating rods that run from front to back, but because of the compromises of 'OO' and wheel centres being 'HO', I've had to scallop into the side of the firebox slightly and do a representation as best I can. It's a compromise but it should look fine on the completed model."

To ensure good electrical continuity, *Planet* will also feature all-wheel pick-ups, with coil springs on the locomotive axles and conductive bearings on the tender. This should ensure the model runs well on the track, while Steve has also factored as much weight into the model as best he can with the combined plastic and die-cast parts weighing in at 80grams. Completing the appearance, a pair of footplate crew will be included for customer fitment – one standing and the other sitting. They will appear dressed as you might see the crew on the replica *Planet* today, rather than an approximated period appearance.

Hornby's all-new 'OO' gauge model of the Liverpool & Manchester Railway's *Planet* has now been tooled, with the first running sample from the new tooling now with Steve for checking, ahead of any further modifications. Steve will be checking the assembly of the new

Below: **This new addition to the range will model the locomotive as it currently appears at the Science and Industry Museum in Manchester and will come complete with footplate crew.**





Front-end view of Hornby's all-new 'OO' gauge Liverpool & Manchester Railway *Planet* 2-2-0.

model in close detail, feeding back any additional observations before progressing to the next stage. One question remains: how are these tiny models assembled without glue marks? Steve shares a secret technique adopted by the factories: "The factories often ask for through holes in the design so they can glue the parts from behind. They'll hold the part in and then apply glue from behind. So, where we can we'll put a through hole in if they ask for it." So now we know!

Release is slated for early 2027 and the delicate Era 11 model will be supplied in a bespoke plastic packing case to protect it. Of course, we will keep you updated on this exciting new model's progress in future issues of *Hornby Magazine* - watch this space. **HM**

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



Hornby has received an Engineering Prototype running sample of the all-new 'OO' Liverpool & Manchester Railway *Planet* for evaluation.

BODY BU

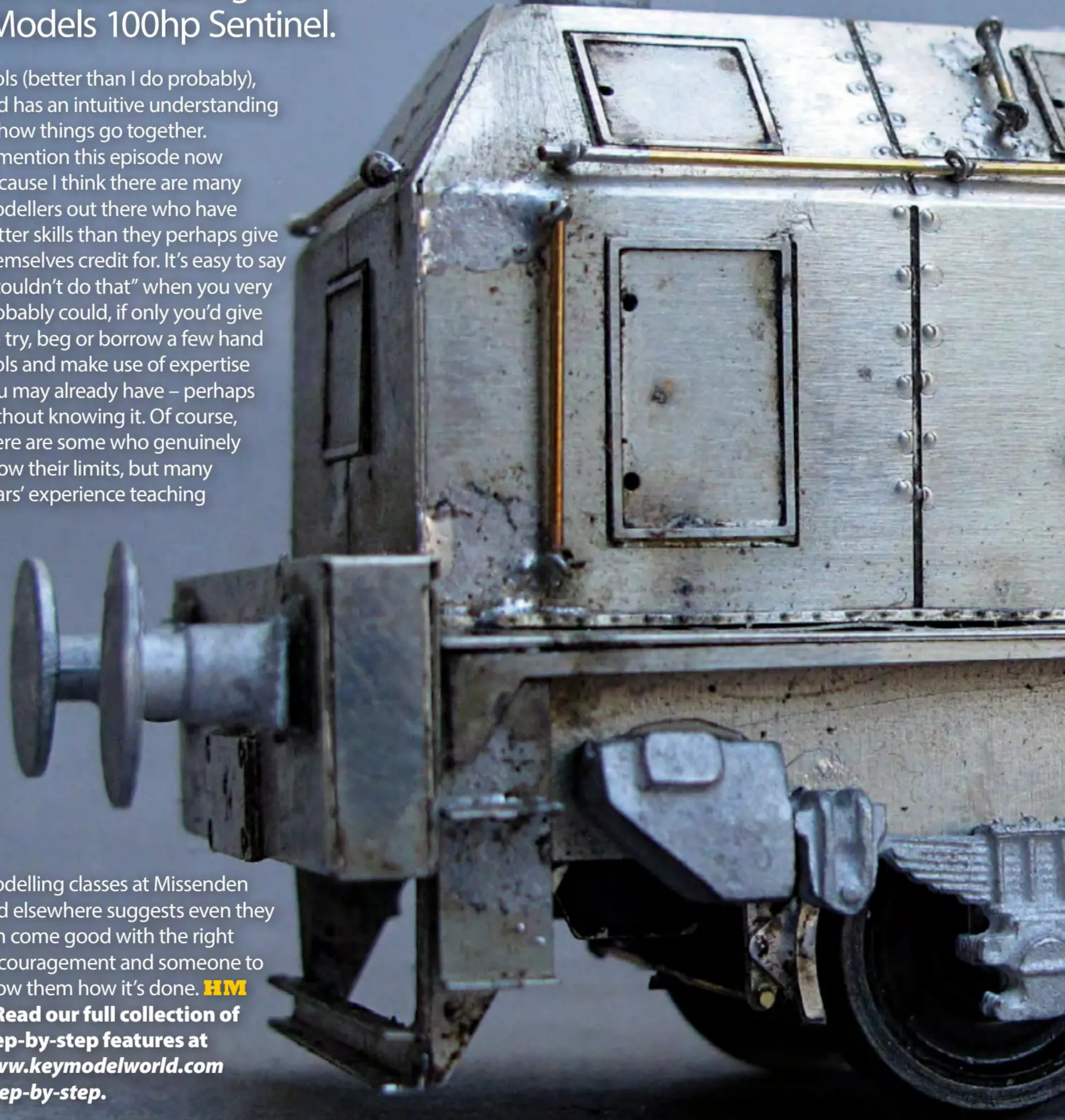
In the second part of his latest construction series, **TIM SHACKLETON** continues his foray into the realms of etched metal kit model-making with the bodyshell of the RT Models 100hp Sentinel.

HAVING seen me at work, a friend hinted that he'd like to try his hand at model making. So we picked out a simple etched wagon kit at an exhibition, bought some wheels and found a free evening when we could sit down at my workbench together. Chris already knew the basics of electrical soldering and I sensed – through his skills at carpentry – that he had the necessary lightness of touch and ability to follow a sequence.

Once we were sitting comfortably, I explained how to cut the parts from the fret, clean off the tags and form the components to shape. He nodded sagely while I showed him the basics of making soldered joints and how to check for square. Very soon, under my instruction, we had an end and a side joined neatly together - and another quickly followed.

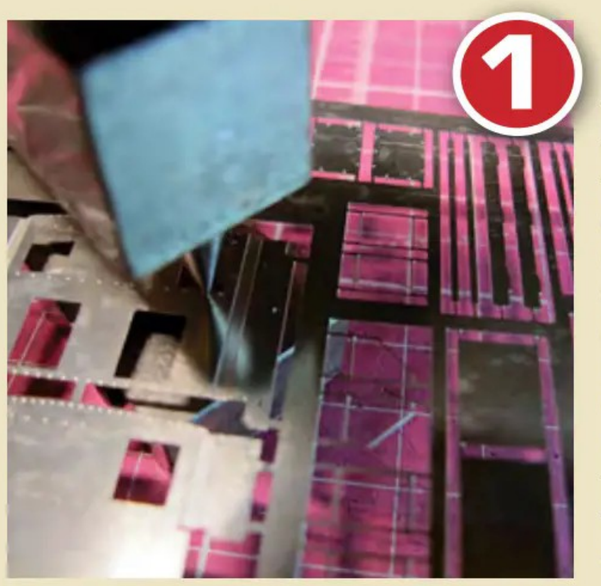
At this stage I suggested I go make a cup of tea. Other matters intervened and when I came back Chris had all but finished the van and was wondering how best to attach the white metal detail castings. I was astonished. Apart from the odd Airfix Spitfire he'd built as a boy, he'd never done anything like this before and yet he'd grasped the basics with disarming ease, not because he has psychic powers, but because he's the kind of guy who's good with his hands, knows how to use hand tools (better than I do probably), and has an intuitive understanding of how things go together.

I mention this episode now because I think there are many modellers out there who have better skills than they perhaps give themselves credit for. It's easy to say "I couldn't do that" when you very probably could, if only you'd give it a try, beg or borrow a few hand tools and make use of expertise you may already have – perhaps without knowing it. Of course, there are some who genuinely know their limits, but many years' experience teaching modelling classes at Missenden and elsewhere suggests even they can come good with the right encouragement and someone to show them how it's done. **HM**



● Read our full collection of step-by-step features at *www.keymodelworld.com /step-by-step*.

STEP BY STEP **BUILDING A 4MM SCALE CLASSIC POST-WAR SENTINEL SHUNTER – PART TWO**



1 **Like the chassis, the core of the bodyshell is built from etched frets of parts. Work begins by forming the rivets – dozens of them – using a specialised tool called a rivet press. Various designs have been available over the years and with this one, a drop weight punches an impression into an anvil. Mine, designed and built by legendary modeller Dick Ganderton, has four matched sets of anvils and form tools to create different sizes of rivets.**



2 **Locations for each rivet are half-etched on the reverse so they can be impressed into the metal using the form tool. Once riveting is complete, I can start to shape the bodyshell by folding the etch at angles dictated by the template provided with the kit. It's not difficult but there's very little leeway for error if you wish to avoid gaps and distortion.**

ILDING PART 2



TOOLS

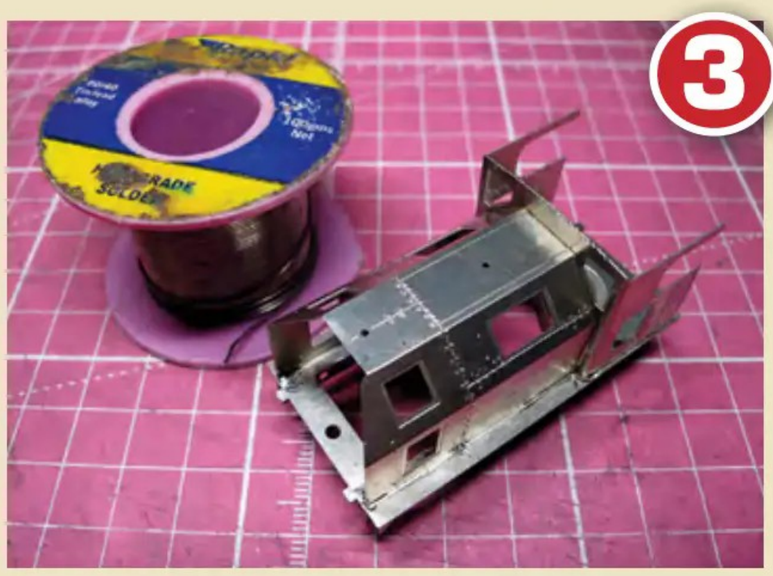
- 0.45mm wire
- Cutting mat
- Dark matter putty
- Emery boards
- Files (various)
- Flux
- Loctite 601 retaining compound
- Locking forceps
- Resistance soldering unit
- Rivet press
- Solder
- Soldering iron
- Solder paste
- Tweezers (various)

We're still short of a few details – the chimney cowl, for instance, and the handles on the access hatches – but the bodyshell of the Sentinel is pretty well complete and sitting nicely on the chassis we built in the previous instalment (HM229).

NEXT MONTH

- **Tim Shackleton completes his 4mm scale post-war Sentinel 100hp shunter next issue. Don't miss HM231 (September 2026) to see the finished model – on sale from August 6 2026.**

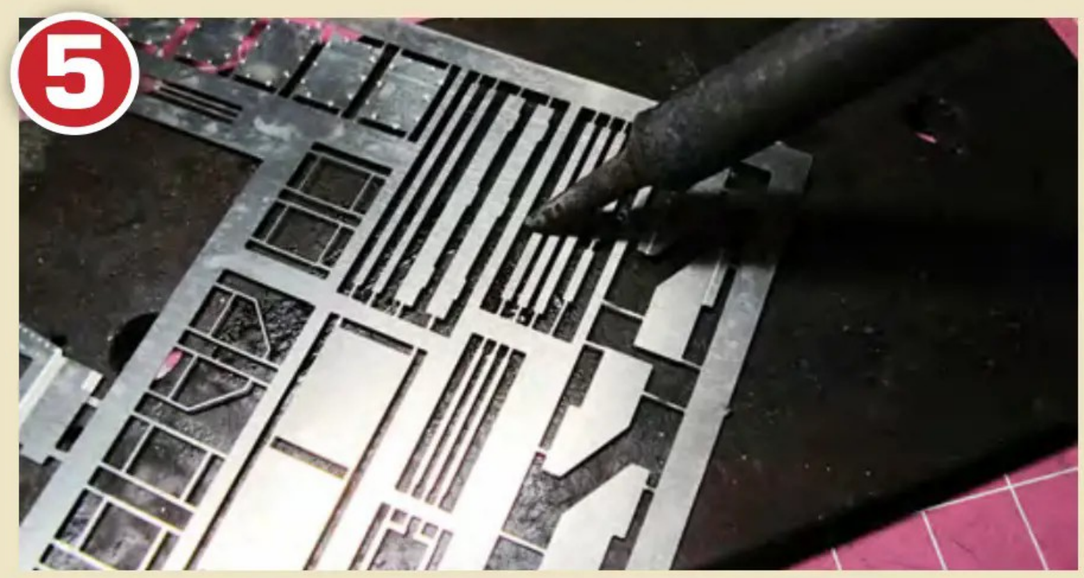
Intermediate
Beginner SKILL LEVEL Advanced



3 **I've always solder-assembled etched kits although I've seen them glued, which doesn't seem to make for reliable joints. Good kits practically clip together but there are situations where the solder is part of the structural integrity of our model.**



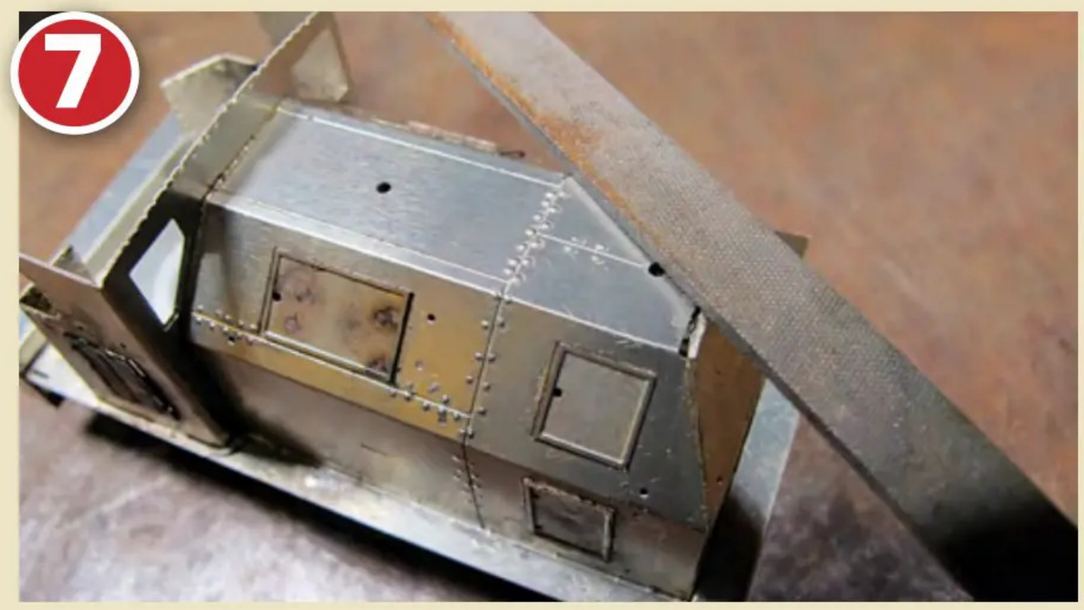
4 **Looking like something out of a Lancaster bomber, this is the resistance soldering unit (RSU) I use alongside a conventional soldering iron. The RSU is particularly good for adding fine detail. Again, this is a Ganderton product.**



Using the RSU, small details can be secured by a process known as tinning and sweating, which avoids getting solder all over the visible side of the model. It begins by thinly coating the back of the component with solder using a conventional iron.



Now I've switched to the RSU, which passes a circuit of electrical current through the selected area of the model, heating it sufficiently to melt the solder and fix it to the main bodyshell. Here I'm using the carbon-tipped probe to hold a grille in place while a momentary surge of current passes through. Some heat discoloration is inevitable, but it won't show once the model is painted.



Once the basic bodyshell has been soldered up, close attention with a needle file corrects any minor misalignments. Take care and be methodical for best results.



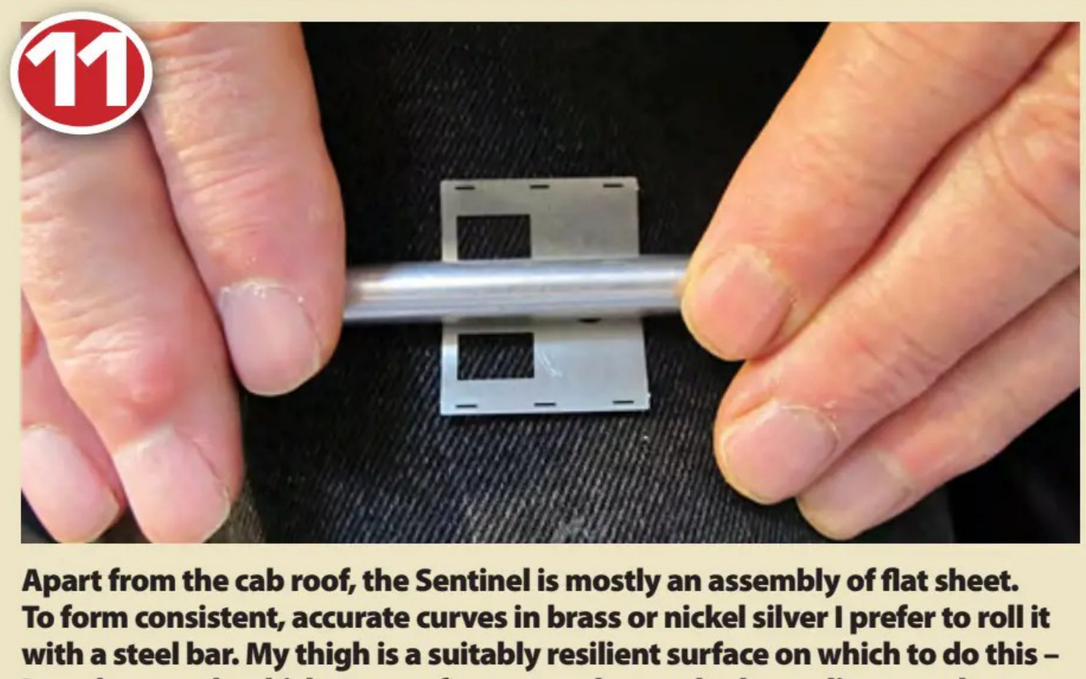
External bodyside panels have been prepared for attachment by soldering retaining straps to the rear faces of the components, using a conventional iron this time. Those ceramic-tipped tweezers are perfect for holding parts which are going to get extremely hot for a few seconds!



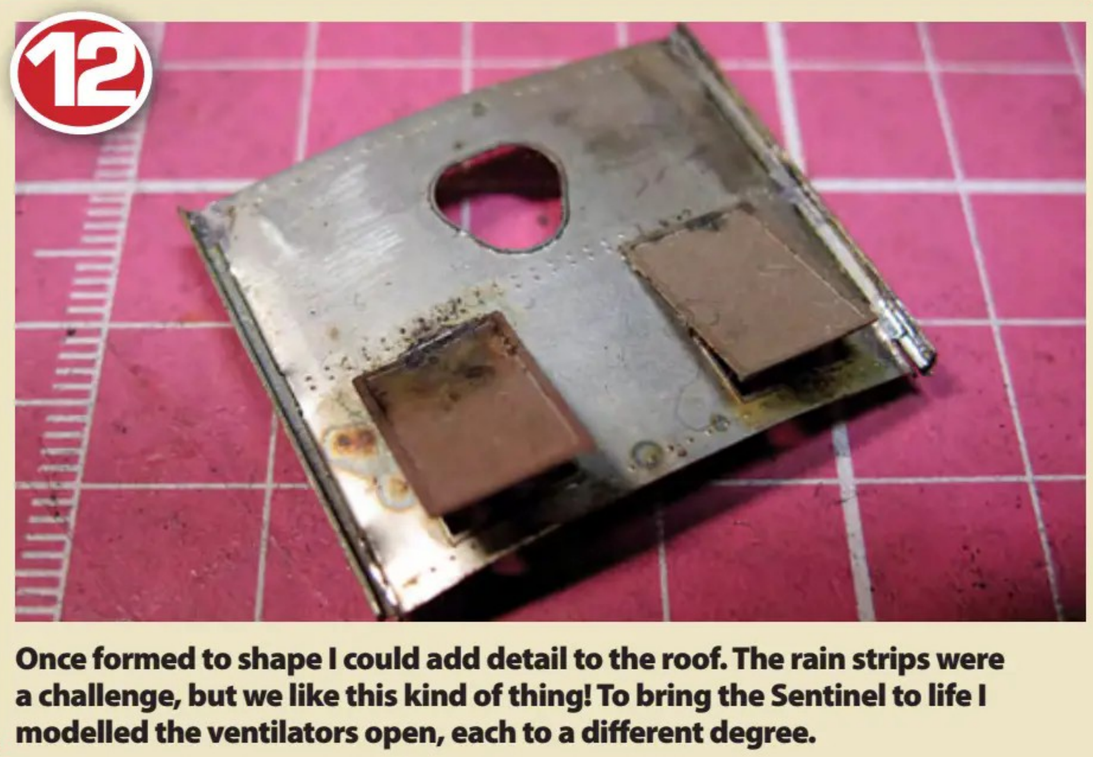
Back to the RSU for the addition of inspection panels, window frames and other small details. Being able to use the probe as an alignment aid effectively gives you a third hand! I generally use an all-in-one solder paste for this kind of work but to keep things simple with the Sentinel I preferred an orthodox resin flux.



After every soldering session it's important that you thoroughly wash and degrease your model. Some fluxes can be corrosive if left to lurk in dark places – the very worst they can do is to seriously mess up your paintwork. The stiff bristles of an old, clogged-up paintbrush enable me to reach into corners and scrub away in safety.

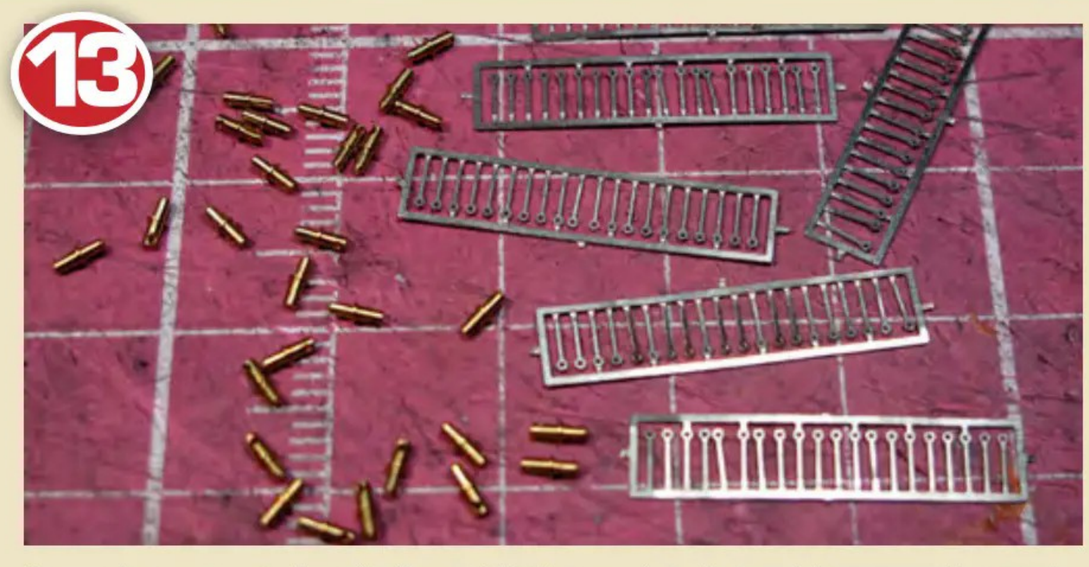


Apart from the cab roof, the Sentinel is mostly an assembly of flat sheet. To form consistent, accurate curves in brass or nickel silver I prefer to roll it with a steel bar. My thigh is a suitably resilient surface on which to do this – I used to use the thick pages of an opened-out telephone directory, but we don't have 'phone books anymore!



Once formed to shape I could add detail to the roof. The rain strips were a challenge, but we like this kind of thing! To bring the Sentinel to life I modelled the ventilators open, each to a different degree.

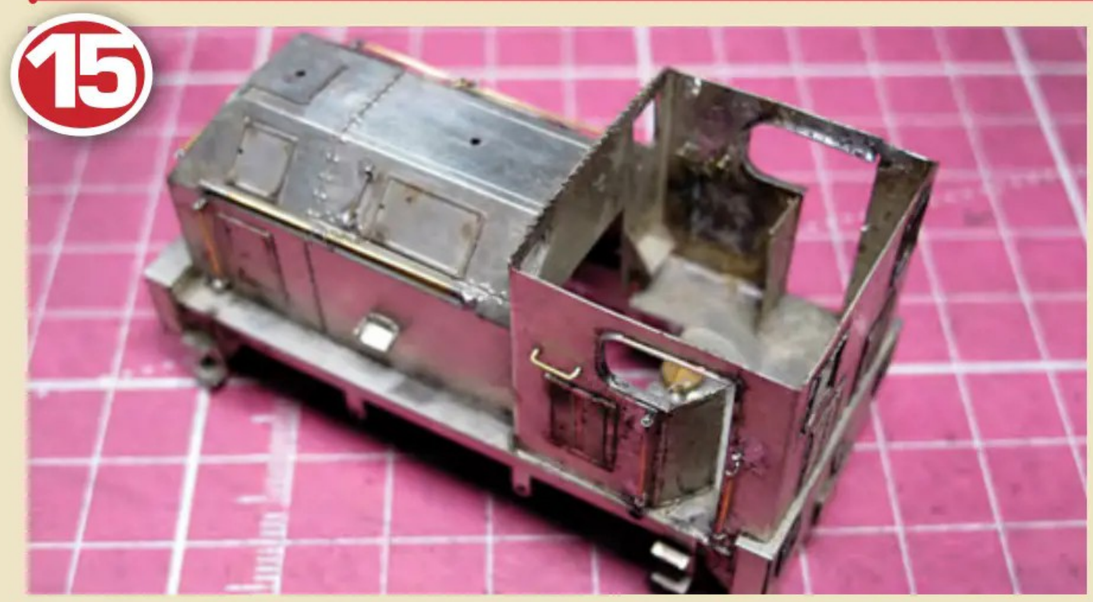
Intermediate
Beginner SKILL LEVEL Advanced



Preparing accurate handrails and their associated stanchions was the most challenging part of the whole build and even a tiny locomotive like the Sentinel has upwards of a dozen grab irons of different sizes. I felt the turned brass handrail knobs supplied with the kit would look too chunky, so I dug out some etched versions intended for use with 0.33mm wire on 3mm scale models.



Even then, at a scale 1in diameter, the 0.33mm handrails looked a touch too flimsy and undersized for a working locomotive. The compromise solution was to make my own stanchions out of twists of 5amp fuse wire threaded on to Alan Gibson 0.45mm brass wire which was half as thick again as the 0.33. This worked very well.



Making accurate handrails and stanchions was the most difficult part of the whole build but I wanted them to look right. The character of the locomotive builds up slowly as assembly proceeds and the handrails are an integral part of this process. If they're done clumsily, it ruins the effect we're trying to achieve.



Before we advance too far, I need to think about weighting the bodyshell to improve adhesion. My usual method is to add quantities of chopped lead to out-of-the-way places like the top of the bonnet but recently I was gifted the intriguingly-named Dark Matter, a tungsten-impregnated putty used for weighting angler's rigs.



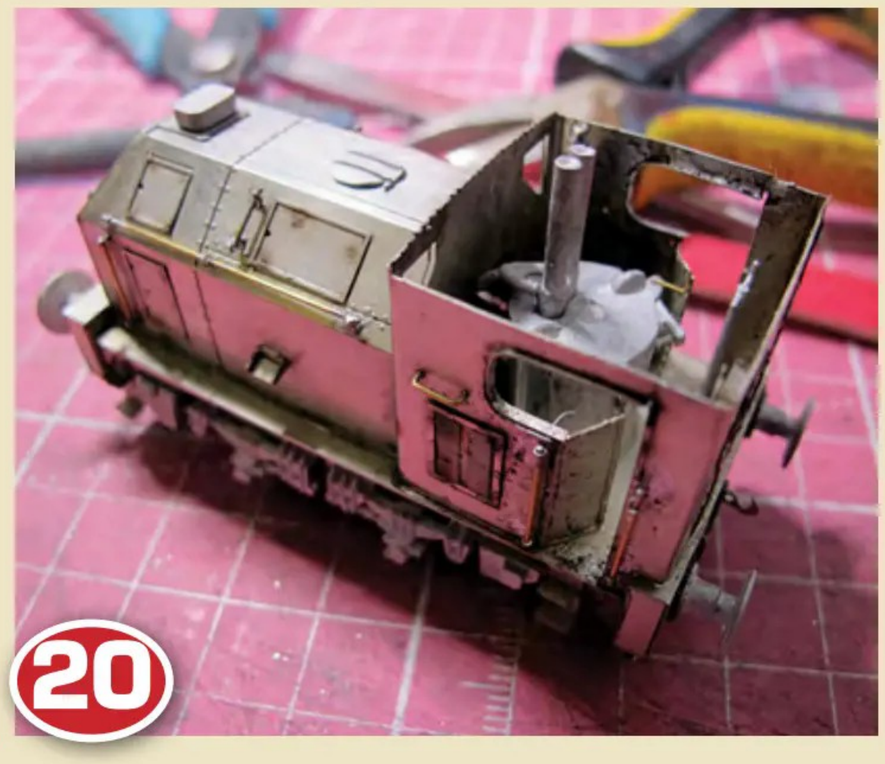
More adhesive weight comes from the white metal detail parts supplied with the kit. Every gram counts with a tiny locomotive like the Sentinel!



The castings are of exceptional quality but a little cleaning-up is still necessary to remove minimal amounts of flash and moulding part lines. I use emery boards from the make-up counter for this – there is no point wasting my best needle files on such humdrum work.



I use superglue to fix white metal parts in place – the idea of soldering everything dates from a time when adhesives were far less reliable than they are these days. Locking forceps are a great help, preventing tiny components from pinging off the end of your tweezers when manhandling them into position. An inexpensive tool I wouldn't be without.



Most of the extra details are in place and it's time once again to give everything a good scrub before thinking about painting. What colour shall I finish the Sentinel in?

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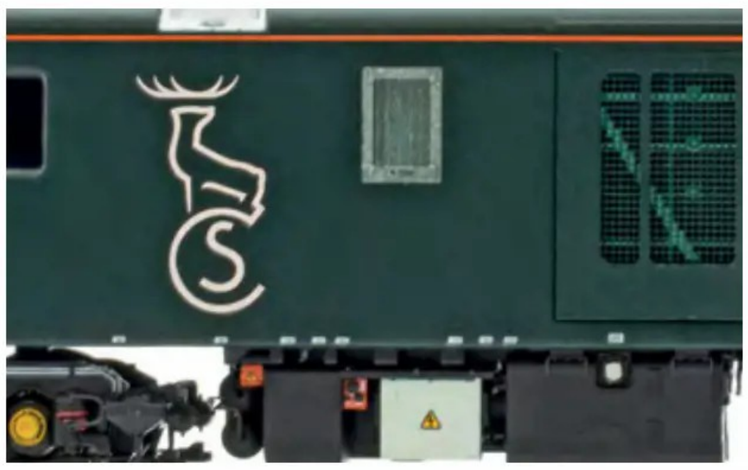
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COUNTRYSIDE COTTAGE

Following a run of fine weather, **DAN EVASON** looked close to home when planning his next 4mm scale modelling project, a rural country cottage.

WHAT WE USED

DESCRIPTION	SUPPLIER	CAT NO.
Buff Titanium acrylic paint	*www.daler-rowney.com*	024
Black Soot weathering powder	*www.wwscenics.com*	WSWP-001
Burnt Sienna acrylic paint	*www.daler-rowney.com*	221
Citadel Chaos Black spray can	*www.hobbycraft.co.uk*	6755701000
Finecast 4mm garden bond brick sheet	*www.squires.co.uk*	FBS423
Flory Dark Dirt wash	*www.florymodels.org*	FMW002
Gardener's cottage (1:76)	*www.petitepropertiesltd.com*	GsC00
Half-round guttering (1:76)	*www.modelu3d.co.uk*	2955
Light Green acrylic paint	*www.acrylicosvallejo.com*	71.137
Red Brown paint pen	*www.ak-interactive.com*	RCM019
Roket card glue	*www.deluxematerials.co.uk*	AD57
Round pipe offset (1:76)	*www.modelu3d.co.uk*	2914
Rust-Oleum Light Grey chalk paint	*www.diy.com*	5013296766791
Rust-Oleum Slate Grey chalk paint	*www.diy.com*	5013296208970
Sky Grey acrylic paint	*www.tamiya.com*	XF-19
Wills slate roofing	*www.peco-uk.com*	SSMP232

WHILE OUT and about in the recent sunshine, I was showing friends the local countryside and villages of North Herefordshire. As we were driving around, I couldn't help but notice the eclectic mix of houses built of materials ranging from stone to brick and with tiled and thatched roofs.

In this part of the world, the buildings that really stand out are the classic black timber cottages with white wall rendered panels. Another variation of this style I spotted had a black timber frame, but with a brick inlay. Thankfully, a good number of these buildings survive today, making them a lovely period-setting structure for steam era layouts, or a counterpoint to more modern structures. They can even fit in urban scenes, helping to suggest the area has been inhabited for many centuries. With all that in mind, I thought this would make a great project to build.

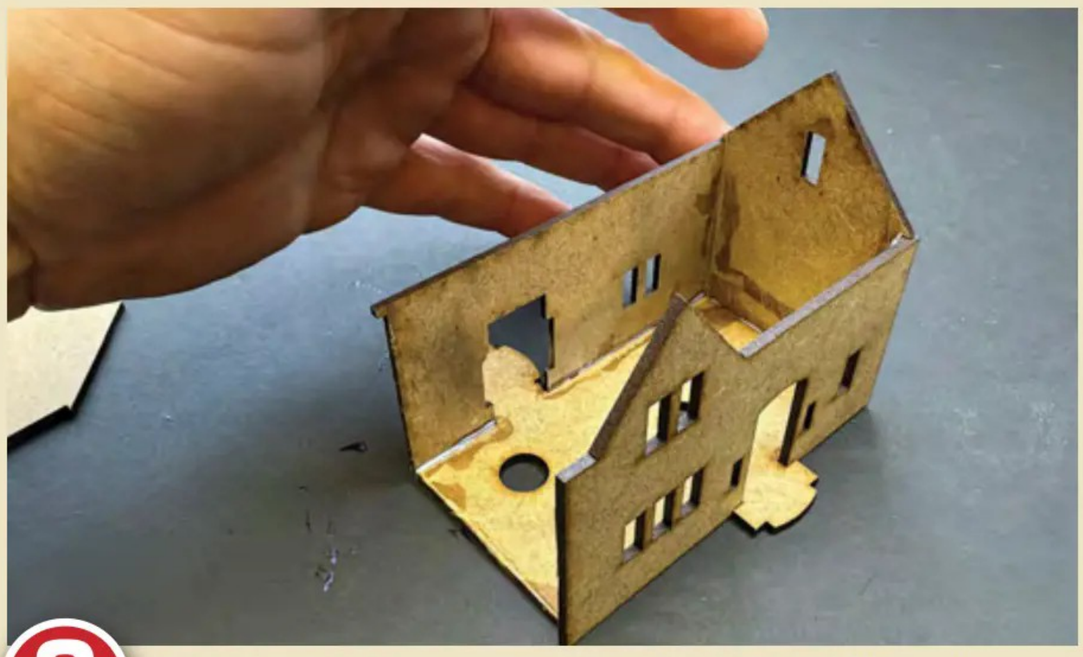
This was almost certainly unlikely to be an off-the-shelf building you could purchase ready-made – although there are some very nice rural cottages available. Following a quick online search, I discovered a suitable example in kit form on the Petite Properties website. I opted for the gardener's cottage (Cat No. GsCOO) as my starting point. Join me as I bring this delightful dwelling to life. **HM**

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CREATING A 4MM SCALE COUNTRY COTTAGE SCENE



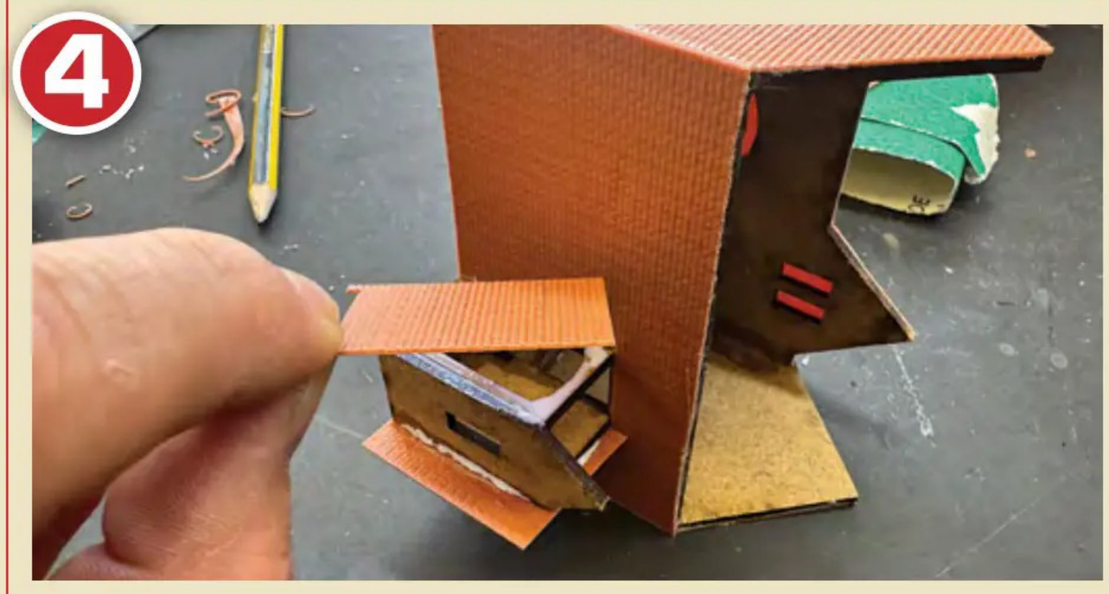
1 One of the most important steps of all is to read through the instructions first to familiarise yourself with the parts and the kit's construction before starting the build.



2 To start, the four walls were gathered together and the main structure was assembled with Deluxe Materials Roket card glue.



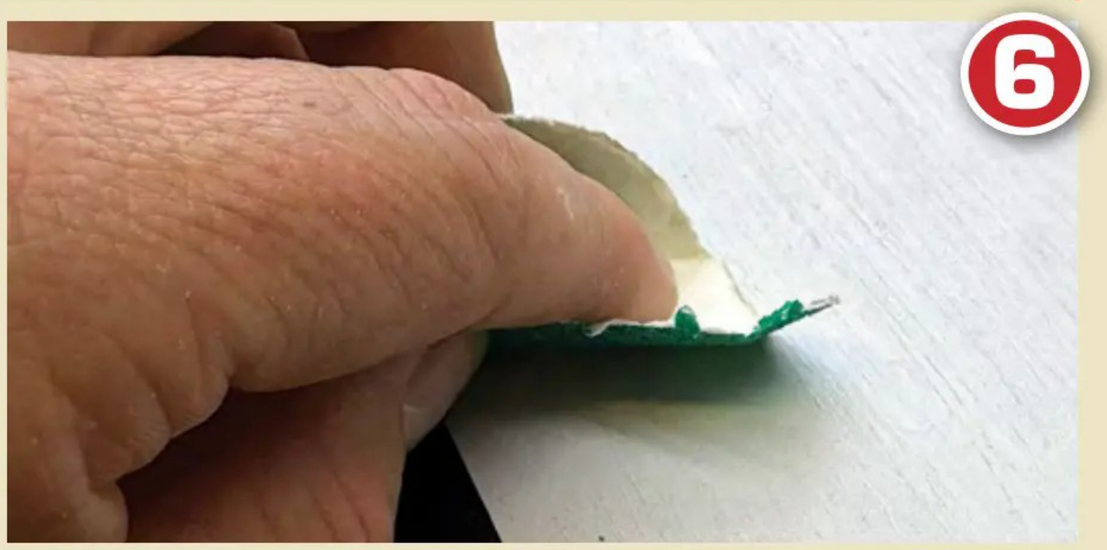
3 While the main four walls were drying, a strong elastic band was used to apply some pressure to the joints for a strong bond. At this point the rear porch was also added and left to dry.



4 While you could use printed brick paper for this build, I opted for a more detailed approach and used brick embossed plastic card sheets. This material was cut to the basic shape of each panel and glued against the MDF shell of the building with a spot of Roket card glue. The brick panels were then left to dry.



5 Once dry, the embossed brick sheet was carefully trimmed to shape with a sharp craft knife. Take extra care around the windows and doorways.



6 With the brick-clad sheet trimmed to shape, the timber supports of the house were tackled next. Having initially attempted to use wooden coffee stirrers which proved to be too thick, I used some very thin plastic sheet and created a rough appearance on one side with some sandpaper in a bid to give the impression of wood grain.



7 Once I was happy with the appearance of the plastic sheet, I cut it into thin strips and applied it. It took quite a long time to lay out all the timber framework one piece at a time, but once dry it started to looked the part.



8 With the timber work completed, the next stage was to apply a coat of Matt Black paint. I used Chaos Black aerosol from the Citadel range.

Intermediate
Beginner SKILL LEVEL Advanced



Next, attention could turn to the brickwork. Using Vallejo Matt White acrylic paint, the centre of each brick section was picked out initially.



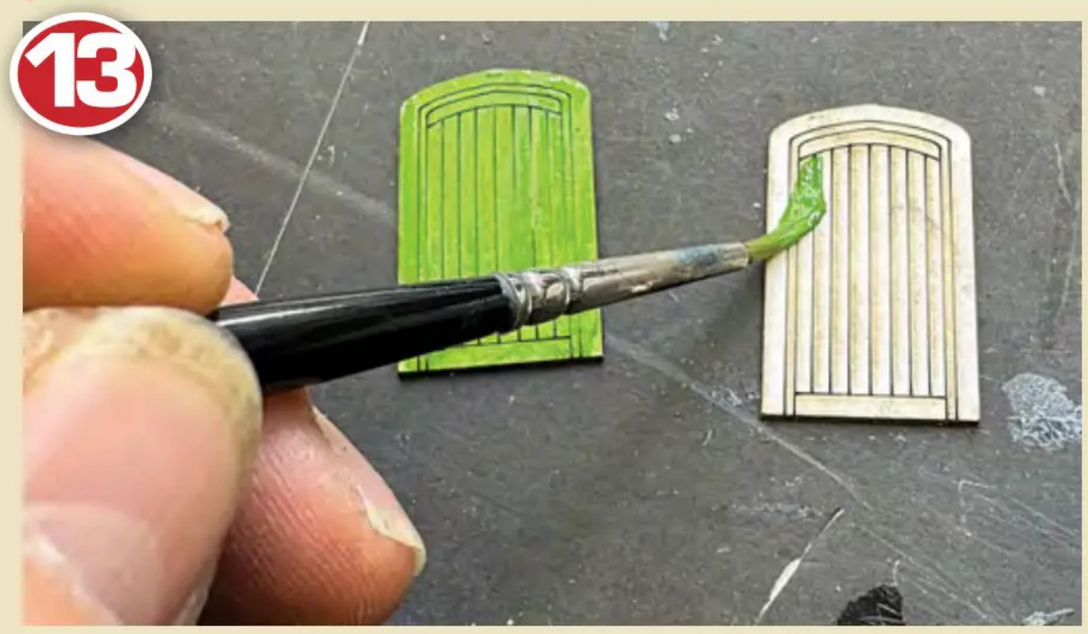
A Red Brown AK Interactive paint pen was then applied to the centre of each brick panel, this time covering the whole section. With the white paint underneath, this provides a great contrast for the brickwork effect.



