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# HORNBY

## magazine

Issue 127 **January 2018** USA \$12.99 · CAD \$13.99 · AUS \$12.95 **UK £4.50**

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**FIRST LOOK!**



**WARLEY 2017**

New announcements, the latest products and more!

**REVIEWED**

**GWR RAILCAR**



Dapol's new '00' gauge 'Flying Banana' on test

**WE SHOW YOU HOW**

**DIGITAL 'H'**



Bring Hornby's new SECR 0-4-4T to life with sound

# Settle & Carlisle

## MASTERPIECE

Spectacular Northern Fells club layout built in 'O' gauge



**PLUS...**

**WICK END**

The Far North in the 1980s in 'O' gauge

**LEE-ON-THE-SOLENT**

South coast branch line terminus in 4mm scale

**PLUS**

- 'Warwell' detailing in '00' gauge
- Ballast on test
- Laser cut buildings
- Installing animated figures

KEY



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A black Hornby train car with a yellow rectangular logo on its side. The logo contains the word "HORNBY" in bold yellow capital letters, followed by a registered trademark symbol (®).

**HORNBY®**

20

A black Hornby train car with the word "ANNOUN" in large white capital letters on its side.

ANNOUN

A black Hornby train car with the text "8TH JANU" in large white capital letters on its side.

8TH JANU



# I8 RANGE



# CEMENT...



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# HORNBY magazine

January 2018

**Editor:** Mike Wild  
**Assistant Editor:** Mark Chivers  
**Senior Designer:** Steve Diggle  
**Sub-editor:** Andrew Roden  
**Contributors:** Evan Green-Hughes, Brian Stephenson, Tim Shackleton, Graham Gaches, Nigel Burkin, Paul Chetter, Julia Scarlett, Ben Jones, Trevor Jones, Bob Alderman, Chris Warner, Dave Warner and Phil Chudley.

## EDITORIAL ADDRESS

Hornby Magazine, Key Publishing,  
 PO Box 100, Stamford, Lincolnshire PE9 1XQ  
**Tel:** 01780 755131  
**Email:** hornbymagazine@keypublishing.com  
**Website:** www.hornbymagazine.com

## ADVERTISING

**Advertising Manager:** Gemma Gray  
**Email:** gemma.gray@keypublishing.com  
**Telephone:** 01780 755131  
**Mobile:** 07969 471756  
**Sales Executive:** Liz Ridge  
**Email:** elizabeth.ridge@keypublishing.com  
**Telephone:** 01780 755131  
**Sales Executive:** Hollie Keeling  
**Email:** hollie.keeling@keypublishing.com  
**Advertising Production/Design:** Rebecca Duffy  
**Tel:** 01780 755131 **Fax:** 01780 757261  
**Email:** rebecca.duffy@keypublishing.com

## ADVERTISING ADDRESS

Hornby Magazine, Key Publishing Ltd,  
 Po Box 100, Stamford, Lincolnshire PE9 1XQ

## SUBSCRIPTIONS/MAIL ORDER

PO Box 300, Stamford, Lincolnshire PE9 1NA, UK  
**Tel:** 01780 480404  
**Email:** Subscriptions - subs@keypublishing.com  
**Email:** Mail Order - orders@keypublishing.com

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**Managing Director:** Adrian Cox  
**Commercial Director:** Ann Saundry  
**Group Marketing Manager:** Martin Steele  
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**Webmaster:** Simon Russell  
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**127**

# HORNBY magazine

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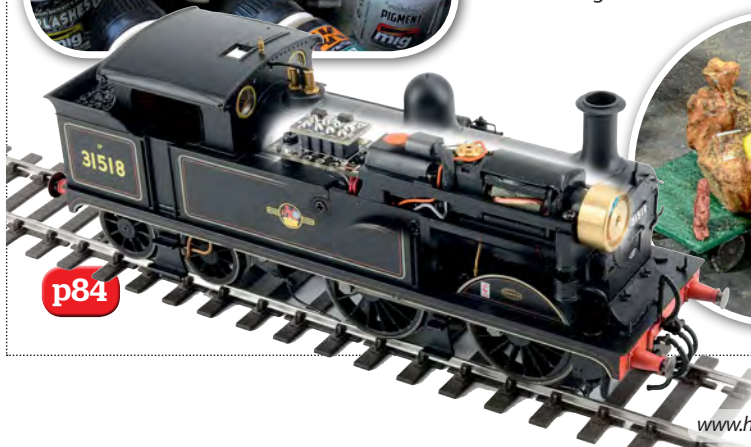
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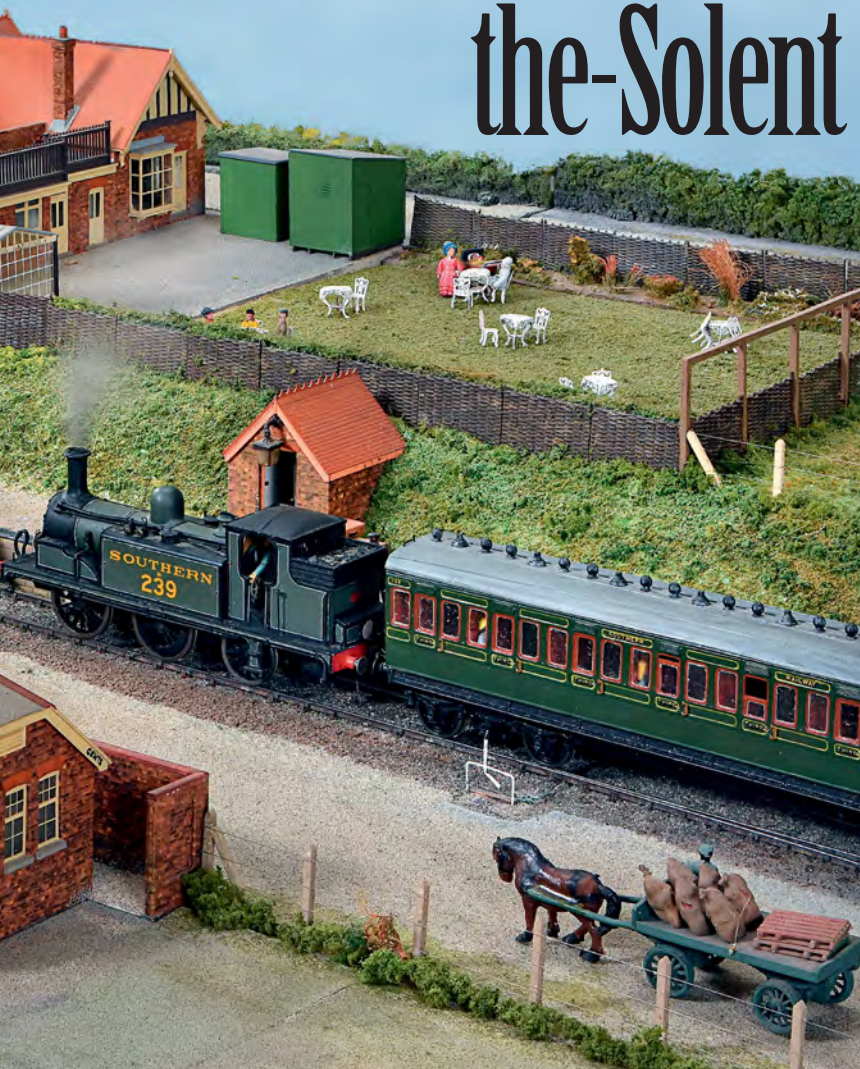






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The latest happenings from behind-the-scenes at Hornby Hobbies, news and announcements from the annual Warley National Model Railway Exhibition and you could win a ready-built 'OO' gauge exhibition layout, digital controller and rolling stock worth more than £1,000 in our exclusive competition.

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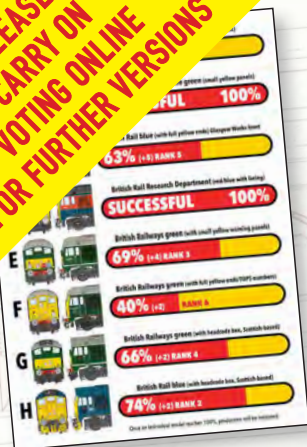
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### SHOW GUIDE

*Hornby Magazine's* comprehensive guide to forthcoming events.



PLEASE  
CARRY ON  
VOTING ONLINE  
FOR FURTHER VERSIONS



# SLW Class 24 diesel

## Two new variants go into production

Our customer-led initiative to choose additional colour schemes for our widely-acclaimed Sulzer Type 2 model has been a tremendous success with two new liveries now approved for production. Quantities have now been fixed so please pre-order ASAP to secure your models!



Cat No. 2406: **No. 97201 EXPERIMENT British Rail Research Department** (1980 to 1995)

Arguably the best-known Class 24, the former No. 24061 had a second life as motive power for Derby Railway Technical Centre's test trains. It received its eye-catching livery and name in 1980 and travelled widely throughout the decade, including visits to numerous open days. Entered preservation in these colours and is now at the North Yorkshire Moors Railway. Delivery expected mid-2018. Prices: £300 Digital sound and supercapacitor 'stay-alive'; £270 Digital sound; £170 Standard DC (analogue).

## Museum quality 4mm:1ft scale ready-to-run

- Over 350 components in each model
- Available in 'OO', 'EM' & 'P4' gauges
- Produced from official Works drawings
- Incredible bogie and interior details
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- Period specific detailing differences
- Authentic sounds from twin speakers
- Revolutionary new driving experience
- Stay-alive and super-capacitor upgrade

Six production runs have **sold out!** Don't miss out on **D5017 in early BR green** & **24091 in BR blue** which are still available.



Cat No. 2407: **No. D5040 British Railways (Eastern Region) two-tone green** (1965 to 1970)

Providing a welcome variation to the standard but somewhat plain green livery, half a dozen locos were repainted with the mid-level Sherwood green band, as part of their overhauls at Derby Works, during 1965. Most saw use on the Great Eastern and Great Northern in the mid to late-1960s before being dispersed to the London Midland and Scottish Regions. Delivery expected mid-2018. Prices: £300 Digital sound and supercapacitor 'stay-alive'; £270 Digital sound; £170 Standard DC (analogue).

**"The SLW Class 24 diesel has brought a new level of enjoyment to operating my layout - it's the locomotive all my friends want to drive!"** Steve Hall

For the full story, detail, pricing and to download the free manual, visit:

**www.sulzertype2.com**

Call us to order ☎ 01780 470086



Search YouTube for videos: 'SLW Class 24'  
Find us on Facebook: suttonslocoworks



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# WELCOME

## THE EDITOR'S PAGE



AT THE END of November the *Hornby Magazine* team was one of more than 200 stands which took part in the Warley 50th anniversary model railway exhibition at the National Exhibition Centre (NEC) in Birmingham - and what a weekend it was.

We were proudly associated with one of the boldest manufacturer stands we have seen to date with Hornby transporting the Bluebell Railway's Wainwright 'H' 0-4-4T to be the centrepiece of our joint display. This was also the first time the 'H' had been away from the Bluebell since its arrival at the Sussex branch line in the 1970s and it was also specially repainted by the railway for its appearance at the Warley show.

It was a brilliant moment to walk onto the stand and see the backdrop that we had and it was also a reminder of just how big a real steam locomotive is when compared to the 4mm scale models that we were operating on Twelve Trees Junction. Included in the roster was a new Hornby 'H' 0-4-4T

model (HM126). We hope everyone who came to the Hornby Hobbies and *Hornby Magazine* stands enjoyed what they saw.

Warley is traditionally a time of new announcements and, while there were fewer than in previous years, there was plenty to inspire future projects in terms of rolling stock and accessories. Encouraging too was the amount of product progress being shown during the event with highlights including Bachmann's Brighton 'H2' 4-4-2 in colour as well as the first engineering samples of its new 'OO' gauge steam crane. Heljan showed the latest sample of its centre headcode Class 20 for 'O' gauge too while Dapol had some outstanding samples of its new 'O', 'OO' and 'N' gauge product development on show as well.

You can read our round-up of events from the show on pages 8-15 comprising a pictorial round up of the latest samples and a coverage of all the new announcements from the show.

This issue we have a very special competition prize to give away - one of *Hornby Magazine's* exhibition layouts! We are offering the chance for one lucky reader to become the new owner of Ashland, a Southern Region North Devon set branch line through station, which is in full working

order and set up for digital control. Plus, it will come with a Hornby 'H' class push-pull pack and a digital controller to make it all run too. See pages 16-17 for full details.

Add to that the latest product reviews from around the scene including Dapol's streamlined GWR railcar, Train-Tech's sensor signals and the first of Bachmann's narrow gauge stock along with three stunning feature layouts, step by step modelling guides for rolling stock detailing, layout accessories and digital control and there is a lot to read in this new issue.

If that isn't enough, we've also put together our latest annual *Hornby Magazine* DVD for release with this issue which contains 55 minutes of footage covering 17 layouts. It is available for paper and digital readers and we hope you enjoy its content.

All that remains is for the *Hornby Magazine* team to wish all of our readers a Merry Christmas and a Happy New Year. See you in 2018!

Happy modelling!

*Mike Wild*  
Editor, *Hornby Magazine*

## IN YOUR MAGAZINE THIS JANUARY

### FREE MODEL RAILWAY DVD

17 inspirational layouts and two step by step guides feature on our annual free DVD.



### FIRST LOOK

08

Get the full story from the Warley show covering all the latest announcements and product development updates.

### REVIEWED

64

Dapol's new GWR streamlined railcar arrived in early November. We take a closer look at the 'OO' Flying Banana.

### WE SHOW YOU HOW

84

In one of six practical features we show how to install digital sound into Hornby's compact but detailed Wainwright 'H' 0-4-4T in 'OO' gauge.

