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HORNBY magazine

November 2026

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ISSUE 233

HORNBY magazine
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Making Tracks for BLISWORTH

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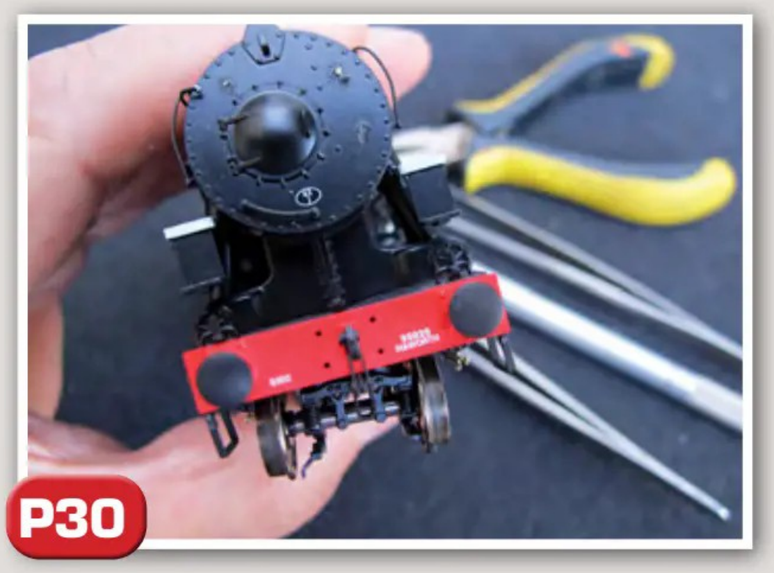
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FIRST REVIEW



68 Rapido Trains UK's Midland Railway '483' 4-4-0 for 'OO'

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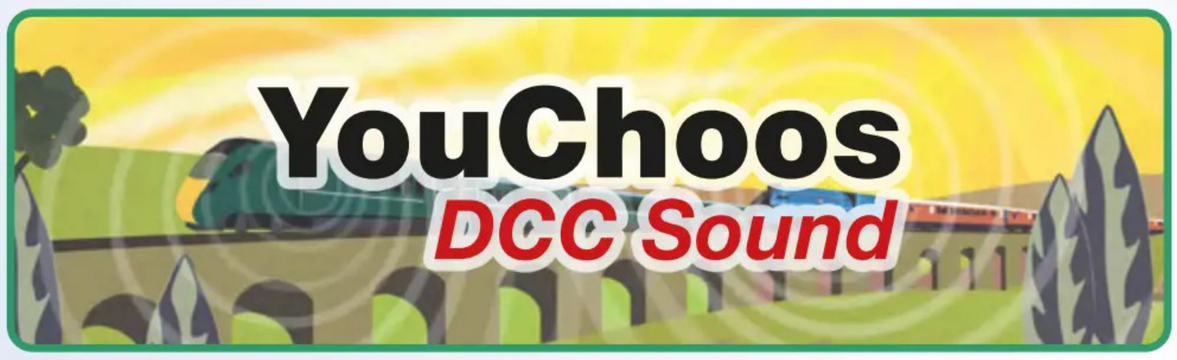
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THE EDITOR'S PAGE

Welcome

HELLO, AND WELCOME to the latest issue of *Hornby Magazine*. It's that time of year when we prepare to welcome visitors to the annual Great Electric Train Show at the Arena MK in Milton Keynes – where has the time flown? The show's ethos is to showcase layouts featured in the magazine through the years – and some which will be gracing the pages in coming months. There are more than 30 top notch model railway layouts including five that are featured in this issue of *Hornby Magazine* topped by Pete Waterman's latest, and last, 'OO' gauge Making Tracks display modelling the two-track stretch of West Coast Main Line at Blisworth in Northamptonshire (see pages 20-27). Pete and the Railnuts have worked hard to complete the layout in time for the Great Electric Train Show and we can't wait to see it in operation.

Also set to appear at the show is the Junior Section of the High Wycombe and District Model Railway Club with their latest 'OO' gauge creation Shadwell East, set in East London during the steam/diesel transition. You can see their layout on pages 56-63 of this issue alongside Mark Cowley's 'OO' gauge take on a West Coast Main Line traction maintenance depot, Scrubs Lane, inspired by Willesden depot in London which features on pages 104-111.

As well as an exceptional line-up of layouts, the *Hornby Magazine* team will be at the Great Electric Train Show to answer any modelling queries you may have, as well as displaying our 'O' gauge Seven Mill Depot exhibition layout which has been in storage since its debut at the Warley National Model Railway Show at the NEC in 2019. Having been dusted down, the layout has had a through clean and been revitalised for its latest outing and, thanks to Heljan, will feature a host of traction from the dawn of privatisation. Enjoy a sneak peek on pages 36-41 and see it in action at the Great Electric Train Show for only its second outing in seven years!

Several *Hornby Magazine* regulars will be at the show, including Dan Evason with his new 'O' gauge Brimfield Works layout (pages 48-53) and a display of his recent work, plus layout planning expert Paul Lunn, who will be hosting his popular Layout Planning Clinic across the weekend. Please do pop by and have a chat.

Also in this issue, Tim Shackleton creates a USATC 'S160' from Rapido's outstanding new 'OO' release with an appearance that it's entirely possible it could have carried had history been slightly different. We also go behind the scenes at Hornby to discover more about its all-new 'TT:120' scale 'Black Five', Richard Hall commemorates 60 years of the NELPG with an Oxford Rail 'J27' makeover, and, of course, we have the best news, reviews and features in the business too.

I hope you enjoy the new issue and look forward to seeing you at the 2026 Great Electric Train Show.





Mark Chivers
Acting Editor

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HORNBY RAILROAD 60 EP SURFACES

HORNBY'S development team is evaluating the First Engineering Prototype (EP) sample of its all-new 'OO' gauge RailRoad Class 60 Co-Co-diesel.

Announced as part of the manufacturer's 2026 RailRoad range earlier this year (HM224), the newly tooled locomotive is set to feature a three-pole motor, flywheel, all-wheel pick-up, directional lighting and 21-pin Digital Command Control (DCC) decoder socket. There will also be space for an additional enhanced bass speaker, while running characteristics are expected to be aided by brass axle bearings. Separately fitted detailing includes handrails, horns and exhaust.

Three models form the initial batch of releases in DCC Ready and DCC sound fitted forms, finished as 60069 *Humphrey Davy* in Trainload Freight triple grey (Cat No. R30536/TXS), 60038 *Avesta Polarit* in EWS maroon and gold (R30535/TXS) and 60039 *Dove Holes* in DB Cargo red (R30537/TXS).

Priced at £104.99 DCC Ready and £159.99 DCC sound fitted, release is expected in late 2026/early 2027.

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



Hornby has received the first Engineering Prototype sample of its new 'OO' gauge RailRoad Class 60 Co-Co diesel.

WIN! A HORNBY TXS

KEY MODEL WORLD is offering readers a chance to win one of Hornby's new 'OO' gauge Class 56 Co-Co diesels with HM7000 Triplex Sound (Cat No. R30481TXS) and 12 HAA merry-go-round hopper wagons, worth £634.95.

The prize consists of Hornby's latest model of Class 56 Co-Co 56047 in Transrail branded 'Dutch' yellow and grey with factory-fitted Hornby HM7000 21-pin Triplex Sound (TXS) Bluetooth and Digital Command Control (DCC) decoder complete with Class 56 diesel sound profile, together with four Hornby 'OO' triple-wagon HAA hopper wagon packs (R60063) - 12 MGR coal wagons in total.

To be in with a chance of winning this superb Hornby 'OO' gauge prize bundle worth £635, all you have to do is answer the accompanying question by November 25 2026.

Even if you don't win, Hornby's new 'OO' gauge Class 56 with HM7000 Triplex Sound is available from *hornby.com* and Hornby stockists now. Good luck!

QUESTION

In what year were the Class 56 Co-Co diesels first introduced?

A. 1966
B. 1976
C. 1986



DECORATION FOR ALL-NEW 'TT:120' WAGON FLEET

DECORATED SAMPLES of Hornby's forthcoming all-new collection of 'TT:120' wagons have arrived, including YGH 'Sealion', YGB 'Seacow', HEA hopper and MEA open wagons.

Announced earlier this year (HM228), this selection of all-new wagon types for the 'TT:120' range will bolster the variety offered to modellers of the diesel era scene and will be an ideal accompaniment to existing diesel locomotives in the Hornby roster, including Class 08s, 37s, 50s, 66s and forthcoming Class 31s.

Among the new decorated samples are 'Seacow' bogie ballast hoppers in BR departmental 'Dutch' grey and yellow (TT6063/6064/6066), 'Sealion' bogie ballast hoppers in BR engineers' olive green (TT6065/6067) and HBA/HEA hopper wagons in Railfreight bauxite (TT6072) and red/grey liveries (TT6073/6076), together with MEA open box wagons in Railfreight Coal (TT6075) and EWS maroon (TT6074/6077) colour schemes.

Selected wagons are set to be available singly and in triple-wagon packs.

Prices range from £27.99-£129.99 with release expected in late 2026/early 2027.

● **Visit *hornby.com* for more details.**



Hornby's new 'Seacow' and 'Sealion' bogie ballast hoppers for 'TT:120' will appear in BR departmental 'Dutch' and civil engineers' olive colour schemes, respectively, in single and triple-wagon packs. An EWS maroon example (not illustrated) will also be available.



Decorated samples of Hornby's all-new 'TT:120' HBA/HEA coal hopper wagons have arrived for inspection.



All-new 'TT:120' MEA open box wagons are set to appear in late 2026/early 2027 with BR Railfreight Coal and EWS colour schemes offered.

CLASS 56 AND WAGONS



HOW TO ENTER

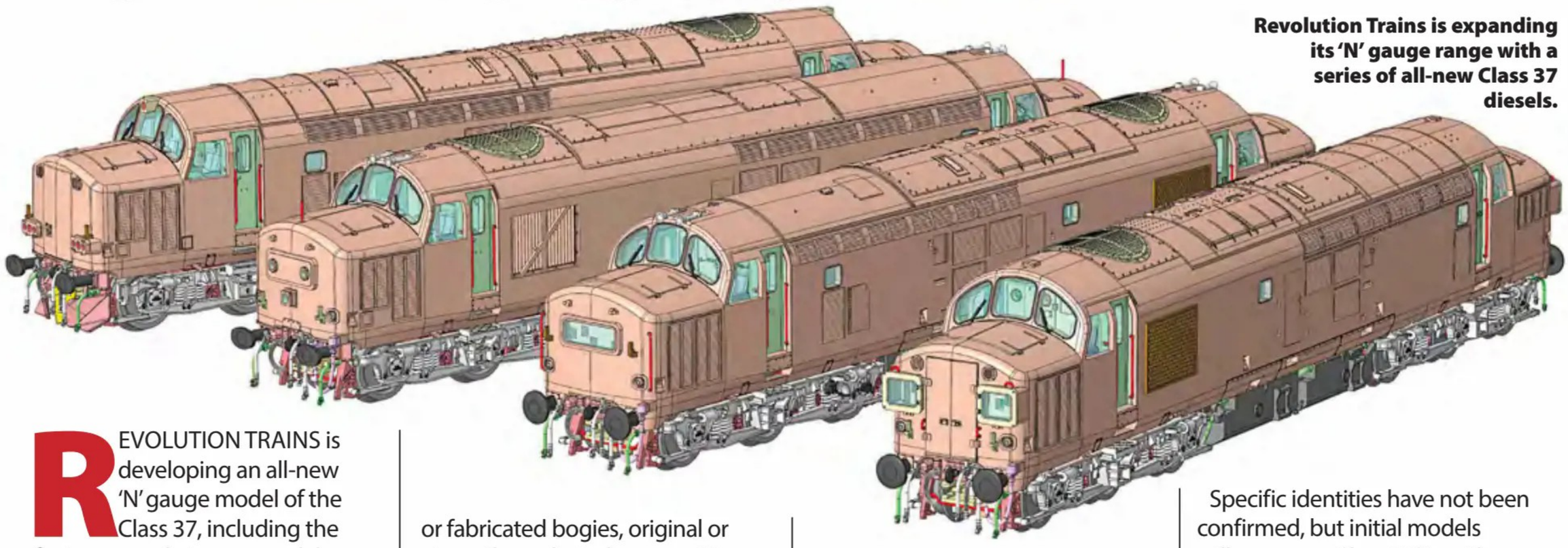
●For your chance to win, simply visit *keymodelworld.com/hornby-magazine/competitions*, click the competition tab on the menu and fill in the online form to complete your entry.

Online entries open at 9am on October 1 2026 and the closing date for entries is November 25 2026 at 5pm GMT. The winner will be notified no later than December 1 2026.

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

No purchase necessary.

Revolution Trains launches CLASS 37 IN 'N'



Revolution Trains is expanding its 'N' gauge range with a series of all-new Class 37 diesels.

REVOLUTION TRAINS is developing an all-new 'N' gauge model of the Class 37, including the first-ever ready-to-run model of the Class 37/9 in the scale.

309 English Electric Type 3s were built between 1960 and 1965, with construction occurring at the Vulcan Foundry and Robert Stephenson and Hawthorns. Later designated Class 37, the locomotives were versatile, finding work on freight and passenger duties across the BR network.

Revolution Trains' new 'N' gauge Class 37s will appear with cast or fabricated bogies, original or strengthened windscreens, 12- or nine-blade fans hidden behind a square or diagonal mesh, optional frost grilles, alternative lamp iron arrangements, plated bodyside windows and more. Multiple nose end configurations are also being developed: split headcode, centre headcode, sealed beam marker lights and BMAC light clusters all feature, with the option to include high-intensity headlights on appropriate models. All will feature working directional, cab and interior lights.

These all-new 'N' gauge models will also sport adjustable ride height. From the factory, they will be fitted with correctly scaled wheels and a prototypical gap between the body and bogies. The body can also be raised to give an extra 1mm of clearance, enabling the model to traverse tighter curves.

Specific identities have not been confirmed, but initial models will appear as Class 37/0s with split and centre headcodes in BR green and BR blue, later experimental Mirrlees-fitted Class 37/9 conversions and modified DRS Class 37/6s with WIPAC style light clusters.

The project is in the tooling phase, with prices not yet confirmed. Models are expected to arrive in late 2027.

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

Cavalex reveals new Class 60 model alongside DCRail 60022 launch

CAVALEX MODELS is producing a 'OO' gauge model of DCRail's latest Class 60, modelling 60022 *Ingleborough* in its new Midland Railway (MR) livery.

DCRail revealed the new livery and named 60022 at Derby station on September 8, cementing the freight operator's links between its Derby base and the Midland Railway. Its original name was reinstated for the launch.

The livery for 60022 has been created with support from the Midland Railway Society, Cavalex Models, Procast Foundry, and Spectrum Signs. The overhaul and painting were carried out by Boden Rail Engineering.



DCRail's latest bespoke colour scheme was unveiled on 60022 *Ingleborough* at Derby station on September 8 2026. Mike Wild/*Hornby Magazine*.



Cavalex Models is producing a 4mm scale model of 60022 and has received a first decorated sample of the new colour scheme which is due to appear as part of the second run of 'OO' gauge Class 60s from the manufacturer.

Details on the real locomotive include brass nameplates with a Midland Railway crest below together with a 2in high brass '5' behind the cab door on each side to highlight the Type 5 power classification of the Class 60. A Midland Railway style cast oval shed plate with '1' on it has also been added, as seen on MR locomotives allocated to Derby.

Cavalex Models' 'OO' gauge 60022 will form part of the second production run of Class 60s and pricing and release dates are yet to be confirmed. A first decorated sample is being evaluated, with further revisions to be made before production.

● **Visit *cavalexmodels.com*.**

SENTINEL STEAM SHUNTER FOR RAPIDO TRAINS UK

Rapido Trains UK is introducing a series of all-new 'OO' gauge Sentinel steam shunters in pre- and post-Second World War condition.



RAPIDO TRAINS UK is adding a selection of all-new 'OO' gauge Sentinel 0-4-0 steam shunters in pre- and post-Second World War condition.

Introduced by the Sentinel Waggon Works from the mid-1920s, the 0-4-0 steam shunters were a natural development of the company's previous vertical steam boiler road vehicles and featured a short wheelbase and rapid steam raising ability favoured by industry. A range of styles was developed before the Second World War, the most common being two-cylinder vertical engine examples – known as the 'BE'. Following the war, an improved design was introduced and production of the Sentinel steam shunters continued into the late 1950s.

Rapido Trains UK is developing pre- and post-war examples with 12 models forming the initial batch of releases. Pre-war liveries include 7164 in LMS lined black (Cat No. 949001), 47184 in BR black with early crests (949002), *Somerdale* in JS Fry lined blue (949003), *Ann* in British Tar Products green (949004), *Greenwich* in Cory and Son brown (949005) and No. 7 in Tottenham Gas Company lined red (949006).

Post-war examples are *John* in RB Tennent's light blue (949201), a Sentinel demonstration locomotive in lined green (949202), No.7 in Rugby Portland Cement orange with 'wasp stripes' (949203), No. 4 in R Y Pickering and Co. in lined red (949204), *Craven No. 9* in Craven Bros. green with 'wasp stripes' (949205) and a plain yellow example (949206).

Each will be fitted with a stay alive to aid smooth running characteristics, together with an E24 Digital Command Control (DCC) decoder socket. Due to the smaller nature of the pre-war Sentinels, these will only be available in DCC Ready and DCC fitted conditions, while the post-war examples will be available DCC Ready and DCC sound fitted, complete with factory-fitted speaker.

Currently at the tooling stage of development, prices are set at £139.95 DCC Ready, £179.95 DCC fitted and £249.95 DCC sound fitted. A release date is yet to be confirmed.

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

All-new 'N' gauge Class 20/3 Bo-Bo diesels

Bachmann is developing a collection of all-new 'N' gauge Class 20/3 Bo-Bo diesels for its Graham Farish range.



THE NEXT NEW DIESEL locomotive for Graham Farish is the Class 20/3 Bo-Bo for 'N', with completed models due to arrive before the end of 2026.

The privatisation of BR saw renewed uses for the Class 20s, which were initially built in the 1950s and 1960s. Five 20s were acquired by Direct Rail Services (DRS) and sent to Brush Traction for refurbishment for use on nuclear flask trains. BMAC light clusters were fitted, the vacuum brakes were removed, electrics were upgraded and extended fuel tanks and new cab windows fitted. Entering service from 1996, ten more joined the fleet, which was retired from 2013. Several were acquired by Harry Needle Railroad Company (HN Rail) and, today, Swietelsky uses some on a spot-hire basis.

Graham Farish's new Class 20/3s are equipped with a coreless twin flywheel motor, all-axle drive and pick-up, die-cast metal chassis block, operating head and tail lights at the cab end, plus a working top marker light at the cab and nose. They will also feature a factory-fitted speaker and Next18 Digital Command Control (DCC) decoder socket.

These new additions will appear as 20306 (Cat No. 372-700) and 20310 (372-700A) in early DRS blue, plus 20311 (372-701) and 20314 (372-701A) in HN Rail orange.

Prices are set at £174.99 DCC Ready and £284.95 DCC sound fitted.

● **Visit *bachmann.co.uk* for further details.**

‘009’ FOWLER ‘RESILIENT’

Rapido Trains UK is adding an all-new ‘OO9’ Fowler ‘Resilient’ 4wD diesel to its range.



A FOWLER ‘RESILIENT’ 4wD diesel shunter will be the next ‘OO9’ locomotive project for Rapido Trains UK’s rapidly expanding narrow gauge range.

Built by Fowler & Co. of Leeds, the first of the ‘Resilient’ class of 4wD industrial narrow gauge diesel locomotives appeared in the 1930s. Four were built for Essex Water Authority in 1936, with three sold for quarry use three years later. Examples of the ‘Resilients’ were built for use around the world, with several preserved in the UK, India and Australia.

Rapido Trains UK’s all-new ‘OO9’ models will be available in a wide selection of liveries and come with a small details pack containing parts to customise models further, including vacuum

Accurascale adds all-new ‘OO’ HBA/HEA hoppers



Accurascale is expanding its Powering Britain collection with a series of all-new ‘OO’ gauge HBA/HEA hopper wagons.

THE HBA/HEA HOPPER wagon is the next wagon to join Accurascale’s ‘OO’ gauge Powering Britain range.

British Rail introduced the HBA/HEAs in the 1970s, with 1,998 of them replacing vast fleets of unfitted mineral wagons on domestic coal traffic. HBA wagons were initially limited to 45mph; modifications were undertaken in the 1980s which increased this to 60mph, after which the upgraded vehicles were classified HEA. Often rostered in Speedlink services, long domestic coal trains and mixed freight, the wagons travelled all over the BR network. As domestic coal traffic declined, the wagons were repurposed to carry other materials. Others were used as barrier vehicles or used as chassis donors for other types. Accurascale’s all-new HBA/HEA hopper wagons feature a die-cast chassis, brass bearings, sprung metal buffers, etched stainless steel brake discs and separately fitted underframe equipment.

Tooling covers as-built HBA hoppers with original suspension, early centrally-mounted ladders, offset-ladder HEA wagons and English, Welsh & Scottish Railways wagons without ladders. Accurascale will also cater for a range of axle box and suspension configurations, plus single and twin air pipe arrangements.

The new HBA/HEAs will be available in triple packs, initially appearing in BR bauxite, Railfreight red and grey and Trainload Distribution colours.

Exclusively available to purchase from the Accurascale website, triple wagon packs are priced at £79.98 each. Release is expected in the second quarter of 2027.

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

KMRC plans second run of GWR steam railmotors

KERNOW MODEL RAIL CENTRE is producing another run of its exclusive Great Western Railway (GWR) steam railmotors for ‘OO’ gauge.

KMRC’s ‘OO’ gauge steam railmotors were first launched in 2024 (HM202) and feature a coreless motor, directional lighting, a PluX22 Digital Command Control (DCC) decoder socket and saloon lighting.

The railmotor’s tooling covers the Diagram O and R vehicles. Diagram O railmotors sport larger boiler room windows, double leaf passenger doors and ‘fish belly’ rather than equalising bogies.

Three models form the second wave of models - Diagram O No. 62 in GWR chocolate and cream with garter crest, Diagram R No. 98 in GWR lined crimson lake, and Diagram R No. 40 in simplified GWR chocolate and cream.

Each model is available in DCC Ready or DCC sound fitted forms, priced at £199.99 and £299.99 respectively. Delivery is expected in early 2027.

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



Kernow Model Rail Centre is producing a second run of its exclusive ‘OO’ gauge GWR steam railmotors.

4WD NEXT FOR RAPIDO



brake gear, dumb buffers, a grille cover, cab doors and options for front and rear headlights. The pack will also include several brass plates with appropriate painted name, build and bonnet front manufacturer plates for customer fitment. Ten different models will form the initial batch of releases.

Currently in tooling, each of the all-new Fowler 'Resilient' 4wDs will feature a small coreless motor, stay alive and E24 Digital Command Control (DCC) decoder interface.

They will be available in DCC Ready or DCC fitted formats.

Priced at £132.95 DCC Ready and £169.95 DCC fitted, a release date for the new Fowler 'Resilient' 4wDs is yet to be confirmed.

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

EXCLUSIVE 'TT:120' SCENECRAFT BUILDINGS

KERNOW MODEL RAIL CENTRE (KMRC) has commissioned several exclusive 'TT:120' Bachmann Scenecraft buildings with a Cornish theme.

The new range consists of a Cornish clay dry, a clay dry chimney and a derelict Cornish engine house. These are joined by a selection of more widespread items including a corrugated goods shed, brick engine shed, a yard crane and loading gauge, site office, brick built signalbox, coal staithes, Southern Railway water column and arm and a Great Western Railway water crane. Each product is cast in resin and fully decorated.

KMRC Camborne Shop Manager Greg Edwards said: "Our Cornish exclusive Scenecraft buildings have been very popular previously in 'N' and 'OO' gauges. With suitable china clay rolling stock released by Hornby, it made perfect sense to also produce these in 'TT:120' scale. With the increasing growth of 'TT:120', our range of general railway buildings will also enable modellers to complete their railway infrastructure scenes."

The new 'TT:120' scale structures are priced from £7.99 to £49.99 and are expected to arrive during November.

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



Kernow Model Rail Centre has commissioned a selection of exclusive 'TT:120' buildings from Bachmann Scenecraft, including Cornish clay dries.

Exclusive Accurascale Class 08 for Rails of Sheffield

RAILS OF SHEFFIELD'S latest exclusive commission is Class 08 08879 *Sheffield Children's Hospital* in BR Tinsley Depot blue which joins Accurascale's first batch of all-new 'OO' Class 08 diesel shunters. All profits from sales of the model will be donated to the Sheffield Children's Hospital charity.

In 1996, 08879 was painted in a unique version of BR blue and named *Sheffield Children's Hospital* at the Tinsley Depot open day on April 27 that year. The locomotive also sported a unique bear decal on the cabside and a white Yorkshire rose plaque.

Accurascale's all-new Class 08 will feature a five-pole motor, twin flywheels, operational directional/shunting lights, etched grilles, separately fitted metal handrails, opening cab doors, detailed cab interior and a magnetic removable roof section which provides access to the 21-pin Digital Command Control (DCC) socket.

The model is priced at £159.99 DCC Ready and £249.99 DCC sound fitted and is due for release in the first quarter of 2027.



Rails of Sheffield has commissioned an exclusive 'OO' gauge model of Accurascale's forthcoming all-new Class 08 diesel shunter as 08879 *Sheffield Children's Hospital* in BR Tinsley Depot blue with embellishments.

● **Visit *railsofsheffield.co.uk* for more information.**

UPDATE

FINAL CALL

FOR THE 2026 GREAT ELECTRIC TRAIN SHOW

On October 10/11 the **GREAT ELECTRIC TRAIN SHOW** returns to the Arena MK in Milton Keynes for a feature packed weekend of model railways. Don't miss out on this event for modellers, by modellers.

THE 2026 Great Electric Train Show is coming to the Arena MK in Milton Keynes on October 10/11 and will feature the debut of Pete Waterman's final all-new layout. Modelling Blisworth on the West Coast Main Line, the last Making Tracks production leads a cast of more than 30 layouts, over 50 trade stands and more.

Pete Waterman's new layout models the two-track section of the West Coast Main Line through the Northamptonshire countryside and is under construction ready to make its debut at the Great Electric Train Show. The layout measures 64ft x 12ft and features unique handmade trees by Pete Waterman, bespoke buildings and structures and a main line running under the wires with overhead electrification.

Talking about the new layout, Pete Waterman said: "Making Tracks 6 will be my last new build. Yes, you've heard that before, but this layout really is. Just keeping on top of the six 'OO' gauge West Coast models plus my large 'O' gauge Leamington Spa layout will keep me busy for the rest of my time. Making Tracks 6 has to be special which is why I chose Blisworth for the location."

Blisworth features on pages 20-27, and this issue also contains a full feature on Shadwell East by the High Wycombe and District MRS Junior Section (pages 56-63), Mark Cowley's Scrubs Lane TMD (pages 104-111) together with the concluding part of Dan Evason's feature on Brimfield Works and the start of our restoration of Seven Mill TMD. All four will be on display at the Great Electric Train Show.



AGR Model Railway Store is one of more than 50 traders taking part in the 2026 show.

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



Pete Waterman's final layout will be making its debut at the 2026 Great Electric Train Show. Read the full feature on pages 20-27.

The Arena MK venue includes a main hall, two balconies and an additional room offering a full day of modelling for visitors.

Event Manager Mike Wild said: "The 2026 Great Electric Train Show is shaping up to be a great weekend, and we are very pleased to be able to host Pete Waterman's final layout for the first time. We have brought together a collection of layouts which includes several new layouts to the show circuit which most visitors will be seeing for the first time. Joining them are favourites from the magazine over the past few years as well as a couple of classics which I've been looking forward to seeing fully stocked and running at the show."

In total, more than 30 layouts are taking part in scales from 'N' to 'O', ranging in size from compact 4ft x 2ft single board scenes to giants measuring more than 40ft and 60ft in length - and they are travelling from across the UK and beyond for the event. The full layout line-up is available at *keymodelworld.com/greatelectrictrainshow*.

Joining the layouts is an extensive range of trade stands. The 2026 show is sponsored by eBay, Accurascale and Heljan, DCC Train Automation, AGR Model Railway Store and Rusty Rails Modelling with all brands having a stand at the show where you can meet the teams behind the businesses and discover the latest products.

In addition, the Great Electric Train Show is the place to catch up with manufacturers Cavalex Models, Ellis Clark Trains, Hornby and Revolution Trains. There will be plenty of shopping opportunities to get everything from new scenic details to the latest locomotives and rolling stock from the busy line up of more than 50 trade stands.

Discount advance tickets for the 2026 show are on sale until Thursday October 8 at 5pm, offering a discount over on-the-day prices as well as early entry to the show from 9.30am each day. VIP and Weekend tickets are also available.

THE 2026 GREAT ELECTRIC TRAIN SHOW IS SPONSORED BY



Meet the manufacturers at the Great Electric Train Show including show sponsors Accurascale and Heljan.

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 as we did in 2024. 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.

● **Visit *keymodelworld.com/greatelectrictrainshow* for full event information, discount advance tickets and the latest event news.**

UPDATE

Spalding

PREVIEW

MODEL RAILWAY EXHIBITION 2026



FINAL PREPARATIONS are under way for the annual Spalding Model Railway Exhibition at Springfields Events Centre, Spalding, Lincolnshire on the weekend of October 31/November 1 2026.

Hosted by Spalding Model Railway Club, this highlight in the exhibition calendar is set to feature 30 layouts, together with a host of trade stands, societies

Left: **Fairwood Junction (HM204) is Steve Jones' 'OO' gauge take on the real-life location near Westbury in Wiltshire.**

Below: ***Hornby Magazine's* 'OO' gauge East Coast Cement exhibition layout will be on display at the 2026 Spalding Model Railway Exhibition.**

and demonstrations including the Key Model World shop and *Hornby Magazine's* 'OO' gauge exhibition layout East Coast Cement. The *Hornby Magazine*/Key Model World editorial team will be there all weekend to answer any of your questions and there will be special show-only offers on subscriptions and selected books on the Key Model World shop stand. We'll also have our range of exclusive limited-edition models, PJM laser-cut kits and Rusty Rails Modelling's collection of 3D-printed detailing parts.

Layouts due to appear include several which have appeared within the pages of *Hornby Magazine* including Steve Jones' 'OO' gauge Fairwood Junction (HM204), Jenny Kirk's 'OO9' gauge Mynydd Tatws Newydd (HM219) and Nigel and Darren Glasson's 'N' gauge Newvaddon Parkway (HM188). Other layout highlights include Lockwood Street ('N'), Attlynn ('OO'), Eastgate Harbour ('OO'), Horncastle ('OO'), Marshside ('O'), Napier Road ('O'), Roadwater ('EM'), Silverbury ('OO') and many more.

As always, a good selection of trade support has been booked to attend the Spalding show including Bomber County Models, Brickyard Models, Buggleskelly Station, C&L Finescale, CM3 Models, DC Kits/Legoman Biffo DCC, Digitrains, H&A Models, Joe Lock Model Railways, Railway Artist James Green, Petite Properties, Plus Daughters, Skytrex, Trains4U, Trainsporters, WM Collectables and more.

Several societies and demonstrators will also be in attendance including the Great Northern Railway Society, Fenland and Spalding Model Club, Railway Correspondence and Travel Society and Waveney 'O' Gauge Group. Model maker Geoff Haynes will be showcasing his work, while Howard Leader will be demonstrating his architectural building techniques and Tony Wright will be hosting his popular locomotive clinic.

Tickets are available in advance, priced at £12 for adults and £1 for juniors (5-16), while on-the-door prices will be £14 for adults and £3 for juniors. Doors open at 10am both days - advance ticket holders and disabled visitors can gain entry half-an-hour earlier from 9.30am – and close at 5pm on Saturday, 4pm on Sunday. A cafeteria serving hot and cold refreshments will also be available across the weekend.

● **Visit *spaldingmodelrailwayclub.org.uk* for further information.**



Nigel and Darren Glasson's 'N' gauge Newvaddon Parkway (HM188) is set to appear at the Spalding Model Railway Exhibition.

THE DETAILS	
Event:	Spalding Model Railway Exhibition
When:	October 31/November 1 2026
Times:	Saturday 10am-5pm, Sunday 10am-4.30pm (advance ticket entry from 9.30am both days)
Where:	Springfields Events Centre, Camel Gate, Spalding, Lincolnshire PE12 6ET
Site:	*spaldingmodelrailwayclub.org.uk*
Prices:	Adults £14 (£12 advance), accompanied juniors £3 (£1 advance)
Features:	30 layouts, trade support, societies, demos, refreshments, parking and disabled access.





Jenny Kirk's striking 'OO9' Mynydd Tatws Newydd (HM219) models a Welsh narrow-gauge scene.

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CLOSING DATE: 15th January 2027

Making Tracks for
BLISWORTH

The last big build from Pete Waterman and the Railnuts is set to debut at the 2026 Great Electric Train Show on October 10/11. **PETE WATERMAN** OBE reveals the story behind the layout and the challenges this new 64ft long scene presented along the way.

PHOTOGRAPHY, MIKE WILD

I GUESS, since as far back as I care to think, it's been about the detail. My life has been all about music and railways, and both rely on detail – a wrong note or the wrong colour and it's all over. Making Tracks 6 will be my last new build. Yes, you've heard that before, but this layout really is. Just keeping on top of the six 'OO' gauge West Coast Main Line (WCML) models plus my large 'O' gauge Leamington Spa layout will keep me busy for the rest of my time. Making Tracks 6 had to be special.

The story really starts with Making Tracks 1 in 2021. The aim was to model what you would see from the train as you travelled through the countryside, modelling real locations and then joining them together in one continuous scene. There was a second reason for this, as time was against us to build the first layout.

Since then we've moved forward with every layout. A grade separated junction was the standout feature of Making Tracks 2 in 2022, then in 2023 we took on modelling Milton Keynes Central station for Making Tracks 3. Making Tracks 4 followed the same cityscape theme as we modelled Watford Junction while Making Tracks 5 – though it hasn't been shown as an independent layout – modelled the strangely country location of Bushey which is just a couple of miles south of Watford.

If you follow Railnuts on Facebook, you will know I'm potty about trees and bushes, as I've been making them for well over 60 years. As the last layout, this had to be what I had always wanted to build. Ever since I took my first train journey back in the late 1940s, I always looked out of the window and have, to this day, never



GBRf Class 66 66799 *Modern Railways Diamond Jubilee* powers a biomass train along the embankment heading north as a Class 68 heads south light engine. Building the scenery has been the greatest challenge in making this new layout.

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm:1ft	64ft x 12ft	WCML	2020-2026	DCC, Roco Z21



2 There are only three buildings on this 64ft layout, but they all go towards setting the scene. The stationmaster's house will be joined by a bungalow and the Walnut Tree hotel.



3 Under construction: Blisworth station is one of two remaining boards to complete ahead of the layout's debut at the 2026 Great Electric Train Show. The hotel will stand at the rear of this scene.

worked on the train. Every journey tells a different story. The seasons change and buildings come and go - and it was that lineside window view I wanted to get back to capturing in model form.

The question was which location, and I didn't have to think about it for long at all. From that early trip, the place that stuck in my memory was Blisworth in Northamptonshire. I can still remember it to this day. It was very different back then, but the thing about it was the hotel at the back. It always fascinated me and it still does today.

The real station was opened in 1838 by the London and Birmingham Railway and in 1845 it became the junction for the Northampton and Peterborough Railway and it then passed into London & North Western Railway ownership in 1846, to the London Midland Scottish Railway in 1923 and to British Railways in 1948. It was closed to passenger traffic in 1960 with the line to Peterborough closing to all traffic in 1972.

However, signs of the WCML station remain to this day with the Walnut Tree Hotel.

I'd previously incorporated a shortened version of Blisworth into the World Record layout at Model World LIVE in April 2024, but it was too short at only 16ft long and didn't do the location justice as I had originally envisaged it.

As Making Tracks is all about the West Coast Main Line (WCML) today, I now had to think about how this location could fit in, as it's very different from the other five sections. The answer was easy. It was unique in the Making Tracks collection as it's only an Up and Down line with a yard, but it had the Walnut Tree hotel behind »



4 Left: **The road underbridge was added to break up the embankment and provide visual interest. A Class 37 and 66 cross paths above.**

5 Right: **By the canal: A Class 66 leads a container train south into the scene at the side of the Blisworth Marina. This board is a work in progress with the overhead catenary requiring the most attention.**

6 Below: **The wires are one of the features still to be added here, but the scenery captures the real location as 37425 *Concrete Bob* powers a PLPR test train south over the road bridge.**

the railway and superb scenery. Despite being only two tracks, Blisworth set more challenges for us than all of the others put together.

TEAMWORK

The Railnuts are a team, so there are lots of different skills I can call on to build layouts. But when it has no other buildings but the hotel, a bungalow and a house you have to approach it in a new way. How do I convey a long, thin strip of railway and make it look fantastic? How do I get eight storage yard tracks - four Up, four Down - to one Up and one Down running line? How do I get more freight on the layout, as that's something we keep getting asked for?

The answer is what you might consider cheating, but I promise it's based entirely on the real railway.

The first thing was to talk to Dave and plan the baseboards as these would have to be very different. Most of the track is on an embankment through Blisworth while the hotel and yard had to be on wider boards 4ft deep as these were the signature items which set the location. Without them, it wouldn't have the magic of Blisworth. We now had two boards measuring 8ft x 4ft and the rest would all be 8ft x 2ft, but with a 3in drop either side of the running line to create the embankment. To add to that, the railway isn't straight – we had to convey the almost invisible curve along the embankment to give the scene its distinctive 'flow'.





Dave, as always, went away and waved his magic wand. Two weeks later, I had the first boards to start on. The one thing I had said to Dave was that I couldn't tell him how the embankment would work, as he had to make the trackbed fit to the track. The boards had to be joined together for the length of the embankment section, and then I laid the track onto the base in the shape I wanted. Then Dave made a template and cut out the top with a little wriggle room for it to curve, and made the piers to fit them to make the embankment up to 3in high.

Embankments might seem easy to model, but the real things are far more complex than that, and this is an encounter where you will have to compromise. On the railway, embankments are major building works. I worked out that on our model, with boards 2ft wide, that's all you would be modelling, and I'm not sure that's entertaining.

Chris and I had a field trip to the site to measure, take photographs and get a feel of the place. As always, it's very different when you're there. I started with the main features - the hotel, yard, canal and Stationmaster's house.

The first thing that struck us was how many trains passed us - Chris was convinced it was four tracks as there was a consistent procession of passenger and freight filling every path on this route.

We were staying at the hotel that night as we thought it would be a good idea. By 11.30pm, I was not so sure. Then I thought: "the last train out to Euston is about to pass and we'll have some midnight peace." I was wrong. That was when the procession of freight trains began.

And this led to the idea of how to run the layout - with passenger trains for long stints, then freight for some time. Could we have a night session?

SCENERY

I spent a lot of time watching video from the train I'd filmed over four weeks travelling through Blisworth. This gave me a strong idea of how I could get the perspective right. Trees and bushes would be the answer. This looked like a lot of work which, even given the time available, I believed could work. However, you can't underestimate just how much time goes into scenic modelling like this. A big tree takes me around 10 hours, and looking at how many I needed, it seemed a tall order. Also, this year the sea foam harvest has been very poor, so it takes a lot longer to build each of the trees.

At this time, I noticed that there had been a major landslip and Network Rail had put in a lot of work to stabilise the bank. It wasn't pretty, but it had to be done, and that is one of the other interesting aspects of modelling the railway today – it is constantly evolving.

Ground cover has taken over the whole area and, like a lot of sites, is the dominant feature which had to be modelled. I wanted to do this a little differently from the rubberised horsehair method I'd used previously as it is a bit too coarse for 'OO'. I used two new-to-me materials - hanging basket lining material and recycled animal fur. It's brilliant. It involves a little bit of work, but by adding some dried colours (yellow and purple, predominantly) it's fabulous. Today, the railway is overrun by Buddleia and Ragwort. I can only model 40ft at a time, so taking photographs as I went along allowed me to get the feel. I made lots of flowers and I could see very quickly how it was going to come together.

At one point, Dave and I thought about adding a viaduct, as at Wolverton, for »

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effect, but it just didn't look right. There is a bridge on the Northampton Road, but as good as it is, it didn't look right either, but we knew we needed something to break up the long embankment to bring interest to the scene.

By chance, a train I was going to London on was stopped due to a bridge strike. When I saw the photographs - bingo! We had stopped by the perfect structure for our needs. Out came the plastic card and Chris made the transfers. A quick tree was added and it was perfect. It may not be at Blisworth, but it's on the West Coast and brings a new scene to what would otherwise be a very long embankment.

THE RAILWAY

One big change was the Overhead Line Equipment (OLE). I decided that all the wires should be 500mm long this time to make it a lot easier to put up and take down and speed up the initial modelling.

As a two-track railway, the electrification is simpler than that at Milton Keynes, but still we wanted the right details. Along the length of the layout we have a combination of Peco masts as well as experimental 3D printed gantries for the portal structures, all of which are being fitted with Aron's tried and trusted hand-made registration arms to support the Peco contact wires.

When it came to the stock, we had most of it, but added some more Avanti and West Midlands trains so we can run a very intensive service.

To accommodate the intensive service and stock variety we wanted on Blisworth, we needed to modify the storage yards. Previous layouts have all been four track and the standard storage yard arrangement has eight tracks across – two for each circuit. In each of these we store multiple trains, but for Blisworth we didn't want half the storage yard to be empty. That meant I had to fit points in the cross-boards and make the storage yard work in a different way. This meant Dave 'Megapoints' Fenton had to remake the panels so they could direct trains into a larger number of routes than before.

7 Left: **Freight is an important part of the railway and a visit to the real location highlighted just how busy the freight railway is overnight. Class 69 69002 leads an engineering working north along the embankment.**

8 Right: **Key Publishing's next limited edition arrival – Class 60 60040 *The Territorial Army Centenary* by Accurascale – leads an MOD train towards Blisworth.**

9 Below: **There are very few layouts which can accommodate two full length Class 390 Pendolinos passing with space to spare. Blisworth, however, can do that as shown here with an 11-car and nine-car set crossing paths on the embankment.**

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FINAL CHALLENGE

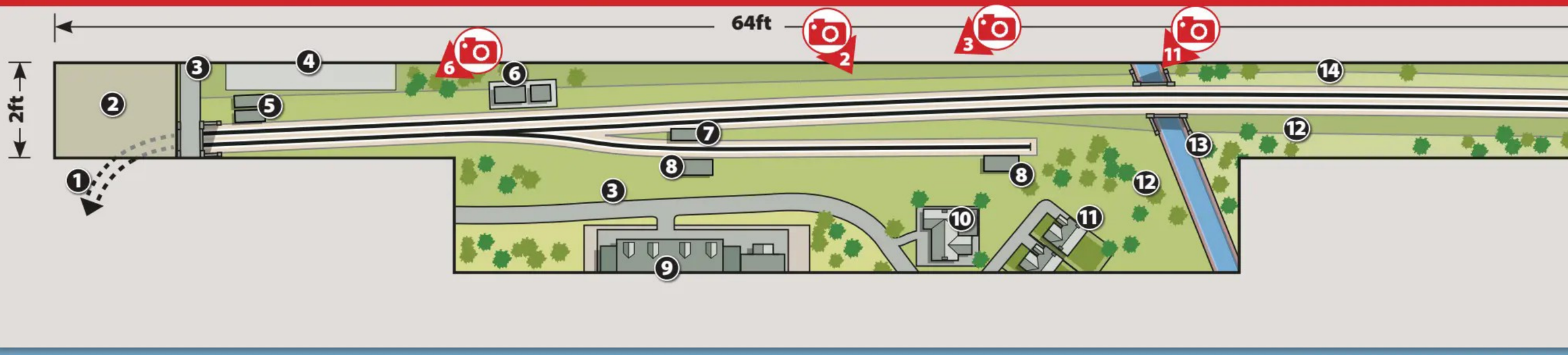
There is no doubt that this has been, by far, our biggest challenge. As you can see here, as I write in early September it isn't quite complete, but we are well on the way and it will all be ready in time for its debut – it has to be.

Getting the balance right when it's mainly scenery is very hard – more, even, than when you have loads of buildings to hide views. It really is a challenge. You're constantly asking yourself whether you need more or fewer trees. Should they be large or small? What about bushes and shrubs? Choosing the right foliage is a challenge.

I'm lucky living and working in the country. You can see how nature works. It's very different from the way planners work in urban settings. For them, it's a piece of land and they have to get as much on it as possible. Nature doesn't work like that. It needs the light, so it makes space. »



BLISWORTH TRACK DIAGRAM (NOT TO SCALE)



That space is then taken by ground cover and bushes.

The seasons have an effect, and trees get shaped by wind, lightning and being trimmed while humans change the scene through farming. What you see is more than meets the eye. In the last few weeks, we've had no rain and the grass has all gone yellow, so everywhere looks very different. We have three days' rain. Wow - everything's bright and green. That's nature, and it's marvellous. You can spend hours in the same spot and still not take it all in.

To get this effect on Blisworth, I've spent hours just looking at the overall view taking it all in before adding the next piece. Yes, I'm still making trees. It's no exaggeration to say it can take up to an hour to place a tree, only to have to make a new one instead because it isn't right. You could say it's what I've always moaned about - too much clutter. Yes, it is, but it's an ordered clutter.

I always choose to model summer. There's a reason for that. Winter is too hard. Building dead trees is hard, and as for snow, well, that's another story!

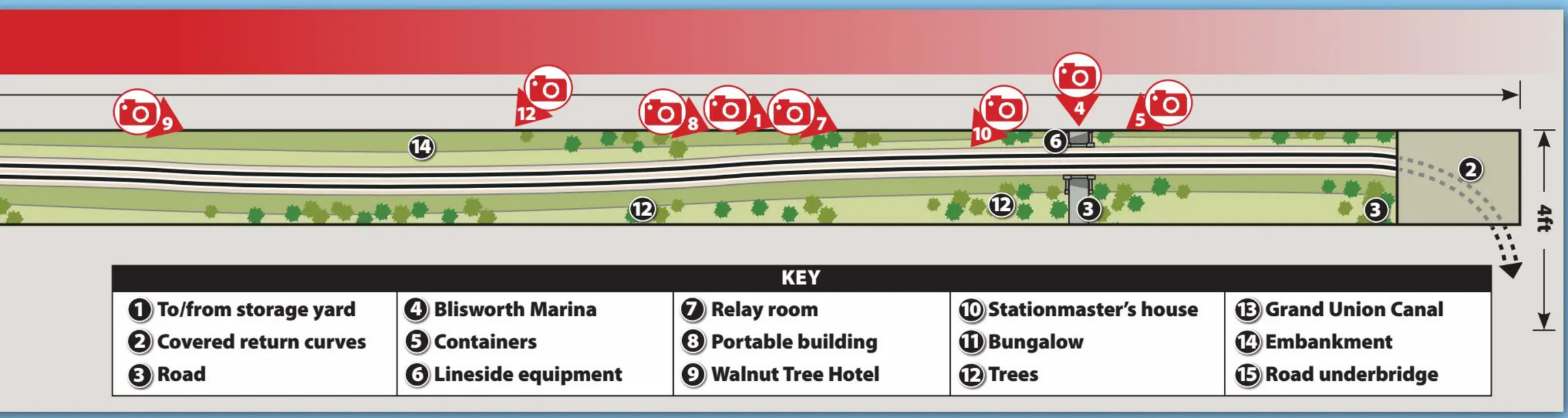
So, welcome to Railnuts' summer, where it's light till 11pm and it only rains at night. Bring your sandwiches and sit down and watch the world and trains go by in the beautiful Northampton countryside.