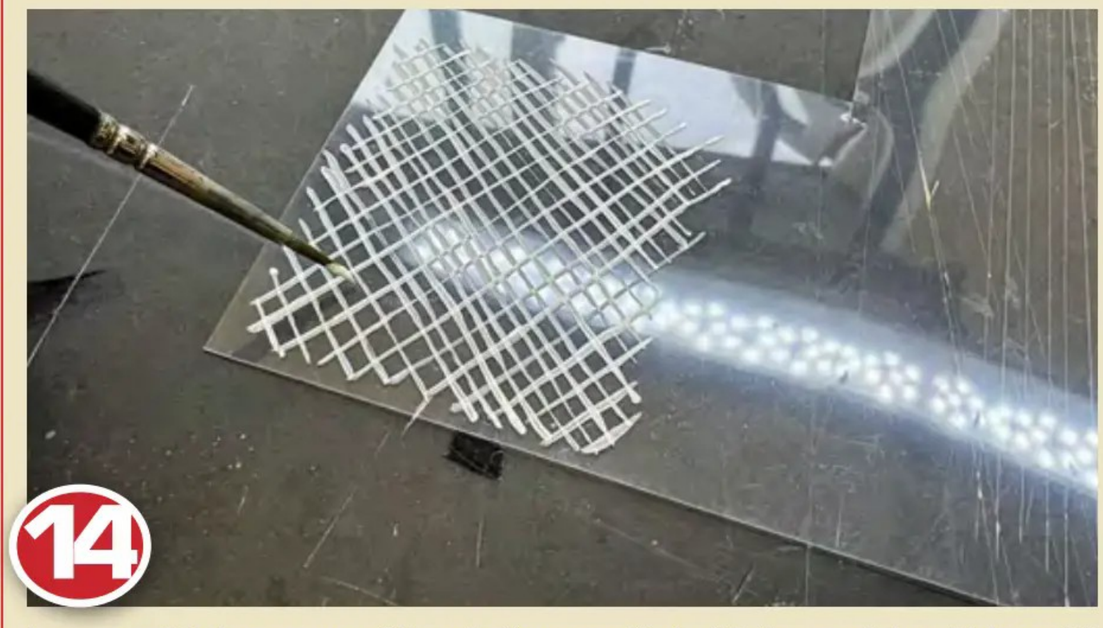
Once the paint had dried, some random patches of Burnt Sienna acrylic were applied to add colour and texture to the bricks. The whole building was then sealed with matt lacquer and left to dry.



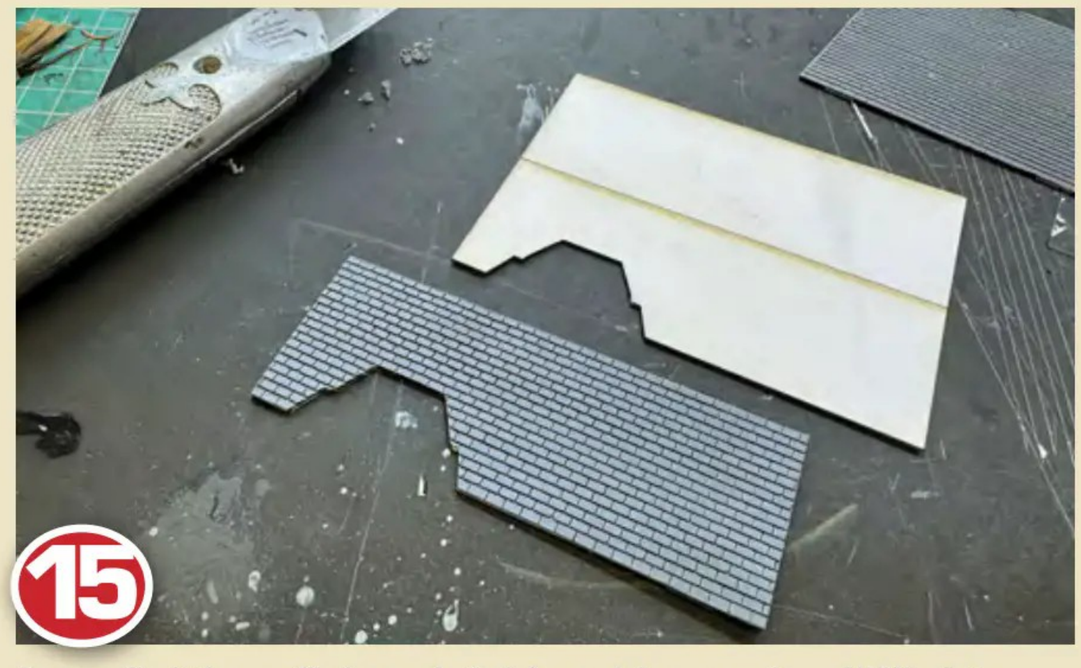
Next, a cream paint (Buff Titanium) finish was applied to the whole building. As soon as this had been applied, the majority was removed to leave a realistic looking mortar effect. The Buff paint also helped highlight the wood grain.



The next task was to paint the front and rear doors Vallejo Light Green. This was applied in a patchy effect to give it a weathered look. Once dry these were glued into place.



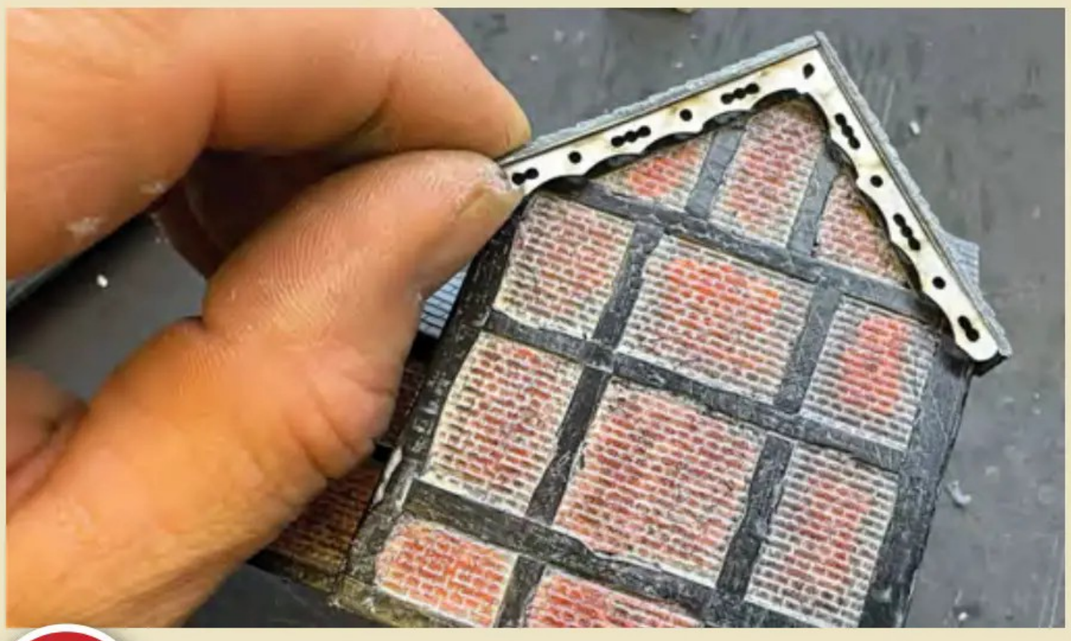
I managed to lose some of the glazing supplied with the model – which could have been real trouble. I used some clear acrylic instead. A diamond pattern was painted over the glazing material and then cut to shape and applied.



As supplied, the roof is formed of plain card; however, I used Wills slate tile roofing material instead. The original card roof was used as a template.



With all the roof sections cut to size, superglue was applied and the roof attached to the building.



17 These highly detailed gable end fascias are a superb inclusion with the kit. These were also attached with superglue.



18 The next part to this build was to pick out the front and rear doorsteps using Tamiya Sky Grey (XF-19) acrylic paint.



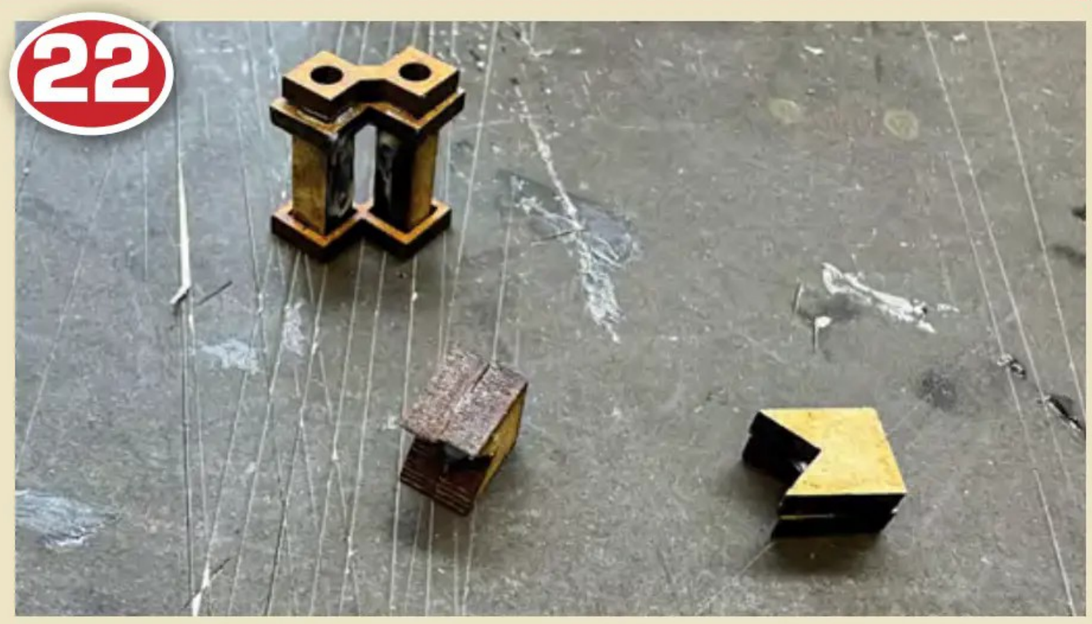
19 With the front doorstep painted, the front porch was created next. Using some strips of MDF for the porch support legs and adding the supplied porch fascia kit, it really worked out a treat.



20 Once the fascias were in place, they were painted black to maintain the overall feel of the cottage.



21 To hide the joint between roof sections, 3mm Tamiya masking tape was used to represent lead flashing. I find the tape does not peel or shrink, so it's perfect for the job.



22 The parts for the twin chimney were built up next, formed from five small sections. It looked very impressive once built and was left to dry before painting.



23 Using Rust-Oleum chalk paint (Slate Grey and Light Grey), the roof was patch painted to create the desired effect.



24 Once happy with the coverage of the chalk paint, Dark Dirt Flory wash was applied which helps make the tiles 'pop' and gives a great weathered effect to the roof overall.

Intermediate
Beginner SKILL LEVEL Advanced



Really wanting to push the detail and bring this model to life, ModelU 3D printed guttering details were also added. The guttering is rather fine and a challenge to glue, but patience and superglue worked here.



Next, a pair of drainpipes was added using ModelU downpipe fitments and some garden wire for the pipes themselves. These were assembled with superglue and attached to the building.



With the twin chimney now firmly dry, I set about bringing it to life using a selection of coloured paint pens.



Moving back to the front porch step, I applied some Dark Dirt Flory wash, to give it that aged look.

Finally, WW Scenics Black Soot weathering powder was applied which gave the cottage a used, but much-loved look.

FIRST LOOK

THE CAVALEX MODELS CLASS 47

Cavalex Models is producing an all-new Class 47 for 'OO' gauge. **MIKE WILD** takes a detailed look at the latest samples with Cavalex's **ALEX PERKINS** to find out more about its development and new features that are in store.

Large logo blue liveried Class 47 47460 is one of the first two decorated samples to be received by Cavalex Models. Further refinements have already been made to the tooling to improve the model beyond what you see here.



The Class 47 has been through many changes during its career with these two samples of D1500 and 47460 highlighting just some of them.



WITH 512 locomotives to choose from, the Brush-built Class 47 presents a huge challenge for a ready-to-run model, but one which Cavalex Models is taking on with the aim of producing the most accurate replica of the class for 'OO' gauge.

The model is already advancing quickly. It was announced by the manufacturer in August 2025 at The Greatest Gathering event at Alstom's Derby Litchurch Lane Works and since then behind the scenes the manufacturer has been moving forward with the project to take it from the design stage through a 3D printed sample and into the first physical samples from the tooling.

Cavalex Models' Alex Perkins visited our workshop to show the latest decoration samples with three locomotives on the workbench modelling D1500 in original condition, 47460 in 1980s large logo blue with Electric Train Heating (ETH) and a Class 47/7 unpainted engineering sample showing the variety already being developed for the tooling suite. But how do you cope with such a complex locomotive class with multiple sub-classes?

"Cav and I are both very OCD and we have put a lot of time into researching the class. Each one is individual and we have an extensive research file of all the data to get them all right and as accurate as we possibly can. We also have a few people behind the scenes who are supporting the project," explained Alex.

MULTIPLE CHOICE

The first run covers locomotives from introduction in 1964 to the present day with a wide range of different sub-classes being modelled including Classes 47/0, 47/4, 47/7 and 47/8.

"You can see that D1500 with its distinctive radiator grilles and cantrail grilles is different to 47460, and that's before you look at the windscreen wipers, tail lights, speedometer cable and the way the buffer beam is actually secured to the locomotive," Alex added. "I don't think we realised the differences and how many modifications and changes there had been over the lifetime of the real locomotives. It has certainly been our most complicated project so far. We learnt a lot from the Class 56 and Class 60 which has put us in a good position for this project."

The Class 56 and Class 60 have clearly laid the groundwork for the new Class 47 from Cavalex, but there are still new features and upgrades to the enhancements brought in with the manufacturer's first two locomotives. For starters there are removable roof panels on the Class 47s for access to the decoder socket and DIP switches, but this time that removable section has a choice of parts.

Locomotives will come factory fitted with the main cantrail grille shutters in the open position – the first time a 'OO' gauge Class 47 has been modelled in this way – while in the box a replacement fan section will be included with the shutters closed. Better still, the version with the open shutters has detail behind etched metal fins, bringing new depth to the Class 47 roofline.

Magnetic fittings are used for the buffer beams on the Class 47s too with optional fully fitted out buffer beams included with the model as well as functional versions with space for the coupling to pass through from the kinematic »



Each Class 47 will come with a choice of two roof sections for the fan end – here 47460 is fitted with the open grilles while closed grilles are included in the box.



The original roof layout is quite different from the modified one with a trio of grilles either side of the fans.





Even the exhaust port is fully detailed inside with a series of etched metal fins.



Bogie detail is built up in layers while the underframe is fully fitted out with pipes and conduits.

CAVALEX MODELS CLASS 47 FIRST RUN	
LOCOMOTIVE	**CAT NO.**
1920, BR two-tone green	CM-1920-TTGreen
47217, BR blue	CM-47217-BRB
47423, BR blue	CM-47423-BRB
47085, Railfreight Petroleum	CM-47085-TGP
47049, Railfreight Distribution	CM-47049-TGRfD
47482, large logo blue	CM-47482-LL
47847, InterCity 'Swallow'	CM-47847-ICS
47358, Railfreight	CM-47358-OR
47567, InterCity Mainline	CM-47567-ICM
47716, ScotRail	CM-47716-SR
47710, Revised NSE	CM-47710-RNSE
47770, Rail Express Systems	CM-47770-RES
47460, Large logo blue	CM-47460-LL
47611, InterCity 'Executive'	CM-47611-ICE
EXCLUSIVES	
Ultimate Model Railways	
47004, BR two-tone green	CM-47005-TTGreen
Rails of Sheffield/Railway Icons	
47500, GWR green	CM-47500-GWR Green
47798, Royal Train Claret	CM-47798-R
47522, Apple Green	CM-47522-Apple Green
47581, BR blue	CM-47581-BRB
D1500, BR two-tone green	CM-D1500-TTGreen
47840 BR blue and 47847 large logo	CM-47840/847-CCFP
KEY PUBLISHING	
47739, GBRf blue	CM-47739-GBRf

NEM sockets mounted to the chassis. The accessory pack also has a newly designed miniature snowplough combined with a coupling – the aim here is to make modellers' lives as easy as possible when it comes to choosing how to it will look on the track.

Inside there are more changes. While the 21-pin decoder socket and ESU passive radiator speaker setup will remain, like the Class 56 and 60, together with a full suite of independent lighting, the motor is new.

Alex explains: "We've changed from the five-pole twin flywheel set up from the Class 56 and 60 for the Class 47 to use a coreless motor. It should give us more power and more torque as well as being more efficient."

NEXT STEPS

So, what's next for the project? Sound recording is planned to take place this summer with the aim of creating a fully immersive sound project which is being captured by ESU for the Cavalex Models Class 47. There are also more refinements to the tooling while further livery samples were expected to arrive across June and July for inspection including a sample of Key Publishing's exclusive version of 47739 in GB Railfreight blue livery.

The all-new Class 47 is on track for delivery in the first quarter of 2027 with prices set at £209.95 DCC Ready and £309.95 DCC sound fitted. Look out for further updates from Cavalex Models prior to their release in *Hornby Magazine* and on *KeyModelWorld.com*. HM

D1500 models the first of the class with the original roof grilles.

BLUETOOTH RETROFIT

Hornby has expanded its collection of Bluetooth capable decoders, and you can save almost 40% on the HM7000-8 BLE with our latest reader offer. **MIKE WILD** explains what these decoders can do and why their Bluetooth functionality is so valuable.

The Hornby HM7000-8 BLE Bluetooth and DCC decoder is simple to install and is ideal for upgrading older locomotives with an 8-pin decoder socket. This Hornby Class 60 has received an 8-pin Bluetooth chip, providing control of its lighting and motor in just a few minutes.

IN A WORLD WHERE SOUND decoders now dominate the digital control landscape, it might seem unnecessary to consider standard motor control chips, but they still have plenty of value - and with Hornby's Bluetooth and DCC HM7000-8 BLE chip you can unlock more of their potential.

The HM7000-8 BLE is Hornby's own Bluetooth decoder which provides total control over motor operation and lights. It is compact at 17mm x 8mm x 4.7mm and is supplied with a pre-assembled 8-pin socket which makes it simple to install in a wide range of locomotives, and particularly those on the second-hand market where the 8-pin decoder socket is now most common.

But why choose a motor only decoder? For starters, it is a more cost effective way of building up a DCC operated locomotive fleet than adding sound to everything, plus the chips take up less space and don't require the addition of a speaker - expanding the range of locomotives into which they will fit. They can also control lights and the pre-loaded function map caters for light control, shunting mode and braking. Added to this, the HM7000-8 BLE also has a stay alive capacitor connection built into the board, which offers solder-free connection of Hornby and AE Model stay alives designed to work with the three-pin socket type.



Above: **The HM7000-8 BLE decoder measures just 17mm x 8mm making it simple to install. Ensure any surfaces in contact with the chip are properly insulated.**



ADVANTAGES

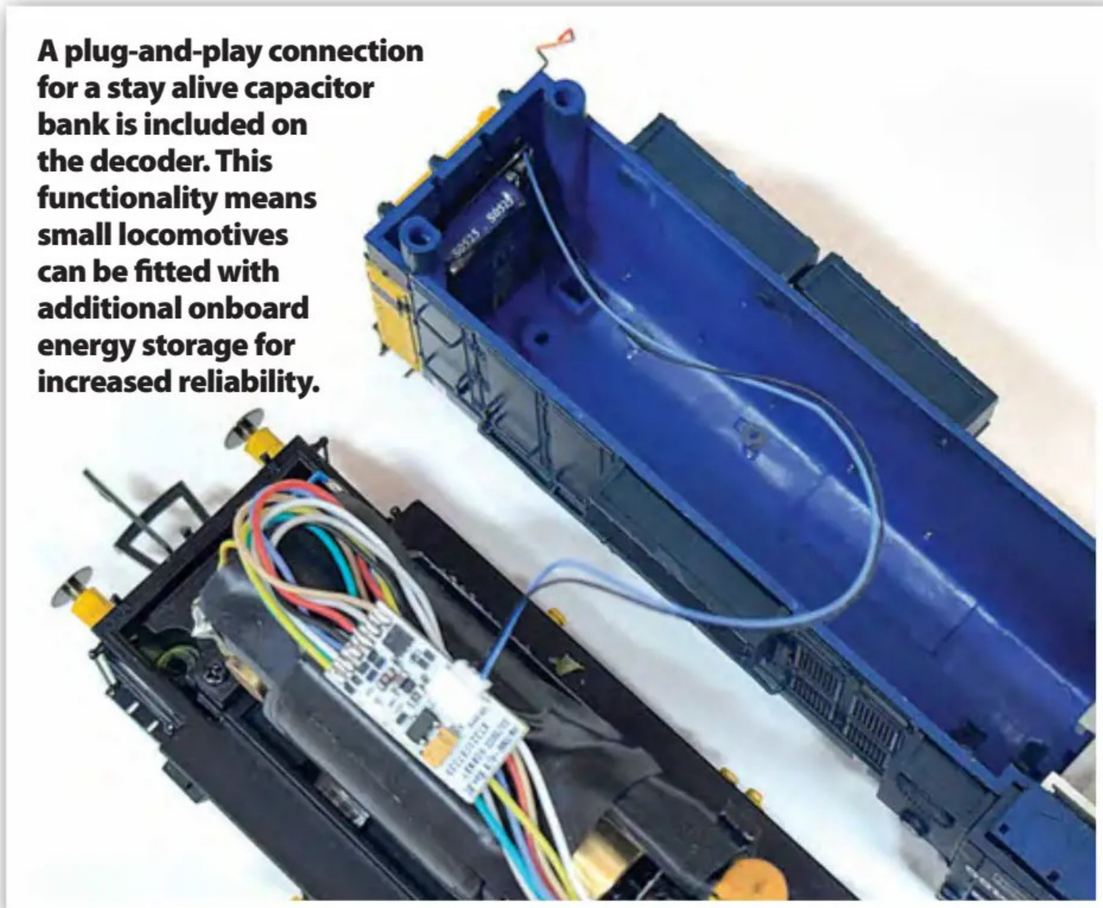
One of the greatest advantages of these chips is the Bluetooth connection. The Hornby chips link to its HM|DCC app which can be installed on Apple or Android smartphones or tablets which gives the users total control over their functionality as well as the choice to switch between driving locomotives via the Bluetooth connection or direct through any DCC control system.

The Bluetooth control option still takes power from the track, but it doesn't use the track to transfer instructions from a smartphone to the chip. Instead, the Bluetooth link receives commands from the HM|DCC app. This gives total reliability over communication between the app and the decoder, as even with a power cut, if you have a stay alive fitted the Bluetooth signal can still communicate with the decoder.

If you prefer to integrate control with your already established DCC system where track power takes over communication, there are still advantages when it comes to programming. All programming of the HM7000 series decoders is managed via Bluetooth which enhances its reliability and, crucially, speed.

Once the decoder is connected »

HM7000-8 BLE STATISTICS
● Size: 17mm x 8mm x 4.7mm
● Connectivity: Bluetooth and DCC control
● Continuous supply: 1amp
● Peak demand: 1.5amp
● Socket type: 8-pin (NEM 652 specification)
● Stay alive connection: Yes
● CV adjustment method: Bluetooth
● Compliance: NMRA standards in DCC



A plug-and-play connection for a stay alive capacitor bank is included on the decoder. This functionality means small locomotives can be fitted with additional onboard energy storage for increased reliability.

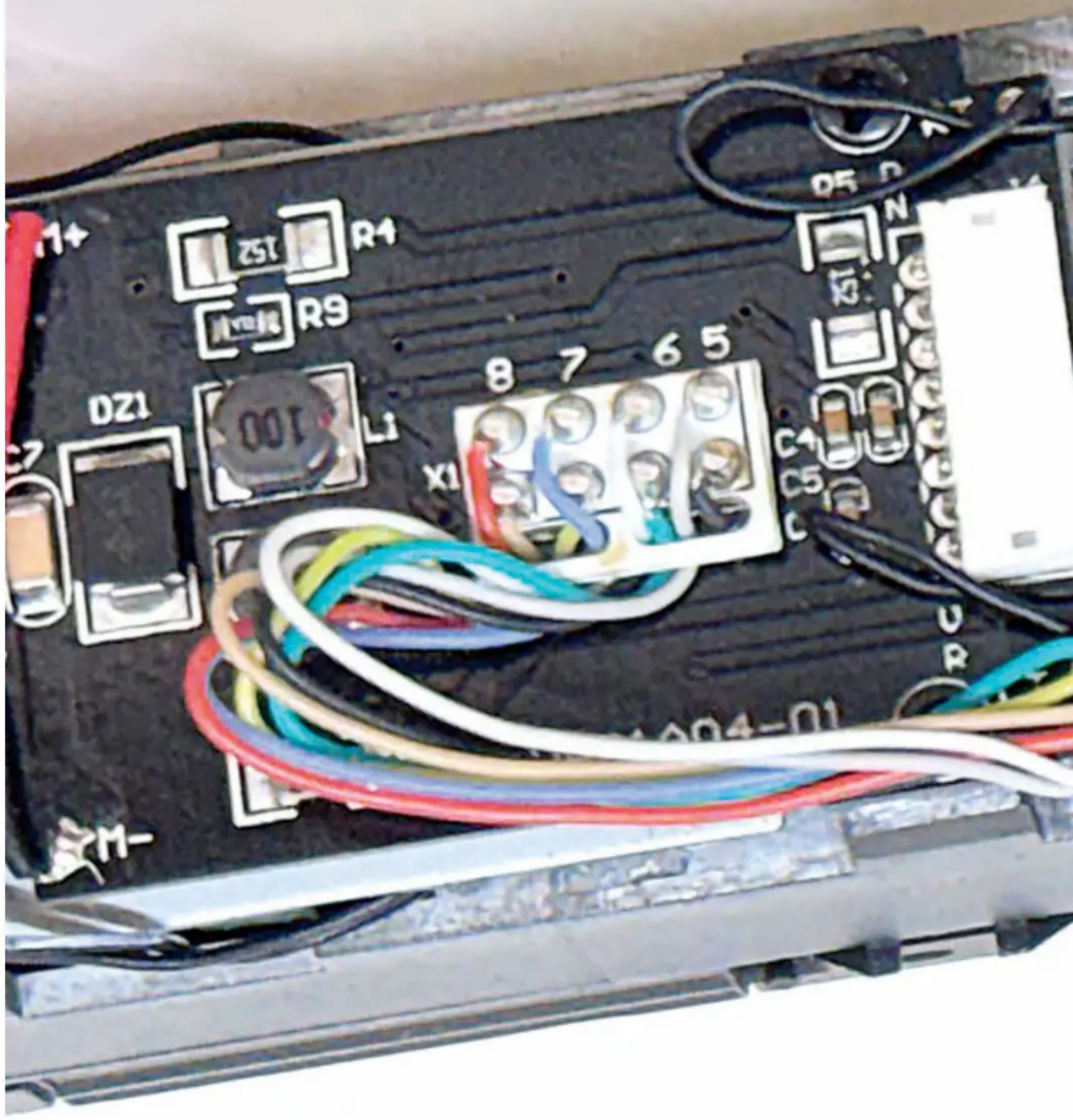
to the app following the on screen prompts, it can have all its CV (Configuration Variable) data read by the app in less than a minute. That puts all the fine-tuning adjustments at your fingertips with a visual guide which makes it simple to see what values have already been assigned to a decoder. No more guesswork - just look at the values and see what needs changing.

Naturally, you still need to exercise caution when adjusting CV values – and if it all goes wrong, you can reset all CVs on the chip to their factory defaults in one tap.

WHERE TO USE IT

With their small size, the HM7000-8 BLE decoders are much easier to install in locomotives than you might first think. However, there are some basics which need to be followed – applicable to all decoder installations – for the best outcome, and the most important is insulation.

Any contact between the decoder and metal can cause a short circuit and render the chip defunct in an instant. When fitting a decoder into a locomotive, check the materials that surround it. Are they plastic or metal? If it is plastic, double check that every area the decoder could contact is of the same material, at which point it will be safe to install without further insulation.

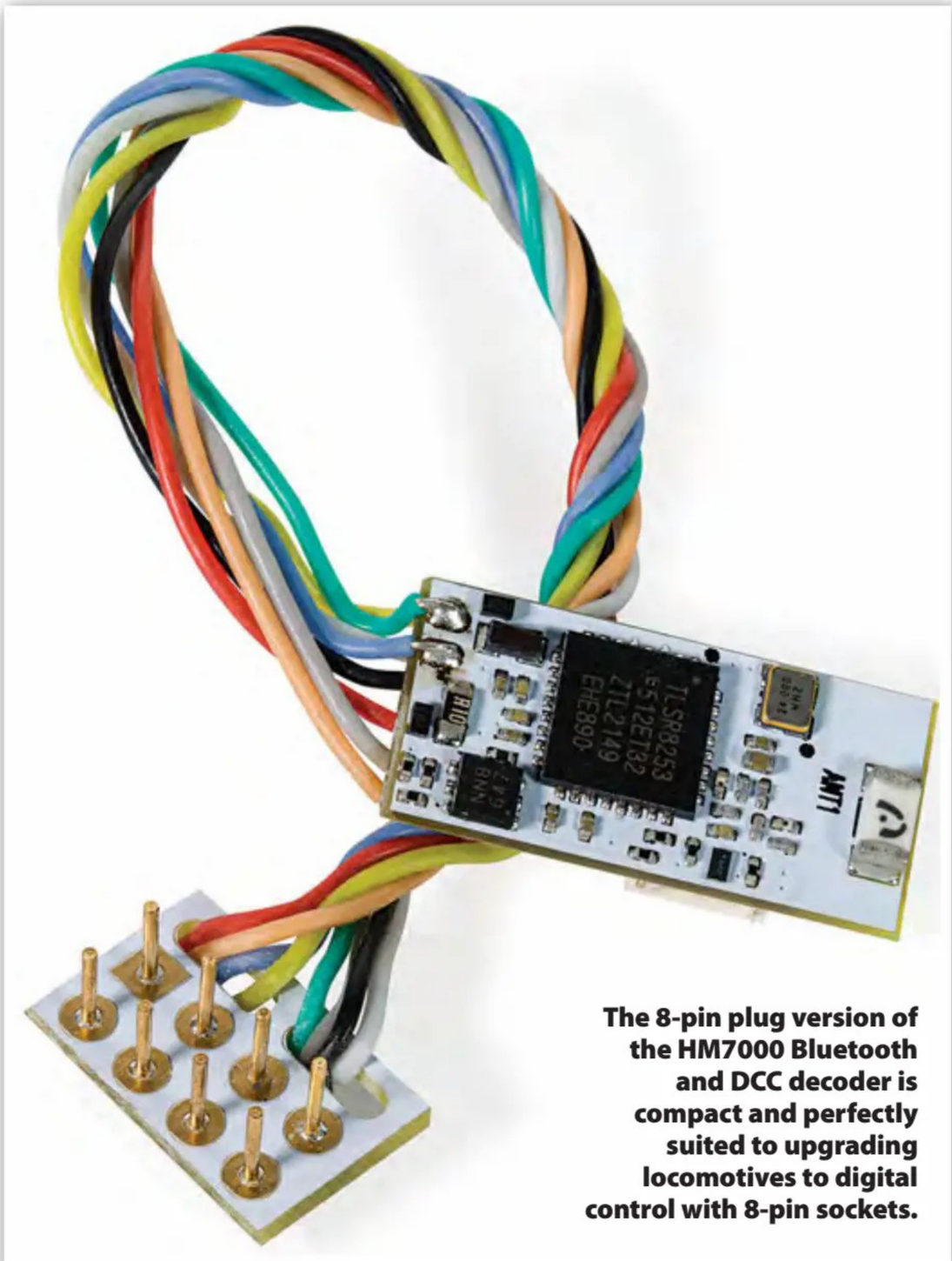


However, if there is a metal chassis, die-cast boiler or even etched metal components near to where the chip will be positioned, we always recommend taking extra steps to protect it. A simple method is to wrap any surfaces near the decoder with electrical insulation tape as this creates a thin and simple to apply barrier between the decoder and locomotive components. Applying the tape to the chassis or body also means that the decoder will still have free air around it for cooling – another important consideration.

It is also worth thinking about how the model will be used. For example, if you have a small shunting locomotive such as Class 08 diesel shunter, then there could be instances where they stall on the track. Here the HM7000-8 BLE has the option for a stay alive to be added which stores power in a capacitor which the chip deploys when there is a momentary interruption in track power. It's a simple plug-and-play exercise too.

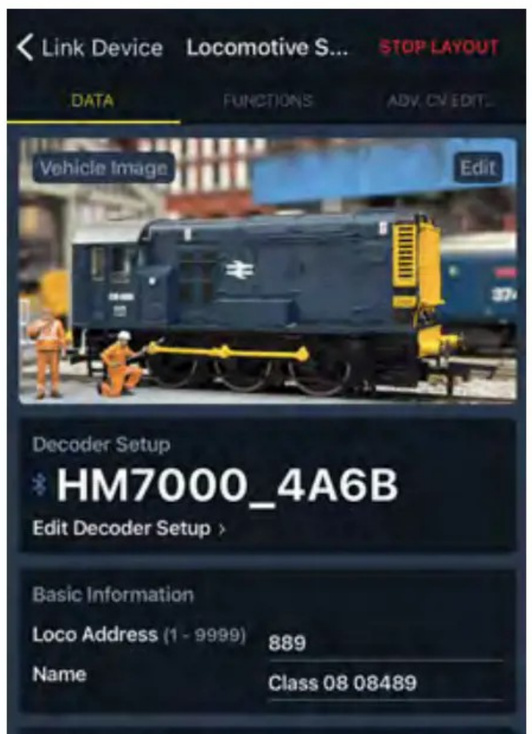
With such a large number of locomotives on the second-hand market featuring 8-pin decoder sockets from Hornby, Heljan and Bachmann, these Bluetooth decoders have great potential to lift the functionality to the next level and introduce the refinement of DCC control combined with the reliability and easy programming that the HM|DCC app and Bluetooth DCC decoder offer.

For a limited time, Key Publishing has teamed up with Hornby to offer a big saving on the HM7000-8 BLE decoder, dropping the price from £39.99 to just £24.99. Plus, you can see more about the use of these chips in our videos on KeyModelWorld.com/video. **HM**



The 8-pin plug version of the HM7000 Bluetooth and DCC decoder is compact and perfectly suited to upgrading locomotives to digital control with 8-pin sockets.

Above: **Inside the Class 60 there is plenty of space for the HM7000 chip and a stay alive. To protect the decoder, the metal chassis has been covered with electrical insulation tape where it will be positioned.**



The HM|DCC app is a useful tool for managing locomotives. The locomotive name and an image can be stored for visual reference together with managing each locomotive's address and functions.



A great advantage of the HM|DCC app is its ability to read CV data from HM7000 chips in under a minute. This gives full control over all the variables on the chip.



A standard function map is applied to the HM7000-8 BLE decoder for lighting and driving features.

READER OFFER!

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‘Salmon’ WEATHERING

The finished ‘Salmons’ are prepared in the yard by Class 69 69002 ready for the next engineering possession. The weathering finish brings these flat wagons to life.

The ‘Salmon’ engineering wagons from Hornby and Flangeway make perfect candidates for heavy weathering. **MIKE WILD** explains how he gave a rake the full treatment using paint and powders in this step-by-step guide.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Lifecolor Frame Dirt Liquid Pigment	*airbrushes.com*	LPW24
DCC Concepts Rust Powders	*layoutconcepts.com*	DCW-LRD
Lifecolor Dry Dust Powder	*airbrushes.com*	PG105
Lifecolor Smoke Liquid Pigment	*airbrushes.com*	LPW21

ENGINEERING STOCK makes for brilliant weathering projects, and the series of ‘Salmon’ flat wagons from Hornby and Flangeway were a temptation too great to leave in their pristine factory finish.

The first of these wagons dates back to 1949 using an LMS design to create a 62ft long wagon with five bolsters for the transport of rail. In total, 894 were built over the next 12 years in 15 separate lots with a substantial number still in service today.

During their long lives, the ‘Salmons’ received two upgrades, with the first taking place in the 1980s when air brakes were fitted, while in the late 1990s, the original Plateback bogies were replaced by modern ASF bogies to increase their maximum speed from 40mph to 60mph while others were fitted with cranes for unloading of rail sections. There were also modifications to fit end stanchions and off-centre bolsters to assist in loading and unloading of track panels.

As engineering stock, the ‘Salmon’ wagons have had an intensive life in service, and it is quite remarkable that a design dating back to the late 1940s remained in service for so long. The Hornby and Flangeway models present the ‘Salmon’ wagons in different forms with Hornby’s first batch featuring original 8ft wheelbase Plateback bogies while the Flangeway products have been offered with either 5ft 6in Plateback bogies or the modern ASF design, presenting a range of options which can add further interest to a formation.

It is also worth noting that while the ‘Salmons’ often work in rakes, they can be seen as part of mixed formations where they are used to carry track panels as well as sleeper stacks to and from engineering sites.

To give the Hornby and Flangeway models a realistic weathered finish, we used a combination of Lifecolor acrylic paints and powders together with Rust powder colours from the DCC Concepts range which, when combined together, gave that in-service look we were after for the rake.

The following step-by-step guide explains how we went about finishing the wagons. See them on East Coast Cement at exhibitions and in videos on Topley Dale.

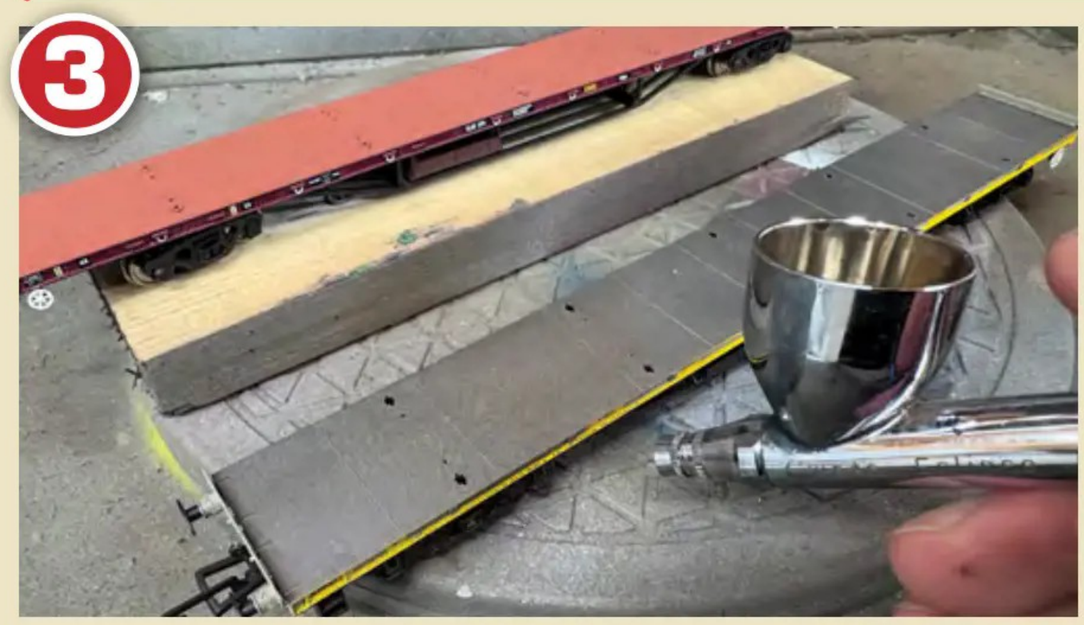
● **Visit *www.keymodelworld.com/weathering* for our full collection of weathering guides.**



The 'Salmon' engineering flat wagons are hard-working vehicles which are never seen in clean condition. This collection of Hornby and Flangeway wagons models different bogie types and liveries.



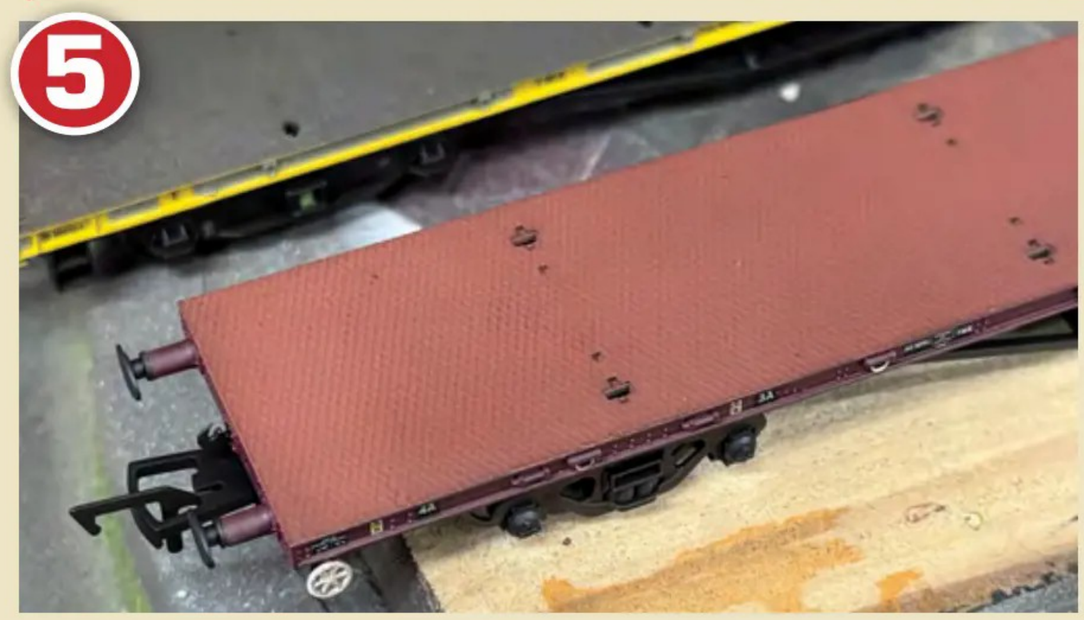
The starting point for the weathering process is Lifecolor's Frame Dirt (LPW24). We tend to lean towards using the Liquid Pigment range for base colours of weathering as there is no mixing required prior to application by airbrush.



With the airbrush colour cup loaded with a small amount of Frame Dirt, we start by focusing on the underframe and bogies, working on two wagons at a time. Build up the colour in multiple light passes.



An important step in all rolling stock weathering is to invert the model so the underside of the bogies and underframe can be weathered too. Missing this vital stage out can lead to unusual shadows appearing from unweathered areas.