**FREE 55 MINUTE DVD** **WIN £1,000**

## HORNBY magazine

Issue 127 January 2018 USA \$12.99 CAN \$13.99 AUS \$12.95 UK £4.50

**FIRST LOOK!** **Settle & Carlisle MASTERPIECE**  
Spectacular Northern Fells club layout built in 'O' gauge

**REVIEWED** **GWR RAILCAR**  
Dapol's new 'OO' gauge 'Flying Banana' on test

**WE SHOW YOU HOW** **DIGITAL 'H'**  
Bring Hornby's new SECR 0-4-4T to life with sound

**PLUS...**  
**WICK END**  
The Far North in the 1980s in 'O' gauge  
**LEE-ON-THE-SOLENT**  
South coast branch line terminus in 4mm scale

**PLUS** • 'Warwell' detailing in 'OO' gauge • Ballast on test • Laser cut buildings • Installing animated figures

### WIN £1,000 MODEL GIVEAWAY

Our latest competition gives you an exclusive chance to become the owner of one of *Hornby Magazine's* former exhibition layouts - the 17ft long Southern Region branch line station Ashland, modelling in 'OO' gauge. The full prize includes rolling stock and a control system. See page 16-17 for full details.

### LAYOUT FEATURES

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**The Summit**  
The Settle & Carlisle line modelled in 'O' gauge.  
**Wick End**  
The Far North of Scotland built in a limited space in 'O'.  
**Lee-on-the-Solent**  
A South coast terminus which started life in 1979.

### PLUS

- Detailing Hatton's 'Warwells' in 'OO'
- *Hornby Magazine's* guide to ballast
- Laser cut buildings for 'O' gauge
- How to install animated figures in 'OO'



# BLUEBELL'S 'H' GOES TO



**HORNBY®**

**Above:** The Hornby stand gave an opportunity to get up close to the only surviving 'H' 0-4-4T.

**Right:** The Bluebell Railway's 'H' takes centre stage on the Hornby Hobbies stand at Warley.

**T**HE 50<sup>th</sup> anniversary Warley National Model Railway Exhibition featured four full-size locomotives over the weekend of November 25/26 with Hornby Hobbies transporting the Bluebell Railway's Wainwright 'H' 0-4-4T to the event by road. It joined Severn Valley Railway based GWR '14XX' 0-4-2T 1450, Statfold Engineering 2ft gauge 4-6-0 *Fiji* and NBR Engineering Decauville 2ft gauge 0-4-0T *Edgar*.

The 'H' class was making its first venture away from the Bluebell Railway since its arrival on the line in 1975. It was transported to the NEC by Reid Freight overnight on November 22, arriving at the show hall on November 23.

The Bluebell Railway arranged a full museum standard repaint for the 0-4-4T, carried out by Heritage Painting at the railway's Sheffield Park shed, to refresh its fully lined South Eastern and Chatham Railway paint scheme. 263 then became the focal point of the Hornby Hobbies stand throughout the weekend.

Hornby Hobbies Head of Brand Richard Venner commented: "Taking the 'H' to Warley was a great opportunity to see this locomotive first hand and a unique element for our stand. Our thanks to the Bluebell Railway for loaning the locomotive out for the weekend and to Reid Freight for ensuring its safe

transport to and from the event."

The 54ton 0-4-4T returned to the Bluebell Railway on November 26/27 where it will re-enter traffic on the line alongside its other Southern Region locomotives and carriages.

● Visit [www.bluebell-railway.co.uk](http://www.bluebell-railway.co.uk) for full details of the railway's operation for 2017 and 2018.





# WARLEY



Hornby Magazine joined the Southern theme for the Hornby Hobbies stand by displaying Twelve Trees Junction at the Warley show.

## INSIDE **HORNBY®**

The latest from Hornby HQ

### TRANSPORTING THE 'H'



Left: On the evening of November 22 the 'H' 0-4-4T was loaded onto the lorry at Sheffield Reid Freight.

Right: Under the control of Reid's experienced crews, the 'H' is negotiated onto the motorway on November 23.



Left: Heading north on the M40, journey's end is in sight.



The 'H' made quite a spectacle travelling along the motorway to Birmingham.

Below: On arrival the 'H' was the first component of the Hornby Hobbies stand to be set in place. Here it is ready for the trailer to be detached.



COMING UP IN...

### THE ENGINE SHED

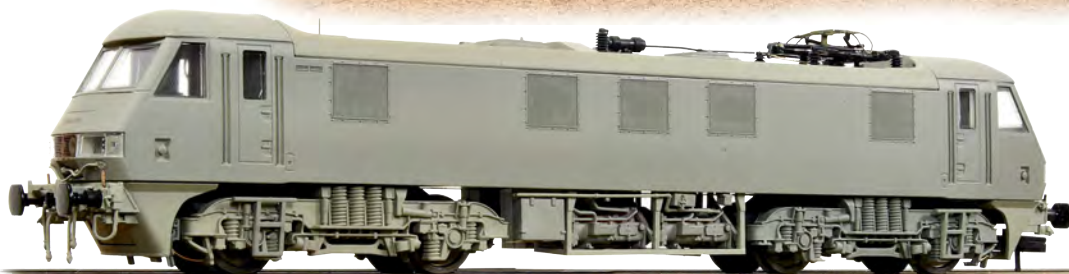
Keep up with the latest from the Hornby development team in the online Engine Shed blog. The next blogs will be live on December 15. Visit [www.hornby.com](http://www.hornby.com) to read the latest blogs.



# ON SHOW

**BACHMANN**
[www.bachmann.co.uk](http://www.bachmann.co.uk)

Bachmann's 'OO' gauge model of the Brighton 'Atlantic' 4-4-2 made its debut in full decoration at the Warley show with models in Southern Railway and British Railways liveries on display. This is 32424 *Beachy Head* in BR lined black with early crests (Cat No. 31-921) which is expected to be released in mid-2018.



The Class 90 Bo-Bo AC overhead electric locomotive was displayed as a first engineering sample in three forms for 'OO' gauge. The model will feature working lights, a DCC operated pantograph and more. This is the Railfreight Distribution version (Cat No. 32-611).



**Above:** The eagerly awaited 'OO' steam crane was shown as a fully assembled sample at the Warley show. It is being made available in Great Western, Southern and BR formats with detail differences between each variant being incorporated. The boom is fully positionable.



**Left:** Bachmann's 'OO' gauge Worsell J72 0-6-0T is making rapid progress following Bachmann's decision to retool the locomotive rather than only produce a new chassis. Versions will cover North Eastern, London North Eastern and BR era locomotives with a Next18 decoder socket provided. Release is expected in autumn 2018.

**Right:** A decorated sample of last built Class 66/7 66779 *Evening Star* (Cat No. 32-983) was shown by Bachmann for 'OO' gauge. It is due for release in March/April 2018.



**Left:** The BR 63ft Carflats for 'OO' by Bachmann were shown as decoration samples. This is the BR blue Motorail version with BR B1 bogies (Cat No. 38-902). Release is expected in March/April 2018.



# The Warley National Model Railway Exhibition saw new product samples displayed for scales from 'N' to 'O' gauge. *Hornby Magazine* presents a round-up of the highlights.

## DAPOL

[www.dapol.co.uk](http://www.dapol.co.uk)

The first set of decorated London and South Western Railway Adams 'B4' 0-4-0Ts for 'OO' gauge have been received by Dapol covering a range of pre-grouping, Southern Railway and British Railways liveries. This is 30089 with early crests (Cat No. 45-018-004). The price per model is set at £110 with release expected at the end of the first quarter of 2018.



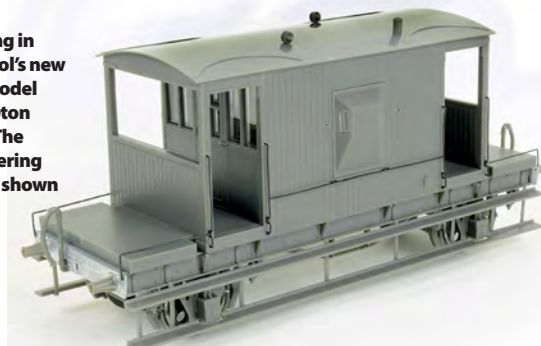
Impressing 'O' gauge modellers were the latest pre-production decorated samples of the GWR '57XX' and '8750' 0-6-0PTs – both of which were expected to arrive with Dapol before the end of the year. Highlights include full working inside motion, a highly detailed cab, firebox flicker and more.



Right: A full engineering sample of the 'O' gauge HAA hopper showed great progress towards completion. Release is expected in 2018.



Right: Coming in 2018 is Dapol's new 'O' gauge model of the BR 20ton brake van. The first engineering sample was shown at Warley.



Left: The 'N' gauge Vossloh Class 68 Bo-Bo diesel has been developed rapidly by Dapol following completion of the 'OO' gauge version. A high specification is promised including extensive lighting operations and DCC sound compatibility. Release is expected in December or January.

## THE MODEL CENTRE

[www.themodelcentre.com](http://www.themodelcentre.com)



The full range of 'OO' gauge BR plate and double bolster wagons were shown in decoration by The Model Centre at the Warley show. Priced from £24.95 for single packs and £49.95 for twin packs the wagons are expected to arrive in the first quarter of 2018.



## HELJAN

[www.heljan.dk](http://www.heljan.dk)

Highlight of the Heljan 'OO' gauge display was the first decorated sample of its impressive GWR '47XX' 2-8-0 as 4706 in BR black with early crests. Further bodies in GWR green were on display. The price is set at £199.99 with release due during 2018.



In 'O' gauge a factory decorated sample of the Gloucester Class 128 parcels railcar was on display. It is expected to arrive in December 2017 or January 2018 covering both Western and Midland region units.



**Above:** The BR Class 07 diesel shunter for 'OO' gauge is expected to be released in the first quarter of 2018. These are the final undecorated pre-production samples which show the level of detail and separate parts included in these compact shunters. The price per model is £139.95 with versions covering as built and later air-braked locomotives.



**Above:** Also shown by Heljan was the first engineering sample of Olivia's Trains 'OO' gauge BOC tankers in both original and later modified formats. Full details are expected in 2018.

**Right:** The 'O' gauge Class 20 was displayed in a collection of liveries including this BR blue factory weathered version. Delivery is expected in the first quarter of 2018 covering BR green, BR blue and Railfreight red stripe colour schemes.



## REVOLUTION TRAINS

[www.revolutiontrains.com](http://www.revolutiontrains.com)

**Right:** The first full production samples of the 'N' gauge Class 390 Pendolino EMU were shown by Revolution Trains at the Warley exhibition. This crowd-funded model is due to arrive with customers in the early New Year.



**Right:** A hand decorated sample of the Revolution Trains 'N' gauge Class 92 was another talking point on its stand. The order book remains open for the model which is priced at £135 DCC ready and £230 for a sound fitted version.



**Left:** The first engineering sample of Revolution's IZA Cargowagon twin vans for 'N' gauge showed the current development of the goods vans. Single packs are priced at £36, triple packs at £108 and single packs with flashing taillights will cost £40.



## KERNOW MODEL RAIL CENTRE

[www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)



**Left:** Kernow Model Rail Centre's North British Locomotive Co 'Warship' diesel-hydraulic has reached the engineering sample stage. This fully working model was on show at Warley with release expected during 2018.

**Below:** Also on the Kernow stand were several new limited editions which will be announced in the coming weeks. Highlights included this pair of Class 47s, two Class 50s, a Network Rail liveried Mk 3 DVT, a Bachmann '4575' 2-6-2T, wagons and more. Full information will be published in a future issue.



## LOCOMOTION MODELS

[www.locomotionmodels.com](http://www.locomotionmodels.com)

The Great Northern Railway Stirling single in 'OO' for Locomotion Models made its debut as a fully decorated model at the Warley show. It is being produced by Rapido Trains and is expected to arrive in the first quarter of 2018.



## RAILS OF SHEFFIELD

[www.railsofsheffield.com](http://www.railsofsheffield.com)

The latest sample of the Rails of Sheffield LNER dynamometer car for 'OO' showed the latest development of the interior detail by Rapido Trains. The next phase is creation of the artwork for the LNER teak livery.





# DAPOL SCALES UP THE SENTINEL FOR 'O'

**T**HE SENTINEL four-wheel vertical boilered tank (4wVBT) has been selected as the next ready-to-run 'O' gauge locomotive by Dapol. It was announced at the Warley National Model Railway Exhibition.

The Sentinel 4wVBT, classified 'Y1'/'Y3' by the London and North Eastern Railway, was introduced for shunting operations in 1927 with withdrawals taking place in the 1950s. Seven went into departmental service.

Dapol's model will feature a die-cast running plate, die-cast chassis, glowing firebox light, removable cab roof, sprung buffers, articulated screw couplings and a 21-pin DCC decoder socket in its specification.

Prices are set at £175 for DCC ready versions, £205 for DCC fitted and £350 for DCC sound fitted Sentinels with liveries covering LNER, LMS, early BR, GWR and National Coal Board schemes. Delivery is anticipated in the fourth quarter of 2018.

● Visit [www.dapol.co.uk](http://www.dapol.co.uk) for more information.



## APT-P PROJECT

The West Coast Main Line Advanced Passenger Train (APT-P) has been selected as Durham Trains of Stanley's first crowd-funded model. It proposed in 'OO' and 'N' gauge in partnership with DJ Models.

The train is proposed in five, six, seven, 10 and 14 car formations with prices ranging from £549.95 for the five-car pack in 'N' gauge. Pricing for 'OO' was to be confirmed as *Hornby Magazine* closed for press.

The 'N' gauge specification includes a

working tilt mechanism, close-coupling, lighting and a single Next18 decoder socket.

A percentage from each sale will be donated to the preservation of the APT-P at Crewe Heritage Centre with funding managed by Durham Trains of Stanley. If successful, Durham Trains intends the APT-P to be the first in a series of West Coast Main Line products for 'N' gauge.