Perhaps on your way home from Milton Keynes, you might take a detour and spend some time in the open air. Then you can say you were there in summer and autumn, and you just might get an idea that one day you might want to model it. That's how every Making Tracks layout starts – with a journey on the real railway inspiring our journey to recreate it in miniature.


10 A pair of Class 350 units scurry south on the WCML heading for London captured between the growing abundance of bushes, shrubs and trees.

● **Discover more about Making Tracks at *keymodelworld.com/making-tracks*.**





KEY				
1 To/from storage yard	4 Blisworth Marina	7 Relay room	10 Stationmaster's house	13 Grand Union Canal
2 Covered return curves	5 Containers	8 Portable building	11 Bungalow	14 Embankment
3 Road	6 Lineside equipment	9 Walnut Tree Hotel	12 Trees	15 Road underbridge



11 The area around the original station site has wider 4ft deep baseboards to accommodate the hotel and yard. Colas Rail HST power car 43257 leads a north-bound test train and crosses paths with 390121 destined for London with the Grand Union Canal below.



12 One of the scenic challenges has been producing huge swathes of undergrowth which Pete has used new materials for. The shrubs and bushes here are modelled with animal fur from packaging materials and hanging basket liner.

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Meanwhile, **56045** represents the loco as the star of 2025's Greatest Gathering, repainted back into BR Blue with its original horn grilles reinstated. Our model depicts the loco in service today with DC Railfreight, often running alongside classmate 56103.
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Models shown are pre-production samples - details subject to change

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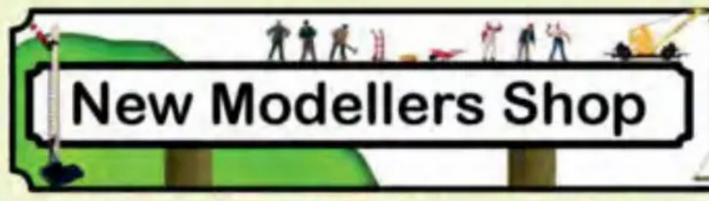
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BACK from the FRONT

TIM SHACKLETON modifies the Rapido USATC 'S160' 2-8-0 to create a post-war scenario which might very well have happened.

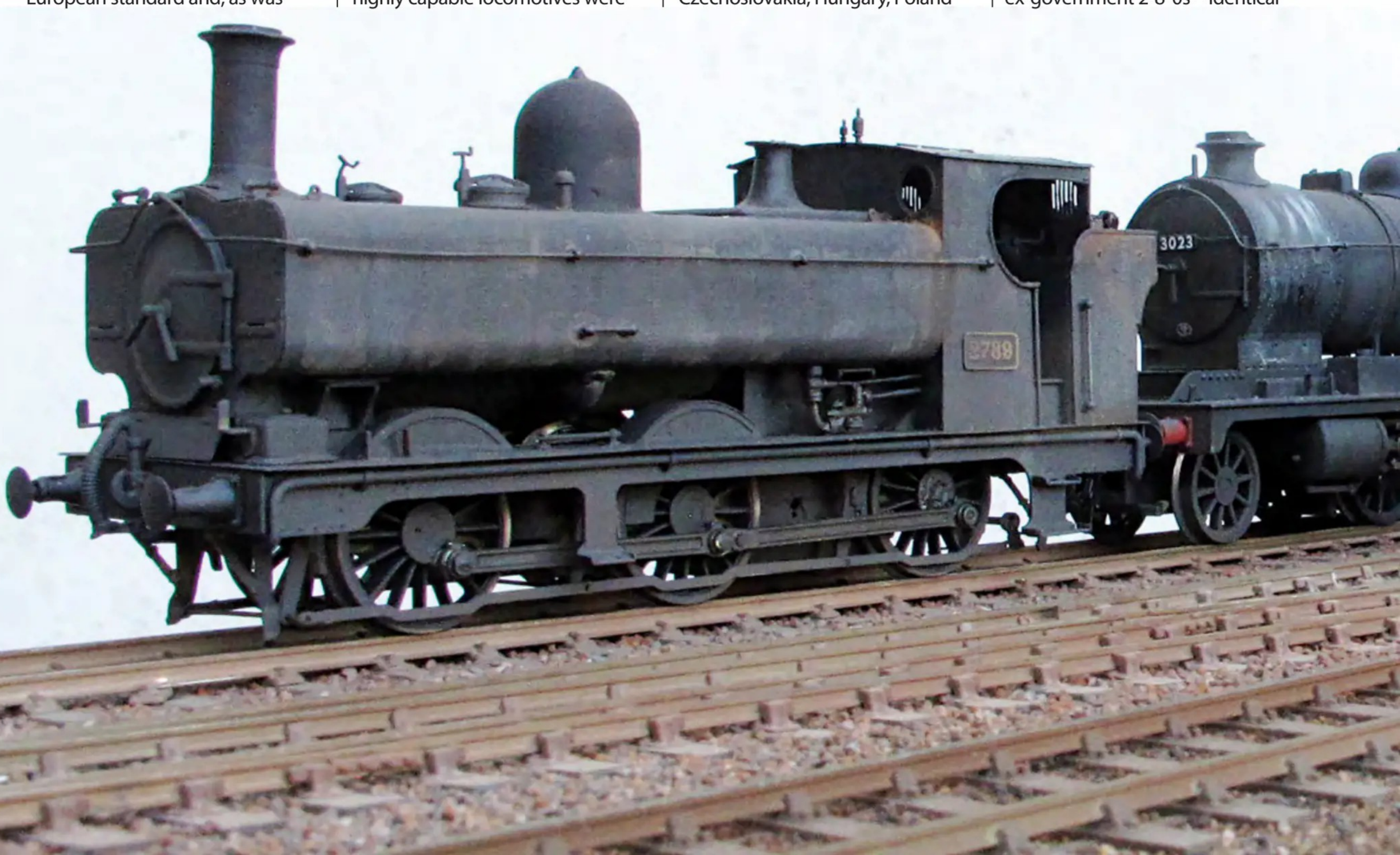
AS NATIONALISATION approached in 1948, the Great Western Railway (GWR) went on a spending spree. Knowing the British taxpayer rather than company shareholders would be footing the bill, it ordered large numbers of locomotives and other capital items it didn't really need. The '94XX' 0-6-0PTs were a prime example of this munificence and with no work readily available for them, many of them went directly into store after delivery.

Other more astute purchases were considered. Among these was a proposal to obtain some – perhaps as many as 50 – of the hundreds of United States Army Transportation Corps 'S160' 2-8-0s which ran on the GWR and other British main line railways before being shipped overseas as part of the US war effort in Europe. Among the 'Big Four', the GWR had the most familiarity with the class. As well as operating more than 170 of them on its own network, it had overhauled a great many more on behalf of the USATC – in short, it knew them inside out. They'd been built to the British loading gauge rather than the more generous European standard and, as was normal in the US, they were also right-hand drive – this had long been the GWR's preference but could have been a stumbling block for other potential purchasers in the UK. In excess of 2,000 of these highly capable locomotives were now scattered through Europe, some collected in dumps while others were working hard for a living, in time to be absorbed into the state rail systems of countries such as France, Italy, Czechoslovakia, Hungary, Poland and Soviet Russia.

There was a neat symmetry about the repatriation proposal. At the close of the First World War the GWR had paid a bargain-basement price for a selection of ex-government 2-8-0s – identical



This USATC 2-8-0 looks entirely at home alongside a BR Standard '5MT' 4-6-0 at the Nene Valley Railway. Apart from the glossy paintwork, it's not difficult to project the scene on to a BR steam depot of the 1950s. Tim Shackleton collection.





Flashback – in HM158 (August 2020) we looked at weathering the Roco 'HO' scale 'S160' using a range of washes. This superb model of an as-delivered USATC locomotive shows many differences of detail compared with my pseudo-BR version.

in every way to the Robinson 'O4s' of the Great Central Railway and later the LNER – used in France by the Railway Operating Division of the Royal Engineers. A process of rationalisation soon whittled the fleet down to just 50 active class members numbered from 3000 to 3049 but by the late 1940s many of these had already been withdrawn or were showing signs of heavy wear – a shrewd deal with the Americans would have brought a batch of the later engines back from Europe as cheap replacements, and if their new owner could get 10 or 15 years out of them, so much the better. What could have been more convenient than to number its newly acquired ex-USATC fleet consecutively in sequence? My adaptation of a preservation era Rapido 'S160' shows what might easily have been. **HM**

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



This is very much how I imagined one of the Great Western's bought-in 2-8-0s would have looked after a few years in BR service. In fact, it's coal-fired Hellenic State Railways class Θγ 2-8-0 53, waiting time at Thessaloniki on 2nd September 1953. Jacy collection.

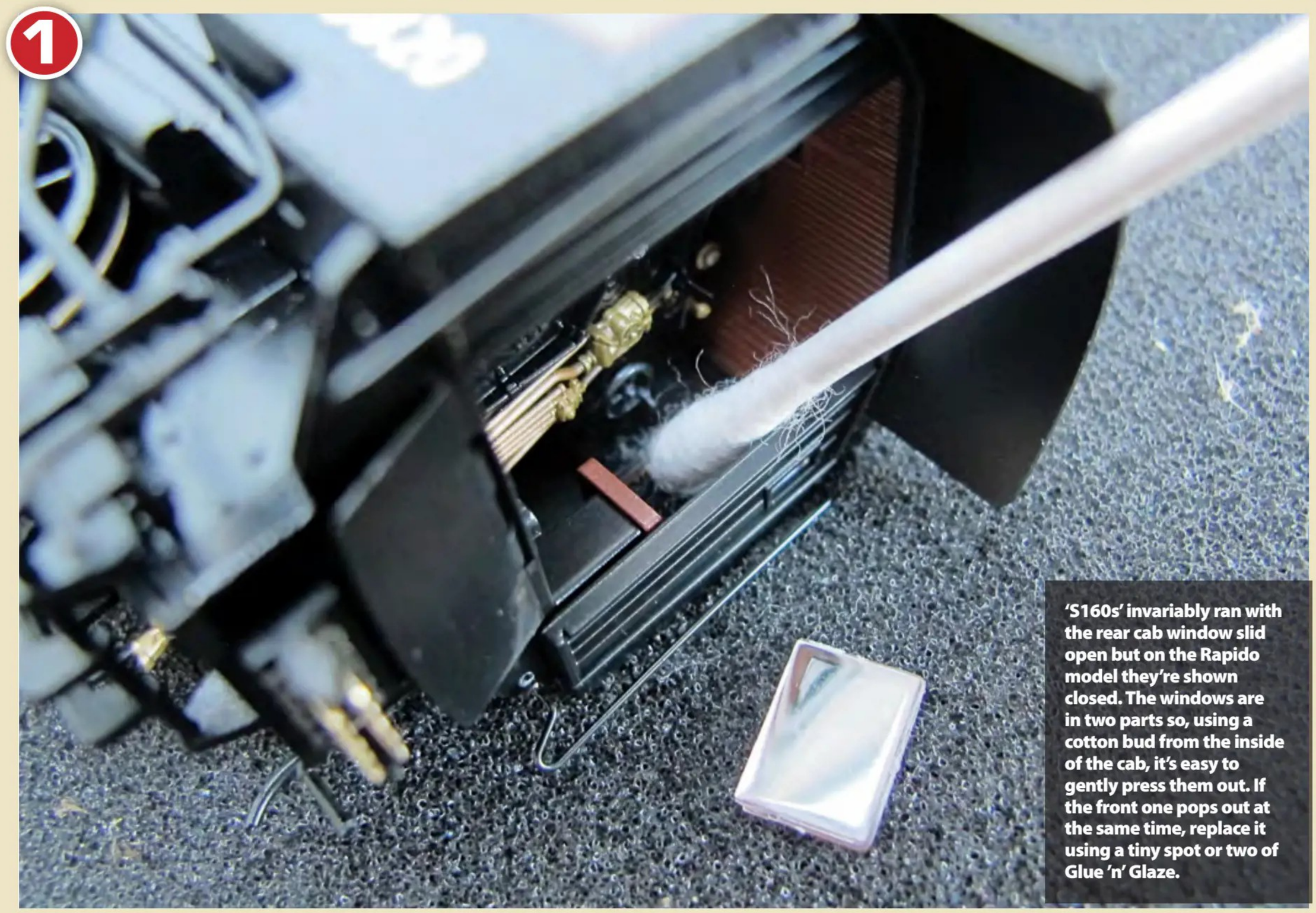
WHAT WE USED

DESCRIPTION	SUPPLIER	CAT NO.
0.45mm diameter brass wire	*albionhobbies.com*	Various
0.7mm diameter brass wire	*albionhobbies.com*	Various
40thou black plastic sheet	*albionhobbies.com*	Various
4mm scale GWR numberplates	*247developments.co.uk*	Various
4mm scale handrail knobs (short)	*alangibsonworkshop.com*	G4M53

The 'S160' looks quite at home among a selection of vintage Western Region power inherited from the Great Western. From left, '2721' 0-6-0PT 2789 (Martin Finney kit), 'ROD' 2-8-0 3023 (Bachmann), 'S160' 3053 (Rapido) and an '8750' 0-6-0PT (Samhongsa).

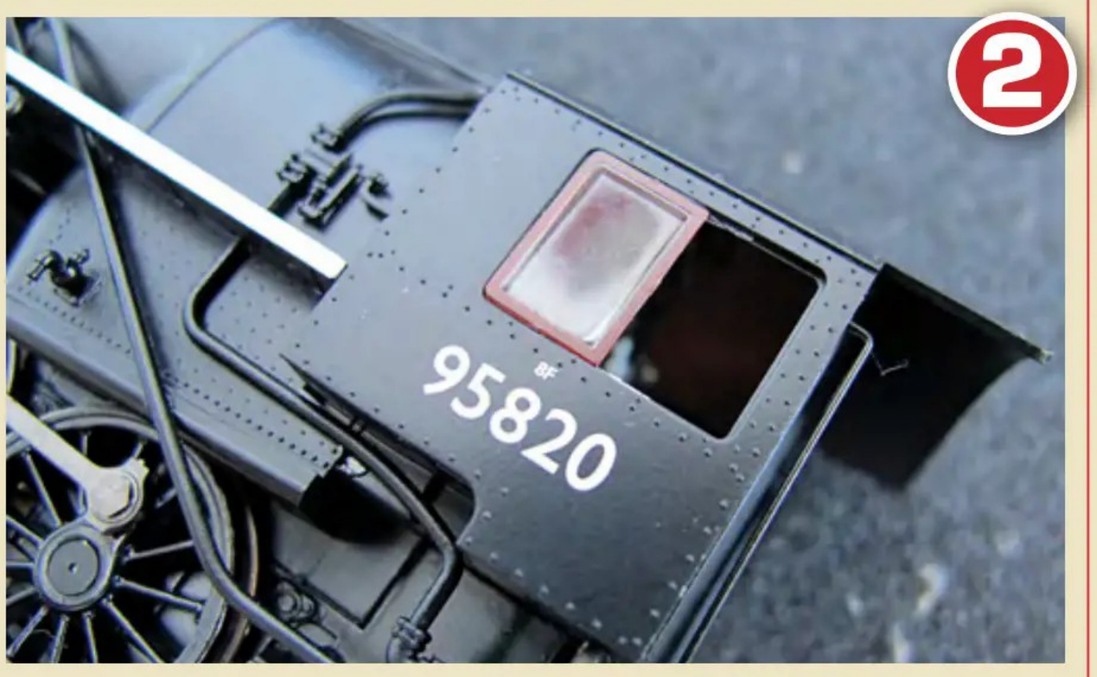
MODIFYING A POST-WAR USATC 'S160' 2-8-0 FOR 'OO'

1



'S160s' invariably ran with the rear cab window slid open but on the Rapido model they're shown closed. The windows are in two parts so, using a cotton bud from the inside of the cab, it's easy to gently press them out. If the front one pops out at the same time, replace it using a tiny spot or two of Glue 'n' Glaze.

2



Already the cab is starting to look functional and full of purpose. The next step is to change the locomotive's identity.

3



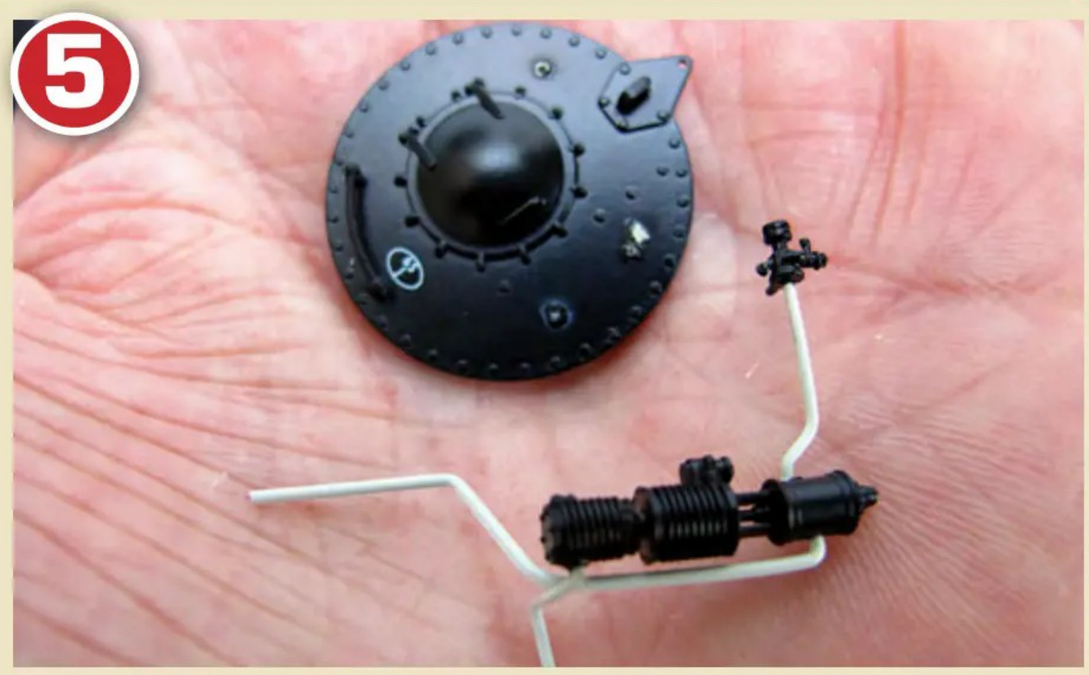
Rapido's cabside numbers come off easily enough by rubbing them softly with a wooden cocktail stick. Etched brass Great Western numberplates will follow.

4



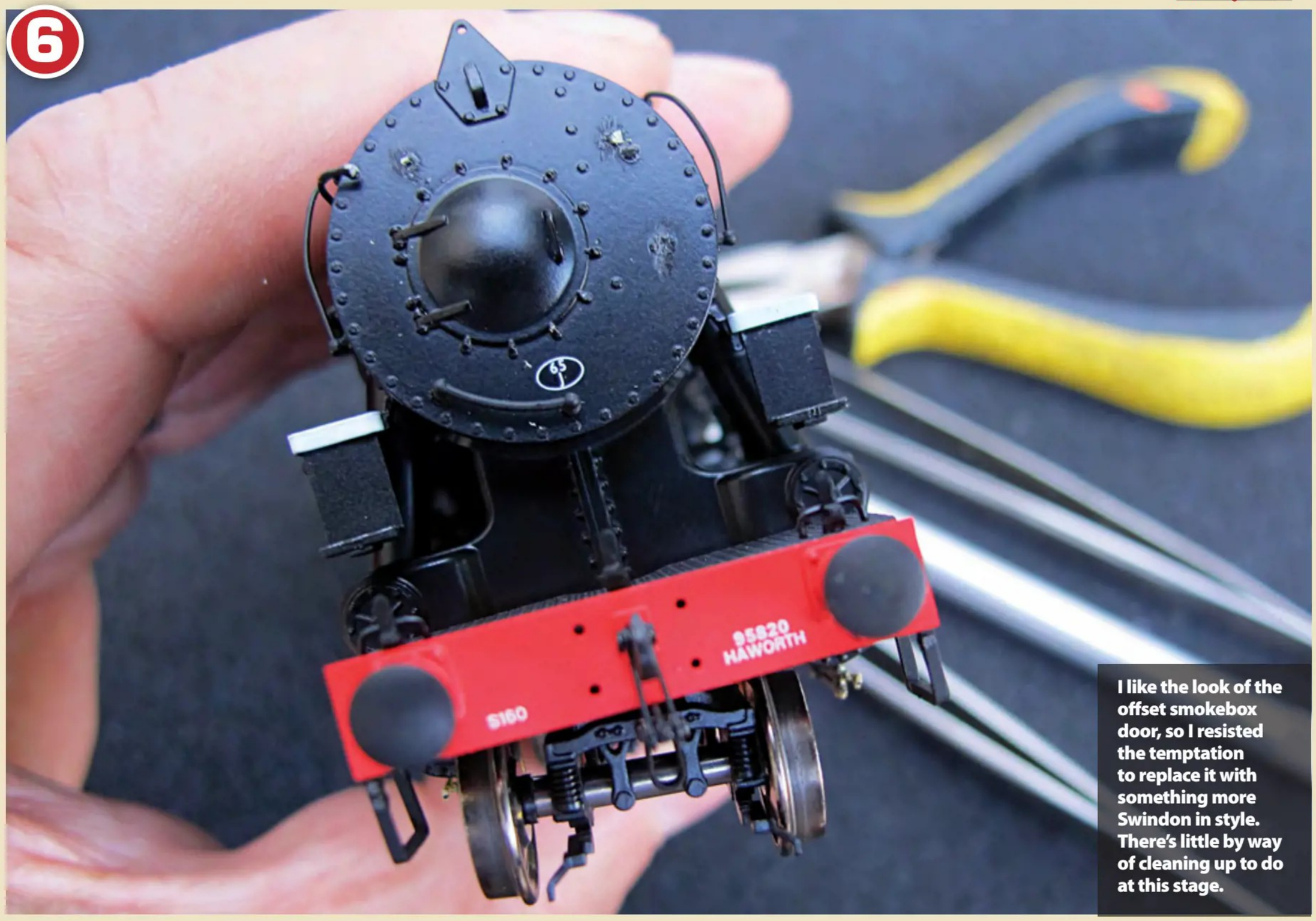
Neither the Great Western nor British Railways would have had much time for the Westinghouse air brake equipment which festoons the front of the 'S160', so off it comes. The clip-on smokebox door can be gently prised loose too.

5

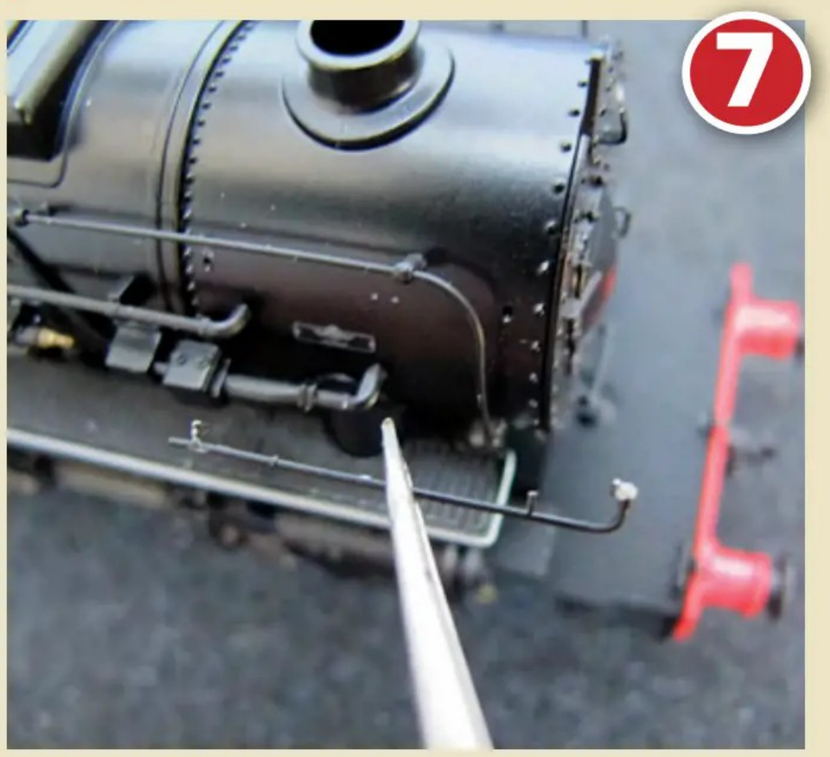


The parts come away without much of a struggle. They can and should be put away safely, ready for repurposing at some date in the future.

Intermediate
Beginner SKILL LEVEL Advanced



I like the look of the offset smokebox door, so I resisted the temptation to replace it with something more Swindon in style. There's little by way of cleaning up to do at this stage.



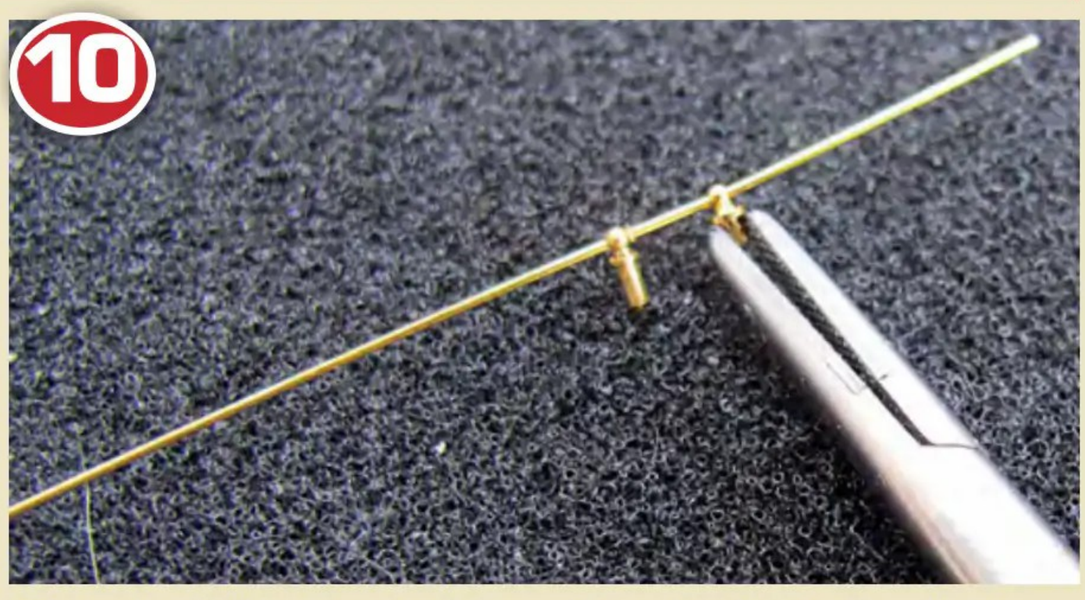
On the right-hand side of the smokebox there's a little steam pipe which needs removing. I think it's a feed for the now-removed Westinghouse pump, so we don't want it exhausting into thin air.



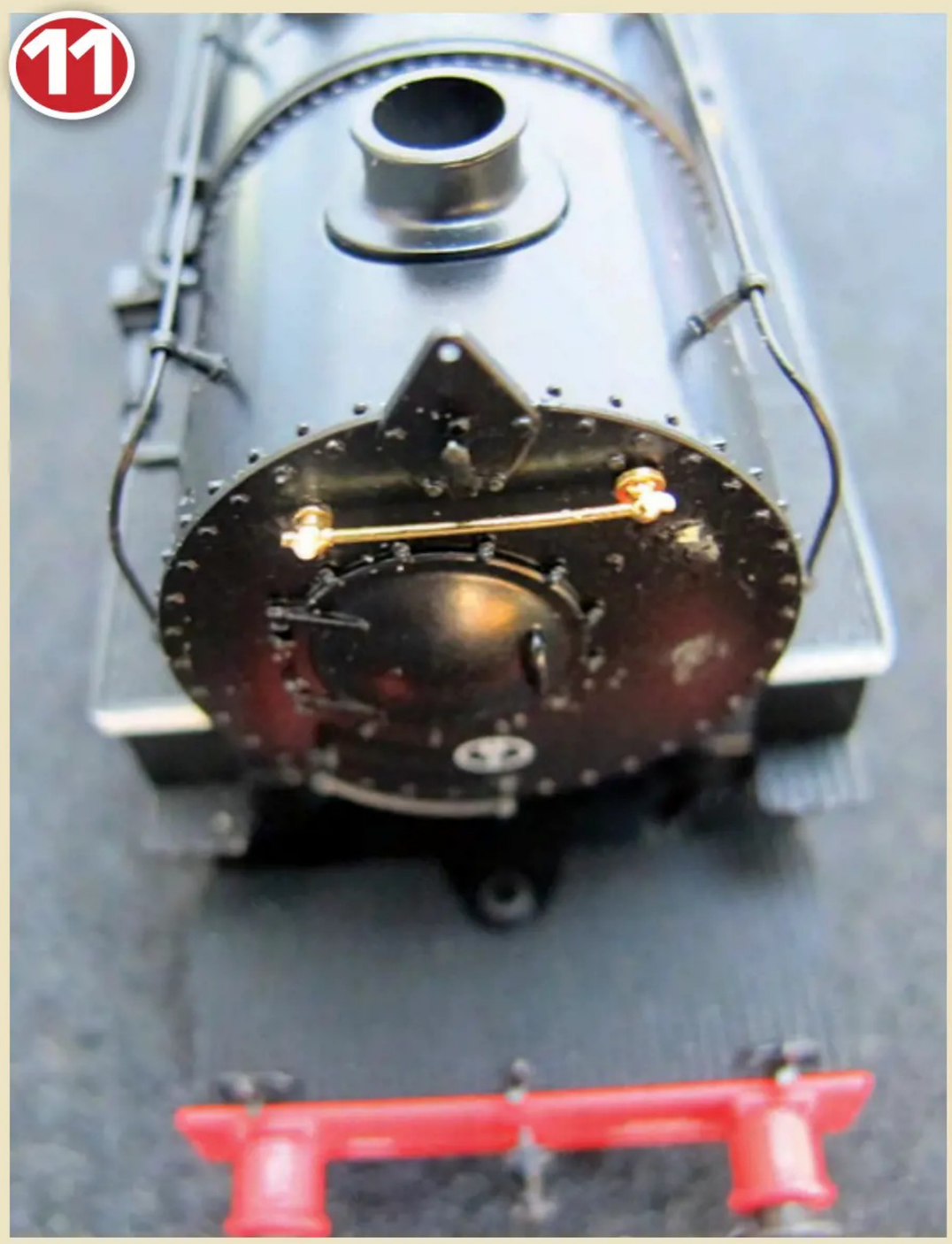
As built, the 'S160' smokebox front is very short on handrails, so I've decided to add one to allow crew to reach the top lamp iron (which I haven't yet fitted). I've just noticed the dinky little handrail on the smokebox door itself.



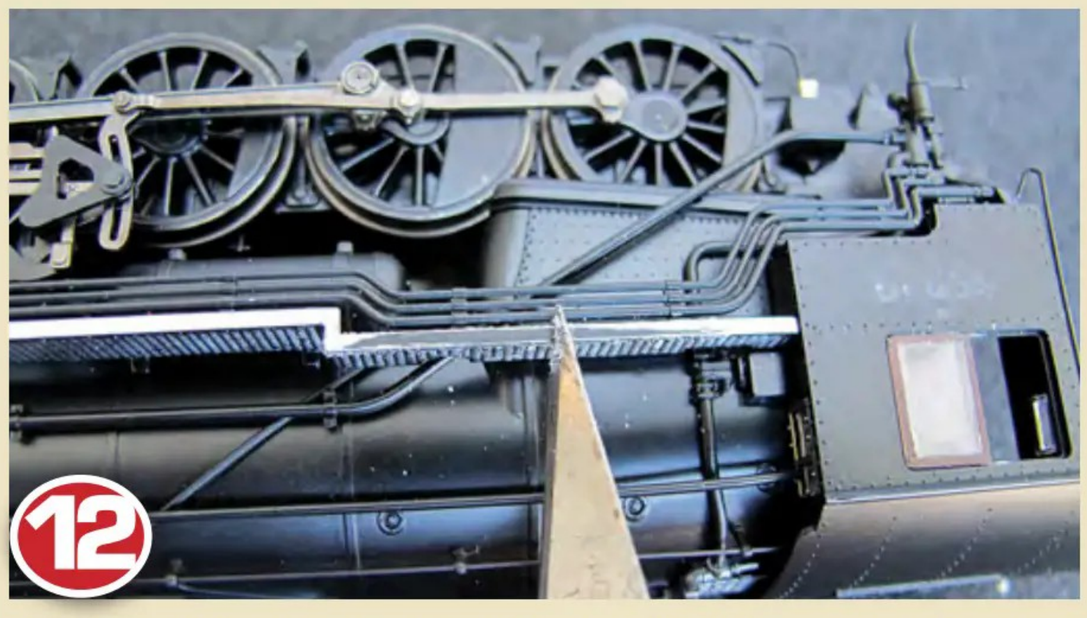
Colin Seymour at Alan Gibson Workshop makes the best turned brass handrail knobs and I've used nothing else for more than forty years. We're offered a choice of three stanchion lengths – I opted for the shortest.



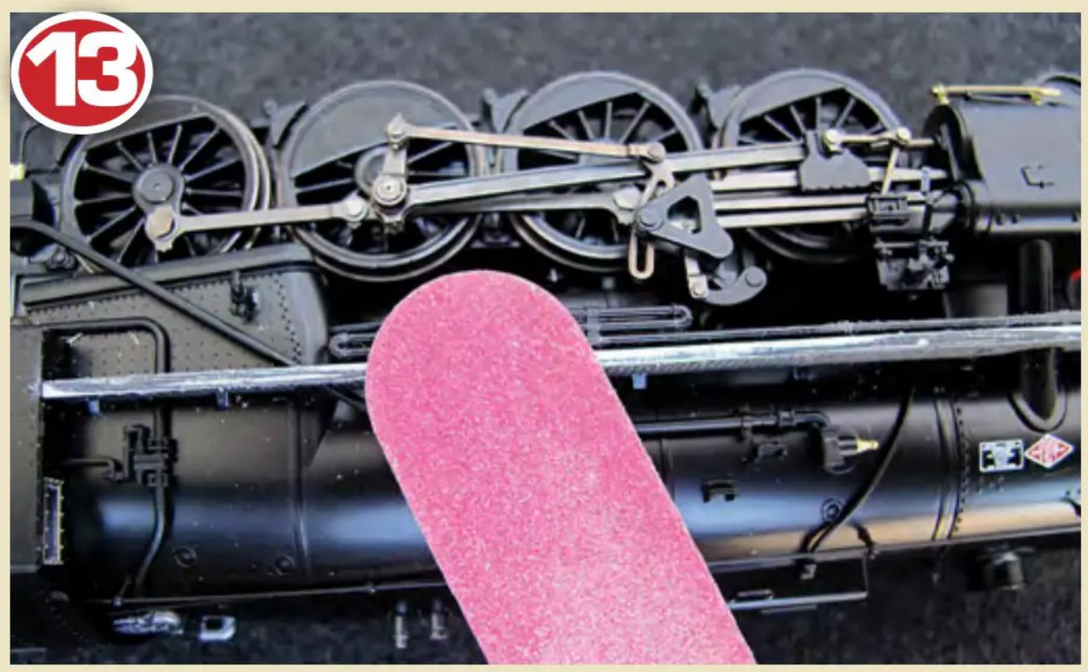
Slipping handrail knobs on to 0.45mm wire can be a little tricky, which is where my locking forceps come in useful for preventing them pinging off into oblivion. I take a length of wire and slide on as many stanchions as I'm going to need for each handrail I'm making – just two in this case.



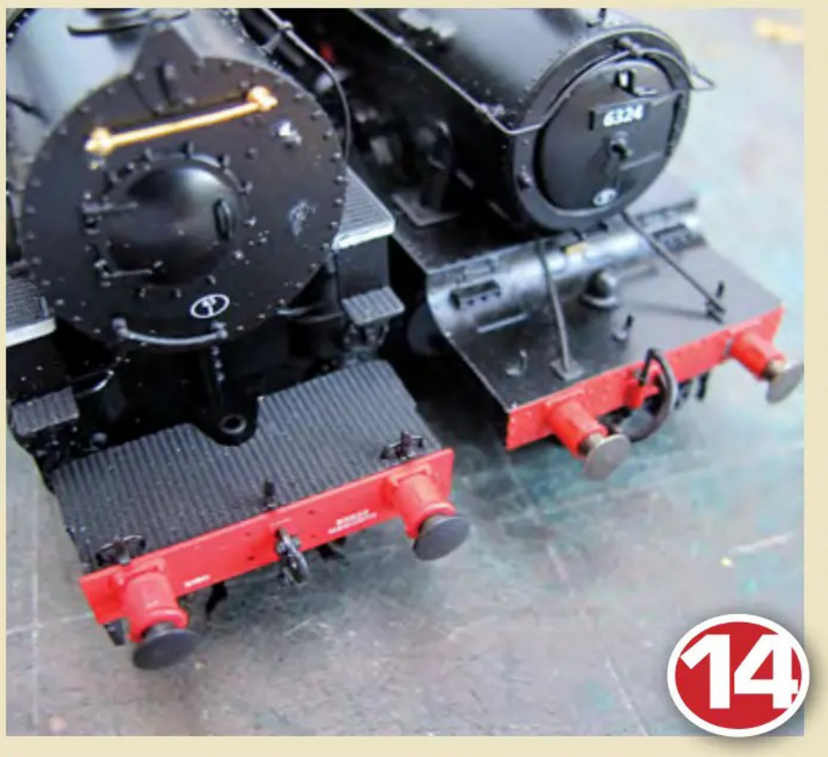
This is the idea. When you trim them with side cutters, be sure to square off the ends. Nothing looks more rushed and unfinished than jagged cut ends on handrails.



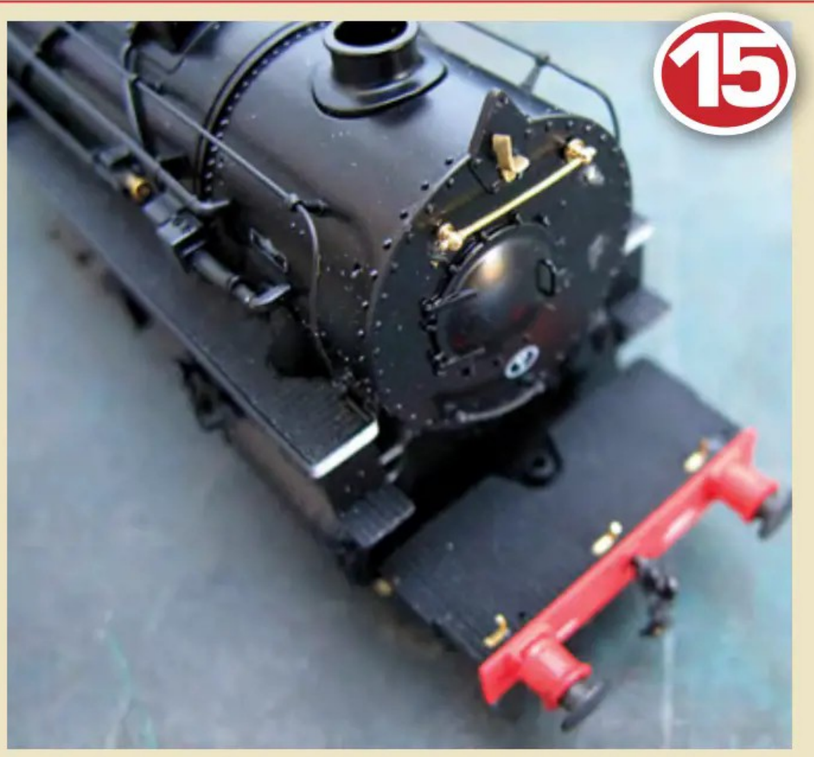
The white striping along the edge of the footplate looks very American, and not at all the 'Ebbw Junction' look I was hoping to recreate. Rather than paint directly over it, I scraped it off with a knife blade held at an oblique angle.



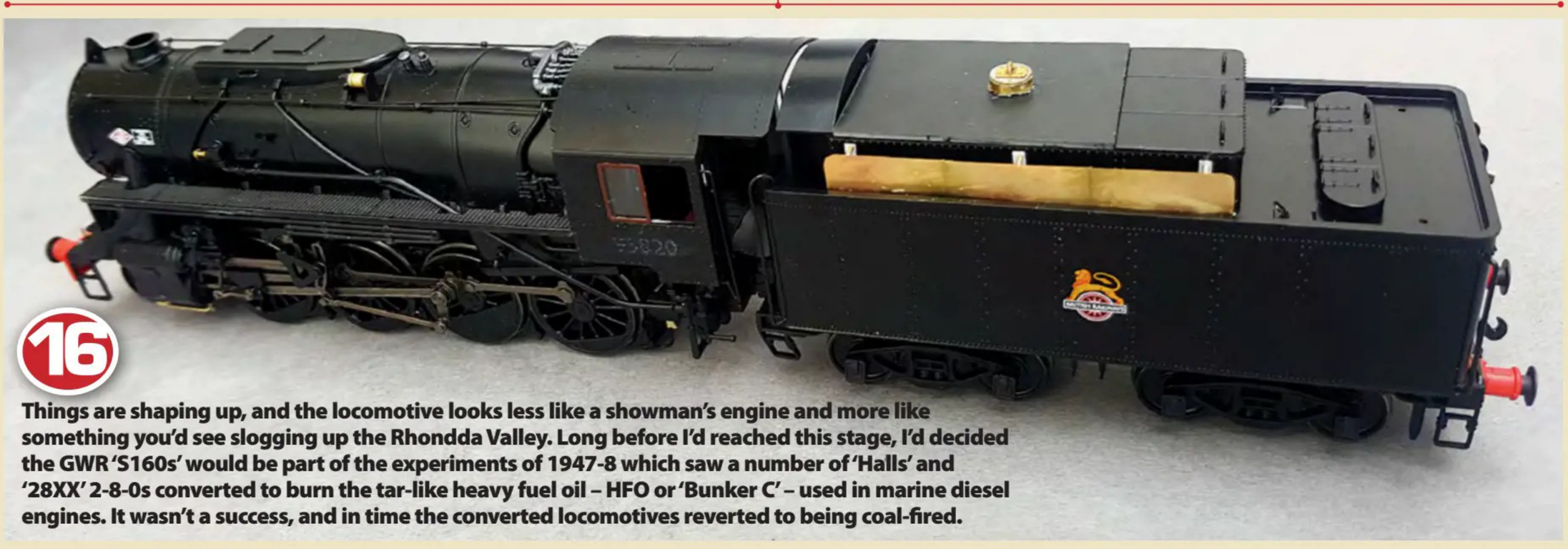
An emery board works just as well. Some simple masking then enabled me to spray the footplate black using a spray can.



The Great Western used side-mounted headlamps whereas the rest of the national network preferred the front-on type. On home territory the Americans didn't use lamp brackets at all. My 'S160' stands next to a Dapol '43XX' 2-6-0 to demonstrate the difference.

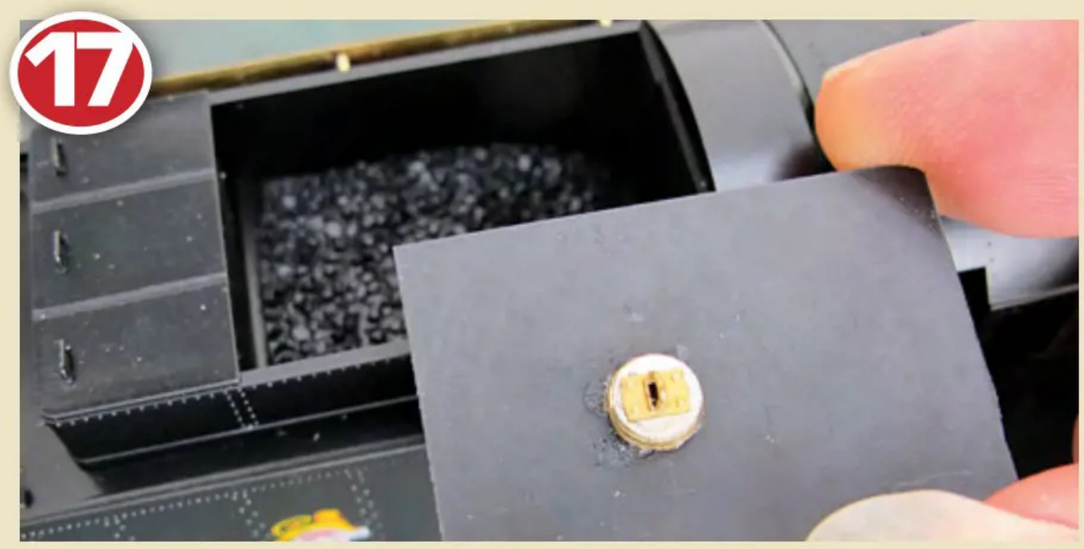


Rapido's neat little lamp brackets pull out easily enough and I've replaced them with something more appropriate to the GWR. I made them out of scrap brass – you can buy etched lamp brackets, but I like to keep my hand tools in trim along with my knowledge of how to make simple things like this for myself.