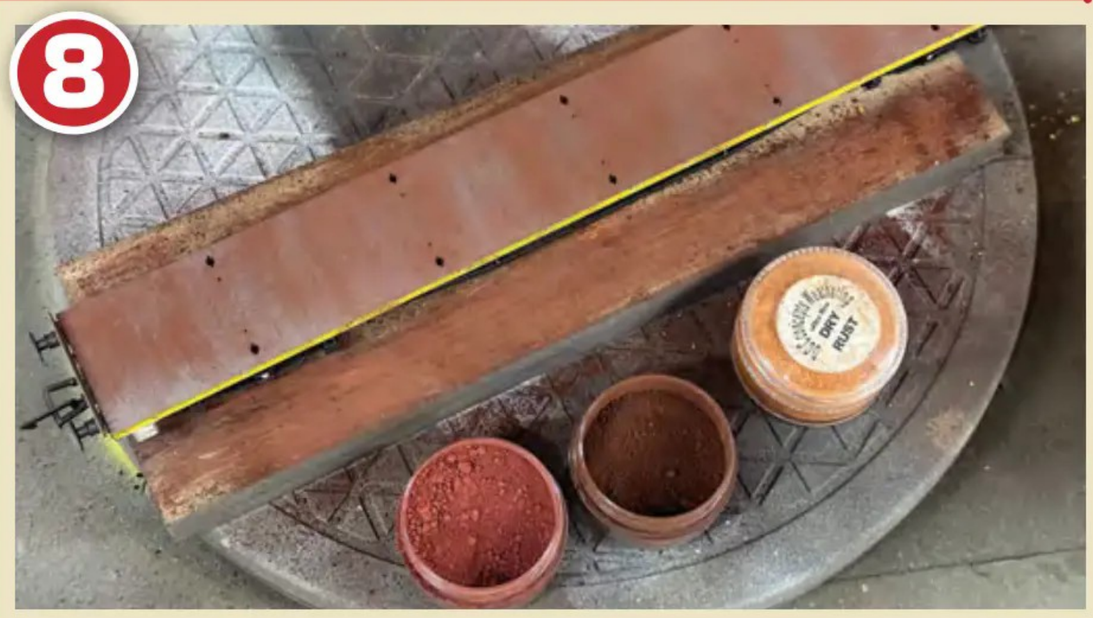
Using the same Frame Dirt colour, the load decks received a light dusting from the airbrush as a first step towards weathering of wagon tops. A multi-layered approach to weathering delivers much more realistic results.



The bulk of the wagon deck weathering will be done with powders. We used the DCC Concepts Rust powders from set DCD-LRD which are still available from its stockists.



A layered approach is being taken here with the powders, starting with the darker Track Rust colour. This is dusted onto the wagon liberally and then brushed across the width of the wagons to begin building up the rust colouring.



With one pass of Track Rust, the wagon looks very patchy, so our next step is to start filling in the gaps with the Rich Rust colour next. This is a much brighter colour and needs to be used more sparingly.

Intermediate
Beginner SKILL LEVEL Advanced



With the Rich Rust colour added, the original silver colour of the Hornby wagon deck is disappearing gradually, but without a uniform single colour finish – we are trying to avoid uniform rust colouring.



The third colour is used even more cautiously – Dry Rust. Brushing small amounts of this onto the wagon brings new colour tones to the wagon and represents fresher scarring of the wagon deck.



For highlights, tiny amounts of Lifecolor Dry Dust (PG105) were added with a smaller brush to model scratches in the wagon deck surface.



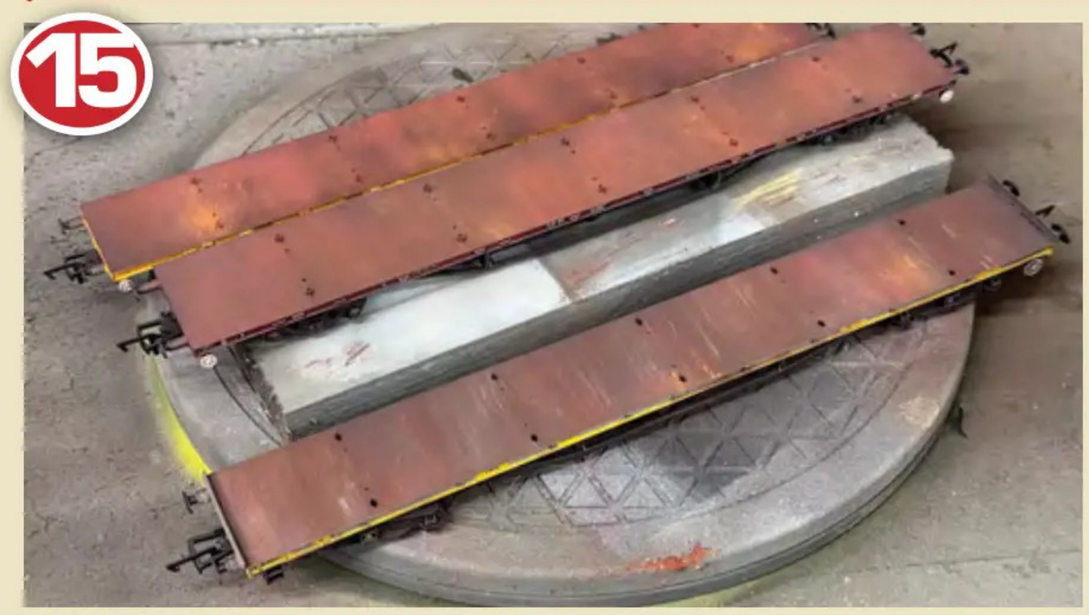
Further Track Rust was added over the underframe and bogies to enhance the depth of colour and model the real wagons more accurately.



The Flangeway wagons were weathered in the same way, building up the colours and using the brush application method to add variety within the same tonal range to each wagon.



With all the powder weathering complete, the rust colours now need tying together to soften the finish. To do this, we added a light misting of Lifecolor Smoke (LPW21) over the top of each deck.



The Smoke colouring can be built up to match images of the prototype wagons. The finish has been varied from one wagon to another to give a range of appearances to the decks.



To take one of the 'Salmons' further, we added a load of two track panels using redundant code 100 concrete sleeper track. The ratchet straps were made by cutting blue masking tape into 2mm wide strips and gluing the ends to the ratchet strap securing points on the chassis.

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BURLISH ROAD

BEWDLEY MPD O GAUGE MODELLERS acquired this 'O' gauge German-set layout and rapidly recast and extended it into a fictional Western Region Severn Valley branch in steam days - as **HARRY BRADLEY** reveals.

PHOTOGRAPHY, JONATHAN NEWTON

1 Stanier 'Mogul' 42968 rumbles into Burlish Road station with a parcels train working. In the yard, LNWR 'G' 0-8-0 49125 waits with a following short goods train.

GAUGE 'O', 32mm | SCALE 7mm:1ft | SIZE 44ft x 2ft | REGION WESTERN | PERIOD 1950s | CONTROL DCC, Roco Z21

MAY 2018 is where the journey for Burlish Road began. Sat on Bewdley Motive Power Depot (MPD) at the Severn Valley Railway, having just finished preparing 'King' 4-6-0 6023 *King Edward II* for its day in service, my colleagues and I were scrolling through social media and a layout appeared for sale.

It measured 16ft x 2ft and was designed to be a small German branch line terminus, with low level platforms, continental signalling and a sector plate at the end of the platform to allow locomotives to run around. We pondered over it, wondered if it could make a BR Western Region branch line scene, and decided to make an offer. And it is from that initial £600 purchase that the now 44ft long layout started its new lease of life.

What is the distance from the dining room window to the kitchen? This might sound an odd question, but it turned out that our new layout would fit perfectly. It gave us the ideal space to work above and below the baseboards, and we could run a few trains whilst cooking dinner! Our first job was to anglicise the layout. We removed all but one of the German buildings, favouring keeping the old warehouse building as the one to stay. This we felt would give a nod to the layout's former life. We built up the platforms, installed some Western Region signals and purchased a new engine shed, signalbox and station building. With the installation of these we had given the layout the feel of an old country station with just enough yard space for a spot of shunting.

And so, it was on to naming the layout. Being Severn Valley Railway volunteers, we wanted something which reflected the local area, but not something which was a real station name in the past. Burlish Crossing was on the branch from Bewdley to Stourport, and there was a small halt nearby which lasted from 1930 to 1970. The original Burlish Halt was a small two-coach station around 1½ miles from Bewdley station. There were some sidings for a ceramics factory just to the Stourport side, and closer to Bewdley was a tunnel. The layout has a tunnel which takes trains through to the storage yard, the original platform was two coaches long, and the name ticked the boxes we wanted. Shortly before April 2019, the name boards were put on the station, and we headed for our first show. Appropriately, we gave the layout its debut at the Severn Valley Model Railway weekend at Highley.

We fairly quickly decided the storage yard wasn't suited to the trains we wanted to operate. It needed modifications to the points to accommodate corridor stock »





2 Left: **Collett '57XX' 0-6-0PT 7700's fireman takes a breather from shovelling coal outside the small engine shed at Burlish Road. Alongside is the line's Wickham Trolley shed.**

3 Right: **A peek into Burlish Road goods shed as a member of staff collects some recently arrived items for onward transit by road.**

4 Below: **BR Standard '5MT' 4-6-0 73082 *Camelot* bypasses Burlish Road station with a van train.**



and needed lengthening to allow us to run reasonable length trains. We decided to keep the yard road along the front of the layout, which was now serving our ceramics factory, in a nod to the original Burlish area. This also gave us a little more space for wagons and shunting, which created some additional operational interest. The layout was now 20ft long, but it still fitted in the kitchen/dining room.

UPGRADES

Our collection of locomotives and rolling stock started to grow, and the small sector plate in the corner of the layout could no longer cope with the length of locomotives it was being asked to take. We sat down and decided that we really wanted to run some through trains, and that we could extend the platform and make a better yard area if we altered the 'Stourport end' of the layout. We took out the sector plate, and »





5 Left: **LNWR 'G' 49125 slowly negotiates the pointwork out of Burlish Road goods yard at the head of a short mixed goods train.**

6 Right: **Passengers prepare to board the arriving passenger train headed by Churchward '45XX' 4566.**

7 Below: **Ivatt '2MT' 2-6-0 46443 eases into the yard at Burlish Road with a rake of hopper wagons, while a Churchward '45XX' 2-6-2T waits in the platform with two suburban coaches and a parcels van in tow.**





built the next extension, now taking the layout over 30ft long. We installed a goods shed and a level crossing accessing the goods yard on the new board. The crossing is named Burlish Road level crossing in another nod to the layout's name and the area's history. We extended a couple of sidings on this board too, giving us greater operational flexibility in our bid to keep things moving.

But with a longer platform and goods loop, more sidings, and more rolling stock, it was starting to give us a bit of a 'space crisis.' We couldn't run what we wanted to, and nor did we have the space to store out of use stock. So, we added an extension on each end to the storage yards, bringing our layout to a total length of 44ft. These storage yard boards have proven their worth and have made operating Burlish a lot less stressful behind the scenes. We don't find ourselves having to battle for space anymore, and we can run appropriate trains all the time without worrying about fitting them in the yard areas.

We do, in time, want to put one more board on leading to a wharf area beyond the ceramics factory. This would give our small industrial fleet of 'O' gauge locomotives a proper purpose and would fill the last remaining shelf on the storage racks too.

WESTERN FLEET

On Burlish you are guaranteed to see a great variety of stock. A majority of the locomotives are preserved on the Severn Valley Railway (SVR) - between us we own 17 SVR based examples. You'll see the odd other preserved machine, likely something we have fired or driven at the SVR that we really enjoyed. The final batch of locomotives is made up of examples formerly based at Kidderminster, Stourbridge, or Worcester sheds back in BR days. We have quite a number of coaches, again renumbered as SVR preserved examples, alongside an array of wagons. We try not to run the same vehicle more than once every two to three hours at a show to keep things different for viewers.



8 Above: **Heading tender-first, GWR 'Dean Goods' 2516 approaches Burlish Road station with the line's pick-up goods train.**

9 Right: **A pair of GWR Pannier tanks raise steam outside the ceramics factory, close to Burlish Road station.**

The layout is operated by Digital Command Control (DCC) for rolling stock, points and signals. We use the Roco Z21 system which allows us to control everything on our smartphones and tablets. It has its own independent Wi-Fi network, meaning it doesn't face interruptions and is convenient for us as we don't have to remember controllers as we always have our phones! We placed a programming track in one of the storage yards so we can add new locomotives whilst at shows, and this is independently wired from the main track to avoid re-programming all of the points and signals.

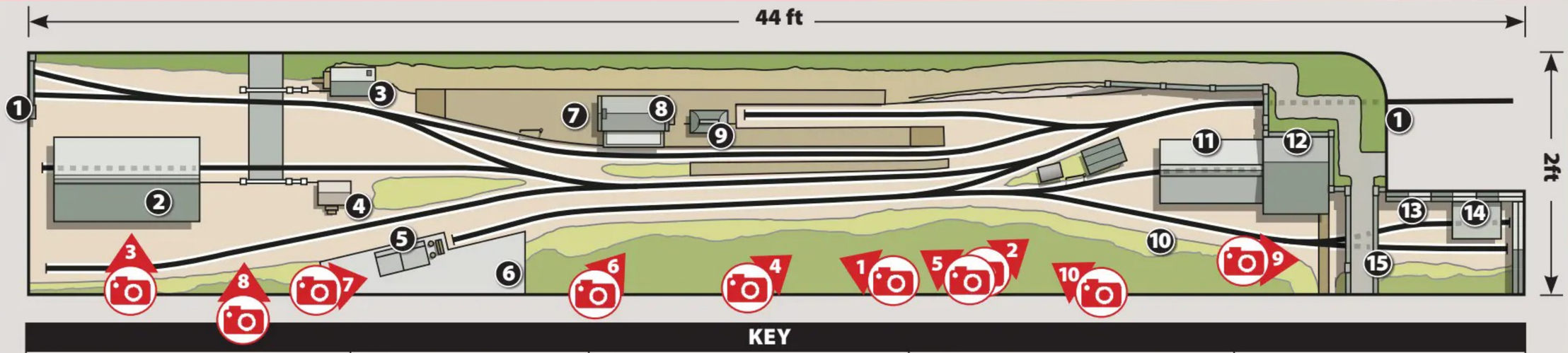
Exhibiting our layout is something we very much enjoy. It has given us a chance to meet some great people, taken us to some fantastic shows, and given us some wonderful memories. The joy it has brought to us justifies that decision eight years ago sat on that bench outside Bewdley MPD, to spend that £600.

And what's next? Well, we have mooted building Bewdley station in 'O' gauge. At 58ft long we are certain it would be impressive, but, like the real thing, challenging to operate. For now, though, Burlish remains very much our focus to exhibit, and we plan to tidy it up during the remainder of 2026 to give it a fresh look for our next show in the New Year. If you would like to invite Burlish Road to your two- or three-day exhibition, do contact us via *Hornby Magazine* (*hornbymagazine@keypublishing.com*) and we'll be in touch.

HM

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

BURLISH ROAD TRACK DIAGRAM (NOT TO SCALE)



KEY

1 To/from storage yard	4 Signalbox	7 Platform	10 Wickham Trolley shed	13 Road
2 Goods shed	5 Hut	8 Station building	11 Engine shed	14 Ceramics factory
3 Level crossing	6 Cattle dock	9 Pagoda waiting room	12 Tunnel	15 Road bridge

10 **A GWR AEC railcar waits in the platform at Burlish Road as a Churchward '28XX' 2-8-0 rolls past with a rake of empty Loco Coal opens.**

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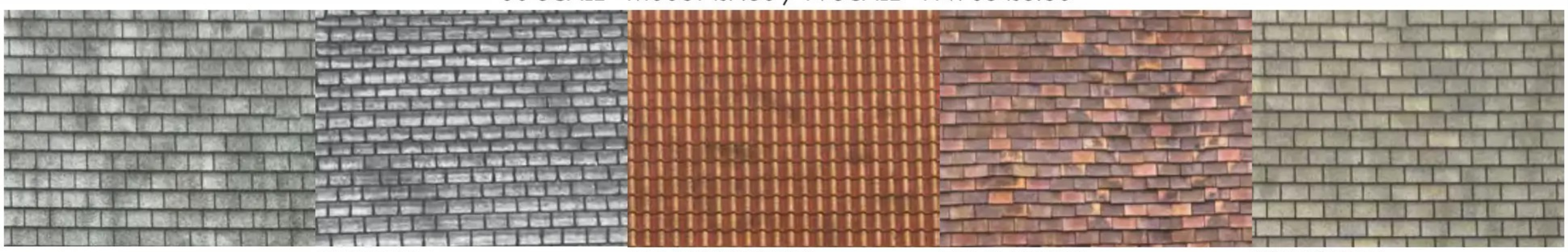
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Meanwhile, **56045** represents the loco as the star of 2025's Greatest Gathering, repainted back into BR Blue with its original horn grilles reinstated. Our model depicts the loco in service today with DC Railfreight, often running alongside classmate 56103.
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UPGRADED 'OO' CLASS 47 RETURNS



Bachmann's retooled 'OO' gauge Class 47 Co-Co diesel was released to high acclaim in 2021. Fast forward five years and for its latest release the popular Brush Type 4 has received several new upgrades to the specification. **MARK CHIVERS** inspects this new arrival.

HOW DO YOU MAKE A delightful model even better? Bachmann Branchline has done just that with the latest versions of its high specification 'OO' gauge Class 47 Co-Co diesel (HM174). The tooling suite for this outstanding locomotive was extensive in the run-up to its release in 2021, but time does not stand still in the hobby, and Bachmann has a policy of upgrading and improving models when possible. Since its initial release, the specification for its subsequent releases has successively been improved, especially for the company's sound fitted deluxe (SFX) models. At the time of the Class 47s' release, the SFX specification included tinted glazing and working roof fans. Today, it also features refinements such as a new Bach-Up stay alive for improved running characteristics, upgraded speakers and the company's impressive auto-release couplings – more on those shortly.

THE MODEL

For this latest batch of Class 47 models, five new identities have been added to the standard range - each available in DCC Ready, DCC sound fitted (SF) and DCC

Bachmann has released its latest batch of 'OO' gauge Class 47 Co-Co diesels which have received several enhancements over the previous specification.



The striking *Venice Simplon Orient Express* nameplate has been captured to a tee. Etched metal examples for customer fitment are also included.

TECHNICAL DETAILS

Manufacturer:	*www.bachmann.co.uk*
Cat No:	35-429SFX (as reviewed)
Description:	Class 47/7 47791 *Venice Simplon Orient Express*, RES
Builder:	Brush Traction, Loughborough, British Rail Crewe Works
Region:	Western, Midland, Eastern, Scottish
Gauge:	'00', 16.5mm
Scale:	4mm:1ft
Length:	254mm (over buffers)
Price:	£239.95 (DCC Ready), £354.95 (DCC sound fitted), £394.95 (DCC sound fitted deluxe)
Couplings:	NEM tension lock couplings
DCC:	PluX22 decoder socket
Speaker:	75mm x 24.5mm (sound-fitted models) + 11mm x 15mm cube (all models)
Exterior lights:	Directional headlights, markers
Interior lights:	Cab, engine bay
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):	15 Mk 1 carriages (maximum tested)

sound fitted deluxe (SFX) forms – finished as 47226 in BR blue (Cat No. 35-411A/SF/SFX), 47238 in BR blue (35-411B/SF/SFX), 47280 in BR Railfreight large logo grey (35-416/SF/SFX), 47826 in West Coast Railways maroon (35-431/SF/SFX) and 47791 *Venice Simplon Orient Express* in Rail Express Systems (RES) livery (35-429/SF/SFX). Also, D1676 *Vulcan* in BR two-tone green and 47521 in revised NSE livery are available as TMC and KMRC retailer exclusives, respectively.

Our SFX review sample models the striking RES colour scheme applied to Class 47/7 47791, together with the distinctive *Venice Simplon Orient Express* (VSOE) nameplates applied for its naming at London Victoria station in December 1994. The VSOE British Pullman had a long association with London Victoria, with regularly timetabled services of the luxury dining train running to/from the Kent coast – with cross-Channel connections for the European leg of the VSOE. The nameplate was unveiled by John Rennie, a founding member of VSOE staff, on his retirement.

Following its naming, 47791 was prolific hauling passenger and parcels trains across the network, from mail trains in Plymouth to overnight InterCity sleepers bound »



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for Inverness, as well as charter trains. 47791 lost its eye-catching nameplate in 1998 but continued in service into the 2000s. It was eventually scrapped in 2013.

Bachmann's latest model bears the hallmarks of previous releases with a die-cast metal chassis, five-pole twin shaft motor, dual flywheels, all-wheel pick-ups and drive, PluX22 Digital Command Control (DCC) decoder socket and a raft of prototype specific detailing to the body, cab interior, engine bay, bogies and underframes, plus lighting arrangements. As with earlier models, three versions of each locomotive in the latest batch are available, with our SFX review sample including all the latest refinements, such as the addition of the manufacturer's auto-release couplings, a new Bach-Up stay alive system to prevent interruption to its running and onboard digital sound, a new motor and gearbox for the motorised roof fans – which in turn has enabled new dual XL speakers to be installed – and new chassis mounted snowploughs for customer fitment. The manufacturer has also made improvements to the appearance of the cab windscreen glazing on this latest batch of releases.

Detailing is sublime, our review sample bristling with separately fitted parts and crisply moulded elements throughout, while the decoration was equally impressive with a high-quality RES red, grey and black paint finish, yellow ends, working red roof fans and crisply applied numbers, cantrail orange lining, RES branding and outstanding VSOE nameplates. A pair of etched metal nameplates is included for placing over the printed examples, together with etched Crewe depot 'cheshire cat' plaques. Separately fitted metal handrails are painted white, while the Electric Train Heating (ETH) sockets are picked out in orange, together with pipework adorned with yellow and red paint, as appropriate. Other finishing touches include silver kickplates beneath each cab door, silvered door handles and white markings on the black painted wheels.



Improvements have been made to the cab windscreen glazing on these latest Class 47 releases. Sound fitted deluxe models additionally feature an eye-catching tinted glass effect.

Underneath, the detailing continues with fine conduit picked out in orange connecting to the separately fitted tanks, gauges, pipework and impressive relief to the locomotive's bogies. At each end, sprung metal Oleo buffers are fitted, while fine RCH jumper cables are neatly secured to the front ends, which also feature superbly rendered marker lights, tail lights and fine lamp irons on the buffer shanks. Look closer and you can even discern the glass pattern on the marker lights, LED style tail lights and high-intensity headlights. As with the real thing, the headcode panel lights had differing styles at each end.

PERFORMANCE

On test, our SFX review sample of 47791 proved smooth and powerful throughout on *Hornby Magazine's* office test layout hauling a rake of ten BR Mk 1s without issue. Indeed, it had plenty of tractive effort to spare and ran superbly at speed and at a crawl. With this particular model its sound capabilities come to the fore with a superb selection of sounds at your fingertips from the ESU Loksound V5 sound project, including three startup routines, horns, flange squeal, Automatic Warning System horn and bell, guard's whistle, driver acknowledgement, station announcements, air dump sounds and more, plus a raft of lighting options for cab interiors, engine room, directional lights and markers – which can also be turned off separately at each end. The welcome addition of the Bach-Up stay alive system (on all models) helps ensure the lights, motor functionality – and sound where fitted - work without interruption, while the working roof fans (SFX models only) can also be operated by selecting a function button (F10) which in turn also includes fan sounds for added play value.

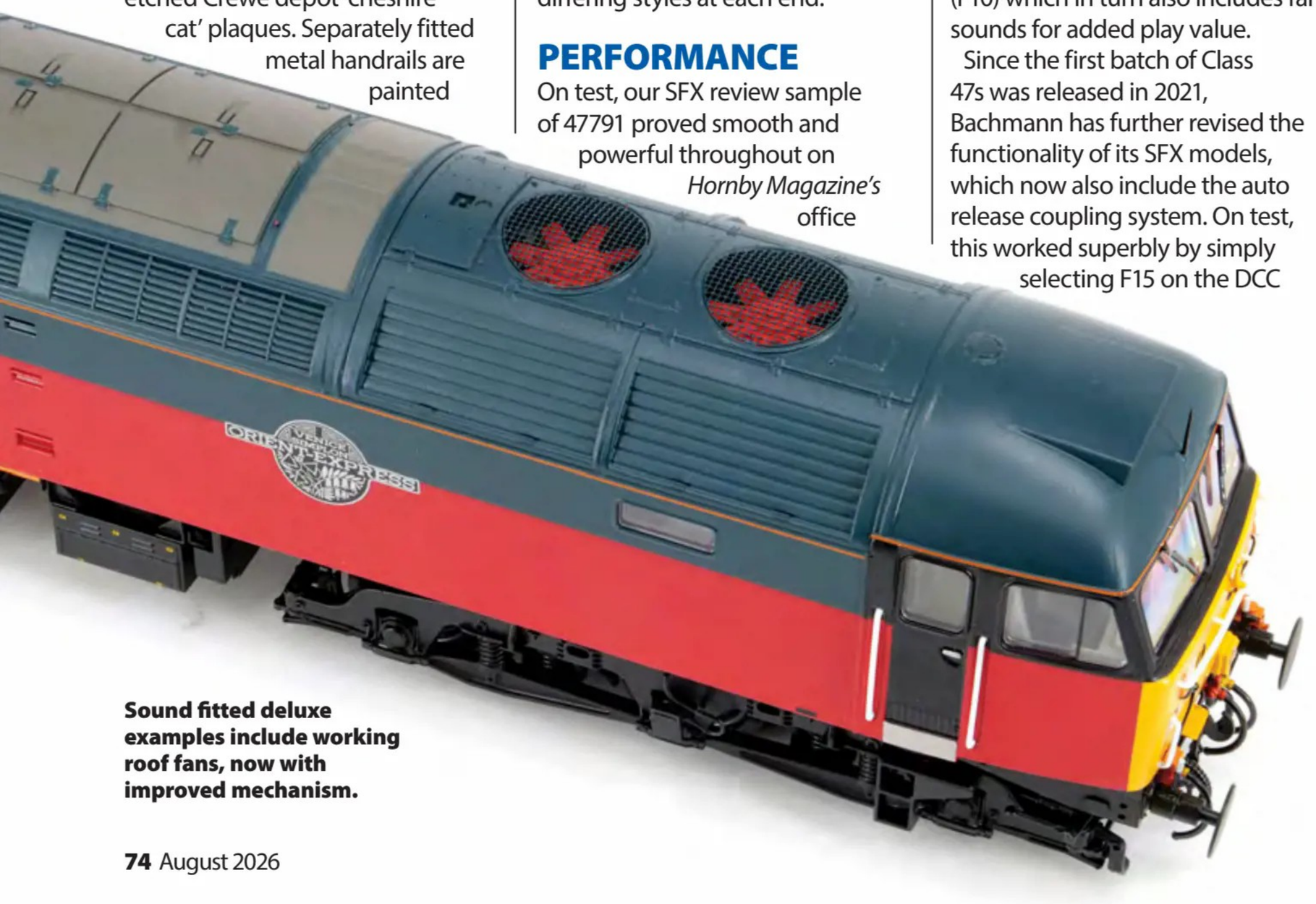
Since the first batch of Class 47s was released in 2021, Bachmann has further revised the functionality of its SFX models, which now also include the auto release coupling system. On test, this worked superbly by simply selecting F15 on the DCC handset which saw the stationary locomotive set back slightly, then release the tension lock couplings on the locomotive and rolling stock as it edges forward and uncouples – another impressive function on this feature-rich locomotive.

Sound reproduction also appears improved with the inclusion of the new dual XL speaker system on DCC sound fitted and DCC sound fitted deluxe models, comprising a 75mm x 24.5mm Tangband speaker and 11mm x 15mm cube speaker – both rated at 1Watt/8Ohms. Our review sample demonstrated a richness to the factory-fitted sound file that certainly captured the heft of a Class 47 very well. The sound profile proved responsive during our trials and certainly sounded good to our ears.

For those wishing to customise their models, a small details pack is included which features buffer beam pipework, cosmetic screw link couplings, bogie brake details and chassis pipe fittings. While the auto-release coupling system is fitted to both ends of the SFX Class 47/7, it can be removed from one or both ends if required. With care, you'll need to unplug the device from the underneath of the chassis and remove from the NEM coupler pocket. This, in turn, will enable you to fit the new chassis-mounted snowplough included for customer fitment. This locates on two small lugs on the base of the chassis behind the buffer beam and can be screwed in place to secure.

OVERALL

It is great to see that Bachmann continues to review its motive power roster and adds in additional functionality when time and budgets allow. What was already a superb SFX model is now even better and is guaranteed to provide much enjoyment when running it to its full capabilities on a layout. Excellent and available now. (MC)



Sound fitted deluxe examples include working roof fans, now with improved mechanism.

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Every model comes complete with a pre-fitted speaker and upgraded Next18 DCC interface, with *SOUND FITTED* versions available across all liveries to bring even greater realism to your layout.



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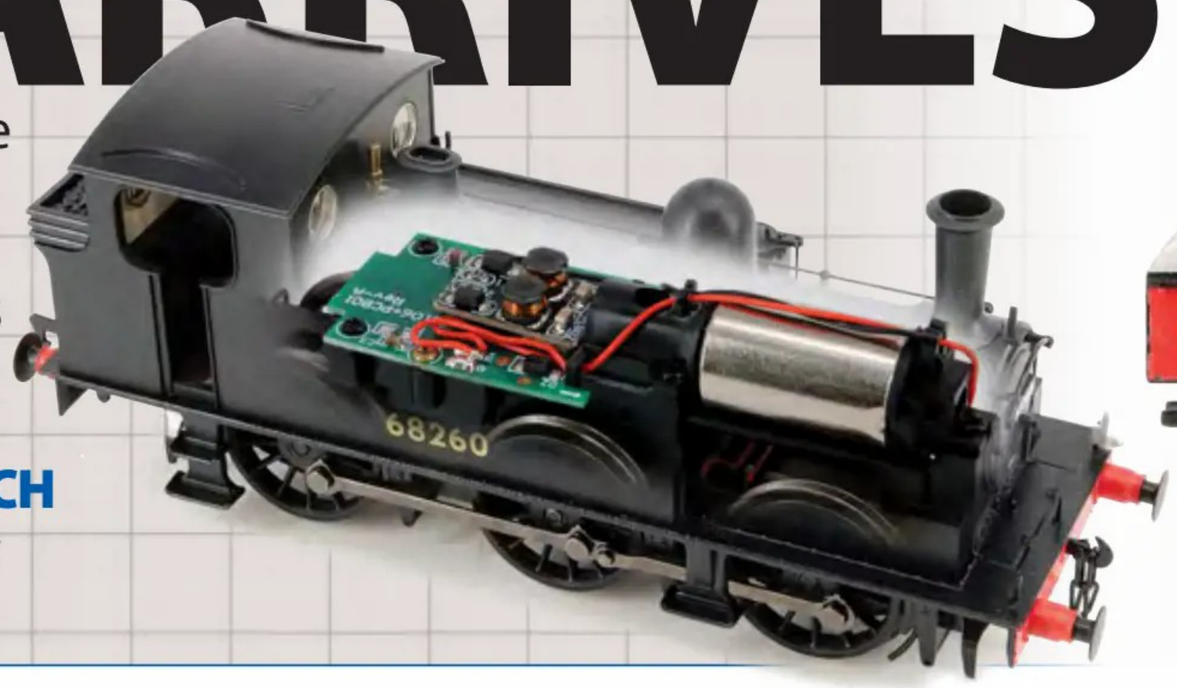


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Bachmann's NORTH EASTERN RAILWAY 'E' ARRIVES

With one locomotive forming part of Bachmann's Rail 200 Railway Celebrations range, the follow-up to 2019's NER 'E1' is here, as **BEN CHURCH** investigates the new arrival in detail.





BACHMANN'S new North Eastern Railway (NER) 'E' 0-6-0T for 'OO' is here, drawing on experience gained on the 'E1', which the manufacturer released a model of in 2019. The 'E' is somewhat overshadowed by the 'E1' as none were preserved but this has not deterred Bachmann.

120 of these locomotives were built by the NER from 1886 to 1985 to a design by Thomas Worsdell. Designed for shunting duties, the new locomotives were intended to become the NER's new standard shunting locomotive. They were ideal for dockyard use, but could also be found on short trip freights and as station pilots. While a successful design, the 'E' was upgraded to form the new 'E1' with the newer design featuring smaller wheels and larger cylinders. The London and North Eastern Railway inherited the entire fleet when it was formed in 1923 (classifying them as 'J71s'), however, the ageing design started to be withdrawn from the 1930s, with a pause in withdrawals during the Second World War. BR had 81 examples, withdrawing the last in 1961.

THE MODEL

Bachmann's new range of NER 'E' 0-6-0Ts comprises 495 in NER lined green and maroon, our sample 68260 in BR black with early crests and 317 in LNER lined apple green, reflecting how the prototype appeared at the 1925 Stockton & Darlington Railway Centenary cavalcade, and this model is part of Bachmann's Railway Celebrations range.

Right away, both the similarities and differences to the 'E1' are obvious – notably the larger driving wheels and smaller coal bunker.

Overall, Bachmann's latest model is produced to a very high standard. Our sample was complete with an array of lamp irons and handrails at the front, along with a fine smokebox door dart. Just underneath the smokebox door, elements of the front cylinder heads have been moulded into the smokebox saddle. The front splasher and sandbox assembly sits on top of the die-cast running plate. It is good to see the boiler modelled in full relief, including its distinctive decorated safety valve bonnet and separately fitted whistle. Water tank filler caps and other details are neatly fitted while the cab has controls, dials, handbrake and windows facing the coal bunker. On the chassis, pre-fitted in-line brake shoes and steps complete the picture.



The simple BR lined black is applied well, and printed details such as BR early crests, locomotive number, and smokebox number and shedcode were legible and printed to a high standard. Of note is Bachmann's attempt to replicate the painted-over builder's plates observed on prototype photographs. A subtle outline of the builder's plate is applied to the coal bunker, which is only visible under some lighting conditions.

The accessory pack has a trio of lamps which can be secured to any of the lamp brackets on the model,



Bachmann's newly-tooled 'OO' gauge LNER 'J71' 0-6-0T is now available from retailers.



Exterior and interior detail is neatly modelled, including a superbly decorated cab interior.

TECHNICAL DETAILS	
Manufacturer:	*www.bachmann.co.uk*
Cat No:	31-069
Description:	North Eastern Railway 'E' 0-6-0T
Builder:	North Eastern Railway, Darlington Works
Region:	Eastern Region
Gauge:	'00'
Scale:	4mm:1ft
Length:	113mm (over buffers)
Price:	£169.95 (DCC Ready), £279.95 (DCC sound fitted)
Couplings:	Small tension lock couplings in NEM pockets
DCC:	Next18 decoder socket
Speaker:	13mm x 17mm
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	None
Wheel arrangement:	0-6-0T
Purpose:	Shunting
Haulage capacity (expected):	Three Mk 1 carriages
Haulage capacity (actual):	Three Mk 1 carriages

together with screw link couplings, cab doors and, where appropriate, a steam heat pipe.

PERFORMANCE

Two screws secure the body to the chassis, which were both straightforward to locate and remove. With the body removed, the Next18 Digital Command Control (DCC) socket is revealed, along with the coreless motor. Underneath the PCB is a factory-fitted 13mm x 17mm cube speaker, allowing for easy conversion to DCC sound. While a stay alive is not factory-fitted, there is sufficient room inside the model for the fitment of one.

Straight out of the box, our sample performed well on analogue control, with smooth, near-silent performance at high and low speeds on analogue control. Haulage capacity was also good, with the model proving capable of pulling three three Bachmann BR Mk 1 coaches on the *Hornby Magazine* office test layout without issue.

Bachmann's new LNER 'J71' features a die-cast running plate, coreless motor and Next18 Digital Command Control decoder socket.

OVERALL

Bachmann's 'E' shines a wonderful light on an overlooked, and sadly extinct, NER design.

Bachmann's typical high build quality and attention to detail have resulted in a superb recreation of these locomotives, which are sure to find homes on many Eastern Region themed layouts. (BC)

Rapido Trains UK's MANNING WARDLE

FIRST REVIEW

Rapido Trains UK's latest never-before-seen model is the compact Manning Wardle 'L' 0-6-0ST for 'OO' gauge. **BEN CHURCH** looks over this all-new industrial steam locomotive.

RAPIDO TRAINS UK has built up an impressive collection of past and future projects, which focus on never-before-seen and sometimes esoteric steam locomotives. The 'OO' gauge Manning Wardle 'L' 0-6-0ST is another model which has never been produced in ready-to-run form.



Rapido Trains UK's eagerly-awaited all-new 'OO' gauge Manning Wardle 'L' 0-6-0ST has arrived.

The locomotives are a larger version of the Manning Wardle 'K', featuring the same wheelbase, boiler barrel length and cylinder diameter. To achieve a higher tractive effort, the locomotives were fitted with a larger boiler and longer cylinder stroke. More than 100 were built between the 1880s and mid-1920s, with alterations made to the design to suit the locomotives' owners. They were also exported across the globe, while in the UK, two are preserved at the Middleton Railway in Leeds.

THE MODEL

Rapido Trains UK has produced ten all-new 'OO' gauge models for the initial range, appearing in several industrial guises, a fictional lined blue scheme and South Eastern & Chatham Railway livery, plus two models of *Sir Berkeley*. Our sample, modelling *Sir Berkeley* in Cranford condition, was delivered in Rapido Trains UK's standard box supplied with dumb buffers, vacuum pipes, cosmetic chain couplings and etched nameplates. A detailed owner's manual is provided, and covers the history, operation, and maintenance of the model.

Rapido Trains has gone to great lengths to replicate the intricate detail on these small 0-6-0STs. At the front are non-sprung buffers, coupling hook, sand boxes and a separately fitted smokebox door handwheel and front handrail. The die-cast saddle tank is positioned high on the locomotive's boiler, with only a small filler cap present on top. Fine plastic handrails are on the sides of the tanks, and nameplates are printed. Copper pipework wraps around the water tank and firebox, all of which was carefully fitted to our sample, with no obvious glue residue visible. Two leaf springs are fitted just above the die-cast running plate.

The boiler is modelled in full relief, allowing views of the frames – and the neatly recreated non-working inside motion – to be seen from above. Underneath the model is fitted with in-line brake shoes and brake rigging. Sand pipes and



Decoration is neatly applied throughout, including the ornate open cab with levers, dials and gauge glasses picked out in appropriate colours.

TECHNICAL DETAILS

Manufacturer:	*www.rapidotrains.co.uk*
Cat No:	960004
Description:	Manning Wardle 'L' 0-6-0ST
Builder:	Manning Wardle & Company's Leeds Boyne Engine Works
Region:	Industrial
Gauge:	'00' gauge
Scale:	4mm:1ft
Length:	93mm (over buffers)
Price:	£149.95 (DCC Ready), £259.95 (DCC sound fitted)
Couplings:	NEM tension lock couplings
DCC:	E24 decoder socket
Speaker:	11mm x 9mm cube
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	One
Wheel arrangement:	0-6-0ST
Purpose:	Industrial
Haulage capacity (expected):	Three Mk 1 carriages
Haulage capacity (actual):	Three Mk 1 carriages



The 'L' features a coreless motor, E24 decoder socket and stay alive.

guard irons are fitted fore and aft, along with a sizeable cutout in the frames, allowing more views of the inside motion – which is picked out in red.

Our sample was fitted with a fully open cab, with only a small section of front plates - complete with a pair of porthole windows - fitted behind the tall safety valve bonnet. A raft of gauges, controls and pipework are present inside the cab, and the fine decoration is superb throughout, especially to the cab edging. The cab walls are of die-cast metal, helping add to the model's 110gram weight.

Our 'L' was decorated in a simple green livery, accented by red highlights to the likes of handrails, coupling rods and the solebar. Metalwork was also neatly painted – all to the usual high standard we've come to expect from the manufacturer.

PERFORMANCE

One screw secures the locomotive's boiler to the chassis. A small Philips screw is hidden inside the chimney. Once removed, the injector pipework needs to be carefully prized away from the cab, after which the smokebox and boiler assembly can be removed, revealing the E24 Digital Command Control (DCC) socket. A small hole in the base keeper plate allows for straightforward lubrication. It also appears that parts of the brake rigging on our review sample have been glued in place, causing removal of the base keeper plate to be more difficult than intended.

On test, our sample performed well, with smooth, reliable running straight out of the box on analogue control. DCC users will benefit from the factory-fitted stay alive, and single 11mm x 9mm cube speaker.

Haulage was appropriate for a small tank locomotive, with our sample able to haul three Bachmann BR Mk 1 coaches during our trials.

OVERALL

Rapido's Manning Wardle 'L' shines a light on an easily overlooked industrial locomotive in a superb way. Detail, build quality and performance are all good, with the wide range of liveries on offer sure to please modellers of the industrial railway scene. Rapido should be commended for committing to a relatively obscure prototype which can nonetheless find a home on many industrial layouts. (BC)

‘OO’ Avanti Class 805 EVERO DEBUTS

- **Gauge:** ‘OO’
- **Price:** £549.99
- **Cat No:** R30443
- **Site:** *www.hornby.com*
- **DCC:** Two 21-pin decoder sockets
- **Era:** 11

Below: **Posable pantographs are fitted at each end, while destination screens reflect a unit bound for London Euston.**





Detailing is excellent throughout from conduit and roof mounted equipment to the decoration, printed logos, warning labels and signage.

HORNBY’S Class 80X family of ‘OO’ gauge InterCity Express Trains – which have become a frequent sight across the UK – appears for the first time as one of Avanti West Coast’s five-car Class 805 bi-mode units - 805005.

Part of Hitachi Rail’s Class 80X fleet, Avanti West Coast introduced the bi-mode Class 805s on London Euston to Holyhead services from June 2024, replacing fleets of Class 221 Super Voyagers. 13 five-car trains were ordered in 2019, built at Hitachi Rail’s Kasado Works and Newton Aycliffe sites.

Hornby first introduced the Class 80X to its ‘OO’ gauge range in 2019. Produced in a five-car train pack, the Class 805 is fully complete straight out of the box. Using the main range tooling for the Class 805, the model has directional, saloon, and cab lighting, plus provision for a 40mm x 20mm speaker in each of the driving cars; these also feature 21-pin Digital Command Control (DCC) sockets, with two decoders needed to operate the train on a digital layout.

Detail is consistent with previous high-spec iterations of the Class 80X from Hornby with the model featuring cab and saloon detail, a posable plastic pantograph and a collection of separately fitted and moulded roof detailing. Each window is subtly tinted as with the real trains. This helps to hide the flywheel, which is slightly visible



The five-car train pack contains First Class and Standard Class driving trailers, the former featuring two blanked out windows.

Filling a gap in Hornby's 'OO' gauge Class 80X InterCity Express Train fleet is this Class 805 Avanti West Coast Evero five-car bi-mode multiple unit.

in the powered driving car due to the Class 805 only featuring two blanked off windows. Along with both driving cars (Pantograph Driving Trailer Standard (PDTS) 861005/Pantograph Driving Trailer Restaurant Buffet First (PDTRBF) 865005), the 805 is supplied with three standard coaches – Motor Standard with Shop (MSRB) 862005, Motor Standard (MS) 863005 and MS 864005 - each complete with the same standard of interior detailing, enhanced by the saloon lighting fitted in each coach. Bogies are neatly moulded.