● Visit [www.durhamtrainsofstanley.co.uk](http://www.durhamtrainsofstanley.co.uk) for more information.



## Dapol reboots 'TURBOT' for 'OO'



The BR 'Turbot' spoil wagon is being developed by Dapol for 'OO' gauge following a period on hold. The wagon is targeted for release in the second quarter of 2018 priced at £24.95.

The 'Turbot' fleet was created by rebuilding redundant bogie bolster E wagons between 1982 and 1988. The last was withdrawn in 2002.

Dapol's 'Turbot' is set to feature a plastic body and die-cast chassis, sprung buffers, NEM coupling pockets, a detailed body with separate side doors and stanchions, door springs and an accessory pack containing bufferbeam pipes and instant couplings.

Dapol has also stated that it is developing the bogie bolster E for 'OO' gauge for release in the second quarter of 2018.

● Visit [www.dapol.co.uk](http://www.dapol.co.uk) for more information.



# Class 37/4 for 'O'

The latest addition to Heljan's line-up of 'O' gauge ready-to-run diesel locomotives is the Class 37/4 sub-class with delivery expected in the first quarter of 2019.

The Electric Train Heat fitted Class 37/4s will be available in BR green with small yellow warning panels as 37411/D6990 as well as unnumbered in BR 'large logo' blue, EWS maroon and gold, Regional Railways and BR triple grey sector schemes.

The specification will follow that of the previous Class 37/0 centre headcode model released in 2017 (HM119) including

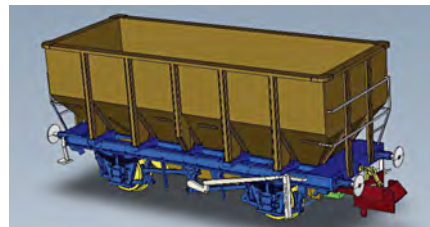
twin motors, rotating roof fan, space for a speaker in the fuel tanks, directional lighting and full bufferbeam pipework for the Class 37/4 and cutaway valances.

In addition, Heljan updated progress on its other 'O' gauge projects with the GWR '61XX' 2-6-2T now expected in the first quarter of 2018, the Class 25/3 in the second quarter of 2018, the GWR '43XX' 2-6-0 in the third quarter of the year and the Class 03 diesel shunter in the fourth quarter.

● Visit [www.heljan.dk](http://www.heljan.dk) for more information.



## HUO hopper for 'OO' and 'N'



DJ Models has announced that it is making 'OO' and 'N' gauge models of the HUO 24.5ton hopper wagon and has launched a crowd-funding scheme to support the project.

On release it will be available in single and four-packs with different running numbers. Prices for the 'OO' HUO start from £18.95 for single wagon wagons while the 'N' gauge version will be priced at £17.95 each.

Four-packs will be priced at £75.50 in 'OO' and £69.95 in 'N' gauge. The project requires 2,000 orders in 'N' and 3,000 orders in 'OO' to go to tooling with DJ Models.

First 3D printed samples from the CAD drawings were displayed at the Warley show by DJ Models in 'N' gauge offering a first look at current progress.

● Visit [www.djmodels.co.uk](http://www.djmodels.co.uk) for more information.



## Hatton's reveals railhead treatment and Freightliner flats

Hatton's has unveiled plans to produce Network Rail's Railhead Treatment Train (RHTT) for 'OO' gauge as well as FEA-E and FEA-S intermodal container flats.

Introduced in the mid-2000s, the RHTTs are utilised to improve railhead conditions during the leaf-fall season from October to December each year, formed of FEA-F container flat wagons fitted with a series of interchangeable modules and usually top and tailed by freight locomotives.

Specification for these new models includes fully-detailed



underframe, removable water tank, Sandite and water jet modules, separately fitted brake pipes, lamp irons and more.

Four two-vehicle sets will be produced in a choice of pristine or weathered finish, while two extension packs containing an additional water wagon with three water modules will also be available

to extend the formation. Prices for two-car packs start at £118, while the additional extension packs will be priced from £59.

Allied to this, Hatton's has also revealed plans to produce the similar FEA-E and FEA-S single Intermodal wagons for 'OO'. Five FEA-E and seven FEA-S single flats are planned in Freightliner,

GB Railfreight, Metronet and Transplant liveries, with variants to include those fitted with track panel carriers too. Prices start from £32 for standard wagons.

Delivery for both projects is anticipated in late 2018.

● Visit [www.hattons.co.uk](http://www.hattons.co.uk) for more details and available options.

## LIONHEART TARGETS BR MK 1 NEXT FOR 'O'

Dapol's Lionheart Trains brand is to produce a new range of British Railways Mk 1 carriages for 'O' gauge with prices set at £199.99 per vehicle.

The new collection will cover the Mk 1 Brake Second Corridor (BSK), Second Open (SO), Second Corridor (SK) and Corridor Composite (CK) with a choice of crimson and cream, Southern Region green, Western Region chocolate and cream, BR



maroon and BR blue and grey liveries on each vehicle type.

The specification includes scale length bodies with correct

profiles, complete interiors, detailed underframes, die-cast bogie frames, sprung buffers and switchable interior lighting.

Lionheart is promising a close coupling mechanism capable of gap-free running and negotiating second radius curves.

The CAD drawing work is almost complete with final revisions expected to be made during early December prior to moving the Mk 1 carriage family into tooling. The first samples are expected in March 2018.

● Visit [www.dapol.co.uk](http://www.dapol.co.uk) for more information.



# WIN A COMPLETE 17ft LONG WORKING MODEL RAILWAY!

**PLUS:** A push-pull train and a DCC control system

**T**HIS MONTH we have a very special competition to win one of *Hornby Magazine's*

exhibition layouts – Ashland, a 'OO' gauge Southern Region branch line through station.

This fully scenic layout has been exhibited at a number of shows including Warley, Spalding, STEAM in Swindon and more. It represents a fictional location on the Southern's 'Withered Arm' in North Devon and is built to 'OO' gauge using Peco code 75 track and points. DCC Concepts Cobalt point motors provide movement to the points and all of the buildings have been repainted into Southern Railway colours to suit the location and era.

The layout is complete and requires 17ft x 4ft for the four baseboards to be assembled and to provide space for the turntable storage yards to be operated. The prize consists of

## Ashland A LAYOUT IN A WEEKEND

At 9.30am on Saturday July 9 three modellers started their challenge of building a layout in a weekend during the Hornby Magazine LIVE! in Hartlepool exhibition. **MIKE WILD** recalls the build and explains how the team went about creating this fully scenic exhibition layout in such a short time. Photography Mike Wild



two scenic boards measuring 4ft 6in x 2ft and two storage yard boards with turntables, capable of holding a three coach train and locomotive, each measuring 4ft x 18in. The prize includes a control panel and power

supply to operate the points. Plus it will be equipped with a pair of Southern Railway style rail built signals. If that wasn't enough, this fully completed layout will be accompanied in the prize by a Hornby Wainwright 'H' 0-4-4T push-pull train pack (R3512) worth £184.99, an 8-pin Gaugemaster direct DCC29 decoder worth £20.95 to operate the locomotive and a Hornby Elite Digital Command Control system to drive trains on the DCC layout worth £262.99. The prize includes delivery of the layout to the winner, within UK mainland, and the opportunity to meet the Hornby Magazine editorial team.

To enter the competition and be in with a chance of winning this unique prize, all you have to do is answer the following simple question by January 25 2018. **Febra**







## WHAT TRACK GAUGE IS 'OO'?

- A.** 16.5mm
- B.** 17.5mm
- C.** 18.5mm

### HOW TO ENTER

● For your chance to win, simply send your name, address and telephone number to: 'Hornby Magazine Layout Competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ.

Alternatively, visit [www.hornbymagazine.com](http://www.hornbymagazine.com) and fill in the entry form or e-mail the same information to [competitions@keypublishing.com](mailto:competitions@keypublishing.com) with 'Hornby Magazine Layout Competition' in the subject field.

Closing date for entries is January 25 2018 at 12:00 GMT and winners will be notified no later than January 30 2018. There is no cash prize alternative and the Editor's decision is final.

On occasions Key Publishing and Hornby Hobbies may make offers on products or services that we believe to be of interest to our customers. If you do not wish to receive this information please state NO INFORMATION clearly on your entry. No purchase necessary.

### DIGITAL COMPETITION WINNER

● The winner of HM125's competition to win a Hornby 'Duchess', 'Royal Scot' and Skaledale buildings is Troy Wilkins from, Uppingham. Congratulations!





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# The Summit

*With stunning Pennine scenery, this massive 'O' gauge layout rekindles the spectacular Settle and Carlisle in steam days, as **BOB ALDERMAN** explains.*

**PHOTOGRAPHY, TREVOR JONES.**





**T**HE SUMMIT is inspired by the Ais Gill section of the Settle and Carlisle line. It features the viaduct, the signalbox beside the cross-over and the two lay-by sidings for freight trains. It is fully and correctly signalled for the late London Midland & Scottish Railway (LMS) and early BR period. This follows the Yeovil Model Railway Group members'

enthusiasms and the aim is that the trains should look correct in the setting.

Its inspiration is now lost in time. Around the early 1990s, there had been discussion among the members about what should be our next project. A 7mm:1ft scale layout was proposed. The idea surfaced that if 7mm then it should be very different from our earlier 7mm layout Gas Works. Indeed, we would go to the other extreme from a small layout

to a very large one; our last great effort!

The layout is large. It is 47ft x 27ft wide. One side carries the scenery and the other the storage yard. The scenery is extensive. The fell extends for nearly six feet behind and above the railway and three feet in front. To aid the planning, a member was able to visit Ais Gill and the surrounding countryside in 2000. Numerous photographs were taken of the many features along and around the line. The planning for the »



**BR '9F' 2-10-0 92214**  
leads an oil train as a  
BRCW Type 2 waits at the  
signal with a permanent  
way train.





railway began in around 1995 but did not come to fruition until 2005 when we had a clubroom that could accommodate it.

All the design work from trackplan, basic baseboard structures and scenic area was taken up by our late member Brian Draper. The layout's subtitle, Draper's Sidings, is in his honour. Brian created a set of drawings defining the construction of each baseboard. This included the scenic profiles where appropriate. The profile of the scenery at the front and back was also defined, though at this stage the construction of scenic boards was not.

The track on the scenic side is laid on a spine of box section baseboards constructed from 12mm plywood. The storage yard boards are a series of 'table tops' again in 12mm plywood. One board is unique. This one carries the viaduct. It is an independent structure of viaduct and scenery and is mounted on wheels.

A unique feature is the construction of the scenic boards. They are made up from a series of various sized panels around 5ft long and up to 2ft deep for the rear ones and 2ft or 3ft deep x 5ft long at the front. All have been made to be as thin as possible for transport.

These boards use a paper based honeycomb panel packaging material 25mm thick. These panels are set in a 6mm plywood frame that defines the board edges. Contours within the board are created either by partially cutting through the panel and bending it or joining panels offset one to the other; a series of facets.

The panels are attached to the wooden frame and one another using a hot glue gun. All the joints are then completed using strips of newspaper glued to the panel and the frame on both sides. The faceting is removed in places by adding balled up newspaper covered with further newspaper strips to round out the surface. This has also been used to redefine other surfaces and to create rock faces. The whole surface has two layers of newspaper glued on. This is then covered with a thin mix of earth coloured Artex. The Artex is used to detail the rock faces in appropriate places.

These boards are fixed to the trackwork sides and supported with legs at their outer edges. They are very light and have allowed the dramatic height changes in front and behind the track.

It was always intended that the layout should be exhibited despite its size. To take the layout to an exhibition, all the boards are packed onto specially constructed stillages. These have been made from square steel tube, bolted, and welded together. Each board has a unique position in its stillage. The whole layout can be packed into a 7.5ton truck, but the stock must travel in two cars. »


*"We would go to the  
from a small layout to  
a very large one: our  
last great effort!"*

**BOB ALDERMAN**







 **Gresley 'V2' 2-6-2  
60809 *The Snapper***  
thunders across Ais Gill viaduct  
and passes a Cravens Class 105  
DMU. In the background is a  
typical Settle and Carlisle line  
tunnel profile marking the end  
of the scenic area.





**3** Above: An LNER Robinson 'O4' 2-8-0 heads a train of empty mineral wagons past the signalbox as it approaches the summit of the line. Beside the locomotive is one of the LMS colour light ground signals and at the end of the train is the road bridge. This has been modelled on the one at Ais Gill. The locomotive has been numbered as the preserved example.

**4** Below: The giant scenery of The Summit dwarfs a pair of trains near the signalbox. On the left a Worsdell 'J15' 0-6-0 has charge of a pick up freight while a local passenger is headed by a Thompson 'L1' 2-6-4T. In the six foot way there is a stray sheep. There is a reason for it being there: it marks the position a train has to stop at to be clear of the points before reversing into the lay-by siding.





## TRACK AND CONTROL

On the scenic areas we have used C&L plain track and their chairs and sleepers for the point work. This has been ballasted with Woodland Scenics ballast. Three colours were mixed together to achieve the effect we wanted. It is bonded with dilute PVA glue.

A feature not seen on many models is superelevation or cant on the curves. The outer rail has been lifted by 4mm card strips to produce the cant. The entry into the cant tapers to flat over about 800mm. The lift was not determined by the mathematics that is used prototypically but simply judging what looked 'right'. The downside is that long wheelbase vehicles without springing or compensation are not happy, riding on diagonally opposite wheels: locomotives are the same. The plain track in the storage yard is Peco and the pointwork is all rail soldered to copper-clad sleepers. All the points are operated by Fulgurex motors but there is a plan to replace them with servos.

The semaphore signals have been constructed from Scale Signal Supply components. The locations follow the prototype. Originally the model had semaphore ground signals, but they suffered from out-of-gauge stock and derailments so were changed to LMS colour light ones. The signaller in the cabin emerges to flag signal the crossover - he and the signals are driven by servos.

