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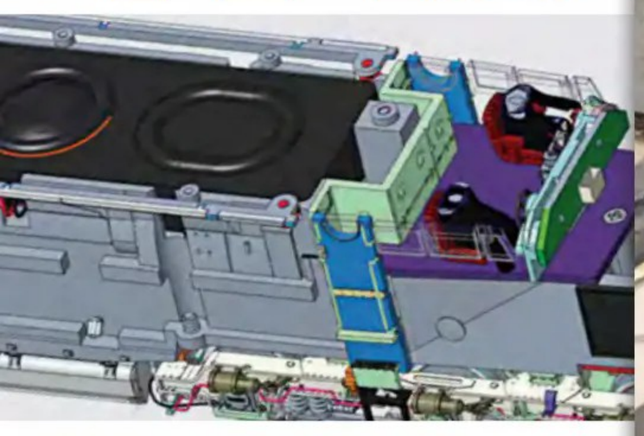
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HORNBY magazine

September 2026

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- **Class 31 Diesel**
- **Class 37/0 Diesel**
- **Class 45 'Peak' Diesel**
- **Class 20 Diesel**
- **Fowler Diesel-Mechanical**
- **DMU & 'Bubble Car'**
- **Class 08 Diesel Shunter**
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- **Class 35 'Hymek' Hydraulic**
- **LSWR 4-4-0 Adams T3**
- **Ivatt 2MT (coming soon)**

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THE EDITOR'S PAGE

Welcome

HELLO, AND WELCOME to the latest issue of *Hornby Magazine*. I don't want to jinx things, but we have had an incredible run of lovely weather through the Summer so far which has been ideal to get out and about and take in a heritage railway or model railway exhibition.

It was great to meet so many people who took the time to pop over to view Natford TMD with its full complement of GB Railfreight diesels at the Chatham show – it always makes things feel a little extra-special. Next up is the Hornby Hobbies and the One:One Collection's open weekend in Margate on August 15/16 which offers rare public access to the One:One Collection's outstanding display of full-size locomotives and railwayana. We'll be in the former Hornby factory building with our 'OO' gauge East Coast Cement layout, updated since its last appearance.

Over the last couple of weeks Mike and Ben have undertaken a 24 hour challenge to build a 'TT:120' scale diesel depot from scratch. You can see the first fruits of their labours on pages 32-36. It has also been a bumper month for new releases with Rapido Trains UK issuing its eagerly awaited 'OO' gauge United States Army Transportation Corps 'S160' 2-8-0, while the company's all-new collection of 'OO9' wagons and Kerr, Stuart 'Sirdar' 0-4-0Ts have also arrived with retailers. Adding to the excitement, Bachmann has also delivered its all-new Graham Farish 'N' gauge 'Hall' and 'Modified Hall'. For the latter, this is the first time the class has appeared ready-to-run in the scale, and we have reviews of all these models – and more – in this issue.

We also have some news of our own, as we continue to expand the Key Publishing collection of limited edition models with exclusive IIA-F sand hopper wagons for 'OO' commissioned from Revolution Trains – see pages 16-17.

Finally, as many of you will have seen in the news, it's a challenging time for the high street. TG Jones has confirmed that a number of its stores will close. At the time of writing, the final list of locations has not been announced, and that could include the store where you pick up your magazine.

Like you, we hope local shops remain open and continue to be a place where you can browse the shelves and take home a new issue. There is still something special about finding your favourite title on the newsstand.

Whether your store is affected or not, the simplest way to make sure you never miss an issue is to subscribe directly with us. Your magazine arrives at your door, usually at our best available prices.

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I hope you enjoy the new issue.





Mark Chivers
Acting Editor

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New wagons lead Hornby's

HORNBY'S next all-new projects for 'TT:120' are the London Midland & Scottish Railway (LMS) 20ton brake van and the TEA bogie tank wagon.

The LMS built its standard 20ton brake vans from 1935. They had twin verandas and a 16ft wheelbase. Amendments were introduced over their careers, and withdrawals began en masse with the adoption of continuous braking. Some continued in departmental roles and more than 50 have been preserved.

Hornby's new LMS 20ton brake van will cover Diagrams D1919, D2036 and D2068 variants with the first vehicles set to model D1919 730176 in LMS grey (Cat No: TT6090M) with 8ft 6in duckets, D2068 M732350 in BR bauxite (TT6091) and D2068 DM731833 in BR departmental olive green (TT6092), both with 9ft duckets.

Detailing will include separately fitted handrails, steps, footboards, buffers and shallow or deep ballast weights, according to prototype. Priced at £32.99 each, release is expected during April 2027.

Hornby's second newly tooled 'TT:120' wagon is the TEA bogie tank wagon. These 100/102ton wagons were introduced in the 1960s and '70s, intended to convey fuel and oil across the UK, with successive builds continuing for many decades. Hornby's new tooling suite will cater for detail variations between tank wagons, with initial releases finished as BPO87192 in BP grey (TT6088) and 20060 in Esso grey with red band (TT6089), both featuring centre roof vents but without warning boards, while SUKO87156 models the TEA in Shell (TT6087) grey with centre roof vents and warning boards. Each will also feature etched metal catwalks, accurate panel lines and detailed underframes. Prices are set at £44.99 each with release also slated for April next year.



Hornby is developing all-new 'TT:120' scale 100/102ton TEA bogie tank wagons in several colourful schemes.



LNER 'A3' 60103 *Flying Scotsman* returns to the 'TT:120' range in its present-day main line condition in BR lined green with late crests.



A pair of GB Railfreight Class 66/7 Co-Co diesels is also being added to the new 'TT:120' line-up, including 66727 *Maritime One* in Maritime blue.

Hornby's London and North Eastern Railway 'A4' 4-6-2 returns as 60103 *Flying Scotsman* (TT3056), representing the sole surviving 'A3' in post-2016 BR lined green main line condition with corridor tender, late BR crests, double chimney, smoke deflectors and modern overhead electric warning flashes. It will be available Digital Command Control (DCC) Ready, together with a DCC sound-fitted example featuring Hornby's HM7000 Bluetooth and DCC

WIN! STEAM GENERATOR-

KEY MODEL WORLD IS OFFERING READERS a chance to win one of Hornby's latest steam generator-fitted 'OO' gauge Bulleid air-smoothed 'Merchant Navy' 4-6-2s, worth £364.99.

The prize consists of Hornby's new model of Southern Railway (SR) air-smoothed 'Merchant Navy' 21C4 *Cunard White Star* (Cat No. R30560SS) in SR malachite green. It features a five-pole skew-wound motor, flywheel, 21-pin Digital Command Control (DCC) decoder socket and factory-fitted smoke generator system with synchronised chuff rate. It also has a Hornby HM7000 Bluetooth and DCC Triplex Sound decoder with 'Merchant Navy' sound profile and 5,000gallon tender.

To be in with a chance of winning this superb Hornby 'OO' gauge steam locomotive worth £364.99, all you have to do is answer the accompanying question by September 25 2026.

Even if you don't win, Hornby's latest 'OO' gauge steam-generator-fitted air-smoothed 'Merchant Navy' 4-6-2 is available from *www.hornby.com* and Hornby stockists now. Good luck!



next wave of 'TT:120' releases



Hornby's 'TT:120' scale range is set to gain all-new LMS 20ton brake vans next Spring.

Triplex Sound decoder and LNER 'A3' sound profile. Prices are set at £194.99 and £249.99 respectively. Release is planned for early 2027.

A pair of Class 66 Co-Co diesels has also been added to the roster, modelling GB Railfreight's (GBRf) 66/7s 66727 *Maritime One* (TT3051M) in the Maritime blue scheme, while 66719 *Metroland* (TT3053M) will appear in GBRf Metronet branded blue and orange. As with previous releases, the Class 66s feature a five-pole motor, all-wheel pick-ups, detailed cab interior, cab illumination and directional lighting with options for Day or Night mode working. Both are expected to appear in November this year, priced at £159.99 DCC Ready.

Finally, several existing wagon types in the range receive a new outing including Hornby's 'TT:120' scale BR 21-ton mineral wagons, available singly (TT6061) or in a triple pack (TT6060) in BR grey, and two LNER 20ton brake vans available in LNER bauxite (TT6080) and BR grey (TT6081). The 21ton mineral wagons are due in late 2026, while the LNER brake vans are expected in February 2027. Prices are set at £22.99 for single wagons, £67.99 for the triple wagon pack and £29.99 for the brake vans.



Hornby's popular 'TT:120' scale LNER 'Toad E' brake van returns in LNER (NE) bauxite and BR grey.

● **Visit *www.hornby.com* for more information on Hornby's new 'TT:120' range announcements.**

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QUESTION

Where was Bulleid air-smoothed 'Merchant Navy' 21C4 *Cunard White Star* built?

A. Swindon Works
B. Lancing Works
C. Eastleigh Works

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 August 6 2026 and the closing date for entries is September 25 2026 at 5pm GMT. The winner will be notified no later than October 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.

RAPIDO 'PEAKS'



RAPIDO TRAINS UK is expanding its British outline model range by entering the 'TT:120' scale market to produce models of the Class 45 and 46 1Co-Co1 diesel locomotives. This first release for the scale will be offered with 15 different identities.

Developed from the ten Pilot Scheme Class 44 diesel locomotives, 126 Class 45s were outshopped from British Rail's Derby and Crewe Works between 1960 and 1962. Featuring an upgraded Sulzer engine, they were synonymous with the Midland Main Line from London St Pancras. All 56 Class 46s, meanwhile, were outshopped from Derby Works, and differed from the Class 45s by having a Brush generator and traction motors – in contrast to the Class 45s' Crompton-Parkinson equivalents.

Class 45s spent their last years on the Trans-Pennine route, with the first withdrawn in 1981 and the last in 1989. Eleven have been preserved. Withdrawals of the Class 46s started in 1977, with the last withdrawn in 1984; three are preserved.

The locomotives share the same specification and will be fitted with a Next18 Digital Command Control (DCC) socket, NEM coupling pockets, directional and cab lighting, factory-fitted speaker,



No less than 15 new 'Peak' diesels are planned for the new 'TT:120' collection.

Exclusive TMC 'TT:120' Class 46

THE MODEL CENTRE (TMC) is commissioning Rapido Trains UK to produce an exclusive 'TT:120' scale model of 46026 *Leicestershire and Derbyshire Yeomanry*, using the newly announced Class 46 tooling.

While all ten of the Class 44s and several of the Class 45s carried names, the only Class 46 to receive a name from new was 46026, which was named *Leicestershire and Derbyshire Yeomanry*. Built as D163 in April 1962, the locomotive worked alongside the rest of the fleet until November 1984, when it was withdrawn and scrapped.

TMC's exclusive model of 46026 is offered in BR blue with headcode boxes. 46026 will be available Digital Command Control (DCC) Ready, DCC sound fitted with an ESU sound decoder or DCC sound fitted with one of Hornby's HM7000 TXS Bluetooth sound decoders.



The Model Centre (TMC) has commissioned an all-new 'TT:120' Class 46 'Peak' diesel locomotive from Rapido Trains UK, modelling 46026 *Leicestershire and Derbyshire Yeomanry*.

The all-new 'TT:120' models will feature a high-quality motor and mechanism, Next18 DCC decoder socket, NEM coupling pockets, directional and cab lighting, separately fitted lamp irons, windscreen wipers and more.

This exclusive model is available from TMC for £135.95 DCC Ready and £220.95 DCC sound fitted.

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

NEXT FOR 'TT:120'



Above: **Rapido Trains UK is to produce all-new 'TT:120' Class 45 and 46 'Peak' 1Co-Co1 diesels.**

plus separately fitted detail including etched radiator fan grille. Rapido says the models will be compatible with Hornby's HM7000 Bluetooth and DCC decoders.

Class 45s will appear in BR green, BR green with small yellow ends, BR 'economy' green and BR blue. Class 46s are offered in BR green, BR green with small yellow ends, BR green with full yellow ends, BR blue and Railway Technical Centre red and blue. See Table 1 for more information.

Prices are set at £159.99 DCC Ready and £259.95 DCC sound fitted, with a release date yet to be confirmed.

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



TABLE 1: RAPIDO TRAINS UK 'TT:120' CLASS 45 RELEASES

DESCRIPTION	LIVERY	CAT NO.
D120	BR green	823101
D99 *3rd Carabinier*	BR green with small yellow ends	823102
D63 *Royal Inniskilling Fusilier*	BR 'economy' green	823103
45123 *The Lancashire Fusilier*	BR blue with headcode blinds	823104
45108	BR blue with 'domino' headcodes	823105
45050 *The Sherwood Forester*	BR blue with 'domino' headcodes	823106
45022 *Lytham St Annes*	BR blue with sealed beam marker lights	823107
45115 *Apollo*	BR blue with sealed beam markers and high-intensity headlights	823108
45106	BR green with full yellow ends, sealed beam markers and high intensity headlights	823109

TABLE 2: RAPIDO TRAINS UK 'TT:120' CLASS 46 RELEASES

DESCRIPTION	LIVERY	CAT NO.
D140	BR green	823201
D182	BR green with small yellow ends	823202
D138	BR green with full yellow ends	823203
46037	BR blue with 'domino' headcodes	823204
46010	BR blue with sealed beam marker lights	823205
97403 *Ixion*	Railway Technical Centre red and blue with sealed beam marker lights	823206

KR MODELS ENTERS LIQUIDATION

MODEL manufacturer KR Models has entered liquidation, citing 'economic trading conditions' as a "driving factor" in its decision to cease trading.

The manufacturer launched in 2020, with its first model to market being English Electric gas turbine prototype GT3 for 'OO' gauge. Since then, it has produced a range of unique locomotives including the Fell 2-D-2 diesel locomotive and, most recently, the Southern Region 4-DD Electric Multiple Unit.

In a statement, KR Models said: "Following the news that one major manufacturer has been bought out to ensure its survival, and another has increasingly shifted to a direct sale approach to preserve viability of its business model, we have reached a major crunch point. Our warehouse contains a large quantity of unsold stock. This is a lot of money tied up in assets that are no longer selling, and we have been faced with an inability to raise the money required to pay the outstanding balance on our newest model which has just finished production in China. As the factory will understandably not release the models until the full batch is paid for, we have reached a point at which we have no choice but to shut our doors."

The KR Models website and Facebook page have been taken offline, and the company also said in its statement that it is in negotiations with another manufacturer for the sale of previous toolings together with new tooling that has not yet been released.



KR Models' recently released 'OO' gauge BR Southern Region 4-DD Electric Multiple Unit.

CLARK RAILWORKS REVEALS LMS

THE NEXT 'OO' GAUGE project for Clark Railworks is the London Midland & Scottish Railway (LMS) 42ft General Utility Van (GUV) for 'OO' gauge, with eight models forming the initial range.

240 42ft GUVs – known when built as Covered Carrying Trucks – were constructed by the LMS between 1933 and 1937 at Derby and Wolverton Works and carried parcels, luggage and general goods. The vehicles were found in dedicated parcels trains as well as passenger services and could be seen across the LMS network. When BR was formed in 1948, the vehicles were classified GUV and continued in service until the 1970s. Some were employed in departmental roles and three are preserved in Scotland.

Clark Railworks' all-new 'OO' gauge LMS GUV will feature a die-cast chassis, brass bearings, sprung buffers, separately fitted detail parts, fully detailed underframe,



Clark Railworks is producing a series of all-new 'OO' gauge LMS 42ft bogie General Utility Vans.

All-new 'OO' gauge 'Peaks' gain colour

HELJAN'S first decorated samples of the 'OO' gauge Class 44 diesel locomotives are being evaluated, with the completed models due to arrive in stock with Heljan in the first quarter of 2027.



Decorated samples of Heljan's all-new 'OO' gauge Class 44 1Co-Co1 diesels have arrived for assessment.

Ten mixed-traffic Class 44s were outshopped from British Rail's Derby Works from 1959 to 1960. As the similar Class 45s and 46s were introduced, the '44s' were reassigned to freight duties, working from Toton depot in Nottinghamshire. The locomotives started to be withdrawn from 1976, with 44004 *Great Gable* and 44008 *Penyghent* preserved.

Heljan's all-new 'OO' gauge model of the Class 44 incorporates separately fitted detailing options including sandboxes, boiler water tanks, multiple working equipment, boiler steps and bonnet top handrails. Models will also sport separately fitted route indicator discs. Heljan has tooled bespoke detailing options to accurately model the slotted bodyside grilles fitted to D9 and D10 and the correct handrails fitted on the top of the bonnet of D4.

All models will feature a five-pole motor, die-cast chassis, controllable directional and cab lighting, 21-pin Digital Command Control (DCC) socket, factory-fitted speakers, etched nameplates for customer fitment and on DCC sound-fitted models, a Loksound V5 decoder with bespoke sound profile for the Class 44.

The initial batch of releases models D6 *Whernside* in BR green, D9 *Snowdon* in BR green with small yellow ends, D1 *Scafell Pike* in BR blue, D5 *Cross Fell* in BR 'economy' green, 44010 in BR blue, D4/44004 *Great Gable* in BR green with full yellow ends and 44002 *Helvellyn* in BR blue.

Each of the new 'OO' gauge Class 44s will be available exclusively from the Heljan website priced at £149.99 DCC Ready and £249.98 DCC sound fitted.

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

42ft GENERAL UTILITY VAN

removable NEM coupling pockets and provision for regauging to 'EM' and 'P4' standards. Subtle variation to bodyside panelling, roofs and bogies has been incorporated within the tooling suite to cater for differences during the vehicles' lengthy careers.





ECT's all-new 'OO' gauge LMS 9ft wheelbase bogies will also be available separately to upgrade older ready-to-run coaches.

These newly tooled vehicles will appear in LMS lined crimson lake, BR lined crimson, BR lined maroon, BR blue, BR gulf red with Breakdown Train lettering, BR departmental yellow, BR blue with diesel engineering parts (Denparts) lettering and preservation era BR crimson and cream.

Additionally, the LMS 9ft wheelbase bogies will also be available separately, supplied as twin bogie packs in welded or riveted form.

Clark Railworks' newly tooled 'OO' gauge 42ft GUVs are priced at £75 each, while the bogie packs are priced at £20 per twin-pack. Release is expected in early 2027.

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

Decorated 'N' gauge 'K' Type Pullmans surface



Revolution Trains UK's newly-tooled 'N' gauge 'K' Type Pullman cars have progressed to the decorated sample stage.

REVOLUTION TRAINS is evaluating decorated samples of its all-new 'K' Type Pullman coaches for 'N' gauge, with the models anticipated to arrive at the end of 2026.

Five types of Pullman 'K' type coaches have been developed by Revolution Trains - Kitchen First, Parlour First, Kitchen Third, Parlour Third and Parlour Brake Third.

All coaches will feature table and saloon lights as standard, full interior detail and kinematic NEM close couplings. Coaches will be offered with white or grey roofs and early or late Pullman crests; they will also include appropriate train name boards. Revolution Trains has also created bespoke models to accurately portray the Pullman coaches in use today with Belmond, featuring Gresley bogies and an altered underframe.

Nine different coach packs are available, in denominations of two, three and four carriages. Packs cover notable trains or operators of the coaches, with trains such as the 'Queen of Scots' and 'Bournemouth Belle' able to be modelled. For a full breakdown of the available packs, see Table 1.

Prices start at £119.99 for two-coach packs. Three-coach packs are £179.99, and four-coach packs are £239.95.

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

TABLE 1: REVOLUTION TRAINS 'K' TYPE PULLMAN CARS

DESCRIPTION	COACHES	CAT NO.
'Queen of Scots' A	*Thelma*, Car 71, Car 73, Car 77	RT-KP-QOS-241A
'Queen of Scots' B	*Sheila*, Car 70, Car 76, Car 78	RT-KP-QOS-242B
GWR – SR	*Evadne*, *Loraine*, *Juana*, *Lucille*	RT-KP-GWR-SR-243A
SR	Car 81, Car 82, Car 83, Car 84	RT-KP-SR-244B
'Bournemouth Belle' A	*Phyllis*, *Ursula*, Car 75, Car 76	RT-KP-BR-245A
'Bournemouth Belle' B	*Loraine*, *Lucille*, *Sheila*, Car 83	RT-KP-BR-246B
BR East Coast 1950s	Car 70, Car 78, Car 80, Car 82	RT-KP-BR-247C
BR 1960s brakes (pair)	Car 79, Car 80	RT-KP-BR-220A
Modern VSOE set	*Ione*, *Lucille*, *Zena*	RT-KP-VSOE-231A

NEWS IN BRIEF

GRESLEY 150 HEADBOARDS

The Gresley Society has commissioned Fox Transfers to produce a series of Gresley 150 Anniversary model headboards for 'O', 'OO', 'TT:120' and 'N' gauge models to mark the 150th anniversary of Sir Nigel Gresley's birth. The society is also encouraging modellers to share photographs of Gresley locomotives carrying the headboards on its official social media channels using the hashtag *#Gresley 150*.

● **Visit *www.gresley.org* to find out more.**

KINESIS CANCELLED

Following a recent business review, Bachmann is ceasing development of its forthcoming Kinesis Digital Command Control (DCC) system. All previously advertised Kinesis products, including the Eastern Express and Suburban Sulzer digital train sets will no longer be released. In addition, technical support for Bachmann's RailController computer control software has also ended.

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

KMRC CAMBORNE OPEN DAY

Kernow Model Rail Centre's Camborne store in Cornwall will be holding its annual open day event on Friday September 11. Manufacturers including Bachmann, Hornby and Peco will be in attendance with displays and demonstrations of new and in-development models, while Gaugemaster's Infinity Tour will also be visiting to showcase the company's new Infinity digital and analogue control systems. There will also be previews of new model projects from several other manufacturers, together with brand new exclusive KMRC model announcements and special in-store offers available to on-the-day visitors.

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

ACCURASCALE'S NEXT BATCH OF CLASS 50s EDGE CLOSER



Decorated samples of Accurascale's next batch of 'OO' gauge Class 50 Co-Co diesels have arrived for scrutiny.

ACCURASCALE is inspecting production samples of the second batch of 'OO' gauge Class 50s, with the completed models due to arrive in stock during the fourth quarter of 2026.

Accurascale's second batch of 'OO' gauge Class 50s shares the same specification as the first, which arrived in mid-2025, but will also feature improved build quality and refined painting of the multiple working sockets. Accurascale has noted that the production samples feature incorrect windscreen wiper placement, which will be corrected on the final models. Other refinements include changing 50029's incorrect single arm windscreen wiper at the No. 1 end to the correct twin arm style and changing 50035's white marker lights for the correct clear type.

This next wave of Class 50 releases will appear as 50035 *Ark Royal* in BR blue with plated headcode box, 50046 *Ajax* in BR large logo blue, 50029 *Renown* in revised Network SouthEast livery with West of England branding and 50019 *Ramillies* in Laira blue. Two Accurascale website exclusives are also offered - 50007 *Hercules* and 50049 *Defiance* in GB Railfreight blue and orange. 50007 correctly features the name and number of 50034 *Furious* on one side of the locomotive.

Each will feature a die-cast metal chassis, five-pole motor with twin flywheels, all-wheel drive and pick-up and 21-pin Digital Command Control (DCC) decoder socket. Priced at £189.99 DCC Ready and £299.99 DCC sound fitted, they are due to arrive later this year.

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

NEW GLOUCESTER SEVEN-PLANK OPENS FOR RAPIDO

RAPIDO TRAINS UK's next 'OO' gauge project is the Gloucester Railway Carriage and Wagon Company (GRCWC) seven-plank open wagon in a wide range of liveries.

The GRCWC's seven-plank open wagon was produced from the 1890s to the early 1920s. Wagons



The new 'OO' seven-plank open wagons are set to feature rivet detail to the interior ironwork strapping for the first time.

ALL-NEW 'OO' GAUGE RAPIDO TRAINS UK GLOUCESTER SEVEN-PLANK OPEN WAGONS

PRIVATE OWNER	DESCRIPTION	CAT NO.
H. Syrus	Seven-plank, side door only	967801
Kingsbury	Seven-plank, side door only	967802
R. Webster & Sons	Seven-plank, side door only	967803
John Stephens, Son, & Co. Ltd.	Seven-plank, side door only	967804
William Duck	Seven-plank, side door only	967805
Payne & Son	Seven-plank, side door only	967806
George & Matthews	Seven-plank, side door only	967807
Crane & Company	Seven-plank, side and end doors	967808
I. W. Baldwin	Seven-plank, side and end doors	967809
E. H. Swift	Seven-plank, side and end doors	967810
Cambrian Mercantile Collieries	Seven-plank, side and end doors	967811
Crynant Colliery Company	Seven-plank, side and end doors	967812
Diamond Anthracite	Seven-plank, side and end doors	967813
W. T. Williams	Seven-plank, side door only	967814
Neasden Great Central Railway & Metropolitan Employees Coal Club	Seven-plank, side door only	967815
F. Edens	Seven-plank, side door only	967816
Tudhope	Seven-plank, side door only	967817
Westbury Iron Works	Seven-plank, side door only	967818

RJB Models opens new store and association

A BRAND-NEW MODEL railway store and association launched in mid-July when RJB Models opened its doors in Trafford Park, Manchester.

The new model railway shop marks a change of location for RJB Models alongside its association which combines a model railway club with the retail facility in one building. It is located just off junction 9 of the M60 with easy road access by car, bus and Manchester Metrolink.

Owner Ryan Brown said: "It started originally in our store in Heywood and following the offer of a new premises we wanted to develop something which hadn't been seen before by joining together a model shop with a model railway association for members."

The model railway store has been assembled with pods featuring each of the main scales across 'OO', 'N' and 'O' gauges with a layout either built or in progress for each. Below these are dedicated display cabinets featuring models in the same scale.

RJB Models will be open six days a week on Mondays to Saturdays with a stock of second-hand model railway equipment from brands including Bachmann, Hornby, Graham Farish and more, as well as new products from Dapol, Rapido Trains UK, ESU LokSound and more. In addition, the business offers model customisation including installation of decoders and lighting for all scales.



Above: **RJB Models has opened its new store at Trafford Park, Manchester.**

The opening day also saw the launch of a new model railway control system called Eros offering control of model railway accessories.

Also unveiled on July 18 was the RJB Models Association which adds a model railway club above the showroom. "The way the RJB group is structured, it isn't just the shop, it also has the association upstairs," Ryan explained. "There will be up to 12 layouts for members to get involved with and build or run, a modelling area, library and TV area."



As well as offering a new retail showroom, RJB Models also undertakes digital installations and lighting in models of all scales.

Layouts from 'N' to 'O' gauge are currently positioned in the association area including Nafferton in 'O' gauge which features in HM207. Membership costs £25 per month and is open to all modellers.

The store and association are located at RJB Models, Unit 10/11 Monde Trading Estate, Westinghouse Road, Trafford Park, Manchester M17 1LP.

● **Visit *www.rjbmodel.com***



Rapido Trains UK is expanding its range of 'OO' gauge seven-plank open wagons with all-new Gloucester Railway Carriage and Wagon Company built examples.

were built with and without end doors and were sold or hired out to private companies across the UK. 10,000 wagons leased by GRCWC were nationalised following the end of the Second World War, with BR inheriting the entire fleet – none survived into preservation.

These all-new 'OO' gauge additions to the Rapido Trains UK range are set to feature internal ironwork strapping which features rivet detail for the first time, while tooling options will include vehicles that are fitted with and without end doors. They will also feature turned metal wheels, brass bearings, small tension lock couplings and NEM coupling pockets. See Table 1 for a full breakdown of all 18 livery options.

Engineering Prototypes are being assessed by Rapido Trains' development team with prices set at £32.95 per wagon. A delivery date is yet to be confirmed.

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

UPDATE

PRE-ORDERS OPEN FOR EXCLUSIVE IIA-F SAND WAGONS

Key Publishing is commissioning Revolution Trains to produce the GBRf-operated IIA-F sand wagons in 'OO' gauge - and pre-orders are open now!

THE covered sand carrying IIA-F bogie hoppers are the latest wagons to be commissioned by Key Publishing from Revolution Trains, with an exclusive collection of six different numbered wagons set to be delivered in mid-2027.

The first of the Greenbrier IIA type hopper wagons were introduced in 2008, with GB Railfreight (GBRf) ordering a batch of 41 IIA-Fs (international code Tanpps) with hinged roofs for the Sibelco Leziate sand traffic from Middleton Towers, Kings Lynn, to glass works at Goole, Barnby Dun and Monk Bretton in Yorkshire in 2017.

The IIA-Fs are formed into trains of 16 wagons with the usual motive power being GBRf Class 66 or 69 locomotives. Originally all were owned by wagon leasing company NACCO, but more recently part of the fleet has transferred to VTG Wagon Leasing, which has seen vehicles receive new branding.

The revenue-earning flows are

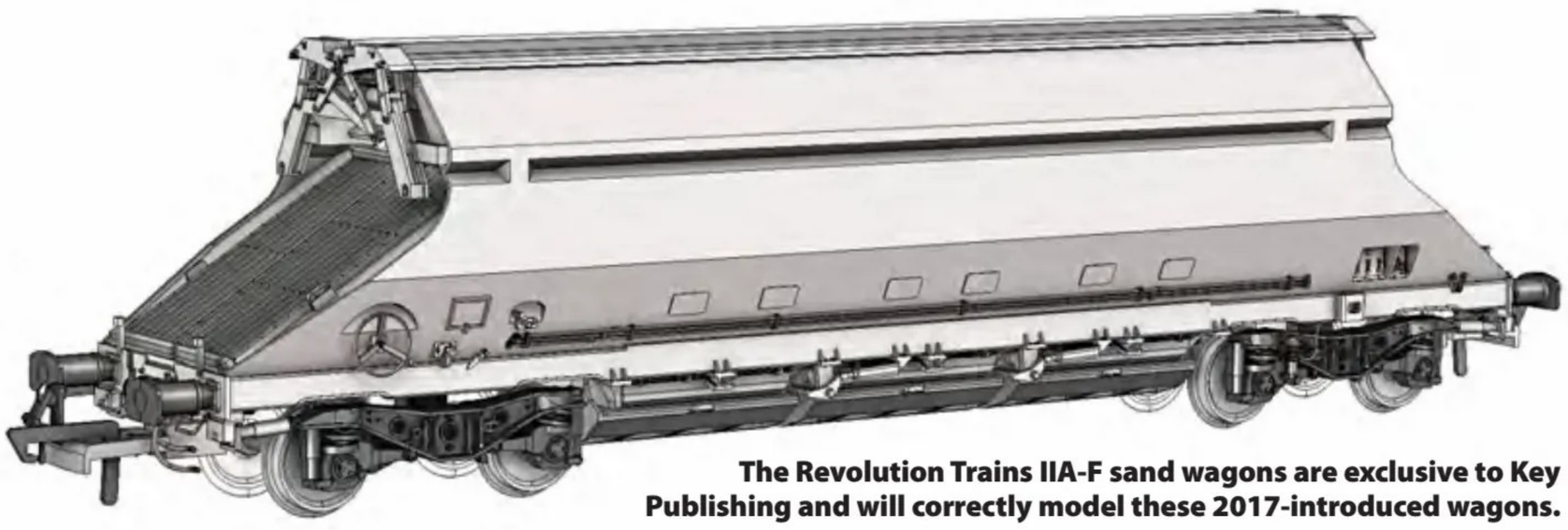




The IIA-F wagons are operated by GBRf on sand trains from Middleton Towers to glass works at Goole, Barnby Dun and Monk Bretton. The Class 69 fleet are regulars at the head of the daily trains. On June 28 2025 69003 leads 4L66 Goole Glassworks-March Down Sidings return empties at Glinton Junction on the approach to Peterborough. Mike Wild.



GBRf has a fleet of 41 wagons. All were originally leased from NACCO, but the fleet is now partially owned by VTG. 8170 0659 015-9 stands in the yard at Peterborough in September 2024. Mike Wild.



The Revolution Trains IIA-F sand wagons are exclusive to Key Publishing and will correctly model these 2017-introduced wagons.

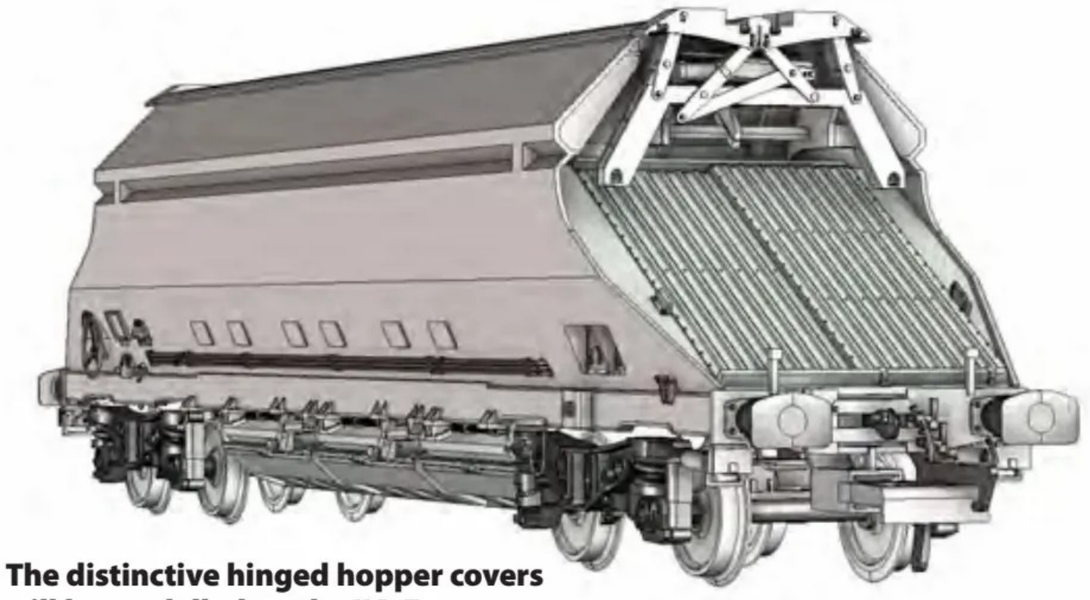
from Middleton Towers to the glass works, but during Summer 2026 short rakes of six to ten wagons have been used for driver training turns with the new GBRf Class 99s on the East Coast Main Line between Peterborough and Doncaster and on the 'Joint Line' via Spalding and Gainsborough.

The new IIA-Fs are being produced by Revolution Trains alongside its main range models of the IIA-B and HOA-B wagons. The IIA-Fs are exclusive to Key Publishing and will feature turned metal wheels, NEM coupling pockets with small tension lock couplings, optional buffer beam brake pipes, correct body details for the IIA-F wagons and the distinctive hinged roof covers. The TF25 low track force bogies will be modelled with brake blocks in line with the wheels, which run on 26mm pinpoint axles.

Tooling is now under way following completion of the CAD drawing phase by Revolution Trains.

Six running numbers will be offered on the IIA-F wagons – four with NACCO branding and two with VTG branding - with prices set at £47.95 per wagon. Pre-orders are open now through the Key Model World Shop with a £5 non-refundable deposit required per wagon order.

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



The distinctive hinged hopper covers will be modelled on the IIA-F wagons.



The IIA-F wagons will be offered in NACCO and VTG branded liveries, as seen on the sand workings from GBRf.

EXCLUSIVE IIA-F WAGON NUMBERS

LIVERY AND NUMBER	CAT NO.
NACCO (GBRf) 8170 0659 003-5	RT-IIAF-421A
NACCO (GBRf) 8170 0659-007-6	RT-IIAF-421B
NACCO (GBRf) 8170 0659 017-5	RT-IIAF-421C
NACCO (GBRf) 8170 0659 036-5	RT-IIAF-421D
VTG (GBRf) 8170 0659 013-4	RT-IIAF-422E
VTG (GBRf) 8170 0659 028-2	RT-IIAF-422F

EBAY LIVE HEADLINES GREAT ELECTRIC TRAIN SHOW SPONSOR LINE-UP

The sponsor line-up for the 2026 Great Electric Train Show has been confirmed with Ebay Live joining Accurascale and Heljan, AGR Model Railway Store and DCC Train Automation. Get the latest event news here.

Marley Potts and Witherwack Sidings is Ian Forsyth's 'OO' gauge North Eastern Region steam era layout, as featured in HM214. Trevor Jones.

THE 2026 GREAT ELECTRIC TRAIN SHOW is being sponsored by Ebay Live, Accurascale, Heljan, AGR Model Railway Store and DCC Train Automation - with each brand having a stand at the show across the weekend of October 10/11 at the Arena MK in Milton Keynes.

Ebay Live will be at the show throughout the weekend offering insight into its new livestream shopping feature while Accurascale and Heljan will both have full display stands featuring the latest product samples for 'OO', 'TT:120' and 'O' gauge. The AGR retail stand will feature new and pre-owned items while DCC Train Automation will have a wide range of digital products as well as advice on all things control.

The new sponsors complete the trade line-up for the show which is set to feature more than 50 retail stands covering everything from model railway manufacturers to specialists in accessories, 3D printing, laser-cut kits, digital control and more.

New layouts have also been confirmed for the show including Fareford East in 'OO' gauge by Lyndon Ford, Docklands by Luton Model Railway Club in 'O' gauge joined by the Gauge O Guild stand, Marley Potts and Witherwack Sidings in 'OO' gauge by Ian Forsyth (HM214), Scrubs Lane in 'OO' gauge by Mark Cowley, Ebbols Lane in 'OO' gauge by Sam Bythway and Shadwell East by the High Wycombe and District Model Railway Club's junior section.

These new additions join Pete Waterman's brand-new Making Tracks 6 layout modelling Blisworth on the West Coast Main Line which will be making its debut at the 2026 Great Electric Train Show, revival of Key Model World/*Hornby Magazine's* 'O' gauge diesel depot Seven Mill Depot, Ron Bailes' new 'O' gauge Poplar East layout and more. The full line-up so far is available on the Great Electric Train Show website.

Due to a football match taking place at the MK Dons Stadium on Saturday October 10, there will be no parking available in the venue car park during the day. However, there are alternatives for visitors arriving by road to reach the show. On Sunday October 11, parking will be available at the Arena MK, charged at local rates.

For visitors arriving by car on Saturday October 10, we recommend parking in the public car parks around Milton Keynes Central railway station (use postcode MK9 1LA to reach the station area). There are several car parks around the station, all of which have parking fees applicable. Most are within a maximum of five minutes' walk of the bus station outside the railway station.

There will be a FREE shuttle bus service operated by Stagecoach every 15 minutes from 8am throughout Saturday October 10 to transport visitors arriving by car or rail at Milton Keynes Central railway station to the Arena MK venue for the Great Electric Train Show. The shuttle bus is a short journey to the show.

On Sunday October 11 there will be a half-hourly shuttle bus from Milton Keynes Central station to the venue for visitors arriving by rail.

Further parking information is available on the Great Electric Train Show website.

Discount advance tickets for the 2026 show are on sale now offering a discount over on-the-day prices as well as early entry to the show from 9.30am each day. VIP and Weekend tickets are also available.

● **Visit *keymodelworld.com/greatelectrictrainshow* for full details and ticket sales.**



Lyndon Ford's Fareford East models the Network SouthEast era in 'OO' gauge. Expect a wide variety of rolling stock on display and running. Ben Church.

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.



Scrubs Lane is a new layout to the exhibition circuit in 2026 and takes inspiration from Willesden Depot in North London. Mark Cowley.

GREAT ELECTRIC TRAIN SHOW SPONSORS 2026

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HARDWICK GRANGE

This once-popular 'OO' gauge exhibition layout set on the former Great Central Railway network has been revived by **MATTHEW TOFT** – who explains its remarkable resurrection.

PHOTOGRAPHY, JONATHAN NEWTON



1 Gresley 'K3' 61946 approaches Hardwick Grange with empty coal wagons, while Andrew Barclay 0-4-0ST No. 9 manoeuvres a rake of loaded 16ton steel mineral open wagons from the colliery sidings. A Gresley 'J39' is stabled between duties, having just been replenished.

GAUGE **'00', 16.5mm** | SCALE **4mm:1ft** | SIZE **30ft x 2ft** | REGION **EASTERN** | PERIOD **1957-1958** | CONTROL **ANALOGUE**

HARDWICK GRANGE was built by the brilliant modeller Frank Dyer in the late 1980s to be a layout which could easily be taken to shows. His other layout Borchester Market took a long time to assemble and even longer to disassemble. We would usually be the last ones out of the show that we were attending, so a layout which could be packed away and removed quickly was required. That was the birth of Hardwick.

I remember Frank working in his garden shed surrounded by Borchester Market and having two 5ft boards joined together in the middle as he was building Hardwick or bending over his workbench soldering track onto copper-clad sleepers in his homemade device. I'd known Frank for a few years by then and was happy to help out whenever I could, one summer being particularly busy and hot as that was when Frank decided he wanted help to board out the attic. I was a teenager then and it got me out of the house, so my mother was particularly happy about it. »



Above: **A Cravens Class 105 two-car Diesel Multiple Unit heads away from Hardwick Grange on a long distance stopper to Lincolnshire.**





3 Left: **Gresley 'J50' 0-6-0T 68968 is on yard duty as it shunts a rake of loaded vans into the goods shed.**

4 Right: **A Derby Lightweight DMU rolls into the siding for stabling before forming the next trip to Borchester.**

5 Below: **Passengers gather at Hardwick Grange station as a DMU arrives, ready to form the next departure to Borchester.**

RUNNING NIGHTS

Wednesday evening was always about trains. My dad and I would wander around (literally 30 seconds' walk from our house to his), to see Frank and Margaret and either operate Borchester in the shed or Hardwick in the attic of Frank's bungalow. It's amazing how long a bungalow attic is, as Hardwick is 30ft long. I went to Frank's house to 'play trains' with the other regulars that Frank could rely upon. These included Frank's friends and members of Cardiff Model Engineering Society of which Frank was a member. My dad liked to operate but also liked to help Margaret out with her crossword, often sitting in the lounge with her until it was break time. Margaret was always ready with cups of tea and buttered scones. Tony, Frank's son, regularly travelled down from Tewkesbury to see him and help the rest of us operate the layout.

It was with great sadness that I learned of Frank's death in 2003. Margaret subsequently sold Borchester Market but offered Hardwick Grange to the Cardiff Model Engineering Society (MES) to be maintained and exhibited as Frank would have wished. The 'OO' group within the society, led by Trevor Jenkins, was honoured to have the opportunity to continue to exhibit Hardwick. The 'OO' group took the layout to various shows, most notably in 2010 at Alexandra Palace, where Borchester and Hardwick were side by side. Frank's family was present at the show to see his layouts together for probably the last time. The last show Hardwick visited was Cardiff in 2017. After this, the club stored it in various locations in their clubhouse, eventually being placed in the attic.

HARDWICK REVIVED

Fast-forward to 2023 and I visited the Thornbury show, where I met up with some of Frank's previous operators who

were there with Cardiff MES' layout Broadwell. I got talking to Paul Jenkins and wanted to know if they were looking for members. They were, so I rejoined the club not knowing it still had Hardwick. Upon finding out it still had it in the eaves of the attic in the clubhouse (it had been there for a number of years and was deteriorating), I asked the 'OO' members if there were any plans for the layout. The reply was that in the past there had been, but the pandemic came along and those plans were shelved. Digital Command Control (DCC) had been spoken of, but this was also rejected. I mentioned to one of the members, Nigel, that if the club did decide to part ways with Hardwick that I would love to have it.

Toward the end of 2023, after discussions with the committee of the club, it was decided that Hardwick would be sold. All club members were invited to submit a sealed bid in order to acquire the layout. However, the club insisted that bidders would not be able to sell it »



off. Instead, they would have to restore it and make it available for the 'OO' group members to be able to visit and possibly take it to a show. I was more than happy for that as all I wanted to do was get it out from the attic where it had been for so long and bring it back to its former glory. I was the only person to express any interest and my bid was accepted.

In February 2024, the layout was moved from Cardiff MES' clubhouse to my attic. I managed to get the first four boards up in between the rafters but then discovered a problem. My attic wasn't 30ft long. I had to build a temporary 'L' shape board which joined boards five and six to complete the layout. This section won't be required when the layout attends any shows as this part is only required in my attic. Once the 'L' section was complete, I came across another problem. Frank's locomotives don't like second or third radius curves as the locomotives he had were all hand-built and had rigid chassis, which meant they derailed every time they went around a corner – not an issue they had previously. The coaches were having the same problem as they were coupled by springs and suffering from buffer lock. I decided to purchase replacement stock which would be able to go around second and third radius curves to use at home, but then when taken out to shows would be able to revert back to Frank's original stock. I then started refreshing all the tired and worn scenery and rolling stock, making repairs as necessary.

FRESHENING UP

The whole layout has been re-flocked, all the tracks have been re-ballasted, the main station platform had to be sanded down and repainted, as well as the goods platform, which also had new fencing and new station staff. All of the trees have been redone as there were a lot of bare branches. Animals have been added, fences repaired, and missing parts such as chimney pots and signal finials replaced. The goods shed and coal shed have both had a new roof and



6 Above: **Having collected a rake of loaded coal wagons, the driver of a Raven 'Q6' 0-8-0 awaits a clear route from the signalbox at Hardwick Grange.**

7 Below: **Holden 'B12' 61565 slows over the complex point work on approach to Hardwick Grange station with a three-coach passenger train.**



my daughter Ffion painted clouds on the backscene as she is the artist in the family, plus the addition of some birds to give it a more realistic feel. One of the biggest changes to the layout has been the addition of lights which are now LEDs which give the layout more character.

