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R40515	BR, Mk1 Corridor, M35125, Brake Second Coach
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R40508	BR, Mk1 Corridor, S24314, Second Class Coach
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R40516	BR, Mk1 Corridor, S34257, Brake Second Coach
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R40514	BR, Mk1 Corridor, W34897, Brake Second Coach
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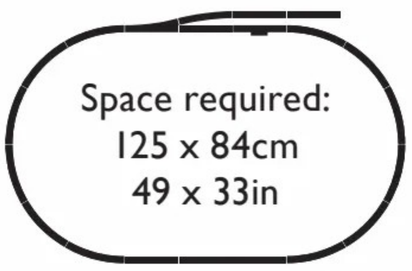
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HORNBY magazine

October 2026

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ISSUE 232
ISSN 1753-2469

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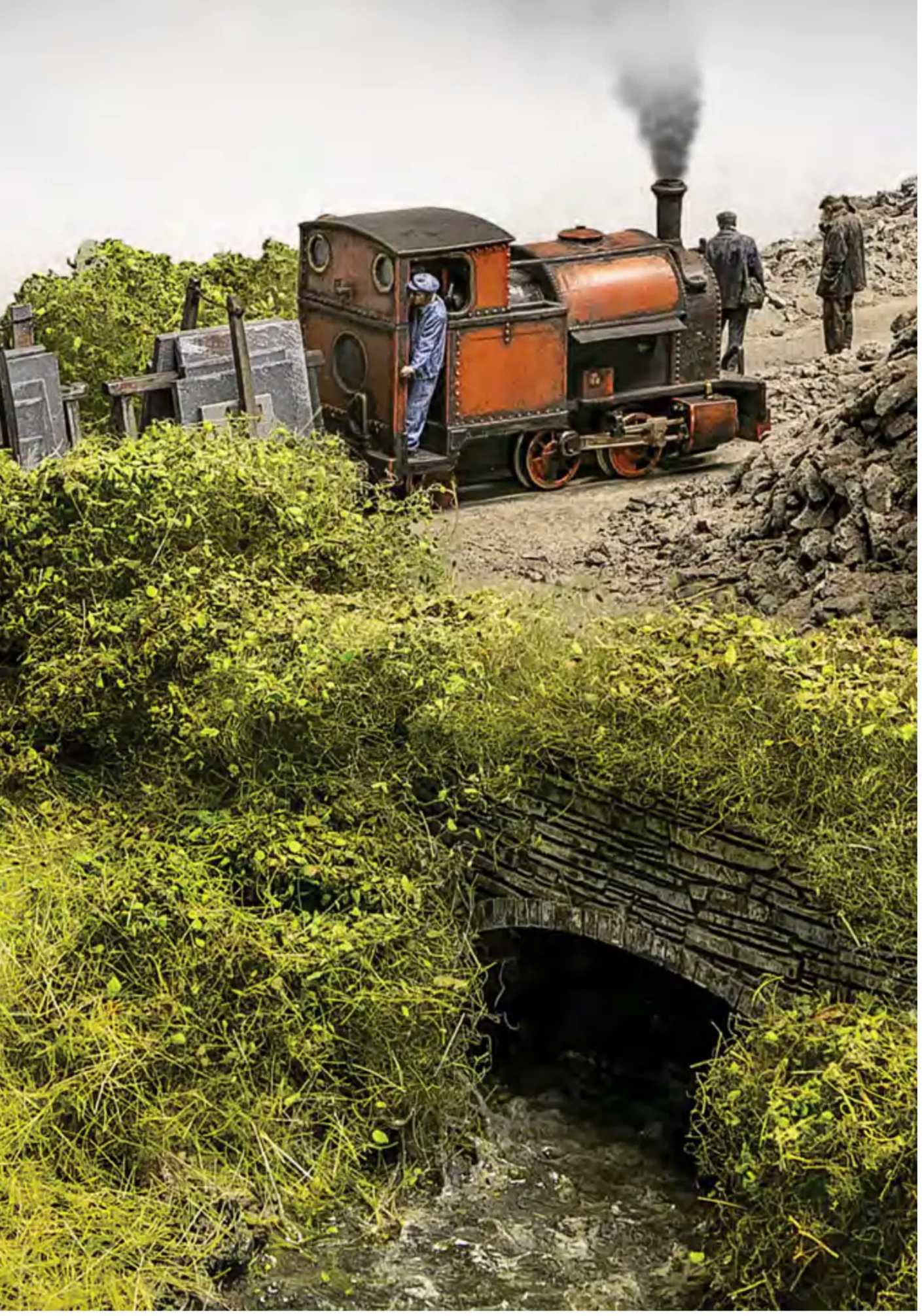
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Hornby Magazine's guide to forthcoming model railway exhibitions and club open days.

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With the new **Sutton's Locomotive Workshop Class 25** being sent out and earning rave reviews, we are pleased to announce the follow-up. The 'early' body-style **Class 25/1** is a much requested model filling the obvious gap between the previous Class 24 and our most recent release. Using our proven smooth-running chassis and unbeatable DCC sound system, it is the ideal stablemate for the 'flat-sided' Class 25/3. The production of these new models has been completed and delivery is expected to start at the end of this year. We are providing eight different versions covering common paint schemes plus an alternative body to depict the dual-braked machines. There's no need to compromise!



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THE EDITOR'S PAGE

Welcome

HELLO, AND WELCOME to the latest issue of *Hornby Magazine*. Having just recently celebrated a significant birthday myself, it got me thinking about some of the major anniversaries that have taken place so far this year - or are about to be celebrated - including the 150th anniversary of Sir Nigel Gresley's birth, the 40th anniversary of Network SouthEast, 40 years since the arrival of the Class 59s, while the 50th anniversary of the Class 56 diesels occurred during August and, in October, the 50th anniversary of Britain's 'Journey Shrinker', the Inter-City 125 High Speed Train (HST) entering revenue service takes place.

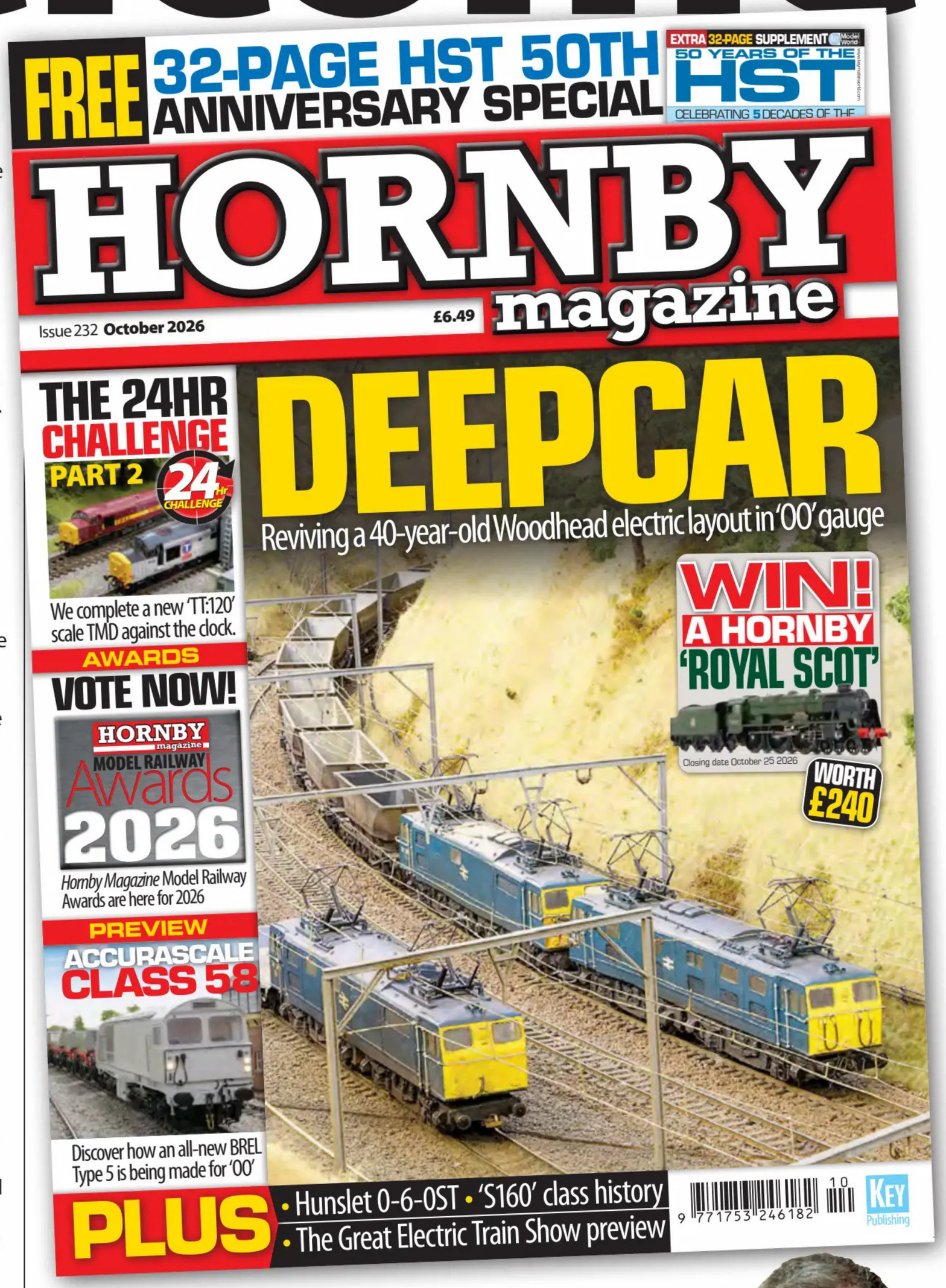
This latter anniversary reminded me of a family trip led by my dad to Reading station to experience the new HST in October 1976. The journey to Reading was on a Class 119 Diesel Multiple Unit, as I recall. Luckily, the driver of the DMU had left the blind up between the front passenger saloon and his cab, enabling me to savour the journey with a driver's eye view. The train interior was hot and bouncy. However, once at Reading, anticipation kicked in and the HST swept into the platform. We jumped on board and it seemed like another world, with turquoise seating in Second Class (orange in First) and an eerie silence as the train glided out of the platform. This was a whole new experience and one I have never forgotten! I can almost smell the brakes as they were applied at Swindon and suddenly our journey was over.

Ever since, I have always admired the HST and so I am delighted that with this issue we have a free 32-page supplement showcasing the High Speed Train at 50, with a look back at its in-service history, together with some inspirational modelling content and a selection of authentic train formations from the past ten years or so.

Also in this issue, we celebrate the Class 59 diesel as Tim Shackleton creates a realistic 1980s era Foster Yeoman aggregates train, while Dan Evason starts a new 'O' gauge layout project and Ben Church transforms a Bachmann '94XX' 0-6-0PT into a specific prototype he remembers well. With September now upon us, attentions also turn to the Great Electric Train Show 2026 and Mike Wild gives you the lowdown on this year's events, highlighting the superb layouts that are set to appear, including Pete Waterman's latest Making Tracks project, modelling Blisworth on the West Coast Main Line.

Another layout set to appear at the Great Electric Train Show is Nottingham Model Railway Society's 'OO' gauge Deepcar, modelling the Woodhead route. This amazing layout is over 40 years old and features overhead electric Class 76s which really do pick up from the overhead catenary! You can enjoy a preview of its appearance on pages 22-29 and we can't wait to welcome you to Arena MK, Milton Keynes, on October 10/11.

I hope you enjoy the new issue!

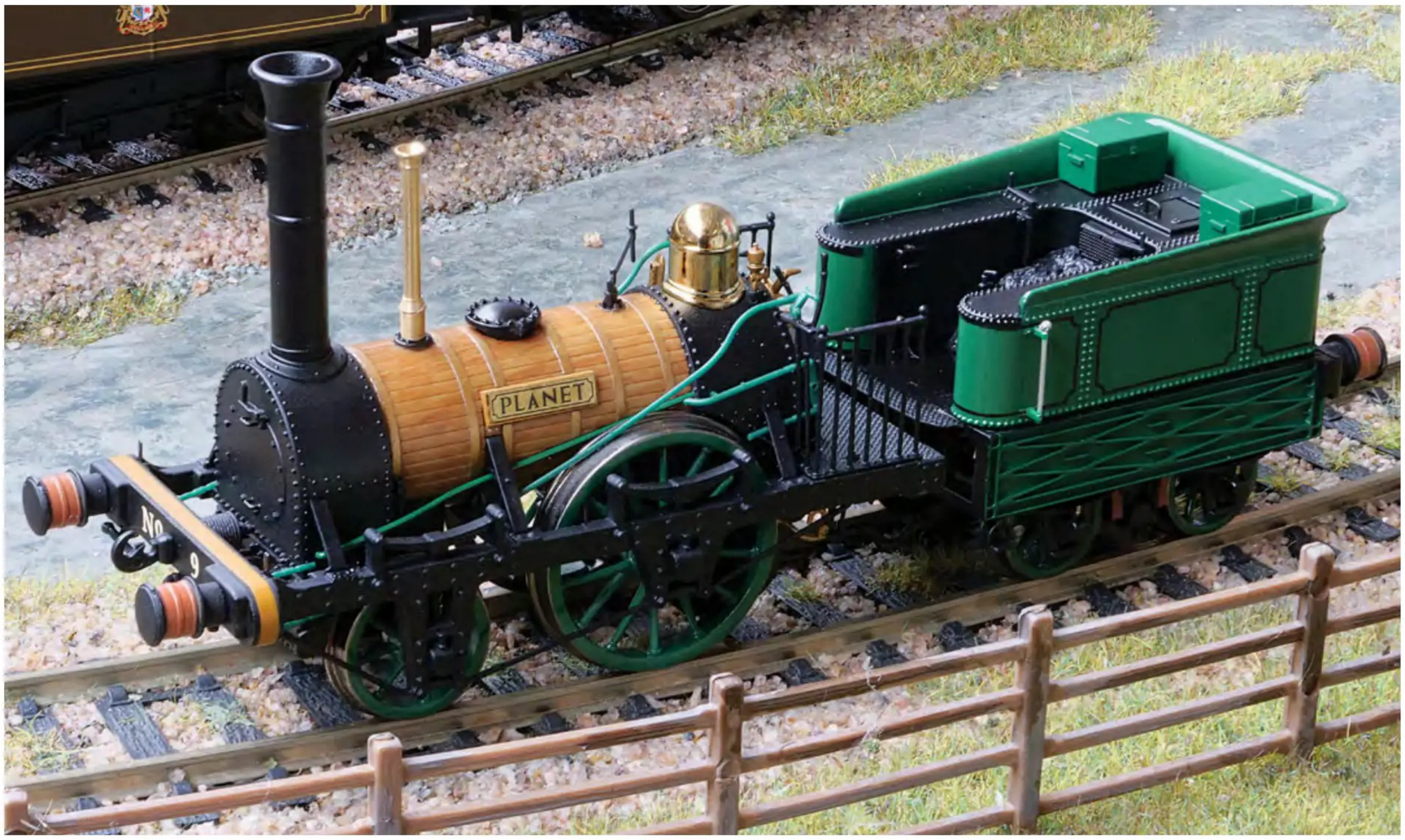




Mark Chivers
Acting Editor

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PLANET GAINS COLOUR



Development of Hornby's all-new 'OO' gauge Liverpool & Manchester Railway 2-2-0 *Planet* is gathering pace, with a decorated sample arriving for inspection.

HORNBY has received a decorated sample of its all-new 'OO' gauge Liverpool & Manchester Railway (L&MR) 2-2-0 *Planet* (Cat No. R30511) for evaluation by the company's development team.

Built in 1830 by Robert Stephenson and Company for the L&MR, *Planet* was the first steam locomotive fitted with inside cylinders in a modern configuration.

Hornby's newly tooled 'OO' gauge model of *Planet* has been developed from scratch and is based on the replica of the locomotive which is on static display at the Science and Industry Museum in Manchester. The all-new model features a die-cast chassis, coreless motor and all-wheel pick-ups. Space for a 12mm x 8mm cube speaker has been designed into the diminutive model, together with a Next 18 DCC decoder socket.

Priced at £184.99 DCC Ready, release is expected in late 2026/ early 2027.

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

WIN! A HORNBY ONE:ONE C

KEY MODEL WORLD is offering readers a chance to win one of Hornby's new 'OO' gauge One:One Collection Rebuilt 'Royal Scot' 4-6-0s 46100 *Royal Scot* (Cat No. R30500), worth £239.99.

The prize consists of Hornby's latest model of LMS Rebuilt 'Royal Scot' 46100 *Royal Scot* in special One:One Collection branded packaging. It is finished in BR lined green with early crests and features separately fitted handrails, lamp irons, smokebox door dart, sprung metal buffers, five-pole skew wound motor and 21-pin Digital Command Control (DCC) decoder socket.

To be in with a chance of winning this superb Hornby 'OO' gauge steam locomotive worth £239.99, all you have to do is answer the accompanying question by 25 October 2026.

Even if you don't win, Hornby's new 'OO' gauge One:One Collection Rebuilt 'Royal Scot' 4-6-0 is available from *www.hornby.com* and Hornby stockists now. Good luck!

QUESTION

Where in the UK is the full-size One:One Collection of locomotives, rolling stock and artefacts located?

A. Maidenhead
B. Maidstone
C. Margate



‘TT:120’ STANIER ‘BLACK FIVE’ SAMPLE ARRIVES

A RUNNING SAMPLE OF Hornby’s forthcoming all-new ‘TT:120’ Stanier ‘Black Five’ 4-6-0 has arrived for assessment ahead of any further amendments to the tooling prior to progressing to the decorated sample stage of development.

First announced earlier this year (HM228), Hornby’s newly tooled ‘TT:120’ Stanier ‘Black Five’ 4-6-0 will feature a die-cast boiler and running plate, coreless motor, flywheel, detailed cab interior and a wealth of separately fitted parts including whistle, steps, boiler handrails, steam pipes and sandboxes. The extensive tooling suite will also enable an impressive selection of ‘Black Fives’ to be developed over time with options for smokebox steam lance positioning, smokebox door styles, tender types, speedometer variants, AWS equipment and more. Decoration will include a matt finish to the smokebox and cab roof for added realism.



Hornby’s recently-announced ‘TT:120’ Stanier ‘Black Five’ 4-6-0 is advancing with a running sample of the new locomotive arriving for scrutiny by the development team.

Three all-new ‘TT:120’ models of the London Midland & Scottish Railway (LMS) ‘Black Five’ 4-6-0s are set to appear initially as 5408 in LMS lined black (TT3068/TXSM), 45315 in BR lined black with early crests (TT3069/TXSM) and 45446 in BR lined black with late crests (TT3070/TXSM). Each will be available DCC Ready or DCC sound-fitted with Hornby’s HM7000 TXS decoder with ‘Black Five’ profile.

Priced at £189.99 DCC Ready and £259.99 DCC sound-fitted, release is expected in early 2027.

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

HORNBY ‘TT:120’ CLASS 31 PROGRESSES

HORNBY’S all-new ‘TT:120’ Brush Type 2 (Class 30/31) A1A-A1A diesel is at an advanced stage of development with a running sample currently under assessment with the company’s design team.

The newly tooled ‘TT:120’ locomotives will model both Class 30 and 31 variants with four models offered initially, with the first batch of releases including D5502 in BR green (TT3071/TXSM), 31270 in BR blue (TT3072/TXSM), 31237 in Railfreight ‘red stripe’ (TT3073) and 31219 in Departmental ‘Dutch’ grey and yellow (TT3074).

Each of Hornby’s all-new ‘TT:120’ Brush Type 2 diesels will benefit from a die-cast chassis, five-pole motor, all-wheel pick-up and drive, Next18 Digital Command Control (DCC) decoder socket and a raft of prototype-specific detailing such as cab style, roof headcode type, accurate variations to side steps, water fillers, boiler water gauges, boiler ports, cab front door appearance and more.

All four models will be available DCC Ready, while two versions (BR green and BR blue) will also be offered DCC sound-fitted with Hornby’s HM7000 Triplex Sound system and Brush Type 3 sound profile.



Hornby showcased a running sample of its forthcoming ‘TT:120’ Brush Type 3 A1A-A1A diesel during the Hornby and One:One Collection open weekend in

Prices are set at £159.99 DCC Ready and £239.99 DCC sound fitted. They are currently slated for release in Spring 2027.

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

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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 3 September 2026 and the closing date for entries is 25 October 2026 at 5pm GMT. The winner will be notified no later than 1 November 2026.

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

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BACHMANN REVEALS AUTUMN 2026 RELEASE PLANS

Bachmann Europe's Autumn 2026 British Railway Announcements are headed by three newly tooled models including Class 37/7 Co-Co diesels and 24.5ton steel mineral wagons for 'N' gauge and MLA bogie open wagons for 'OO' gauge, as **MARK CHIVERS** reveals.



Bachmann is developing a series of all-new 'N' gauge Class 37s for its Graham Farish range, starting with a collection of Class 37/7 'heavyweight' Co-Co diesels.

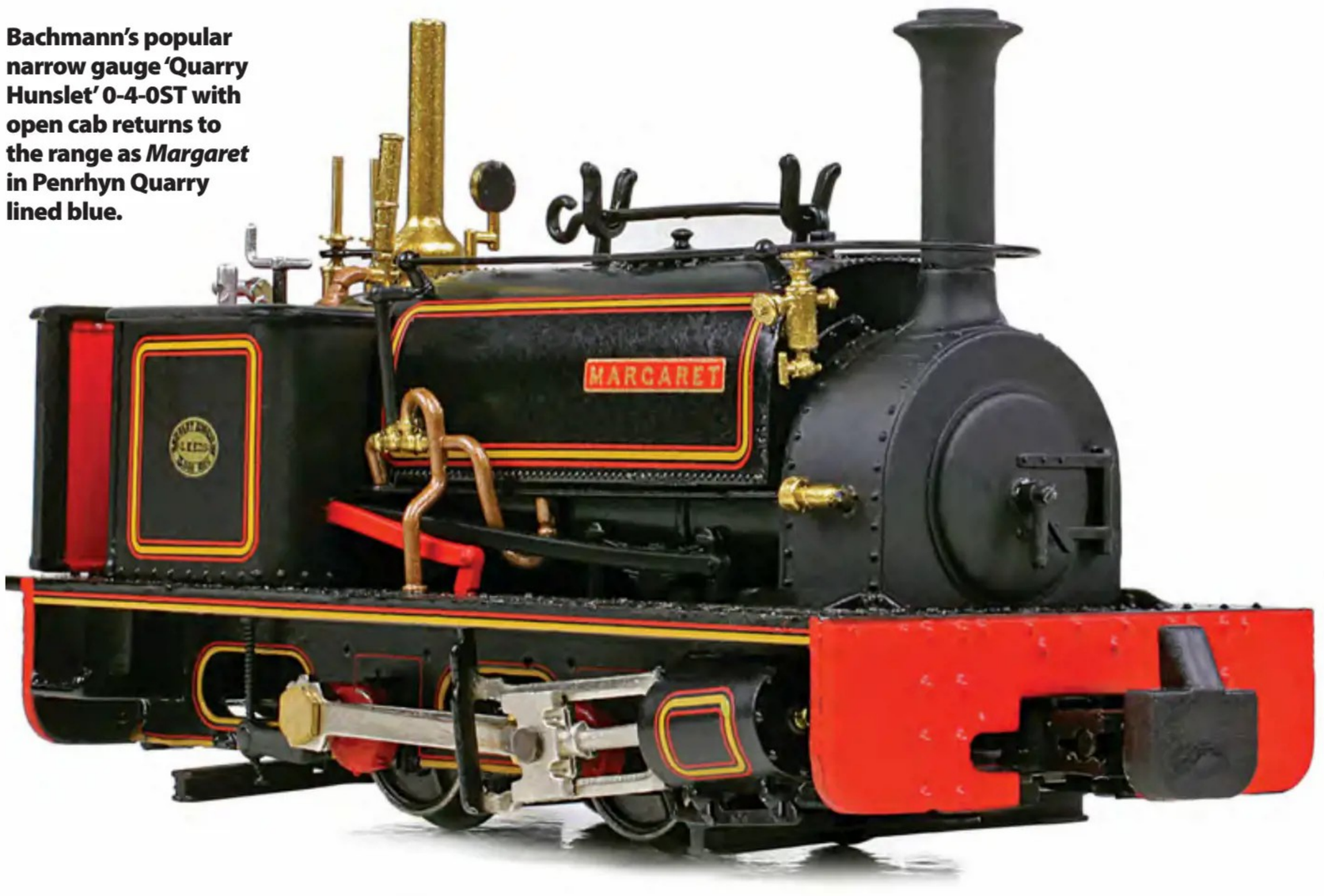
GRAHAM FARISH

Leading the charge for 'N' gauge this autumn is a collection of newly tooled 'N' gauge Class 37/7 Co-Co diesels which have never been produced in the scale before. Forming the initial batch of releases from all-new 'N' gauge Class 37 tooling, they are set to feature a die-cast chassis, coreless motor, all-wheel pick-ups, Next18 decoder socket, factory-fitted speaker, directional lighting and interior cab illumination on Digital Command Control (DCC). The new Class 37/7s will be available DCC Ready or DCC sound-fitted with a ZIMO Next18 sound decoder and Class 37 profile.

Bachmann's new tooling suite for the Class 37/7s will enable variants of Series 1 and Series 2 conversions to be represented in flush-fronted or centre headcode condition, together with cast or fabricated bogies, extended range fuel tanks and more. Four models form the first batch of all-new 'N' gauge Class 37/7s finished as 37894 in original Railfreight grey, 37 714 in Railfreight Metals triple grey, 37710 in Loadhaul orange and black and 37717 *Berwick Middle School Railsafe Trophy Winners 1998* in EWS maroon and gold.

The Graham Farish 'N' gauge range is also bolstered with two new BR Standard '4MT' 2-6-4Ts modelling Southern Region stalwart 80033 in BR lined black with early crests and 80117 in BR lined black with late crests. Both models will be available DCC Ready and will feature a 6-pin DCC decoder socket.

Bachmann's second newly tooled project is the Graham Farish 'N' gauge 24.5ton steel mineral open wagon. These distinctive open wagons were built from the early 1950s and used to convey large payloads of coal to power stations and other big users of coal. Bachmann's tooling will enable BR Diagram 1/115 and 1/118 vehicles to be built with accurate detail variations included such as oil or roller bearing axle boxes, spindle or Oleo buffers and single or twin door bumpers beneath the operating side doors. The tooling will also cater for fabricated or pressed steel doors on each side and an end unloading door at one end, denoted by a diagonal white line on the bodyside at that end. Many of these wagons carried large yellow triangles on the bodysides to identify them as higher capacity wagons, and several of the Graham Farish releases will carry these. Nine different models are planned, including a triple-wagon pack, with options for pristine or weathered variants. See Table 1 for details.



Bachmann's popular narrow gauge 'Quarry Hunslet' 0-4-0ST with open cab returns to the range as *Margaret* in Penrhyn Quarry lined blue.



All-new 'N' gauge 24.5ton steel mineral open wagons are destined to appear in Bachmann's Graham Farish range.



Bachmann's 'OO' gauge range is set to be bolstered with newly tooled MLA bogie open wagons.

TABLE 1 GRAHAM FARISH 'N' MOTIVE POWER AND ROLLING STOCK - AUTUMN 2026

DESCRIPTION	CAT NO.	PRICE
BR Standard '4MT' 2-6-4T 80033, BR lined black with early crests	372-535A	£164.95
BR Standard '4MT' 2-6-4T 80117, BR lined black with late crests	372-536A	£164.95
BR Class 37/7 Co-Co 37894, BR Railfreight grey (NT)	372-110	£179.95
BR Class 37/7 Co-Co 37894, BR Railfreight grey DCC Sound (NT)	372-110SF	£294.95
BR Class 37/7 Co-Co 37714, BR Railfreight Metals Sector (NT)	372-111	£179.95
BR Class 37/7 Co-Co 37714, BR Railfreight Metals Sector DCC Sound (NT)	372-111SF	£294.95
BR Class 37/7 Co-Co 37710, Loadhaul orange and black (NT)	372-112	£179.95
BR Class 37/7 Co-Co 37710, Loadhaul orange and black DCC Sound (NT)	372-112SF	£294.95
BR Class 37/7 Co-Co 37717 *Berwick Middle School*, EWS (NT)	372-113	£179.95
BR Class 37/7 Co-Co 37717 *Berwick Middle School*, EWS DCC Sound (NT)	372-113SF	£294.95
BR 24.5ton mineral wagon B280037, BR grey (NT)	378-050	£22.95
BR 24.5ton mineral wagon B280650, BR grey (NT)	378-050A	£22.95
BR 24.5ton mineral wagon B282904, BR grey - John Summers & Sons Ltd lettering (NT)	378-051	£22.95
BR 24.5ton mineral wagon B283065, BR grey - Keadby Power Station lettering (NT)	378-051A	£22.95
BR 24.5ton mineral wagon B282827, BR grey - TOPS (W)/(NT)	378-052	£24.95
BR 24.5ton mineral wagon B283046, BR grey - TOPS (W)/(NT)	378-052A	£24.95
BR 24.5ton mineral wagon triple-pack B280069N/B280150N/B282087N, BR grey (NT)	378-055	£61.95

TABLE 2 BACHMANN 'OO' ROLLING STOCK - AUTUMN 2026

DESCRIPTION	CAT NO.	PRICE
BR Mk 2(z) First Corridor E13378, BR blue and grey	39-330B	£74.95
BR Mk 2a First Corridor 13463, BR Provincial Trans-Pennine	39-343	£74.95
BR Mk 2a First Corridor 13440, West Coast Railways maroon	39-346	£74.95
BR Mk 2a Tourist Second Open W5345, BR blue and grey	39-360D	£74.95
BR Mk 2a Tourist Second Open E5382, BR blue and grey	39-360E	£74.95
BR Mk 2a Tourist Second Open 5381, Network SouthEast	39-363B	£74.95
BR Mk 2a Tourist Second Open 5265, Network SouthEast	39-363C	£74.95
BR Mk 2a Tourist Second Open 5283, BR Provincial Trans-Pennine	39-366	£74.95
BR Mk 2a Brake Second Open E9436, BR blue and grey	39-380B	£74.95
BR Mk 2a Brake Second Open 9419, DRS Compass	39-383	£74.95
BR Mk 2a Brake Second Open 9428, DRS Compass	39-383A	£74.95
BR Mk 2a Brake First Corridor 17080, Network SouthEast	39-414	£74.95
BR Conflat twin-wagon pack B707328/B708020, BR bauxite	37-983A	£39.95
BR Conflat B737728, BR bauxite + Speedfreight BA container	37-990A	£29.95
MLA bogie open wagon 503003, Metronet/GBRf yellow (NT)	57-001	£46.95
MLA bogie open wagon 503047, Metronet/GBRf yellow (NT)	57-001A	£46.95
MLA bogie open wagon 503120, Network Rail yellow (NT)	57-002	£46.95
MLA bogie open wagon 503136, Network Rail yellow (NT)	57-002A	£46.95
MLA bogie open wagon 503501, EWS maroon and gold (NT)	57-003	£46.95
MLA bogie open wagon 503604, EWS maroon and gold (NT)	57-003A	£46.95
MLA bogie open wagon 503588, unbranded EWS maroon and gold (W)/(NT)	57-004	£46.95
MLA bogie open wagon 503582, unbranded DB Cargo red (NT)	57-005	£46.95

BACHMANN BRANCHLINE

While there are no new 'OO' gauge locomotives planned for this quarter's announcements, Bachmann's third new tooling is set to model the MLA bogie open wagon. Originally ordered by GB Railfreight (GBRf), the vehicles first appeared in GBRf/Metronet branded yellow, while some examples migrated to Network Rail and were duly branded with the organisation's logos. English Welsh & Scottish Railway (EW&S) later bolstered its fleet with a series of MLAs which appeared in the company's maroon and gold colour scheme.

Bachmann's all-new 'OO' gauge MLAs will feature a die-cast chassis, detailed underframes with separately applied pipework, metal wire handrails and a choice of Y25 (GBRf/Network Rail) or Axiom (EWS) bogies. Detail differences include side doors at one end of the GBRf vehicles and no side doors for the EWS examples. Eight different models are planned – two each in pristine GBRf/Metronet yellow, EWS maroon and gold and Network Rail yellow, together with a single weathered unbranded EWS version and a pristine unbranded DB red model.

Bachmann's popular 'OO' gauge BR Mk 2 coaches receive a new outing this autumn with 12 different models expected. BR blue and grey examples will appear as BR Mk 2(z) First Corridor (FK) E13378, Mk 2a Tourist Second Opens (TSO) W5345 and E5382 and Mk 2a Brake Second Open (BSO)

Below: **Two versions of Bachmann's narrow gauge 'OO9' RNAD van will also be available this autumn, including this example in Corris Railway grey.**



New to the Bachmann Collectors Club range of exclusive models is this Graham Farish 'N' gauge South Eastern & Chatham Railway (SECR) 'C' 0-6-0 in SECR grey.



E9436. Two BR Provincial liveried examples will be issued as Mk 2a FK 13463 and TSO 5283 in the Trans-Pennine branded scheme. With the 40th anniversary of Network SouthEast commemorated this year, three examples in the striking blue, white, red and grey scheme are set to appear as Mk 2a TSOs 5381 and 5265, while a Brake Corridor First (BFK) will model 17080. An FK in West Coast Railways lined maroon will appear as Mk2a 13440, while a pair of Direct Rail Services (DRS) Mk 2a BSOs will represent barrier vehicles 9419 and 9428 in the blue DRS 'compass' livery. See Table 2 for more details of Bachmann's new 'OO' gauge announcements.

Completing the 'OO' gauge line-up, Bachmann's wagon range gains some new 'Conflat' wagons with a twin-pack in BR bauxite as vehicles B707328 and B708020 and a BR bauxite Conflat with Speedfreight BA container, modelling B737728.

EFE RAIL AND ROAD

Bachmann's EFE Rail range is set to expand with three new 'OO' gauge BR SPA open wagons in BR Railfreight red, weathered DB Schenker maroon and gold and Balfour Beatty blue, while a new addition to the 'OO' range, using tooling from Kernow Model Rail Centre, is the BR YCV 'Turbot' bogie ballast wagon. Four models are set to join the range in BR engineers' grey and yellow 'Dutch' scheme, two pristine examples and two weathered models. See Table 3 for more details.

EFE Road's range of 1:76 scale vehicles gains a selection of new front entrance AEC Routemaster double decker buses built for Northern General in the North East. Five models are planned, modelling Routemaster FPT597C on service 64 in Northern allover red with cream band, FPT586C on service 46 in Northen red and cream, FPT594C on service 653 in Northern NBC poppy red with white band, FPT595C on service 136 in Northern NBC yellow with white band and, finally, FPT603C which was repainted in London General red and white with London style destination blinds, depicting route 111 to Heathrow Central on which it operated during a Hounslow garage running day in the early 1990s. See Table 3 for more information.

TABLE 3 EFE RAIL AND EFE ROAD '00'/1:76 SCALE RELEASES - AUTUMN 2026

DESCRIPTION	CAT NO.	PRICE
BR SPA open wagon 460265, BR Railfreight red	E87116	£39.95
BR SPA open wagon 460217, (ex-EWS) DB Schenker (W)	E87117	£42.95
BR SPA open wagon 460477, Balfour Beatty blue	E87118	£39.95
BR YCV 'Turbot' bogie ballast wagon DB978001, BR engineers' grey and yellow	E87119	£37.95
BR YCV 'Turbot' bogie ballast wagon DB978190, BR engineers' grey and yellow	E87120	£37.95
BR YCV 'Turbot' bogie ballast wagon DB978152, BR engineers' grey and yellow (W)	E87121	£39.95
BR YCV 'Turbot' bogie ballast wagon DB978308, BR engineers' grey and yellow (W)	E87122	£39.95
AEC Routemaster FPT594C, Northern NBC - Service 653	E42601	£49.95
AEC Routemaster FPT595C, Northern NBC - Service 136	E42602	£49.95
AEC Routemaster FPT586C, Northern - Service 46	E42603	£49.95
AEC Routemaster FPT597C, Northern - Service 64	E42604	£49.95
AEC Routemaster RMF2809, General - Route 111	E42605	£49.95

TABLE 4 BACHMANN NARROW GAUGE 'OO9' RELEASES - AUTUMN 2026

DESCRIPTION	CAT NO.	PRICE
Quarry Hunslet 0-4-0ST *Margaret*, Penrhyn Quarry lined black (early)	391-055	£149.95
Quarry Hunslet 0-4-0ST *Una*, lined green	391-056	£159.95
RNAD van, Corris Railway grey	393-128	£33.95
RNAD van, Banana Van, SB dark grey	393-129	£33.95

BACHMANN NARROW GAUGE

New items for Bachmann's 'OO9' narrow gauge range return this autumn with Quarry Hunslet 0-4-0STs *Margaret* with open cab

Bachmann's enclosed cab 'OO9' narrow gauge 'Quarry Hunslet' will appear as *Una* in lined green.





A new selection of 'OO' BR SPA open wagons has been added to Bachmann's EFE Rail range.

TABLE 5 BACHMANN SCENECRAFT RELEASES - AUTUMN 2026

DESCRIPTION	SCALE	CAT NO.	PRICE
Thatched cottage, brown and cream	'N'	42-0019	£27.95
Thatched cottage, black and white	'N'	42-0019A	£27.95
Rural workers cottage	'N'	42-0021	£33.95
Corner store	'N'	42-0046	£37.95
Wigmore watermill	'N'	42-0131	£32.95
Corner model shop	'N'	42-0231	£37.95
Low-relief left hand corner cafe	'N'	42-0232	£24.95
Level crossing	'N'	42-038	£34.95
Lifting jacks (x4)	'N'	42-042	£15.95
Police box	'N'	42-0502	£11.95
Site office - green	'N'	42-055	£24.95
Site office - blue	'N'	42-055A	£24.95
Great Central water tower	'N'	42-186	£22.95
Concrete platform lamps (x4)	'N'	42-542	£14.95
Roadside Rescue phone boxes	'N'	42-585	£16.95
Narrow gauge timber locomotive lift	'009'	44-0104	£25.95
Cylindrical tanks	'00'	44-0112	£34.95
Lucston signalbox	'00'	44-0115	£49.95
Lucston water crane	'00'	44-0117	£15.95
Low-relief newsagents	'00'	44-222	£27.95
Metal beer kegs (x10)	'00'	44-520	£9.95
Traffic island bollards (x10)	'00'	44-520	£9.95
Cast iron bollards (x10)	'00'	44-530	£9.95
Pent roof garden shed	'00'	44-544	£9.95
Outhouses (x2)	'00'	44-554	£7.95
Concrete single arm lamp posts (x4)	'00'	44-591	£14.95
Sleeved street lamp posts (x4)	'00'	44-592	£14.95
Southern platform lamps (x4)	'00'	44-594	£18.95

NOTES: (NT) - New Tooling (W) – Weathered



New from Woodland Scenics is the Just Plug Sound System, enabling ambient sounds to be played around a model railway layout.

WOODLAND SCENICS

Woodland Scenics' Just Plug range gains a new dimension this autumn with the launch of a new Sound System. The range comprises a Sound Hub - the backbone of the system - enabling up to four different sounds such as church bells, bird song or depot sounds to be played per hub. A starter kit will be offered comprising a sound hub, sound cards, a power supply and four speakers. The sounds can be loaded into the hub with the sound cards and the volume can be adjusted for each element. A remote control trigger kit will also be available to enable push button or automatic operation, magnetic track operation or motion trigger operation to be adopted. In addition, the flexible system will enable you to add your own sounds to blank sound cards using the Just Plug Sound Studio. Visit *www.bachmann.co.uk* for more details.

BACHMANN COLLECTORS CLUB

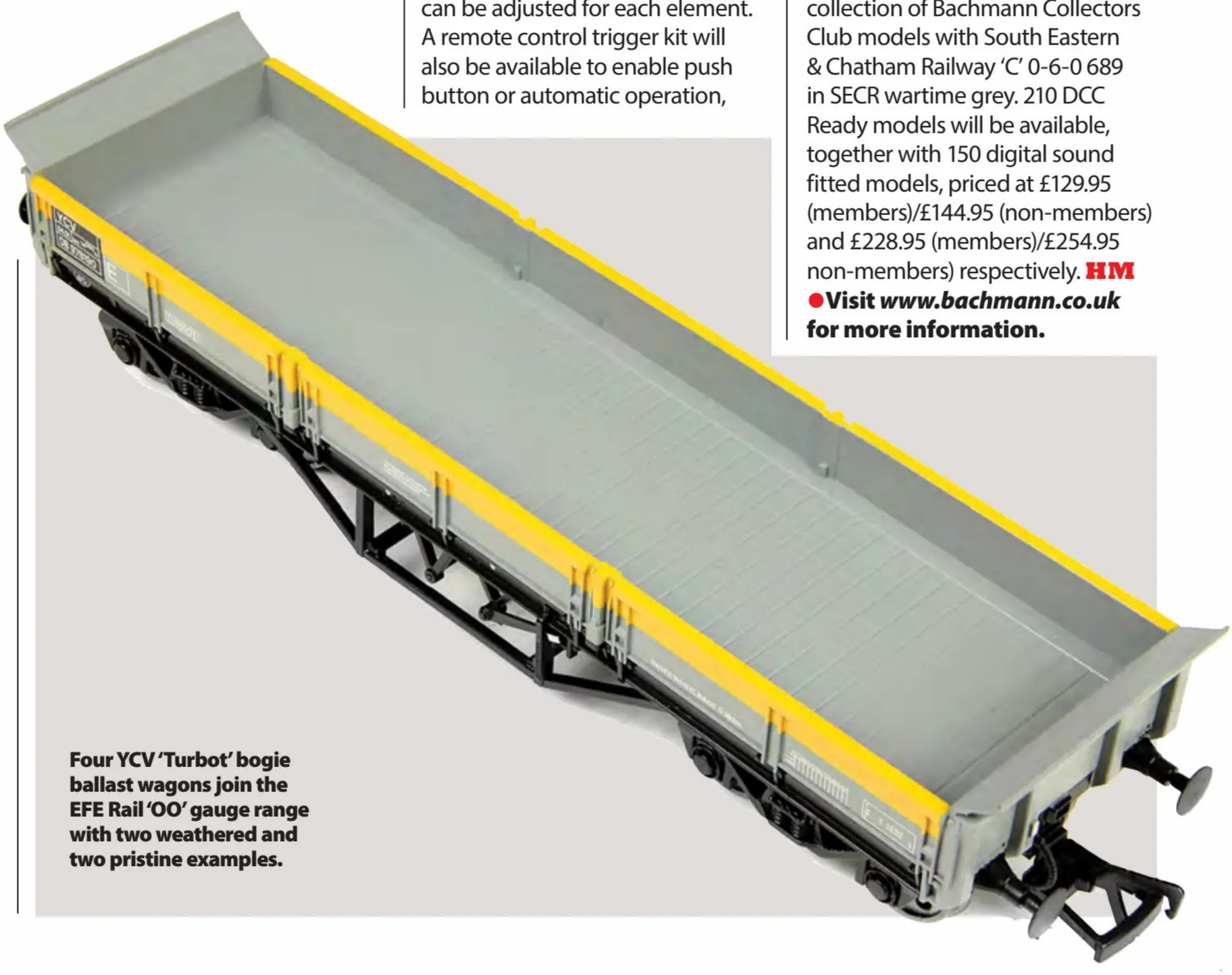
Completing the Autumn 2026 British Railway Announcements, Bachmann is adding a new limited edition 'N' gauge locomotive to its collection of Bachmann Collectors Club models with South Eastern & Chatham Railway 'C' 0-6-0 689 in SECR wartime grey. 210 DCC Ready models will be available, together with 150 digital sound fitted models, priced at £129.95 (members)/£144.95 (non-members) and £228.95 (members)/£254.95 non-members) respectively. **HM**

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

in Penrhyn Quarry lined black and *Una* with enclosed cab in lined green. These will be accompanied by a pair of RNAD four-wheel vans modelling vehicle 221 in Corris Railway grey and 42539 in Statfold Barn dark grey with Banana Van lettering. See Table 4 for more details.

SCENECRAFT

Bachmann's Scenecraft range gains new releases in 'N', 'OO' and 'OO9 this autumn with 28 new items added including 'N' gauge thatched cottages, rural workers cottages, a corner store, corner model shop and Wigmore watermill, while the 'OO' gauge range gains a Lucston signalbox and water crane, low-relief newsagents, metal beer kegs and selection of bollards. A 'OO9' narrow gauge timber locomotive lift has also been added, ideal for locating alongside an engine shed. See Table 5 for a full list of all the new Bachmann Scenecraft additions.



Four YCV 'Turbot' bogie ballast wagons join the EFE Rail 'OO' gauge range with two weathered and two pristine examples.

Rails gains exclusive RAPIDO GCR 'CLASS 1'



RAPIDO TRAINS UK has announced an all-new 'OO' gauge model of the Great Central Railway (GCR) 'Class 1', which will be exclusive to Rails of Sheffield.

Between 1912 and 1913, six Class 1 4-6-0 locomotives were outshopped from the GCR's Gorton Works to a design by John G. Robinson. The class was put to work on express passenger and freight trains. The class's performance was somewhat disappointing, leading to them being fully consigned to unglamorous mixed-traffic duties. All six would be inherited by the London and North Eastern Railway, classifying them as 'B2s', which was changed in 1945 to 'B19s'. The class's mediocre performance and non-standard design made them prime candidates for withdrawal, with this commencing in 1944 and the last locomotive going in 1947.

Rapido Trains UK's all-new 'OO' gauge GCR 'Class 1' will feature factory-fitted speakers, sprung buffers, firebox glow, factory-fitted stay-alive and a 21-pin Digital Command Control (DCC) decoder socket. Several detail variations have also been tooled, including different designs of chimney, safety valve, dome, smokebox door, buffers, lubricators, tender axleboxes and more.

Nine models form the initial range, exclusively available from Rails of Sheffield, appearing as 423 *Sir Sam Fay* in GCR lined green with additional embellishments, 424 *City of Lincoln* in GCR lined black, 427 *City of London* in GCR lined green, 426C *City of Chester* in L&NER lined green, 5425 *City of Manchester* in LNER lined green, 5423 *Sir Sam Fay* in LNER green and 5428 *City of Liverpool* and 1492, appearing in LNER black. A final what-if model is 61494 *City of Sheffield* in BR lined black with early crests.

Development is currently at the tooling stage, with prices set at £239.95 DCC Ready and £344.95 DCC sound fitted. Release is expected in late 2027.

GWR 'Mink G' next from Clark Railworks

THE Great Western Railway's 'Mink G' van is the next all-new 'OO' gauge project for Clark Railworks, with a targeted delivery of early 2027.

Swindon Works outshopped 100 'Mink G' wagons between 1930 and 1931 for faster, higher capacity goods trains. They could carry 20tons of load and were fitted with vacuum brakes, allowing integration into express freight and passenger trains. They remained in front-line service until the 1960s, with some cascaded into departmental roles. Five have been preserved, including 112884, which is part of the National Collection.



Clark Railworks is developing an all-new Great Western Railway 'Mink G' van for 'OO' gauge.

Clark Railworks' all-new model will feature a die-cast chassis, sprung buffers, vacuum and air pipes, disc and spoked turned metal wheels, removable NEM coupling pockets and brass bearings.

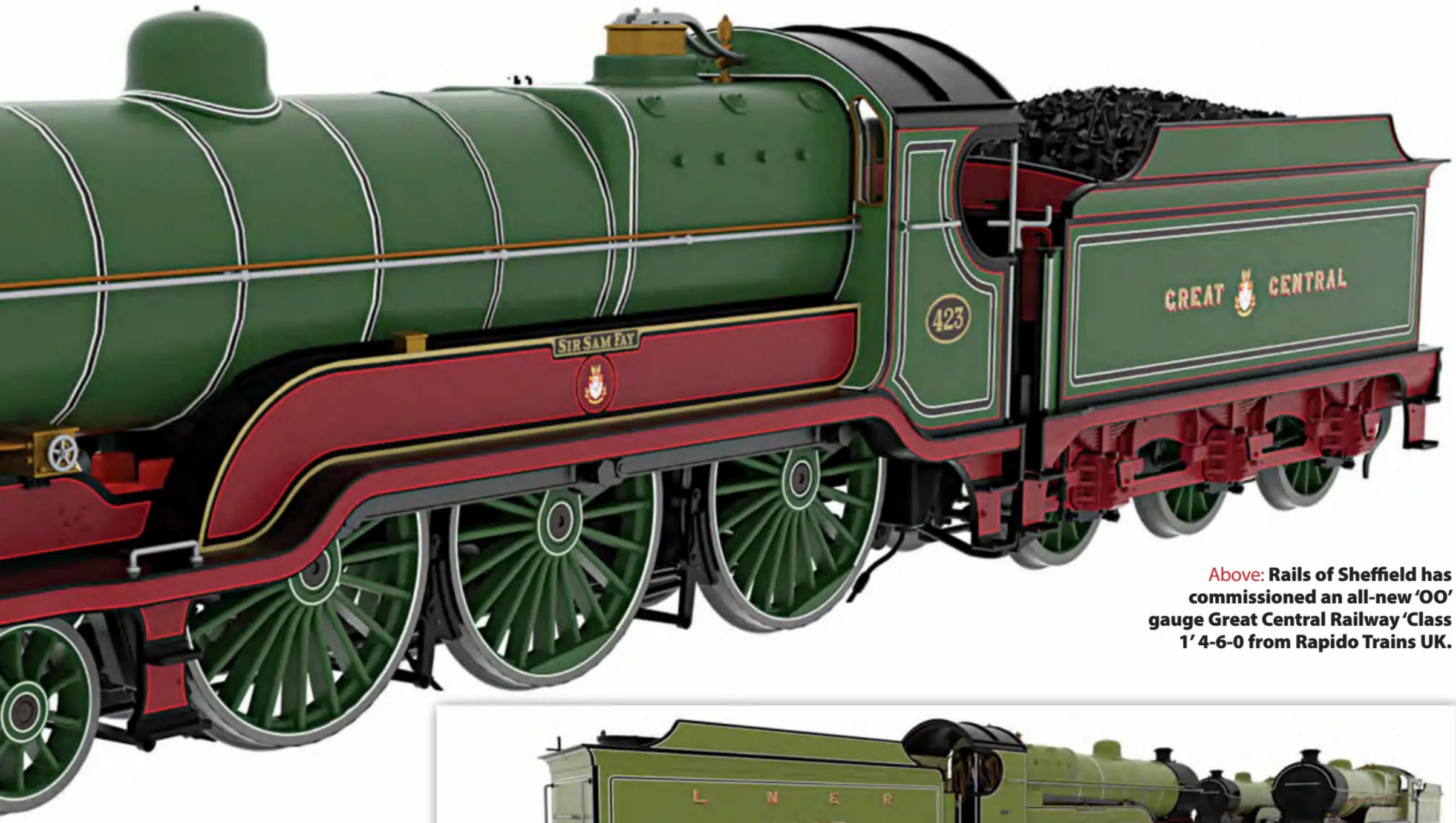
Eight models form the general release models, in GWR dark grey, BR bauxite in early and late forms, pre-TOPS BR bauxite and Departmental bauxite. Preservation era models are 112843 in GWR grey, modelled in late 1990s condition and 2005-2016 condition, plus 112850 also in GWR grey in its 2021-2023 Gloucestershire Warwickshire Steam Railway condition.