A signaller situated at the front of



**A purely LMS scene: Stanier Jubilee 5708 *Resolution*, resplendent in crimson, passes a grubby 'Super D' 0-8-0 with a mixed freight. The crew of the 'D' are thankful to have reached the top of its climb ready for the coast downhill. The distinctive Kell Beck culvert is in the foreground. Two of the many sheep on the layout are grazing above it.**

the layout operates the signals through a Modratec lever frame with full interlocking. As the operators have no direct sighting of the signals, they use a CCTV system and repeater LEDs to work to the signal aspect. The CCTV also allows sight of the

entry and ends of the lay-by sidings.

Train control is by two Helmsman 5amp units (supplemented by stand-by controllers built by one of the members) for the Up and Down lines. These are situated at each end of the storage yard controlling the Up and »





Down main and hidden yard lines. As a train departs the yard section, push button switches on that line can be depressed to advance the next train section by section to the head of the storage line meaning that each road can hold multiple trains.

## SETTING THE SCENE

This seemingly vast area of scenery has been simply finished. Hanging basket liner from the roll has been torn up and glued down for most of the grass. Other grass and foliage is from the Green Scene and Woodland Scenics ranges. The whole has been fixed with a fine spray of diluted acrylic matt medium. This serves as a further adhesive.

Notable in the scene are the drystone walls - over 100ft on the layout. Needless to say, they are not laid in individual stones. The method was to stick a strip of corrugated card, corrugations vertical, onto the scenery. DAS modelling clay was rolled out to a thickness of about 3mm and cut into strips. The strips were stuck onto the card with pva glue. The strips were then impressed with the stone pattern.

Blocks of Styrofoam with a number of hollows created the stone pattern. The blocks were then pressed into the DAS, one each side simultaneously, leaving the stone pattern proud on the surface. The capping stones were made by sticking a sausage of DAS onto the top and a blade pressed in to make individual upright stones. Once the DAS had hardened, it was painted with an emulsion base coat and then patch painted the stone colours. We had a three-member team who undertook the walling - known as Hadrian's Crew.

There are few structures on the layout. The scenic part of the line is completed at each end with tunnel mouths. These are based on Birkett tunnel, a typical Settle and Carlisle tunnel profile. The road bridge at Ais Gill has also been used at one end of the railway. These are simple compared to the viaduct which uses a plywood trackbed as its foundation. A 3mm plasticard structure has been added around this and faced with an embossed stone from Slater's Plastikard. The arches were done as a long section and the piers added to them - hanging beneath!

A hidden support is in the middle pier.

The signalbox that once stood there is from a Modelux etched kit, modified to suit - the original structure has been relocated to Butterley at the Midland Railway Butterley. The platelayer's hut is based on photographs of the one that once stood there, plus the toilet and coal store. The latter two should be there but do not seem to appear in any photographs. These structures have been built from plasticard. The distinctive Kell Beck Culvert also features. This is a plywood structure faced with carved DAS stonework.

The layout is lit with LED strips. Two colours are used - bright white and warm white. The strips are self-adhesive and stuck inside a white uPVC guttering to make a light unit. The lights are powered from salvaged PC stabilised power supplies. The guttering makes a simple lightweight shade. The units are suspended from tubular steel supports cantilevered over the layout from behind. These supports are also used to hold up the background 'sky'. With the high scenery, this completes the 'sealing off' of the operators. »







**Above:** A Fowler '4F' 0-6-0 approaches the signalbox on a mixed freight while an Ivatt 2-6-2T is held in the lay-by sidings with a breakdown train. The liveries of the two locomotives are separated by the span of the life of the LMS. The '4F' sports an early livery (LMS on the cab side, loco number on the tender) whilst the Ivatt carries the last (block straw letters and figures).




**Below:** A Brush Type 2 rumbles through the countryside with its parcels train heading downhill having passed the summit of the line by the signalbox. The stone walling can be seen to advantage from this viewpoint.





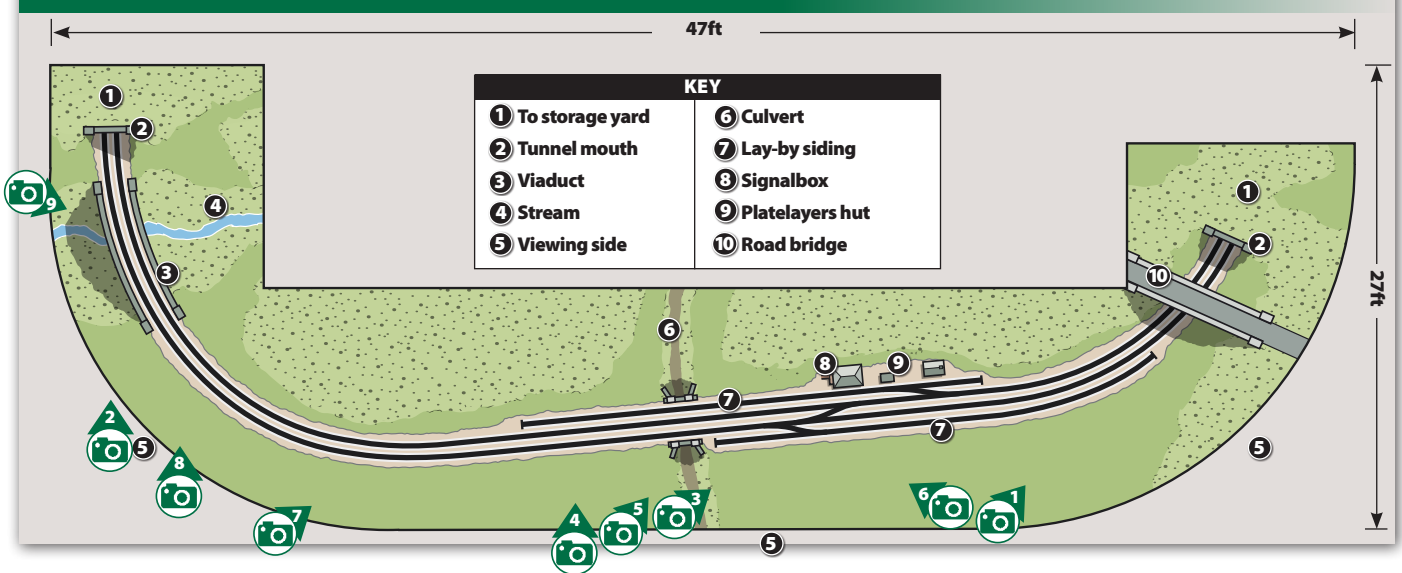
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 English Electric prototype  
*Deltic* speeds across the  
viaduct. The cant on the curved  
track is well illustrated here.





## THE SUMMIT TRACK DIAGRAM (Not to scale)



### THE TRAINS

The layout showcases YMRG member's models running in a prototypical setting. There are ten-coach expresses hauled by 'Duchesses' and 'Deltics' and local three-coach passenger trains powered by a '4F', '0-6-0'. Large freight trains hauled by a '9F', '04' or 'Super Ds' intersperse the passenger operations. There is a coal train of mineral wagons in one direction and a similar empties set in the other. Mixed freight and fitted van trains trundle around. There are also breakdown and permanent way trains

to add further variety to the roster. Diesel traction and London and North Eastern Railway locomotives with appropriate trains make a showing too. Long trains also show up construction failures: for instance, one train emerged from a tunnel with six wagons and a buffer beam and coupling hook, the remainder of the wagon detached from it!

The layout truly has been a club effort; many different members contributed their particular skills to all aspects of construction. This, we believe, has produced an extraordinary model where the scenery

dwarfs the railway. An acclamation at its first show Guildex, 2015 from someone watching the layout was: "I live near there. It looks like that". Sadly, Brian Draper did not live to see it complete nor hear this. He died shortly after the first train ran, but we know that he would have been thrilled with the layout's reception. What do we do next? Simply enjoy it. [Elkann](#)

● The Summit can be seen at the **East Anglian Model Railway Exhibition on March 10/11 2018 near Huntingdon and Railax 2018 on May 26/27 at Aylesbury.**



**Trains in the sky.**  
This 'V2' 60809 The Snapper passes 'Jubilee' 45503 Kolhapur, a Settle and Carlisle line regular, on the viaduct. Underneath the stream issues from between limestone slabs midway up.

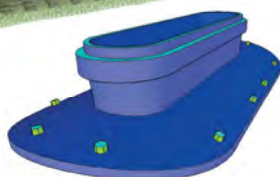




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# Updating the Warwell

**TIM SHACKLETON** widens the scope of Hatton's new KWA Warwell in a bid to bring it into line with 21st century military strategy.

**F**OR VARIOUS REASONS, modellers often seem reluctant to modify ready-to-run products, even though they know they're not always perfect. Some hesitate because they feel they lack the skill, others because they fear any changes to the as-bought model will adversely affect its sell-on value. As a result, there's an undeniable sameness about many of the trains we see running on layouts while on closer inspection some compromises and shortcomings seem to be going uncorrected.

For my part I've never had the slightest qualms about reworking, repainting or weathering my proprietary models, however much they cost and however valuable they may become in future – all that matters is that I end up with a better, more accurate and more realistic model. Out of the many items of rolling stock I own, I don't think one of them is exactly as it came out of the box.

Hatton's new Warwell wagon (HM122) is a case in point – the BR and pre-nationalisation versions are fine to me, even in their pristine factory finish, but there are a couple of question marks against the air-braked MOD-owned vehicles. For 50 years, the main differences between individual Warwells related to their livery but in the mid-1990s these wagons – running since 1976 on Gloucester roller-bearing bogies – were extensively rebuilt so they could carry the larger Infantry Fighting Vehicles (IFVs) then coming into service. Among other modifications this involved widening the end platforms and adapting the well section to take a demountable cradle capable of carrying anything up to a Warrior-sized vehicle.

So, what are we looking at doing to our Warwells? Outwardly it's a very attractive model, but it doesn't carry any kind of load and it lacks a carrying cradle and its anchor points, the prominent side

extensions to the deck and the buffer protection plates that were added at the same time – it also has a full suite of vacuum-brake equipment which is incorrect for the 100% air-braked era.

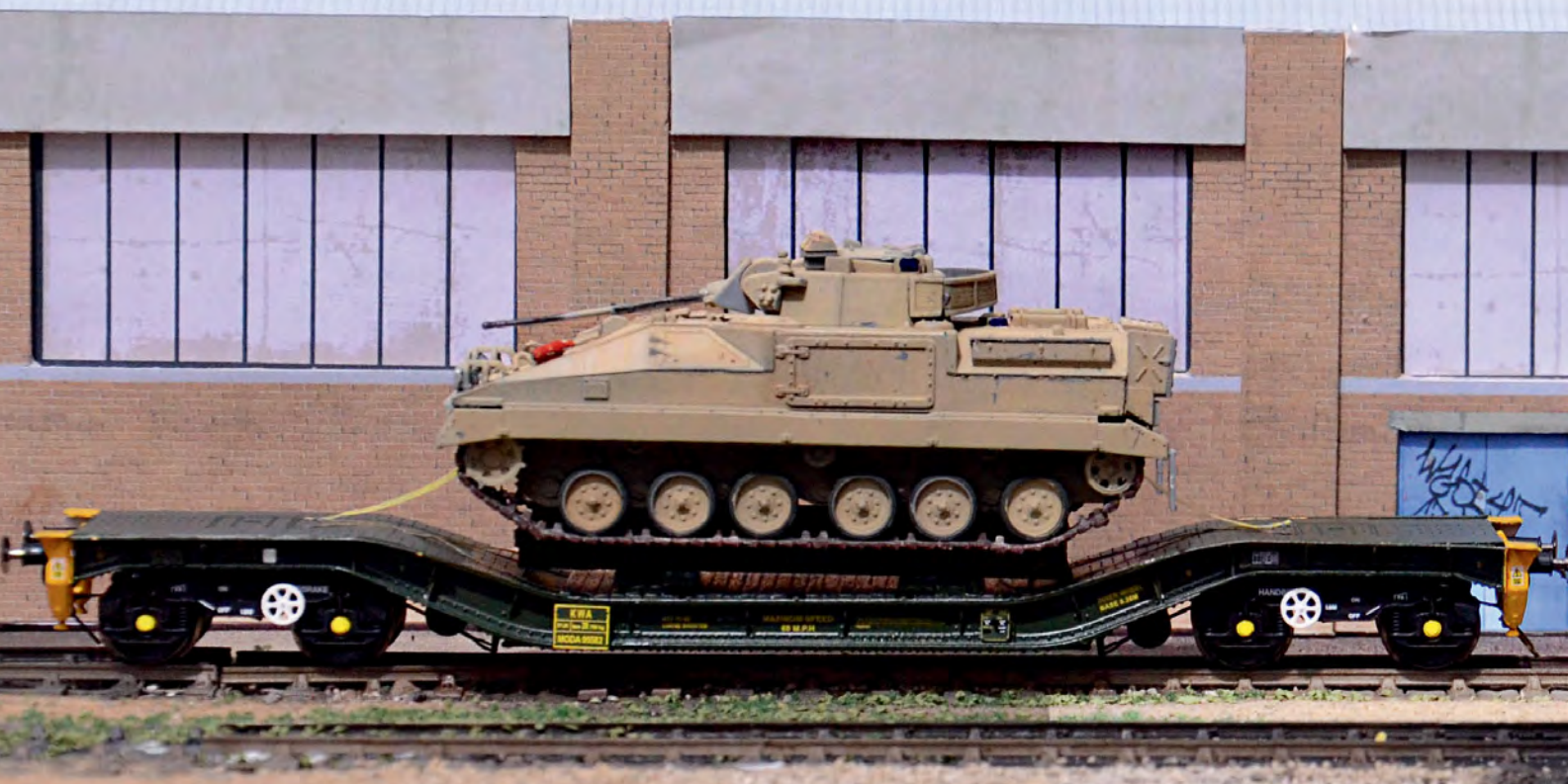
Hatton's readily concede all these points but stresses that producing an accurate present-day Warwell would have called for an entirely new diecast chassis and moulded deck, pricing it beyond the reach of the comparatively small number of modellers who'd have wanted one. So, either we

accept the model as it comes, or we decide to make a few changes.