All of Frank's original rolling stock is still with the layout apart from a couple of locomotives which were retained by members of the family. I have added a few locomotives of my own, but these are period specific and will not look out of place as Hardwick is based around 1957/58 just as diesels were becoming more popular. Amongst the typical motive power on hand is a large roster of steam locomotives including LNER 'J50' 0-6-0T, 'N2' 0-6-2T, 'L1' 2-6-4T, 'C12' 4-4-2T, 'J6' and 'J39' 0-6-0s, 'Q6' 0-8-0, 'K3' 2-6-0, 'O4' 2-8-0, 'D11' 4-4-0, 'B1' and 'B12' 4-6-0s and more, together with transition diesels such as Class 20 and 24 Bo-Bos and Diesel Multiple Units including Class 105 and Derby Lightweight examples. Coaching stock includes a mix of Gresley and Thompson corridor and suburban vehicles, along with BR Mk 1 types. The operating system is the same as when Frank built it. It has two operators at »

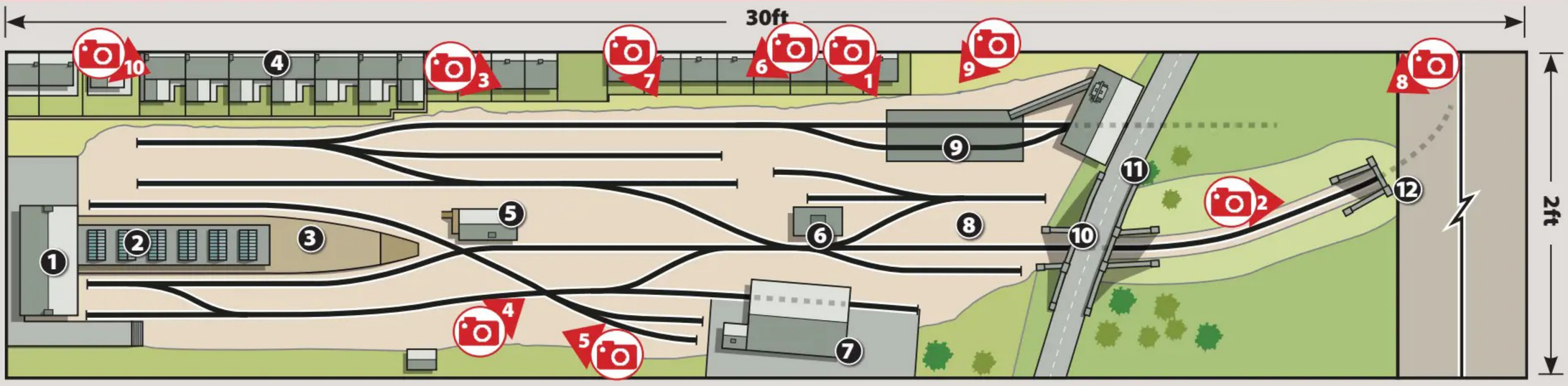
8 Below: **Having collected a lengthy rake of loaded coal wagons, a Class 20 rattles through the cutting, heading away from Hardwick Grange.**

9 Right: **Having been loaded with coal, an Andrew Barclay 0-4-0ST eases a rake of 16ton steel mineral opens away from the colliery for onward transportation.**

10 Below: **A Robinson 'A5' 4-6-2T rumbles into the station with a three-coach rake of former LNER non-corridor stock.**



HARDWICK GRANGE TRACK DIAGRAM (NOT TO SCALE)



KEY			
1 Station building	4 Houses	7 Goods shed	10 Road overbridge
2 Platform awning	5 Signalbox	8 Motive Power Depot	11 Road
3 Platform	6 Water tower	9 Colliery	12 To/from storage yard



the station end and one in the storage yard, with points and signals being operated by a small lever frame. Frank's original bell system is still operational as this was used to offer trains between signalmen at Hardwick and Elkesley, the latter on the ex-Great Central network in Nottinghamshire.

The original schedule Frank drew up is still in operation, which has trains running from 0700 to 2100. It incorporates passenger and goods trains, shunting movements and regular coal workings. Recent additions since these photographs were taken include an interior to the signalbox now a light has been added to the inside and plans for telegraph lines to be added to the poles.

Returning after a few years away, I have been looking forward to being back on the exhibition circuit, as I'm sure there will be people who remember Hardwick and Frank from days gone by. Recent shows have included visits to Weston-super-Mare, Cardiff, the NEC and York, while in September this year Hardwick will be on display at the Stafford Model Railway Exhibition, followed by Erith in January next year, Abingdon in March and the Stamford show in May. I look forward to seeing you at one of these upcoming shows. To attend exhibitions, I usually rely on outside help from the members of the Cardiff MES 'OO' group and unfortunately none of us are getting any younger. If you would like to volunteer, you would be most welcome.

One of Frank's previous operators popped round a while back to have a look at Hardwick. The last time he saw it was in 2017. He was impressed with what I had done with the layout and told me Frank would be proud of what I had achieved in the amount of time it had been with me. In the time I have had Hardwick, it has completely changed and every spare hour I get I'm up in the attic doing something with it. It's a super layout, and a memorial to a much-loved friend. **HM**

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AGAINST THE CLOCK

THE 'TT:120' DIESEL DEPOT

PART 1

We love a challenge - and this time we are working against the clock to build a brand-new 'TT:120' scale depot inspired by the arrival of the latest Hornby Class 37s in the scale. **MIKE WILD** explains how the project started in the first of a two-part series following the build.



Mike and Ben get set for the latest 24hr Challenge project with a collection of Hornby, Peco and Malcs Models products.

WHY WOULD YOU build a layout against the clock, I hear you say? The aim here is to show that you don't need a lifetime to build an interesting and attractive model railway and that small layouts can be great fun.

The real inspiration for this project came from the arrival of one particular locomotive in the office – Hornby's new 'TT:120' scale model of 37413 *Loch Eil Outward Bound* in Transrail branded triple grey. Much as the Bachmann Double Fairlie prompted our 'OO9' layout Fairlie Syniad Da, as soon as we saw this Class 37 out of its box, we knew it was only right to build a scene for it.

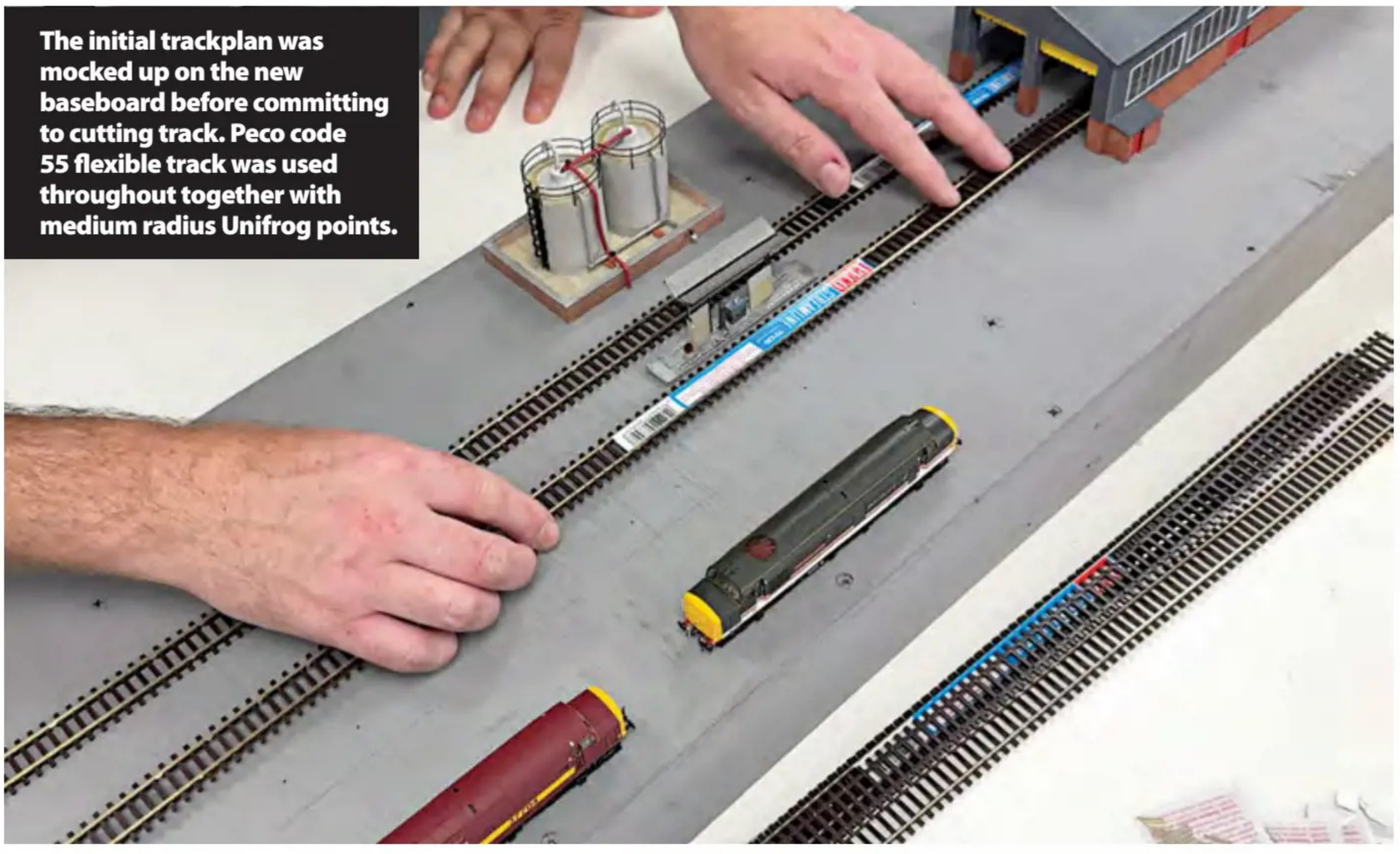
This is our second 'TT:120' scale layout, with our first completed



in 2023 and measuring 10ft x 6ft. Twelvemill Bridge made its debut at the 2023 Great Electric Train Show and was designed to fit into a spare room, but this time we wanted to show one of 'TT:120' scale's strengths in building a shelf layout packed full of operational value.

A quick scoot around our workshop produced a pre-built 4ft x 1ft baseboard which was ideal as the basis for the layout. It had been used as a simple single track storage yard for Lanacside – the £500 challenge layout (HM208) – which we built in 2024, but as it had been gathering dust for some time it made sense to make do with what we already had to hand rather than going back to the drawing board to build an entirely new baseboard – or so we thought.

A collection of sketches was drawn out for the track plan to gauge a few ideas for the baseboard and then it was time for the best bit of any project – shopping! The track required for the layout consisted of five points and six yards of track plus rail joiners to connect everything together. That all arrived promptly followed by a next day delivery from Malc's Models containing three of its exclusive Bachmann Scenecraft 'TT:120' scale buildings modelling a diesel fuelling point, fuel storage tanks and a wash plant.



The initial trackplan was mocked up on the new baseboard before committing to cutting track. Peco code 55 flexible track was used throughout together with medium radius Unifrog points.

For 'OO' gauge modellers, these buildings will feel familiar as they are scaled down versions of structures in its 4mm:1ft scale range and we partnered these with a new Hornby two-track diesel depot building from the Key Model World Shop which will become the main focal point of depot operations.

Using the ready assembled and

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Code 55 12mm gauge track	Peco	SL-1200
Code 55 medium right	Peco	SL-U1296
Code 55 medium left	Peco	SL-U1295
Code 55 metal rail joiners	Peco	SL-310
Humbrol Matt Brown aerosol	Humbrol	29
Diesel fuelling point	Malcs Models	43-040
Fuel storage tanks	Malcs Models	43-016
Wash plant	Malcs Models	43-002Z
Diesel depot	Key Model World/Hornby	TT9023



The latest Hornby 'TT:120' model of Class 37 37413 was all the inspiration we needed to start building this new depot scene. Here the Type 3 moves through the wash plant as 66022 takes fuel tanks through the point work.

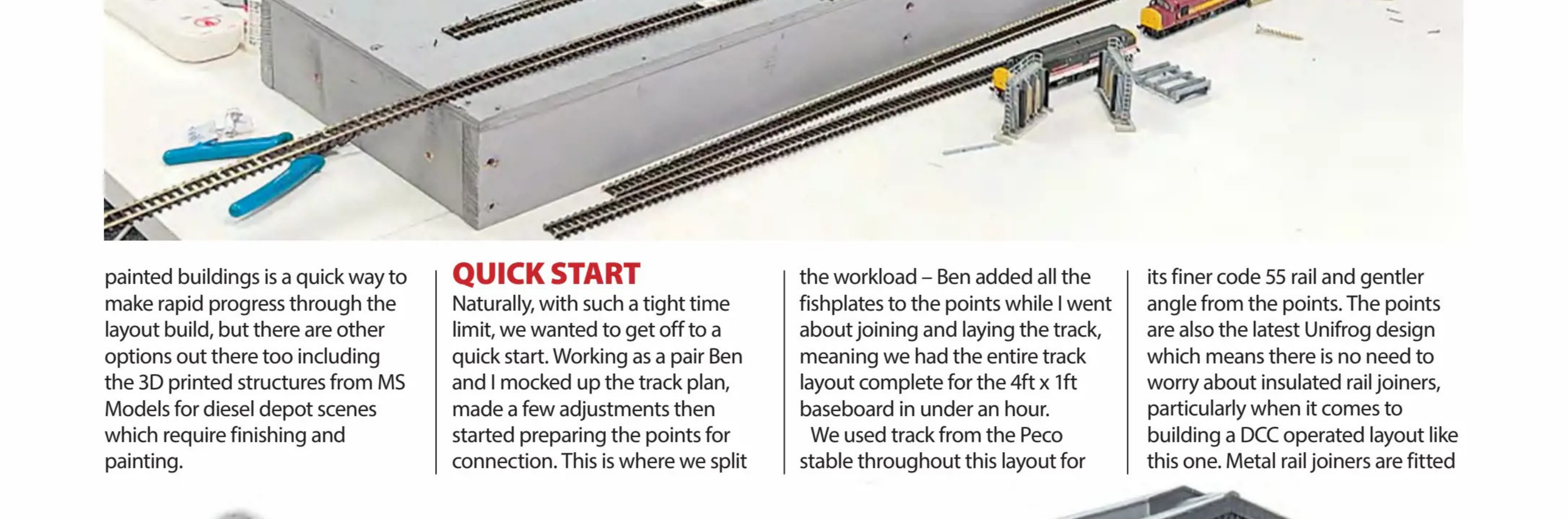
To speed up the track laying process, Ben prepared the points with rail joiners while Mike laid the track and joined it together.

painted buildings is a quick way to make rapid progress through the layout build, but there are other options out there too including the 3D printed structures from MS Models for diesel depot scenes which require finishing and painting.

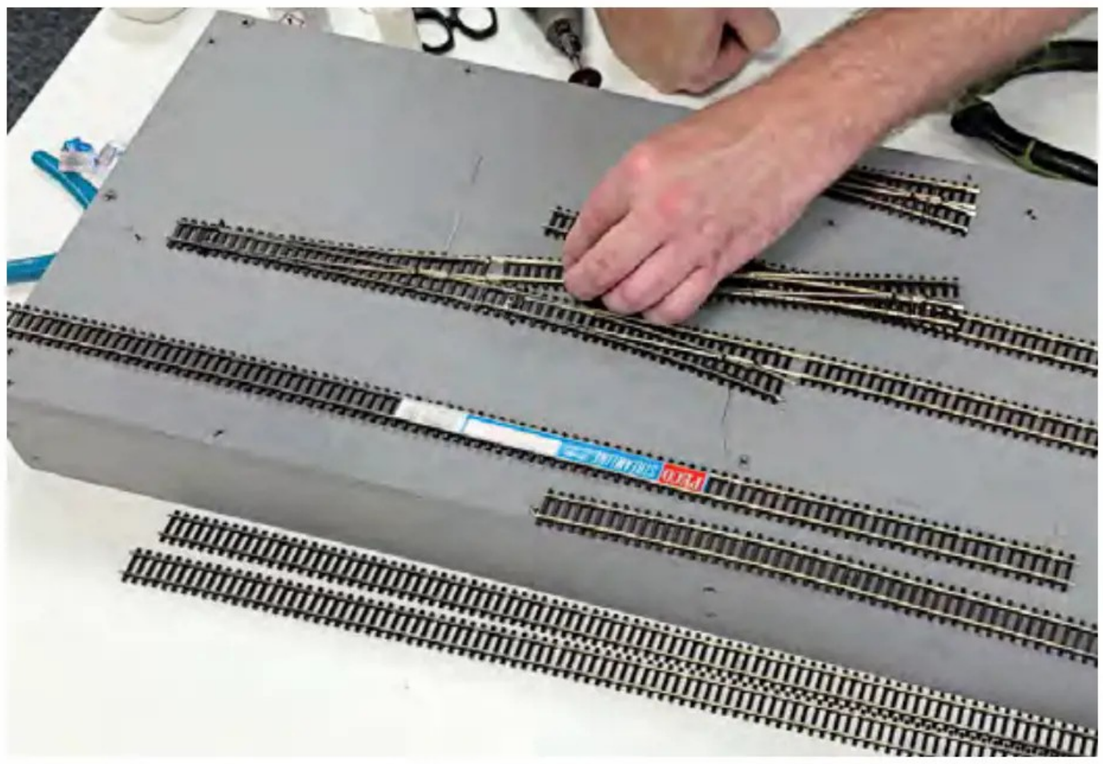
QUICK START

Naturally, with such a tight time limit, we wanted to get off to a quick start. Working as a pair Ben and I mocked up the track plan, made a few adjustments then started preparing the points for connection. This is where we split the workload – Ben added all the fishplates to the points while I went about joining and laying the track, meaning we had the entire track layout complete for the 4ft x 1ft baseboard in under an hour.

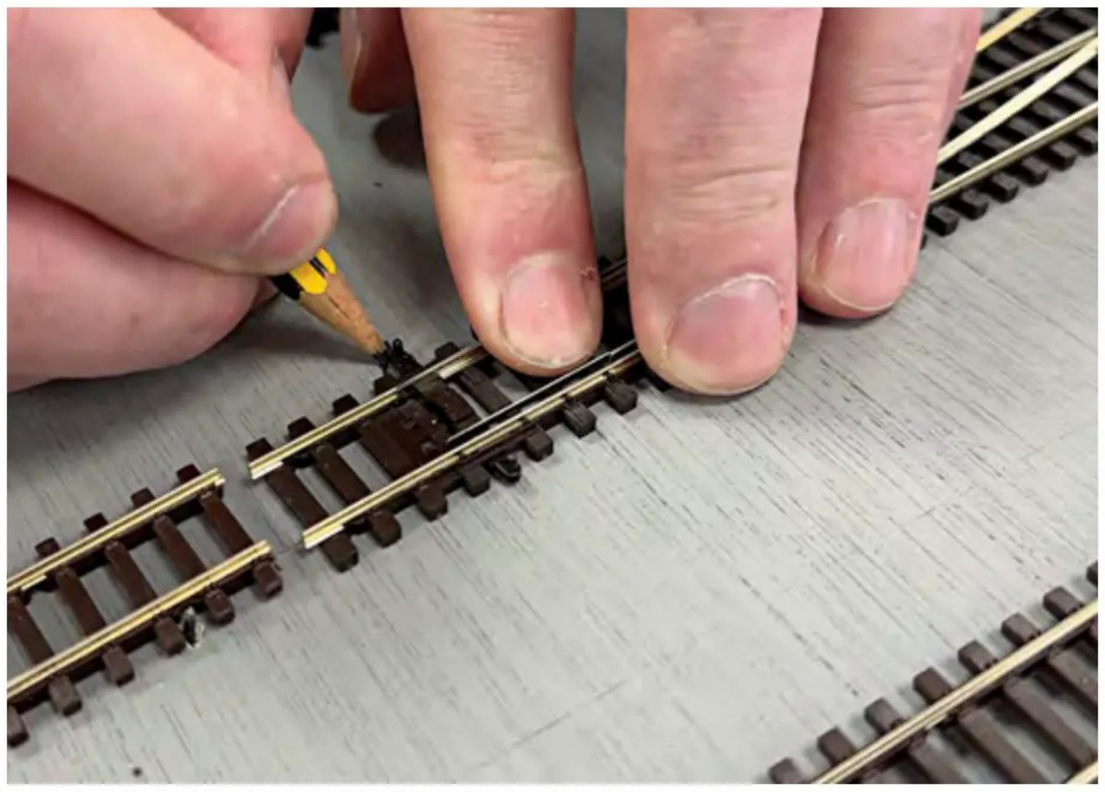
We used track from the Peco stable throughout this layout for its finer code 55 rail and gentler angle from the points. The points are also the latest Unifrog design which means there is no need to worry about insulated rail joiners, particularly when it comes to building a DCC operated layout like this one. Metal rail joiners are fitted



An attractive crop of early 2000s period locomotives is available from Hornby for 'TT:120' scale, but this depot could be set in any time from the 1980s to the present day.



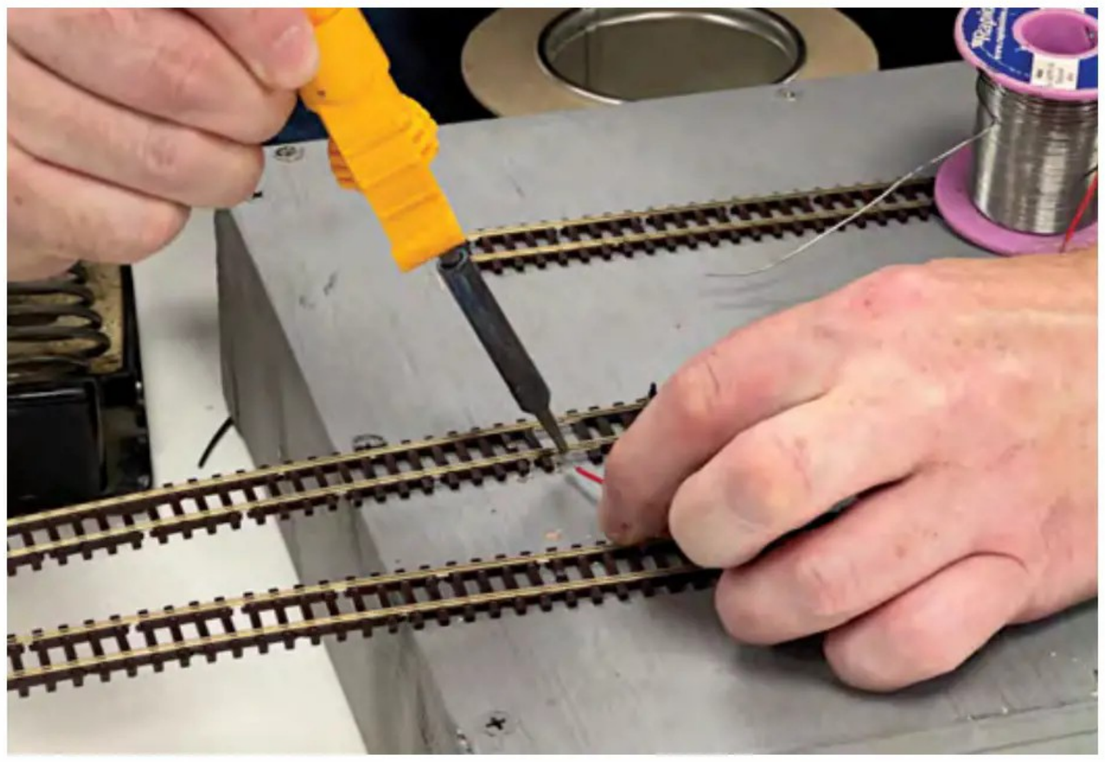
The Unifrog points mean there is no need for insulated rail joiners when controlling the layout with DCC. If you wanted to use analogue control, insulated rail joiners would be needed to create sections for stabling locomotives.



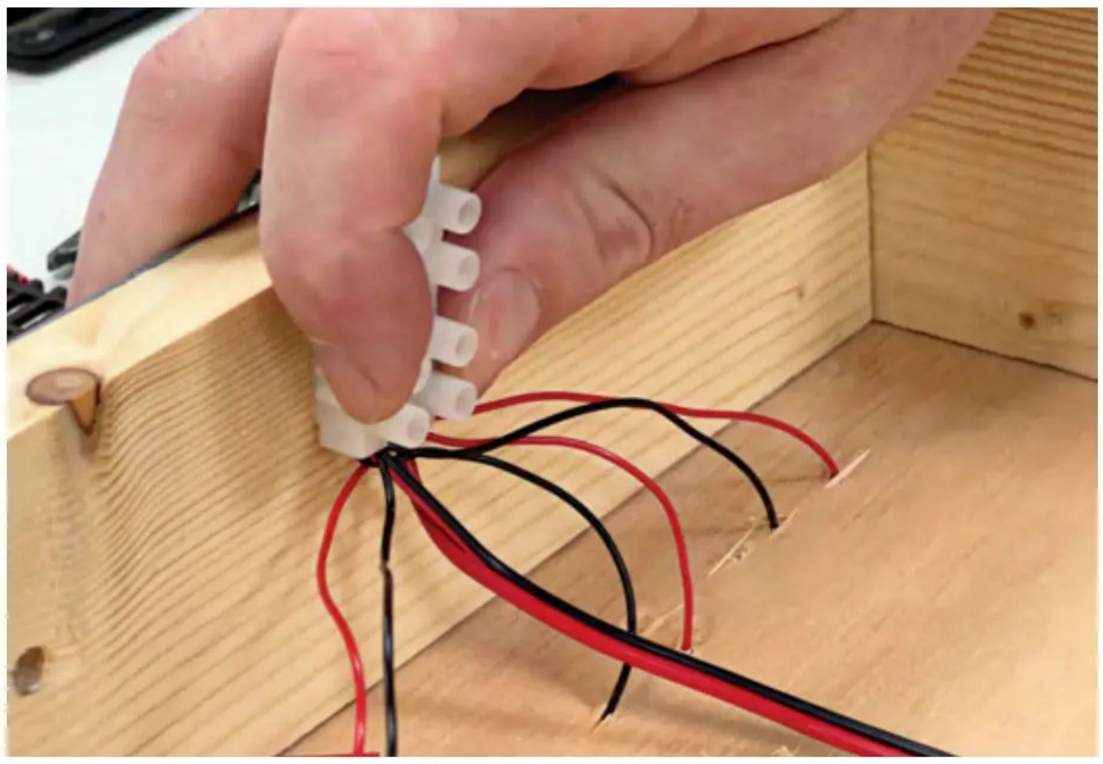
Point motor holes were drilled during the track laying stage to prepare for the later addition of underboard motors.



To keep the point motor holes neat and tidy, two 4mm diameter holes were drilled through the board then joined together to create a 10mm x 4mm slot.



Track power is connected using 7/0.2mm multi-core equipment wire. Red and black is used throughout with black positioned to the back of the layout.



Underneath, a main power bus was added from one end of the layout to the other to distribute power to the droppers. Plug-in terminal blocks were used for a quick connection.



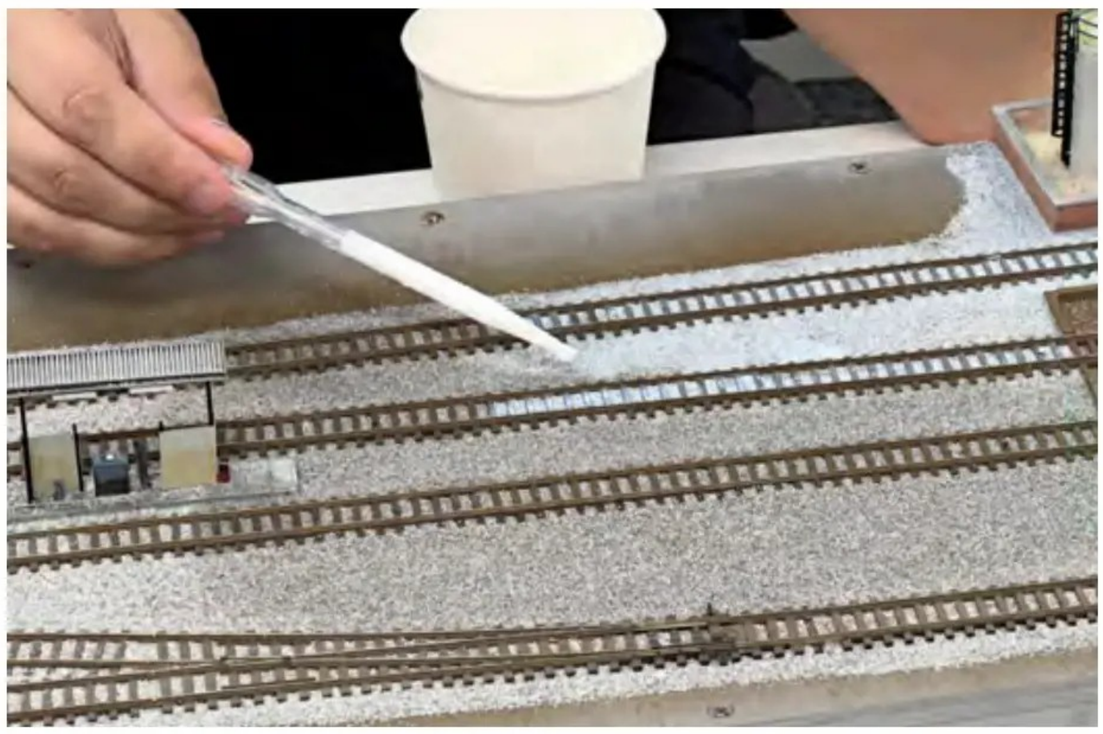
With the layout tested, the points were prepared for track weathering by covering the switch rails.



to all rails and when we come to add the point motors, we will use the frog switches built into them to take control over power switching.

With the track complete, our next task was wiring to bring power to the layout. 7/0.2mm black and red equipment wire was soldered to the rail sides at the end of each siding for a neat finish and consistent power across all lines. These were then joined to the main power bus underneath the baseboard to bring all the connections together readying the layout for testing.

Testing went smoothly but highlighted the need for spotless track when modelling a slow-moving depot scene in 'TT:120' scale. Even fresh out of the box, track needed a run over with a track rubber to bring it up to standard. Nevertheless, we had 37704 running through all points and sidings smoothly and consistently »



Woodland Scenics fine blended grey ballast was added loose across the layout then fixed in place with SBR adhesive applied with a pipette.

within half an hour of completing the wiring, with its built in TXS decoder playing authentic Class 37 sounds.

SCENERY BEGINS

At this point we had spent a little over 2hrs 30mins working on the diesel depot layout – and it was already running as we would expect it to. Now we could start thinking about scenery and the first step was to weather the track.

To make this another quick process, each of the point blades was covered with a short length of masking tape to allow Humbrol Matt No. 29 brown paint to be applied to the rails - taking away their fresh metal sheen and replacing it with a suitably dirty brown base colour. This was another 10-minute job (including taking the board to the end of our car park). Helpfully, the acrylic Matt No. 29 dries quickly too and within 15 minutes of painting the rails, we could remove the masking tape and clean all the rail heads with a track rubber.

Before we could move onto ballasting, we needed to put in the frame for the hardstanding that will go underneath the depot building. To do this, we cut strips of 1.5mm thick plastic strip to length to match the shape of the depot base and allowing enough overlap for walkways around the outside of the building. These were all glued to the baseboard with superglue, making the layout ready for ballast.

Woodland Scenics fine blended grey ballast was used throughout the depot scene. We applied it by hand and then carefully brushed it into place prior to being secured with SBR adhesive. This builder's adhesive doesn't require diluting – just spray the track with clean water from a water mister, then use a syringe or pipette to apply the glue and watch it flow into the ballast.

EXPANSION PLAN

Six hours of our total 24-hour allotted time had now passed and we had a full ballasted working layout ready for the next stage of scenery – but something was missing. The layout plan didn't really go anywhere - which got us thinking about how much further we could take it in the remaining 18 hours we had left between us.

For starters, we definitely needed an off-scene storage yard to allow locomotives to leave and enter the depot, but what else could we do if we made the layout longer, and how much longer should it be?

Join us next issue as we continue building the new diesel depot layout against the clock and we create the rest of the scene, fit new structures and bring everything to life with accessories and details.

● Watch our new series on construction of the 'TT:120' scale depot on *KeyModelWorld.com/videos*



To begin building the base for the depot building, strips of 1.5mm deep Evergreen plastic were superglued to the baseboard onto which plasticard panels, cut to shape, were added to represent concrete.

BRAND-NEW VIDEO SERIES!

Watch Series 16 on *KeyModelWorld.com* to discover every step of the new 'TT:120' scale diesel depot layout build. From laying the track and installing the wiring to planning its expansion, Series 16 brings you the full story.

Watch the full 'TT:120' depot build series – and all previous video series – with a KeyModelWorld.com Premium Subscription from just £3.99 a month.

● Visit *keymodelworld.com/tt120depot* to watch the series.

USEFUL LINKS

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MALCS MODELS	*malcsmodels.co.uk*
KEY MODEL WORLD	*shop.keymodelworld.com*

SHOP THE FULL HORNBY 'TT:120' RANGE FROM US AT KEY MODEL WORLD
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A trio of Class 37s line up at the depot. The track is all 12mm gauge Peco code 55, weathered with Humbrol Matt No. 29 acrylic paint.

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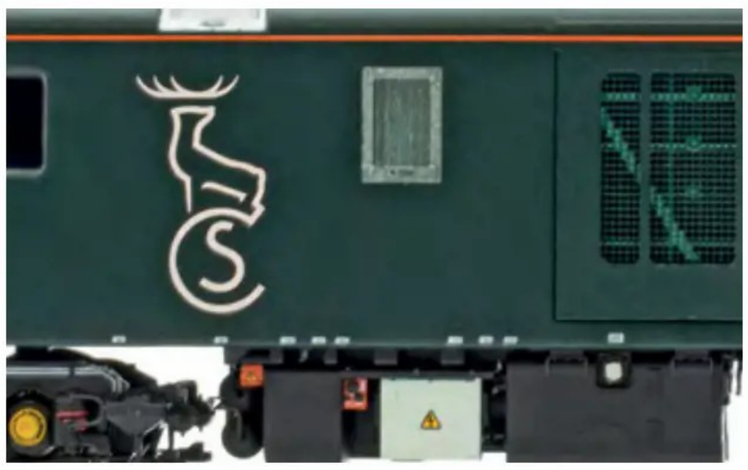
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Creating a 1940s

FACTORY INTERIOR

A new range of factory machinery prompted **DAN EVASON** to recreate a typical interior which wouldn't look out of place in any scene from the 1940s to the 1970s.



IN THE LATE 1940S AND EARLY 1950s, factories in the United Kingdom were focused on helping the country recover after the Second World War. They produced a wide range of goods including cars, machinery, textiles, household appliances, steel and food products to rebuild the economy and meet growing consumer demand.

Factory workers often worked long hours in busy, noisy environments with large machines, and many jobs involved repetitive manual labour. Although working conditions were gradually improving, the work could still be physically demanding and sometimes dangerous due to heavy equipment and limited safety measures. Many workers belonged to trade unions, which helped improve pay and working conditions.

Factory jobs provided steady employment, and despite the hard work, they played an important role in rebuilding Britain and supporting local communities. Seeing many model railways with workshops, factories and with the launch of the new range of ModelU 3D-printed workshop tools and workers, I thought this would be a great opportunity to have a go at recreating a full factory interior in 4mm scale. **HM**

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Dark Dirt weathering wash	*www.florymodels.org*	FMW002
Engine shed detail pack	*www.modelu3d.co.uk*	2746-076
Flemish Bond brick plastic sheet	*www.squirestools.com*	FBS403
Lathe	*www.modelu3d.co.uk*	27105-076
Lime Green acrylic paint	*www.acrylicosvallejo.com*	70.827
Machinists	*www.modelu3d.co.uk*	1308-076
Roket card glue	*www.deluxematerials.co.uk*	AD57
Sand acrylic paint	*www.acrylicosvallejo.com*	70.860
Turret mill	*www.modelu3d.co.uk*	27109-076
Vertical mill	*www.modelu3d.co.uk*	27110-076
White plastic primer	*www.halfords.com*	N/A
Workbench	*www.modelu3d.co.uk*	27112-076
Workbench pack	*www.modelu3d.co.uk*	27113-076

• You can read more step-by-step modelling guides at *www.keymodelworld.com/step-by-step*.

Dan Evason has recreated a 1940s era factory interior scene for his latest 4mm scale diorama.

CREATING A 4MM SCALE VINTAGE FACTORY INTERIOR



What I love about scratch building is that there are no rules or instructions to follow – but research is key to making a realistic scene. Starting with the floor, I wanted to create a slight false perspective effect. Cutting the floor at 10cm wide at what would be the viewing end, it narrowed down to 9cm at the rear. I used regular mounting card available from an art store to create the basic structure. This was cut using a styling knife and a steel ruler.



The walls were cut out, again using mounting card, with two along the sides, a rear wall and a false centre wall, the purpose of which will make sense later in the build.



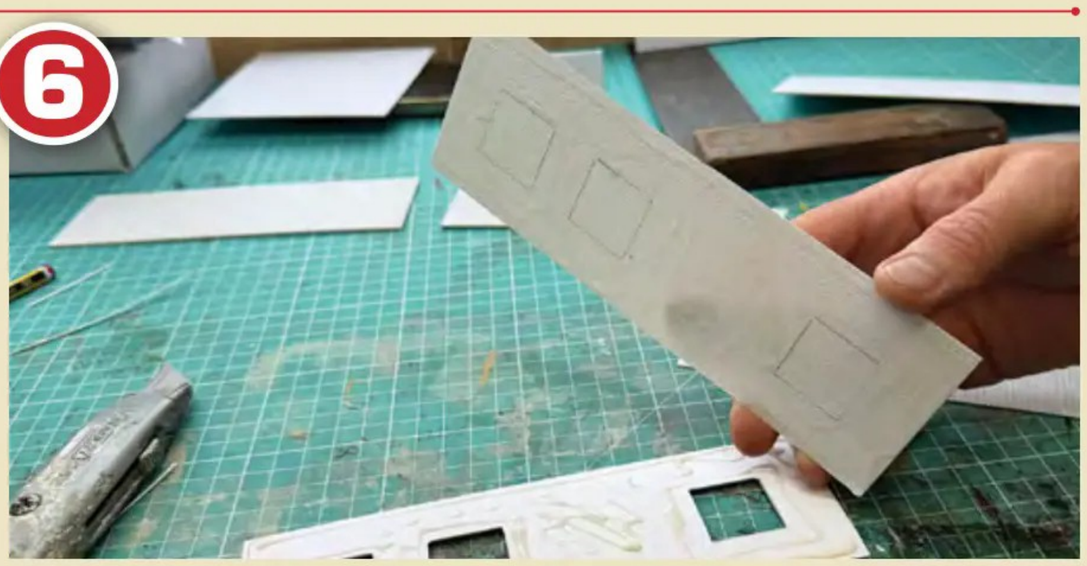
The next job was to work out how and where the windows were going to fit. Using some laser-cut window frames from a left-over project, a ruler and a ModelU figure for guidance, I worked out the best size and marked out three apertures.



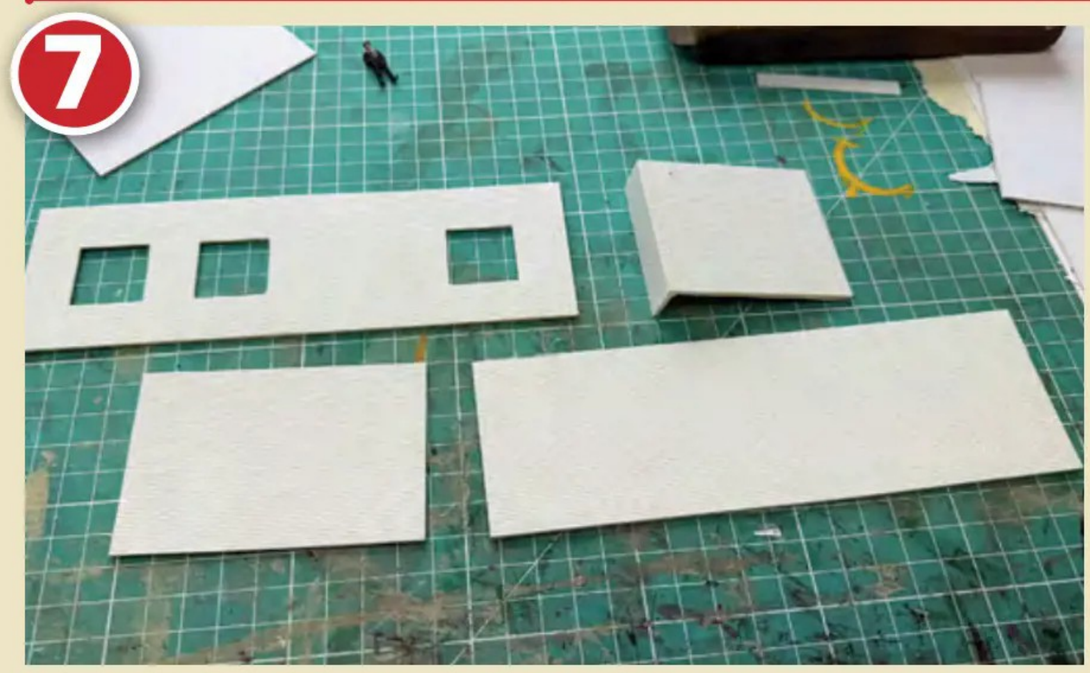
Once happy with the position of the windows, each of the apertures was cut out using a ruler and a sharp knife. Remember to take extra care with sharp knives and keep fingers out of harm's way.



The next step was to create an inner wall. Using mount card, an L-shaped wall section was developed to give the illusion of depth and thickness.



Using South East Finecast Flemish Bond brick embossed sheet, I cut and trimmed all the card walls. Deluxe Materials Roket card glue was used with a spot of superglue. These glues react with each other and dry and hold very well. Once the embossed sheeting was glued into place, the window openings were trimmed along with any excess overhang of plastic sheet.



With the walls trimmed and the L-shape inner wall now clad, the next stage is to add further brick detail to create a realistic overall appearance.



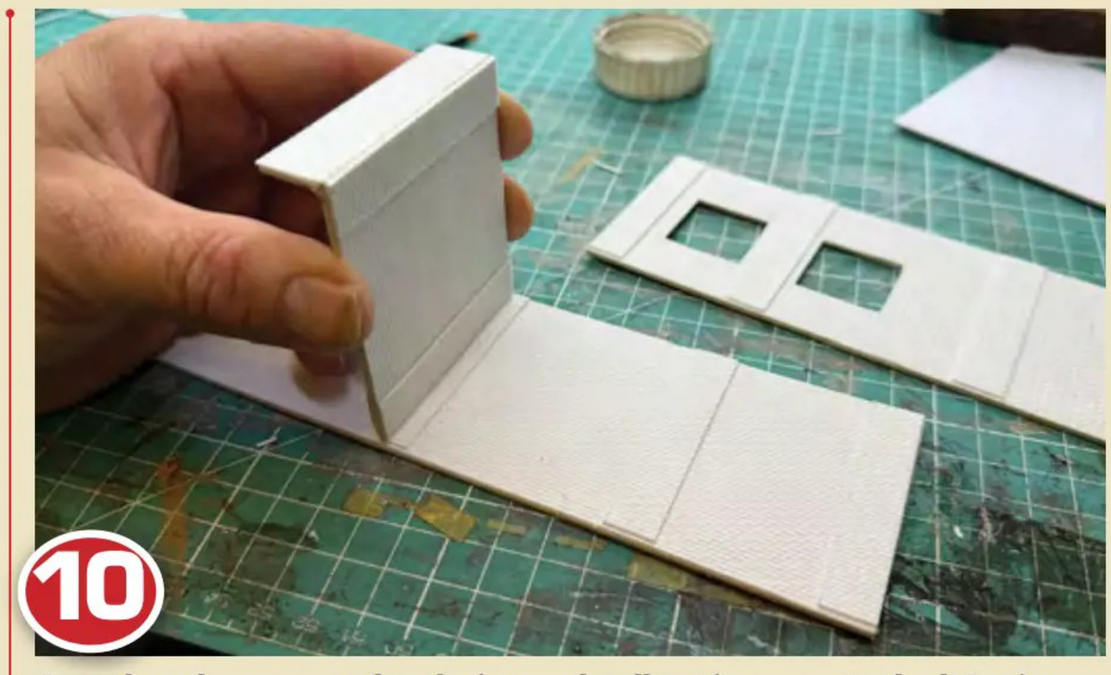
While poring over prototype reference photographs for this project, I noticed that many factories had internal support columns. I was keen to replicate this using the brick embossed sheet. To start, I cut a series of 50mm strips.