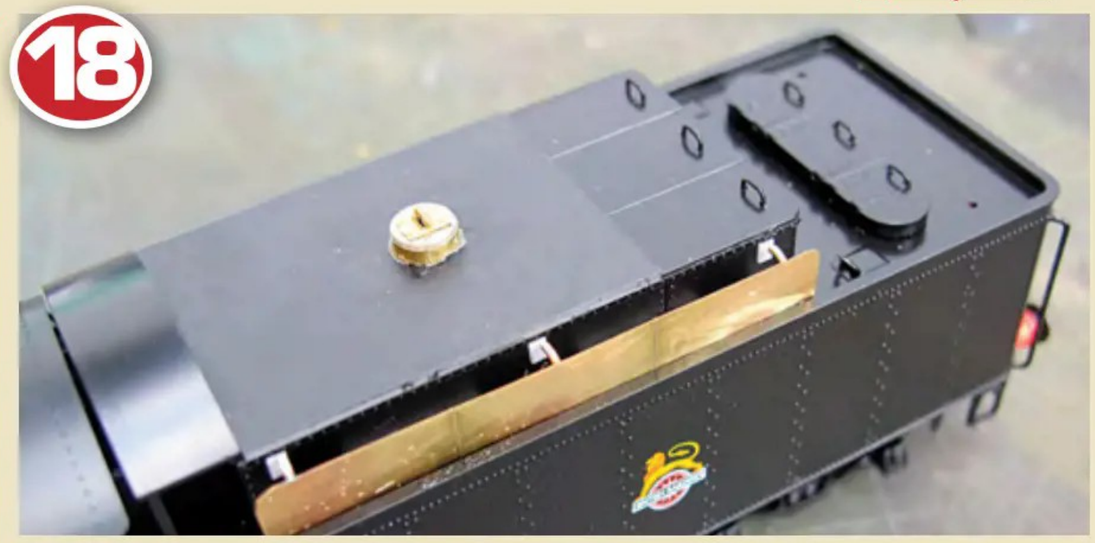


Things are shaping up, and the locomotive looks less like a showman's engine and more like something you'd see slogging up the Rhondda Valley. Long before I'd reached this stage, I'd decided the GWR 'S160s' would be part of the experiments of 1947-8 which saw a number of 'Halls' and '28XX' 2-8-0s converted to burn the tar-like heavy fuel oil – HFO or 'Bunker C' – used in marine diesel engines. It wasn't a success, and in time the converted locomotives reverted to being coal-fired.

Intermediate
Beginner SKILL LEVEL Advanced



Many 'S160s' ran as oil burners in Europe but Rapido's models depict a coal-fired locomotive. My 'oil tank' is a rectangle of 40thou black styrene which simply clips over the existing coal bunker. I made the filler cap from a length of brass tube and some workbench sweepings. If I want to run the locomotive as a coal burner then everything is still there underneath.



Inspired by the similar fittings on the 'WD' 2-8-0s, the rack for fire irons is 5thou brass with inner supports made from 0.7mm brass wire filed flat. This is the 'fireman's side' of the 'S160' – on the 'WDs' the racks (and the fireman) were on the opposite side, but a very small number had them on the left for reasons I've never been able to fathom.



First stage weathering – a basic discolouration with five or six subtly different mixes of acrylic browns and greys from Tamiya and Railmatch airbrushed semi-randomly over the whole of the locomotive – ten minutes' work.



Second-stage weathering – hand-brushed specialist enamels from AK-Interactive and AMMO, some used well thinned as washes and others to pick out specific details such as the oil on the motion. Again, browns and greys predominate. This took 20 minutes.



Third-stage weathering – the addition of weathering powders from the MIG range to simulate properties such as sand spillage, ash and soot. Others are used to blend tones and highlight particular areas such as the handrails, where I've used Gunmetal to suggest repeated handling. This took another 15 minutes.



The finished article, complete with etched GWR numberplate (but no smokebox plate) from Brian Mosby at 247 Developments. Not all Great Western engines were the picture of elegance (think of the 'Krugers', the 'Aberdares' and even the '2721' pannier tank on the left) and the 'S160' would have found a slot, I'm sure.

SEVEN MILL RESTORATION

A chance email reminding the team of an 'O' gauge scene prompted a restoration for Seven Mill TMD – *Hornby Magazine* and Key Model World's forgotten layout. **MIKE WILD** explains how the project started and the first steps in its rebuild.

THIS one wasn't entirely my idea! Well, the original layout was, but it was an email from Accurascale's Richard Watson following the purchase of Heljan earlier in 2026 which acted as the catalyst to bring new life to Seven Mill TMD.

"Do you still have Seven Mill TMD?" he asked, and then followed it up: "And what are the chances of it being brought back to life for the Great Electric Train Show?"

These two questions instantly got me thinking. We'd previously looked at restoring the 'O' gauge depot layout in 2024, but circumstances meant that it didn't get to the top of the queue. Having been in storage since its one and only appearance at the Warley National Model Railway Exhibition in November 2019 – when 'we' had the bright idea to exhibit four layouts in four scales – we knew there would be a lot to do to bring it up to scratch.

The layout was originally built in 2019 with the aim of showing what you could achieve in a relatively compact space in 'O' gauge. Measuring 11ft x 3ft, it was a manageable size and following an initial concept of building a branch line terminus, we soon settled on a diesel depot theme. We had just three weeks to get the layout built for its first showing, but even though it worked well, it was then tucked away at the back of our storage area.

Six years in storage hasn't done the layout many favours. The backscenes had been 'borrowed' along with the point motors - leaving an almost bare layout with ground cover and track which meant our first job after pulling the three boards of the layout out of storage was to assess what actually needed doing.

The job list entailed full cleaning,





The Fox Transfers numbering sheets are a simple way to add unique identities to Heljan 'O' gauge locomotives. The tools required are warm water, a pair of tweezers, fine scissors and a soft paintbrush.



Above: **The numbering sheets contain EWS letters as well as individual numbers to go with the classes. Each number or set of numbers need to be cut from the sheet for use.**

assembly of the layout, new backscenes, restoring the factory backdrop, fixing the scenery, repairs to the depot building, repairs to the track and the pits which had separated from the ground, reinstating point motors, fixing the electrics and repairs to the frame on the storage yard board.

Only after all that had been done could we start thinking about how we could make the layout better than before.

NEW THEME

For its 2019 showing, we'd loaded Seven Mill TMD with a collection of 1960s period 'O' gauge diesels, but times change and we wanted to present a different image for the layout of 1995-2000. Through *Heljan.com* we were able to acquire a selection of locomotives to model the period and that's where we actually started the main part of the work on the layout.

Modelling in 7mm scale with ready-to-run models isn't quite the »

Newly numbered Class 58 58050 rolls into the depot, still awaiting its nameplates, while 31531 takes on fresh fuel at the fuelling point. It doesn't look like much needs doing to the layout here, but you'd be surprised!

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same as 'OO' gauge. For starters, everything is bigger and heavier – much heavier – but perhaps the biggest difference is that most Heljan diesels arrive without numbers, leaving modellers free to make their own choice of identity for each locomotive.

That is good and bad – good because you have a lot of freedom, but bad in our case because (as usual) time was against us to get everything ready for the Great Electric Train Show return of the layout. We wanted it to look its best, and that meant getting to work on the details straight away.

Fortunately, I have fond memories of the period we are modelling and even before starting my search for locomotives, I had ideas for the ones I'd like to see.

The locomotive fleet consists of a BR blue Class 08, a 'Dutch' ready numbered Class 31 finished as 31531, a BR 'Dutch' split headcode Class 37/0, an EWS split headcode Class 37/0, a BR Departmental grey Class 37/0, a 'Dutch' Class 47, a Class 58 in unbranded triple grey, an EWS Class 58 and an EWS Class 73.

The Class 37s were easy – it had to be 37043 for the 'Dutch' locomotive (because I saw it), and 37042 for the EWS locomotive while the Departmental grey locomotive took a little more research, but we settled on 37162.

The Class 47 was an easy choice too – it had to be 47976 *Aviemore Centre* while the Class 58s would become 58043 with Mainline logos over the triple grey base colour and 58050 in EWS maroon and gold. The Class 73 identity selected was 73131 – one of only two of the class to receive maroon and gold and the only one to gain the later EWS lettering.

Identities chosen, the next job was shopping for transfers. Fox Transfers has a great selection of late-1990s and early 2000s period numbering sheets and they also adhere very well to the Heljan factory finish. It didn't take long to fill our basket with all the numbering sheets we needed, which was then followed by acquiring etched metal nameplates from the same source to complete 47976 and 58050.

TRANSFERRING

Naturally, we chose one of the more difficult locomotives to number and letter first – 58050. The body design of the Class 58 presented different positioning of numbers and lettering and meant that each letter of the EWS logo had to be positioned separately. We learnt that the hard way after attempting to lay the first set of letters in one go.

Fortunately, the Fox transfers offer a good working time and strong adhesion, so we were able to take the lettering off, cut it into individual characters and then reapply each of the E W S script to match the space on the bodyside doors exactly as it should be.

The transfers from Fox work best when soaked with warm water to release them from the backing paper, after which they can be laid onto the model, carefully manoeuvred into position with a paintbrush and then pressed home with a square of kitchen paper to absorb excess moisture and prompt the adhesive to bond with the locomotive body.

The locomotive numbers were handled in the same way – each number was applied individually, building up the 58050 on the bodyside followed by the same process for the cab fronts to add the red numbers at the bottom of the driver's side. All along we were keeping a close eye on images of the real locomotive to ensure we positioned the numbers correctly.

With 58050 complete, we were able to start moving onto the rest of the fleet following the same

USEFUL LINKS	
Heljan	*heljan.com*
Sankey Scenics	*sankeyscenics.com*
ModelU	*modelu3d.co.uk*
Rusty Rails Modelling	*shop.keymodelworld.com*
Layout Concepts	*layoutconcepts.com*
Fox Transfer	*fox-transfers.co.uk*
Lifecolor	*airbrushes.com*



For 58050, the '58' was already paired on the sheet with the specific locomotive number requiring individual digits.



Each number is soaked in warm water for around 30 seconds to release the transfer from its backing paper.



Once the transfers are ready they can be slid off the backing paper and into position on the model. A little adjustment will be required using a small brush – a size 0 is what we usually use. Once happy press the transfer into place with kitchen paper being careful not to move it.



process to give them all correct identities.

WEATHERED

Just adding the names and numbers wasn't going to be enough to present a realistic appearance for the layout on show. We needed everything to be weathered too and with a smaller fleet it seemed practical to achieve a fully completed fleet in time for the show in October.

The first on the bench for toning down was 31531 as it was fully numbered and ready to go straight from the box. The underframe was tackled first with a layer of Lifecolor Frame Dirt (UA719) applied by airbrush to take away the factory fresh look from the bogies and running gear. Further colouring was added to the bogies including Brake Dust and Rail Dust from Lifecolor's Liquid Pigments Trains and Tracks set (LP05).

The body and roof were given »



Above: **The first locomotive for weathering for Seven Mill TMD is Heljan Class 31 31531 in 'Dutch' livery. From the box it looks very smart, but not quite like the Class 31s were in their final years of service.**

Below: **Class 31 31531 is the first locomotive to be weathered. It will most likely be returning for further colouring to improve upon the base layers.**





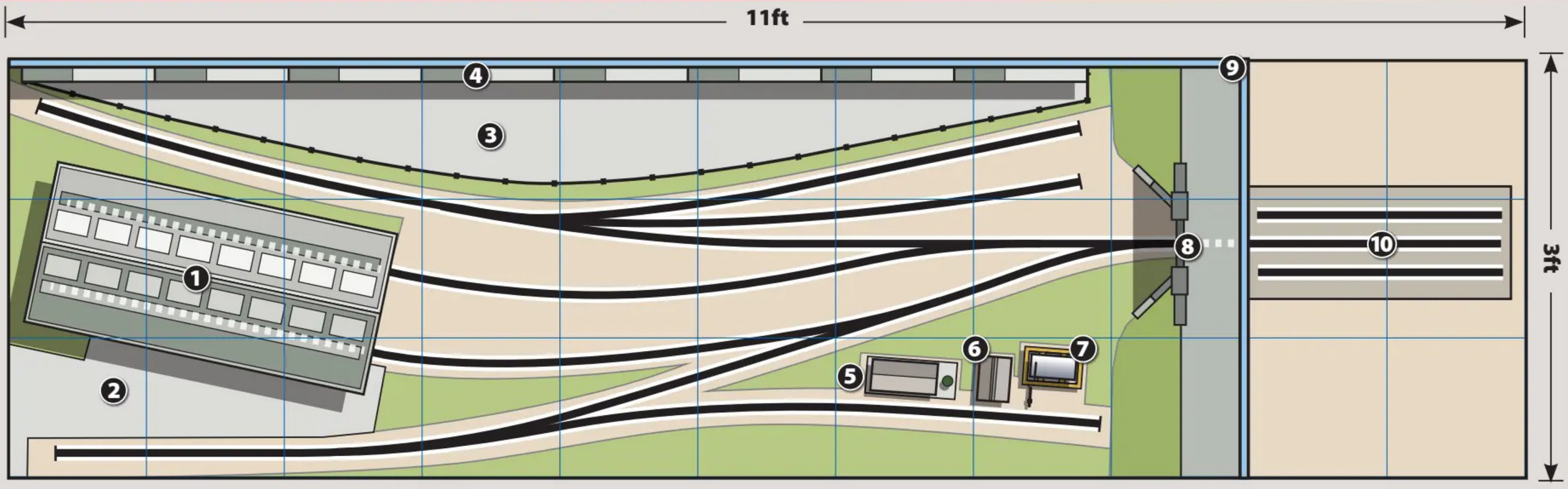
Above: **Having weathered the underframe with Lifecolor Frame Dirt, the body was sprayed over with Carriage Grime which was then worked back with cotton buds and a flat brush dipped in airbrush cleaner.**



Right: **At the end of the first session on the Class 31, it was looking much more realistic – but there is room for improvement prior to the first showing for Seven Mill TMD in its new form.**

HELJAN SEVEN MILL TMD IS SPONSORED BY HELJAN

SEVEN MILL TMD TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 Two-road depot	3 Factory yard	5 Fuelling point	7 Fuel storage tank	9 2ft high backscene
2 Hardstanding	4 Low-relief factory	6 Concrete hut	8 Road bridge	10 Three-track traverser

An EWS Class 37 and triple grey Class 58 wait in the depot for their turn on the workbench. The '58' will become 58043 and the '37' 37042 using Fox Transfers.

an overall light coat of Lifecolor Carriage Grime from the same Liquid Pigments set and this was then worked back to an authentic finish using a flat brush and cotton buds dampened with airbrush cleaner. This finish gives the effect of dirt and grime washing down the body and is very satisfying to replicate.

The roof received passes of Soot and Smoke with the Liquid Pigments set – the first colour being applied by airbrush then immediately dry brushed with a large flat brush to add streaks from the centre of the roof towards the bodyside. The Smoke colour was used primarily around the exhaust ports, but we thought the roof would benefit from further weathering to improve its appearance.

CONSTRUCTION

Taking Seven Mill TMD forward in time has only just begun at this point and, with three weeks to go as we write this feature until its debut at the Great Electric Train Show in its new guise, we have our work cut out.

New orders are arriving every day, including a large delivery of Rusty Rails Modelling 3D printed products to detail the depot inside and out, figures from ModelU, point motors from Layout Concepts and custom signage from Sankey Scenics.

It is all go to get the layout ready, and we also have the small matter of fitting sound to all the locomotives to bring them to life on the depot.

Look out for more on Seven Mill TMD in the next issue of *Hornby Magazine* as well as new video features on *KeyModelWorld.com* following its restoration.

See you at the show! **HM**

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DEVELOPING HORNBY'S NEW 'TT:120' LMS

'BLACK FIVE'

Earlier this year, Hornby unveiled plans for an all-new 'TT:120' scale Stanier 'Black Five' 4-6-0. **MARK CHIVERS** met with Hornby Senior Designer, Rail Division, **PHIL MORLEY** to discover more about this new addition to the range.



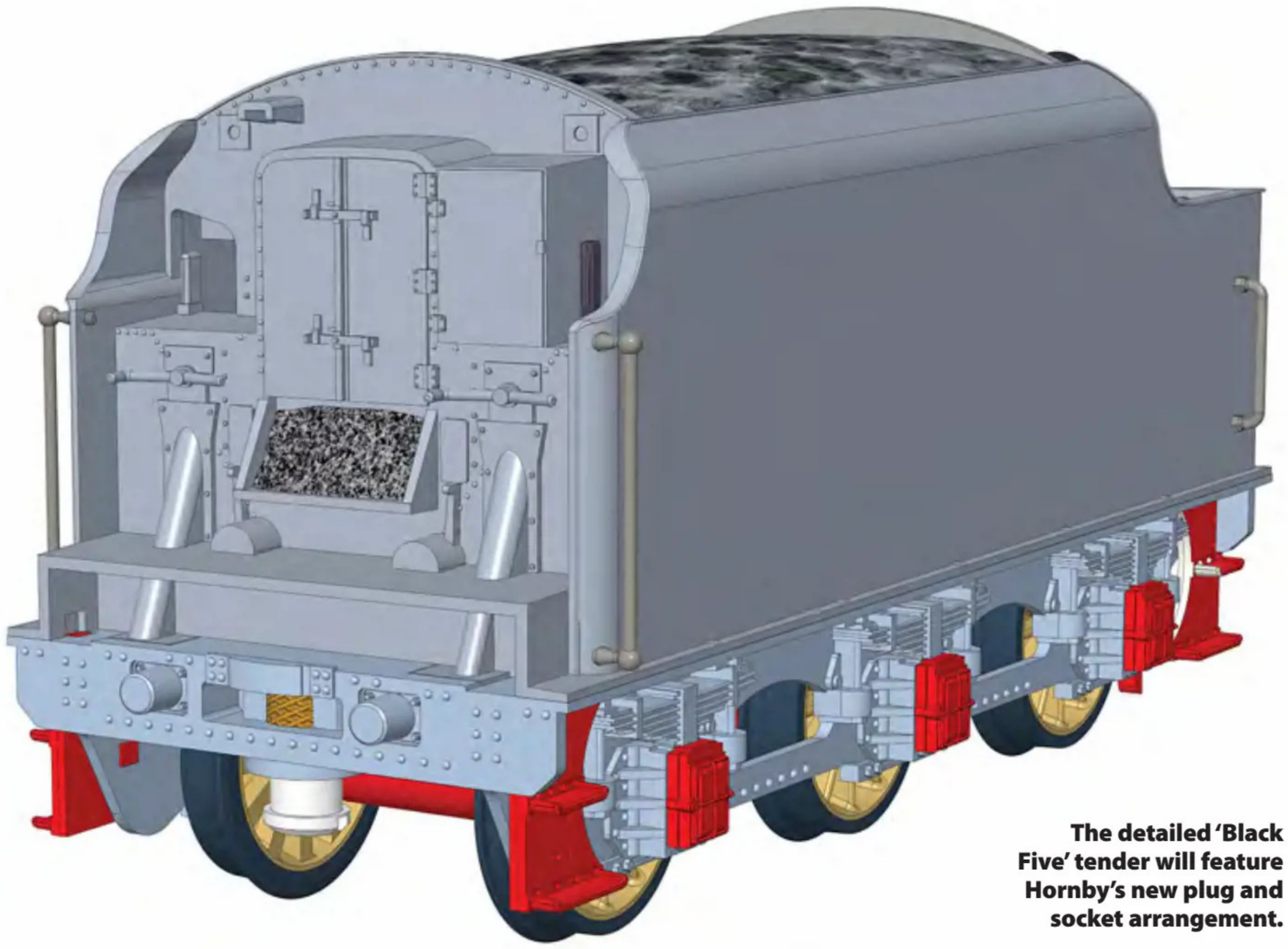
Development of the new 'Black Five' is progressing well, with an Engineering Prototype (EP) running sample arriving for evaluation over the summer.

SIR WILLIAM STANIER'S 'Black Five' 4-6-0 has enjoyed a long association with Hornby, primarily as a 'OO' gauge locomotive with several iterations of tooling, while more recently an all-new 'TT:120' scale model was announced as part of Hornby's 2026 range update in April this year (HM228).

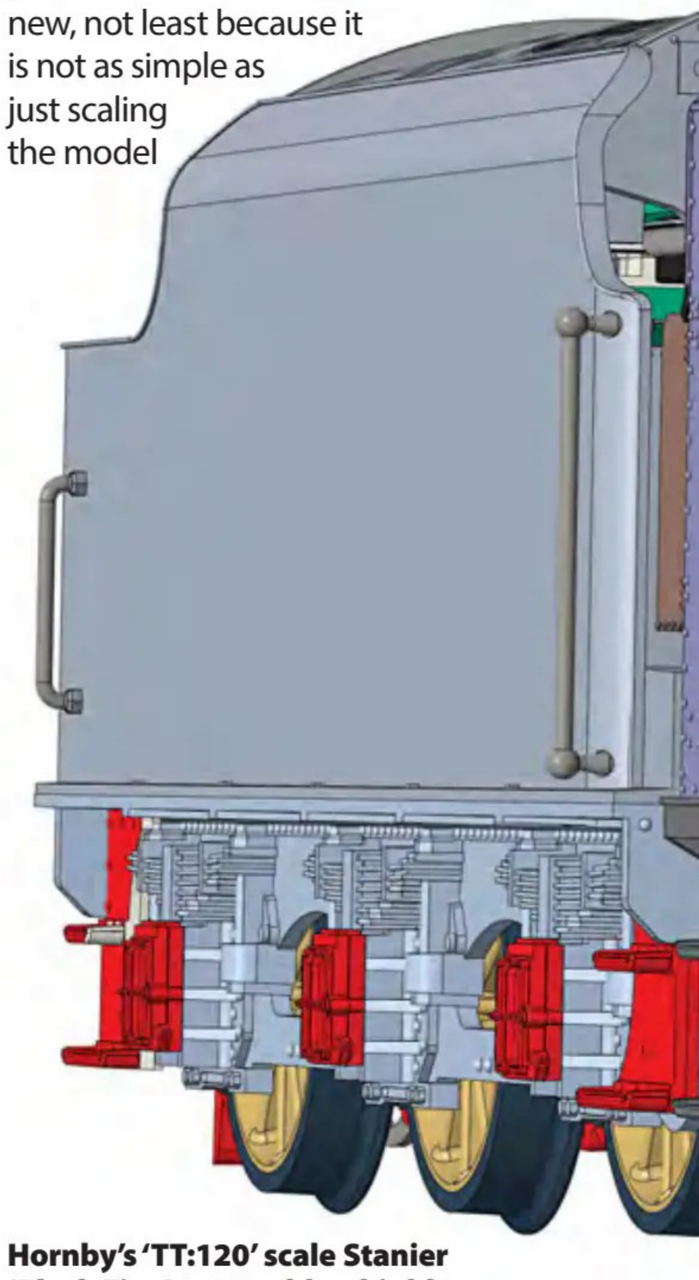
It is, perhaps, no surprise that the 'Black Five' would form part of the 'TT:120' range, as it was mooted as being 'on the cards' as a future project when Hornby first revealed its plans for the scale. With more than 840 examples of these go-anywhere locomotives to choose from, a model in the smaller scale always looked a good bet.

Three all-new 'TT:120' scale London Midland & Scottish Railway (LMS) 'Black Fives' are set to appear initially, modelling 5408 in LMS lined black (Cat No. TT3068M/TXSM), 45315 in BR lined black with early crests (TT3069M/TXSM) and 45446 in BR lined black with late crests (TT3070M/TXSM).

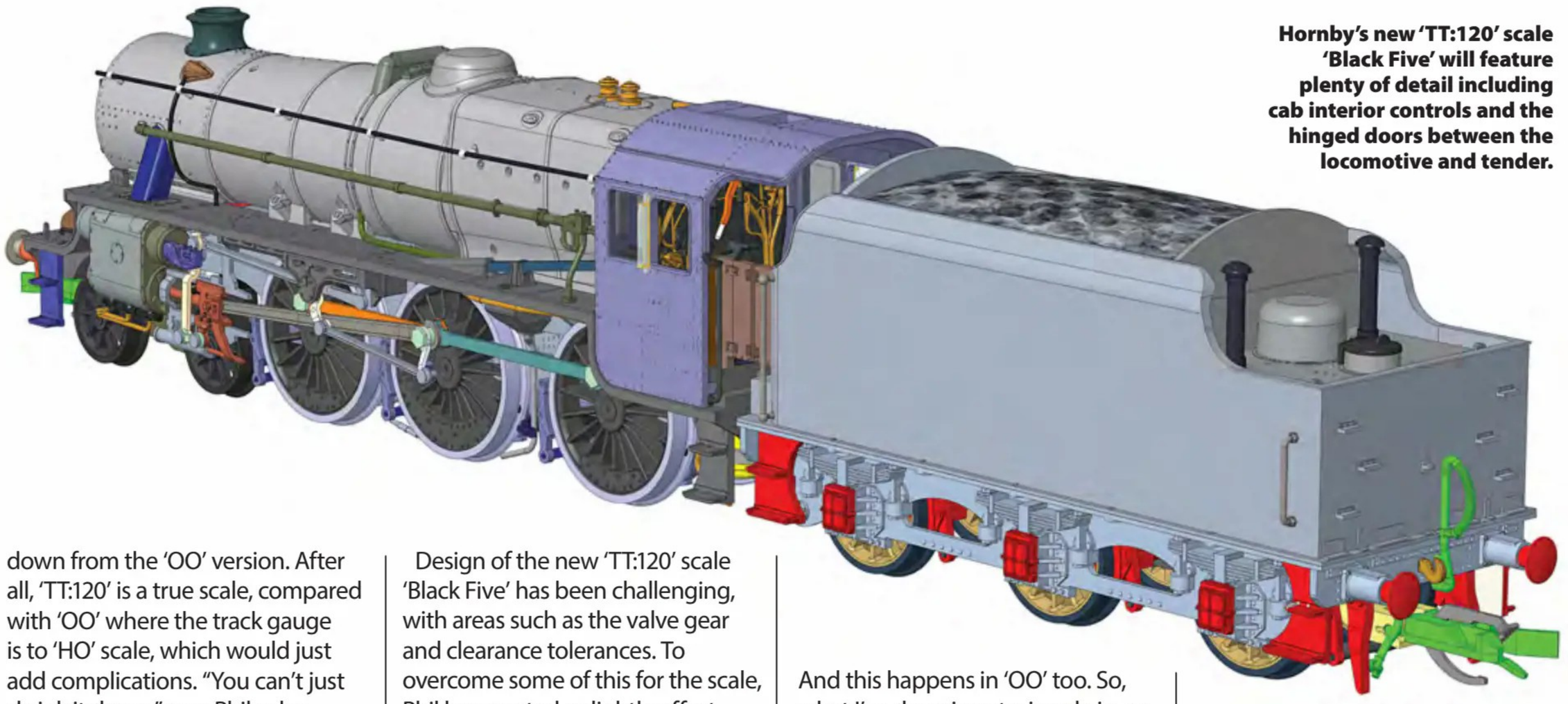
Spearheading this latest Hornby 'TT:120' scale project is Senior Designer, Rail Division, Phil Morley who designed the most recent 'OO' gauge version of the 'Black Five'. However, much of the new 'TT:120' project has been designed from new, not least because it is not as simple as just scaling the model



The detailed 'Black Five' tender will feature Hornby's new plug and socket arrangement.



Hornby's 'TT:120' scale Stanier 'Black Five' 4-6-0 adds a highly versatile model to its rapidly expanding range.



Hornby's new 'TT:120' scale 'Black Five' will feature plenty of detail including cab interior controls and the hinged doors between the locomotive and tender.

down from the 'OO' version. After all, 'TT:120' is a true scale, compared with 'OO' where the track gauge is to 'HO' scale, which would just add complications. "You can't just shrink it down," says Phil, who has been working on the 'TT:120' project for around eight months, in between other projects for the company, having started in earnest in April 2025. Design work was completed in December last year and since then the model has been progressing through the development process with tooling and – excitingly – a tangible running sample is with the design team for evaluation.

Design of the new 'TT:120' scale 'Black Five' has been challenging, with areas such as the valve gear and clearance tolerances. To overcome some of this for the scale, Phil has created a slightly offset crank arm, which is just enough to make sure everything works better, but also subtle enough not to catch the eye. Phil adds, "I've had to put an extra joggle in there to push it wider. This is something that's never been done before and it should have been. We've always done this straight, as has every other manufacturer, but what that means is that all the gears are at an angle when you look at them. And this happens in 'OO' too. So, what I've done is put a joggle in, so it is hardly noticeable but it's just enough to pull it away from the screw".

Another area for consideration has been weight. How do you factor in enough adhesion into the model without the need for interventions such as traction tyres? Adding metal – and plenty of it - is the answer. "What I've done is designed the boiler so it is die-cast, the footplate is metal and the chassis is also metal – the cab isn't, because you've got to get the level of detail on there that you wouldn't be able to get otherwise", says Phil. Hornby's new 'TT:120' scale 'Black Five' will also feature a metal weight in the tender which will house the speaker chamber, adding further heft to the model. Of course, it is essential to get the weight right, so care has been taken not to tip the balance – literally – when factoring this into the equation so the model remains balanced and works as it should.

Hornby's new 'TT:120' scale 'Black Five' will also be geared for scale speed and fitted with a 12,000 RPM coreless motor to ensure it is as smooth running throughout the speed range as possible. The locomotive's gearing will drive the centre driving wheel, while a flywheel and pick-ups



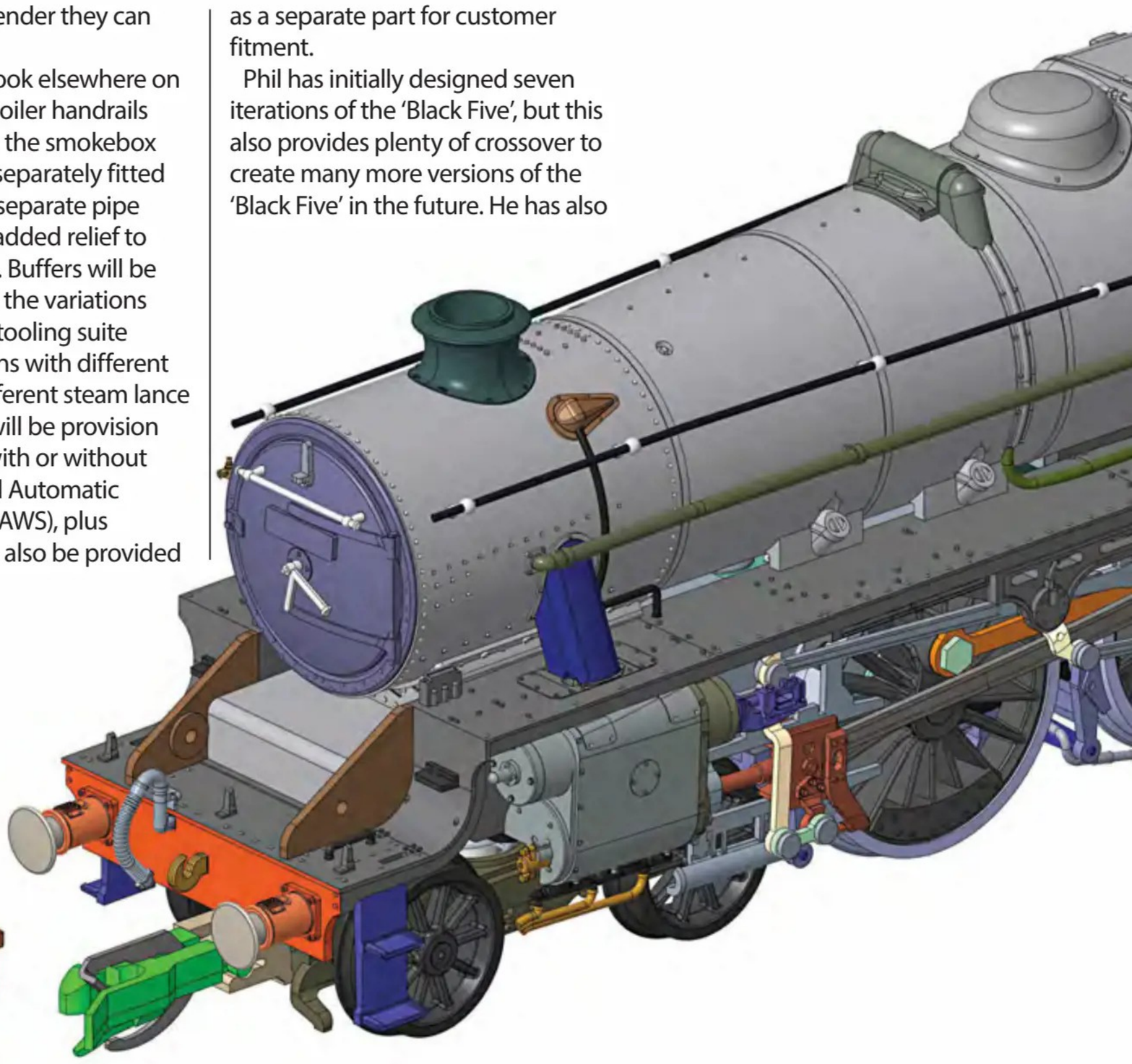
The cab interior will feature a decorated and detailed backhead, together with seats for the driver and fireman.

to all driving and tender wheels will also enhance its running characteristics. A sprung pony truck will feature at the front.

It's not just its running qualities that have been considered though, as the model will also feature a great deal of detail, especially the cab interior. While there won't be a flickering firebox LED – all the available space has been used on the chassis – there will be separately applied, decorated parts including regulator lever, reverser, seats on both sides of the cab, pipework will be picked out and more. The footplate is set to be fixed, while separately fitted handrails will also feature on the cab. Ash guards have been included on the cab windows, while the cab doors will feature a slight hinge to them so they will flex as necessary, "because of the way they had to be moulded, what I've done is created a hinge using a fine piece of plastic," says Phil, "so if there are any issues between locomotive and tender they can fold inwards".

Taking a closer look elsewhere on the new model, boiler handrails will be fine metal, the smokebox door dart will be separately fitted and there will be separate pipe detail to provide added relief to the running plate. Buffers will be turned metal and the variations factored into the tooling suite will enable versions with different chimneys and different steam lance positions. There will be provision for locomotives with or without speedometer and Automatic Warning System (AWS), plus snowploughs will also be provided as a separate part for customer fitment.

Phil has initially designed seven iterations of the 'Black Five', but this also provides plenty of crossover to create many more versions of the 'Black Five' in the future. He has also





Above: **The extensive tooling suite for the 'Black Five' will cater for detail variations and optional parts such as deflectors and snowploughs.**

designed-in pogo pins for electrical connections to reduce wiring in the model and included the recently introduced plug and socket arrangement between locomotive and tender.

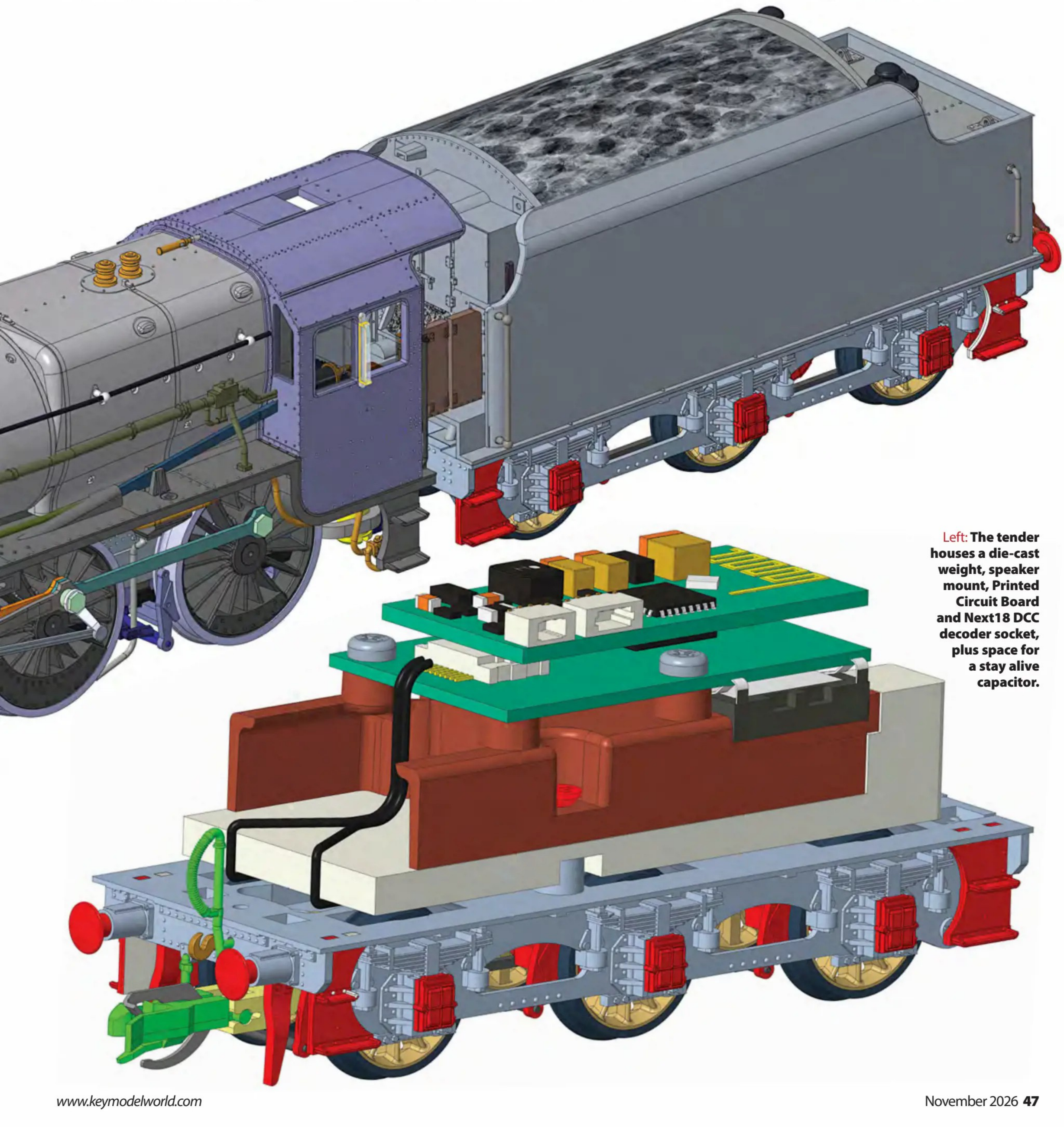
As already alluded, there have been several challenges during the design of the 'TT:120' scale 'Black Five', but these appear to have been overcome following careful consideration, such as bogie movement clearances. Due to the scale nature of the 'TT:120' models, the locomotive's cylinders have required slight trimming to allow for this, "unlike the ('OO' gauge) 'Saint' where I managed to include a small block for adding into the cylinder, I was unable to do it here as it is too small and couldn't expect anyone to be able to fit that," Phil muses. Other compromises have also had to be considered due to the small size, "Detail is done in a very different way for this. For example, where the sand fillers were separate items in 'OO', for this they have the same look, but are moulded on. Looking at the model, you wouldn't really know", Phil adds.

As you can imagine, many hours have gone into designing this all-new model. When you drill down to discover how much work goes into creating the detail on a model such as this, it is phenomenal, with so many processes and elements (features) involved, "bear in mind the boiler has 824 features", adds Phil, "and some of those are groups of rivets that only count as one feature – then you have to add a radius all the way across which is another feature and so on, so the design quickly builds up to near on 1,000 features. If I was to do all the rivets separately, that would be a great deal more features!"

Each of the new 'TT:120' scale Stanier 'Black Five' 4-6-0s will be available Digital Command Control (DCC) Ready and DCC sound fitted – the latter versions featuring factory-fitted Next18 HM7000 Triplex Sound (TXS) decoders and digital speakers in the tender. "Unfortunately, it hasn't got a removable coal load because we needed to fit the speaker in there", says Phil, but the speaker setup has been designed so it locates on pads on the Printed Circuit Board in the tender, without the need for wires. Space will also be provided for fitting a stay alive power bank capacitor.

All in all, Hornby's new 'TT:120' scale 'Black Five' is set to be an exciting and versatile addition to the range when it arrives next year. We can't wait! **HM**

● **Discover more Behind the Scenes articles at *keymodelworld.com*.**



Left: **The tender houses a die-cast weight, speaker mount, Printed Circuit Board and Next18 DCC decoder socket, plus space for a stay alive capacitor.**

Completing BRIMFIELD

WORKS

PART 2

Having completed the structures on his new 'O' gauge layout, **DAN EVASON** turns his attention to detailing the quayside scene ahead of its debut at the Great Electric Train Show on October 10/11 in Milton Keynes.





Dan's new layout scene depicts a factory quayside location for access to rail and water transport.

HAVING a deadline to meet certainly focuses the mind - and with the 2026 Great Electric Train Show on the horizon, I was keen to keep pace with my latest layout build, Brimfield Works in 'O' gauge. This compact layout scene was inspired by the recent purchase of Heljan's diminutive Ruston 'O' gauge 48DS diesel locomotive. I needed an industrial setting to use the locomotive and, whilst small, this layout scene would do the job nicely.

Construction and painting of the 7mm scale JS Models industrial warehouse/factory buildings was covered in detail last month (HM232). In this issue, I bring the whole scene to life with a few scenic details that will make all the difference and give a sense of purpose to the layout. The delightful Ruston would have an 'O' gauge layout to work on, and you can see the completed layout in operation at the 2026 Great Electric Train Show on October 10/11 at Arena MK, Milton Keynes. I look forward to seeing you there! **HM**

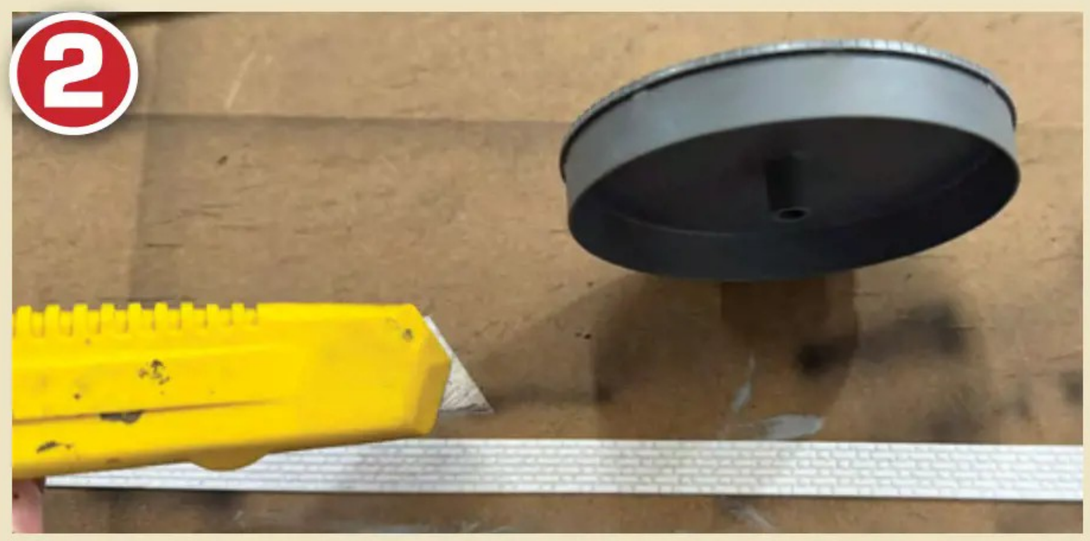
Left: **Heljan's delightful Ruston 48DS inspired Dan Evason to create an all-new 'O' gauge layout scene which is set to debut at this year's Great Electric Train Show on October 10/11.**

WHAT WE USED

DESCRIPTION	SUPPLIER	CAT NO.
7mm scale brick front store	*jsmodels.co.uk*	JSM70212B
7mm scale canal boat	*skytrex.com*	7/337
7mm scale chimney	*jsmodels.co.uk*	JSM79311S
7mm scale pump house	*jsmodels.co.uk*	JSM70361B
7mm scale store	*jsmodels.co.uk*	JSM70202B
Dark Dirt weathering wash	*florymodels.org*	FMW002
DAS modelling clay	*hobbycraft.co.uk*	5012811000
ModelU 7mm scale 48DS Ruston crew	*modelu3d.co.uk*	11246-043
ModelU 7mm scale cats	*modelu3d.co.uk*	31052-043
ModelU 7mm scale ducks	*modelu3d.co.uk*	31404-043
ModelU 7mm scale workmen	*modelu3d.co.uk*	14302-043
ModelU 7mm scale workmen at rest	*modelu3d.co.uk*	1443-043
Peco 7mm scale yard crane	*peco-uk.com*	LK-735
Tamiya Deck Tan acrylic	*tamiya.com*	XF-55
Tamiya Gold Leaf acrylic	*tamiya.com*	XF-12
Tamiya Medium Blue acrylic	*tamiya.com*	XF-18
Tamiya Medium Grey acrylic	*tamiya.com*	XF-20
Town and Country Rust-It (light/dark)	*squirestools.com*	240-416/417



JS Models offers a custom service and very kindly made this sign to go above the entrance to Brimfield Works dockyard entrance. This was painted white to start with, as this will help the gold to 'pop' once finished. The frame was then painted black to complete the appearance.



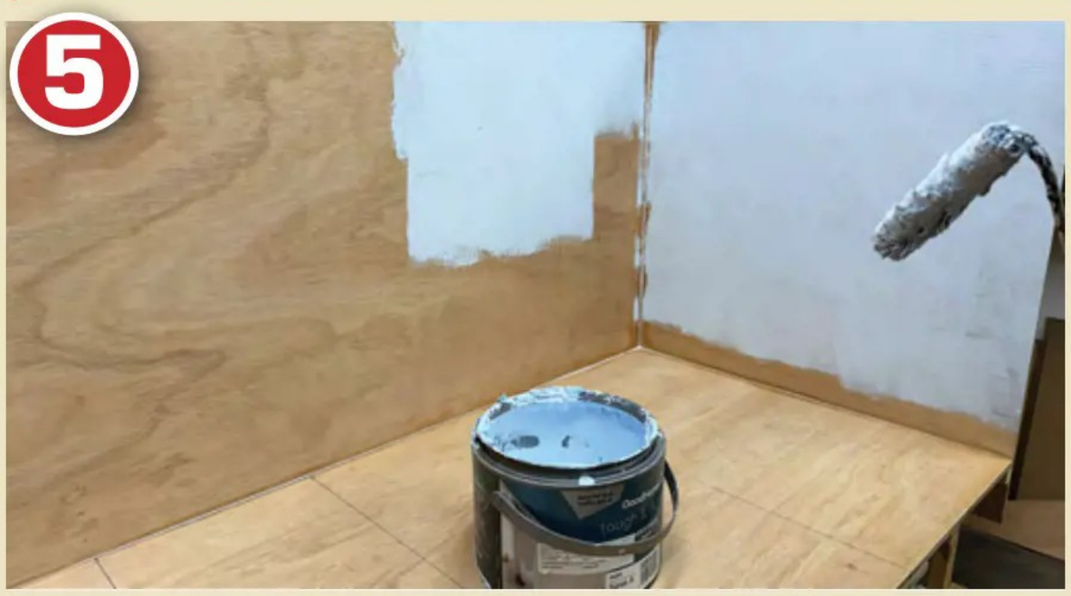
I wanted a yard crane so goods could be transferred between canal, road and rail. Using the Peco 'O' gauge yard crane (Cat No. LK-735), I checked through the instructions and gathered together the necessary materials. The base is supplied as smooth plastic, so I opted to add some embossed plastic to replicate the image on the packaging.