Each vehicle connects via Hornby's bespoke kinematic clip system, allowing for almost touching gangways on straight track whilst enabling the unit to negotiate second radius curves.

Avanti West Coast's striking livery has been superbly recreated, with our sample exhibiting high-quality application across all five vehicles. There is no blurring where the teal, grey, red and white colours meet, and an orange cantrail stripe is applied to each vehicle. Printed details are equally crisp with First Class designations sitting between each of the windows in the PDTRBF coach. Other printed details include coach destination screens, door lock lights, door button panels, coach designations and numbers, overhead electrification warning flashes and Avanti West Coast logos and lettering. All elements are legible – even the destination screens bearing Euston as the final stop with Crewe and Stafford along the way.

Hornby's new Class 805 is a superb recreation of these new West Coast Main Line trains, which will make a happy marriage with Hornby's large catalogue of Class 390s. As a complete train straight out of the box, it is ideal for modellers of today's railway. (BC)



Three intermediate Standard Class coaches complete the train pack, one of which contains a shop in the real thing.

ROCKET RETURNS FOR A SOLO ACT

- **Gauge:** 'OO'
- **Price:** £184.99
- **Cat No:** R30510
- **Site:** *www.hornby.com*
- **DCC:** Six-pin decoder socket
- **Era:** 1/7-11

HORNBY HAS RELEASED a new model of Stephenson's *Rocket*, which, for the first time, is available as a standalone model and not part of a train pack.

Hornby's model of the Rainhill Trials winner was first released in 2020 as part of Hornby's centenary range. For its first solo outing, Rocket mirrors the intricately detailed model we first observed in HM154. The locomotive stands apart from contemporary models, with its tall chimney complete with support stays, wooden-clad boiler and open footplate, and its distinctive inclined cylinders.

Rocket's tender once again houses a compact six-pin Digital Command Control (DCC) socket, with a suitably small decoder needed if opting to run it on a digital layout. Decoration is good, with bright yellow applied across the model, accented by brass pipework, metal nameplates and silver connecting rods and slide bars.

Included with the locomotive is a driver and fireman dressed in appropriate period clothing and three of Hornby's bespoke era one chain couplings.

It is great to see Hornby re-issue *Rocket* as a standalone model, and it has all the charm and character of previous releases. Sure to be popular, this model is with Hornby stockists now. (BC)



Left: ***Rocket*** **retains the character and charm of previous releases and features a six-pin DCC decoder socket, five-pole motor and eye-catching yellow paint finish.**

Below: **Hornby's diminutive 'OO' gauge model of Stephenson's *Rocket* is now available as a standalone item.**





Hornby 'J52' 68873



- **Gauge:** 'OO'
- **Price:** £174.99
- **Cat No:** R30367
- **Site:** *www.hornby.com*
- **DCC:** 21-pin decoder socket
- **Era:** 4

Hornby's new 'OO' LNER 'J52' 0-6-0T is back in black as Hornsey-allocated 68873 with early BR crests.

HORNBY'S RECENTLY tooled 'OO' gauge London and North Eastern Railway 'J52' 0-6-0ST sees a new outing for 2026, modelling Hornsey-allocated 68873 in BR black with early crests.

Built by the Great Northern Railway in 1905 as 1274, it worked from Hornsey from the end of 1951, but after a few months it moved to Colwick where it was withdrawn in 1955, 50 years after it was outshopped from Doncaster Works.

Presented in BR's unlined black, separately applied details including lamp irons, handrails, safety valves and smokebox door dart are well executed. Our sample also features a short chimney, noticeably shorter than those seen on previous releases. Detail in the enclosed cab is good with controls picked out on the backhead. Glazing for the four porthole windows is flush with thin horizontal bars fitted to the rear set. Decals, meanwhile, are crisp and legible.

A narrow tension lock coupling is included for the front buffer beams, and the accessory pack includes vacuum brake pipes and five lamps.

Hornby's 'J52' is a super model of these Eastern Region 0-6-0STs, combining neatly applied detail with a sturdy construction. Available from Hornby stockists now. (BC)

STEPNEY IN 'TT:120'

- **Gauge:** 'TT:120'
- **Price:** £159.99
- **Cat No:** TT3046M
- **Site:** *www.hornby.com*
- **DCC:** Six-pin decoder socket
- **Era:** 2



Hornby's 'TT:120' LBSCR 'Terrier' 0-6-0T is now available as 655 *Stepney* in Stroudley 'Improved Engine Green'.

HORNBY'S RECENTLY released London Brighton & South Coast Railway 'Terrier' returns as 'A1' 655 *Stepney*, wearing Stroudley 'Improved Engine Green'.

Stepney was built in 1875 as part of William Stroudley's 50 strong class of 'A1' 0-6-0Ts - all outshopped from Brighton Works. In 1912, it was rebuilt with a larger boiler, becoming an 'A1X'. It was purchased for preservation by the Bluebell Railway in 1960 and hauled the inaugural train on the line that year. *Stepney* is still at the Bluebell Railway on static display.

Hornby's 'Terrier' for 'TT:120' (HM223) remains a highly detailed, accurate recreation of the popular class. Correctly, *Stepney* is fitted with smokebox wing plates and smaller boiler, reflecting the prototype when it was still an original 'A1'. Handrails, lamp irons and a burnished smokebox door dart are fitted, along with a Westinghouse air brake pump, brake rigging, flush cab windows and a full assortment of cab controls.

Decoration has been executed to Hornby's usual high standards. Colours are crisp and adorned with correct lining and printed details.

Hornby's latest 'Terrier' is a good model of one of the most well known 'Terriers' and will pair nicely with the manufacturer's range of generic four-wheel coaches in 'TT:120'. You can shop the full 'TT:120' range at the Key Model World Shop now. (BC)



This latest version of the popular 'Terrier' features smokebox wing plates and smaller boiler, together with an exquisite lined paint finish.

Revolution Trains delivers 'CARTIC-4S'

FIRST REVIEW

As Revolution Trains' follow-up act to the 'N' gauge 'Cartic-4s', the new 'OO' gauge model of these impressive quad-articulated car carriers has been a hotly anticipated arrival.

BEN CHURCH investigates what these new models have to offer.



Each articulated bogie offers a standard or closer coupling option.

- **Gauge:** 'OO'
- **Price:** £159.95
- **Cat No:** RT-OO-CAR4-402A
- **Site:** *www.revolutiontrains.com*
- **Era:** 6-9

Above: **Revolution Trains' all-new 'OO' gauge 'Cartic-4' car carriers are available now.**

Right: **Seven different versions of the 'Cartic-4s' have been produced, including MAT blue examples in original condition.**

REVOLUTION TRAINS delivered the impressive 'N' gauge 'Cartic-4s' in 2025, with the larger 'OO' gauge versions having now also arrived with retailers.

Developed as a joint venture between British Rail and the Ford Motor Company, these quad-articulated Cartic-4 sets started to appear on the network from 1966, with more than 400 built. Initially, the wagons were split between BR's Motorail service and general car-carrying flows. The as-built open design was later deemed unsatisfactory as the cars could be damaged in transit. To prevent this, they were fitted with 'Expamet' mesh or glass fibre sides in the 1980s. The wagons continued in use until the early 2000s, when the final sets were withdrawn.

Mirroring the tooling options of the 'N' gauge model, Revolution Trains has tooled for wagons in original open form plus wagons with 'Expamet' mesh sides and glass fibre side panels and roofs. In all, 14 different packs covering BR blue with Motorail branding, MAT blue, Silcock and Collings brick red, Silcock and Collings brick red with side screens, Silcock and Collings brick red with side screens and roofs, MAT blue with 'Expamet' side mesh and STVA pale grey with 'Expamet' side mesh have been produced (two per variant). Our sample – in MAT blue - modelled a set in original condition, appropriately fitted with fine handrails on all four vehicles. Delivered in an impressive box, each of the Cartic-4 wagons was securely cradled in a plastic sheet, with no damage to the fine railings on our sample.

Straight out of the box, the vehicles are impressive, with etched metal wheel guide detail forming part of the car decks and a sturdy open construction allowing unobstructed views of the lower car deck on the



Handrails and mesh decking are finely modelled.





wagon. Each of the handrails is constructed of metal, providing durability and rigidity. A fine ladder and handbrake wheel appear at opposing ends.

Correctly, outer wagons are slightly longer than the two inner wagons, with the inner wagons having no handbrake wheels, buffer beams or NEM coupling pockets on the outermost ends. To assemble the set, a central floating bogie connector plate is included, which features four holes for pegs on each of the wagons to locate into. These are supplied at two spacings, with the inner set providing a more prototypical closer coupling and the outer set granting the ability to negotiate tighter trackwork. To ensure correct formation of the set, each wagon is designated a letter A–D, which is printed on the bottom of each wagon; detailed instructions and diagrams are also included.

Underneath is the requisite pipework and brake cylinders, visible when viewing the wagon from the side. Bogies feature in-line brake shoes and moulded side frames with crisp spring and axle box detail, plus two pairs of pipes on each side. A selection of pipework, lamps and coupling hooks are supplied and can be fitted to the outer wagon buffer beam.

Decoration matches the high standards of detail. Each of the wagons is covered in a bright overall blue, with white handrails and MAT Transauto LTD text. Subtle printed elements are crisp, with overhead electric warning flashes, data panels and other text legible in all instances.

Revolution Trains has replicated these impressive articulated wagons well, striking a good balance between detail and durability. Sure to create long impressive formations, these wagons are in stock now with Revolution Trains stockists. (BC)

TICKETS PLEASE!



- **Gauge:** 'OO'
- **Price:** £13
- **Cat No:** OSBF220
- **Site:** *www.osbornsmodels.com*
- **Era:** 11

THIS NEW, fully painted 4mm scale figure pack from Arch Laser Designs is ideal for modern station scenes and models a pair of present-day revenue protection officers.

A common sight at busy railway stations, or standing guard at station ticket barriers, these revenue protection figures are suitably dressed and detailed and are fully painted and ready to place on a layout straight from the box. Clothes feature prototypical creases, with facial features such as eye sockets easy to identify.

Both figures are clad in black clothing, with heavy-duty boots and a light blue half-high visibility jacket. The standard of painting is good, with the high-visibility jacket carefully painted, along with hair and skin tones applied evenly to the figures.

Ideal for modern railway scenes, these figures are in stock now from Osborns Models. (BC)

Fflecsville BR speed signs

- **Gauge:** 'OO'
- **Price:** £10
- **Cat No:** FVOO-OO4
- **Site:** *www.collectorstash.co.uk*
- **Era:** 5-9



FFLECSVILLE'S expanding range of 4mm scale metal lineside signage now includes 1950s-era BR speed signs.

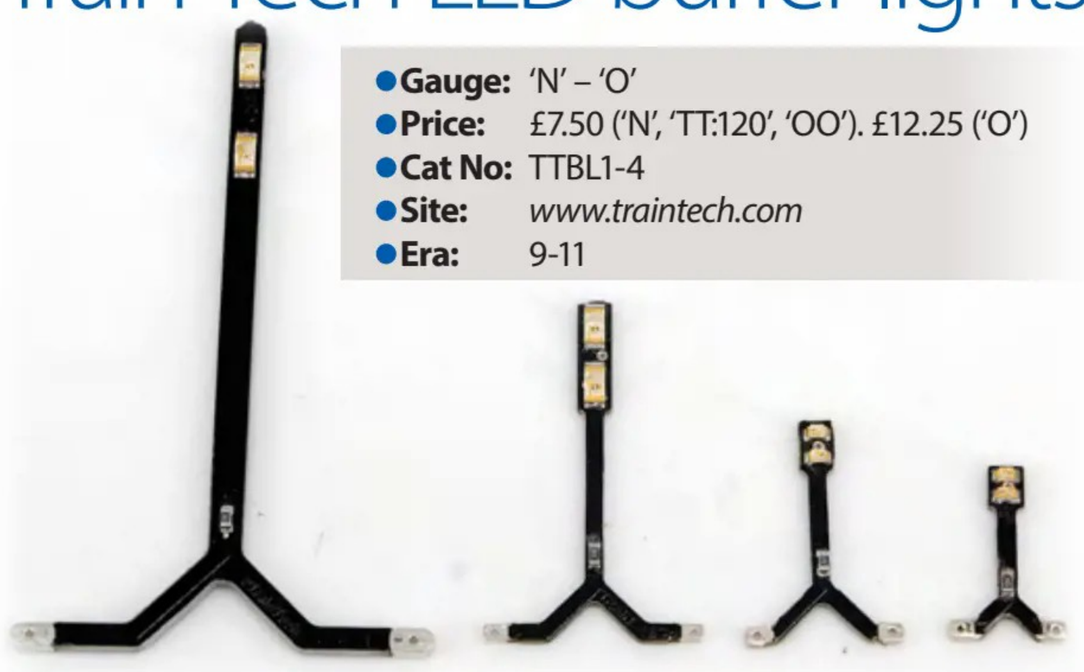
Each of our sample speed restriction signs were pre-painted in yellow and included several lengths of plain brass rod and laser cut bases which can be used to construct masts for the signs to sit on. Each base has a small hole in the centre to help position the brass rod: the sign can then be stuck to the rod using a suitable adhesive.

12 speed signs are included with each pack, with two 5mph signs and ten others, ranging from values of 10 to 80 – small arrows are also included, which can be used to indicate a speed limit over points. Each sign needs to be carefully removed from the aluminium sheet, with a sharp blade recommended.

Another excellent range of durable metal signs ideal for BR era layouts. (BC)

Train Tech LED buffer lights

- **Gauge:** 'N' – 'O'
- **Price:** £7.50 ('N', 'TT:120', 'OO'). £12.25 ('O')
- **Cat No:** TTBL1-4
- **Site:** *www.traintech.com*
- **Era:** 9-11



TRAIN TECH'S popular range of LED buffer lights has grown to include 'N', 'TT:120' and 'O' gauges alongside the previously reviewed 'OO' gauge versions.

All styles of LED buffer light are compatible with analogue and digital layouts, with one LED illuminating on analogue and both on digital power. Each of the buffer lights clips between the rails, with electrical pick-ups on the extremities of the base providing power to the LEDs.

When the track is powered, the LEDs illuminate bright red, appropriate for modern day buffer stops which often feature tall lights behind them. Buffer lights are available singly, or as packs of ten.

A great and straightforward way to add a significant detail to modern era buffer stops. (BC)



Gaugemaster footplate figures

- **Gauge:** 'OO'
- **Price:** £6.95 (set A and B), £12.95 (six-figure set)
- **Cat No:** GM970/1 (set A/B), GM950 (six-figure set)
- **Site:** *www.gaugemaster.com*
- **Era:** 3-5

GAUGEMASTER'S range of fully painted 1:76 scale figures continues to expand, with new packs of footplate crew now available – ideal for breathing life into the cabs of steam locomotives.

Three packs are available. Sets A and B have three different figures each, while a third pack contains all six.

All figures have been produced to 1:76 scale ('OO') by Faller and are pre-painted and dressed in blue footplate attire. Other elements on our review samples, such as ties and buttons, were individually picked out. The figures hold accessories including shovels where appropriate. Clothes feature creases and faces and hands are also neatly picked out.

A straightforward way to add a crew to a cab of a steam locomotive with some well-painted and detailed figures, perfect for open-backed cabs and models with firebox glows. (BC)

Pre-cut metal platform signs

- **Gauge:** 'OO'
- **Price:** £8
- **Cat No:** FV00-018 (reviewed)
- **Site:** *www.collectorstash.com*
- **Era:** 4-6

FFLECSVILLE'S range of 4mm scale aluminium railway signs now offers platform signs covering BR steam era regions with a range of numbers and other details available.

It offers Midland, Western, Southern, Eastern, North Eastern and Scottish Region signs plus generic early BR versions. Two packs are available per style, with pack A covering stations with two platforms, and pack B adding signs for platforms three and four.

In addition to platform numbers there are signs for the booking office, taxi rank, left luggage, staff only, No Exit and No Entry signage.

All are printed on aluminium and will need to be carefully separated from the fret. Printing quality is good, with each of our samples legible from a distance.

A superb way of adding some region-specific station detail. (BC)



Workmen and brazier

- **Gauge:** 'OO'
- **Price:** £13.49
- **Cat No:** 14304
- **Site:** *www.modelu3d.co.uk*
- **Era :** 4-7

PART OF MODELU'S work and industry range, this set of two 4mm scale workmen figures and a brazier are suitable for steam-era and later industrial scenes, including picket lines if you want a cameo with a difference.

Two figures dressed in period clothing are included, along with a brazier. All three items are secured to a base used to support the 3D printing process, with all needing to be carefully removed from this.

Each figure is intricately detailed, with realistic creases in clothes and crisp facial details. The figures will need painting. The brazier is also unpainted and features several holes in the sides, which could be enhanced by placing a small LED in the base.

ModelU's latest pack could be the basis for an atmospheric industrial scene with the superb detailing of the figures a great starting point. Available in multiple scales. (BC)



SOUTH EASTERN RAILWAY

'O' AND '01'

Strong, simple six-wheeled goods engines were the backbone of the Victorian railway, with one particularly long-lived type being James Stirling's 'O' for the South Eastern Railway, which managed more than eight decades in service, as **EVAN GREEN-HUGHES** explains.

WHEN RAILWAY engineer James Stirling was appointed as Chief Mechanical Engineer to the South Eastern Railway (SER) in 1878 he already had a long and distinguished career behind him. He had been apprenticed into railways more than 20 years before and had been responsible for developing a series of competent, mainly four-wheeled, locomotives during his time at the Glasgow & South Western Railway.

His appointment came at a time when the SER was seeking to modernise its fleet of steam locomotives, which Stirling planned to fulfil by building a series of 0-4-2 designs with domeless boilers but, following contemporary practice, this proposal was soon modified to incorporate the 0-6-0 wheel arrangement.

With time being of the utmost importance and with the company's Ashford Works very busy, Stirling's design was put out to tender and Sharp, Stewart and Co. of Manchester was awarded a contract to build 12, later increased to 20, locomotives, which were designated 'O'.

This initial batch had 5ft 2in driving wheels, two inside cylinders, a three-ring domeless boiler, steam reversing and the characteristic Stirling cab with rounded sides, as used on his previous Scottish designs. As was usual in this period, no brakes were provided on the driving wheels, drivers having to rely on the tender handbrake and steam reversing when required. In service, these engines were not entirely satisfactory as they steamed rather poorly, were prone to priming and tended to run hot axle boxes.

AMENDMENTS

When further engines were required in 1881 Stirling made a number of changes to the design. Alterations were made to the firebox and grate and there were fewer boiler tubes. The frames were also strengthened, while thicker tyres and a bigger water capacity were amongst the other changes made. These locomotives »





NUMBERING PATTERN AND CONSTRUCTION DETAILS

YEAR	BUILDER	SER NUMBERS
1878-79	Sharp Stewart	279-298
1882	Ashford	314-318
1883	Ashford	119-122
1884	Ashford	55/131/171/207/299-301
1886	Ashford	331-32
1887	Ashford	333-34
1890	Ashford	1/15/144
1891	Sharp Stewart	369-378
1893	Ashford	14/41/48/167/170/238
1893	Sharp Stewart	379-398
1894	Ashford	46/106/258
1896	Ashford	3/52/64-65/96/109/111/ 123/142/248/251
1897	Ashford	39/66/80/93/108
1897	Sharp Stewart	425-439
1898	Ashford	44/49/51/254
1899	Ashford	7/8/98-100

Left: **Stirling 'O' 251 in lined SECR livery poses for the camera between duties at Slade Green shed on March 22 1902.** H.L. Hopwood/Rail Archive Stephenson Collection.

South Eastern Railway 'O1' 0-6-0 A439 passes Pluckley station with a down goods in 1928. Rail Archive Stephenson.

were constructed by the SER at Ashford Works.

Further modifications were made to the design in 1890 when the automatic vacuum brake was fitted to all new locomotives, along with brakes on the driving wheels. This was so successful that earlier locomotives were soon modified to suit. Two were also fitted with Westinghouse air brake equipment. Construction of the class continued until 1899 with the majority coming from Ashford and with Sharp, Stewart building 55 out of the total of 122.

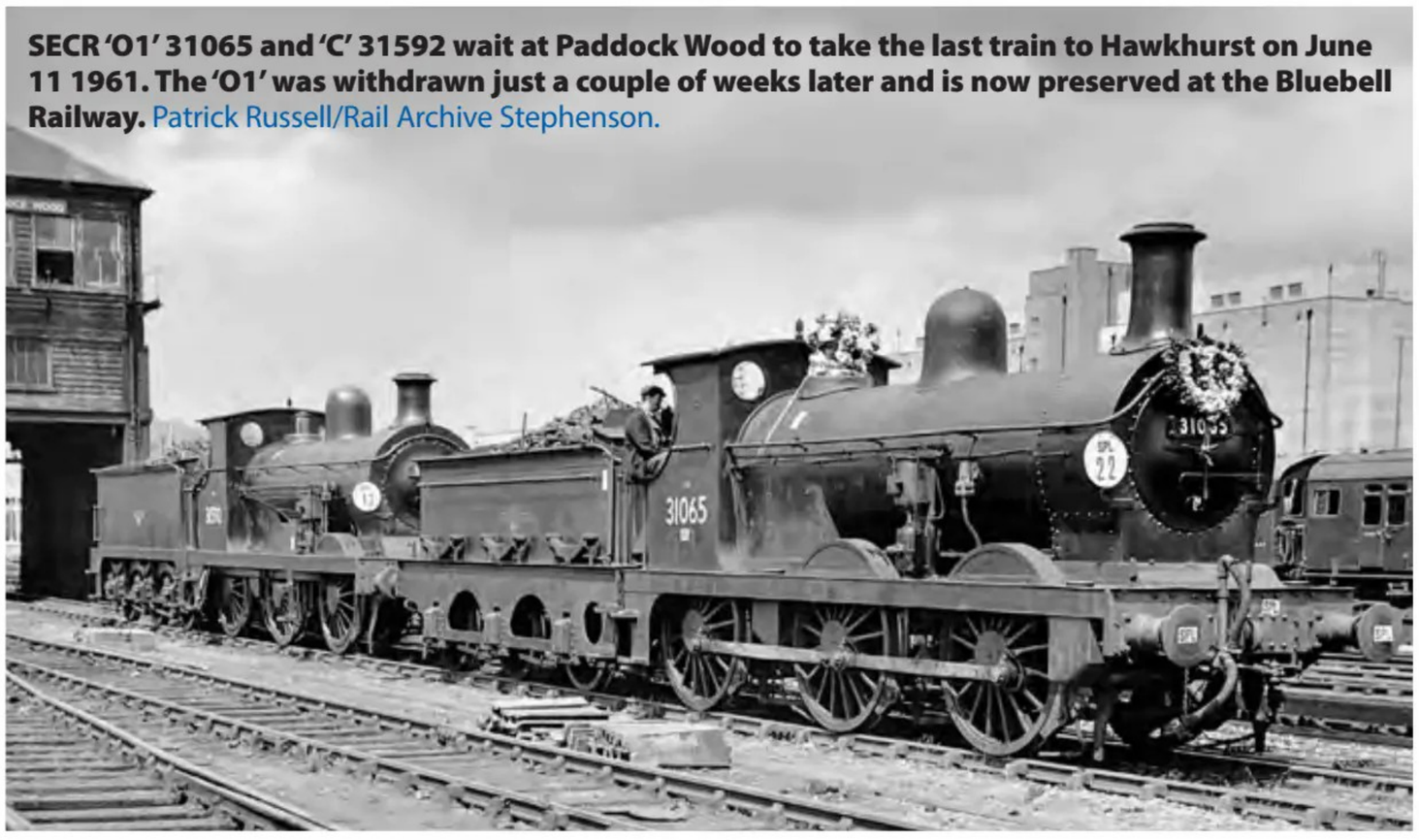
All were originally allocated to goods duties with the first being sent to Bricklayers Arms and later Tonbridge, Redhill, Reading and Ramsgate. In time they monopolised goods workings over the Dover, Reading and North Kent lines where they were popular with the crews and reliable in service. They could also be pressed into service when required on passenger trains, although their top speed was regulated in practice by their lack of balanced driving wheels. In time the class became the SER's preferred heavy yard shunter, for which duties its steam reverser was much appreciated by their drivers.

By the mid-1890s, increasing train weights meant that the 'Os' were no longer capable of handling all goods trains, with double-heading having to be resorted to for some duties. In 1897 there was a proposal to fit the class with larger boilers and bigger cylinders, but nothing came of this until the SER was amalgamated with the London, Chatham & Dover Railway and the Chief Mechanical Engineer's chair passed to Harry Wainwright. He conducted some trials which pitted the 'O' against a Kirtley 'B2' 0-6-0 which showed up the lack of power of the former and which eventually led to the design of the famous 'C'.

BIGGER BOILERS

Meanwhile, Wainwright settled for re-equipping some of the 'O' fleet with bigger domeless boilers but these steamed poorly and were short-lived. A more satisfactory solution was found in 1903 when the larger 'H' domed boiler began to be fitted to the class which finally ended the problems of a lack of steam when the locomotives were employed on the heaviest duties. The new boilers sat higher in the frames and some retained their original Stirling smokeboxes while others had new ones. At the same time, the cabs were rebuilt to a more conventional form, losing their original characteristic rounded shape. Other changes made included improved sanding, fitting of steel instead of wooden buffer beams and provision of a revised chimney. The rebuilt locomotives were classified 'O1' and eventually numbered 59 of the original 122 built. In this form they proved to be extremely competent workhorses, some of which were to go on to give a further half-century of service.

Although these changes were carried out to many of the class, none of the original batch of 20 was involved and because of this, and a number of other non-standard features, these engines were relegated to local goods work and then were taken out of service much earlier than the others, with all scrapped by 1914.



SECR 'O1' 31065 and 'C' 31592 wait at Paddock Wood to take the last train to Hawkhurst on June 11 1961. The 'O1' was withdrawn just a couple of weeks later and is now preserved at the Bluebell Railway. Patrick Russell/Rail Archive Stephenson.

During the Great War, the class was often seen working very heavy troop and supplies trains to the South Coast in pairs or sometimes piloting the later 'Cs'. Some were also employed as bankers for which five were fitted with slip couplings. In 1916 the War Office attempted to conscript 20 for service in France but this demand was successfully repelled by the railway, which was at the time in desperate need of locomotives of its own.

The early years of the 20th century saw some of the older, unmodified engines taken out of service while after the war some of the others were temporarily equipped with tenders from other classes, made available by withdrawals. There was also a change for some examples in the early 1920s when some were sent to London to cover expanding suburban services.

RUN-DOWN

By the 1923 Grouping, larger and more powerful locomotives were becoming available and this led to a steady increase in the withdrawal of unmodified 'Os'. That year, one was sold to the privately-

FACTS AND FIGURES

	'O'	'O1'
Designer:	James Stirling	Harry Wainwright
Built:	1878-1899	1900-1923 (rebuilt)
Withdrawn:	1906-1961	1912-1961
Builder:	Ashford Works Sharp Stewart and Co.	Ashford Works
Purpose:	Heavy Freight	Heavy Freight
BR Power classification:	'0F'	'0F'
Wheel arrangement:	0-6-0	0-6-0
Weight (locomotive):	35tons 9cwt	41tons 1cwt
Weight (tender):	26tons 9cwt	26tons 9cwt (varies)
Driving wheel diameter:	5ft 2in	5ft 2in
Boiler diameter:	4ft 4in	4ft 4in
Boiler length:	10ft 3in	10ft 9in
Boiler pressure:	140psi	150psi
Cylinders:	Two inside, 18in x 26in	Two inside, 18in x 26in
Tractive effort:	16,170 lbs	17,325lbs
Coal capacity:	3tons	3 to 4¾tons (varies)
Water capacity:	1,950gallons (original 20 – later 2,100 gallons)	2,100 to 2,500 gallons (varies)
Number in class:	122	59
Preserved:	0	1

NOTES: Small number of locomotives fitted with 5ft 1in diameter driving wheels. Some locomotives temporarily fitted with 'M', 'M1' or 'M2' class tenders with different capacities.



run East Kent Railway (EKR) for services on its colliery lines around Shepherdswell in Kent. Eventually the EKR took two 'Os' and two 'O1s', transferred in 1923, 1928, 1935 and 1944, respectively. Another 'O' was redeployed as the Margate shed shunter, while A98 became a stationary boiler at Ramsgate for carriage heating. Others were allocated to slow passenger duties, especially between Tonbridge and Redhill, the Sandgate branch, and between the Medway towns and Sheerness. Van trains between London Bridge and Maidstone as well as empty coaching stock duties from Charing Cross and Cannon Street also occupied locomotives.

Although the class had been depleted in numbers by the time the Second World War broke out, the survivors played a major part in supporting the conflict. Two worked the Folkestone Harbour line during the Dunkirk evacuation while two others were used to pilot ambulance trains. A fifth saw service with the army on the Longmoor Military Railway where it was used to train army locomotive crews.

At Nationalisation in 1948, 52 'Os' and 'O1s' passed into British Railways stock along with three previously passed to the East Kent Railway. Withdrawals commenced almost immediately with the result that only 11 survived long enough to carry British Railways numbers. Eight were retained for service on lines with light axle loads and were allocated to Kent where they were used to shunt the docks around Dover and for work in the Kent coalfields. Of the final few, two survived into 1960 - 31258 and 31065 - the latter being finally withdrawn in June 1961.

Thought had been given to preserving this final example but due to the costs involved instructions were given for it to be scrapped. And at this point, their remarkable story should have ended. However, a Mr Lewis-Evans stepped in and agreed to privately purchase the locomotive, which was then moved to the Ashford Steam Centre. After 33 years, and the closure of the Ashford site, the locomotive was moved to the Bluebell Railway in a dismantled state and was then thoroughly overhauled, being steamed again in 1999, and turned out in South Eastern & Chatham Railway green goods livery. The engine visited the Kent and East Sussex Railway in 2009, a location it had visited before, having been employed on some of the demolition trains after the line closed to public service, and since then it has continued to be a valuable member of the Bluebell fleet. It is now owned by the Bluebell Railway Trust and as such is assured of a long and well-maintained life in preservation.

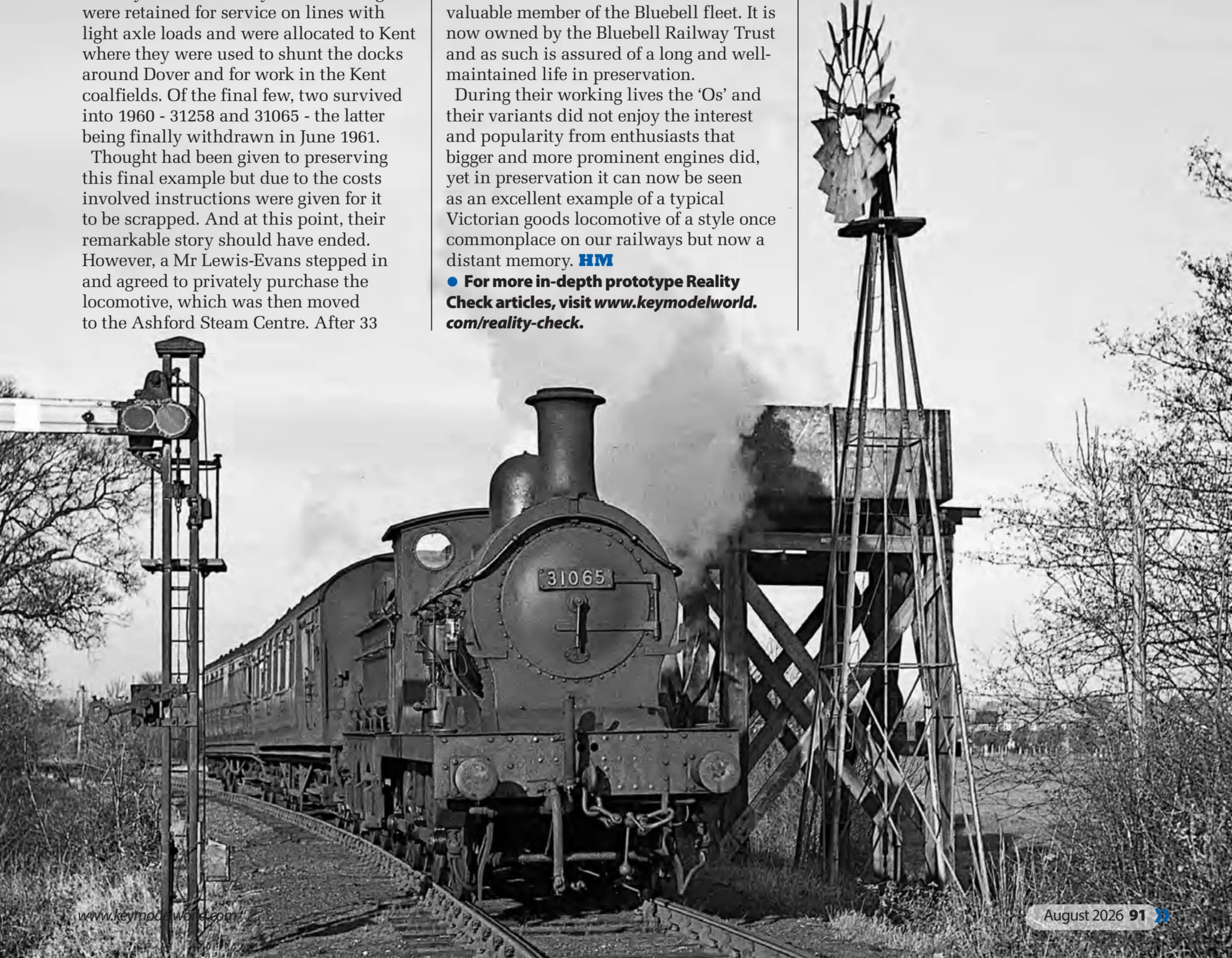
During their working lives the 'Os' and their variants did not enjoy the interest and popularity from enthusiasts that bigger and more prominent engines did, yet in preservation it can now be seen as an excellent example of a typical Victorian goods locomotive of a style once commonplace on our railways but now a distant memory. **HM**

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



Above: **One of the final two class survivors, SECR 'O1' 31065 blows off steam at Shepherdswell on July 25 1960.** Dave Cobbe/Railphotoprints.uk.

Below: **SECR 'O1' 0-6-0 31065 leaves Headcorn with a train for Tenterden Town on November 28 1953.** Stanley Creer/Rail Archive Stephenson.



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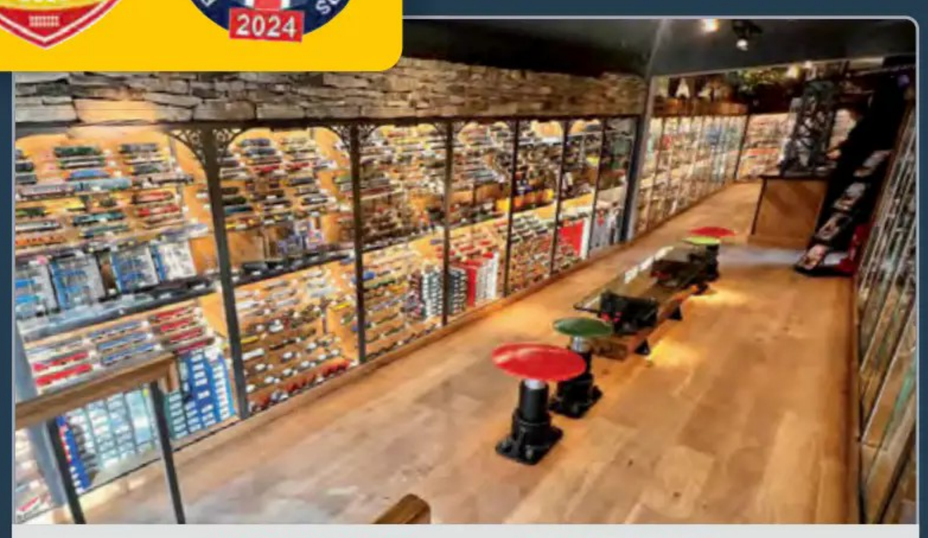
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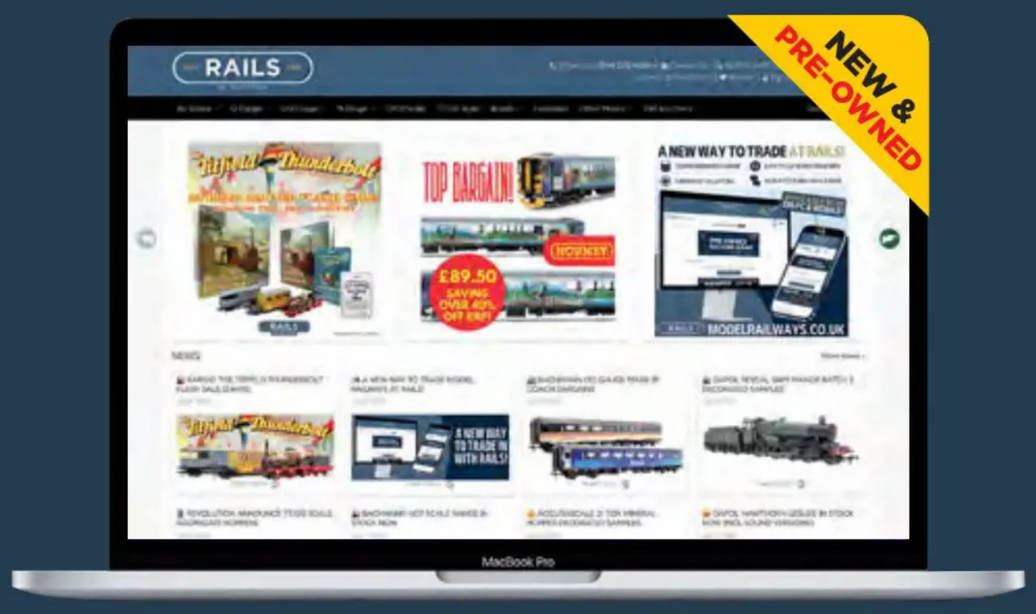


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R. Smalley ★★★★★

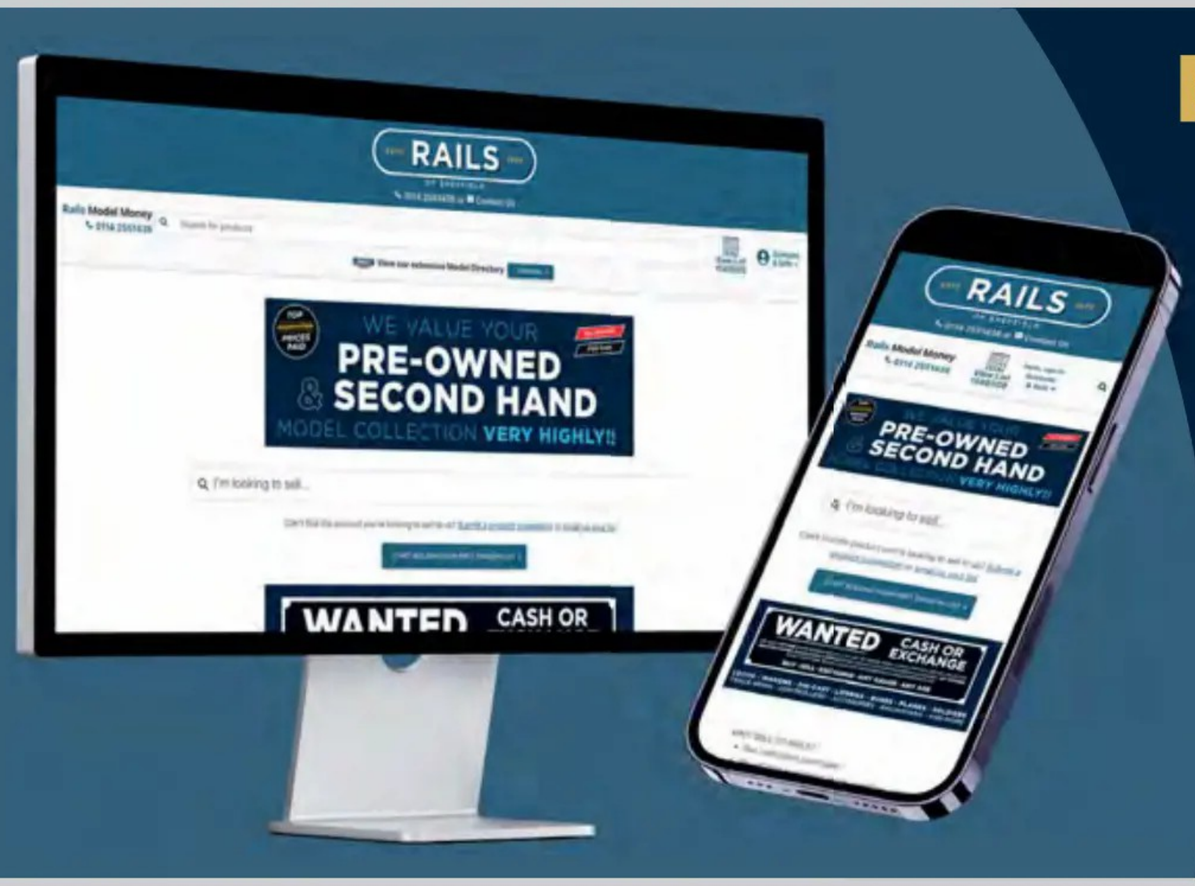
Perfect service from Rails as usual. Excellent packaging, quick delivery and outstanding customer service from Joe, who is friendly, helpful and goes out of his way to provide assistance, even when the circumstances are outside his control.

D. Ager ★★★★★

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

D. ★★★★★

I've been a satisfied customer of Rails for a long time with my previous online orders. I'm happy to say that my first visit to the store today did not disappoint, as I expected! The service was outstanding, the staff know exactly what they're doing and are more than competent enough to help you get exactly what you're looking for. Would recommend to anyone looking for anything to try them first!



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CAN WE PRINT A 3D TRAIN?

Can 3D printing provide an alternative source of making models? **MIKE WILD** set out to find out using a Bambu Labs P2S printer supplied by 3D Prima by aiming to build an entire aggregates train.



The Bambu Labs P2S printer is a capable and reliable machine which can manage a wide range of 3D printing tasks.

TECHNOLOGY is making 3D printing more effective than ever before, with modern equipment reaching levels of quality once thought unthinkable, and at a price which isn't out of this world. But how far can you go with home 3D printing? Could we print realistic rolling stock using an out-of-the-box printer?

In 3D printing there are two main types of commercially available printer – resin printers which work by using ultraviolet light to cure layers of liquid resin, and filament printers which melt plastic cord to allow it to be printed in layers.

3D Prima is the UK Distributor for the 'plug and play' range of Bambu Labs 3D printers. All of the current range by the manufacturer are filament printers which is a much (much!) cleaner process than resin printing, making it ideal for beginners in home printing. However, filament printing isn't yet as capable of forming tiny details as a resin printer.

The Bambu Labs printer we are working with is a P2S which is a mid-range fully enclosed printer priced at £750. It offers a build volume of 256mm x 256mm x 256mm and can print at up to 600mm/second depending on the layer thickness and requirements of the project. The extruder can heat plastic filament up to 300 degrees Celsius and has its own built-in fail safes to ensure it runs efficiently and correctly. Should anything go wrong, the printer detects the failure and pauses printing until checked.

It has its own 5in wide colour display but print management can be handled remotely through Wi-Fi either with a laptop in the same location or over the internet from another location. A real-time camera feed can be switched on and off as required to monitor operation from anywhere, anytime.