Intermediate
Beginner SKILL LEVEL Advanced



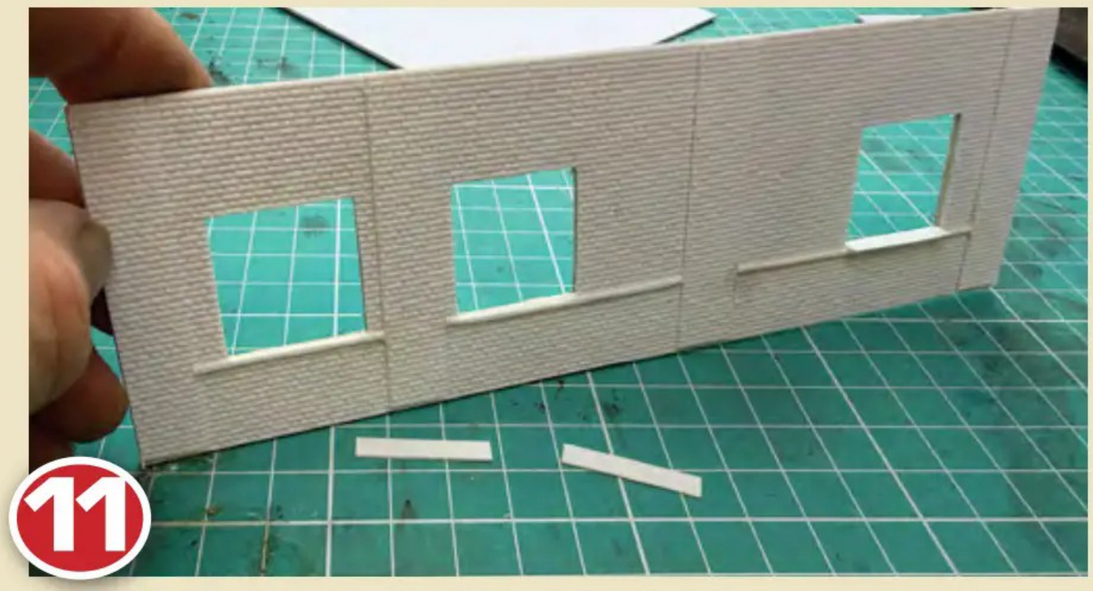
9

The column strips were then evenly spaced out on the outside edge of the walls and glued into place using Plastic Weld glue.



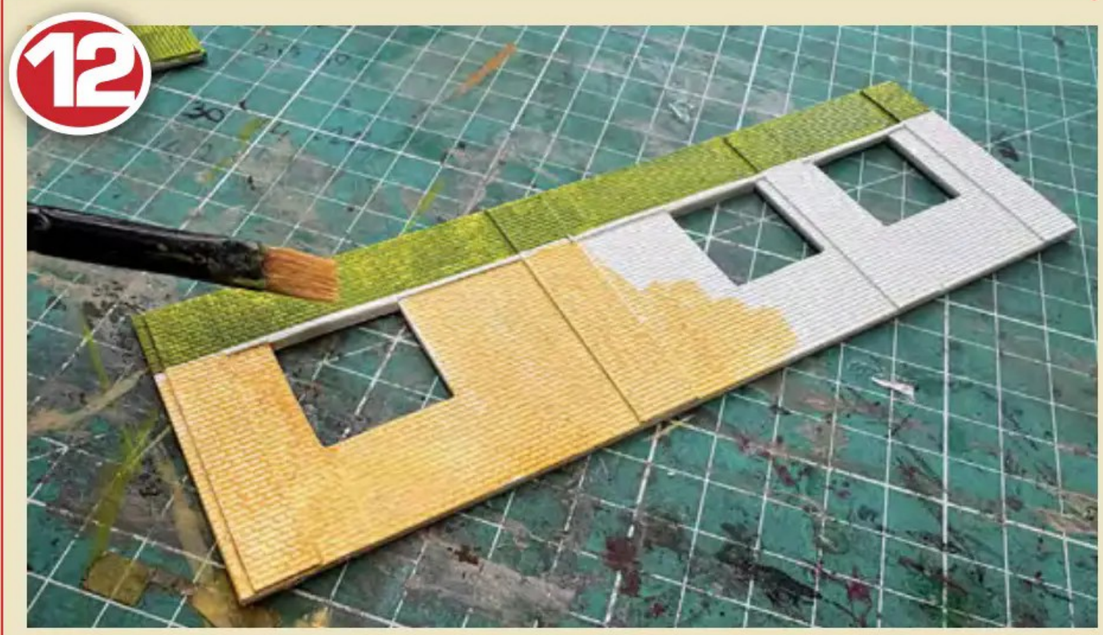
10

Once the columns were dry, the internal wall section was attached. Again, this was glued into place with Plastic Weld.



11

Next, attention turned to the window wall. Windowsills were added to the bottom of the apertures using some very thin plasticard sheet. Three windowsills were created along the length of the wall, while a row of brick embossed sheet was also added to provide further detail.



12

With the walls now complete, painting could start. I used Halfords White plastic primer initially, followed by Vallejo Lime Green and Sand for the top section. I had to paint these a few times to get good coverage.



13

With the walls drying, the floor was dealt with next. I painted this using Rust-Oleum Concrete effect paint which, once dry, results in a great texture effect.



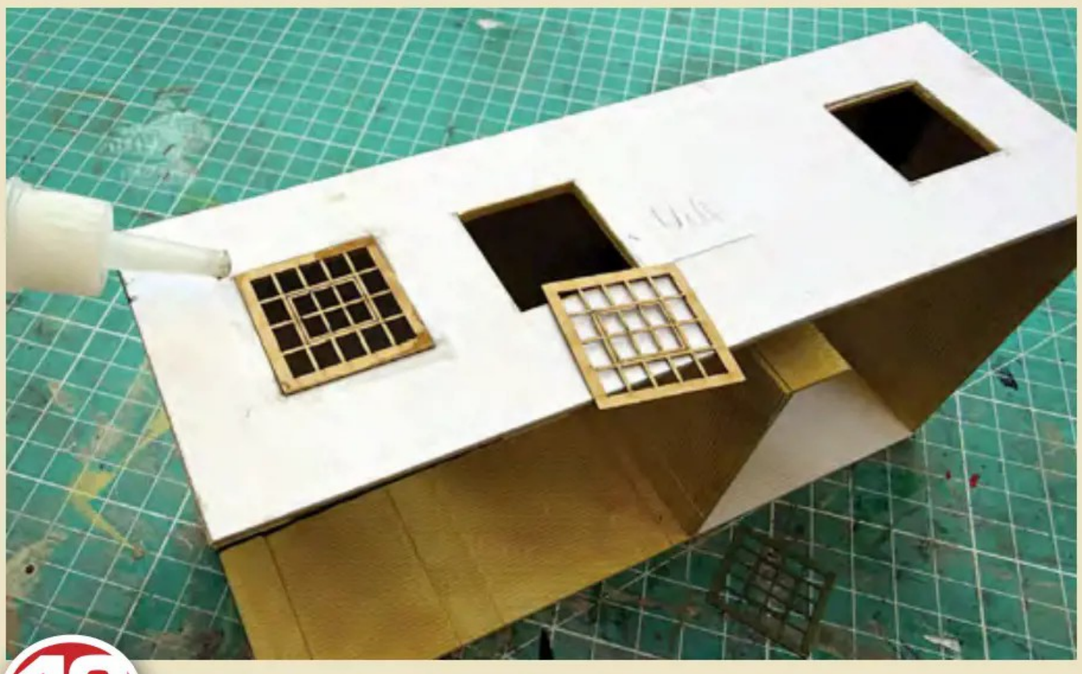
14

Once the floor had dried, the walls were then assembled and glued into place. Superglue was the go-to solution for this application.



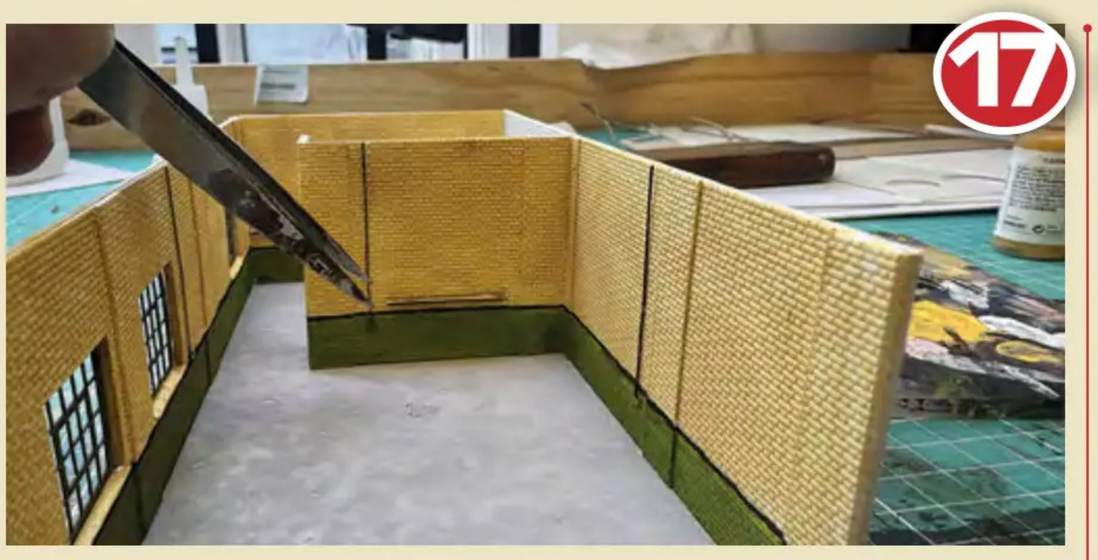
15

With walls glued solid, the windows were painted. Aiming for classic factory colours, I went with green and used a paint pen for ease and speed.



16

The window frames were then glued to the structure from the outside, again using superglue to tack them into place.



17

Further detail was then added to the interior, starting with cable trunking on the walls. 0.7mm solder was used, sprayed Matt Black. Once dry, these 'cables' were glued into position using a pair of tweezers. Small rectangles of mount card were then cut out and painted grey. These were glued at the bottom of each of the trunkings to create the plug sockets.



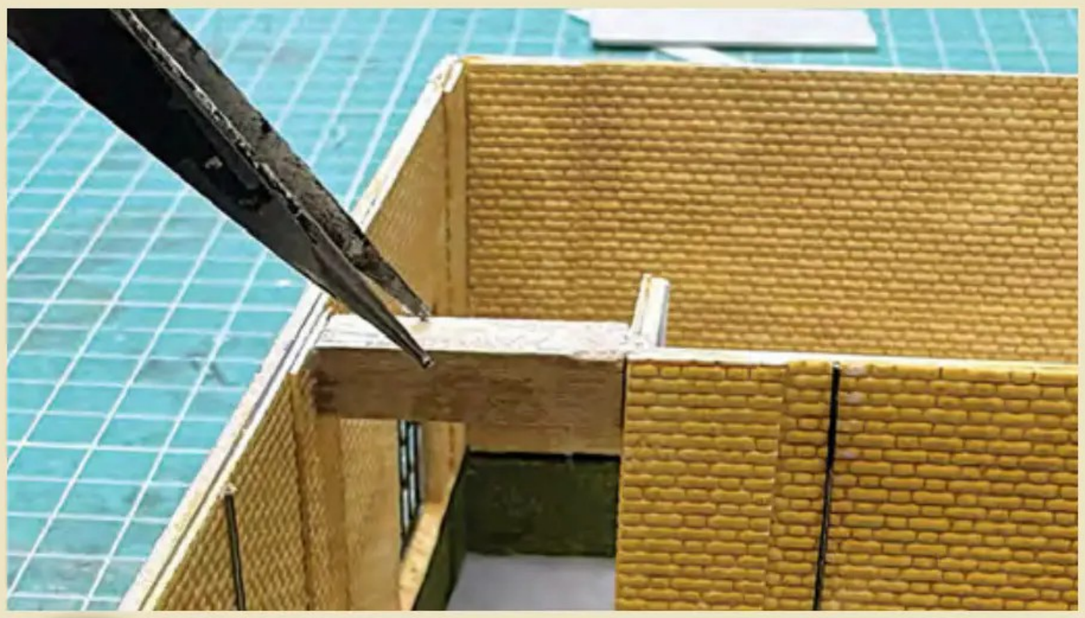
18

Following a search through the spares drawer, I found some old sheets of Scale Model Scenery vintage signs. With a sharp knife, I then cut out a selection of workshop related items.



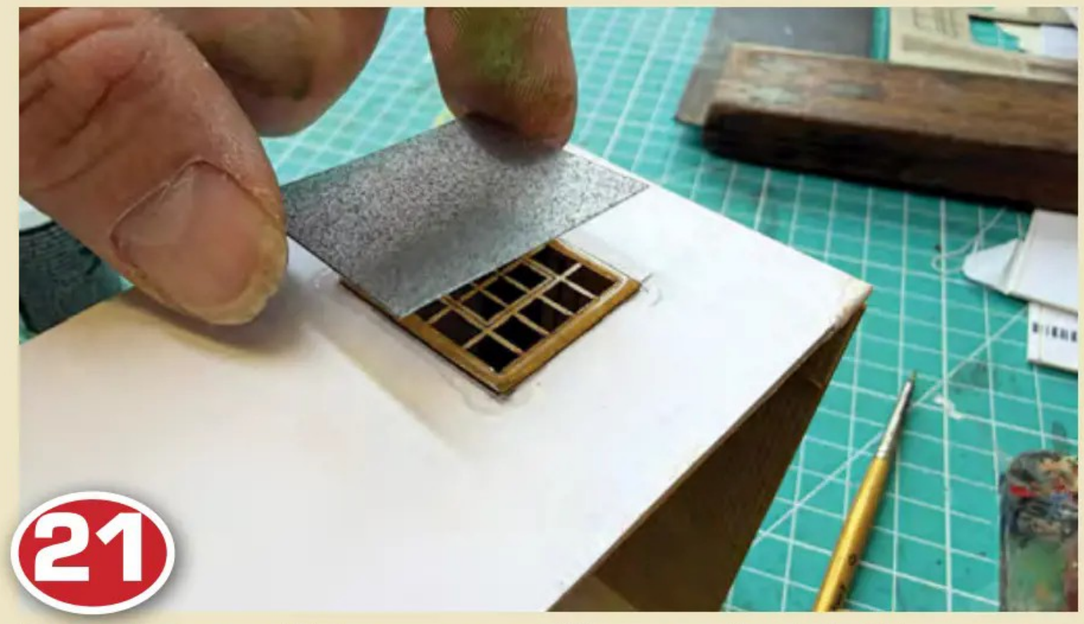
19

Using Roket card glue, the freshly cut selection of workshop posters, clocks and notices were stuck into position within the factory interior.



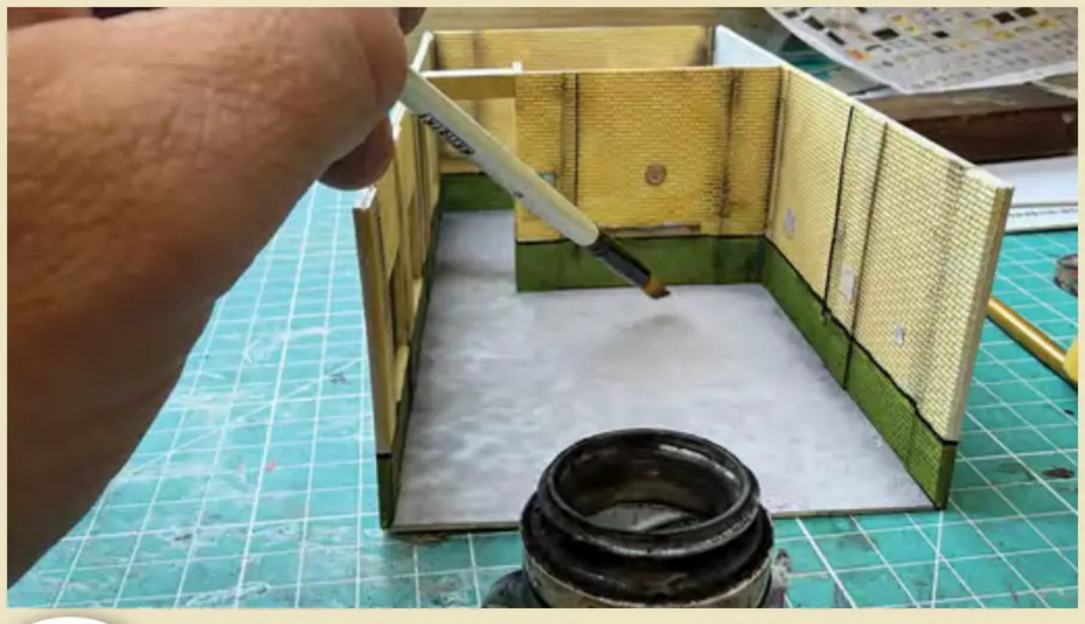
20

At this point I wanted to add some concrete ceiling beams. This one was the first to be added. I used 5mm square wood, glued into place and painted to match the walls.



21

I wanted to create this factory scene as if it was getting dark. Using some clear acrylic sheet, this was misted with Matt Black, then finished with a clear lacquer. Lacquer is a great way of making the windows opaque.



22

Once the glazing was attached, grime and dirt were applied to the interior factory walls and floor using Mig Ammo Dirt Black. Be sparing at this stage: it is easy to add too much.



23

The brand-new range of ModelU workshop machinery includes lathes, pillar drills, work benches and more. For ease of painting, I glued the items to a length of wood. These were then sprayed blue. Using a paint pen, some details were picked out. Once happy with the painting, I applied Flory Dark Dirt wash and allowed them to dry. Flory wash gives a simple but effective used dirty look.



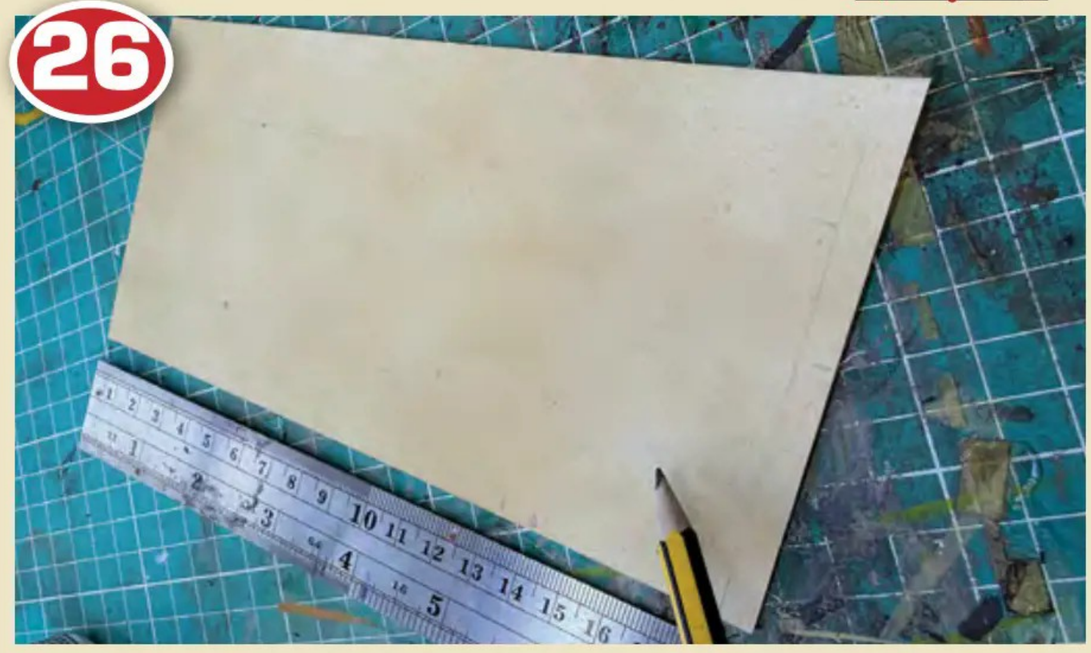
24

With all the detailing parts now painted they were removed from their bases and superglued into place. I also added simple card shelves to both rooms along with oil cans from the ModelU range to really bring this build to life.

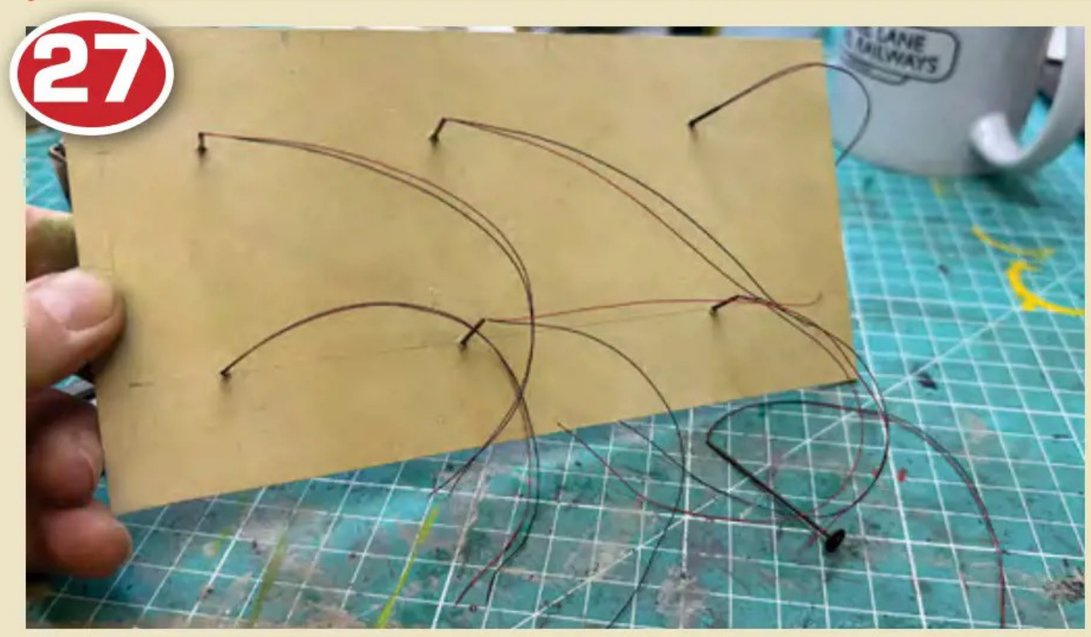
Intermediate
Beginner SKILL LEVEL Advanced



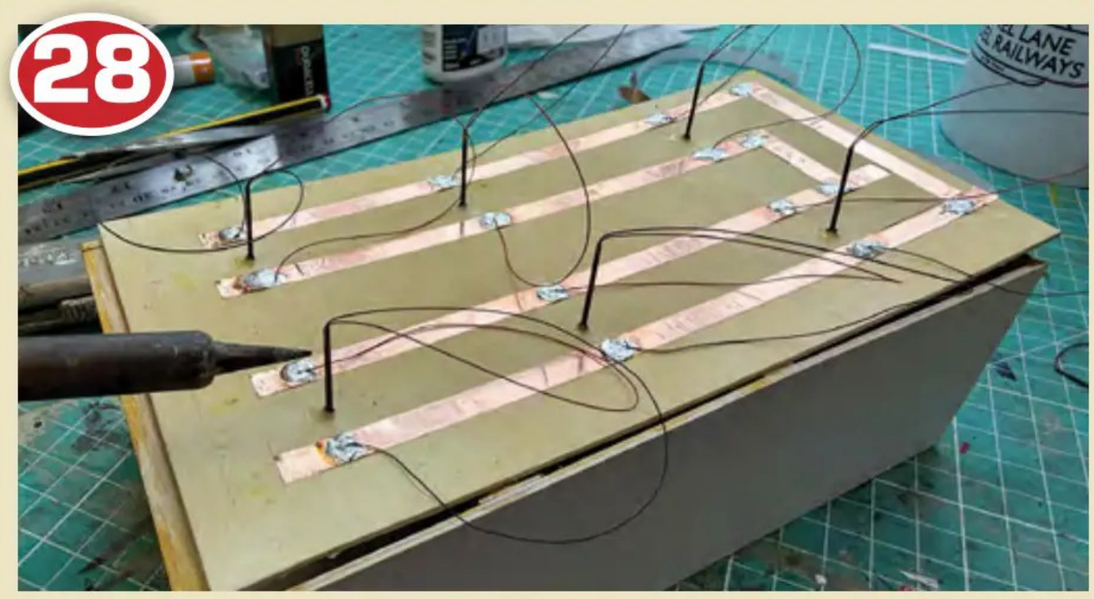
With the interior detail coming to a close, the two main front ceiling supports were added next. Again, these were 5mm timber lengths cut to length, glued into place and painted to match the walls.



The roof was measured out and cut to shape. This was then painted to match the walls. I also marked out where the lights were to be fitted.



The lights were items found in my collection, but companies such as Layouts4u sell similar examples. These were drilled and fitted, using a spot of superglue to hold them in place.



As I didn't want wires everywhere, self-adhesive copper tape was a great way of keeping it all neat. I ran two basic circuits and attached the red wire to one side and the black wire to the other. A 9Volt battery fitting was also added for straightforward illumination.



Finally, before gluing the roof on, a selection of realistic ModelU figures was added. These were painted in factory-style clothing and, once painted, were glued into position along with the roof.

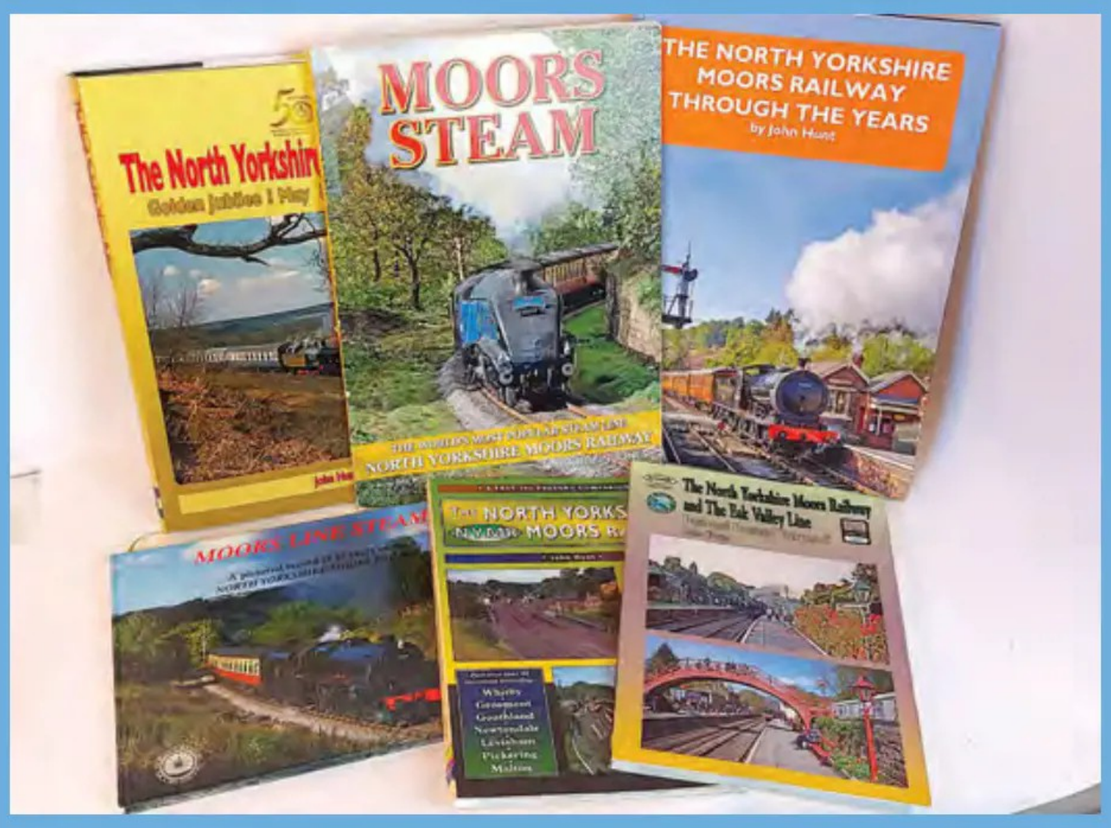
PLANNING YOUR

Modelling a real location may seem daunting, but planning and research make it easier...as **RICHARD HALL** discovers by recalling how he designed his new project layout of Goathland on the North Yorkshire Moors Railway.

DECIDING what to base your new layout on is an age-old question and is entirely a personal preference. At the 'modeller' end of the hobby, layouts are either fictitious with a flexible location, era or stock; proto-freelance designs which draw varying degrees of influence from a prototype, or a real location built to scale or selectively compressed.

Modelling the prototype is evidently challenging and often requires a large amount of space, extensive scratchbuilding skills and restricted operational interest. However, I find that replicating a reality is the most satisfying choice, not least because everything is already decided for you, removing the guesswork fictitious layouts need in order to look 'realistic'. As rolling stock will be naturally defined for a set route and era, this means it can also be easier to stick to a budget and focus spending only on relevant purchases.

The prototype-focused approach described here is certainly not for everyone, but hopefully this article shows that planning a layout build of a real location can be an enjoyable process by itself.



While the internet is unquestionably a great way to research any modelling subject, I still consider books to be a vital source of information when recreating a real location. With titles available new or inexpensively second-hand via fantastic bookshops, they cover every route and aspect of Britian's railways, including material not available online. Richard Hall.

CHOOSING A LOCATION

For me, memories of family holidays in North Yorkshire provided a key reason to recreate Goathland on the North Yorkshire Moors Railway (NYMR).

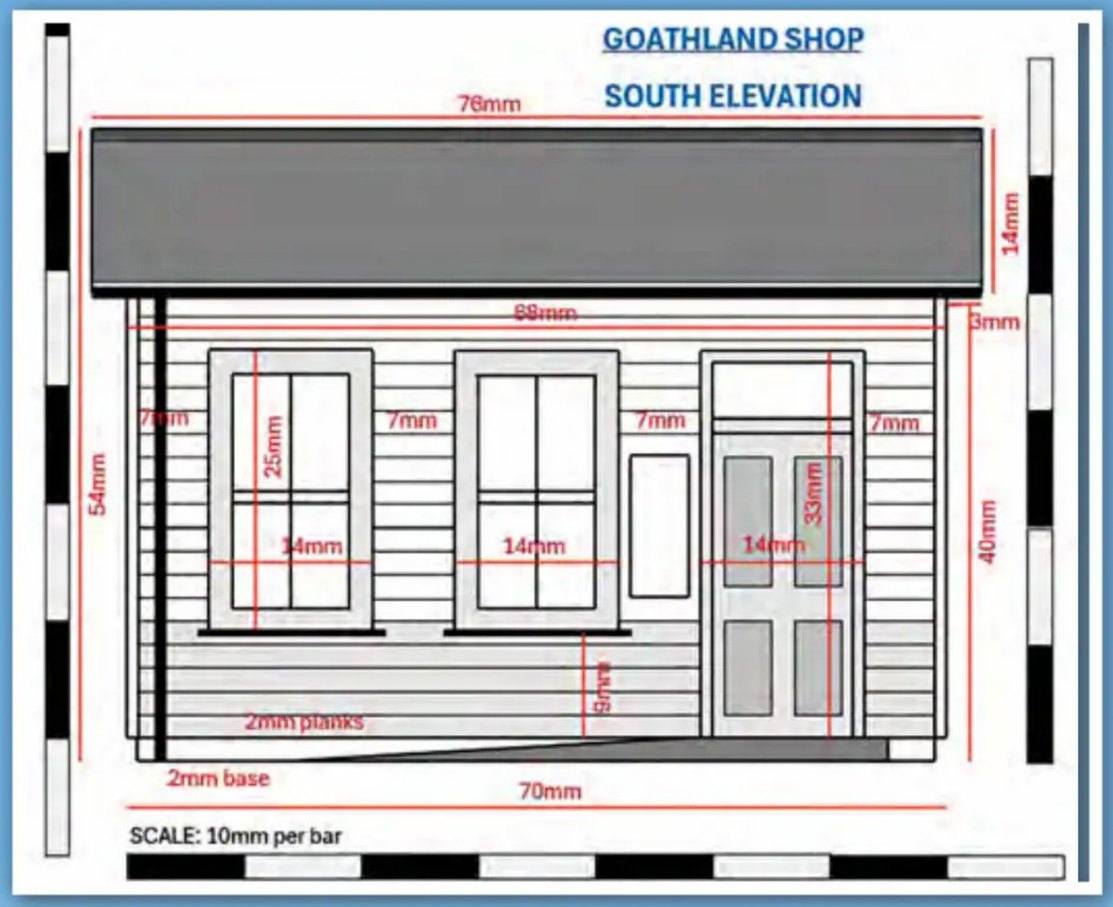
Goathland is already a popular modelling choice, not least because the station features in the television series *Heartbeat* and the first Harry Potter film, but also because resin

Goathland on the North Yorkshire Moors Railway is a rare combination of an immaculately preserved pre-Grouping station, situated in stunning rural scenery and part of a fascinating heritage railway. Looking South from Goathland's North Eastern footbridge in September 2025, this view shows why the station is a deservedly attractive modelling subject by itself. Richard Hall.

DREAM LAYOUT



Visiting the location that you choose to model is essential, and as with my visits to Goathland, doing so can make a project possible by providing a perspective which cannot be conveyed online. 'Walking the ground' allowed me to take hundreds of reference photographs, measurements and notes, many of which focused on the buildings at Goathland that would need scratchbuilding, including this NER waiting room style shop, built in 2016. Richard Hall.



To act as a scale, including a red and white surveying pole in square-on photographs of structures at Goathland made drawing accurate building diagrams straightforward. Dividing every measurement by 76 then reduces all dimensions down to 'OO' gauge which I could then translate into my own architectural elevation drawings. No specialist software is required, as I used line and shape tools on Microsoft Excel to draw the buildings. Richard Hall.

models of the station buildings are available ready-to-plant. The likes of Hornby Skaledale and Bachmann Scenecraft offer buildings for other real stations, and each range makes modelling the respective stations much more achievable.

Rolling stock also played a significant part in choosing Goathland, as the NYMR has played host to a large number of my favourite preserved locomotives – from Eastern Region steam designs to Bulleid 'Pacifics' and Class 37s, meaning the line also suited my interests.

However, the deciding factor was space. Goathland requires a 16ft long scenic section to model to scale, and as I am fortunate to use the 22ft width of a double garage to house the layout, the full scenic length could be easily accommodated without any compression.

All these reasons convinced me that Goathland was the right location to build. Even though the station is highly recognisable and already replicated in model form, this has actually forced me to push my skills in order to make the layout a definitive to-scale model.

RESEARCH

Online sources are a very good way to help research and decide on a specific location, and invaluable for gathering pictorial reference material. Photographs published online are crucial for modelling earlier eras and layouts of now closed locations, where the Disused Stations website is particularly useful. For all modern image modelling, and especially Goathland, my first port of call is always Flickr - a fantastic source with date filters to help focus pictorial research of locomotives, rolling stock and stations.

For pre-2000 modelling, books remain a critical part of research and contain specific information and photographs not available online. The countless routes covered by Middleton Press are highly recommended, as are the Platform 5 'Past and Present' series, which include superbly detailed NYMR »

editions written by John Hunt.

Driver's eye view videos are also great resources and now cover a vast number of routes, including heritage railways. Each of these videos show perspectives inaccessible to visitors or not featured in photographs. For Goathland, the videos posted by NYMR Footage on YouTube helped confirm the positions of point rodding and signalling details.

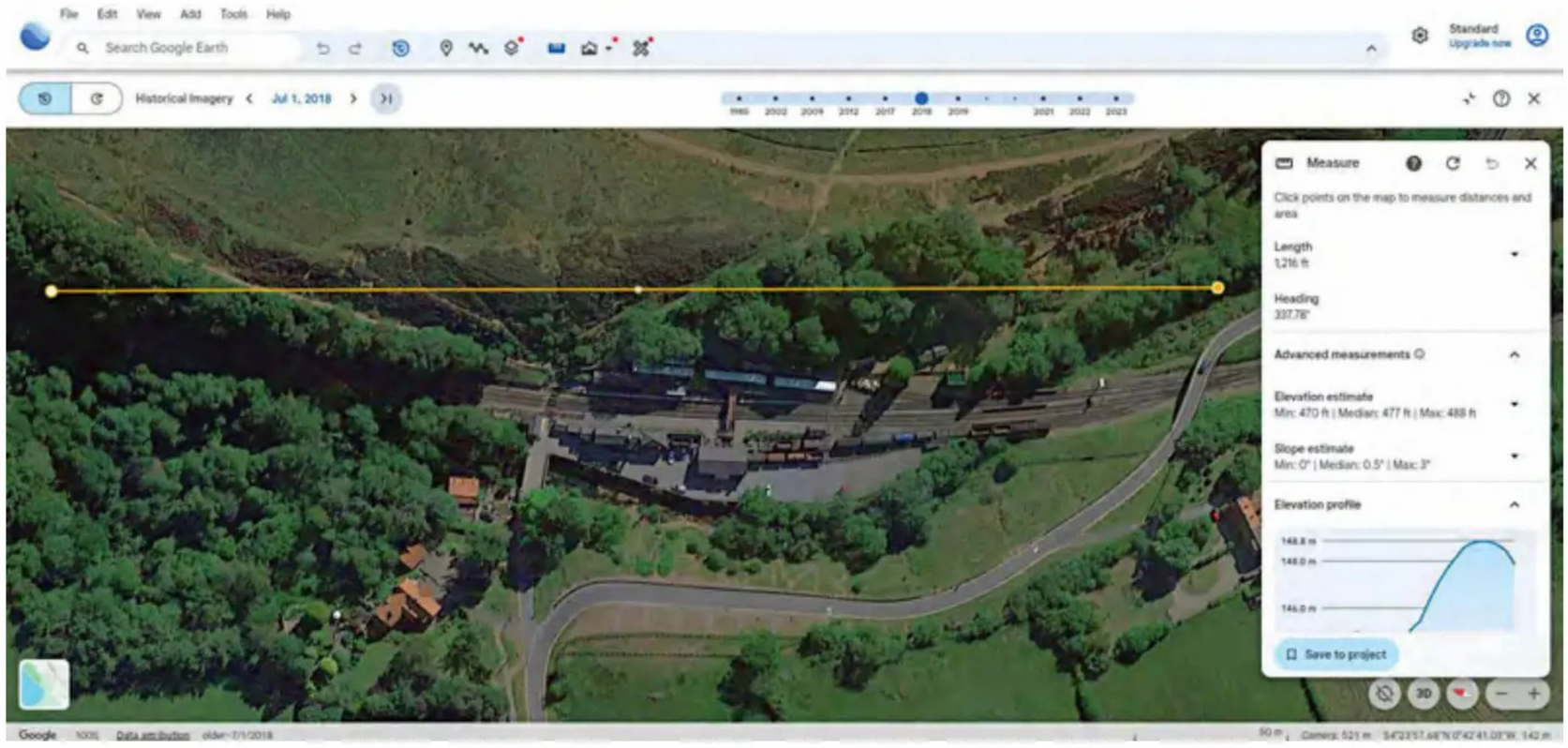
WALKING THE GROUND

Research using books and the internet will go a fair way in helping to design your prototype layout, but being able to visit the real location will always give you the best perspectives, often impossible to convey through secondary sources alone.

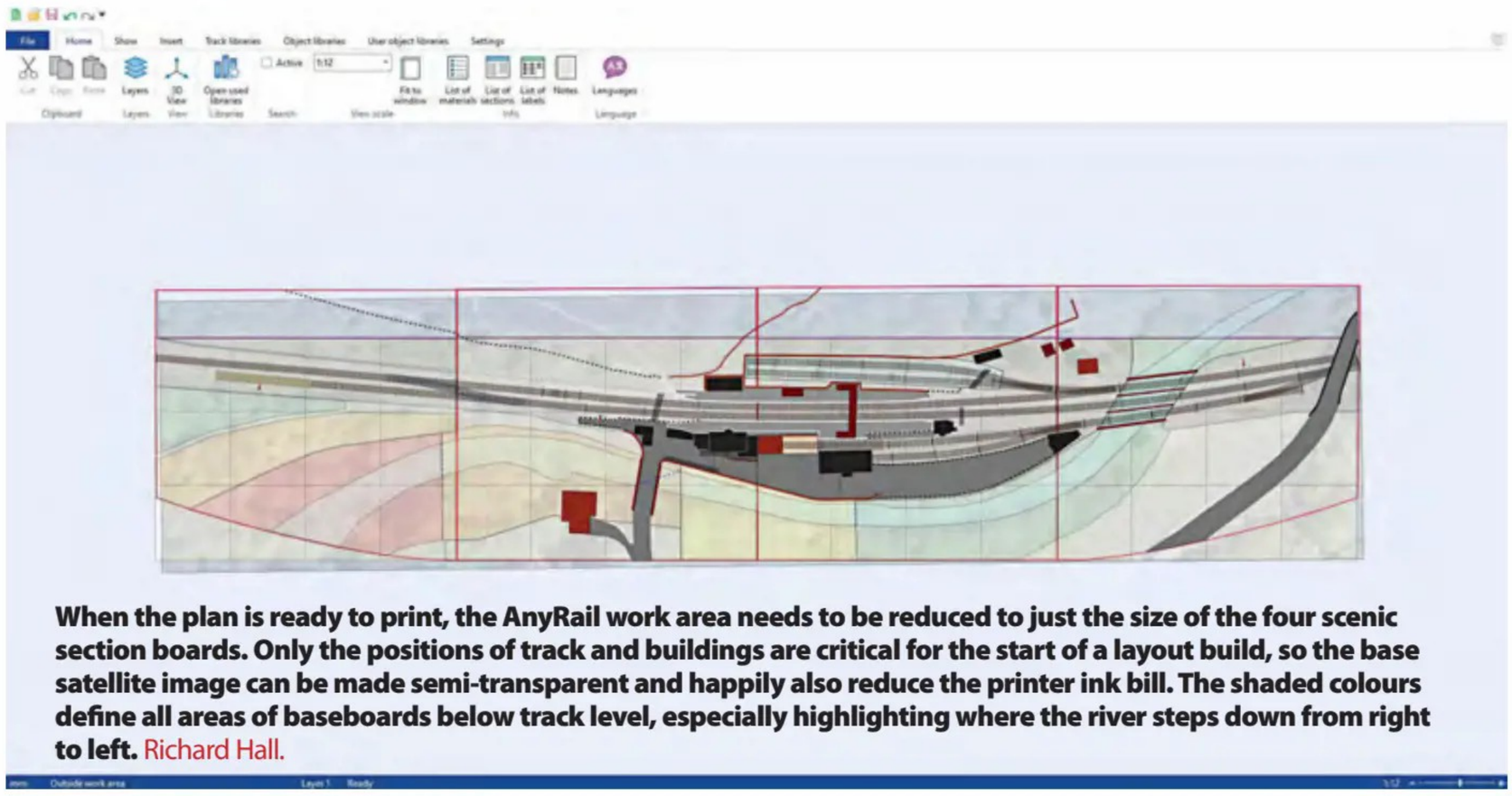
Goathland is a case in point because the complex topography of deep valleys and steps in the river is difficult to judge online, but visiting the beautiful station multiple times and taking photographs gave me a much better appreciation of how the station sits in the landscape. Understanding and recording this helped confirm the elevations I needed to include on the baseboard designs.

In the likely event that scratchbuilt structures will be needed for your chosen location, visiting the prototype allows you to measure extant buildings, especially if architectural drawings are not available. I was able to use building surveying methods I learned during my UEA Landscape History degree to record, measure and then draw out key buildings at Goathland.

The smaller dimensions of buildings (sizes of stone courses, planking, windows, wall heights and so on) are easy to record with a steel rule and tape measure. For working out whole building dimensions, it is most straightforward to prop a surveying pole against each structure and take square-on photographs; each image then includes a scale from which the approximate dimensions of the building can then be calculated. These full-size measurements can then be reduced down and re-drawn out at your chosen scale to assist with scratchbuilding, as I have for most of the structures at Goathland.



High-definition satellite imagery has made modelling real locations easier, as plans can be traced very accurately. The ruler function is the most useful tool on Google Earth to produce a scale plan, as the 16ft available scenic section of Goathland scales up to 1,216ft in real life, and this means the whole station and northern points can be modelled in full. Richard Hall/Google Earth.