The base of the crane was painted first using a mist of black and red primer aerosol for the brick colour. Buff Titanium acrylic was then applied for the mortar finish. The top surface was then painted stone grey.



Plastic Weld glue was used to assemble the kit. The crane was then given a well-used weathered look, aiming for a dirty, bare, cast-iron style finish.



As the parts were drying, attention turned to creating the 5ft x 2ft baseboard. The front fascia was left until later to enable easy access for adding and creating the scene. The backscene was painted using B&Q Blue Bouquet paint, as I find this is a great colour once dry.



I wanted to add a narrowboat to the scene and discovered a resin steam boat in the Skytrex range. After some research, I opted to amend the model to a diesel version, so it was out with the razor saw. I cut away the front section of the boat, sanding it back flat and level. Always wear a mask when sanding resin as the dust can be harmful.



Using card and balsa wood, I made a frame for the cargo to go inside. Reference photographs helped in the building of this part of the boat. Superglue worked well for construction.



Toilet tissue was used for the canvas sheeting. This was treated to a coating of a 50:50 water/PVA mix. Once applied carefully, this was then left to dry.

Beginner — Intermediate — Advanced — SKILL LEVEL



When the canal boat sheeting was dry, it was painted with Tamiya Olive Drab acrylic. I also painted the living area of the boat Apple Green and, with a steady hand, added some white lining for added detail.



With the narrowboat complete, focus turned to laying the track. As space was tight, a right-hand Peco Setrack point was used which gave a better angle for the sidings.



My plan also included using foam board to inlay the track and bring the baseboard height up to rail level. Then, DAS modelling clay was overlaid on the foam board. To make this job easier, the outer sleepers were removed with a minidrill.



As I needed the clay to be thin, I made a jig which allowed me to roll it 3mm thick using a rolling pin. Sections were rolled out before laying them on the foam board.



Once the clay was dry, I used a block and sandpaper and carefully smoothed it flat ready for the next step.



This step took quite some time but was worth it. Using a ruler and metal scriber (essentially a pen with a metal tip) I set about scribing the DAS clay to create the cobbled effect.



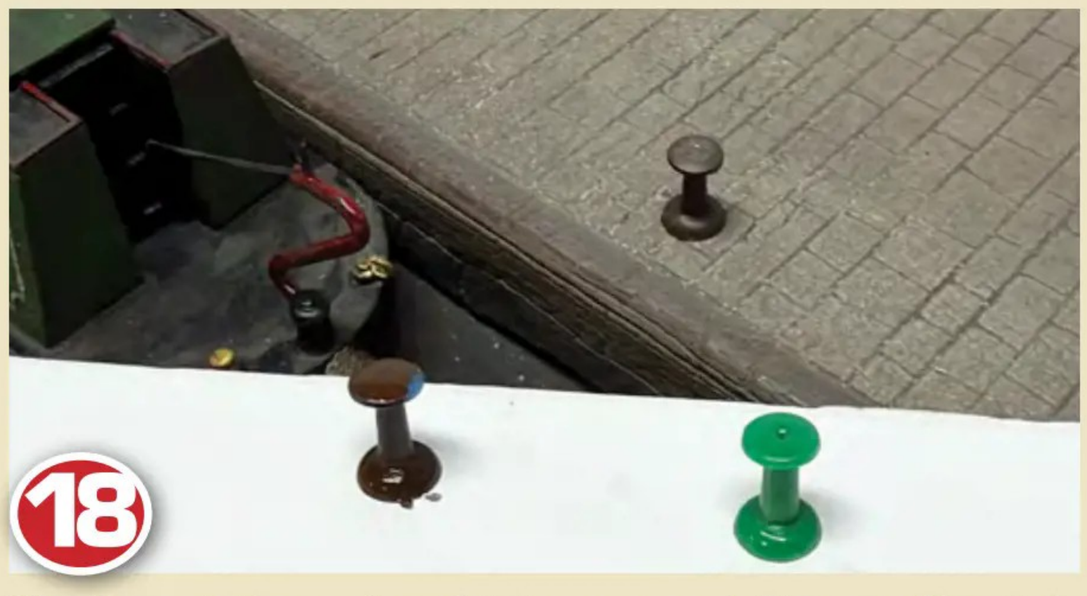
Once the cobbles had been scribed, Halford's Camouflage Brown and Matt Black aerosols were used to bring the scene to life. I gently wafted these over the cobbled area to give it a pre-shaded effect.



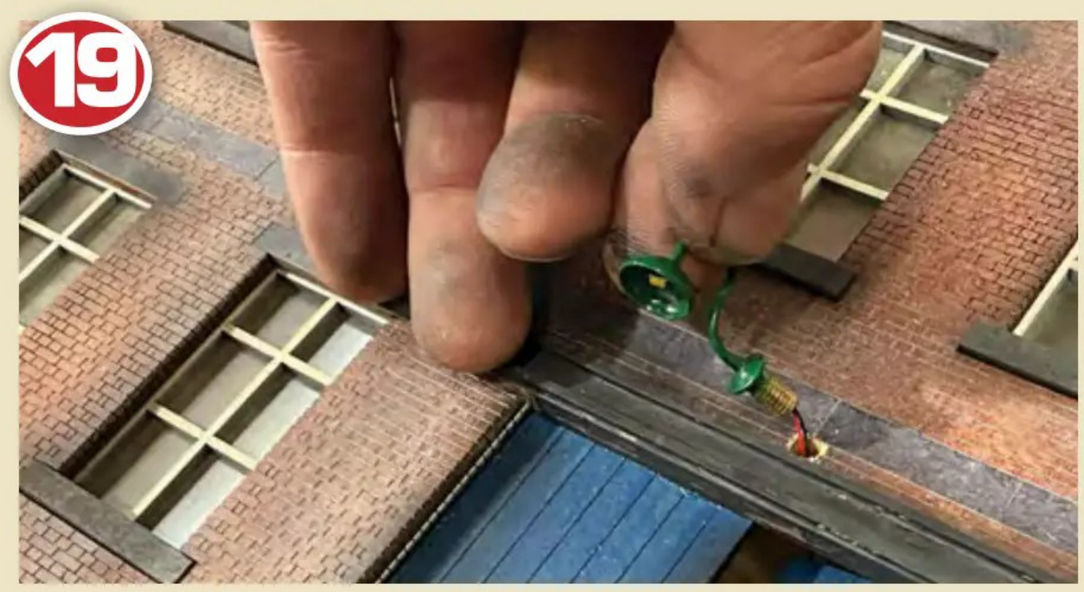
For the next step, I applied Flory Dark Dirt wash over the entire area. As this was a large area, I used a wide brush and then left it to dry, creating a great effect.



Using True to Scale Dark Grey ballast, I covered the points area and single track leading off the layout, using reference photographs of Bristol Docks.



When it came to the mooring points, I was unsure what to use until I spotted the drawing pins on my desk. Using Halfords Camouflage Brown aerosol, I sprayed them off the layout. As they were pins, they went into the modelling clay easily.



The lights used are a JS Models product and were reasonably easy to fit. A 3mm hole was drilled through the building and the wires were threaded through the resulting hole. A resistor was then added before connecting to a 12Volt power supply.



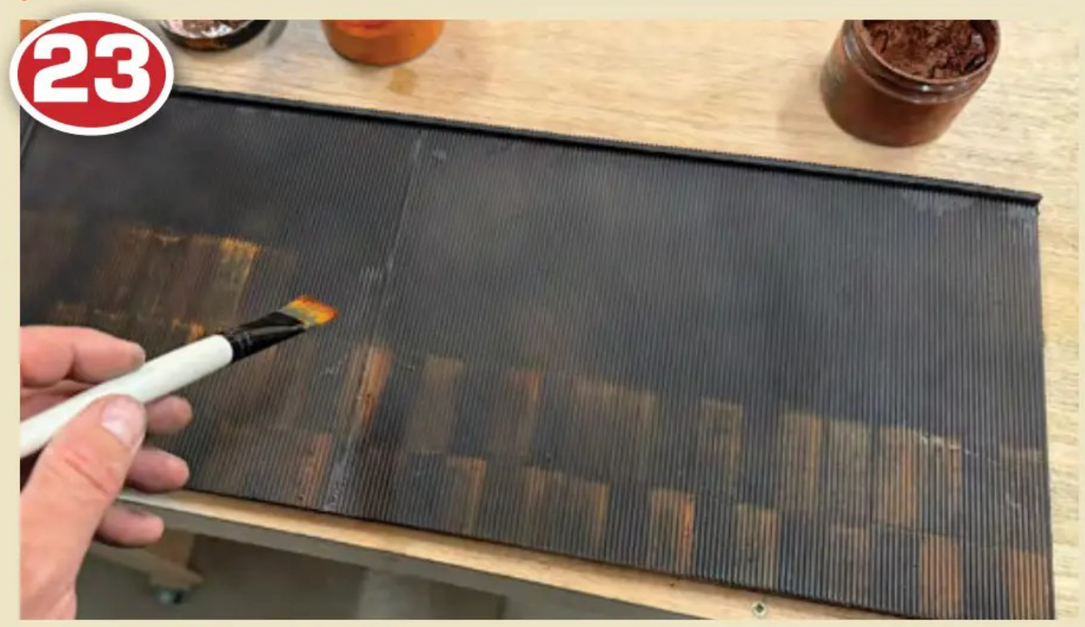
With the wiring now complete, the building was attached to the layout. Applying too much glue doesn't matter, as excess adhesive can be used to affix scenic material.



Having fixed the building into place, some custom JS Models walls were trimmed down to fill in the blank areas around the buildings.



While the JS Models buildings were all now complete, there was still one blank side of the layout. To cover this, I decided to scratchbuild a large, corrugated end wall of another building. Using 12mm plywood, a basic structure was created and then laminated with fine corrugated card. Guttering and a downpipe were also added for extra detail.



Once the card was in place, the area was sprayed Matt Black, followed by an application of Town and Country Rust. This was added with a flat wide brush, creating vertical streaks to represent corrosion on the tin sheeting.



With the end wall now completed, I applied wood glue and screws to attach this to the baseboard wall.

Intermediate
Beginner SKILL LEVEL Advanced



Returning to the now dry ballast, Tamiya Hull Red acrylic was applied to the rail edges, before a waft of Tamiya Flat Earth - both with an airbrush.



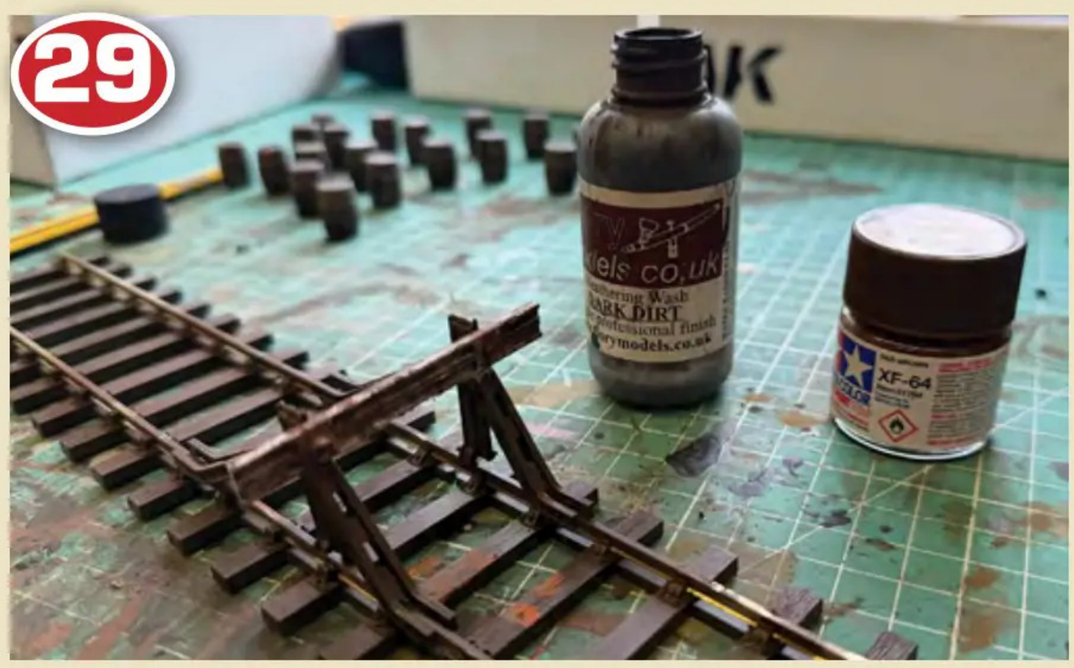
I wanted to depict areas of heavy vehicle use over the cobbles. This was achieved using Tamiya Deck Tan, gently applied with the airbrush.



With the gates in place, the wall capping stones were painted with Tamiya Medium Grey acrylic to give the area that finishing touch.



No layout would be complete without a few ModelU figures. These 7mm workmen and accessories were just the job, painted with a selection of acrylic paints.



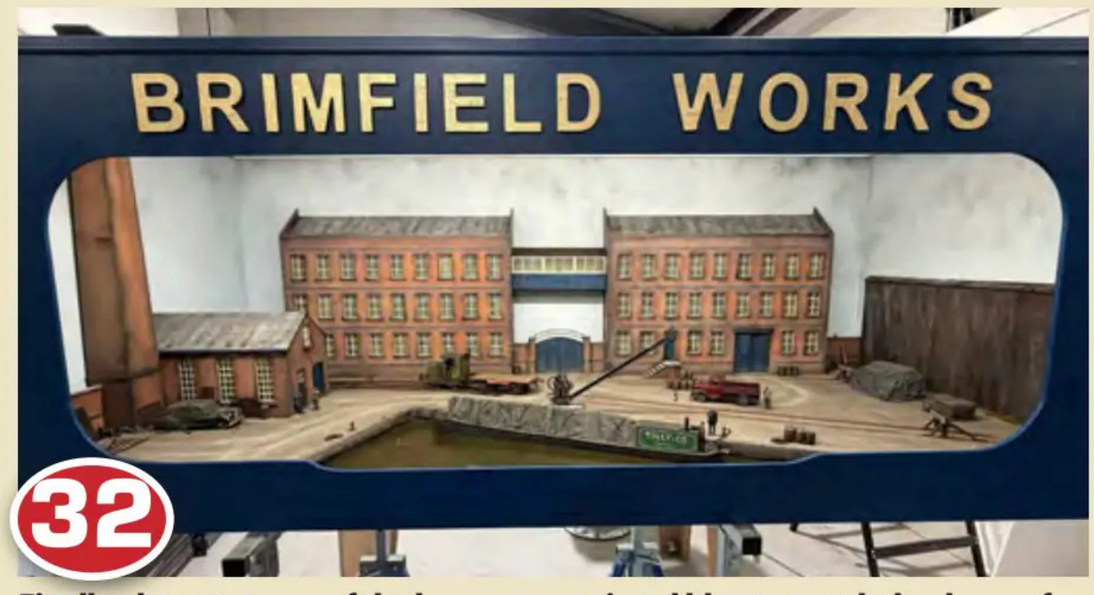
The buffer stop was also painted and weathered ready for its instalment on the layout.



With the project approaching completion, the final detailing was set in place, including ModelU barrels, pigeons, ducks and even rats. I also added a couple of heavily weathered die-cast vehicles to suit the scene.



One of the final tasks was to fit the fascia. For this, I used 6mm MDF which was glued and screwed into place, before filling and sanding.



Finally, the outer case of the layout was painted blue to match the doors of the factories and, using a selection of gold painted letters from Hobbycraft. These were attached to complete the appearance, ready for the layout's first outing to the 2026 Great Electric Train Show in Milton Keynes on October 10/11.

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SHADWELL EAST

High Wycombe and District Model Railway Society's Junior Section are exhibiting their latest 'OO' gauge layout at the Great Electric Train Show. **FRANCIS GOMME** explains how they created this slice of 1950s' London.

PHOTOGRAPHY BY MIKE WILD

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'00', 16.5mm	4mm:1ft	17ft x 2ft	EASTERN	LATE 1950s/EARLY 1960s	DC OR DCC

SHADWELL EAST is High Wycombe and District Model Railway Society's latest junior section project, following their popular Mothecombe layout (HM220). In complete contrast with that layout, Shadwell East portrays an urban setting in the East End of London rather than sleepy and leafy rural Devon. Close to the River Thames and London's dockside, a small terminus station handles a busy suburban passenger timetable and features freight reception sidings which receive goods traffic from around London and further afield.

The layout is set in the late steam and early diesel era of the late 1950s and early 1960s with rolling stock and locomotives reflecting the variety London offered in that period.

PLANNING

With Mothecombe now established on the exhibition circuit, our juniors expressed an interest in creating a new layout which included a relatively busy station and the capability to receive a variety of freight movements. In order to accommodate the associated track layout, a single 5ft storage yard would feed a 12ft x 2ft station and yard, this footprint fitting comfortably within the space offered within our clubroom. An important criteria the youngsters were keen to include was the capability, in the future, to present the layout in later eras such as the BR pre-TOPS blue period, post-TOPS or Sectorisation. Working colour light signals and the ability to switch from analogue to Digital Command Control (DCC) operation were also on the 'must have' list.

RESEARCH

Early discussions about a possible location, albeit an imaginary one, soon began to focus on the London area and the opportunity this provided to replicate the inter-regional rail traffic when the capital was ringed with busy marshalling yards and industry was still rail connected. Added to that was the railways' role in serving the extensive docks from the Pool of London out to Tilbury and beyond. Weaving their way around the capital were



1 A Gresley 'N2' 0-6-2T draws a three-car rake of suburban coaches away from Shadwell East station, while a Derby Lightweight Diesel Multiple Unit awaits its next duty in the bay platform.



Above: **A policeman looks on as trolleybuses, taxis and cars negotiate the station bridge at Shadwell East.**

abundant local passenger routes which offered numerous options for connecting services. Inevitably, our focus was drawn to East London with its two passenger termini at Fenchurch Street and Liverpool Street, and the dockland setting alongside.

A study of contemporary railway and Ordnance Survey maps identified a suitable location for a small terminus north of the River Thames between the Tower of London and modern-day Canary Wharf. Shadwell East was born.

The research also highlighted some interesting features of the Great Eastern Railway (GE) and London, Tilbury & Southend Railway (LT&SR) routes into London. Each reached their destination on viaducts high above the homes, workshops and public buildings of East London, and the arches which carried the tracks had been populated since Victorian times by numerous businesses. Consequently, it was agreed that a raised trackbed on

the new layout was essential, allowing the juniors to model these distinctive features. A separate freight line running off the yard and down gradient to an off-scene dockside area was to be included, reflecting that important aspect. This project research stage was supported throughout by the many photographic collections and publications which have captured the railways of this area. Some of the team visited these locations, experiencing and recording at first hand their distinctive architecture and setting.

CONSTRUCTION

A junior parent and carpenter kindly stepped forward to build the baseboards, including the important, raised track bed along three 4ft scenic sections. The 5ft storage yard incorporated two levels - the main line yard and lower dock siding. Upon baseboard completion, the layout then became the focus of a sequence of modelling workshops.



Above: **As passengers congregate at the bus stop, the crew of the arriving AEC RT double-decker bus will take a quick break in Bill's café.**

Below: **North British Class 16 Bo-Bo D8400 rolls out of the goods siding behind Shadwell East station with a van train.**

Developing modelling experiences and skills has always been at the heart of our support for our junior members, and this new layout has created many opportunities to deliver workshops led by experienced senior members and providing hands-on experiences on a real layout for our younger modellers. Young people today and particularly those new to the hobby, rarely arrive with the basic modelling skills, knowledge and experiences expected some years ago. Consequently, our commitment to learning is given top priority within the club.

With Shadwell East, what followed was a programme of workshops which guided our juniors through track planning, the application of a cork track base, track laying and initial wiring for track feeds and isolating sections. Peco code 75 plain track and points were chosen again, having proved reliable on Mothecombe, coupled with Peco point motors and polarity switches. While our senior electrician led the work on the control panel which would provide either DCC or analogue layout control, the juniors moved on to ballasting, always an interesting stage in proceedings if you have never applied it. This was no exception for our youngsters, and, as always, great fun!

Throughout these junior modelling workshops, we emphasise any opportunity to reduce costs in what can be an expensive hobby for those just starting out. The use of chinchilla bathing powder for ballast rather than commercial products is a good example. As we moved onto the structures and buildings featured on the layout, we encouraged the use of redundant examples from expired club layouts, altering them to suit the layout location. However, there are excellent examples of kit building on the layout such as the refuelling point and LNER platelayer's hut, both demonstrating how our youngsters are getting to grips with the skills required for their construction.

Another facet of scenic modelling we always emphasise is the application of a neutral colour palette, avoiding rich

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5 Above: **A Thompson 'B1' 4-6-0 waits alongside Shadwell East signalbox with a rake of Gresley corridor stock ready to form the next semi-fast departure.**

6 **As a Gresley 'N2' leaves the station, a diesel shunter eases a rake of vans up from the docks. Alongside, a Yorkshire Engine Company Janus diesel shunter is about to head back to the docks to resume its duties having been refuelled.**

colours and creating a more realistic overall appearance to all aspects of the scenery, the backscene and general weathering. This, coupled to the 'less is more' mantra, certainly contributes to a more accurate look. If all this modelling education is not enough, senior members assist on a weekly basis in the creation of our juniors' first home layouts, often commencing work from baseboards up, in our clubroom.

LAYOUT OPERATION

Although the layout is wired for DCC and analogue operation, at club events and exhibitions it is operated in analogue mode. While we recognise that many of our juniors are inevitably moving into the world of DCC, operation with a traditional control panel managing

track power and point control plus two controllers for Up or Down movements governed by a running schedule reinforces teamwork and communication skills. The interaction between young storage yard managers, train drivers and controllers is quite a feature at exhibitions. The running schedule includes a variety of suburban trains punctuated by incoming or departing freight and its transfer in and out of the adjacent docks.

However, if you visit us on a club night or our regular open days you may find Shadwell East crammed with HSTs, Class 56 and 60 diesels, or rolling stock from just about every region and period. We encourage our juniors to operate all club layouts with their own or club stock and that includes four 'OO' layouts, two 'HO' North American, a 'OO9' narrow



Shadwell East is the latest layout to be completed by High Wycombe & District Model Railway Society's junior section. You can see it on display at the Great Electric Train Show in Milton Keynes on October 10/11 2026.

gauge layout and our multi gauge test track. Understanding the ethos behind each and getting to grips with various control systems is all part of their learning process.

ROLLING STOCK

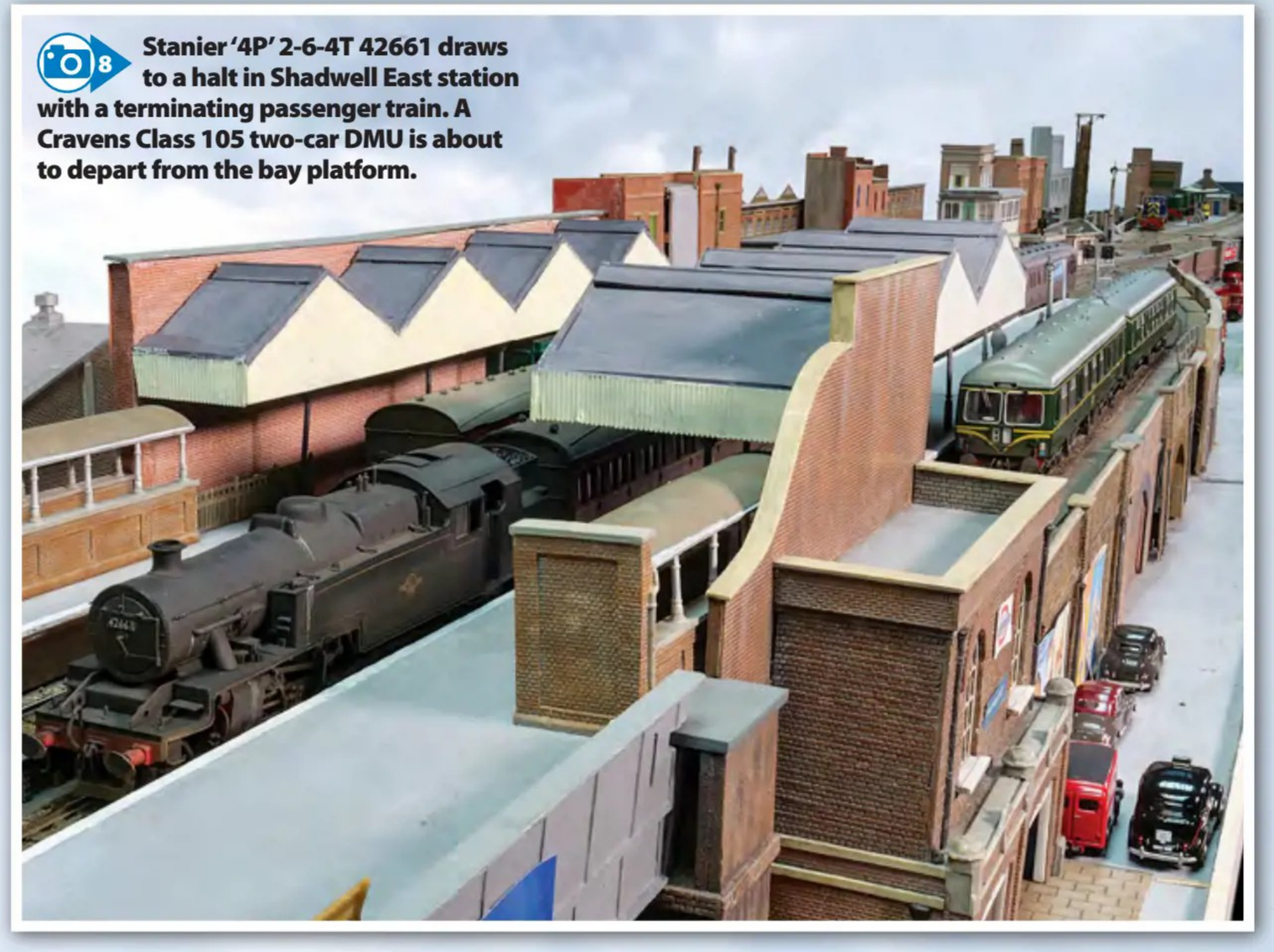
During the period modelled, it was envisaged that depots at nearby Stratford, Devons Road, Bow and Plaistow would service the GE, Great Northern (GN) and LTSR steam and diesel fleets plus visiting locomotives. Motive power on the suburban services can include steam classes 'N2', 'N7', 'L1', plus Stanier, Fairburn and BR 2-6-4Ts, and Class 20/24/31 diesels. Occasional GE semi-fast services are seen behind 'B1s' and Class 37s. Local freight trains are hauled by 'J15s' and representatives of early diesel classes found in East London that, all too often, failed to meet expectations, such as Classes 16 and 21 - and to a lesser extent, the Class 15s. Cravens DMUs on the Lea Valley line herald the new order for passenger services.

A small refuelling point supports the shunters that transfer the freight to the adjacent docks. These include 03, 04s, and occasionally a Janus diesel which has strayed out of the normally 'sealed' Port of London system. One special aspect was the movement of inter-regional and cross London transfer freights that reached this area in the 1950s and early '60s. Examples captured on the layout include 'Q1s' arriving from Feltham Yard and 'WD' 2-8-0s from Doncaster.

SENSE OF PLACE

Like any city, London has a rich heritage that the railways encountered as they forged their way into the city. We have looked especially at the street scenes, architecture and general atmosphere of the East End during our chosen period. The layout actually takes us back to the 1850s with a short section of the early GER viaduct featured.

London Transport (LT) trolleybuses



8 **Stanier '4P' 2-6-4T 42661 draws to a halt in Shadwell East station with a terminating passenger train. A Cravens Class 105 two-car DMU is about to depart from the bay platform.**

would convey thousands of dock workers each day and long before container traffic, lorries would carry goods away, each individually loaded. A brewery could be found at almost every turn, it seemed, and specialist businesses such as bell foundries were commonplace. A number of cameos reflect this period including the bus and trolleybus stand where these vehicles rested in a side street between turns.
The adjacent café is one of LT's approved establishments for its crews. The station booking office reflects the typical railway architecture of this area and, having discovered that the imaginary location we chose, actually sits directly above the East London line, we have subsequently indicated a sub-surface connection!

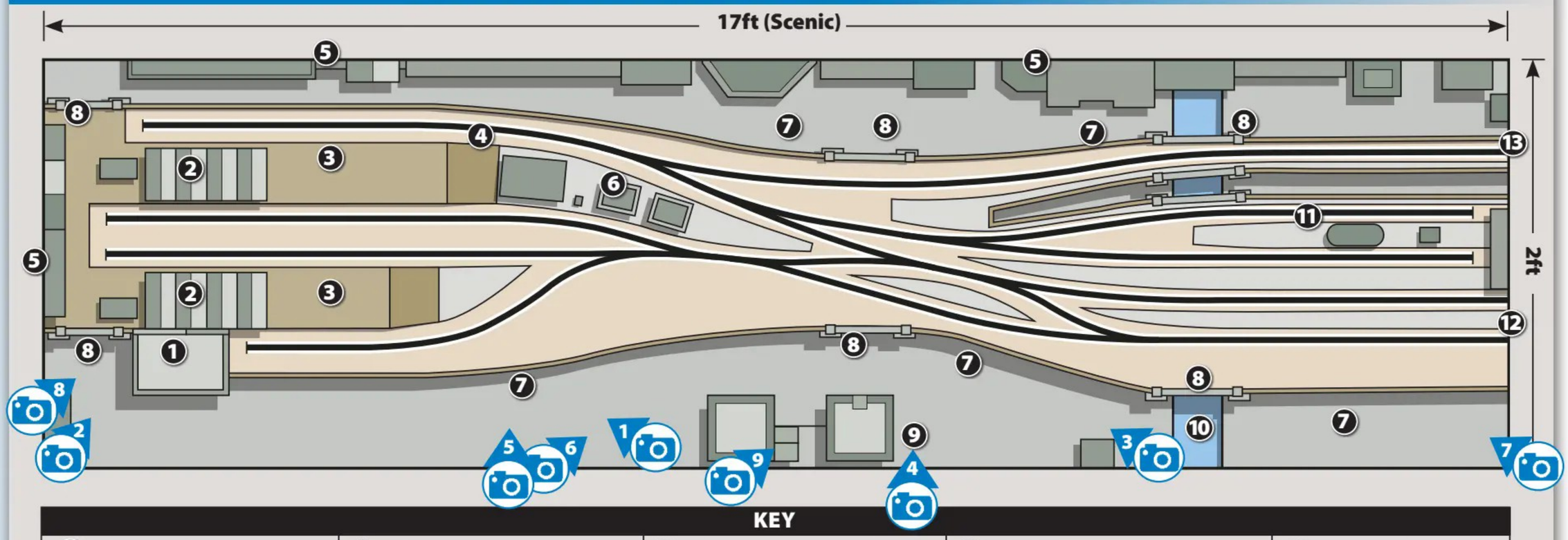
WHAT NEXT

Shadwell East will continue to provide a test bed for further junior modelling workshops. Scenic work planned includes depicting the variety of businesses which inhabited the viaduct arches. A group of

9 Below: **A Bulleid 'Q1' 0-6-0 arrives at Shadwell East with a cross-London transfer freight from the Southern Region. A diesel shunter will collect the vans and transport them to the docks.**



SHADWELL EAST TRACK DIAGRAM (NOT TO SCALE)



KEY

1 Shadwell East station	4 Signalbox	7 Viaduct arches/lock-ups	10 Canal	13 To/from dockyard storage yard
2 Platform awning	5 Warehouses/factories	8 Bridge	11 Diesel fuelling point	
3 Platform	6 Platelayers' huts	9 Café	12 To/from main storage yard	



juniors are leading a project to introduce working colour lights and in the longer term, there is a growing interest amongst the team in exhibiting the layout in the BR blue period although this may be a ploy to drag us seniors slowly into the current railway scene! So, Shadwell East will continue to play its part in introducing younger members to new learning experiences, coupled with the opportunity to play trains on a successful layout.

ACKNOWLEDGEMENTS

Without exception, our senior membership at HW&DMRS encourage and support our younger modellers on their journey, sharing advice, skills and experiences without hesitation. They also 'tolerate' the hours of videos of 'big trains' posted on our WhatsApp group which today are very much part of a young enthusiast's interest in our railways.

But perhaps the most significant dimension of a junior membership is the huge contribution their parents make to our club. Without their support in all aspects of their youngster's participation, as well as wider club activity, we could not achieve the modelling and exhibition success which marks their progress and we thank them all.

If you would like to learn more about our High Wycombe & District Model Railway Society then please visit our website at *hwdmrs.org.uk*. And if you live locally and are interested in our 12-16 years junior section, then please email us at *secretary@hwdmrs.org.uk*.

Shadwell East is on display at the Great Electric Train Show (GETS) in Milton Keynes on October 10 and 11, at our own WYCRAIL exhibition in the former Brunel train shed at High Wycombe station on Saturday 7th November, and at RISEX in Princes Risborough on February 20th 2027.

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K2402 Ruston 165DE PWM Diesel Locomotive PWM652 BR Green, weathered.....£69.99



K2403 Ruston 165DE PWM Diesel Loco 97 651 BR Light Drab Green, weathered....£87.49



K2405 Ruston 165DE PWM Diesel Locomotive 97 653 BR Yellow, weathered.....£99.99

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31-364B Class 03 Diesel Shunter D2099 BR Green, weathered.....£111.96



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32-346 Class 25/2 Diesel Locomotive No. 25 106 BR Blue, weathered.....£155.99
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33-133B 35 Ton PAA Ex-Bulk Grain Wagon No. BRT 7538 BRT Blue, weathered.....£23.49



35-360 Class 20/0 Diesel Locomotive No. 8156 BR Green, weathered.....£149.99



35-421 Class 47/4 Diesel Locomotive No. 47 526 BR Blue, weathered.....£139.99



35-430 Class 47/3 Diesel 47 376 "Freightliner 1995" Freightliner Grey, weathered...£127.47
35-430SF Class 47/3 No. 47 376 "Freightliner 1995" Freightliner Grey, wthrd.DCC Sound £239.99
35-430SFX Class 47/3 No. 47 376 "Freightliner 1995", wthrd...DCC Sound Deluxe £249.99



37-727B GWR 12 Ton Ventilated Van No. 112772 'Parto' GWR Grey, weathered.....£14.99
37-730E GWR 12 Ton Ventilated Van No. 112772 'Parto' GWR Grey, weathered.....£18.99



37-730E GWR 12 Ton Ventilated Van No. 112772 'Parto' GWR Grey, weathered.....£18.99

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Rapido's Midland Railway MARVEL

FIRST REVIEW

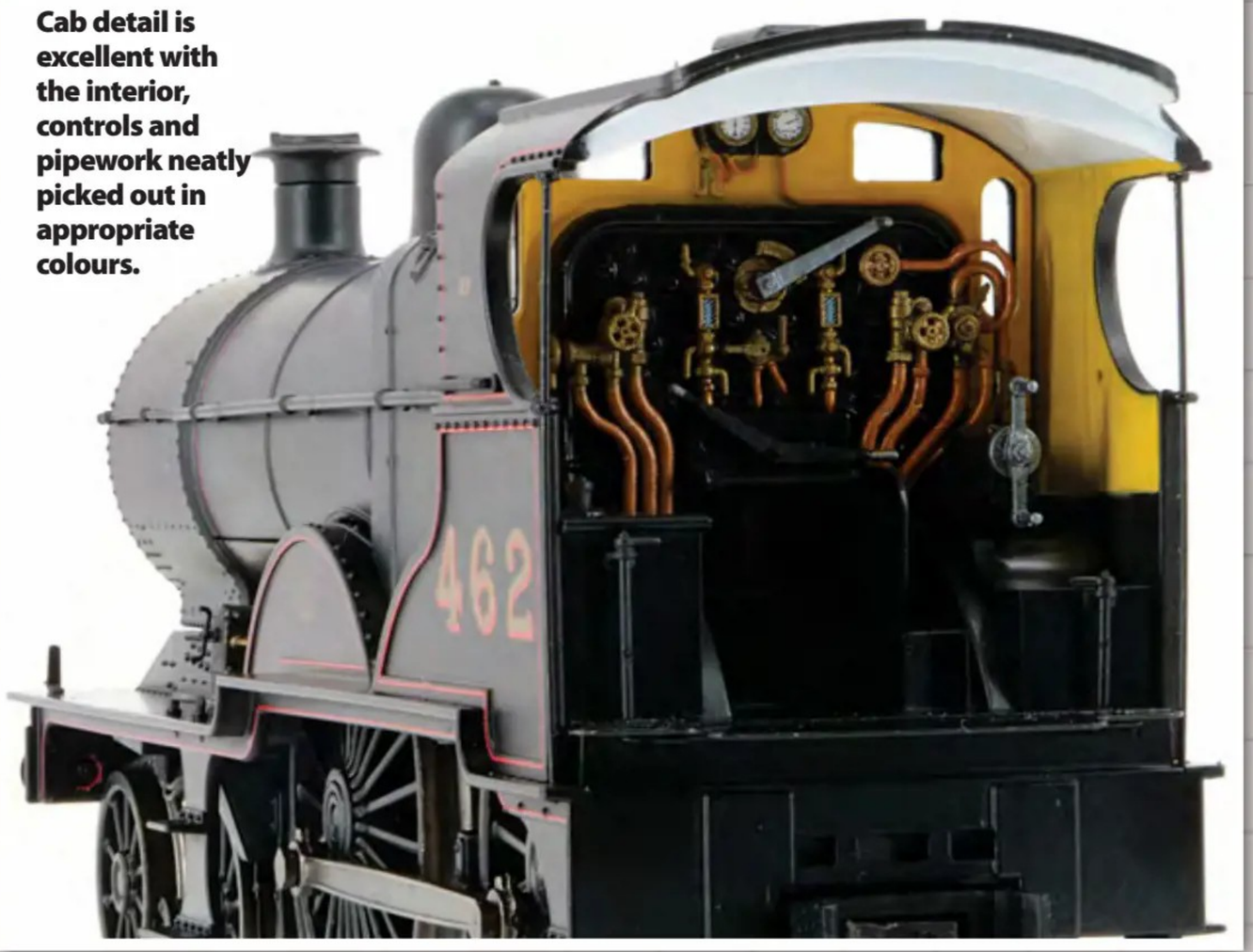
In another first, Rapido Trains UK has delivered the first ready-to-run model of the Midland Railway's '483' 4-4-0s for 'OO' gauge. **BEN CHURCH** investigates this all-new model.

RAPIDO TRAINS UK continues to deliver a flurry of all-new 'OO' gauge locomotives, with the Midland Railway's (MR) '483s' the latest pre-Grouping design to emerge from the manufacturer. These workhorses have never been produced ready to run before.

By the early 1900s, the MR needed more powerful locomotives to haul heavier trains with a new generation of rolling stock. Infrastructure upgrades for heavier and larger locomotives were unpalatable, so an upgrade programme of Samuel Johnson-designed 4-4-0s was undertaken. They received new frames, larger driving wheels, new cylinders and a 'G7' superheated boiler, leaving little of the original design intact. Further rebuilds appeared in 1913, 1914, 1922 and finally in 1924. The London Midland &



Rapido Trains UK's newly tooled 'OO' gauge Midland Railway '483' 4-4-0 is with retailers now.



Cab detail is excellent with the interior, controls and pipework neatly picked out in appropriate colours.

TECHNICAL DETAILS

Manufacturer:	*rapidotrains.co.uk*
Cat No:	974007
Description:	MR Class '483' 4-4-0
Builder:	Rebuilt at Derby Works
Region:	Midland
Gauge:	'00'
Scale:	4mm:1ft
Length:	217mm (over buffers)
Price:	£209.95 DCC Ready, £319.95 DCC sound fitted
Couplings:	Small NEM tension lock couplings
DCC:	21-pin DCC decoder socket
Speaker:	Twin 15mm x 11mm speakers
Exterior lights:	None
Interior lights:	Firebox glow
Minimum curve radius:	Second
Motor type:	Coreless
Flywheel:	One
Wheel arrangement:	4-4-0
Purpose:	Passenger
Haulage capacity (expected):	Six BR Mk 1 carriages
Haulage capacity (actual):	Eight BR Mk 1 carriages

Scottish Railway (LMS) '2P' 4-4-0s also drew heavily from the design. The MR's '483s' were effective, hauling freight and passenger trains and, due to their small size, could be deployed across the MR and later LMS network. BR inherited 165 '483s', with the final locomotive withdrawn in 1959 and none preserved. See Reality Check on pages 72-75 for more on the Midland Railway '483' 4-4-0s.

THE MODEL

In Rapido's usual style, a wide range of models form the first batch, representing locomotives throughout the class's service life. Models appear in MR crimson, Somerset & Dorset Joint Railway (SDJR) lined blue, LMS crimson lake, LMS lined black, LMS wartime black, BR lined black and Royal Train MR crimson.

For evaluation, we received 462 in

LMS lined black. First impressions are excellent, as the locomotive's boiler, running plate and tender body are all constructed of die-cast metal. Rapido's tooling suite caters for several detail variations, including chimney designs, superheater, dampers, domes, safety valves, tender toolboxes, bogie brakes, exhaust injector and option for a tablet catcher.

Overall build quality on our sample was very good, with a commendable amount of separately fitted detailing items applied well across the model. Sprung buffers, a vacuum pipe, coupling hook, lamp irons and handrails are affixed to the front of the locomotive. Underneath the buffer beam, two small holes locate the splash guards fitted to MR, LMS and SDJR locomotives are secured. The smokebox and saddle are dotted with fine riveted detail, along with a chimney – with alternatives available within the tooling suite.



Detailing is superb throughout with separately fitted parts and representation of the inside motion.

Underneath the boiler, the slide bars and valve gear can be seen – all crisply picked out in red. Fine pipework reaches up from the running plate to the boiler on the driver's side, along with a reverser which connects to the internal valve gear. The boiler features boiler rings and a dome, whilst the top of the firebox sports – on our sample – Ramsbottom safety valves and a whistle. The rebuilt style of front bogie is superbly moulded, with crisp external brake shoe detail and guard irons fitted, with the bogie sitting snugly underneath the front of the locomotive. Steps are fitted beneath the running plate, with large metal wheels and suitably substantial coupling rods. Ashpan and spring detail is moulded into the chassis

Cab detail is superb and easily viewable due to the open-backed cab. Two handrails feature on either side of the cab, with controls, pipes and painted dials all picked out inside: this detail is enhanced by the factory-fitted firebox glow. Coal rails are fitted to the top of the tender, along with a moulded coal load, handbrake and water scoop handles. The top of the tender neatly tapers outwards, while a water filler and water scoop dome are fitted at the rear. The tender frames sport crisp axleboxes, springs, rivets and blackened metal wheels.

Our sample featured an excellent standard of decoration, enhanced by the model's die-cast metal construction. Complementing the overall black is impressive, crisp lining on the running plate, boiler, splashers, cab and tender – all applied to a good standard. Gold leaf shaded lettering is also

Rapido's all-new 'OO' gauge Midland Railway '483' features a 21-pin DCC decoder socket, factory fitted stay alive capacitors and twin 15mm x 11mm speakers within the tender.

21-pin DCC decoder socket

Stay alive capacitors

Twin 15mm x 11mm speakers

Finely detailed tender chassis

very neatly applied to the cabside and tender, whilst the smokebox number and shedcode are picked out in white. Buffer beams are painted red at each end and the cab windows and whistle are picked out in brass to relieve the otherwise black exterior. Legible builder's plates are printed on each splasher, adding to the finesse of this delightful 4-4-0.

PERFORMANCE

To fit a Digital Command Control (DCC) decoder, four screws need to be removed from the tender to gain access to the 21-pin decoder socket. The stay alive capacitors and twin 15mm x 11mm speakers are also located here. The locomotive-to-tender connection is similar to that used on the USA 'S160' 2-8-0 (HM231). The locomotive and tender need to be lined up and then gently pushed together. The gap between the locomotive and tender is very small, creating a prototypical look while still being able to navigate the track on the inner circuit of our office test track. As the model collects power from all tender and driving wheel axles, the model negotiated our test track well, passing through turnouts with ease. Our review sample proved capable of hauling eight Bachmann BR Mk 1 coaches on our test track, plenty of power for a '2P'. At high and slow speeds, our sample operated smoothly, with the stay alive capacitors ensuring good running characteristics on less-than-perfect track.

OVERALL

Rapido Trains UK has delivered another super 'first' for ready-to-run 'OO' gauge which captures the character of these long-lived locomotives well. Detail and build quality are excellent, as is the decoration.

Rapido's new model is sure to be a hit with Midland Region modellers, and we suspect they won't be short of excuses to add these impressive models to their fleets. (BC)





Our review sample was decorated as 462 in LMS lined black. 12 different standard models have been produced in DCC Ready and DCC sound fitted forms.

Midland Railway

'483' CLASS

The Midland Railway is best remembered for its numerous four-coupled express engine types, one of which was the '483' class, a design that set out the basic principles for many others that followed, as **EVAN GREEN-HUGHES** describes.

TO FULLY UNDERSTAND the story of the '483' class, we must go back to 1873 when Samuel Johnson was appointed to the post of Locomotive Superintendent of the Midland Railway. When he arrived in Derby, he was faced with a locomotive fleet that, while competent, was quickly being outpaced by the increasing weights and speeds of the company's trains.

When new express locomotives were required for the recently constructed Settle-Carlisle route, Johnson gained approval to build ten 4-4-0s to a design with 4ft 1in diameter boilers which were longer than those used on existing 2-4-0s. This build led to a total of 265 broadly similar locomotives being constructed, but with incremental improvements to boiler design and cylinder diameter incorporated between then and 1899.

Further increases in train weight by then required even more powerful locomotives, and this was achieved by rebuilding the 4-4-0s with a new type of bigger boiler, which was designated the 'H' type. Some of these rebuilds were quite drastic and sometimes involved fitting new frames as well as new boilers, while those selected for rebuild seemed to be in a random manner and did not follow a logical numerical sequence.

After a short while, 44 of these locomotives received even bigger Belpaire firebox boilers in a scheme originally intended to encompass more locomotives. It was cut short by a proposal to produce a different variant, which was eventually to become known as the '483' class. »

REALITY CHECK

A different perspective of activities at St Pancras in 1932 as '483' 550 waits in the foreground as parcels are unloaded from its recently arrived train onto the platform. Note the row of taxis in the distance.
Rail Archive Stephenson/Rail Online.

INCREMENTAL UPGRADE

By 1908, all the Johnson-designed 4-4-0s built between 1882 and 1901 had the large 'H' type boiler fitted - but Henry Fowler, Johnson's replacement, felt there was room for further improvement and he initiated a scheme to provide a series of locomotives with the G7 Belpaire superheated boiler, becoming known in time as the '483' class.