A final model of 112884 will be available exclusively through Locomotion Models. Prices are set at £47.50 each.

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



The new 'Mink G' will feature a die-cast metal chassis and a wealth of underframe detailing.



Above: **Rails of Sheffield has commissioned an all-new 'OO' gauge Great Central Railway 'Class 1' 4-6-0 from Rapido Trains UK.**



Nine different models are planned, including three examples in L&NER/LNER lined green.

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

Rapido adds all-new 'OO' GWR and LSWR rolling stock

RAPIDO TRAINS UK is expanding its range of 'OO' gauge rolling stock with a new selection of Great Western Railway (GWR) wagons and London & South Western Railway (LSWR)/War Department (WD) brake vans.

Amongst the GWR vehicles planned are all-new Diagram G31/G43 MOGOs, X9 MICAs and V32 TEVANs, built in the 1930s.

Rapido's all-new 'OO' gauge wagons will include four different body types, with a wide range of differences incorporated within the extensive tooling suite. Each will feature detailed underframes, a wealth of separately fitted parts and will be offered with spoked or disc wheels and brass bearings for improved running characteristics.



Rapido Trains UK has revealed details of a new collection of GWR MOGO, MICA and TEVAN goods vehicles.

Rapido Trains UK is also introducing newly tooled 'OO' gauge LSWR Diagram 1545 20ft goods brake vans. These were designed by the LSWR's Surrey Warner and succeeded the company's previous 'Road Van' design.

Rapido's new 'OO' gauge brake vans will reflect the prototypes, with detail differences modelled to enable an impressive selection of liveries to be produced, including LSWR, WD, pre-Grouping, Grouping and BR versions. While there were minor dimension differences between the LSWR and WD versions, the manufacturer has opted to produce a single body tooling for the new brake vans. They will reflect external differences such as panelled, boarded or riveted finish, roofs with or without rain strips, flush or door-fitted sides and various axle box and buffer types. Brake vans are priced at £44.95 each, while GWR box vans are priced at £32.95. A delivery date has yet to be confirmed.

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



Rapido Trains UK is also working on all-new 'OO' gauge London & South Western Railway and War Department 20ft goods brake vans.

FIRST CLASS 93 ENGINEERING PROTOTYPE



Revolution Trains has received the first Engineering Prototype sample of its all-new 'OO' gauge Class 93 tri-mode locomotive.

REVOLUTION TRAINS is evaluating the first engineering prototype (EP) sample of the 'OO' gauge Class 93, with decorated samples anticipated soon.

Rail Operations Group (ROG) ordered ten Bo-Bo Class 93 locomotives from Stadler in 2021, the first arriving in 2023. The '93s' are tri-mode - electric/diesel/battery - locomotives which ROG uses on rolling stock moves. Trials with various freight operators – including high-speed logistics - are still ongoing.

Revolution Trains revealed plans to produce a model of the Class 93 for 'OO' gauge in 2021, with its development following the introduction to service of the prototype. Amendments have been made to the model's design as the locomotives have been altered by ROG.

The manufacturer has also noted that the operating pantograph on this incomplete EP sample has not been installed correctly and the roof fans require adjustment to their operation. These will be amended before the next sample arrives from the factory.

The all-new 'OO' gauge Class 93 models are set to feature a working pantograph, fully controllable interior and exterior lighting and a 21-pin Digital Command Control decoder socket.

A full list of planned locomotives, prices and a delivery date have yet to be confirmed.

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

Clark Railworks 'WD' 2-10-0 enters production

THE all-new Clark Railworks 'WD' 2-10-0 has entered production, marking the project's next step towards delivery. It will be the first-ever ready-to-run model of the 'Austerity' 2-10-0, with the first production run including Key Model World's Special Edition of 600 *Gordon* in 1960s-period Longmoor Military Railway blue.

The Clark Railworks team has undertaken extensive testing of the final samples to ensure performance is exactly as expected, and they will also be the first ready-to-run locomotives to be partnered with Ellis Clark Trains' new Nexus dual-channel sound decoder from the factory.

The model has been amended during the development process, with the latest changes including adjustments to the leading wheelset to allow scale-size wheels to be used down to second-radius curves, with a small modification to the underframe to provide clearance.



Clark Railworks' all-new 'OO' gauge 'WD' 2-10-0 has entered production, taking a step closer to its release.

In addition, all versions will be factory-fitted with three speakers and stay-alives as standard to make them plug-and-play for DCC upgrades, while a PCB tray has been developed in the boiler which can be removed for access to the Plux22 interface.

Clark Railworks is expecting the first models to be completed in September, to arrive by air in the UK in October, with batches arriving across October-January to deliver the full range, including our exclusive model of 600 *Gordon*. We'll have further updates from Clark Railworks as delivery dates are confirmed.

There is still time to pre-order our exclusive model of 600 *Gordon*, both DCC Ready and DCC sound fitted. The model captures the now preserved 2-10-0 in its 1960s condition, as it was seen at the Longmoor Military Railway and working on the Southern Region on main line railtours in the middle of the decade.

Prices are set at £295 DCC Ready and £415 DCC sound fitted.

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

Revolution Trains reveals next 'N' Class 66s



One of the new Revolution Trains 'N' gauge Class 66's to feature newly-tooled two-aspect BMAC lights and plated-over NRN radio pods is 66501 *Spirit of 65* in Freightliner 60th anniversary orange, exclusive to Rails of Sheffield.

A THIRD production run of Revolution Trains' Class 66 for 'N' gauge has been announced, with 11 new models planned and some new tooling introduced.

Revolution Trains' third batch of 'N' gauge Class 66s features new tooling options to allow locomotives fitted with replacement two-aspect BMAC lights and plated-over NRN radio pods to be modelled.

Revolution Trains' Class 66 specification includes independently controlled directional lighting, cab lights, plus a die-cast chassis, kinematic NEM coupling pockets, all-wheel drive, a factory-fitted 21mm x 11mm speaker and an E24 Digital Command Control (DCC) socket.

General-release models will appear as 66301 *Drax Power Station 50* in GBRf Drax gold livery and 66050 *Yorkshire Rose* in DB Cargo red, with sales of both models including a donation to Martin House Children's Hospice. Other Class 66s in this next batch include 66044 in DB Cargo red, 66743 and 66746 in GBRf Royal Scotsman maroon, plus 66505 in Freightliner green and 66605 *Tribute* in Freightliner orange.

Several models exclusive to Rails of Sheffield include 66501 *Spirit of 65* in Freightliner 60th anniversary orange and 66601 in Freightliner 60th anniversary green which will feature the new tooling elements, together with 66710 *Karen Harrison* and 66719 *Michael Portillo* in GBRf Rail 200 red, both of which are set to appear as part of the exclusive Rails of Sheffield/Locomotion Models Railway Icons range.

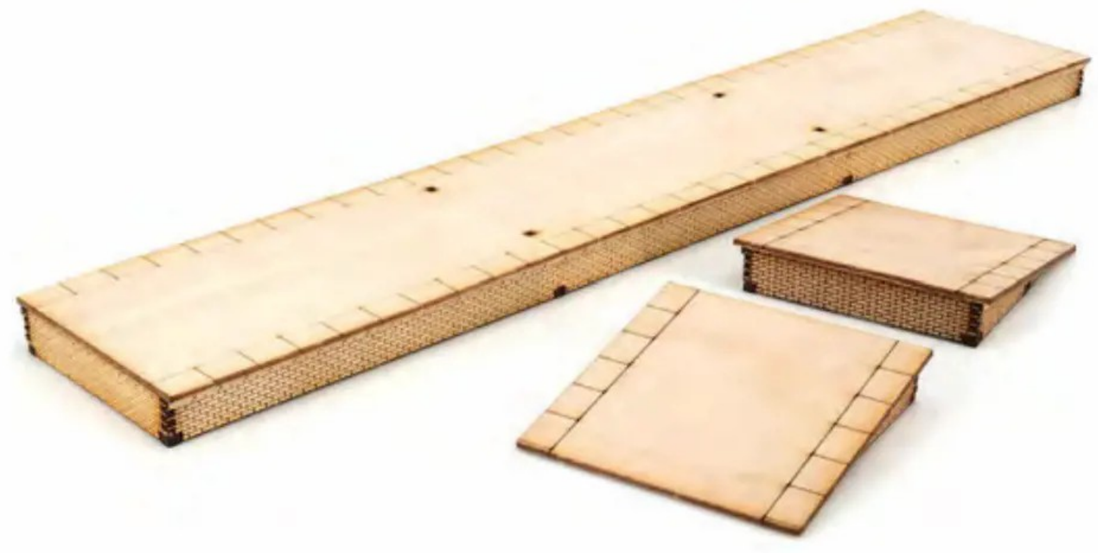
Priced at £159.95 DCC Ready and £254.95 DCC sound-fitted, release is slated for early 2027.

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



Two Class 66s in GBRf Rail200 red are set to appear in the Rails of Sheffield/Locomotion Models Railway Icons range, including 66719 *Michael Portillo*.

PJM Models releases 'TT:120' modular platforms





PJM MODELS has created a new range of 'TT:120' scale modular platform kits to expand its collection of structures for the scale.

The new range has been designed to match the original set length platform kits available from Key Model World with a choice of ramp twin packs, a single pack straight and a triple of straights.

Each kit contains a full set of laser-cut components to assemble the platforms. The straight platform sections are 300mm long and 60mm wide with the triple pack containing three sections. The ramps are 59mm x 60mm and all are 12mm high to match 'TT:120' locomotives and rolling stock.

A small amount of filler will be required to finish the platform surface prior to painting and detailing with each kit going together cleanly through its laser-cut design.

Prices are set at £6.99 for the ramps, £9.99 for a single straight and £24.99 for a triple pack of straights.

● **Visit *shop.keymodelworld.com* to see the full range.**

Voting for the 2026 *Hornby Magazine* Model Railway Awards is now open. **MARK CHIVERS** outlines how you can support your favourite models, manufacturers and retailers of the year.

Voting for the *Hornby Magazine* Model Railway Awards 2026 is now underway.



AWARD CATEGORIES 2026
Manufacturer of the Year
Best 'OO' gauge Locomotive
Best 'OO' gauge Carriage
Best 'OO' gauge Wagon
Best 'N' gauge Locomotive
Best 'N' gauge Carriage or Wagon
Best 'TT:120' Locomotive
Best 'TT:120' Carriage or Wagon
Best Narrow Gauge Model
Best 'O' gauge Locomotive
Retailer of the Year
Specialist Retailer of the Year
Layout of the Year
YouTube Channel of the Year

IT HAS BEEN ANOTHER outstanding year for new model releases, and the annual *Hornby Magazine* Model Railway Awards return for 2026 with voting open from September 3 2026 at 9am.

More than 70 new model projects across 'OO', 'N', 'TT:120', 'O' and 'OO9' have been created this year, including more than 35 motive power projects and almost 40 rolling stock projects encompassing carriages and wagons across the scales. Of course, some of these projects have amounted to many individual models, especially in terms of rolling stock, which puts the number of individual items that have been released into the hundreds – a phenomenal result for several manufacturers that have been particularly prolific.

Following last year's revision of the voting categories and processes, this year we have made further amendments to the categories and how you can vote for your favourites. Most of the main categories remain the same, with a similar process of voting from a listing of new models that have been released into the marketplace over the past twelve months.

Following its success last year, we have also expanded the free text voting system so you can vote for your specific favourite rather than selecting from a list for Retailer of the Year, Specialist Retailer of the Year and YouTube Channel of the Year. The coveted Manufacturer of the Year category includes every manufacturer across the scales so that you can vote for your favourite. Finally, you can still vote in the traditional manner for your favourite layout that has appeared in *Hornby Magazine* over the past year. See the full listings and categories at *keymodelworld.com/awards*.

Voting is open from 9am on Thursday September 3 2026 and closes at 11.59pm on Monday September 21 2026.

All votes placed for this year's awards will be entered into our prize draw for the chance to win a Hornby 'OO' gauge Great Western Railway 'Saint' 4-6-0, worth £235.

Once the poll is closed, all votes cast will be counted and verified, and the winners will be revealed during an after-show ceremony at the Great Electric Train Show in Milton Keynes on Saturday October 10 2026. The results will also be available to view at *keymodelworld.com* and will appear in the December 2026 issue of *Hornby Magazine* (HM234). To have your say, just visit *keymodelworld.com/awards* and show your support for the manufacturers, retailers, models and layouts that have appeared in *Hornby Magazine* over the past 12 months. **HM**

• Visit *www.keymodelworld.com* for more information.



VOTE FOR YOUR FAVOURITES AND WIN

• Visit *www.keymodelworld.com* to vote for the *Hornby Magazine* Model Railway Awards 2026 and you could win a Hornby 'OO' gauge GWR 'Saint' 4-6-0, worth £235.

You can vote for your favourite models in categories, together with the Manufacturer of the Year and Layout of the Year Awards. You can also cast your vote for Retailer of the Year, Specialist Retailer of the Year and YouTube Channel of the Year.

Voting opens at 9am on Thursday September 3 2026 and closes on Monday September 21 2026 at 11.59pm.

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DEEPCAR

Now very definitely a 'veteran' layout, this historic 'OO' gauge model of the fabled Woodhead Route is set to appear at the Great Electric Train Show. **HAYDEN REED** of Nottingham Model Railway Society explains its significance and remarkable longevity.

PHOTOGRAPHY, MIKE WILD AND BEN CHURCH



1 **Deepcar yard is a hive of activity as Class 76 Bo-Bo 76001 heads towards Manchester with a loaded rake of 21ton hopper wagons.**

GAUGE '00', 16.5mm | SCALE 4mm:1ft | SIZE 26ft x 11ft | REGION EASTERN | PERIOD 1965-1981 | CONTROL ANALOGUE

WHEN a car is more than 40 years old, the DVLA classifies it as historic. In 2025, the Nottingham Model Railway Society (MRS) layout Deepcar reached this milestone.

Deepcar is, or rather was, the third stop out from Sheffield on the Manchester-Sheffield-Wath electrification scheme started by the London and North Eastern Railway (LNER). The project was interrupted by the Second World War and finally completed by British Railways (BR) in 1954. The line operated on 1500V DC and the prototype Bo-Bo electric locomotive was designed by Sir Nigel Gresley. This was developed to become the 'EM1' fleet, latterly Class 76. Operation finished in 1981, but the line survived as far as Deepcar for another four decades as a non-electrified branch to Stocksbridge Steelworks.

THE LAYOUT

Our model, which we started in 1985, was to include a scratchbuilt scale representation of the overhead system wired to the layout's common return (and so is electrically 'live'), and a fleet of hand-built Class 76s (based on the DC Models kit available at the time) with wired pantographs to pick up off the overhead.

The layout models Deepcar station in its final years from the mid-1960s to the mid-1980s and features the two through platforms, station buildings and footbridge. It is operated with a mix of through trains comprising Class 76-hauled freight trains and an occasional passenger train on diversion. In addition, the British Steel exchange sidings are also modelled together with the station yard, Stocksbridge Railway, bay platform spur and the line to the slag tip. The line's complex junctions feature prominently and include the elaborate overhead catenary which helps capture the busy scene so well at these points.

It was thought to have been the first time anyone had attempted to model any part »





2 One of British Steel's 'Janus' 0-6-0 diesel shunters rumbles past the station area and yard conveying wagons loaded with slag.

3 EM2 Co-Co electric 27002 *Electra* forges through Deepcar station with a Sheffield bound passenger train.

of the Woodhead Route to scale, and even today we believe it is the only large 'OO' gauge exhibition layout ever to have done this. The layout was warmly received on the exhibition circuit, and in the following years travelled the length and breadth of the country, chalking up perhaps 50 appearances including unusual venues like the Great Hall at the National Railway Museum (NRM), Barrow Hill Roundhouse and Chatham Dockyard, to name a few. It has appeared in countless magazines – including *Hornby Magazine* (HM45) - at least one book, and at one point had quite a cult following, with people following us around the country to see it.

Eventually successor layouts were planned and built, but Deepcar still looked good and worked well, and there remained a demand to exhibit it. We therefore »

"It was thought to have been the first time anyone had attempted to model any part of the Woodhead Route to scale."

HAYDEN REED



4 Yard staff make use of a converted carriage compartment as a makeshift bothy.


27002



Left: **A pair of Class 76 Bo-Bo electrics rattle round the curve from the Manchester direction with a rake of empty HAA merry-go-round coal hoppers, while another member of the class waits in the exchange sidings with several specialist wagons.**

kept it crated up, with the occasional outing. In this state it required very little maintenance.

LOGISTICS

In 2008, the Society faced a major challenge. Our clubrooms were demolished by the local council for a community development, and we relocated to a derelict old scout hut which had major maintenance issues. We spent several years just focussing on the roof over our heads and Deepcar was stored in the garage of the layout's original proposer and 'champion' Neill Fisher.

By the time some degree of normality returned to the club, its new flagship layout Trent Lane Junction was occupying our attention, and new members had joined with less interest or investment in what was by then the long-closed Woodhead Route.

Deepcar continued to exist in a state of semi-hibernation, with occasional outings for a number of years, until in 2023 Neill sadly died after a short illness. This came as a shock and a blow. While Neill was the longest serving club member and for many years the lynchpin of the group, he was still only in his 60s. The layout now had to return to the fold, and (with some difficulty) storage space was created in the clubrooms. To coincide with its return, we took it to our own annual exhibition, where it attracted a great deal of attention, many younger visitors (and some of our own members) never having seen it before.

The layout has since undergone



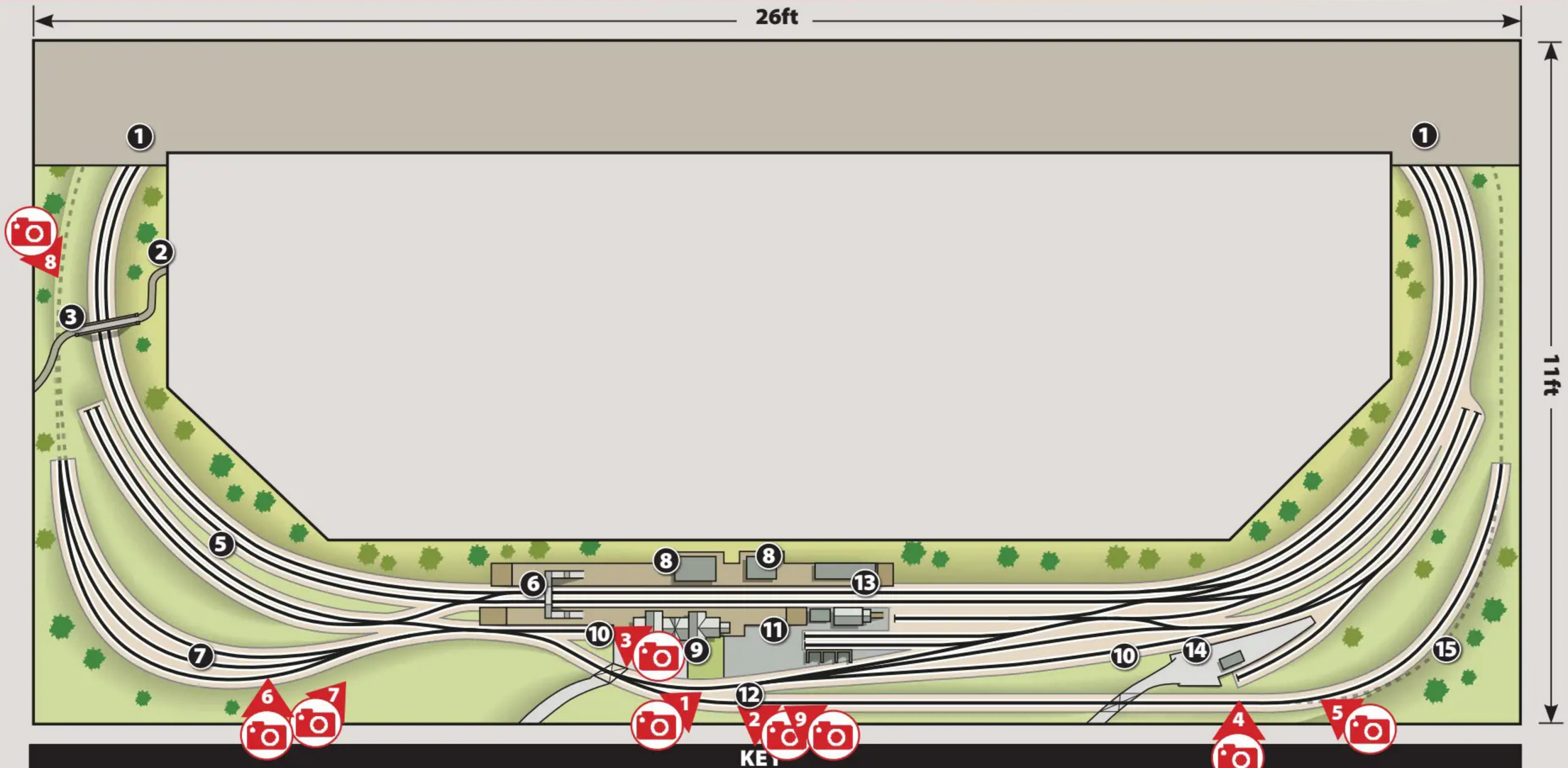
A partially emptied steel open wagon lies seemingly abandoned in Deepcar yard.

7 **A busy scene as a Yorkshire Engine Company 'Janus' diesel shunter eases a rake of loaded wagons out of the British Steel sidings, while two pairs of Class 76s pass at speed on the main line.**

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8 **Still carrying its original name and number, EM1 electric 26054 *Pluto* rumbles past the BR/BSC exchange sidings and onwards towards Manchester with a van train.**

DEEPCAR TRACK DIAGRAM (NOT TO SCALE)



something of a renaissance, appearing at a number of shows and attracting a fresh following. Neill's fleet of Class 76s has been kindly left in trust with the club by his son and the ageing stock used on the layout has been overhauled. Another '76' has even been built (from a DC Kits bodyshell found in Neill's effects) to join the two dozen or so we have, many of which are approaching 40 years old (much older than BR's fleet at the point of scrapping!).

It's not a perfect world though. The upkeep of rolling stock is becoming an increasing challenge. Many of us moved on from 'OO' long ago and now have very different modelling interests. The crated layout also takes up valuable space in our clubroom, limiting opportunities for new projects. Deepcar takes a lot of moving too – we were all in our 20s or 30s when we started it. In the same way that the layout is now 'historic', the same must be said of the remaining 'Deepcar Crew'! We increasingly need the assistance of younger club members to take it anywhere, and this will ultimately be the limiting factor in how much longer we can continue.

For the present however, any doubts are dispelled the moment the layout goes up and its lights come on. It has a reassuring familiarity, like coming home after a long absence. With the rolling stock in place and the trains reliably running, the clock is turned back in a very real sense.

Deepcar's robust construction, unusual choice of prototype, careful presentation and attention to detail have all been factors in its longevity - that and Neill giving it safe haven when times were difficult.



9 **76040 gently eases its short rake of wagons into Deepcar yard.**

ENDURING

When we started the layout, it was regarded as modern image. Who'd have thought that we'd still be exhibiting it 40 years on and now billed as a 'historic' model? There can be very few other exhibition layouts out there which can make that claim. Deepcar is set to appear at the 2026 Great Electric Train Show in Milton Keynes on October 10/11 and we hope you enjoy seeing the layout in action across the weekend. We look forward to seeing you there. **HM**

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

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372-111SF - Class 37/7 37714 BR Railfreight Metals Sector **DCC Sound Fitted**.....£250.71



372-112 - Class 37/7 37710 Loadhaul.....£152.96
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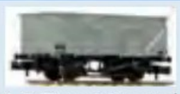


372-535A - BR Standard 4MT Tank 80033 BR Lined Black Early Crest.....£140.21



372-536A - BR Standard 4MT Tank 80117 BR Lined Black Late Crest.....£140.21

N Gauge BR 24.5 Ton Mineral Wagons - Due December 2026



378-050 - BR 24.5 Ton Mineral Wagon BR Grey B280037.....£19.51
378-050A - BR 24.5 Ton Mineral Wagon BR Grey B280650.....£19.51



378-051 - BR 24.5 Ton Mineral Wagon BR Grey John Summers & Sons Ltd B282904.....£19.51



378-051A - BR 24.5 Ton Mineral Wagon BR Grey Keadby Power Station B283065...£19.51



378-052 - BR 24.5 Ton Mineral Wagon BR Grey TOPS B282827 *Weathered*.....£21.21



378-052A - BR 24.5 Ton Mineral Wagon BR Grey TOPS B283046 *Weathered*.....£21.21



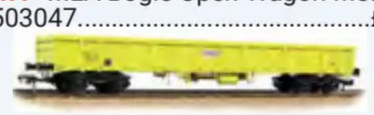
378-055 - BR 24.5 Ton Mineral 3-Wagon Pack BR Grey.....£52.66

BRANCHLINE

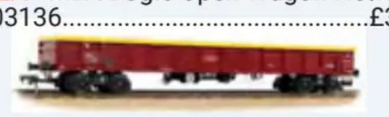
OO Gauge MLA Wagons - Due End Of 2026/Early 2027



57-001 - MLA Bogie Open Wagon Metronet/ GBRf 503003.....£39.91
57-001A - MLA Bogie Open Wagon Metronet/ GBRf 503047.....£39.91



57-002 - MLA Bogie Open Wagon Network Rail 503120.....£39.91
57-002A - MLA Bogie Open Wagon Network Rail 503136.....£39.91



57-003 - MLA Bogie Open Wagon EWS 503501.....£39.91
57-003A - MLA Bogie Open Wagon EWS 503604.....£39.91



57-004 - MLA Bogie Open Wagon Ex-EWS DB Cargo 503588 *Weathered*.....£39.91



57-005 - MLA Bogie Open Wagon DB Cargo Red 503582.....£39.91

OO Gauge Mk2 Coaches - Due End Of 2026/Early 2027



39-330B - BR Mk2Z FK First Corridor Coach BR Blue & Grey E13378.....£63.71
39-360D - BR Mk2A TSO Tourist Second Open Coach BR Blue & Grey W5345.....£63.71
39-360E - BR Mk2A TSO Tourist Second Open Coach BR Blue & Grey E5382.....£63.71
39-380B - BR Mk2A BSO Brake Second Open Coach BR Blue & Grey E9436.....£63.71



39-363B - BR Mk2A TSO Tourist Second Open Coach BR Network SouthEast Original 5381.....£63.71
39-363C - BR Mk2A TSO Tourist Second Open Coach BR Network SouthEast Original 5265.....£63.71
39-414 - BR Mk2A BFK Brake First Corridor Coach BR Network SouthEast Original 17080.....£63.71



39-383 - BR Mk2A BSO Brake Second Open Coach DRS Compass Revised 9419.....£63.71
39-383A - BR Mk2A BSO Brake Second Open Coach DRS Compass Revised 9428.....£63.71



39-343 - BR Mk2A FK First Corridor Coach BR Provincial Trans-Pennine 13463.....£63.71
39-366 - BR Mk2A TSO Tourist Second Open Coach BR Provincial Trans-Pennine 5283.....£63.71



39-346 - BR Mk2A FK First Corridor Coach WCRC Maroon 13440.....£63.71

OO-9 Quarry Hunslets - Due March 2027



391-055 - Quarry Hunslet 0-4-0ST *'Margaret'* Penhryn Quarry Lined Black..£127.46



391-056 - Quarry Hunslet 0-4-0ST *'Una'* Lined Green.....£135.95

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Image courtesy of Tony Wright & British Railway Modelling Magazine

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THE GREAT ELECTRIC TRAIN SHOW 2026

The final countdown is on to the Great Electric Train Show which returns to Arena MK in Milton Keynes on October 10/11. With more than 30 superb layouts, 50+ trade stands, leading manufacturers and demonstrations all under one roof, there's plenty to see, buy and discover. Don't miss out – make October 10/11 a date in your modelling diary and book your tickets now!

Chris Fordham's Cardiff Canton models the depot in the transition to privatisation around the turn of the century. Featuring stunning locomotives and structures, this is a layout not to miss.
Jonathan Newton.

THE Great Electric Train Show returns to Milton Keynes on October 10/11, bringing together a superb selection of hand-picked model railways from the pages of *Hornby Magazine* past, present and future, manufacturers, retailers and demonstrations for a weekend dedicated to the very best of the hobby.

Held at Arena MK, the 2026 show promises more than 30 carefully selected model railway layouts, more than 50 trade stands and a host of opportunities to see new products, pick up modelling essentials and meet the people behind some of the industry's best-known names.

THE LAYOUTS

At the heart of the Great Electric Train Show is its collection of hand-picked model railway layouts, with more than 30 exhibits covering scales from 'N' to 'O' gauge and a broad sweep of railway history. Plus, this year we have brand-new layouts which are being seen for the very first time and others which have only been seen once before.

To assemble the guest list for the show, modellers from as far away as Scotland the and Netherlands are assembling including Phoenix Lane, the OO gauge creation of Glasgow and West of Scotland Model Railway Club which featured in HM213. Travelling in from the Netherland's is Robbert Jan De Vries with his fascinating colliery layout R&J Colliery which featured in HM219.

New layouts are a big feature of the 2026 show including Pete Waterman's final Making Tracks layout modelling Blisworth on the West Coast Main Line. This brand-new 64ft x 12ft layout is a change of pace to previous builds as it models a two-track section of the route and will be making its first ever public appearance at this October's Great Electric Train Show with a contemporary theme to its rolling stock.



R&J Colliery is travelling from the Netherlands to take part in the October 10/11 event in Milton Keynes. Jonathan Newton.

Alongside Making Tracks is a brand-new model of Coombe Junction on the Looe branch in 'OO' gauge by Peter Sheehan, Poplar East in 'O' gauge by Ron Bailes – both of which will only have been seen once before – together with Eric French's latest London Underground layout Cassiobury in 'OO' gauge and Sam Beecher-Jones' Portcreek layout in full operation modelling the Network SouthEast era.

'N' gauge modellers will have the opportunity to inspect John Spence's Lisworth Bay (HM231) as well as Christian Horner's Beechwood TMD in the same scale – two radically different terminus layouts which highlight the potential of modern 'N' gauge – alongside Grimley Moor by Matthew Rimmin.

Newly announced for the show is Chris Fordham's evocative recreation of Cardiff Canton depot in 'OO' gauge (HM221), Shadwell East by the High Wycombe and District MRS' Junior Members modelled in 'OO' gauge, Llwn

GREAT ELECTRIC TRAIN SHOW LAYOUTS 2026

NAME	THEME	SCALE
Batty Moss	2020s, Settle and Carlisle	'TT:120' scale
Beechwood TMD	1980s, North West	'N' gauge
Blisworth, Making Tracks	2020s, WCML	'00' gauge
Bottom of the Barrel	1950s, Brewery	'00' gauge
Cardiff Canton	2000, South Wales	'00' gauge
Cassiobury	2020s, London Underground	'00' gauge
Coalhouse	1940s, Industry	'00' gauge
Coombe Junction	2010s, Cornwall	'00' gauge
Deepcar	1960s-1970s, Woodhead	'00' gauge
Docklands	1950s, London Docklands	'O' gauge
Ebbols Lane	1980s, Midland	'00' gauge
Fareford East	1980s, Southern	'00' gauge
Five Mile House	1930s, Eastern	'00' gauge
Grimley Moor	2000s, North West	'N' gauge
Lisworth Bay	1960s, Southern	'N' gauge
Llwn	Preservation, North Wales	'009' gauge
Marley Potts	1960s, North East	'00' gauge
Nant Gwernol	Preservation, Talyllyn	'009' gauge
Penhelig	1960s, West Wales	'00' gauge
Phoenix Lane	1960s, Scotland	'00' gauge
Poplar East	1960s, East London	'O' gauge
Portcreek	1980s, Southern	'00' gauge
Providence Colliery	1950s, Colliery	'00' gauge
R&J Colliery	1950s, Colliery	'00' gauge
Seven Mill Depot	1990s, Midland	'O' gauge
Shadwell East	1960s, London	'00' gauge
Scrubs Lane	1980s, North London	'00' gauge



Pete Waterman and the Railnuts are debuting a brand-new 'OO' gauge model of Blisworth on the West Coast Main Line at the 2026 Great Electric Train Show. Mike Wild.

in 'OO9' by Steve Harrison, Nant Gwernol in 'OO9' by George Williamson and this issue's featured layout Deepcar by Nottingham MRS modelling Woodhead electric operation in the 1960s-1970s (see pages 22-29).

Adding another major attraction will be the return of Seven Mill Depot. Originally created by the Key Model World and *Hornby Magazine* team in 2019, the 'O' gauge diesel depot is being brought out of storage and completely overhauled with a new late-1990s/early-2000s setting, demonstrating what can be achieved with 'O' gauge modelling in a relatively compact space.

With further layouts still to be announced, visitors can expect plenty of inspiration, whether their interests lie in steam, diesel, modern traction, industrial railways or scenic modelling.

MANUFACTURERS

The show provides an opportunity to get close to the latest products and developments from some of the leading names in model railways.

Among the manufacturers already confirmed are show sponsor's Accurascale and Heljan together with Hornby, Cavalex Models and Revolution Trains, giving visitors the chance to see their latest models, talk to representatives and find out more about forthcoming products.

The manufacturer presence adds an important dimension to the exhibition. Alongside the layouts, visitors can discover what is coming next, inspect new models at close quarters and discuss products directly with the teams responsible for developing them.

TRADE STANDS

With more than 50 trade stands expected, the Great Electric Train Show is also a destination for shopping.



Nant Gwernol by George Williamson models the Talyllyn Railway in 'OO9' gauge. George Williamson.

The confirmed line-up includes Key Model World and *Hornby Magazine*, Cheltenham Model Centre, Kernow Model Rail Centre, Squires Tools, Bunters Yard, Ellis Clark Trains, TMC and Trainsporters, alongside many more exhibitors. This year we welcome Ebay to the show for the first time as one of the event sponsors alongside AGR Model Railway Store and DCC Train Automation.

Whether you are looking for a new locomotive, rolling stock, track, scenery, tools or modelling accessories, the variety of retailers means there should be plenty to browse. The show is also an opportunity to hunt down those

Marley Potts and Witherwack Sidings models the North Eastern Region in the 1960s with Consett iron ore trains being just one of the traffic flows to enjoy on this 'OO' gauge layout. Trevor Jones.

harder-to-find items, compare products in person and speak directly to specialist retailers.

Key Model World will have its own stand at the show, giving visitors the opportunity to browse magazines, books, modelling products and exclusive models. The new £36 Weekend Ticket also includes a £10 voucher to spend on the Key Model World stand, making it an attractive option for anyone planning to attend on both days.

GETTING THERE

The 2026 Great Electric Train Show takes place at Arena MK, Stadium MK, Stadium Way, Milton Keynes, MK1 1ST.

The show opens from 10am to 5pm on Saturday, October 10, and 10am to 4pm on Sunday, October 11. Visitors buying tickets in advance can enter from 9.30am on both days, giving them an extra half-hour to get inside before the main doors open.

Advance adult tickets are priced at £18, with Saturday child tickets at £9. On Sunday, up to two children can attend free with each paying adult. On-the-door prices are £23 for adults and £11.50 for children on Saturday.

For those wanting to make a full weekend of it, the £36 Weekend Ticket includes entry on both days plus a £10 Key Model World Shop voucher to spend at the show. Alternatively, the limited £55 VIP Ticket includes two-day entry, access to the VIP lounge from 9am, a VIP lanyard, exclusive Key Model World Shop discounts, £25 of Key Publishing special publications and a Great Electric Train Show pin badge.

Arena MK is a purpose-built events venue at Stadium MK, with refreshments available on site and accessibility throughout the venue. The show is also well connected by road, while a shuttle bus service operates between Milton Keynes Central railway station and the venue during the event, making public transport a practical option.

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. Full visitor information is available on the Great Electric Train Show website.

With more than 80 stands across layouts, manufacturers, retailers and demonstrations, the 2026 Great Electric Train Show is shaping up to be an unmissable weekend for model railway enthusiasts. Whether you are looking for inspiration for a new layout, the latest products or simply a great day surrounded by model railways, Milton Keynes is the place to be this October. **HM**



Fareford East will be celebrating the 40th anniversary of Network SouthEast during the show in 'OO' gauge, including featuring stock by *Hornby Magazine* contributor Dan Havlick. Ben Church.



A busy terminus and TMD is modelled at Beechwood TMD in 'N' gauge. Christian Horner.

TRADE STANDS 2026

- 12A Models
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- All Wheels
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- H&A Models
- Heljan
- Hornby Hobbies
- Isinglass Models
- James Green Artist
- Junction Box
- JS Models
- Kernow Model Rail Centre
- Key Model World featuring *Hornby Magazine*
- KMS Railtech
- Malc's Models
- MD Totally Trains
- Midland Railway Society
- Modelu
- Native Lighting
- Primo Handcraft
- On the Rails
- RAILStuff
- Railway Philatelic Group
- Revolution Trains
- RK Online
- Saddle Tank Books
- Severn Models
- Shedring Hobbies
- Squires Tools
- The Junction Box
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THE 2026 GREAT ELECTRIC TRAIN SHOW IS SPONSORED BY

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Southern steam comes to Lisworth Bay on John Spence's superb 'N' gauge steam era layout. Mike Wild.

Delivering the 'TT:120'

DIESEL DEPOT

PART 2

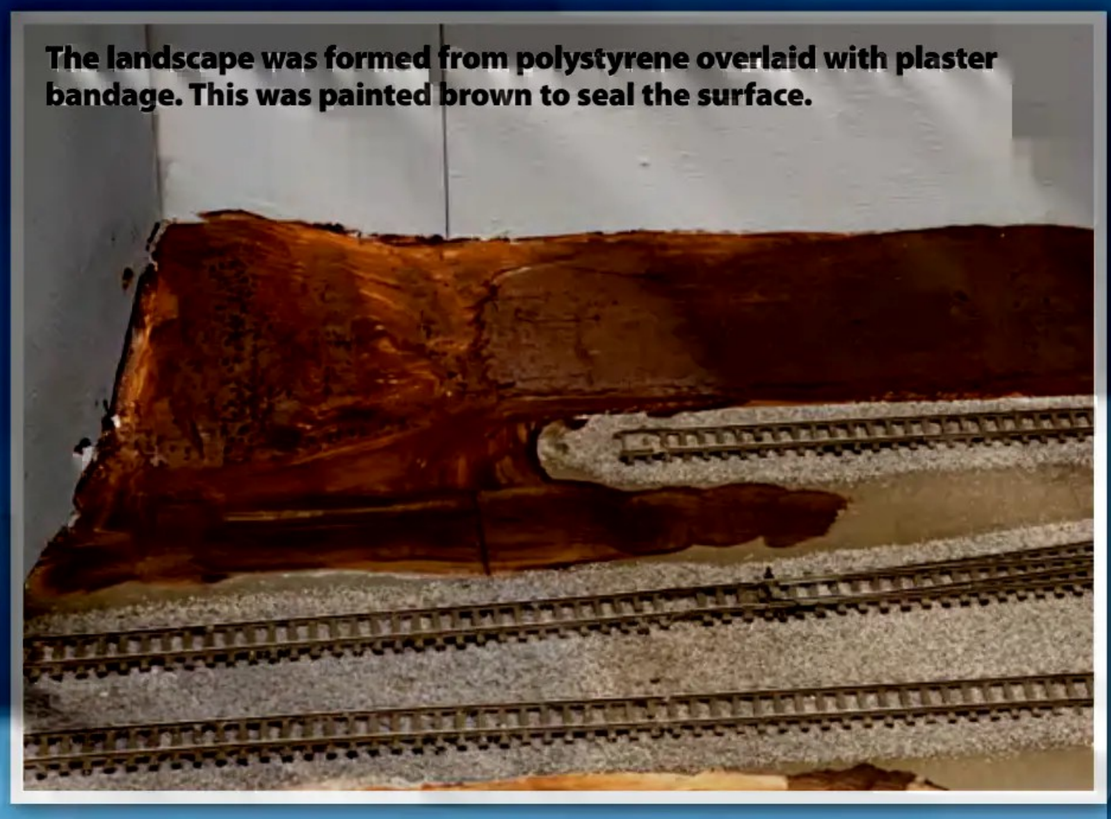
24Hr CHALLENGE

In the second of our two-part feature on construction of a 'TT:120' scale diesel depot in just 24hrs, **MIKE WILD** explains how a new board was added and how the scenery and detailing have been developed against the clock.

Class 37 37704 eases into the depot headshunt while Class 66 66022 takes fuel behind. The big trees bring the scene together and add depth.



The baseboard extension added 2ft x 1ft to the original 4ft x 1ft board. This provided space to complete the scenery and introduce a small storage yard.



The landscape was formed from polystyrene overlaid with plaster bandage. This was painted brown to seal the surface.

WE LEFT OFF LAST issue with a model railway which worked and had the very basics of scenery, but didn't really go anywhere, but with 18hrs of our 24hr challenge time still available we had the opportunity to improve upon what we had so far and make it look the part too.

The first job was to go back to the material store, find what we needed and build an extension. A spare sheet of 9mm plywood was cut down to create a 2ft x 1ft extension to the original 4ft x 1ft baseboard that we started out with. The same 69mm x 18mm timber frame style was added underneath and once built the board was painted grey so that everything matched.

Back in our main workshop we made quick work of deciding how the new board would be used. It would be divided into two – one half being an extension of the scenic section to give the locomotives a little more space to run in and out of the depot while the remaining half would be an off-scene storage yard.

Track was quickly laid and after a bit of consideration we opted to add a single point in the yard which allowed four locomotives to be held off scene, but importantly on one track it meant that the order in which they returned to the depot could be altered for more interest.

Next, we tackled another woodwork job – cutting of a series of 6mm MDF panels to make the fascia and backscene to frame the scene. The backscene panels were painted sky blue to give a clean and consistent backdrop making way for scenic modelling to continue.

GREEN GRASSES

The landscape was then formed using polystyrene blocks cut to shape with a hot wire cutter which makes a very clean job of cutting this material. The cut blocks were then glued to the baseboard with PVA glue and immediately overlaid with plaster bandage to give a hardshell onto which we could apply the grass colours intended for the scenery around the trackbed.

One step we find essential in this process is painting the plaster bandage in a dark brown colour. This prevents the white of the plaster bandage showing through and builds up depth in the ground cover as each successive layer of grass product is applied over the top.

Next a single layer of fine blended »



green turf – mainly Woodland Scenics, but with a little Skale Scenics dark green mixed in for bulk – was added over all the scenery around the railway to act as a base for the static grass layers that would follow. PVA glue was used to hold this in place which, thanks to the summer heat, dried quickly.

For the static grasses we always use a combination of colours and sources. The primary choice was Green Scene which is now sold by Squires Tools with a combination of 4mm and 6mm length Summer, Spring and Straw colours all mixed in a Woodland Scenics Static King together with Woodland Scenics Spring and Summer green colours. This blended approach to static grass colours ensures we don't end up with a uniform grass colour across the entire scene which just wouldn't look right.

PVA glue was brushed over the base layer of fine turfs, after loose material had been removed, which allowed the static grasses to bond to the ground and start improving its appearance.

Such was our schedule for the build that the first layer had a couple of days to fully dry before we could get back to work on the layout and add further layers of grasses. A thorough vacuum of the layout took away any stray fibres making way for the next layer. These final layers were fixed in place with Matt Varnish – the key here being to use sheets of paper or card to protect the areas that you don't want the static grass to apply to.

All these processes happen quickly but need drying time in between. By now we had passed the halfway mark in time meaning we still had time to achieve more with the layout.



Mike and Ben work rapidly through the static grassing process to move the layout forward. Here a dropper is being used to add small spots of PVA glue to form grass tufts.

With weathered track, ground cover and trees, the depot scene is looking the part. A pair of Class 66s and a Class 37 populate the scene with basic weathering to their underframes.

SIDE PROJECTS

With time seemingly on our side, we decided it was high time that the locomotive fleet got a few upgrades too. The good news is that with Hornby's 'TT:120' locomotives sound fitting is very straightforward, and we also trialled a couple of rapid weathering techniques to move things on more quickly.

For the sound installations we used Hornby Triplex Sound (TXS) Bluetooth Next18 decoders and 15mm x 11mm cube speakers to upgrade each locomotive in turn. 37413 was first in the queue quickly followed by 37254 and a pair of Class 66s to give us a fleet of five matching period locomotives alongside factory sound fitted Class 37/7 37704.

Each sound installation took around 10 minutes to complete physically with the sound uploading process being left to run on each locomotive while we continued working on the layout, saving time on our 24hr schedule at the same time.

When it came to starting the weathering of locomotives and rolling stock, we wanted to find simple and quick ways to introduce dirt and grime without needing to have expensive equipment. It might sound a bit rough and ready, but we started the weathering process with an aerosol can of Humbrol No. 29 Dark Earth colour and a roll of masking tape.

Wrapping the tape around each model above the solebar, we had the main body structure fully protected where careful dusting in of the Humbrol No. 29 aerosol paint gave an instant base layer which meant we could add chassis weathering to all the locomotives and a trio of wagons in a little over 45 minutes.

Naturally we wanted to add more depth to the weathering with the three TTA tanks receiving hand applied Geoscenics Oil Spill colour to the tank body and then worked it back with fingers and a paint brush to achieve the desired effect.

The locomotives meanwhile really needed a more careful approach to their roofs and bodies, but the basic chassis weathering was surprisingly impactful in this scale.

TREES AND BUSHES

One of the many debates we had during construction of the depot scene was about how to make the transition from scenic area to storage yard. We talked about traditional options like a road bridge or motorway bridge, but somehow it just felt like we had done it before.



The first layer of ground cover was formed of Woodland Scenics and Skale Scenics fine green turfs. These were laid over neat PVA glue to fix them to the layout.

Instead, we decided to try something different and use large trees from Primo Models to hide the gap in the backscene where the tracks pass into the storage yard. However, small trees weren't going to cut it – we wanted big trees that would represent specimens in the »



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Multiple layers of static grass were applied. The first was fixed down with PVA with subsequent layers held in place with Matt Varnish from an aerosol.



The tree lined entrance to the scenic area from the storage yard neatly hides the hole in the backscene and gives a corridor of trees for locomotives and fuel deliveries to emerge from.



A line of Woodland Scenics' Fine Leaf Foliage blends the embankment into the backscene behind to start adding depth to the scenery.



With time available in the build schedule we found ways to quickly add weathering to the wagons and locomotives. Ben tackled a trio of TTA tankers with a combination of Humbrol No. 29 and Geoscenics Oil Solution paints.

range of 50-75ft tall.

The Primo trees we selected had originally been used on a 'OO' gauge diorama but looked spot-on on the 'TT:120' layout and could even overhang the tracks with careful adjustment of the branches to clear the trains.

These big trees were joined by a row of Woodland Scenics Fine Leaf Foliage along the rear of the scene to blend the scenery to the backscene while tufts had previously been added around the depot tracks to represent weeds and undergrowth around the yard.

USEFUL LINKS	
Peco	*peco-uk.com*
Humbrol	*humbrol.com*
Malcs Models	*malcsmodels.co.uk*
Hornby	*www.hornby.com*
Key Model World	*shop.keymodelworld.com*
Woodland Scenics	*www.bachmann.co.uk*
Green Scene	*www.squirestools.com*

DETAILS

We were now approaching the final window to complete the layout, but still with around 8hrs left to play with to get everything we wanted to do done. A collection of West Hill Wagon Works 3D printed accessories was added to the scene including pallets, buckets and a couple of works vehicles while a handful of 3D printed period correct cars for the 1999-2002 setting of the layout were painted up to populate the road scenes.

Weathering of the track around the depot took place too using Geoscenics Oil Solution paint let down in a 1:20 ratio of paint to water. This was all applied by brush allowing the oil solution to soak into the ballast with successive layers applied in selected areas to build up the effect across the scene.

We now had a layout that looked like a model railway, but even so we could see more details that could be added in the future. For starters we needed lighting in the yard and inside the depot, but that would be a separate, future project.

The idea of producing a new model railway layout in 24 working hours had worked – we had a couple of hours to spare, even taking into account extra weathering of locomotives and rolling stock – and importantly it all worked and looked the part.