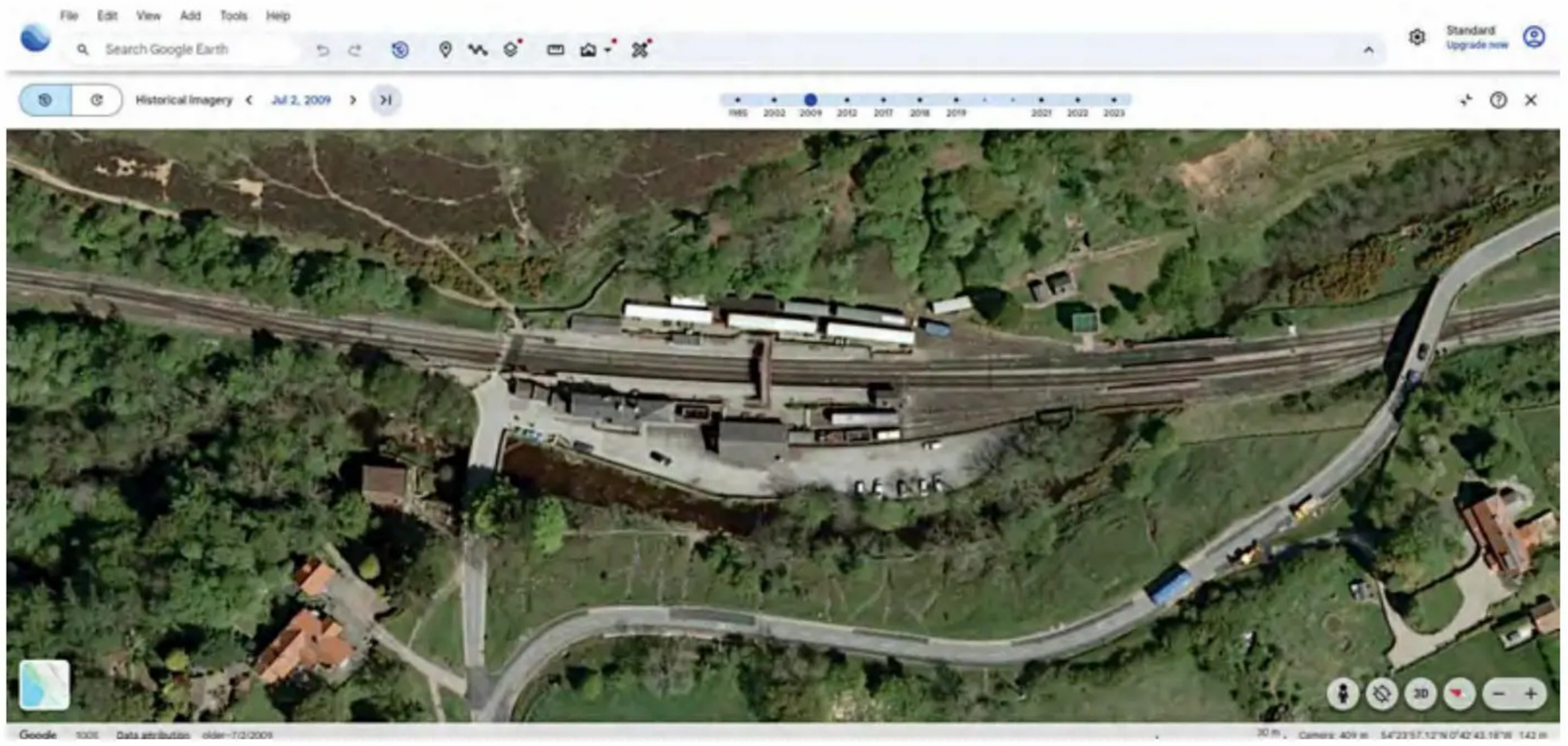
When the plan is ready to print, the AnyRail work area needs to be reduced to just the size of the four scenic section boards. Only the positions of track and buildings are critical for the start of a layout build, so the base satellite image can be made semi-transparent and happily also reduce the printer ink bill. The shaded colours define all areas of baseboards below track level, especially highlighting where the river steps down from right to left. Richard Hall.

A BIRD'S EYE VIEW

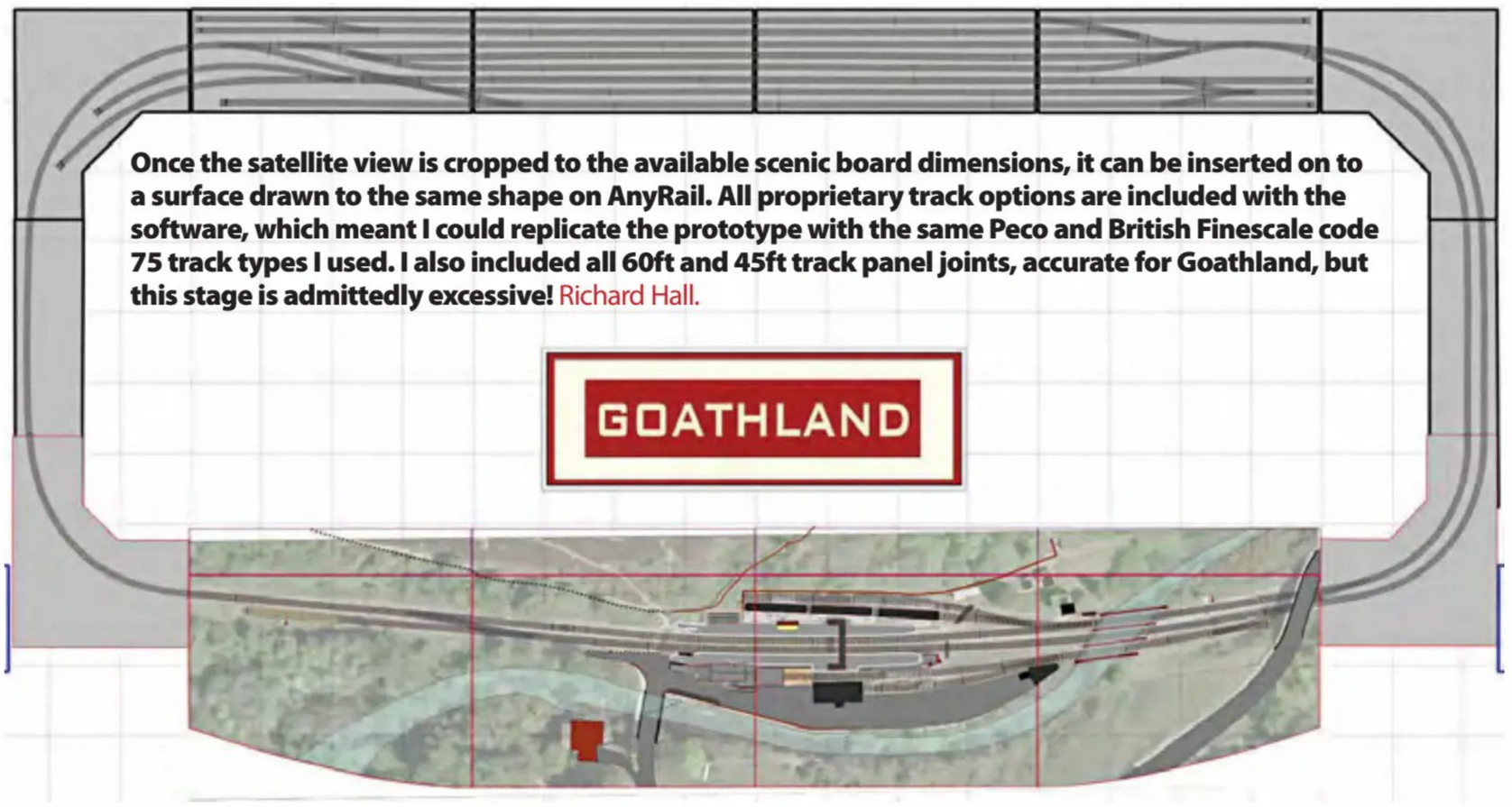
Satellite imagery is a brilliant resource for planning a layout of the prototype. An ideal and free option is Google Earth, which makes tracing track arrangements and building positions incredibly easy.



Once the (very complex) baseboards were constructed and track plan printed, it was an easy job to transfer the track alignments across. As Goathland is a modular exhibition layout, track positioning across board joints is critical, not least because four sets of points align across joins. Future step-by-step articles in *Hornby Magazine* will cover the track laying and beyond, even at this early stage of the layout build, I am very satisfied with what has been possible because of the planning process described here. Richard Hall.



Playing 'spot the difference' is the most obvious use for the historical imagery option on Google Earth, as you can see any changes made to a location since 2000 – on this 2009 view of Goathland, it does not feature the paved car park and station shop my 2016-2020 era model of Goathland needs to include. The second benefit is that you can choose the highest resolution satellite image to trace the track plan from, as the quality of each scan varies significantly. Richard Hall/Google Earth.



Once the satellite view is cropped to the available scenic board dimensions, it can be inserted on to a surface drawn to the same shape on AnyRail. All proprietary track options are included with the software, which meant I could replicate the prototype with the same Peco and British Finescale code 75 track types I used. I also included all 60ft and 45ft track panel joints, accurate for Goathland, but this stage is admittedly excessive! Richard Hall.

Using Google Earth, the satellite view can be rotated so the modelled area can occupy the full width of the screen, while most cities feature a 3D mode that shows how a railway sits in an urban landscape. Previous satellite scans taken from the early 2000s to the present day are also included, which highlights any changes made to the area and means you can use the clearest satellite imagery.

But the ruler is the most important tool in Google Earth as it allows the modelled area to be measured out onto the prototype and shows how much of a given prototype can fit into your available layout space. It can also be vital to determine the length of platforms or any structure that can't be surveyed in person.



The sunken area of car park in front of the station house, coal drops and North end of the goods shed, was actually the most complex part of Goathland to survey and design on the layout. Visiting the location, measuring the coal drops and taking photographs with the red and yellow surveying pole was crucial to work this out as I could use the coal drop rail height and station platform as a datum to measure down from. Richard Hall.

The satellite method also works for closed railways, as any existing buildings and visible trackbed can be plotted and scaled. The fantastic National Library of Scotland map viewer is ideal for this as it overlays historic Ordnance Survey maps with current satellite imagery.

USEFUL LINKS	
Google Earth:	*earth.google.com*
National Library of Scotland map viewer:	*maps.nls.uk/os/*
Disused Stations:	*disused-stations.org.uk*
The North Yorkshire Moors Railway:	*www.nymr.co.uk*
Middleton Press:	*www.middletonpress.co.uk*
Platform 5 publications:	*www.platform5.com*
Train Driver's Eye views:	*www.youtube.com/@doncoffey5820* *www.youtube.com/@train_paul9478* *www.youtube.com/@beneliastrains*
NYMR Footage videos:	*www.youtube.com/@nymrfootage*

LAYOUT DESIGN

Like many, I find sketching track plans by hand to be very natural and useful for trying out ideas but I now primarily use *AnyRail* computer software for accuracy. Only available for Microsoft Windows, the software is available as a free trial or as a full version with a one-off payment.

AnyRail does take time to learn, but the software provides every scale and type of track in an easily controllable format. For multi-level layout designs, build 'layers' can be used, and there is also a choice of metric or imperial measures.

As I am fortunate to be constructing Goathland to scale, this next stage is very straightforward and can be used for any real location. First, I multiplied the size of the scenic section by 76 (for 'OO' gauge) and measured out this area on Google Earth, before taking a cropped screenshot to these dimensions. The same 16ft x 4ft board area is then drawn out on AnyRail and the satellite image inserted using the 'load image' dropdown on the Surfaces toolbar.

Combining measurements taken on site visits and the overlaid satellite image, the whole layout can be drawn out to scale. Any changes in topography can also be traced from this view to assist with baseboard construction.

FROM PAPER TO LAYOUT

Once the track plan is drawn out, the *AnyRail* work area can be reduced to only the outer dimensions of the scenic section. The entire plan can be printed to scale, and as I was using a home printer, Goathland's plan absorbed more than 100 sheets of A4 paper!

With the plan taped together in 4ft lengths and placed on the baseboards, the positions of track and scenery could then be translated across, allowing the cork underlay and track to follow the real alignment.

The stages described here are relevant for various types of layout from exact scale models like Goathland to the 'proto freelance' approach, where a prototype is used as a basis for a more personalised or operationally engaging layout. But hopefully this shows how the research and planning for a real location can be a fascinating process in itself, and one that you can take as far as you want to.

Look out in future issues of *Hornby Magazine* where I will be documenting the construction and development of Goathland step-by-step - my layout of a lifetime.

HM

BIOMASS WAGON MAKEOVER

The Drax IIA-D wagon fleet is kept in remarkably clean condition, but even so, these high-capacity covered hoppers can benefit from the added realism of weathering. **MIKE WILD** shows how a restrained approach can bring new life to the Hornby 'OO' gauge wagons.

BLOCK FREIGHT TRAINS are one of the appealing parts of the modern railway scene, and the Drax IIA-D fleet which snakes across the Yorkshire countryside linking the UK's biggest power station with biomass terminals look superb.

These high-capacity wagons were introduced in 2013 to transport the new biomass fuel from ports at Liverpool, Hull, Immingham, Tyne Dock and Redcar in block trains of up to 25 wagons. Up to 30 trains a day help to fuel Drax – an incredible number – and perhaps just as impressive from a modelling point of view is how clean the vehicles are.

Taking in photographs of the wagons throughout their careers, the IIA-D fleet is remarkably well kept. Nevertheless, there is still dirt build-up to model, but this is focused on the underframe, hopper top doors and wagon ends while the bodysides stay almost pristine.

With the arrival of Key Publishing's exclusive collection of Drax Powering Tomorrow original condition IIA-D wagons for 'OO' gauge earlier this year, we thought it was high time we gave a set an authentic weathered look, particularly as they would feature in the stock roster on East Coast Cement at the Hornby One:One Collection open weekend on August 15/16 in the former Hornby factory in Margate.

The process is relatively simple. The main colours were applied by airbrush with the roof colours built up in multiple layers to bring depth to the finish and realism. The primary aim was to keep the bodyside clean, but with light weathering by bringing streaks of paint down from the roof line to represent water marking from the wagons' intensive service to Drax.

The following step by step guide explains how we modelled the finish without going overboard. This was very much a project where restraint in colour application was rewarded with realism. **HM**



The completed wagons have had realistic weathering applied which tones down the roof and underframe but keeps the bodysides in clean condition. The rake has variation to the level of weathering on the roof matching prototype images.

EXCLUSIVE WAGONS AVAILABLE NOW!



● Get your Drax IIA-D wagons exclusively from Key Publishing through the Key Model World Shop. Four twin-packs modelling the wagons in original Drax Powering Tomorrow livery are available priced at £89.99 per pack.

Each pack has unique wagon numbers, authentic livery application, turned metal wheels, NEM coupling pockets and an accessory pack containing pipes for the buffer beams.

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



WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
Trains and Tracks Liquid Pigments	*airbrushes.com*	LP05
Grey Shadow Liquid Pigment	*airbrushes.com*	LPW35
Dark Grey Wash	*humbrol.com*	AV0204
12mm magnetic couplings	*keymodelworld.com*	RRM179



1 The Hornby IIA-D wagons are currently available in their original Drax Powering Tomorrow livery as a Key Model World exclusive product but can benefit from authentic weathering.



2 The first step in our project was to replace the couplings with Rusty Rails Modelling 12mm magnetic couplings. These clear up the space between the wagons and provide a simple method of joining them together into a full rake.



3 The metal buffers stand out when compared to photographs of the real wagons and benefit from toning down with black paint. We used Tamiya Black X-1 applied by brush.



4 For the main weathering colours, we are using Lifecolor Liquid Pigments from the Trains and Tracks set (LP05) - starting out with Frame Dirt (LPW24 applied to the underframe using an airbrush.



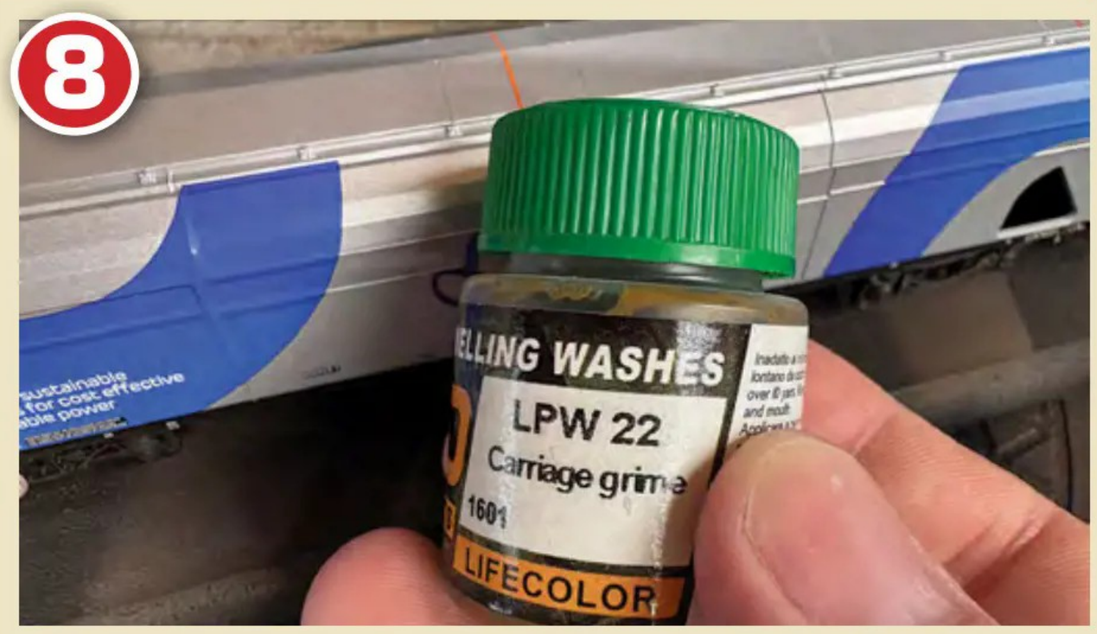
5 To control the paint application and avoid weathering the body, a business card is used as a quick and effective masking device. It can be moved along the body to match the position of the airbrush.



6 The same colour was applied across the buffers, buffer beam and wagon end using the same business card masking process. This time the card was held vertically up the side of the wagon to keep the paint off the side.



7 Having worked around the wagon standing upright on its wheels, we inverted the model to apply a second layer of Frame Dirt from below. This prevents heavy black shadows appearing in the underframe and gives a more realistic finish.



8 Attention can now turn to the roof. Carriage Grime (LPW22) from the same Trains and Tracks paint set is the first colour to be applied, again using an airbrush.

Intermediate
Beginner SKILL LEVEL Advanced



No matter how careful you are, the airbrush application leaves a speckled finish on the roof, but we will adjust this and add further colour tones over the top.



Using a flat brush dipped in airbrush cleaner, the Carriage Grime colour is manipulated in streaks working from the ridge top downwards. This breaks up the initial airbrush application and allows paint to run down the sides.



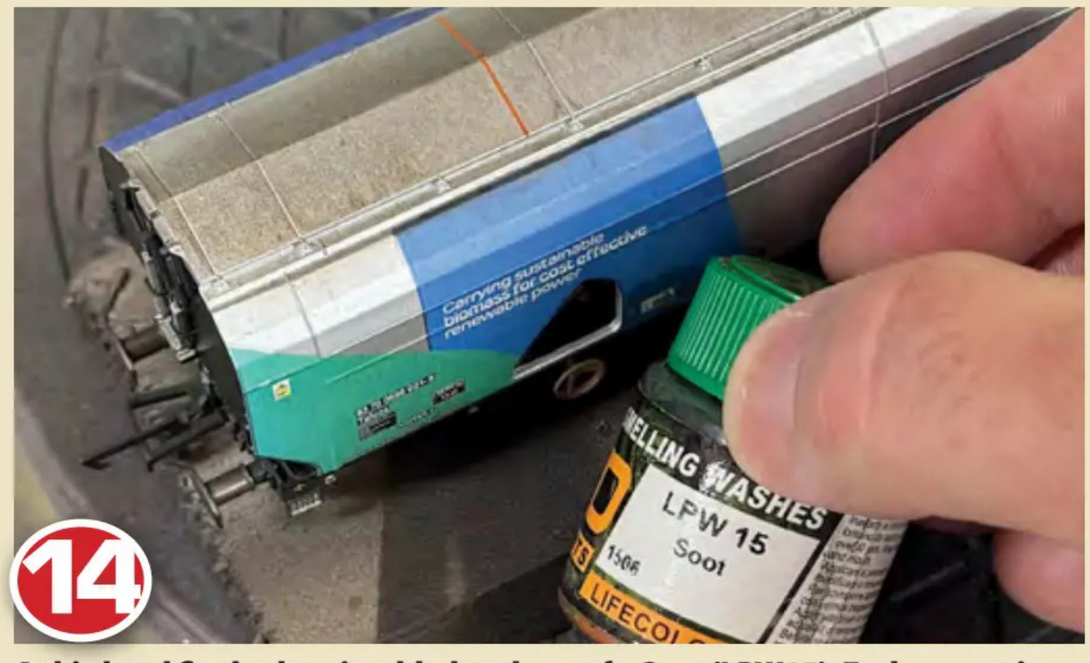
While the paint is still wet from the airbrush cleaner application, a 30mm flat brush is used to pull the paint down the roof and bodyside, creating further streaks on the wagon. This takes a few strokes to get the right effect.



The paint has now left heavier stains at the top from rain pulling dirt out of the hopper door trims and lighter streaks down the wagon sides. Each one ends up with a slight variation as we work through the rake.



To deepen the colour on the roof, Lifecolor Grey Shadow (LPW35) is added next from an airbrush along the central roof line. This softens the streaks on the roof panels and adds depth to the colouring.



A third and final colour is added to the roof – Soot (LPW15). Each successive colour blends the layers together creating a more authentic finish.



To bring the roof weathering together, Humbrol Dark Grey Wash (AV0204 was added along the hopper door hinge line as well as in the panel lines to bring out the details of the IIA-D.



The finishing touch is Dirty Grease Effect (UA262) from Lifecolor applied to the centres of the buffer heads to give them a realistic grease finish, a small but important detail. This completed wagon is now ready to enter service once the rest of the lengthy rake has been similarly treated.

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LISWORTH BAY
THE FINAL YEARS

The 'Sunny Southern South' is the setting for this 'N' gauge exhibition layout which is heading for the 2026 Great Electric Train Show this Autumn.

JOHN SPENCE explains how he built this coastal branch line to model the dark days before the Beeching cuts.

PHOTOGRAPHY, MIKE WILD

1 Bulleid 'Merchant Navy' 4-6-2 35028 *Clan Line* glides across the viaduct on the approach to Lisworth Bay with a portion of an express from London.

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'N', 9mm	2mm:1ft	16ft x 18in	SOUTHERN	1950-1960	ANALOGUE

THE LONDON & SOUTH Western Railway (LSWR) forged its way South West during the railway age of the 19th century, sprouting branches to coastal towns on its way. Lisworth Bay was one of these. Although originally a terminus, during the Great War the line was extended to serve a nearby ordnance depot and road access to the station was interrupted by the installation of the level crossing across this extension. Improvements in roads after the Second World War saw a decline in railway traffic, and the extension was due to be lifted during the 1950s. However, the increased tension of the Cold War years encouraged the government to retain it as a precautionary measure.»



2 BR '5MT' 73158 leads the ordnance train through the scenic landscape past the farm house.



3 Left: **The dairy is served by a daily train of six-wheel tankers. BR '4MT' 2-6-0 76079 arrives to collect the next set of loaded wagons.**

4 Right: **Crates are unloaded from a lorry in the yard before onward movement by rail.**

5 Below: **The busy terminus station takes inspiration from Swanage in Dorset. A Bulleid 'Q1' 0-6-0 prepares to depart with a local train formed of Maunsell carriages.**

The branch was 'rationalised' shortly after nationalisation and became a single line. The track plan was simplified, and part of the original Down line was retained as a storage siding. Trains are typical of those seen on the Southern Region with portions of express trains serving the terminus alongside local passenger workings, freight, parcels, newspaper and milk traffic.

The whole branch to Lisworth Bay was condemned to be closed as part of the Beeching Report and trains last ran in early autumn 1966. The trackbed has recently become a cycle route.

So, you now have the fictional background to the project but there is more to it than just that. After several continuous run layouts exhibited over the past 40 years, the idea for this one developed in the 2010s for several reasons. Firstly, I like to model different areas for each new project and, with the increasing availability of ready-to-run Southern Railway/Region locomotives and coaches, I thought it would be interesting to model somewhere in this area.

I was heavily influenced by many holidays in Swanage - which has a terminus station, again something I had not previously modelled. However, as Swanage itself has been modelled in various gauges, I didn't want to model it directly. Instead, I opted for a similar LSWR theme in South West England. The name Lisworth simply came from playing about with the letters 'LSWR' and inserting vowels, the 'bay' element fixing the idea of a seaside town.





CONSTRUCTION

The original build was an 8ft end-to-end layout with an 18in corner board and a 4ft storage yard at a right angle to the main scene. However, I then added a board featuring a viaduct and then decided to insert yet another one featuring a farm to extend the scene. I also later realised that the idea of an extension to an ordnance depot beyond the station could be developed by the addition of a further storage yard at this end of the layout. Whereas the main storage yard is in the form of a whole-train turntable, this extension was a traverser, again something I'd not tried before. The baseboards themselves are constructed from 9mm ply both for frame and main surface with 6mm bracing underneath in a 'W' formation.

All four of the scenic boards and the storage yard are 4ft x 18in. The corner board is 18in square and the traverser is 2ft 6in long. The chosen length for this latter board was so that it would pair with the corner board, bolted together for transport and be the same 4ft length as the others. Each has a case handle at the rear for carriage to and from the trailer in which the layout lives and is transported to exhibition venues.

The main storage yard board was designed to fit in line with the scenic section as well as being compatible with the corner board. This corner board also allows several headshunt sidings off the turntable, extending the number of trains which can be accommodated.

Track and points are all Peco code 55: spraying or painting the rail sides helps to reduce the visual impact. Points are operated by toggle switches from a panel set into the backscene, firing Cobalt slow-action motors. Also set into the rear panel »



6 Left: **All of the buildings are scratchbuilt, with the exception of one lineside hut, including the impressive Lisworth Bay Hotel which stands opposite the goods yard entrance.**

7 Right: **A Drummond 'M7' 0-4-4T has just arrived with a push-pull train at Lisworth Bay while the station and goods yard staff go about their daily business.**

8 Below: **An excursion from the Midland Region arrives at Lisworth Bay in the charge of a BR '5MT' 4-6-0. In the goods yard a Drummond '700' – built using a Graham Farish '4F' as its basis – shunts wagons for the next departure.**

are further switches which operate the working signals, built for me by fellow modeller and exhibitor Andrew Fardell. Originally, I had electromagnets to operate automatic uncoupling but have changed to solid magnets which are set into the track. A bit of judicious painting can make them far less obvious to onlookers and a dab of yellow paint on the rail side indicates to operators where they are placed. Stock was then fitted with Dapol Easi-shunt couplings which have proven very effective in providing hands-free uncoupling.

SCENIC SPLENDOUR

The landscape is created from card formers covered with papier-mâché - a cheap and easy method which has the benefit of being light and easily repaired should any damage occur. My preferred scatter cover is by Woodland Scenics and static grass by WWScenics. Both have proved very successful in creating the right textures for the scene.

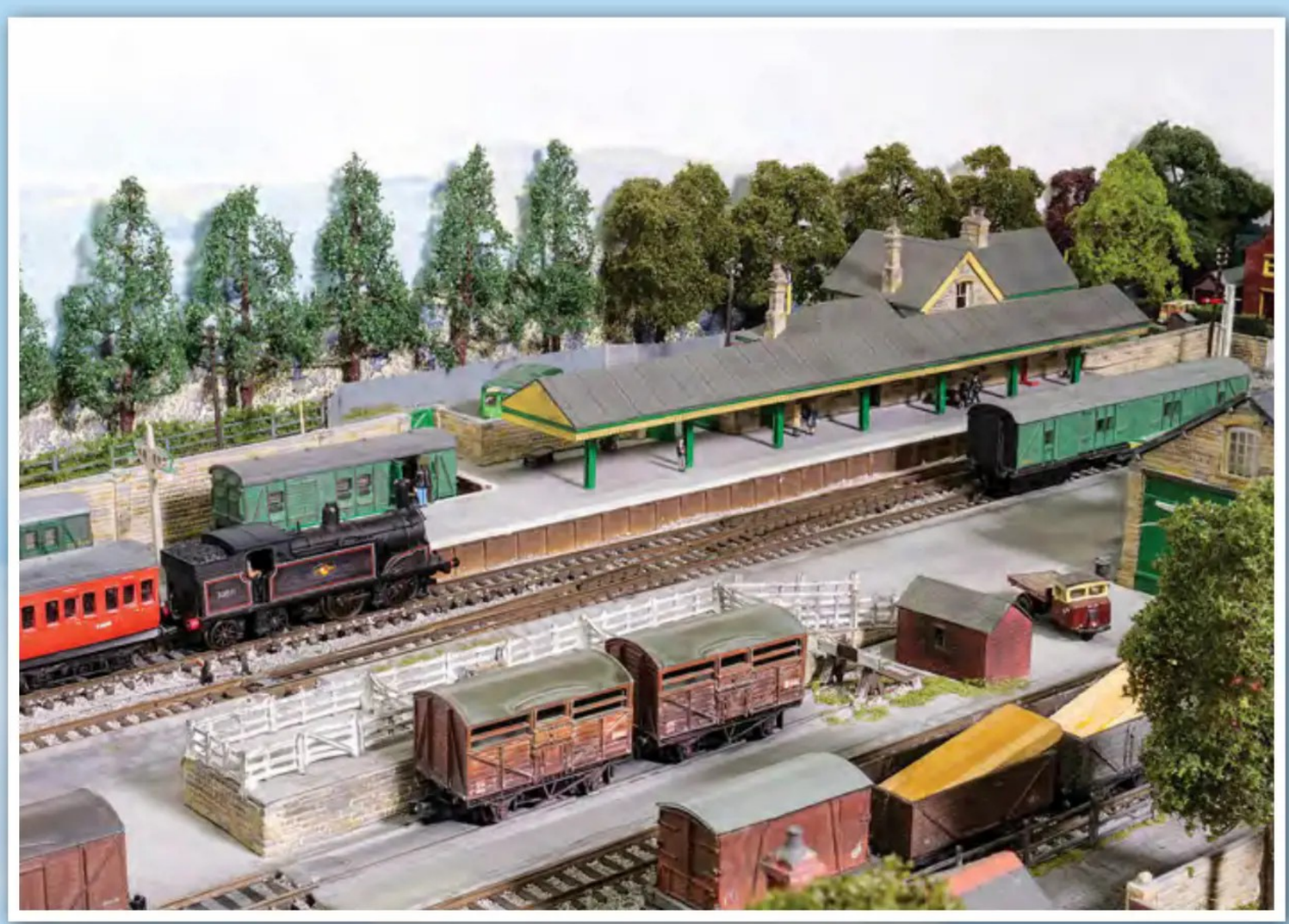
While I am delighted with the general look of the layout as a whole, it is nearly always the viaduct in particular which attracts the attention of the public. The six-arch structure spans the River Lis, originally carrying the double track line which was 'rationalised' to a single track in the early years of British Railways as were many secondary and branch lines in the region. As with all baseboards, the track base is 9mm ply but support pillars were added, screwed from top and bottom to ensure stability. In fact, it is so strong that it is possible to lift the whole board by the viaduct itself! 2.5mm card was used to form the sides and pillars - thinner card forming the arches. Slaters Plastikard was used to cover the structure but, as in reality the stones would have been large, 4mm stone effect was used.

Where the River Lis flows into the backscene, I constructed a small, arched bridge in medieval style to minimise the effect. The backscene itself is a photograph of a river valley enlarged for me by a local

company and, again, has attracted much interest. In fact, the most common question at the many shows it has visited is "How did you make the viaduct?" and now you know how!

All buildings but one, a platelayer's hut, are scratchbuilt as this is something I particularly enjoy. I found examples of typical LSWR station buildings on the internet which I was able to use to draw the plans for each building. The goods shed is also typical and largely based on those at Swanage and Corfe. Other buildings such as the railway cottages, hotel, garage and dairy are influenced by common structures. In the case of the latter of these, some years ago I took some photographs of a 3mm:1ft scale layout which I particularly admired and had this feature. As a result, I have used elements of this in my own creation - we all learn from each other, don't we?

All buildings were first drawn in 2mm scale and then transferred to plastic sheet. »





9 **A local home owner takes a moment to read the paper in his part-built garden shed.**

10 **The excursion departs Lisworth at the end of the day in the charge of a Drummond 'T9' 4-4-0 for the first leg of its journey.**

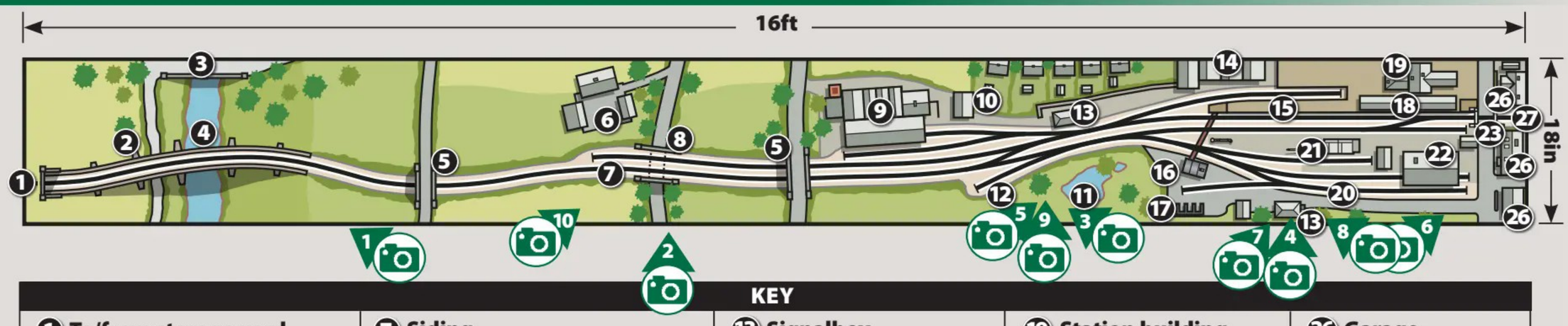
The shell was then laminated in brick, stone or tiles, using Slaters' embossed sheets. Once complete, the building was hand painted and then windows filled with Glue 'N' Glaze applied with a cocktail stick.

VARIED FLEET

Perhaps the most interesting part of any layout is what runs on the tracks. In common with many branches, local passenger and daily pick-up freight trains are a staple, hauled by a variety of ready-to-run products either by Graham Farish or from Dapol. Although a ready-to-run version of a '700' 0-6-0 is available, I had one constructed for me by Hugh Griffiths using a Farish '4F' chassis: the same foundation has been used for the 'Q' 0-6-0.

Express passenger trains from Waterloo are prototypically split as they head West and arrive in a four or five-carriage formation. These usually comprise of Bulleid or BR Mk 1 types (Farish) in Southern Region (SR) green, sometimes including a Pullman coach. Local

LISWORTH BAY TRACK DIAGRAM (NOT TO SCALE)



KEY

1. To/from storage yard
2. Viaduct
3. Medieval bridge
4. River
5. Road overbridge
6. Farm
7. Siding
8. Road underbridge
9. Dairy
10. Pre-fabricated houses
11. Pond
12. Headshunt
13. Signalbox
14. Factory
15. Platform
16. Water tower
17. Coal merchants
18. Canopy
19. Station building
20. Road
21. Cattle dock
22. Goods shed
23. Level crossing
24. Hotel
26. Garage
26. House
27. To ordnance facility

passengers are served by Maunsell coaching stock, either in carmine/cream or SR green from the Dapol stable.

For interest I also include an excursion train from the Midlands formed from a mixture of Stanier, Hawksworth or Mk 1 carriages, again either in carmine/cream or BR maroon. These trains may also include a restaurant car and are stored in the remains of the original Down line for the day before returning home in the evening. As there is no engine shed at Lisworth Bay, express locomotives return to the junction station for turning and come back tender first to collect their coaches. Local passenger and freight trains simply run around at the station and return their stock smokebox or tender first as was practiced on many branch lines.

Unlike a continuous run layout, I feared an end-to-end might have operating problems resulting in lots of stock at one end of the layout and nothing left at the other. In order to avoid this, I devised a schedule of movements spanning one day. This begins at 7.10am with the arrival of a newspaper and empty milk tanks train and progresses through the day with visits by local passenger and freight trains, a supply train to and from the ordnance depot, a portion of an express split at the junction station and a summer excursion. The last local passenger train departs at 8.45pm and all is quiet overnight.

Exhibiting allows construction of a layout larger than can usually be accommodated at home but as Lisworth Bay is built in modular format, the original smaller version fits in a bedroom. Having said this, the whole layout now lives in a car trailer adapted for this purpose and generally only comes out for shows or for maintenance.

Built for exhibition as well as personal pleasure, it has attended almost 30 shows so far, venues ranging from the South and West of England to Scotland and has already been booked to appear at further shows a year or two ahead. As always, I look forward to a weekend away with my fellow operators as well as enjoying the dialogue with the visiting public.

Exhibition managers are always looking for new layouts so, if when you visit a show and think that your own layout might be worthy, I would encourage you to approach the organisers, preferably with some photographs of your layout and see if they might be interested. If you are lucky, I wish you as many great experiences as I have had over the last 40 years. Long may it (and I) continue! **HM**

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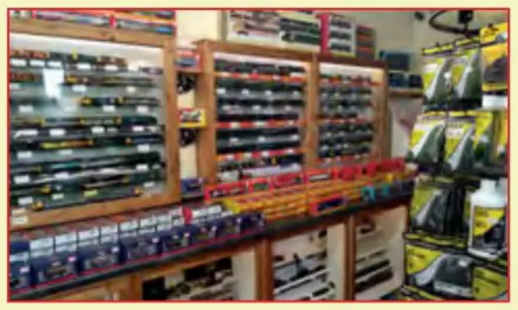
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FIRST REVIEW

BORN IN THE USA!

RAPIDO'S 'S160'

Rapido Trains UK has delivered the new 'OO' gauge USATC 'S160 ' which offers modellers the opportunity to add this distinctly American steam locomotive to their fleets for the first time. **BEN CHURCH** investigates the new arrival in detail.



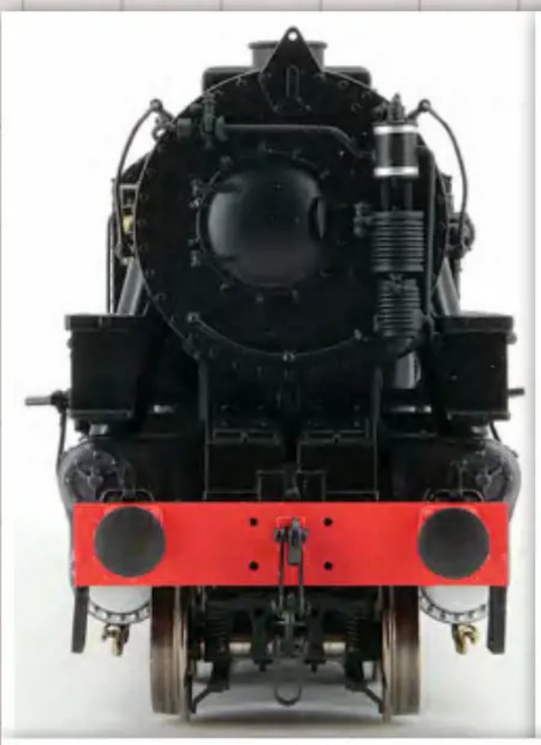
WITH their distinctly utilitarian American appearance, the USA 'S160' stands apart from the ranks of preserved steam locomotives in the UK. Rapido Trains UK has once again produced a 'OO' gauge locomotive for the first time in ready-to-run form, and this hotly anticipated model is shaping up to be something truly special.

When delivered to the UK at the height of World War Two, the USA 'S160s' were built as cheap, reliable, versatile 2-8-0s able to run on the bomb-damaged railways of Europe and were designed by Major J. W. Marsh from the Railway Branch of the US Army Corps of Engineers. The locomotives were built from 1942 to 1945 at the American Locomotive Company, Baldwin Locomotive Works and Lima Locomotive Works, with more than 2,000 constructed.

When the first 'S160s' arrived, the 'Big Four' were supplied with locomotives to bolster their fleets. Another batch of 400 was stored until D-Day, after which all but one of the 'S160s' operated in the UK were exported for use in Europe. When the war ended, the locomotives operated across Europe and could also be found in China, Africa and South America. In the UK, the only 'S160' left was 700 *Major General Carl R Grey Jr*, based on the Longmoor Military Railway and used for training.

Preservationists have since brought eight 'S160s' to the UK. One, 2253 *Omaha*, has recently been converted to oil firing at the North Yorkshire Moors Railway, while 5197, 3278/701 and 6064 are based on the Churnet Valley Railway.









TECHNICAL DETAILS

Manufacturer:	*www.rapidotrains.co.uk*
Cat No:	626007
Description:	United States Army Transportation Corps 'S160' 2-8-0
Builder:	American Locomotive Company, Baldwin Locomotive Works, Lima Locomotive Works
Region:	All
Gauge:	'OO', 16.5mm
Scale:	4mm :1ft
Length:	243mm (over buffers)
Price:	£269.95 (DCC Ready), £379.95 (DCC sound fitted)
Couplings:	Removable NEM coupling pocket (front), narrow tension lock in NEM pocket (rear)
DCC:	21-pin decoder socket
Speaker:	Two, one in smokebox and one in tender
Exterior lights:	None
Interior lights:	Firebox glow
Minimum curve radius:	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	2-8-0
Purpose:	Freight
Haulage capacity (expected):	10 Hornby Mk 1 carriages
Haulage capacity (actual):	15 Hornby Mk 1 carriages (maximum tested)

THE MODEL

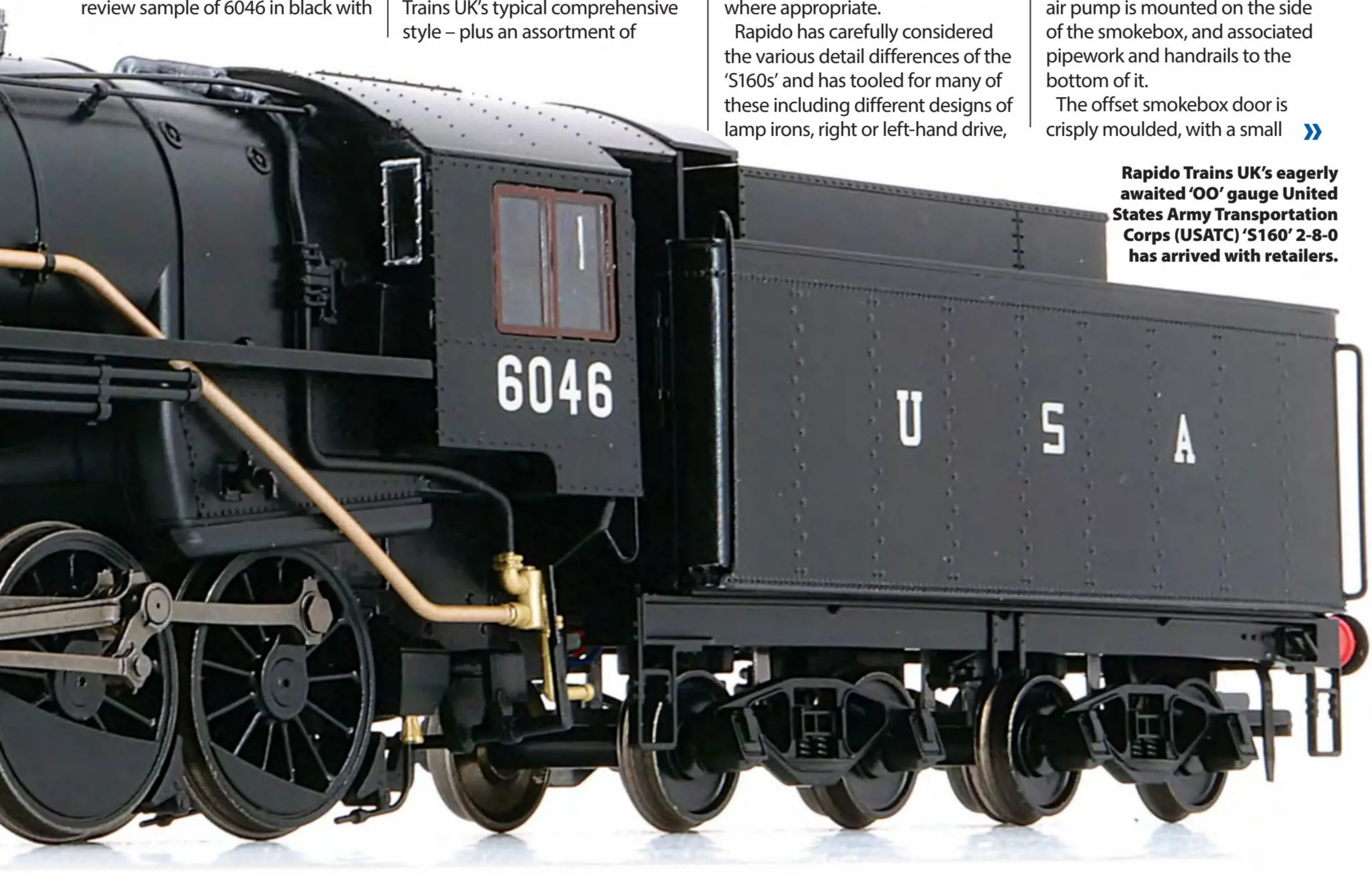
Rapido Trains UK revealed the 'S160' project in 2023, with a diverse range of models touching down nearly two years later. One locomotive for each of the 'Big Four' features in the range, along with 700 *Major General Carl R Grey Jr* in Longmoor Military Railway blue. Preservation era models include 5820 *Big Jim* in light grey, our review sample of 6046 in black with 'USA' on the tender, 5197 in black and 2253 *Omaha* in maroon, pre-oil conversion. These models are joined by 95820 *Big Jim* in fictional British Railways black with early crests, and a selection of exclusive models available from Clark Railworks and Rails of Sheffield.