These locomotives were interesting because even though they were nominally rebuilds they actually incorporated very little from their donor machines, all being equipped with new frames, boilers and cabs. The actual reason for this may have been that being classified as rebuilds, authorisation for their construction did not have to come from the Midland Railway board but could instead be paid for from the maintenance and running budget.

Conversion began first, rather surprisingly, on 483-562, which were fitted with piston valves but were only 10-15 years old, during which time they had already been upgraded at least once. The first conversion, 494, came out of the Works in March 1912 and was at first used for comparison trials between it and 484, which had been fitted with the bigger boiler but none of the other improvements, and was then released to traffic. A second order covered 523-562 almost immediately while that for 403-427 soon followed.

The '483s' shared the same principal dimensions as the locomotives on which they were based but were very different in appearance. The Belpaire boiler had a square firebox instead of round, the cab fitted was of the then standard Derby design, as fitted to the 'compounds' and offered more protection than the original pattern, while the frames were swept up over the driving wheels rather than being partly enclosed, which gave the '483s' a much more modern appearance. There were also other variations to components such as safety valves, sanding equipment, bogie brakes, Hudd automatic train control equipment and chimneys and smokebox doors. As the tenders from the donor engines were used there were also different variants there and 44 were even converted for oil burning in the early 1920s but reverted to standard within a short space of time.

By March 1915, 92 locomotives had been 'rebuilt' and returned to traffic and although the Great War slowed the programme down, further conversions were authorised in 1914. Until this point all the donor locomotives had been fitted with 7ft driving wheels but this order, for 45 locomotives, was for the conversion of members of the '2203' class, which had 6ft 6in driving wheels. These required larger wheels to be manufactured, meaning even less of the original locomotive was



Peterborough East is the setting as 533 pauses for the camera on August 18 1937. TG Hepburn/Rail Archive Stephenson/Rail Online.

FACTS AND FIGURES

Designer:	Henry Fowler
Built:	1911-1924
Withdrawn:	1948-62
Built:	Derby Works
Purpose:	Express Passenger
Wheel arrangement:	4-4-0
Weight (locomotive):	53tons 7cwt
Weight (tender):	39tons 16cwt
Bogie wheel diameter:	3ft 6½in
Driving wheel diameter:	7ft ½in
Length:	54ft 5in
Boiler pressure:	160psi
Cylinders:	Two, inside, 20½in x 26in
Tractive effort:	17,585lbs
Coal capacity:	Four tons
Water capacity:	3,250gallons
Number in class:	157
BR number series:	40322-326 (with gaps)
	40332-397 (with gaps)
	40400-562 Railway fleet

40513 approaches Whatstandwell with a Down slow train on June 5 1958. DMC Hepburne-Scott/Rail Archive Stephenson/Rail Online.

incorporated. These conversions also had their bogie wheels changed from the original 3ft 3in to 3ft 6in to make them identical to the '483' class.

The intention had been to upgrade all 235 of the Midland's 4-4-0s to the '483' specification but the process was stopped by the newly-formed London Midland & Scottish Railway, which took over the Midland Railway at the Grouping of 1923, and cancelled the project the same year in favour of new builds. Therefore, only 157 of the intended 235 were actually 'rebuilt'.

Amongst these and of particular interest was that five were specifically rebuilt to work over the Somerset & Dorset Joint Railway (SDJR). These were three of the SDJR's own 4-4-0s, 67-69 as well as 395 and 401-02 which were from the Midland Railway's '1808' class. These were turned out in that company's blue livery, rather than the maroon initially used for the Midland's own engines.

RELIABLE SERVICE

As might have been expected from a design which was in effect a development of an earlier successful design, the '483' class was able to be put to work without many problems. Most were sent to the sheds which supplied the original donor engines, which resulted in the class spreading widely throughout the Midland system. Nottingham, Derby, Saltley, Bristol and Leicester had considerable numbers as did the North District which supplied engines for the Settle-Carlisle and associated routes. This meant that Leeds, Skipton, Lancaster and Carlisle all had allocations.

There were some changes after the Grouping as the newly-formed LMS wanted to try the '483s' out on other parts of its system. Odd numbers were used by Camden and Liverpool sheds while withdrawal of older 2-4-0s saw examples moved to Buxton and Sheffield. There were big changes arising from the introduction of Stanier 4-6-0s which resulted in the '483s' being displaced from their top link duties and deployed mainly to the western division where they could be found anywhere from the North Wales coast to various points on the London-Carlisle route. 1937 saw the largest number of transfers with the '483s' moved away from the Midland division to places such as Northampton, Walsall and Chester where they were mainly used on semi-fast passenger duties.

Transfers to former London & North Western Railway lines continued until at least 1952 but five years later there was a surprise when 16 went back to their former home as part of a scheme to accelerate passenger trains by providing them with a pilot engine.

FRACTURED END

In service the '483s' were economical and competent but as they aged, they began to increasingly suffer from frame fractures and higher maintenance costs. Although all made it to nationalisation in 1948, in that year 492/494 were scheduled for general repair but they were laid aside pending a decision as to what to do with them. Formal withdrawal came at the end of the year and they were scrapped, along with 408.

The scale of the problem as it existed at this time is shown by the number of frame repairs which had to be carried out - six in 1947, nine in 1948, and four in 1949. By this time the class was subject to what was termed 'special examinations' which often resulted in withdrawal and subsequent scrapping. Around 12-15 were taken out of service each year, the number accelerating as the years went on.

The last class '483' to see regular work was 40537, which was taken out of service at Templecombe in March 1962. Its sister, 40453, went into store in the same month but this was also later formally withdrawn and scrapped. Each was credited with around two million miles' service, a very good figure for a locomotive of this period.

The '483s' were not the final development of the Midland Railway's 4-4-0 as Fowler further refined the design by reducing the height of the boiler mountings and making improvements to the notoriously unreliable wheel bearings and axle boxes favoured by the Midland Railway. These LMS-variant engines had slightly smaller driving wheels which gave them a slightly improved tractive effort of 17,730lbs. Another 138 of this type were built between 1928 and 1932, the last withdrawn in 1962, around the same time as the last of the '483s' that had preceded them.

The Midland Railway's '483s' should be viewed as part of a continuous development that took place of the 4-4-0 between 1876 and 1932 which provided the company and its successors with reliable and workmanlike engines. Unfortunately, none have survived to illustrate this period of locomotive development, which we can only now remember in the form of photographs and models, with the newly-tooled 'OO' gauge model of the Midland Railway '483' 4-4-0 now available from Rapido Trains UK.

HM

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511 and 531 depart from Derby Midland with an Up express on August 8 1925. TG Hepburn/Rail Archive Stephenson/Rail Online.



Midland Railway '2P' 534 stands at Melton Mowbray (North) station with the 3.27pm to Nottingham on August 14 1948. TG Hepburn/Rail Archive Stephenson/Rail Online.

FLYING SCOTSMAN AND *PENDENNIS CASTLE* AUSTRALIA TOUR TWIN-PACK

Hornby's commemorative 'OO' gauge *Flying Scotsman* and *Pendennis Castle* Australia Tour twin-pack is now available.





The locomotives are supplied in special embossed packaging and come with a pair of printed metal headboards for customer fitment.

FLYING SCOTSMAN'S tour of Australia in 1988 and 1989 saw 'A3' 4472 *Flying Scotsman* reunite with Great Western Railway 'Castle' 4079 *Pendennis Castle*, 60 years or so after they met in the 1920s' Locomotive Exchanges and Empire Exhibition. The pair's Australian meeting is now replicated in 'OO' gauge by Hornby.

4472 was shipped to Australia to take part in the Aus Steam 88 festival, which coincided with the bicentenary celebrations across Australia in 1988. 4472 and 4079 were reunited at Perth in 1989 and hauled a series of trains for enthusiasts. 4472 returned to the UK in 1989, with 4079 returning in 2000, joining the Great Western Society's collection, where it was restored to full working order in 2021.

- **Gauge:** 'OO'
- **Price:** £499.99
- **Cat No:** R30465
- **Site:** *hornby.com*
- **DCC:** 21-pin decoder sockets
- **Era:** 8



Above: **For this release Gresley 'A3' 4472 *Flying Scotsman* is presented in the condition it appeared in Australia in the late 1980s with Royal Train plaques on the cabsides.**

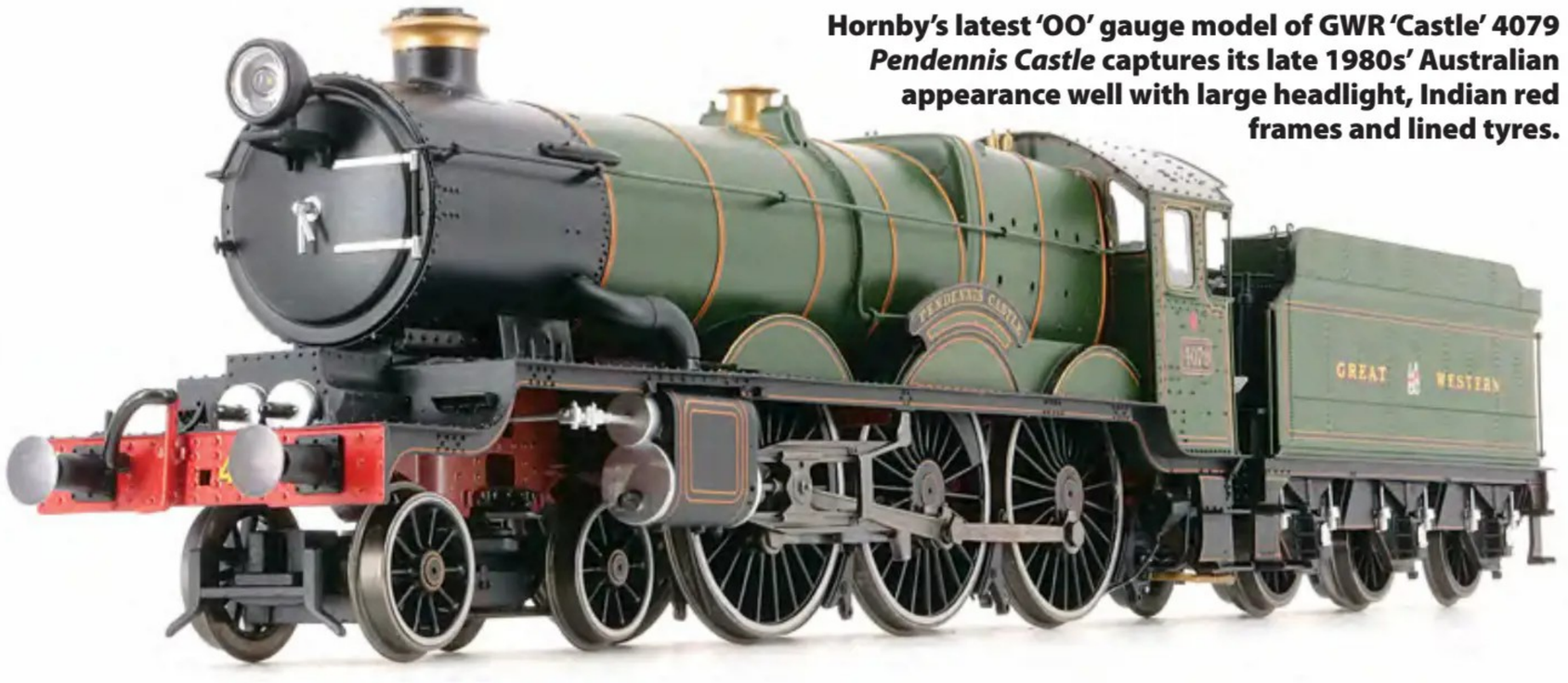


Pendennis Castle was fitted with a large headlight while operating in Australia, which Hornby has tooled specifically for this twin pack – and it certainly looks the part when illuminated as power is applied to the track. However, not all of the unique detailing the prototype featured appears to have been modelled, such as the generator fitted to the top of the firebox, and 4079 is fitted with large front cab windows, when photographs suggest that at this time it was fitted with the narrower style - a limitation of the tooling suite.

The embellishments carried by 4079 in Australia have been recreated well, with the frames picked out in Indian red, plus orange lining on the wheel centres and grey tyres on the driving wheels. Other details include silver tender axle boxes, cylinder covers, rocking shafts and smokebox fixtures. Metal printed cabside numberplates are also included.

Flying Scotsman is replicated in accurate condition including 'A4' boiler, commemorative Royal Train plaques fitted to the cabside and recreation of the white shaded LNER lettering and cabside number. *Flying Scotsman* is also supplied with printed metal 'Flying Scotsman' and 'The West Australian' headboards. Both models are supplied in a large presentation box adorned with graphics and prototype photographs, a nice extra flourish.

Both models have been turned out to a high standard, and Hornby has gone to great lengths to recreate this unique event. The twin pack is ideal for collectors or those who want a unique piece of railway history in miniature. (BC)



Hornby's latest 'OO' gauge model of GWR 'Castle' 4079 *Pendennis Castle* captures its late 1980s' Australian appearance well with large headlight, Indian red frames and lined tyres.

HORNBY SECR 'H'

HORNBY has reintroduced its 'OO' gauge model of the South Eastern & Chatham Railway (SECR) 'H' 0-4-4T, modelling 161 in SECR lined green.

Built at Ashford Works, 161 entered traffic in mid-1909 and remained in service until late 1961, by which time it had been based at Tunbridge Wells West depot. It had cycled through several allocations over the years including Dover Marine, Gillingham, St Leonards and Three Bridges.

As with previous releases of this characterful locomotive, detailing is good, including handrails, lamp irons, smokebox door dart, clack valves and sprung buffers. Inside the cab, gauges are picked out in appropriate colours, as are the cab controls. A posable cab ventilator is also fitted in the roof, while sand boxes and pipes, in-line brake shoes and a commendable amount of moulded detail on the chassis block populate the area under the running plate. Brake rigging, buffer beam pipework and a pair of NEM tension lock couplings are included in the detailing pack.



Application of the striking SECR lined green colour scheme to our review model is exemplary.

Hornby's recreation of the ornate bright SECR colour scheme is superb, with crisp lining and brass-coloured highlights for metalwork. The dome features a mirror-like gold finish and printing is outstanding throughout with the SECR logo, lettering and locomotive numbers recreated to a high standard.

Hornby's latest SECR 'H' is ideal for pre-Grouping modellers of this part of the Southern Region. In stock and available now. (BC)

- **Gauge:** 'OO'
- **Price:** £214.99
- **Cat No:** R30418
- **Site:** *hornby.com*
- **DCC:** 8-pin decoder socket
- **Era:** 3

SOUTHERN GREEN FOR HORNBY'S LSWR 'M7'

This latest release features a wealth of detailing including superbly decorated cab interior, separately fitted sand pipes, pipework, metal handrails and sprung metal buffers.



- **Gauge:** ‘OO’
- **Price:** £159.99
- **Cat No:** R30419
- **DCC:** 8-pin decoder socket
- **Era:** 2



Hornby’s ‘OO’ gauge South Eastern & Chatham Railway (SECR) ‘H’ 0-4-4T is back in SECR lined green.



Hornby’s ‘OO’ gauge Drummond ‘M7’ 0-4-4T returns to the range modelling 318 in Southern Railway lined green.

HORNBY’S ‘OO’ gauge London & South Western Railway ‘M7’ 0-4-4T rejoins the company’s range in 2026, offering Southern Region modellers a fresh iteration of these versatile tank locomotives.

Designed by Dugald Drummond for the London & South Western Railway (LSWR), ‘M7’ 318 was built at Nine Elms Works, entering service in August 1900. It remained in use for just over 59 years and was withdrawn in late 1959.

Hornby’s highly regarded ‘OO’ gauge model retains the high standard of detailing and construction witnessed on previous iterations of the ‘M7’ with lamp irons, smokebox and dart, buffers, vacuum pipe, screw link coupling and handrails all present and correct and securely fixed.

Detail continues below the running plate, as steps, brake rigging, brake shoes, sand pipes and other pipework are all fitted to a high standard. Cab controls are all neatly individually painted and the gauge glasses have clear plastic inserts.

Southern Railway lined green is applied well, as is the lining on the cab, wheel splashers, steps and boiler bands. The locomotive’s number and ‘Southern’ text are printed crisply in large cream text on the side of the water tanks, with the number also present on the front buffer beam and rear of the coal bunker.

Hornby’s ‘M7’ is another great model of the prototype, offering modellers of the Southern Railway a small locomotive which can find a home on many layouts. (BC)

LNER

CLASS 91

ARRIVES FROM HORNBY

- **Gauge:** 'OO'
- **Price:** £244.99
- **Cat No:** R30493
- **Site:** *hornby.com*
- **DCC:** 21-pin decoder socket
- **Era:** 11



FOLLOWING the arrival of Hornby's Mk 4 coaches in London North Eastern Railway (LNER) retro InterCity livery (HM232), Class 91 91127 *Neville Hill* is now ready to haul them, providing modern image modellers with an up-to-date version of these East Coast Main Line (ECML) stalwarts.

LNER repainted its InterCity 225 sets of Mk 4 coaches and Class 91s in a pastiche of the InterCity 'Swallow' livery from 2022. 91127 was named *Neville Hill* in 2023 after Neville Hill Depot in Leeds where the '91s' are maintained.

First arriving in 2022 (HM180), Hornby's 'OO' gauge Class 91 remains a great recreation of the prototype. The angular front of the locomotive features sprung buffers and an electric train supply (ETS) socket, plus a rubbing plate. The sides of the locomotive are only interrupted by doors and a selection of small grilles. The second asymmetrical cab is correctly modelled at the rear end and, as with the front cab, features flush glazing, separately fitted windscreen wipers and representation of the driver's control desk.

Roof detail comprises an etched grille and a plastic posable pantograph, which can be moved manually. Underneath, the two-axle bogies feature crisp moulding of the frames and springs, while underframe equipment is suspended underneath the locomotive, with metal side skirts.

When paired with the Mk 4s, the locomotive and coaches complement each other well. The familiar lines of the white, red and grey are applied well, with the central oxblood colour suiting the '91'. The large LNER text is crisp, as are the *Neville Hill* nameplates. Smaller details such as overhead electrification warning flashes, cantrail stripe, data panel and the prestigious *Modern Railways* Golden Spanner award are also reproduced to a good standard. Pipework for both ends is included in the detail pack, plus printed metal *Neville Hill* nameplates.

Hornby's decision to model the Class 91s in what will most likely be their final livery will be welcomed by modellers of the current ECML scene. With only the Mk 4 DVT to arrive, a full present-day 'OO' gauge LNER 225 set is tantalisingly close and we can't wait to see it on HM's East Coast Cement layout. (BC)

TXS-FITTED TRANSRAIL

'DUTCH' 56

HORNBY'S 'OO' GAUGE Class 56 is now available in Transrail branded 'Dutch' grey and yellow and comes factory-fitted with Triplex Sound (TXS) and a HM7000 large enhanced bass speaker included. First released in 2007 (HM8), Hornby's Class 56 has been a core part of the manufacturer's diesel locomotive portfolio for almost 20 years.

It remains a good model: our sample of 56047 is fitted with correct early-style horn grilles and recessed lights. Etched grilles are fitted at the No. 1 end, with a series of moulded cantrail grilles along the length of the body. Each cab end has a radio antenna fitted to the roof, plus flush glazing, handrails and multiple working equipment. A driver's control desk and a pair of seats are fitted inside each cab.

- **Gauge:** 'OO'
- **Price:** £294.99
- **Cat No:** R30481TXS
- **Site:** *hornby.com*
- **DCC:** 21-pin decoder socket
- **Era:** 9

Hornby has applied the grey and yellow colour scheme to a high standard. Smaller details such as the multiple working equipment and front handrails are picked





Left: **Hornby's latest Class 56 release is fitted with a HM7000 enhanced bass speaker and includes the company's Class 56 Triplex Sound (TXS) profile.**

Hornby's eagerly awaited 'OO' gauge Class 91 in present-day LNER condition is now available, modelling 91127 *Neville Hill* in the retro scheme.

New in 'OO' from Hornby is 56047 in Transrail branded 'Dutch' departmental yellow and grey.

out in orange and yellow. Printed overhead electrification warning flashes and cantrail stripe are crisp, as are the BR double arrows and Cardiff Canton depot plaque. A full selection of pipework for both ends is included in the detail pack, plus metal BR double arrows and etched metal depot plaques.

Hornby's digital sound profile for the Class 56 is good, with the distinct screech of the turbochargers replicated well. The enhanced bass speaker fitted to our sample improves the volume and clarity of the sounds, and it is great fun to use the full suite of sound functions, which consist of horns, manual idle or 'thrashing' sounds and other ancillary audio.

Hornby's upgraded Class 56 improves the model further for a new generation. 56047 is ideal for early privatisation era layouts and is in stock with Hornby's retail network now. (BC)

Accurascale's second batch of CLASS 60s ARRIVES



- **Gauge:** 'OO'
- **Price:** £169.99 (DCC Ready), £269.99 (DCC sound)
- **Cat No:** ACC3120/3123/4/7, ACC3273-5
- **Site:** *accurascale.com*
- **DCC:** 21-pin decoder socket
- **Era:** 9-11

ACCURASCALE delivered the first batch of the all-new 'OO' gauge Class 60 in 2025, which was a hit with modellers. A second run was swiftly announced, covering new liveries and offering some enhancements based on feedback from the initial launch.

These new releases now include crisply moulded SKF engravings on the axle boxes, additional cab ventilation grilles, cab interior cooling fans on 'Super 60' locomotives, cab corner pillar detail, tinted side glazing and tweaks to the directional lighting and sound profile on 'Super 60s'. Eight new models form this batch of releases, with options for DCC Ready and DCC sound fitted examples (see Table 1 for more details).

The standout elements of Accurascale's Class 60 remain intact for this second run and, once again, the models capture the hefty stance and presence of BR's final freight locomotives. Cab detail – which includes illuminated dials – is comprehensive and includes seats, painted controls and impressive information panels on the cab wall. Glazing is applied well in all instances: the newly tinted side windows are a great inclusion. Behind the radiator room grille is a superb collection of painted details, which a hidden LED can illuminate. Roofs host a collection of etched and moulded grilles, rivets, a removable section to access the 21-pin Digital Command Control (DCC) decoder and an exhaust silencer picked out in silver. At the ends are separately fitted horns, fine windscreen wipers and National Radio Network pods on appropriate models.

Underneath, the bogies are thoroughly recreated, as are the fine piping runs, picked out in



Two further exclusives include 60040 *The Territorial Army Centenary* (Key Publishing) and 60074 *Teenage Spirit* (Accurascale).

TABLE 1 – ACCURASCALE CLASS 60, SECOND BATCH	
DESCRIPTION	**CAT. NO.**
60019 *Pathfinder Tours*, Early EWS maroon and gold	ACC3124/3136-DCC
60022, EWS 'Ghost' white (Accurascale exclusive)	ACC3123/ACC3135-DCC
60040 *The Territorial Army Centenary*, DB Schenker cherry red (Key Publishing exclusive)	ACC3126/ACC3138-DCC
60047, Colas Rail Freight	ACC3275/ACC3278-DCC
60061 *Mary Somerville*, BR triple grey Petroleum sector	ACC3120/3132-DCC
60074 *Teenage Spirit*, DB Schenker Teenage Cancer Trust blue (Accurascale charity exclusive)	ACC3127/ACC3139-DCC
60074 *Luke*, DB Cargo Puma Energy grey	ACC3273/ACC3276-DCC
60099 *Ben More Assynt*, DCRail blue and grey (Accurascale exclusive)	ACC3274/DCC3277-DCC



Accurascale has completed its second batch of 'OO' gauge Class 60 Co-Co diesels.

white and brown. Behind the crisply moulded axle boxes, springs and outer bogie frames plus in-line brake shoes can be seen. Sand boxes feature on each bogie corner, connected to fine pipes to the wheels. Separately fitted footplate steps round out a comprehensive suite of detailing. Locomotives with standard and extended range fuel tanks are catered for. Auxiliary equipment is also modelled correctly on the chassis. Replacement fully detailed buffer beams, etched nameplates, depot plaques and double arrows on select models are included, such as 60019's etched *Pathfinder Tours* nameplates which are not printed on the model, but which the prototype carried from December 2004.

Each of our samples was finished to a very high standard. All models had a high-quality paint finish, enhanced by crisp edges and accurate colour reproduction. Of note is 60019, which sports a revised shade of English Welsh & Scottish Railways maroon, and 60099 in the newly applied DCRail grey and blue livery designed by Accurascale.

A new feature is the prototypically operating BMAC headlight, which automatically illuminates when the locomotive moves off and extinguishes when stationary. The sound profile has also been enhanced on 'Super 60' models, slightly increasing the volume of the Napier turbochargers.

Accurascale's second batch of Class 60s is a worthy successor to first releases, with the same superb running characteristics and detailing. The improvements, while subtle, make this already outstanding model even better and with a wide scope of liveries to choose from, there is a 'Tug' for almost any modern image modeller. (BC)

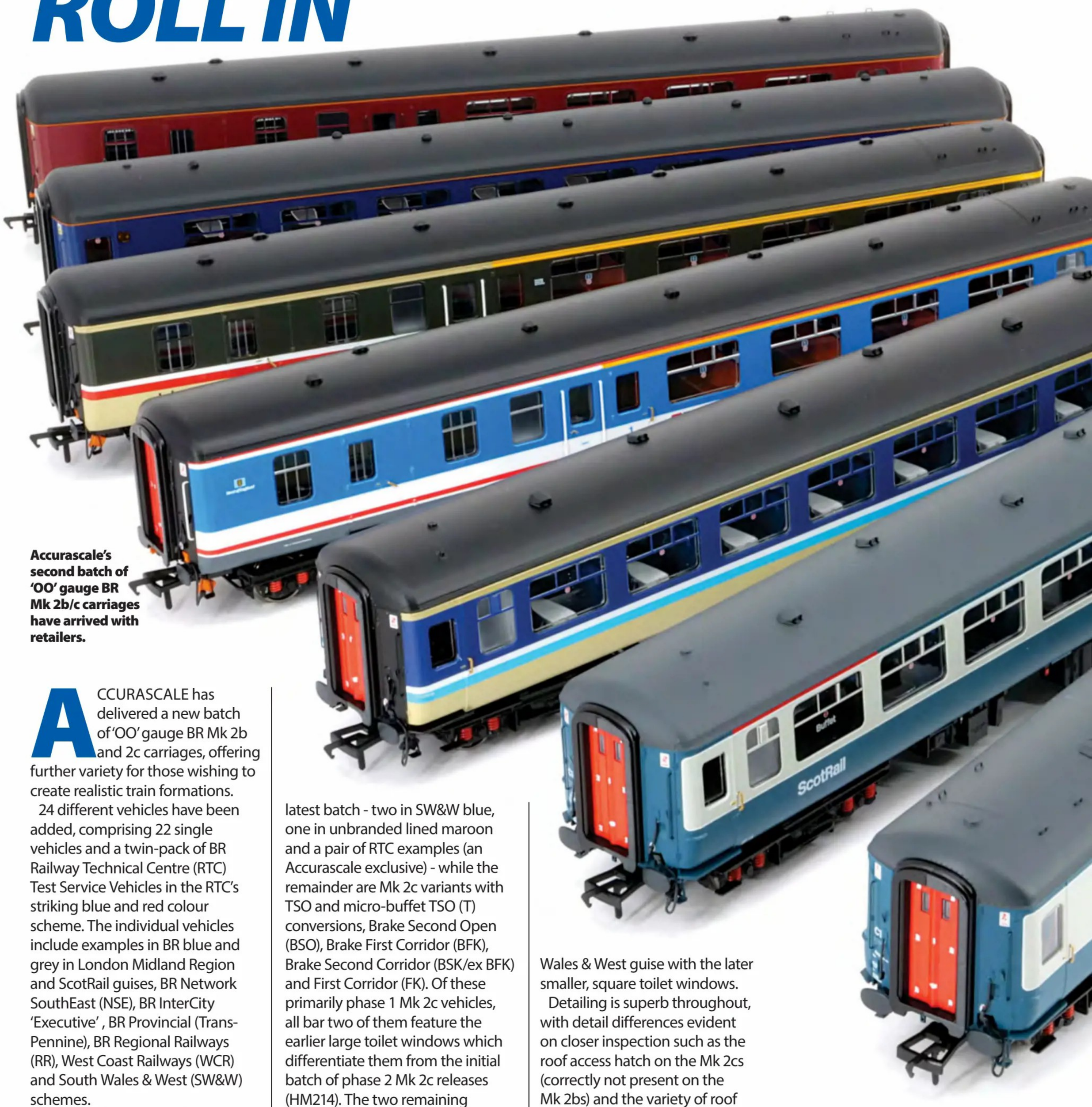


Amongst the new releases is Accurascale exclusive 60099 *Ben More Assynt* in DCRail blue and grey.



60022 is finished in the 'ghost' white scheme applied to EWS locomotives in the early years of privatisation.

More 'OO' BR Mk 2b/2c COACHES ROLL IN



Accurascale's second batch of 'OO' gauge BR Mk 2b/c carriages have arrived with retailers.

ACCURASCALE has delivered a new batch of 'OO' gauge BR Mk 2b and 2c carriages, offering further variety for those wishing to create realistic train formations.

24 different vehicles have been added, comprising 22 single vehicles and a twin-pack of BR Railway Technical Centre (RTC) Test Service Vehicles in the RTC's striking blue and red colour scheme. The individual vehicles include examples in BR blue and grey in London Midland Region and ScotRail guises, BR Network SouthEast (NSE), BR InterCity 'Executive' , BR Provincial (Trans-Pennine), BR Regional Railways (RR), West Coast Railways (WCR) and South Wales & West (SW&W) schemes.

Five BR Mk 2b Tourist Second Open (TSO) coaches feature in this latest batch - two in SW&W blue, one in unbranded lined maroon and a pair of RTC examples (an Accurascale exclusive) - while the remainder are Mk 2c variants with TSO and micro-buffet TSO (T) conversions, Brake Second Open (BSO), Brake First Corridor (BFK), Brake Second Corridor (BSK/ex BFK) and First Corridor (FK). Of these primarily phase 1 Mk 2c vehicles, all bar two of them feature the earlier large toilet windows which differentiate them from the initial batch of phase 2 Mk 2c releases (HM214). The two remaining models – a blue BSO and lined maroon TSO are presented in South Wales & West guise with the later smaller, square toilet windows.

Detailing is superb throughout, with detail differences evident on closer inspection such as the roof access hatch on the Mk 2cs (correctly not present on the Mk 2bs) and the variety of roof ventilators fitted to the phase 1 Mk 2cs – three different types



This latest batch of releases includes phase 1 BR Mk 2c vehicles with earlier, larger toilet windows as fitted to this Regional Railways Mk 2c TSO.

- **Gauge:** 'OO' gauge
- **Price:** £79.98 (single)/£159.95 (twin-pack)
- **Cat Nos:** ACC3239/2912-2934 (single)/ ACC3241 (twin-pack)
- **Site:** *accurascale.com*
- **Era:** 7-9



Two BR Mk 2c TSO(T) micro buffet vehicles have been produced in BR blue and grey, including ScotRail SC6518.



As with previous releases of Accurascale's Mk 2 carriages, detailing and decoration is to the usual high standard.



Several BR Mk 2b and Mk 2c carriages appear in South Wales & West blue for the first time. These additionally feature non-working Central Door Locking light fittings.





Right: **A pair of Mk 2b Railway Technical Centre Test Service Vehicles is also available, with slight decoration differences to the previously issued vehicles.**

across this latest collection which represent the 'G', 'GM' and 'Roe-Vac' roof vents fitted by BR during their construction. The differences are subtle but noticeable.

Decoration to our review samples was up to the high standard we have come to expect from Accurascale, with neatly painted finishes and crisp edges between colours, together with impressive lettering and lining, where applicable. Close inspection of vestibule ends reveals impressive legible lettering and panels, while the BR blue/grey ScotRail TSO(T) appears to represent an example with the branding applied over the original paintwork. The Accurascale exclusive RTC pair of Mk 2b brake force runners feature subtle amendments to the lettering from the previous pairing offered.

Also new to some of these releases are (non-working) orange Central Door Locking light panels on the South Wales & West examples, while all vehicles feature interior lighting which can be switched on and off using the enclosed magnetic wand device. As before, the interiors are neatly populated with appropriately coloured seats, painted tables, glazed corridor partitions and detailed guard's van interiors.

These latest Accurascale BR Mk 2 carriages will fill another gap in the rolling stock roster and are sure to prove extremely popular. (MC)

First Great Western 'FAG PACKET' HST

HORNBY'S 'TT:120' CLASS 43 has been decorated with First Great Western (FGW) 'fag packet' livery for the first time, modelling 43189 *Railway Heritage Trust* and 43136.

At the time of writing, the matching set of FGW Mk 3 coaches had yet to arrive. Both power cars feature directional and cab lighting, plus a Next18 Digital Command Control (DCC) decoder socket and speaker. 43136 features a five-pole motor, while 43189 is not motorised.

Hornby's recreation of the HST's sweeping front end is spot on. Glazing is flush and allows views of the cab seats and driver's control desk. The distinctive side grilles, large window and sliding door at the rear end are well modelled. Crisp moulded exhausts and cantrail grilles are prominent features on the roof, and the radiator fan is recessed behind a pair of roof grilles. One-piece bogie mouldings include axle box and step detail, while turned metal wheels feature brake discs. Etched nameplates and cosmetic buckeye couplings are also supplied.

Hornby's recreation of FGW's 'fag packet' livery is to a consistently high standard. Printing of the graduated white stripes is good, as is the gold stripe which runs along the length of the model. Smaller elements such as the number, name, overhead electric warning flashes and FGW logo, are also recreated to a high standard.

Hornby's new 'TT:120' FGW HST is ideal for early privatisation era modellers and the power cars and Mk 3 coaches are available to order from the KMW Shop now. (BC)



Hornby's 'TT:120' scale Class 43 High Speed Train power cars gain First Great Western's 'fag packet' colour scheme for their latest outing.

EWS CDAs for 'TT:120'

THE NEXT BATCH OF Hornby's CDA china clay hoppers in 'TT:120' (HM227) is here, now in English, Welsh & Scottish Railways (EWS) maroon. A triple-wagon pack and single standalone model are available.

Body rivets are moulded, while the canopy hood features ripples in the hood and a securing line. The chassis features a pair of kinematic NEM couplings, plus crisp axle boxes and springs. In-line brake shoes feature on one wheel of each axle and are complemented by fine brake linkage and handbrake handles.

The mainly maroon colour scheme is largely restricted to the canopy and hopper cradle but is well applied. The silver hopper body has EWS lettering in gold neatly applied to maroon patches on both sides. Smaller printed details are applied to a high standard, and the axle boxes and handbrakes are picked out in red and white, respectively.

The triple-wagon pack contains consecutively numbered EWS CDA hoppers 375072, 375073 and 375074, together with a single



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WWW.KEYMODELWORLD.COM/SHOP

- **Gauge:** ‘TT:120’
- **Price:** £239.99
- **Cat No:** TT3050M
- **Site:** *hornby.com*
- **DCC:** Next18 decoder sockets (x2)
- **Era:** 9



Hornby’s latest release models 43189 *Railway Heritage Trust* and 43136 in FGW’s green, white and gold scheme.

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Above: **Hornby’s ‘TT:120’ scale CDA china clay hopper wagons are now available in EWS livery.**

Below: **These latest releases are available in a triple-wagon pack, as well as singly.**

- **Gauge:** ‘TT:120’
- **Price:** £27.99 (single), £80.99 (triple pack)
- **Cat No:** TT6083 (single), TT6084 (triple pack)
- **Site:** *hornby.com*
- **Era:** 9-11

standalone model of 375071.

Hornby’s latest batch of CDAs joi the growing roster of ‘TT:120’ rollin stock suitable for the privatisation era, and are ideal to run behind an EWS Class 66 in the scale. You can purchase these wagons now from the Key Model World Shop. (BC)



WCR FO *DIANA*

- **Gauge:** 'OO'
- **Price:** £60.95 (BCC members), £67.95 (non-members)
- **Cat No:** 39-825K
- **Site:** *bachmann-collectorsclub.co.uk*
- **Era:** 10-11

WEST COAST Railways' (WCR) BR Mk 1 First Open (FO) *Diana* is now available as part of the Bachmann Collectors Club's range of limited-edition 'OO' gauge models.

Bachmann's recently developed FO tooling forms the basis and correctly lacks coach end steps and rides on Commonwealth bogies. Flush windows with printed curtains allow for good views of the interior, which consists of tables and seats. Each of the moulded doors and associated handles is well defined.

The smooth roof of the coach is fitted with a series of roof ventilators, rain strips and separately fitted metal conduit at each end. Underframe equipment is neatly portrayed, with our sample featuring a dynamo, equipment boxes and brake cylinders. The Commonwealth bogies incorporate metal bearings while kinematic NEM coupling pockets are fitted to both ends. A pair of fixed bar NEM couplings, buffer beam detail and a corridor door end fitted with a painted tail lamp complete the package.



Decoration is up to Bachmann's usual high standard with a rich maroon paint finish and crisply printed lining, numbers, logos, lettering and curtains.

WCR's maroon is recreated well. A cantrail stripe runs around the top of the coach, while footboards and axle boxes are picked out in yellow. Printing of the lining, WCR logo and information panels was excellent in all instances, while each window includes small No Smoking and First Class stickers. A numbered certificate is included with each model.

For 'OO' gauge modellers looking to recreate a West Coast Railways charter train this coach is a must and complements Bachmann's range of WCR coaching stock well. This model is in stock now and can be purchased from the Bachmann Collectors Club (members) and Bachmann Spares (non-members) websites. (BC)



Recently added to the Bachmann Collectors Club range of exclusive models is this BR Mk 1 First Open (FO) in West Coast Railways maroon, modelling FO 3136 *Diana*.



This Bachmann Collectors Club exclusive uses the recently developed new tooling for the BR Mk 1 First Open in 'OO' gauge.

MINIATURE BUT MIGHTY

Barely larger than a 9V battery, this diminutive model packs a punch! The faithful 0-4-0ST wheel arrangement features authentically profiled wheels in metal bearings, driven by a coreless motor with flywheel for smooth running. A 6-Pin DCC socket and NEM coupling pockets at both ends complete this impressive little locomotive.

009 SCALE



391-050 - QUARRY HUNSLET 0-4-0ST
'ALICE' DINORWIC QUARRY RED



391-051 - QUARRY HUNSLET 0-4-0ST
'BRITOMART' PEN-YR-ORSEDD QUARRY BLUE



391-055 - QUARRY HUNSLET 0-4-0ST
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‘OO9’ BOX VAN

- **Gauge:** ‘OO9’
- **Price:** £29.95
- **Cat No:** GRC-018
- **Site:** *agrmodelrailwaystore.co.uk*
- **Era:** Any



PECO’S ‘OO9’ BOX VAN forms the basis of this fictional and colourful exclusive model for AGR Model Railway Store in Bayliss Orchard pink.

This recent addition to the AGR collection of exclusive models features neatly moulded planking, door runners, handles and lamp irons, together with separately fitted vacuum pipes at each end. The white roof is removable, while underneath, the vehicle features neat representation of axle boxes, springs, brake shoes in line with the wheels and separately fitted handbrake lever on one side.

Decoration is well executed with an overall pink paint finish with Bayliss Orchard Pink Strawberry Cider lettering and neatly printed tankard logo on each side. The strawberry design at the centre of the tankard is particularly well done bearing in mind it is printed across the door handles.

A complementary Apple Cider example in green is also available.

Running qualities were good with our sample operating smoothly on test, thanks to its turned metal wheels with plastic spoke centres. Hook and loop couplings are fitted at each end.

A colourful and fun addition to the range. (MC)

‘TT:120’ junction semaphores

- **Gauge:** ‘TT:120’
- **Price:** £12.99
- **Cat No:** TT8047 (Home), TT8048 (Distant)
- **Site:** *hornby.com*
- **Era:** 3-11



HORNBY’S all-new ‘TT:120’ scale junction semaphore signals are now available.

As with the single semaphore signals (HM232), these latest arrivals have been produced to a high standard and feature operating semaphore arms and working LEDs in Home and Distant forms. The main signal post features the junction bracket to the left (intended for left-hand junctions) with both signal arms posable, as required. The junction arm uses two lengths of wire and a swivelling plastic arm to enable the signal to change position. Small handles at the base of the signal allow the semaphores to be moved.

Both signals are wired to enable a quick connection to a suitable DC accessory power supply (maximum 19Volts), while provision has also been made so they could be motorised in the future. The wires to the LEDs are also sufficiently fine to enable them to be almost hidden by the signal post.

Decoration of our review samples was superb with white signal posts and good definition to the paint finish of the home and distant arms. Red and green lenses feature on each arm and will illuminate accordingly depending on the orientation of the signal arms.

These super new ‘TT:120’ releases from Hornby provide new options for signalling a layout and are sure to prove popular. (MC)

New-look Peco power-lube plus



PECO HAS INTRODUCED A new contact oil to its Peco Tools range of modelling accessories with Power-Lube Plus (Cat No. PT-64).

Replacing the previous Power-Lube formulation in the Peco Lectrics range (PL-64), the new Power-Lube Plus device features an ergonomic design enabling it to rest easily in the palm of the hand while applying slight pressure to the chamber when dispensing the contact oil on mechanisms. The new dispenser contains 12ml of liquid and features a lengthy metal nozzle to allow the oil to be directed where needed. A pen-like lid reduces the chance of leakage and secures the nozzle when not in use.

On test, we found that fine amounts of contact oil could be dispensed with slight pressure to the chamber and no follow-on leakage once it had been applied. Available now. (MC)

- **Gauge:** Any
- **Price:** £13.95
- **Cat No:** PT-64
- **Site:** *peco-uk.com*

Silver Tay steam locomotive etched nameplates

SILVER TAY MODELS' extensive range of etched metal detail parts includes a collection of 'OO' gauge steam locomotive nameplates covering the Big Four, as well as industrial and fictional examples too.

The 'OO' range includes Great Western Railway ('Castle', 'County', 'Grange', 'Hall', 'King', 'Manor' plus numberplates), Southern Railway ('King Arthur', 'Schools', 'West Country'), London Midland & Scottish Railway ('Black Five', 'Duchess', 'Jubilee', 'Patriot', 'Princess', 'Royal Scot'), London & North Eastern Railway ('A1', 'A2', 'A2/1', 'P2', 'A2/2', 'A3'. 'A4', 'D49', 'J36', 'J94') and more, including Longmoor Military Railway examples.

Our 'OO' gauge review samples were all fully painted and supplied on individual frets. Paint application on each was superb (multi-coloured in some cases), with intricate detail included, where appropriate. Each is formed from etched brass and can be carefully removed from the fret using a sharp blade or similar on a suitable surface such as a metal sheet.

Once removed, carefully file away any excess material from the fret tabs and they can then be set in place on a donor locomotive to transform the appearance of existing printed names or a renumbered/renamed model. (MC)

- **Gauge:** 'OO' (reviewed)
- **Price:** Various
- **Cat No:** N/A
- **Site:** *ebay.co.uk* (Silver Tay Models)



'TT:120' bridges and tunnel portals

PECO HAS DEVELOPED a new range of 'TT:120' laser-cut kits comprising tunnel portals and bridges in single and double track forms.

Four tunnel portals packs have been produced – two stone and two brick - flanked by wing walls, while eight new styles of bridge in single and double track form have been introduced. The bridges are offered with stone or brick supports and brick or steel spans. The stone and brick textures are precisely inscribed onto the laser board components and the steel bridge sections include replica supports and rivets.

After freeing the parts from the unpainted board – most can simply be pressed out - gentle sanding will remove small imperfections to help the kit fit together properly. Detailed step-by-step instructions are included, with each part numbered to make identification easier. After a coat of paint and assembly, they are ready to place on layouts.

Perfect for beginners, these kits are a great way to add a scenic feature, whether as a scenic break or a structure in their own right. (BC)

- **Gauge:** 'TT:120'
- **Price:** £13.50-£19.50
- **Cat No:** LK-12171-4 (portals)/ LK-12160-7 (bridges)
- **Site:** *peco-uk.com*
- **Era:** Any



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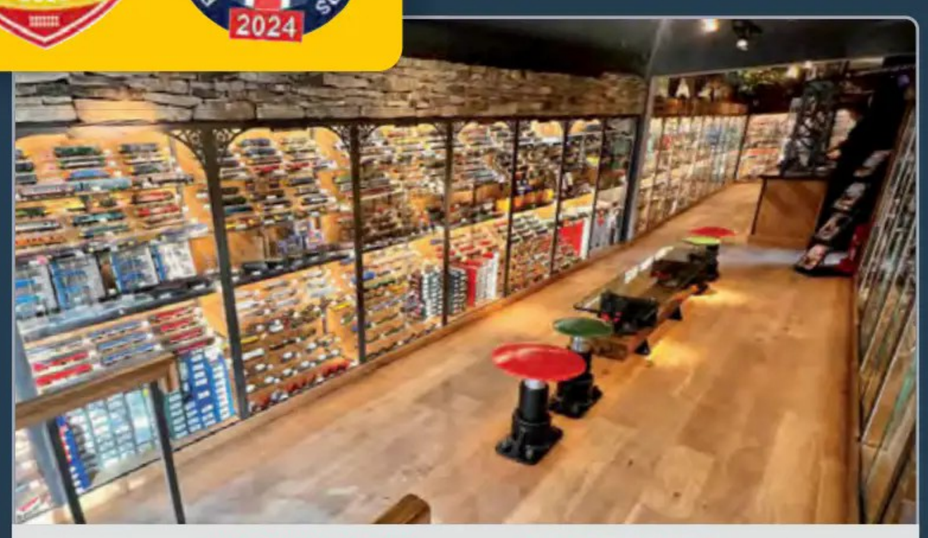
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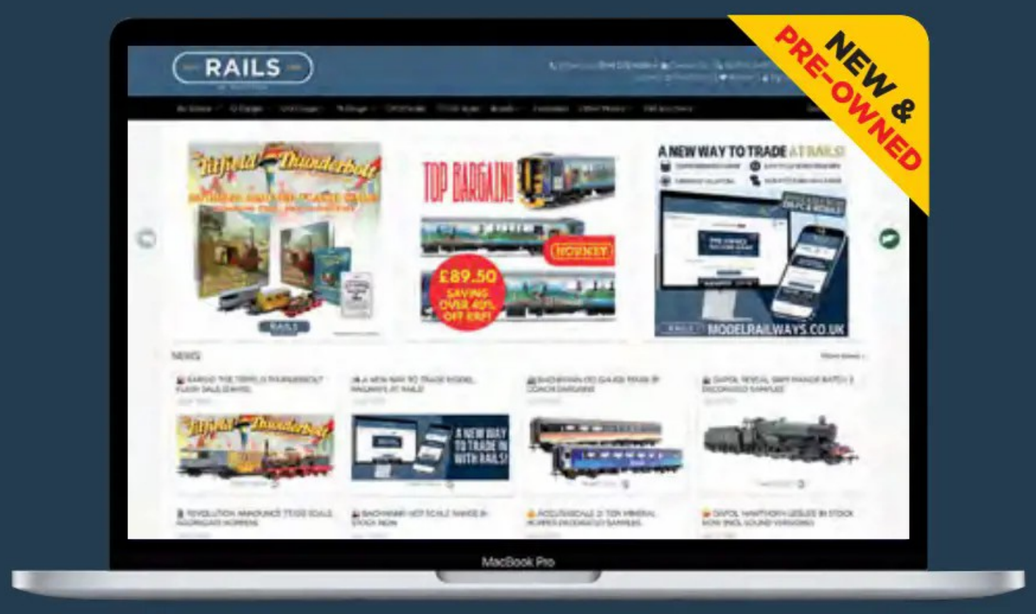


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T. Smart ★★★★★

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.