The P2S can host four rolls of 3D printing filament in a holder on top of the machine while a fifth can be added in on a separate line. It can then switch between colours as required for each print with a whole range of colours available through 3D Prima. Our machine was loaded with straightforward grey, white and black which suited our projects well.

It's a clever machine and very capable, but fine quality prints can take time. We found it best to run it overnight to get the best return from it.

USEFUL LINKS	
Bambu Labs Maker World	*www.makerworld.com*
Thingiverse	*www.thingiverse.com*

CHOOSING FILES

Now the big questions - what do you print and where do you find the files? What you print is really down to what you want for your layout, but when it comes to sourcing files there are plenty of options out there which you can either print from within the Bambu Studio library or from external sources such as Thingiverse.

Our first project was a simple one – a portable office building pre-designed and available within the Bambu Studio library. This was already pre-configured for printing with the P2S printer and had each colour of the print (grey and black) separated onto different plates for printing. The plate refers to the build plate in the printer, which is the area used to print out the model, and we found it best to print out in a single colour at a time.

The software is simple to use, but like all computer programmes, the first few times you use it takes time to understand what you need to do and what you can do. The first prints of the portable building followed what was created by the original designer as we learnt our way around the software, but we were then able to go to the next level by importing a design for a twin stackable pair of portable buildings which required additional work to prepare them for printing including separating parts onto plates for the grey and black colouring and rearranging the parts.

All this brought our thinking round to rolling stock. How far could we take the capabilities of the P2S? Could we print and build a train of wagons and what could we find that would work alongside modern ready-to-run stock?

For starters, we had to bear in mind that we were using a filament printer which presented limitations for the smallest parts. However, we soon came across a design for the Freightliner MWA and MWA-B by MrBunsy on Thingiverse which was ideal to expand the roster for East Coast Cement.

These wagons were introduced from 2016, with the first being

The 3D printed MWA-B wagons look the part lining the sidings in the company of Class 70 70015. These wagons are now regularly seen on aggregates traffic.

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SEE IT IN ACTION



Freightliner has three types of MWA wagon. On June 15 2026, 70016 heads 6L67 Tunstead-Ipswich Griffin Wharf at Helpston with a mixed rake of MWA (green) and MWA-B (grey) wagons loaded with aggregates. Mike Wild.

released in Freightliner green using the bogies and buffers from HHA coal hoppers. These first 64 wagons were joined by a second batch in 2019 built using parts from HHA wagons with 76 MWA-Bs being completed and finished in Genessee and Wyoming grey livery. A third batch with a different body design was built in 2025-2026 and coded MWA-C with 79 wagons completed to suit modern aggregate loading and unloading procedures from box wagons.

The 3D design models either the MWA or the MWA-B types with our choice being to model the 2019 batch of B variant wagons with their smart grey livery and yellow solebar.

The basic design was sound, but after importing the STL files into *Bambu Studio* we adjusted the size of the wagon body and set about running a test print. The test print highlighted that the smaller parts such as the buffers, brake wheels and air tanks weren't best suited to PLA filament printing, so we had those printed in resin by PJM Models as well as having the buffers redesigned to have the correct curved top profile.

Another adjustment to the body followed to get the height and width correct, after which we had the printer running non-stop in between cleans to get a full rake of 15 bodies and chassis produced. The print time for each plate of three bodies and chassis was nine hours so we could get two plates done each day.

That left the bogies to run as a separate print which was done by selecting the 'Enable support' option to ensure the coupling pockets printed correctly. We were able to run 12 bogies at a time through the printer, which prepared all the parts to move onto the assembly process.

BUILDING WAGONS

Construction started with cleaning up of the body and removal of the embossed Freightliner logo from the wagon side. A subsequent design from the creator means this is no longer necessary, but we made quick work of the logos with sanding sticks to prepare the wagons for paint.

Handily, the mainly grey paint scheme suits a grey primer colour for the bodies - which is exactly what we used. All of the bodies, chassis and underframe parts were sprayed with ProCote grey primer, receiving two coats on each side and with the wagon inverted to ensure all areas received paint coverage.

The yellow solebar was painted on using an AK Interactive yellow paint pen, leaving us with the next big challenge – how to replicate all the detailed printed elements on the wagon sides as no transfer sheets existed for the wagons.

For this we drew our own set of transfers by establishing the font for the text on the vehicles and then creating each element individually in Adobe Illustrator. To check all the graphic sizes, a scaled photograph of the wagon side was dropped in and set to exactly the right size, allowing each element of the graphics to be positioned on the wagon and the size adjusted.

With all the wagon lettering complete, Railtec Transfers provided custom printing of a full set of transfers for the rake of 16 wagons including the full set of unique numbers we created in the design for the MWA-B wagons.

From here, it was then painting of the bogies and buffers, fitting brass bearings to all the bogies together with correctly sized 10mm diameter wheels to suit the MWA-B wagons, followed by fitting of the couplings using West Hill Wagon Works magnets for the internal couplings and a Hornby clip-in coupling for the outer wagon.

COMPLETED

The finished wagons really do look the part behind a Class 66 or 70 and rolling around the layout they make for an impressive train. We were also impressed by the quality of the prints and, while they aren't as refined as an injection moulded ready-to-run product, they do offer a good looking model.

3D printing, though, isn't just about creating one project – if it were, it would be an expensive set of wagons. Investing in 3D printing is about opening up to a new world of possibilities from finely detailed scale models to fixtures you might never have thought of or even workbench accessories to help manage your spares and materials.

There is a huge amount of potential and after a few weeks of printing, we are totally hooked and already looking for the next project. **HM**

DISCOVER MORE

- **Visit *www.3dprima.co.uk* for more information about Bambu Labs 3D printers.**

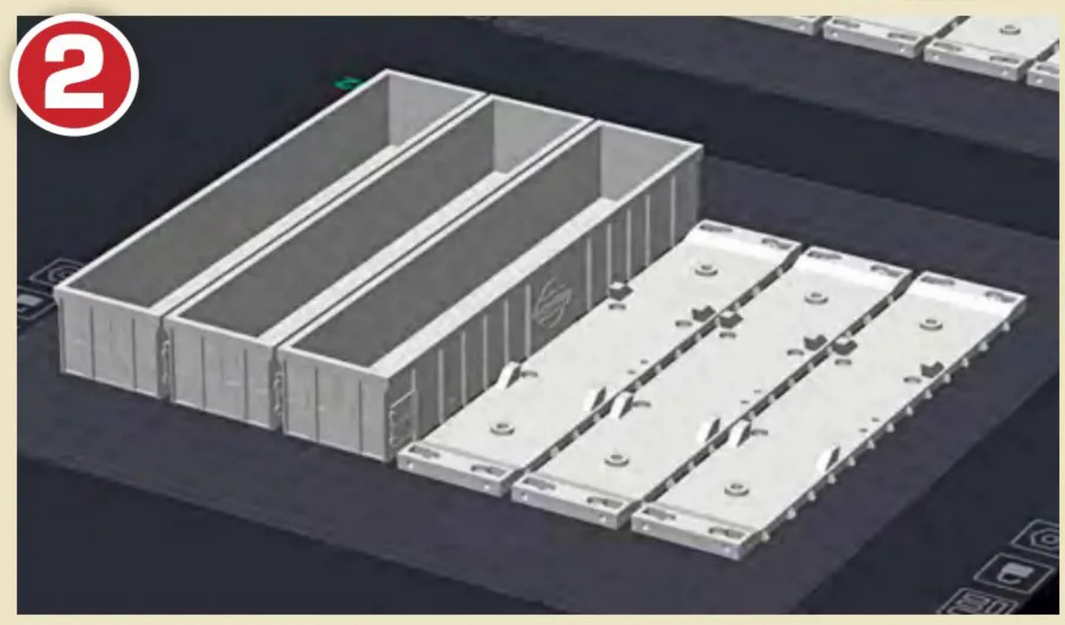
STEP BY STEP

3D PRINTING MWA BOX WAGONS

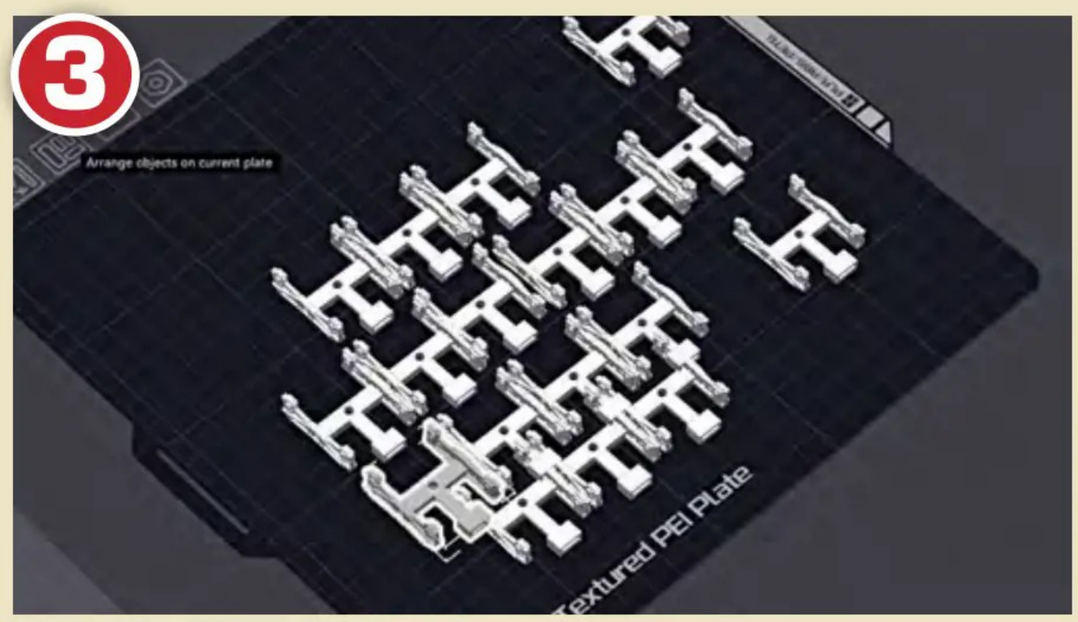
Intermediate
Beginner — SKILL LEVEL — Advanced



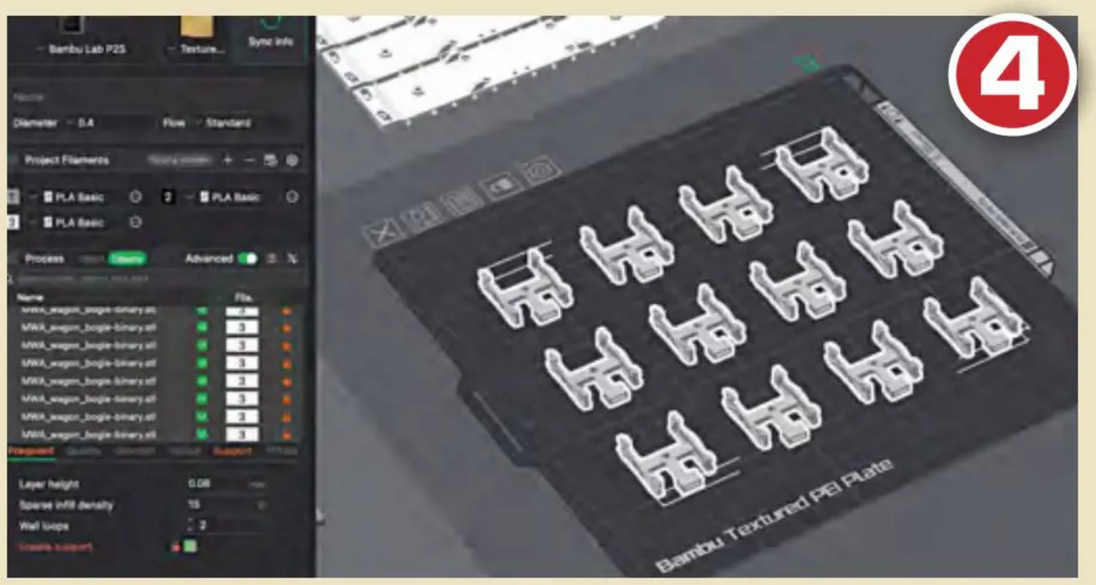
The starting point was to import the STL files created by MrBunsy and available through Thingiverse into *BambuStudio* to prepare them for printing. Having run a test print of the file, we checked the measurements and adjusted the width of the wagon body and base to 35mm and 34.5mm, respectively.



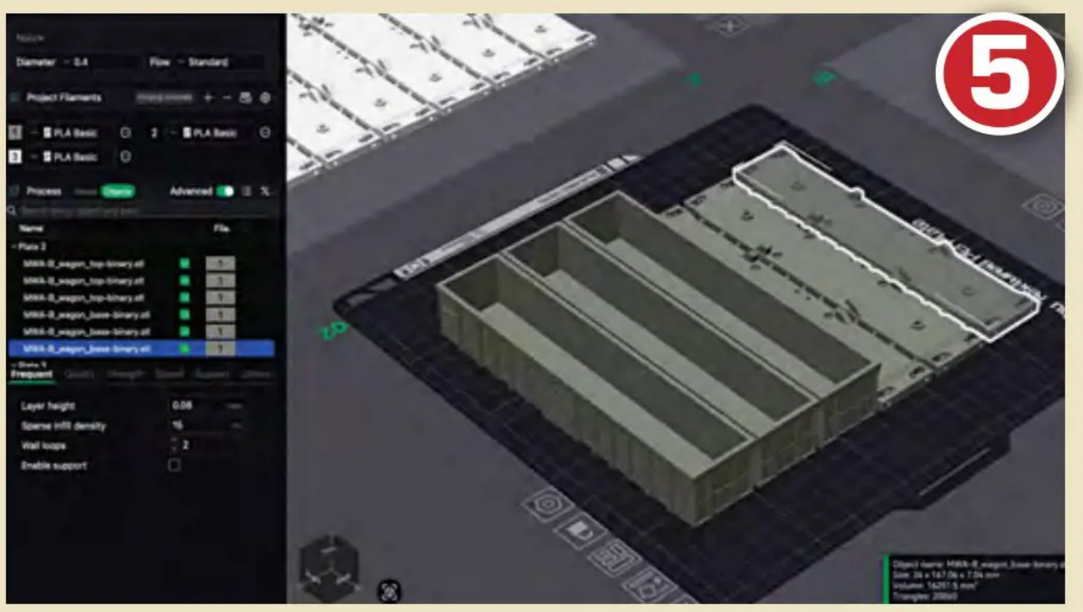
Once we were happy with the wagon body width, the print was split into separate build plates. The bodies and chassis were arranged on one plate (three of each part) so we could focus on printing those first.



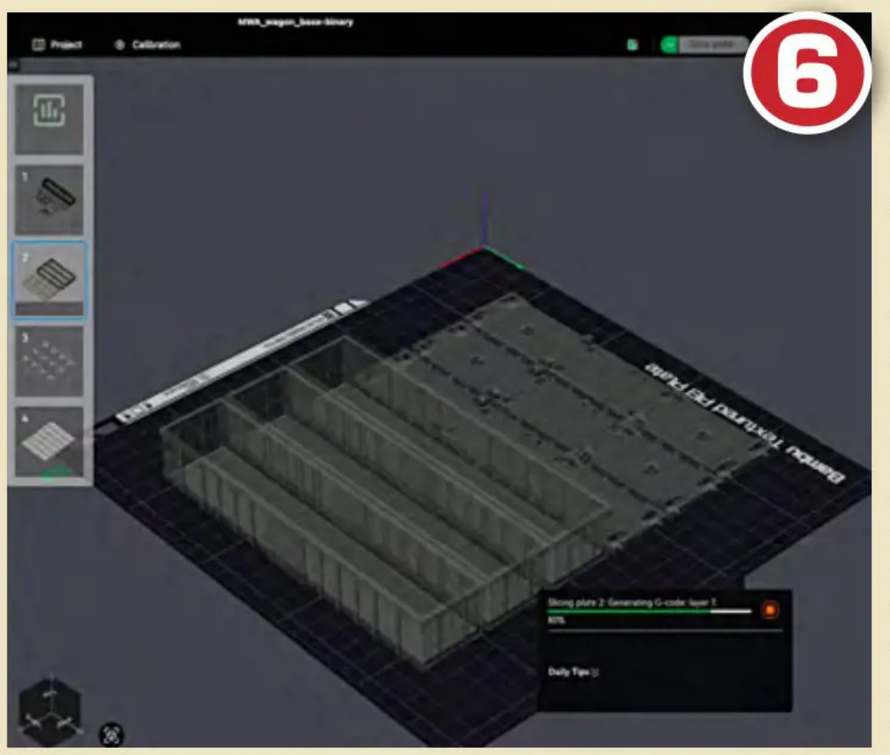
The *BambuStudio* software is simple to operate and includes useful tools such as a button which automatically arranges objects on the plate. To print the bogies, we duplicated the drawing on a plate to fit as many in as possible.



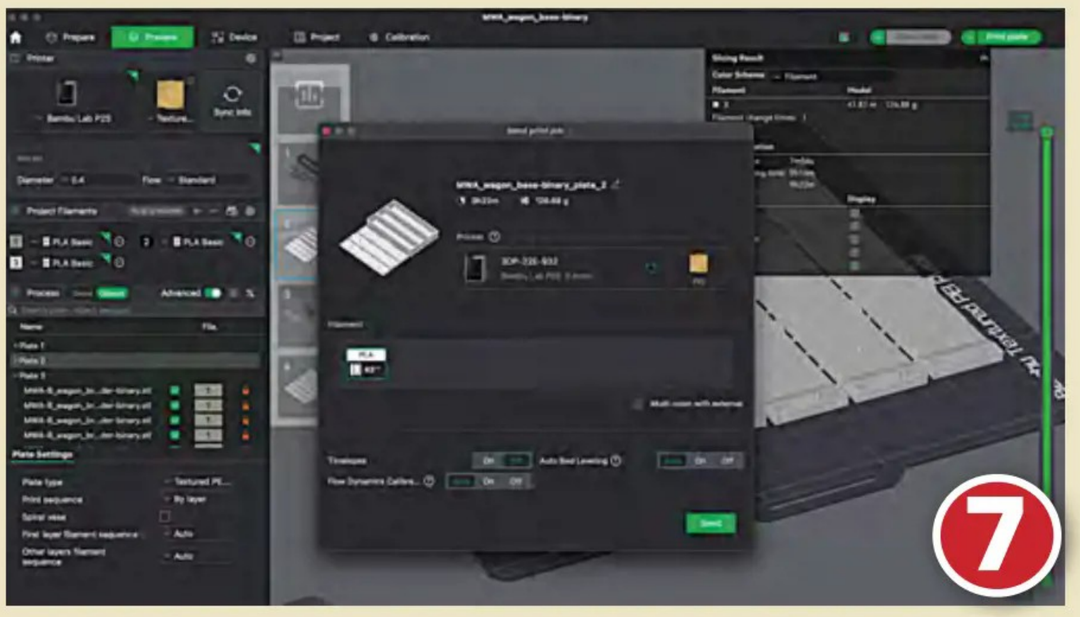
After clicking the Arrange Objects on Plate button, the software automatically arranged all the bogies (and reduced the number) to best suit printing on the P2S. We also enabled supports on these prints to ensure a consistent finish.



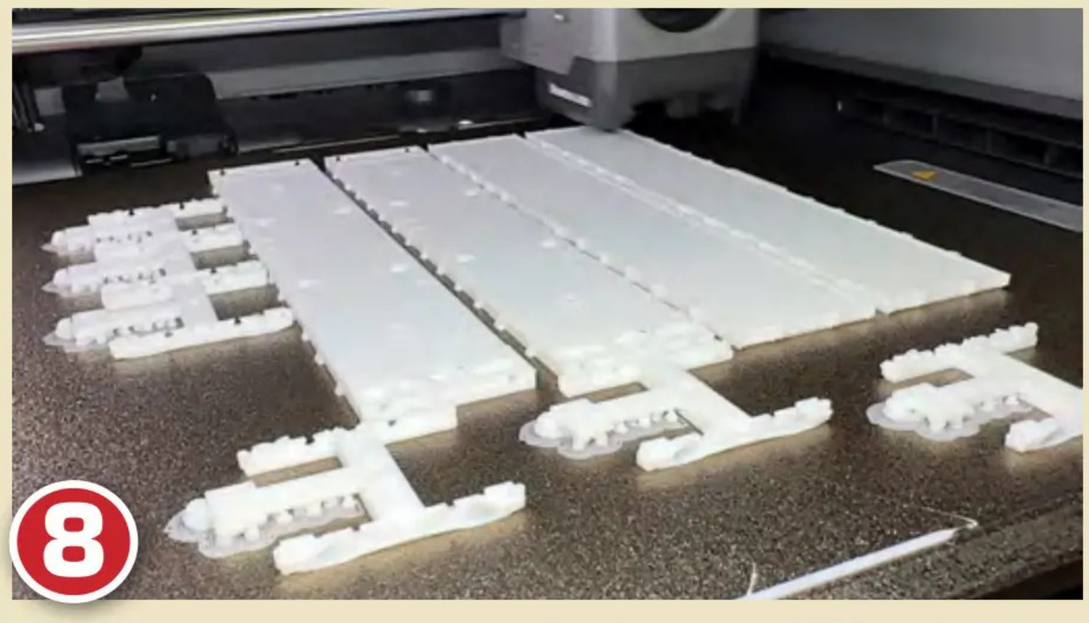
***BambuStudio* allows the user to switch print colours using those loaded into the machine. Here we have selected the grey filament for this plate of MWA-B bodies and chassis.**



Once you are satisfied with the setup, the next step is to press the Slice Plate button at the top of the screen which generates all the code required for the printer to physically print the wagons. This takes a few seconds to complete.



With the plate prepared for printing, it gives an expected print time and is now ready to send to the printer. This can be done locally or remotely via Wi-Fi. One button click sends the file to the printer.



The printer head now takes over, with a full plate of wagon bodies taking around eight hours to complete. The layer height can be managed in the software with a thinner layer build taking longer to print but offering a finer finish.

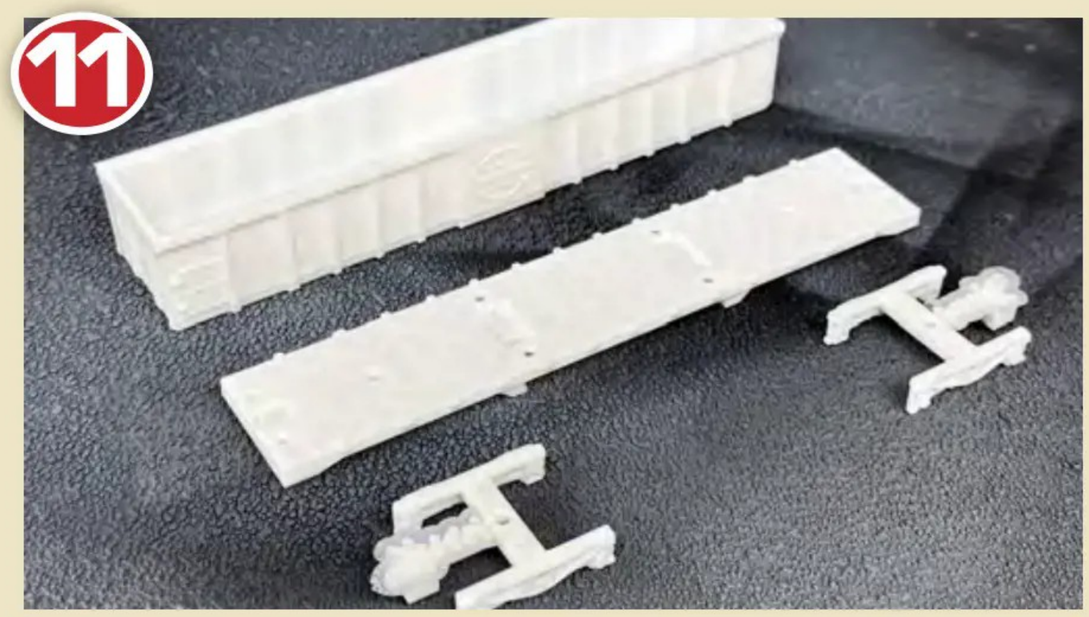


The printer itself manages the reels on top of the printer – there is no need for manual changes. It simply selects the colour that you have asked for in *BambuStudio*.



When the print is completed, the machine will return the head to its home position, and the parts can now be removed from the build plate. It is important to clean the plate regularly using warm soapy water to remove any build-up of grease from the printing process.

Intermediate
Beginner SKILL LEVEL Advanced



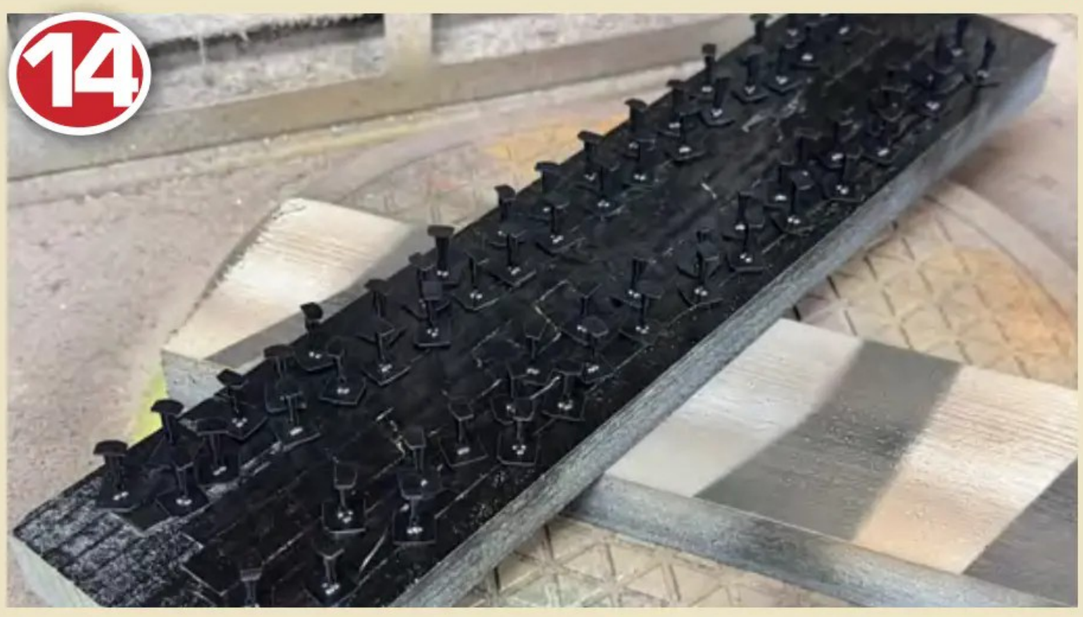
The parts for the wagon body, chassis and bodies are laid out on the workbench ready for painting. With the exception of our decision to remove the moulded Freightliner logos by sanding them off, these parts are all ready to paint.



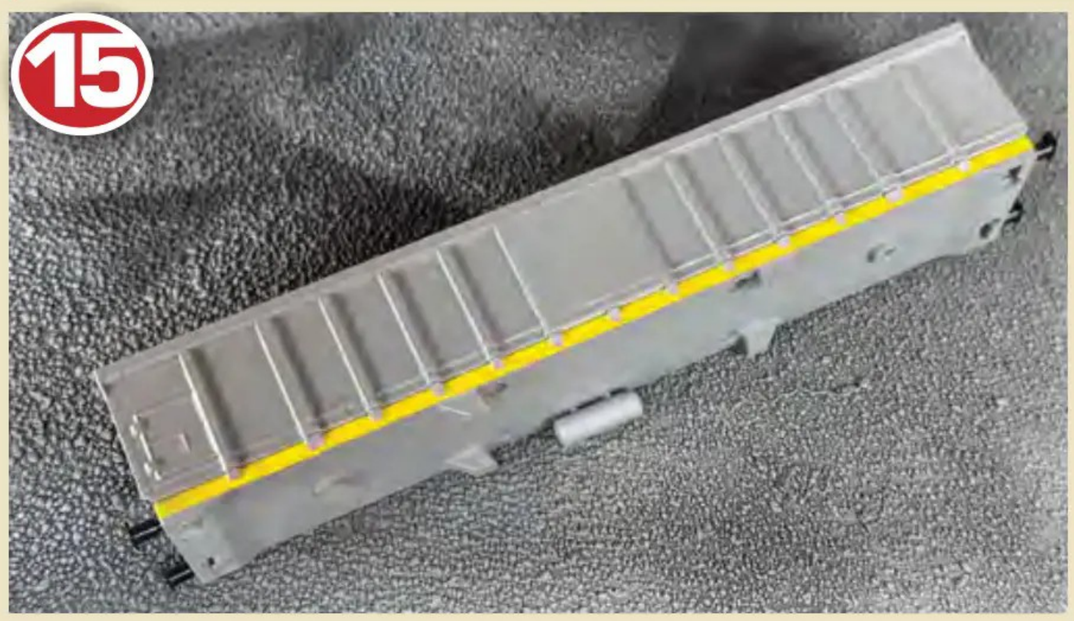
The grey body colour of the MWA-B wagons is simple to replicate with grey primer. We painted each body and chassis with ProCote grey primer with two coats from above and two from below to ensure all areas are fully painted.



To paint the yellow solebar strip of the MWA-B livery, we used an AK Interactive Paint Pen. This made the job quick and simple to do. Each wagon had two coats on each side for consistent coverage.



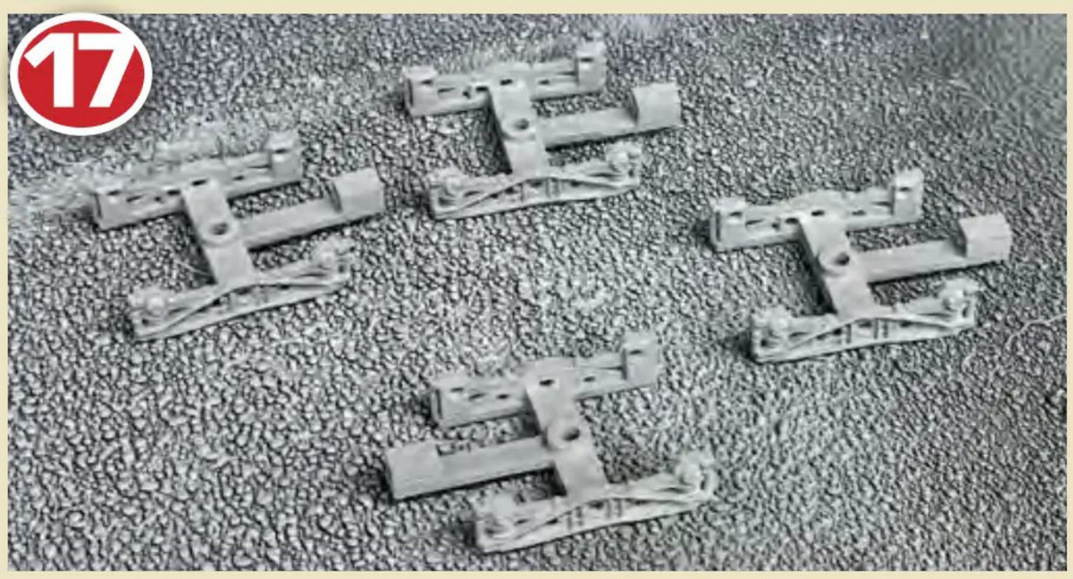
The resin printed buffers were all fixed to a block of wood with double-sided tape so all 64 buffers could be painted in one go. A coat of grey primer was followed by Satin Black to finish all the buffers.



The wagon body and chassis were then united using superglue to bond the two parts together. A resin printed air tank, from the original drawing, was also added to each underframe.



To fit the buffers, the holes in the buffer beam were opened out to 2.5mm and superglue was used to fix them in place. The buffer design requires a short length of the narrow shank to protrude beyond the buffer beam.



Bogies were painted with a coat of grey primer from above and below followed by the same painting process with Satin Black. All the main colours were applied from aerosol spray cans.



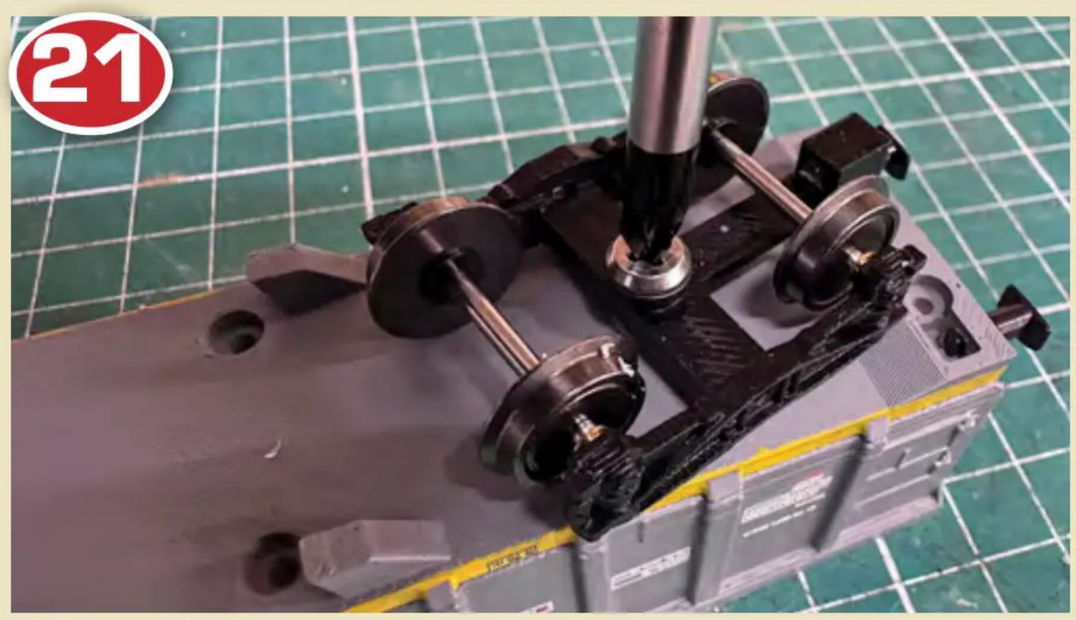
For consistent running, we added brass bearings to all the bogies. The pinpoint axle holes needed to be opened out with a 2mm diameter drill bit to accommodate the bearing.



H&A Models 4mm Shouldered Pin Point Bearings were used on the wagons. These were fitted loose into the bogie sideframes and held in place with the wheelsets once they were fitted.



Wheelsets are Evemodel 10.6mm diameter metal wheels designed for the 'HO' scale market on 24.3mm axles. This gave the correct wheel diameter for the wagons and the bearings compensated for the shorter axle length.



The assembled bogies are screw fitted to the wagons using M3 10mm flat head self-tapping screws and M3 washers. To keep the correct ride height, a washer was only placed on the bottom of the bogie.



The MrBunsey design is available with clip coupling pockets and NEM coupling pockets. This wagon has the clip type which has been fitted with a West Hill Wagon Works magnet coupling.



The rolling wagon is now painted and complete, leaving the final tasks of transfers and brake wheels to do. Before adding transfers, the whole wagon was sprayed with gloss varnish.



The custom printed labels and logos for the wagons were produced by Railtec Transfers using artwork created by the magazine team. The first port of call on each wagon was the central Freightliner logo.



This was followed by the data panels, wagon numbers and labels from the Railtec printed sheets. Fox Transfers modern electrification warning flashes were also added to all wagons.



24 hours after the transfers had all been applied, each body received a second coat of gloss varnish. This was followed by a coat of matt varnish to dull down the shine applied in the glossing process.

Intermediate
Beginner SKILL LEVEL Advanced



The first of the rake is completed here and requires only weathering to give it an in-service look. The custom transfers give each wagon a unique running number along the rake of 16 wagons.



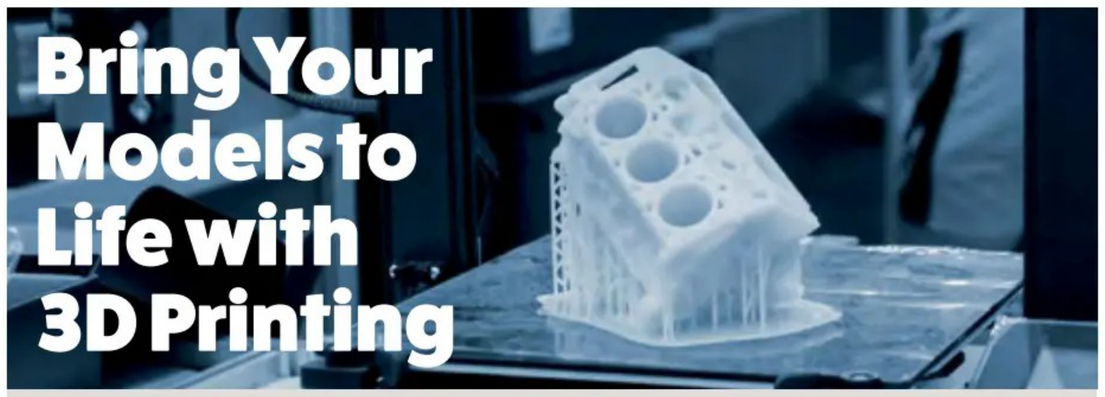
The NEM coupling pocket design allows a range of couplings to be used easily with the wagons. This pair has had Kadee couplings added to allow the rake to be split into two for shunting.



The finishing touch is a set of resin printed handbrake wheels for the MWA-B wagons. As with the buffers, these were mounted on a block of wood with double-sided tape and painted with white primer.



Handbrake wheels were the last additions to the wagons to avoid damage during handling while each wagon was assembled and received its transfers. The full rake of 16 makes for an impressive train.



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ATTERCLIFFE WORKS

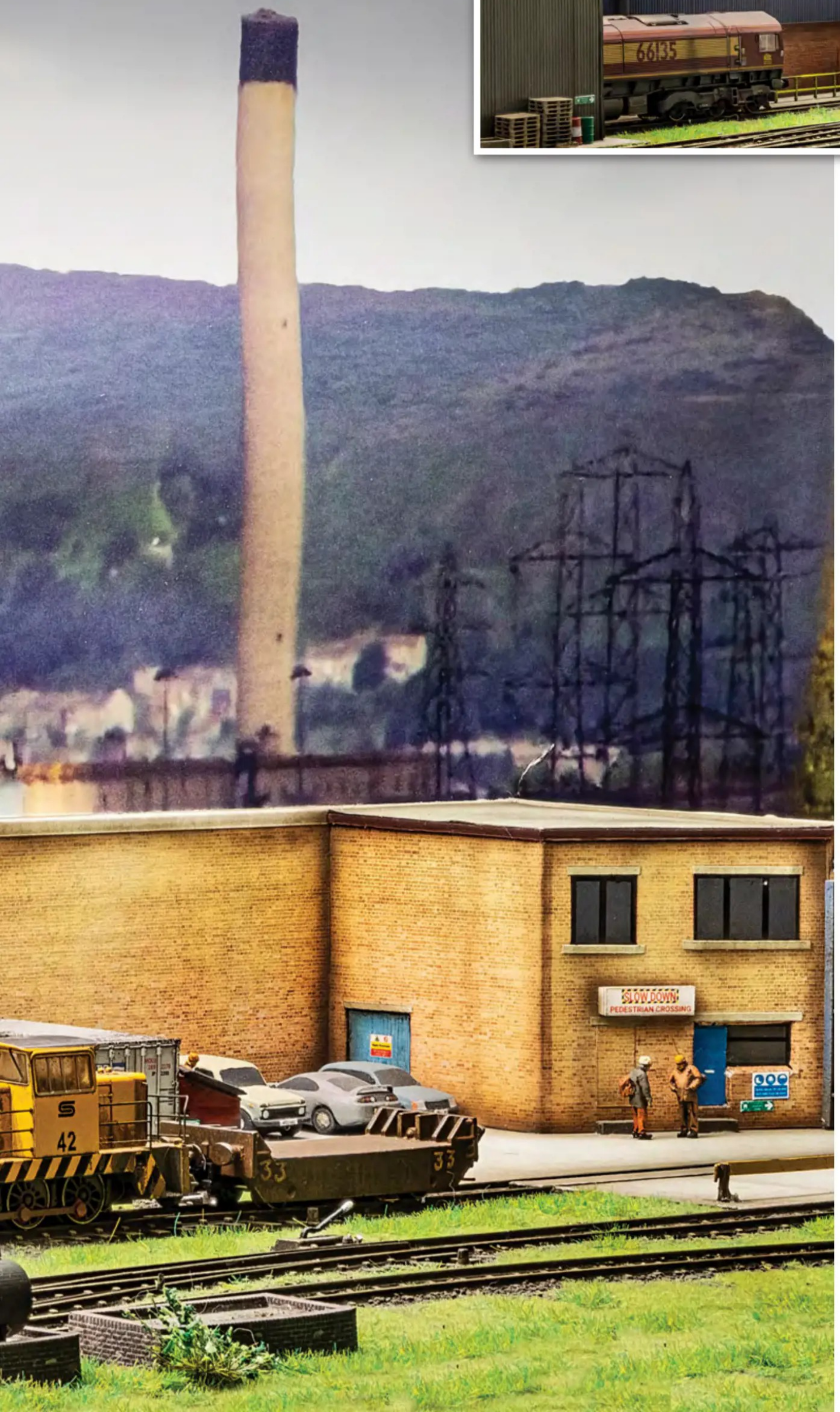
Sheffield's gritty steelworks are the setting for **ALEX ROUGHSEDGE'S** 'N' gauge exhibition layout, which drew inspiration from a model of the industrial Hunslet diesel shunters.

PHOTOGRAPHY, JONATHAN NEWTON



GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'N', 9mm	2mm:1ft	3ft 8in x 8.6in	MIDLAND	1990s	DCC





1 Right: **EWS Class 66 66135 stands just outside the transfer shed at Attercliffe Works as a pair of Hunslet 0-6-0 diesel shunters shuffle past with empty internal user wagons in tow.**

2 Below: **A pair of Works' Hunslets shunts a lone ingot carrier back towards the main building.**

USUALLY, MY MODEL railway projects begin with an idea for a location, perhaps somewhere I've recently been, or even a photograph I may have spotted. Attercliffe Works, however, began with a complete impulse purchase of a locomotive.

My usual gauge is 'OO' and has been for my entire modelling life (despite some dabbling in 'OO9' and 'O'), so the N Gauge Society Hunslet shunters were so far off my radar that I was only vaguely aware of them being announced. Then I made the mistake of seeing a video of one on social media, and I immediately bought one. In fact, I was so impressed with the detailing and running quality that I bought another. It was only then that I decided I probably ought to build a layout to run the things on!

The Hunslets I bought were the yellow British Steel liveried versions and even though they were quite generically industrial, I decided quite early to stick with the steelworks theme. This was towards the end of 2021, and during lockdown we went on a few walks around the Attercliffe area of Sheffield - specifically Newhall Road, Stevenson Road, and along the River Don. This area was densely industrial and home to various steelworks in the 19th and 20th centuries, and in fact still is to this day. Perusing some aerial photographs on the excellent Britain from Above website, along with some old Ordnance Survey maps, the sheer amount of track that snaked around the works there becomes apparent. Although now almost completely gone, there are still some clues if you know where to look - bricked up arches and strange, angled building sides where tracks once passed, the odd rail now set into the road, even a wooden gate which once allowed trains to pass across Stevenson Road from the goods yard to the works opposite. This particularly got the inspiration flowing and I settled on loosely basing the layout on what is now Marcegaglia Stainless Sheffield. »



3 Left: **A slag-encrusted ladle car sits outside the melting shop as Hunslet 42 emerges from the gloomy interior.**

4 Right: **A worker's Honda CR-X del Sol sits alongside a trio of weather-beaten storage containers, while a tired worker unlocks his Lada Niva ready for the drive home after a busy night shift.**

5 Below: **EWS 66135 edges slowly towards the gatehouse with a loaded van train.**

CONSTRUCTION

So, first things first - baseboards. This was the first project I used the Scale Model Scenery Baseboard-in-a-Box kit on. The fact I now have five cameo layouts using these baseboards will hopefully give you some idea of how highly I rate them. These are laser-cut kits consisting of two separate baseboards with backscene and end boards measuring 3ft 7in x 8.6in x 1ft tall, designed to perfectly fit in a 77litre Really Useful Box. This makes them incredibly easy to transport, and there's just enough room to fit an interesting amount of track, particularly when working in 'N'.