Our sample arrived in a sturdy box, complete with an instruction manual – produced in Rapido Trains UK's typical comprehensive style – plus an assortment of additional details to attach to the locomotive. Our sample was supplied with pipework for the front buffer beam and tender, blackout covers for the ashpans, a spare three-link coupling, front tension lock coupling plus mounting bracket and etched 'USA' text and 6064 digits to apply to the side of the model. Etched nameplates are also supplied where appropriate.

Rapido has carefully considered the various detail differences of the 'S160s' and has tooled for many of these including different designs of lamp irons, right or left-hand drive, straight or stepped running boards, whistle type, piston valve covers, tender fronts and smokebox doors.

Rapido's 'S160' impresses straight away, with the locomotive topping the scales at 322grams. To preserve the large gap between the boiler and frames, Rapido has carefully hidden the five-pole motor, preserving the outline of the 'S160' in model form. A PKP air pump is mounted on the side of the smokebox, and associated pipework and handrails to the bottom of it.

The offset smokebox door is crisply moulded, with a small »



Rapido Trains UK's eagerly awaited 'OO' gauge United States Army Transportation Corps (USATC) 'S160' 2-8-0 has arrived with retailers.

separately fitted handle on the door, moulded smokebox door straps and an assortment of rivets. The buffer beam has a pair of sprung buffers, a trio of lamp irons, front footsteps and a cosmetic front coupling. A textured anti-slip surface is applied to the front running plate and side running boards, which feature pipes underneath. Encouragingly, the running boards are constructed of die-cast metal, allowing for a degree of robustness as this is the most obvious place to pick up the model. The boiler is pitched highly above the frames, with handrails, pipework, safety valves and chime whistle securely attached. Cab detail includes painted gauges, fine controls, firebox glow and seats.

Due to the boiler's high placement on the locomotive, the wheels, motion and frames are easily visible and not obscured. Long steam pipes reach down from the smokebox to the cylinders, which are fitted with highly detailed cylinder covers complete with fine rivets. Factory-fitted drain cocks are a nice touch.

The coupling and connecting rods are metal, as are the valve gear and slide bars. Detailed non-functional mechanical lubricators are above the latter. The spoked driving wheels and disc pony truck and tender wheels are painted. The eight-wheel tender features an accurately modelled inset coal bunker, with rivet detail across the whole tender. Moulded coal doors at its front work well, and there is a shovel, coal chute, handbrake wheel and chain. Separately fitted handrails and steps are fitted to each of the tender's corners, with lamp irons, sprung buffers and a ladder on its rear. Each of the bogies is an open frame moulding, with crisp axle boxes. Separately fitted equipment on the tender chassis looks good, while a hidden weight in it aids running.

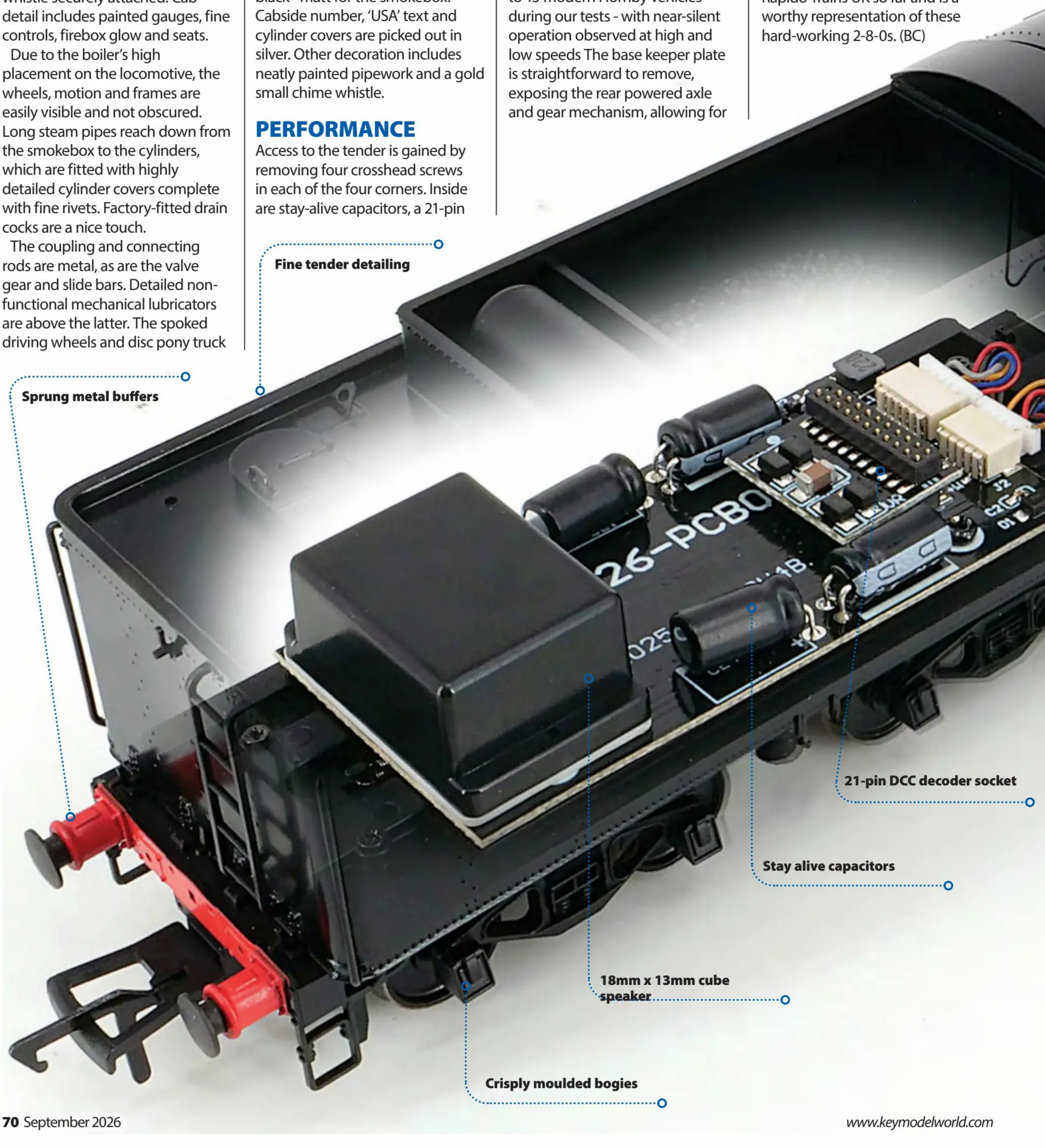
Our sample was finished in overall black– matt for the smokebox. Cabside number, 'USA' text and cylinder covers are picked out in silver. Other decoration includes neatly painted pipework and a gold small chime whistle.

PERFORMANCE

Access to the tender is gained by removing four crosshead screws in each of the four corners. Inside are stay-alive capacitors, a 21-pin Digital Command Control decoder and a factory-fitted 18mm x 13mm cube speaker; a second speaker is sited in the smokebox. On test, our DCC Ready sample ran smoothly straight from the box, negotiating turnouts on our test track with ease. A kinematic coupling helps close the gap between locomotive and tender while still allowing the model to negotiate second radius curves. To couple the locomotive to the tender, both halves of the connector must be lined up and then simply pushed together. In terms of haulage, our model managed seven Bachmann Mk 1s comfortably - increasing to 15 modern Hornby vehicles during our tests - with near-silent operation observed at high and low speeds The base keeper plate is straightforward to remove, exposing the rear powered axle and gear mechanism, allowing for straightforward maintenance. On sound fitted models, correct chime whistle and reverse sound effects are pre-selected but these can be changed to alternative options with CVs, a nice touch.

OVERALL

A decade ago, the prospect of a ready-to-run 'S160' seemed unlikely. It's here now, and the model that has resulted is spectacular. Our sample exhibited superb detailing and performance with an excellent standard of construction and finish. It is, without question, the best 'OO' gauge locomotive to come from Rapido Trains UK so far and is a worthy representation of these hard-working 2-8-0s. (BC)



Below: **Rapido Trains UK's newly tooled 'OO' gauge USATC 'S160' features a five-pole motor, twin flywheels, firebox glow, 21-pin DCC decoder socket, stay alive capacitors and twin speaker set-up.**

Steam dome

Neatly detailed pipework

Detailed cab interior

Metal coupling and connecting rods, slide bars and valve gear are exquisite.

Injector pipework

Tender-to-locomotive electrical coupling

Detailing is superb throughout with separately applied handrails, pipework, lamp irons, footsteps and much more.

Bachmann delivers all-new 'N' gauge

GWR 'HALLS' AND 'MODIFIED HALLS'

FIRST REVIEW



Bachmann's newly tooled Graham Farish Great Western Railway 'Hall' and 'Modified Hall' 4-6-0s for 'N' offer modellers all-new models of the versatile two-cylinder mixed traffic locomotive. **BEN CHURCH** discovers what these new locomotives have to offer.

Above: **Detail differences between the 'Hall' and 'Modified Hall' 4-6-0s have been incorporated within the extensive tooling suite.**

Right: **Bachmann's all-new Graham Farish 'N' gauge GWR 'Hall' and 'Modified Hall' 4-6-0s are now available.**



ONE OF THE MOST successful designs to emerge from Swindon Works was Charles Collett's 'Hall' 4-6-0, which tweaked the design of Churchward's 'Saint' 4-6-0 to create a truly versatile mixed traffic locomotive. The design was developed further by Frederick Hawksworth to create the '6959' class known as 'Modified Halls' – see Reality Check on pages 74-77 to discover more about these heavy-duty locomotives. Graham Farish's new 'Hall' represents the first all-new model of this essential Western Region locomotive for 15 years, and the 'Modified Hall' is the first time this locomotive has ever been produced in 'N' ready to run.

THE MODEL

Bachmann announced these all-new Graham Farish 'N' gauge models in September 2025, with full details revealed as part of its Winter 2025 announcements. Two of each class were revealed - 4936 *Kinlet Hall* in BR lined green with late crests and our sample 4962 *Ragley Hall* in BR lined green with early crests. 'Modified Halls' include 6960 *Raveningham Hall* in GWR lined green, modelling the prototype as it appeared at the Stockton & Darlington Railway 1975 celebrations and 7904 *Fountains Hall* in BR lined black with early crests, the latter also received for examination.

Both of our samples demonstrate excellent build quality, helped by the die-cast running plate, with both classes sharing many features. Details such as fine handrails, lamp irons, moulded smokebox door dart, buffers, pre-fitted vacuum pipe and whistles were all executed



Bachmann has captured the appearance of the prototype well in its all-new Graham Farish 'N' gauge 'Hall' and 'Modified Hall' 4-6-0s.

TECHNICAL DETAILS

Manufacturer:	*www.bachmann.com*
Cat No:	371-010 (*Ragley Hall*), 372-451 (*Fountains Hall*)
Description:	Great Western Railway 4900 'Hall' 4-6-0/ Great Western Railway 6959 'Modified Hall' 4-6-0
Builder:	Great Western Railway, Swindon Works
Region:	Western
Gauge:	'N', 9mm
Scale:	2mm:1ft
Length:	131mm (over buffers)
Price:	£189.95 (DCC Ready), £299.95 (DCC sound fitted)
Couplings:	Rapido couplings in NEM pockets
DCC:	Next18 decoder socket
Speaker:	15mm x 11mm
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	None
Wheel arrangement:	4-6-0
Purpose:	Mixed traffic
Haulage capacity (expected):	Eight Mk 1 carriages
Haulage capacity (actual):	Eight Mk 1 carriages (maximum tested)



extremely well on our samples. Straight steam pipes reach down from the side of the smokebox to the cylinders, which have pre-fitted drain cocks and metal slide bars. Underneath, fluted and plain connecting and coupling rods are metal, with in-line brake shoes fitted to all six metal driving wheels.

Both models feature a well-proportioned Swindon Standard No. 1 boiler, complete with a Belpaire firebox, chimney and safety valve bonnet. The side windowed cab is well detailed, with fine handrails, flush glazing and accurately positioned rivets on the side and roof of the cab. Inside, controls are crisply moulded and carefully painted, with the gauge glass, regulator and reverser easy to identify. Both models were paired with Collett 4,000gallon tenders, which have separately fitted handrails, moulded lamp irons, end steps and a moulded die-cast metal coal load. Tender chassis detail is crisp, with frames, axle boxes, springs and steps moulded well.

Detail differences between the two types of 'Hall' are correctly captured. Our 'Modified Hall' sports a different superheater configuration from the 'Hall', a different design of front bogie, differing styles of handrails around the cab window, plate frames (which rise up through the front running plate), separately cast cylinders and an alternative smokebox saddle design. An alternative length front 'Rapido' style coupling (which secures into the NEM pocket) is included with both models, plus a coupling hook - and with 'Modified Halls', a bash plate.

Decoration is to a very high standard. The respective BR black »



Bachmann's all-new GWR 'Halls' and 'Modified Halls' feature a die-cast chassis, coreless motor, Next18 DCC decoder socket, separately fitted detailing and factory-fitted cube speaker.

"Graham Farish's new 'Hall' represents the first all-new model of this essential Western Region locomotive for 15 years."

BEN CHURCH



Decoration is superbly applied, especially to the cab interior which features neatly picked out gauges.

and BR green colour schemes were well applied, with subtle lining on the boiler bands, cab side and tender on both models. Printing is excellent with the 81A and 81D shed plates legible. Name and numberplates are printed well, with brass beading on the splashers and cab. The safety valve bonnet is carefully painted gold, with a copper cap applied to the chimney.

PERFORMANCE

Both locomotives are powered by a coreless motor, with a Next18 Digital Command Control (DCC) decoder interface and 15mm x 11mm speaker fitted in the tender. Both are easy to access as the tender body simply clips to the chassis, allowing for a completely tool-free DCC decoder installation. On test, our samples performed well, hauling eight Graham Farish coaches with smooth and quiet running throughout the speed range. The model is fitted with traction tyres on the rear driving wheels and collects power from the front two driving wheels and all tender axles.

OVERALL

Graham Farish's new 'Halls' are the best representation of the 'Hall' 'N' gauge modellers have received to date. The equally impressive 'Modified Hall' is a superb addition to the scale too. Both exhibit outstanding build quality, attention to detail and decoration, and make for excellent additions to the roster of Western Region motive power in 'N'. (BC)



A factory-fitted cube speaker and Next18 DCC decoder socket are located within the tender.

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GWR ‘Halls’ IN PRESERVATION

The Great Western Railway’s ‘Halls’ were heavy-duty general-purpose locomotives which could undertake most tasks – and few could have imagined the international fame some of them would achieve many years after their normal service lives were over, as **EVAN GREEN-HUGHES** explains.



In ex-works condition, 'Modified Hall' 6994 *Baggrave Hall* sits in the sun at Swindon on March 24 1963.
Dave Cobbe/Railphotoprints.uk.



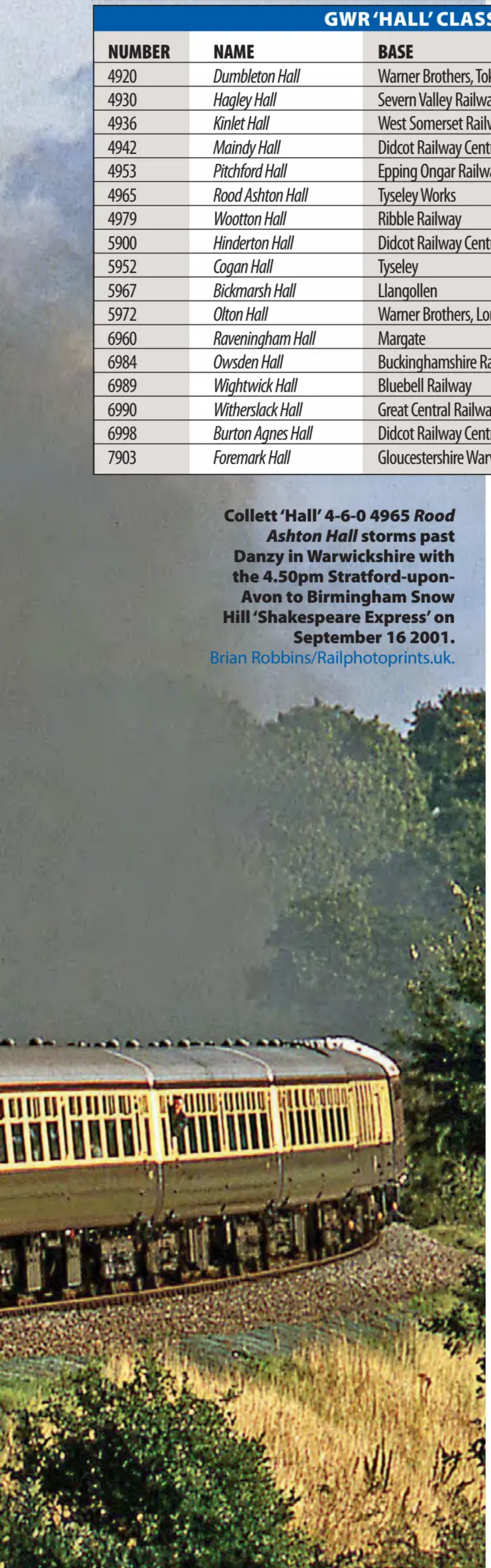
Above: **Ex-Works Collett 'Hall' 6953 *Leighton Hall* simmers at Swindon on March 24 1963.**
Dave Cobbe Collection/Railphotoprints.uk.

GWR 'HALL' CLASS IN PRESERVATION

NUMBER	NAME	BASE	STATUS
4920	*Dumbleton Hall*	Warner Brothers, Tokyo	Studio Tour exhibit as *Hogwarts Castle*
4930	*Hagley Hall*	Severn Valley Railway	Operational
4936	*Kinlet Hall*	West Somerset Railway	Under final stages of restoration
4942	*Maindy Hall*	Didcot Railway Centre	Rebuilt as 2999 *Lady of Legend*
4953	*Pitchford Hall*	Epping Ongar Railway	Operational
4965	*Rood Ashton Hall*	Tyseley Works	Overhaul
4979	*Wootton Hall*	Ribble Railway	Restoration under way
5900	*Hinderton Hall*	Didcot Railway Centre	Static display
5952	*Cogan Hall*	Tyseley	Stored (some parts removed)
5967	*Bickmarsh Hall*	Llangollen	Under restoration (some parts from 4942)
5972	*Olton Hall*	Warner Brothers, London	Studio Tour exhibit as *Hogwarts Castle*
6960	*Raveningham Hall*	Margate	Stored
6984	*Owsden Hall*	Buckinghamshire Railway Centre	Under restoration
6989	*Wightwick Hall*	Bluebell Railway	Operational (Hogwarts livery)
6990	*Witherslack Hall*	Great Central Railway	Operational
6998	*Burton Agnes Hall*	Didcot Railway Centre	Static display
7903	*Foremark Hall*	Gloucestershire Warwickshire Railway	Operational

ORIGINAL 'HALL' BUILD DATES

NUMBERS	BUILT	YEAR
4900 (2925)	Swindon (conversion)	1924
4901-4980	Swindon	1928-30
4981-4999	Swindon	1931
5900-5920	Swindon	1931
5921-5940	Swindon	1933
5941-5950	Swindon	1935
5951-5965	Swindon	1935-36
5966-5975	Swindon	1937
5976-5985	Swindon	1938
5986-5995	Swindon	1939-40
5996-6905	Swindon	1940
6906-6915	Swindon	1941
6916-6958	Swindon	1941-43



Collett 'Hall' 4-6-0 4965 *Rood Ashton Hall* storms past Danzy in Warwickshire with the 4.50pm Stratford-upon-Avon to Birmingham Snow Hill 'Shakespeare Express' on September 16 2001.
Brian Robbins/Railphotoprints.uk.

WHEN Charles Collett, the Chief Mechanical Engineer of the Great Western Railway (GWR), in 1924, set out the layout of the 'Hall' class, amongst his most successful designs, he merely intended to provide his company with an efficient and modern locomotive capable of undertaking all the work required of it. What he could not and would not have anticipated was the fame brought to his locomotives almost 100 years later, due to their role in the Harry Potter films, as the *Hogwarts Castle* locomotive.

The 'Halls' owe their existence to George Churchward's plans to re-equip the GWR with a fleet of modern locomotives, many of which would have interchangeable parts. However, his original scheme did not include for a 4-6-0 with 6ft driving wheels but did include a slightly smaller example for mixed traffic work. This design was not, however, proceeded with and instead a mixed traffic 2-6-0 was built, which proved to be underpowered in the 1920s. When Charles Collett succeeded Churchward, he revived the 4-6-0 idea, at first intending to put a front bogie and extended boiler on one of the 2-6-0s, but instead and as a test bed, he rebuilt 'Saint' 2925 by fitting it with smaller driving wheels and a new side window cab, producing what became the prototype of the 'Halls'.

PRODUCTION ORDERS

After three years of successful testing the GWR was sufficiently impressed that it ordered 80 of the new design, with the intention of using them to replace older 4-4-0s such as the 'Cities' and the 'Counties'. Very few alterations were made from the prototype other than to mount the boiler around 4½in higher in the frames and fit it with outside steam pipes. This batch was numbered 4901-4980, while the prototype was renumbered as 4900. All were given the names of Halls on GWR territory, and all were in service by 1930. There were few differences between batches, but some were equipped with 3,500gallon Collett or Churchward tenders while others had the 4,000gallon Collett model.

So successful were these locomotives that the company subsequently ordered a total of 259, with these being built between 1928 and 1943. Most were employed on secondary duties, but the class could stand in for express designs when required and also proved themselves capable of hauling heavy freight trains.

Following the war years, the GWR's new Chief Mechanical Engineer, F W Hawksworth, proposed the building of more 'Halls' as part of the company's plans to replace worn-out equipment but in doing so he took the opportunity to fine tune the design, in particular by altering the frames and amending the cylinder design, in both cases to assist with the assembly of the locomotives. There were also minor changes to the boiler design, with the revised engines becoming known as the 'Modified Hall'. Construction of this variant began in 1944 and continued until 1950, with 71 built, the final ones under British Railways' aegis.

All but one of the 'Halls' survived into »

'MODIFIED HALL' BUILD DATES		
NUMBERS	BUILT	YEAR
6959-6970	Swindon	1944
6971-6990	Swindon	1947-48
6991-6999	Swindon	1948-1950
7900-7919	Swindon	1948-1950
7920-7929	Swindon	1950

British Railways ownership with the only exception being 4911 *Bowden Hall* which was seriously damaged in a bomb attack in Plymouth in April 1941. In fact, the class was so highly regarded that one took part in the Locomotive Exchange Trials of 1948, with 6990 *Witherslack Hall* running between Marylebone and Manchester with some success. Consequently, the class fared better than many others as the diesels arrived and it was not until 1959 that the first was withdrawn, the prototype 'Saint' conversion. Six years later the whole class was gone, with some of the 'Modified Halls' taken out of service when only 15 years old.

PRESERVATION BECKONS

Naturally with such a large class, and with some of them being relatively new, the 'Halls' attracted early interest from preservationists, and 11 were saved, most passing through the famous scrapyard at Barry in South Wales. At this point it might have been expected that the survivors would follow the pattern of most steam survivors with periods in traffic on heritage railways followed by extensive restorations at roughly ten-year intervals but in fact the preservation years have produced some rather interesting developments.

Of those locomotives preserved, some have been restored to a condition that allowed them to be used on the main line, rather than purely on heritage railways. One of these was 5972 *Olton Hall* which was bought by the owner of West Coast Railways in 1981 and returned to working condition in 1998. It was used on a number of main line tours until by luck it was chosen for a starring part in the Harry Potter film franchise, in which it appears as *Hogwarts Castle*. As is well known, the Harry Potter films were an international success and this rubbed off on the



GWR 'Hall' 4970 *Sketty Hall* climbs Hemerdon Bank with the 11.20am Plymouth to Taunton on August 8 1961.
Hugh Ballantyne/Railphotoprints.uk.

locomotive, which suddenly became a celebrity in itself. The locomotive retained its film guise and was used on a number of tours and heritage railways before being retired to the Warner Brothers Studio Tour London where it is still on display.

Such has been the success of the film franchise that a second locomotive, 4920 *Dumbleton Hall*, has been obtained, and this former South Devon Railway resident was exported to Japan where it performs the same function in a Warner Brothers attraction as its sister. This engine was last steamed in 1999 and was sent to West Coast Railways for a repaint and a change of identity to *Hogwarts Castle*.

Of interest is that there are three more 'Halls' on show at 'Harry Potter' exhibitions at Orlando and Hollywood in the USA and at another site in Japan. These are full-size replicas and are hard to distinguish from the genuine thing.

Another 'Hall' which has adopted the Hogwarts livery is 6989 *Wightwick Hall* which has recently featured in the HBO TV adaption of the books. This locomotive returned to running order in 2018 and is nominally based at Quainton Road, although it spends much of its time at the Bluebell Railway.

Another engine influenced by Hollywood movies is 4965 *Rood Ashton Hall* which was temporarily renamed *Polar Star*, and which was used for main line tours from Birmingham in connection with the 'Polar Express' franchise in 2019. It is currently being rebuilt and will see use on the 'Shakespeare Express' and 'Polar Express' operations in future. This engine was rescued from Barry in 1970 and has been a consistent performer on the main line ever since its first restoration.

THE REBUILDS

While other members of the class such as 4930 *Hagley Hall*, which is at the Severn Valley, have had fairly normal heritage railway careers the same cannot be said for one of the other survivors which has seen a dramatic rebuild and now is regarded as a member of a completely different class. 4942 *Maindy Hall* was purchased in scrap condition in 1974 by the Great Western Society at Didcot with the intention of back converting it to a member of the 'Saint' class, from which the 'Halls' derived. The conversion involved fitting larger driving wheels and changing some other components, such as the cab, and took until 2019 to complete, at which point the locomotive appeared with the number 2999 and took the name *Lady of Legend*.

In a similar vein, 5952 *Cogan Hall* spent many years stored and unserviceable before passing to the Betton Grange Society which intended to use its leading bogie and tender in its recreation of 6880 *Betton Grange*. However, following completion of this project the locomotive moved to Tyseley where it is hoped that it might one day be fully restored in its own right. *Betton Grange* also used the boiler from 7927 *Willington Hall* which had been dismantled in order to release components for a replica 'County' 4-6-0, which is yet to be completed.

Parts rendered surplus from the *Lady of Legend* project such as the extension frames and cylinder block have now been obtained to assist the restoration of 5967 *Bickmarsh Hall*, which has never steamed in preservation, having been stored at various sites over the last six decades.

There are five 'Halls' operational on our main line and heritage railways, including at the Severn Valley, Epping and Ongar, Bluebell, Great Central and Gloucestershire Warwickshire Railways and one more, at the West Somerset Railway, which is close to steaming again. On these railways the locomotives have continued to gain a reputation as powerful performers, which are easy to steam and economical to maintain, thoroughly vindicating the work done on the original design by Charles Collett.



4923 *Evenley Hall* runs through Birmingham Snow Hill with empty iron ore hoppers returning to the Oxfordshire Ironstone mines on April 16 1963.
Neville Simms/Ranwell Archive/Railphotoprints.uk.

There is no doubt that with the additional interest generated by the Hollywood connection there will be members of this popular class in steam and operating for many years to come. **HM**

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

FACTS AND FIGURES

	'HALL'	'MODIFIED HALL'
Designer:	CB Collett	FW Hawksworth
Built:	1924-1943	1944-1950
Builder:	GWR	GWR/British Railways
Purpose:	Mixed traffic	Mixed traffic
Power classification:	'5MT'	'5MT'
Wheel arrangement:	4-6-0	4-6-0
Weight (locomotive):	75tons 0cwt	75tons 16cwt
Weight (tender):	40tons (3,500gallons)	46tons 15cwt (4,000gallons)
Driving wheel diameter:	6ft 0in	6ft 0in
Length (over tender):	63ft ¼in	63ft ¼in
Bogie wheelbase:	7ft 0in	7ft 2in
Boiler (taper):	5ft 6in to 4ft 10¾in	5ft 6in to 4ft 10¾in
Boiler pressure:	225lbs sq in	225lbs sq in
Cylinders:	Two, 18½in x 30in	Two, 18 ½in x 30in
Tractive effort:	27,275lbs	27,275lbs
Coal capacity:	6tons	6tons
Water capacity:	3,500gallons	4,000gallons
Number in class:	259	71

Preserved 'Modified Hall' 6960 *Raveningham Hall* leaves Arley on the Severn Valley Railway with the 10.46am Santa Special to Kidderminster on December 20 1994.
Brian Robbins/Railphotoprints.uk.

EFE Rail delivers 'OO' Thompson 'BZ' PARCEL VAN

THE MODEL CENTRE (TMC) and EFE Rail's Thompson 'BZ' six-wheel parcel van is here, the first time these vehicles have been modelled ready-to-run in 'OO' gauge.

Constructed for BR in the early 1950s to an earlier Edward Thompson London and North Eastern Railway design, 80 'BZs' were built at Stratford Works. Used in a wide variety of parcels trains, the vans ran widely on the nationalised system and were seen on the Western, Southern and London Midland regions in addition to the Eastern Region. 'BZs' also had space for a guard. They remained in service until 1979, when the last were withdrawn.



Colour schemes include BR blue – with our sample finished as E70709 – together with BR lined crimson, BR crimson, BR maroon and BR lined maroon.

Some 'BZs' were preserved, with a complete example at the Great Central Railway.

TMC revealed the exclusive commission in July 2025, and the project has progressed rapidly, with less than a year elapsing before the finished models arrived in stock. Our sample models E70709 in BR blue, with models also available in BR lined crimson, BR crimson, BR maroon and BR lined maroon.

EFE Rail's BZ is an excellent representation of these six-wheeled vehicles. The body is



- **Gauge:** 'OO'
- **Price:** £47.95
- **Cat No:** E86051
- **Site:** *www.themodelcentre.com*
- **Era:** 6/7



Above: **Printed detailing – particularly on the ends – is neat and legible.**



Above: **The new 'BZs' feature separately fitted lamp irons, pipework, handrails and a wealth of crisply moulded detailing.**

FIRST REVIEW

well formed, tapering inwards as it reaches the solebar, with a moulded door and small flush quarterlight windows fitted to the sides of the 'BZ'. Separately fitted handrails, moulded door handles and door bangers are well executed on the sides, while at the ends are separately fitted lamp irons and sprung buffers. An end window with moulded vertical bars is also fitted.

Roof detail consists of four ventilators and two rain strips. Eight clips hold the roof in place, which is straightforward to remove. While there is no interior modelled, the removable metal weights allow for a great deal of flexibility and potential if choosing to add interior detailing or illumination.

Underneath, the vacuum brake gear has been crafted well and includes in-line brake shoes, brake linkage and a brake cylinder. It is supported by underframe equipment boxes and a dynamo. A trio of moulded axle boxes and springs face outwards each side, plus footboards below the guard's door. Turned metal wheels are fitted, although these would benefit from toning down with a touch of weathering, while kinematic NEM coupling pockets are fitted to both ends. Our sample was able to negotiate our test track with ease, with the sprung centre wheelset moving laterally, helping the 'BZ' to negotiate points and tight radius trackwork.

An even shade of BR blue was applied to our sample, with a grey roof and black underframe. Smaller flourishes such as white lamp irons were executed well, and in all instances, text was legible and crisply applied. A pair of vacuum brake pipes is supplied for customer fitment.

EFE Rail's new Thompson 'BZ' presents modellers with a competent model of a never-before-seen prototype in ready-to-run 'OO'. With a broad scope of operations, modellers from the 1950s steam era to the BR blue era can make use of this new model. In stock now, exclusively from TMC – with options for bespoke weathering too. (BC)



TMC has received its exclusive 'OO' gauge six-wheel 'BZ' parcels vans from EFE Rail.

FIRST REVIEW

RAPIDO '009' KERR, STUART 'SIRDAR'

Rapido Trains UK's first powered 'OO9' locomotive is here, marking a bold entrance into a new gauge for the manufacturer. **BEN CHURCH** finds out what these new models have to offer.

RAPIDO TRAINS UK'S new 'OO9' range provides modellers with an influx of motive power and rolling stock. The first locomotives to arrive from this new range are the Kerr, Stuart 'Sirdar' 0-4-0T, based on *Diana*, a narrow-gauge locomotive built in 1909. The range also includes a fictional short tank version of the design, with more than ten models comprising the initial range across both types.

THE MODEL

The line-up includes a model of *Diana* in grey and *Leonora* in lined green (both long tank versions). Other models appear in a variety of fictional liveries. For examination, we received a long tank model in lined black and a short tank model in lined umber.

These models were launched alongside the Rapido Trains UK's generic 'OO9' wagon range (see review on pages 84-85) and were first revealed in May 2025. Rapido Trains UK has included several alternative detail parts which can be applied to the model. Interchangeable parts include spark arrestor, stovepipe and fluted chimneys, toolbox, dumb buffers, front steps, vacuum pipes, coal bunker lids, coal load inserts and long couplings with metal hoops.



Both variants feature finely detailed and decorated cab interiors.

A detailed instruction manual and a small Philips screwdriver are also included.

Both of our samples were produced to a good standard and match those of previous 'OO' and 'N' gauge releases in the manufacturer's catalogue. The small 0-4-0T features a good selection of fine separately fitted details, including a smokebox door dart, lamp iron on the smokebox, copper pipework, safety valve and whistle detail (with variation between models). The die-cast metal side tanks occupy most of the real estate on the sides of the locomotive; these feature fine riveted detail, filler caps and locating holes for some of the optional detail items at the rear of the side tanks. The boiler top features a dome and boiler rings. The double-framed chassis has metal slide bars and fine coupling and connecting rods, while cylinders are also fitted with small drain cocks.

Our long tank model features an open-backed cab, which affords good views of the intricate cab detailing, with a suite of painted controls inside. Fine handrails are fitted to the rear of the cab, along with a lamp iron and handbrake wheel. While our long tank model is fitted with a small cab front, the short tank model featured a more substantial version featuring two flush-glazed porthole windows and a whistle.

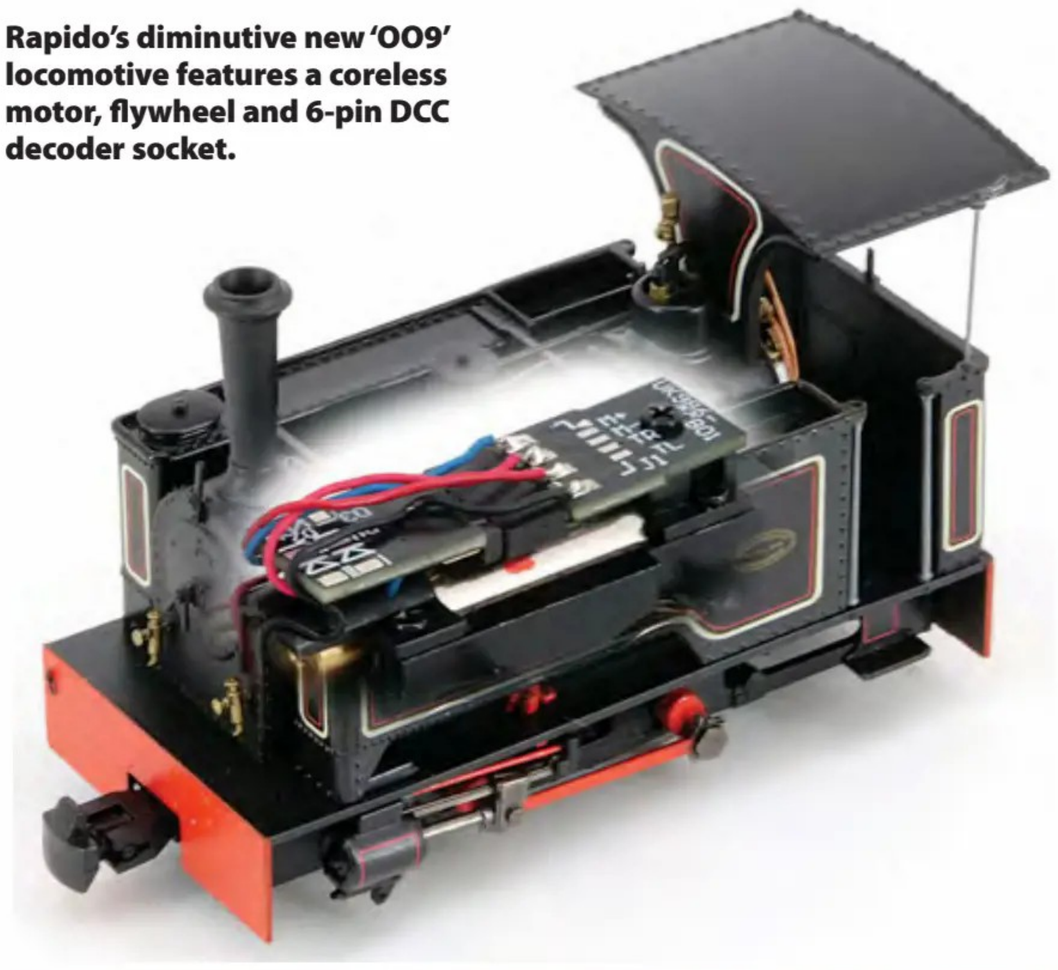
Decoration was good to both of our samples, the die-cast side tanks enhancing the deep black





A selection of optional decorated parts are supplied with each model for further customisation.

Rapido's diminutive new 'OO9' locomotive features a coreless motor, flywheel and 6-pin DCC decoder socket.



TECHNICAL DETAILS

Manufacturer:	*www.rapidotrains.co.uk*
Cat No:	986003 (long tank), 986205 (short tank)
Description:	Kerr, Stuart 'Sirdar' (long tank)/('what if' short tank)
Builder:	Kerr, Stuart and Company
Region:	Narrow gauge
Gauge:	'OO9'
Scale:	1:76
Length:	44mm (over buffers)
Price:	£139.99 (DCC Ready), £179.95 (DCC fitted)
Couplings:	Removable narrow-gauge couplings
DCC:	6-pin decoder socket
Speaker:	None
Exterior lights:	None
Interior lights:	None
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	One
Wheel arrangement:	0-4-0T
Purpose:	Narrow gauge/industrial
Haulage capacity (expected):	Ten wagons
Haulage capacity (actual):	Ten wagons (maximum tested)



Rapido Trains UK has debuted it's 'OO9' Kerr, Stuart 'Sirdar' 0-4-0Ts in long and short tank forms.

and umber colours. Fine lining is applied to the side tanks and cab, with the red coupling and connecting rods particularly well painted on our long tank sample. Large red front and rear buffer beams, plus a cream cab interior, round out the decoration.

PERFORMANCE

Models are supplied with a 6-pin Digital Command Control (DCC) socket, accessed by removing the body, which is secured by four screws. A coreless motor and flywheel power the model, which proved capable of hauling ten wagons on our 'OO9' test track with ease. At high and low speeds, the model performed well, with smooth, near-silent performance.

OVERALL

Rapido Trains UK's new 'OO9' range has delivered a pair of excellent locomotives which can be integrated into existing narrow-gauge layouts seamlessly. Rapido's interchangeable parts are a great way to add some individuality to the models, and we can see serious potential in Rapido's 'Narrow Lines' range. (BC)

FIRST REVIEW

Rapido's all-new '009' NARROW GAUGE WAGONS

Rapido Trains UK's new range of 'OO9' wagons has arrived with retailers. **BEN CHURCH** finds out what this new entrant to the 'OO9' market has to offer.

NARROW GAUGE modelling is becoming more popular, helped by the wide range of locations they ran in. Fleets were often highly varied, and in some cases, unique. This diversity forms a core pillar of Rapido Trains UK's new 'OO9' range, which has created a range of generic 'OO9' rolling stock which can be decorated in a wide variety of potential liveries, significantly increasing the range of ready to run 'OO9' rolling stock.

This new range of all-purpose 'OO9' wagons comprises dropside opens, rectangular tanks, cylindrical tanks, round-ended flats, gunpowder vans, covered vans, single-veranda brake vans, manriders, livestock open wagons, peaked roof vans, stake wagons, wooden coal hoppers and even bomb carriers. All share the same underframe and include turned metal wheels and NEM 'OO9' couplings as standard. More than 50 liveries will appear across the range, with exclusives produced for Rails of Sheffield, The Wagon Yard and Narrow Gauge Stores.

For evaluation, we received a dropside open wagon in grey, a manrider in maroon, brown and red, a covered van in grey with Trefriw Woollen Mills branding and a single veranda brake van in dark grey.

Each of our samples was produced to the same high standards we've experienced with Rapido Trains UK's extensive collection of 'OO' gauge wagons. The small manrider features neatly moulded benches secured to the top of the chassis, together with crisp wooden plank detail. Our open wagon also featured moulded plank detail and representation of metal stanchions and side-opening doors; each end sported a curved end and additional metal supports.



Rapido Trains UK has introduced an all-new range of generic 'OO9' wagons.

The van body is also well modelled and has a separately fitted handrail on the bodyside door on both sides, while the brake van featured flush glazing at each end, with a handbrake wheel included on the veranda, along with a pair of separately fitted handrails on each side. Below the end door are footboards and a centrally moulded lamp iron at both ends.

Each wagon shares a common underframe, with turned metal spoked wheels plus brake rigging and in-line brake shoes on one side of the wagon. Pivoting NEM coupling pockets are fitted to both ends, with 'OO9' gauge couplings secured to these.

Decoration on each of our samples was impressive, with high-quality paint application and crisply printed elements, such as lettering and numbers. Our brake van had black highlights to the handrails and lamp irons, while the van featured neatly finished white handrails.

Rapido Trains UK's new all-purpose 'OO9' wagon range represents a bold entry into a new market and has resulted in a comprehensive range of wagons produced to high standards which can find homes on many narrow gauge layouts. With the all-new 'OO9' Kerr, Stuart 'Sirdar' (see pages 80-81) and the planned Peckett 'Cranmore' class, these wagons will be popular with 'OO9' modellers. We look forward to seeing how the range develops. (BC)



Thirteen different wagon types form the range including this covered van in Trefriw Woollen Mills grey.

- **Gauge:** 'OO9'
- **Price:** £25.95 - £29.95
- **Cat No. (as reviewed):** 99003 (dropside open wagon), 990306 (covered van), 990502 (manrider) 990804 (brake van)
- **Site:** *www.rapidotrains.co.uk*
- **Era:** 2-11

HORNBY RAILROAD CLASS 90 RETURNS

Hornby's venerable 'OO' gauge RailRoad Class 90 electric is back in EWS maroon and gold in DCC Ready and DCC sound fitted formats.



- **Gauge:** 'OO'
- **Price:** £154.99
- **Cat No:** R30528TXS (reviewed)
- **Site:** *www.hornby.com*
- **DCC:** 21-pin decoder socket
- **Era:** 10

THE LATEST MODEL TO emerge as part of Hornby's 'OO' gauge RailRoad range is Class 90 90020 *Collingwood* in English Welsh & Scottish Railways (EWS) maroon and gold.

Hornby's RailRoad Class 90 makes use of the manufacturer's longstanding tooling for the prototype and mainly sports moulded detailing. As with previous Class 90s from Hornby, the model features a substantial sprung metal pantograph compatible with Hornby's legacy overhead power supply system. Other roof details include a selection of separately fitted and moulded components.

Each side of the model features side grilles, doors and handrails, with the cab and cab door featuring neatly glazed windows. Each of the bogies is a substantial one-piece moulding and features an integral NEM coupling pocket. While not a RailRoad Plus model, Hornby's application of the EWS maroon and gold to our sample was very good, with crisp lines and accurate ancillary details, such as TOPS data panels and EWS 'three beasties' logos. A pair of printed metal nameplates is included for user application.

This latest release is available Digital Command Control (DCC) Ready or DCC sound-fitted, with our review sample featuring a 21-pin HM7000 Bluetooth/DCC Triplex Sound (TXS) decoder complete with Hornby's Class 90 sound profile and a 15mm x 11mm cube speaker. On test, sound reproduction was good, although some distortion was observed at higher frequencies. Due to the solder-free connection to the speaker, a larger speaker could be fitted, along with a stay alive capacitor for improved running characteristics. The Class 90 sound profile features traction motor sounds and several types of horns, along with AWS siren, Spirax valve, detonators, cab doors and more.

Hornby's Class 90 offers modellers a basic – but affordable – electric locomotive, pre-fitted with Hornby's adaptable HM7000 sound decoder, which is compatible with digital and analogue layouts. In stock now with Hornby and its retail network. (BC)



Our factory-fitted HM7000 Bluetooth/DCC TXS fitted model included Hornby's Class 90 sound profile and also came with a pair of printed metal nameplates for customer fitment over the printed examples.

New BR Mk 1s from Hornby



HORNBY'S latest raft of BR Mk 1 coaches for 'OO' is aimed squarely at steam era modellers, with examples arriving for the Southern, Western, Eastern and London Midland regions.