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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 ★★★★★

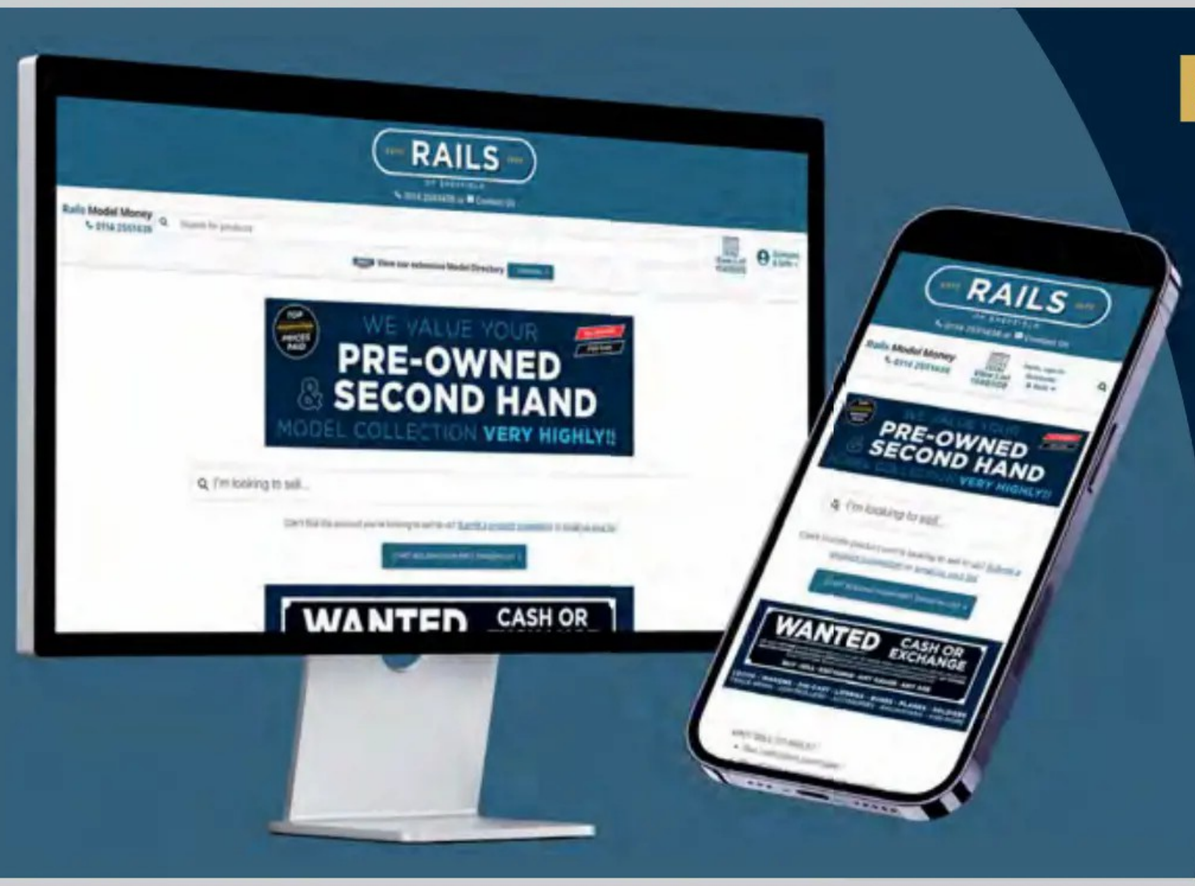
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D. Ager ★★★★★

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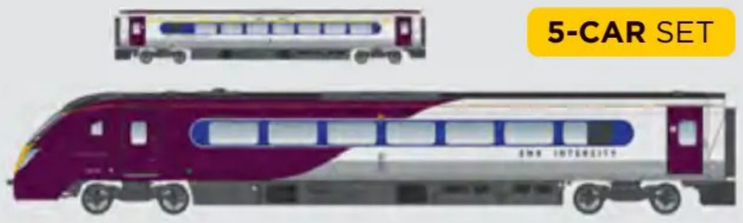


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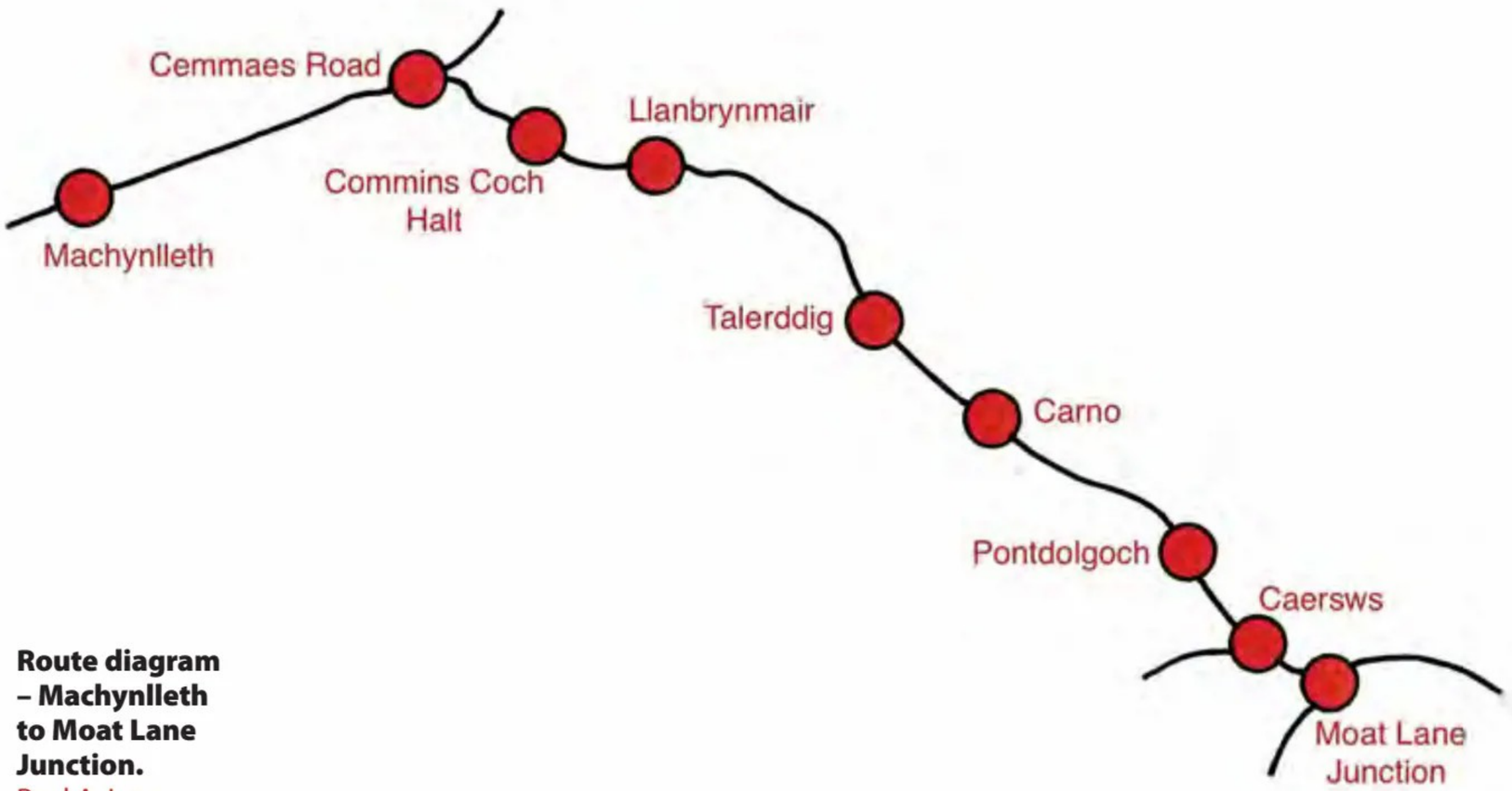
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Modelling British Railways - North Wales

MACHYNLLETH TO NEWTOWN

WELCOME TO A SHORT series of *Modelling British Railways - North Wales*, a follow-up to two bookazines of the same title from Key Publishing, more of which later. This first outing describes half of one of the most spectacular routes across Wales – the Cambrian Line from Machynlleth to Moat Lane Junction, with its scenic pinnacle at Talerddig. The second half, from Abermule to Ruabon, will follow in a future issue.

The Newtown and Machynlleth Railway opened the route in 1862. It was a difficult railway, running partially through a mountainous region, especially at Talerddig Summit, some 693ft above sea-level with a 1-in-52 grade on the West side and 1-in-80 on the East. As a result, some of the heaviest trains were double-headed, famously by the Great Western Railway's 'Manor' 4-6-0s, which were designed specifically for the route. The line became part of the Cambrian Railway in 1864, eventually passing to the Great Western Railway in 1922 and BR in 1948. In terms of links with other routes, there was an adjacent narrow-gauge line to Corris and quarries from Machynlleth, and standard gauge branches from Cemmaes Road to Dinas Mawddwy, Caersws to Van and a through line from Moat Lane Junction to Builth Wells and beyond.



Route diagram – Machynlleth to Moat Lane Junction.
Paul A. Lunn.

Class 37 37255 leaves Machynlleth with the 11.10am Aberystwyth-Euston (SO) train on July 19 1986.
Brian Robbins/*Railphotoprints.uk*.

The Cambrian Line is amongst the most scenic in Britain – and eminently modellable. **PAUL LUNN** reveals some of the key locations and presents some track plans in the first instalment of a two-part feature.



LOCATION BY LOCATION

MACHYNLLETH

Machynlleth station, the junction for Corris, was opened on January 3, 1863. There were two separate stations serving the main line and the narrow-gauge railway to Corris. The latter building still exists and there was a flight of steps linking the two. There were originally two signalboxes - West 'box, closed on March 27 1960 on the Dovey Junction end of Machynlleth station platform, and East 'box, a gable-ended timber structure beyond the engine shed at the Ruabon end. The Up sidings were taken out of use in July 1986 and a maintenance depot was established on July 7 2006 with a new signalling centre for European Rail Traffic Management System (ERTMS) on March 19 2011.

For many years during the steam era, Machynlleth was the splitting location for the usually 'Manor'-hauled 'Cambrian Coast Express', with sections of the train for Aberystwyth and Pwllheli. Its headcodes were usually A70 or 183 and would be formed of up to eight coaches for each section.



DM189772 was one of several permanently plumbed water tanks at Machynlleth and looks to have been fabricated from an old tender chassis when it was photographed on September 1 1975. Paul A. Lunn Collection.



An unidentified Class 24 travelling light bound for Dovey Junction and beyond on March 23 1976. The original footbridge was a lightweight example as can be seen from the lattice girders. It survived until 2016 when it was replaced by a more accessible example. Paul A. Lunn Collection.



Initially, there was a small engine shed, expanded by the Cambrian Railway. In more recent times expansions were demolished and only the original building remains, albeit substantially modified. A pair of Class 101 DMUs awaits their next turn in the roofless Machynlleth shed in August 1972.
Dave Cobbe Collection/*Railphotoprints.uk*.

CEMMAES ROAD

Cemmaes Road station featured a substantial station building, which subsequently became a private dwelling following its closure in the mid-1960s. Paul A. Lunn Collection.

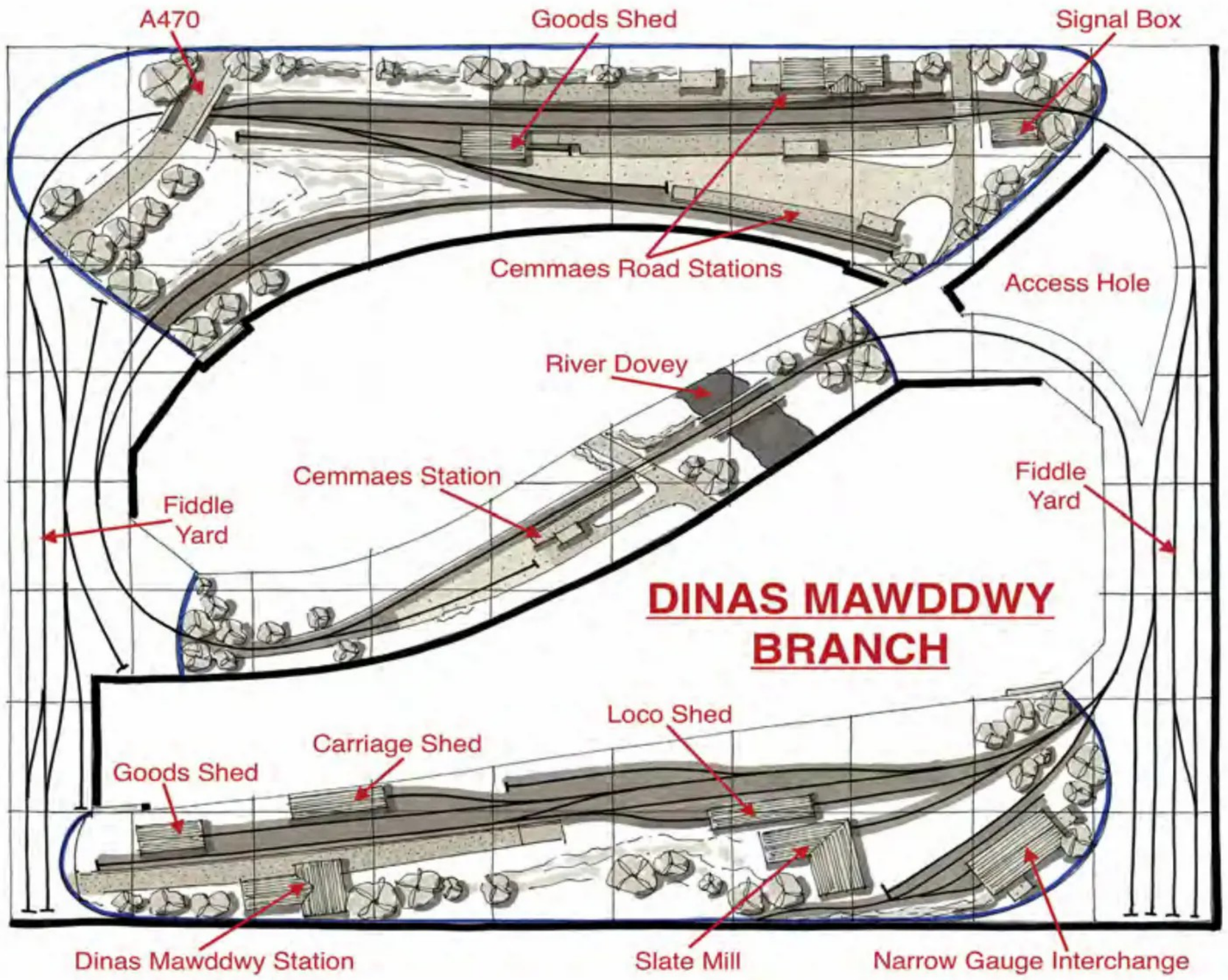
COMMINS COCH HALT

This small station halt opened on October 19 1931 and closed on May 14 1965. The station featured a single timber edged platform and a small waiting shelter. Unsurprisingly, there is no sign of the diminutive halt today.

BR large logo blue Class 37/4 37428 *David Lloyd George* powers past Commins Coch as it climbs Talerddig with the 9.32am Pwllheli–Euston on August 4 1990. Brian Robbins/ *Railphotoprints.uk*.

CEMMAES ROAD station was the junction for Dinas Mawddwy. Opened on January 5 1863, it closed to passengers and goods on June 14 1965. The station sidings were taken out of use on August 13 1963 and the loop was redundant from March 11 1984. The substantial stone station building (now privately-owned) has dressed stone windows, doorway surrounds and ornate cusp bargeboards. The signalbox replaced an earlier Dutton & Co. signal hut for the Newtown and Machynlleth Railway. The later version was a GWR Type 28b, of timber construction with an internal staircase, which opened in March 1936 and closed on March 11 1984. There was also a stone goods shed. Most features are captured within the accompanying 10ft by 8ft 'OO' gauge track plan, along with sections of the standard gauge Dinas Mawddwy branch and as such represents a time period of between 1867 to 1950.

TRACK PLAN 1 – DINAS MAWDDWY BRANCH



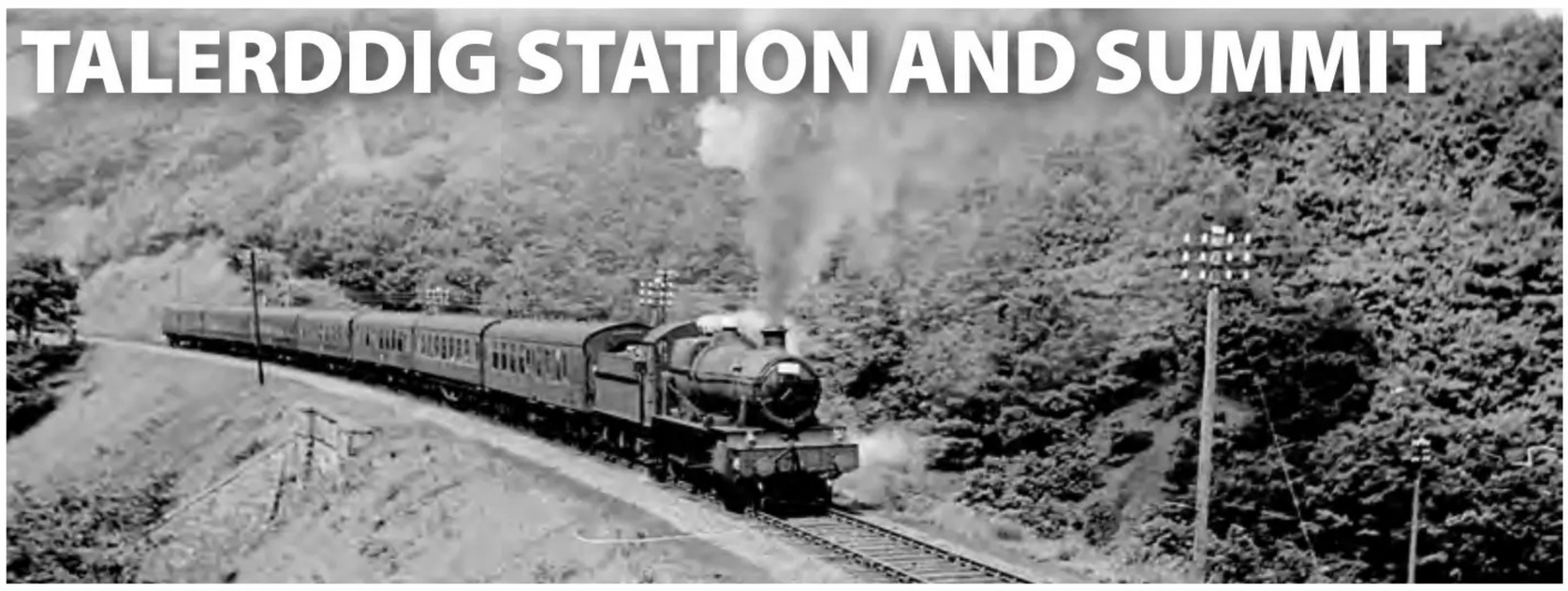
LLANBRYNMAIR



THE STATION at Llanbrynmair opened on January 5 1863 and closed on June 14 1965. It comprised a single-storey station building with an attached two-storey stationmaster's house in identical style to Cemmaes Road. The signalbox closed on October 21 1988 and the sidings were removed on September 28 1964.

Left: **Showing how inclement weather can take its toll, Llanbrynmair's station building appears to have been susceptible to heavy wind and rain, judging by the slated end gable wall in this view.** Paul A. Lunn Collection.

TALERDDIG STATION AND SUMMIT



GWR 'Manor' 7824 *Ilford Manor* nears the summit at Talerddig on August 8 1964 with a seven-coach passenger train in tow. Richard Inwood - Paul A. Lunn Collection.

THE SIGNALBOX at Talerddig was an 1874 Cambrian Type 1 McKenzie and Holland, with an 18-lever frame which opened in 1928 and closed on October 29 1989. The 'box was moved nearby to a private house at Llawr-y-Coed. Sidings were taken out of use on April 12 1964 and the loops became bi-directional. The station opened in May 1901 and included a gable-ended wooden building on a trestle platform, with a nearby stationmaster's house. Facilities were closed to goods traffic July 29 1963 and completely on June 14, 1965.

CARNO

CARNO STATION OPENED on January 5 1863 and closed to goods on July 29 1963. Passenger traffic lasted a while longer until June 14 1965 when the station was closed completely. Station buildings were similar to Cemmaes Road and consisted of two platforms, a goods shed and yard with three sidings. The all-timber signalbox, a Type 25, was moved from Newton Abbot, with 24 levers, and remained open into the late 1980s, with level crossing gates changed to half barriers at this time. The station buildings remain in situ as a private residence today and trains continue to pass through, with high hopes that a station could be reopened for the area in the near future.

Displaying a fetching blue and white colour scheme, Carno signalbox and level crossing present a picture of tranquillity at this rural spot on August 17 1982. Paul A. Lunn Collection.



PONTDOLGOCH

THE STATION AT PONTDOLGOCH opened on January 3 1863 and closed on June 14 1965. It originally had two platforms, reduced to only one in later life. There were two sidings with a ground frame, which was taken out of use on September 28 1964. Again, the station was similar to that at Cemmaes Road with a substantial building on the platform and remains in situ. Pontdolgoch station and stationmaster's house are now a Grade II listed private property.

BR Standard '4MT' 4-6-0 75026 and an unidentified GWR 'Manor' head a lengthy passenger train through Pontdolgoch station in August 1959. Note the BR Mk 1 chocolate and cream carriages forming the majority of the train. GH Hunt/Colour Rail.



CAERSWS

CAERSWS STATION OPENED on January 3 1863. The station building was similar to Cemmaes Road and there was a passing loop, goods shed, water tower and ticket office. A Dutton and Co. Type 1 signalbox with an 18-lever frame opened on June 15 1891 and remained in use as a level crossing box until March 19 2011. The Van Railway operated from 1871 to 1940, to a nearby location, with its own small station - and junction - with the main line, immediately to the east. See *Modelling British Railways – North Wales* Part 1, page 90, for a detailed account, including track plans. The buildings are still in place, although the station is now unstaffed and the line singled.

A quiet interlude at Caersws station on March 23 1976. At this stage the station had a manual level crossing, controlled by the adjacent Dutton and Co. Type 1 signalbox. Paul A Lunn Collection.



MOAT LANE JUNCTION

THE STATION AT MOAT LANE JUNCTION had originally been situated at a nearby location but was re-sited in the 'V' junction for Builth Wells and Machynlleth, opening on January 5 1863 and closing on October 2 1967. The station consisted of three curved through platforms for Machynlleth (one an island) and a solitary platform for Builth Wells, which closed on December 31 1962. Almost all signs of the former station site have been demolished. There was a large main station building and a small locomotive shed in the 'V' junction of both lines, with the latter further out. There was also a concrete footbridge, water tower and two signalboxes: East 'box had a gable-ended timber operating room, brick locking room and was from Dutton & Co. with a 48-lever frame. It might have been a non-standard design, with a rear extension, opened in 1890, and situated at the water tower end. I have been unable to find much information on the West 'box, other than it closed June 13, 1965.

A busy scene at Moat Lane Junction with Ivatt '2MT' 46523 in the bay and the rear of the 2.30pm Aberystwyth-Oswestry (headed by GWR 'Manor' 7801) just in view. BR Standard '2MT' 78002 on the 4.20pm Newtown–Machynlleth on June 7 1960 also awaits departure.
Hugh Ballantyne/*Railphotoprints.uk*.



NEWTOWN

THE MAIN STATION BUILDING was of brick construction with stone trims and a lean-to canopy. There was a waiting room on the opposite platform, also of brick with a pent timber roof. The station remains in use and there were plans to provide an accessible footbridge in 2024.

There were two signalboxes; North and South. The eight-lever North 'box closed in 1920, while the Dutton & Co. Type 3 South 'box, from 1894, closed on October 21 1988 and originally had a 54-lever frame, replaced with a GWR 35-lever example. Key commodities were timber and grain and although the yard sidings were taken out of use on August 30 1982, a siding for storing engineering trains was retained.



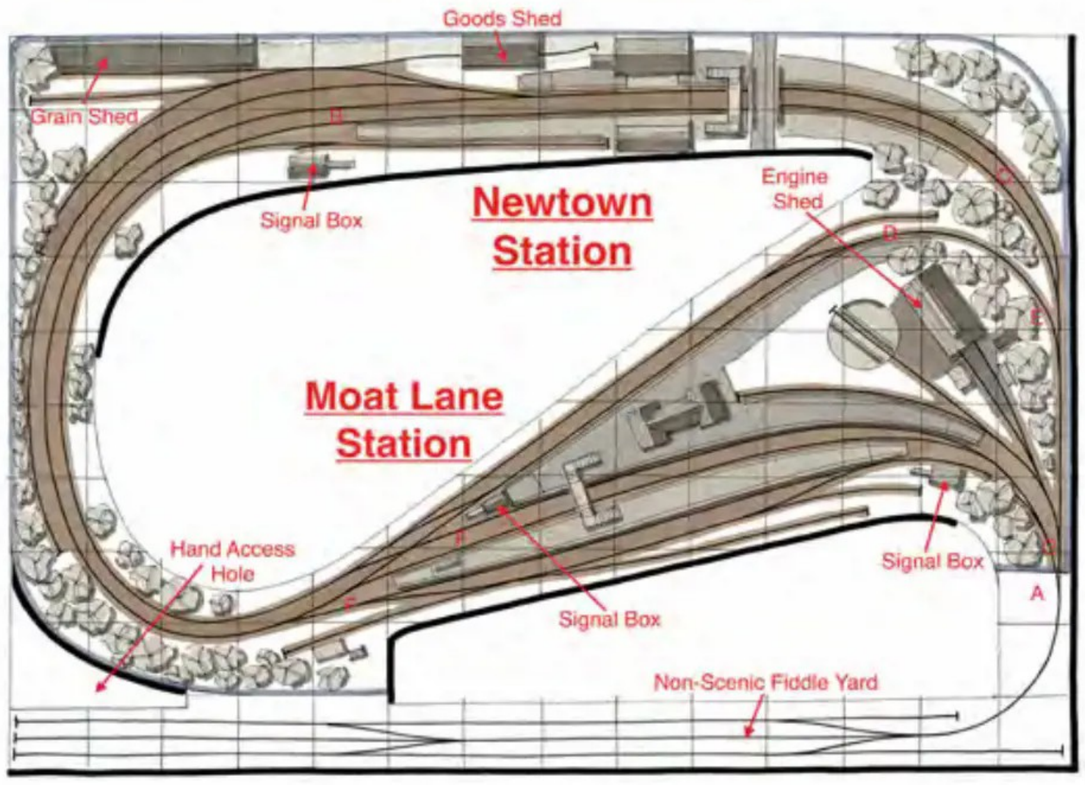
Newtown station featured a brick-built station building and lean-to canopy on one platform and a waiting room on the other. It remains in use with Transport for Wales Rail today. Paul A. Lunn Collection.

TRACK PLAN 2 - NEWTOWN AND MOAT LANE

THE FIRST OF TWO PLANS attempts to capture as much prototype realism for 'OO' gauge in a space of 14ft x 10ft. It largely uses Peco Streamline track, except for up the right-hand side, from A, where Setrack points are likely to be required to make the adjoining sharp curves. That said, these are hidden by view blocking trees. The section of main line between Moat Lane and Newtown, in reality, is largely on the straight, whereas with this design it consists of a large radius curve, to fit the restrictions of available space.

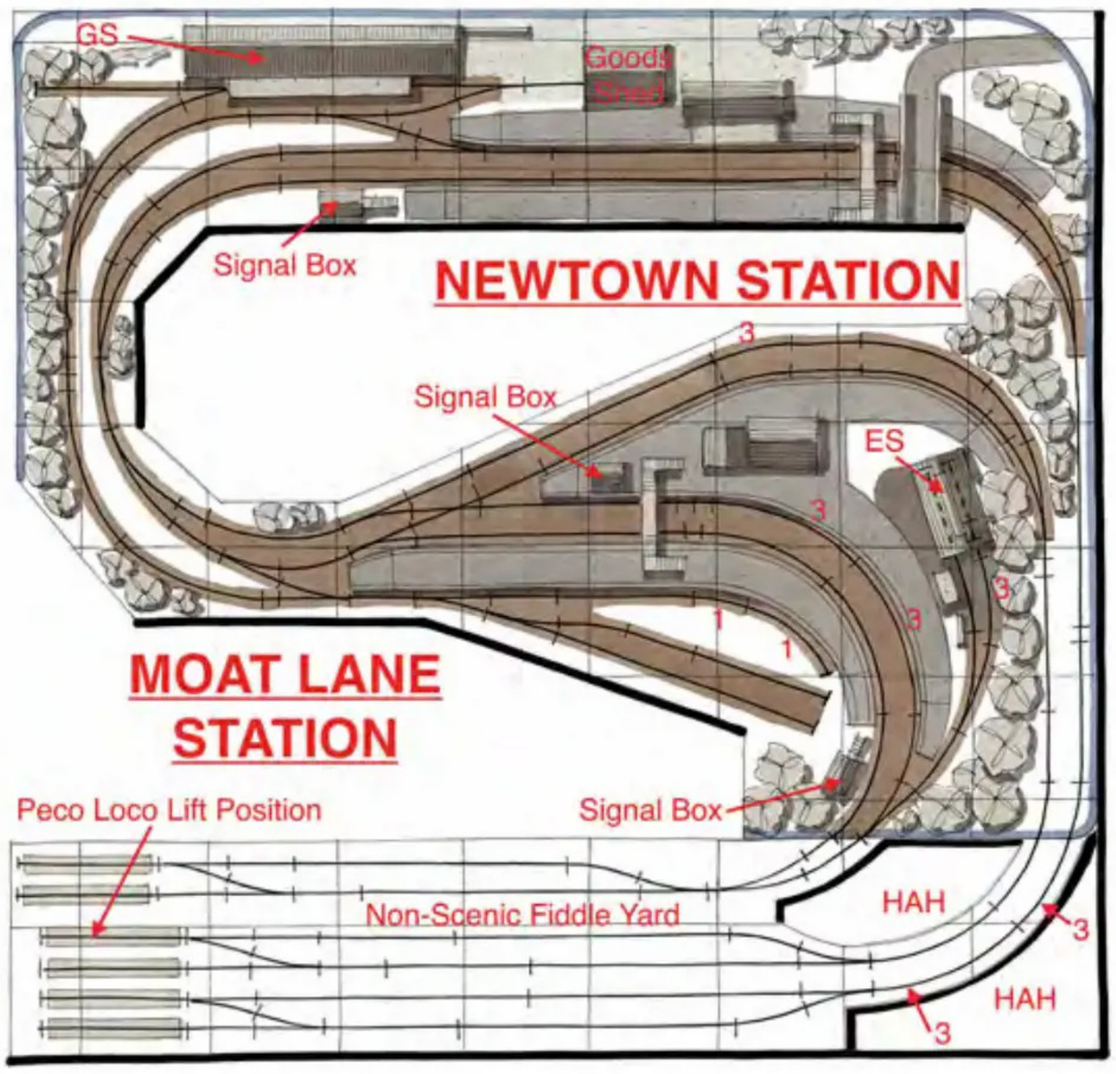
While Newtown station platforms are reasonably convincing, their length has meant some restriction and deviation to the goods yard, top left. The storage yard has a maximum capacity for up to around ten coaches, although I believe these to be too much for the overall run and platform length. As such I feel four coaches would be the normal maximum, hence the second set of points halfway along the storage yard, although you could probably increase up to six coaches for through trains.

For DC operation, I need to point out there are three reverse loops, which require double pole, double throw switched electrical breaks in both running rails at B and C on both tracks, D and E on the single track and F on three platform tracks and just one track at G. Operationally, only one section of all three should be in use at any one time. The two larger sections are alongside platform faces which makes the stoppage of trains more realistic. Reverse loop modules could be installed for DCC operation.



TRACK PLAN 3 - NEWTOWN AND MOAT LANE

THE SECOND TRACK PLAN is generally similar to the first but uses rigid geometry 'OO' gauge track in a space of 8ft 6in x 8ft 3in. By having three separate non-scenic storage yard run-round loops, I've avoided the need for reverse loops and the electrical sectioning these require. By providing a Peco Loco Lift, to be used on any of the positions as indicated, you can transfer a locomotive to and from any track. Note, I have used view-blocking trees up the right-hand side to obscure the outer two tracks. The left-hand end outer curve, whilst fictional, provides a shared headshunt for both yards at Newtown and Moat Lane.



KEY TO TRACKPLAN

- **Each square represents 30cm (1ft).**
- **Setrack plan 3:** 1 and 3 represents curved track radius, all other curves are second radius, ES - Engine Shed, GS – Grain Shed and HAH – Hand access hole.

FURTHER READING

Key Publishing's *Modelling British Railways – North Wales* Part 1 and 2 bookazines are available digitally from *pocketmags.com* and cover numerous standard and narrow gauge railways. They are complementary to this short series of articles, which completes the fullest picture for modellers and enthusiasts interested in the railways of North Wales. **HM**



SCRUBS LANE

The ‘Premier Line’ in the 1980s is the setting for **MARK COWLEY’s** ‘OO’ gauge exhibition layout, which is set to be amongst the star exhibits at this year’s Great Electric Train Show.

PHOTOGRAPHY BY MIKE WILD



1 **Unique Class 89 electric 89001 undergoes routine checks inside the shed at Scrubs Lane, alongside earlier AC electrics 86401 in Network SouthEast livery and BR blue 85040.**

GAUGE	SCALE	SIZE	REGION	PERIOD	CONTROL
'OO', 16.5mm	4mm:1ft	15ft x 2ft 6in	MIDLAND	1980s	DCC, NCE PowerCab





Above: **Railfreight Class 47 47280 rolls into Scrubs Lane depot, while 90005 is stabled 'off the juice' outside the main depot building.**

I WAS BROUGHT UP ON THE WEST Coast Main Line (WCML) in the 1980s, and in later life decided to build a layout representative of my childhood era. Those formative years, with regular journeys into London, glimpsing Wembley, Stonebridge Park and Willesden depots and the various traction on show, coupled with a brief career working for InterCity West Coast in the mid-1990s nurtured that desire.

As superbly detailed ready-to-run 'OO' gauge AC locomotives of Classes 81-90 were added to my collection, and scenic elements improved over the years, that vision could suddenly become an achievable reality.

A Traction Maintenance Depot (TMD) style layout would always be my go-to and through work, having visited all of the route's depots, Willesden was my depot of choice.

While Willesden has two three-road sheds with a host of associated reception sidings and approach roads, it is nestled tightly between the four-track WCML and the North London Line/Bakerloo DC lines to the rear. However, scale wise, to recreate all of this in a transportable layout to exhibit would be a challenge. A compromise on space would give me that licence to build a layout representative of Willesden including the DC lines but would need a different name. Scrubs Lane is the road which crosses the city end of Willesden depot's footprint, and so Scrubs Lane was born.

And when good friend Tony French (of Tony's Trains of Rugby) set me the challenge in late 2025 of being ready to exhibit at his June event at the Mountsorrel Railway Heritage Centre in June 2026, then it was all systems go. Could I be ready in time?



3 Left: **86404 is about to depart the depot bound for London Euston, while the driver of 85040 contemplates the climb back into the cab ready for his next turn of duty.**

4 Below: **Viewed from the London end, Scrubs Lane TMD plays host to classes 08, 47, 85, 86 and 87, while a BR Southern Region third-rail two-car 2-EPB Electric Multiple Unit rolls into view on the DC line behind the depot.**

ERA

Mainly focusing on the 1986-87 era, the layout can be run realistically in scenarios from the early 1980s to the early 1990s with a subtle change of rolling stock variants and liveries, coupled with vehicles prototypical to each era. The core scenery can largely remain unchanged. This provides increased scope for operator and viewer enjoyment when exhibiting.

CONSTRUCTION

Using standard tried and trusted baseboard build methods of 75mm x 15mm softwood structures with 9mm ply for the surface, there are no secrets to this build, and Mike Wild and the *Hornby Magazine* team have expertly covered this subject previously.

Initially, the build was for a 6ft x 2ft 6in scenic section framed with a 3ft 6in x 2ft 6in off-scene section at each end to allow rolling stock storage and movement. That has evolved somewhat following the layout's first event, transforming the left-hand off-scene area to almost double the size of the scenic area ready for its outing to the 2026 Great Electric Train Show.

The choice of 2ft 6in for the layout depth, whilst slightly deeper than some modellers chose for the exhibition circuit, was to ensure I had enough room to create the effect I was looking for. We sometimes hear comments that a model railway should not be dominated by the track, but in this case, the landscape is the railway itself. If we look at the real thing, it is made up of many tracks, gantries, railway infrastructure and depot buildings, backscene and end scenes to frame that vision.

TRACK AND SCENERY

Track is from Peco's excellent code 75 bullhead rail and Unifrog code 75 points. As the layout is representative of a TMD, all of the depot track has been laid directly onto the ply without cork as there is no requirement for ballast 'shoulders'. That said, the DC lines to the rear have been laid on cork to represent a ballast 'shoulder', and third- and fourth-rails (for Bakerloo Line stock) have been added with Peco third-rail shoes and code 60 rail. Ballasting uses Woodland Scenics fine ballast for the TMD, and a mix of fine »

Right: **The changing face of inter-city travel as Class 90005 *Financial Times* sits at the country end of Scrubs Lane TMD showcasing its recently applied InterCity 'Swallow' paint scheme.**



6 Left: **One of the depot staff braves the cold outside the main office block as they get ready for a busy shift in the maintenance shed.**

and medium for the DC lines, airbrush weathered to suit. Chinchilla sand has been used elsewhere, away from the running lines.

A wide selection of off-the-shelf products ranging from plastic kits, laser-cut wood and card and resin buildings, complemented with scratchbuilt structures have been used to create the buildings and infrastructure across the layout.

Front and centre are two of the very versatile 4mm scale laser-cut PJM Models Stratford depot sheds which are available from the Key Model World shop. While they represent a BR Eastern Region style depot, they provide an excellent base to be adapted by adding Slaters corrugated plastic sheets to gable ends and side profiles to get that Willesden look. Other embellishments included scratchbuilt yellow doors set in the open position and roof vents from West Hill Wagon Works.

The main depot buildings sit upon a base created from deep fill Polyfilla, using 4mm plastic formers to shape the edges. This is a very versatile method and can be sanded to rail height and weathered to taste, representing that unloved 1980s style. The right-hand half of the main shed has four inspection pits from the Peco range. Pit lighting is provided using LED strips mounted behind the inspection pit walling.

Taking inspiration from Key Model World's 'OO' gauge Natford TMD depot layout, the PJM Models Great Central Railway (GCR) girder bridge kit has also been used, modified by splitting it in half to increase its length and act as a scenic break on the left-hand side of the layout. This structure also holds some resonance personally, being born and raised in Rugby, and it was a familiar structure from my childhood until its sad demolition in the early 2000s.

"Having visited all of the route's depots, Willesden was my depot of choice."

MARK COWLEY

7 **Scrubs Lane TMD receives overhead AC electric locomotives returning from Euston station for routine servicing. BR blue 86402 rolls into view from the London direction to bolster the ranks of locomotives on-shed.**



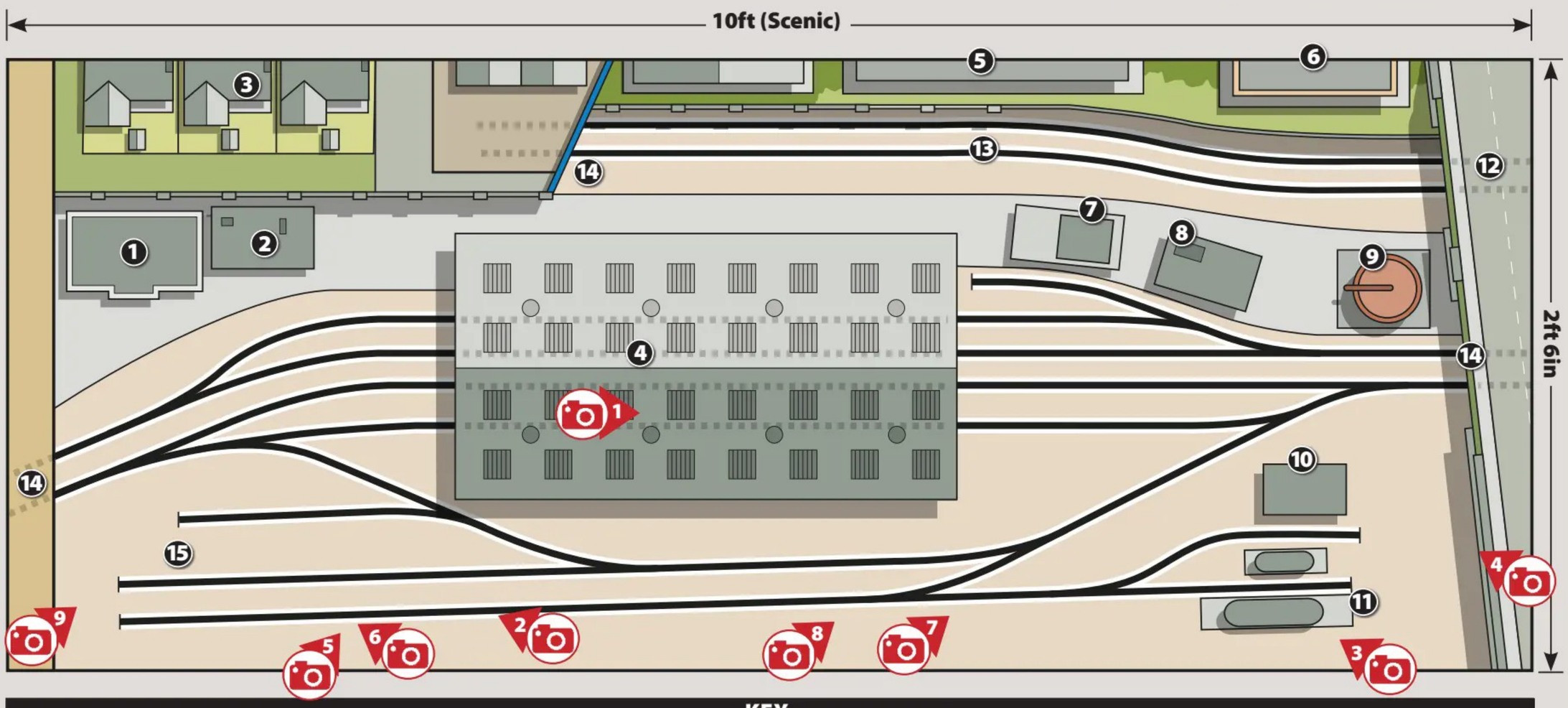
A final component from the PJM range is one of the West Coast electrical relay rooms as seen on Pete Waterman's Making Tracks layout. Again, this has been modified slightly and shortened by 1.5in in order to fit the space available but is prototypical to Willesden.

Other off-the-shelf products from the Bachmann Scenecraft range include the depot office buildings and yard messroom, the latter almost identical to the original found at the southern end of the depot. A pair of fuel storage tankers has been split to form a single unit and painted rust to represent the original. Other buildings include the Peco laser-cut terraced houses,

8 The driver of 47535 *University of Leicester* slows the locomotive to a crawl as it arrives for stabling alongside the depot.

9 As well as AC electrics, Scrubs Lane sees plenty of diesel activity too with 37140 and 47280 arriving at the depot for servicing before taking up their next freight duties in the area.

SCRUBS LANE TRACK DIAGRAM (NOT TO SCALE)



KEY				
1 Office block	4 Maintenance shed	7 Water tower	10 Storage tank	13 Bakerloo/DC lines
2 Relay room	5 Low-relief warehouses	8 Shunters' mess	11 Fuel point	14 To/from storage yard
3 Terraced houses	6 Office block	9 Fuel storage tank	12 Road bridge	15 Locomotive sidings



an important addition to represent that North London suburban look.

To complete the buildings, a number of scratchbuilt designs using plasticard and Slaters sheets have been created, notably the warehouses and office block adjacent to the Scrubs Lane road bridge. This is also scratchbuilt.

Retaining walls are a mix of Wills arched kits mixed with English bond plain walls with abutments, all adorned in engineering blue brick with slight weathering. Additional scenic embellishments from the Scale Model Scenery range include cable troughing, car park Armco barriers and depot yard lights.

No representation of Willesden would be complete without overhead catenary. In order to complete this, I have opted for the excellent range of 3D printed products available from West Hill Wagon Works. This company provides a vast array of catenary types spanning all eras, and I have opted for the WCML Mk 1 variants in type D, type G (I beam) and type F (anchor portal) to represent the varied mix at Willesden. Whilst most use the registration arms available from the same range, the I beam products have been modified with a headspan wire and basic registration arms, again in keeping with that at Willesden. Catenary wires from Peco have been painted light green to represent that oxidised look.

ROLLING STOCK

A full range of Digital Command Control (DCC) AC electric and diesel locomotives from Bachmann, Hornby, Heljan and Accurascale populates Scrubs Lane. Sound variants also complement the stock roster. One eagerly awaited product is the EFE Rail Class 313, of which NSE and BR blue variants are on pre-order. Bachmann Europe kindly loaned a version of each to demonstrate on Scrubs Lane's debut exhibition at Tony's Trains event in June this year. A future wish would be a scratchbuilt Class 501 to represent the pre-1985 era, along with 1970s Metro-Cammell Bakerloo Line stock. For now, a 2-EPB operates the DC line, and whilst not prototypical for the Euston-Watford DC line, these units were used on the Stratford-Richmond via Willesden Junction High Level route.

I have opted to build the layout as fully DCC using NCE PowerCab and ProCab throttles making use of a 5Amp Layout Concepts Alpha Power booster. All points are controlled by Cobalt IP digital point motors with additional push-to-make manual switches for that additional operator option. Something which will be considered in the future is automation of the DC lines in order to shuttle a Class 313 back and forth, reducing operator intervention.