Opting for the latter course involves modifying the decks of the as-bought models, constructing some impressive-looking scale model armour, and building a couple of cradles to park it on. I hope you'll be pleasantly surprised by how straightforward the upgrades are – and more importantly by what a significant difference they make both to the accuracy and visual impact of the finished model. **Hatton**

## WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Warwell bogie well wagon	Hatton's	H4-WW-018
Warrior MCV tank	Revell	03144
Desert Tan	Humbrol	237
Pacific Dust panel line wash	MiG Ammo	1604
Tan Grey panel line wash	MiG Ammo	1610
Yellow	Tamiya	XF-3
Red	Tamiya	XF-7
Flat Brown	Tamiya	XF-10
Dark Grey	Tamiya	XF-24
Olive Green	Tamiya	XF-58





## STEP BY STEP DETAILING THE HATTON'S WARWELL IN 'OO'

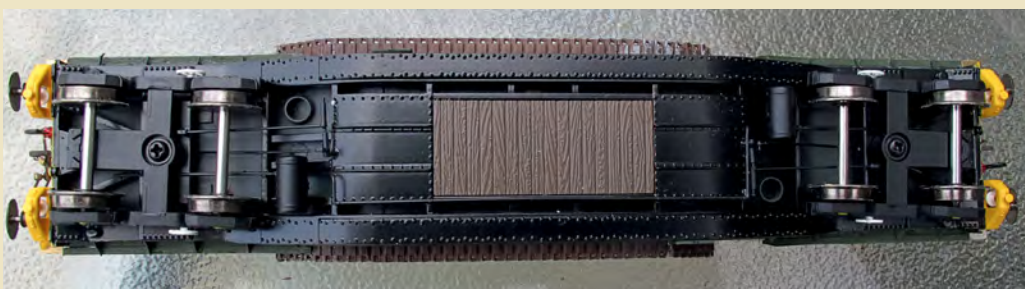


**PART 1**  
**THE**  
**WAGONS**



**1** The detailing on Hatton's universal body casting suits Warwells at almost every stage of their lives, from the Second World War through to the early 1990s. In the 1970s, MOD-owned vehicles were retro-fitted with Gloucester GPS bogies instead of the diamond-frame version previously used. This is the type used on late-period models.

**2** Using Revell's model of the Warrior, which at 1:72 scale is the odd percentage point too large for 'OO', we have a vehicle that is approximately 1mm too wide on each side, even when considered as an out-of-gauge load. I can live with this in terms of appearance – it's far more obvious here from underneath than from normal viewing angles – but you might have clearance issues if you try and run your loaded Warwells around tight curves.



**3** Because the detail is so good, I chose to disregard the bogies' incorrect width – they should be 2mm wider on each side – but the underframe fittings represent the Warflats' dual-braked days, when they had both vacuum and air brakes. These days they're air-brake only, so this means removing the vacuum cylinder. Prise it up from its seating (no adhesive is used) and then twist it off the cross-shaft. These components are perfect for recycling on vacuum-braked stock.



**4** The end decks of the MOD Warwells were widened during their 1990s' rebuild. I chose to make the side extensions from 15thou (0.381mm) brass strip because it's more rigid than styrene. It's also very easy to form it to shape. My source is fret waste left over from etched kits, which give you a generous selection of strip to which the major components were once attached.

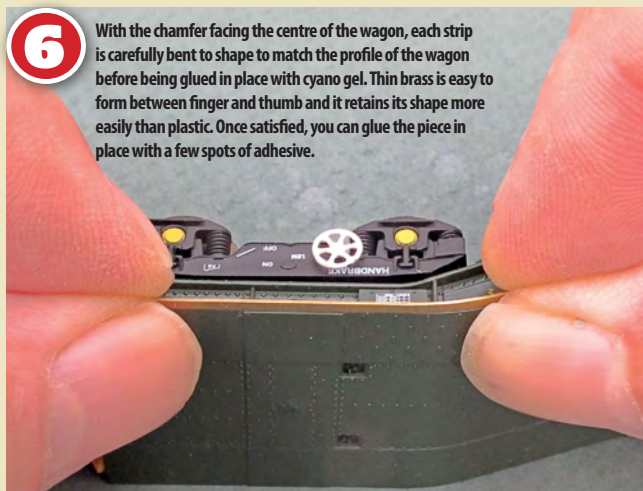


**5** An unmodified Warwell is 8ft 3in wide. The extension strips are 44mm long and 1.5mm wide, adding an extra scale 9in to the width of the wagon. Choosing the right width of strip ensures the Warwell remains within the loading gauge once the side extensions are fitted. The final 4mm of one end is chamfered as per prototype.



Our Warwells have come a long way since I first took them out of their boxes. The decks have been modified to bring them right up to date and I've built a couple of Warrior IFVs for them to carry, correctly mounted on scratchbuilt cradles so they'll clear obstacles such as platform edges.

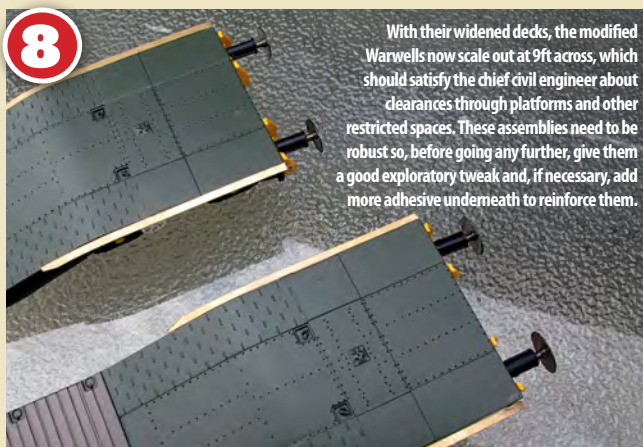




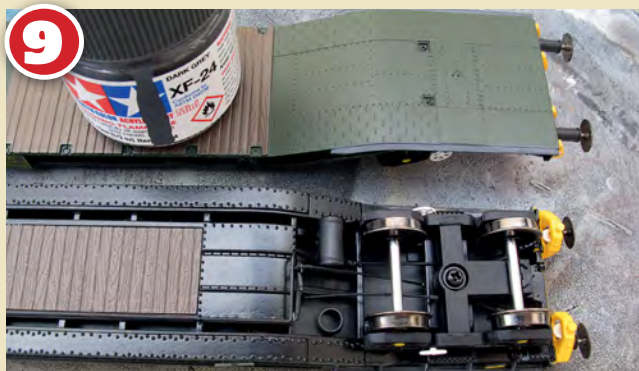
**6** With the chamfer facing the centre of the wagon, each strip is carefully bent to shape to match the profile of the wagon before being glued in place with cyano gel. Thin brass is easy to form between finger and thumb and it retains its shape more easily than plastic. Once satisfied, you can glue the piece in place with a few spots of adhesive.



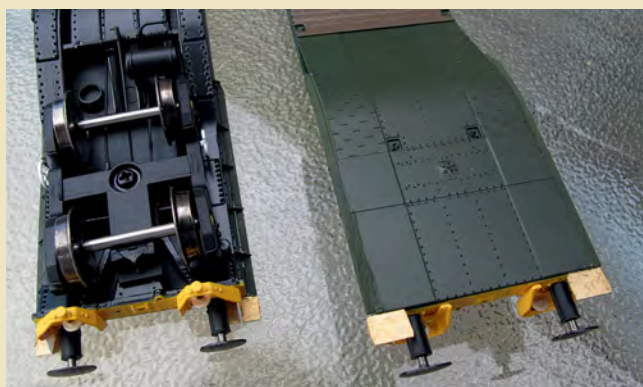
**7** I made the triangular support brackets from 0.010in x .100 Evergreen styrene strip, once more glued in place with cyano. Each one has a little notch cut in it to clear the solebar ribs. The bottom left one is a little out of true – photographs can be cruel – but can easily be coax back into position before the glue sets.



**8** With their widened decks, the modified Warwells now scale out at 9ft across, which should satisfy the chief civil engineer about clearances through platforms and other restricted spaces. These assemblies need to be robust so, before going any further, give them a good exploratory tweak and, if necessary, add more adhesive underneath to reinforce them.



**9** To prevent paint chipping, the brass deck extensions need priming, for which I used Tamiya XF-24 Dark Grey carefully brushed on both sides, being careful not to miss the support brackets. When it's dry I'll add a top coat of Tamiya Olive Green (XF-58).

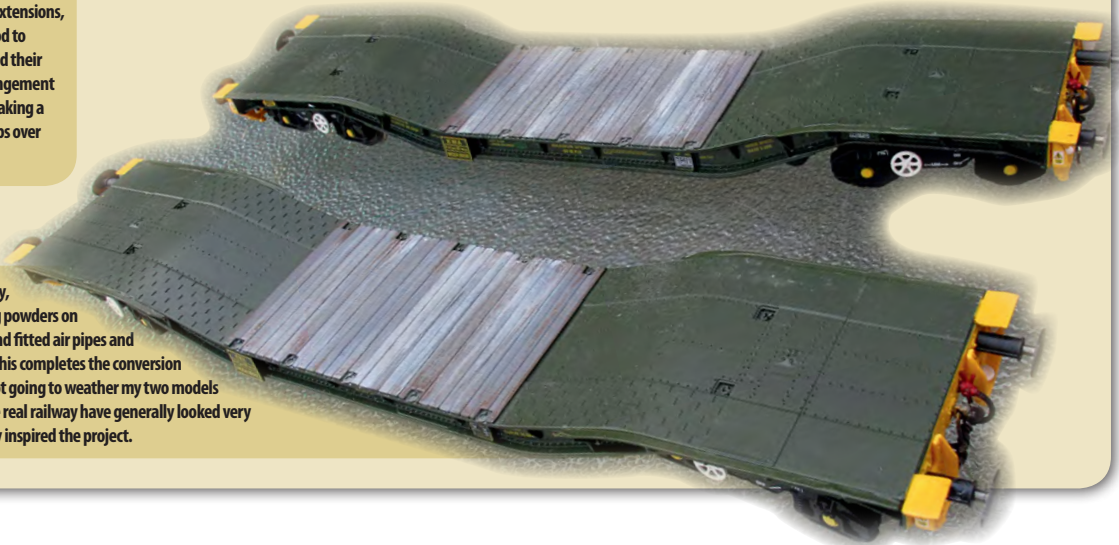


**10** Having built the deck extensions, I used the same method to make the end plates and their support brackets. This arrangement presumably prevents the buffers taking a direct hit when 25tons of IFV bumps over them during unloading.



**11** The plates are painted by mixing Tamiya Yellow (XF-3) with a tiny spot of Red (XF-7) until it matches the factory applied yellow. I've made a start on creating a more authentic-looking wooden deck section by brushing on some Dark Grey acrylic.

**12** Once the paint was dry, I brushed weathering powders on to the wooden deck and fitted air pipes and working screw couplings. This completes the conversion work on the Warwell itself. I'm not going to weather my two models because the ones I've seen on the real railway have generally looked very smart and this is what ultimately inspired the project.





## STEP BY STEP DETAILING THE HATTON'S WARWELL IN 'OO'

Beginner Intermediate **SKILL LEVEL** Advanced

**PART 2**  
**THE**  
**WARRIOR**



**A** Revell has produced several 1:72 scale kits for the Warrior – this is the most recent. It comes with the additional side and front armour that is removed when these vehicles are transported by rail. Although I'm more familiar with 1:35 scale models of IFVs, I thought it was an excellent kit.

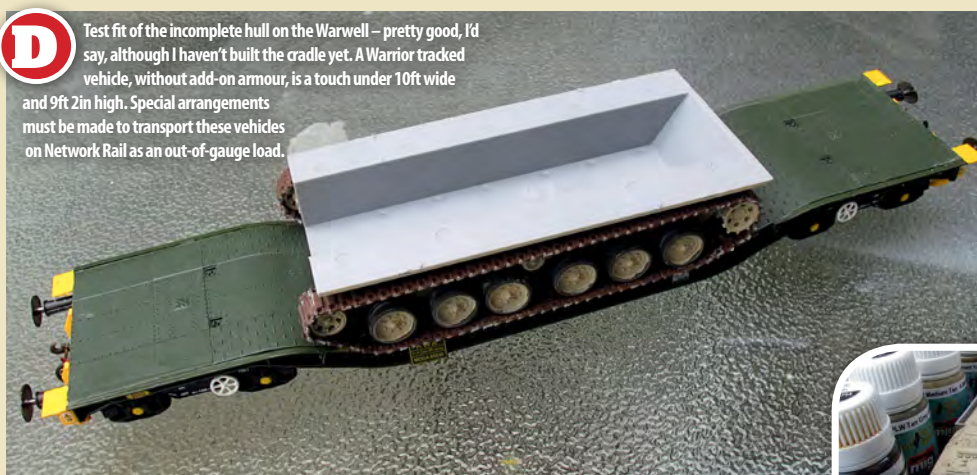


**B** I airbrushed the main components while they were still on their sprues – with a kit as complicated as this, you can't wait until it's fully assembled before painting it. I was looking for a pale, sun-bleached version of desert camouflage – Humbrol 237 Desert Tan looked pretty good to me and was endorsed on the armour sites.