Amongst our review samples were Tourist Second Open (TSO), Corridor Composite (CK), Brake Second Corridor (BSK) and Second Corridor (SK) vehicles, each with 'W', 'M', or 'E' prefixes in lined maroon, while the Southern Region carriage is presented in green with an 'S' prefix. Further options are available in this batch of releases.

Each coach is well turned out and incorporates standard flush glazing with internal detail consisting of seats, tables, corridors and interior dividing walls where appropriate. First Class seats are picked out in blue, while Third Class seats are red and tables are finished in white. BSKs feature a large guard's and luggage compartment in one half of the coach. External detail consists of moulded doors, door handles and door bangers. Coach end detail comprises moulded end steps, a large central corridor and a pair of moulded lamp brackets along with other moulded pipework.

All our samples were well decorated, with accurate shades of BR maroon and Southern Region green. Lining is crisp with coach numbers, designations and C1 text all applied well. A pair of buckeye couplings is included with each model, which can be fitted to the buffer beam.

Hornby's latest range of Mk 1s is perfect for creating short formations or bolstering existing rakes. With coaches for four of BR's regions, there is a Mk 1 for many BR steam era modellers on offer here. (BC)

- **Gauge** 'OO'
- **Price:** £49.99
- **Cat No. (as reviewed):** BR Mk 1 BSK E34740 (R40513), SK W24371 (R40506), CK M15374 (R40511), TSO S3827 (R40520)
- **Site:** *www.hornby.com*
- **Era:** 5

Hornby's preservation pioneer

HORNBY'S LATEST RELEASE of the 'OO' gauge London and North Eastern Railway 'J52' 0-6-0ST models the sole-surviving member of the class, 68846, in BR lined black with early crests.

68846 was the first steam locomotive to be privately acquired from BR, when Captain Bill Smith purchased the locomotive in 1959. 68846 was built as 1247 by the Great Northern Railway (GNR) in 1899 and was initially restored to its original livery and number when preserved. From the mid-1990s to 2009, the locomotive was repainted back into BR lined black with late crests. Today, the locomotive is on static display in the recently reopened National Railway Museum Station Hall in York, once again wearing GNR green.

First observed in HM219, Hornby's 'J52' has a robust die-cast construction as the locomotive's running plate and boiler are constructed of metal. Hornby has once again supplied the model with five lamps, which can be secured to any of the locomotive's lamp brackets, front and rear vacuum pipes, along with small tension lock couplings in NEM coupler pockets.

- **Gauge** 'OO'
- **Price:** £174.99
- **Cat No:** R30397
- **Site:** *www.hornby.com*
- **DCC:** 21-pin decoder socket
- **Era:** 4-5



Hornby's latest 'OO' gauge LNER 'J52' release models sole-surviving 68846 in BR lined black with early crests.

An assortment of separately fitted details including lamp irons, handrails, smokebox door dart, injector and water filler cap are secured to the model. Cab detail has neatly painted controls and dials, enhanced by the firebox glow.

Our review sample of 68846 was finished to a high standard with crisp lining and lettering applied to the sample's BR black livery. Subtle embellishments such as the brass beading on the splashers is applied well, with printed builder's plates on a splasher.

Again, the model is powered by a five-pole motor and includes a 21-pin Digital Command Control decoder socket and factory-fitted 15mm x 11mm cube speaker.

Hornby's latest 'J52' is once again a superb model of these charming 0-6-0STs and models an important UK preservation pioneer in its final condition while in BR service. (BC)

GWR 'Castle'

LOCKHEED HUDSON SOARS!

THE GREAT WESTERN Railway's (GWR) 4073 'Castle' 4-6-0 returns from Hornby in 'OO' gauge, modelling 5081 *Lockheed Hudson* in GWR lined green with 'GW' text (Cat No. R30402).

Hornby's 'Castle' is a longstanding and well-regarded model in the company's range, with this model featuring an upgraded 21-pin Digital Command Control socket matching that in 2024's model of *Caldicot Castle*.

The GWR's post-war lined green colour scheme suits the 4-6-0 well, with the rich green accented by black solebars and unlined cylinders. The GWR's 'twin cities' emblem is replicated well on the tender, with the simple 'GW' text neatly applied, together with crisp orange lining to the tender, cabside and boiler bands.

Lamp irons, handrails, smokebox door dart, steam lance and sprung buffers are all neatly fitted, although we noticed slight warping of the running plate on one side of our sample - the cylinders not fitting snugly into the recesses in the running plate.

The simple motion is modelled well, with rocking shafts fitted in front of both cylinders. Cab detail is excellent, consisting of fine handrails, a suite of controls – all neatly painted – and flush glazed windows. The locomotive is paired with a Collett 4,000-gallon tender with removable coal load,





This latest release of Hornby's GWR 'Castle' 4-6-0 pairs the locomotive with a Collett 4,000-gallon tender.

RailRoad Class 91 returns

- **Gauge:** 'OO'
- **Price:** £154.99
- **Cat No:** R30527TXS
- **Site:** *www.hornby.com*
- **DCC:** 21-pin decoder socket
- **Era:** 8

HORNBY'S ORIGINAL 'OO' gauge Class 91 returns to the RailRoad range as 91018 *Robert Louis Stevenson* in InterCity 'Swallow' livery for its latest outing.



This latest release from the Hornby RailRoad range features a working pantograph and is available fitted with the company's HM7000 TXS sound profile for the Class 91.

Decoration is good throughout with neatly printed lettering, light clusters and nameplates.



This latest release from the RailRoad range uses the manufacturer's 1990 tooling and is available in Digital Command Control (DCC) Ready and DCC sound-fitted versions, the latter featuring a factory-fitted 21-pin HM7000 Bluetooth and DCC Triplex Sound (TXS) decoder and cube speaker. Decoration was up to the usual high standards of application with crisp lines between colours, neatly printed numbers, nameplates, cantrail lining and InterCity logos, along with data panels and earlier style of overhead line warning flashes. A pair of printed metal nameplates is included for customer fitment over the printed examples. As you might expect, there are no working lights, although an impression of them is printed at each end. However, the working metal pantograph has been retained and can be used in conjunction with Hornby's earlier overhead power supply system and retains the power supply changeover switch next to the pantograph to enable this to work.

Our review sample also featured Hornby's HM7000 TXS system onboard with 21-pin Bluetooth

- **Gauge:** 'OO'
- **Price:** R30402
- **Cat No:** £229.99
- **Site:** *www.hornby.com*
- **DCC:** 21-pin decoder socket
- **Era:** 3



Hornby's latest 'OO' gauge GWR 'Castle' release models 5081 *Lockheed Hudson* in GWR lined green.

separately fitted water scoop and handbrake handles, plus tender steps, lamp irons and handrails on the back of the tender. Brake rigging, drain cocks, cosmetic screw link coupling, and printed metal cabside number plates are included with the detail pack. A front NEM coupling pocket fitted with a narrow tension lock coupling is also supplied and can be fitted to the front of the locomotive.

Hornby's 'OO' gauge 'Castle' remains an excellent representation of the GWR's principal express passenger locomotive, and this latest model offers modellers an example of a GWR 'Castle' in the more austere GWR green of the post-war years. (BC)



Hornby's original 'OO' gauge Class 91 Bo-Bo electric returns to the RailRoad range as 91018 in InterCity 'Swallow' livery.

and DCC decoder complete with Class 91 sound profile. Generally, the audio is good and features 20 sound functions together with eight physical functions, some of which are intended for the company's high-specification model of the Class 91, although you could add lights to this model and operate them via the decoder if you wish. Audio includes the distinctive traction motor sounds, together with pantograph arc and the Mk 4 doors open/close alarm.

It is good to see Hornby's earlier tooling for the Class 91 return to the RailRoad range, providing a budget sound-fitted model in this case and adding further variety to the growing collection. (MC)

NEW BATCH OF 'TT:120' CLASS 37s

- **Gauge:** 'TT:120'
- **Price:** £159.99
- **Cat No:** TT3057M (37086), TT3045M (37254), TT3044M (37413)
- **Site:** *www.hornby.com*
- **DCC:** Next18 DCC decoder socket
- **Era:** 8/9



37254 *Driver Robin Prince M.B.E* features InterCity 'Swallow' livery which was applied to the full-size locomotive in 2013 at the Spa Valley Railway.

THREE NEW ADDITIONS to Hornby's range of Class 37s for 'TT:120' are here, modelling 37413 *Loch Eil Outward Bound* in Transrail triple grey, 37254 *Driver Robin Prince M.B.E.* in InterCity 'Swallow' colours and 37086 in BR blue.

These latest releases form part of Hornby's 2026 'TT:120' range and were revealed in April 2026 and use the manufacturer's recent 2025 tooling for the Class 37.

Hornby's recently tooled 'TT:120' Class 37 (HM224) is an excellent recreation of these versatile workhorses, with each sporting an array of excellent features and detail variations. 37413 and 37254 sport plated centre headcodes and high-intensity headlights while

Virgin Trains BR Mk 2s for 'TT:120'

HORNBY'S 'TT:120' BR Mk 2f coach gains Virgin Trains' stylish red and black livery for its latest outing, with a Tourist Second Open (TSO), Brake Second Open (BSO) and First Open (FO) arriving for assessment.

BR's Mk 2f coach was the final flourish of the MK 2 coach design and was constructed from 1973 to 1975 in TSO, BSO and FO versions. The coaches were a mainstay of locomotive-hauled services across the BR network.

Virgin Trains (VT) inherited a substantial MK 2f fleet and used them on cross-country and West Coast Main Line duties - usually hauled by Class 47/8 diesels

Detailing and decoration is superb throughout with neatly tinted windows and crisply painted lettering and lining.



Above: **Hornby has released a new selection of recently tooled 'TT:120' Class 37 Co-Co diesels.**

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



Below: **37413 is named *Loch Eil Outward Bound* and carries Transrail 'Big T' branded triple grey.**

37086 features split headcode boxes and nose end doors. All three are fitted with flush glazed cab windows and separately fitted handrails. Bodyside grilles are neatly formed with a pair of engine room windows along the side of each locomotive, while variations to the grilles at the nose ends are also well observed. Roof detail consists of moulded hatches, a closed boiler port and a pair of exhausts and large radiator fan, which sits behind a fine mesh.

The Class 37s each feature a five-pole motor with twin flywheels and also include all-wheel pick-up and drive, Next18 Digital Command Control (DCC) decoder socket, plus a factory-fitted speaker enclosure with space for a 15mm x 11mm cube speaker.

Each of our samples featured good decoration, with liveries neatly replicated and applied to a high standard. Subtle details, such as overhead electric warning flashes, were crisp with other printed elements such as the locomotive's number and name also applied well. Included with each model is a detail pack, containing an assortment of pipework for both buffer beams and etched nameplates, where appropriate. 37413 and 37086 also feature three-piece miniature snowploughs which can be fitted to the front NEM pocket. Additionally, 37413 includes etched St Blazey lizard depot plaques.

Hornby's latest raft of Class 37s for 'TT:120' offers modellers excellent representations of these versatile locomotives. All three models are available now from the Key Model World Shop. (BC)



Hornby has released a series of new 'TT:120' BR Mk 2f carriages in Virgin Trains livery.

- **Gauge:** 'TT:120'
- **Price:** £41.99
- **Cat No:** TT4087 (FO), TT4088 (BSO), TT4086 (TSO)
- **Site:** *www.hornby.com*
- **Era:** 9

and Class 86/87/90 electrics - until locomotive haulage was superseded by the introduction of Class 220 and 221 Voyagers and Class 390 Pendolinos in the early 2000s.

Debuting in 2024, Hornby's 'TT:120' Mk 2f replicates the coach well, with flush-glazed tinted windows housed in window frames with a subtle raised edge. Our FO was fitted with neatly moulded red seats and tables, while in the BSO and TSO, these were coloured blue. Correctly, the coaches feature central door locking lights which, while printed, are effective. Corridor end detail is good with a moulded gangway door, along with a cosmetic buckeye coupling and non-sprung buffers.

Each coach rides on B4 bogies, which are complemented by a substantial amount of underframe detail ranging from equipment boxes to fans and cylinders. Kinematic NEM coupling pockets are fitted at both ends, compatible with the pair of spare magnetic couplings supplied with each coach.

Each of our samples was decorated well with accurate colours and crisp application. Printed elements such as Virgin Trains logos, coach numbers and trio of bodyside stripes are also well done.

Hornby's latest Mk 2fs for 'TT:120' offers early privatisation era modellers an excellent new source of colourful coaches. (BC)

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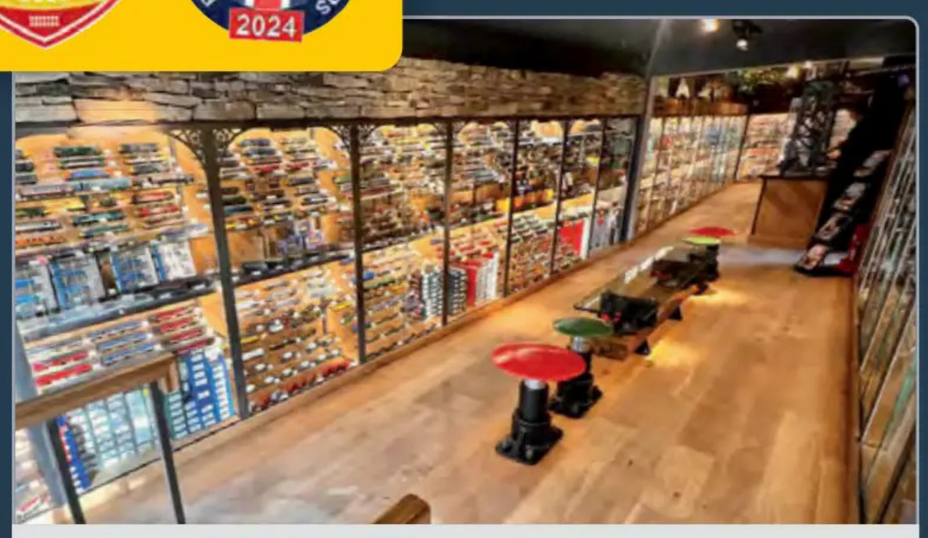
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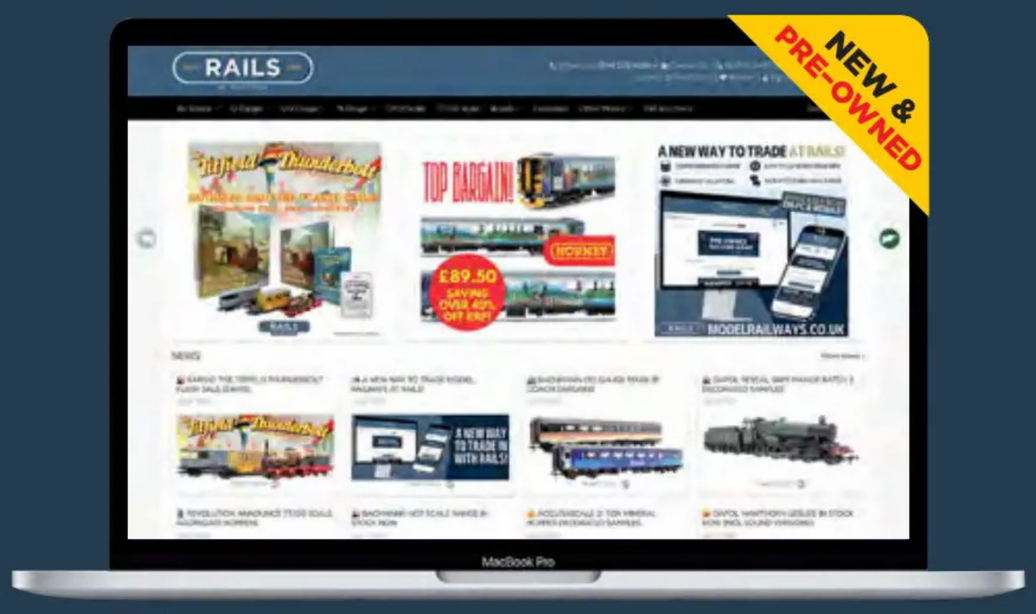


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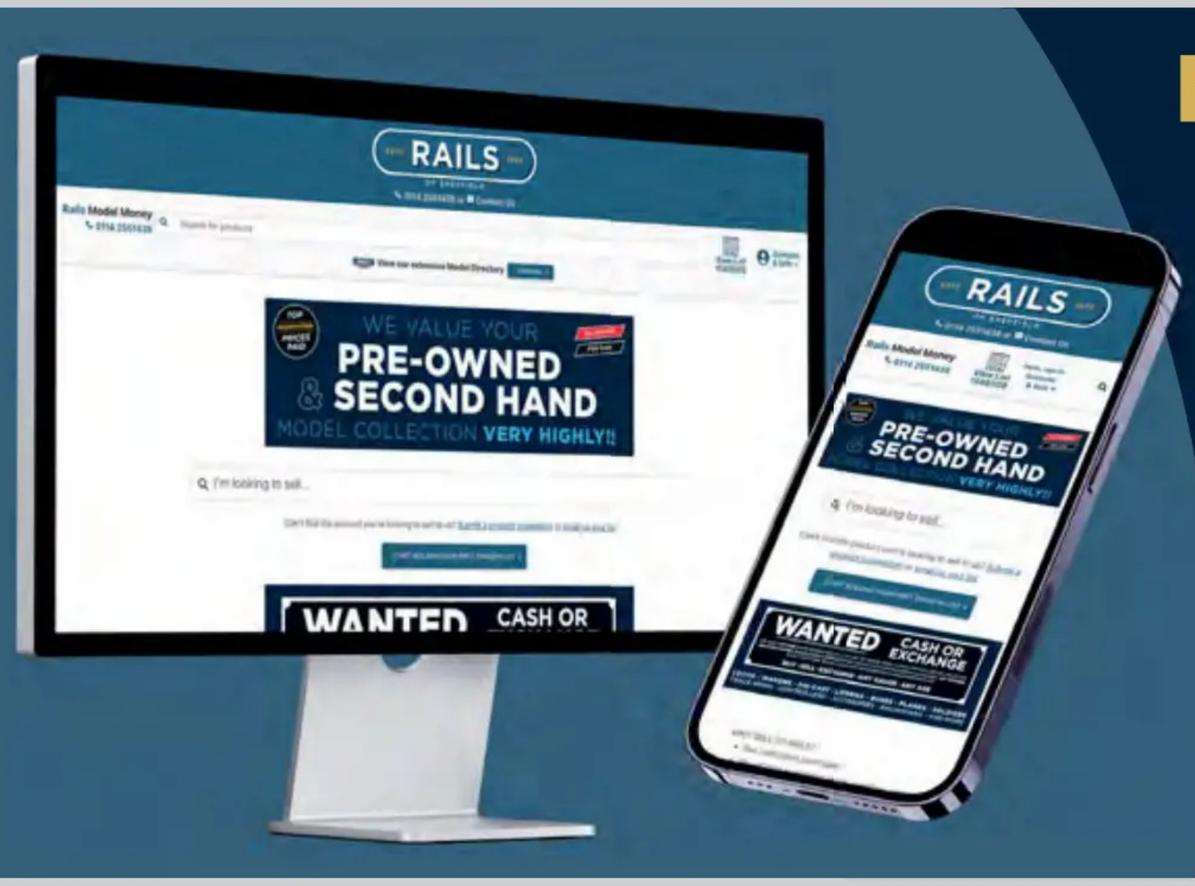
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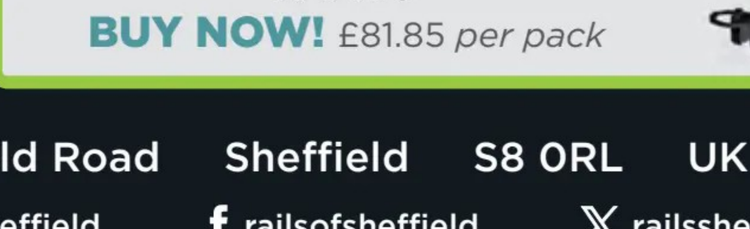
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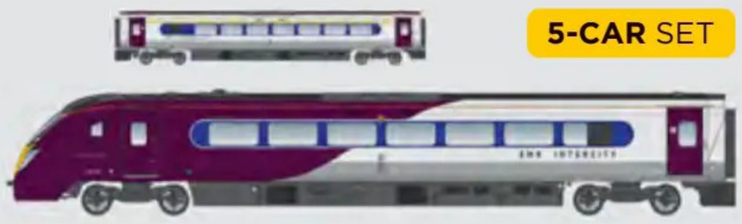


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THE INSIDE STORY

HORNBY TRIPLEX SOUND

Hornby's Triplex Sound Bluetooth decoders are bringing new functionality to the manufacturer's products. **MIKE WILD** meets Electronics Engineer Chris Reilly to discover how the decoders are being developed and what the future holds.



FOR MANY RAILWAY modellers, fitting a sound decoder was once viewed as the preserve of experienced Digital Command Control (DCC) installers. Programming CVs, matching speakers to locomotives and obtaining suitable sound projects all required a level of technical confidence that could prove daunting for newcomers. Hornby's HM7000 system changed much of that, bringing Bluetooth connectivity, smartphone control and downloadable sound profiles to a far wider audience.

Yet while the HM7000 application has attracted much of the attention, equally impressive is the technology inside the company's latest generation of Triplex Sound decoders (TXS). These represent a complete rethink of Hornby's sound philosophy, moving beyond the company's original Twin Track Sound (TTS) products, but still keenly priced to present an attractive entry point to digital sound.

At the heart of that development is Electronics Engineer Chris Reilly, whose journey into Hornby began not in a design office, but as a modeller.

HOBBY BACKGROUND

Unlike many engineers who arrive in the hobby from an electronics background, Chris first learnt Digital Command Control in exactly the same way as many customers.

"I'd already learnt DCC control through my own layout before joining Hornby," he explains.

That practical experience proved invaluable when he joined the company in January 2020. By then HM7000 was already well under way, meaning his first task was to immerse himself in a project which had already established its foundations.

"I came into a programme that had already been conceived. It was really a case of picking it up and learning from the people who had started it."

Above: **Hornby's Triplex Sound Bluetooth decoders are pushing technology forward inside the locomotive. This 'Black Five' has a steam generator, firebox flicker, working lamps, a TXS chip in the tender and a speaker mounted below.**

Below: **Creating the sound profile is an intensive process. Steam locomotives can use up to 140 individual sounds just for the exhaust.**

Those people included sound engineer Ken Wards, who had driven much of Hornby's early sound decoder development with the TTS platform, and software specialist George Waller, who was leading creation of what would become the HM7000 app.

"It was a collaborative process," Chris recalls. "George came to Ken and I to understand how the decoder worked and how the app could interact with it."

BUILDING ON TTS

To understand TXS, it is first necessary to understand Hornby's previous TTS decoders. When Hornby introduced Twin Track Sound (TTS), its objective was straightforward: produce an affordable sound decoder that brought digital sound within reach of ordinary modellers.

Rather than competing directly with premium manufacturers, TTS concentrated on offering impressive sound quality at a budget price. One compromise was audio quality itself. "TTS used 8k audio," Chris explains. "That was deliberately chosen because it kept costs down while still producing a good sound."

The decoder hardware itself was also relatively simple. Function outputs were limited and processing power reflected the affordable nature of the product. Even so, as successful as TTS became, it was clear that expectations among modellers were changing. Customers increasingly wanted richer sound, greater lighting control, more realistic operation and simpler programming. Meeting those expectations would require an entirely new decoder.

ENTER TXS

Although TXS retains lessons learnt during TTS development, almost everything underneath is new. "It was an entirely new chip," Chris says. The aim wasn't simply to improve sound quality. Hornby wanted a decoder capable



of standing comparison with established premium brands while also supporting future generations of locomotives.

That meant significantly greater processing power, more function outputs and an architecture designed to expand as model technology evolved.

TXS can reproduce three independent sound channels simultaneously with each performing a dedicated task. One channel handles the continuous running sounds - the exhaust beats of a steam locomotive or the engine note of a diesel. A second channel manages toggle functions such as injectors, blowers or compressors. A third deals with momentary effects including whistles, horns or drain cocks. Instead of interrupting one sound to play another, several effects can overlap naturally.

One of the biggest changes between TTS and TXS is the increase in functionality beyond audio. The earlier TTS decoder was limited by its hardware architecture and comparatively small number of outputs. TXS was designed with expansion in mind. Chris adds: "The intention was always to increase the functionality for future models."

Functions up to AUX4 are controlled directly by the sound decoder itself. Meanwhile AUX5 through AUX10 are managed by the Bluetooth processor which expands the capability of the TXS chips. Initially, the Bluetooth hardware existed primarily to establish communication between the decoder and the HM7000 app. However, advances in electronics have allowed Hornby to exploit its processing capability.

"The Bluetooth chip always had the ability to do much more," Chris explains. "As models become more advanced, we're now able to use that capability for higher levels of functionality."

INTER-DEPARTMENT

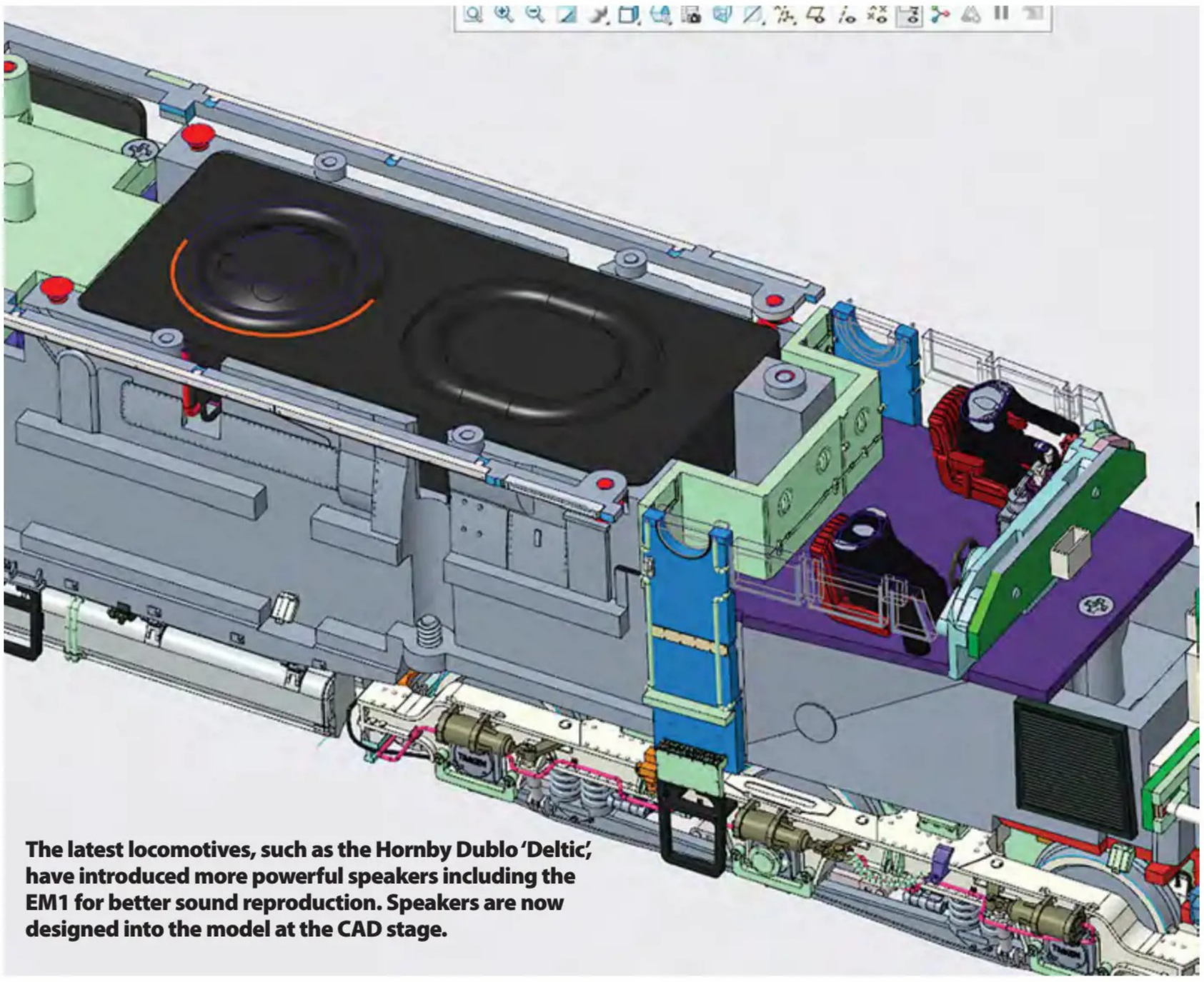
As TXS has matured, Chris's role has expanded well beyond programming sound projects. Increasingly he works alongside Hornby's CAD designers from the earliest stages of locomotive development. That collaboration has become essential because achieving excellent sound depends as much on mechanical design as it does electronics.

That involvement includes deciding where speakers should be mounted, selecting the most suitable speaker type and ensuring the body moulding provides the acoustic volume required to produce convincing audio. Lighting arrangements also form part of those discussions, with modern locomotives often featuring multiple lighting functions, cab illumination and firebox glow effects. Ensuring these work seamlessly alongside sound requires close coordination between engineering disciplines.

"The designers understand the CAD side of the model," Chris says. "I know how the locomotive needs to sound and what equipment is required to achieve that."

Rather than adding sound after the mechanical design has been completed, sound performance is now considered from the outset.





The latest locomotives, such as the Hornby Dublo 'Deltic', have introduced more powerful speakers including the EM1 for better sound reproduction. Speakers are now designed into the model at the CAD stage.

SOUND RECORDING

Creating an authentic sound profile begins long before any programming takes place. Hornby now owns professional recording equipment specifically for capturing locomotive sounds. Once a suitable prototype has been identified, arrangements are made with its owner or preservation society for a dedicated recording visit.

Raw audio is captured in stereo before being transferred into professional editing software where the painstaking process of assembling a sound project begins. Individual recordings are cleaned, trimmed and organised before conversion into the 16-bit, 22kHz WAV format used by the decoder.

From there the real craftsmanship begins. Modern sound projects are considerably more sophisticated

The steam generator fitted locomotives are adding new functionality to Hornby's premium steam models. The atomiser generates no heat and requires only water to function.

than simply attaching a recording to a function button. Each locomotive requires a carefully structured collection of sounds which interact naturally as speed and load change.

Templates exist for two-cylinder, three-cylinder and four-cylinder steam locomotives, providing the underlying framework. Into that framework Chris imports the bespoke recordings gathered from the prototype. Acceleration and deceleration sequences are created first, allowing the locomotive to transition naturally between operating states. Only after those foundations have been completed are individual spot sounds added.

Certain sounds, however, can never simply be borrowed from another project. Whistles are a good example. "Those are always bespoke to the locomotive," explains Chris.

PERFORMANCE

Creating convincing sound isn't just about recording audio. The decoder must also understand exactly how the locomotive performs. Different gear ratios, motor characteristics and maximum speeds all influence how the sound project behaves.

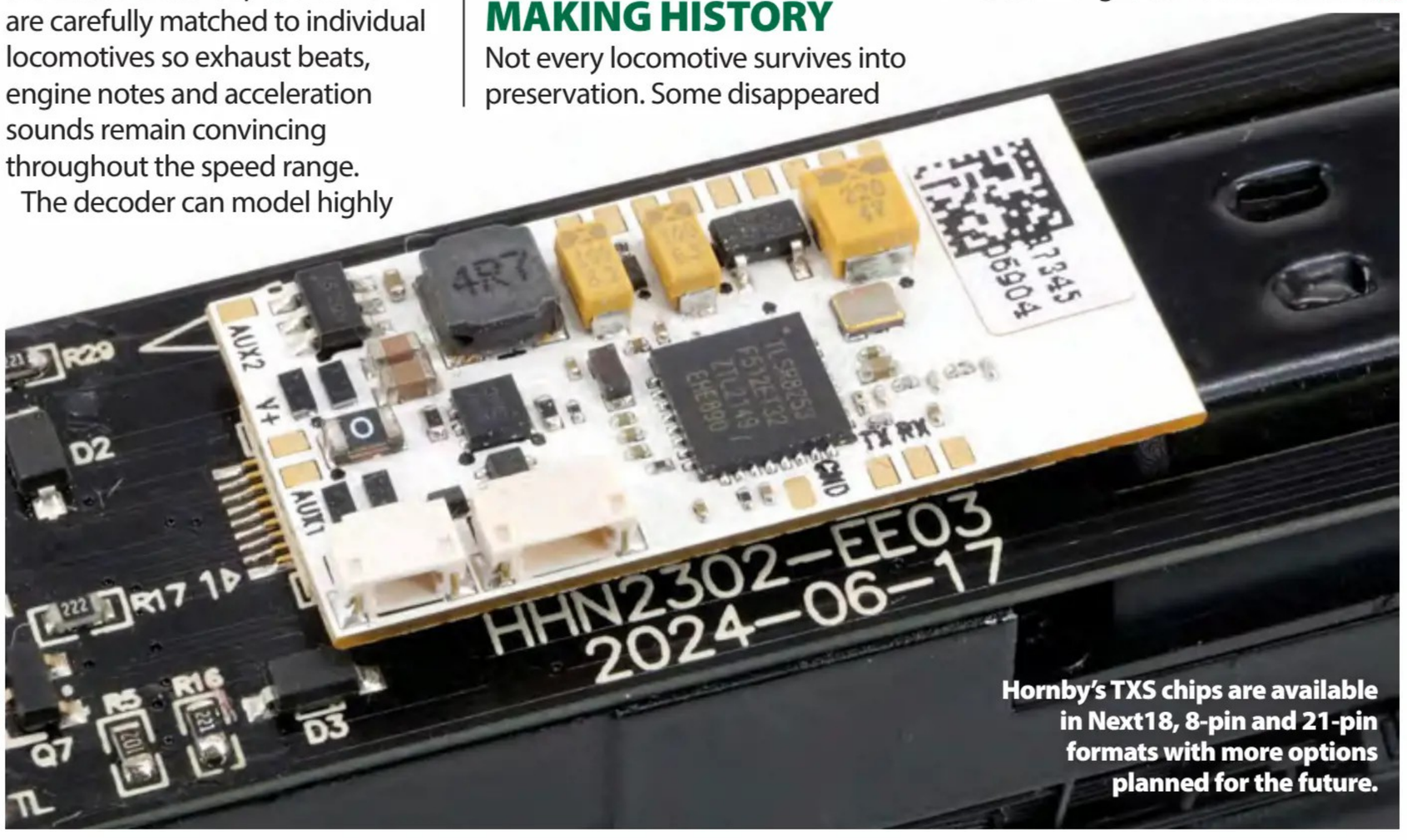
Rather than relying solely on CV adjustments, Hornby also makes extensive use of firmware within the decoder itself. Speed curves are carefully matched to individual locomotives so exhaust beats, engine notes and acceleration sounds remain convincing throughout the speed range.

The decoder can model highly complex speed curves, ensuring exhaust beats remain synchronised with wheel revolutions throughout the operating range. "We now make sure all the CVs are configured individually for every locomotive."

MAKING HISTORY

Not every locomotive survives into preservation. Some disappeared long before anyone thought to make high-quality recordings. That presents a challenge for the sound team.

Perhaps the most fascinating example is the LMS 'Turbomotive' steam turbine locomotive. With no surviving locomotive available »



Hornby's TXS chips are available in Next18, 8-pin and 21-pin formats with more options planned for the future.

to record, Chris had to become something of a detective.

"We researched video recordings and looked at every source we could find to understand how the locomotive actually worked."

Understanding the mechanical operation proved just as important as finding historical audio. From there, Hornby began creating what could only be described as an educated reconstruction.

Rather than simply inventing a sound, the team combined engineering knowledge, surviving film, historical evidence and digital audio techniques to recreate something as faithful as possible to the original machine. Chris adds: "It was fascinating to work on."

STEAM GENERATOR

Perhaps the most technically ambitious project currently occupying Chris is Hornby's growing range of steam generator-equipped locomotives.

Unlike traditional smoke units which heat oil to create smoke, Hornby's new system atomises water into a fine vapour. Making that work convincingly alongside sound has required an entirely new approach.

The steam generator works from a pulse. Each exhaust beat must trigger a corresponding pulse from the steam generator. Synchronising those pulses with the audio required significant redevelopment of the sound files themselves.

"We had to configure a way of replicating those pulses within the audio."

Where a conventional steam project might contain around 70 exhaust sound files, locomotives equipped with the steam generator require closer to 140 individual files.

"There has been a huge amount of back and forth with the factory in China to refine the pulse signals and pulse lengths."

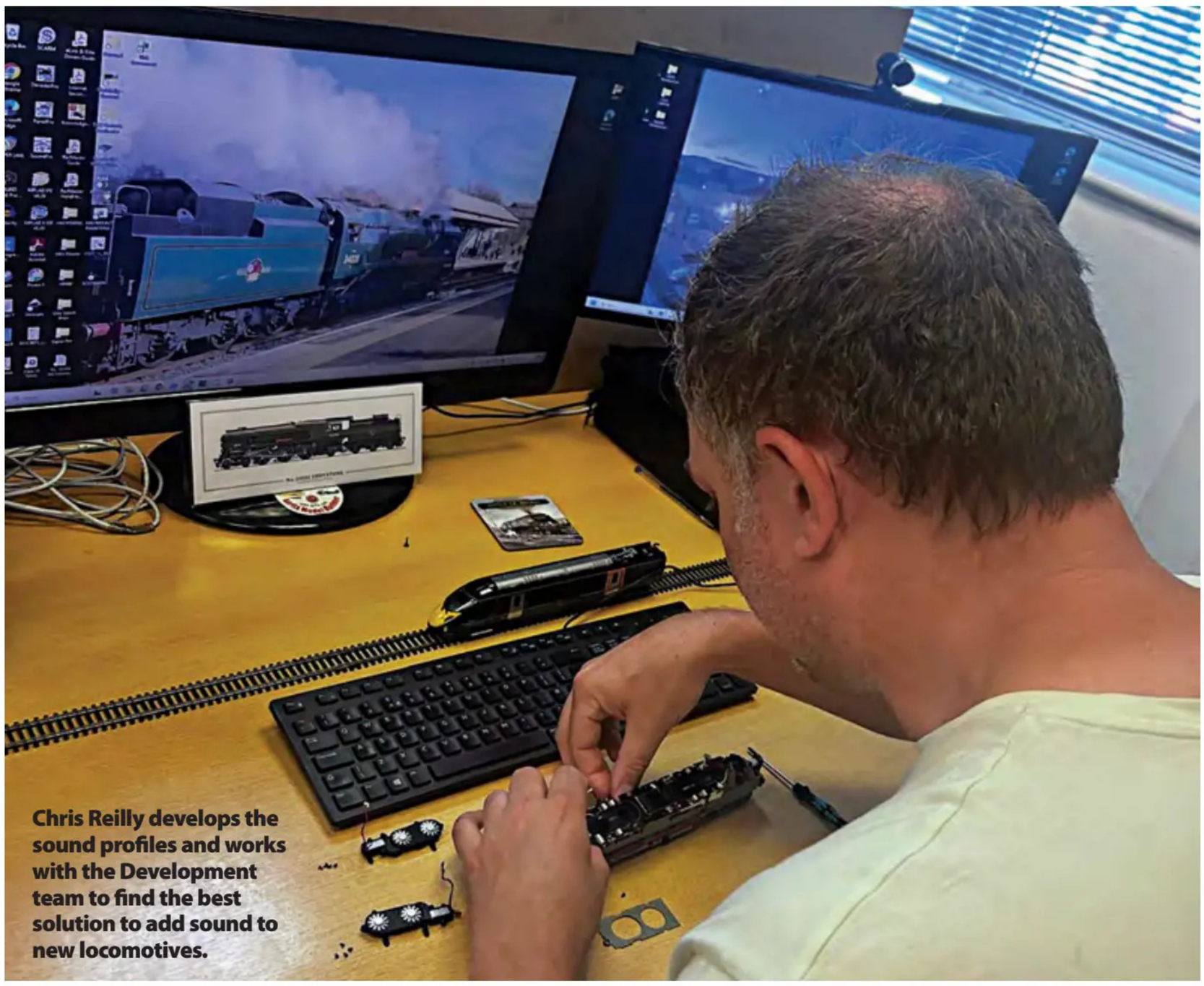
The result is a system where exhaust sound, wheel rotation and visible steam all operate in harmony. "The capability was always built into the decoder because we wanted to future-proof what we could do."

Two AUX outputs are dedicated to managing the steam generator hardware, making it an integral part of the decoder rather than an afterthought.

SPEAKER CHOICE

Even the finest sound recording is only as good as the speaker reproducing it. Speaker technology has changed dramatically since the days of Hornby's original TTS decoders.

"TTS used inexpensive diaphragm speakers because they were designed to be affordable," Chris explained. "As TXS moved into the premium sector, that approach no longer delivered the quality Hornby wanted."



Chris Reilly develops the sound profiles and works with the Development team to find the best solution to add sound to new locomotives.

The answer was the now familiar cube speaker. Compact, efficient and capable of producing surprisingly rich sound, it transformed the listening experience. Now these have been joined by larger speakers including the impressive EM1 and EM2 speaker units.

"I'm really pleased we're now fitting those where we can because they really push the sound quality forward."

BLUETOOTH CONNECTIVITY

Although TXS remains fully compatible with any NMRA-compliant DCC controller, Bluetooth has fundamentally changed the user experience. Unlike traditional DCC programming, communication no longer depends upon transmitting data through the rails.

"As long as there's power to the track, Bluetooth handles the communication." Chris added: "That has eliminated one of DCC's longstanding frustrations."

Reading and writing Configuration Variables (CVs) has traditionally been slow and, on some systems, unreliable. With HM7000 the process is almost instantaneous. "Reading all of that information into the app takes around nine seconds."

Users can alter settings, adjust lighting, download new sound projects and configure functions directly from their smartphone.

Importantly, however, TXS remains completely compatible with conventional DCC layouts. Bluetooth simply provides an additional layer of convenience rather than replacing established operating methods.

FUTURE PROOF

Development of TXS continues at a rapid pace. Some improvements are highly visible, but others are hidden in the decoder's hardware. Chris is particularly keen to reduce decoder dimensions wherever practical in the future to open up more possibilities. That is especially important for Next18 and 8-pin variants destined for compact 'OO' and 'TT:120' locomotives.

The challenge, however, is cost. Miniaturised electronics inevitably increase manufacturing expense. Balancing technological ambition with affordability remains one of the team's biggest challenges.

Hornby is also looking to expand its decoder range in the future to include a Plux22, recognising that many customers fit TXS decoders into locomotives produced by other manufacturers. At the same time, TXS is steadily finding its way into the Hornby International range, bringing the same technology to an even wider audience.

Hornby has reintroduced its three-capacitor Maxi Stay Alive module for larger locomotives, as well as retaining the current twin capactior design. A compact single-capacitor version specifically for 'TT:120', where limited internal space can be a challenge is also planned.

One lesson Hornby has learnt from HM7000's success is that technology must also be accessible.

While the comprehensive user manual has been well received, Chris recognises that some modellers prefer visual guidance. The next step will be a series of short tutorial videos.

The evolution from TTS to TXS has been about far more than improving audio quality. It represents a shift in philosophy. Sound is no longer viewed as an optional extra added at the end of a model's development, but as an integral part of its design from the very beginning.

From bespoke field recordings and firmware tailored to individual locomotives to advanced Bluetooth connectivity, synchronised steam generation and premium speaker systems, Hornby's engineers are pushing to enhance the experience of a digital control locomotive.

For Chris Reilly, that journey is far from complete. Smaller decoders, expanded functionality, new sound projects and ever closer integration between electronics and model design all lie ahead. If TXS Triplex Sound is any indication, the future of digital sound at Hornby promises to be every bit as exciting as the locomotives it seeks to recreate.

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WINN STREET
ENGINEERS' SIDINGS

A disused passenger station on the cusp of the privatisation era is the subject of **RICHARD PRATT'S** 'O' gauge layout, which focuses on freight locomotives and departmental wagons.

PHOTOGRAPHY, JONATHAN NEWTON

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'O', 32mm	7mm:1ft	8ft x 2ft (Scenic)	EASTERN	1990s	DCC



1 Right: **Customers at the nearby garage catch up on the day's news while waiting for their vehicles as Loadhaul 08590 shunts a loaded civil engineers' 'Seacow' ballast hopper past the PW yard.**

2 Below: **Mainline blue Class 58 58050 *Toton Traction Depot* prepares to depart from the platform at Winn Street as Regional Railways' 31439 *North Yorkshire Moors Railway* rolls into the adjacent siding with a timber carrier and Railfreight Distribution box van in tow.**

AFTER MANY YEARS of collecting 'O' gauge locomotives, I decided that I really must start a layout to bring the motive power and rolling stock I had collected to life. I had been impressed with the layouts of Ian Futers, which are usually compact – an 8ft-or-so scenic section and no more than three points.

Whilst musing over design plans, fellow modeller Richard offered the layout you see here for sale. It was perfect. It is made up of two boards creating a scenic section just over 8ft with a 6ft long five-road traverser. I made a conscious decision not to hide the storage yard: some viewers prefer to stand looking at this end rather than the scenic section! The real bonus is that in its current guise it fits in the back of my car meaning that it can be taken to a show without the need to hire a van.