THE DEADLINE

Did we make it to Tony's event in June? Yes! The feedback we received was excellent, so the extension was soon put in motion. For now, the scenery will evolve further, and the rolling stock fleet will all be suitably weathered. I take great pleasure in sharing Scrubs Lane with you through this article and look forward to seeing as many *Hornby Magazine* readers as possible at the Great Electric Train Show and on the exhibition circuit – do please pop along and say hello!

HM

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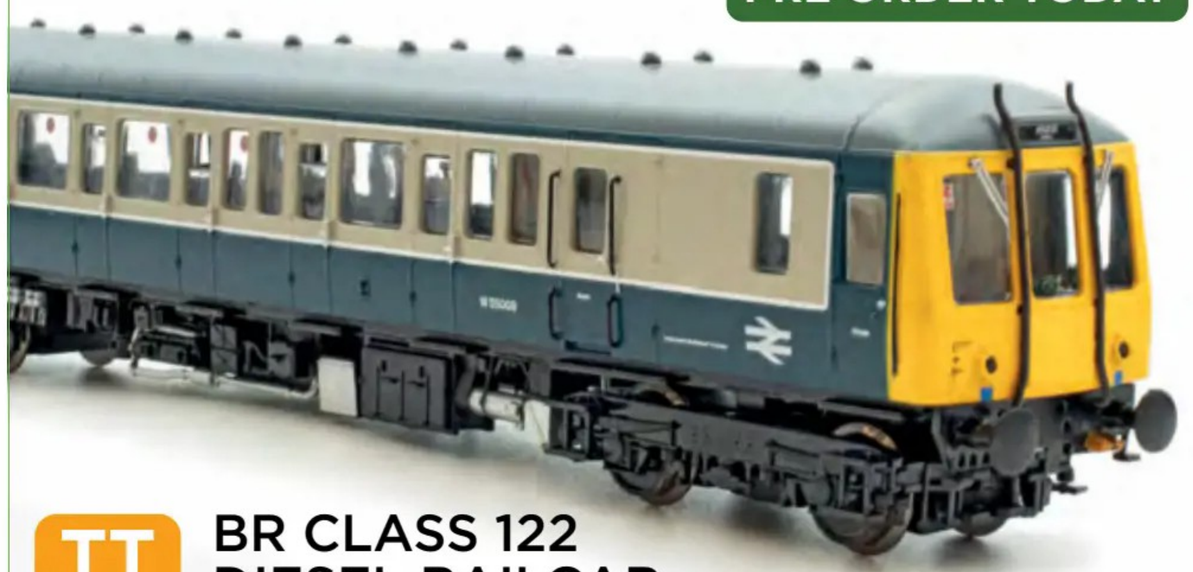
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BEST OF THE NORTH EAST

Responsible for saving a unique collection of North Eastern steam designs, **RICHARD HALL** marks the 60th anniversary of the North Eastern Locomotive Preservation Group (NELPG) by showing how to model one of its popular locomotive fleet, the LNER 'J27', in 'OO' gauge.



Above: **The NELPG's lined green 'J27' 0-6-0T stands out amongst the crowd in this 'OO' gauge line-up. While 69023 never carried the beautiful North Eastern Railway station pilot green livery during BR service, the livery has become synonymous with the 'J72' in preservation. Happily, this is by far the easiest NELPG locomotive to model, as Bachmann produced this ready-to-run for its Collector's Club in 2020. I tweaked this model when it was first released, and it only required light toning down and fitting the supplied detailing.** Richard Hall.

Below: **2026 marks the North Eastern Locomotive Preservation Group's (NELPG) 60th anniversary. The group's four main locomotives to have been preserved include LNER 'J72' 0-6-0T 69023 *Joem*, 'J27' 0-6-0 65894, 'Q6' 0-8-0 63395 and 'K1' 2-6-0 62005 – each of which can be modelled in 'OO' from ready-to-run models.** Richard Hall.

THE NORTH EASTERN Region of British Railways was one of the final bastions for BR steam, holding the fort until September 1967. However, without the luxury of a Barry Scrapyard equivalent nearby, most North Eastern Railway (NER) types were destined for scrap.

Considering the importance of steam in the North East, it was felt that unglamourous examples of classes synonymous with the region deserved to be saved and this led to the formation of the North Eastern Locomotive Preservation Group (NELPG) in October 1966. The organisation would eventually directly save four now unique NER and London and North Eastern Railway (LNER) locomotives, take two further sole survivors under their protection, and become the foundation of the North Yorkshire Moors Railway (NYMR).

The four main locomotives preserved by NELPG are 'Q6' 0-8-0 63395 and 'J27' 0-6-0 65894, LNER 'J72' 0-6-0T 69023 *Joem* and 'K1' 2-6-0 62005. In addition, NRM-owned LNER 'Q7' 0-8-0 901 and LNER 'A2' 4-6-2 60532 *Blue Peter* were also operated by the group during the 1990s and early 2000s. The North Eastern Region has always been my favourite, so wanting to model the NELPG locomotives ran deep.

Except for the impressive three-cylinder 'Q7', base models for the five other classes are happily now available ready-to-run. Of the core NELPG quintet, modelling the preserved 'Q6', 'J72', 'K1' and 'A2' are generally more straightforward and are summarised here as finished models. However, replicating 'J27' 65894 was much more demanding and is the subject of this step-by-step modelling guide.

Released to great anticipation in 2021, the Oxford Rail 'J27' is a reasonable model but can be improved further. I am grateful to Dave Bradwell as I was able to purchase separately some fantastic castings normally supplied with his excellent 'P3'/'J27' kit. Adding these details, including a replacement smoke box door, together with scratch-built coal rails and other tweaks improved the 'J27' no end.

Unlike the 'J27', modelling the other NELPG locomotives are comparatively straightforward. 69023 *Joem* is the easiest as Bachmann released a Collector's Club edition of the preserved 'J72' - the difficulty is finding one! The other three - 'Q6' 63395, 'K1' 62005 and 'A2' 60532 *Blue Peter* - are my favourite preserved steam locomotives and each demanded varying degrees of detailing. The 'K1' and 'A2' received a large amount of new pipework, Automatic Warning System equipment and the more intricate modifications associated with main line operation, whereas 'Q6' 63395 only required a vacuum ejector pipe and renumbering.

While the missing link remains the 'Q7' (even though I have a very disassembled DJH kit for it), hopefully this distinctive 0-8-0 will appear ready-to-run in the future. But the NELPG deserves a huge amount of credit for its contribution to preserving the workhorses of North Eastern steam, and hopefully this article inspires you to model them too. **HM**

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

TOOLS

- Cotton buds
- Cocktail sticks
- Masking tape
- Scalpel
- Photo etch cutters
- Photo etch folder
- Handrail bending jig
- Flat-nosed pliers
- Xuron sprue cutters
- Tweezers
- Assorted files and sanding sticks
- Paintbrushes (sizes 000 – 3)
- Soldering iron, flux and solder
- Micro Phillips screwdriver set

WHAT WE USED

PRODUCT	SUPPLIER	CAT NO.
10in off-white cabside numbering transfers	*fox-transfers.co.uk*	FRH4008
British Railways late lion and wheel crests	*fox-transfers.co.uk*	FRH4014/1
LNER etched brass works plates	*fox-transfers.co.uk*	See text
1960s electrification flashes	*railtec-models.co.uk*	4mm-1056
BR white smokebox numbering	*railtec-models.co.uk*	4mm-4100
Custom 3D shedcode transfer (52G)	*railtec-models.co.uk*	4mm-9095
LNER/BR(E) locomotive lamps	*modelu3d.co.uk*	2060
Plastikard sheet (0110/0120/0130/0160)	*slatersplastikard.com*	Various
Plastikard rod sections	*slatersplastikard.com*	Various
1.5mm x 0.5mm brass half round rod	*eileensemporium.com*	n/a
0.4mm to 1mm brass rod	*albionalloys.com*	See text
Acrylic paints and weathering powders	*humbrol.com*	Various
Railmatch acrylic paints and varnishes	*howesmodels.co.uk*	Various
Zimo 21-pin MTC DCC decoder	*agrmodelrailwaystore.co.uk*	MX638D





The subject of the step-by-step detailing guide featured here, 'J27' 65894 was the first of two locomotives purchased by the nascent NELPG in 1967. I am a real fan of red coupling rods on the 'J27', so while the locomotive didn't carry them during my 2017-19 NYMR modelling era, I still painted one side red. During its preserved career, 65894 has also carried the attractive NER lined black livery as 'P3' 2392, and while this BR conversion was challenging, I am tempted to tackle this version in the future. Richard Hall.



Under the care of the NELPG from 1987 until 2002, LNER 'A2' 60532 *Blue Peter* is a unique and deeply impressive locomotive. Bachmann released a solid and accurate 'A2' back in 2010, including a Collector's Club 60532 in BR green, but the livery elements are not totally accurate for the 'A2' during the 1990s. The base model I used was the standard release *Happy Knight* (Cat No. 31-528), but this required spoked tender wheels and a split smokebox door handrail. A great deal of further detailing had to be scratchbuilt before renumbering and applying a preservation era finish. Richard Hall.



The Oxford Rail 'J27' is a relatively basic model but provides an ideal starting point for detailing. For my model of 65894, the most important areas for improvement are replacing the smokebox door, chimney and dome with the excellent lost wax cast components from Dave Bradwell. A large amount of scratch building would also be needed, using brass wire and styrene stock.



The Dave Bradwell 'J27' kit provides detailing castings for tall and lower BR pattern domes, and the latter is required for 65894. I also exchanged the factory installed chimney for a casting with more accurate proportions. The brass castings were all very well rendered and only required minimal sanding with 1000 grade emery files to remove moulding seams.



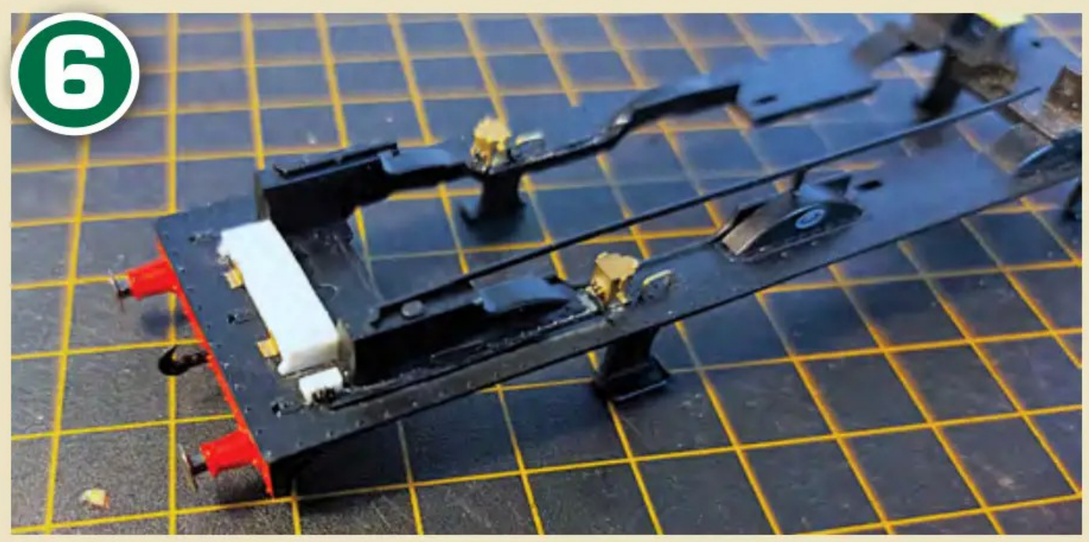
The moulded smokebox door is undersized and too flat compared to the prototype, so replacing this with a superior white metal casting forms the single biggest improvement to any Oxford 'J27'. Before hacking away to remove all traces of the original smokebox door, I first drilled a central hole so that the new door can be located accurately.



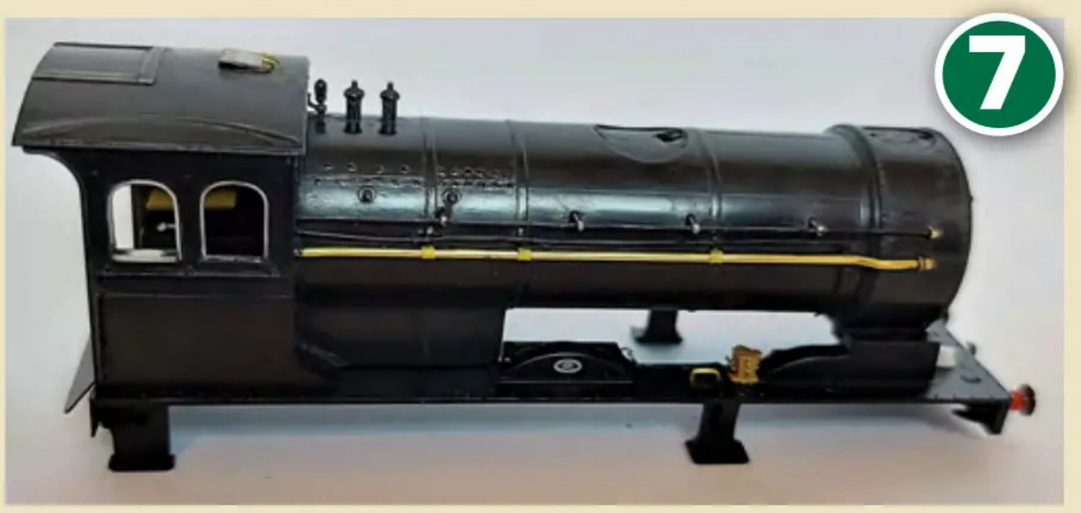
A minidrill with a circular sanding attachment was very carefully used to flatten the front before the central hole was opened out to locate with the casting stub on the Dave Bradwell door. The accurately larger door means that the curved upper handrail needs moving upwards by 0.5mm, while at this stage I also replaced the lower smokebox steps with brass strip.



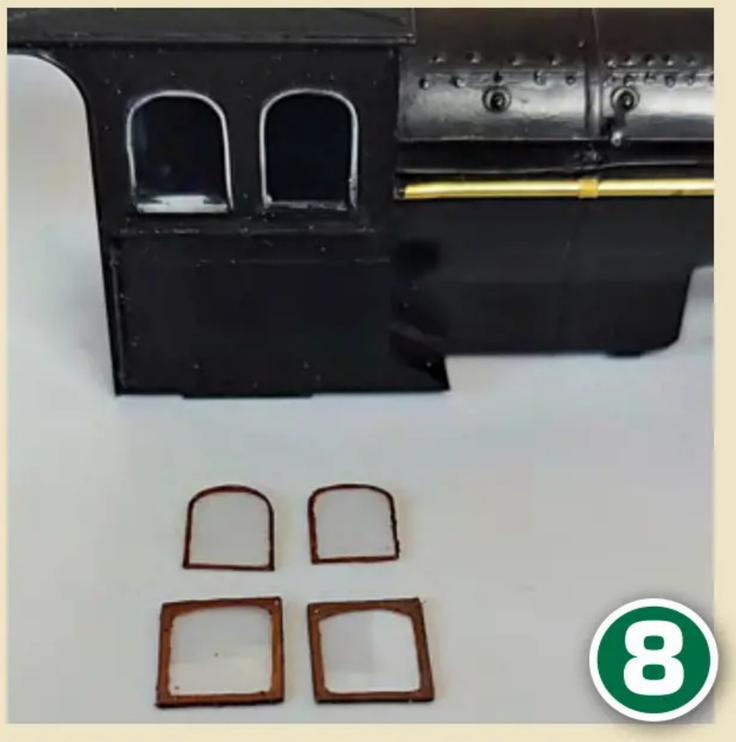
As 65894 needed longer smokebox door straps, I cut these from 0.2mm plastikard. The smokebox door number plate was added using a reversed Fox Transfers etched BR numberplate. 65894 was fitted with vacuum braking in preservation, so the vacuum ejector pipe was added here, formed from 1mm brass rod.



Out of the box, the 'J27' is modelled with the more common curved cylinder head cover. However, I needed to replicate the squared variety. This was cut from the smokebox and a new cover was constructed from layers of 1.0 and 1.5mm square rod section. Also visible is a representation of the mechanical lubricator lines along the front splasher, made using 0.4mm brass wire.

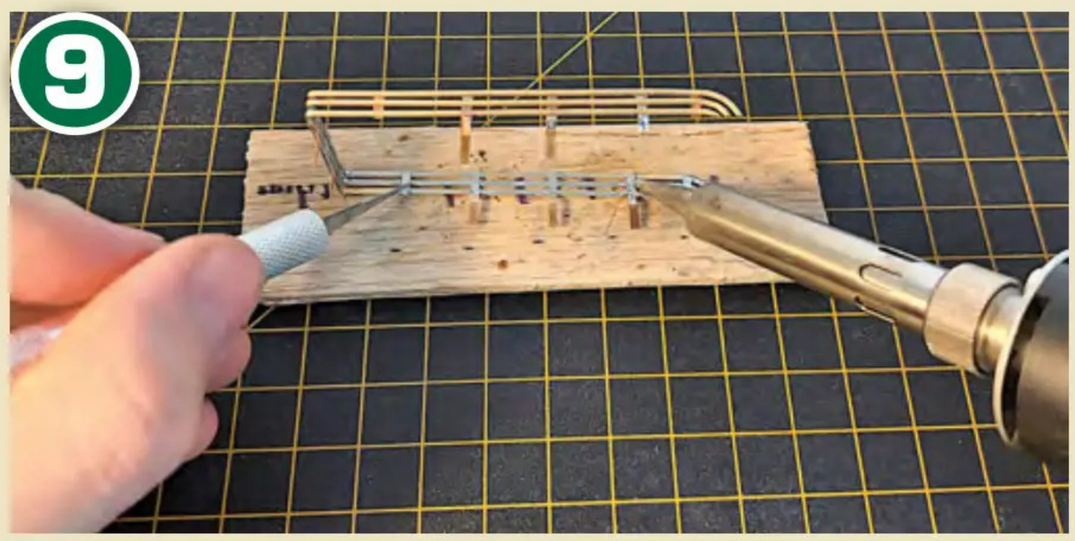


The shell and running plate were temporarily reunited for strength while the cab windows were reshaped. The old frames were opened out gradually with files to add a more pronounced curved top profile. I then installed new beading formed from 0.2mm plastikard strips. I also took the opportunity to cut out the moulded cab roof vent and add a posable cover from thin styrene section.

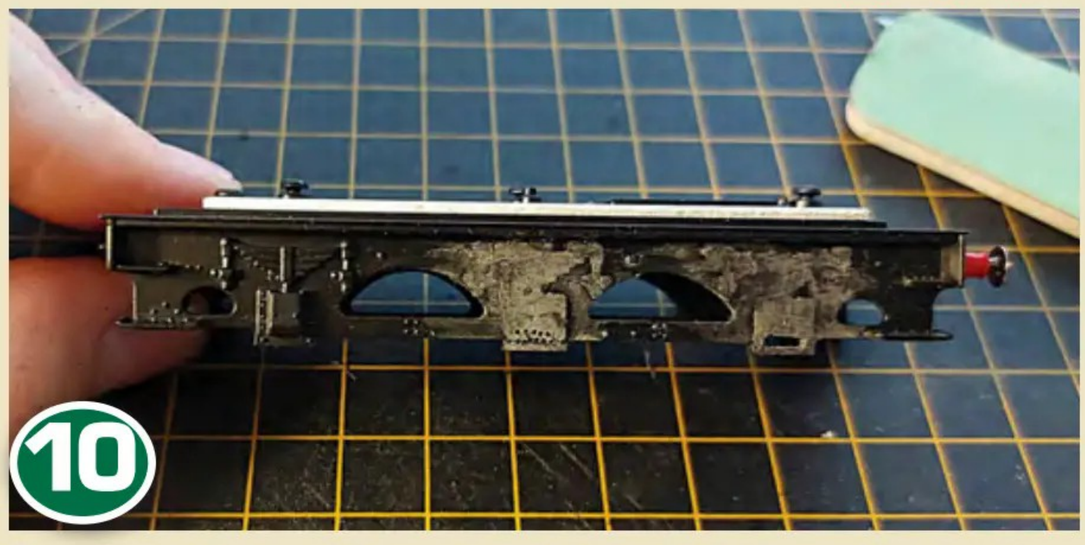


Clear plastic packaging was cut to form new glazing, with a front 'fixed' window cut to the new window profile, while the rear sliding window was cut in full relief and glued inside the cab. The wooden frame was painted in a Humbrol metallic copper, replicating varnished wood. Also visible are the rows of rivets along the firebox jacket split line, replicated by applying dots of cyano glue with a cocktail stick.

Intermediate
Beginner SKILL LEVEL Advanced



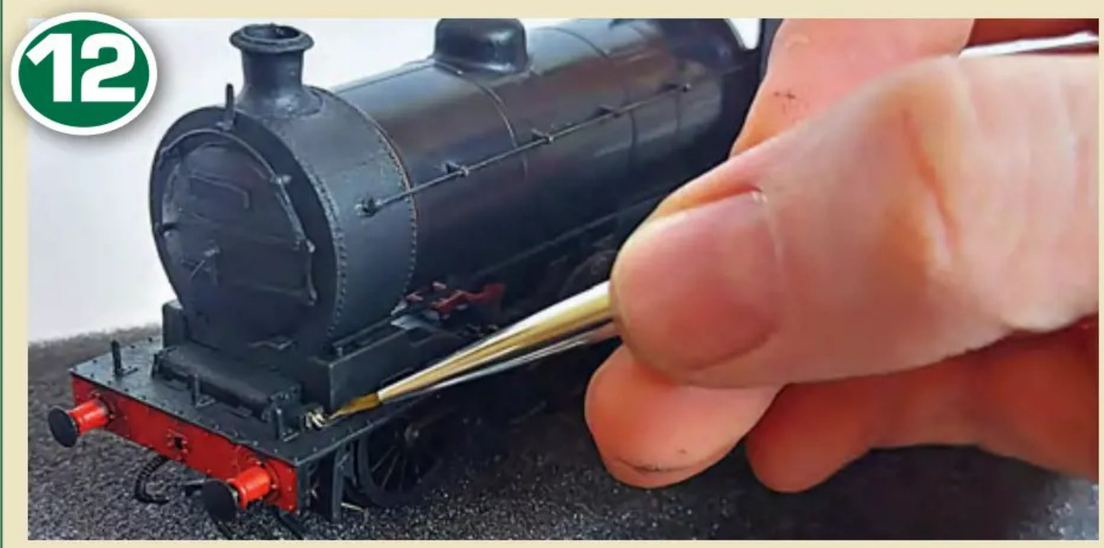
The most challenging part of the project was building new coal rails, as 65894 has a three-rail version. 1.5mm x 0.5mm half round brass rod was used for the rails and 1.5 x 0.15mm phosphor brass flat section for the 13 supporting brackets. The bottom rail was soldered first, working gradually with leaded solder and flux to ensure the brackets are vertical throughout.



The moulded tender axle boxes lack relief. Replacing them with new castings makes a vast improvement. A minidrill with burring and sanding attachments gradually cut the axle boxes away before final sanding with 600 grit emery sticks. I also added the barely visible slots under each axle box by drilling 0.3mm holes in a pin vice before opening them up with a scalpel.



With coal rails and new axle boxes fitted, primed and painted, attention turned to adding the prominent external brake rigging. I elected to solder 0.8mm x 0.15mm brass strip to uprights attached directly to the rear face of the tender frame and in line with the brake shoes. The brass outer rigging is kept separate from the plastic inner rigging (retained) and the pick-ups.



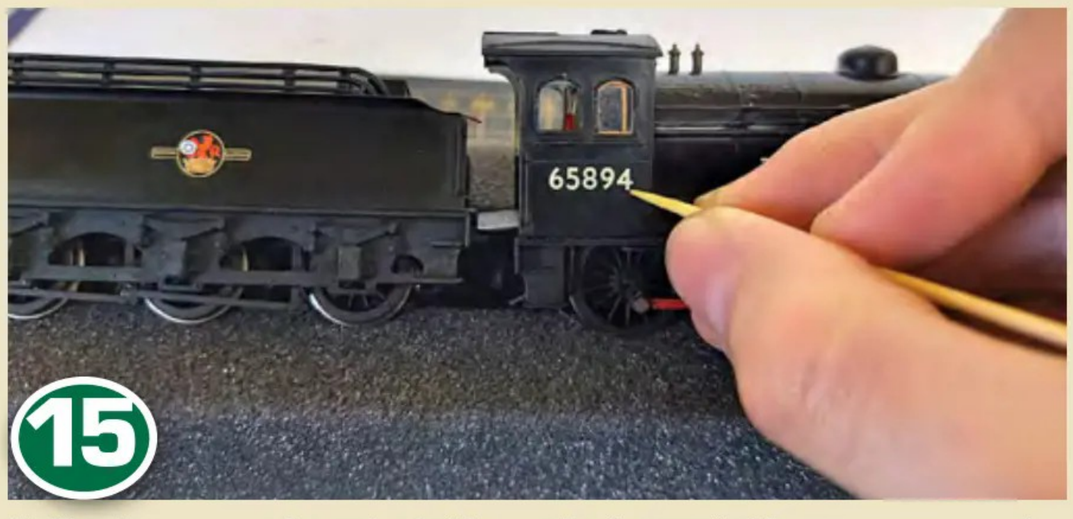
The smokebox, running plate and chassis were brush painted using mixes of Railmatch Roof Dirt, matt and satin black acrylic paints. To replicate a preservation era condition, the main black paintwork is the factory finish after an hour of polishing with white spirit and cotton buds. All fine-gauge pipework was picked out with Humbrol Brass (54) and Bronze (55) acrylics.



The factory fitted cab detail is a good starting point, but it can be significantly improved with further painting and detail. The cab roof was painted in dark brown to reflect varnished wood before being weathered with black washes, while the cab sides received light cream paint. Additional details included further pipework, new tip-up drivers' seat and window runners, scratchbuilt from brass and plastikard, respectively.



Awaiting transfers, the fully painted tender shows the finer appearance of the more durable brass coal rails. The fire irons are a nice detail included with the 'J27' and look perfect once painted a rusty, burned brown. The lamps are ModelU 3D printed LNER patterns, with one painted BR white and two North Eastern red, as occasionally carried by 65894.



Unlike the cream-coloured cabside numbering carried by many preserved locomotives in BR liveries, 65894 features a lighter off-white shade, replicated here using 10in off-white numbering from Fox Transfers (FRH4008). The late crest transfers are also from Fox (FRH4002) and are my go-to for all emblems, whereas the smokebox number and shed plates are from Railtec Transfers.



The original version of this 'J27' step-by-step guide was featured in the 2023 *Hornby Magazine* Yearbook Annual (No.15) if more detail on this project is required. As a finishing touch for the 60th Anniversary of NELPG, I purchased a pair of superb headboards from Silver Tay Models. Available online (*ebay.co.uk*), a huge range of headboards and etched details is available and custom requests for headboards can be made too.

Putney to Wandsworth

When **JOHN KEARNEY** moved to Aberdeenshire, he set about recreating a slice of his former London home in 'OO' gauge. He reveals the story so far.

John Kearney is building a section of third-rail electrified line in South West London in 'OO' at his home in Aberdeenshire, including a model of Wandsworth Town station from scratch.



Above: **John's model of Wandsworth Town station includes a laser-cut illuminated portico entrance.**

Town in Aberdeenshire!



Decoration and weathering to the station facade has taken many hours to complete.



Much of the detail has been laser-cut and meticulously assembled.

IN 2020, I wanted a hobby for retirement. The latter didn't happen as planned, but the hobby did - a return to model railways. My first layout Nell Town sprang from my imagination and was never finished. I dismantled it in 2025 when my wife and I decided to downsize and move to Inverurie.

In the new place, thoughts turned to a new layout, which I limited to 13ft x 13ft. I was born in Putney, London. My father worked in the City and commuted by train from Putney to Waterloo, so I wondered if I could replicate his journey at least in spirit. The line was electrified but there were also freight movements. With space limited, I realised I could create a version of the section from Putney to Wandsworth Town, encapsulating in school and station names my part of life in Putney.

Both stations are vastly different architecturally and topographically. To get to the platforms at Putney, you go down and at Wandsworth Town you climb up to them, so height differences within the layout were needed. The era set is between 1988 and 2011, based on the façade I have modelled. As neither of the station buildings are available as kits, everything had to be scratchbuilt. I already had a laser cutter, with *Lightburn* software for designing.

THE BUILD

The layout is Digital Command Control (DCC) operated and wired for future automated running. Having decided on the location, I built the baseboards using 12mm ply. The stations will be on opposite sides of the room to allow scenic separation. Both stations have island platforms, and before track was laid, I made MDF templates, using Google Earth, to work out track measurements. With platform locations set, track was laid using Peco code 75 products. The track layout roughly resembles the actual route, but I have added more points to allow for future expansion into a central area.



The elevated station, bridge abutments, track and platform furniture are taking shape.



Illumination brings the Wandsworth Town station scene to life.

SCENIC WORK

Old York Road runs under Wandsworth Town station, so I started with this. The walls and support towers are constructed from 2mm MDF covered with Slater's brick effect plastikard with plastikard and rod brickwork details. It is all hand painted and weathered and set on a 2mm MDF roadbed. Lighting was added by cutting down streetlamps from the old layout.

Next was to work out where the running lines ran over the underpass and cut out sleepers and ply to create openings, providing accurate detail for the trackbed. Then the heavy steelwork in this area was made from plasticard with laser-cut metal grilles. Platforms are 18mm ply with a 2mm MDF top layer. Sides are faced with brick, painted and weathered. The central platform has a fully detailed and illuminated stairwell. The station offices and waiting rooms are MDF with, where needed, plastic sheet details. Planking is cut by the laser, as is the roof of the waiting room.

THE FACADE

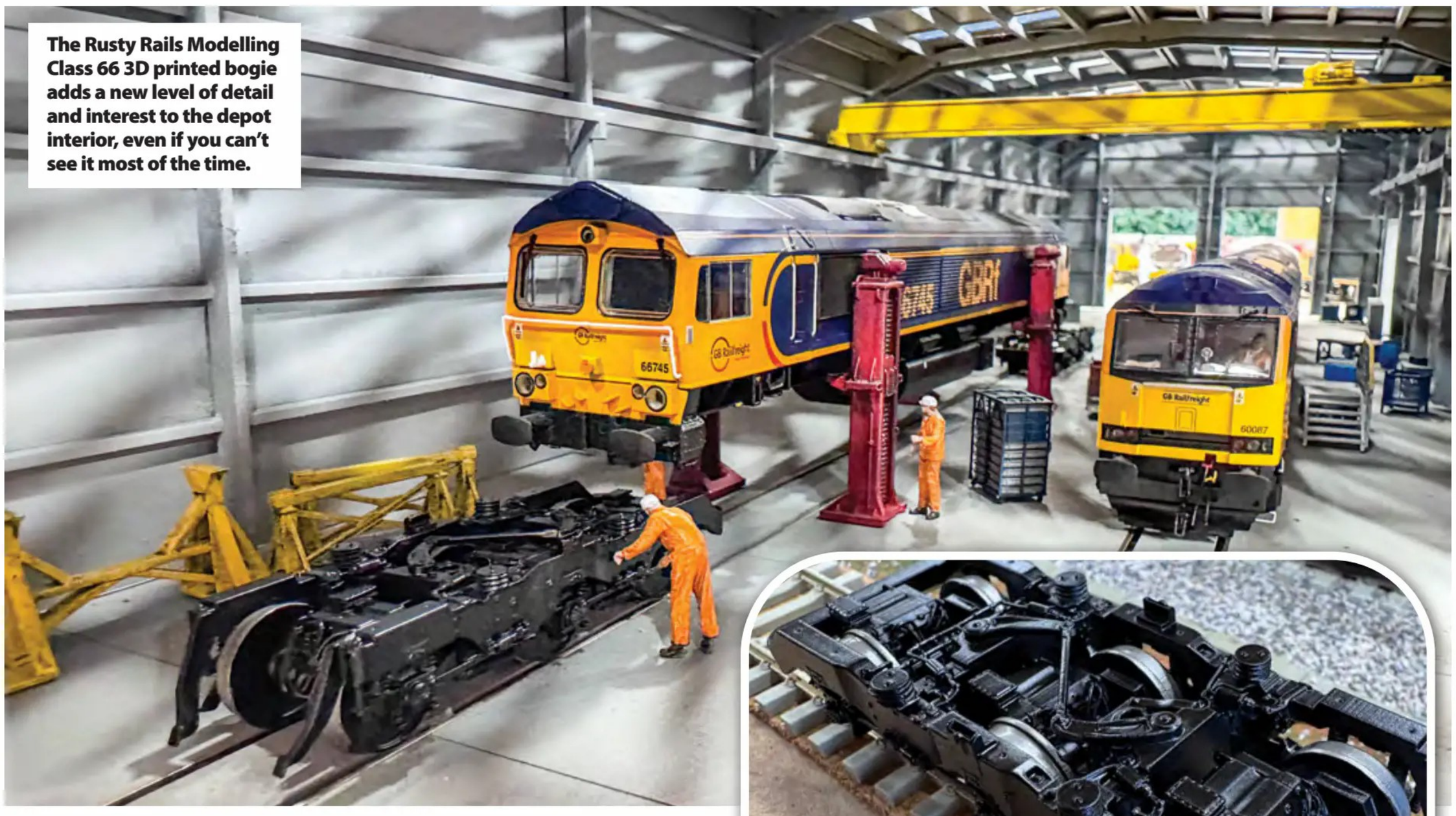
The main walls are 4mm MDF covered in brick plastic sheet. The façade is 2mm and 3mm MDF, plastic sheet-faced with columns of plastic rod. Lighting is fitted with wires running through the columns of the portico.

I've made a start – but it's fair to say that I probably have a few years of modelling to go before I can declare anything close to completion! **HM**

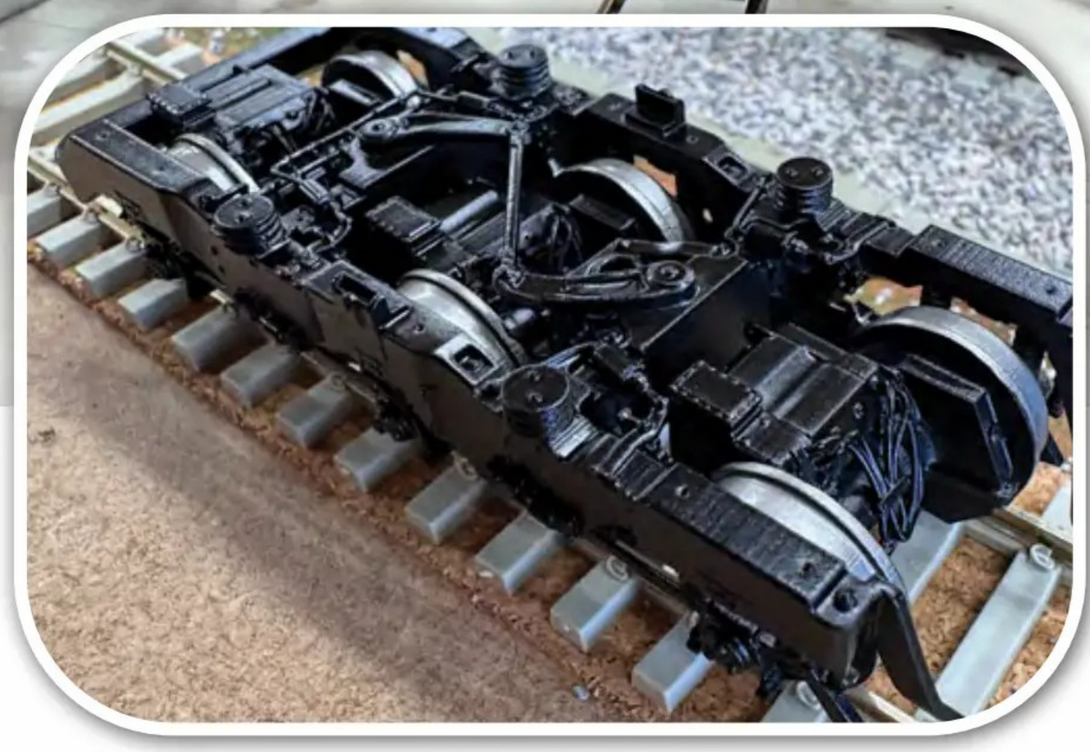
● **To see more of John Kearney's Putney to Wandsworth Town project, visit his YouTube channel *@NelltownOOgauge modelrailway*.**

BOGIE SWAP

Rusty Rails Modelling's new 3D printed Class 66 bogie was the perfect item to bring new life to the GBRf depot interior on **MIKE WILD's** Topley Dale.



The Rusty Rails Modelling Class 66 3D printed bogie adds a new level of detail and interest to the depot interior, even if you can't see it most of the time.



The Class 66 bogies are superbly detailed with full traction motor, cable, suspension and brake detail. The wheels have been picked out with an AK Interactive Gunmetal paint pen.

THERE IS SOMETHING oddly satisfying about the interior of the GBRf depot and the fact that you can't actually see it from the outside other than a peak through the front doors. It's much like being near a real depot – you might see the building and get a glimpse of what's there, but you can't really see the detail.

Inside, though, I've started to build up the detail. One of the latest additions is a pair of Rusty Rails Modelling's new 3D printed Class 66 bogies. These superbly printed bogies are packed full of detail and are intended for static display. As soon as I discovered they were being made, I knew I had the right space for them.

Since I built and extended the depot, I've had a spare Bachmann Class 66 body and underframe clipped together and stood on stands or jacks inside the building. It occupies a quarter of the interior space, and from the outside adds a fleeting glimpse of something actually happening.

However, it looked a little lost on its own with no bogies nearby, so being able to add one at either end with all the correct details made the scene all the more attractive. Painting was simple – two coats of grey Pro Cote Grey Primer (one from above and one from below) followed by two coats of Pro Cote Satin Black had the base colours done quickly. The wheel rims were painted with an AK Interactive Gun Metal paint pen, and the bogie was ready to add inside ahead of the Class 66 body.

To make the most of the scene, Rusty Rails lifting jacks were used to support the locomotive with the bogies positioned either end. I then added a set of ModelU lifting jack staff in appropriate positions around the scene to complete the look.

There is still plenty to do inside this depot and one of the things I'm planning is a full set of floor markings to capture the details seen around a model depot. Look out for more on that in future issues.

● **Read the full collection of Staff Projects features at *keymodelworld.com/staff-projects***

USEFUL LINKS	
Rusty Rails Modelling	*shop.keymodelworld.com*
Pro Cote paints	*toolstation.com*
ModelU	*modelu3d.co.uk*
AK Interactive	*ak-interactive.com*

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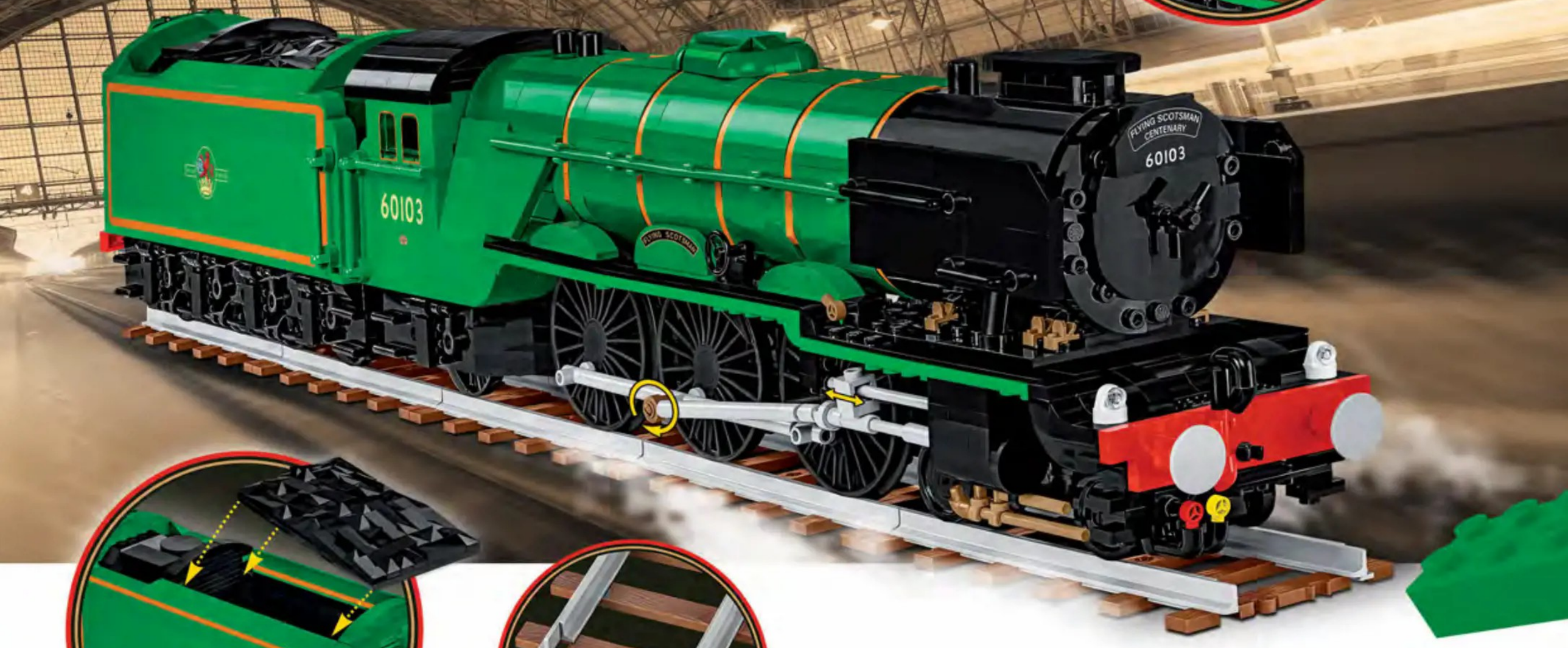
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FLYING SCOTSMAN

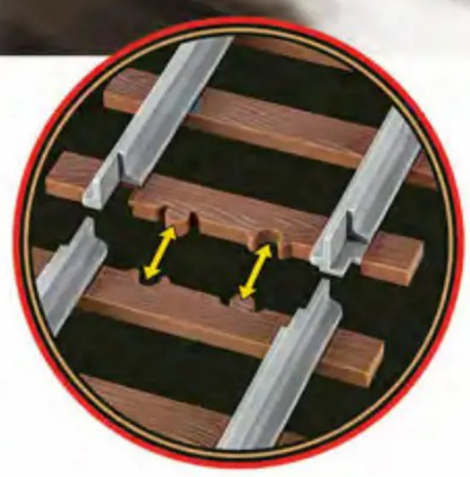
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HORNBY magazine

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.

OCTOBER 2026

3 WATFORD MODEL RAILWAY EXHIBITION

Hosts: South-West Herts Model Railway Society
Location: St Peter's Church Hall, Bushey Mill Lane, Watford WD24 7TF
Times: 10am–4pm
Prices: Adults £4, up to two accompanied children free per paying adult
Website: *southwesthertsmrs.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

3/4 CENTRAL SCOTLAND MODEL RAIL SHOW

Hosts: Scottish Modellers
Location: Victoria Hall, Stirling Road, Dunblane, Perthshire FK15 9EX
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £7, children £3, family £17
Website: *scottishmodellers.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

3/4 FAREHAM RAILEX

Hosts: Fareham and District Model Railway Club
Location: Fareham Leisure Centre, Park Lane, Fareham PO16 7JU
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £12 (£10 advance), accompanied children free
Website: *fareham-mrc.org.uk/railex*
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access. Free heritage bus service between venue and Fareham railway station.

3/4 MICKLEOVER MODEL RAILWAY EXHIBITION

Hosts: Mickleover Model Railway Group
Location: Mickleover Community Centre, Uttoxeter Road, Mickleover, Derby DE3 0DA
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £6, under 16s free
Website: *mmrg.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

3/4 SHILDON MODEL RAILWAY EXHIBITION

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

10 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: *hmrg.net*
Features: Layouts, plus club stand and refreshments.

4 GAINSBOROUGH MODEL RAILWAY SOCIETY OPEN DAY

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

10/11 CHESTER MODEL RAILWAY EXHIBITION

Hosts: Chester Model Railway Club
Location: Saltney Community Centre, Sandy Lane, Saltney, Chester CH4 8UB
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £5, accompanied under 16s free
Website: *chestermodelrailwayclub.com*
Features: Eight layouts, trade support, refreshments, parking and disabled access.

10/11 SOUTHBOURNE MODEL RAILWAY EXHIBITION

Hosts: Christchurch and Kinson Model Railway Group
Location: St Peter's Catholic School, St Catherine's Road, Southbourne, Bournemouth BH6 4AH
Times: Sat 10am–4pm, Sun 10am–4pm
Prices: £8 admission, accompanied under 16s free
Website: *christchurchkinsonmrg.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

PRIME LISTING

10/11 FARNHAM AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

Hosts: Farnham and 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: *farnhammrc.org.uk*
Features: 20 layouts, trade support, demonstrations, refreshments, parking and disabled access. See the full prime listing on *keymodelworld.com/events*.

10/11 FURNESS MODEL RAILWAY CLUB EXHIBITION

Hosts: Furness Model Railway Club
Location: Chetwynde School, Rating Lane, Barrow-in-Furness LA13 0NY
Times: Sat 10am–5pm, Sun 10am–4.30pm
Prices: Adults £8, children £4
Website: *furnessmrc.com*
Features: Ten layouts, trade support, refreshments and parking.

DON'T MISS

10/11 THE GREAT ELECTRIC TRAIN SHOW

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: *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.

10/11 KIRKBY IN ASHFIELD MODEL RAILWAY EXHIBITION

Hosts: Elizabethan Railway Society
Location: The Summit Centre, Lowmoor Road, Kirkby in Ashfield NG17 7LL
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: £6 admission, accompanied under 16s free
Website: *elizabethanrailwaysociety.com*
Features: 12 layouts, trade support, refreshments, parking and disabled access.

11 BILLINGHAM MODEL RAILWAY EXHIBITION

Hosts: Billingham Railway Modellers Club
Location: Unit 6, Grange Business Centre, Belasis Avenue, Billingham TS23 1LG
Times: 10am–4pm
Prices: Adults £5, accompanied under 16s free
Contact: 07808 842724
Features: 14 layouts, trade support, refreshments, parking and disabled access.

11 CLEVELAND MODEL RAILWAY CLUB OPEN DAY

Hosts: Cleveland Model Railway Club
Location: Unit 2, The B-Hive, Skelton Industrial Estate, Skelton, Cleveland TS12 2LQ
Times: 10am–4pm
Prices: Adults £1, children 50p
Website: *clevelandmrc.co.uk*
Features: Club layouts, trade support, refreshments, parking and disabled access.