**C** I assembled the Revell Warrior kits using Limone, my preferred solvent for polystyrene. I buy mine from the Hobby Holidays stand at exhibitions; a pointed nylon brush is a good applicator. Like all plastic kits of the CAD era, the fit of Revell's components is very good and the instructions are remarkably clear.

**D** Test fit of the incomplete hull on the Warwell – pretty good, I'd say, although I haven't built the cradle yet. A Warrior tracked vehicle, without add-on armour, is a touch under 10ft wide and 9ft 2in high. Special arrangements must be made to transport these vehicles on Network Rail as an out-of-gauge load.



**E** With the Warriors substantially complete but still short of a few details, it was time to think about weathering them. These days you need look no further than the specialised armour-modelling products produced by companies such as MIG AMMO and AK-Interactive – powders, filters, washes, splash marks, you name it. However, I wanted to avoid the mud-soaked, rust-scarred look – something a bit tired and dusty-looking was fine for what I had in mind.

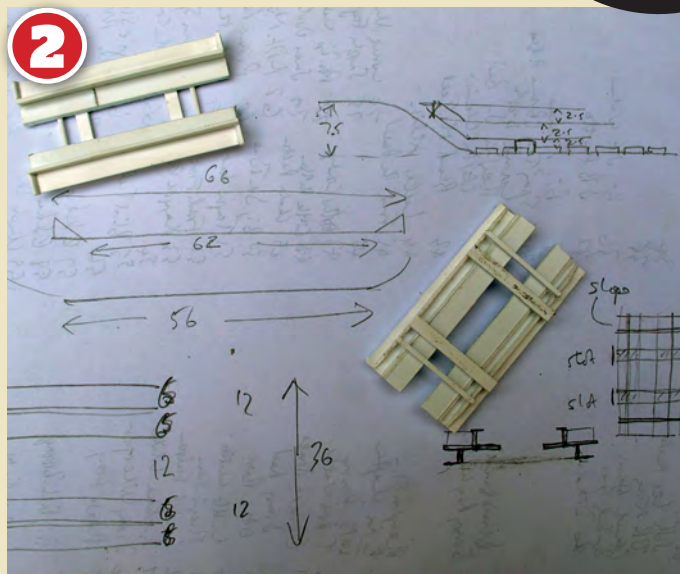


**F** In the event, the two weathering products that I found most useful for toning down the Warriors' desert camouflage were a couple of AMMO panel line washes, Pacific Dust (1604) and Tan Grey (1610). Just touch them into the detail areas, let them flash along the panel lines and then brush away any surplus in a downward direction to suggest rain marks. Allow a good 48 hours for these oil-based finishes to dry before adding the final detail touches.





My North West Short Lines 'Chopper' is an invaluable tool that I make great use of when scratchbuilding in styrene. Working on the guillotine principle, it enables me to mass-produce identical components with ease – in this case, the framework of the support cradles. The shaped pieces are for accurately cutting parts that incorporate an angle.



Some modellers produce the most exquisite working drawings, but as a guide for scratchbuilding I prefer a simple dimensioned sketch. The dimensions are an estimate and I had to factor in the 5% difference in scale between the wagons (1:76 scale) and the Warriors (1:72 scale). The outcome looks about right, which is the main thing. I used Evergreen styrene strip and sheet throughout.



I airbrushed the completed cradles with Tamiya Olive Green and then added rust using Flat Brown (XF-10) applied with a flat, stiff stipple brush to create the effect of random scrapes and abrasions.



Unloaded Warwells, one with cradle and one without. Note the tensioning straps (Tamiya masking tape with a selection of dirty washes) used when carrying heavy vehicles and the four green-painted anchor points on the well that aren't there on the original model.



**5** And now for something completely different – the same TOPS code is often allocated to various similar designs, and in this instance the 'other' KWA is a well wagon used by Network Rail to carry engineers' plant between worksites. The platform and ramp are used during loading/unloading operations. I built this model from a resin/white metal/etched brass kit by George Anstey of 5 Kits – it's always been one of my favourites.



# The prototype

USEFUL LINKS	
MiG Ammo	<a href="http://www.migjimenez.com">www.migjimenez.com</a>
AK-Interactive	<a href="http://www.ak-interactive.com">www.ak-interactive.com</a>
Humbrol	<a href="http://www.humbrol.com">www.humbrol.com</a>
Hatton's	<a href="http://www.hattons.co.uk">www.hattons.co.uk</a>
Revell	<a href="http://www.revell.com">www.revell.com</a>
Tamiya	<a href="http://www.tamiya.com">www.tamiya.com</a>



Originally built in 1942-1944, a total of 32 Warwells were refurbished with Gloucester bogies and air brakes in the mid-1970s and there was further rebuilding 20 years later. This image gives a good idea of the extended support ribs underneath the widened end decks and the relative levels of the new support cradle and the end platforms. *John Turner/53A Models of Hull Collection.*



An invaluable top-down shot of MODA 95525 at Millbrook on 13 October 2011, showing sufficient detail of the structure of the support cradle to enable me to estimate dimensions and build a couple in 4mm scale. *Martyn Read.*



A train of Warwells being marshalled at Haverfordwest. The degree of overhang is obvious from this angle. The effect of parking a 1:76 scale Warrior on a 1:76 scale Warwell wasn't as grotesquely exaggerated as I'd feared, but you can clearly see why the cradle is necessary for the tracks to clear platform edges. *R. Weatherall.*



A well-weathered Warrior loaded on a Warwell alongside the former goods shed at Haverfordwest, awaiting transport back to base after exercises. When travelling by rail, such vehicles normally all face the same way – this is because of clearance issues with these out-of-gauge loads, exaggerated by the Warrior's asymmetrically-mounted turret. *R. Weatherall.*



# Ballast

Good quality ballast is essential for the safe and efficient operation of the full-size railway and an all-important part of a scenic model railway. **MARK CHIVERS** evaluates five of those currently available in our latest Equipment Guide.


**R**AILWAY BALLAST is formed of irregularly sized sharp-cut stones that help keep the track in place and provide drainage along the permanent way. To ensure it remains in tip-top shape, regular inspections take place to check the ballast is in good order, replace it where necessary and tamp it into place correctly.

From a modelling perspective, we don't need to concentrate on the drainage aspect, but a neat and pleasant appearance is certainly paramount when ballasting a layout, as it can make or break the overall look. Luckily, the choice of available ballast products is outstanding with multi-scale options and a good choice of colours, because not all ballast is the same shade of grey, either. The variance in colour is often down to a combination of oil deposits, brake dust and the effects of weathering through the years, as well as the origin of the stone used. In

Scotland, for example, much of the ballast on today's railway features a reddish hue, which weathers to a brown/grey shade while other parts of the rail network may feature limestone or grey coloured ballast, so if you are modelling a specific area it is certainly worth researching.

Manufacturers have long since recognised this and produce a wide selection of colour options, in a series of grades to suit your modelling scale and the finish you are looking for. This includes 'N', 'OO', 'O' and larger scales with options for pristine or weathered appearance, and even location/era specific styles too. It is also worth noting that whilst some ballast products may appear a too coarse for your needs, finer graded options are often available. You may prefer to use ballast intended for 'N' gauge use for your 'OO' gauge requirements, due to its finer appearance, plus you can also blend shades and grades together to achieve the overall look you are after. During

development of *Hornby Magazine's* 'OO' gauge layout projects, we mix fine and medium graded ballast together for the desired effect.

As a result, for this equipment guide, we have chosen a fine ('N') and medium ('OO') grade ballast from each manufacturer and mixed them together to replicate the appearance we strive for on 'OO' gauge track panels, providing a suitable comparison between brands. Each product was fixed in place using an identical method comprising a gentle misting of water followed by a let-down solution of diluted PVA adhesive, applied through a pipette. Prices also include an approximate comparison based on 100g of the product, although some outwardly identical packs will differ in weight due to the different ballast types and grades. 







**Above and below:** Grosvenor Square, Hornby Magazine's 'OO' gauge Western Region terminus, is ballasted with Woodland Scenics fine and medium grade blended grey ballasts around Peco code 75 track. Above a 'Warship' enters the station while below the 'Blue Pullman' departs for the Midland Region.



## GEOSCENICS

Geoscenics' range of scenery products are produced using natural materials and include a small selection of ballasts suitable for 'N' and 'OO' gauge use.

Four ballast types are offered, comprising light granite (Cat No. GR N Ballast/GR OO Ballast), limestone (N Ballast/OO Ballast), red (BU N Ballast/BU OO Ballast) and modern image (Net Rail N/Net Rail OO) grades, supplied in resealable bags which helps to keep the product airtight and secure. They also supply these products to Peco and other suppliers in rebranded packaging.

Close inspection of our 2mm and 4mm scale limestone ballast packs displayed an impressive realistic appearance to each aggregate granule. We carefully blended a small amount of each ballast together and applied it to the track panel using the standard method with a dash of washing up liquid

to aid the process. As the glue seeped into the ballast by capillary action, the granules remained in position. Whilst easy to fix in place, it was noticeable that our samples contained some dust which did leave a residue on the sleepers once the ballast had dried. Whilst the ballast dried slightly darker than it appears in its 'raw' out-of-the-packet form, which is probably due to the dust, the overall appearance in situ was very good and the Geoscenics ballast remains one of our favoured options. We used this brand extensively on our Shortley Bridge and Felton Cement Works 'OO' gauge exhibition layout.

Available by mail order through the Geoscenics website and at selected retailers and model railway exhibitions, most ballast options are supplied in 1kg bags with the price equating to around £1.10-£1.20 per 100g.



### THE DETAILS

Supplier:	<a href="http://www.geoscenics.co.uk">www.geoscenics.co.uk</a>
Availability:	4/5
Price (per 100g):	From £1.10
Price (per pack – 1kg):	£11-£12
Colour range:	Four colour options
Size range:	'N' and 'OO' gauge options
Ease of application:	4/5
Appearance:	4/5



## GREEN SCENE

Known for its extensive range of scatter and static grass fibre scenic materials, Green Scene also manufactures a selection of ballasts suitable for 'N', 'OO' and 'O' gauge applications.

Four colours are offered in brown (Cat No. GS405/406/407), light grey (GS408/409/410), dark grey (GS411/412/413) and black ash (GS414/415/416).

Each is supplied in resealable bags, with our samples weighing approximately 110g-140g, depending on the grade of material within.

On test, we opted to apply a mix of 2mm and 4mm scale light grey ballast material to our test panel. Each particle was easily manoeuvred into place before

application of the diluted PVA glue solution and remained in place during the process. Interestingly, there was a little residual dust within the packs, but this didn't manifest itself on the sleepers. In fact, it appeared neat, even and very realistic, with our example adopting a red/brown, almost weathered, hue to its overall appearance.

The finished article was impressive, with prices ranging from £2.10-£2.30 per 100g, and products can be obtained by mail order through Green Scene's website or at model railway exhibitions, where Green Scene's John and Pat Lloyd attend shows with their demonstration stand most weekends.



### THE DETAILS

<b>Supplier:</b>	<a href="http://www.green-scene.co.uk">www.green-scene.co.uk</a>
<b>Availability:</b>	3/5
<b>Price (per 100g):</b>	From £2.10
<b>Price (per pack):</b>	£2.95
<b>Colour range:</b>	Four colour options
<b>Size range:</b>	'N', 'OO' and 'O' gauge options
<b>Ease of application:</b>	5/5
<b>Appearance:</b>	4/5

## NATURAL SCENICS

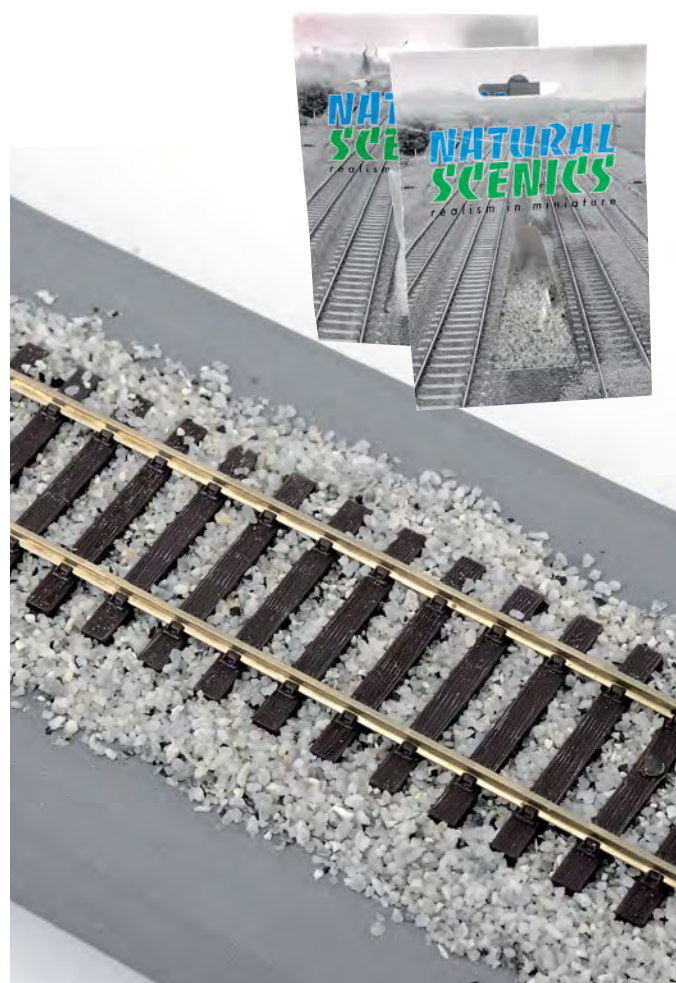
Natural Scenics' recently introduced range of ballast materials complements its extensive selection of scenic products and extends to eight colour choices.

Offered in 'N', 'OO', 'O' gauge and 'G' scale options, colours include brown, light brown, dark grey granite, light grey granite, limestone granite, medium grey, mixed grey and red granite. Each pack contains graded material which has been washed to remove any excess dust.