I drew up a completely fictional track plan using the free AnyRail software, imported this into TinkerCAD as an .stl file and modelled up the entire layout around the track. This is an excellent way to properly visualise the final model, and allows you to mock up the buildings, easily adjusting dimensions and positioning. The real works had lost its rail network quite early on, around the 1950s, whereas I wanted to set my layout as if it had lasted into the 1990s. The gatehouse which sits at the rightmost end is a very accurate model of the real gatehouse on the site. This was modelled from Google Earth and Streetview, printed in PLA on my now ancient Wanhao Duplicator i3 FDM printer, and then clad in Scalescenes texture papers.

This is really the only aspect of the layout that bears any resemblance to a real place - the rest of the works buildings are fictional but loosely based on other real-world examples seen across various steelworks. These were made in much the same way, although they were reclad more recently with painted plasticard cut using a Silhouette Cameo cutter to better represent the corrugated siding instead of paper, giving a much cleaner and more convincing look. The large 'British Steel' branding on the side of the main works building was also cut on the Cameo as a mask and then airbrushed on in an off-white.

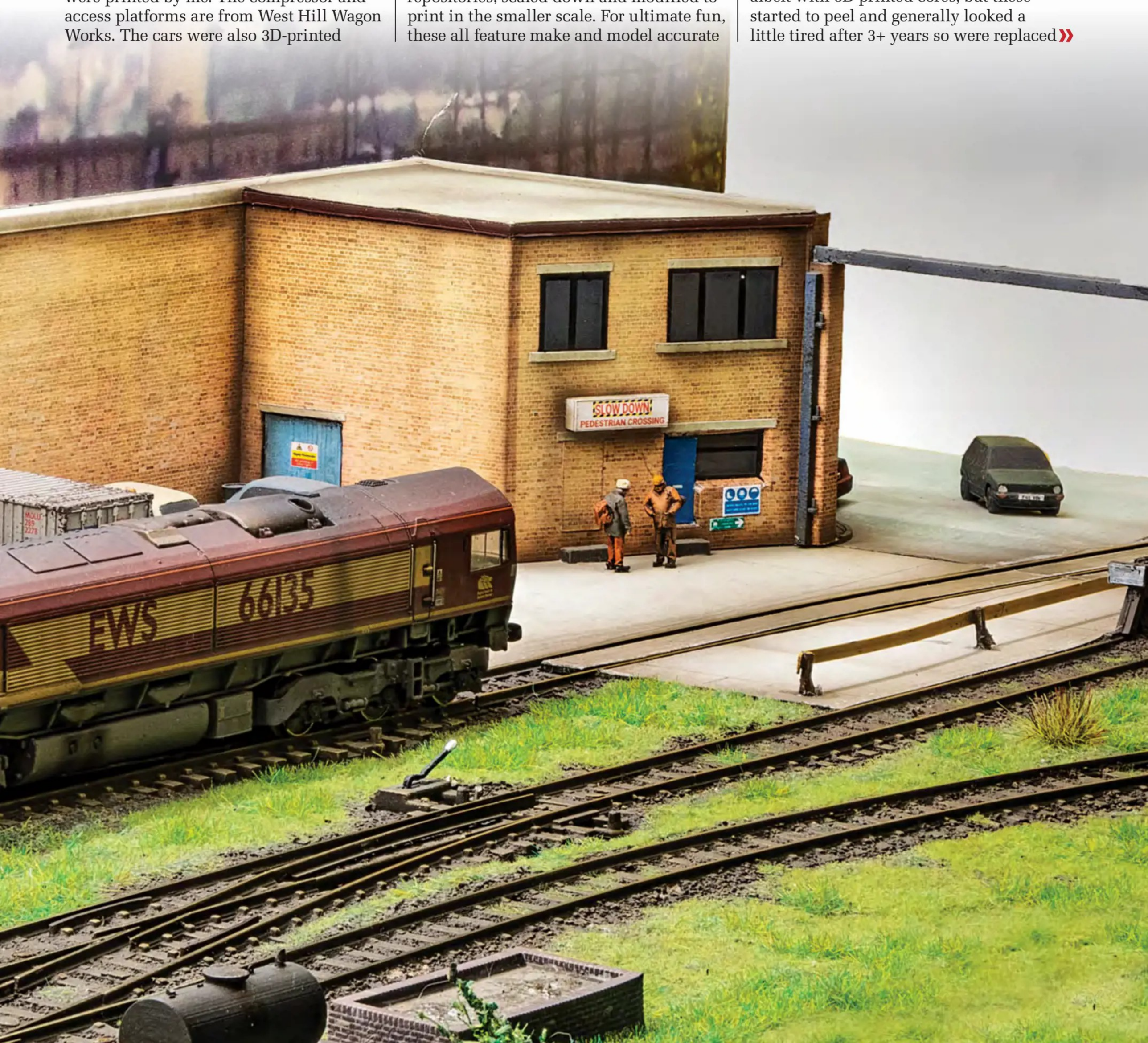
The track is Peco code 55 Finescale with live frog points. As built, the points were operated manually, with switches along

the front of the layout to control frog polarity, but this proved insufficient once I started taking the layout to exhibitions, so it was extensively rewired in 2024 with servo point control and proper automatic frog switching using microswitches. I originally tried ballasting the track using chinchilla dust, but this began to swell once the glue was applied so I swiftly stuck the entire layout in the shower and literally washed it all off. I suspect there aren't that many layouts out there that have ever been showered! Once dry, I tried again with some fine grit which represented the rough dirty ballast often seen on industrial sites rather well. This was painted and weathered with various brown acrylics. Static grass was extensively applied in patches around the track which helps give a nice overgrown look.

Almost all of the details on the layout are 3D-printed in resin. The oil drums, pallets, skips, bins, various dust extractors, oil tank and figures from the ModelU Patreon were printed by me. The compressor and access platforms are from West Hill Wagon Works. The cars were also 3D-printed after discovering a real lack of 1990s-era vehicles available in 2mm:1ft scale - these were sourced from various online repositories, scaled down and modified to print in the smaller scale. For ultimate fun, these all feature make and model accurate numberplates!

The stack of old containers was originally made using the Scalescenes container kits, albeit with 3D printed cores, but these started to peel and generally looked a little tired after 3+ years so were replaced »





with some stunning readymade versions from C=Rail Intermodal - in fact these arrived around midday on the day of the photoshoot for this article. I had them weathered and on the layout by 1.30pm ready to be loaded into the car and driven to The Great Electric Train Show in Milton Keynes where I was exhibiting my other micro layout BSC Orgreave (HM214), ready for a whistle-stop photo shoot at 4.30pm!

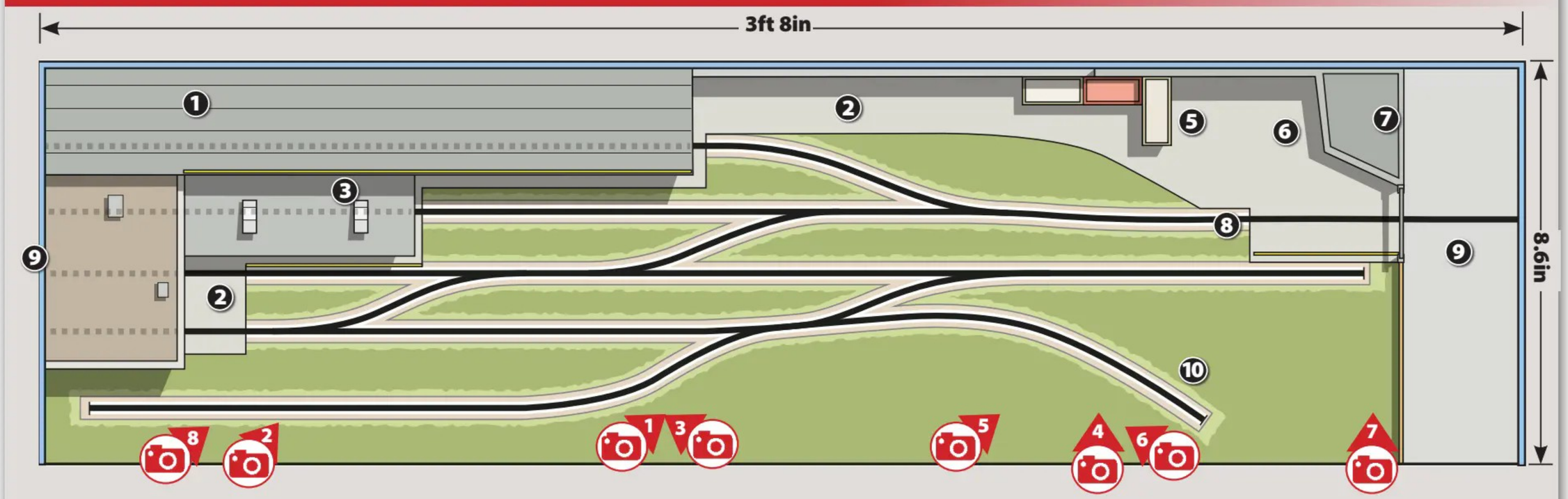
The final addition to all my layouts is a pre-cut MDF fascia board. These can be ordered from one of many online companies that allow you to either specify dimensions or even upload a DXF drawing file, and they will provide you with a finished product far neater than I could ever hope to cut myself! Once painted black and mounted to the



7 Two steelworkers discuss the previous night's football match outside the gatehouse.

6 66135 waits in the reception yard at Attercliffe Works with an empty van train.

ATTERCLIFFE WORKS TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 Melting shop	2 Transfer shed	5 Containers	7 Gatehouse	9 To/from storage area
2 Hardstanding	3 Low-relief workshops	6 Car park	8 Road crossing	10 Headshunt

front, it dramatically changes the overall presentation of the model and really frames the scene well. A second board cut to size forms a sort of lighting rig 'roof' with strips of dimmable warm white LEDs and completely brings the layout to life.

ROLLING STOCK

Motive power and rolling stock is limited but comprises Hunslets which I tend to run as a pair to ensure reliable, smooth and - more importantly - slow running. I also have a Graham Farish Class 66, while rolling stock is a mixed bag of some era-appropriate Farish VBAs and a VGA, some Peco wagon kits painted to represent internal user flat wagons, and a few N Gauge Society Bogie Bolster kits. The steelworks wagons are all 3D resin-printed including a rake of ingot carriers which were my own design, plus a pair of slag ladle wagons which were found on Thingiverse and mounted on some cheap plastic bogies from an online retailer.

I've particularly struggled with 'N' gauge couplings, and it's clear why there isn't an abundance of shunting layouts in the scale. I'm not a fan of the stock 'ELC' couplings; despite working moderately well they are just too bulky and conspicuous in my opinion. I tried West Hill Wagon Works' magnetic couplings which are superb but not ideally suited for shunting as they 'snap' together a bit too aggressively and are a challenge to pull apart - after all they are meant for fixed rakes. Dapol's EasiShunt knuckle-style couplings are good but I never managed to get them to reliably couple or uncouple without manual intervention. I've even tried some cheaper knuckle couplers from online retailers but found these to be much the same. I'm currently using a mixture of all the above but really could do with finding a better solution! I'm seriously considering simply going down the route of adding a tiny wire hook and loop to the end of each wagon, as the manual steps to couple and uncouple would be very similar, but they'd be much more inconspicuous and closely coupled.

As with most micro layouts, operational interest mostly consists of shuffling a few rakes of wagons from one siding to another, but the smooth and reliable running of the Hunslets makes this a real pleasure, even over an entire weekend. The layout was originally designed with a dead end at the far left and just a small headshunt at the right-hand side to allow a train to cross the road. Again, this really limited the movements available to the operator, so earlier this year I replaced that with a 1ft 10in long Baseboard-in-a-Box extension piece which allows a longer train to be pulled in from off-scene, usually by the Class 66, to then be marshalled by the shunters. At the opposite end, I knocked through the existing buildings and backscene to fit a smaller storage board. This made a major difference as it meant I could fit far longer trains in there when running from the front-most siding to the main works at the rear without having to uncouple the locomotives to run these around further up the layout.

Considering this was one of my earliest attempts at an exhibition layout, I'm really pleased with how it's been updated and evolved as I realised more of what I wanted from a cameo such as this. I keep thinking of more features to add – pipework for example - and eventually I want to re-add lights to the buildings. These were originally lit before being disconnected during the rewire, and the tiny spot lamps dotted around the layout on the exterior walls still all have LEDs in and looked really rather good when the lights were dimmed. I even had plans to put headlights in the Volkswagen Polo turning into the car park! **HM**

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The resident Works' shunters negotiate the pointwork into the yard at the head of an empty slag ladle car.



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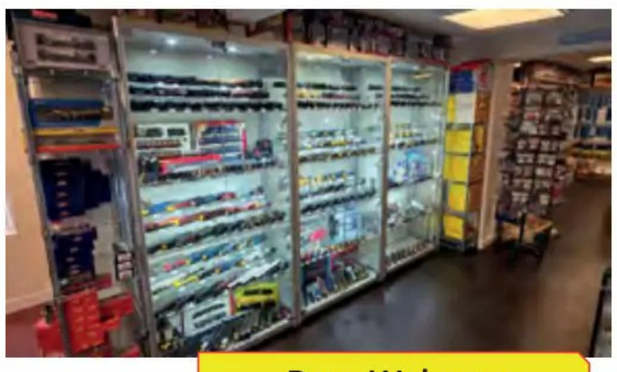
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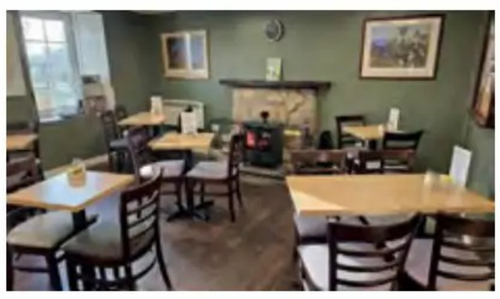


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ADDING SUPPORT

Support coaches are vital elements of main line steam locomotive operation, either as part of a railtour or as a self-contained train by itself. RICHARD HALL describes how to model their varied and intricate details.

A MOBILE WORKSHOP, spares department, kitchen, dormitory and crew transport all rolled into one, support carriages are a vital element which makes main line steam possible. Often using BR Mk 1 Brake Corridor Second (BSK) or Brake Corridor Composite (BCK) types and outwardly just another carriage, every support coach is different and they present interesting modelling challenges in 'OO' gauge.

For this step-by-step guide, the various aspects of four different BR Mk 1 brake conversions are covered in order to give an idea of the skills and detailing required, and examples available to model. Each main line steam locomotive dictates the support carriages required for any given modeller and the examples featured here were needed for some of my favourite main line locomotives.

None of these support carriages required repainting and Railtec produces an excellent pack of transfers which covers almost every preserved support carriage (Cat No. 3399). Outwardly, the National Railway Museum's (NRM) 99953 seems the most straightforward, not least because it was offered as a limited edition from Locomotion Models in 2025, although it would benefit from new roof vents, interior detail and chassis additions »

TOOLS

- Cotton buds
- Cocktail sticks
- Scalpel/X-acto knife
- Photoetch cutters
- Flat nosed pliers
- Xuron sprue cutters
- Tweezers
- Steel rules
- Files and sanding sticks (assorted grades)
- Paintbrushes (sizes 5.0 – 1)
- Micro Phillips screwdriver set

Gresley 'A4' 60009 *Union of South Africa* with its immaculate BR Mk 1 BSK support coach 35486 in tow sweeps past Swithland sidings on *Hornby Magazine's* 'OO' gauge Great Central Railway themed layout.



Used with a number of high-profile locomotives including 70000 *Britannia* and 4464 *Bittern*, 35317 is one of Locomotive Services Limited's (LSL) Mk 1 BSKs and is depicted here in pre-2018 livery. A surprisingly involved conversion project, this BSK received new roof vents, destination board brackets, propane tank and super-detailed ends.



E21096 models the BCK as used with 60007 during 2015 and is my favourite of the vehicles featured here, primarily because of the unique roller bearing BR1 bogies which took a great deal of effort to get right. The A4 Locomotive Society and numbering transfers are all from the Railtec 4mm set (Cat No. 3399), while the cantrail stripe (painted on the roof gutter) continues around the carriage ends using Railtec 4mm lining (1088), as per all other Mk 1s in this guide.

to reflect the vehicle in its present state.

Bachmann Mk 1 carriages are ideal donors as they are easy to work with, modify to modern conditions and fit replacement bogies. A range of alterations can add up to make a big difference, such as renumbering and adding the orange cantrail stripe, but interior changes can also be enjoyable and range from curtains to minute cookers! Replicating the heavily modified BR1 bogies on 21096 was perhaps the least enjoyable stage, but a number of appropriate 3D-printed carriage details are now available to help reduce the amount of underframe scratch building needed.

Other ready-to-run models of certain prototypes have also appeared, most recently by Bachmann offering Mk2a BFKs M14070 (for LMS 'Jubilee' 45596 *Bahamas*) and 17096 *Mercator* (for even more spotless rebuilt Bulleid 'Merchant Navy' 35028 *Clan Line*), but similar carriage-specific tweaks will be needed with both of these models.

Even if you can't model a railtour, a steam locomotive with support coach is perfectly realistic and will fit on any layout. **HM**

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

SUPPORT CARRIAGES FEATURED

- Mk1 BSK 99953 – National Railway Museum (NRM) BR maroon (c2018/19) for 60103 *Flying Scotsman* and 60800 *Green Arrow*
- Mk1 BSK 35486 – BR maroon (c2018/19) for 60009 *Union of South Africa* and 'K4' 61994
- Mk1 BCK 21096 – A4 Locomotive Society (A4LS) maroon (c2015) for 60007 *Sir Nigel Gresley*
- Mk1 BSK 35317 – pre-2020 Locomotive Services Limited (LSL) condition, used across 4464 *Bittern*, 70000 *Britannia* and 34046 *Braunton*

A realistic 'engine and van' formation can give a plausible reason for a big-name 'Pacific' to visit even the smallest modern image depot layout. Pictured standing on *Hornby Magazine's* Derby Works layout, 60007 *Sir Nigel Gresley* makes the perfect pairing with Mk 1 BCK E21096. Both replicate their conditions during 2014 and 2015, as the BCK now carries LSL-style BR crimson/cream.





Mk 1 BSK 35486 was my first detailed support coach conversion for use with 60009 *Union of South Africa* and features the same in-line roof ventilators, curtains and detailing stages mentioned for the LSL and NRM support carriages. This view also shows the roller bearing axle box covers, springs and dampers picked out in appropriate colours, along with white tyre marks on the wheels.

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Support coach waterslide transfer pack	*www.railtec-models.co.uk*	4mm-3399
Post-2000 electrification warning flashes	*www.fox-tranfers.co.uk*	F4214/2
Orange cantrail lining	*www.railtec-models.co.uk*	4mm-1088
Mk 1 carriage ETH and cable detailing	*www.westhillwagonworks.co.uk*	SET14
Mk 1 kitchen car underframe detailing	*www.fk3d.co.uk*	n/a
MJT Mk 1 ridged dome roof ventilators	*www.dartcastings.co.uk*	2942
Commonwealth bogies	*www.bachmann.co.uk*	36-008A
Plasticard sheet – various thicknesses	*www.slatersplasticard.com*	See text
Plasticard rod sections	*www.slatersplasticard.com*	See text
Acrylic paints/weathering powders	*uk.humbrol.com*	See text
Railmatch paints & varnishes	*www.howesmodels.co.uk*	See text
0.3mm flexible blackened copper wire	*www.amazon.com*	n/a
Brass rod – various diameters	*www.albionalloys.com*	See text
'N' gauge support coach transfers	*www.railtec-models.co.uk*	2mm-3399
Overhead Live Wire Warning Flashes	*www.fox-transfers.co.uk*	F2214
Graham Farish 'N' Commonwealth bogies	*www.bachmann.co.uk*	379-442

STEP BY STEP

MODELLING MAIN LINE STEAM SUPPORT CARRIAGES

Beginner — Intermediate — Advanced — SKILL LEVEL

1



The initial stages of modelling support carriages, as with any main line Mk1 vehicle, are largely similar but each features coach-specific detailing. For clarity, this guide follows the conversion of the rear crimson/cream BSK (39-077F) and maroon BCK (39-226C) as they become LSL-operated 35317 and *Sir Nigel Gresley's* E21096, respectively.

2



Bachmann's Mk 1s remain excellent models – covering a near-complete range of versions and a design which is far easier to detail than the Hornby alternatives. Three screws can be taken out to remove the sides, body and roof as one, but I prefer to remove the end water filler pipes, prise the roof away and simply unclip the two sides to leave the interior in place.





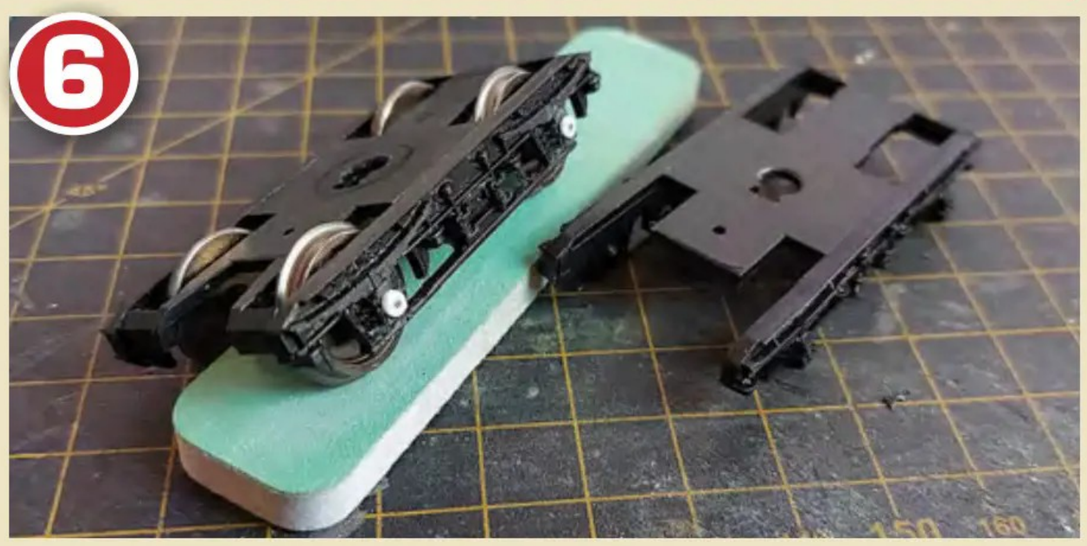
Earlier Bachmann Mk 1s all feature over-prominent roof 'ribs' until all Mk 1s were retooled in 2014 with new flush roofs. The donor for E21096 had these ribs which are easy, if a little repetitive, to remove by skimming a fresh chisel blade scalpel along each rib. Followed by a light sanding and repaint, the result is a much more realistic hint at the prototypical flush welded joins.



While the roof for LSL 35317 was supplied flush, Bachmann has not tooled the in-line roof ventilators present on the prototype. Once the staggered vents were cut off and sanded flush, eight 2mm holes were drilled to accept replacement MJT ventilators, available through Dart Castings. As with all main line Mk 1s, the guard's roof periscopes were also cut off and filled.



By the 1970s, Mk 1s had their three upper end steps removed due to overhead electrification. With water filler pipes and sides removed, it is quite easy to cleanly remove these on Bachmann Mk1s with a scalpel and fine grit sanding sticks. The long top step also needs removing, but this needs back-filling as it hides the roof retaining clip.



Other than the Hastings DEMU fleet, 60007's BCK is unique as a main line registered Mk 1 with original BR 1 bogies, retrofitted with roller bearings. After sanding the standard axle box flush with the spring, 1mm holes were drilled centrally and short sections of Plastruct 1.6mm metal wire-centred plasticard tube (ref. TB-2P) was glued into each axle box.



Most main line Mk 1s are equipped with 100mph Commonwealth bogies and the availability of these as spares from Bachmann adds yet another reason to use these models. A modification I make is to cut the top off the vertical damper (visible on the rear bogie), as leaving this proud restricts the bogies side-to-side articulation on corners or superelevation.



All wheelsets receive two coats of Railmatch acrylic Sleeper Grime (2406) before later detail painting or weathering. LSL's 35317 also required steps adding on the saloon ends of the Commonwealth bogies, recreated here by gluing short stubs of 0.3mm wire into pairs of 0.4mm holes, before cutting and gluing 0.9mm plasticard steps on top.



Support coaches need to double as workshops and accommodation, which means you can go to town super-detailing carriage-specific interiors. For general effect, 60007's BCK (rear) and the LSL BSK just had the luggage compartment partition cut off, floor painted with Railmatch 2403 Roof Dirt and LSL 35317's seats picked out in blue (Humbrol 15).

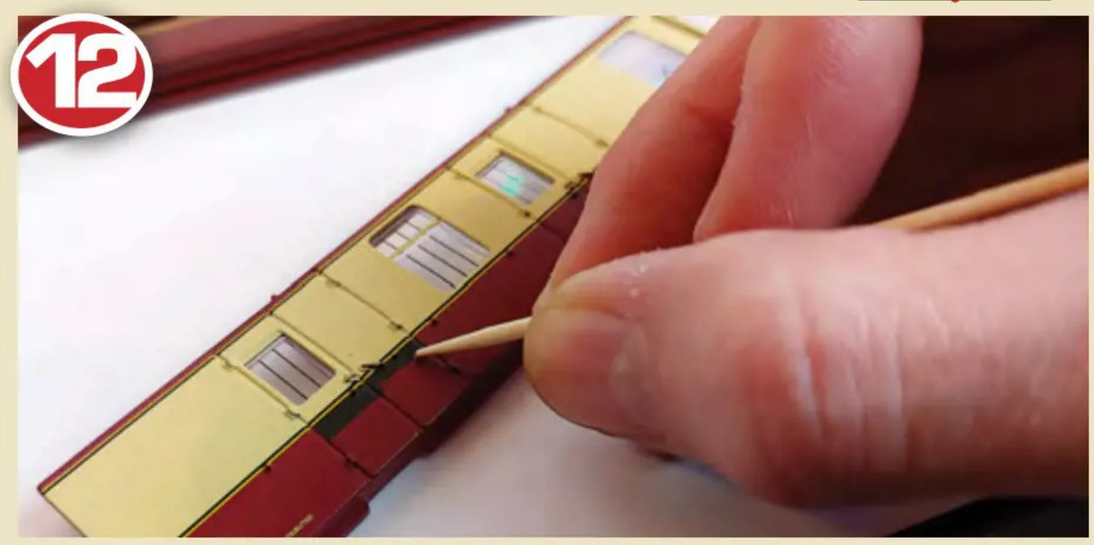


For more largely invisible detail, the NRM BSK 99953 (using the recent Locomotion Models release here) features a kitchen in the first compartment. Again, this could be easily super-detailed using 3D printing, but I felt it was sufficient adding a gas cooker, worktop and cabinets with sections of plasticard and 'L' girder section.

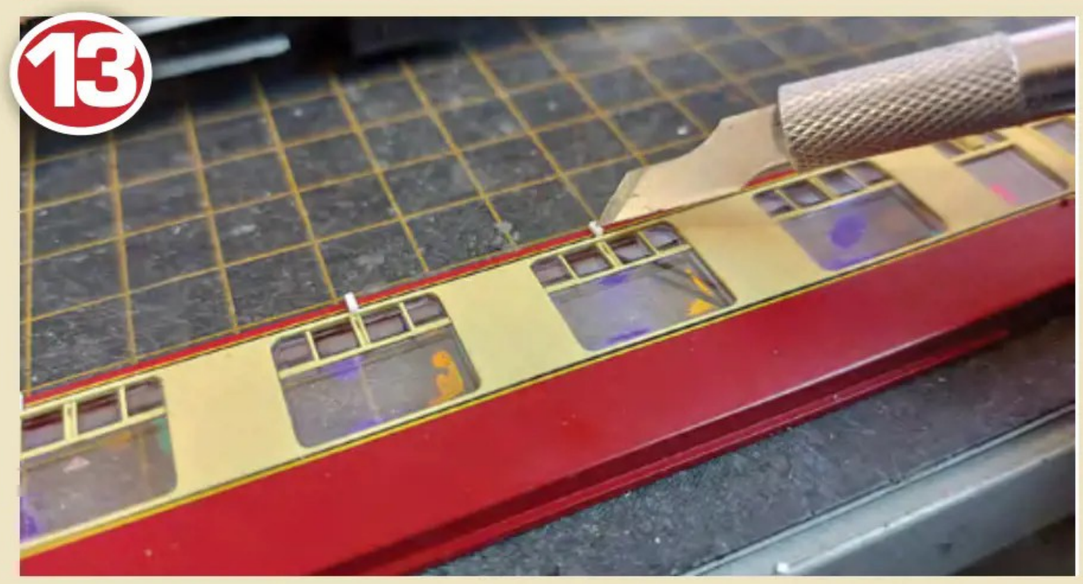
Beginner — Intermediate — Advanced — SKILL LEVEL



Any support vehicle fitted with a cooker, fridge or water boiler needs a gas supply and can usually be noted by underframe propane tank box(es). Mainly used on catering Mk 1s, 3D prints are available from FK3D, but I created the double cabinet for the NRM BSK (not illustrated) and single boxes for 21096 and 35317 using surplus battery boxes and plasticard.



Removing all factory applied numbering on Bachmann models is usually very easy, simply using the side of a cocktail stick and a small amount of white spirit for more stubborn printing. The same method removes the short-lived chalkboard destination panels on the crimson and cream Mk 1 Corridor Brake Second.



LSL's 35317 has unique cantrail destination board brackets. While I could not find etched versions at the time, short sections of 0.7mm plasticard rod was a passable substitute for the end pairs of each bracket, with thin strips of 0.1mm plasticard cut for the intermediate supports.



Often fitted out as dormitories, most support carriages have curtains in each compartment. These can be painted onto the inside face of the glazing in appropriate colours, but I prefer to paint both sides of the tissue paper and glue them in place. The 1980s brown curtain is intended for the NRM BSK, while 60007's BCK receives the light blue and LSL BSK the denim curtains.



Exactly the same detailing stages in this guide are also applicable to other scales, as this Graham Farish 'N' gauge Mk 1 BSK became a 1990s version of 35486, used with 60009 *Union of South Africa*. Available in 'N,' 'OO' and 'O,' the support coach transfer pack from Railtec made each of these Mk 1s possible – including all numbering, crests, data panels and warning flashes.



Following a general dry-brushed weathering along the bogies and underframe, applying Tamiya black panel line wash to all door recesses adds depth and realism. Further unique details on 35317 are the blanked windows, recreated by removing the panes and priming the windows with grey aerosol primer, followed by multiple coats of Railmatch BR Cream (312).



This close-up of E21096 illustrates the changes made to the unique roller bearing BR1 bogies, with steps that followed the same process described in step 8, while the axle boxes required multiple layers of Railmatch BR Warning Panel Yellow enamel (202). Painting the orange cantrail (232) stripe is easy with Bachmann Mk 1s, with the roof separated and a paint pen.



Often missed on post-1980 Mk 1s, the prominent orange Electric Train Heating (ETH) socket is surplus from a Westhill Wagon Works Class 37 pipework kit, but a specific Mk 1 pack is available (Cat No. SET14). On the BSK ends, the corridor buffing plates are simply cut from 0.1mm plasticard, while the 'L' gangway lamp irons are cut from surplus brass nameplate sprues and glued into 0.3mm holes in the gangway sides.

STAFF PROJECTS

STATION EXPANSION

Hot on the heels of last month's progress on Topley Dale's new station, a third platform is being added to expand its operational capacity. **MIKE WILD** explains why and how it is being done.





MIKE WILD

Alongside the station expansion, Mike has been working on a selection of locomotive projects to enhance the appearance of the fleet.



MARK CHIVERS

Mark has been adding digital sound to a selection of his Heljan 'OO' gauge Class 33 fleet, using Hornby's latest HM7000 Triplex sound profile for the class.



BEN CHURCH

Ben has been assembling 3D-printed site offices for his modern image diesel depot and fitting sound and stay-alive to new arrivals for the layout.



The station scene has taken another big step forward with the addition of a bay platform alongside the through lines. To fit into the room, part of the new platform and its supporting baseboard will be removable.

THIS IDEA all started with a spare test cut of the curved platforms for Topley Dale. They were too good to waste, but how could I use them?

The big building for Topley Dale's new station scene was always going to look great no matter what, but the more I looked at the scene, the more I felt something was missing. There was an opportunity to make use of that additional kit of parts from the test cut to make the station fit the building.

I'd thought about the idea of adding another full-length platform outside the existing two, or just a goods loop in front of the outer track, but neither of those options were possible within the footprint of the baseboard. The only way forward was expansion of the baseboard, and that wasn't easy to do in the space available either.

Even with a big layout like this, there are still challenges of space. I went away to think and then thought there might be a way to add a bay platform, although it would require a small removable board to go along the front of the layout.

The removable section will be around 3ft 6in long, but the angle of the track across the join meant it would be too difficult to guarantee alignment if the boards butted up to one another. Instead, I planned out a design where the top panel of the new board would interlink with the original baseboard, requiring an angled section to be cut away so 'fingers' on the new board would fit into the slots.

I'm part-way through the process at the moment as it required the track to be laid first to confirm its exact position, followed by cutting a test piece of spare MDF to find out if the plan actually works. Once I'm happy with that, a final top panel of 9mm plywood will be cut to fit the exact shape of the MDF panel, which will then be built up with a frame and securing bolts underneath so it can be slotted into place – hopefully – in under a minute.

To make joining the removable board even easier, I'm planning to install magnets in the plywood so it 'snaps' into place in the same position every time. I'm cautiously optimistic it will all work as planned.

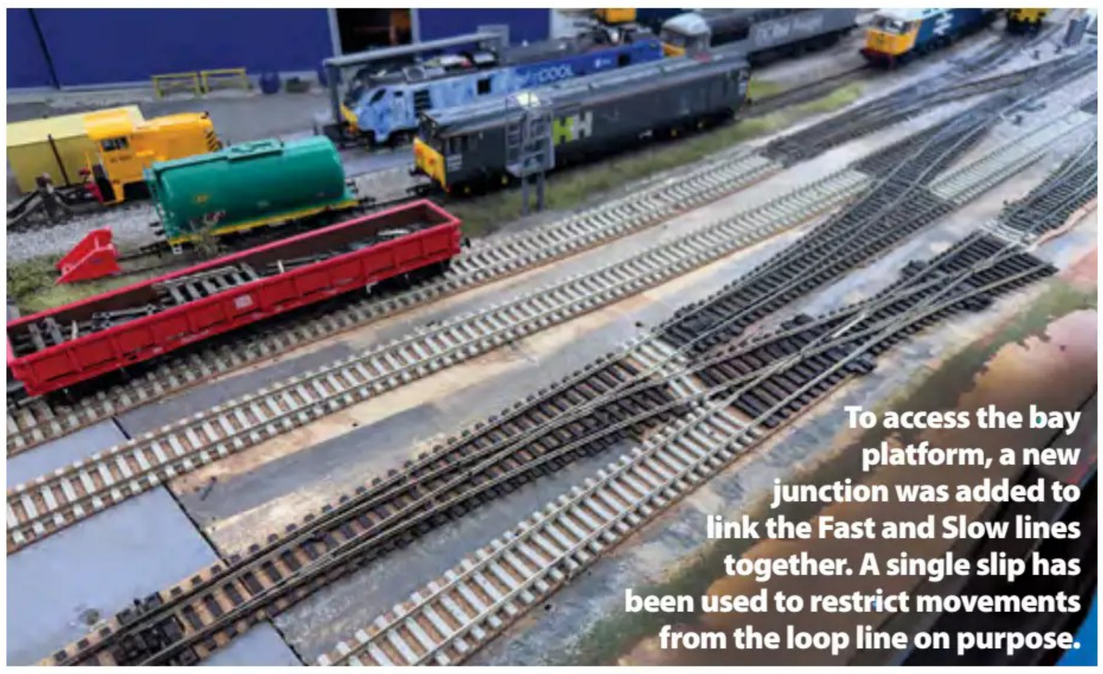
In the meantime, the original test cut of the platform has been built up and cut to length to match the space available for the bay, allowing its position to be marked on the baseboard and for construction of the main station building to continue now I know what modifications are required to that structure to make it fit around the platform.

At the same time, a new junction has been installed on the layout to allow trains to depart from the bay platform and take either the Fast or Slow lines by using a single slip and a large radius right-hand point. I'm now debating a second crossover to allow DMUs to cross and run on a bi-directional section to reach the new bay to really open up the operational flexibility – how that works is yet to be decided though.

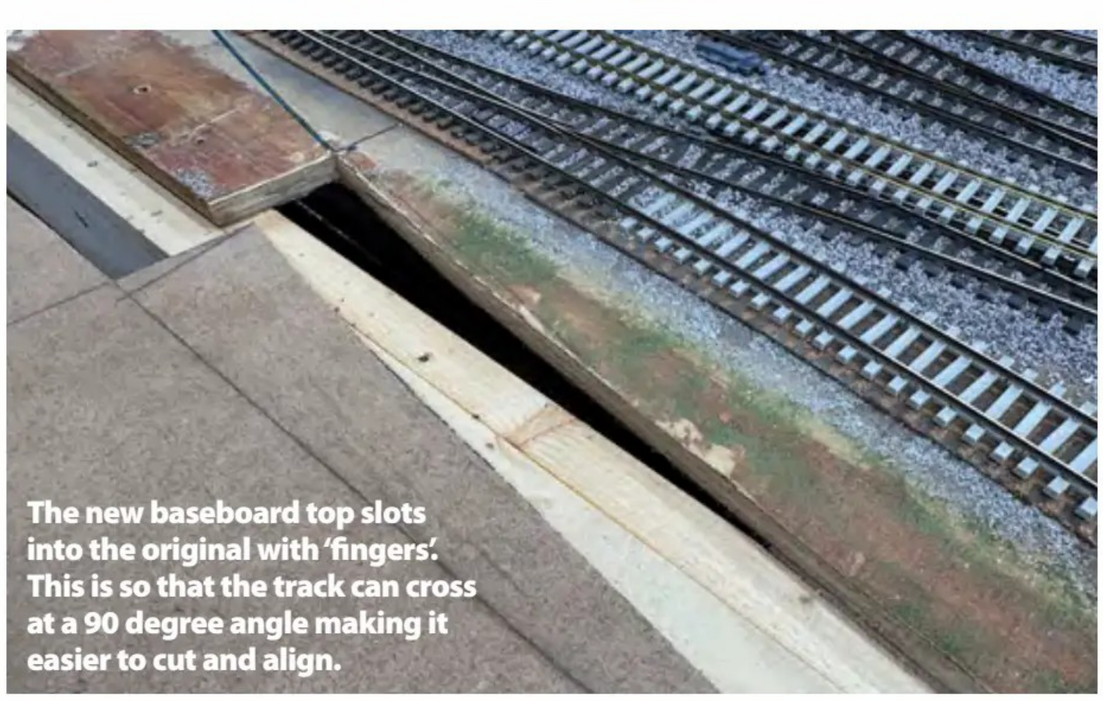
It's great fun making all this work together on the layout - and it should make for an impressive and busy main line scene once it is all done. **HM**



A first mock-up of the spare platform with a couple of lengths of flexible track confirmed the idea would look right.



To access the bay platform, a new junction was added to link the Fast and Slow lines together. A single slip has been used to restrict movements from the loop line on purpose.



The new baseboard top slots into the original with 'fingers'. This is so that the track can cross at a 90 degree angle making it easier to cut and align.

● **Visit *keymodelworld.com/staff-projects* for the full story on all staff layout projects.**

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.

July 2026

4 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

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

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 and District MRC/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 MODEL RAILWAY CLUB 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 NORTHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Northampton and 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.

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, demos, 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: 52 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 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.

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.

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 IPMS PLYMOUTH MODEL SHOW

Hosts: John Kitto Centre
Location: John Kitto Centre (YMCA), Honicknowle Lane, Plymouth PL5 3NG

Times: 10am-4pm
Prices: Adults £5, family £10, concessions £3
Contact: *ckorck@btinternet.com*
Features: Layouts, trade support, displays, radio-controlled models, refreshments, parking and disabled access.

25 LETCHWORTH MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Letchworth Model Railway Society
Location: The Priory School, Bedford Road, 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 TWICKENHAM & DISTRICT MRC OPEN DAY

Hosts: Twickenham & District MRC
Location: Kerswell Hall, 125 Wills Crescent, Whitton TW6 2JF
Times: 10am-4pm
Prices: Free admission
Website: *www.tdmrc.icu*
Features: Nine layouts, club stand, demonstrations and refreshments.

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.

26 TELFORD STEAM RAILWAY EXHIBITION

Hosts: Telford Steam Railway
Location: The Old Loco Shed, Bridge Road, Horsehay, Telford TF4 2NF
Times: 10.30am-4pm
Prices: Adults £15, children £10, family £42 (unlimited train rides included with ticket)
Website: *www.telfordsteamrailway.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access. Additional layouts on display at Horsehay Village Hall.

26 THIRSK MODEL RAILWAY SHOW

Hosts: Thirsk Model Railway Show Committee
Location: Thirsk Town Hall, Westgate, Thirsk YO7 1QR
Times: 10am-4pm
Prices: Adults £5, accompanied children free
Website: *www.expo-thirsk.co.uk*
Features: 14 layouts, trade support, refreshments, parking and disabled access.

29 TAUNTON MODEL RAILWAY GROUP OPEN DAY

Hosts: Taunton Model Railway Group
Location: Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX
Times: 10am-4pm
Prices: Free admission
Website: *www.tauntonmodelrailwaygroup.co.uk*
Features: Bath Green Park and Tamerig New layouts on display with refreshments and parking.

August 2026

1 BRIDPORT MODEL RAILWAY EXHIBITION

Hosts: Bridport Model Railway Club
Location: The Sir John Colfox Academy, Ridgeway, Bridport DT6 3DT
Times: 10am-4pm
Prices: Adults £8, children free
Contact: 07484 213267
Features: 40 layouts, trade support, demonstrations, refreshments, parking and disabled access.

1 CAMBORNE MODEL RAILWAY EXHIBITION

Hosts: Camborne Railway Modelling Group
Location: Camborne Community Centre, South Terrace, Camborne TR14 8SU
Times: 10am-4pm
Prices: Admission £4, under 5s free
Website: *www.facebook.com/p/Camborne-Railway-Modelling-Group*
Features: Layouts, trade support, refreshments, parking and disabled access.

1 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall, 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.