15-18 MIDLANDS MODEL ENGINEERING EXHIBITION

Hosts: Meridienne Exhibitions
Location: Warwickshire Events Centre, The Fosse, Ratford Semele, Leamington Spa CV31 1FE
Times: Thurs – Sat 10am-4.30pm, Sun 10am-4pm
Prices: Adults £14, concessions £13, children £5
Website: *meridienneexhibitions.co.uk*
Features: Displays, trade support, societies and parking.

17 BECKENHAM AND WEST WICKHAM MODEL RAILWAY SHOW

Hosts: Beckenham and West Wickham Model Railway Club
Location: Forest Hill Boys School, Dacres Road, Forest Hill, London SE23 2XN
Times: 10am–4.30pm
Prices: Adults £10, accompanied under 16s free
Website: *bwwmrc.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

17 BISHOP MIDDLEHAM MODEL RAILWAY EXHIBITION

Hosts: Shildon MRC and Rotary Club of Great Aycliffe

Location: Bishop Middleham Village Hall, Front Street, Bishop Middleham DL17 9AJ
Times: 10am–5pm
Prices: Adults £4, accompanied under 16s and wheelchair users free
Contact: *dave.scott107@gmail.com*
Features: Ten layouts, trade support, refreshments, parking and disabled access.

17 CHELMSFORD MODEL RAILWAY EXHIBITION

Hosts: Chelmsford and District Model Railway Club
Location: St. John Payne School, Patching Hall Lane, Chelmsford CM1 4BS
Times: 10am–4pm
Prices: Adults £8, under 17s £2, accompanied under 12s free
Website: *cdmrc.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

17 WOMBORNE 2026 AUTUMN RAILEX

Hosts: Midarc Promotions
Location: Womborne Civic Centre, Gravel Hill, Womborne WV5 0JQ
Times: 10am–6pm
Prices: Adults £8, under 16s free
Contact: *midarc@hotmail.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

17/18 GREENOCK AND DISTRICT MRC SHOW

Hosts: Greenock and District Model Railway Club
Location: Lyle Kirk, Union Street, Greenock PA16 0TG
Times: Sat 10am–5pm, Sun 12am–5pm
Prices: Adults £7, concessions £6, children £6, family £20
Website: *greenockmrc.co.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

OCTOBER IN BRIEF

17/18 POOLE AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Location: Corfe Hills School, Higher Blandford Road, Broadstone, Poole BH18 9BG
Contact: *richard_syms@btinternet.com*

17/18 UCKFIELD MODEL RAILWAY EXHIBITION

Location: Uckfield Civic Centre, Civic Approach, Uckfield TN22 1AE
Website: *uckfieldmrc.co.uk*

PRIME LISTING

17/18 WAKEFIELD MODEL RAILWAY EXHIBITION

Hosts: Wakefield Model Railway Society
Location: The Queen Elizabeth Grammar School, Northgate, Wakefield WF1 3QX
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £10, children £2 (up to two children free per paying adult)
Website: *wakefieldmrs.org*
Features: Layouts, trade support, refreshments, parking and disabled access. See the full prime listing on *keymodelworld.com/events*.

24 EXETER GARDEN RAILWAY SHOW

Location: Matford Centre, Matford Park Road, Marsh Barton Industrial Estate, Exeter EX2 8FD
Website: *exetergardenrailwayshow.com*

24 GRAVESEND MODEL RAILWAY EXHINITION

Location: St George's Church Hall, Church Street, Gravesend, Kent DA11 0DJ
Website: *gres.org.uk*

24 HERNE BAY MODEL RAILWAY EXHIBITION

Location: The Centre, The Herne Centre, School Lane, Herne, Herne Bay CT6 7AP
Contact: *ekmrswhitstable@gmail.com*

24/25 CHELTENHAM MODEL RAILWAY SHOW

Location: St Margaret's Hall, Coniston Road, Hatherley, Cheltenham GL51 3NU
Website: *cheltmodrail.org.uk*

PRIME LISTING

24/25 CAISTOR MODEL RAILWAY EXHIBITION

Hosts: Caistor Model Railway Club
Location: The Festival Hall, Market Rasen LH8 3HT
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £6, under 16s £3
Contact: 07503 321510
Features: 12 layouts, trade support, refreshments, parking and disabled access. See the full prime listing on *keymodelworld.com/events*.

24/25 LEEDS MODEL RAILWAY SHOW

Location: The Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds LS17 8GS
Website: *leedsmrs.org*

PRIME LISTING

24/25 RAIL-EX TAUNTON

Hosts: The Somerset Railway Modellers Club
Location: Taunton School, Staplegrove Road, Taunton TA2 6AD
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £15, concessions £13, under 16s free
Website: *railextaunton.uk*
Features: 35 layouts, trade support, refreshments, parking and disabled access. See the full prime listing on *keymodelworld.com/events*.

24/25 HAZEL GROVE AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Location: Woodford Community Centre, Chester Road, Woodford, Stockport SK7 1PS
Website: *hgdmrs.org.uk*

25 WIMBORNE MODEL RAILWAY EXHIBITION

Location: Allendale Centre, Hanham Road, Wimborne Minster BH21 1AS
Website: *csg0g.org*

31 NEWBURY MODEL RAILWAY CLUB EXHIBITION

Location: St Bartholomew's School, Buckingham Road, Newbury RG14 6JP
Website: *newburymrc.co.uk*

31 ROMFORD MODEL RAILWAY SOCIETY OPEN DAY

Location: Fairkytes Arts Centre, Billet Lane, Hornchurch RM11 1AX
Website: *rmrsociety.org*

31 VINTAGE HORNBY MODEL TRAIN SHOW

Location: The King Alfred School, Burnham Road, Highbridge TA9 3EE
Website: *somersethrca.org.uk*

31/1 BROADSTAIRS MODEL RAILWAY EXHIBITION

Location: Crampton Tower Museum, The Broadway, Broadstairs, Kent CT10 2AB
Website: *cramptontower.co.uk*

31/1 CARDIFF MODEL RAILWAY SHOW

Location: Sophia Gardens Cricket Ground, Cardiff CF11 9XR
Website: *cardiffmodelrailwayshow.co.uk*

DON'T MISS

31/1 SPALDING MODEL RAILWAY EXHIBITION

Hosts: Spalding Model Railway Club
Location: Springfields Events Centre, Camelgate, Spalding PE12 6ET
Times: Sat 10am–5pm, Sun 10am–4pm
Prices: Adults £14 (£12), children £3 (£1), under 5s free (advance prices in brackets)
Website: *spaldingmodelrailwayclub.org.uk*
Features: Layouts, trade support, refreshments, parking and disabled access.

NOVEMBER IN BRIEF

1 BLACKHEATH MODEL RAILWAY EXHIBITION

Location: St Paul's Church Hall, Vicarage Road, Blackheath B62 8HX
Contact: 07854 376561

7 ASHFORD MODEL RAILWAY CLUB OPEN DAY

Location: Willesborough Windmill Farm, Mill Lane, Willesborough TN24 0QG
Website: *facebook.com/AshfordMRC*

7 ELGIN MODELFAIR

Location: Moray Sports Centre, Linkwood Road, Elgin IV30 8AR
Website: *elginmodelrailwayclub.co.uk*

7 WEST SUSSEX N GAUGE MODEL RAILWAY SHOW

Location: Horsham Youth Centre, Hurst Road, Horsham RH12 2ET
Website: *wsng.co.uk*

7 WYCRAIL 2026

Location: Historic Brunel Railway Shed, Station Approach, High Wycombe HP16 6NE
Website: *hwdmrs.org.uk*

7/8 TOLWORTH SHOWTRAIN

Location: Tolworth Recreation Centre, Fullers Way North, Tolworth KT9 7LQ
Website: *tolworthshowtrain.co.uk*

7/8 WINCANTON MODEL RAILWAY EXHIBITION

Location: King Arthur's School, West Hill, Wincanton BA9 9BX
Contact: 07970 113270

14 NG34 CHARITY MODEL MAKERS SHOW

Location: Hale Magna Village Hall, Little Hale Road, Great Hale, Sleaford NG34 9LH
Website: *ng34mrs.co.uk*

14 SEABOARD SOUTHERN MODEL RAILROAD GROUP OPEN DAY

Location: Hut 13, Tilgate Park Recreation Centre, Crawley RH10 5PQ
Website: *seaboard-southern-org.uk*

PLANNING AN EXHIBITION?

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

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

FULL LISTING ONLINE!

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

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Facebook www.facebook.com/RAILEXTAUNTON

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HORNBY

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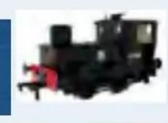


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In September we will be at the following events

International N Gauge Show
Warwickshire Event Centre, CV31 1FE *Saturday 12th and Sunday 13th September 2026*

GWSR Model Railway Weekend
Toddington Station, GL54 5DT, *Saturday 26th and Sunday 27th September*

Telephone: 01242 523117

Email: info@cheltenhammodelcentre.com

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Wessex Trains 31601 *The Mayor of Casterbridge*, as released to traffic in 2004. Available in DCC ready, DCC sound-fitted and DCC sound-fitted Deluxe guises. The locomotive ran in this guise until Autumn, 2006.

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

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

Possibly the boldest privatisation livery ever applied to British rolling stock — here's a train guaranteed to brighten any OO gauge collection!

Our exclusive Class 31 No. 31601 *The Mayor of Casterbridge* and matching Mk. 2F coaches recreate the unforgettable hot pink Wessex Trains set in stunning detail.

These all-new OO exclusives benefit from Bachmann Europe's latest upgraded Class 31 tooling, now featuring a 'Bach-up' stay-alive system and all-wheel electrical pickup.

Introduced in 2004, the livery was created when Wessex Trains hired Fragonset Railways to operate Bristol–Weymouth services using top-and-tail Class 31s and Mk. 2 coaches. The striking pink repaint instantly became a media sensation and remains one of the most memorable liveries of the privatisation era.

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

Search 'Wessex Trains' at TMC and pre-order yours today.

Be bold — go pink!

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31601 *The Mayor of Casterbridge*
(35-825Z) DCC ready
(35-825ZSF) DCC sound-fitted
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Mk. 2F Tourist Second Open (TSO) 6117
(39-684X) standard – in stock now
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AVAILABLE NOW



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Purchase 31601 *The Mayor of Casterbridge* in Wessex Trains pink livery and 31452 *Minotaur* in Fragonset Railways livery together in DCC ready, DCC sound-fitted or DCC sound-fitted ‘Deluxe’ guises (find all product codes below) and benefit from our bundle deal prices with free postage!

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



Class 31/6 31601 *The Mayor of Casterbridge*



Class 31/4 31452 *Minotaur*

31452 (35-825Y) + 31601 (35-825Z) DCC-ready duo: £340.00* (£199.95 RRP ea.) Save £59.90!
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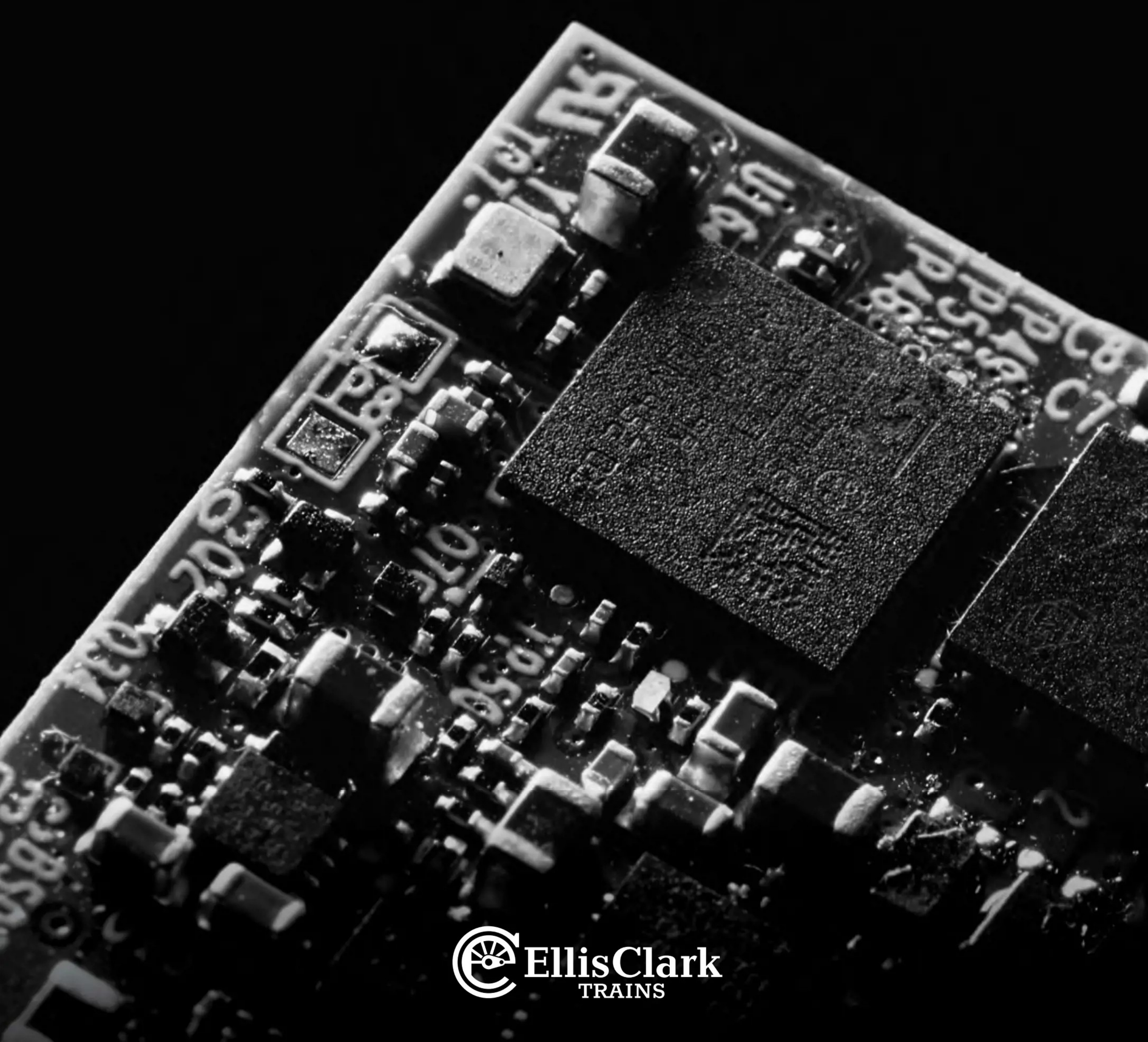


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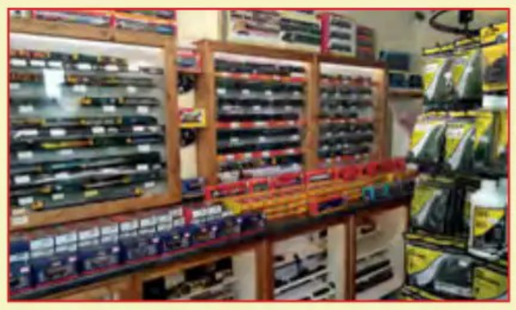
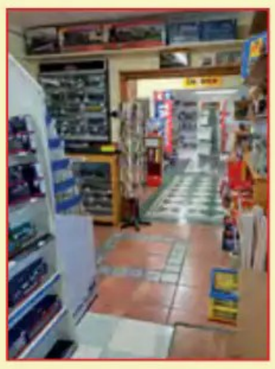
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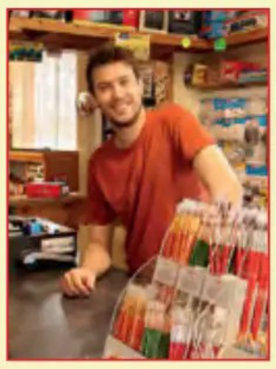
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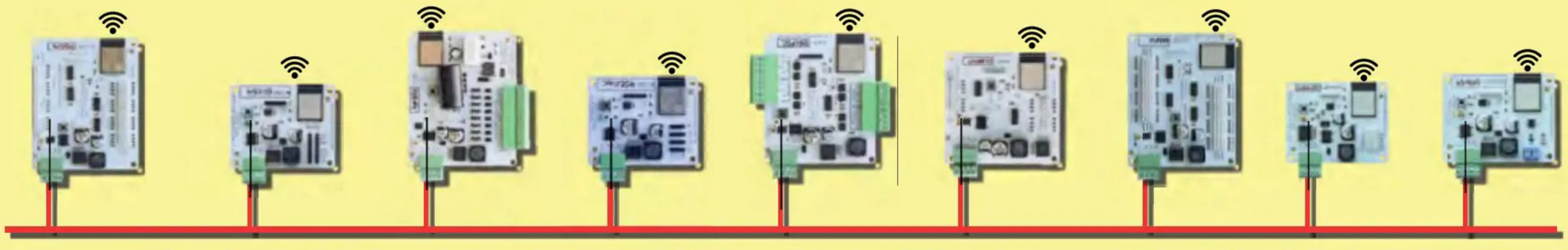
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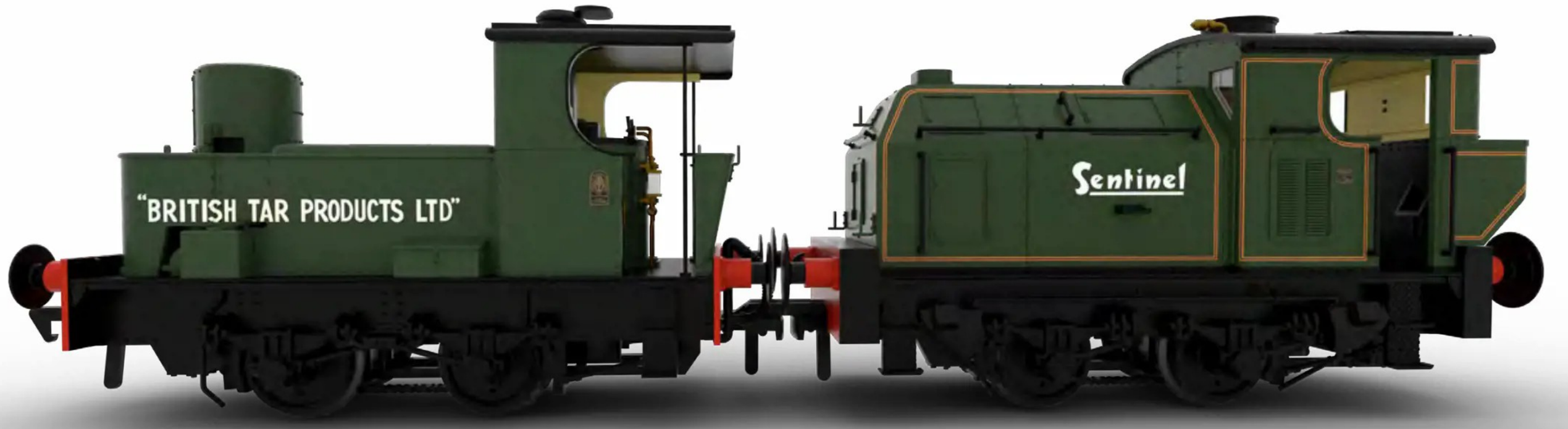
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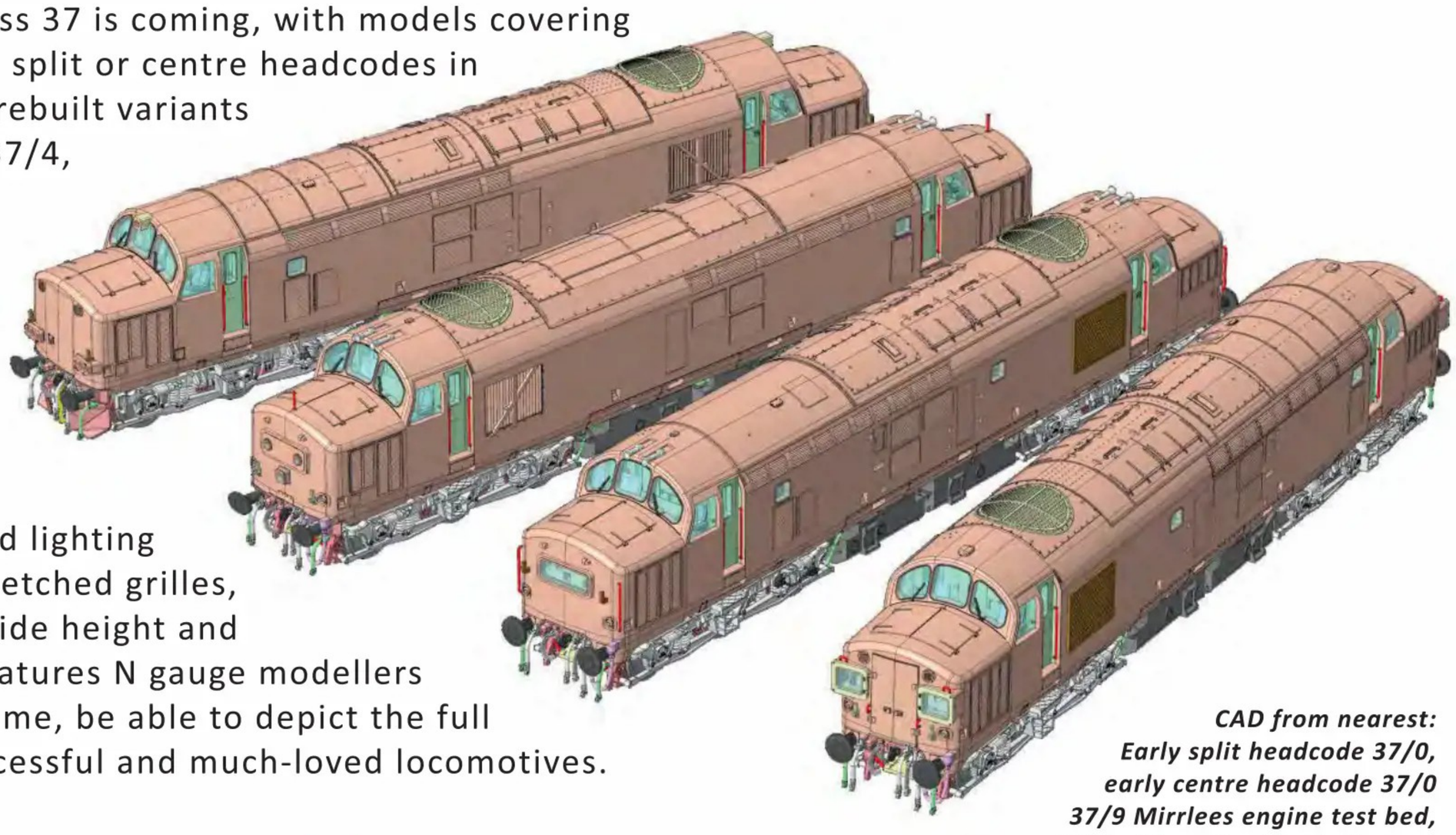
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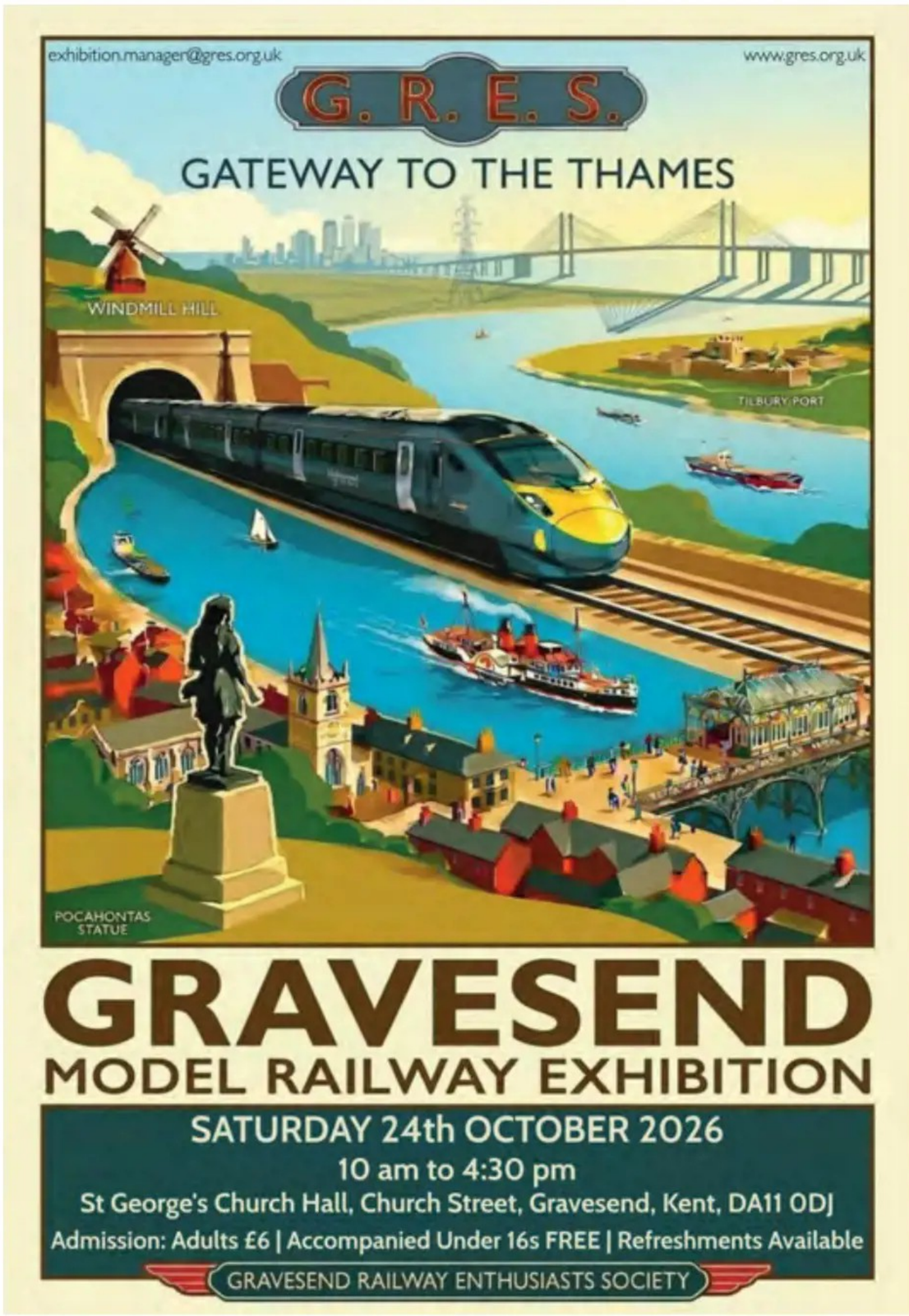
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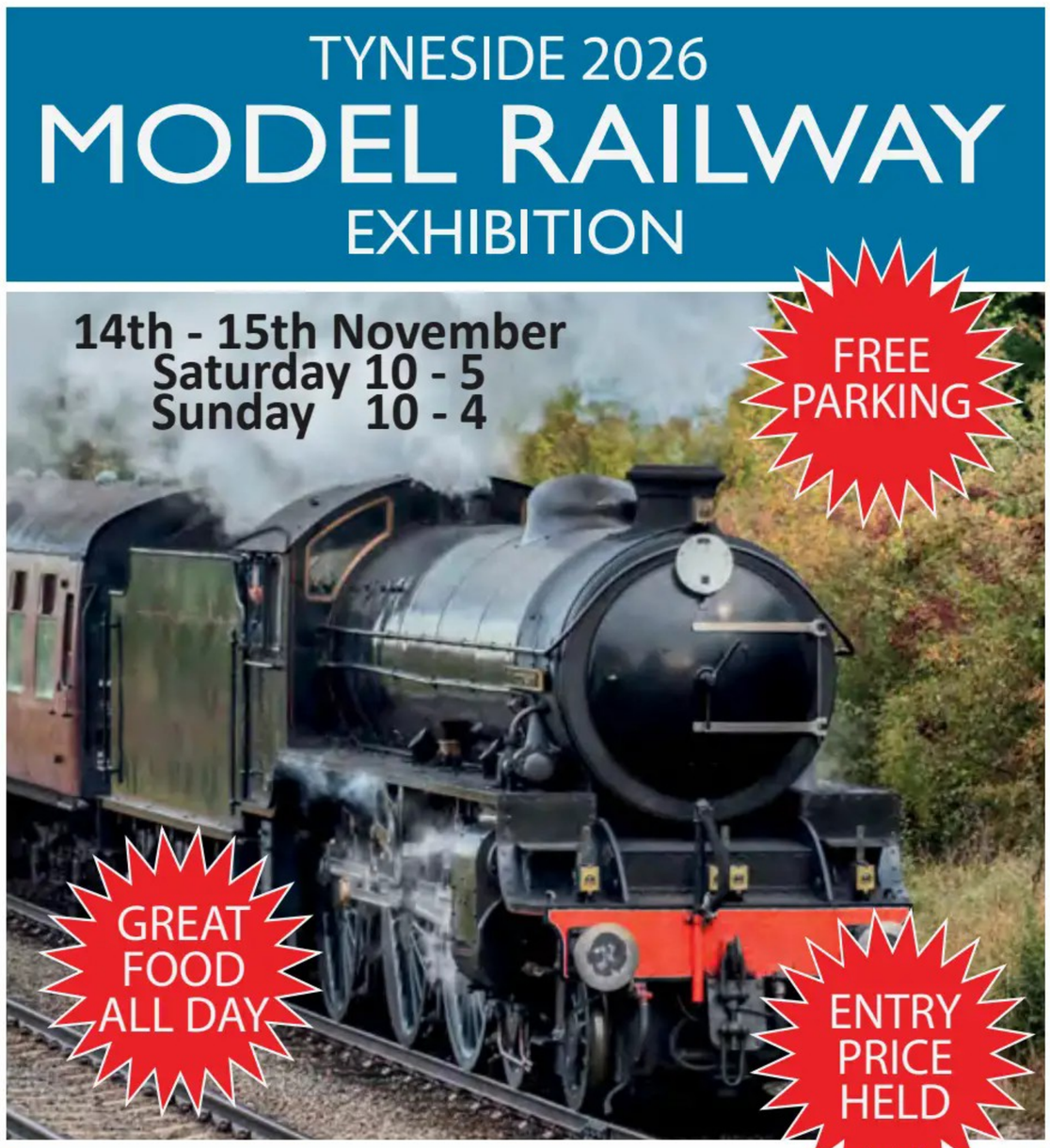
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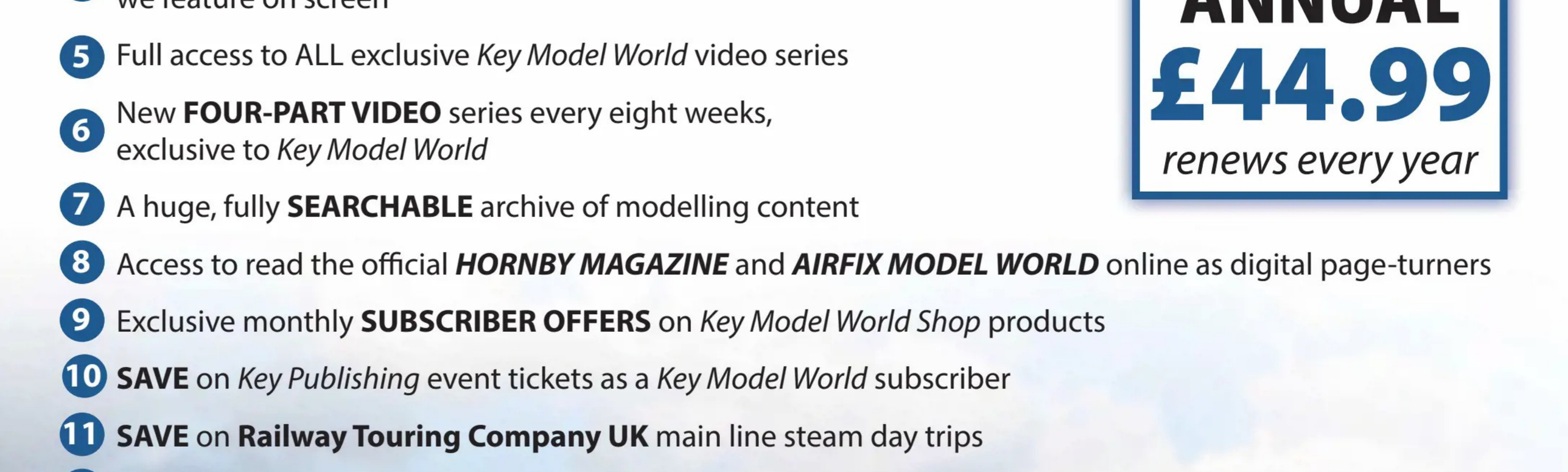
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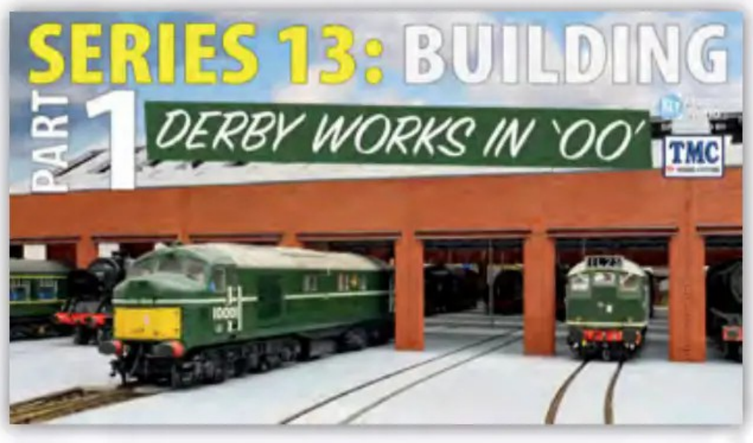


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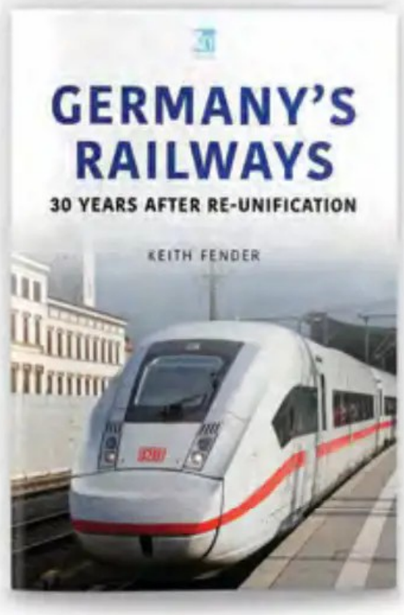
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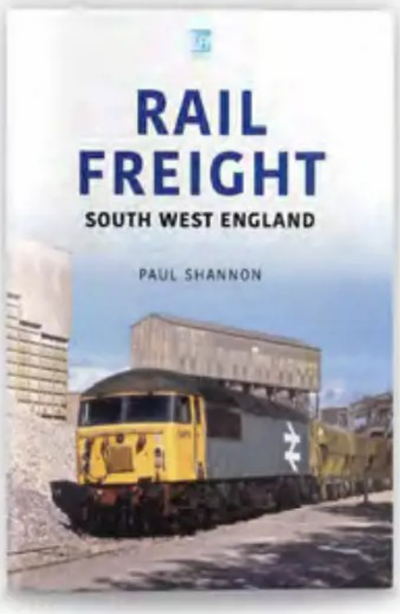
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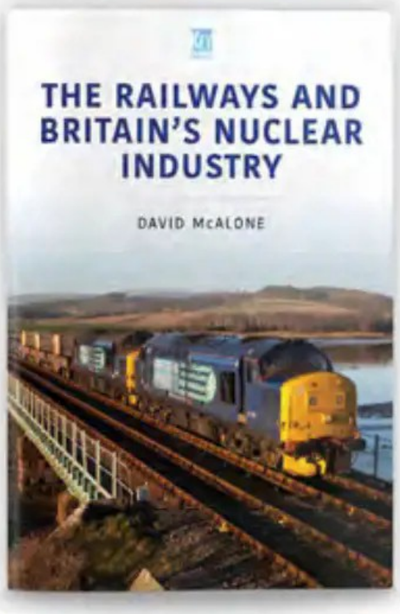
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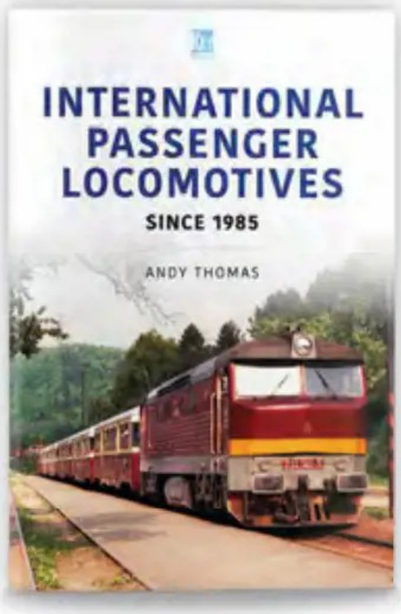
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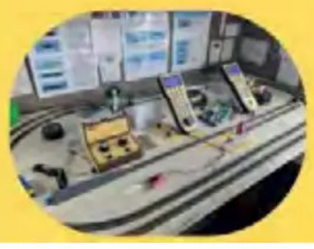
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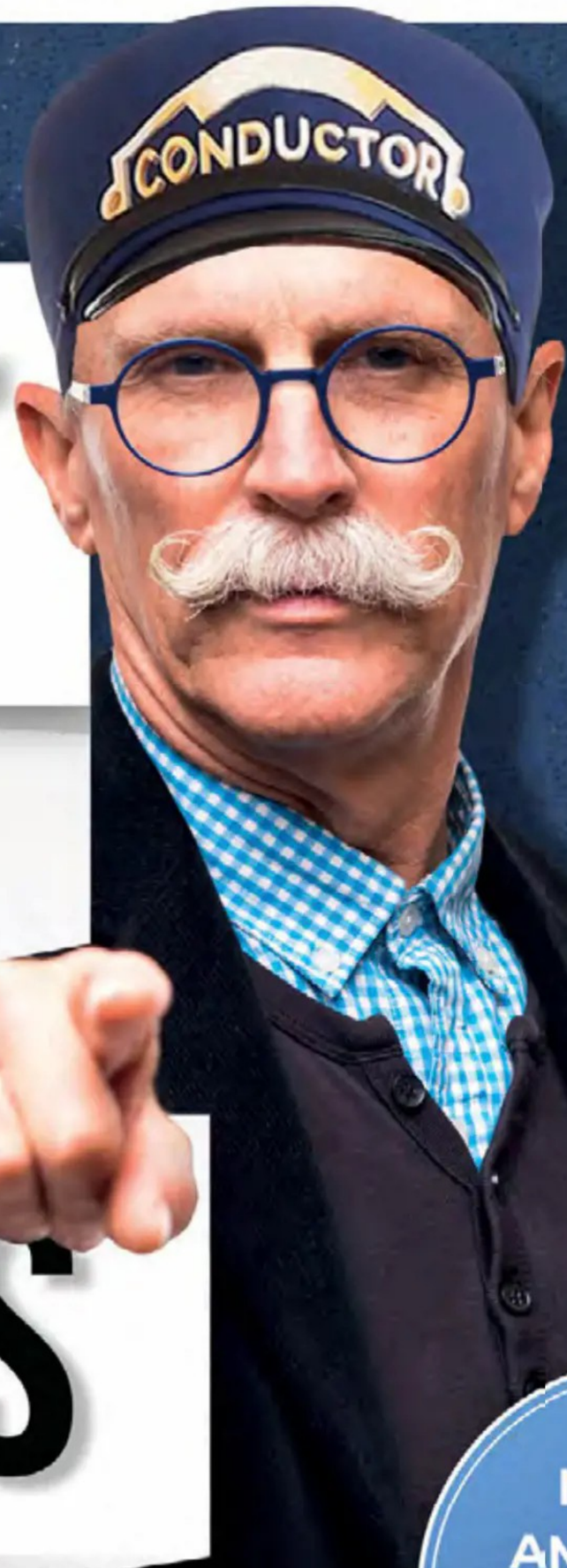
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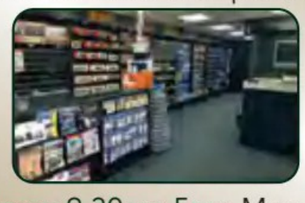
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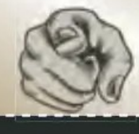
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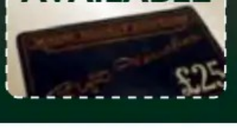
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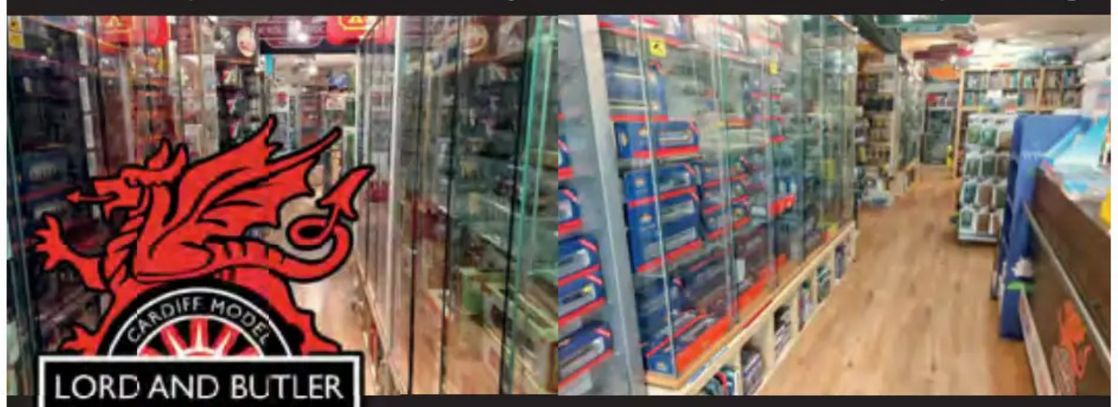
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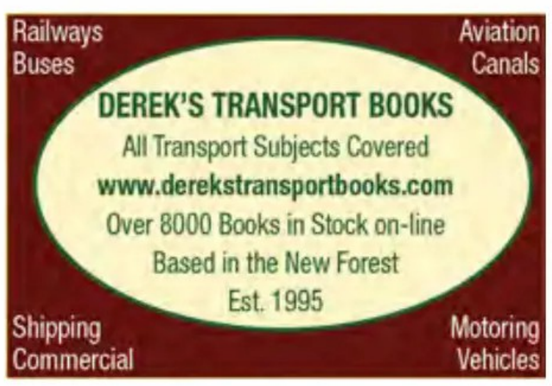
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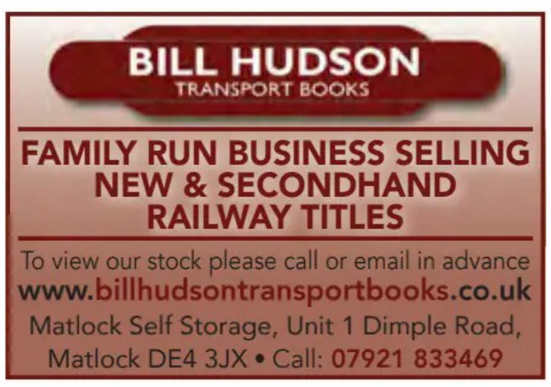


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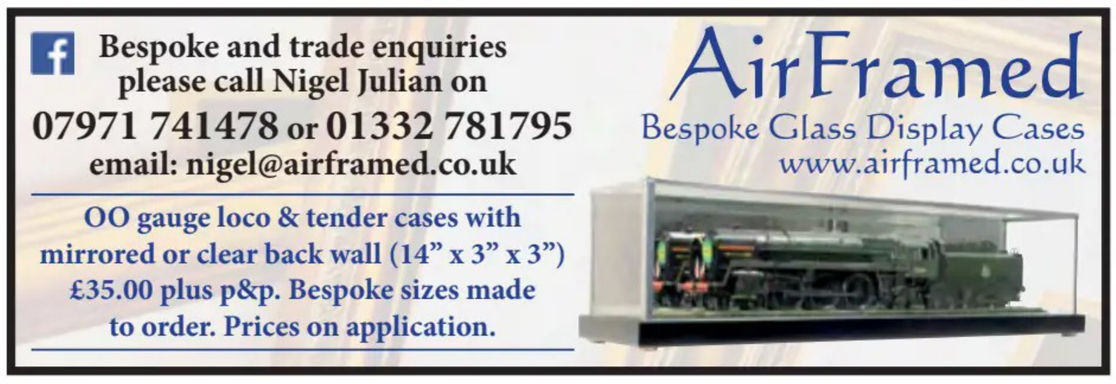


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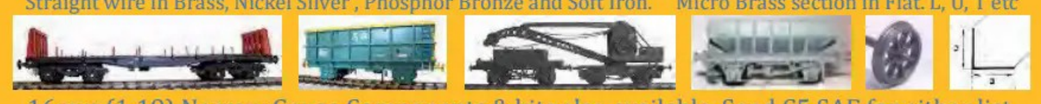
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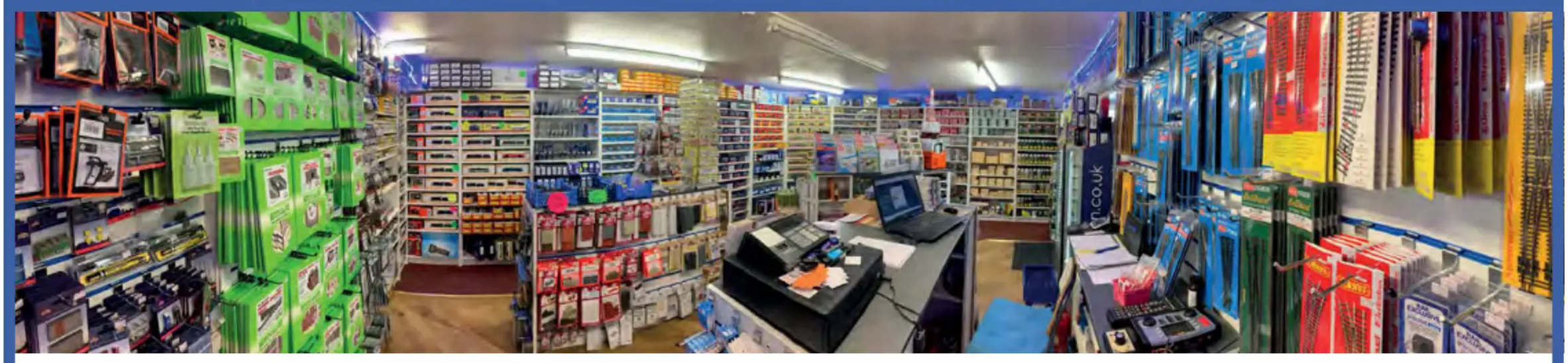
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