For our test, we mixed three packs together from a selection of 'N' and 'OO' gauge light grey granite (Cat No. RB-2LG-S/RB-4LG-S) together with 'N' gauge mixed grey granite (RB-2MG-S) and applied them to their dedicated track panel. The ballast remained in place throughout the application stage and dried to a solid texture, retaining the colour to each shade

throughout. However, the overall appearance did appear a little stark and grit-like compared to the others in our test, which would benefit from further weathering to tone it down. Whilst the ballast particles appear to be a little larger than some of the other brands we tested, they sat well between sleepers and offered a generally neat representation of freshly-laid ballast. It is also worth noting that the small sleeved packs we used are not resealable, so a suitable container may be useful to store any excess ballast.

Available direct by mail order through the website and selected retailers in small sleeved 150g-250g packs and larger 750g-1kg bags, prices range from £1.30 per 100g of 'OO' light grey granite when purchased in bulk to £1.30 in small sleeved packs.



### THE DETAILS

<b>Supplier:</b>	<a href="http://www.naturalscenicsonline.co.uk">www.naturalscenicsonline.co.uk</a>
<b>Availability:</b>	3/5
<b>Price (per 100g):</b>	From £1.30
<b>Price (per pack):</b>	£2.35 (sleeved pack)/£6.55 (1kg pack)
<b>Colour range:</b>	Eight colour options
<b>Size range:</b>	'N', 'OO', 'O' gauge and 'G' scale options
<b>Ease of application:</b>	4/5
<b>Appearance:</b>	3/5



## LEGACY BALLAST

Renowned for its comprehensive range of analogue and digital model railway equipment, tools, accessories and components, DCC Concepts has recently added a new collection of ballast materials to its Legacy range.

Three distinct colour formulations have been developed, suitable for use with 'N' and 'OO' gauge track, including brownish blend (Cat No. LB-2BB/LB-4BB), dark grey blend (LB-2SE/LB-4SE) and light grey blend (LB-2LG/LB-4LG). As their title suggests, each has been blended with a selection of coloured grains to complement their overall appearance and contains appropriately graded ballast particles together with some smaller grains to overcome the uniform appearance of some ballast products.

This refined approach results in a pleasant overall appearance and consistency with all three choices created with a specific era or use in mind.

The brownish blend aims to represent ballast that has been in

place for some time, while the dark grey blend has been developed with the steam era firmly in mind.

On test, we mixed some 'N' and 'OO' light grey blend together and applied it to a track panel using the diluted PVA glue. Ballast particles remained in place throughout and resulted in the most visually appealing appearance of the ballast products tested. Whilst it is described as a light grey blend, our sample retained its colour and dried to a pleasing mid-grey finish once dry, with lightly coloured flecks which really looked the part presenting a fine, neat and uniform overall effect.

Supplied in 230g see-through tubs with screw top lids, there is also a 5l tub option available for larger bulk requirements, with prices equating to around £2.15 per 100g when purchased in standard tubs, reducing to £1 per 100g in bulk.



### THE DETAILS

<b>Supplier:</b>	<a href="http://www.dccconcepts.com">www.dccconcepts.com</a>
<b>Availability:</b>	4/5
<b>Price (per 100g):</b>	From £1
<b>Price (per pack):</b>	£4.96 (230g)/ £49.96 (5litre)
<b>Colour range:</b>	Three colour options
<b>Size range:</b>	'N' and 'OO' grade options
<b>Ease of application:</b>	5/5
<b>Appearance:</b>	5/5

## WOODLAND SCENICS

Woodland Scenics' portfolio of scenic materials has been well-respected for many decades and has been a staple source of ballast during *Hornby Magazine's* layout project builds in recent years.

The US manufacturer's ballast range includes eight colours encompassing brown, dark brown, buff, cinders, grey, grey blend, light grey and iron ore, supplied in 190g-300g packs and 480g-770g see-through shaker bottles.

Available in fine, medium and coarse options for each colour, the impressive collection caters for most needs, whether you are modelling a branch line, main line, depot area or overgrown sidings. We usually opt to blend a mix of fine grey (Cat No. B75/WB1375) and medium grey (B82/WB1382) ballast grains to create the right consistency for our needs when building 'OO' gauge layout projects.

On test, we applied a mix of

both to our track panel, carefully brushing the particles between sleepers and along the shoulder. Generally, the ballast remained in place during application of diluted PVA glue solution, although there were a couple of minor movements during this stage. Once dried, the ballast retained its original colour and certainly looked presentable, although there was a small amount of clumping evident on our sample.

With such an extensive selection of colours available, the Woodland Scenics range is certainly one of the best available on the market, offering a good choice at a keen price. Price equates to approximately £1.52 per 100g for the fine grey ballast when purchased in large shaker bottles and £1.83 per 100g in smaller 180g bags. Incidentally, the smaller bags are not resealable, so a suitable container will be required to keep any leftover material secure.



### THE DETAILS

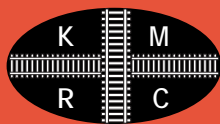
<b>Supplier:</b>	<a href="http://www.bachmann.co.uk">www.bachmann.co.uk</a>
<b>Availability:</b>	5/5
<b>Price (per 100g):</b>	From £1.52
<b>Price (per pack):</b>	£4.95 (pack)/ £11.25 (shaker bottle)
<b>Colour range:</b>	Eight colour options
<b>Size range:</b>	Fine, medium and coarse grade options
<b>Ease of application:</b>	4/5
<b>Appearance:</b>	4/5





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31-004A Robinson Class 04 No. 63762 BR Black, weathered	£118.99
31-014 Class 7F 2-8-0 No. 89 S&DJR Plain Black	£125.95
31-015 Class 7F 2-8-0 No. 13810 LMS Plain Black	£125.95
31-085 3200 Earl Class 4-4-0 No. 9022 BR Black E/E, weathered	<b>£39.99</b>
31-088 3200 Earl Class No. 9028 BR Black E/E	£118.99
31-119 BR Standard Class 4MT 75035 BR Lined Black	£135.95
31-167 L&YR 2-4-2 No. 50795 BR Lined Black E/E, weathered	<b>£79.99</b>
31-168 L&YR 2-4-2 Tank No. 10713 LMS Crimson	£93.95
31-169 L&YR 2-4-2 Tank No. 60705 BR Lined Black E/E	£93.95
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33-677 GWR Shunters Truck No. 10499 GWR Grey	£9.99
33-678 GWR Shunters Truck No. DW41049 BR Black	£9.99



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# Enquiry office

THE HORNBY MAGAZINE TEAM ANSWERS YOUR MODELLING QUERIES AND QUESTIONS

## COUPLING CONNECTION



## Kadees without NEM pockets

**H**OW CAN I ADD KADEE couplings to carriage bogies and wagons that do not have NEM coupling pockets? I do not wish to modify them too much, but if there is a simple method, I would really appreciate any advice.

*Michael Geldart, by e-mail.*

**Mark Chivers replies:** Kadее couplings come in many forms, including a selection which use draft gearboxes, designed to be mounted to the underframe or bogies of suitable models.

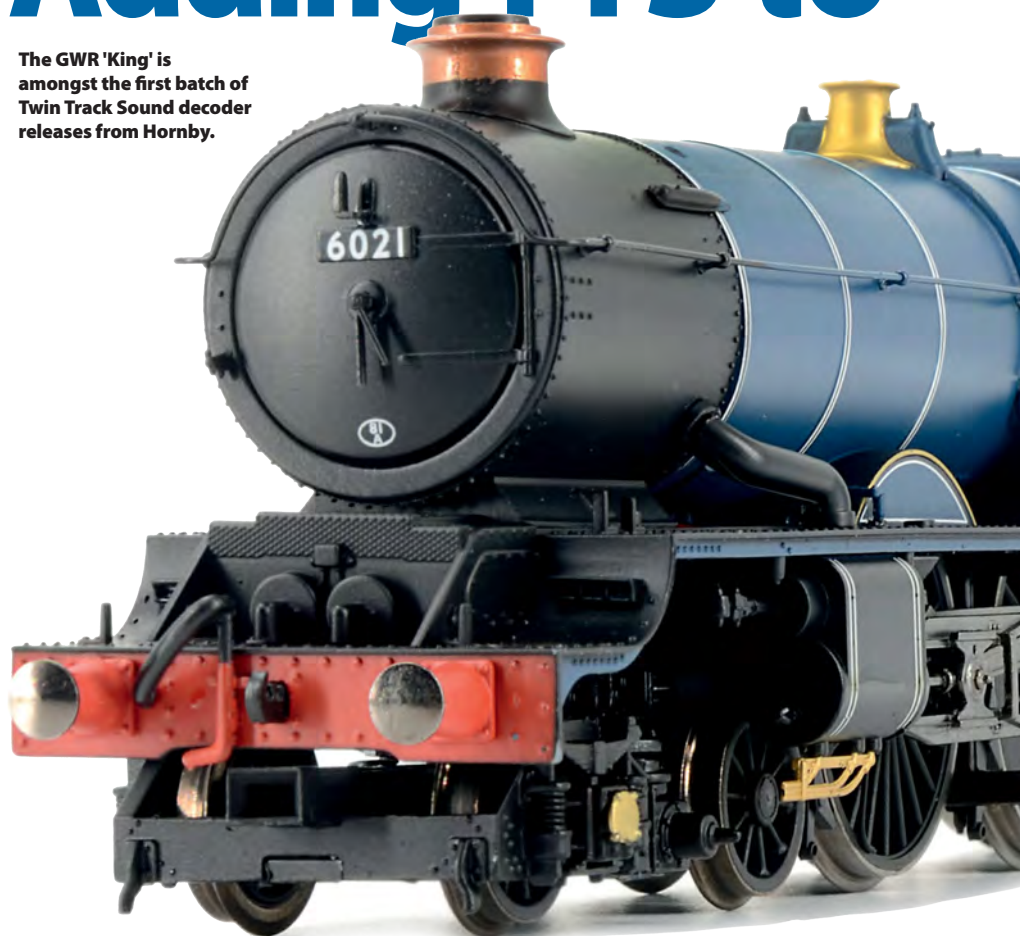
Kadее No.5 couplings are most useful for UK applications and require building up from their component parts. The completed assembly can then be fixed to the underside of a vehicle underframe taking care to ensure the coupling height is correct. A Kadее coupling height gauge is recommended to ensure these couplings sit correctly for compatibility with other Kadееs. The unit shown above has had Kadее No. 5s fitted to its bogie stretchers as they will only be used for inter-unit connections.

See Nigel Burkin's article on Kadее couplings in HM77, demonstrating how to install them to models without NEM-362 coupling pockets.

## DIGITAL CONTROL

# Adding TTS to

The GWR 'King' is amongst the first batch of Twin Track Sound decoder releases from Hornby.



**I** HAVE BEEN attempting to add the GWR 'King' Twin Track Sound decoder to a modern Hornby 'King' 4-6-0 but the supplied speaker won't fit underneath the metal weight in the tender. Can you assist with an installation guide?

*Basil Stephens, by e-mail.*

**Mike Wild replies:** We have looked into the Hornby 'King' TTS decoder installation and the most important step to note is that there is an additional rear plastic enclosure on the speaker, as supplied with solo decoders, which needs to be removed. This will allow a factory style installation of the speaker and decoder into the locomotive as per the following steps:

1. The rear plastic enclosure on the speaker is a push fit. There is a slot which allows the wires to exit and you can use this to carefully lever the enclosure off the speaker with a flat blade screwdriver taking care not to catch the wires.
2. Inside the tender, the metal weight needs lifting from the chassis by releasing the two crosshead screws fore and aft.

3. The speaker fits into the round moulding in the tender floor with the wires at the front of the tender (nearest the locomotive), but removal of the rear enclosure means we need to seal the front and rear of the speaker for correct operation.

4. Sealing the speaker into place is simple to do with Blu Tack or similar - take a couple of pieces and press them into the channel along the base of the tender then spread the Blu Tack so it sticks to the edge of the speaker. The aim here is that sound from the front of the speaker is channelled down through the chassis so that frequencies from the rear can't affect the audio quality.

5. Cover the speaker wire connections with insulating tape to prevent any opportunity for them to short out on the metal tender weight.

6. Add insulating tape onto each side of the decoder too to protect it. Once installed, carefully position above the decoder socket and between the two pillars which support the tender top fastenings. Refit the tender body, but be very careful to ensure that you don't trap any wires from the decoder.



**MIKE WILD**

*Hornby Magazine's* editor is always working on something whether it is a sound installation or a new project and knows his way around layout construction.

**MARK CHIVERS**

*Hornby Magazine's* assistant editor has an eye for detail together with a wide ranging knowledge of modern traction and train formations across the eras.

**TIM SHACKLETON**

*Hornby Magazine's* contributor has a lifetime of modelling experience building, detailing and weathering rolling stock of all kinds and much more.

# Hornby's 'King'



**Above:** Be sure to insulate the speaker connections and decoder board before completing installation of the TTS decoder.

**Below:** As supplied the 28mm speaker comes with a rear enclose fitted. Pop this off for installation into Hornby steam locomotive tenders.



## FILMSTAR

### Driver's eye view



**I** ENJOY THE videos you publish, including those on the DVD usually enclosed with the January issue of *Hornby Magazine*. How do you make the driver's eye view portion of each video?  
*Jon Summers, Tiverton, Devon.*

**Mark Chivers replies:** Our driver's eye view videos use a wagon-mounted video camera, such as the action-style headset examples available from Go-Pro and Polaroid. This is placed on a 'Conflat' wagon in front of a locomotive with the Polaroid having a magnetic baseplate which 'sticks' to the metal weight in the 'Conflat' chassis during use. The locomotive then propels the wagon and camera around the layout. Branor Systems has developed a bespoke 3D printed 'OO' gauge video camera truck especially for the task, with built-in USB and memory card slots. See the review in HM126.