The layout was built using Peco track and point work and was operated using an analogue controller, utilising sectional switches to isolate locomotives and motorised points. I am converting the operation to Digital Command Control (DCC) to take advantage of operating with lights and sounds. I think this adds another dimension to the layout, although I do sometimes find the effect can get lost at busy exhibitions in big halls!

SETTING THE SCENE

The scene is set during the 1990s, that crossover period between BR sectorisation and early privatisation. This allows for a variety of different British Rail (BR) locomotive classes and liveries from BR Railfreight triple grey through to Loadhaul (my personal favourite) and the early days of English, Welsh & Scottish Railways (EWS).

The station was originally a through island platform with a siding on each side but due to cuts the route no longer sees any regular passenger traffic, with »



3 Left: **Reflecting the early-1990s theme, a Ford Transit and Vauxhall Astra van are parked amongst the Permanent Way yard materials, while a Class 37 and Class 31 in the striking civil engineers' yellow and grey 'Dutch' colour scheme stable in the sidings awaiting their next duties.**

4 Below: **Departmental Class 47 47346 is stabled between duties in the siding at Winn Street as a Class 08 shunts a pair of engineers' wagons out of the platform at the disused station.**

both tracks terminating under the road overbridge. The station building on Winn Street remains (for now) but the atmosphere is one of having seen better days with things falling into disrepair. The local graffiti artists have been out and about leaving their tags for all to see.

The location isn't meant to be anywhere in particular, although I like to think it is somewhere in the North. I have kept it vague enough so as not to limit what I choose to operate on the layout.

The area remains in use for the engineers' department – which allows me to showcase my collection of engineers' wagons. There is a short kickback siding off the platform onto a loading pad which allows for materials to be loaded onto wagons for the Permanent Way department. A variety of building supplies and road vehicles can be seen here. I try to keep most of this loose so that when people view the layout it looks different at every show. The longer siding on the far side is used for storing crippled wagons or locomotives when in-between duties.

My first big 'O' gauge purchase was a Class 60 from Heljan – I was totally in awe of the sheer size and weight of the locomotive when I first opened the box - a huge upgrade from my previous experience of locomotives in 'OO' and 'N' gauge. I must admit the only down side I have found is that it is much harder to smuggle an 'O' gauge locomotive into the house than an 'N' gauge one! »

346



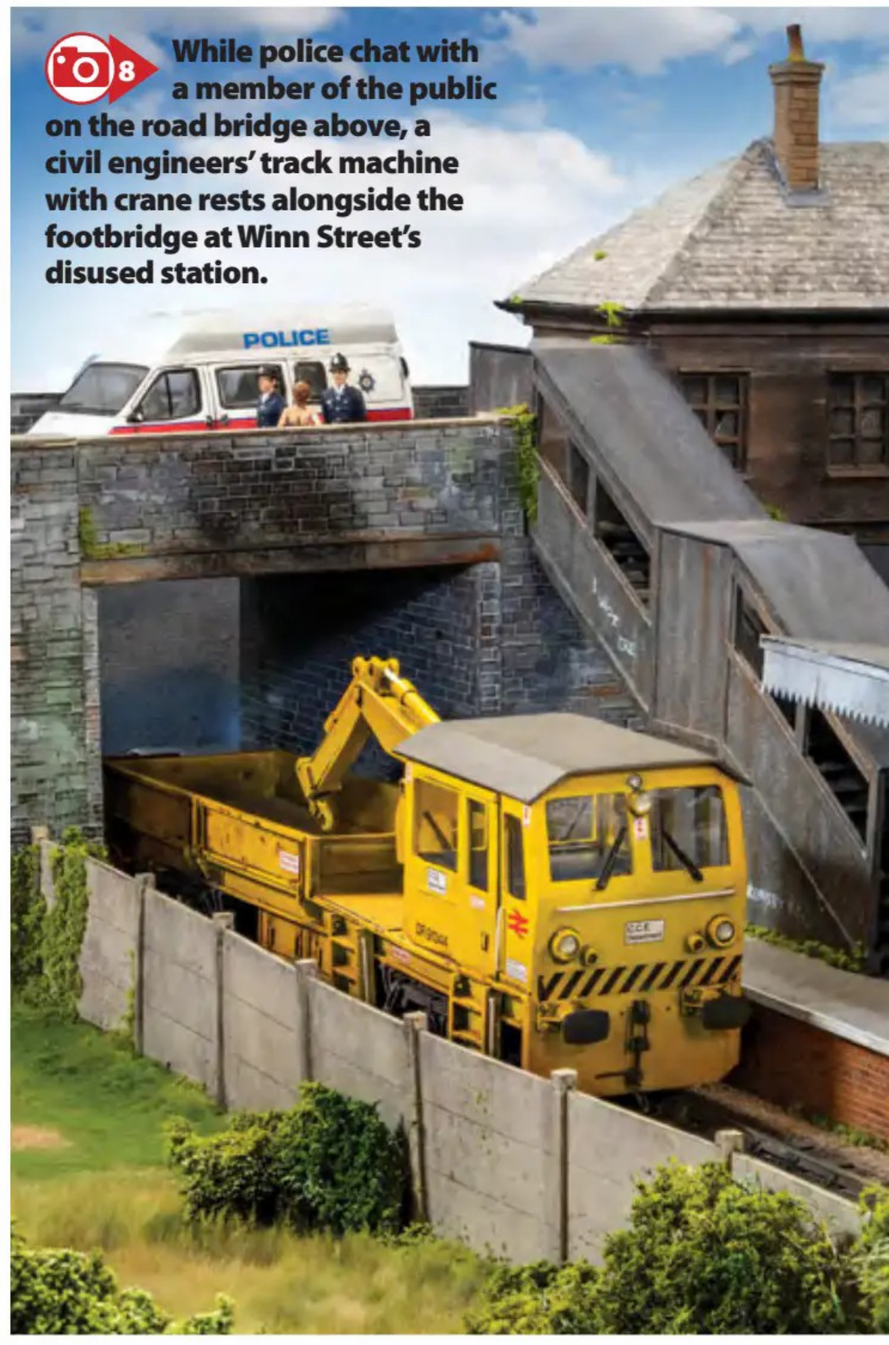
5 Left: **A Plasser and Theurer 07 series track tamping machine stables in the Permanent Way yard while a Regional Railways liveried Class 31/4 shunts a lone ZKA 'Limpet' wagon out of the siding at Winn Street.**

6 Right: **31439 *North Yorkshire Moors Railway* slowly negotiates Winn Street engineers' sidings with a short rake of work-weary empty ballast wagons.**

7 Below: **The crew of Loadhaul's route learning Class 122 DMU 55012 are about to change ends having arrived at Winn Street station. In the distance, a similarly liveried Class 08 departs with a loaded 'Seacow' ballast hopper and 'Shark' ballast plough brake van.**







8 While police chat with a member of the public on the road bridge above, a civil engineers' track machine with crane rests alongside the footbridge at Winn Street's disused station.

MOTIVE POWER

From this purchase onwards, I have enjoyed building a collection of BR locomotives including classes 08, 31, 37, 47, 56 and 58 along with several more Class 60s (I think I need a bigger layout!). I try to make sure all the locomotives look like they have been in service and that there is a driver in the cab – omissions such as this are much more noticeable in this scale. As mentioned, I have a soft spot for the Loadhaul livery on locomotives and have examples of Class 37, 56 and 60 copied from photographs. In addition to these I have had a Class 08 and Class 58 painted into these liveries by my good friend Andrew Proctor – whilst the real locomotives were never treated to this livery I think they suit them well. Loadhaul also used a Class 122 Diesel Multiple Unit (DMU) - 55012 - for route learning and this has been faithfully represented as well.

With an expanding locomotive fleet, I needed something to move around – clearly there is not enough room for long rakes of coaching stock and whilst there are some good modern wagons available, most ready-to-run ones are more at home on block trains. This led me to start looking at departmental wagons – there is such variety and they are perfect for running short trains. I started with some 'Grampus' wagon kits from Peco and was pleased to see 'Dogfish'/'Catfish' wagons from Heljan plus the 'Turbots' and brake vans from Dapol. I have quite a few examples of different ballast wagons including 'Rudds', 'Topes' and 'Limpets'. Unsurprisingly there is usually an example of at least one of each type in Loadhaul livery. »



Above: **Loadhaul 56110 *Croft* rumbles into view with a pair of VGA vans for unloading in the adjacent yard.**

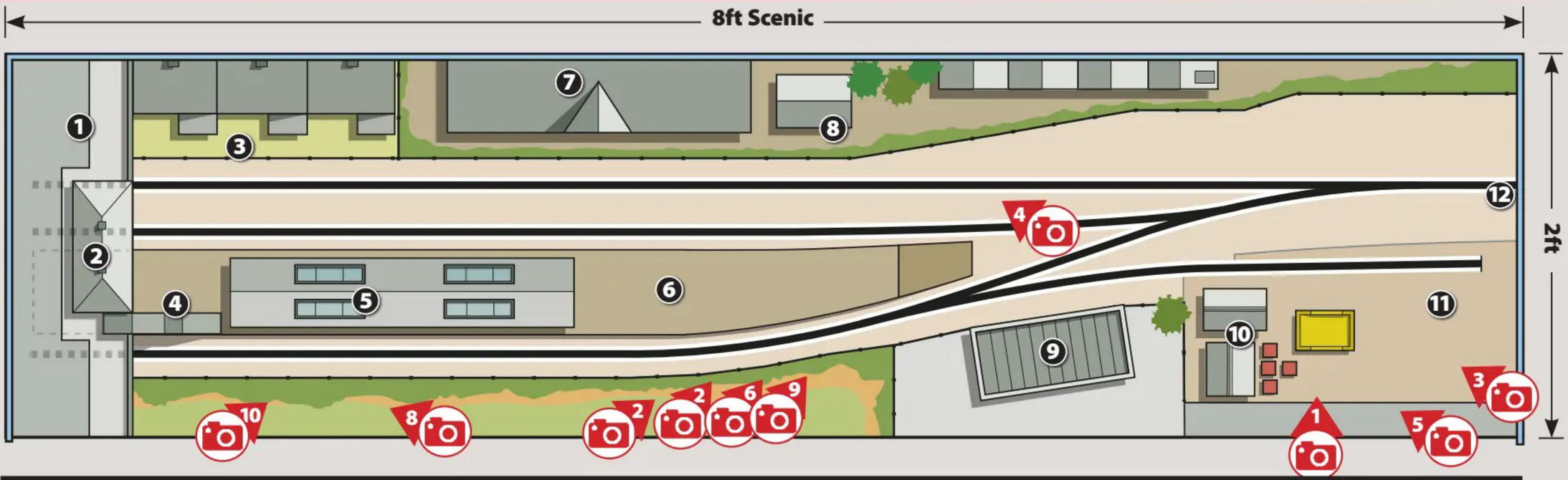
Below: **A Class 08 shunter eases a short rake of empty wagons into the Permanent Way yard for loading, while a pair of departmental diesel locomotives, including Regional Railways branded 31233 *Severn Valley Railway*, stable in the holding siding.**

WAGONS GALORE

Since the number of people 3D printing wagons has increased there is an ever-increasing number of different wagons available – I have rakes of SSA scrap wagons, 'Seacow' ballast hoppers complete with a 'Shark' brake van, a military train with 'Warwell' wagons and VEAs (I am still looking for a good military vehicle load for the 'Warwells') and a nuclear flask train with RNA barrier wagons to name a few. I look forward to the introduction of more modern image ready-to-run wagons in the future.

I have also got a Peter Clark kit-built track tamper along with three different cranes that can visit the layout – I think these all really stand out on the layout and create a lot of interest when at shows. I also recently purchased a Heljan inspection saloon and have had this populated with a

WINN STREET ENGINEERS' SIDINGS TRACK DIAGRAM (NOT TO SCALE)



KEY					
1 Road bridge	3 Houses	5 Platform awning	7 Warehouse	9 Garage	11 Permanent Way yard
2 Station building	4 Footbridge	6 Platform	8 Hut	10 Stores huts	12 To/from storage yard



full set of ten figures from Northumbrian Painting Services – again these look great and bring the model to life.

The layout has also been populated with figures made to create little cameo scenes – these are great distractions for viewers to look at while I try and connect the three-link couplings – am I the only exhibitor who can couple up two wagons without incident or delay at home but when a couple of people are watching the task becomes near impossible?

The scenic section does not permit too much room for road vehicles – while there is a great selection of cars from the 1980s and 1990s, it's much harder to find larger commercial vehicles and plant machines in the right scale – with most being in 1:50 scale rather than 1:43. I tried to collect road vehicles I have either owned myself or remember being owned by family members. My father's Harvest Gold Morris Marina and my Ford Sierra are immortalised forever on this layout. I have tried to create suitable British Rail road vehicles including a Leyland DAF Crewcab van, several Ford Transits and British Leyland Sherpa vans, plus a Land Rover and an Astra van - all in BR yellow - the road fleet has not gone beyond the end of British Rail yet.

THE FUTURE

So, what does the future hold after the upgrade to DCC is complete? Well, there is a strong rumour that passenger services may be returned to the station – mainly thanks to the introduction of the Heljan Class 153 in Regional Railways livery. I must admit when I saw it on display in a shop next to a Class 45 'Peak' I was shocked by how long they are and this is despite travelling on them regularly while commuting in and out of Leeds. The upcoming Class 66 from Dapol will make an appearance and I will be interested to see how its new Deluxe Sound option turns out. There could even be a reinstatement of the line beyond the station into a new storage yard. **HM**

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

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COMPLETING THE SENTINEL

PART 3

TIM SHACKLETON brings his build of the RT Models 100hp Sentinel to a successful conclusion.

HAVING COMPLETED the assembly of Robert Thompson's 4mm scale kit (HM229/230), it's finally time to paint it. This is something that seems to terrify many people but it's a process, pure and simple, as I'll describe over the next few pages. There's no particular mystery to it but it's just something that, with practice, always comes in the end.

You don't have to follow every stage to the letter but if you're new to the game, I suggest you do precisely this. Impatience, anxiety, dusty conditions, poor preparation and third-rate tools are a near-certain guarantee of failure. Cleanliness, confidence, good equipment, materials you can trust and a comfortable working environment go a long way to ensuring success. Though there are other approaches, this feature describes how I choose to do it.

Hands-on experience counts for a lot in this business, and you can't pick up everything from internet tutorials. I tend to learn things for myself, through trial and error, and not always in accordance with the received wisdom. Some of us, for instance, aren't confident about using acrylic car paints on our models. This surprises me because aerosols are much simpler to use than airbrushes and the ones I've used appear to be self-priming – though I wouldn't recommend a beginner to try finishing a brass or nickel-silver model without an initial coat of primer.

Another lesson is that, apart from the clear and obvious fact that one is much slower drying than the other, I see very little difference between enamel and acrylic paints in terms of performance and quality of finish. Both are easy to apply by following standard procedures and, if necessary, using the appropriate thinners – thorough preparation of your media is, in my view, the single most important part of the whole process.

Perhaps my biggest variance with accepted technique is my reluctance to give a model a perfect showroom finish and then weather it. Instead, I prefer to work initially towards an incomplete, studio-demo approximation of the livery in which the real locomotive was delivered. This token 'ex-works' look is anything but, and it will then form the basis – a form of undercoat, if you like – for the final finish I give the model using weathering paints and other media. I've painted hundreds of models in my day, and my techniques, methods and materials are evolving all the time. This is merely how I did things with the Sentinel. **HM**

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

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
BR Coach Cream acrylic	*www.airbrushes.com*	UA-822
BR Yellow/Green enamel	*www.railmatch.com*	302
Engine Grime enamel	*www.ak-interactive.com*	082
Engine Oil enamel	*www.ak-interactive.com*	084
Gun Metal weathering pigment	*www.migjimenez.com*	P231
Iwata Revolution CF airbrush	*www.airbrushes.com*	N/A
Mecha Grey primer	*www.acrylicosvallejo.com*	70.641
NATO Black acrylic	*www.tamiya.com*	XF-69
Old Grease pigment	*www.hobbyholidays.co.uk*	GP11
Track Brown pigment	*www.migjimenez.com*	P414
White acrylic	*www.tamiya.com*	XF-2



Some industrial sites were in surprisingly rural locations – though less than ten miles from the centre of Glasgow, Bedlay Colliery near Glenboig was in the heart of the Lanarkshire countryside and there were many similar settings. My kit-built 100hp Sentinel doesn't need dark looming mills to be in context.

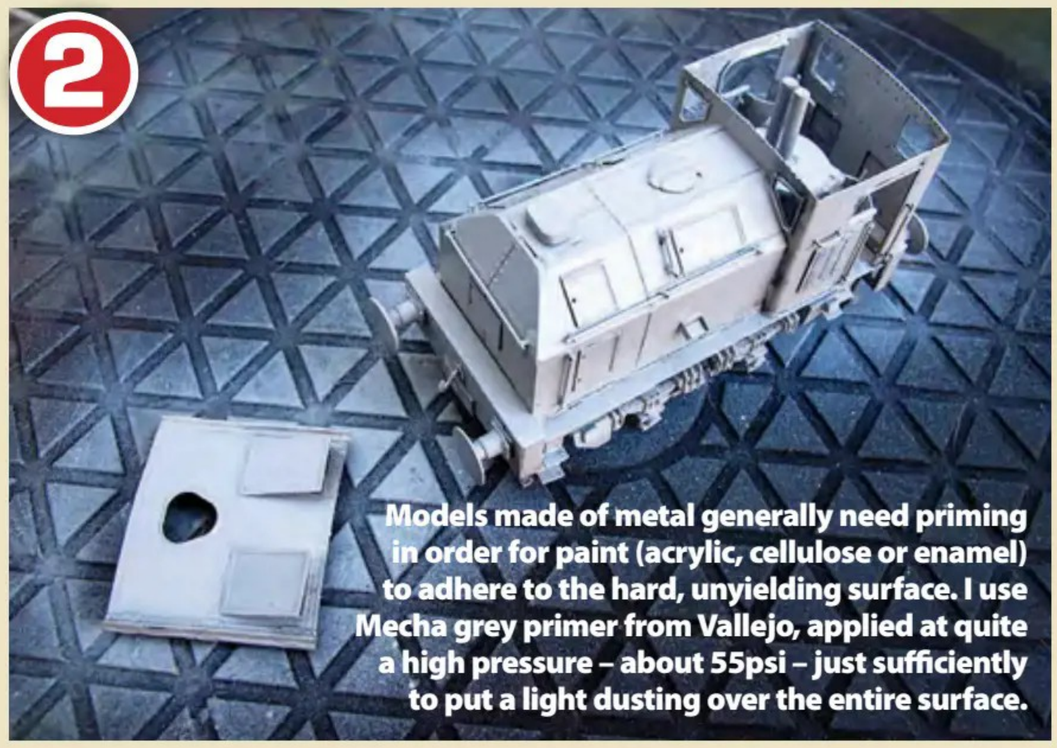
STEP BY STEP

BUILDING A 4MM SCALE CLASSIC POST-WAR SENTINEL SHUNTER

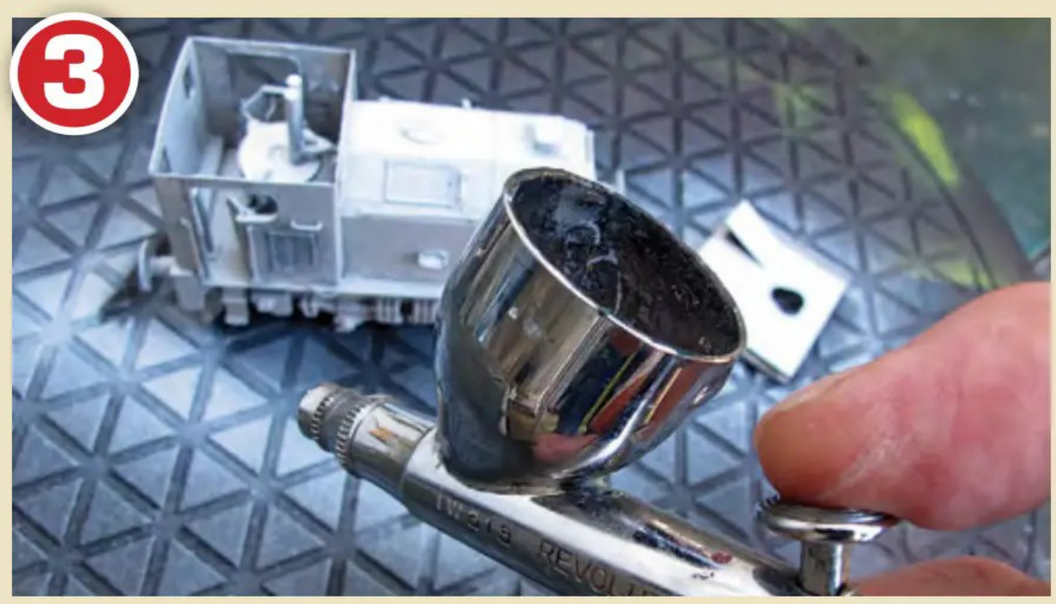
Beginner — Intermediate — Advanced — SKILL LEVEL



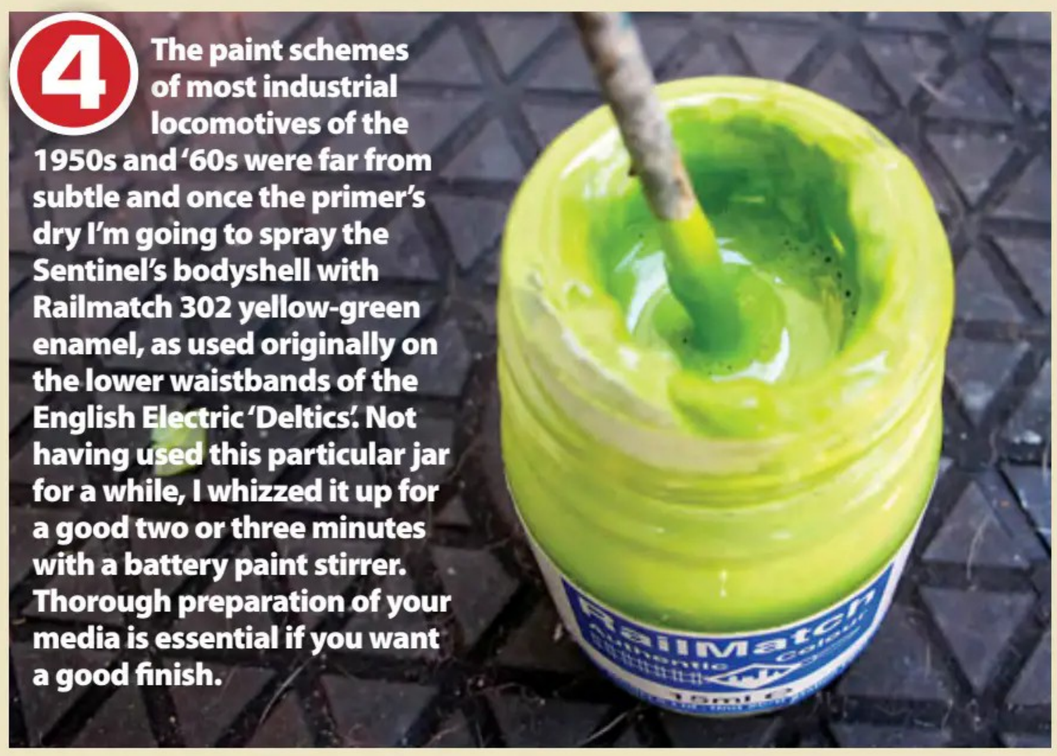
It's time for a visit to the paint shop. The first step, after the model's already been deep-cleaned a dozen times and more, is to go over it again – a vigorous scrub in hot water with household cleaner, followed by generous drying time.



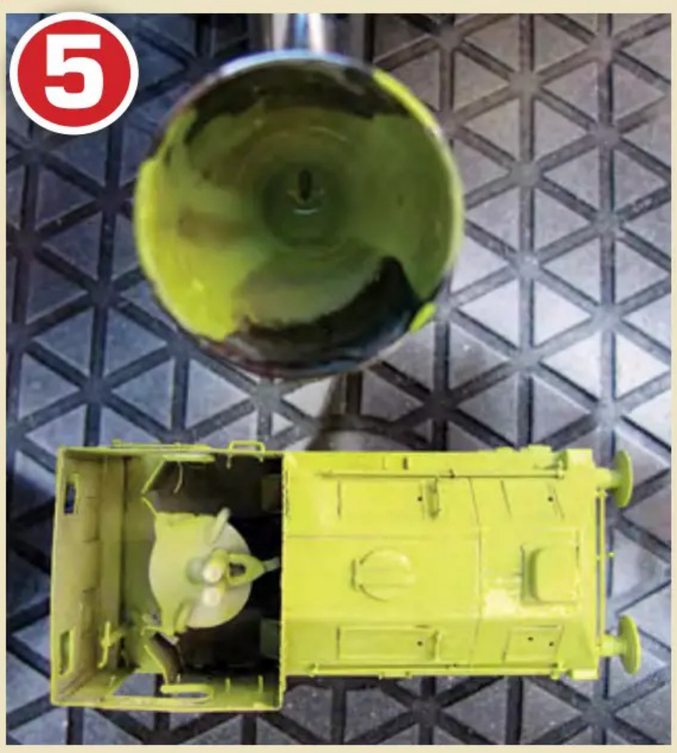
Models made of metal generally need priming in order for paint (acrylic, cellulose or enamel) to adhere to the hard, unyielding surface. I use Mecha grey primer from Vallejo, applied at quite a high pressure – about 55psi – just sufficiently to put a light dusting over the entire surface.



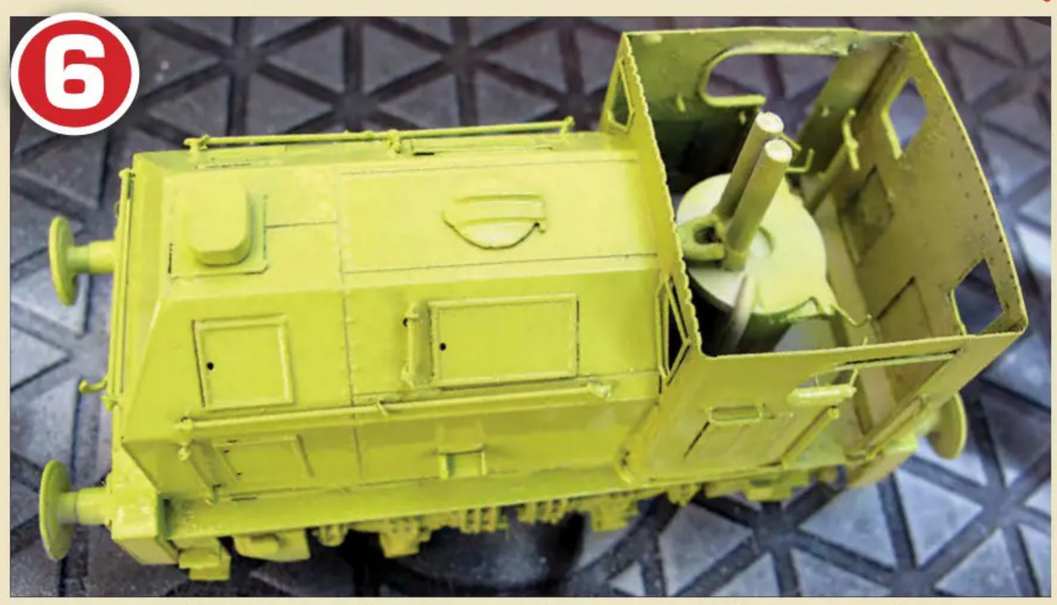
The airbrush I use for this kind of work is the Iwata Revolution CF, a gravity-feed, internal mix design. It has a relatively wide 0.5mm nozzle that's more suited to thicker, heavier media such as the Mecha primer. I wouldn't put it through one of the finer airbrushes I use for detail weathering.



The paint schemes of most industrial locomotives of the 1950s and '60s were far from subtle and once the primer's dry I'm going to spray the Sentinel's bodyshell with Railmatch 302 yellow-green enamel, as used originally on the lower waistbands of the English Electric 'Deltics'. Not having used this particular jar for a while, I whizzed it up for a good two or three minutes with a battery paint stirrer. Thorough preparation of your media is essential if you want a good finish.



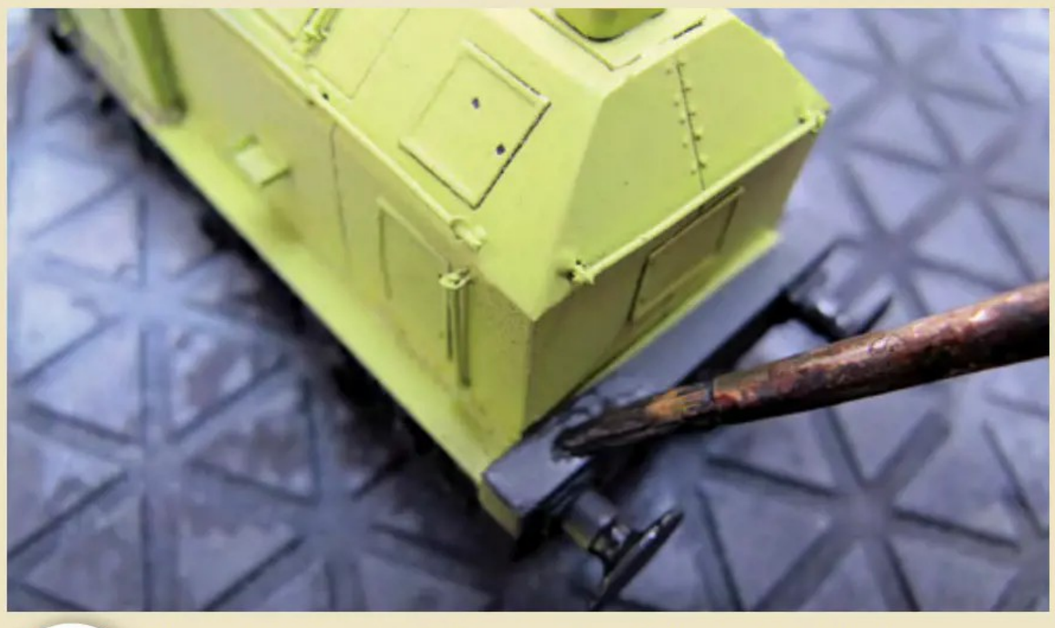
You can see I spray lightly from very close in – a couple of inches at most. Using around 30-35psi with enamels (I spray acrylics at a lower pressure) also helps eliminate the spattering effect – sometimes called orange peel – you can get from airbrushing at low pressure. If you spray from 10-12 inches away, as some people do, the paint will be practically dry by the time it hits the workpiece, and the finish will be distinctly bobbly.



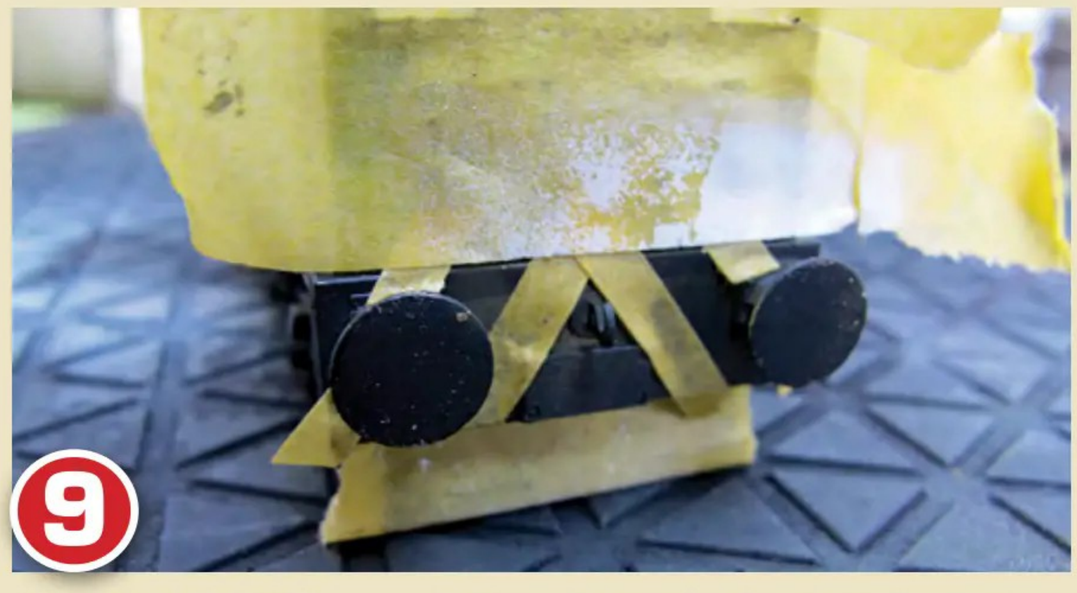
As soon as I'd been around the locomotive once I applied a second coat. Some modellers prefer to let the paint dry between applications but I spray wet, which in my view makes for a smoother, more consistent finish. This was the end result, but it won't stay like this for long.



I didn't bother masking the cab interior, which I could overpaint afterwards. For this I used Tamiya NATO Black acrylic (XF-69), one of my favourite modelling colours. Simple hand-held card masks kept the paint off the (for now) squeaky-clean bodyshell but the odd bit of overspray can be worked into the overall finish.



Fixated with trying to keep paint off the bodyshell using my card marks, I usually miss some areas so these can be filled in by hand-painting with a brush.



Most of my industrial locomotives have 'wasp stripes', probably because I enjoy painting them from scratch rather than using transfers. The first step is to mask off the areas I want to stay in their original colour, using strips of Tamiya masking tape.



Here I'm applying a quick initial waft of white acrylic (Tamiya XF-2), closely followed by a second coat, purely to build up colour density. At no stage of painting the Sentinel was I aiming for the perfect car-showroom finish.



I never get over-excited about overspray or other signs of an imperfect paint job – they're usually correctable and can often be worked into the weathering treatment. I'm more concerned about getting the colours right, and creating believable effects.



Nor do I bother much about creating an immaculate, ex-works look over which I'll apply weathering – this is about as near as I ever get to such a thing. The paint I've put on so far is merely a species of underpainting above which I'll hang the final finish.



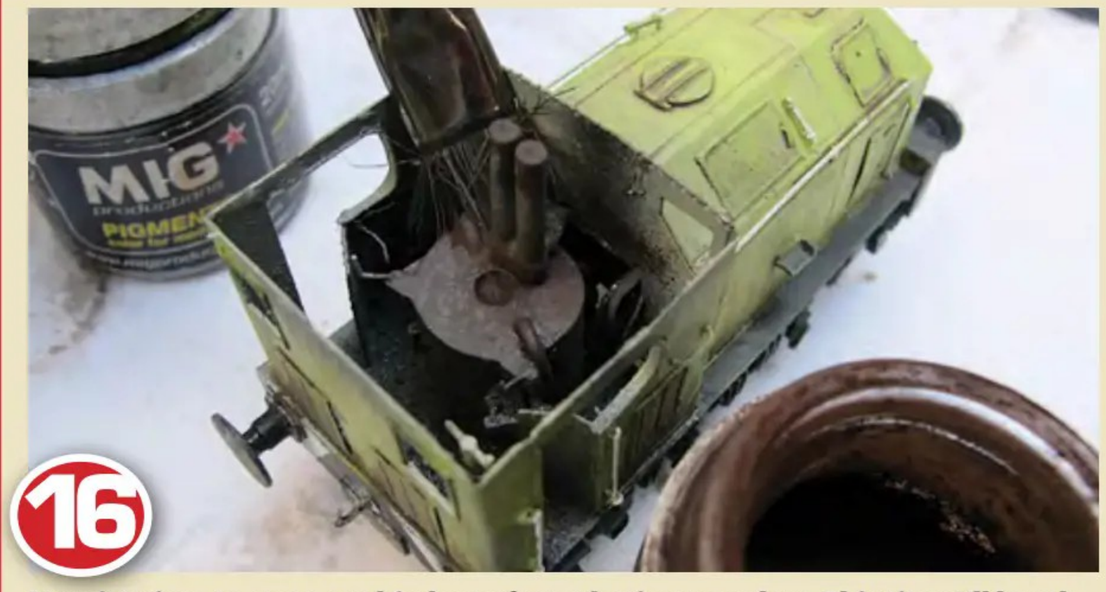
Next, I'm applying an incredibly thin wash of light-coloured paint – actually BR Coach Cream – to tone down the bright green body and introduce variations of shade. A raggedy-tipped brush, laden with thinners, helps draw the pigment downwards.



Another minimally tinted wash, this time using a dark enamel paint – AK Interactive Engine Grime 082 – well diluted with white spirit. Brushed on and (mostly) washed off again, it collects in panel lines and around the rivets I so painstakingly embossed several episodes ago. Real dirt does the same.



Successful weathering can be more a matter of taking paint off than brushing it on – but I take things further. Depending on what media I'm using to build up colour and tone, it's the flood of white spirit or acrylic thinner that's the main agent in many of the weathering effects I'm trying to achieve. Everything is built up steadily in delicate layers, one tint at a time.



Now it's time to open my big box of weathering powders. This time I'll brush them on dry, but I often use them wet as a kind of pigment modulated with white spirit to achieve the density of colour I require. Here, Gun Metal (P231) and Track Brown (P414) from the MIG range help bring the boiler to life.

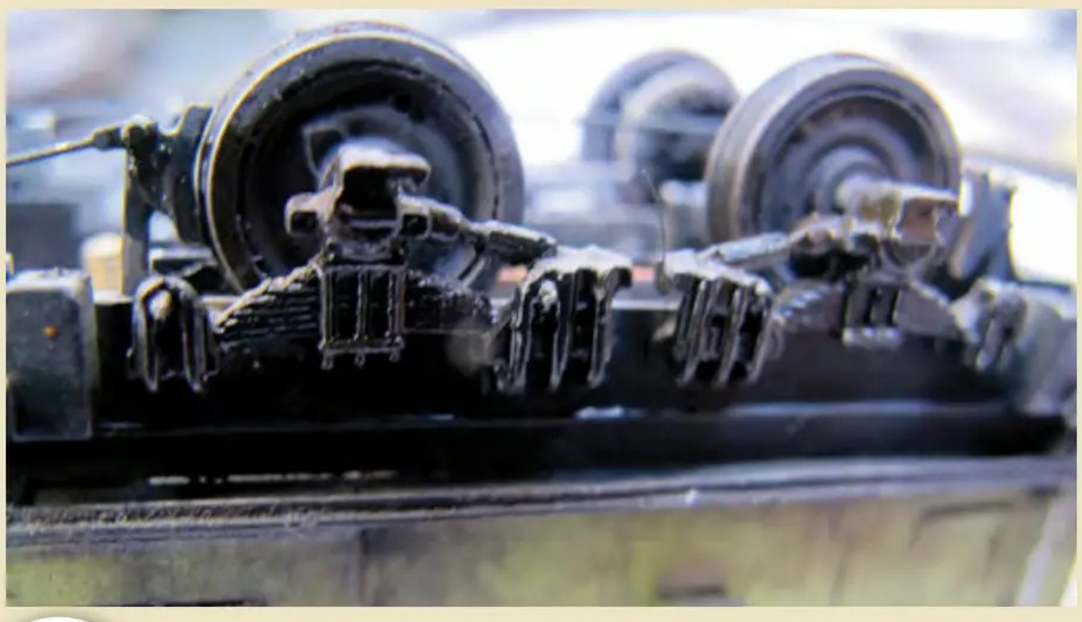
Intermediate
Beginner SKILL LEVEL Advanced



Sentinels of this design were built right up until 1958 and were the last active steam locomotives in Britain, the final examples working at R B Tennant's foundry at Whifflet, Lanarkshire, into the early 1980s. Masquerading as a fictitious British Railways locomotive, Sentinel 9632 of 1957 simmers on the Chasewater Railway in 1988 – it was originally delivered to Pleck gasworks in the West Midlands. Tim Shackleton collection.



More pigment is brushed gently on to the roof to break up that bland 'airbrushed' look. Mostly this is Old Grease (GP11) from the sadly defunct Adam Wilder range, with a hint of MIG Gun Metal. I've also added Old Grease to the bonnet and begun brushing it in with white spirit. You can do this over and over again until you have the effect you're after.



Sentinels were geared locomotives, and their underframes were usually swimming in oil, which I've represented here with Engine Oil, reference 084 in the AK Interactive range.



And we're done. Even at this late stage I'll find things I'm not happy with, but these are more than balanced by the pleasant surprises I encounter. Not everything is meticulously planned, in my workshop at any rate. Randomness and serendipity are big factors in achieving the kind of effects you see here.



The steady build-up of colour creates an impression of a hard-working industrial locomotive that's badly neglected as far as its external appearance is concerned. One of my dictums is that, once it's painted, you shouldn't be able to tell what a model is made of – brass, whitemetal, nickel silver, plastic, resin or whatever. I think I've succeeded with this 100hp Sentinel built from the RT Models kit.

STAFF PROJECTS

EAST COAST ENHANCEMENT

The Hornby One:One Collection open weekend was the inspiration the team needed to pull together a few much-needed upgrades for East Coast Cement. **MIKE WILD** explains what has changed in the run-up to the August 15/16 event in Margate.

WE ALL KNOW a layout is never finished, and that is certainly the case when it comes to East Coast Cement. In October 2025 the longstanding 19ft 6in x 10ft layout made its debut at the Great Electric Train Show in a newly extended form, but we were very aware that it was complete rather than finished.

The extension added a new 12ft long station scene to the front of the layout together with a matching 12ft extension to the storage yard at the rear taking the total length to 32ft. It was a big project, but one which instantly revitalised our interest in it and the operational value it presented when on show. After its debut at the Great Electric Train Show it went to Model World LIVE in April 2026 where, unfortunately, time meant that we didn't have the opportunity to carry out some of the 'next step' upgrades we had



Above: **Underneath, the new baseboards have received new control boards for the servo motors as well as new wiring to complete the boards to the same standard.**

Class 70 70015 leads the rake of newly completed MWA-B wagons through Shortley Bridge – the name added to East Coast Cement's station with the newly weathered track below.



MIKE WILD

Progress never stops on Topley Dale, even if this month it has been new signage and details on the station platforms alongside more construction of the station building.



MARK CHIVERS

Mark has been detailing and decorating the buffer beams of his 'OO' gauge BR Southern Region diesel fleet ahead of his new project.



BEN CHURCH

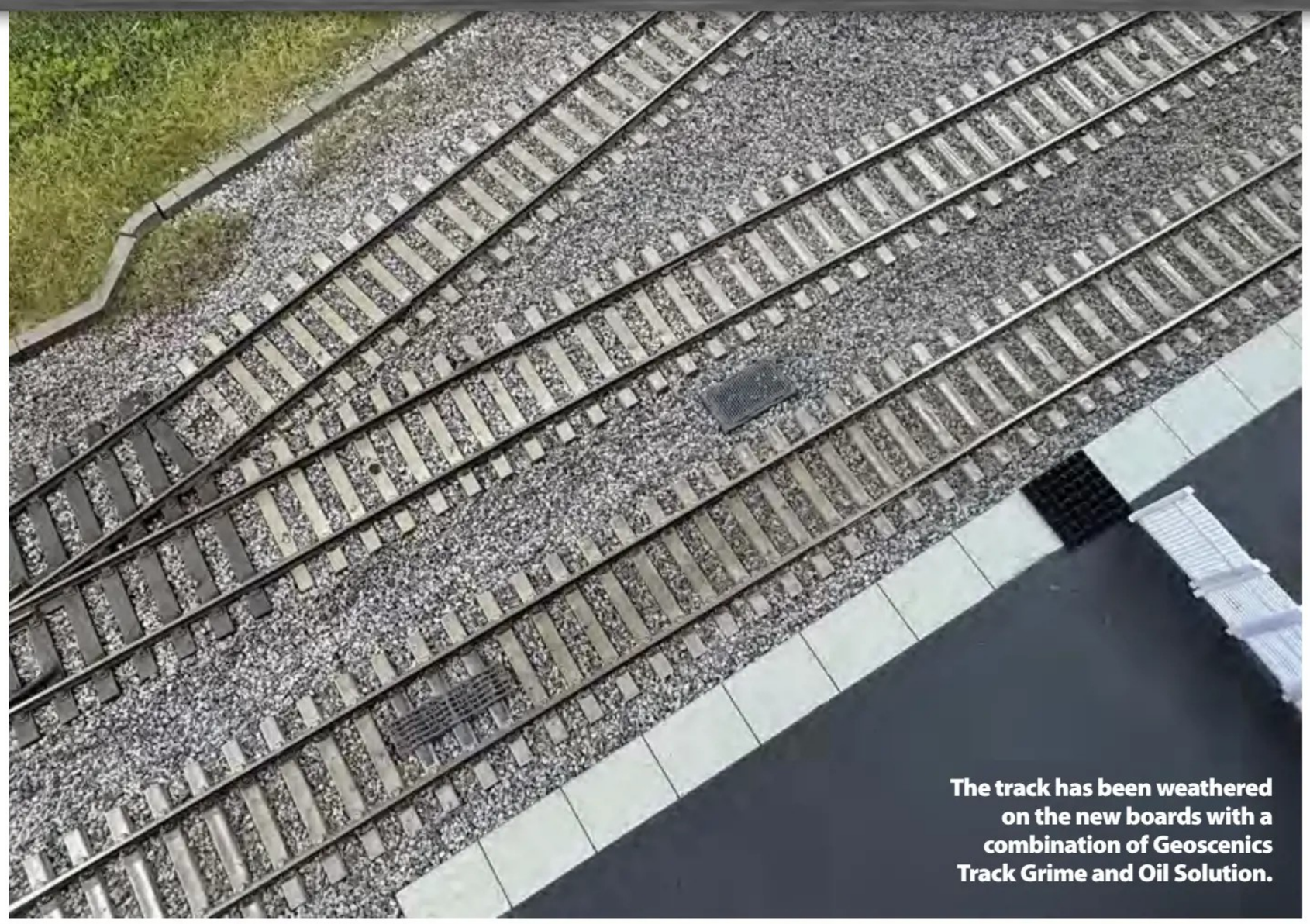
Ben has made a start on renumbering and renaming some of his steam locomotives including GWR '94XX' 9466 and a GWR 'Castle'.

planned following its October debut.