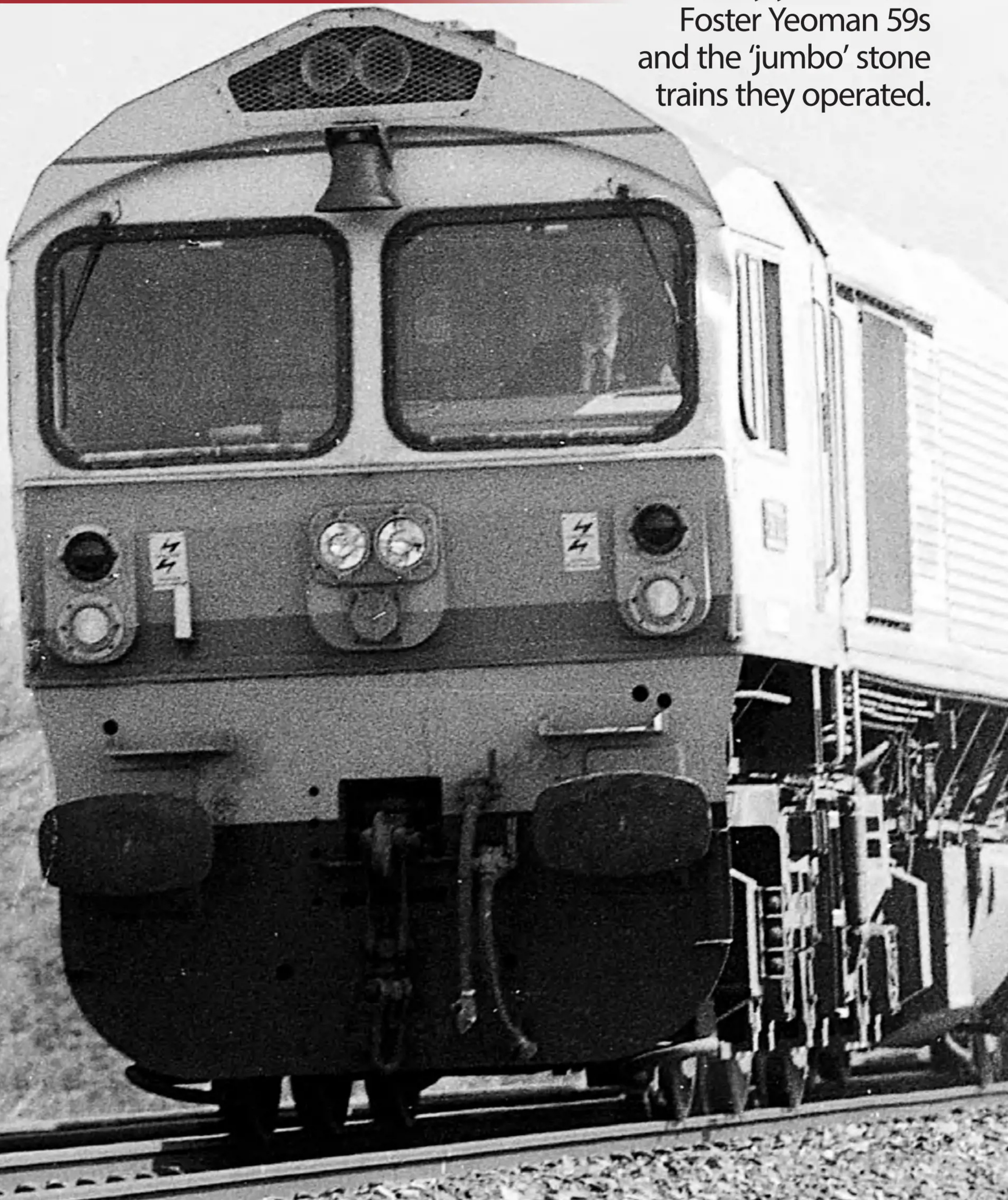
Hopefully this project has proved the idea that you don't need a lifetime to build an attractive and realistic model railway. In total we used just under 20hrs to build what you see here leaving plenty of time to add the point motors and a few finishing touches in the remaining four hours.

If you asked us what the biggest challenge in this task was, I think you'd be surprised if we said time – not the 24hr challenge time but actually finding enough hours in between everything else we do on a day-to-day basis to spend it building a model railway. There's a certain irony there! **HM**

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YEOMAN SERVICE

TIM SHACKLETON looks back fondly at the early years of the Foster Yeoman 59s and the 'jumbo' stone trains they operated.





The original left-hand exhaust is clearly visible in this shot of the elusive 59003 *Yeoman Highlander* rolling along at Berkley with 37 empty JHAs from Acton. 30 years later I was being piloted over this exact same location in a helicopter when, right on cue, a stone train appeared, making its unhurried way towards Westbury behind a red-liveried DB Cargo Class 59! Tim Shackleton collection.



THE YEAR 2026 MARKS the 40th anniversary of the revolutionary Foster Yeoman Class 59s – the best heavy-freight locomotives ever to run in this country – along with the final withdrawal of the wagon type with which they are most closely associated, the 102tonne Orenstein & Koppel-built JHAs, first delivered in 1989.

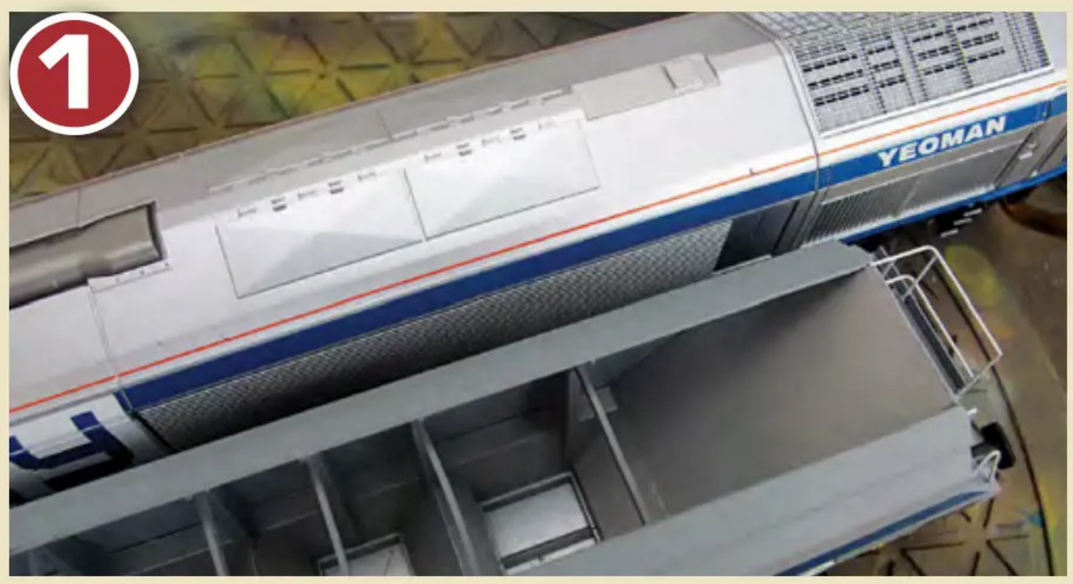
Almost as soon as the '59s' entered service I was making lengthy odysseys to Somerset to see and photograph them. After the parallel ARC operation came into being, the scope of my explorations expanded further. The family thought our idyllic forays through the Mendips were holidays, but I knew differently, which is why I came to know every lane and back double between Shepton Mallet and Fairwood Junction. The final cottage holiday in the sequence came in 2004, while I was still shooting Ektachrome and Ilford HP5 and buying Lima Class 59s, but it's the earlier period which I've always wanted to capture in model form. Thanks to Dapol's fine work over the past four or five years, I now have the means to do so.

In the 1980s and '90s, I was working alongside high-end graphic designers, and I could immediately see how successful Foster Yeoman and ARC were at promoting their brand. A lot of thought (and money) had clearly been invested in the way they presented themselves to the world beyond the railway fence. There was an orderliness and visual consistency, a sense of corporate pride and purpose that was reflected in the powerful visual identities associated with their rail operations and this, I'm sure, was a big part of their attraction. After 20 years of BR Rail Blue, the impact of the new, sparkling, privately-owned locomotives and trains could hardly be underestimated, but over the decades this imposing visual presence became diluted by a steady sequence of mergers and reorganisations and eventually it seemed to vanish altogether.

The branding steadily disappeared and as often as not trains were made up of an unholy jumble of wagon types which had clearly been round the block a few times – maybe there's a good reason why, in recent years, I've rarely been back to see Mendip stone trains. Despite the recent influx of all-new vehicles, I can see the modelling potential and excitement in all this visual chaos, but I know which period I like best and I don't think I'm alone in my preferences. **HM**

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

Left: **All of the raw power of a Class 59 is evident in this image, as well as an impression of just what handsome machines they were – real 'statement' locomotives. At Witham Friary, 59001 *Yeoman Endeavour* is gradually braking its long, long rake of empties ready for East Somerset Junction a mile or so ahead. Here it will divert on to the former Great Western branch leading to Cranmore and Merehead.** Tim Shackleton collection.



There's one immediate problem with these models – although released by the same manufacturer, the base colour of the locomotive and the wagons is completely different. The real thing was obviously designed to match, and even with a coating of Mendip stone dust, the imbalance will be difficult to hide.



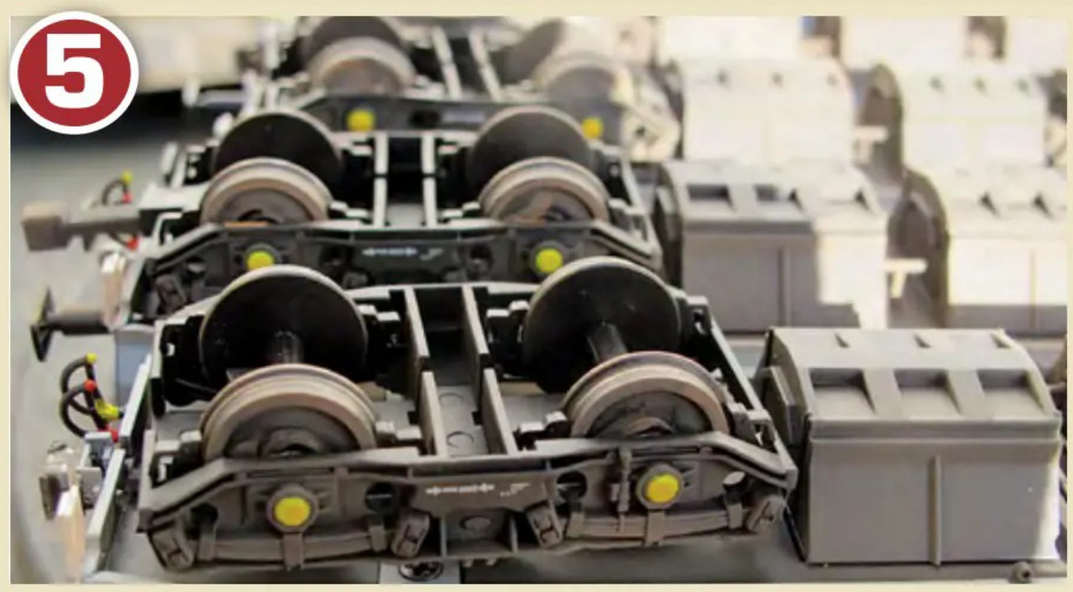
The solution was a partial repainting. I tried various proprietary colours – acrylic and enamel – but the nearest I got to the metallic silver of the JHAs were Tamiya Chrome Silver (X-11) and Titanium (X-32). There's not much to choose between them. Some metallics I tried were far too gaudy, but you must be the one who decides.



After experimenting, I chose to repaint just the tops of the wagons – above the blue line – and the ends. We mostly see our models from above, where the adjustment would be most visible, whereas the grey sides would be less obvious and at least partially obscured by weathering and general toning-down.



Underframes are formulaic – the usual mix of road dirt and brake-block oxides mingled with stone dust thrown up as the vehicles are unloaded. I use either Railmatch Frame Dirt (2402) or a combination of Tamiya Red Brown (XF-64) and NATO Black (XF-69), often mixing the three in various proportions to provide a little tonal variety. Underframes are NOT one solid uniform shade!



It is the same for the bogies. The JHAs had clasp brakes, so an oxidised metallic dust would be created by the action of the brake shoes. As this corroded it would create a brownish colour. Vehicles with disc brakes don't do this.



If you're going to run your wagons empty, it's a good idea to give some thought to the interiors. You can do this in almost any order but the first step for me would be to run a thin enamel wash - Revell Tar Black (6) with a dash of Leather Brown (84) - so it flashes along the join lines and emphasises the shape and configuration of the panels.



Next, I've begun airbrushing a thin mist of stone colour - mostly Tamiya Wooden Deck Tan (XF-78) - on to the lower ends of the wagons, where the loads would sit. The abrasive nature of the loads polished the wagon interiors as they slid out through the bottom doors, so following photographs, I also airbrushed the sloping ends of the wagons.



Some dusty aggregate residue would always remain inside the wagons, trapped in nooks and crannies. I represented this with a liberal dusting of weathering powders – at 1:76 scale, I felt MIG Rubble Dust (P234) was a good match for Mendip limestone.

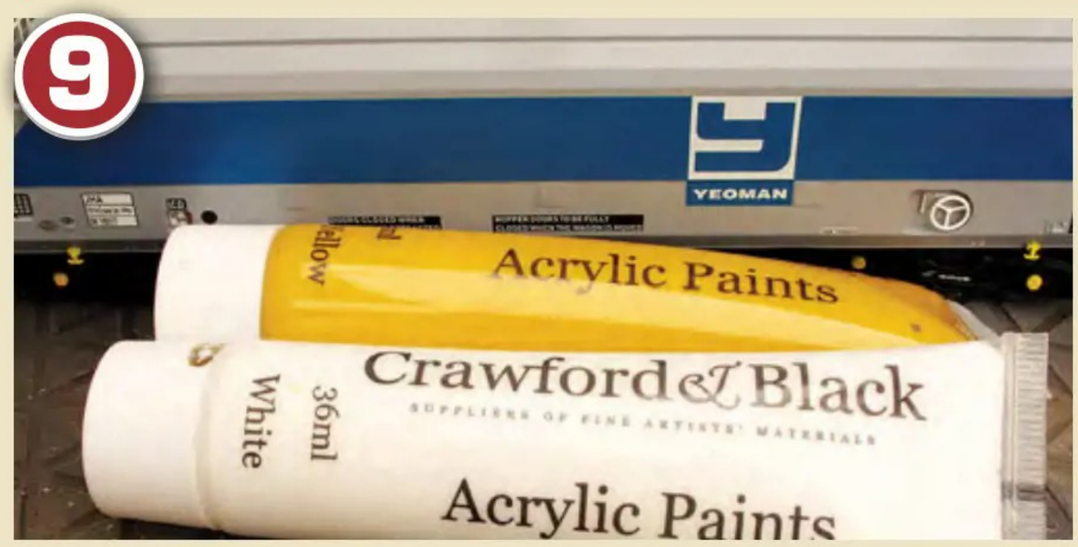
Intermediate
Beginner SKILL LEVEL Advanced

With the line to Frome and ARC territory leading off stage right, 59001 *Yeoman Endeavour* brings 19 loaded JHAs past the classic photographic location of Clink Road Junction.
Tim Shackleton collection.



WHAT WE USED

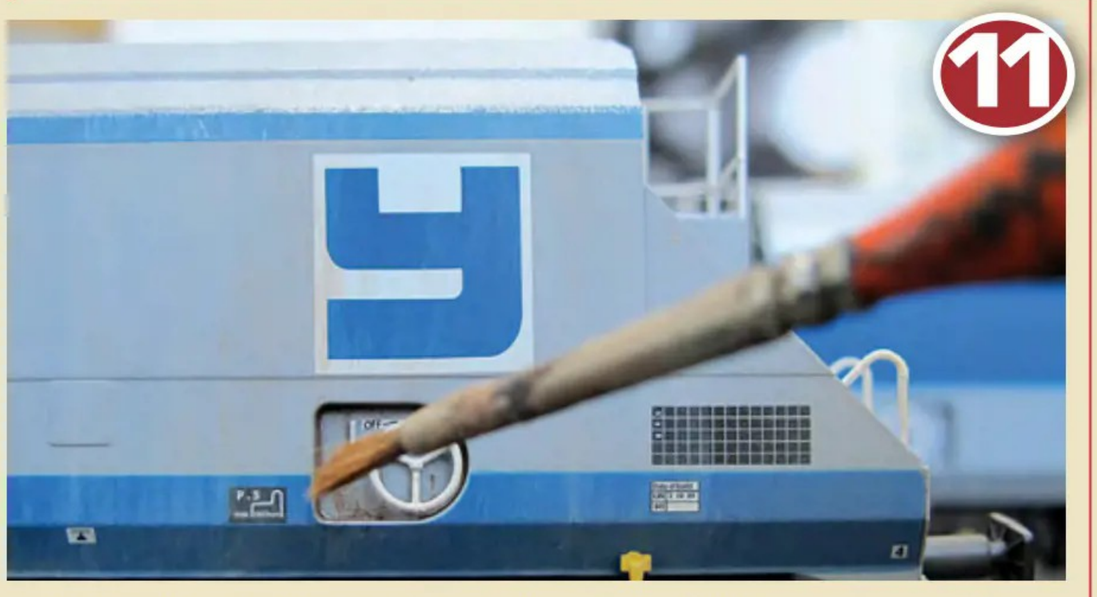
PRODUCT	SUPPLIER	CAT NO.
Crawford and Black White acrylic	*www.theworks.co.uk*	N/A
Crawford and Black Yellow acrylic	*www.theworks.co.uk*	N/A
MIG Rubble Dust pigment	*www.migjimenez.com*	P234
Railmatch Brake Dust acrylic	*www.howesmodels.co.uk*	2416
Railmatch Frame Dirt acrylic	*www.howesmodels.co.uk*	2402
Revell Matt Leather Brown enamel	*www.revell.com*	84
Revell Matt Tar Black enamel	*www.revell.com*	6
Tamiya Chrome Silver acrylic	*www.tamiya.com*	X-11
Tamiya NATO Black acrylic	*www.tamiya.com*	XF-69
Tamiya Red-Brown acrylic	*www.tamiya.com*	XF-64
Tamiya Titanium Silver acrylic	*www.tamiya.com*	X-32
Tamiya Wooden Deck acrylic	*www.tamiya.com*	XF-78



The Class 59s didn't enter the works proper but the JHAs quickly became coated in stone dust during loading and unloading. Fortunately, the slab sides lent themselves to frequent washing down and they presented a favourable appearance. You can replicate this by an overall toning down that begins with putting a few small dabs of acrylic paint along each side.



Using a broad flat brush well moistened with acrylic thinners, stroke the paint into subtle vertical streaks. You don't want to be too obvious about this - just a hint of texture and fading is sufficient. Only when they were a good 30 years old did the JHAs start to look shabby.



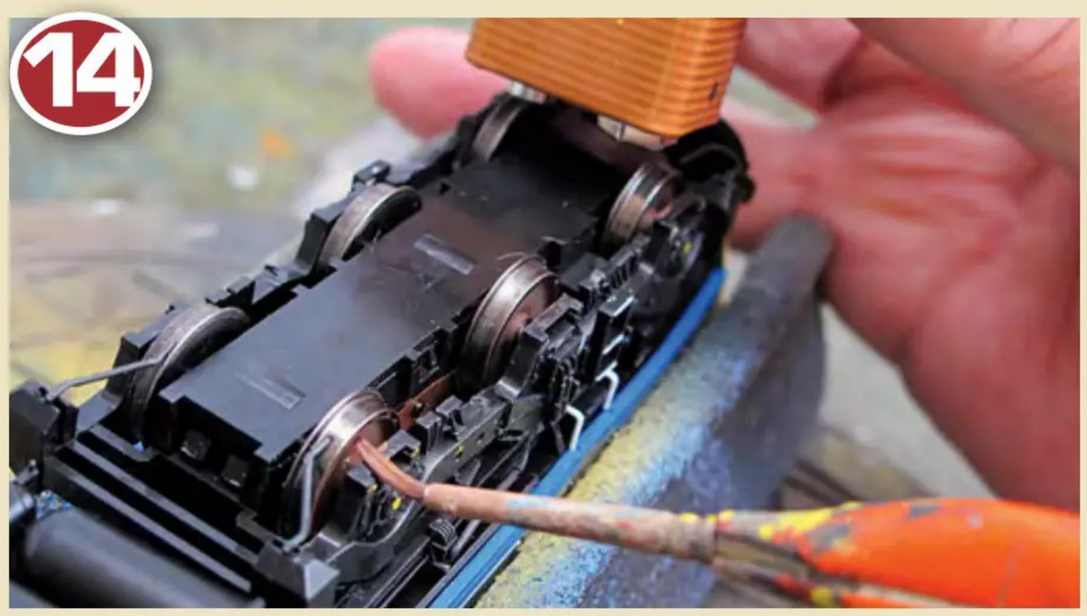
A nice touch is to add a thin dark wash to the bodyside recesses, exactly where stone dust would build up on the prototype. This is the kind of tiny detail which really helps bring a model to life, suggesting the work the wagon does and the kind of life it leads.



Long before we got used to such things, a uniform rake of 30-odd of these heavily laden wagons hurtling along at 60mph was a splendid sight. They did their job quietly and efficiently for the best part of 40 years, effortlessly repositioning the British rail freight industry while doing a lot of the heavy lifting in environmental terms.



In the September 2020 issue of *Hornby Magazine* (HM159), we looked at ways of improving the budget-priced Hornby Class 59, for many years the only model of the class available in 4mm scale. Even with the more feature-rich Dapol version of 2022, it's still worth considering.



The first thing I do when weathering a locomotive (or try and remember to do) is to paint the wheel faces with Tamiya Red Brown (XF-64). It's easier with the wheels rotating, touching the rims with the terminals of a 9v battery.



I've also disguised the prominent copper pick-ups with black acrylic, being careful to avoid getting any on the wheel rims (always clean them thoroughly once painting is completed). These two steps alone make a huge difference to the appearance of the model, especially when you start to weather it.



Now I'm starting to build up the weathering on the underframe, gently blending shades mixed in different proportions from Railmatch Frame Dirt (2402) and Brake Dust (2416), and the Tamiya Red Brown and NATO Black mix we've already mentioned. As with the wagons, locomotive chassis are not one solid uniform colour, but the variations are not great.



Masking off the bodyshell against paint overspray on the exhaust silencer. The fifth Class 59/0 was delivered three years after the other quartet and embodied a number of small differences, notably the switching of the exhaust outlet from the left-hand side at the No. 2 end to the right. The previous four were modified to this configuration.



More masking tape over the bodysides before darkening the grilles, reflecting their in-service appearance. My model of 59005 was intended to look at its best - not very old but still showing signs of intensive use on a day-by-day basis.



Work continues on the silencer, with the rusting with which they're delivered and the sooting which appears on every new locomotive the second it's fired up for the first time. This is one instance where a good airbrush is essential.



Dirt quickly becomes trapped around all the panel lines and edges on a locomotive. Here I'm using a very thin wash – mostly grey-black with a dash of brown as before – and letting it flash along the roof doors. This suggestion of ingrained dirt also brings out the relief detail of any model.

Intermediate
Beginner SKILL LEVEL Advanced

Close to East Somerset Junction in May 1988, I secured this shot of an unidentified Foster Yeoman 59 getting under way with a recently-loaded working – the descriptive stars identifying each locomotive were yet to be added to the cab front. The interest is more with the PHA hoppers it is trailing, their corrugated aluminium sides matching the locomotive. Between 1984 and 1989, Foster Yeoman hired 36 of these Procor-built wagons but they proved unsuitable for aggregates traffic and the bodies were scrapped. Tim Shackleton collection.





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More dark wash to emphasise the detail on the cab fronts – steps, lights, horn enclosures. Time and again I find weathering a locomotive enables me to appreciate details I never knew existed.



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We're just about there now. Note the restricted range of colours I've been using on the Class 59 – I didn't use many more on the JHAs. It's the easiest thing in the world to slosh paint on in a bid to depict an absolutely filthy locomotive but something a bit more presentable is a far greater challenge.



23

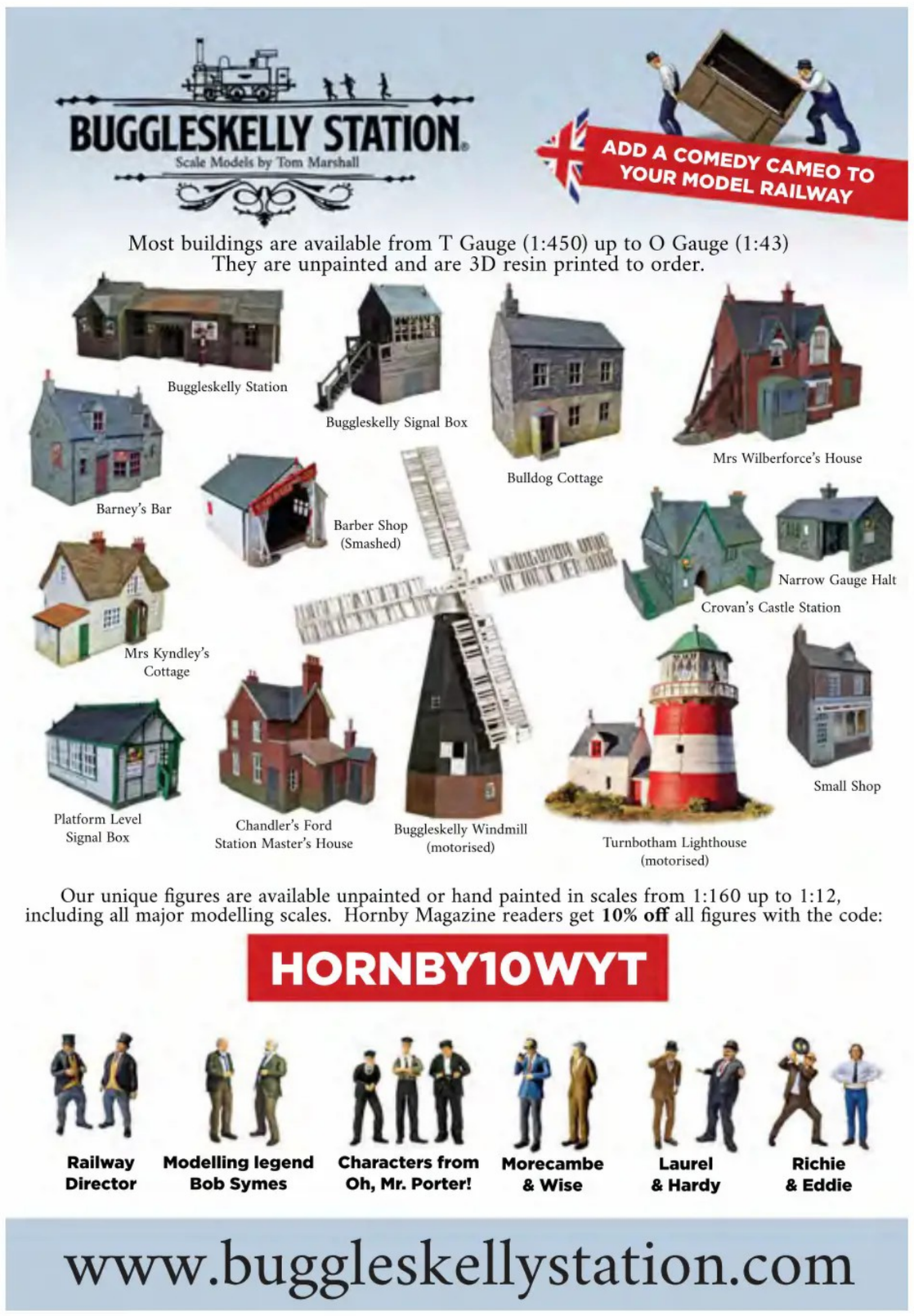
I used exactly the same techniques and materials on my model of recently-repainted 59004 *Paul A Hammond*. Unusually, I far prefer the look of Dapol's tampo-printed name and numberplate to the etched substitutes provided – they seem marginally oversized to me and the typeface doesn't look right. I may be wrong.



24

I can think of no sight more impressive – or as symbolic of rail freight in the 1980s and 90s – than a train of Foster Yeoman hoppers on the move behind a blue and silver Class 59. They were capable of prodigious feats of haulage and of course the class were (and still are) supremely reliable machines. BR management wanted a whole fleet of them but the prevailing 'buy British' attitude meant they got Class 60s instead.


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BRIMFIELD WORKS

PART 1

Affordable ‘O’ gauge models gave **DAN EVASON** the impetus to start a new layout modelling an industrial scene in 7mm:1ft scale. In the first part, he explains how he built the imposing structures.

Dan Evason's latest scenic project is an all-new 'O' gauge exhibition layout which you will be able to view when it debuts at the Great Electric Train Show in Milton Keynes on October 10/11.

WHAT WE USED – PART ONE

PRODUCT	SUPPLIER	CAT NO.
7mm low-relief brick warehouse	*www.jsmodels.co.uk*	JSM70202B
7mm low-relief brick factory back	*www.jsmodels.co.uk*	JSM70212B
7mm pump/boiler house	*www.jsmodels.co.uk*	JSM70361B
7mm small chimney	*www.jsmodels.co.uk*	JSM70311S
Black primer aerosol	*www.halfords.com*	258683
Blue Bottle paint (B&Q Valspar)	*www.diy.com*	5056402402855
Buff Titanium paint	*www.daler-rowney.com*	024
Burnt Sienna acrylic paint	*www.daler-rowney.com*	221
Camouflage Brown aerosol	*www.halfords.com*	259131
Chalk paint (Charcoal/Slate Grey)	*www.diy.com*	Various
Hull Red acrylic paint	*www.tamiya.com*	XF-9
Matt Black acrylic paint	*www.tamiya.com*	XF-1
Matt Clear lacquer	*www.diy.com*	Various
Medium Blue acrylic paint	*www.tamiya.com*	XF-18
Red Brown acrylic paint	*www.tamiya.com*	XF-64
Roket card glue	*www.deluxematerials.co.uk*	AD57
Roket Glue 'n' Glaze	*www.deluxematerials.co.uk*	AD-55
White primer aerosol	*www.halfords.com*	258635
Yellow Ochre acrylic paint	*www.daler-rowney.com*	663

I LOVE NOTHING BETTER than immersing myself in a new project and with some very reasonably priced 'O' gauge Heljan models currently on the market, I recently took the plunge and acquired a Class 45 1Co-Co1 diesel locomotive and a diminutive Ruston 48DS diesel shunter.

The diminutive 48DS got me thinking about what I could do with it. It is an industrial locomotive which lends itself to such a setting. These were endless in their variety, from huge factory networks to small sidings in the countryside – and virtually anything you can think of was transported by rail back in the day.

I thought I could incorporate it with some items from the fabulous range of JS Models factory and industrial buildings. I wanted to create an area inspired by Midlands' canals with a nod to Bristol's docks, including a section of ballasted track and other areas set into cobblestones. Being 'O' gauge, size can be a problem, so I was keen to build something small and transportable with plenty of functionality too. Time was of the essence as I wanted to complete the build in plenty of time for the 2026 Great Electric Train Show in Milton Keynes so it can be the centrepiece of my display at the show.

My thoughts were that the layout's location would focus on mixed goods traffic so a wide selection of rolling stock - and future locomotive purchases – could be run. Plus, I could further enhance the layout with a selection of ModelU's 3D-printed accessories to really bring it to life and make it something special. Join me as I begin the creation of this highly detailed scene over the next couple of issues of *Hornby Magazine*. **HM**

● **Visit *www.keymodelworld.com/making-a-scene* to read our full collection of scenic modelling guides.**

CREATING BRIMFIELD WORKS IN 'O' GAUGE



Having placed a large order with JS Models, all the buildings featured a brick finish, so it made sense to unpack everything and work out what needed painting as I was keen to have all the brickwork matching for the two large factories, chimney and pump house.



I veered slightly from the instructions for this build and painted the windows while on the frets, which also form the inner skins of the buildings. For this build I decided to go with cream window frames and doors. The simplest option here is to use an aerosol for quick and even coverage.



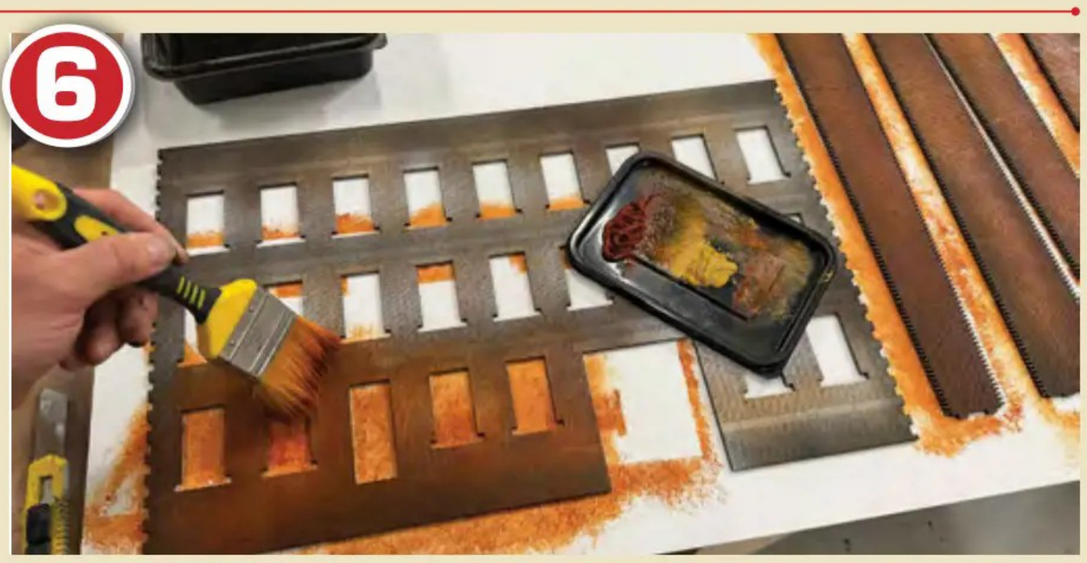
While all the windows were drying, the outer walling elements were released from the frets. I found flipping the frets over and using a sharp knife to release them from the back worked best.



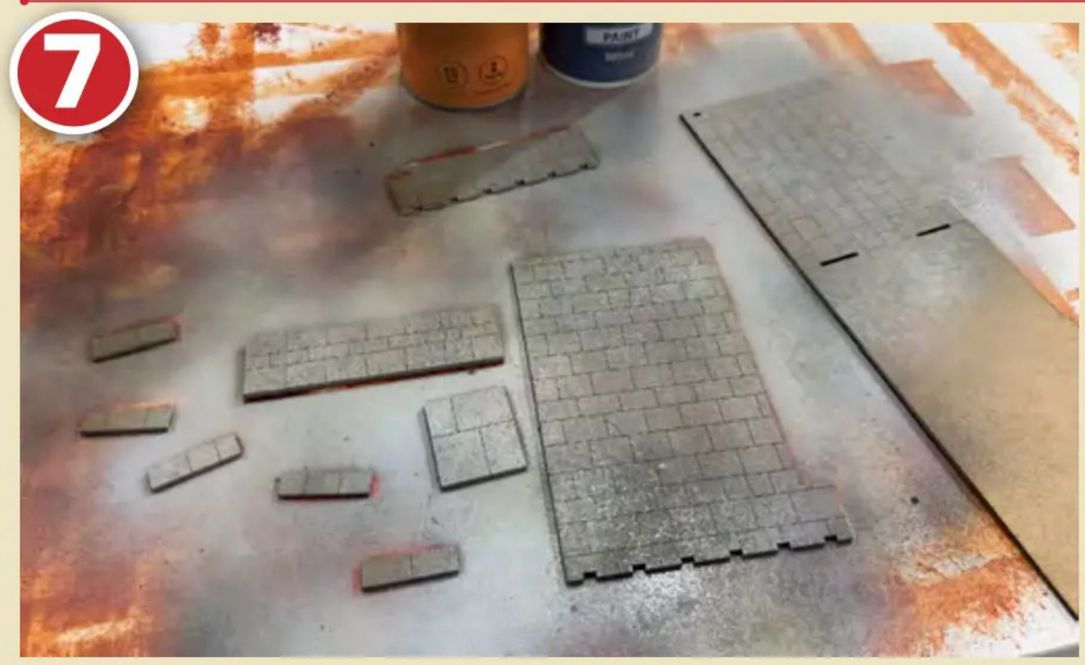
The large chimney was assembled next. This is formed of several parts and was fully assembled following the instructions. Roket card glue was used to join the parts together, helped by masking tape so it would hold firm while drying.



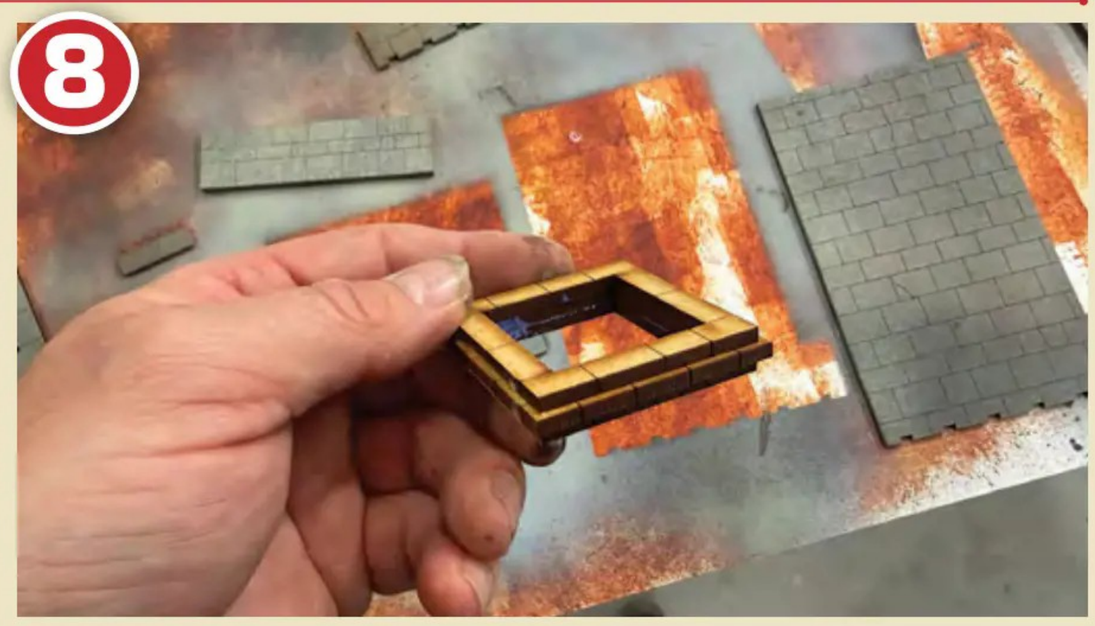
I find the laser-cut MDF colour is a great starting point for the brick shade. A selection of aerosols was carefully misted over, including black, brown, cream and white. This pre-shading technique will help aid the end result.



Using Daler Rowney Burnt Sienna and Yellow Ochre, I set about stippling these colours all over the brickwork. Normally I would use a small paintbrush, but with the amount of brickwork to do I had to scale the operation up using a large household paintbrush. Once completed, this was then left to dry.



There are sections of stone slab to paint in the kits. These were misted grey with a hint of black for a realistic finish.

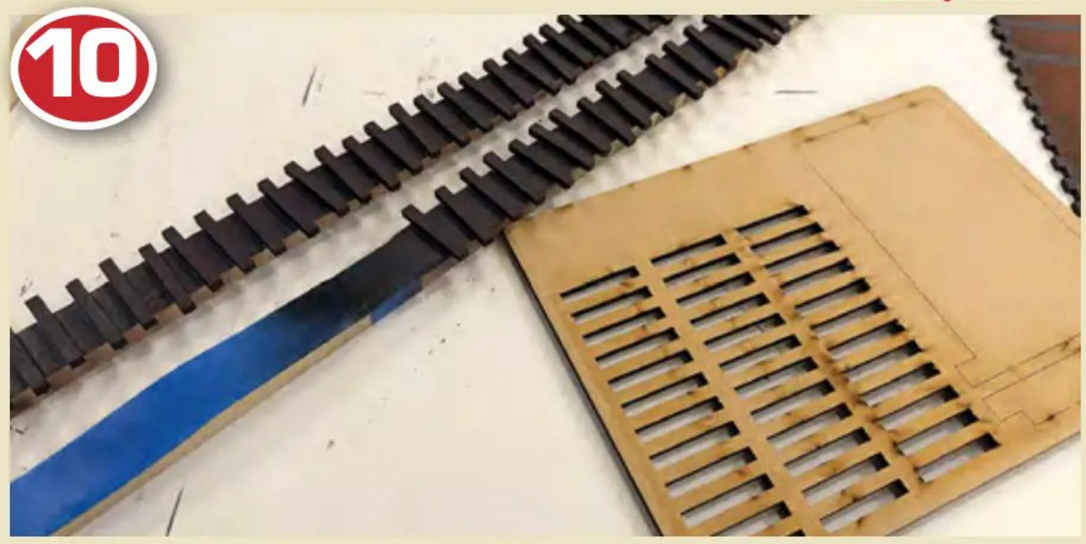


Another section to turn attention to is the top of the chimney. This consists of three parts which, once lined up, were glued together. This was also treated to the brick painting method once dry.

Intermediate
Beginner SKILL LEVEL Advanced



With all the brickwork completed, work turned to picking out the quoin stones. As I had opted for a brick finish, I went for a blue engineering effect. To create this colour, I used Tamiya Hull Red and mixed in some Tamiya Medium Blue. All the bricks were then picked out by hand which took some time but really helped make the buildings 'pop'.



Next was the mammoth task of painting all the window and door lintels – more than 140 of them! To reduce the painting time, the lintels were stuck to two long lengths of wood using strips of reversed masking tape with the adhesive facing upwards. Left-over engineering blue paint was then sprayed over them using an airbrush.



For the pump house kit, the inner shell was assembled using Roket card glue. Once the trusses had been glued into place, an elastic band was used to apply pressure to all the glue joints while drying.



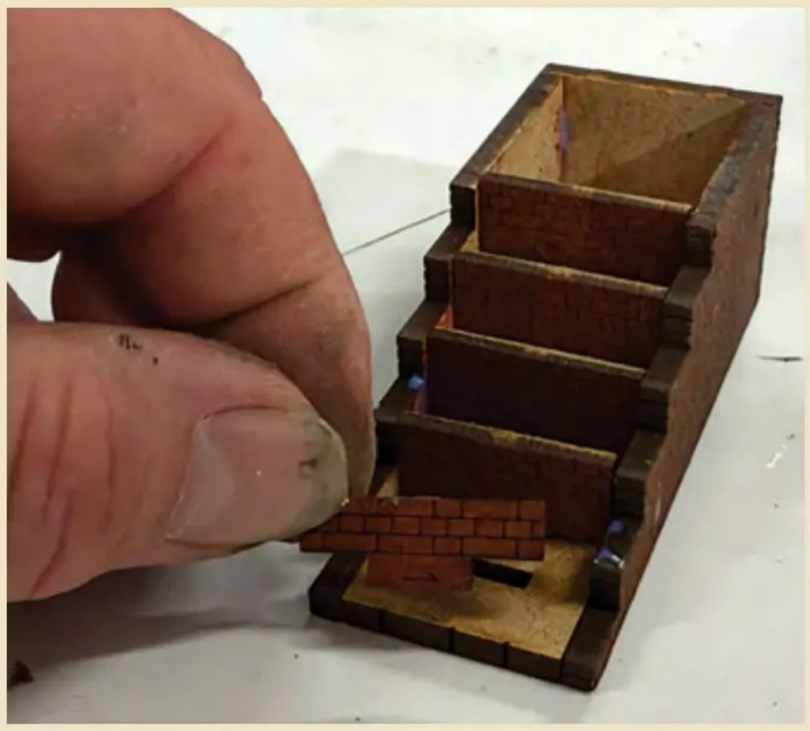
With the inner shell now glued together, the outer brick panels were then applied - being mindful not to apply so much glue that it seeps out the sides and over the freshly painted brickwork.



When gluing the outer brick shell to the factory, I found a spot of superglue was needed to hold it in place as the MDF didn't respond well to too much moisture from the card glue for such large sections.



One of the factory frontages had a small section of interior added to it. This consisted of a loading platform and interior wall. These were glued and slotted into place.



An eye-catching feature to one of the factory fronts was this set of steps. With each part numbered, they were straightforward to assemble. This was then set aside to dry.



At this point, every brick part had been painted. The next step was to seal every inch of it with a matt lacquer. This is an important step as the brick colour paint is not waterproof.



Once the lacquer was dry, the mortar process followed. For this, Buff Titanium (cream) paint was used. I usually add a spot of water to help it spread easier and as there was a big area to cover, a large paintbrush was used. I recommend doing just one panel at a time.



While the mortar paint is still wet, you need to wipe it off in a downward motion as quickly as possible. Don't be tempted to do more than one section at a time as the paint will dry too fast and you could end up with a mess.



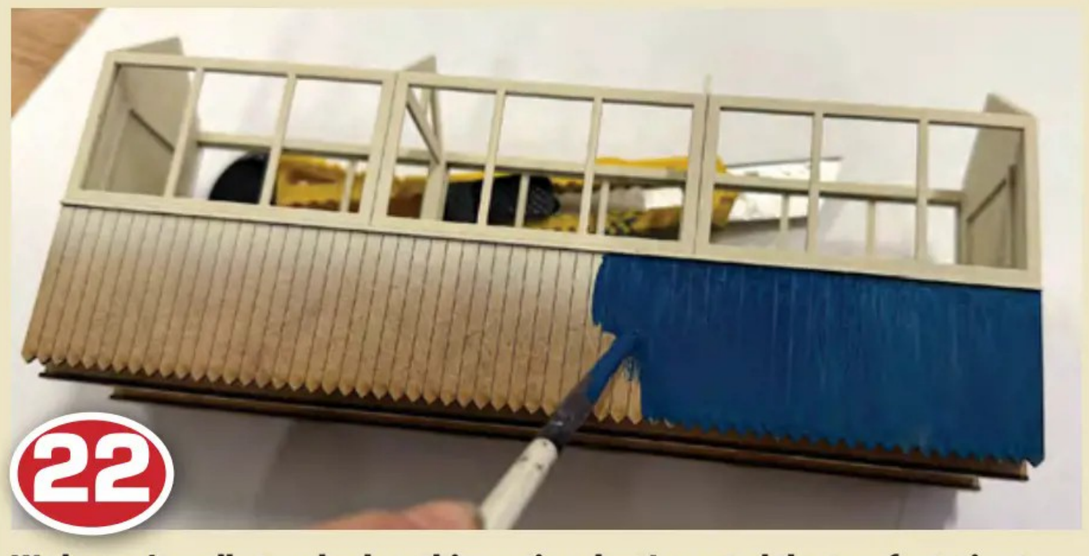
With the mortar dry, I started to press the lintels in. As they were such a good fit, I didn't feel the need to glue them in place. If you do, just be careful not to get glue on the brickwork.



JS Models kits come supplied with sheets of glazing. I wanted to make this a little less transparent. A misting of cream and matt lacquer spray achieved the result I was after.



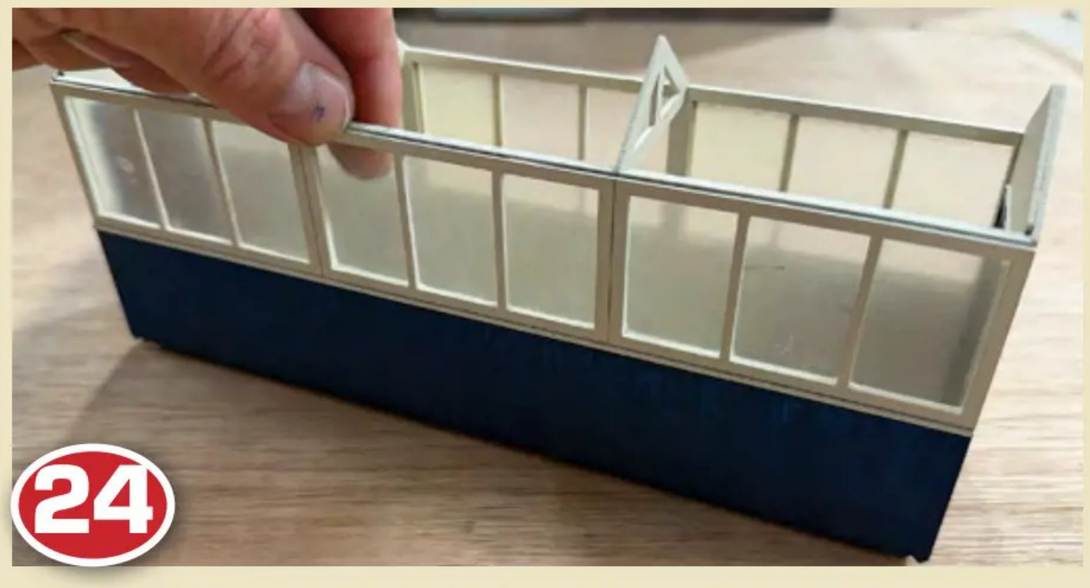
The next step in this build was to paint the doors in company colours. I opted for Blue Bottle from the B&Q Valspar range (this is also the colour I used for the outer casing of the layout to help tie it all together). I found the paint appeared quite patchy once dry, which gave a great rustic effect.



We haven't really touched on this section, but I wanted the two factories to be linked. Jonathan at JS Models suggested including a bespoke footbridge which was developed specifically for this project – it may appear in his range in the coming months. The top of the bridge was sprayed cream to match the windows and the lower section to match the doors.



Extra detail was added to the bridge section before the internal doors were painted Tamiya Red Brown.



With the painting complete on the bridge, it was time to add the glazing, which was supplied in pre-cut panels. This was painted so the rear windows were less transparent than the front, offering a glimpse of the inside without seeing straight through to the backscene.

Intermediate
Beginner SKILL LEVEL Advanced



For the finishing touch to the bridge, the corrugated roof was added. This is corrugated card painted with Vallejo Flat Black using a wide flat brush in a downward motion to create the effect of tin sheets. The steps were then painted with patches of Light and Dark Rust, which results in a great effect once dry.



Next, the doors were added. I didn't want to just glue these in a closed position, but as there was no interior to display, rather than gluing the doors fully open, I fixed them slightly ajar which adds visual interest.



JS Models supplies enough glazing for all the windows, although it is worth noting that there isn't a great deal of spare material. I used a ruler and pen to mark out the glazing before cutting each section out.



Each window section was set in place using Roket Glue 'n' Glaze. Remember to ensure the matt finish is on the inside of the building.



All of the buildings were supplied with paper tile strips, each of which was numbered. Simply work your way up the roof a strip at a time until complete. I used PVA glue to seal the tiles into place. Once happy, Charcoal and Slate Grey chalk paint were applied at the same time to give a realistic matt effect over the black paper tiles.



With the building complete, weathering was next. As there was quite a bit to cover, I used an airbrush and Tamiya Matt Black acrylic. Weathering powder could have been used as an alternative option here too. I concentrated the airbrush around the windows and doors, and along the edges of the building to represent damp and grime build up.

NEXT MONTH



Dan Evason completes construction of his new 'O' gauge exhibition layout, Brimfield Works, in HM233.

IN-DEPTH

ACCURASCALE CLASS 58

It has been almost 20 years since the last all-new model of the BREL Class 58 was developed for 'OO' gauge and Accurascale is setting the record straight. **MIKE WILD** talks to Accurascale Project Manager Steve Purves to find out how this new version will stand out.

Accurascale's all-new Class 58 for 'OO' gauge is making progress. The latest pre-production sample includes testing of the lighting functions.

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ACCURASCALE CLASS 58 FIRST RUN

LOCOMOTIVE	DCC READY	DCC SOUND
Class 58 58001 Railfreight red stripe grey	ACC3477	ACC3487-DCC
Class 58 58016 Trainload Coal triple grey	ACC3479	ACC3489-DCC
Class 58 58017 Mainline triple grey	ACC3482	ACC3492-DCC
Class 58 58023 Mainline blue	ACC3486	ACC3496-DCC
Class 58 58040 Railfreight red stripe grey	ACC3478	ACC3488-DCC
Class 58 58042 Trainload Coal triple grey	ACC3480	ACC3490-DCC
Class 58 58046 Mainline blue	ACC3483	ACC3493-DCC
Class 58 58050 EWS red and gold	ACC3485	ACC3495-DCC



The tooling suite caters for detail changes during the career of the Class 58s as well as build differences.