1/2 REDCAR MODEL RAILWAY EXHIBITION

Hosts: Cleveland Model Railway Club
Location: Redcar and Cleveland College, Corporation Road, Redcar TS10 1EZ
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £6, children £4, family £18
Website: *www.clevelandmrc.co.uk*
Features: 16 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

5 TAUNTON MODEL RAILWAY GROUP OPEN DAY

Hosts: Taunton Model Railway Group
Location: Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX
Times: 10am-4pm
Prices: Free admission
Website: *www.tauntonmodelrailwaygroup.co.uk*
Features: Bath Green Park and Tamerig New layouts on display with refreshments and parking.

8/9 RAILWELLS

Hosts: Wells Railway Fraternity
Location: Wells Town Hall, Market Place, Wells BA5 2RB
Times: Sat 10.30am-5pm, Sun 10.30am-4pm
Prices: Adults £10, under 17s £5, accompanied under 14s free, wheelchair users free
Contact: 01308 897539
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

8/9 WIMBORNE MODEL RAILWAY EXHIBITION

Hosts: Wessex Association of Model Railway Clubs
Location: The Hamworthy Club, Magna Road, Wimborne BH21 3AL
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £7, accompanied children free
Website: *www.wamrc.com*
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

9 EAST ANGLIAN RAILWAY MUSEUM EXHIBITION

Hosts: East Anglian Railway Museum
Location: East Anglian Railway Museum, Chappel & Wakes Colne Station, Station Road, Wakes Colne CO9 6DS
Times: 10am-4pm
Prices: Adults £13.50, children £9.50, under 4s free
Website: *www.earm.co.uk*
Features: 18 layouts, trade support, refreshments, parking and disabled access. Unlimited train travel included with ticket.

12 TAUNTON MODEL RAILWAY GROUP OPEN DAY

Hosts: Taunton Model Railway Group
Location: Bishops Lydeard Station, Platform 1, West Somerset Railway, Taunton TA4 3BX
Times: 10am-4pm
Prices: Free admission
Website: *www.tauntonmodelrailwaygroup.co.uk*
Features: Bath Green Park and Tamerig New layouts on display with refreshments and parking.

15 SILVERFOX MODEL RAILWAY EXHIBITION

Hosts: Silverfox Model Railway Club
Location: Oakgrove Secondary School, Venturer Gate, Milton Keynes MK10 9JQ
Times: 10am-4pm
Prices: Adults £10, accompanied children free
Website: *www.silverfoxdcc.co.uk*
Features: 28 layouts, trade support, refreshments, parking and disabled access.

DON'T MISS

15/16 HORNBY HOBBIES & ONE:ONE COLLECTION OPEN WEEKEND

Hosts: Hornby Hobbies/One:One Collection
Location: Hornby Hobbies, Westwood Industrial Estate, Westwood, Margate, Kent CT9 4JX
Times: Sat 9.30am-4pm, Sun 9.30am-4pm
Prices: Adults £25, concessions £15, children £10, family £50 (advance ticket prices + booking fee)
Website: *www.wonderworksmargate.co.uk*
Features: Rare access to the original Hornby factory site and One:One Collection of full-size exhibits and model engineering displays, layouts, interactive displays, societies, chat with the Hornby teams behind the brands, slot-car racing, entry to The Wonder Works and more. *Hornby Magazine* will be there all weekend with our 'OO' gauge East Coast Cement exhibition layout in action.

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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The beauty is in our customisation. Coinciding with the Gauge O Guild's 50th anniversary in 2006, 31601 was re-named *Gauge O Guild 1956-2006*. An FM Rail (Fragonset/Merlin) white vinyl was applied to the sides but partially peeled off to leave 'Rail'. Note the web address applied to the cab front, too. This variant customised and DCC sound-fitted from stock: £407.95

FM Rail went into administration in 2006. The above guise shows the locomotive in 2007 guise. One year later, 31601 lost the remnants of its FM Rail vinyl, cab crests and the now defunct web address was crudely painted out in black, as opposite. This variant customised and DCC sound-fitted from stock: £407.95

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31601 later appeared on Glastonbury specials, Network Rail OLE trains and spot-hire work across Britain.

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The pairing was a regular match for Wessex Trains services, with our Mk. 2F coaches – or even a Network Rail test train in latter years...



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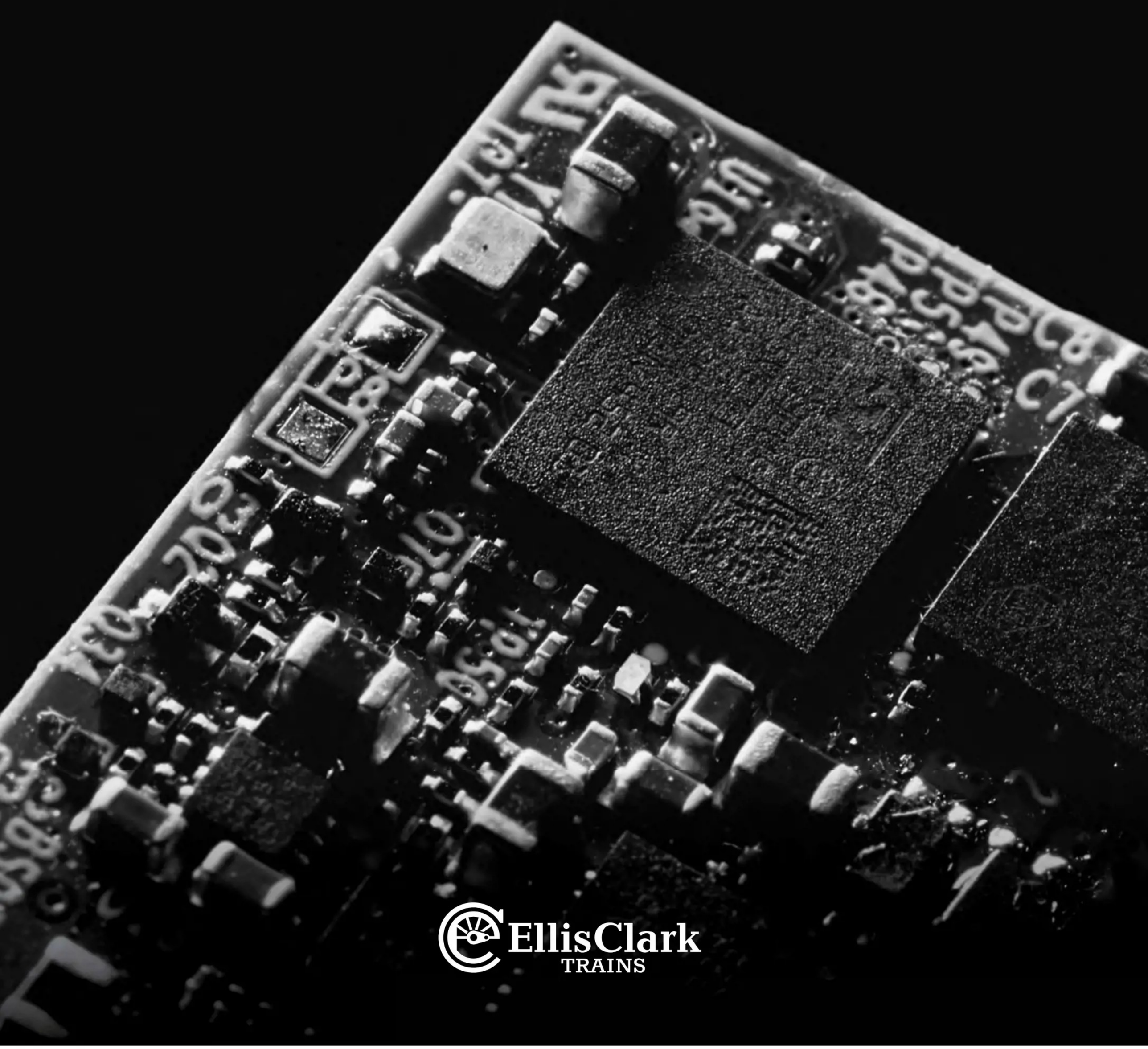


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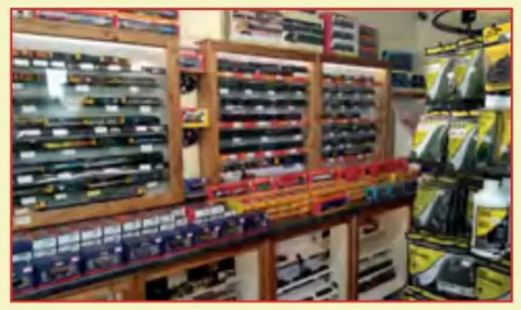
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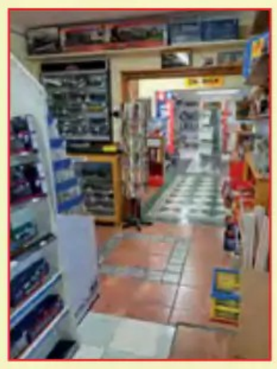
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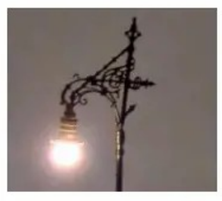
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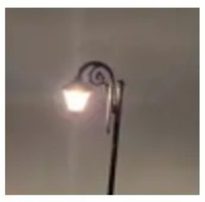




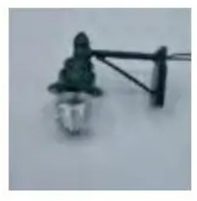
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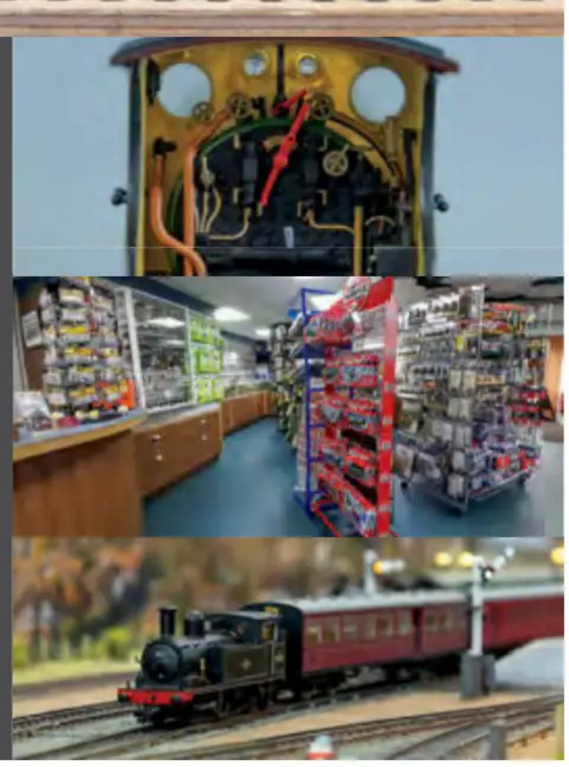
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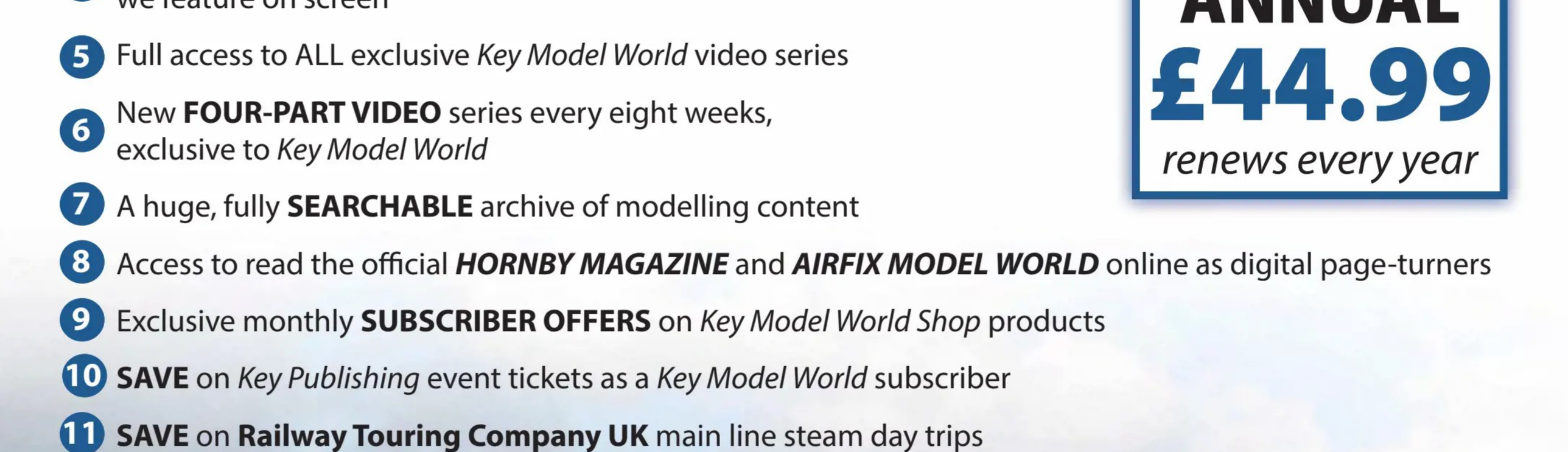
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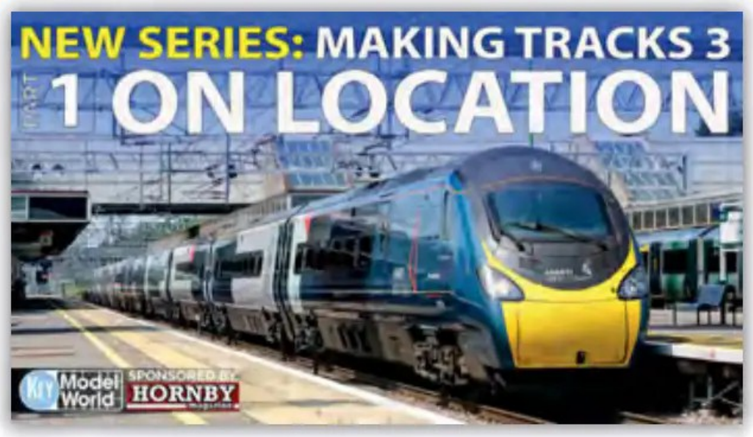
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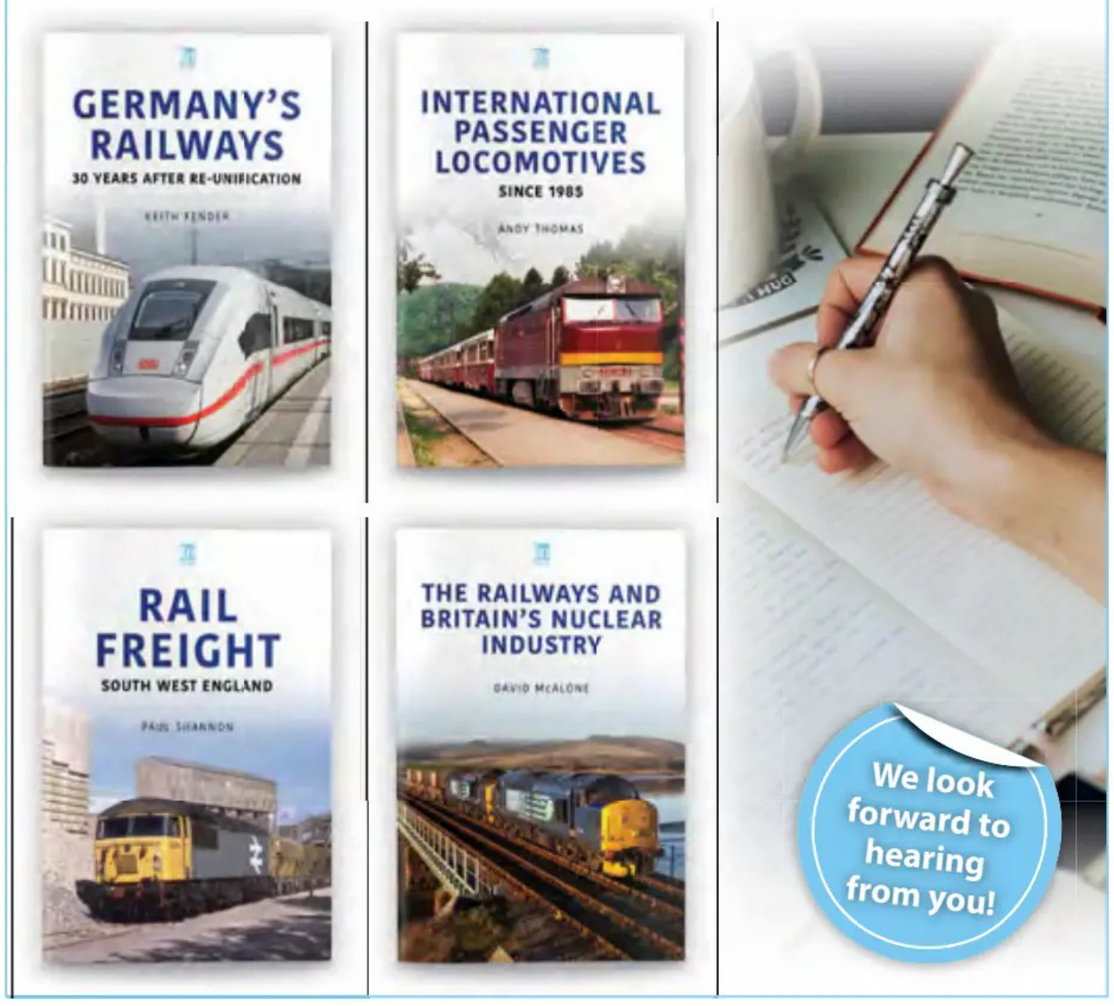
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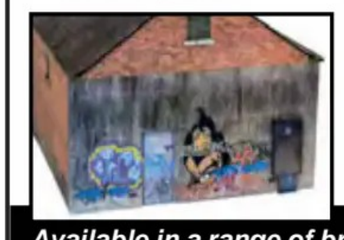
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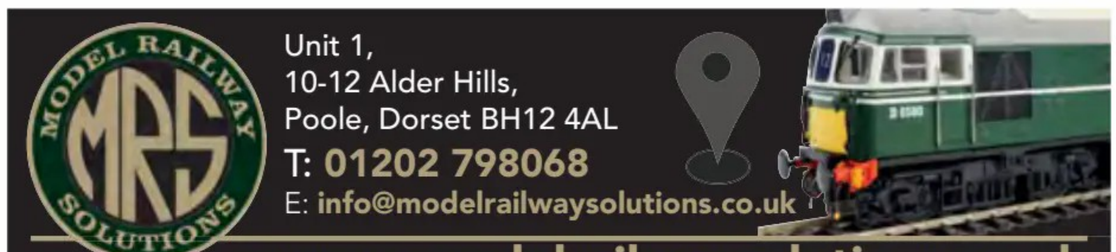
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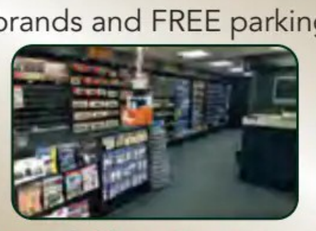
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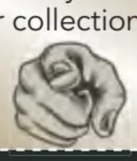
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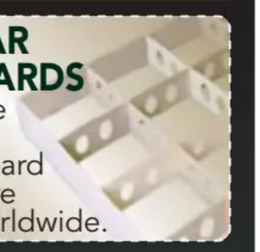


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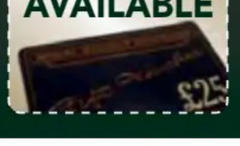
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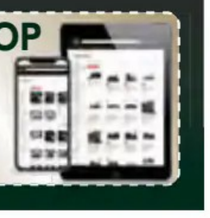
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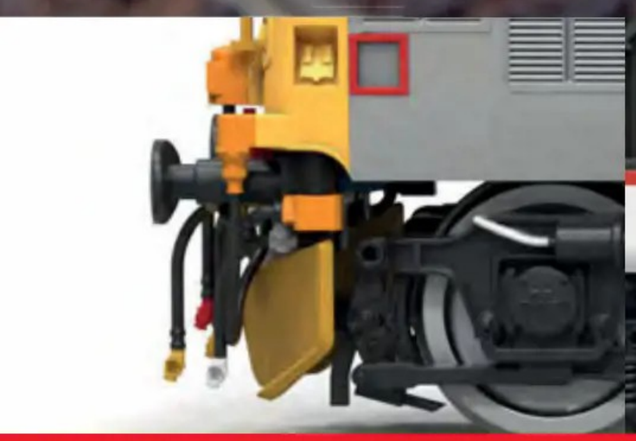
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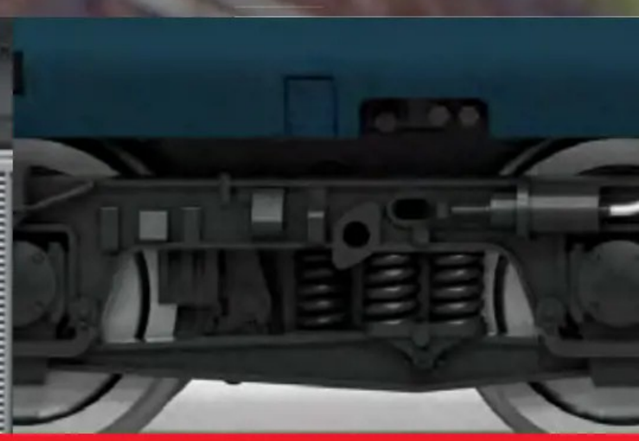
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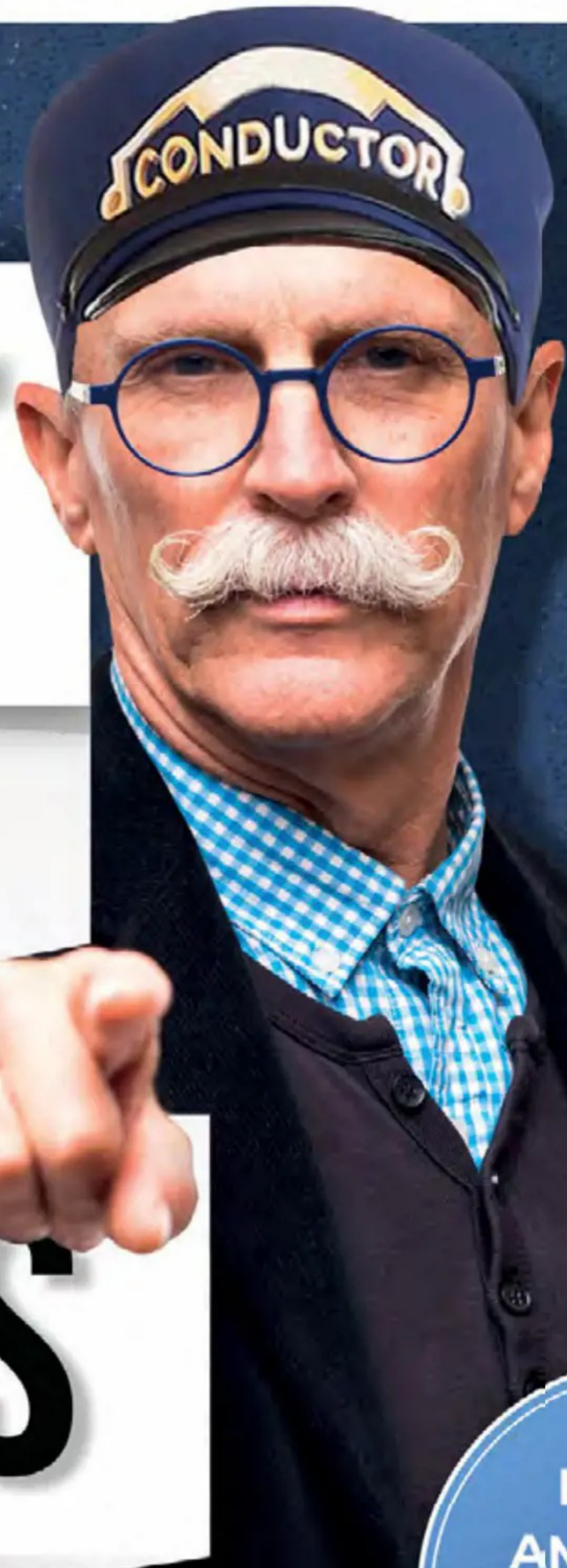
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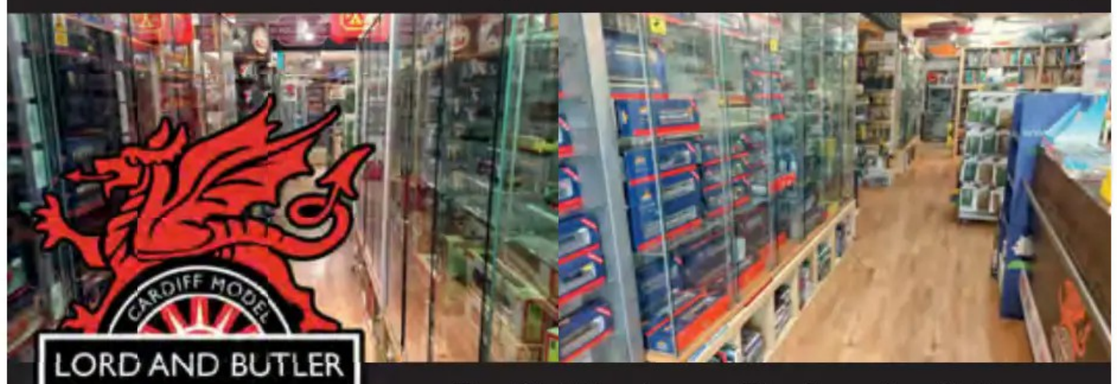


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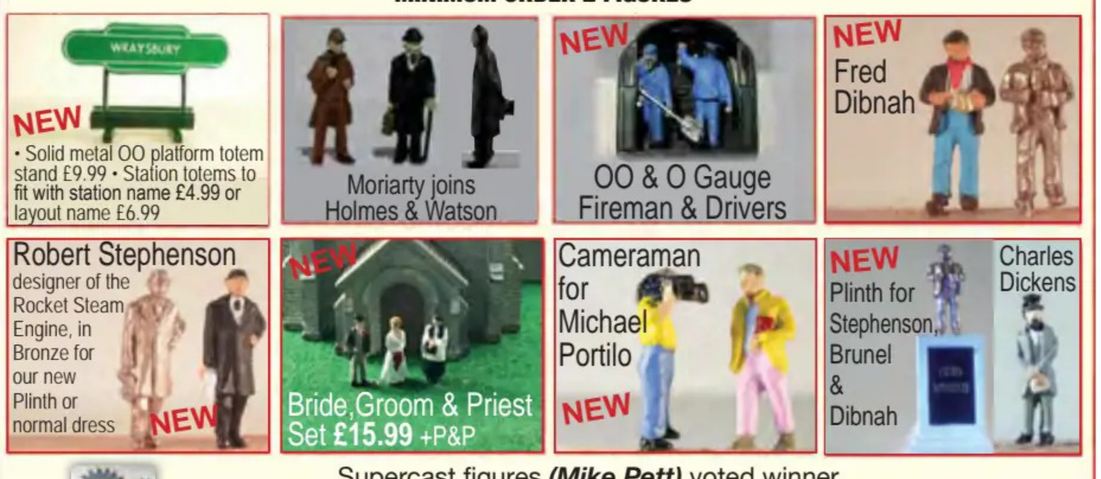
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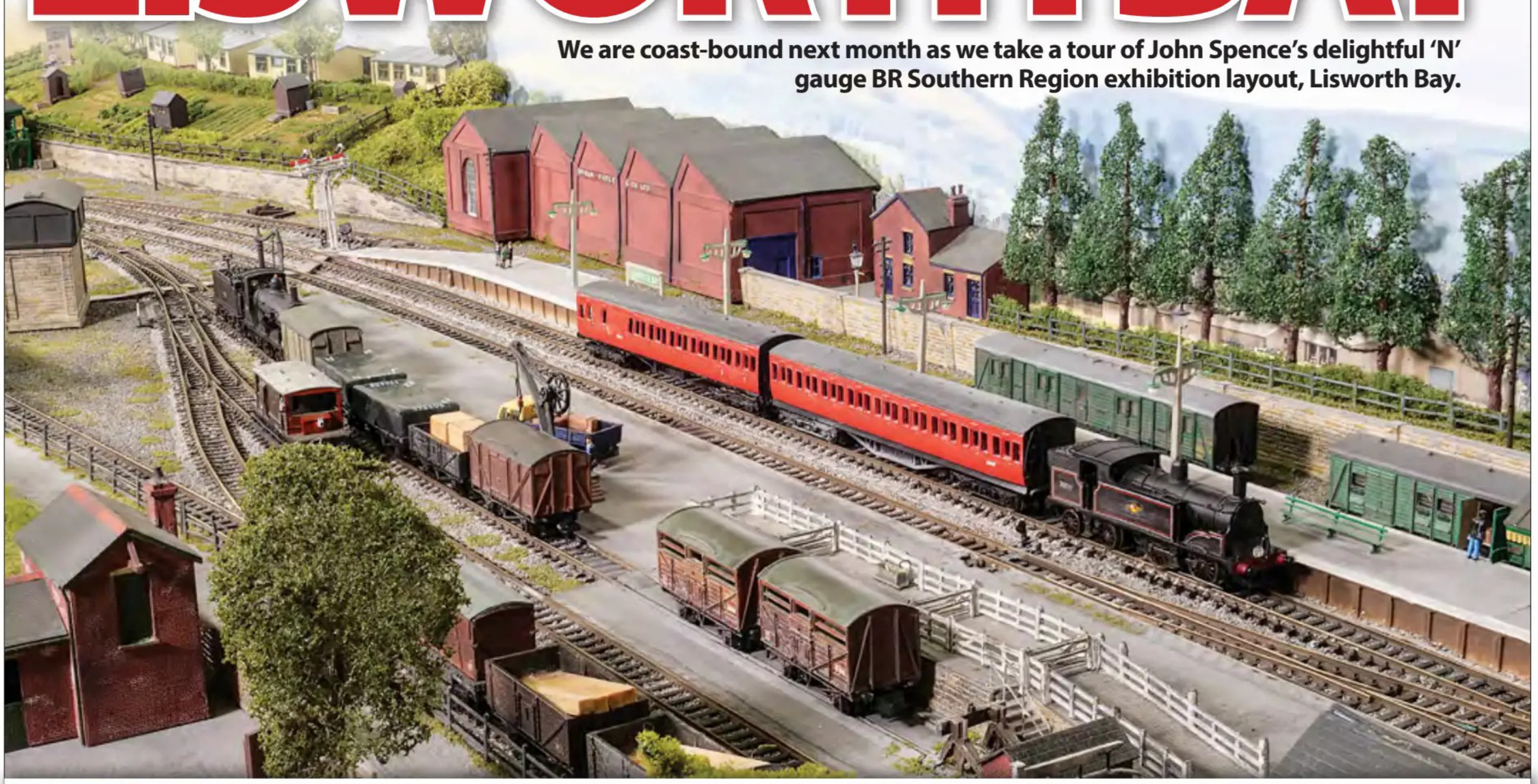
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LISWORTH BAY

We are coast-bound next month as we take a tour of John Spence's delightful 'N' gauge BR Southern Region exhibition layout, Lisworth Bay.



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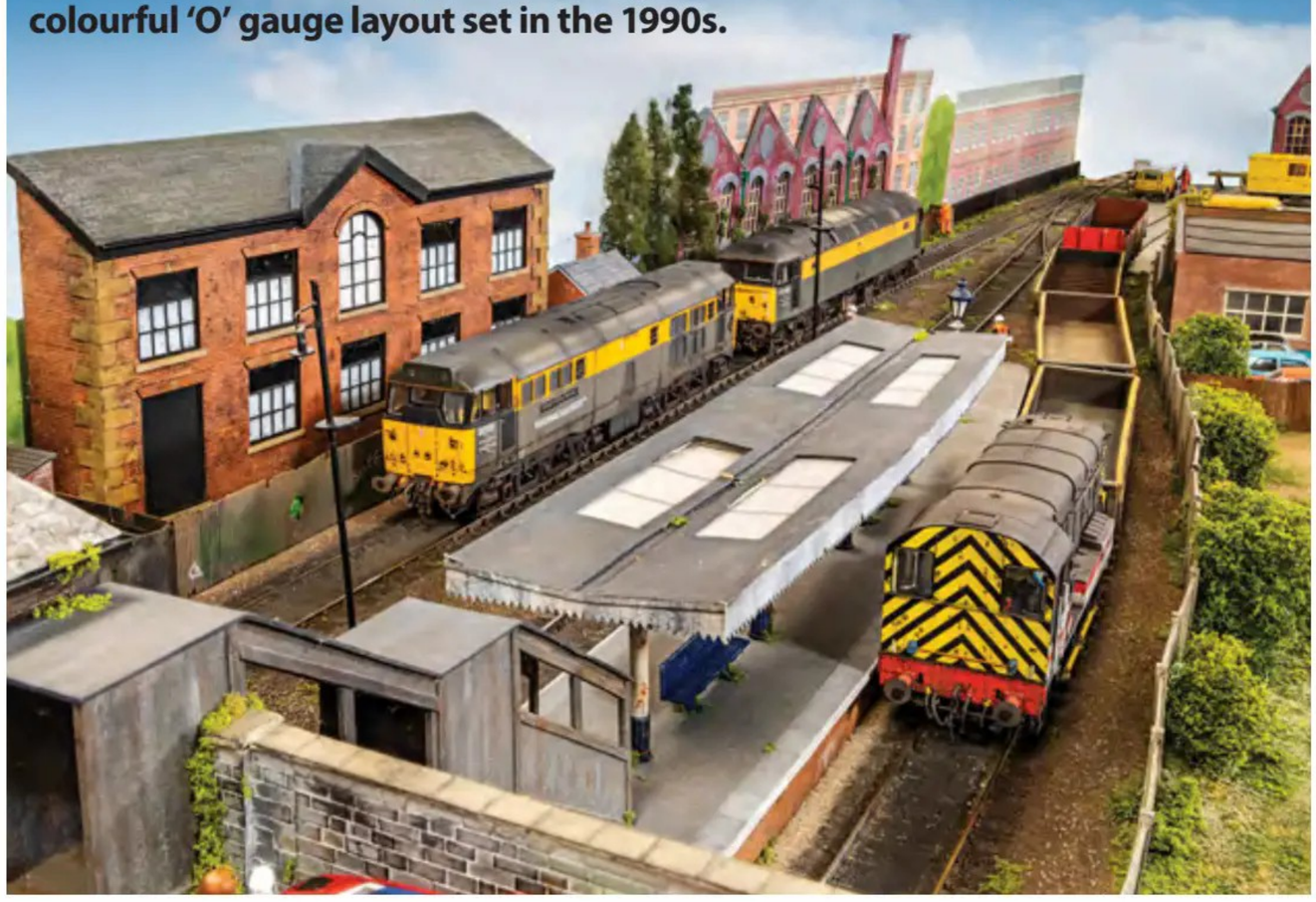
SUPER SENTINEL



Tim Shackleton continues his kit-building masterclass, adding a work-weary weathered finish to his completed 'OO' gauge 100hp Sentinel shunter.

WINN STREET ENGINEERS' SIDING

We visit Winn Street Engineers' Siding and discover the story behind this colourful 'O' gauge layout set in the 1990s.



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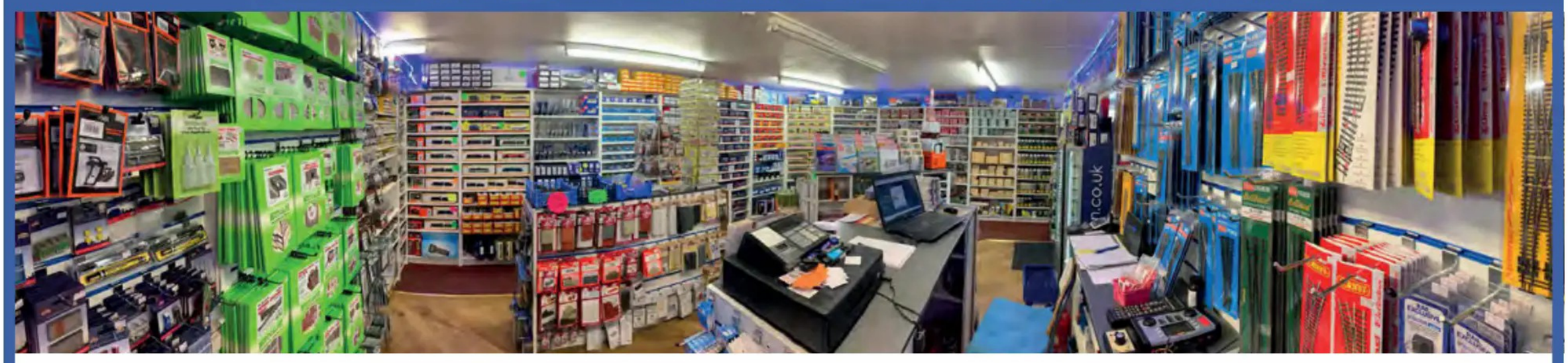
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The story behind this fascinating German outline 7mm scale layout modelling a run down Cheese factory

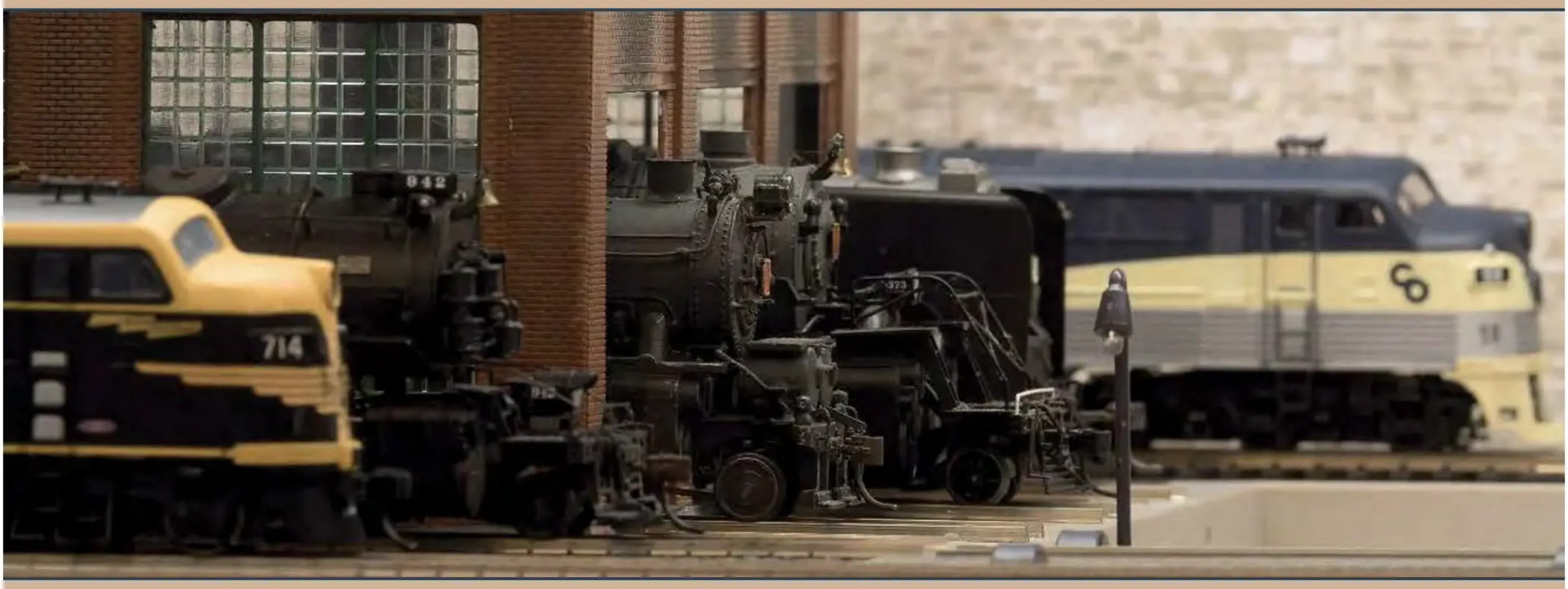
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HARZER

This German shunting layout is set at a cheese factory and replicates the atmosphere of these sites in 'O' gauge, as **TONY MOLYNEUX** explains.

PHOTOGRAPHY, JONATHAN NEWTON

1 DB V100 1259 stands by the quayside in the Harzinger cheese factory yard at the head of some refrigerated vans, while the driver of the Battery Lok shunter peers out of the cab to check clearances while shunting a pair of vans.

THE now run-down Harzinger cheese factory is in the German town of Harzer, on the banks of the River Saale, before it joins the River Elbe. River traffic is very light in the 1960s-1980s period this layout is set in, but rail traffic is still buoyant. Milk is delivered by rail and road to make the sour milk cheese, then shipped out in Thermoswagens, or refrigerator vans as we would term them in the UK.

We have been building and exhibiting layouts for many years, so when a last-minute request came in to get the lads to Modern Image O Gauge (MIOG) 2025 in Crewe, a plan was hatched on a beer mat to persuade one of our expert builders Ray O'Neill to produce a small BR blue layout for the 'last' MIOG show. We would then have a new reason for the rest of us to take it to other exhibitions. There was also a cunning plan to potentially lure the 'OO' contingent of our group of retired and active railwaymen and like-minded friends over to 'O' gauge, with a few of them already hinting at maybe a Dapol Class 08 or 'Jinty' on the horizon. So, Ray, Andrew, Dave and I set about planning an 'O' gauge layout that would fit in the car and wouldn't cost MIOG the van hire and associated costs for the charity show.

From this initial starting point, you may have noticed that the layout went back in time slightly and changed country. That would be my fault, but I also blame the use of cheap flights to enjoy Deutsche Bahn (DB) three or four times a year.

Ray has a knack for assembling ply and timber to build a theatre-style box and storage stick system, as per his extensive continental 'HO' building history. He is prolific and usually has at least two layouts on the go »





Above: **Köf II No. 7 *Alice* eases an empty refrigerator van into one of the loading dock lines ready for filling with freshly manufactured cheese for despatch by rail.**



in the building stages. This construction style makes it sturdy and light enough for one-man handling of each board, and with the availability of 6ft long tables at shows he built short legs to set the whole affair at head height for ease of operation. We sourced a pair of surplus Peco set track points and after modifying them to ease the radius, added spare lengths of flexible track to give four sidings and a storage road. The track is laid on thin cork, glued and pinned, then the pins are removed when it's set.

During initial construction Ray had clad the main buildings with brick paper, but this being his first foray into 7mm:1ft scale, he wasn't happy with it and the layout arrived at mine for wiring and testing with him being a little fed up with it already. That, combined with the diversion to East Germany - after I'd forced Josh to part with his Lenz Köf shunter and made some hasty online stock purchases - meant that the plan at that stage was about to fall apart.

CHANGE OF SETTING

After some encouragement we suggested that rendering the brick paper might work and changed the initial idea of peering through the backs of British terraced house alleyways at the front, to a German river dockside. Ray was back on board and the layout tripped to Andrew's for his expert point rodding and toggle-switching mechanism to be fitted. The toggle switch gives a positive feel to the mechanism. It has a tough plastic angle-cranks system and holds the vertical pin attached to the centre of the point tie-bar. Andrew recesses the operating-end bead in a plastic cup to protect it in transit, a neat design he has often used. I then collected the layout for wiring, testing and a bit of scenic work/ballasting then delivered it back to Ray's to continue the build while I got on with helping the lads try and put MIOG 2025 together with only days to go.