However, it now has two further showings booked for 2026 at the Hornby One:One Collection open weekend on August 15/16 and the Spalding Model Railway Exhibition on October 31/November 1. The Summer has presented the perfect opportunity to get moving with the changes we had planned for the layout, and we were all keen to get it looking better for its next appearance positioned inside Hornby's former Margate factory.

HIDDEN CHANGES

The scenic section was used as a testbed for a new servo motor control board by PJM Models and one of the big changes to take place ahead of the Hornby event is replacement with the latest version of the servo control boards. These are simple to install and set up, particularly with Phil from PJM Models coming down to carry out the work, and the new control boards will increase the reliability of the servo motors as well as continuing development of their capability.



The track has been weathered on the new boards with a combination of Geoscenics Track Grime and Oil Solution.

At the same time, Phil installed missing wiring which we had linked across to bypass boards where there was no need for a power bus for the point motor circuit. The new wiring gives a consistent layout to the wiring underneath and has also allowed the wiring to be tidied up, which will make the layout easier to transport to and from shows.

All of this is completely hidden and makes no difference to how the Roco Z21 operates the points but adds another level of confidence in taking it out on show.



One of the latest accessories to be painted is a Rusty Rails Modelling forklift truck for the cement works.

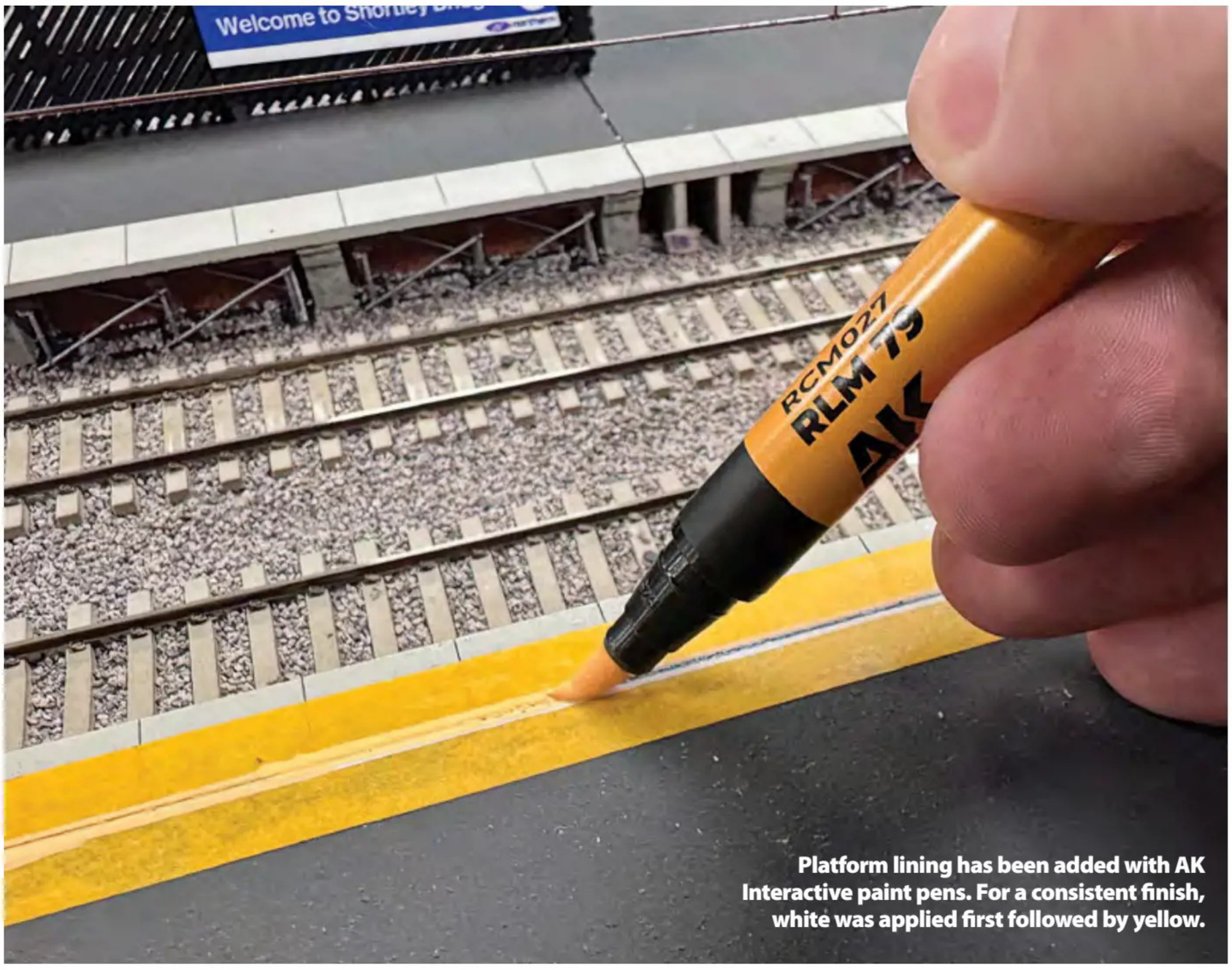
ABOVE BOARD

On the scenic section, the biggest change has been weathering of the track. This was looking rather stark and fresh as it had all been laid just in time for its debut at the Great Electric Train Show.

The aim was to match the weathering style of the original layout as closely as possible by using Geoscenics Track Grime and Oil Solution colours over the fresh ballast on the main line.

The process started with a careful covering of Track Grime applied by an airbrush, which toned down the ballast. Adding depth to this first colour were highlights of Oil Solution added where locomotives would stand during station stops or at signals.

Beyond the main line, the new aggregates yard needed weathering down too, but we wanted the sidings to look fairly fresh alongside the approach line for the cement works. The same colours were used for this area as the main line, but with the addition of a dusting of grey using Lifecolor Liquid Pigments to bring »



Platform lining has been added with AK Interactive paint pens. For a consistent finish, white was applied first followed by yellow.

in subtle colours representing the dust from aggregate loading taking place.

THE DETAILS

While all this was going, on Mark took to the workbench to paint additional details for the layout from the Rusty Rails Modelling collection using AK Interactive paint pens. These make the process of painting lineside and station accessories much simpler with their quick drying acrylic paint coming straight from the paint pen tip.

An hour or so of painting brought ticket machines to life as well as a new fork lift truck for the cement works, parking machines and other platform details - all of which will make the scene look more complete. We also found something a little fun in the Bambu Labs 3D printing library (see HM230 for more on 3D printing with Bambu Labs printers) in the shape of a GMC Delorean car under a tarpaulin sheet modelling the car from *Back to the Future*. See if you can spot it on the layout at shows later this year.

Another obvious missing element to the platforms was yellow lining along the edges. To add this we used 8mm masking tape leaving a 1.5mm gap in between for colouring. The colour was applied in two stages – a white base colour followed by yellow, but from the AK Interactive paint pens set. Peeling back the masking revealed a satisfying yellow line along the edge.

The final touches were new figures from Osborn Models modelling parking wardens, a colour printed model of Mike Wild reading *Hornby Magazine* created by ModelU for the station bench and a couple of repairs to some of the platform lamps which had been disturbed during transport back from Model World LIVE.



New platform equipment has also been painted including ticket machines, parking machines and luggage trolleys, all from the Rusty Rails Modelling range.

The addition of the station has greatly improved the operational interest for both the crew and viewers. A Class 150 prepares to depart from the bay platform while aggregates are loaded into JNA-T box wagons behind and an HST set restarts from its station stop.



FRESH STOCK

Naturally we are always looking to expand the rolling stock roster for East Coast Cement with new additions to our own collection. Ben has been busy gathering carriages to model a West Coast Railways railtour set to run with steam or diesel traction while Mark has added sound to a Hornby Class 153 in Northern livery to give a choice of two DMUs for the bay platform shuttle.

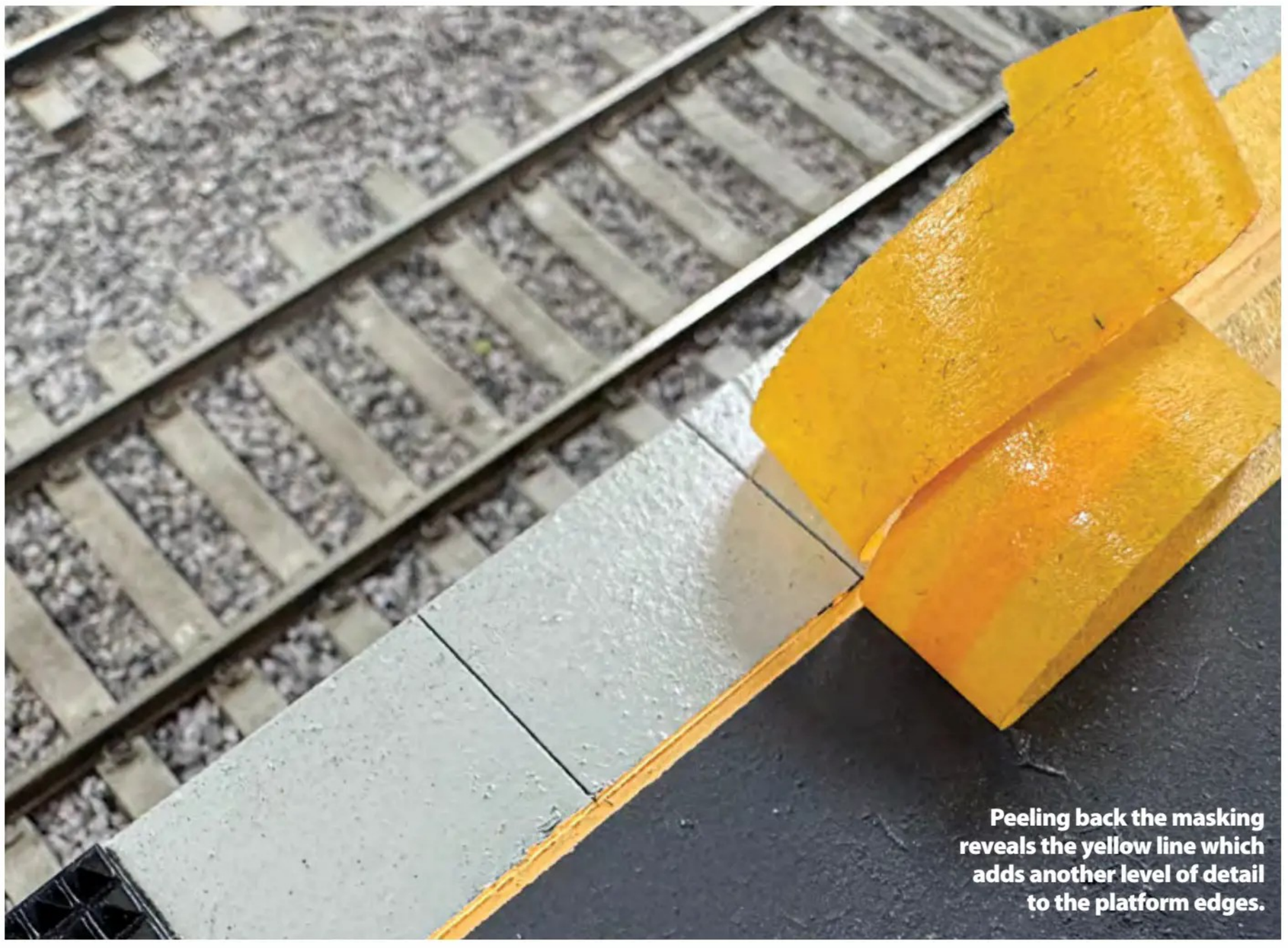
Mike has been working on weathering biomass wagons (see pages 50-55) as well as finishing

touches to the 3D printed MWA-B wagons (HM230), MWA wagons in Freightliner green to go with the MWA-Bs, detailing a Hornby RailRoad model of Class 37 37501 *Teesside Steelmaster* as well as swapping out couplings on fixed rakes for the new Rusty Rails Modelling 3D printed magnetic type (*shop.keymodelworld.com*).

There are always plenty of changes to see on the layout each time we take it out and doubtless we will have a few more completed rolling stock projects by the time we get to Margate in August and certainly by the time we head to Spalding in November.

We are looking forward to being at the controls of East Coast Cement once more and hope you enjoy seeing the layout at the shows.

● **Discover the full extension of East Coast Cement in our video series on Key Model World at *keymodelworld.com/extendingeastcoastcement*.**



Peeling back the masking reveals the yellow line which adds another level of detail to the platform edges.

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.

August 2026

8 BEXHILL MODEL RAILWAY CLUB EXHIBITION

Hosts: Bexhill Model Railway Club
Location: St. Richard's Catholic College, Ashdown Road, Bexhill-on-Sea TN40 1SE
Times: 10am–5pm
Prices: Adults £3, accompanied under 16s free
Website: *www.bexhillmrc.com*
Features: 18 layouts, trade support, refreshments, parking and disabled access.

8 HEYWOOD MODEL RAILWAY GROUP GRAND OPENING DAY

Hosts: Heywood Model Railway Group
Location: Crumpsall Labour Club, Wilton Road, Crumpsall, Manchester M8 6PX
Times: 10am–4pm
Prices: Adults £3, accompanied under 16s free
Website: *www.hmrg.net*
Features: Layouts, plus club stand and refreshments.

8/9 BATTLEFIELD LINE MODELS WEEKEND

Hosts: Battlefield Line
Location: Market Bosworth Station, Station Road, Market Bosworth CV13 0PF
Times: Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £8, concessions £4, family £20 (combined exhibition and railway tickets also available)
Website: *www.battlefieldline.co.uk*
Features: Layouts, trade support, societies, refreshments, parking and disabled access. Heritage bus running from Nuneaton and Hinckley to venue.

8/9 RAILWELLS 2026

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
Website: *www.railwells.com*
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 its 'OO' gauge East Coast Cement exhibition layout in action.

15/16 MODEL TRAM AND RAILWAY EXHIBITION

Hosts: National Tramway Museum
Location: National Tramway Museum, Crich DE4 5DP
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: TBC
Website: *www.tramway.co.uk*
Features: Layouts, trade support, refreshments and parking.

15/16 ST ANDREWS MODEL RAILWAY EXHIBITION

Hosts: East Neuk Model Railway Club
Location: St Andrews Town Hall, Queen's Gardens, St Andrews, Fife KY16 9TA
Times: Sat 10am-5pm, Sun 10.30am-4.30pm
Prices: Adults £6, children £3, family £15
Website: *www.eastneukmrc.co.uk*
Features: Nine layouts, trade support, demonstrations, refreshments, parking and disabled access.

19 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.

22 KENT AND EAST SUSSEX RAILWAY MODEL RAILWAY EXHIBITION

Hosts: Kent and East Sussex Railway/City of Canterbury MRS
Location: Tenterden Town Station, Station Road, Tenterden TN30 6HE
Times: 10am-5pm
Prices: Adults £5, children £1 (free admission with KESR train ticket)
Contact: *ccmrs.shows@gmail.com*
Features: Layouts, trade support, refreshments, parking and disabled access.

22 WALWORTH MODEL RAILWAY EXHIBITION

Hosts: Southwark and District MRC/St Peter's Church
Location: St Peter's Church, Liverpool Road, Walworth Road, London SE17 2HH
Times: 10am-5pm
Prices: Adults £5, children £2, concessions £2
Website: *https://southwarkmrc.wordpress.com*
Features: Seven layouts, trade support, societies, refreshments, and disabled access to most areas.

22/23 LEYLAND MODEL RAILWAY CLUB EXHIBITION

Hosts: Leyland Model Railway Club
Location: Halls for All, Moss Lane, Leyland PR25 4SH
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £7, children £4, family £15, under 5s free
Contact: 07796 130295
Features: Layouts, trade support, refreshments, parking and disabled access.

22/23 PICKERING MODEL RAILWAY EXHIBITION

Hosts: Scarborough and District Railway Modellers
Location: Memorial Hall, Potter Hill, Pickering, North Yorkshire YO18 8AA
Times: Sat 10am-5pm, Sun 10am-3.30pm
Prices: Adults £7, accompanied children free
Website: *www.sdrmweb.co.uk*
Features: Layouts, trade support, demonstrations and refreshments.

22/23 REWE MODEL RAILWAY EXHIBITION

Hosts: The Junction 72a MRC and Upwey Modellers
Location: Rewe Parish Hall, Rewe, Exeter EX5 4EU
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Free admission
Contact: 07989 178471
Features: Layouts, trade support, refreshments, parking and disabled access.

22/23 SOAR VALLEY MODEL RAILWAY CLUB EXHIBITION

Hosts: Soar Valley Model Railway Club
Location: Loughborough Grammar School, Burton Walks, Loughborough LE11 2DU

Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £12, under 16s £5, family £15
Website: *www.svmrc.co.uk*
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

22/23 INVERNESS MODEL RAILWAY EXHIBITION

Hosts: Inverness Model Railway Club
Location: Leonardo Hotel, Millburn Road, Inverness IV2 3TR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6, accompanied children £2, family £12
Contact: *idmrcexman@gmail.com*
Features: Eight layouts, trade support, refreshments, parking and disabled access.

26 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.

29 BOURNVILLE MODEL RAILWAY CLUB EXHIBITION

Hosts: Bournville Model Railway Club
Location: The Austin Sports and Social Club, Tessall Lane, Longbridge, Birmingham B31 2SF
Times: 10am-4.30pm
Prices: Adults £6, accompanied under 16s free
Website: *www.bournvillemrc.co.uk*
Features: 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.

29/30 SEDGEMOOR RAIL 2026

Hosts: Burnham and District Model Railway Club
Location: The King Alfred School, Highbridge TA9 3EE
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £8, children free
Website: *www.bdmrc.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

29/30 GAINSBOROUGH MODEL RAILWAY SOCIETY OPEN DAY

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

30 HODDESDON MODEL AND RAILWAY CLUB EXHIBITION

Hosts: Hoddesdon Model and Railway Club
Location: Broxbourne Meadows, Mill Lane, Broxbourne EN10 7AX
Times: 10.30am-4pm
Prices: Admission £5, children free
Website: *www.hoddesdonmrc.org.uk*
Features: Layouts, trade support, refreshments and parking.

31 HARROGATE MODEL RAILWAY GROUP EXHIBITION

Hosts: Harrogate Model Railway Group
Location: Gracious Street Methodist Church, Chapel Street, Knaresborough HG5 8AN
Times: 10am-4pm
Prices: Adults £7, children £2, family £15
Website: *www.harrogate-modelrailwaygroup.org.uk*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

31 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.

September 2026

5 BRIDLINGTON MODEL RAILWAY EXHIBITION

Hosts: Trainshed Model Railway Group
Location: Bridlington Club for Young People, Gypsey Road, Bridlington YO16 4AY
Times: 10am–4pm
Prices: Adults £7, accompanied children free
Contact: *bridmodelrail@hotmail.co.uk*
Features: Layouts, trade support, scale modelling displays, refreshments, parking and disabled access.

5 MARCHWOOD CHARITY MODEL RAILWAY EXHIBITION

Hosts: Marchwood Modellers
Location: Marchwood Village Hall, Marchwood, Hampshire SO40 4SX
Times: 10am–4pm
Prices: Adults £7, children £2, family £17
Website: *www.marchwoodmodellers.com*
Features: Layouts, trade support, refreshments, parking and disabled access. Exhibition is in aid of Hampshire and Isle of Wight Air Ambulance.

5 TADWORTH AUTUMN MODEL RAILWAY EXHIBITION

Hosts: North Downs Model Railway Circle
Location: The Good Shepherd Hall, Station Approach Road, Tadworth KT20 5AE
Times: 10am–4pm
Prices: Adults £6, concessions £5, under 16s £3
Website: *www.ndmrc.info/home/tadworth.htm*
Features: 24 layouts, trade support, refreshments, parking and disabled access.

PRIME LISTING

5/6 EDINBURGH MODEL RAILWAY EXHIBITION

Hosts: Edinburgh and Lothians Model Railway Club
Location: George Watson's College, Colinton Road, Edinburgh EH10 5EG
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £8, accompanied children £3, under 5s free, family £18
Website: *www.elmrc.org.uk*
Features: 17 layouts, trade support, societies, refreshments, parking and disabled access. See the full prime listing on *www.keymodelworld.com/events*.

5/6 GUILDEX 2026

Hosts: Gauge O Guild
Location: Bingley Hall, Stafford County Showground, Weston Road, Stafford, ST18 0BD
Times: Sat 9.30am–5pm, Sun 9.30am–4pm
Prices: Day admission £20 (£15), two-day admission £25 (£20). (Members' prices in brackets)
Website: *www.gaugeoguild.com*
Features: Layouts, trade support, refreshments, parking and disabled access.

5/6 LIVERPOOL MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Liverpool Model Railway Society
Location: Old Christ Church, Waterloo Road, Liverpool L22 1RE
Times: Sat 10am–5pm, Sun 10am–4.30pm
Prices: Adults £6, accompanied children free
Website: *www.lmrs.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

12 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

Hosts: Heywood Model Railway Group
Location: Crumpsall Labour Club, Wilton Road, Crumpsall, Manchester M8 6PX
Times: 10am–4pm
Prices: Adults £3, accompanied under 16s free
Website: *www.hmrg.net*
Features: Layouts, plus club stand and refreshments.

12 RAILEX EAST 2026

Hosts: 31A (Cambridge) Model Railway Club
Location: Cambridge Regional College, Kings Hedges Road, Cambridge CB4 2QT
Times: 10am–4 pm
Prices: Adults £8, children £3
Website: *www.cambridge31a-mrc.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

12/13 FAVERSHAM MODEL RAILWAY EXHIBITION

Hosts: Faversham Model Railway Club
Location: The Abbey School, London Road, Faversham ME13 8RZ
Times: Sat 10am–4.30pm, Sun 10am–4pm
Prices: Adults £7, children £3, under 5s free
Website: *www.favershammrc.org.uk*
Features: 26 layouts, trade support, refreshments, parking and disabled access.

12/13 LITTLE BYG SHOW

Hosts: Little ByG Show
Location: St Cyngar's Church Hall, Church Road, Borth-y-Gest, Porthmadog LL49 9TU
Times: Sat 10am–4pm, Sun 10am–4pm
Prices: Adults £4, accompanied children free
Contact: *heatonwood@hotmail.com*
Features: Layouts, trade support, refreshments and parking.

PLANNING AN EXHIBITION?

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

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

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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TT Gauge Class 45s - Due In The Future



823101 - Class 45 D120 BR Green.....£135.95



823102 - Class 45 D99 *'3rd Carabinier'* BR Green With Small Yellow Panels£135.95



823103 - Class 45 D63 *'Royal Inniskilling Fusilier'* BR Economy Green.....£135.95



823104 - Class 45 45123 *'The Lancashire Fusilier'* BR Blue With Headcode Blinds.....£135.95



823105 - Class 45 45108 BR Blue With Domino Headcodes.....£135.95



823106 - Class 45 45060 *'Sherwood Forrester'* BR Blue Domino Headcodes£135.95



823107 - Class 45 45022 *'Lytham St Annes'* BR Blue BR Blue With Sealed Beam Headlights.....£135.95



823108 - Class 45 45115 *'Apollo'* BR Blue BR Blue With Sealed Beam & High Intensity Headlight..£135.95



823109 - Class 45 45106 Heritage BR Green With Sealed Beam & High Intensity Headlight..£135.95

DCC Sound Fitted versions of each loco available for.....£220.95 each

TT Gauge Class 46s - Due In The Future



823201 - Class 46 D140 BR Green.....£135.95



823202 - Class 46 D182 BR Green With Small Yellow Panels.....£135.95



823203 - Class 46 D138 BR Green With Full Yellow Ends.....£135.95



823204 - Class 46 46037 BR Blue With Domino Headcodes.....£135.95



823205 - Class 46 46010 BR Blue With Sealed Beam Headlights.....£135.95



823206 - Class 46 97403 '*Ixion*' RTC Blue & Red With Sealed Beam Headlights.....£135.95

DCC Sound Fitted versions of each loco available for.....£220.95 each

PECO

OO-9 Wallace & Gromit Wagons - Due September 2026



GRAA001 - Box Van *Preston's Dogfood*.....£28.60



GRAA002 - Box Van *Bake O Lite*.....£28.60



GRAA003 - Box Van *Wash 'N' Go*.....£28.60



GRAA004 - Box Van *Top Bun Bakery*.....£28.60



GRAA050 - 5 Box Van Set Aardman 50th Anniversary Collectors Pack.....£152.95
Supplied with a lavish 12-page booklet documenting the potted history of Wallace & Gromit, along with a set of six collector's postcards.

Latest Releases

BRANCHLINE

OO Gauge LMS Patriots - In Stock



31-214A - LMS Patriot 45524 '*Blackpool*' BR Lined Green Early Crest Riveted Fowler Tender.....£178.46
31-214ASF - LMS Patriot 45524 '*Blackpool*' BR Lined Green Early Crest Riveted Fowler Tender **DCC Sound Fitted**.....£271.96



31-215 - LMS Patriot 4-6-0 5551 'The *Unknown Warrior*' LMS Crimson.....£178.46
31-215SF - LMS Patriot 4-6-0 5551 'The *Unknown Warrior*' LMS Crimson **DCC Sound Fitted**.....£271.96

OO Gauge LNER J11s - In Stock



31-319A - LNER J11 0-6-0 64305 BR Black Early Crest.....£144.46



31-322 - GCR 9J 0-6-0 295 GCR Lined Black.....£144.46
31-322SF - GCR 9J 0-6-0 295 GCR Lined Black **DCC Sound Fitted**.....£246.46

HORNBY

OO Gauge Castle - In Stock



R30402 - GW Castle 4-6-0 5081 *'Lockheed Hudson'* GW Green G Crest W.....£206.99

EFE Rail

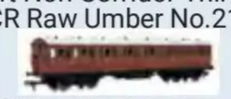
OO Gauge 54ft Coaches - In Stock



E86025 - 54ft Non Corridor Brake Third Coach LBSCR Raw Umber No.4935...£49.73



E86026 - 54ft Non Corridor Third Class Coach LBSCR Raw Umber No.2186...£49.73



E86027 - 54ft Non Corridor Composite Coach LBSCR Raw Umber No.6162...£49.73



E86028 - 54ft Non Corridor Brake Third Coach Caledonian Railway Plum & Off White No.1301.....£49.73



E86029 - 54ft Non Corridor Third Class Coach Caledonian Railway Plum & Off White No.1422.....£49.73



E86030 - 54ft Non Corridor Composite Coach Caledonian Railway Plum & Off White No.460.....£49.73

GRAHAM FARISH by BACHMANN

N Gauge Halls - In Stock



372-010 - GW 49xx Hall 4-6-0 4962 *'Ragley Hall'* BR Green Early Crest.....£161.46
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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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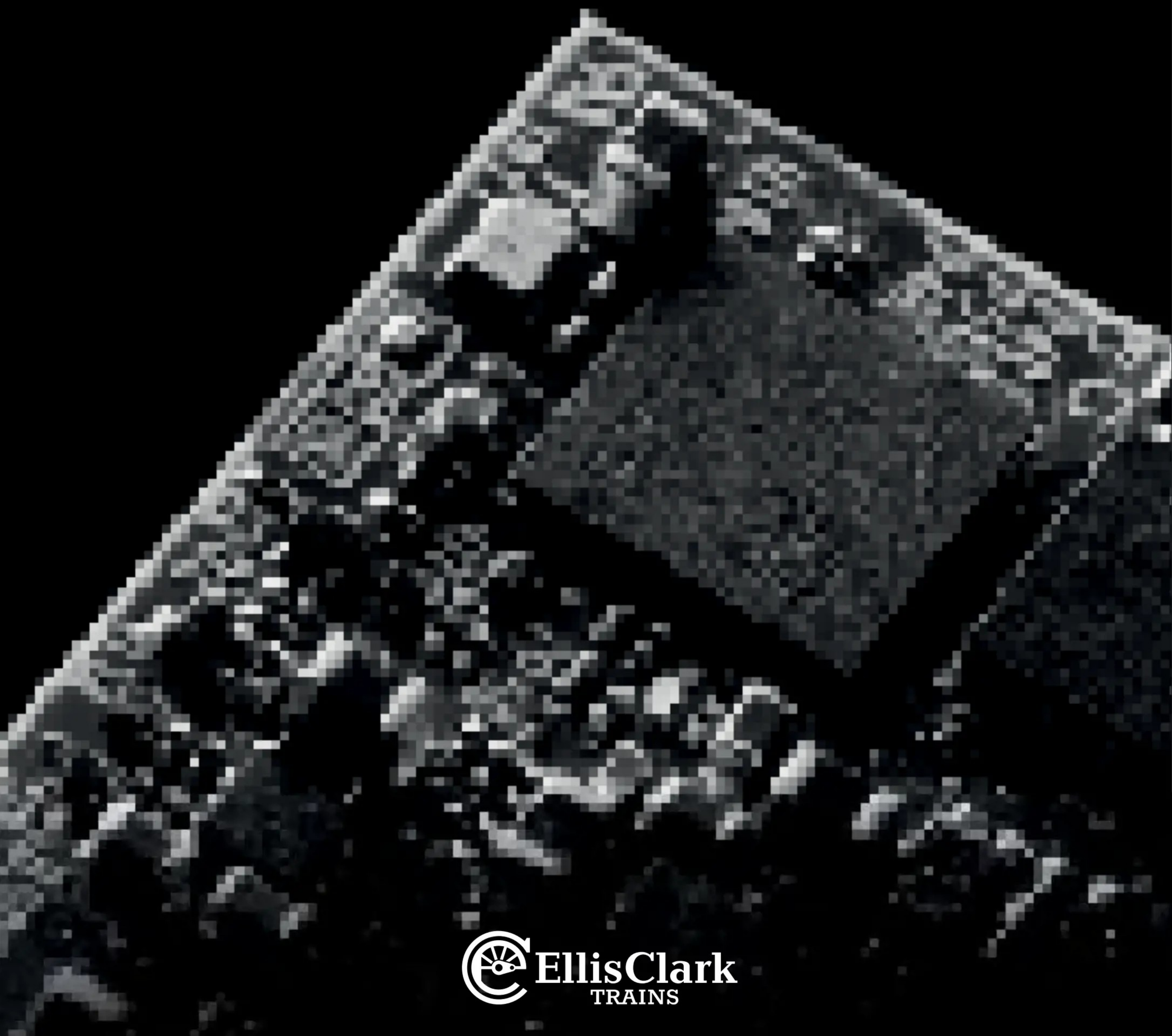


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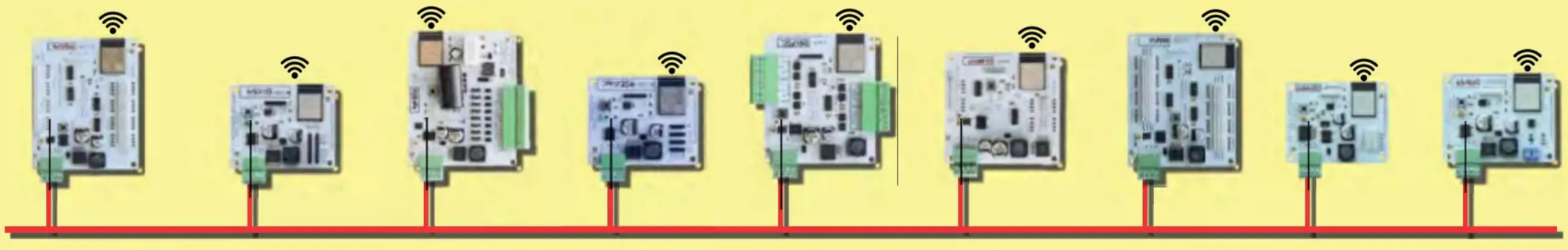
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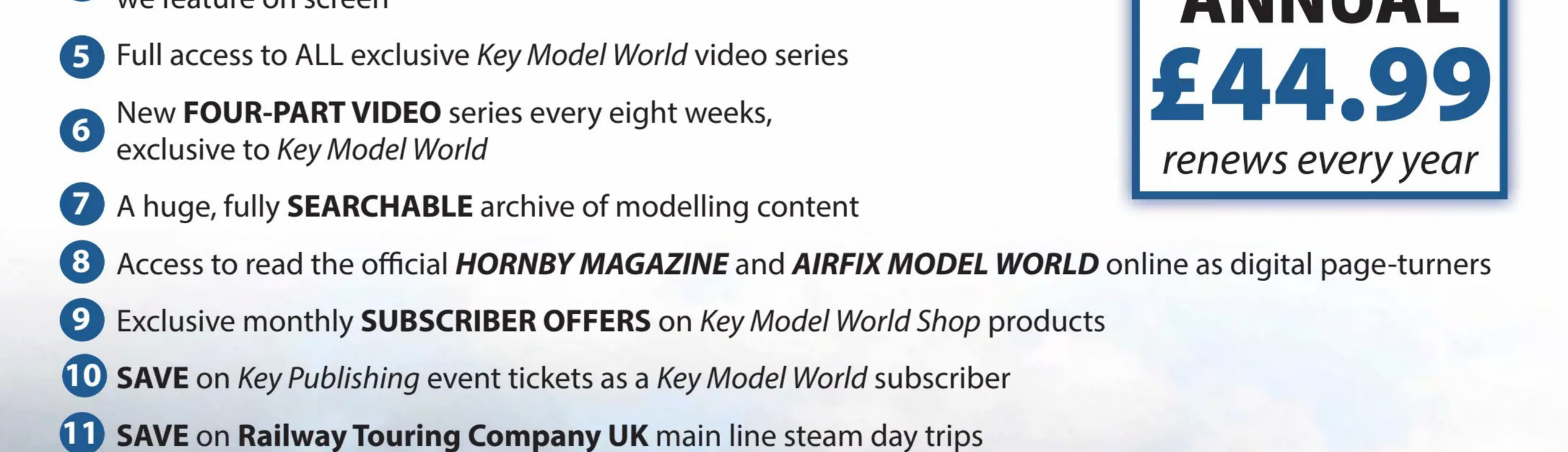
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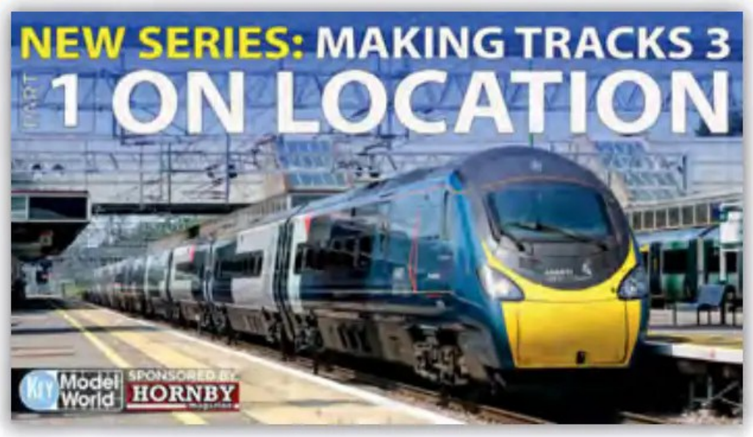
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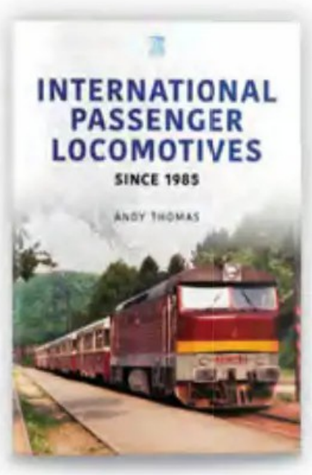
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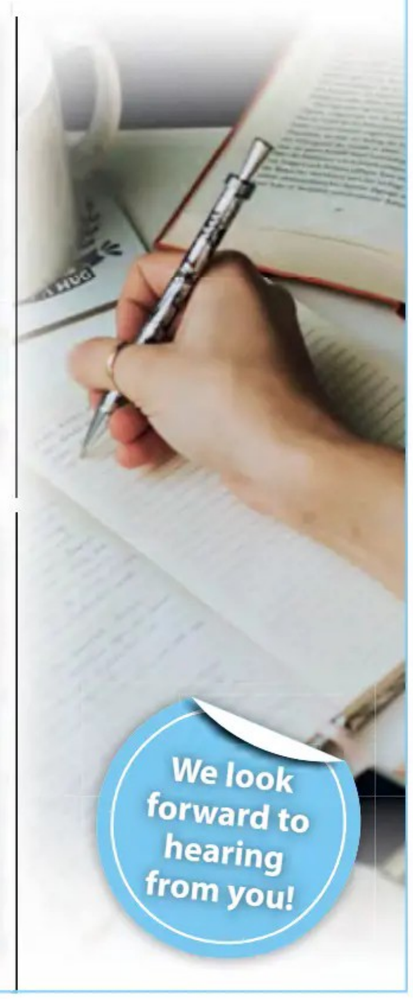
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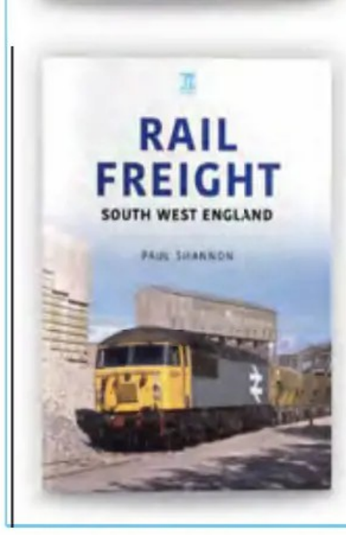
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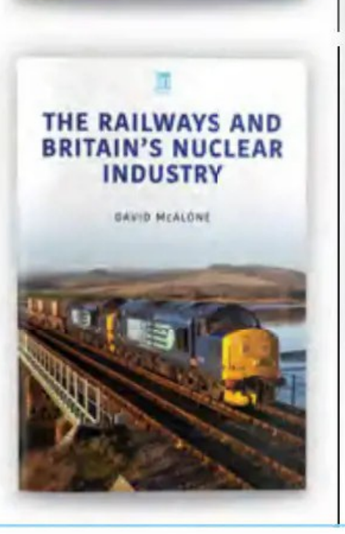
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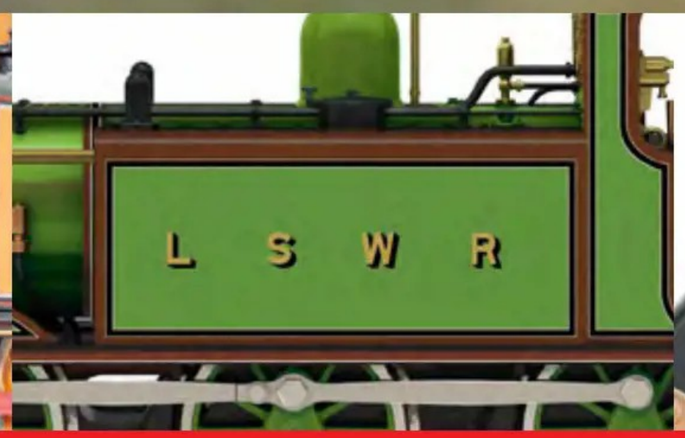
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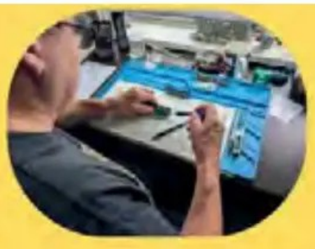
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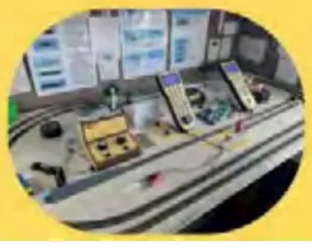


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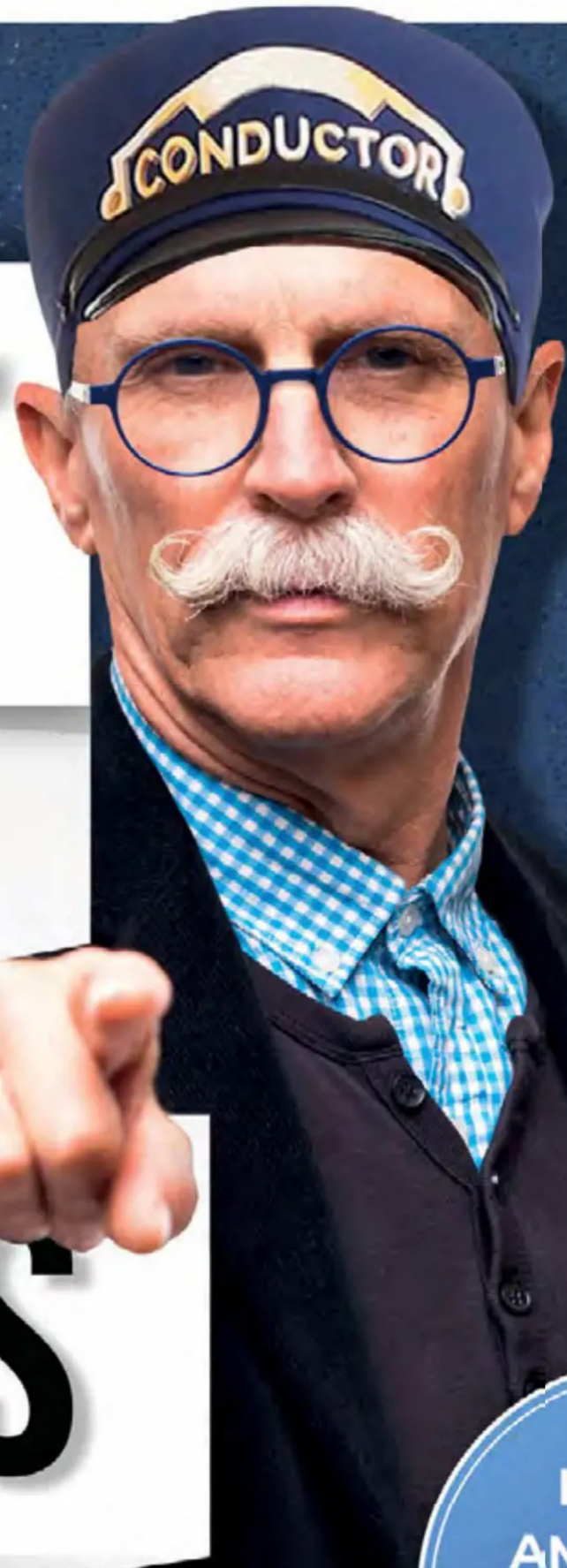
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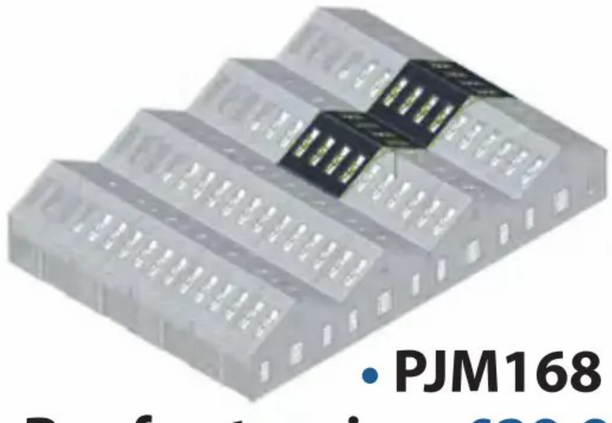




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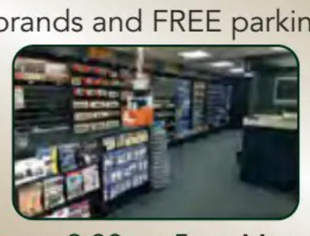
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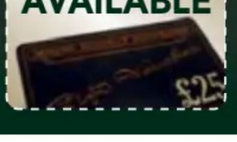
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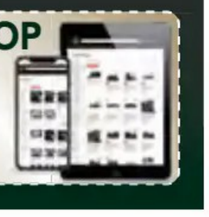
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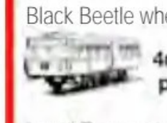
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