THE CLASS 58 IS THE missing link in modern-era Type 5 heavy freight diesel locomotives, but Accurascale is setting that record straight with the first all-new model of the Doncaster built locomotives for almost 20 years.

The real British Rail Engineering Limited (BREL) Class 58s have become a rarity. Just 50 were built and all had been withdrawn by EWS by the end of 2002. Today only one is in working condition in preservation – 58023 – which is joined by three other locomotives in the heritage sector 58012, 58016 and 58048.

However, the return to working order for 58023 brought the opportunity to see and hear one of these quite different British designed locomotives once more, with its debut coming at the Severn Valley Railway Diesel Gala in September 2024.

For Accurascale, the Class 58 is an ideal candidate for its range, particularly as it fits firmly into the manufacturer's 'Powering Britain' collection. The real locomotives entered traffic from 1983 and became synonymous with merry-go-round coal trains serving power stations at Didcot, West Burton, Ironbridge, High Marnham, Cottam and others. In later life their operations expanded to include 'Binliner' trains, engineering work, Ministry of Defence trains, aggregates and a collection of railtours opening up the opportunities to run these locomotives in miniature.

DEVELOPMENT

Accurascale's Class 58 project was announced in June 2026 with the aim of creating the highest specification model of the class »



This tooling sample models an early locomotive with original handrail, bodies and cab side panel styles.

we have ever seen. This time, however, the Class 58 is being offered direct by Accurascale only, in a bid to manage the cost of the model, which requires three times the amount of body tooling compared to other locomotives in the Accurascale collection.

The change to direct sales for the first run of Class 58s has helped to keep the price down as Accurascale wanted to bring unique details from the class's history into the model. Project Manager Steve Purves said: "We have really gone to town on the detail and depth of the tooling to do the ones you wouldn't necessarily think of."

That detail extends to the different cab cutaways at the back of the cab which had different angles on the first two locomotives to the rest. There were also locomotives in the 30 series which had one of each cab type, which Accurascale has catered for.

The determination is to create a model which builds on what Accurascale has produced before. "Following on from the Class 60, the Class 58 was a logical step," Steve explains. "It was also a yawning chasm in 'OO' and following the mentality of the Class 60 in doing all the variations, the tooling suite we have got is quite extensive and should allow us to do all the Class 58s at almost any stage of their life."

The body details cater for early and late-period locomotives, early and late bogies – the latter with clear sandboxes – differences in cab handrails to suit specific livery



Above: **A full suite of electronics will be built into the Class 58 including powered roof fans, stay alive capacitor, speakers, lighting and more.**

Left: **MGR trains were one of the main traffic types for the Class 58s. The arrival of the Accurascale model in late 2027 will offer a new choice of traction to head these heavy freight trains.**

periods and even different exhaust silencers. All this means that the entire career of the Class 58 can be represented in model form correctly.

The modular design of the Class 58 presents a different image to traditional locomotives like the Class 56 and 60 and here Accurascale has created detailed tooling for the central spine of the Type 5 while the cabs are fully detailed inside and out – the interior of the cab being particularly impressive in its detail.

INTERNALS

The shape of the Class 58 also presented a new challenge – adding enough weight into the chassis while fitting all the electronics expected from a modern ready-to-run locomotive.

Inside the '58' has a stay alive capacitor bank, independently powered roof fans, Hall sensors for flange squeal, a 21-pin decoder socket, twin speakers, a powerful five-pole motor together with all-wheel drive and pick-up to bring the locomotive to life.

"We've had to sacrifice a little bit of space for the see-through corridors behind the cabs as well as the fan motors," Steve added, but even so it is a heavy model: "It weighs nearly 600 grams – it's as powerful as our Class 37 if not more so, even with the narrower body."

Access to the decoder socket has also been made simple by including a removable roof section at the centre of the locomotive. This means adding or accessing the locomotive's decoder takes just a moment.

COAT OF COLOURS

The model has already accelerated through the tooling stage following three years of development prior to the launch of the Class 58 project. This means that decoration samples are already being prepared, but is decoration becoming easier with more models being produced?

"We translate the colours across the different products and factories, but there are still lots of details which we need to look out for like the spacing of lettering or positioning of logos and data panels. There are more etched metal plates in the Coal Sector Class 58s than in anything else I've done as there are all sorts of extras along with the base package."

The livery choices for the first production run go from original Railfreight livery on 58001 right through to 58050 in EWS maroon and gold – a locomotive that many will remember from the Toton Depot open day in 1998 when it was reunited with its *Toton Traction Depot* nameplates that weekend.

In between Accurascale is modelling Coal Sector and Mainline triple grey locomotives as well as Mainline blue engines with the aim that each livery has an early and late locomotive in the first production run.

But when can we expect them? Over to Steve: "The Class 58s are available exclusively through *Accurascale.com* with the DCC Ready priced at £169.99 and the DCC sound fitted models £259.99. Delivery is currently tracking for the end of 2027."

The Class 58 is an exciting addition to the Accurascale range and a locomotive which is overdue a fresh modern-standard model for 'OO' gauge. The first engineering sample shows superb promise and we are already looking forward to seeing the next steps in its development. **HM**

● **Visit *keymodelworld.com/class-58* to read more about the class.**

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Corrish

This often overlooked narrow gauge railway inspired **GEORGE WILLIAMSON** to create a gorgeous pastiche of the often overlooked Corris Railway in 'OO9' for the exhibition circuit.

PHOTOGRAPHY, JONATHAN NEWTON

1 As the driver and guard keep a watchful eye on the payload, the line's Kerr, Stuart 'Tattoo' 0-4-2ST rumbles over the bridge with a short freight.

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'009', 9mm	**4mm:1ft**	**3ft x 18in**	**NORTH WALES**	**PRE-PRESERVATION**	**ANALOGUE**



2 The stone station building can just be glimpsed as the Kerr, Stuart 'Tattoo' sweeps past with four empty open slate waggons and a brake van.

MY REASON FOR building this layout spans further than a simple hobby choice. After struggling following a battle with sepsis brought on by Covid, I spent years stuck at home. This not only affected my job, but also my aspirations and hope for the future as a biomedical scientist. It was at this point that my wife and her friend suggested I started a YouTube channel based on a model railway for something to concentrate on. I have always loved narrow gauge – but which to choose? Do I model my closest line – the beautifully rural Welshpool and Llanfair - or something bigger such as the Welsh Highland Railway, home of the giant Beyer-Garratts?

The Corris Railway is a funny one. 2ft 3in gauge is similar to its nearby cousin, the Talyllyn, but didn't quite thrive post-preservation like it. Struggle aside, the 'old Corris' had an atmosphere all of its own, and one that I would visit, given the chance to time travel. I also have my own connection with this quiet little steam railway as it was the first one I volunteered on as a teenager, replacing sleepers in Maespoeth yard before riding down to Corris on the footplate of resident Simplex 5 *Alan Meaden*. Modelling the railway only became a serious consideration with the arrival of the Bachmann *Peter Sam* and the Fourdees Kerr, Stuart 'Tattoo' body to fit it in 'OO9' scale.

That set the prototype, and for now I would be restricted to a single locomotive, but planning a layout without restrictions can prove a challenge, so I decided to set one. This layout would need to be accommodated on a single board which fits comfortably in the boot of my car. This capped the maximum width at 36in. The idea of a continuous run style was stuck quite confidently in my mind as I always wanted this layout to be something to view while I worked on other models in my room. The issue with this would be finding a prototypical location on the Corris Railway to model convincingly »



with the radius available on the projected board, so I had to think laterally.

If I couldn't have something that could be seen as an actual single location, I decided to have a montage – a 'best of' the Corris. This is where the name was decided upon – as in Corris – ish. A list of my favourite locations was then written. This included the bridge over the Dyfi, Ffridd Gate, Esgairgeiliog station and Aberllefenni Quarry. After a number of nights drawing plans, and some input from a friend, I had set on a layout which had it all - and most uniquely, it didn't feature a single turnout or storage yard. It was a single line which ran around in a peanut shape around a central focus point.

The layout was then built at quite a pace, with each step documented and filmed for its own YouTube video. This ranged from stock building to track laying, to scenic and wall building.

CONSTRUCTION

The baseboard is a simple piece of ply, but this has less importance than a traditional board for support as the topography was quickly built up from foil backed insulation foam. The scene was then carved piece by piece from this. While the track laying was traditional, the ballasting needed to reflect a more unkempt railway. Because of this, a mixture of grey ballast was mixed with dirt sieved from my garden paths. Wiring didn't hold train running back for long as it was simply two wires. Once the track was tested and the trains proved they could handle the tight radius, I could progress with the scenery.

The layout was divided between focal points and viewing angles were set. It seemed logical to separate the various scenes with subtle transitions, typically with the use of trees to block views. The station and platform were set on one end of the layout which gave the opportunity to put Ffridd Woods along one side and the quarry on the opposite. The bridge over the Dyfi was shrunk to a simple stream crossing. Everything was scratchbuilt for Corrish, with the station building a mirror image of that at Dolgoch on the Talyllyn, and the bridge taking inspiration of one found in Esgairgeiliog.

Trees are a mix of a more basic style made of sea moss, and a second from kebab skewers and wire. General shrubbery was built up from polyfibre, flocks and micro leaves – a technique I used on many layouts to follow. The only part that caused head scratching was the quarry. Slate chippings are commonly used to represent slate on 'OO9' layouts, but I feel that the way they pile up doesn't quite reflect that of spoil tips in quarries. After some trials I worked out that I could apply slate on a glue covered hillside and it looks a little closer to prototype. This, like most of the scenery I use, got repainted and weathered to add a look of weight with forced shadows. The whole layout is lit from above by LED battens.

SPECIAL DEBUT

As Corrish was always destined for the exhibition circuit, I wanted something »

Right: **Dwarfed by the exposed quarry face, cut slate slabs are conveyed on small four-wheel trestle waggons along the line.**

Left: **A short train of finished slate slabs skirts the quarry as a pair of workmen appear deep in conversation.**

Below: **The Kerr, Stuart 0-4-2ST proceeds gingerly over the road crossing with its short train in tow as it approaches the quarry.**







6 Left: **The exposed nature of the area is clear to see with overgrown and uneven fencing providing just enough security either side of the narrow gauge line.**

7 Below: **The line's Kerr, Stuart 'Tattoo' is worked hard past the former station building with a rake of empty four-wheel waggons in tow.**





8 Almost blending into the scenery, the line's diminutive 0-4-0 diesel passes over the stream at the head of several loaded slate trestle waggons.

special for its debut. This resulted in Corrish attending the Corris Railway's local show at Machynlleth, the town where the old Corris met the main line for transfer. Reception at the show was positive, and I learnt a lot about the layout. For example, I could easily rotate it to show the different scenes. I also learnt that I should simply set a single train up and let it run rather than swap stock. This was due to opting for my own hook and chain couplings instead of more common offerings, purely for the aesthetics.

From there Corrish attended larger shows such as Rapido's exhibition in Kent, and the NEC. Whilst comparing it to more typical layouts, Corrish offers very little operational interest. But that's not the point. Viewers would commonly stand and watch Corrish for a good while just as they might sit and watch the world go by. One viewer even disappeared from in front of the layout before returning with a chair!

If I were to choose a part that I am most proud of, I would have to say it is the view from the bridge towards the station. The way the trains snake between the road and woodland feels so 'narrow gauge'. The ModelU figures also set the scene really well, and whilst they were my first attempt at real figure painting, I think they work. I learnt that figures shouldn't necessarily be used to simply populate a scene but carefully chosen to tell a story. Positioned well, they say more than a crowd could.

ROLLING STOCK

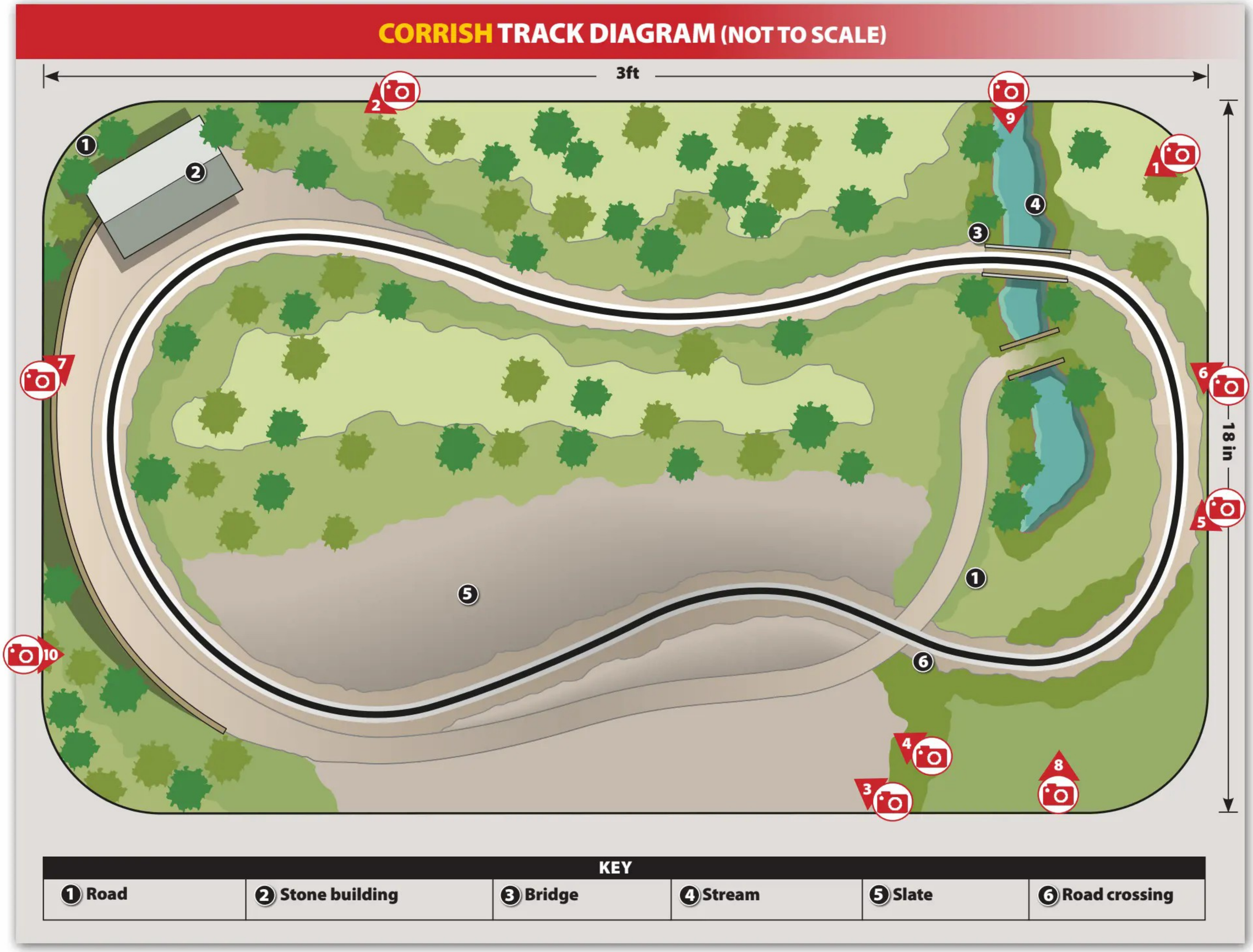
As previously mentioned, the flagship locomotive is the Kerr, Stuart 'Tattoo' but the layout does receive visits from other 2ft 3in gauge engines, providing they can clear the sides of the bridge.

Another interesting point about Corrish is that the curves are too sharp for the classic Corris bogie coaches, so the layout is mostly restricted to goods trains. These were built from Parkside Dundas kits and comprise iron and wooden bodies, trestle waggons (that, by the way, is the traditional spelling on the Corris), and a single brake van.

I am particularly proud of the paint-chipped waggons as I had not tried this technique before this layout, but it worked beautifully. The locomotive also marked the start of my trademark 'school poster paint black wash' which can be seen on so many of my videos. The 'Tattoo' has made me so proud, single handedly running flawlessly for entire weekend shows.

The layout as a whole is a pleasure to show, as it doesn't need setting up in »

9 **As the stream burbles below, a train of finished slab slate passes over the bridge above.**



the traditional fashion. As it sits on a collapsible keyboard stand as a single board and only has a single connector to power it up, Corrish is up and running as fast as you can connect a train of waggons. That in itself proves the biggest challenge of running the layout. The hook and chain couplings require an extremely fine and delicate touch to couple in front of a crowd.

The benefit of essentially running itself is that I have the time to have conversations with viewers, which is one of the most enjoyable parts of attending an exhibition.

I reflect on this layout a lot as I tried so many new techniques during its build, from constructing a layout with no backscene to discovering methods of scenery making I would take forward into larger builds. I have learned that you shouldn't replicate other models but look at the prototype and find methods that suit your style of modelling instead.

There is one comment that viewers make repeatedly when they first see Corrish in the flesh after following it on YouTube and that's 'it's so much smaller than it looks on the screen'. If I have managed to portray a scene larger than the model is, then I'm happy!

Aside from the fact that I was recovering from an intense illness as I built Corrish, I also had our baby by my side for most of it. She can even be seen 'helping' during the planning stage on my social media channel, but whilst she caused the plan to look a tad messier than originally intended, I wouldn't change it for the world. Having my children alongside me while I model are memories I will cherish. This isn't to say Corrish has had an easy life. The scars are there from when our new kitten jumped up and pulled it to the ground, landing upside down. A few trees were rebuilt and replaced and the layout dusted off and carried on.



10 The Kerr, Stuart 'Tattoo' 0-4-2ST eases over the makeshift road crossing with a short train comprising two loaded slate trestle waggons, a pair of four-wheel open waggons and a single brake van.

I have loved Corrish. It helped me recover but also acted as an important milestone on my channel. But I exhausted what I would do with it, and eventually Corrish moved to a new owner. It can still be seen on the exhibition circuit as part of the Talyllyn Railway's displays. Since Corrish, I have built another layout, Nant Gwernol, which can be seen on the exhibition circuit this year. **HM**

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ACCURASCALE'S ASTOUNDING 'AUSTERITIES'

Accurascale has delivered its latest 'OO' gauge steam locomotive, the Hunslet 'Austerity'/LNER 'J94' 0-6-0ST, and it promises to be the best ready-to-run model of these humble 0-6-0STs yet. **BEN CHURCH** takes a look.



There are many detail variations incorporated within the Hunslet 'Austerity' tooling suite including the striking Giesl ejector fitted to *Warrior*.

FIRST REVIEW



VERSATILE, RELIABLE and adaptable, these are just some of the terms that sum up the highly successful Hunslet 'Austerity' 0-6-0ST. Born during the dark days of the Second World War, the saddle tanks have led long lives, with the story of the class continuing to evolve beyond the conflict, the end of steam on BR and the demise of steam on the UK's industrial railways. Accurascale's all-new model of the class was launched in late 2024 and boldly set out to create a brand-new 'OO' gauge model of the class, and introduce new detail variations, never seen before on a 'OO' gauge model.

Built initially by the Hunslet Engine Company for the Ministry of Supply, the Hunslet 'Austerity' 0-6-0STs were intended to provide the war effort with an easy-to-maintain, powerful, heavy shunting locomotive. Production of the class, which eventually comprised more than 400 locomotives, occurred at Hunslet of Leeds, as well as Andrew Barclay of Kilmarnock, Bagnall's of Stafford, Hudswell Clarke of Leeds, the Yorkshire Engine Company of Sheffield, Robert Stephenson and Hawthorns of Newcastle and Vulcan Foundry of Newton-le-Willows.

Following the end of the conflict, some of the locomotives found second lives abroad, while 75 were purchased by the London and North Eastern Railway (LNER) - and subsequently classified 'J94' – with others sent to the National Coal Board (NCB). Some were retained by the War Department, with the class operating on military railways across the UK. Production of the design continued after the conflict, with the final locomotive constructed in 1964. The class could still be seen working for the NCB through the 1970s and into the early 1980s. Fortunately, due to their ease of maintenance, fuel efficiency and capable performance, several examples were saved for preservation.

THE MODEL

Accurascale's range of Hunslet 'Austerities'/ LNER 'J94s' is a colourful depiction of the varied lives the class has enjoyed since construction. Standard locomotives arrive in an array of colours and include United Steel Company's No. 18 in lined maroon (Cat No. ACC3099/3109), 68025 in BR plain black with early crests and extended bunker (ACC3100/3110), 8008 in LNER desert sand (ACC3101/3111), *Glendower* in NCB South Wales green (ACC3106/3116), 59 in NCB North East black with cut-back cab and relocated injectors (ACC3107/3117) and *Warrior* with NCB North



Decoration throughout is superb including the detailed cab interior.

TECHNICAL DETAILS

Manufacturer:	*www.accurascale.com*
Cat No:	ACC3099-3101/05-07, ACC3175 (LMR Pack)
Description:	Hunslet 'Austerity' /'J94' 0-6-0ST
Builder:	Various (see text)
Region:	Eastern/Industrial
Gauge:	'00'
Scale:	4mm:1ft
Length:	120mm (over buffers)
Price:	£149.95 DCC Ready/£249.95 DCC sound fitted £299.95 DCC Ready/£399.95 DCC sound fitted (LMR pack)
Couplings:	Small tension lock couplings in removable NEM pockets.
DCC:	Next18 DCC decoder socket
Speaker:	18mm x 13mm cube
Exterior lights:	None
Interior lights:	Firebox glow
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	One
Wheel arrangement:	0-6-0ST
Purpose:	Shunting and light goods
Haulage capacity (expected):	Seven Mk 1 carriages
Haulage capacity (actual):	13 Mk 1 carriages (maximum tested)



Accurascale's all-new 'OO' gauge LNER 'J94'/Hunslet 'Austerity 0-6-0STs are now available.

West lined red and Giesl ejector (ACC3108/3118). Two exclusives also join the roster: *Wilbert* in lined blue (ACC3105/3115), which is a charity exclusive, raising funds to cosmetically restore the prototype, and 196 *Errol Lonsdale* in Longmoor Military Railway (LMR) lined blue. This model is available in a LMR track pack and is supplied with a pair of BR Mk 1 suburban coaches in the same LMR blue colour scheme (ACC3175/3176DCC).

Included in the robust Accurascale packaging is an instruction leaflet, sound function list, tweezers, an information booklet designed with a nostalgic look and an accessory pack. Inside the accessory pack, additional details are found, which vary depending on the model. Models also include etched builder's plates, nameplates (where appropriate), lamps and, on our BR example, an etched smokebox numberplate. Included with Accurascale Exclusive *Wilbert* is a letter written by Richard Awdry (grandson of Rev. Wilbert Awdry) and a certificate.

Despite the 'austere' nature of these 0-6-0STs, Accurascale has gone to great lengths to adorn the models with a superb collection of detail. As expected, handrails, lamp irons, the smokebox door, safety valves, sprung buffers, water filler cap, whistle, brake rigging and sandpipes are all separately fitted items, which in each instance are accurately detailed and fitted to the model to a good standard. Overall construction quality is excellent, due to the use of die-cast metal for both the running plate and boiler. A major detail difference is the Giesl ejector fitted to *Warrior*, which is the first time this has appeared on a ready-to-run 'Austerity'/'J94' and correctly features a cutout for the chimney in the water tank; the rest of the samples in the first run feature the standard fluted chimney. Underneath the boiler – which has been modelled in full relief – separately fitted pipework can be seen, along with a representation of the inside motion. Detail below the solebar continues, with riveted detail on the chassis, metal wheels, substantial metal coupling rods and crankpins, plus inline brake shoes, pre-fitted brake rigging, sandpipes and an array of footsteps, with additional steps appearing on appropriate models.

NCB 59 sports injectors which have been relocated to the running plate, while the rest of the fleet features injectors fitted below the cab. This locomotive is also fitted with a cut-down Lampton cab, another detailing first. All cabs display the same standard detailing features, posable roof ventilator, »

Four industrial Hunslet 'Austerity' 0-6-0STs have also been produced including three National Coal Board examples.

flush-glazed windows and a full suite of controls enhanced by the firebox glow. All models feature separately fitted bars on the rear porthole windows, with our BR example featuring a different window arrangement due to the extended coal bunker.

A superb level of decoration complements the detailing superbly, each sample displaying excellent application of their respective liveries. In all instances, livery application was completed to a good standard, the vibrant colours benefitting from the die-cast boiler and finished with a subtle satin sheen. The front of the smokebox saddle has a slightly glossy finish, setting it apart from the satin smokebox door and running plate. Smaller embellishments, such as painted coupling rods, crank pins, lining or wasp stripe patterns on the buffer beams of some models, were all executed well. Printed detailing is applied to the same high standard, with nameplates and

Access to the DCC decoder socket requires the magnetic smokebox door to be removed and a suitable Next18 DCC decoder connected to the sliding PCB shown.

MORE MAGAZINES: XSAVA.XYZ





Accurascale's initial batch of releases includes two LNER 'J94' 0-6-0STs in LNER desert sand and BR black with early crests

numbers crisply applied. Our LMR pack also included a pair of BR Mk 1 suburban coaches, which also sport excellent decoration and a distressed effect on the roof, which in our view is very effective.

PERFORMANCE

To access the Next 18 Digital Command Control (DCC) decoder socket, the smokebox door needs to be removed, a task made simple via the inclusion of some fine hook-nosed tweezers. Once removed, the PCB tray can then be hooked with the tweezers and carefully removed from the smokebox. Sound fitting the model is straightforward, due to the factory-fitted 18mm x 13mm speaker and stay-alive.

On our office test track, models performed superbly, hauling 13 Bachmann Mk 1 coaches, an impressive feat for an 0-6-0ST. At high and slow speeds, our samples negotiated pointwork well, with the stay-alive ensuring good running and consistent reproduction of sounds. Accurascale's profile for the 'Austerity' is good, featuring a host of sounds, such as whistles, light and heavy locomotive modes, coal shovelling, injectors, steam ejectors, flange squeals and locomotive wheel slip sounds – all replayed at a good volume through the speaker.

OVERALL

Accurascale has created a superb 'OO' gauge model of the Hunslet 'Austerity'/LNER 'J94'. Each of our samples exhibited excellent build quality, married to outstanding decoration and attention to detail. Accurascale's first batch is a great tribute to these unglamorous workhorses and is set to be a favourite staple in the manufacturer's steam catalogue for many years to come. (BC)

A Longmoor Military Railway train pack has also been produced as an Accurascale Exclusive, offered through the manufacturer's website.



CUNARD WHITE

THE LATEST AIR-smoothed 'Merchant Navy' 4-6-2 equipped with Hornby's steam generator is here, modelling 21C4 *Cunard White Star* in Southern Railway malachite green.

Built in October 1941, *Cunard White Star* was the fourth 'Merchant Navy'. It was renumbered to 35003 under BR, was rebuilt in 1958 and withdrawn from service in late 1965.

Hornby's model of 21C4 represents the prototype in early condition. The locomotive features the original front cowling arrangement, cab profile and a Series 1 tender fitted with a full fairing. Highlights from the model include separately fitted cosmetic electric lights to the front, Southern Railway roundel on the smokebox, factory-fitted brake rigging and extensive cab detail. Decoration is also good, with crisp yellow stripes applied to the green sides of the locomotive, the intricate nameplates featuring the dual flags of the Cunard and White Star lines.

An accessory pack contains steps for the tender and front buffers, pipework for the front and rear buffer beams plus drain cocks and a spare narrow tension lock coupling.

As with 2025's model of *Channel Packet* (HM227), the smokebox can be removed, made simpler by use of the included tool. Removing the door reveals the slot where water can be loaded using the supplied pipette. Along with the steam generator, the model is factory-fitted with a 21-pin Hornby TXS Bluetooth Digital Command Control sound decoder, loaded with Hornby's sound profile for the air smoothed 'Merchant Navy'. As with other steam generator locomotives, the 'chuffs' of the locomotive are fully synchronised with the production of steam, with a good selection of sounds included with the Hornby sound profile.

Hornby's latest steam generator 'Merchant Navy' hits all the highs of previous releases and is ideal for layouts set in the early 1940s. Available from Hornby and its retailer network now. (BC)



Left: **A removable magnetic smokebox door enables the steam generator to be replenished with water.**



LNER 'retro' Mk 4 coaches roll in

AS THE CLASS 91s enjoy their final few years on the East Coast Main Line, modellers can now replicate the striking livery the Class 91s and Mk 4 sets have received in recent years, which pays homage to the InterCity 'Swallow' livery they were introduced with.

London North Eastern Railway's (LNER) take on the classic BR InterCity 'Swallow' livery has adorned the fleet of Class 91s since 2022. The livery is on all LNER Mk 4s and some of the Class 91s.

Hornby has produced enough coaches to model a full nine-coach formation (although the trains now run as seven cars), with Mk 4 Driving Van Trailer 82225 and Class 91 91127 *Neville Hill* also due to be released in the same colour scheme shortly. The Mk 4 coaches include a Trailer Standard Disabled (TSD), a Trailer Standard End (TSE), three Trailer Standards (TS), a Kitchen Standard Buffet (RSB), two Trailer Firsts (TF) and a Trailer First Disabled (TFD). After the December 2025 timetable change, LNER shortened the Mk 4 sets, removing one TS (Coach E) and one TF (Coach M) from the formation.

Each coach sports flush glazing and one-piece moulded bogies, with interior detailing visible behind the tinted windows. A one-piece moulding represents the underframe detail, while rows of roof ribs are moulded into the roof. Corridor connections feature at the coach ends, except on the TSE as this is where the Class 91 is coupled to the train. A pair of cosmetic buckeye couplings, two NEM fixed bar couplings and two hook and loop couplings are included with each coach.



Application of the striking colour scheme is to a very high standard.

STAR STEAMS IN



Right: **Decoration is up to Hornby's usual high standards with neat lining and crisply printed nameplates.**

- **Gauge:** 'OO'
- **Price:** £364.99
- **Cat No:** R30560SS
- **Site:** *www.hornby.com*
- **DCC:** 21-pin decoder socket
- **Era:** 3



Above: **Hornby's latest steam generator-fitted Southern Railway Bulleid air-smoothed 'Merchant Navy' is now available.**

- **Gauge:** 'OO'
- **Price:** £49.99
- **Cat No:** R40498/9/9A/9B, R40500/1/2/2A/3
- **Site:** *www.hornby.com*
- **Era:** 11



Hornby has released its 'OO' gauge BR Mk 4 carriages in LNER's present day white, red and oxblood colour scheme.



Sufficient coaches to replicate an accurate nine-coach LNER Mk 4 set have been produced, including end coach B (TSE) 12223 with its distinctive flush end door.

Hornby has done a superb job recreating the white, red and oxblood colour scheme applied to the full-size vehicles. In all instances, livery application was crisp, with smaller details such as coach end information panels, denoting coach number and overhead electrification warning flashes printed to a consistently high standard across all our coaches.

For modellers of the current East Coast Main Line scene, Hornby's Mk 4 coaches are a welcome addition and an essential component for any railway set south of Newcastle. With Locomotion Models' exclusive Class 91 (HM221), and 91117 soon to be arriving, modellers will have an up-to-date model of the InterCity 225 sets in their present-day condition. (BC)

Irish Railway Models' PARK ROYAL COACHES

FIRST REVIEW



- **Gauge** 'OO'
- **Price:** £74.95
- **Cat No:** IRM1226-1401TL, IRM1212-1379
- **Site:** *www.accurascale.com*
- **Era:** 4-9

IRISH Railway Models has delivered the all-new 'OO' gauge Córas Iompair Éireann (CIÉ) Park Royal coaches, bringing modellers the first ready-to-run models of these important Irish coaches.

The Park Royal coaches were conceived following a report undertaken in 1948 by Sir James Milne of the Great Western Railway, which outlined a need for more modern coaching stock on the CIÉ network. In 1950, the now nationalised CIÉ enlisted the services of Oliver Bulleid, who instigated an intensive rolling stock construction programme to modernise the CIÉ's fleet. The Park Royal coaches were a product of this. They took full advantage of Ireland's loading gauge and were 10ft 2in at their widest point. Incorporating a 61ft 6in triangulated steel underframe and a wooden-framed body, clad in steel, the coaches were supplied to CIÉ by Park Royal in component form, with final assembly undertaken by CIÉ between 1955 and 1956. 50 were built, with the first ten designated for express passenger duties, and the remaining 40 for suburban services. The coaches found use across the CIÉ network until 1994, when they were replaced by new Diesel Multiple Units.

IRM's first wave of Park Royal coaches primarily models the Diagram 176 suburban coaches (along with a couple of former Diagram 177 snack cars), with the Diagram 177 main line coaches planned to appear in future runs. 16 vehicles form the initial range, with 12 appearing in the later black and orange colour scheme, and four in the earlier green. One coach of each livery arrived for assessment. A detail pack containing pipework and cosmetic couplings for both buffer beams, plus a magnetic wand to operate the saloon lighting and a detailed instruction booklet is included with each coach. The booklet includes prototype history, photographs, and exploded diagrams of the coaches.

Both our samples were finished to a very high standard, with superbly applied and crisp detailing found throughout the models, with detail differences incorporated, as per the prototypes. Each coach side sports a pair of distinctive external waist support rails, which feature subtle moulded rivets on both sides. Vertical ribs and window frames are also riveted. Window frames correctly stand slightly proud from the coach sides, with the clear glazing fitted. The vestibule ends feature moulded door detail and 'porthole' windows on the earlier green example: some opposing seats are also found inside the coach.

The main saloon has an impressive array of details, with crisply moulded seats arranged in opposed 3+2 rows, a central dividing wall and finely etched luggage racks; a small map of the CIÉ network is printed on both sides of the centre wall, which is a nice touch. This detail is enhanced by the factory-fitted saloon lighting, operated by the included magnetic wand. As with other coaches in Accurascale/IRM's range, capacitors are also included to help provide flicker-free lighting. The coach body is easily unclipped from the chassis, making the process of adding passengers more straightforward.



Four Diagram 176 vehicles have been produced in the earlier green CIÉ scheme.

Below: **Irish Railway Models has delivered its all-new 'OO' gauge CIÉ Park Royal coaches.**

A comprehensive selection of intricate underframe detail adorns the die-cast chassis, including equipment boxes, supports, dynamos, brake cylinders, brake linkage and wire piping runs. Bogie detail consists of crisp springs, axle boxes, blackened wheels and in-line brake shoes. Livery application is excellent, with a high standard of decoration present on both samples. Colours are rich, with a slight sheen and accompanied by an array of printed details found on the glazing and coach sides.

IRM's new Park Royal coaches are highly detailed models of these important vehicles which have been executed very well. Great care has clearly gone into the detailing and construction of these coaches, which are sure to find homes on many Irish outline layouts. (BC)



Detailing continues within each vehicle with seating, tables, interior lighting and even printed posters on bulkheads.

Rapido Trains UK's FIRST REVIEW LBSCR 8TON BOX VAN



Rapido Trains UK's all-new 'OO' gauge London, Brighton & South Coast Railway Diagram 8 box vans are available now.

RAPIDO TRAINS UK's 'OO' gauge London, Brighton & South Coast Railway (LB&SCR) Diagram 8 vans are here, offering Southern Region modellers another never-before-seen pre-Grouping wagon.

More than 600 of the 8ton vehicles were built by the LB&SCR between 1878 and 1915 for general purpose goods transport. Under the Southern Railway (SR), some were allocated to the Isle of Wight and at the start of British Railways in 1948, some were still in service, cascading to departmental service before final withdrawal.

- **Gauge:** 'OO'
- **Price:** £34.95
- **Cat No:** 979004 (LBSC), 979017 (BR)
- **Site:** *www.rapidotrains.co.uk*
- **Era:** 2/5

Rapido has provided modellers with 19 different wagons in the first round of releases, covering LB&SCR, LBSC and SR pre- and post-1936 lettering. They are also available in SR departmental, BR, BR departmental and Ministry of Defence colour schemes.

Our samples – in LBSC and BR departmental schemes – are produced to the same standard as other similar models from the manufacturer. A well-formed moulded plastic body sports moulded metal stanchions, wooden planks and a central door. Each end is equipped with a small ventilator and a pair of lamp irons. Underneath, springs and axle boxes conceal brass bearing cups, with blackened turned metal wheels. Our LBSC example featured braking on only one side, whilst our BR example featured braking on both sides; in each instance, the braking system was complete with in-line brake shoes, brake linkage and a long brake handle.

Decoration to our samples was good, with crisp application of liveries to both of our vans. Our LBSC example featured black highlights to the metal supporting stanchions and crisp application of the white LBSC text and wagon number. This standard of decoration is mirrored on our BR example, with crisp colours and printed details applied to a high standard.

These latest LB&SCR additions provide more welcome variety for modellers of the Southern scene and are sure to be popular. (BC)



All-new Rapido GER OPEN WAGONS

FIRST REVIEW



New from Rapido Trains UK are these 'OO' gauge Great Eastern Railway five- and seven-plank open wagons.

- **Gauge:** 'OO'
- **Price:** £32.95
- **Cat No:** 972007/9 (five-plank), 973005 (seven-plank)
- **Site:** *www.rapidotrains.co.uk*
- **Era:** 2/3

RAPIDO TRAINS UK's latest batch of pre-Grouping open wagons is here, with the all-new Great Eastern Railway (GER) five- and seven-plank opens available for the first time in ready-to-run form.

Constructed to supplement the GER's fleet of mineral wagons, the Diagram 17 five-plank open wagons replaced ageing wagons from the 1870s with more than 12,000 built between 1893 and 1903: some wagons to this diagram were also built for the Lancashire, Derbyshire and East Coast Railway (LDECR). Both styles of wagons lasted into BR service but in heavily reduced numbers. The last wagons of both types could be found in internal user or departmental roles throughout the 1960s.

Rapido's range of GER wagons spans 27 different models across the two styles. Seven-plank wagons will appear in GER, North Eastern Railway, London & North Eastern Railway (pre- and post-1936) and British Railways colour schemes. Five-plank opens will appear in the same colour schemes as the seven-plank wagons with the addition of Great Central Railway and LDECR colour schemes.

For assessment, we received wagons in LNER and GCR liveries. The manufacturer has tooled three distinct body styles with base five- and seven-plank wagons plus converted seven-plank wagons. Other differences include brakes, door types, builder's plates, buffers, axle boxes, safety loops and brake lever guards.

Each of our samples was finished to a high standard, with crisp injection moulding for the main wagon body. Individual wooden planks are crisp, with a central wooden door and metal supports picked out well. At the ends are non-sprung buffers and coupling hooks, along with narrow tension lock couplings housed in pivoting NEM pockets.

Chassis detail consists of brakes on one or both sides of the wagon, in-line brake shoes, split-spoke turned metal wheels and crisply moulded springs and axle boxes, the latter featuring tiny LNE text.

Both LNER examples were finished in a grey colour scheme, with crisply printed text on both samples. Our GCR wagon featured a light grey colour, and the same high standard of printing.

Steam era modellers have yet another well-constructed wagon to add to their fleets. With a huge variety of liveries and detail differences, these wagons are a superb addition to Rapido's range of pre-Grouping wagons. (BC)



Detail differences have been incorporated with 27 different models forming the initial batch of releases.

One:One Collection
ROYAL SCOT



HORNBY'S LATEST model for the One:One Collection is Rebuilt 'Royal Scot' 46100 *Royal Scot*, in BR lined green with early crests (Cat No. R30500).

Built as 6152 *The King's Dragoon Guardsman* in 1930, 6152 swapped identities with class pioneer 6100 *Royal Scot* permanently in 1933. The locomotive and a consist of coaches were then shipped to Chicago's World Fair exposition and toured the USA and Canada, with a plaque added underneath the nameplate to commemorate the tour. The locomotive was rebuilt by British Railways in 1950, replacing the original parallel boiler with a new tapered one along with other refinements. 46100 was withdrawn by BR in 1962 and then purchased by Billy Butlin for static display in Skegness. Its sale to The Royal Scot and General Trust occurred in 2009, the locomotive returning to the main line in 2016. *Royal Scot's* main line ticket expired in 2025, and it was placed on static display at the One:One collection in Margate.

Resplendent in BR lined green, Hornby has represented the preserved locomotive well with a rich shade of green, enhanced by burnished smokebox fixtures, cylinder heads and wheel centres. A slight gloss finish has been applied to the boiler, cab,

- **Gauge:** 'OO'
- **Price:** £239.99
- **Cat No:** R30500
- **Site:** *www.hornby.com*
- **DCC:** 21-pin decoder socket
- **Era:** 11



Hornby's Rebuilt 'Patriot' returns

HORNBY'S 'OO' GAUGE London Midland and Scottish Railway Rebuilt 'Patriot' 4-6-0 also returns for 2026, modelling 45540 *Sir Robert Turnbull*.

18 of Henry Fowler's 52 'Patriots' were rebuilt by the LMS and then BR between 1946 and 1949. Fitted with tapered 2A boilers and a new Stanier cab, the rebuilt locomotives were very similar in appearance to the Rebuilt 'Royal Scots'. 45540 was built in August 1933 at Crewe and rebuilt in October 1947.

Originating in 2007, Hornby's Rebuilt 'Patriot' is still a good representation of these three-cylinder 4-6-0s. Hornby's 'Patriot' incorporates separately fitted lamp irons, smokebox door dart, smoke deflectors and handrails, which were all fitted well on our sample. Side motion is entirely constructed of metal, with the cylinders able to be enhanced further with drain cocks, which are supplied in the accessory pack; this pack also includes brake rigging, a cosmetic screw link coupling, AWS bash plate, front steps, an NEM pocket and narrow tension lock coupling plus a spare vacuum pipe.

Cab detail includes gauge glasses – with clear plastic inserts – and a collection of painted controls, plus flush glazing and cab ventilator. The Stanier tender, connected to the locomotive via a fixed drawbar and wire connection, features a removable coal load and end steps.

Hornby's revised shade of BR green features on this model and suits the 4-6-0 well. A deep shade of dark green is applied to the model, with crisp lining on the boiler bands, cabside, tender, cylinders, running plate, and splashers. The BR early crest is printed well on the tender, as is the cabside number, nameplate, smokebox number and shedcode.

Hornby's latest Rebuilt 'Patriot' is a great addition to Hornby's longstanding model of the prototype. With a superb livery application, this model is ideal for Midland Region layouts. (BC)

Right: **Hornby's LMS Rebuilt 'Patriot' 4-6-0 makes a triumphant return to the range as 45540 *Sir Robert Turnbull*.**





For its latest outing, Hornby's LMS Rebuilt 'Royal Scot' 4-6-0 appears as the One:One Collection's preserved 46100 *Royal Scot* in BR lined green with early crests.

smokebox and tender, elevating the model's appearance.

Hornby's tooling for the Rebuilt 'Royal Scot' dates back to 2007 and is still a highly competent model of the prototype. There are a few bespoke current-day details that are not present on the model, but the main thrust of detailing is good and executed well. The standard selection of separately fitted lamp irons, handrails, smokebox door dart, whistle, and safety valves is applied well. Cab detail consists of a basic suite of painted controls, with an opening ventilator. *Royal Scot* is paired with the correct flush Stanier tender, which is where the 21-pin Digital Command Control socket is located. An accessory pack includes front steps. AWS bash plate, drain cocks, brake rigging, front NEM tension lock coupling and cosmetic screw link coupling.

Hornby's One:One Collection model of *Royal Scot* is a great recreation of one of the most popular and well-travelled main line steam locomotives of recent years and it is in stock now with Hornby retailers. (BC)



- **Gauge:** 'OO'
- **Price:** £239.99
- **Cat No:** R30415
- **Site:** *www.hornby.com*
- **DCC:** 21-pin decoder socket
- **Era:** 4

MORE 'TT:120' CLASS

THE NEXT PAIR OF CLASS 50s from Hornby in 'TT:120' is here, modelling D403 in BR blue and 50026 *Indomitable* in BR large logo blue.

D403 represents the early years of the Class 50 and is displayed in pre-refurbishment condition with four-character headcode panel, roof cutout at the No. 2 end, no multiple working equipment and no high-intensity headlight. This is the first time a Class 50 has been offered in original condition in 'TT:120'. 50026 correctly is in post-refurbishment condition with a high-intensity headlight, multiple working equipment and a plated headcode box.

Both models feature good detailing, with flush glazing, separately fitted windscreen wipers, handrails and buffer steps. Additional flush glazing is fitted to

Right: **50026 *Indomitable* represents the class after refurbishment in the 1980s with high-intensity headlights and plated headcode panels.**

Below: **D403 models the Class 50 in early condition with four-character headcode panels.**

50s ARRIVE

Hornby's new 'TT:120' signals go the distance



Above: **A new batch of Hornby 'TT:120' Class 50 Co-Co diesels have arrived with retailers, modelling D403 in BR blue and 50026 *Indomitable* in BR large logo blue.**

- **Gauge:** 'TT:120'
- **Price:** £167.99 each
- **Cat No:** TT3066M (50026), TT3067M (D403)
- **Site:** *www.hornby.com*
- **DCC:** Next18 decoder socket
- **Era:** 6-9

side windows, with some of these plated over on the refurbished example. A radiator fan is fitted behind a mesh at the No. 1 end, with other roof details crisply moulded.

Underneath, the models ride on moulded bogies. The locomotive's fuel tanks and other equipment are slung underneath the body. Non-sprung buffers and kinematic NEM coupling arms are fitted at both ends; optional snowploughs included in the detail pack can also be fitted, if required. The front end can also be fitted with a full complement of pipework.

Decoration on both of our review samples was good, with high-quality, accurate livery application on each. Printed details such as locomotive number and double arrows were crisp in all instances. Our sample of 50026 was additionally supplied with etched nameplates.

Hornby's latest Class 50s for 'TT:120' represent these popular diesel locomotives in two distinct eras of the class's life, and maintain the excellent detailing seen in previous releases. Both are available from the Key Model World Shop now. (BC)

FIRST REVIEW

- **Gauge:** TT:120
- **Price:** £11.99 each
- **Cat No:** TT8046 (distant), TT8045 (home)
- **Site:** *www.hornby.com*
- **Era:** 3-11

Hornby's all-new 'TT:120' scale semaphore signals are now available in home and distant configurations.



THE FIRST RELEASES in Hornby's new range of illuminated 'TT:120' upper quadrant semaphore signals is here, with a home and distant signal available to purchase now.

Hornby's range includes home, distant, junction home and junction distant signals, the latter of which were yet to be released at the time of writing.

Our samples were produced to a high standard, with the signal post – which sits on a large plastic base – hiding the cables which connect to the LED at the top. A fine ladder is fitted at the rear of the signal, which, while delicate, is produced in flexible plastic to increase durability; a fine etched platform and handrail are fitted at the top.

The signal arm itself is well detailed, with a red and green lens secured to the arm for home signals and yellow and green for distant signals. Because the LED is hidden behind the signal arm, the signal will illuminate red or green depending on how the signal is positioned. The position can be changed using the small handle at the base of the signal and small holes have been included in the base along with a small tab on the arm which could allow for the signal to be motorised.

To power the signal, two wires are fitted to the signal and pass through the base. To make powering the signals more straightforward, the ends of each wire have been stripped and tinned with solder. The signals are designed to operate at a maximum of 19Volts and can be connected directly to a DC controller's accessory power or to a larger power bus.

Each signal is neatly painted in the appropriate colours, and the distant signals correctly feature chevron cutouts at the ends.

Hornby's new illuminating 'TT:120' signals are a great addition to Hornby's TT:120 range and offer modellers a highly detailed illuminated signal that is ready to place straight onto a layout. We can't wait to try and incorporate these new signals into future 'TT:120' magazine projects. Available from Hornby 'TT:120 stockists and the Key Model World shop now. (BC)

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

PECO ADDS 'N' GAUGE BOLSTER AND PIG IRON WAGONS

FIRST REVIEW

PECO HAS DEVELOPED AN all-new collection of 'N' gauge four-wheel bolster and four-wheel pig iron wagons.

Four-wheel bolster wagons are available across five triple packs in each of the 'Big Four' liveries and BR grey, while a single pig iron wagon is also available in BR grey.

Each of our review samples was finished to the high standard we've come to expect from the manufacturer, with crisp moulding of the body and chassis. Bolsters are not attached to the wagons from the factory but can be attached to the deck via a small locating lug. The deck includes moulded planks, with the surrounding structure of the wagon featuring small supporting stanchions at each end plus riveted detail. The pig iron wagon also sports a moulded wooden deck, with a slightly taller body fitted with moulded vertical ribs on all four sides. Moulded buffers feature at each end, along with NEM 'Rapido' style 'N' gauge couplings.

Both wagons feature neatly detailed underframes, fitted with brake rigging, in-line brake shoes and a long handbrake handle. Our BR-liveried bolster wagons also features a brake cylinder, absent on the pig iron wagon and all of the 'Big Four' era bolster wagons. Blackened metal tyred wheels appear in two styles, with disc wheels fitted to the BR wagons and London and North Eastern Railway (LNER) wagons, while spoked wheels feature on the London Midland & Scottish Railway (LMS), Southern Railway (SR) and Great Western Railway (GWR) examples.

Across all the review samples, decoration was executed to a good standard. In all instances, livery application was good, with the lighter greys of the BR, LNER and LMS wagons and the darker grey of the GWR and rich brown of the SR wagons all applied well. Printed detailing was equally good, with an array of small letters, numbers and data panels.

With an attractive price point and a wide scope of liveries, modellers won't be short of reasons to add these models to their fleets. (BC)



PECO 'N' GRAIN WAGONS RETURN

PECO'S 'N' GAUGE BRT grain hopper has returned with some small refinements incorporated into this new batch of models.

The grain hoppers first appeared in 1966 and carried grain to distilleries, primarily from East Anglia to Scotland. They were fitted with large advertising boards for the distilleries they supplied, but these were removed in the early 1970s.

Peco's new batch of 'N' gauge BRT grain hoppers comprises three wagons, all in blue with a choice of Johnnie Walker, Haig or Dewar's branding.

The basic shape of the grain hopper is recreated well with crisp vertical supporting stanchions encasing the outline of the hopper. A ladder is fitted at each end and moulded walkways are secured to the top of the wagon. Non-sprung buffers and Rapido style 'N' gauge couplings are fitted at each end.

Several refinements have been applied since they were last released, with the wagons now featuring improved decoration and blackened metal tyred wheels.