One thing I insisted on at the planning stage, between the three of us building it, was to solve my pet hate – the obvious, gaping baseboard joints. I think we have disguised it well by placing a removable barrow crossing at an angle, which is secured with magnets during operating sessions. Ray built a flue/vent for the building, also secured by magnets, to neatly hide the joint.

There are two scenic baseboards, both 3ft x 1ft 6in, constructed using 50mm x 18mm framework with cross-battens at 300mm centres and 150mm x 450mm x 9mm ply fixed to each end. Cross-battens are 150mm x 450mm x 6mm ply with 18mm x 18mm battens along the top and bottom to form an 'I' beam, with 6mm ply laid on to form the trackbed. Back and end boards are 4mm MDF and Andrew built a magnetic detachable light pelmet from 6mm ply and 18mm x 34mm timber hinged in the middle, with two rows of LED strips glued in place. The 3ft 7in long sector plate is made from 50mm x 18mm timber with a 9mm ply deck with a central pivot. Short legs were also made from 50mm x 18mm timber, which sits in pockets at the end of each board, the whole layout is designed to sit



3 Above: **With the oil tank discharged and several vehicles now loaded, a period of meticulous shunting is under way to form the next departure from the yard.**

on two 6ft x 2ft tables, giving a finished height from the floor of 4ft 6in.

STRUCTURES AND SCENERY

Buildings are made from 2mm poster board glued to a timber framework made from 10mm square timber. The render finish is made using Winsor and Newton Galeria heavy modelling paste. This was first painted on and then stippled using a brush loaded with more paste. Once this had hardened it was painted with a matt Light Grey paint, then the windows and details were fitted, and everything weathered using washes and powders. The windows are glazed with clear plastic backed with black sheet with a few bricked up for effect. The dock front, to add depth, was made using 12mm x 6mm timber glued on and painted a rust colour and weathered. The water is a simple varnish.

Grassed areas use various shades of Woodland Scenics static grass and turf. Ballast is Woodland Scenics cinders, glued in place and weathered before dry-brushing the ballast, sleepers, rails, and chairs. The finishing touches in the smaller details were then added - lights, pipework, crates, switch stands, signage and a couple of Northumbrian Painting Services figures. The factory name lettering is from a local craft shop, and the Harzinger Cheese chicken motif signage was based on an internet search.

You may have noticed that the period the layout is set in is a bit vague. Personally, I'm not keen on being pinned down to a specific era, within reason. The infrastructure on the big railway can change little over time, and combined with the German rail operator's love of heritage locomotives and liveries gives me a potentially wide range of decades to set the operations in. I understand the desire to set a specific era, year, month or even day, but it's not something I'm a fan of. Plus, it lets me run whatever I like. Andrew has worked on a similar theory for many years with one of his layouts being interchangeable between eras and railway companies by just changing a few detachable buildings and signals.

OPERATION

One of the main issues to solve in planning was a decent coupling system. I didn't want to put off our potential 'O' gauge converts with the standard three-link coupling system and Ray had refused from day one to build yet another shed layout. Fortunately, our good friend Peter Crichton had designed - and 3D printed - a neat plastic coupling link which holds a thin 3mm diameter Neodymium magnet. Combined with two small brass wire links, this gives a three-link magnetic coupling which looks great as it connects in-line rather than face-on like most magnetic couplings and solves the constant handling of standard three-links while snapping all the buffer-beam pipes off! I need to fine tune these with standardised handmade links, but they take no time at all to put together with brass wire – in fact, the hardest part was removing»



4 Another busy scene outside the cheese factory as the Battery Lok shunter eases an oil tank into position and a diminutive Köf II locomotive rumbles in with a pair of refrigerator vans for loading.

GERMANY

the Lenz auto-coupling system from the locomotives. Peter's design works very well, auto coupling when buffered up and a small hand-held shunting pole 'paddle' Ray designed takes care of uncoupling. Control is via one of our trusty Lenz LZV100 systems with a LH100 handset plugged into the fascia for front operating.

Rolling stock includes the aforementioned Köf, plus a Lenz V100, a V160 'Lollo' and Br216. But the most interesting locomotive is the Battery Lok. This is supposed to be Harton No. 2 from South Shields.

I contacted the excellent 3D-Factory UK which builds bodies for fitting on a Dapol Sentinel chassis and asked if I could have a spare plain roof as the model I had was fitted with a pantograph. Within days I had a new roof to fit horns, paint and magnets to secure it, hence a battery Lok! I'd previously fitted a spare ESU Loksound v4 and capacitors and reprogrammed it with a slightly ambitious E94 'Crocodile' sound file minus the pantograph noises! All locomotives have stay alive capacitors except the V100 which is such a lovely runner it doesn't need one.

Regarding the Digital Command Control (DCC) sounds, I have been sound recording and editing for many years for the likes of Digitrains and Coastal DCC, so after the initial outing at MIOG and before our next adventure at Wigan Gauge O Guild winter show, I replaced the sound equipment on the V100 and the Köf and fitted my go-to ESU Loksounds with PRMRP which, full disclosure, I now do the sounds for. I will get around to fitting ESU components to other locomotives to improve their noises but have been toying with the idea of recording one of the operational DB 'Rabbits' as a closer approximation.

The stock was hastily gathered just prior to the MIOG show from an online auction site. Ray traditionally only uses a handful of wagons for his shunting layouts, and shouts at us if we have too many locomotives and stock on at the same time, so I didn't need much. Lenz offers a good range of quality German wagons although I sourced a selection of Lima and Pola-Maxi vans, tankers and refrigerated vans. Some needed the wheels adjusting and all needed new couplings, extra weight and weathering – again to disguise the plastic finish. In time, the stock can be further detailed or replaced with Lenz items as they come to hand to increase quality, but there have been no complaints so far. I did find a lovely pair of Lenz 'Thunderboxes' – four-wheeled coaches – inspired by a charter trip in and around Stuttgart.

Its first outing at the Crewe show went well with some positive comments about Ray's artistic skills and the coupling system. Jackie at the Gauge O Guild was kind enough to invite us to the Wigan 2025 show, and a few more invites have rolled in from that.

Operationally, the front road can act as an exchange siding. The main locomotive leads with a shunter for the release and to shunt the sidings. We've avoided Ray's American card system for shunting so far and drop off the oil tanker for the factory heating system and pick up vans after sufficient loading time has elapsed. It seems to work well for now.

With storage at my house, and after some negotiation with the team, it is technically my responsibility, and one which provides a great deal of pleasure. **KMW**

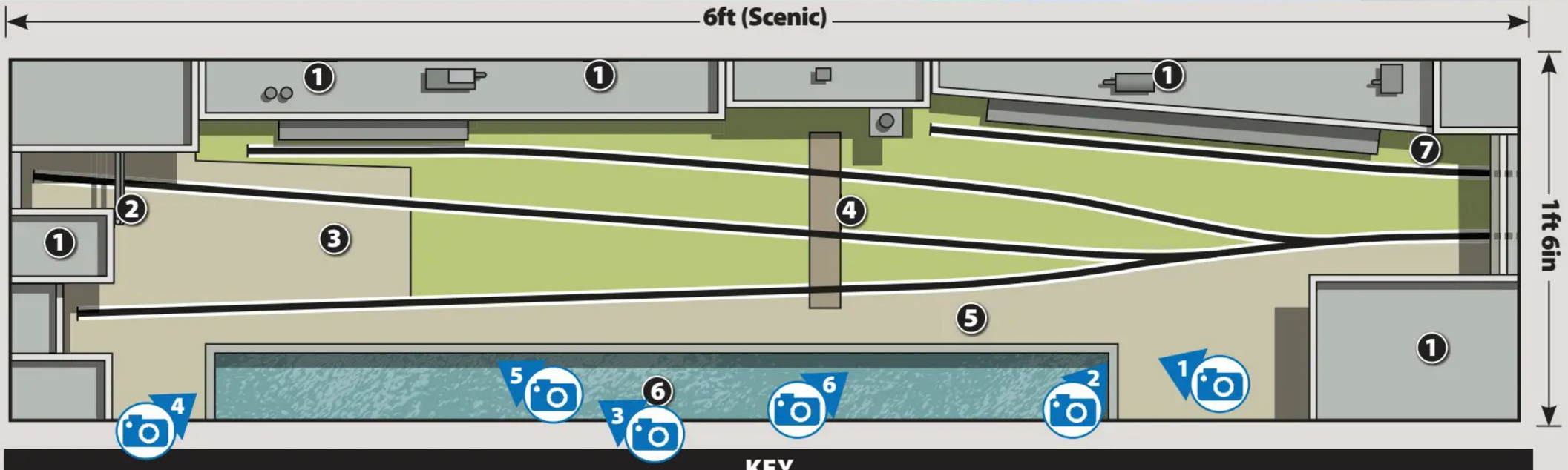


Above: **An oil tank has just arrived for unloading, which in turn keeps the factory's heating system in operation and cheese production on track.**

Below: **A charter train rolls into the cheese factory sidings headed by DB V160 001. Following its arrival, the V 160 will be uncoupled and one of the yard's shunters will shunt the carriages and on-train enthusiasts up and down the yard's tracks, before the V160 recouples to the carriages and departs for its next location.**



HARZER TRACK DIAGRAM (NOT TO SCALE)



KEY

1 Cheese factory	3 Hardstanding	5 Quayside	7 Loading dock
2 Overhead pipes	4 Barrow crossing	6 Dock	8 To/from storage area



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ISHINAKA

NORMAN RAVEN built this Japanese terminus in 'N' gauge, drawing on his extensive collection of rolling stock acquired over 30 years.

PHOTOGRAPHY, BEN CHURCH

I'VE BEEN INTERESTED in modelling Japanese railways for many years. I find the shapes and the colours very alluring. Mind you, I also model British, American, Canadian, German, Bavarian and Prussian railways in scales from 'Z' to 'N,' 'TT,' 'HO,' 'OO,' 'On30' and 'O'. My mind is a whirl of creative invention, and I confess readily to serial layout building!

HISTORY

Ishinaka came about as a result of an invite to the International N Gauge Show (TINGS) in 2020. Sadly, that never came about because of the global pandemic. However, I ploughed on with construction, and the layout made its debut at TINGS 2021.

Initially, I had in mind a continuous run, as with our previous Japanese layouts, but decided on a smaller effort to make use of some existing baseboards, stock and other materials. I ended up with a fairly modest terminus to storage yard configuration using existing stock, Kato Unitrack and some salvaged baseboards.

The layout is entirely fictional with a glorious mix of unrelated stock acquired over the years mainly on the basis that my late wife, Meg, liked the colour - as good a basis as any for yet another purchase. My son Simon also played a part with his unerring knack of finding potential purchases which I can't resist.

BASEBOARDS

The baseboards are our now accepted standard of laser-cut plywood canopy style kits from Grainge and Hodder. These give a theatrical setting where viewers look into the modelled scene rather than

1 A striking 500 series Shinkansen 'Nozomi' with striking Evangelion anime graphics streaks across the bridge towards Ishinaka station.



2 Veteran 8620 type steam locomotive 58654 heads away from Ishinaka at the head of a short sightseeing train formed of vintage carriages.



down onto it. The backscene and canopy top are an integral part of the baseboard, making for easier transport and storage with the added bonus of quicker setup and breakdown. Three scenic boards and a traverser give an overall length of 14ft 8in x 1ft 3in.

Boards are aligned by brass pattern maker's dowels and secured with bolts and T-nuts all fitting into holes already drilled precisely as part of the kit. The boards are supported 4ft high by simple wooden legs salvaged from a previous layout. This approach means I have a good amount of material to recycle into another layout. As an example, the green scenery has already done sterling service in Britain, Germany and Canada!

TRACK

For anyone unfamiliar with Kato track, it's a sectional system of ready ballasted track pieces which click together, making track laying quite straightforward, although the geometry is inevitably restricted. The relatively high ballast 'shoulder' can be disguised fairly easily by bringing the surrounding ballast and scenic treatment up to its level. A quick blast of brownish grey paint completes the task.

Points come with the motor already enclosed in the ballast and can be activated by connecting to a Kato switch or a double-pole, double-throw switch. Two small screws on the underside of the point can be adjusted to make the frog live or dead (we always set this to 'live'). The other screw dictates whether the point routes power only down the route for which the point is set (DC) or down both arms regardless of how the point is set (Digital Command Control).

Another useful track feature is the extender track which can be adjusted to extend or shorten its length. The main purpose is to take up any slight difference in track arrangement, but we have always used them as a convenient way to span board

3 Above: **Flanked by modern shops and flats, a four-car Series 223-2000 Electric Multiple Unit prepares to depart Ishinaka station.**

4 Below: **An E655 'Nagomi' five-car unit slows as it crosses the bridge on approach to Ishinaka station for its final stop.**



joints. They are inserted when the boards are being joined, then removed when the boards are taken apart. They form a simple way of aligning and powering the track without trailing wires and plugs. A small modification is needed, though. The track pieces are linked normally by small plastic 'wings' in the rail joiner providing a robust join. However, these wings need to be removed to allow the extender track to slide easily together and apart.

OPERATION

Operation is straightforward, in that the trains emerge from the 15-road traverser, cross the river and end in one of



Above: **Staff in Ishinaka signal cabin oversee proceedings in and out of the terminus station.**

four platforms. The trains are a glorious mix, varying from single railcar units through passenger units to the eye catching Mizukaze and Shikishima cruise trains and the wonderfully colourful 500 Nozomi repainted with an anime TV programme. This was Meg's favourite and is very popular. To complete this eclectic mix, the Emperor's train makes a regular appearance as does a top-and-tail combination of *Thomas* and *Percy*, much to the delight of the youngsters - and not a few adults. These two characters are charged with conveying passengers to and from the main station to a small halt near the Samurai heritage village tourist attraction.

Trains are selected by the operator and often at the request of spectators after viewing the options available on the traverser. The models are a mixture of Kato, Tomix and Micro Ace, all of which run beautifully, including a three-car EMU (but which is now operated as a DMU since I lost the pantograph). This was my very first purchase of a Japanese model some 30+ years ago.

SCENERY

Scenic products are mainly from Woodland Scenics, much of it recycled. Ground cover, ballast and the like are stuck down with Woodland Scenics cement. The more robust greenery is held in place with hot glue. Deciduous trees are made of sea moss with green scatter applied with hairspray. Evergreen trees in various sizes are mainly from Heki.

One feature of the scenery is the river. There are many clever water effects around now, but this is 'old school' with the surface and ripples being formed with PVA glue and tissue paper painted with blue and black acrylics. The rocky channel is made from cork bark painted in suitable rocky colours. The same material forms the more substantial rocks around the Samurai village.

An unusual feature is the archaeological dig near the river, where the local university team has unearthed a dinosaur skull and leg bone (actually from my garden).

Some depth is given to the scenic area by a relatively simple tree and hill backscene painted in acrylics.

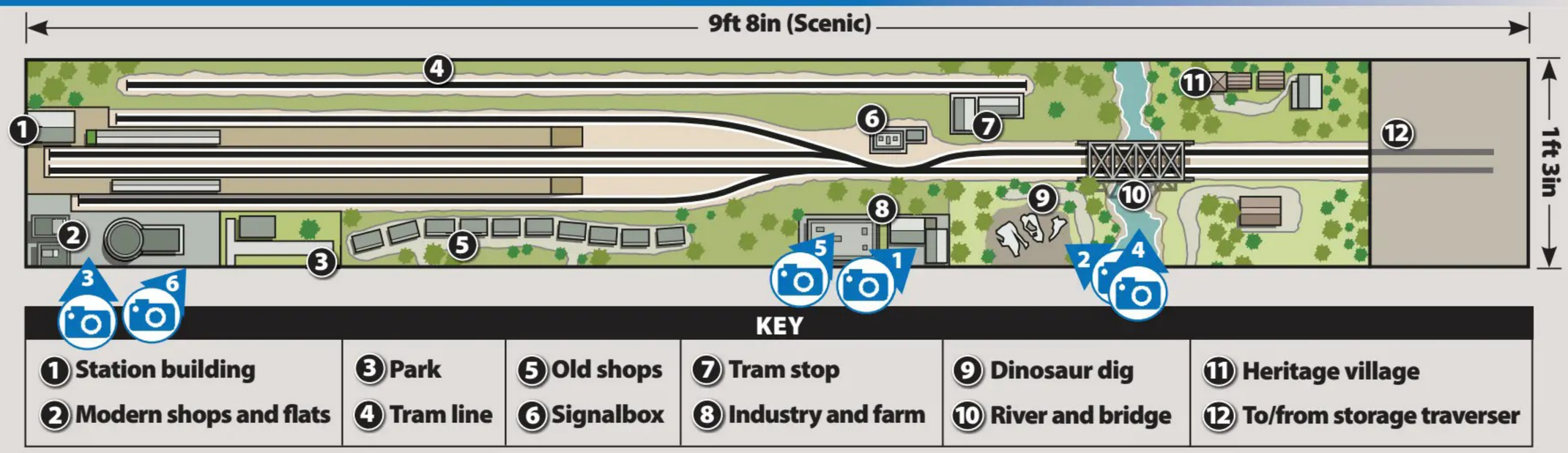
CONTROL SYSTEM

Although most of our other layouts are Digital Command Control (DCC), this one is DC (there are too many items



6 A single-car railcar awaits its next turn of duty at Ishinaka as passengers mill about the station.

ISHINAKA TRACK DIAGRAM (NOT TO SCALE)



of stock to convert) but controlled remotely using the Blue Railways system. This uses a receiver wired to the layout which communicates via Bluetooth with a small handheld controller, allowing us to operate from the front of the layout and chat to spectators.

BUILDINGS

The structures are a mixture of new and old. The station area comprises Kato platforms and a small station building with a Kato signal cabin. The urban buildings near the station are a mix of Kato and Tomytec kits while Tomytec also supplies the kits for the old-style shops along the station approaches. All these kits are self-coloured and superbly detailed but benefit from some light weathering to kill the plastic shine. In most cases a quick dusting of matt varnish does the job. The double track river bridge is part of the Kato Unitrack system.

On the other side of the river, the Samurai heritage village comprises resin cast wargaming buildings which appeared on our original Japanese layout, Katami, oh so many years ago! Again, I painted these.

ALMOST THE END

By the time you read this, the layout will have been retired and salvaged. It does, however, live on in the 'Previous Layouts' section of our website *www.ravenmrm.co.uk*. If you want to know more about the layout or any of our other layouts, please get in touch.

As ever, this layout was not a lone effort. Thanks are due to my late wife Meg who trailed far and wide with me to play trains and instigated the purchase of most of the stock. My son Simon assists with the construction and operation of our layouts. He does the technical bits while I do the more creative stuff. Daughter Melissa offers encouragement and constructive criticism. Also, a mention to our fellow operators, John, Alan and Christopher who assist when occasion demands. **KMW**

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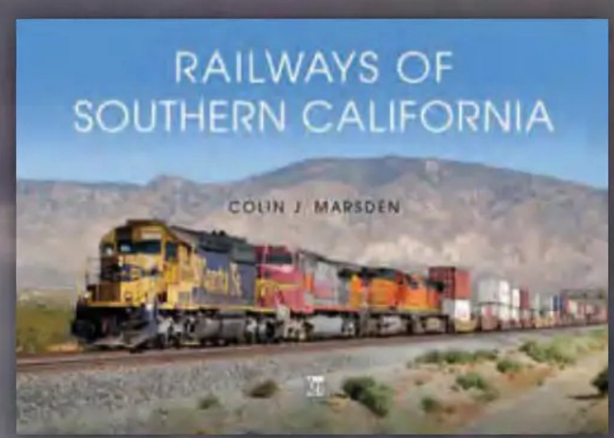
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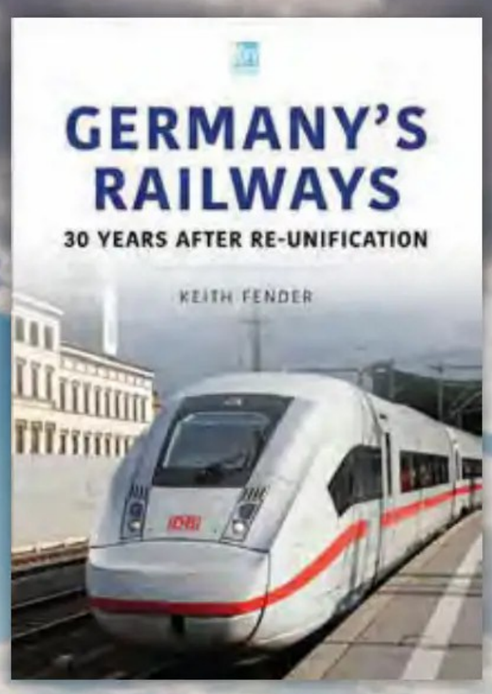
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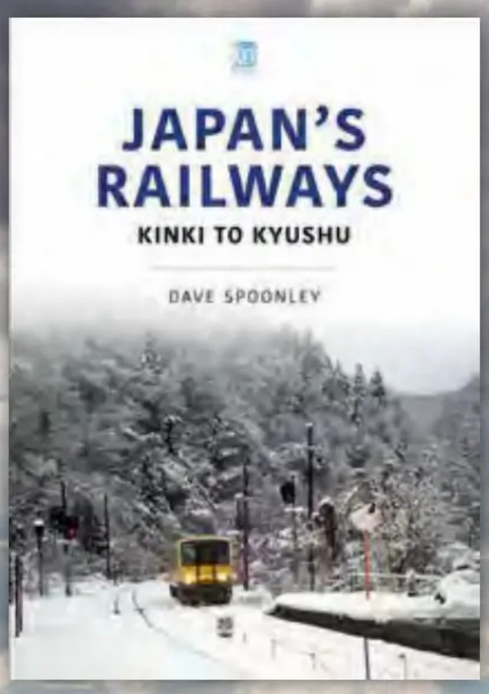
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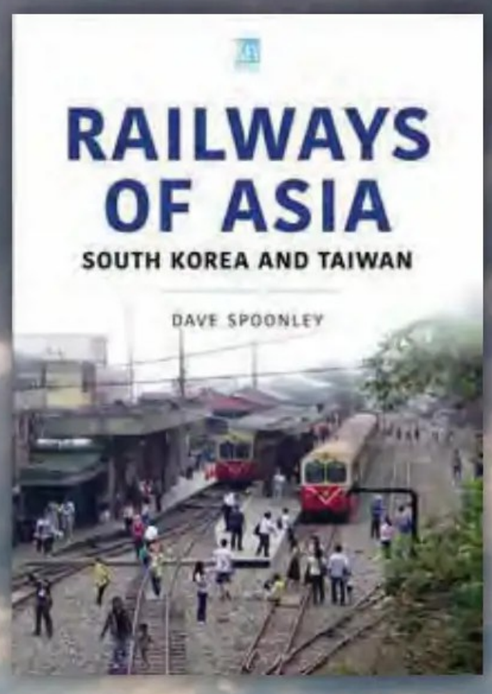
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GETTING STARTED IN CONTINENTAL MODELLING

While offering a vibrant range of motive power, locations and eras, making a start in continental modelling can be daunting due to the unfamiliar prototypes and the sheer range of options. **BEN CHURCH** explains how you can get started in overseas modelling.

An outstanding collection of scenic accessories is available to continental modellers including this magnificent 'HO' scale bridge from the Noch range, providing a stable crossing for a Fleischmann Prussian 'P6' 2-6-0 and a rake of ambulance vehicles. Noch/Gaugemaster.

THE UK – as an island – naturally has a degree of separation from mainland Europe. Aside from the trains which travel through the Channel Tunnel, the wider UK rail system is entirely closed off from that in Europe due primarily to differences in loading gauge. Compounding this, the UK is dominated by 'OO' gauge, a compromise gauge, with 4mm:1ft locomotives running on 'HO' (3.5mm:1ft) scale track. While this has recently been alleviated somewhat by 'TT:120' – which features correctly proportioned track and models – this is still in its infancy in the UK, with a limited amount of stock available. However, the new scale is compatible with continental 'TT' products, with potential for crossover models, such as Hornby International's Arnold 'TT:120' European Class 66 diesel locomotives.

Much modelling is inspired by what you see, and these factors, along with the scale difference between 'HO' and 'OO', have led continental modelling in the UK to be a rather niche market. But that is only in the UK. There is a huge continent-spanning scene offering many opportunities for modellers that are simply impossible in the UK. Here are a few of our top tips.





Laser-cut kits such as this station building are straightforward to assemble and are pre-coloured, ready to place on a platform. It features a ticket office, small baggage area and outdoor waiting shelter. This particular model is available in 'N' and 'HO' within the Noch range. Noch/Gaugemaster.

GO ON HOLIDAY

The best inspiration is what you see for yourself, and a holiday is the perfect excuse to immerse yourself in another country's railway. If you're canny, a holiday can even cost less than a new locomotive. Taking photographs and research can be done on location, rather than via the internet, and it can also help you get that all-important feel for the location and local culture –impossible through a screen. Railway practices and infrastructure can be vastly different from the UK, and those differences can be the spark of inspiration needed to plan and develop a new layout.

LOCATION, LOCATION...

Location and era selection are still important factors when planning a layout. Mirroring the UK's era system, many European manufacturers use the Epoch system, which groups models by year to help aid modellers choose appropriate models for their chosen timeframe. With many cross-border trains, border locations are a great excuse to collect motive power and rolling stock from multiple countries, as demonstrated by Zlata Vychod (pages 24-29) in this supplement set on the Czechia/German border.

SCALING UP – OR DOWN

Planning the scale and gauge is still an essential part of layout development. While the UK market is dominated by 'OO', with 'N', 'O' and 'TT:120' also seeing ready-to-run support, overseas markets enjoy a wider range of well supported scales. 'HO' forms a large part of the market, but it is joined by the narrow gauge 'HOm' which runs on 'TT:120' track and 'HOe' which runs on 'N' gauge track, plus 'N', 'O', 'TT:120' and 'Z',. 'Gauge 1', 'On30' and the outdoor 'G' scale, also have good manufacturer support. Another aspect – not often seen in the UK – is dual gauge track, which can feature 'HO' and 'HOm' running lines – also demonstrated by Zlata Vychod – further increasing the scope of rolling stock and motive power that can appear on a layout.

RESEARCH

Additional research will always help when crafting a believable location; books, magazines and railway documentaries can help. A combination of prototypical stock plus believable architecture and scenery can help to craft an accurate scene. Other details such as local businesses, cars and signage can be used to set the scene and timeframe for those unfamiliar with the rolling stock or location. TV series such as Michael Portillo's Great Continental Railway Journeys provide a helpful insight to travelling on overseas railways.

SPACE CONSTRAINTS

As with any model railway, space restrictions will play a »

role in informing what sort of layout you can create. A dedicated outbuilding or large loft can offer the potential to create an impressive layout in the larger scales such as 'O' or 'HO' or an extensive 'N' gauge layout. Smaller spaces naturally lend themselves better to 'TT:120' or 'N', but 'HO' and 'O' can still be used to great effect on a yard or depot layout, showcased by 'O' gauge layout Harzer (pages 4-9) in this supplement. If space is even more limited, dioramas in the larger scales or 'Z' scale (1:385mm:1ft) could be considered.

DISCOVER THE BRANDS

Knowing what's on offer is vital when starting and planning a new layout. Continental modellers benefit from a huge range of manufacturers based across Europe and the rest of the world, offering prototypes for a wide range of scales, gauges, locations and eras. Some of the primary locomotive manufacturers include Arnold, Atlas, Bachmann Trains, Electrotren, ESU, Fleischmann, Heljan, Kato, Liliput, Lima, Märklin, Piko, Rivarossi, Rapido Trains Inc, Roco, Walthers and more.

Complementing these is a prolific collective of manufacturers providing scenic materials, kits, figures, vehicles and other accessories, including Noch, Auhagen, Busch, Faller, Herpa, Kato, Kibri, MKD, Modellbahn Union, Preiser, Viessmann, Vollmer, Walthers and Wiking - to name a few. Peco produces a range of track suitable for continental modelling, whilst Tillig also supplies an outstanding selection of track types, including dual gauge 'HO'. Fleischmann, Kato, Piko, Roco, and Trix/Marklin also manufacture track systems. This is not an exhaustive list, but it demonstrates the huge variety on offer to modellers.



An outdoor event is underway in the market square as a V100 diesel locomotive bypasses the station at the head of a freight train. The laser-cut dance stage, buildings, figures, trees and ground cover are all available off-the-shelf to build up this dynamic German scene. Noch/Gaugemaster.

AC VS DC – THREE OR TWO RAIL

While the idea of three-rail track has largely disappeared from ready-to-run UK outline modelling, it is still popular outside the UK. Three-rail systems are usually Alternating Current (AC) with power supplied to the locomotive via the centre rail, while the two outside rails are neutral. This enables the model to negotiate the frogs of turnouts or reverse loops without any danger of creating a short circuit. Two-rail systems for analogue and Digital Command Control (DCC) use one positive and one negative rail, which creates complications with correct rail polarity on point frogs or reverse loops. Manufacturers such as Märklin produce ranges of 'HO' three-rail locomotives and track, while some 'O' gauge manufacturers in the USA – such as Lionel - still produce three-rail locomotives.

WHERE TO BUY

Fortunately, there are many UK based retailers that stock ranges of continental locomotives, rolling stock and accessories, including Gaugemaster, a major importer, retailer and distributor of continental modelling products in the UK. There are retailers across the country that stock continental outline items alongside their traditional UK outline models, such as Rails of Sheffield, TMC, Jadlam, Kernow Model Rail Centre, C&M Models (and more), while some such as A&H Models, DCC Train Automation, Golden Valley Hobbies, Scograil and many more specialise primarily in continental outline models. An internet search will highlight stockists near you. Gaugemaster is a distributor for some of the most recognisable European brands and any retailer with a Gaugemaster account can order models from these manufacturers' catalogues for collection from your local model shop. Second-hand specialists such as Ellis Clark Trains, Footplate Models and Rails of Sheffield also stock pre-loved collections of continental models.



European modellers have an amazing array of accessories available to them to create endless scenes and cameos, such as this delightful 'N' gauge chapel diroama using Noch products. Noch/Gaugemaster.



FURTHER AFIELD

Australia and the USA also feature thriving modelling scenes, with several manufacturers producing an ever-growing range of ready to run models. Australian outline models are produced by Ausicion Models, SDS Models, Trainorama, Southern Rail Models, On Track Models, Eureka Models, Aust-N-Rail, Ixion Model Railways, IDR Models and more. Manufacturers such as Ausicion Models produce models in 'N', 'HO' and 'O', whilst Southern Rail Models specialises in 'HO' and also produces a range of trackside accessories.

North American outline models are produced by Athearn, Atlas, Bachmann Trains, Broadway Limited, Kato Lifelike, Lionel, Micro-Trains Line, Precision Craft Models,

The Noch range also includes more than 800 decorated figure packs across 'HO', 'TT', 'N', 'Z', 'O' and Gauge 1, such as these 'HO' scale rail maintenance workers, ideal for creating an engineering possession. Noch/Gaugemaster.

Proto 1000/2000, Rapido Trains Inc, and Walthers, amongst others. 'N', 'HO' 'On30', and 'O' are particularly popular.

In Japan, Kato manufactures models set in its home country, in addition to North America, Europe and the UK – mostly in 'N' but with some 'HO' products too.

HAVE A GO

The best way to learn more about overseas modelling is to try it out for yourself. Inspiration is everywhere, with videos shared every day online showcasing heritage and modern traction from around the world. So many countries have wonderful railways – and breathtaking surroundings - that are quite different from what the UK is accustomed to. Build some baseboards and see where your imagination takes you! **HM**



A Kato 'HO' VT18.16 Diesel Multiple Unit glides into view on the viaduct above a busy road scene. Again, all the structures, figures, vehicles and road signage are readily available, enabling the modeller to create realistic scenes, such as the second-hand car lot beneath the viaduct. Noch/Gaugemaster.

ZLATA VYCHOD

The early 2000s in the Czech Republic are the setting for **DAVE PAYLOR's** 'HO' layout, modelling a station near the German and Polish borders.

PHOTOGRAPHY, BEN CHURCH

I WAS INSPIRED TO CREATE this layout after visiting the Czech Republic on numerous trips and railtours in the early 2000s. It was very reminiscent of BR in the 1980s and 1990s and I decided then I wanted to replicate it in model form.

Zlata initially was going to be a smaller end-to-end layout but then a friend of mine, Dave Mulligan, offered his help. It's through some of his interesting ideas that Zlata is what it is today. The layout is loosely based in the North West of the Czech Republic, near a fictitious border crossing with Germany on one side and Poland on the other. This gives me some flexibility to run stock from other countries. I opted for 'HO' due to the sheer number of Czech models available in the scale back in 2014. I acquired a Roco 'Goggle' set in 2014, and since then many mainstream manufacturers have offered Czech models.

STARTING OUT

It took around two months to plan the initial end-to-end layout, but when Dave and I decided to extend it, we opted to include overhead electrification, which opens up a whole world of different locomotives to run. There are 11 baseboards, three of which are 4ft x 18in. The others vary slightly to suit the requirements of the space we were building Zlata in. The boards are of a standard design with 9mm plywood tops and are deep enough



Left: **A busy scene at Zlata Vychod's motive power depot playing host to a Czech CD Railways Class 742 diesel and a single car railbus, while a recently removed diesel engine has been placed in an open wagon awaiting collection.**



Czech Republic Č754 diesel 754-028-9 pulls into Zlata Vychod station with a three-coach passenger train. In the background, a tram passes along the street.

to accept Tortoise point motors. Construction started in early 2025, with the first trains running around a year later to test the track and electrics. However, right up to the time of writing I am still adding bits and improving what's already there. Experience at exhibitions led to us amending the station throat at the 'German' end to offer more flexibility, and we incorporated a longer headshunt at the depot, which is much more realistic.

Getting the 'feel' of the Czech Republic was more of a challenge, particularly for road vehicles. However, I started experimenting with 3D printing a few years ago and I have designed some nice scenic features including the blocks of flats which are now quite prominent near the station. Some of these have detailed interiors and working lights. Another challenge was getting the catenary over baseboard joints. I have used Viessmann catenary throughout except for a couple of 3D printed masts. The wires have looped end lift-out sections over the board joints which I have to add and remove for shows but they blend in really well and create a sense of continuity.

As yet, only a couple of signals have been fitted. This has been a challenge as the Czech signalling system is quite »

different to the UK's and has up to six aspects. I am doing a great deal of research before I start installing them. The 'HOe' (3.5mm:1ft scale running on 9mm gauge track) is also something I am particularly proud of. It has a dual gauge section which runs off the standard gauge into the small narrow-gauge station.

ROLLING STOCK AND OPERATION

There are numerous Czech, German and Polish state railway models, as well as those from private operators across Europe. My original 'Goggle' 754-067 will always be a favourite item of rolling stock, along with my Sante Fe Nohab 1125.

The layout is fundamentally a tail-chaser, but there is much end-to-end running with trains arriving, splitting and reforming. It can get a little confusing at times ensuring everything goes back to where it needs to. In extreme circumstances, we send out Dave's Viessmann tamping machine. Under the pretext of essential track maintenance taking place, at exhibitions, this gives us time to put the storage yard back in order. This marvellous model is fitted with Digital Command Control and has sound, working lights and tamping motion – it is a real crowd pleaser when it comes out.

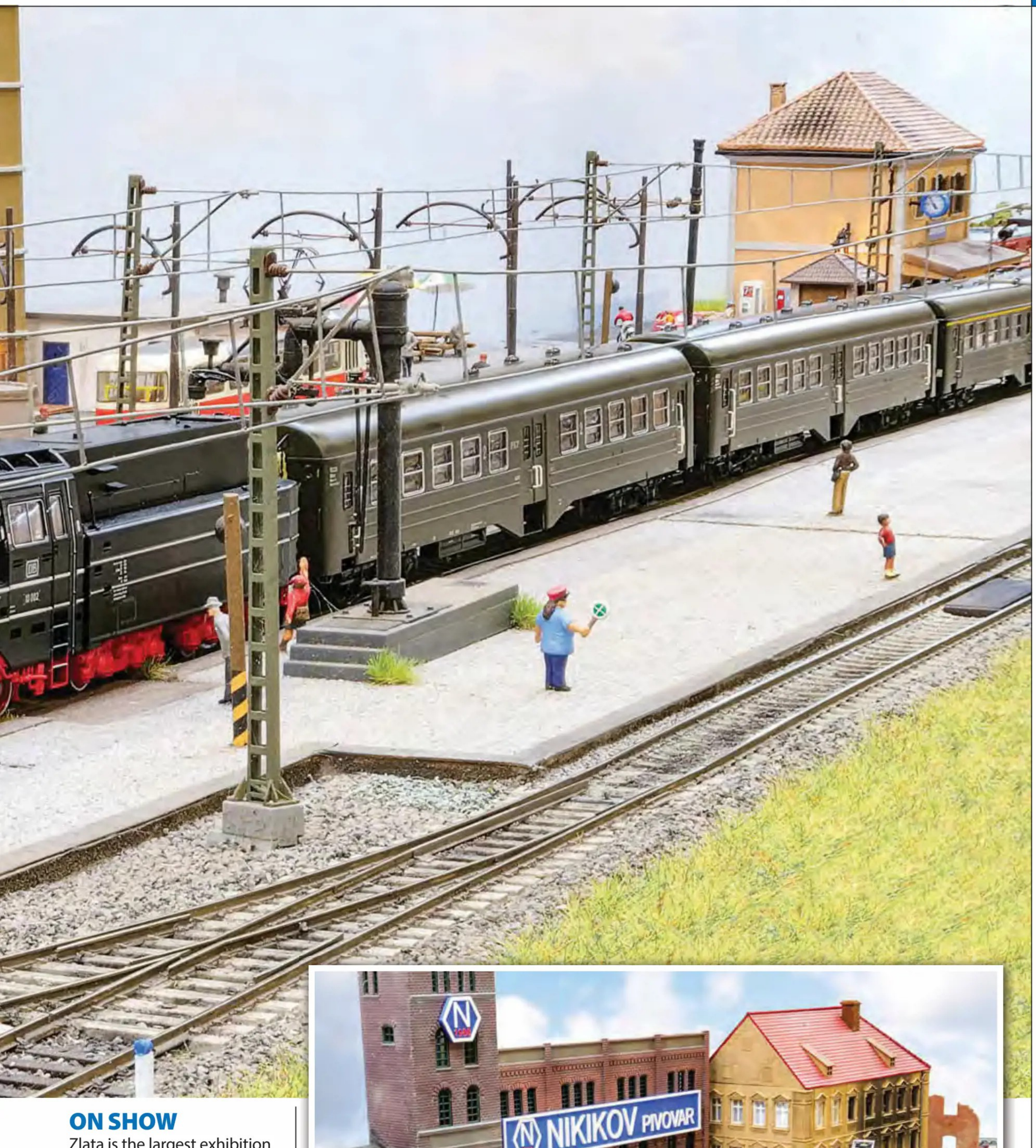




3 Above: **DB Class 10 'Pacific' 10-002 waits to depart Zlata Vychod station with a special charter train. One of only two 'Black Swans' built, the semi-streamlined locomotive had a top speed of 140kmh.**

4 Left: **At the rear of the motive power depot restoration work appears to be under way on a veteran steam locomotive.**

5 Right: **In the shadow of the fire damaged building, a CSD T Class 435.0 is stabled in one of the sidings. Alongside, a shunter has just positioned a pair of wagons for loading with beer from the brewery.**



ON SHOW

Zlata is the largest exhibition layout I have and has appeared at quite a few shows including Model World LIVE. We have bookings going forward as far as 2028, including Hucknall, Loughborough and Stafford. I have learned that while a big layout is great, when you are at the end of a long weekend exhibiting, there's lots to be said for having a smaller layout that you can pop in a car and simply drive off with! Having said that, »



6 Above: **Passengers gather on the platforms at Zlata Vychod ahead of the next arrivals at the station.**

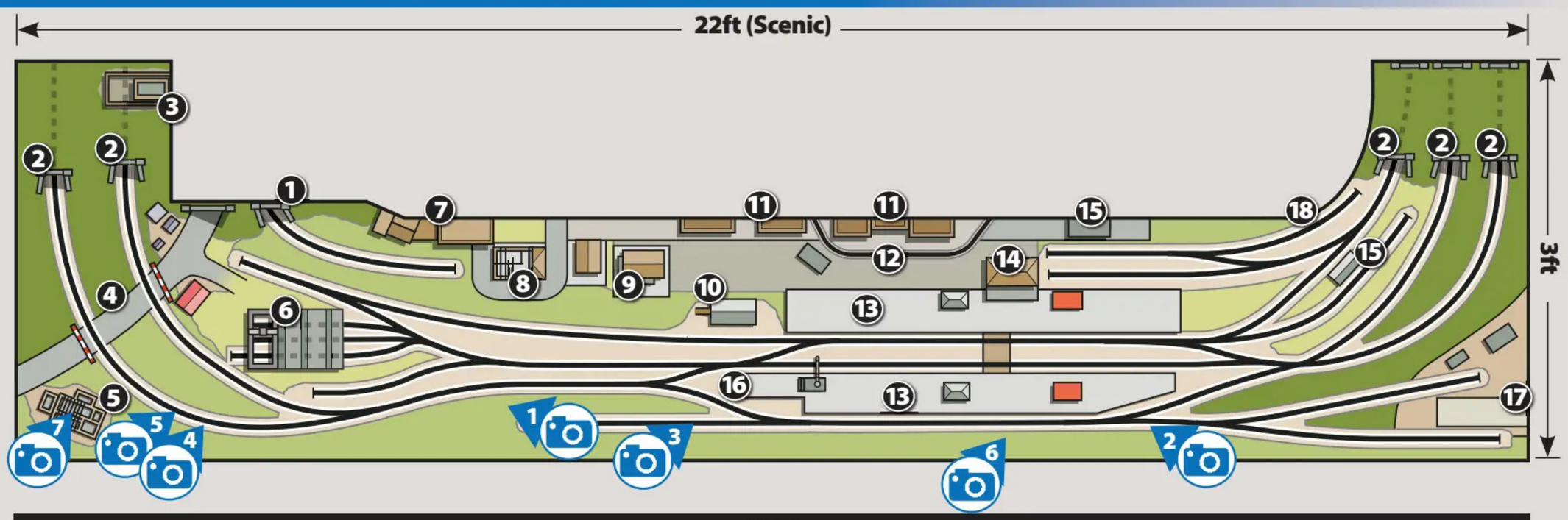
7 Right: **A Viamont CZ Class 741.7 rolls into view and over the town's level crossing at the head of a lengthy rake of bogie hopper wagons.**

the numerous trains I can run on Zlata really makes it all worthwhile. If I was building it now, however, I would be tempted to look at 'TT' as the European model scene in the scale is rapidly catching up with 'HO'.

Dave Mulligan, as mentioned, has been a huge help, and I have also had assistance from other members of Nottingham Model Railway Society including Geoff Brain for helping with woodwork and scenery and driving the van when we are on the road. Jay Sanders and Clive Hinton were responsible for the large removable hills/scenic breaks and Shaun, Simon, Paul and Mark from the Model Rail Projects Group.

As for what's next, I have a large 'TT' layout to finish based on Oslavany in the Czech Republic which I visited on a railtour, as well as a couple of UK projects which are coming along nicely. **KMW**

ZLATA VYCHOD TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 To/from storage yard	5 House under construction	9 Café/shop	13 Platform	17 Yard
2 Tunnel	6 Motive power depot	10 Signalbox	14 Station building	18 Dual/narrow gauge section
3 Castle	7 Brewery	11 Flats	15 Hut	
4 Level crossing	8 Fire damaged building	12 Tramway	16 Water crane	



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