Left: **Three different models have been produced including 5846 with Johnnie Walker branding on small advertising boards.**

Below: **Peco's 'N' gauge BRT grain hopper wagons return to the range with several refinements for their latest appearance.**

Each has a black chassis, while the hopper body is neatly decorated with a blue finish complete with crisp printed details such as the overhead electrification warning flashes and wagon numbers. The central advertisement boards vary in size between vehicles and include brightly coloured distillery adverts printed to a consistent high standard.

Peco's latest raft of grain hoppers represents an affordable way to add some well-produced and detailed wagons to 'N' gauge layouts, with the excellently rendered advertisements setting these wagons apart. (BC)





The all-new bolster wagons are also available in BR grey.

- **Gauge:** 'N'
- **Price:** £28.96 (bolster twin pack), £17.50 (pig iron wagon)
- **Cat No:** NR1100B/51E/52S/53M/50W (bolster twin pack), NR1154B (pig iron wagon)
- **Site:** *www.peco-uk.com*
- **Era:** 3-6



Below: **Peco has introduced a collection of all-new 'N' gauge four-wheel bolster wagons in 'Big Four' schemes, including SR brown.**

- **Gauge:** 'N'
- **Price:** £18.95 each
- **Cat No:** NR63/5/8P
- **Site:** *www.peco-uk.com*
- **Era:** 5/6



Below: **BRT grain hopper 5811 carries Dewar's advertising on large bodyside hoardings.**

Accurascale's eagerly awaited second run of 'OO' gauge PTA bogie tippler wagons has arrived.



Accurascale 'OO' PTA WAGONS RETURN

ACCURASCALE has delivered a second run of the popular 'OO' gauge PTA tippler wagons, which first arrived in 2020 (HM163). Building on the success of the initial models, the latest iteration of these distinct bogie box wagons arrives with some subtle enhancements.

Built from 1972 by British Steel subsidiary Redpath Dorman Long, these wagons were used for transporting iron ore to Consett, Llanwern and Ravenscraig. Motive power could appear as a trio of Class 37s, a pair of Class 56s, Class 86/87 pairings or – in later years – a Class 59. As well as British Steel colours, these distinctive vehicles also carried Foster Yeoman, ARC and derivative liveries in later life. In their final years, they were often used for spoil trains, sand and aggregates into the 2000s.

Four colour schemes appear in the new batch: Foster Yeoman silver with large 'Y', ARC olive with 'Procor' markings and the orange and dark grey scheme for British Steel Consett and British Steel South Wales circuits. Again, the wagons are delivered in packs of five. Each livery has an outer pack, which contains two wagons with buffers (one of these also features a working tail lamp) and three inner wagons, which do not feature buffers; inner packs only contain wagons without buffers. Three packs (two inners and one outer) have been produced in British Steel South Wales circuit livery.

For this latest batch of 'OO' PTA wagons, Accurascale has integrated some improvements which include a new tail lamp – now operated via track power rather than a battery – new bogie detail to represent the bolster and disc brake callipers, enhanced bearings and etched disc brake inserts on appropriate wheels.

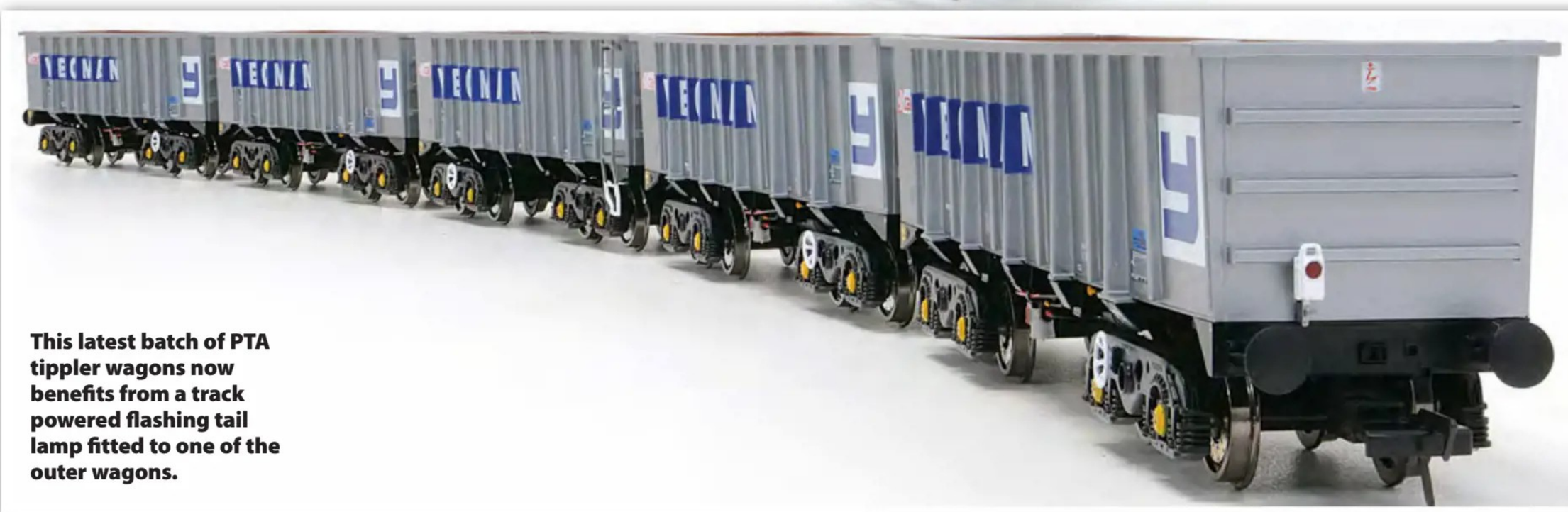
Each wagon sports a substantial injection-moulded body, which again features subtle differences between the thickness of the



Accurascale's PTA bogie tipplers are available in five-wagon book sets with two packs (one inner and one outer) in each colour scheme, except the British Steel South Wales set which comprises three packs (two inners and one outer).

- **Gauge:** 'OO'
- **Price:** £179.94
- **Cat No:** ACC 2962-70
- **Era:** 7-9
- **Site:** *www.accurascale.com*





This latest batch of PTA tippler wagons now benefits from a track powered flashing tail lamp fitted to one of the outer wagons.

side ribs. A full-depth floor is nice to see, with Accurascale also producing stone and iron ore loads for the wagons. Each vehicle is also fitted with a fine ladder in one corner. The majority of the separately fitted detailing is found below as each is adorned with intricate piping runs and underframe equipment. Bogie detail is excellent, with crisp moulding enhanced by the new etched brake disc inserts found on one wheel of each axle - the offset disc brakes can be seen on both sides of the wheels, along with the central bolster.

A key difference between inner and outer wagons is found at the buffer beam; correctly, the wagons which sit at the outer extremities of the train feature buffers, a separately fitted lamp iron and a tension lock coupling fitted to the outer end of the wagon. One of the outer vehicles features a flashing tail lamp, which pulses when power is applied to the track. The lamp is cleverly secured on the lamp iron bracket, with the cables to power it almost entirely hidden from view. Inner wagons do not feature buffers or lamp irons and are pre-fitted with knuckle couplers in NEM pockets, while all can be fitted with the supplied air pipes, which are included in the accessory pack, along with cosmetic screw-link couplings for the outer wagons.

Decoration across our samples was superb with each painted to a very high standard. Across the large side ribs of the wagon, we observed great paint coverage, with no imperfections or fuzzy edges to colours in these areas. Printing was consistently crisp with large text and small data panels all applied well. The Foster Yeoman scheme is slightly different to the previous release with a predominantly silver finish, while the ARC vehicles feature the earlier (and darker) olive paint shade. The dark grey and orange applied to the BSC models is also very well accomplished.

Accurascale's second run of PTAs reintroduces these wagons to excellent effect. The subtle refinements have made these already impressive wagons even better. (BC)



DIGITAL ADVERT BOARD

A working digital advertising board is available now from AGR Model Railway Store produced by Michael's Models. **MIKE WILD** explores how it works and how it can be used.



A DIGITAL ADVERTISING board for 'OO' gauge has been created by Michael's Models and is now being sold by AGR Model Railway Store, offering a new and innovative digital accessory to populate station and street scenes.

The advertising board is pre-built and requires only the 3D-printed frame to be painted and installed on a layout. The control board is fully assembled and includes a Wifi enabled ESP32 chip to manage the operation of the 13mm x 25mm LCD screen included in the box.

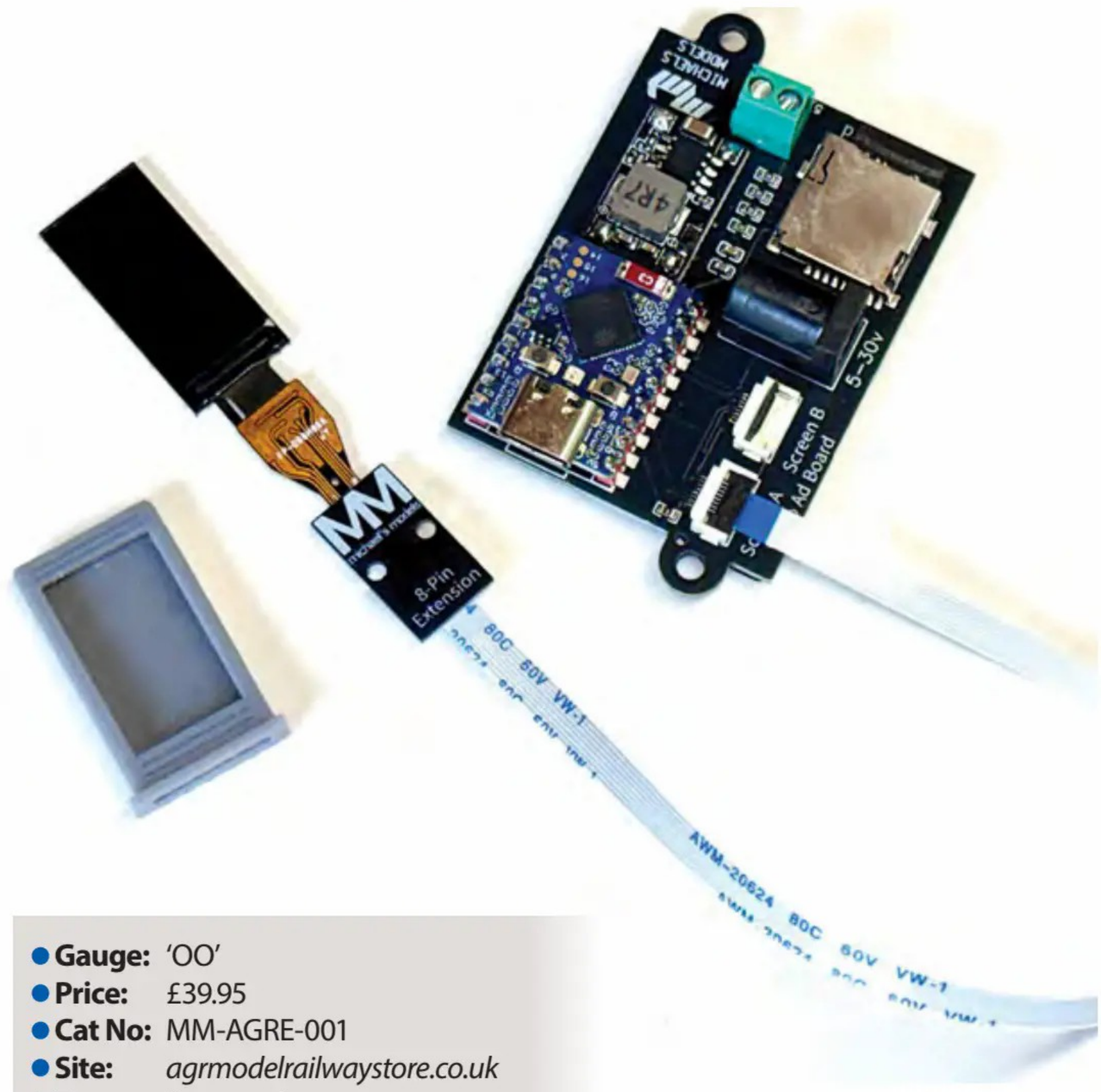
The advertising board has been designed to be as simple as possible to connect and configure while also allowing for custom adverts to be loaded too. Connecting the components takes less than a minute while the main circuit board requires a 5V power supply with a choice of three connections built in. Those options are a USB-C cable, a barrel jack or a two-pin terminal with screw fittings.

Fitting the board to the layout will take a little planning. A slotted hole needs to be made in the surface to allow the connection for the screen to be inserted. For our tests we drilled a series of 2mm diameter holes the same width as the opening in the base of the frame, which meant that once the frame was in position the hole was entirely invisible.

With the hole made and the screen installed, all the connections were made beneath the baseboard and once powered up the screen instantly turns on and plays the adverts pre-loaded onto the Micro SD card included in the kit.

Custom adverts can be loaded onto the Micro SD card, but they need to be prepared to the required 80px x 160px resolution and RGB565 .raw file format. This isn't the easiest format to create, although it is definitely possible. However, the host of adverts pre-loaded onto the device means it will work straightaway without any need for software knowledge.

This is a superb addition from Michael's Models which is available now from AGR Model Railway Store. (MW)



- **Gauge:** 'OO'
- **Price:** £39.95
- **Cat No:** MM-AGRE-001
- **Site:** *agrmodelrailwaystore.co.uk*
- **Era:** 9 onwards

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The Great Western Railway (GWR) was famous for its variety of 4-6-0 steam locomotive classes, and none were more numerous and successful than the 49XX 'Hall' and 6959 'Modified Hall' Classes.



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BR Lined Green (Early Emblem)

372-011/SF
GWR 49XX 'Hall' 4936 'Kinlet Hall'
BR Lined Green (Late Crest)



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SILVER TAY ETCHED HEADBOARDS

SILVER TAY MODELS' extensive range of 4mm scale etched metal locomotive headboards includes an impressive selection from British Railways steam era through to the present day.

Headboards are distinct from nameplates in that they are temporarily carried on the front of locomotives, located on a lamp iron. During the steam era these were often carried on timetabled named trains, a tradition that carried on into the diesel and electric era, although these days they are usually only carried at the front of special trains or railtours.

Silver Tay Models' collection of 4mm scale headboards is expansive and covers authentic and fictional boards. Our review samples included steam-era 'The Cunarder' and 'Man of Kent' headboards, together with 'The Silver Jubilee' board carried by the Class 55 diesel-hauled named train from 1977. Also supplied were 'Deltic Preservation Society', 'National Railway Museum York' and 'DRS On A Mission' boards, which will also prove useful on a range of duties across the diesel/electric era. Slightly more obscure examples include the 'Channel Islands Boat Train' board that was often carried on a Class 33/1 diesel between Bournemouth and Weymouth Quay for a period in the 1980s. More recently, boards reflecting 'The Greatest Gathering' from last year's celebrations are also now available.



- **Gauge:** 'OO'
- **Price:** Various
- **Cat No:** N/A
- **Site:** *www.ebay.co.uk/str/silvertaymodels*
- **Era:** 4-11

Each headboard is neatly etched and decorated – some with multi-colour finishes – and supplied on a fine metal fret. Once removed, simply fix in place on a lamp iron with a dab of glue or tacky wax, resulting in a superb addition to a locomotive front end.

Excellent and available now. (MC)



Magnetic couplings

- **Price:** £9.99 per pack
- **Cat No:** RRM179/180
- **Site:** *www.rustyrailsmodelling.com*

RUSTY RAILS has developed a new range of magnetic NEM couplings, available now in a fixed drawbar form.

Two lengths of coupling have been developed initially - 10mm and 12mm - both constructed out of black resin. A strong magnet is secured to the extremity of the coupling, with each having a fixed polarity. To ensure polarity is correct, moulded bolts feature on the coupling to indicate if it is positive or negative. Detail on our review samples was good, with the couplings selling the appearance of a fixed drawbar well.

When tested, the couplings securely clipped into place in a NEM pocket, appeared durable and proved capable of coupling a lengthy rake of Dapol 'OO' gauge JNA wagons on our test track, with the magnets having a very strong bond. Each pack contains 14 couplings.



Rusty Rails' new range of magnetic couplings is another great way to introduce magnetic couplings to your layout. Available now from the Key Model World Shop. (BC)

Modelu Hunslet 'Austerity' crew pack

- **Gauge:** 'OO'
- **Price:** £8.95
- **Cat No:** 11253(4/5)-076
- **Site:** *www.modelu3d.co.uk*
- **Era:** 3-11



MODELU'S range of 3D-printed crew packs includes three different variations intended for use in the EFE Rail 'OO' gauge Hunslet 'Austerity' 0-6-0ST.

For examination, we received two 4mm scale industrial crew packs and one BR one. All three were superbly detailed, with the shabby clothes of the industrial pair replicated well, with creases, folds and an overall baggy appearance. The BR crew is dressed in slightly smarter footplate attire, with distinct overalls and hats – equally well modelled.

All three packs are supplied unpainted and will need to be carefully freed from the supports to preserve some of the finer details, such as a shovel that the fireman in the BR pack is holding.

Painting them will add character to the cabs of these versatile industrial locomotives. (BC)

Fflecsville steam era whistle signs

- **Gauge:** 'OO'
- **Price:** £10
- **Cat No:** FVOO-100
- **Site:** *www.collectorstash.com*
- **Era:** 2-11



FFLECSVILLE'S RANGE of 4mm scale lineside whistle signs is a great way to add this essential detail to a steam era or heritage railway lineside scene.

Mirroring other products from the Fflecsville range, each sign is supplied on a metal sheet. Each item will need to be carefully removed from the sheet: a scapel blade is recommended for this. Each sign in our pack was finished to a high standard; all were cleanly cut and competently painted. Of the 12 signs in our pack, two were large 'WHISTLE' boards, four 'SW' boards and six 'W' boards.

Also supplied are ten lengths of brass rod and a series of wooden bases for the signs to sit on. The lengths of brass can be trimmed to length and then slotted into the wooden base. While each sign is painted white, the brass rod and the wooden bases require painting.

Another pack of high-quality metal signs from Fflecsville, which are ideal – and durable – elements of lineside detail that any heritage railway or steam era layout will benefit from. (BC)

Cosmetic Dellner couplings

- **Gauge:** 'OO'
- **Price:** £4.99
- **Cat No:** RRM178
- **Site:** *www.rustyrailsmodelling.com*
- **Era:** 9-11





RUSTY RAILS MODELLING has produced a new suite of cosmetic Dellner couplings, ideal for diesel locomotives that undertake stock moves.

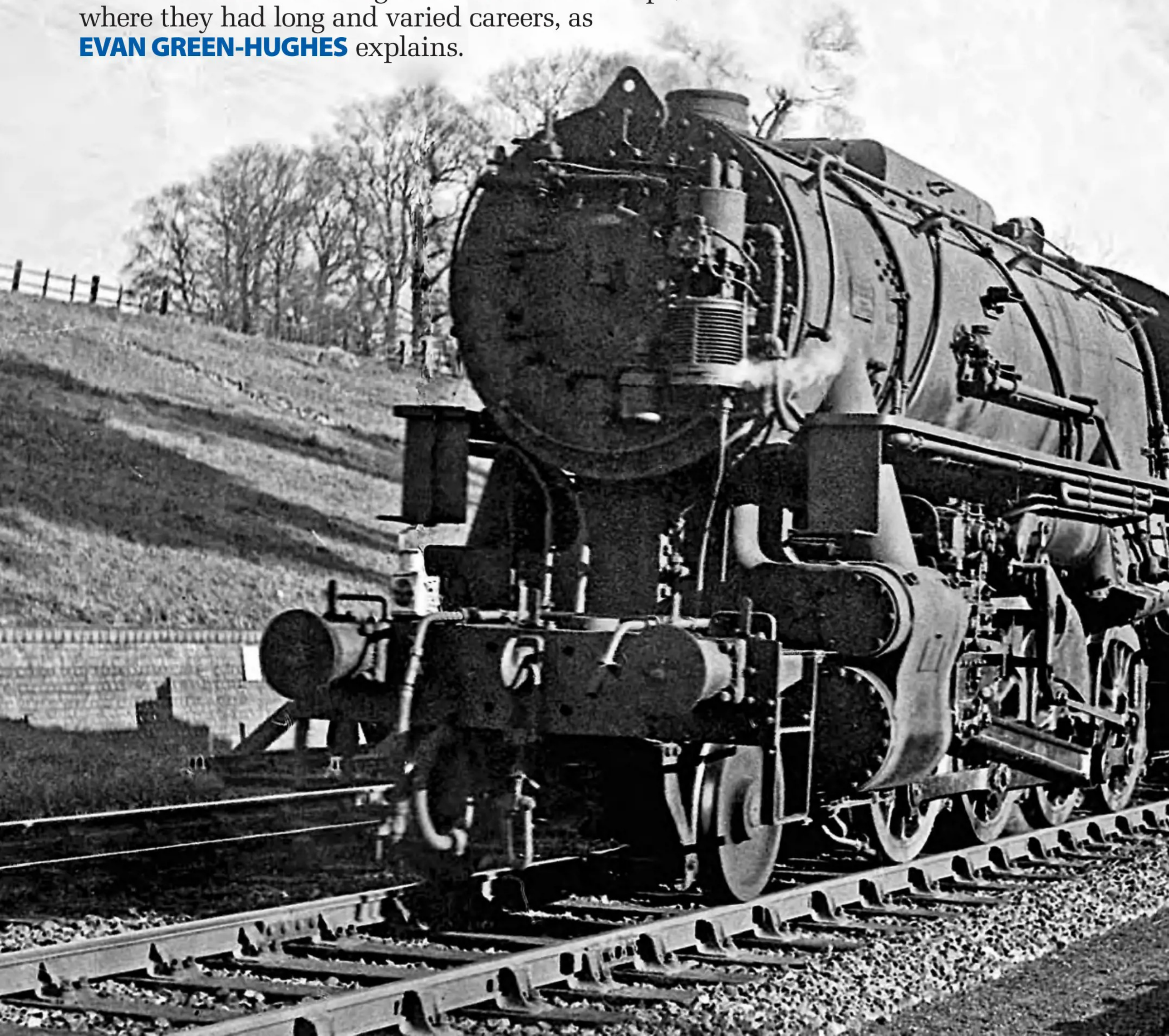
These Dellner couplings are often fitted to locomotives such as Class 37s, 47s, 69s, 92s and 93s to enable the locomotives to move multiple units or modern coaching stock around the network. These are fitted in place of the standard coupling hook with a small slot moulded into the coupling to allow it to be inserted into the buffer beam of a model. Four Dellner couplings are included with each pack, with care needed to remove them from the supports due to the fine detail and all are supplied unpainted.

The Dellner coupling has been superbly replicated, with the coupling head featuring the correct male and female connectors, fine cables and crisp detailing. They will add character to the front of a locomotive or add detail to a depot scene. (BC)

USATC 'S160'

Amongst the most unusual locomotives to operate in the UK were the American-built 'S160' heavy freight engines, 400 of which helped out during the Second World War before moving on to mainland Europe, where they had long and varied careers, as **EVAN GREEN-HUGHES** explains.

FACTS AND FIGURES	
Designer:	Major J W Marsh
Built:	1942-45
Builder:	American Locomotive Co.
	Baldwin Locomotive Works
	Lima Locomotive Works
Purpose:	Goods (wartime)
Wheel arrangement:	2-8-0
Weight (locomotive):	71tons 16cwt
Weight (tender):	51tons 10cwt
Front bogie wheels:	2ft 9in
Driving wheels:	4ft 9in
Wheelbase (includes tender):	51ft 7in
Overall length (includes tender):	61ft 0in
Boiler (parallel):	5ft 10in
Boiler pressure:	225psi
Cylinders:	Two, 19in x 26in
Tractive effort:	31,492lbs
Number built:	2,120 (approx.)
Number surviving:	33 (estimated)
Number used on UK railways	403 (wartime)
Coal capacity:	9tons
Water capacity:	5,400 gallons





'S100' 2-8-0 700 is seen in company with a 'WD' 2-8-0 at Longmoor on the Longmoor Military Railway on September 3 1955.
J. Head/Rail Archive Stephenson/Rail Online.

AFTER TWO EXHAUSTING years of war, relief came to Britain when, in 1941, America entered the conflict on the side of the allies. By that time, it was becoming apparent that an invasion of Europe would take place but before that could happen sufficient resources would have to be deployed to supply the troops involved.

It was expected that rail transport would be extensively used as the forces advanced - but so that could take place locomotives and rolling stock would have to be provided, as it was anticipated that what already existed on the continent would be rendered unusable by any retreating army. One of the most important of these resources would be a large number of heavy freight locomotives, but not enough of this type could be made available from the UK and this meant that suitable locomotives would have to come from America.

READY-MADE DESIGN

Fortunately, there was a design that satisfied the requirement as the US Army already had a 2-8-0 which had first seen service in an earlier conflict, and this was used as a basis for an updated version which would become known as the 'S160'. This locomotive was designed for a short service life and easy assembly. It used cast frames rather than steel bar frames, with rolled plates and fabrications used wherever possible. The running plate was placed as high as practical to aid maintenance and a central lubrication system was fitted to save some of the time that would normally have been spent in oiling round before a duty was undertaken. Modified springing was fitted to the front wheels to enable the locomotives to operate on sub-standard track and a huge tender mounted on two four-wheeled bogies was provided.

Construction of the 'S160s' commenced in 1942 with an initial order for 800 shared between the Baldwin Works in Pennsylvania, Alco in New York and the Lima Locomotive Works in Ohio. Further orders over the following years brought the total number of locomotives built to around 2,120.

With production well under way, the decision was taken to ship locomotives over to the UK so they would be well placed for further transfer to Europe when the time was right. Completed locomotives were sent four or five at a time with most landed at South Wales ports such as Cardiff and Swansea. From that point they were taken to a special depot at the GWR's Newport Ebbw Junction shed, which had been taken over by the US army, where their coupling rods were refitted and the engines prepared for service. It is thought that 840 'S160s' were processed in this way, and that another 18 were lost at sea on the way across the Atlantic.

Completed locomotives were then sent out on trials, with favourite turns being local goods workings in the Ebbw Vale area. It was not long before the railway authorities realised the new arrivals could be used to take the pressure off the worn-out domestic fleet and agreement was reached for some of the 'S160s' to be released to the UK railways for normal work.

UK SERVICE

In all, it is estimated that 403 such loans were made (although this number may »

United States Armoured Transportation Corps (USATC) 'S160' 2-8-0 2454 passes Sudbury Hill (Harrow) as it leaves London with a lengthy freight train on the GC/GW joint line in 1945.
Railphotoprints.uk Collection.

not be entirely accurate) with the Great Western Railway being the largest user with 174, followed by the London and North Eastern Railway (LNER) with 168, the London Midland & Scottish Railway with 50 and the Southern Railway with six. It is also known that the LNER commissioned a further 38 engines. The class operated over a wide area but there were considerable concentrations in the North East and on the Great Central lines south of Annesley.

Unfortunately, the 'S160s' did not prove a complete success in the UK. Their tyres had to be reprofiled to prevent derailments, while the fireboxes suffered from stay failures, the axles from insufficient lubrication and worst of all, the boiler water gauge could be configured to give an incorrect reading, resulting in three boiler explosions and the death of a fireman. Nevertheless, they were regarded as competent locomotives and many of their features such as self-cleaning smokeboxes, rocking ashpans and drop grates would later be copied and incorporated into British locomotive design.

By August 1943 sufficient locomotives were on hand to satisfy the immediate needs of the home railways and from that point on the emphasis changed from loaning out new arrivals to finding somewhere to store them. Three sites were selected in South Wales at Cadoxton, Penrhos and Treherbert, which in time held 355 locomotives, all of which had completed recommissioning and running-in trials, but had their cabs boarded up as a temporary measure.

With the European invasion becoming imminent in 1944 the War Department gave notice that it required all the loaned 'S160s' back, a move which took the main line railways by surprise and which led to a rush to bring the engines back into a suitable condition for shipment to Europe. Some of these were so bad they required works attention and it was some time before all were returned to the Government. The bulk of those in storage were moved during August to Southampton from where they were eventually shipped over to Cherbourg. A further 70 which arrived after this went directly from the docks in Wales to Southampton, while one 'S160' remained in England to serve at the Longmoor Military Railway.

The 'S160s' provided a vital service in Europe as the allied armies advanced and continued to do so after the war was over. Examples passed to the railways of many European countries, particularly in what was to become the Eastern Bloc, while others found themselves in North Africa and even as far away as China. These locomotives gave good service for many years after their design life.



Work-weary USATC 2-8-0 'S160' 1705 is stabled at Stratford shed on April 1 1944.
A.W. Croughton/Rail Archive Stephenson/Rail Online.

'S160S' PRESERVED IN THE UK

NUMBER	BUILDER	FROM	CURRENT LOCATION	STATUS
1631	Alco	Hungary	Stoke-on-Trent	Stored (dismantled)
2138	Alco	Hungary	Private site	Parts only
2253	Baldwin	Poland	North Yorkshire Moors Railway	In traffic (converted to oil burner)
2364	Baldwin	Hungary	Private site	Parts only
3278	Baldwin	Greece	Churnet Valley Railway	In traffic
5197	Lima	China	Churnet Valley Railway	In traffic
5820	Lima	Poland	Keighley & Worth Valley Railway	Awaiting overhaul after boiler ticket expired
6046	Baldwin	Hungary	Chinnor and Princes Risborough Railway (on loan)	In traffic

PRESERVATION

In 1957, the Longmoor example, by then numbered 700 and named *Major General Carl R Gray Jnr* was withdrawn from service and scrapped, meaning there were no 'S160s' left in this country. However, there were many people in the heritage movement who thought that these unusual locomotives should be remembered and thoughts turned towards repatriating one or more of those that still existed in Europe and elsewhere.

In November 1977, the Keighley & Worth Valley Railway was successful in obtaining 1945-built 5820, which had been provided for use in the liberation of Poland, after which it was taken into Polish Railways stock. It had been intended that this engine would go to the



railway museum in Warsaw but a change of heart saw it offered for sale and its subsequent transfer to Yorkshire, where almost immediately it became one of the stars of the film *Yanks* about the days leading up to the D-Day landings. Used almost continuously since, it is currently out of traffic due to the expiry of its boiler ticket.

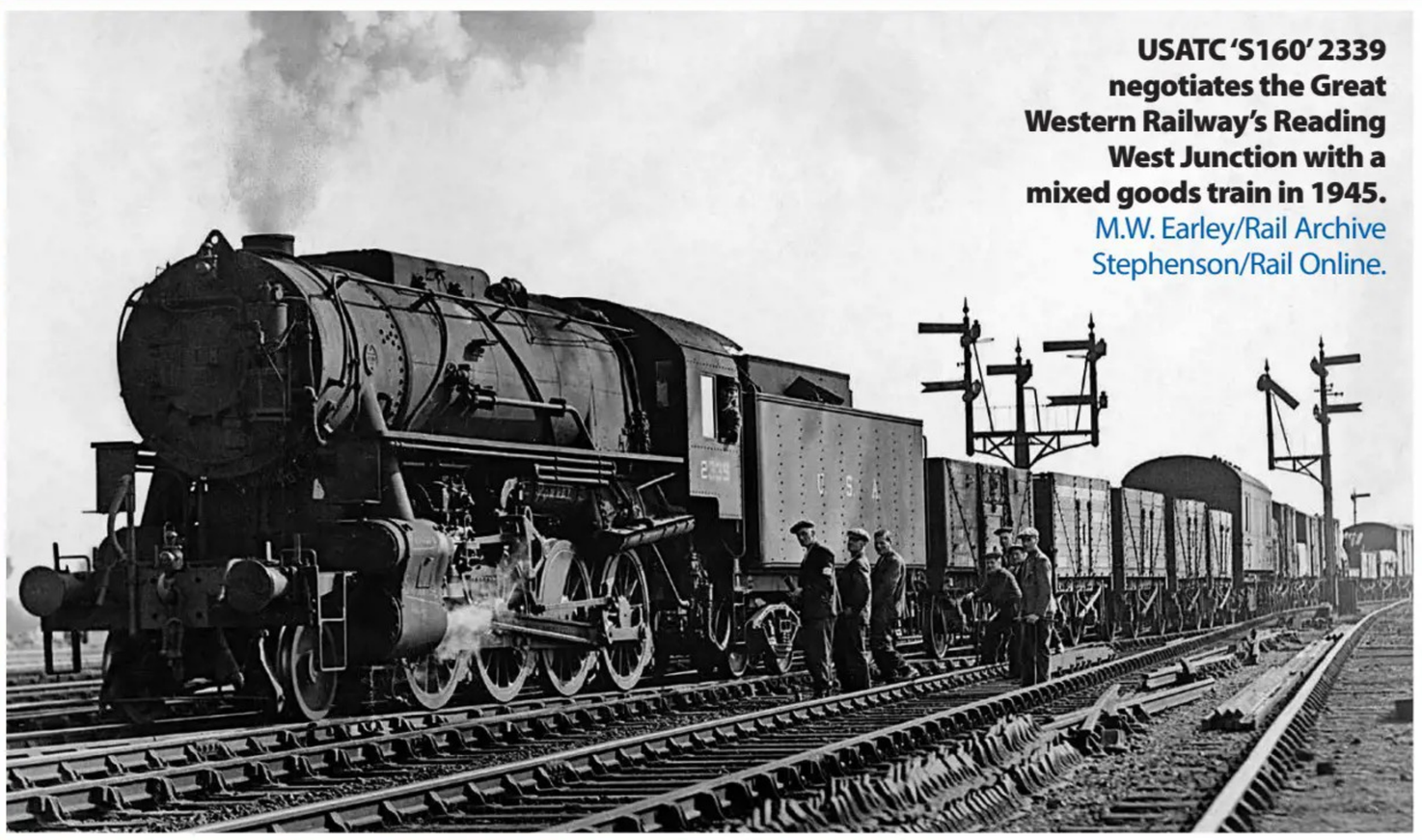
Also obtained from Poland was 2253, which had actually spent some time with the LNER in 1943 before going to France and finally moving on to Poland. This was returned to the UK in 1992 and has since been resident at the North Yorkshire Moors Railway. It has recently had a rebuild and has appeared in maroon livery with the name *Omaha* and has been converted to oil firing.

The Churnet Valley Railway has become the main centre for 'S160' preservation and has 3278 imported from Greece, and just out of overhaul, 5197, which was found working in a coal facility in China and which is operational, and 6046 which came from Hungary and which is also operational but out on loan to the Chinnor and Princes Risborough Railway. One other locomotive, 1631, exists and is currently being worked on at a site in Stoke while parts of 2138 and 2364 also remain as a spares pool for 1631. Each of these three came from Hungary.

Given that the 'S160s' were designed as temporary locomotives with appropriate engineering standards it is quite remarkable we still have some in working order in this country, as well as those preserved elsewhere. The class has recently found much favour as motive power for the 'Polar Express' specials which operate on some heritage railways around Christmas time and this use should ensure that the engines pay for their continued upkeep. They will hopefully continue to steam for many years to come, a reminder of the role the railways played in the Second World War.

HM

● **Visit *www.keymodelworld.com/reality-check* to read more prototype articles.**



USATC 'S160' 2339 negotiates the Great Western Railway's Reading West Junction with a mixed goods train in 1945.
M.W. Earley/Rail Archive Stephenson/Rail Online.

Preserved USATC 'S160' 6046 and LNER 'N7' 69261 head towards the summit at Ipstone during the Churnet Valley Railway steam gala on February 22 2014.
Alan Padley.

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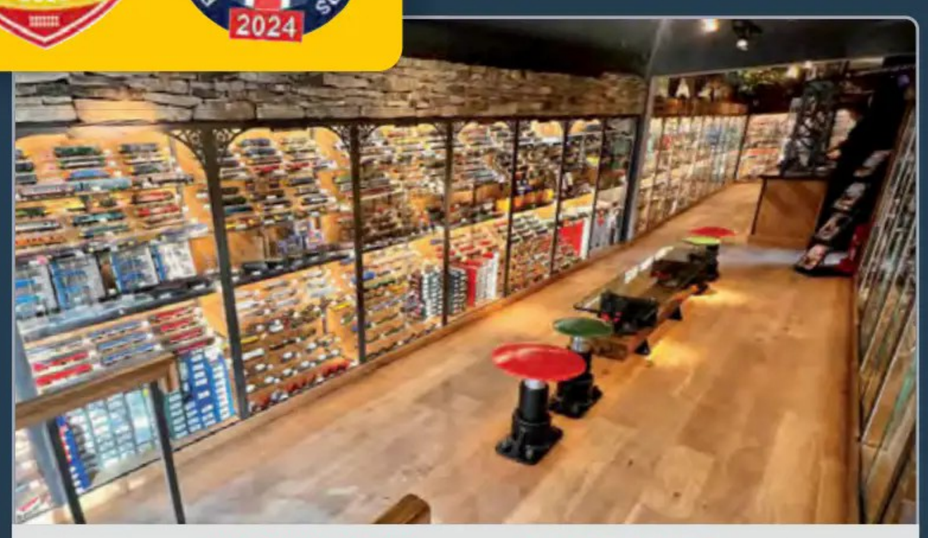
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Credit: Harry Rawding



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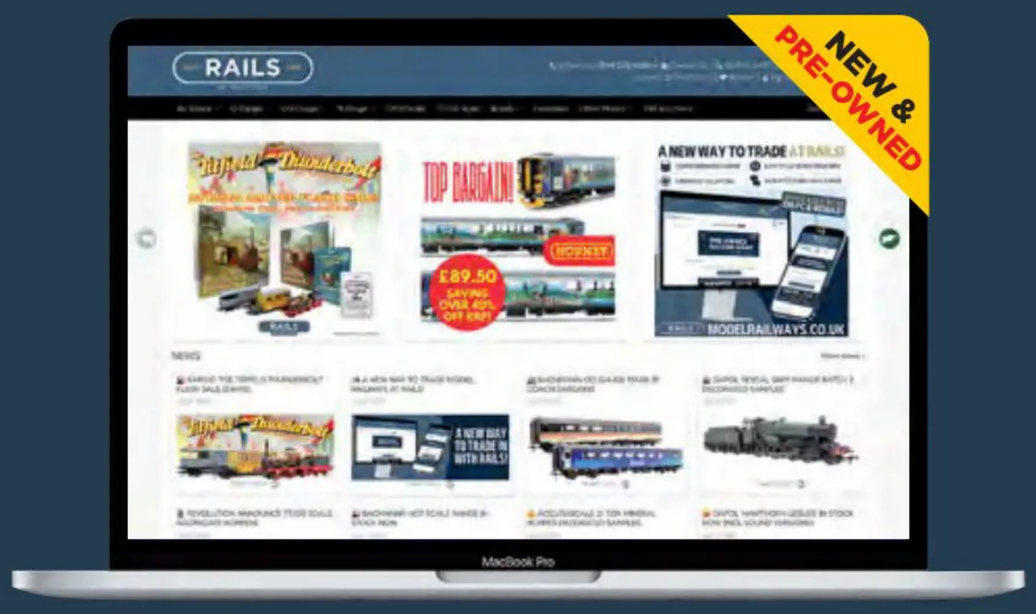


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WOW!! SOME OF OUR Google Reviews ★★★★★ FANTASTIC REVIEWS

T. Smart ★★★★★

I sold some used items to Rails recently, handled by Jake in the second-hand department.

All went very smoothly - once I'd packaged the items up, it was collected free of charge and I got a good price that was transferred direct to my bank a day after they received the items.

My first port of call for all buying and selling, new and used. A+

S. Barltett ★★★★★

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

R. Smalley ★★★★★

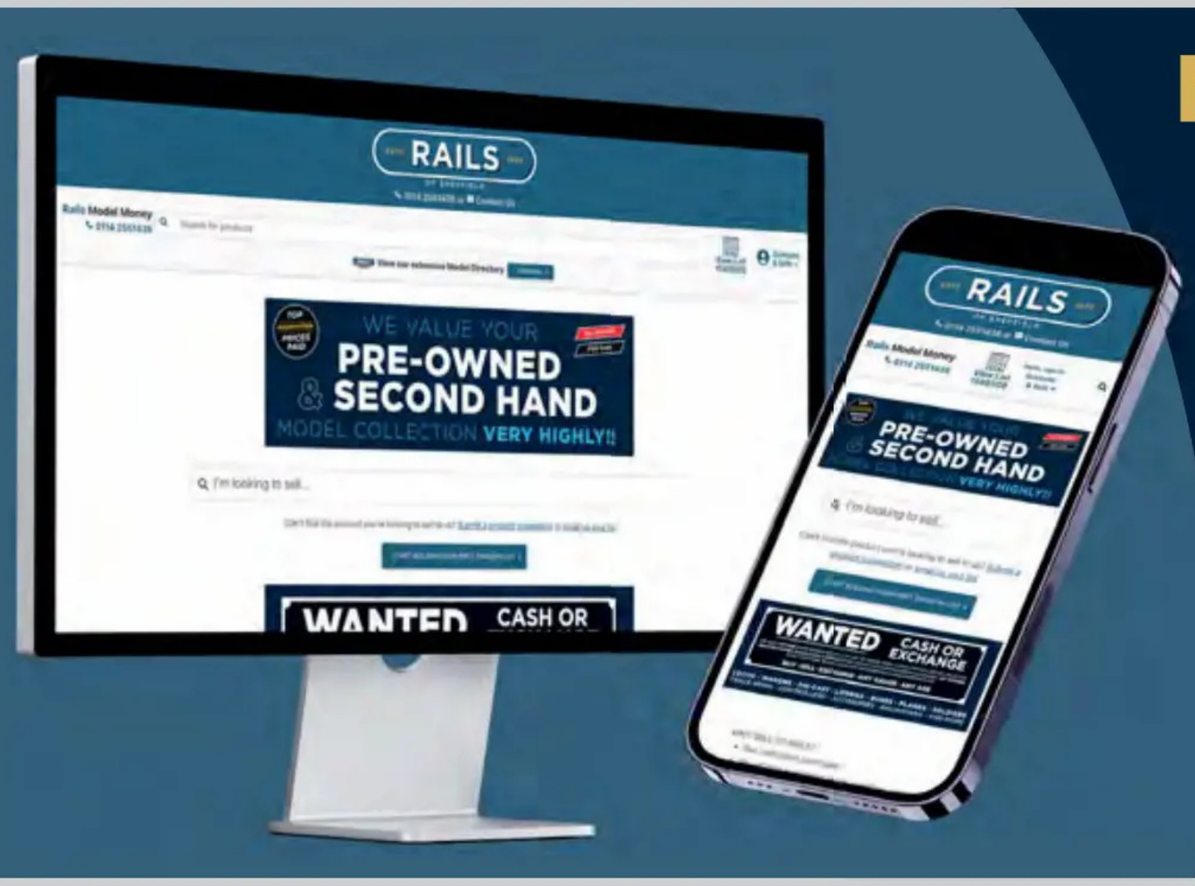
Perfect service from Rails as usual. Excellent packaging, quick delivery and outstanding customer service from Joe, who is friendly, helpful and goes out of his way to provide assistance, even when the circumstances are outside his control.

D. Ager ★★★★★

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

D. ★★★★★

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



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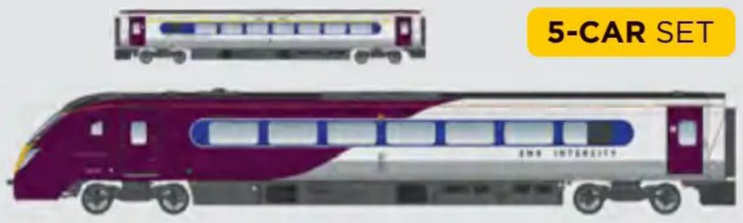


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JOHNSTOWN

The gritty East Midlands railway in the 1960s transition era is the subject of this busy 'N' gauge layout by Harrogate Model Railway Group. The late **DAVID GRIFFITHS** explains how it was built as a dedicated exhibition layout.

PHOTOGRAPHY, JONATHAN NEWTON

1 Rebuilt 'Royal Scot' 46106 *Gordon Highlander* pauses in Johnstown station at the head of a rake of Stanier stock, while a pair of Class 20 Bo-Bo diesels roll into view with a steel train.

GAUGE 'N', 9mm | SCALE 2mm:1ft | SIZE 20ft x 8ft | REGION MIDLAND/EASTERN | PERIOD 1960s | CONTROL ANALOGUE

IN THE LATE 1950s AND EARLY 1960s, my early years were spent in a mining and railway town on the border of Nottinghamshire and Derbyshire. It was a thriving town, and the railway served the local collieries, the domain of the Midland and Eastern Regions of British Railways. It was an intensive service, all of which produced large weekly tonnages supplying the power station, industrial and domestic markets. Some of the local mines were producing one million tonnes of coal per annum. It was in the time of transition from run-down steam operations to diesel traction and the move away from loose-coupled power station services to trainload operations with new HAA wagons.

My father was a steam driver at Langwith Junction, later moving to the new diesel depot at Shirebrook. For a teenage trainspotter it was an exciting time, and I was very close to the industry. There were also heavy steel trains moving from Sheffield to the Midlands and a local passenger service to Worksop, providing varied railway activity. This was inspiration for what became Johnstown.

With this background the idea for an East Midlands themed fictional location developed, although at that stage it did not have a name. It became a group project for the Harrogate Model Railway Group (HMRG). It has been refreshed over time and has a footprint of 20ft x 8ft with a continuous oval circuit. The scenic section is to the front and sides of the layout with the storage yard to the rear. The baseboards are plywood with 25mm x 50mm supports and trestle legs. »





2 Left: **BR Standard '4MT' 2-6-4T 80079 eases into Johnstown station with a short rake of BR Mk 1 carriages.**

3 Right: **A pair of Sulzer Type 2s and a Class 108 roll across the viaduct at Johnstown. In the distance is Johnstown goods yard.**

4 Below: **Pedestrians and vehicles go about their daily routines oblivious to BR 'Britannia' 4-6-2 70000 forging through Johnstown with an express passenger train.**

SCENIC PLAN

The main scenic section features a station with two platforms in each direction, a bay platform servicing the branch line and a further bay for handling parcels traffic. The urban area has a shopping street, terraced houses and an industrial area along with the Barton Bus Company garage which at the time was a large privately owned public service operator serving Nottingham and the surrounding area. The local church borders a public park, which has a pond, bandstand and children's play area. Originally the scenic church section featured a funeral, but it was decided to change the scene to a wedding for a more joyous occasion! The goods yard, adjacent to the station, services mainly local coal merchants as well as van traffic through the goods shed.

Near the station is a redundant steam shed originally used to service the station pilot and provide a turntable for visiting locomotives. The track here is disconnected from the main railway and is becoming overgrown - a feature of much of Britain's railway in the 1960s. In this area, vandals have burnt out a brake van, a signature of a number of HMRG layouts.

The majority of the buildings are Metcalfe kits built by HMRG members. Within the group, members have wide ranging skills - electrical, scenic and railway operations - which enables us to model realistic railway workings.

In the storage yard, each main line circuit has four holding tracks with a further two for the branch. The two curved scenic sections are of the railway as it passes through rural surroundings before entering the storage area. The whole layout is transportable in two large estate cars and has been exhibited in Northern England on a number of occasions. As the build of the layout progressed, my dad – Jack - sadly passed away and it was agreed that the layout should be named 'Johnstown' in his memory.

OPERATION AND ROLLING STOCK

Two, but ideally three, operators are required to operate efficiently. Each main line has one operator, with the third managing the storage yard and branch line. Control is analogue DC through a Morley controller with operators in the middle of the oval enabling them to view train movements along the scenic sections and in the storage yard. The branch line has been modified using the Gaugemaster shuttle system which allows automatic movements of the Diesel Multiple Unit (DMU) between the branch platform within the main station and the storage yard, helping to reduce the number of operators required.

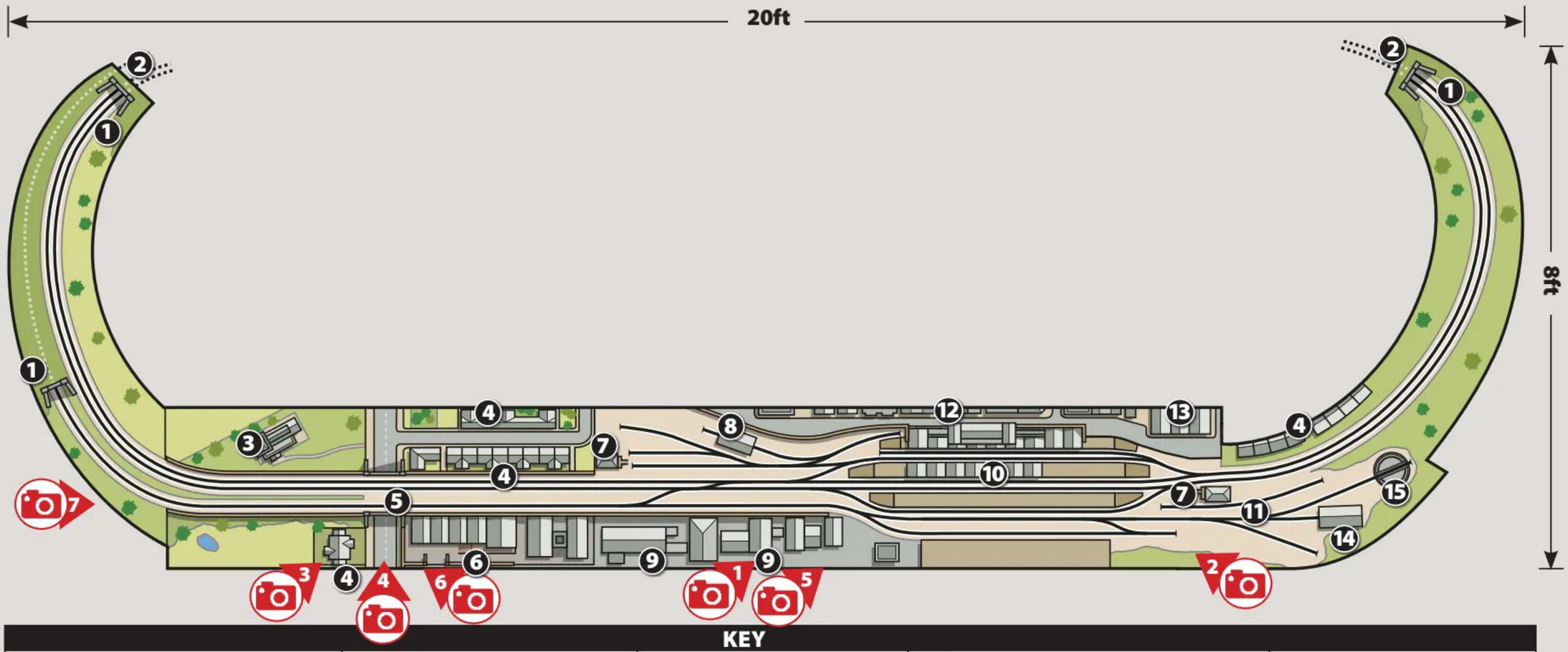
Locomotives and rolling stock are ready-to-run models, with Graham Farish, Dapol and Union Mills items used. The overall size of Johnstown enables HMRG to operate prototypical trains with eight-coach passenger trains and 30 wagon freights, along with 12 bogie wagon steel »



5 Left: **BR '9F' 2-10-0 92018 tops a uniform rake of Conflats and Bird's Eye containers through Johnstown, as a pair of Brush Type 2s slow for their station stop.**

6 Below: **A wedding ceremony has just taken place at Johnstown church as Stanier '8F' 2-8-0 48476 rumbles past with a loaded coal train and a BR 'Britannia' rolls though with a lengthy passenger train.**

JOHNSTOWN TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 Tunnel	4 Houses	7 Signalbox	10 Johnstown station	13 Bus garage
2 To/from storage yard	5 Road overbridge	8 Goods shed	11 Disused track	14 Engine shed
3 Church	6 Factory	9 Warehousing	12 Low-relief shops/cinema	15 Turntable



services. A slow train can be held in the loop platforms to allow fast main line trains to pass.

The steam era is represented with BR Standard '4MT' 2-6-4Ts, 'Black Five' 4-6-0s and Stanier '8F' 2-8-0s from the Midland Region, with the Eastern Region providing 'Britannia', 'A3', and 'A4' 4-6-2s, 'B17' 4-6-0s, 'J39' 0-6-0s, '9F' 2-10-0s and WD 'Austerity' classes. Sadly, it has not been possible to acquire a Robinson 'O4' 2-8-0, which was the staple locomotive for colliery trip workings at Langwith Junction depot.

The prototypical passenger sets are made up of BR Mk 1, Stanier and Pullman stock. Freight is represented by HAA merry-go-round hoppers, 21ton hoppers and 16ton steel mineral sets carrying loaded coal in one direction and running empty in the other. There are trains of scrap steel going to the steel works and bogie wagons carrying steel section running on the opposite line, all adding interest to this busy location.

With the modernisation era came a mix of diesel classes represented by Classes 08/17/20/24/31 and 47, as well as visiting 'Deltics' and a DMU operating on the branch line. The Class 20s and 31s are usually operated in multiple as they were following introduction in the late 1950s and 1960s.

HMRG facilities do not allow Johnstown to be erected on a permanent basis. From its inception Johnstown has been a very exhibition-focused layout, being brought from store, tested and transported to exhibitions. It has been refreshed on occasions and several years ago HMRG commissioned White Rose Models of Bedale to make new baseboards for the storage yard as there had been deformation of the originals which was causing derailments and poor running. The replacement of the storage yard baseboards required relaying of the track in this area and the opportunity was taken to simplify the sidings to facilitate more straight forward operation. We hope you enjoy seeing it at future exhibitions. **HM**

● Sadly, since writing this article, David Griffiths suffered from a short illness and passed away in June 2026. David was a driving force in Harrogate Model Railway Group and will be sadly missed by all.



7 BR's diesel transition is in full swing as a pair of Sulzer Type 2s approach Johnstown station with a passenger working, while an English Electric Type 3 passes in the opposite direction with a seven-coach passenger train. A two-car Class 108 DMU negotiates the branch line.

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Recreating Tyseley's main line 'Pannier'

BEN CHURCH outlines his first foray into locomotive detailing, taking a Bachmann Great Western Railway '94XX' 0-6-0PT and transforming it into main line registered 9466.

DETAILING READY-TO-run items of rolling stock is a satisfying undertaking and results in a wholly unique model that stands apart from its 'box fresh' contemporaries. It can be daunting when attempting it for the first time, as potentially irreparably damaging a valuable model is not an attractive prospect. I found myself in this exact predicament until I unearthed a Bachmann '94XX', acquired cheaply due to it having some damage, from a now-stored steam era layout. This inspired me to take the plunge and finally step into the world of detailing rolling stock.

The obvious choice was to create a model of 9466, the only Hawksworth '94XX' to run in preservation. 9466 has enjoyed two brief and varied careers on the main line, operating several 'Steam on the Met' trains and other railtours on the wider national network. When looking for inspiration and guidance, Richard Hall – a longstanding contributor to *Hornby Magazine* – provided help and assistance. He had previously completed a detailing project creating 9466 as it ran when hauling 'Steam on the Met' tours. I opted, however, to do something different. 9466 ran a railtour – 'The Pannier Rambler' - to Stratford-upon-Avon in 2016, double-heading with Tyseley's 9600 – which is soon to be produced by Accurascale as part of the manufacturer's second batch of pannier tanks for 'OO' gauge. As I have an interest in locomotives operated by Vintage Trains, modelling the locomotive in this condition was ideal, and the prospect of pairing it with 9600 was an attractive one.

First, a little history on the class. Emerging in the twilight of the GWR's existence, Hawksworth's '94XX' was the culmination of more than 50 years of GWR 'Pannier' tank locomotives and was the last locomotive class built for the GWR (the '15XXs' appeared under British Railways and marked a radical break with previous designs). Using the tapered boiler and cylinders from the Collett 2251 0-6-0, the '94XXs' had a very different outline from the 'Panniers' Swindon had previously produced. Construction ran from 1947 to 1956, with only the first ten outshopped by Swindon under the GWR. The remaining 200 locomotives were built by private contractors - all after nationalisation. Their red route restriction limited the scope of operations but they ran across the Western Region until the end of steam on the region in 1965. Two are preserved: first of class 9400 is on static display in the STEAM museum in Swindon while '9466' was saved from the Woodham Brothers scrapyard in Wales by Dennis Howells in 1977. 9466 has since enjoyed stints on and off the national network and has been a frequent sight on heritage railways. In late 2024, the locomotive – now based at the West Somerset Railway - was withdrawn for overhaul.

When embarking on a detailing project, prototype photographs are invaluable, which was especially true here as 9466 featured small

TOOLS

- Cutting mat
- Scalpel blade
- Paintbrushes (000 size)
- Cocktail stocks
- Cotton buds
- Tweezers
- Xuron cutters
- Sanding sticks (various grades)
- Jeweller's screwdrivers
- Masking tape
- Isopropyl alcohol
- Super glue
- Peco locomotive servicing cradle



With added silver embellishments to the smokebox and wheel centres, 9466 stands apart from other BR liveried '94XXs' and replicates this locomotive in main line service.

WHAT WE USED		
PRODUCT	**SUPPLIER**	**CAT NO.**
Overhead electrification warning flashes (1998)	*www.fox-transfers.co.uk*	F4214/2
Etched 9466 numberplates (red)	*www.fox-transfers.co.uk*	FEPNP9466BR
AK Interactive paint pens (various colours)	*www.ak-interactive.com*	RCM150
AK Interactive Gold paint pen	*www.ak-interactive.com*	AK-M031
Humbrol acrylic paints (see text)	*uk.humbrol.com*	See text
Hornby 'Castle' speedometer	*www.hornby.com*	N/A
Custom 3D smokebox number plate	*www.railtec-models.com*	4mm-909
True to Scale 'OO' gauge coal	*www.truetoscale.co.uk*	5527/500
ModelU Met1 preserved crew pack	*www.modelu3d.co.uk*	10230
West Hill Wagon Works BR oil lamps	*www.westhillwagonworks.co.uk*	L14

detail variations between outings on the main line, almost to the point where a particular set of details dates the locomotive to a particular tour. Careful analysis of these was essential when locating transfer locations and other details which required painting.

Bachmann's '94XX' was released in 2020 and provides a robust, highly detailed model for this project. A comprehensive detail pack is supplied with the model - a great inclusion, as this provided all the necessary pipework. As far as detailing projects go, this is perfect for those starting out. There were no scratchbuilt details required, with the main work involving applying transfers and some careful painting. Other than the smokebox straps and wheel centres, which were painted by hand, the rest of the painted detailing was achieved by using AK Interactive paint pens. Paint pens are a straightforward way to paint intricate details and can be used to great effect with a steady hand.

It will always be simpler to change the identity of Western steam locomotives than for other companies as the cast cabside numbers can simply have etched plates placed on top. Altering smokebox details is made easier due to Railtech's range of custom 3D printed details which allow for accurate embossed smokebox numberplates - a huge visual improvement. Customising your models opens up a huge variety of potential prototypes to model, can develop new skills and is immensely satisfying. I am already on the lookout for fresh inspiration for my next project.

The following step by step guide shows how we renumbered and detailed a Bachmann '94XX' to create '9466' as it appeared on 'The Pannier Rambler' railtour to Stratford-upon-Avon in 2016. **HM**



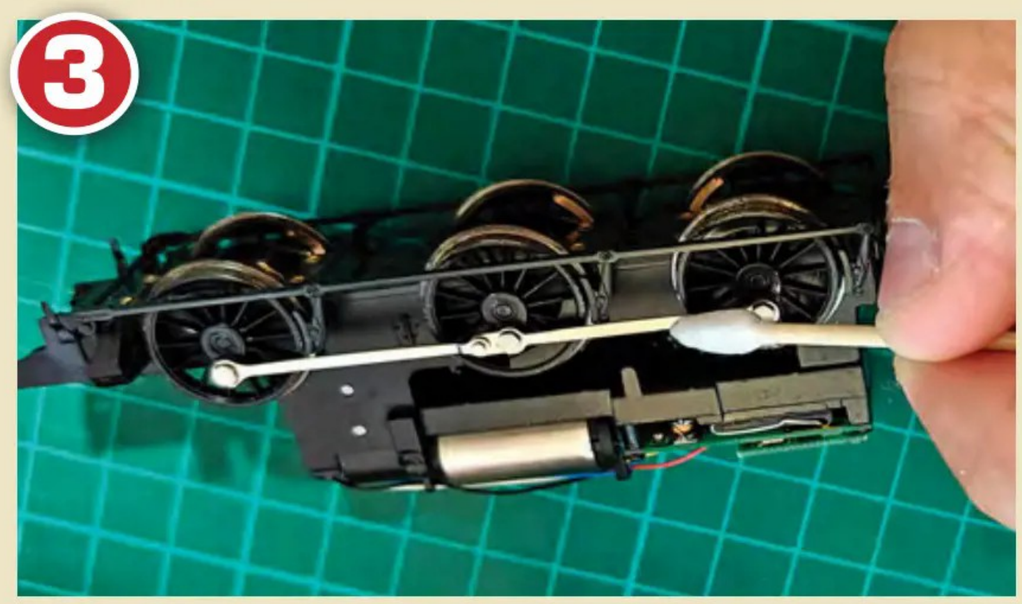
STEP BY STEP MODELLING 9466 IN 'OO'



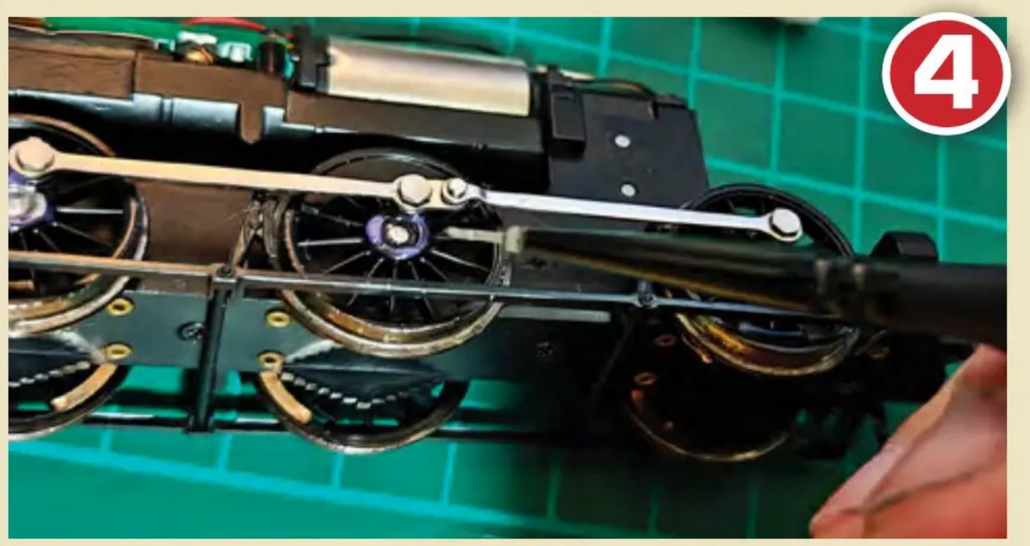
Bachmann's '94XX' is an impressive model, and this model of 9487 from the original 2020 batch is a perfect donor locomotive for this project, as it features BR's early crest.



Using a locomotive cradle to hold the locomotive, remove the four screws which hold the chassis to the body. Separating the two will make handling easier and detailing work on the wheels more straightforward.



A cotton bud dipped in isopropyl alcohol was used to clean dirt from the wheels before painting. If choosing to repaint them, the coupling rods also need to be cleaned.



Humbrol Maskol was applied around the wheel centres to eliminate any chance of paint reaching other areas of the wheel. A 000 brush with Humbrol silver paint (11) was used. Further touching up of some blemishes to the wheels was undertaken with an AK Interactive flat black paint pen. Bachmann's burnished coupling rods look effective and did not require repainting.



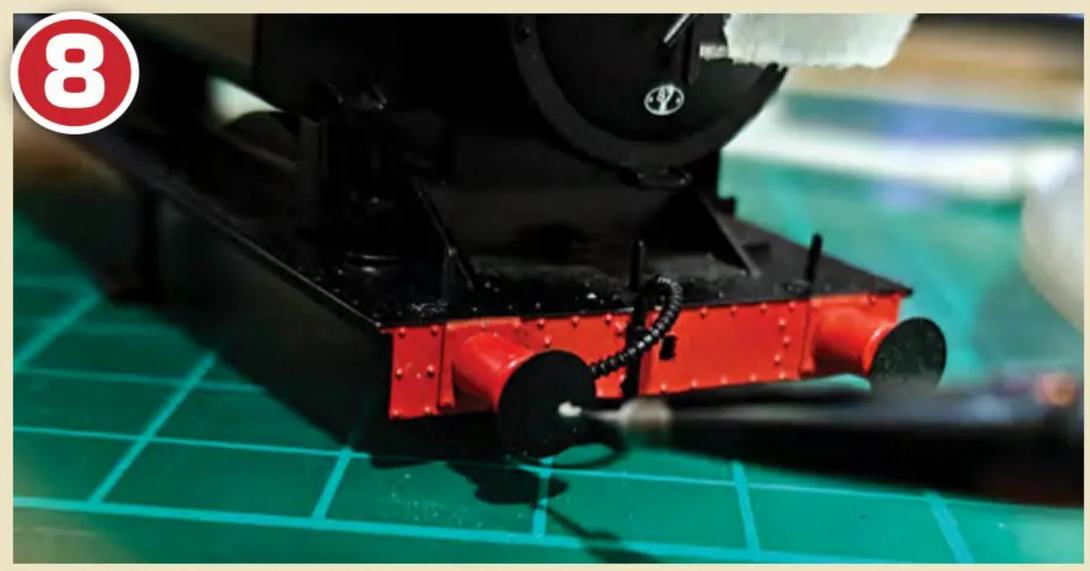
5 Turning my attention to the smokebox, 9466 featured burnished smokebox straps during this period of operation. Careful masking with regular masking tape helped guide the brush to ensure no paint reached the smokebox. Imperfections were cleaned up with a cocktail stick after the paint was almost dry.



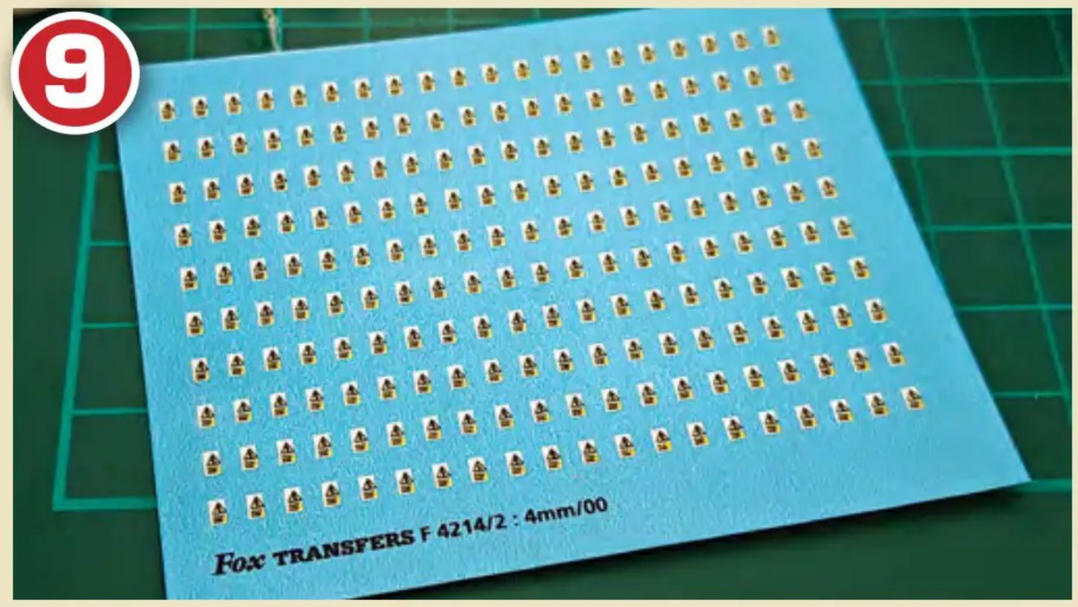
6 While the first coat on the lower strap was drying, I removed the factory-applied smokebox numbers. This was done by gently dabbing a cocktail stick soaked in isopropyl alcohol over the numbers and then scraping them off gently, albeit with a little pressure.



7 Turning to the top strap, this was masked off in the same way as the lower strap. Once again, Humbrol silver acrylic paint (11) was applied with a 000 brush. Each strap needed two light coats to achieve the finish I wanted. It is important to take your time and use a steady hand. That said, you can always touch in any issues with a paint pen.



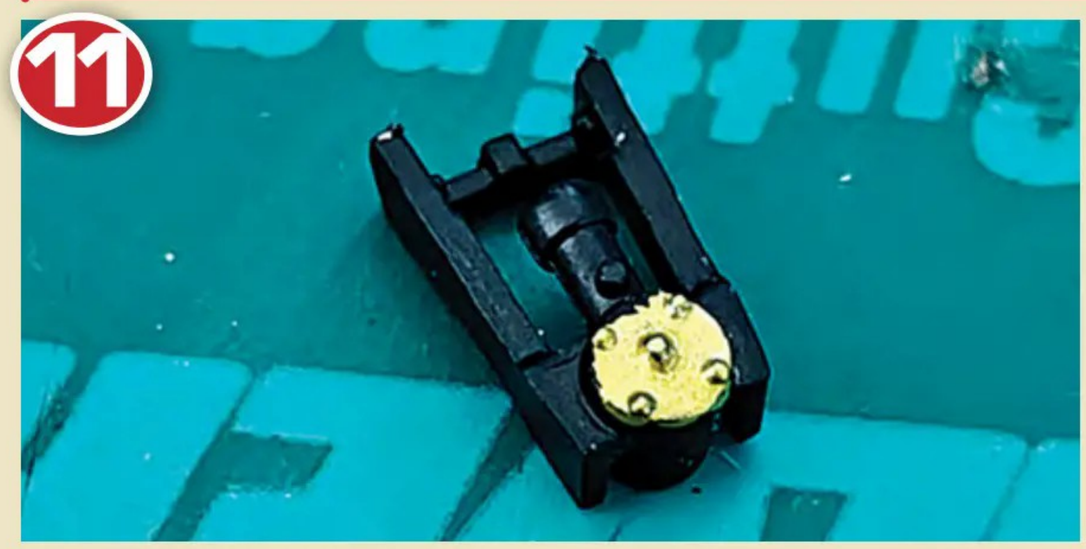
8 Painting the buffers was also achieved using Humbrol 11, applied gently with a brush in two coats to try to minimise visible brush strokes. Later in the process, I masked off the buffer housings and painted the back of the buffers and buffer shanks silver.



9 Overhead electrification warning flashes are supplied by Fox Transfers. To apply these, cut around a transfer and leave it to soak in water. Once it starts to separate from the backing paper, it can be applied to the model.



10 Applying a small amount of water to the surface of the model will help you move the transfer away from the backing. Carefully slide it off the backing paper with a cocktail stick and move it until you are happy with its location. A cotton bud can then be rolled over the transfer to secure it to the model. Photographs are invaluable for locating the transfers: numbers and other details were often moved on the real thing.

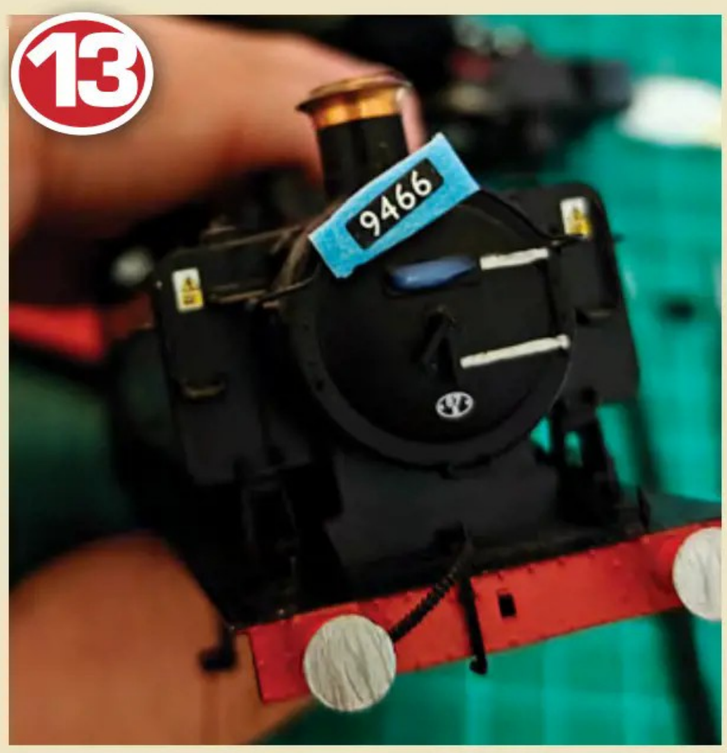


11 As per any main line registered locomotive, a speedometer is required. To save time, I opted to use a speedometer salvaged from a Hornby 'Castle' from my supply of spares. Some careful sanding down of the mounting bracket was required to fit it underneath the cab on the driver's side. The centre was then painted with a gold AK Interactive paint pen.



12 Fox Transfers' extensive range of etched locomotive name and number plates is a great way to add more realism to any ready-to-run model. These were cut away from the fret using Xuron cutters and then carefully sanded to remove any burrs before being glued to the model. A sparing amount of superglue can be used here to secure them to the model.

Intermediate
Beginner SKILL LEVEL Advanced



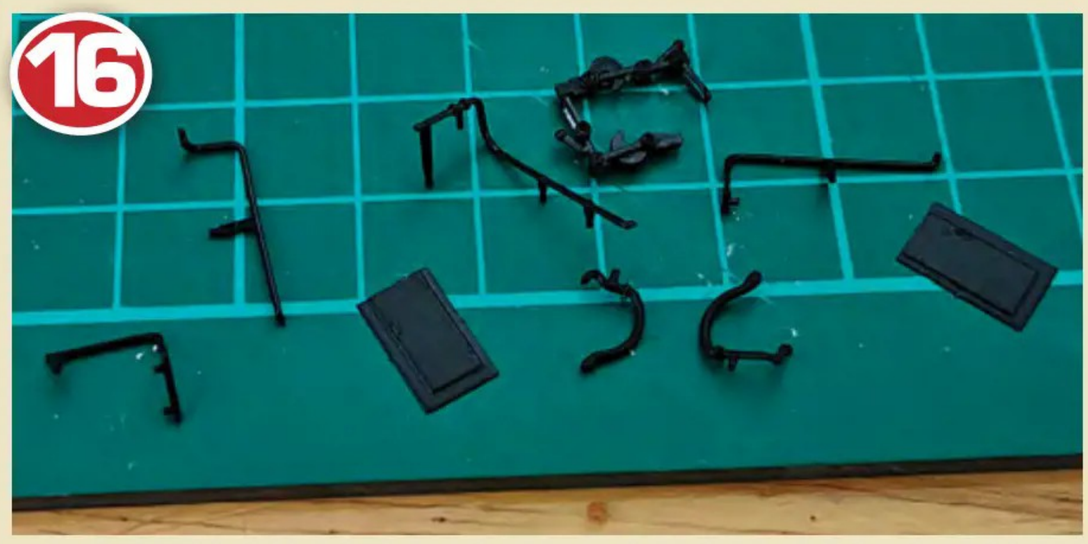
Railtec Transfers' impressive custom 3D printed smokebox numberplates provide a prototypical slightly embossed look. These are cut from the backing paper and left to soak in water. I then removed the transfer from the backing paper and carefully stuck it to the model using a small amount of Humbrol matt varnish applied to the model before application.



While crisply moulded, some of the pipework underneath the water tanks required painting gold. Humbrol Maskol was applied to any pipes connected to those needing painting, with an AK Interactive Gold paint pen used to carefully decorate the pipes. This process was repeated on both sides.



9466 at this time featured a bright brass safety valve bonnet; here the Gold AK paint pen was also used. Before painting, liberal amounts of Humbrol Maskol were applied around the bonnet and top feed. After painting, the Maskol was removed, with any excess paint on the top feed removed using a cocktail stick dipped in isopropyl alcohol.



Bachmann's '94XXs' are supplied with comprehensive detail packs, which include all of the pipework needed for the running plate and front and rear buffer beams, plus an etched builder's plate. Adding this to a locomotive makes a huge visual difference in my view. Fortunately, my iteration of 9466 did not require any additional pipework beyond that in the detail pack.



Steam locomotives running on the main line almost always feature some sort of battery box, which Bachmann supplies in the details pack. However, it does lack some painted details. An overhead electrification warning transfer was cut up to create the electric shock warning triangle present on the box, with a Yellow AK Interactive paint pen used to highlight the two small dots on the box.



Real coal will always look better than a moulded interpretation. The coal used here is part of True to Scale's range of 'OO' gauge scenic products. PVA glue was used to cover the moulded coal, with the real coal simply sprinkled on top and then left to dry.



A crew is essential to breathe life into a locomotive's cab, and for this I elected to use one of Modelu's preservation era steam locomotive crew packs. These were painted entirely using AK Interactive paint pens and look at home inside the cab of 9466.



Lamps are another vital detail to add to any steam locomotive. These are 3D-printed examples – painted again with AK paint pens. Curiously, 9466 did not feature a high-intensity headlight for 'The Pannier Rambler' railtour, so the now white lamps were secured with Black Tack to the locomotive in an express passenger configuration.

MORE THAN JUST MAIL ORDER...



In the first of a new monthly Insight feature bringing voices from the model railway industry to *Hornby Magazine,* Kernow Model Rail Centre Development Manager **GRAHAM MUSPRATT** explains how there is much more to the business's operation than just mail order.



MANY will be familiar with Kernow Model Rail Centre and the online service that we strive to provide, ensuring a prompt turnaround of not just immediate orders placed but also when new models arrive that have been on pre-order. You may also have seen or purchased one of our exclusive models or those sold under licence to the EFE Rail brand. That aside, and just as importantly, we fully believe that the traditional model shop is the lifeblood of the model railway community.

The in-shop experience is just as important for the hobby. Modelling shops offer essential hubs of knowledge and face-to-face support from shop staff – many of which are active modellers - showcasing products, and we provide this through our two shops located in Camborne and Guildford. Model shops such as ours remain independent of any one manufacturer and our advice and support is provided across the entire hobby and not restricted to one manufacturer's views or pricing model.

Kernow Model Rail Centre started with one shop in Camborne in September 2002 and following several livery commissions were the first retailer to commission exclusive models - not just rolling stock, but also locomotives with our SR Beattie 'Well Tank' 2-4-0WT in 2009. In fully realising and supporting the value of the local model shop, we opened our Guildford shop in May 2019. Visiting one of our two shops is more than just a transaction - we stock an extensive range of products and accessories from many manufacturers providing everything required to build your layouts from track to control systems and scenic materials – there is so much more on offer than locomotives and rolling stock. Our shops provide an opportunity to browse, ask, compare and choose before purchase.

Our friendly team at Kernow Model Rail Centre pride themselves on being able to offer knowledge, practical advice and support for all our customers as many are experienced railway modellers themselves in a wide range of gauges, eras and control systems. Members of our team can often be seen at model railway exhibitions, occasionally alongside our sales stand, across the UK with their own layouts ranging from highland 'N' gauge to south coast Southern Railway steam in 'OO' and the latest current scene with highly accurate signalling in miniature.

Our hobby provides us all with so many benefits, from being a creative outlet to improving our mental health. It still provides great value for money when compared to many other hobbies and is as strong as ever. This is shown by the number of new entrants from new modellers to new manufacturers alike, all of whom should not dismiss the benefits the local model shops provide.

Finally, for those not able to visit our two shops, we have also recently launched a brand-new website to make your online experience easier to continue to ensure we maintain our expected high standard of service across the board.

● **To find out more visit *kernowmodelrailwaycentre.com*.**

Revolution trains

N gauge - 1:148 scale

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66605 Freightliner G&W. *New tooling with revised BMAC lights and removed NRN pod.*



66505 Freightliner. *Original BMAC lights, early tie-down loops.*



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STAFF PROJECTS

DEPARTMENTAL DELIGHT

A chance discovery of an interesting 'OO' kit at the recent Chatham Model Railway Exhibition has set **MARK CHIVERS** on a quest to build a few esoteric wagons for his latest layout project.

WHEN ATTENDING model railway shows I find it incredibly difficult not to be tempted by the model railway items on display and almost always come away with a bag full of 'treasure' - whether it's a few items of rolling stock, a new locomotive purchase or a selection of model railway accessories and kits.

Having recently attended the Chatham Model Railway Exhibition with *Hornby Magazine's* 'OO' gauge exhibition layout Natford TMD and the Key Model World Shop, there were a few opportunities over the weekend to browse the many stalls attending the show at the Historic Dockyard. One stall in particular

Mark has been gathering together several new 'OO' gauge wagon kits to include on his forthcoming new BR Southern Region exhibition layout project, including this departmental BR ZVX flatbed bogie carrier from 12A Models.



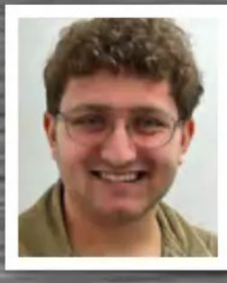
MIKE WILD

Mike has been busy completing his 'OO' Class 325 four-car electric multiple unit, adding cabs, windscreens, a final coat of red paint and Royal Mail transfers.



MARK CHIVERS

Mark has been gathering together kits, bits and materials to get his new 'OO' BR Southern Region layout project under way, based on Fratton fuelling point.



BEN CHURCH

Ben has been customising a 2005 era model of 4472 in preparation for running on *Hornby Magazine's* exhibition layouts later this year.

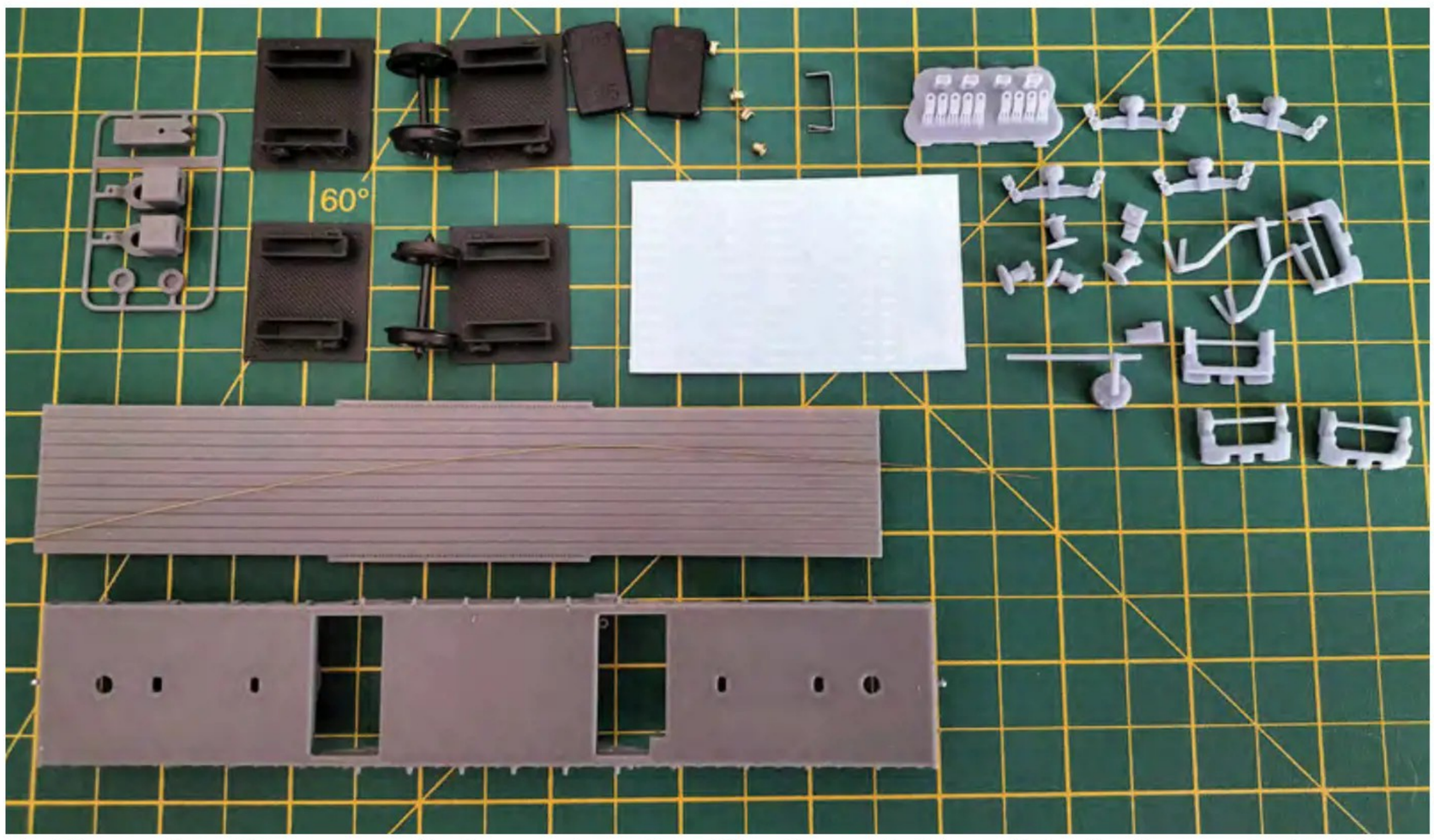
caught my eye – 12A Models – with a tempting selection of kits and accessories, many of which had a leaning towards BR's Southern Region.

You may recall that I have recently embarked on a Southern Region project for my next layout project, loosely based on the refuelling point at Fratton on the outskirts of Portsmouth (HM228). For this, I have a quite lengthy list of elements I would like to include over and above the track and hints of the station environment from the 1980s. Whilst perusing the 12A Models stand, I spotted some 3D-printed Southern Region third-rail protection boards, which would be a must-have to include on the layout, along with several wagon kits which also caught my eye.

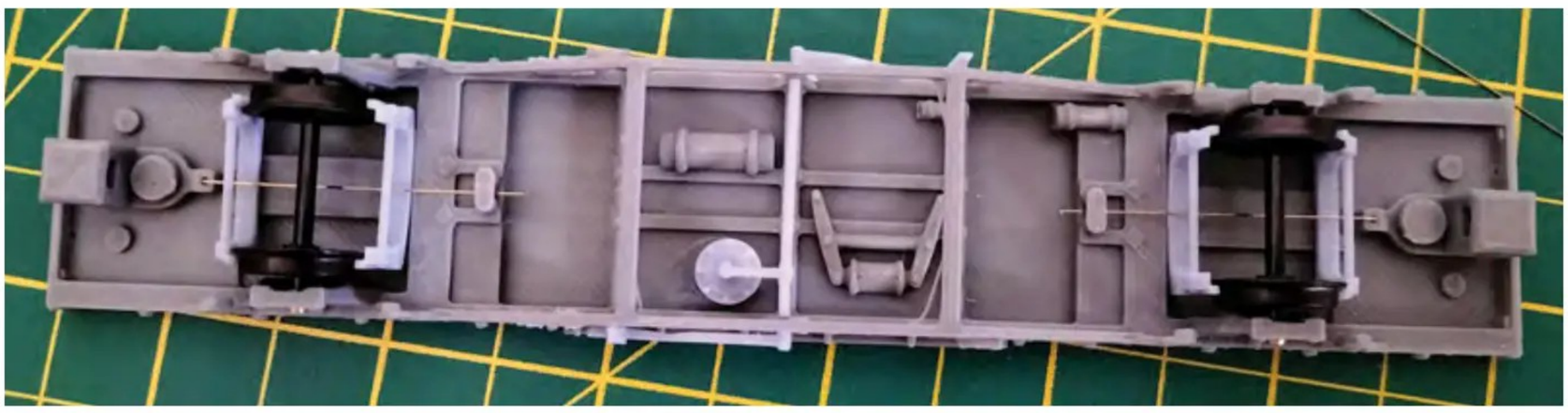
One of these kits builds into a 'OO' gauge BR ZVX flatbed bogie carrier. These distinctive vehicles were developed from redundant VIX Ferry Vans and used to transport bogies to and from Works. You may be thinking that it is unlikely one of these would appear at Fratton, but in my parallel universe I'm working on the basis that it might be on its way as a trip working to Ashford or Eastleigh Works with a pair of bogies for offloading. I am aiming to include a single track along the outer edge of the layout on one side of the refuelling point to include a few departmental stores vehicles, so this seemed plausible enough for me to purchase a kit along with a kit of the ZRA DEMU engine carrier wagon, which might also have visited in my mind on a trip to/from Eastleigh Works! Irrespective, they will provide a touch of variety on the layout.

In addition to the ZVX flatbed bogie carrier, 12A Models (*www.12Amodels.co.uk*) has also introduced a pack containing a pair of 3D-printed detailed 'OO' gauge BR Mk 1 B1 bogies which can be used as a suitable load. Plans are already in place for the baseboards and refuelling point elements of the project, so as you might imagine, the desire to get building the kits has been overwhelming and after a few hours one recent Sunday afternoon I had a fully built kit ready for painting.

This has to be one of the most straightforward kits I've had the pleasure of assembling as all the parts are provided ready-to-use,



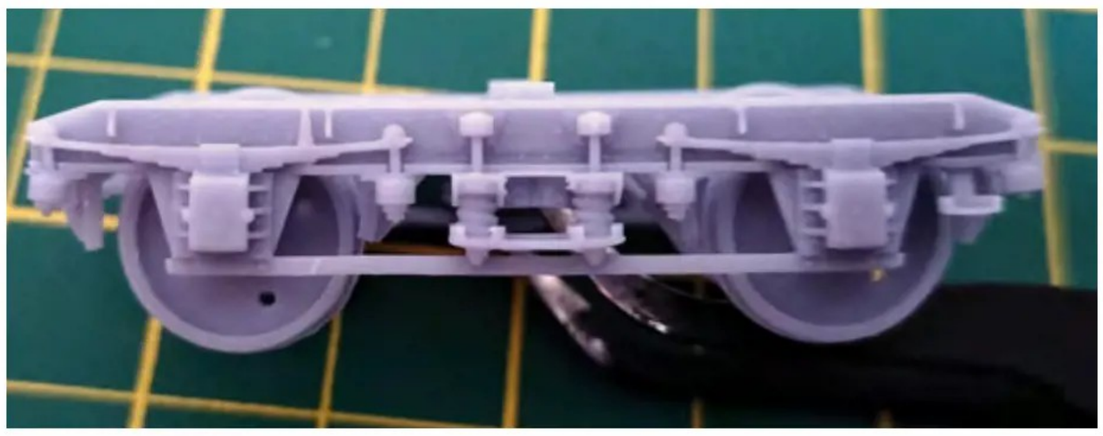
The kit comprises all the parts required to complete a 4mm:1ft scale model of these distinctive departmental vehicles including the superstructure, detailing components, wheels and transfers.



All the parts fit together well and assemble into a superb-looking model which just needs painting to complete.



The 12A Models ZVX kit also comes with a comprehensive set of transfers to apply once the model has been assembled and painted.



including metal wheelsets. The chassis and deck are provided as single items in the box and simply require gluing, while the included 3D-printed detailing parts are mostly all pre-cut and ready for assembly. The only parts which require cutting from supports are the fine lifting rings, while the handrails and pivoting NEM coupler pockets require the supplied fine brass rod to be cut in sections and bent as necessary, again all quite straightforward.

In all, I think this super kit took around three hours to complete (including suggested drying time for the chassis and deck to cure after gluing) and I have something a little different to add to the forthcoming project – it just needs painting now. It also runs really well, so it might just enjoy more of a starring role on my new layout project. Watch this space! **HM**

Left: **12A Models has also produced a pair of highly detailed 3D-printed 4mm scale BR Mk 1 B1 bogies for use as a static load.**

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.

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, 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.

PRIME LISTING

12 RAILEX EAST 2026

Hosts: 31A (Cambridge) Model Railway Club
Location: Cambridge Regional College, Kings Hedges Road, Cambridge CB4 2QT
Times: 10am–4pm
Prices: Adults £8, children £3, under 5s free
Website: *www.cambridge31a-mrc.org.uk*
Features: 29 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access. See the full prime listing on *www.keymodelworld.com/events*.

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.

12/13 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.

12/13 LEIGH FESTIVAL OF MODEL RAILWAYS

Hosts: Leigh Model Railway Society
Location: Leigh Sports Village, Leigh Leisure Centre, Sale Way, Greater Manchester WN7 4JY
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £8, under 15s free
Website: *www.leighmodelrailwaysociety.wordpress.com*
Features: Layouts, trade support, refreshments, parking and disabled access. Free heritage bus from bus station to venue.

DON'T MISS

12/13 THE INTERNATIONAL 'N' GAUGE SHOW

Hosts: Meridienne Exhibitions
Location: Warwickshire Events Centre, The Fosse, Radford Semele, Leamington Spa CV31 1FE
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £14.50, concessions £13, children £6
Website: *www.ngaugeshow.co.uk*
Features: Layouts, trade support, manufacturers, demonstrations, societies, refreshments, parking and disabled access.

PRIME LISTING

19 BRENTWOOD MODEL RAILWAY EXHIBITION

Hosts: Mid Essex Model Railway Club
Location: Brentwood County High School, Shenfield Common, Seven Arches Road, Brentwood CM14 4JF
Times: 10am–5pm
Prices: Adults £7, children £4, family £20
Website: *www.midessexmrc.org*
Features: Layouts, trade support, refreshments, parking and disabled access. See the full prime listing on *www.keymodelworld.com/events*.

19 CULM VALLEY MODEL RAILWAY EXHIBITION

Hosts: Culm Valley Model Railway Exhibition
Location: Willand Village Hall, Gables Road, Willand DX15 2LP
Times: 10am–4pm
Prices: Adults £6, accompanied children £1
Website: *www.cvmrc.weebly.com*
Features: 14 layouts, trade support, refreshments, parking and disabled access.

19 LICHFIELD MODEL RAILWAY EXHIBITION

Hosts: Trent Valley Model Railway Society
Location: Life Church Lichfield, Netherstowe, Lichfield WS13 6TS
Times: 10am–4pm
Prices: Adults £6, children £2, family £14
Website: *www.tvmrs.org.uk*
Features: 15 layouts, trade support, refreshments, parking and disabled access.

19 WILTON RAILEX 2026

Hosts: Sailsbury & South Wilts Railway Society
Location: Michael Herbert Hall, South Street, Wilton, Salisbury SP2 0JS
Times: 10am–4.30pm
Prices: Adults £5, children £2, accompanied under 5s free
Website: *www.sandswmrs.co.uk*
Features: 12 layouts, trade support, demonstrations, refreshments, parking and disabled access.

19/20 BLACKPOOL MODEL RAILWAY EXHIBITION

Hosts: Blackpool and North Fylde Model Railway Club
Location: Blackpool Sixth Form, Blackpool Old Road, Blackpool FY3 7LR
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £8, concessions £7, accompanied under 16s free

Website: *www.blackpoolandnorthfyldemrc.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

19/20 SWANSEA MODEL RAILWAY EXHIBITION

Hosts: Swansea Railway Modellers Group
Location: Swansea Leisure Centre, Oystermouth Road, Maritime Quarter, Swansea SA1 3ST
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £10, children £1, under 3s free
Website: *www.srmg.org.uk*
Features: Layouts, trade support, manufacturers, societies, refreshments, parking and disabled access.

PRIME LISTING

19/20 TROON MODEL RAILWAY EXHIBITION

Hosts: Ayr Model Railway Group
Location: Walker and Concert Halls, South Beach, Troon KA10 6EF
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £7, children £4, family £16, under 5s free
Website: *www.ayrmrg.co.uk*
Features: 16 layouts, trade support, demonstrations, refreshments, parking and disabled access. See the full prime listing on *www.keymodelworld.com/events*.

19/20 SPA VALLEY MODEL RAILWAY EXHIBITION

Hosts: Spa Valley Railway
Location: Tunbridge Wells West Station, Nevill Terrace TN2 5QY
Times: Sat 10am–5pm, Sun 10am–5pm
Prices: Adults £16, concessions £15, accompanied under 16s free, family £32
Website: *www.spavalleyrailway.co.uk*
Features: 30 layouts, trade support, refreshments, parking and disabled access.

20 BRESSINGHAM STEAM MUSEUM MODEL RAILWAY SHOW

Hosts: Bressingham Steam Museum
Location: Bressingham Steam Museum, Low Road, Diss IP22 2AA
Times: 10.30am-5pm
Prices: Various - see website
Website: *www.bressingham.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access. Admission includes entry to model railway exhibition, museum and gardens.

26 HADDENHAM 2026 MODEL RAILWAY EXHIBITION

Hosts: Risborough and District Model Railway Club
Location: Haddenham Village Hall, Banks Road, Haddenham HP17 8EE
Times: 10am-4.30pm
Prices: Adults £7, children £1
Website: *www.rdmrc.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

26 LODDON VALE MODEL RAILWAY CLUB EXHIBITION

Hosts: Loddon Vale Model Railway Club
Location: St. Peter's Church Hall, Church Lane, Earley, Reading RG6 1EY
Times: 10am-4pm
Prices: Adults £6, children £2, family £13
Website: *www.lvmrc.co.uk*
Features: Ten layouts, trade support, societies, refreshments, parking and disabled access to lower floor only.

26 SHILLINGSTONE MODEL RAILWAY EXHIBITION

Hosts: North Dorset Railway
Location: Shillingstone Station, Station Road, Shillingstone, Blandford Forum DT11 0SA
Times: 10am–4 pm
Prices: Adults £8, under 16s free, family £10
Website: *www.northdorsetrailway.co.uk*
Features: 14 layouts, trade support, refreshments, parking and disabled access. Exhibits are also on display at Shillingstone Church Centre.

26/27 FOLKESTONE MODEL RAILWAY EXHIBITION

Hosts: Folkestone Hythe & District Model Railway Club
Location: Leas Cliff Hall, The Leas, Folkestone, Kent CT20 2DZ
Times: Sat 10am–4.30pm, Sun 10am–4.30pm
Prices: Adults £9, children £4, family £24
Website: *www.folkestonemrc.wordpress.com*
Features: 18 layouts, trade support, refreshments, parking and disabled access.

26/27 STAFFORD RAILWAY CIRCLE EXHIBITION

Hosts: Stafford Railway Circle
Location: Stafford County Showground, Weston Road, Stafford ST18 0BD
Times: Sat 10am–5pm, Sun 10am–4.30pm
Prices: Adults £16 (£18), children £5, family £32 (£36), on the day prices in brackets
Website: *www.staffordrailwaycircle.org.uk*
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.

26/27 STICKNEY MODEL RAILWAY EXHIBITION

Hosts: Boston Model Railway Society
Location: Stickney Village Hall, Hall Lane, Stickney PE22 8BG
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £4, children £2, family £10
Website: *www.bostonmrs.50webs.org*
Features: Nine layouts, trade support, refreshments, parking and disabled access.

26/27 WORTHING MRC EXHIBITION 2026

Hosts: Worthing Model Railway Club
Location: St. Andrews CE School, Sackville Road, Worthing BN14 8BQ
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £10, accompanied children free
Website: *www.worthingmrc.co.uk*
Features: 15 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.

OCTOBER IN BRIEF

3 GAINSBOROUGH MODEL RAILWAY SOCIETY OPEN DAY

Location: Florence Terrace, Gainsborough DN21 1BE
Website: *www.gainsboroughmodelrailway.co.uk*

3 WATFORD MODEL RAILWAY EXHIBITION

Location: St Peter's Church Hall, Bushey Mill Lane, Watford WD24 7TF
Website: *www.southwesthertsmrs.org.uk*

3/4 FAREHAM RAILEX

Location: Fareham Leisure Centre, Park Lane, Fareham PO16 7JU
Website: *www.fareham-mrc.org.uk/railex*

3/4 MICKLEOVER MODEL RAILWAY EXHIBITION

Location: Mickleover Community Centre, Uttoxeter Road, Mickleover, Derby DE3 0DA
Website: *www.mmrg.org.uk*

3/4 SHILDON MODEL RAILWAY EXHIBITION

Hosts: Shildon Model Railway Club
Website: *www.shildonmodelrailwayclub.co.uk*

10 HEYWOOD MODEL RAILWAY GROUP OPEN DAY

Location: Crumpsall Labour Club, Wilton Road, Crumpsall, Manchester M8 6PX
Website: *www.hmrg.net*

10/11 CHESTER MODEL RAILWAY EXHIBITION

Location: Saltney Community Centre, Sandy Lane, Saltney, Chester CH4 8UB
Website: *www.chestermodelrailwayclub.com*

10/11 CHRISTCHURCH AND KINSON MRG EXHIBITION

Location: St Peter's Catholic School, St Catherine's Road, Southbourne, Bournemouth BH6 4AH
Website: *www.facebook.com/people/Christchurch-Kinson-Model-Railway-Group/61573298797088*

PRIME LISTING

10/11 FARNHAM & DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Farnham & District Model Railway Club
Location: Alderwood Leisure Centre, Tongham Road, Aldershot GU12 4AS
Times: Sat 10am–5pm, Sun 10am–4.30pm
Prices: Adults £12, under 15s £3, one under 15 free per paying adult
Website: *www.farnhammrc.org.uk*
Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access. See the full prime listing on *www.keymodelworld.com/events*.

DON'T MISS

10/11 GREAT ELECTRIC TRAIN SHOW 2026

Hosts: Key Publishing
Location: Arena MK, Stadium Way, Bletchley, Milton Keynes MK1 1ST
Times: Sat 10am–5pm, Sun 10am–4pm (9.30am for advance ticket holders)
Prices: Adults £18 (£22), adult subscriber £16, weekend £36, children £9/free on Sunday (£11 Sat), VIP £55 (on the day prices in brackets)
Website: *www.keymodelworld.com/greatelectrictrainshow*
Features: 30 layouts, trade support, demonstrations, manufacturers, societies, refreshments, parking and disabled access. Up to two children per paying adult admitted free on the Sunday. Advance ticket holders gain access from 9.30am both days.

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.

LEAMINGTON AND WARWICK Village MODEL RAILWAY SOCIETY

NEW EVENT!

The Leamington & Warwick Model Railway Society is proud to present its

MODEL RAILWAY VILLAGE

Featuring Layouts across the scales, practical advice on layout construction, modelling skill demonstrations, club and sales stands

24/25 OCTOBER 2026

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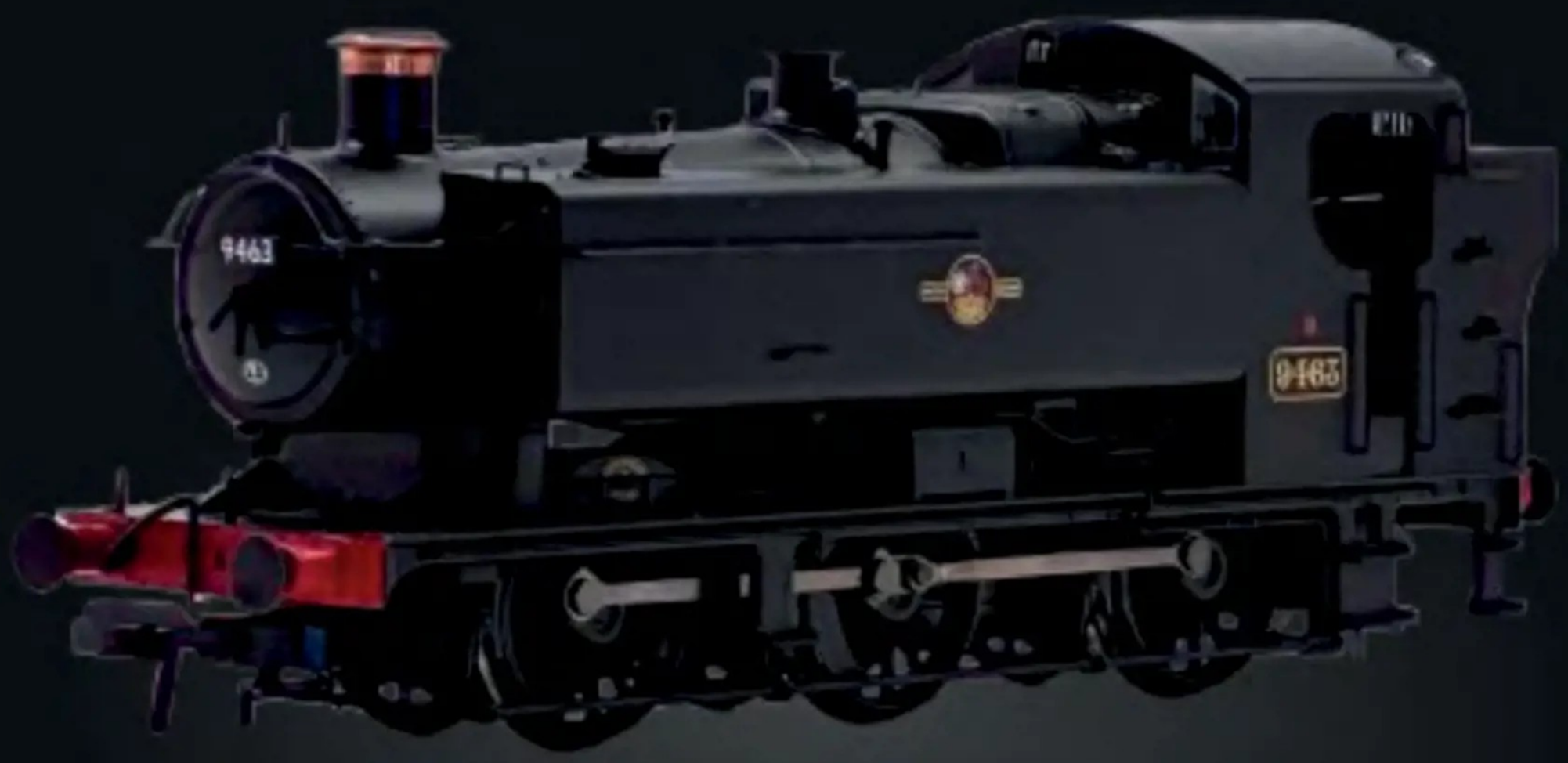
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FM Rail went into administration in 2006. The above guise shows the locomotive in 2007 guise. One year later, 31601 lost the remnants of its FM Rail vinyl, cab crests and the now defunct web address was crudely painted out in black, as opposite. This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

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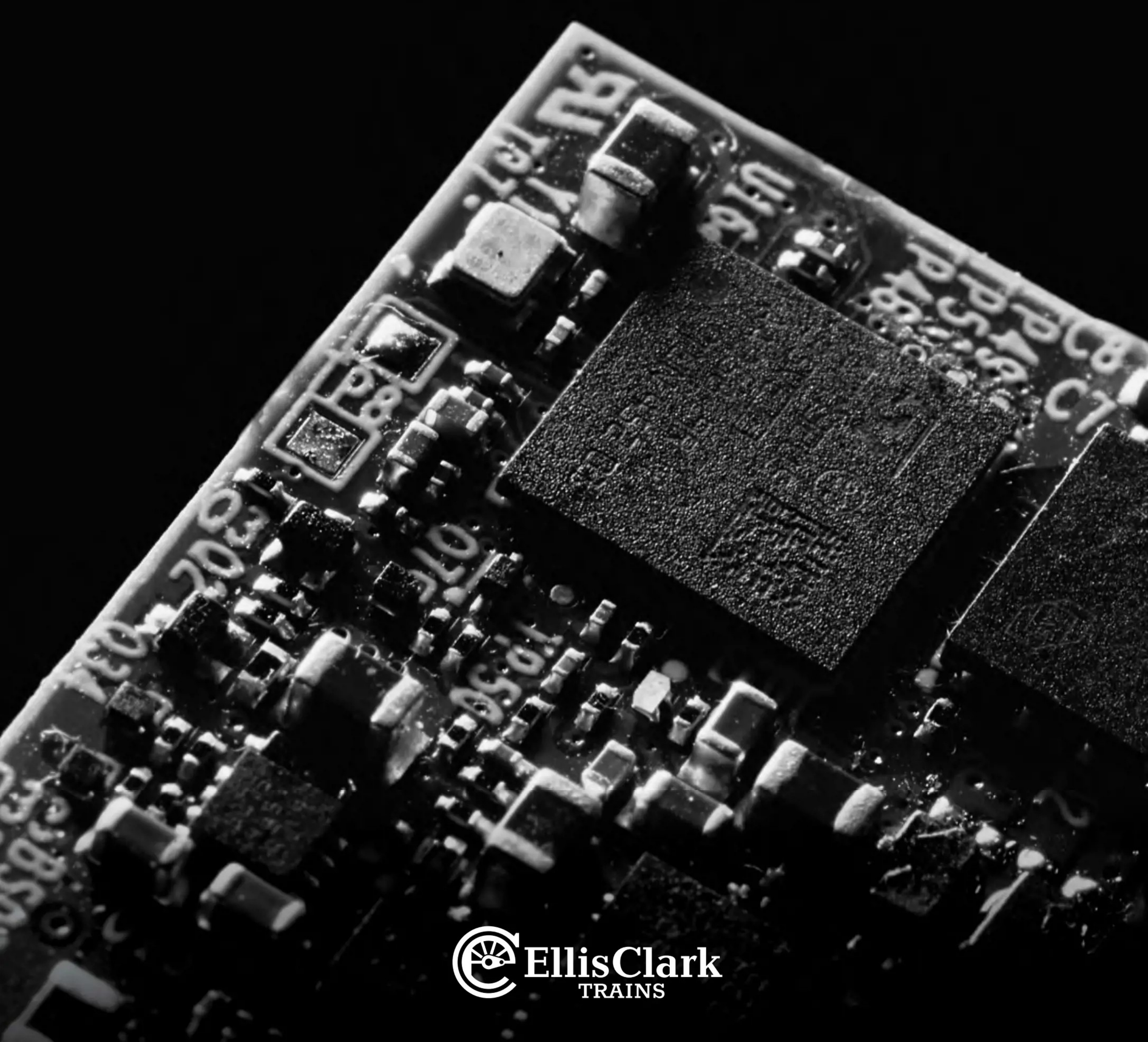


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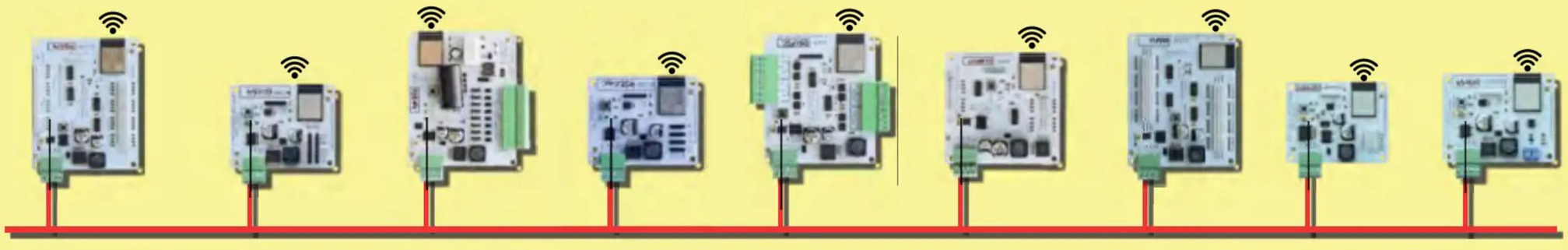
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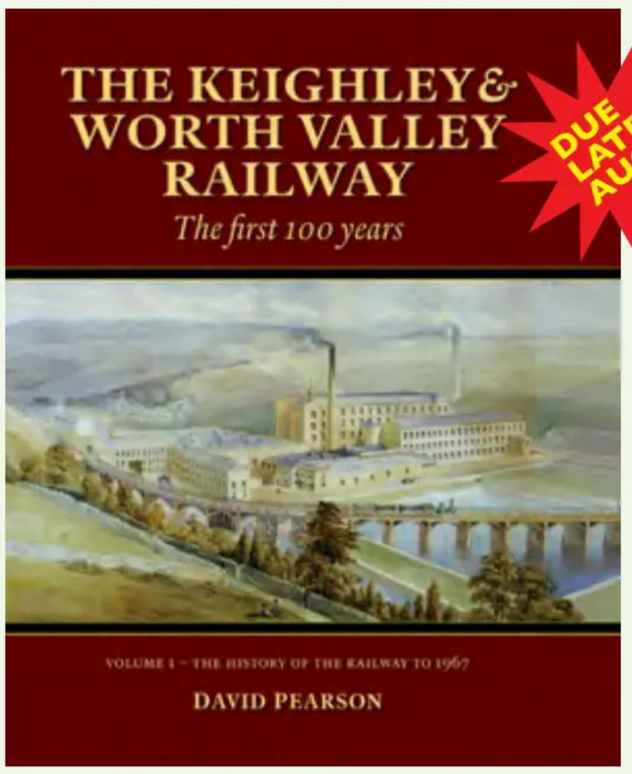
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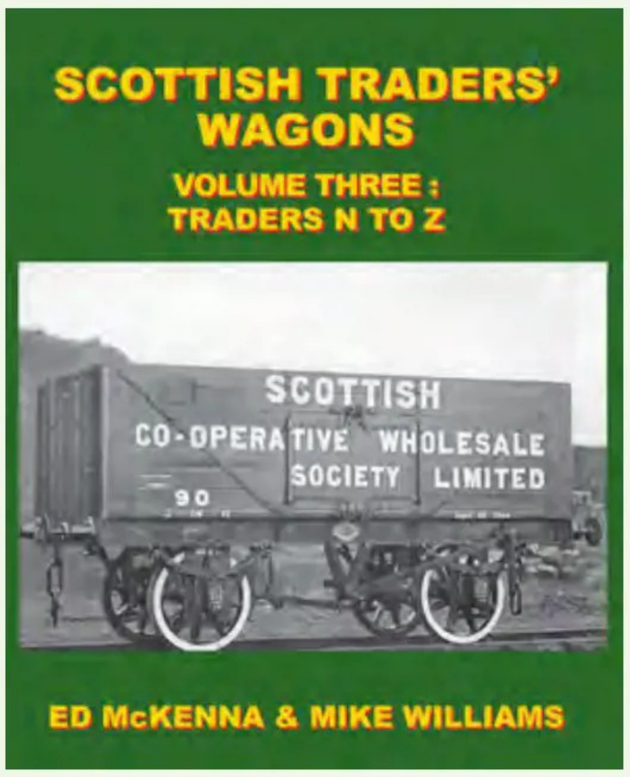
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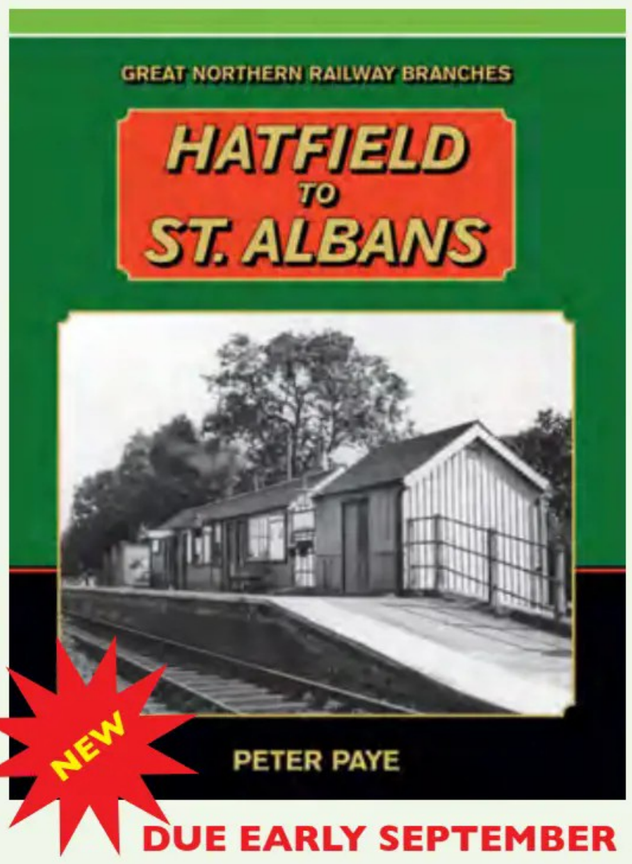


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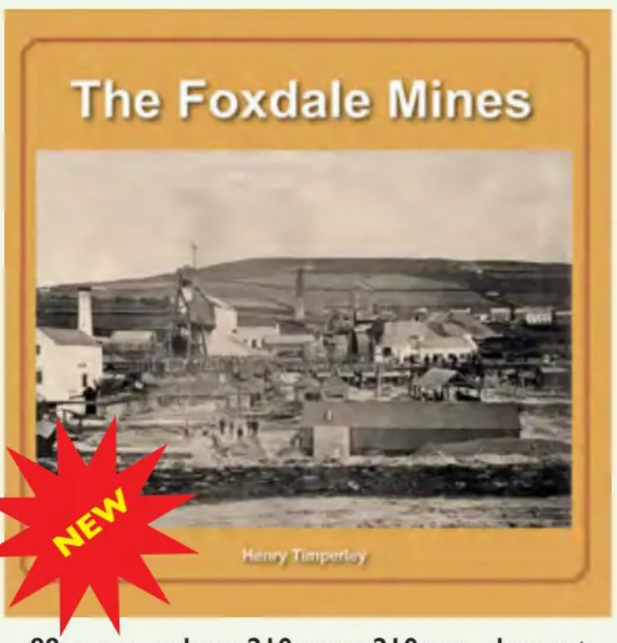
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The Foxdale Mines Henry Timperley

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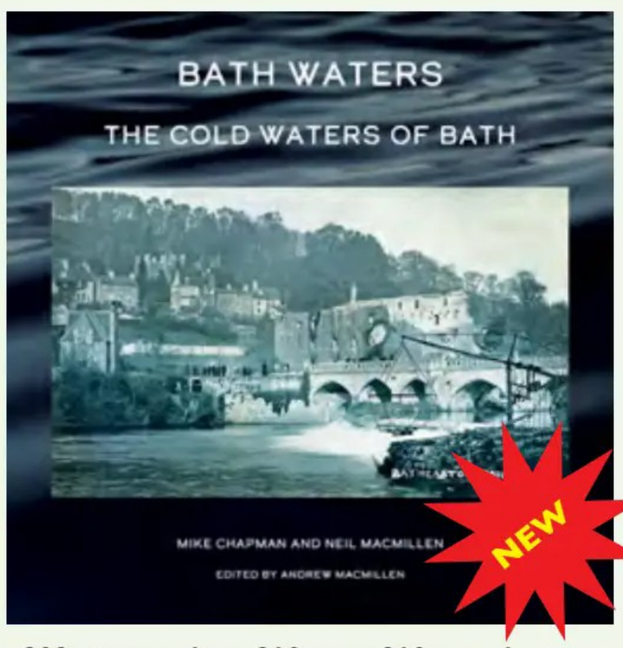
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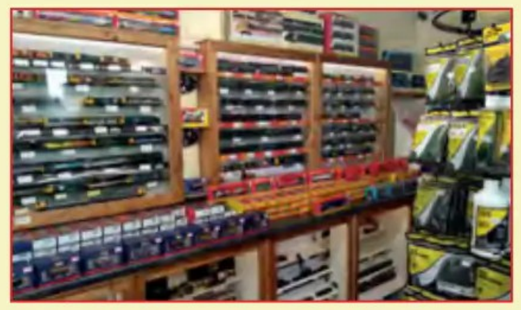
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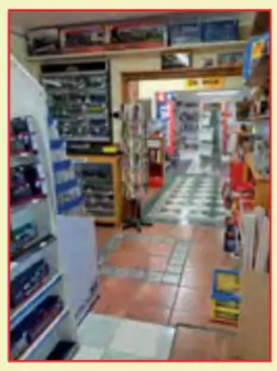
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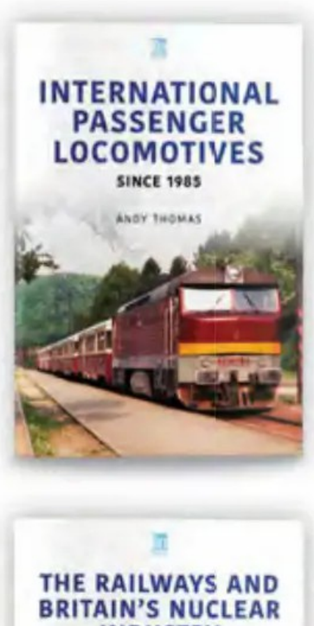
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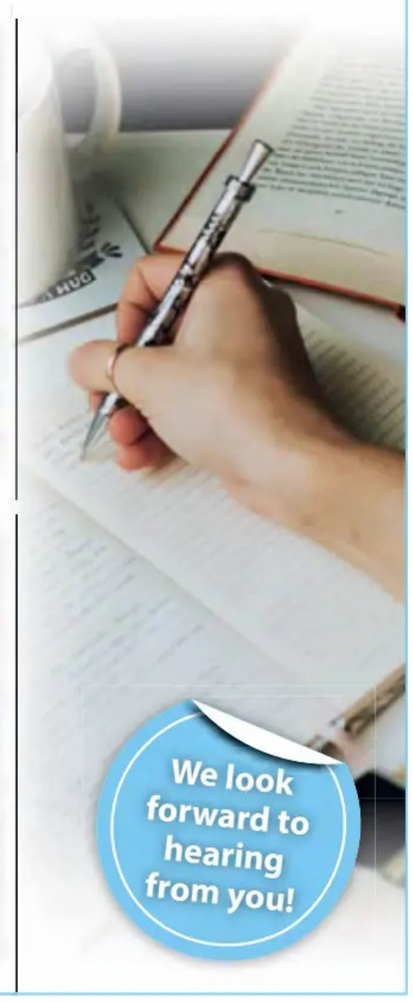
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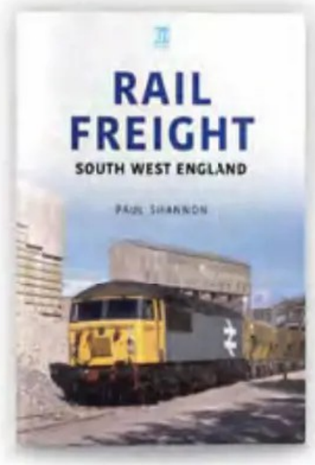
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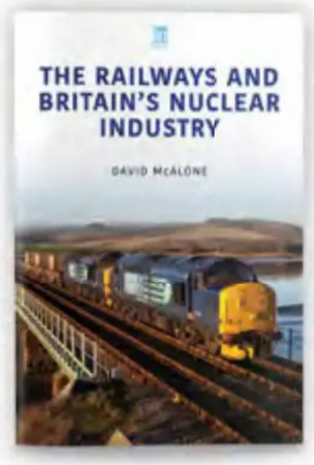
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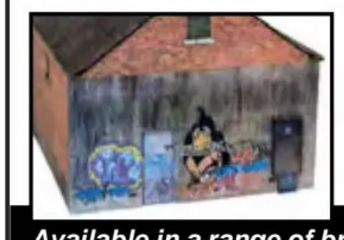
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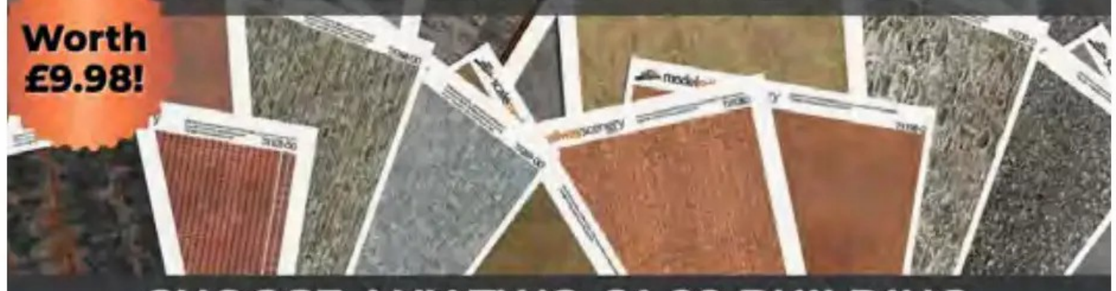


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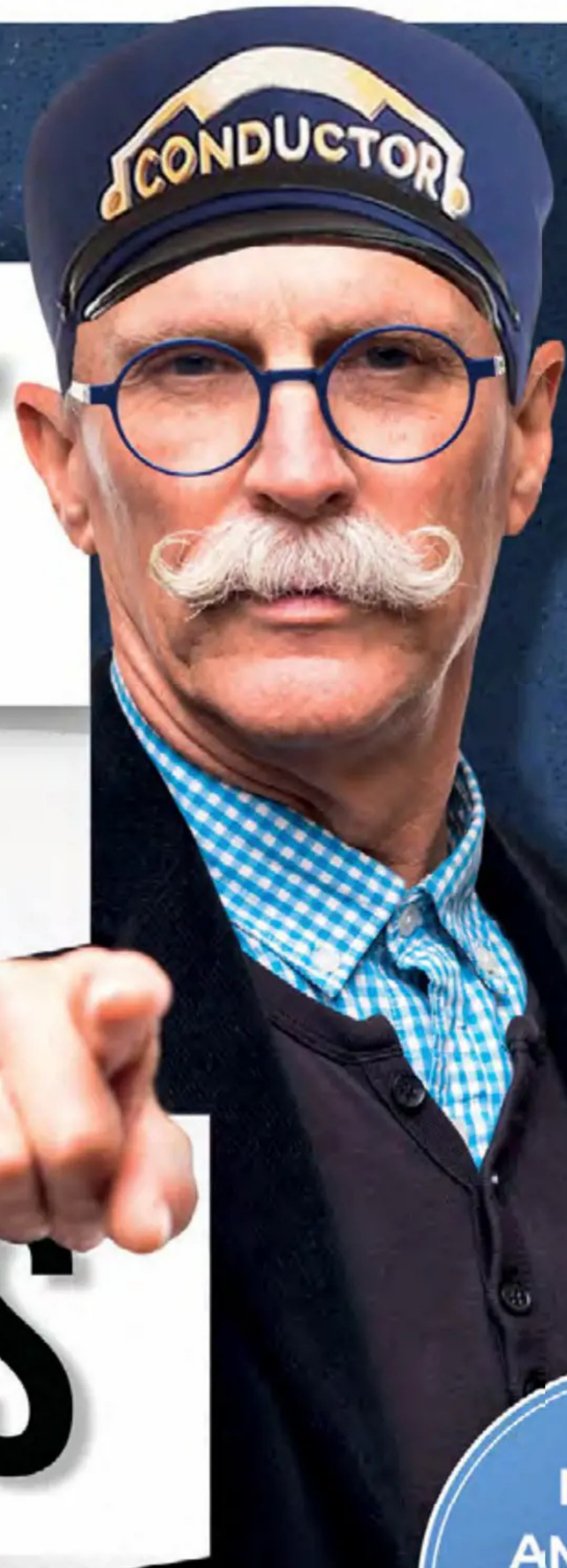
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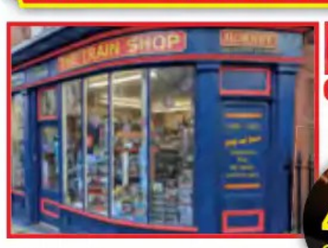
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We are Blisworth bound on the West Coast Main Line as we visit Pete Waterman and the Railnuts' latest 'OO' gauge Making Tracks project, ahead of its Great Electric Train Show appearance on October 10/11.



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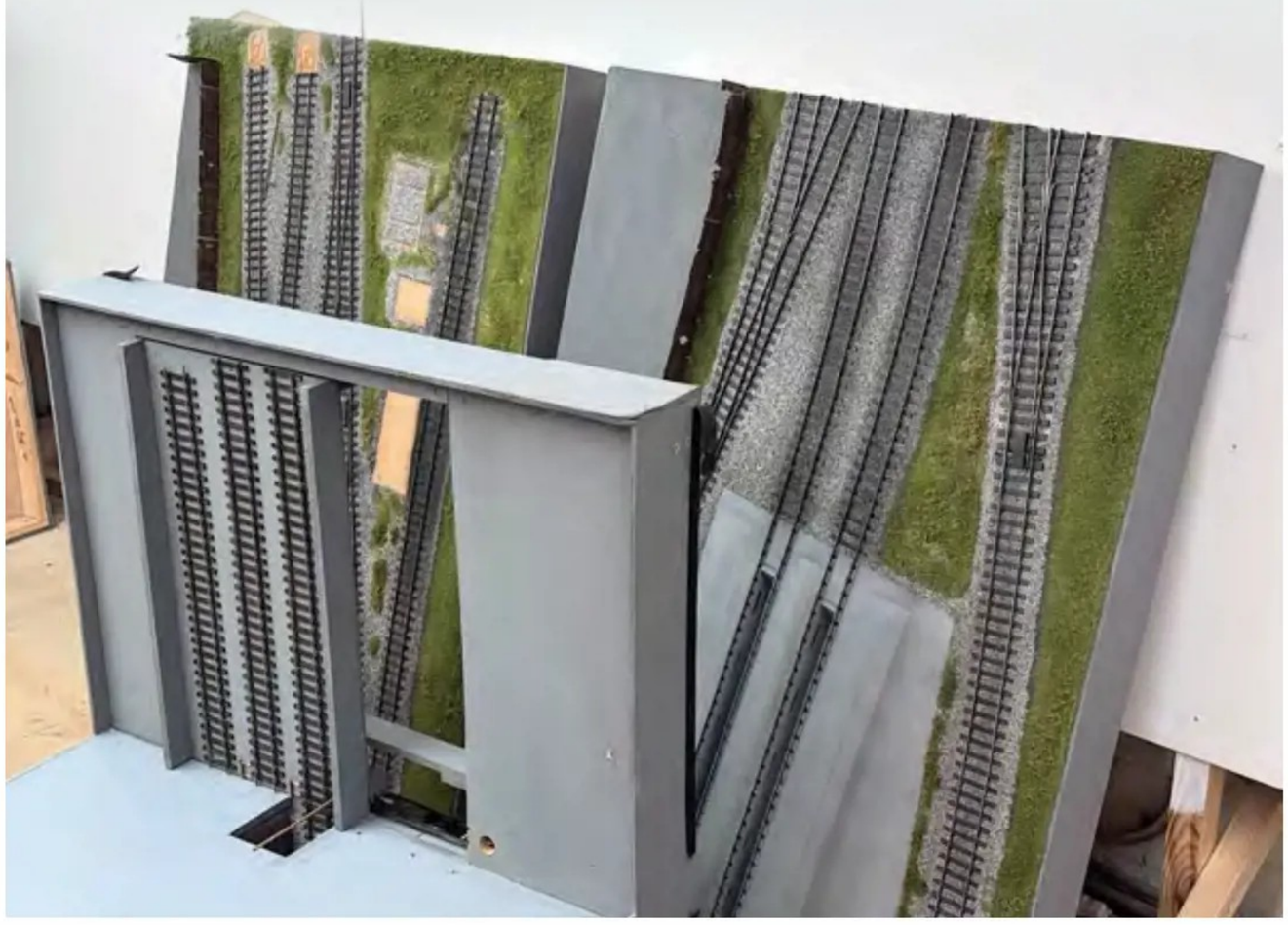
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Arriving as this issue of *Hornby Magazine* closed for press, see our full review on Rapido Trains UK's all-new 'OO' gauge Midland Railway '483' 4-4-0, next issue.

SEVEN MILL DEPOT

Hornby Magazine's 'O' gauge Seven Mill Depot is back in the spotlight as we resurrect this compact diesel traction maintenance depot in time for the Great Electric Train Show in Milton Keynes.



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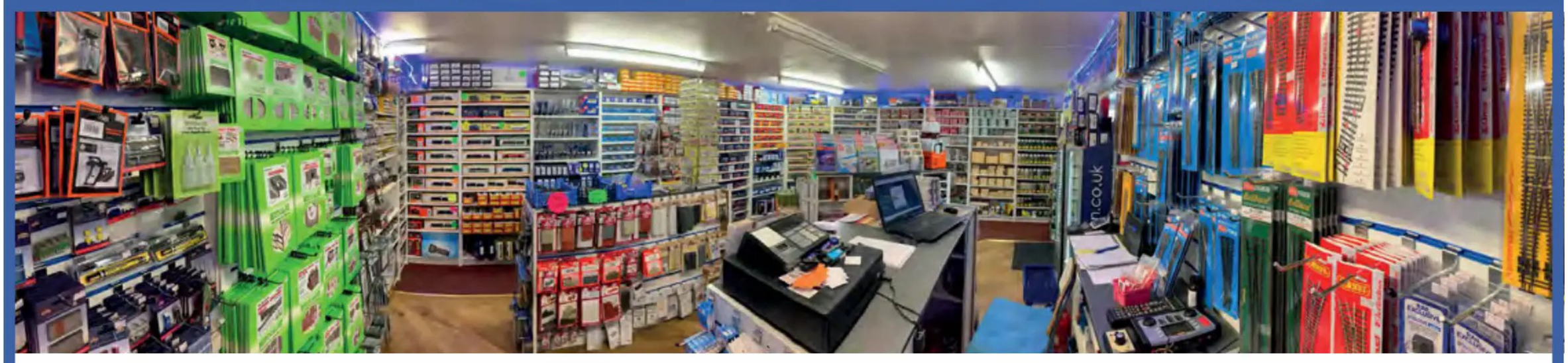
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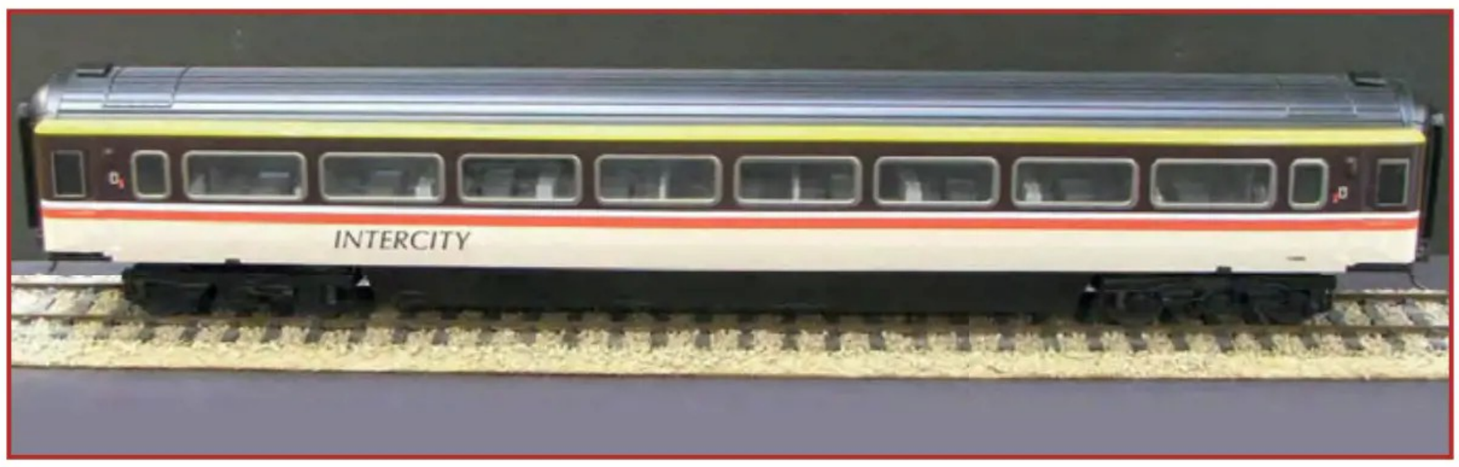
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HST AT 50!

Although it is now half a century since the Inter-City 125, or High-Speed Train, first came into use, it is remarkable to think that some members of the class are still in front line service while others are beginning a new life in far-flung parts of the world. **EVAN GREEN-HUGHES** has the story.

Class 43 power car 43044 heads an eight-car High Speed Train formation along the Midland Main Line at Duffield with the 3pm Sheffield-London St Pancras on September 7 1989. Colin J. Marsden.



IN the late 1960s, British Rail (BR) realised that its best chance of retaining customers on its long-distance routes would be by providing services that delivered journey times that were faster than those that could be accomplished by air or road. As a result, BR had developed the Advanced Passenger Train, a revolutionary design intended to run at up to 140mph by using a tilt system, but which incorporated a large amount of untried technology which in the event was to prove problematical.

However, there were those in BR who thought something more conventional would have a better chance of success, particularly for non-electrified lines, and in mid-1970, authority was given for the development of an alternative diesel-powered train, which would have a service speed of 125mph. A modest budget of just £800,000 was allowed for the project which was to be led by BR's Chief Rolling Stock Engineer, Terry Miller, and a running prototype was requested to be delivered within two years.

It had been calculated that for a train of seven or eight coaches to maintain 125mph, around 4,500hp would be required, somewhat more than a single locomotive was then capable of producing reliably. The design team's answer to this problem was strikingly simple. Instead of one locomotive, two were provided, one at each end of the train, which had the added advantage that the train could be driven from either end, eliminating shunting at terminus stations. Axle loadings were reduced by using high-revving 12-cylinder Paxman power units, which despite their light weight could put out 2,250hp each.

In between the power cars would be the latest BR Mk 3 coaches, which were then being developed for general use. These were 75ft long, around 10ft longer than the previous Mk 2s. In fact, as it turned out, the first full rake of these coaches was provided for use in the prototype HST. Unlike earlier vehicles, secondary air suspension was provided - as were disc brakes and a wheel slide protection system - giving a superb ride while providing unparalleled braking performance.

STRIKING DESIGN

It took less than two years for the first full train to emerge, »



with the power cars built at Crewe Works and the coaches at Derby. Styling was largely the work of British industrial designer Kenneth Grange with the power cars featuring a heavily streamlined front, although this was amended on production trains. The first two power cars were fitted with a driving position at both ends and conventional buffers, it being envisaged that they might be used for other duties when not employed on high-speed work.

From the outset it was clear BR had an outstanding design on its hands and very soon the new train set a world speed record for diesel traction of 143mph and achieved many hundreds of miles of trouble-free running. As a result of this, orders were placed for a large number of sets for use on the Great Western Main Line out of Paddington, shortly followed by orders for more for the East Coast Main Line. In the event 95 sets were constructed, along with some spare power cars, although originally it had been intended that 161 would be built. Production sets began to appear in 1976 (officially entering service on the Western Region in October that year), and these differed from the prototype with a revised cab and front end, largely due to union insistence that two driving positions be provided. The second driving cab was discarded in favour of providing a larger guard's van.



In service for almost four years at the time, HST power car 43015 leads a seven-car Western Region HST set along the Great Western Main Line at Wangles Road, Twyford on March 4 1980. Half a century later, 43015 remains in frontline service with ScotRail. Colin J. Marsden.



Above: **British Rail's enduring 'Journey shrinker' continues in regular daytime service with ScotRail's Inter7City network linking Aberdeen, Dundee, Edinburgh, Glasgow, Inverness, Perth and Stirling. ScotRail's 43152 stands between duties at Edinburgh Waverley on March 27 2026.** Ben Church.

BIG IMPACT

The Inter-City 125, as it was originally known, or High-Speed Train, had a dramatic impact by slashing the time between London and Edinburgh by more than an hour. It also had a considerable impact on the public, resulting in BR's image being markedly modernised and, in the process, bringing many thousands of people back on to the railways. This image was further enhanced when a specially-prepared set achieved 148mph during tests, setting another world record.

Following their introduction, the HSTs put in ten years of sterling service, amassing millions of service miles, but their days were always going to be numbered as electrification advanced, and this proved to be the case on the East Coast Main Line where they were displaced by the Class 91 and Mk 4 sets. This allowed the transfer of some trains to cross-country routes which had missed out on the original allocation, while others went to the Midland Main Line.

The early 1990s and 2000s saw the start of a programme of power unit replacement, largely brought about by concerns over the smoke and noise levels of the original Valenta. A total of 39 power cars were fitted with Paxman VP185 engines while the MTU 16v 4000 was fitted to the rest. This proved to be the only significant mechanical upgrade, although the coaches went through several significant overhauls and were fitted with new seating and features such as central door locking.

GWR 'Castle' Class 43 power cars 43198/43186 pass Cockwood with 2U24 12.50pm Penzance-Cardiff Central on a sunny April 4 2023. Colin J. Marsden.

END OF THE LINE

At the turn of the century things began to look bleak for the HSTs as CrossCountry replaced them with Class 220/221 Voyager units with some passing to Network Rail for use on high-speed measurement trains and others to then-new open access operator Grand Central. Others were transferred to the 'Project Rio' fleet to provide alternative London to Manchester capacity during West Coast Main Line upgrade works, with this duty lasting for around three years. But they continued to reign supreme on the Great Western Main Line, only starting to be displaced by Class 800/802 Intercity Express Programme trains in the latter half of the decade.

SECOND LIVES

There was then a surprise development when ScotRail announced that it would be taking 21 sets made redundant from Great Western by the arrival of the Class 800s, for use on services between Edinburgh, Glasgow, Aberdeen and Inverness. These were either four or five coaches long and replaced Class 170 Diesel Multiple Units (DMUs). The routes on which they were deployed were not suitable for particularly high-speed running but the performance characteristics of the HST were intended to provide better hill climbing and acceleration than the existing trains. The power cars were refurbished by Brush at Loughborough while the coaches were overhauled at Wabtec in Doncaster. Branded as Inter7City, these units have since worked most of Scotland's principal express services. However, it has recently been announced that they will be replaced by cascaded 'Meridian' sets, with introduction expected for late 2027 – although problems with the new Class 810s on the Midland Main Line mean the Class 222s intended for Scotland may be delayed.

Although by this time Great Western Railway no longer wished to use HSTs on its long-distance services, it identified a need for shortened sets to be used on some regional routes and it retained a number of 2+4 units which it branded 'Castle' class. These were fitted with upgraded sliding doors (as had some North East/South West CrossCountry HST sets) and came into traffic in 2019, deployed between Cardiff, Bristol, Plymouth and Penzance. Although these proved successful, they had high operating costs and thus arrangements were made to replace them with Class 175 DMUs, made available from Transport for Wales, and as a result the last of these sets was taken out of traffic in December last year. The Class 175s, though, have suffered from persistent troubles and are yet to fully undertake all of the duties envisaged.

HSTS ABROAD

With the HST fleet now turning 50 years old, most expected them to be sent for scrap but there was an unexpected twist in the story when specialist rolling stock dealer Romic announced it would be selling ten power cars and a number of coaches to the Interoceanic Railway in Mexico for use on regional passenger services. These were exported via Great Yarmouth by sea and were subsequently followed by a second batch of eight in April last year. In the UK, Romic itself has put together a charter set which has so far made a number of main line appearances.

Another destination for redundant HSTs has been Lagos in Nigeria where the LAMTA company has taken 11 power cars and a number of trailers for use on its Red Line commuter network. These are ex-CrossCountry and Great Western vehicles and have been modified with longitudinal seating, with seat backs against the windows.

With the success of these export operations, it is possible further HST vehicles may head abroad in the future, with particular emphasis being on the ScotRail vehicles as these have had the most recent works attention.

Considering that the HST was designed and put into production in a period of slightly more than two years, it says a great deal for the ability of the original design that this iconic train served the railways of Britain for half a century and yet still had sufficient life left in it for examples to be sent to other parts of the world where no doubt they will continue with their successful lives for many more years to come. The Inter-City 125 may very well be the best trains ever to have run in Britain.

● **Discover more prototype articles at *www.keymodelworld.com*.**



Just over a year into privatisation, old and new order meet at Aller Junction as InterCity 'Swallow' HST power car 43126 and Great Western 43132 pass on April 10 1997. Colin J. Marsden.

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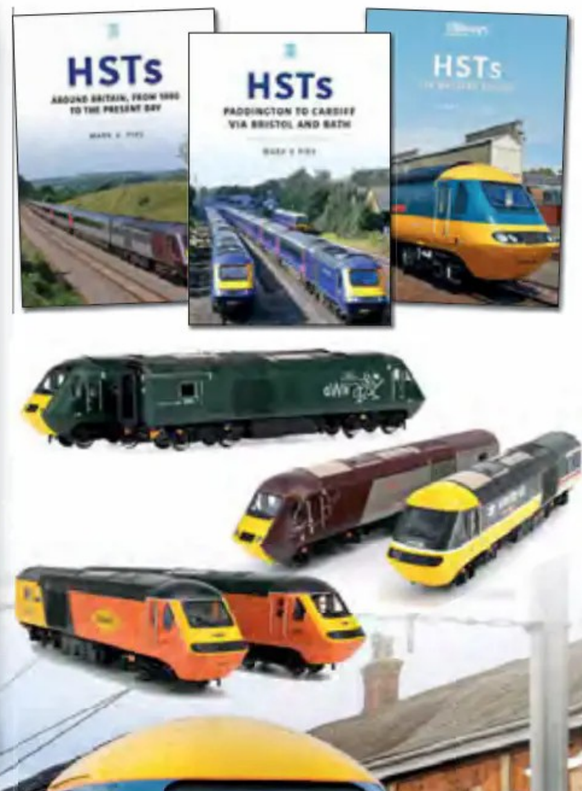
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HIGH SPEED TRAIN FORMAT 2015-2026

SINCE THE INTER-CITY 125 High Speed Trains' introduction to service in October 1976, the fleet of around 200 power cars plus BR Mk 3 trailer cars has collectively racked up approximately 1.5 billion miles between them. That is a staggering figure for a fleet of railway vehicles destined to run up to 125mph day in, day out for the past 50 years – some covering up to 1,000 miles a day in front line use. Today, 52 power cars remain in use with ScotRail for use on Inter7City services, while there are several maintained for main line running of railtours, charters, stock movements and Network Rail use. While several power cars and Mk 3 carriages have also been preserved, some of the remaining fleet have been resold for further use abroad.

From a modeller's perspective, the Inter-City 125 is an attractive proposition as the full-size trains run in fixed formation sets and have a sleek, aerodynamic appearance which adds a touch of glamour to a model railway scene. Even now, 50 years on, if I am lucky enough to witness an HST at speed by the lineside I will stop what I'm doing and enjoy the moment!

For 'OO' gauge, models of HSTs have been around for pretty much as long as the real things were in service with Hornby introducing its first iteration in 1978, while Lima introduced its take on the Inter-City 125 in 1982. However, it wasn't until 2008 when Hornby launched an all-new highly-detailed model of the HST power cars to modern standards, with a five-pole skew wound motor and all-wheel pick-ups in the powered vehicle, while both cars featured see-through side grilles, directional lights, detailed cab interiors and more. More recently in 2023, another all-new model appeared from Hornby with refreshed body tooling, working roof fans and a raft of alternative details catered for within the extensive tooling suite such as a choice of exhausts, roof fan grille styles, light clusters, cab door windows and even the addition of the centrally-mounted headlight carried above the cab windows on Locomotive Services Limited's Midland Pullman power cars. Hornby has produced a wide selection of colour schemes to reflect the real things through the years across all three tooling suites, with several recent exclusive editions from the latest tooling produced for the Key Model World Shop including a CrossCountry Farewell twin power car pack (R30386/TXS) and a Colas Rail/Network Rail power car pack (R30462/TXS). Limited numbers of both packs are still available at *shop.keypublishing.com*.

To complement the power cars, Hornby has also recently



IONS

Think the High Speed Trains stayed the same throughout their careers? **MARK CHIVERS** reveals some of the many changes they enjoyed in just the last decade or so.

added all-new slam door and sliding door examples of the Mk 3 trailer cars for 'OO' in a raft of colour schemes, especially those carried on the national network over the past ten years or so, together with some of the earlier schemes too. Signature slam door Mk 3 coaches include Trailer Standard (TS), Trailer First (TF), Trailer Restaurant Standard Buffet (TRSB), Trailer Restaurant First Buffet (TRFB) and Trailer Guard Standard (TGS), while some alternatives have been produced to represent other vehicles such as those in Network Rail's New Measurement Train and LSL's Midland Pullman, often using printing techniques to blank off windows. Hornby's range of Mk 3 sliding door coaches also reflect the prototypes with detail differences for the CrossCountry, GWR and ScotRail vehicles to enable authentic formations to be created. Also bear in mind that as new models have appeared, some of the older HST power cars and carriages have migrated to the RailRoad range and offer a few livery alternatives, such as Grand Central's black and orange scheme, although the power cars offered in this case are a compromise.

The following list of train formations makes use of the second and third generation of Hornby power cars, together with the recent and previous versions of the Mk 3 trailer cars to create the formations shown. We have opted to showcase some of the myriad colour schemes carried in privatisation over the past 11 years from 2015 to the present-day. These formations vary from Virgin Trains East Coast, First Great Western and East Midlands Trains full formations, to some of the more recent shorter formation 'sliding door' schemes carried by GWR and ScotRail – and a few anomalies.

Where possible, we have attempted to model the HST formations as correctly as possible. In some cases, an alternative vehicle may have been inserted within a formation in place of an item not in our collection or currently unavailable. In these circumstances, the description should be correct even if the vehicle in the photograph is not necessarily so. The list of formations is certainly not exhaustive but aims to reflect a colourful selection of Inter-City 125 High Speed Train formations from the past ten years or so, in celebration of its 50th anniversary. **HM**

● **Visit *www.keymodelworld.com* for more train formations articles.**

Below: **In glorious sunshine, GWR 'Castle' power cars 43155/43122 and four-car Mk 3 set GW16 approach Dawlish station with 2U10 5.40am Penzance-Cardiff Central on May 26 2023.** Colin J. Marsden.





PC (Virgin EC) + BR Mk 3 TF, TF, TRFB, TS, TS, TS, TS, TS, TGS (East Coast grey) + PC (Virgin EC)
DATE: 2015 **SERVICE:** Lincoln-London King's Cross **LOCATION:** Grantham

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PC (Virgin EC) + BR Mk 3 TF, TF, TRFB, TS, TS, TS, TS, TS, TGS (Virgin EC) + PC (Virgin EC)
DATE: 2016 **SERVICE:** Edinburgh-London King's Cross **LOCATION:** Newcastle

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PC (FGW blue) + BR Mk 3 TF, TF, TRFB, TS, TS, TS, TS, TS, TGS (FGW blue 'Dynamic Lines') + PC (FGW blue)
DATE: 2017 **SERVICE:** Penzance-London Paddington **LOCATION:** Totnes

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PC (GWR green) + BR Mk 3 TF, TRFB, TS, TS, TS, TS, TS, TGS (GWR green) + PC (GWR green)
DATE: 2018 **SERVICE:** Swansea-London Paddington **LOCATION:** Swindon

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PC (EMT) + BR Mk 3 TF, TF, TRFB, TS, TS, TS, TS, TGS (EMT) + PC (EMT)
DATE: 2018 **SERVICE:** Nottingham-London St Pancras **LOCATION:** Melton Mowbray

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PC (CrossCountry) + BR Mk 3 TF, TCC, TS, TS, TS, TS, TGS (CrossCountry 'slam door') + PC (CrossCountry)
DATE: 2018 **SERVICE:** Edinburgh Waverley-Plymouth **LOCATION:** Drem

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PC (LNER) + BR Mk 3 TGS, TS, TS, TS, TS, TS, TRFB, TF (LNER) + PC (LNER)
DATE: 2019 **SERVICE:** London King's Cross-York **LOCATION:** Colton Junction

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PC (LNER) + BR Mk 3 TF, TF, TRFB, TS, TS, TS, TS, TS, TGS (LNER) + PC (LNER)
DATE: 2019 **SERVICE:** York-London King's Cross **LOCATION:** Offord Cluny

---



PC (BR blue/grey) + BR Mk 3 TF, TF, TRFB, TS, TS, TS, TGS (BR blue/grey) + PC (BR blue/grey)
DATE: 2019 **SERVICE:** Leeds-King's Cross (Let's go round again tour) **LOCATION:** Grantham

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PC (ScotRail) + BR Mk 3 TS, TS, TS, TGS (ex GWR green) + PC (ScotRail)
DATE: 2019 **SERVICE:** Glasgow Queen Street-Aberdeen **LOCATION:** Stonehaven

---



PC (EMR aubergine) + BR Mk 3 TF, TFRB, TS, TS, TS, TGS (ex-LNER) + PC (BR InterCity 'Swallow)
DATE: 2021 **SERVICE:** Leeds-London St Pancras Int. **LOCATION:** Kettering

---



PC (RCS green/silver grey) + BR Mk 3 TRFB, TF, TF, TGS (RCS green/silver grey 'slam door') + PC (RCS green/silver grey)
DATE: 2021 **SERVICE:** Skipton-Carlisle **LOCATION:** Settle Junction



























PC (Scotrail) + BR Mk 3 TS, TS (Scotrail) + PC (ScotRail)
DATE: 2021 **SERVICE:** Inverness-Slateford Empty Coaching Stock **LOCATION:** Culloden

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PC (Midland Pullman blue/white) + BR Mk 3 TF, TRFB, TF, TF, TF, TRFK, TGF (Midland Pullman blue/white) + PC (Midland Pullman blue/white)
DATE: 2022 **SERVICE:** 'Lord of the Isles' railtour **LOCATION:** Crubenmore

---



PC (InterCity 'Executive') + BR Mk 3 TF, TCC, TS, TS, TS, TS, TGS (CrossCountry 'sliding doors') + PC (CrossCountry)
DATE: 2023 **SERVICE:** Leeds-Plymouth **LOCATION:** Taunton



PC (GWR green) + BR Mk 3 TS, TS, TS, TGS (GWR green 'sliding door' + PC (GWR green)
DATE: 2023 **SERVICE:** Penzance-Gloucester **LOCATION:** Penzance

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PC (Rail Adventure grey) + BR Mk 3 TF, TF, TRFB, TGS (InterCity Executive) + PC (Rail Adventure grey)
DATE: 2026 **SERVICE:** Empty stock working **LOCATION:** Chesterfield

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PC (ScotRail) + BR Mk 3 TS, TS, TS, TSD, TGFB (ScotRail 'sliding door') + PC (ScotRail)
DATE: 2025 **SERVICE:** Glasgow Queen Street-Aberdeen **LOCATION:** Blackford

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PC (ScotRail) + BR Mk 3 TS, TS, TSD, TGFB (ScotRail) + PC (ScotRail)
DATE: 2026 **SERVICE:** Glasgow Queen Street-Inverness **LOCATION:** Kingussie

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PC (Midland Pullman blue/white) + BR Mk 3 TF, TF, TRFB, TF, TGF (Midland Pullman blue/white) + PC (Midland Pullman blue/white)
DATE: 2026 **SERVICE:** Kingswear-Penzance (charter) **LOCATION:** Totnes

---



PC (Colas Rail/Network Rail orange) + BR Mk 2f TSO, TSO, TSO, BR Mk 1 BG (Network Rail yellow) + PC (Colas Rail/Network Rail orange)
DATE: 2026 **SERVICE:** Inverness Milburn Yard-Inverness Milburn yard PLPR **LOCATION:** Wick

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PC (Rail Adventure (RA) grey) + BR Mk 1 BSK support coach (BR maroon), LNER 'A3' 60103 *Flying Scotsman* (BR lined green, late crests) + PC (RA grey)
DATE: 2026 **SERVICE:** Castleton-Doncaster Works **LOCATION:** Doncaster Works

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PC (InterCity 'Swallow') + BR Mk 3 TF, TF, TRFB, TS, TS, TS, TGS (InterCity 'Swallow') + PC (ex-East Midlands Trains)
DATE: 2026 **SERVICE:** Manchester Victoria-Paignton (railtour) **LOCATION:** Dawlish

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PC (Network Rail) + BR Mk 3 ex-TF, ex-TF, ex-TGS, ex-TRFB (Network Rail) + PC (Network Rail)
DATE: 2026 **SERVICE:** Leicester-Newcastle NMT **LOCATION:** Leeds





STOCK DESIGNATIONS	
TCC	Trailer Composite Catering
TF	Trailer First
TFD	Trailer First with accessible lavatory
TFGB	Trailer First Guard Buffet
TGS	Trailer Guard Standard
TRFB	Trailer Restaurant/Buffet First
TRFK	Trailer Restaurant/Kitchen First
TS	Trailer Standard
TSD	Trailer Standard with accessible lavatory
TSL	Trailer Standard with lavatory



SUITABLE 'OO' GAUGE PASSENGER AND PARCELS STOCK	
TYPE	**MANUFACTURER**
BR Mk 3 TGS/TS/TRSB/TRFB/TRFK/TF (slam door)	Hornby
BR Mk 3 TGS/TS/TSD/TSL/TCC/TFD/TGFB (sliding door)	Hornby









Locomotive Services Limited's Midland Pullman HST first appeared on the main line in late 2020. A full eight-car set headed by W43050 *Loch Morar* passes Stamford on the Peterborough to Leicester line on July 1 2026. Ben Church.



KEY Publishing

Model World SHOP

IN STOCK NOW! LIMITED EDITION HORNBY COLAS RAIL HST - DCC READY AND DCC SOUND FITTED.

Colas Rail Freight's first company liveried pair of HST power cars have been selected for this limited edition for 'OO' gauge available exclusively from Key Publishing. The new HST train pack has been commissioned from Hornby and it is in stock now.

Colas Rail Freight operates a fleet of 10 Class 43 HST power cars which are used for test trains across the British railway network including the New Measurement Train (NMT), Plain Line Pattern Recognition (PLPR) train and others.



Included in the pack are 43277 Safety Task Force (powered) and 43257 (unpowered), both of which bare the striking orange, black and yellow colours of Colas Rail. 43277 was repainted in March 2023 by South Devon Railway Engineering and gained the name Safety Task Force during its repaint while 43257 received its corporate colours in summer 2024 at Laira TMD.

The 'OO' gauge limited edition is available DCC ready (Cat No. R30462) and DCC sound fitted (R30462TXS) with the latter equipped with a pair of Hornby Triplex Sound Bluetooth decoders and an MTU engine sound profile.

Production will be limited to 400 models - 200 DCC ready and 200 with DCC sound.

Model specification highlights include:

- Five-pole motor with twin flywheels
- All-wheel drive in 43277
- Turned metal wheels
- Factory fitted twin 15mm x 11mm cube speakers in both power cars
- Factory fitted pair of Hornby Triplex Sound 21-pin decoders (TXS sound fitted only)
- MTU HST engine sound profile pre-loaded on sound fitted models (TXS sound fitted only)
- Independently powered roof fans in both power cars
- Directional lights in both power cars
- Correct underframe and roof details for 43277 and 43257
- NEM coupling pockets with small tension lock couplings
- Limited edition boxing restricted to 400 units
- Separately fitted handrails
- Flush glazing
- Optional nameplates to apply over the printed 'plates on 43277



PRICE:

- **£394.99** DCC ready
- **£449.99** DCC sound fitted



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TXS HST SPEAKER UPGRADE

The latest generation Hornby HST power cars have factory-fitted speakers, but can the sound performance of the Triplex Sound fitted models be improved? **MIKE WILD** finds out by adding a pair of top-quality ESU passive radiator devices to a CrossCountry twin pack.



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

THE SOUND OF THE Class 43 HSTs has changed over the years and while the most recent MTU engines might not have the same drama as the original Valentas, they have kept these iconic trains in service for another 20 years.

Hornby's post-2023 Class 43 power cars are its most advanced yet with a choice of DCC Ready and DCC sound fitted models, a 21-pin decoder socket, factory fitted twin 15mm x 11mm cube speakers in each power car, independently powered roof fans and fully functioning lighting.

This package is impressive straight out of the box, but we felt there was room for improvement in sound quality from Hornby's own Triplex Bluetooth Sound profile for the MTU powered HST without the need for an entirely new decoder. How? With a speaker upgrade.

Speaker technology, like everything else electronic, continues to move forward, and since 2024 ESU has offered a range of passive radiator speakers which offer a combination of speaker quality, tonal range and power. There are different sizes available with the most suitable for the Class 43 being the 42mm x 22mm design. However, it is essential to pick the correct resistance speaker as the Hornby TXS chips require 8Ohm speakers – the ESU speaker is available with this resistance (Cat No. 50347).

The 42mm x 22mm speaker is a tight fit inside the powered power car, but perfectly possible, while we also took the opportunity to add a stay alive into each power car for improved reliability on the track.

The end result is an MTU engine profile which sounds much more authentic and has presence, volume and quality to its sound output. The entire project costs around £70 on top of the HST power cars, but it is an upgrade well worth considering.

● Read more about the Class 43s at *keymodelworld.com/class-43*

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
ESU 42mm x 22mm passive radiator speaker	*roads-and-rails.co.uk*	50347
AE Model stay alive	*roads-and-rails.co.uk*	AED-SAC.3

Class 43 43184 *Laira TMD* leads a CrossCountry working recreating the final year of HSTs on long-distance workings when it carried retro InterCity 'Executive' livery. This Hornby limited edition for Key Publishing has been upgraded with new speakers and a stay alive to make the most of the onboard sound and decoder capability.

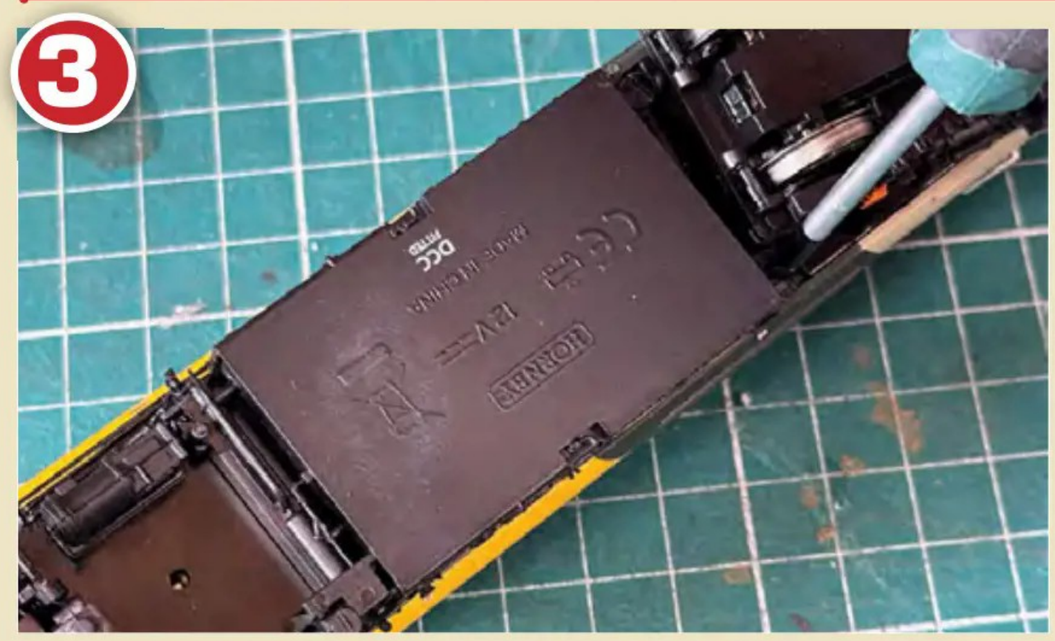
STEP BY STEP UPGRADING SPEAKERS IN A HORNBY TXS FITTED HST



Hornby's latest generation Class 43 HST power cars are fitted with twin 15mm x 11mm cube speakers in each vehicle, but they can be improved upon for better sound reproduction.



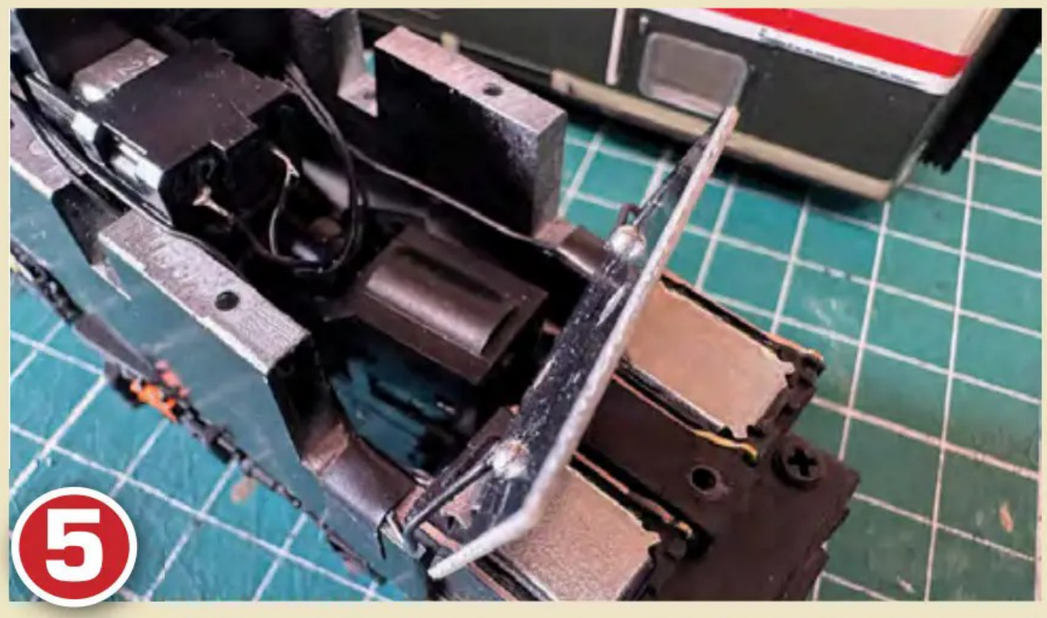
The speaker upgrade also provided the opportunity to add a stay alive capacitor pack to the Class 43s by using the AE Model plug-and-play packs designed to connect to the TXS sound decoder.



Body removal is straightforward. Four slotted screws are located above the inner end of each bogie. Release these and keep them safe for reassembly at the end of the process.



The body lifts up from the rear, allowing the front fairing to unhook from the chassis. Take care when lifting the body as it is connected to the main Printed Circuit Board (PCB) with a wire harness.



The original 15mm x 11 mm cube speakers are located at the rear of the powered power car. We are removing them entirely to make way for the new speaker and stay alive. Start by removing the top plate.



With the top plate removed, the speaker chamber can be prised off its base leaving a flat surface onto which the stay alive can be mounted. The black base must stay in position as it holds the coupling mechanism in place.

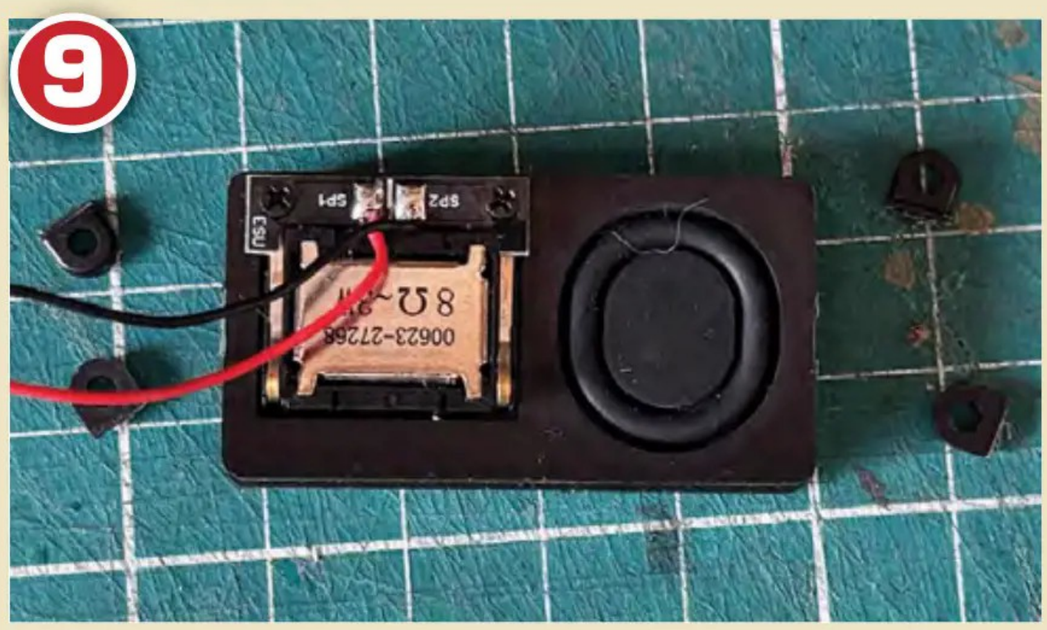


Connecting the stay alive is as simple as lifting the decoder off the 21-pin socket and plugging in the stay alive connector. You could do this with the decoder in place, but it's easier with it out of the model.

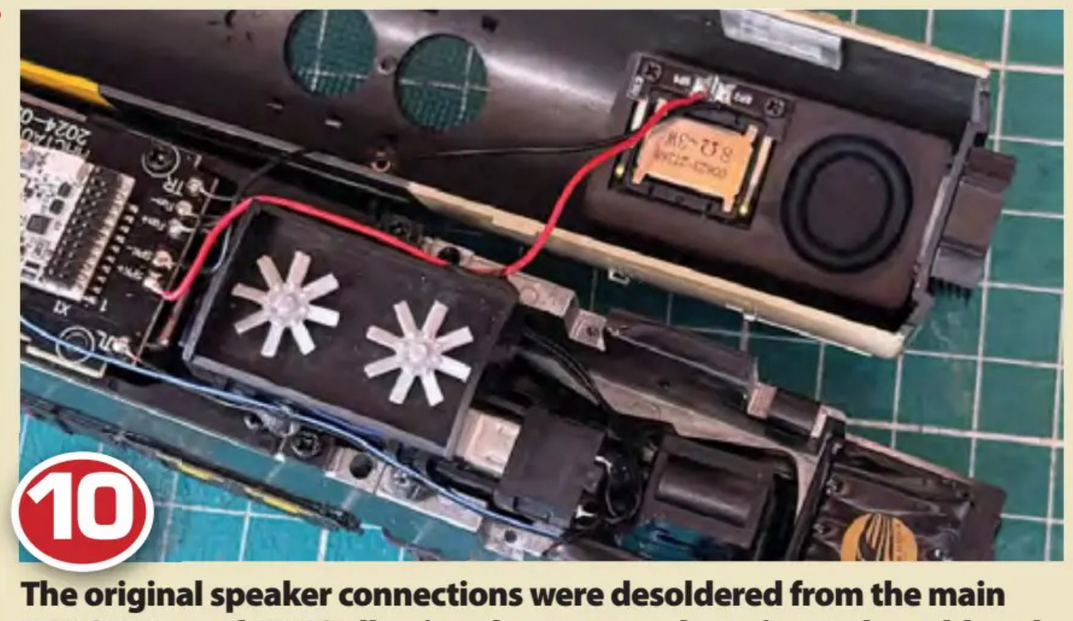


The stay alive wires are routed carefully along the edge of the fan housing, ensuring that they don't cross the body mounting screw hole. The stay alive is then fixed in position at the rear with Black Tack.

Intermediate
Beginner SKILL LEVEL Advanced



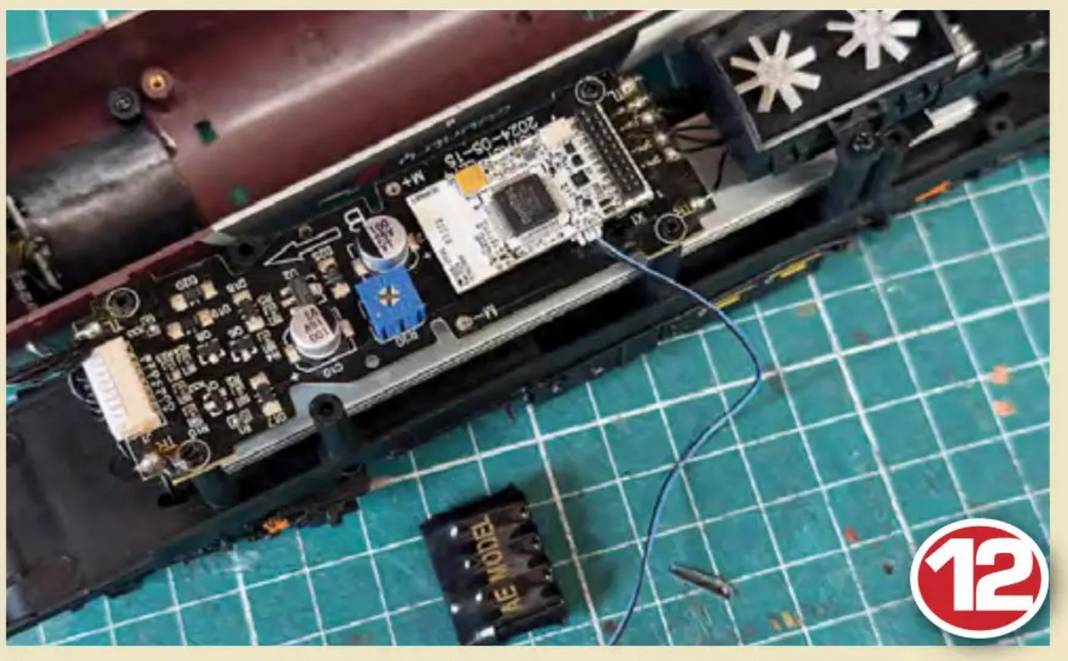
To fit the replacement ESU 40mm x 20mm 8ohm passive radiator speaker into the Class 43, the mounting points need to be removed. A craft knife makes short work of these.



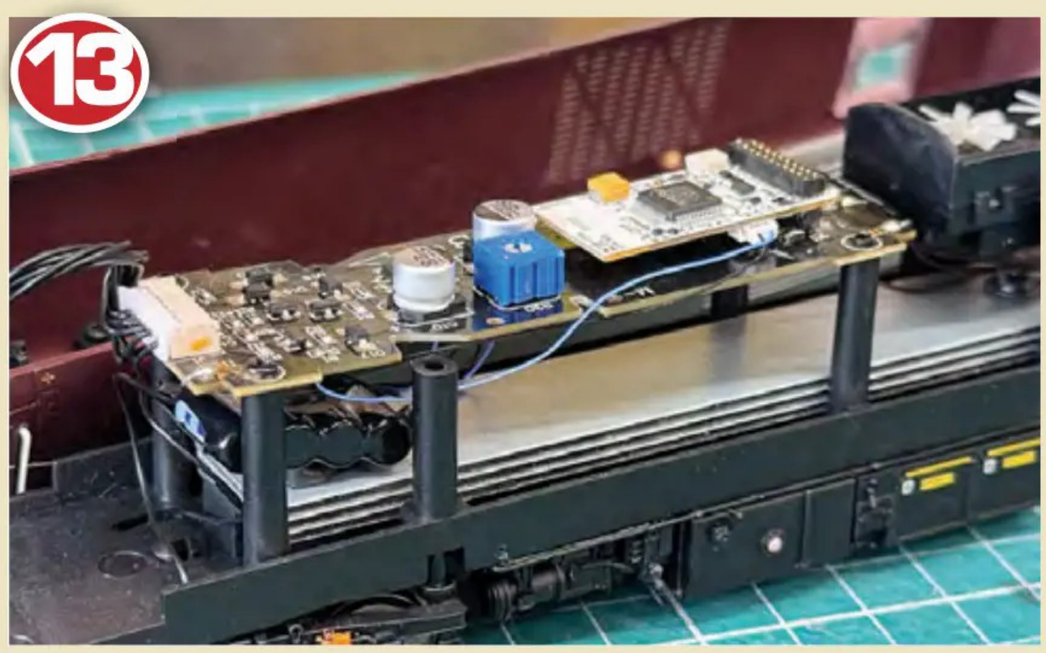
The original speaker connections were desoldered from the main PCB (SPK+ and SPK-) allowing the new speaker wires to be soldered on it their place. We also added Black Tack around the fan housing to prevent it vibrating against the body.



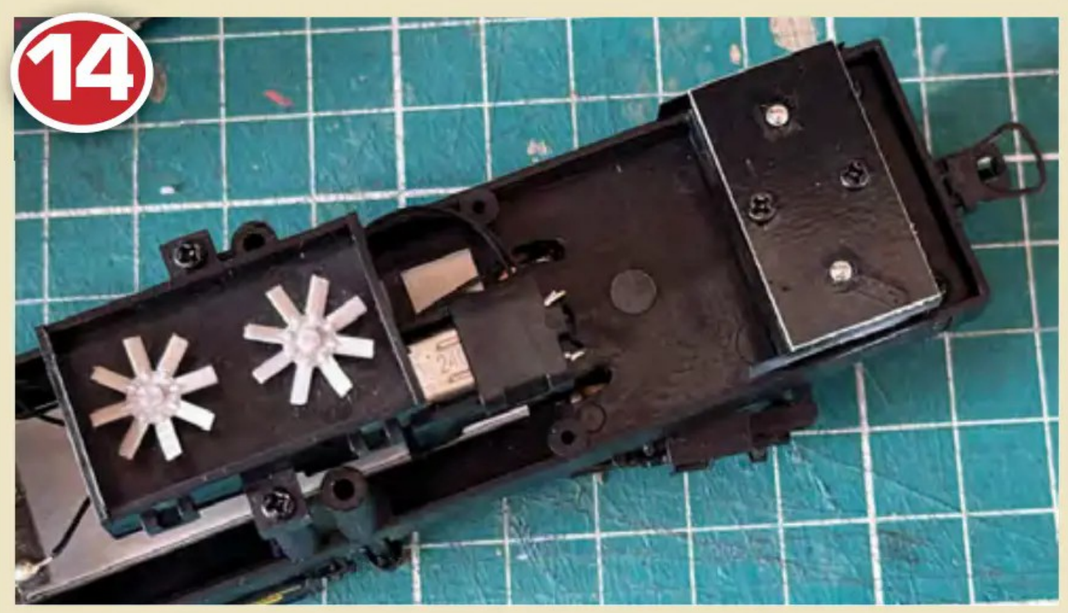
In the unpowered car there is more space to work with. The body is fixed in place in the same way and releases from the chassis in the same manner by lifting it at the rear and then unhooking the front fairing.



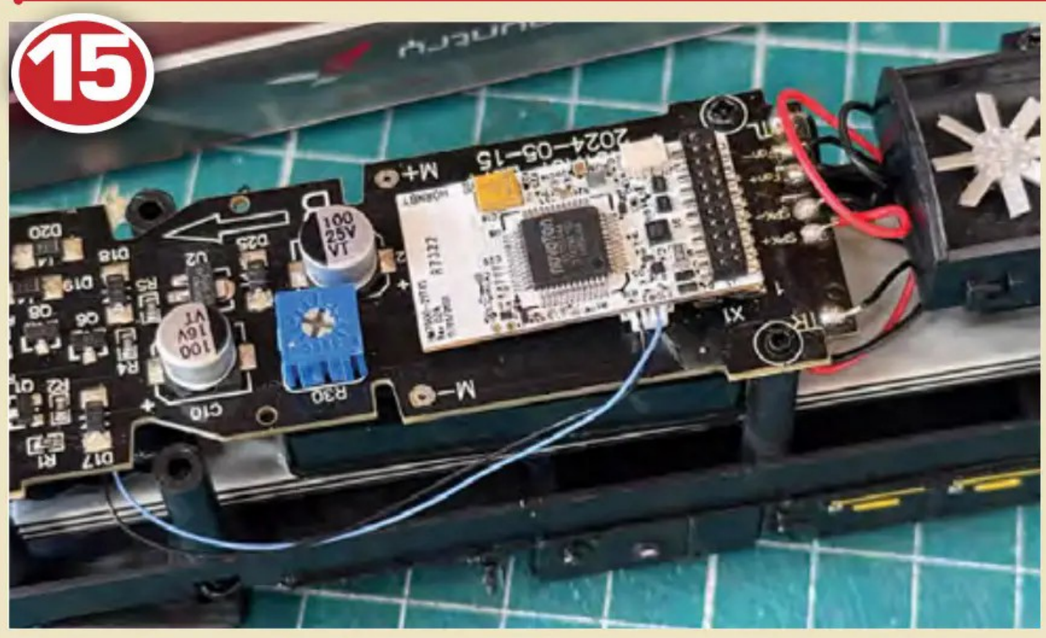
A second AE Model stay alive has been added to the unpowered car by plugging it into the TXS chip in the dedicated socket.



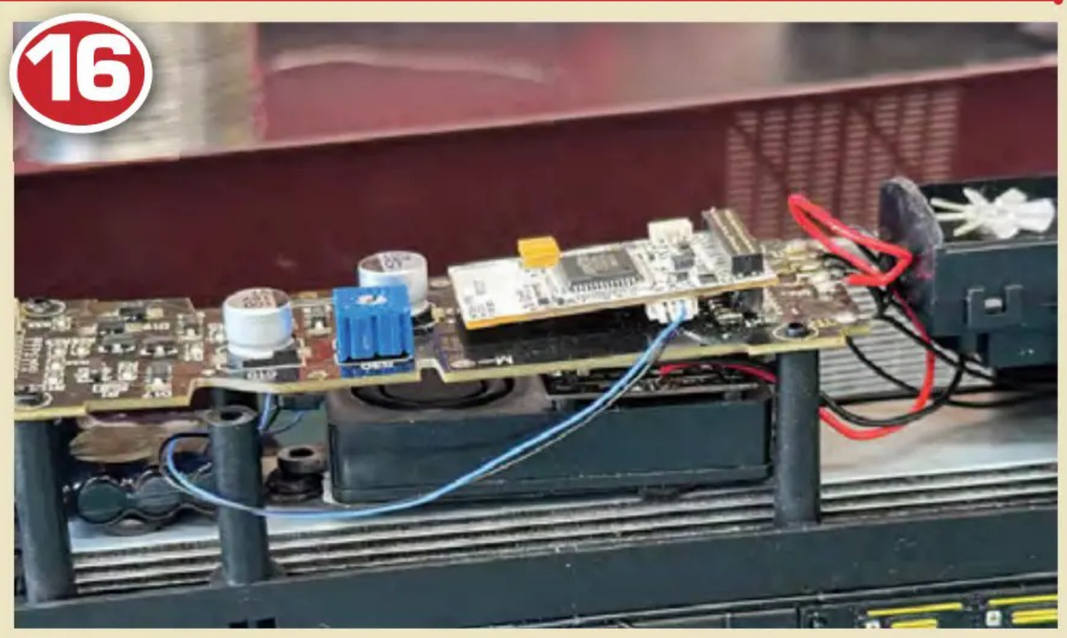
The stay alive can then be tucked in the space below the PCB and secured to the metal chassis weight with Black Tack for a firm hold.



As with the powered car, the original speakers will be redundant. This time, however, we have just removed the wires as we don't need the space occupied by the original speakers.



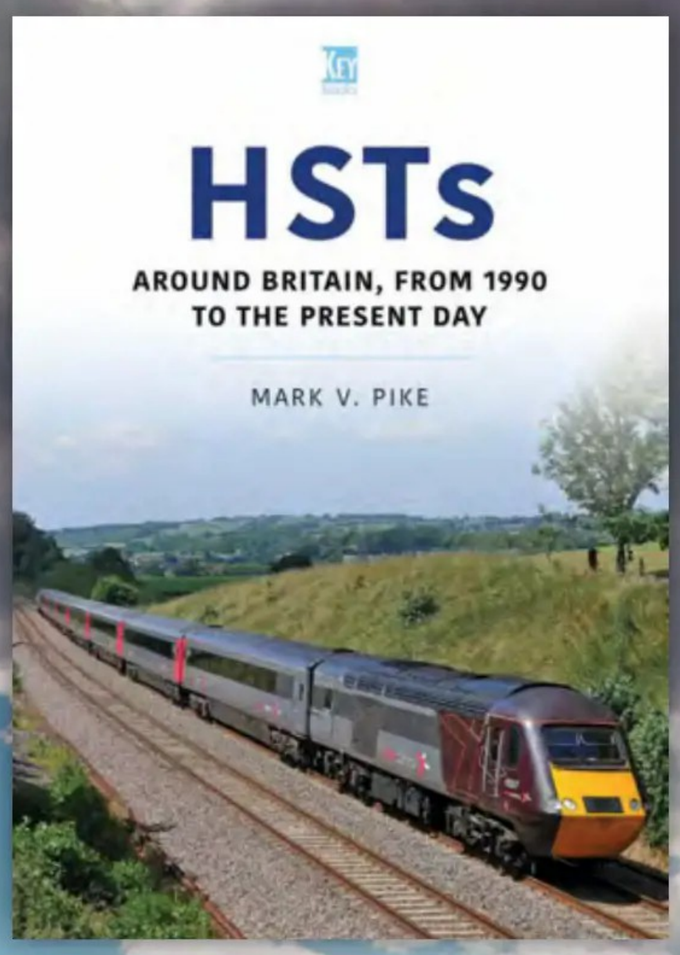
The new ESU speaker fits neatly below the main PCB and has its red and black wires soldered to the SPK+ and SPK- tabs on the PCB respectively.



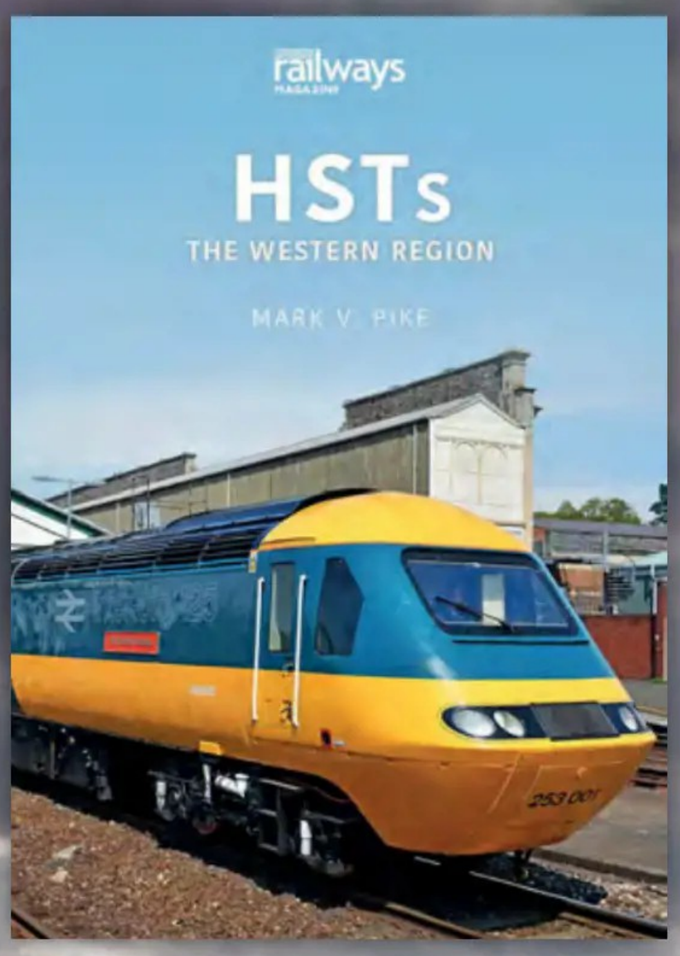
Black Tack holds the new speaker in place which sits comfortably below the decoder. To complete the installation, the bodies need to be refitted taking care to ensure that no wires are trapped.

DISCOVER THE STORY OF THE HST

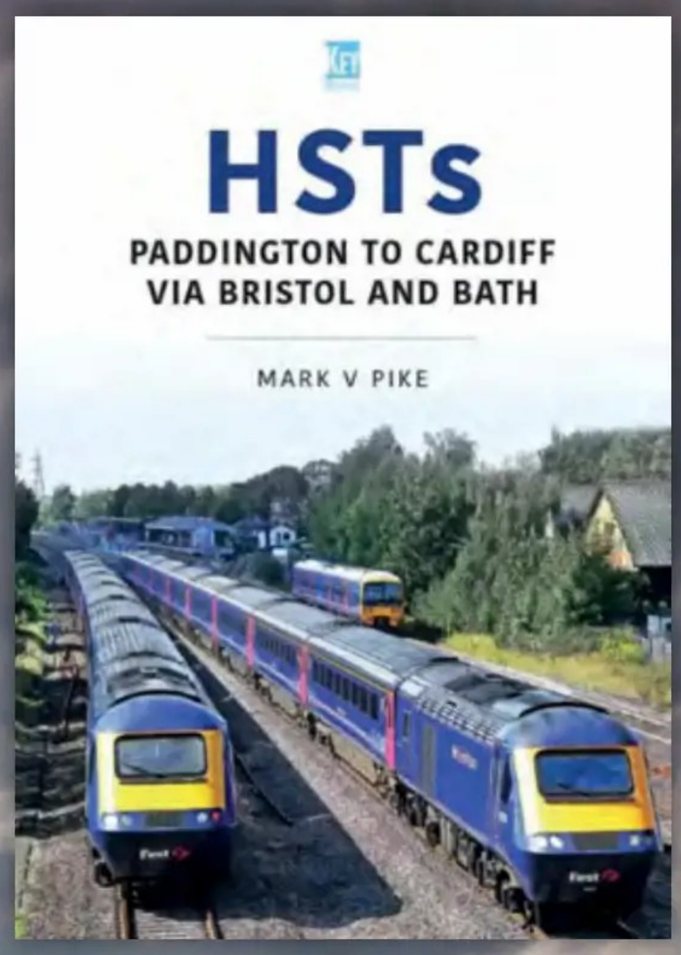
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Modelling Network Rail HST POWER CARS

The Colas Rail-operated infrastructure monitoring trains for Network Rail make for a fascinating collection of Class 43 HST power cars. **MIKE WILD** looks at the off-the-shelf options alongside mini projects to capture the fleet in the present day.



THE MODERN RAILWAY called for a new form of traction to keep pace with monitoring around 10,000 route miles on the intensively used British railway network – and the HST was the ideal candidate.

Featuring air-conditioned cabs, a maximum speed of 125mph and a wide route availability, Network Rail seized the opportunity to obtain a small fleet of Class 43s in 2002 to create the New Measurement Train (NMT), which travels the length and breadth of the country monitoring track condition to identify faults.

Since its introduction the 'Flying Banana', as it became known, has seen a range of power cars take charge with the original Network Rail yellow-painted trio of 43013, 43014 and 43062 being joined by Colas Rail-operated Class 43s cascaded from the LNER, EMR and CrossCountry fleets for a new lease of life.

However, the 125mph NMT isn't the only infrastructure monitoring train to be operated by Class 43s, as since Colas Rail took over the Network Rail 'Yellow Train' contracts there has been a call for the Plain Line Pattern Recognition (PLPR) train to be HST powered to meet 100mph running requirements while other test cars have been seen between Class 43s, including overhead line inspection coach *Mentor*.

The range of liveries and details makes the Class 43s used on the Network Rail infrastructure monitoring trains a fascinating and highly distinctive subject to model. In recent years Colas Rail's



43299 and 43290 have different number styles. This pair has been modelled so that one side represents them in LNER service and the other in early Network Rail operation.



The original factory printing of the Virgin Trains logos was removed from this power car with thinners and cotton buds prior to application of the new Network Rail transfer from Railtec.

The Colas Rail HST fleet is gradually receiving its house colours of orange, black and yellow. Modelling one of the first two to be repainted, 43277 *Safety Task Force* is a Key Publishing limited edition which is paired with the second repaint 43257, seen here passing through Shortley Bridge station on East Coast Cement.

fleet has seen the previous operator's colour scheme rebranded with Network Rail or Colas logos over the top of the base colour leading to LNER red, EMR white and purple and CrossCountry power cars being used for these trains.

More recently Colas has begun a programme of major overhauls for its fleet of 10 Porterbrook-owned Class 43s with 43277 *Safety Task Force* being the first to be repainted in its striking yellow, orange and black livery.

MODELLING

Recreating these trains in miniature is both rewarding and challenging. For starters the coaches are now mainly available on the second-hand market, particularly the Mk 3s for the NMT, though they do turn up regularly alongside Mk 2s suitable for recreating representative formations. For the ultimate in detail, customisation parts are needed to model every component of the Network Rail-operated Mk 2 and Mk 3 coaches in 'OO' gauge.

The power cars are simpler. Network Rail-liveried Class 43s have been produced in both original and post-2015 livery. The first pairing to be released by Hornby modelled buffer-fitted 43013 and 43014 in original livery (Cat No. R2984) in 2011. These were followed in 2015 by 43062 and 43014 in the original colour scheme (R3366) while the third outing in 2020 saw 43013 and 43014 together once more in the later colour scheme (R3769). All three packs contain one powered and one dummy car with all being on the 2008-introduced tooling featuring an 8-pin decoder socket.

From the box they represent the Network Rail yellow-liveried power cars well, but with subtle changes taking place through their 23-year career with the NMT, reference to photographs of the exact power cars being modelled is important to model all the details. In addition, the central headlight above the cab windows isn't modelled on the Hornby product from the box, but you can add that feature using West Hill Wagon Works accessory parts which contain tiny surface-mounted LEDs together with 3D-printed parts for the headlights.

This is a relatively straightforward but also tricky modification which requires



Drilling the hole takes care. Use a pin vice to drill the 1mm diameter hole by hand. Full instructions are available on the West Hill Wagon Works website.

43299 and 43290 receiving Network Rail branding over their original LNER livery when they joined the Colas Rail fleet. This pair have since been withdrawn from service, but they make for a different appearance when it comes to test train models.

USEFUL LINKS	
Limited edition Colas Class 43s	*shop.keymodelworld.com*
Network Rail Class 43 headlight	*westhillwagonworks.co.uk*
Network Rail HST transfers	*railtec-models.com*

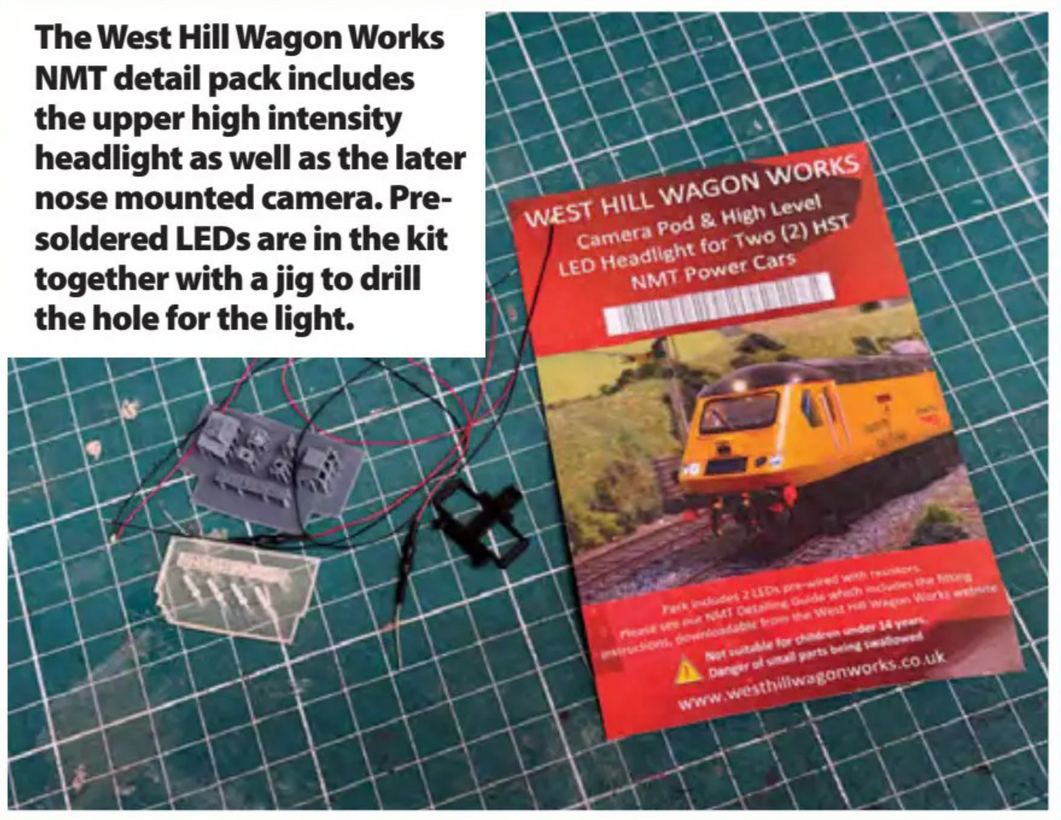
care and attention to detail. The kit includes a jig to position over the cab window to guide where the hole for the new upper headlight needs to be drilled. However, you still need to take care to ensure the hole is straight and level to allow the lens and headlight bezel to be fitted correctly. Pre-wired LEDs are included in the kit too while an optional pack of buffer beam parts for the buffer-fitted HSTs is also available from West Hill to add further detail to these stand-out models.

REBRANDING

Since withdrawal from passenger service, the power cars operated by Colas Rail have gone through a rebranding process by receiving the new operator's logos over the top of the previous livery leading to Colas diamond logos being seen over the top of LNER, CrossCountry and EMR colour schemes.

For a short period between 2021 and 2024 there was another rebranding with ex-LNER 43290 and 43299 carrying black Network Rail logos in place of the previous LNER branding. Interestingly both had different-sized numbers on the front valance which can all be replicated with Railtec Transfers products.

These two Class 43s have since been withdrawn – 43290 being scrapped in 2026 and 43299 located at Peak Rail where it has had components recovered – but Colas Rail continues to operate a fleet of ten Class 43s alongside the trio from Network Rail with 43274 carrying EMR purple and white base colours while 43285, 43301, 43303, 43321 and 43357 all carry CrossCountry base colours.



The West Hill Wagon Works NMT detail pack includes the upper high intensity headlight as well as the later nose mounted camera. Pre-soldered LEDs are in the kit together with a jig to drill the hole for the light.

CORPORATE IDENTITY

All the remaining ex-LNER power cars operated by Colas Rail now carry its current orange, black and yellow colour scheme. The first to receive the livery was 43277 *Safety Task Force* in 2023. It was joined by 43257 in 2024

while in May 2026 43251 and 43272 were outshopped in Colas colours following a full F-exam at Rugby Maintenance Depot – the biggest overhauls undertaken by Colas on the Class 43s to date.

43277 and 43257 have worked together as a pair on a regular basis since their repaints while 43251 and 43272 have been seen operating in Scotland on Network Rail infrastructure monitoring following overhaul.

The livery for these power cars now blends into the Network Rail yellow of the carriages and has been replicated in 'OO' gauge by a Key Publishing exclusive, limited-edition product manufactured by Hornby. It models 43277 *Safety Task Force* and 43257 in Colas livery with subtle detail differences between the two including the font and text size for the numbers as well as the angle of the orange at the bottom of the cab fronts. Only 400 have been produced with a choice of DCC-ready and DCC sound-fitted models available in twin packs.

The Class 43s have a long life ahead of them with Colas Rail and the infrastructure monitoring trains. The recent overhauls of 43251 and 43272 have ensured that they can remain reliably in daily service with the MTU engines providing a modern power unit to keep them moving at 125mph. Models of these Class 43s will always stand out from the crowd and will make a great addition to a modern era layout.



Class 43 43299 leads the Network Rail NMT at Marholm on the East Coast Main Line on September 5 2022 with 43290 at the rear. Both carry black Network Rail logos. Mike Wild.



43062 *John Armitt* and 43013 *Mark Carne CBE* top and tail the Network Rail NMT from Tees Yard to London King's Cross at Helpston on May 27 2024 following their most recent overhauls. Mike Wild.



The trio of Network Rail yellow liveried Class 43s have been through a number of changes to their livery and benefit from the addition of the upper headlight, modelled here on 43014 with the West Hill Wagon Works kit.

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HSTS IN PRESERVATION

Given the specialised nature of the High-Speed Train many expected that once withdrawn from ordinary passenger service the type would become extinct, but this has proved to be far from the case, as an active preservation scene has grown up around the class, as **EVAN GREEN-HUGHES** discovered.



125 Heritage's fleet of preserved HST power cars are located at the Colne Valley Railway in Essex, including former East Midlands Railway 43082 stabled at Castle Hedingham station on March 14 2024. Mike Wild.



THE ICONIC STATUS OF THE HST places the type for many people on a par with famous designs such as the 'A4' Class 'Pacific' or the 'Deltic', and once it was apparent that the service life of the class was coming to an end a number of preservation groups were formed, with the intention of preserving at least some in working order.

What is regarded as the most successful of these is the 125 Group, which is now based on the East Lancashire Railway. This organisation has amassed a collection of five power cars and nine trailers and regularly uses its stock both on the main line for excursions but also on heritage railways, which can be reached via the network as the group's stock is still Network Rail registered. Income from these activities has been ploughed into the collection, with most vehicles stunningly repainted into the famous Inter-City livery. The Group has examples of both modern engine types in its collection and is also planning on retro fitting an original Valenta power unit into one of its power cars when time permits. This group was also responsible for resurrecting prototype power car 41001, which is now back in the National Railway Museum and is no longer under their care.

Based at the Nene Valley Railway is 125 Preservation, which is closely allied to the 125 Group and indeed the two organisations have loaned each other power cars in the past. There are four power cars and three trailers available for use on the heritage railway and these have proved popular for driver experiences and for public use. Like the 125 Group there are plans to restore one of the power cars to its original engine configuration, which brings with it the mouth-watering proposition of two Valenta-engined power cars being available to work together on the mainline.

A third centre for HST preservation is at the unlikely location of the Colne Valley Railway in Essex, a line which is little more than a mile in length and which is disconnected from the national network. There 125 Heritage has a total of five operational power cars and three trailers with one of the power cars being turned out in the original BR livery of blue and yellow. Trains are run regularly during the season with a particular draw being the offerings from the group's catering coach and the working air conditioning.

Along with the above, a number of power cars have been saved for static display with one each at the National Railway Museum (NRM), Locomotion in Shildon, Crewe Heritage Centre, Gwili Railway and the Plym Valley Railway, with the latter being devoid of most of its mechanical components. The NRM also has the prototype power car in its collection.

● Visit *www.keymodelworld.com* to discover more prototype articles.

125 Group's Class 43 High Speed Train (HST) power car 43025 *Exeter* stands in InterCity 'Swallow' livery following repainting, along with a selection of the group's newly-painted InterCity 'Executive' Mk 3 trailer cars, at UKRL's workshop at the former Brush Traction site in Loughborough on January 23 2026. Mike Wild.

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