If you plan on using a Go-Pro or Polaroid camera, it is wise to make sure the combined setup is within gauge and unlikely to strike any structures on your layout, such as bridges, tunnel mouths, platform edges or awnings, whilst filming.

## WORK BENCH

### Figure painting

**I** WAS READING over the figure painting article in HM108. My question is about the figure examples that are being painted. Who is the manufacturer of the 7mm figures? They look very much like 3D printed examples. Please let me know, they're great.

*Kevin Sikorsky, by e-mail.*

**Mark Chivers replies:** The 7mm:1ft figures used are indeed 3D-printed examples, produced by ModelU, which specialises in high-resolution 3D printed figures and model railway components. Visit [www.modelu3d.co.uk](http://www.modelu3d.co.uk) for more details of their range and 3D scanning services.





# Animated figures

The world around the railway is as full of life as the railway itself, but we often leave this area static on models. **MIKE WILD** begins a voyage into animation for 'OO' scale with a trio of Viessmann figures for Twelve Trees Junction.





**I**NSPIRATION COMES from all around, and sometimes it is a chance conversation with someone from outside the hobby which sets me thinking. And it was just that – a conversation with a non-railway friend that got me thinking about how model railways can be quite static outside the boundary fence of the lineside.

But what could we do? The first port of call was an online search to see what the market could offer and, as chances would have it, a quick search on the shelves in the *Hornby Magazine* office turned up some potential additions as well which could start to take our flagship exhibition layout in new directions without losing the importance of the railway as its central focus. The first projects we found were perhaps a little whimsical and we



A passenger waves the latest departure away from Twelve Trees.

The photographer's flash catches the arrival of Bulleid diesel 10201 at Twelve Trees Junction while an 'H' 0-4-4T waits to depart.

## TOOLS

- » Wire cutters
- » Wire strippers
- » Flatblade electrical screwdriver
- » Electric drill driver
- » 12mm spade drill
- » Multi-size step drill
- » No More Nails type adhesive
- » Crosshead screwdriver
- » 4  $\frac{3}{4}$  screws


were also keen to introduce something 'everyday' which would catch the eye of onlookers and that is where the Viessmann eMotion series comes in.

This collection of pre-assembled 'HO' scale figures all come with realistic animation and, while some aren't to everyone's tastes, there are plenty in the range which can add to a railway scene. For this project we selected three figures to introduce around the station area: a welder to go in the garage above the station, a lady waving to go on the platform and a photographer with a camera which flashes to position at the end of the station.

Each is designed to operate with either DC or AC power supplies up to 16v as detailed in the instruction sheets, but they also require some form of switch to turn them off when not in use. After all, to be realistic we didn't want the camera flash to be going off constantly or the lady to wave for eight hours a day at an exhibition.

Another internet search turned up a basic 12v timing circuit which we could build in. Sourced via Amazon, this KKMoon timer has various settings available and we could set how long the power would be connected to the models and just as importantly for how long they would be turned off. In the end we opted to have the welder operating continuously, the lady waving for 15 seconds then static for 90 seconds and the photographer taking pictures for seven seconds and turned off for 30 seconds. The design of the timers means that these timings operate on a continuous loop to give repeated performances throughout an operating session and should we change our mind on the timing they can be adjusted quickly and easily too. Each figure has its own separate timing circuit.

At the same time, we added a couple of additional electric items to the 12v circuits under Twelve Trees including a pair of DCC Concepts illuminated buffer stops in the bay platforms, wired in the new street lights on the latest scenic board and the introduction of electric arc flashes under the third-rail at strategic positions.

The step by step guide shows how we went about installing the trio of figures in the station area which we plan to be the first of a number of animated features to be added to the layout. 

● Visit [www.hornbymagazine.com](http://www.hornbymagazine.com) to see these characters in operation.

### WHAT WE USED

PRODUCT	CAT NO.	PRICE
eMotion photographer	1519	£26.50
eMotion welder with light	1538	£26.00
eMotion woman waving	1555	£36.00
● Viessmann eMotion figures are available from <a href="http://www.gaugemaster.com">www.gaugemaster.com</a>		



## STEP BY STEP INSTALLING VIESSMANN EMOTION FIGURES IN 'OO' SCALE

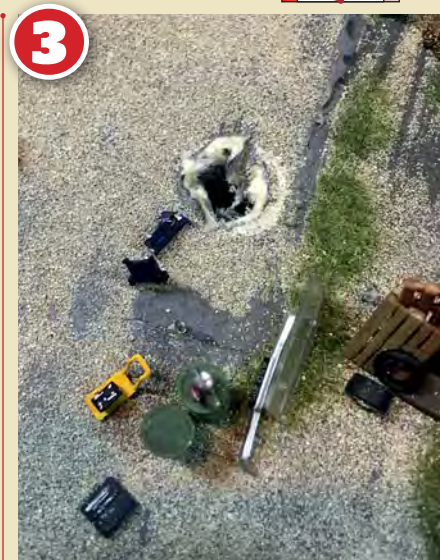
Beginner **SKILL LEVEL** Intermediate Advanced



We are starting with the simplest of the three locations in which we want to install figures – the welder for the garage. As the base will be inside the building, it will be simpler to disguise his appearance.



Each figure is ready made and comes mounted on a plastic base column which contains all the electronics to make it work.



The first physical step is to drill a 12mm hole to accept the base. The surface materials here aren't ideal for drilling – artists card and polystyrene followed by 9mm plywood at the bottom – so the top of the hole isn't particularly neat. The plastic base will cover this.



Having fed the two connecting wires and the base column into the hole, the welder is now in position and ready to be connected – simply by joining the two wires to a 12v DC power supply. Initially we angled the model towards the rear of the garage...



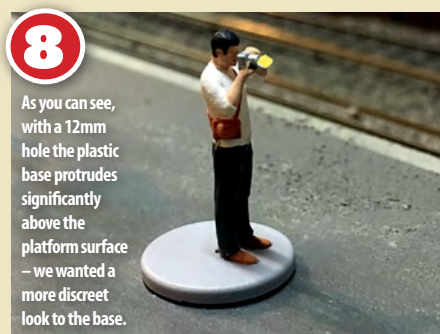
...but soon realised it would be better angled towards the front to show off the welding flash better. The building is fitted with Woodland Scenics Just-Plug lighting so we added a couple of extra vehicles to provide extra interest inside.



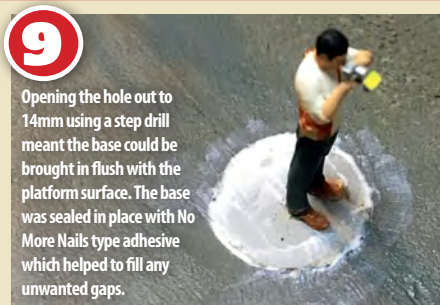
Next, we moved onto the photographer with his LED flash. We wanted to position him facing towards the gantry at the London end of the platforms to photograph the trains.



Installation was a little more difficult this time as we wanted the plastic base to sit flush with the platform surface which the initial 12mm hole wouldn't accommodate.



As you can see, with a 12mm hole the plastic base protrudes significantly above the platform surface – we wanted a more discreet look to the base.



Opening the hole out to 14mm using a step drill meant the base could be brought in flush with the platform surface. The base was sealed in place with No More Nails type adhesive which helped to fill any unwanted gaps.





In the garage arch, repairs are tackled by the welder on this hard working Jowett Javelin. The garage has been embellished inside with additional vehicles.

**10**

The final installation was the waving woman. This is the figure as supplied ready for installation.



**11**



Lesson learnt, we went straight for the 14mm diameter hole using a step drill to create the opening in the platform surface. It was a much neater job than the hole made in the previous platform.

**12**



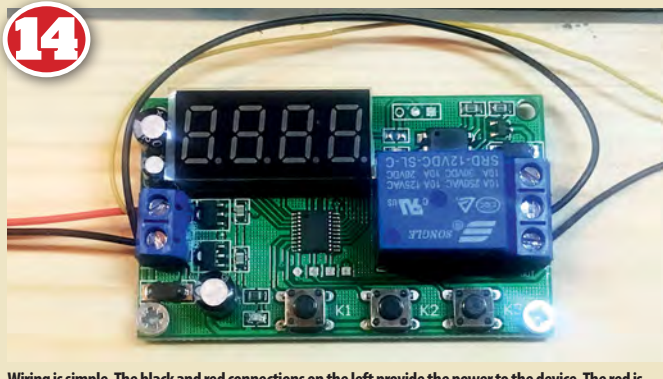
Having ensured the hole was large enough, the figure was lowered into position and then glued to the plastic surface of the platform using Deluxe Materials Plastic Magic. The final step was to fill the gap around the base using No More Nails type adhesive and then to paint the light grey base in a close match to the main platform colour.

**13**



To control the figures so that they don't permanently operate, each was joined to a 12v timing circuit. DC power is connected to the terminals on the left to power the device while the relay on the right (the large blue box) is triggered by the timer to turn the figures on and off.

**14**



Wiring is simple. The black and red connections on the left provide the power to the device. The red is joined to the yellow cable from the figure and then the black is linked around to the centre connections on the relay while the lower connection is connected to the brown wire on the figure to act as the switch. Power up the device and it can be programmed with the three buttons across the bottom in a few seconds.



# 'Cheat Sheets' help with sound

**£50  
STAR  
LETTER**

I AM FORTUNATE to have a large collection of locomotives covering steam, diesel and electric - all transition era - and all are equipped with decoders, most with sound.

Most of the decoders are from ESU, but others are from SoundTraxx and now also from Zimo. There are some unusual ones as well.

I found it difficult to remember what function buttons controlled what sounds and actions. Even with my ESU sound decoders, the assignment of function buttons has varied and not all of them have the same button assignments. So I created a series of 'Cheat Sheets' for each of my locomotives. These are not just for me, but



for use by friends who frequently operate the trains with me.

The contents are self-explanatory. The Class 24 example shows how I handled a locomotive with 28 functions. I found most of the photographs on the internet. I typically use the running numbers as the four-digit DCC address. These sheets readily identify each locomotive's address - the reason I show the British flag is because I have three separate but interconnected layouts covering British 'OO', American 'HO' and German 'HO'. If any of your readers would like editable copies of my 'Cheat Sheet', contact the *Hornby Magazine* office and it can be forwarded on.

**Irwin D. Nathanson, New York.**

## COLOUR CORRECTION

In a recent issue of *Hornby Magazine*, you refer to the shade of 'red' used by Bachmann on its new 'Birdcage' coaches. During the period 1948-1956 BR aimed to 'redo' its rolling stock from the original crimson in a new colour called rail red.

Both these colours are British Standard colours and can be found in the British Standards

Institute's publication BS381C: Specification for colours for identification, coding and specific purposes. For modelling purposes, I find Phoenix P116 to be best for BR crimson whilst for rail red there is Humbrol 132, satin red.

When I left school in 1955, I spent two years travelling up to Euston. Three evenings

I would come home on the 4.56pm service to Tring with a load of seven BR Mk 1 compartment coaches in rail red.

Incidentally, a good example of the use of rail red can be found on the City of Canterbury MRS' layout Bigbury as featured in HM99.

**David Cook, West Sussex.**

## MAIL FROM THE HORNBY FORUM

# RAILWAY JOURNEY OF A LIFETIME? FORUM

Read more at: [www.hornby.com/uk-en/forum/railway-journey-of-a-lifetime/](http://www.hornby.com/uk-en/forum/railway-journey-of-a-lifetime/)

I have just returned from a trip to Lourdes. It was fantastic. It has been years since I took a train trip and I was amazed with the speed and comfort, but it raised a number of questions. All of the trains I travelled on were smooth and quiet, presumably because of continuous welded rail track. I heard that continuous track did not expand along the length but in width. Is this so?

**Hornby forum user debe45**

### IN RESPONSE

■ Just on expansion, basic physics tells us the track must expand on its length, height, width and any other axis you care to name.

**Hornby forum user Fishmanoz**

■ The rail is heated and pre-stressed, welded together then firmly fixed to

the sleepers in such a way that when the rail is cold it cannot contract so in hot weather it can only expand to its original condition with no buckling.

**Hornby forum user howbiman**

■ I have noticed the same on trains in Europe. Even though faster, they are much smoother. The UK has Continuous Welded Rail (CWR), so why is it almost impossible to walk up the aisle safely and in a straight line when the train is at speed? I see air suspension is used on trains in the UK and Europe, so is the track in Europe laid to a better standard?

**Hornby forum user Huwsie**

■ One thing to bear in mind is that the HS1 (and HS2 if it is built) and the French, German and Belgian high speed lines (LGV)

are nearly all on brand new formations with infrastructure designed for ultra-high speed. The curves are much less severe, and there are fewer junctions. Signalling is advanced in-cab display and driving controls are assisted by advanced electronics.

**Hornby forum user LC&DR**

■ There is a degree of track creep, but this is kept in check by the ballast - you may have noticed modern CWR railways have large ballast 'shoulders' compared to the minimal ballast at sleeper-ends on jointed track of old. There are also expansion joints at intervals. The track gauge will remain the same as the sleepers will ensure this. The structure gauge can be affected as track does move with time, all of which is closely monitored.

**Hornby forum user Caipteen**



## CHRISTOW, NOT CHURSTON

Looking through the December issue of *Hornby Magazine* I spotted a photograph in *Railway Realism*, purporting to be at Churston. It is actually Christow on the Teign Valley line from Exeter to Heathfield. GWR '14XX' 0-4-2T 1469, featured in the image, was an Exeter locomotive for very many years.

Robert Maidment-Wilson, by e-mail.



### HORNBY MAGAZINE HAS CHANGED MY PERCEPTIONS

I have always avoided buying *Hornby Magazine* because it seemed to me that it would be a captive 'house newspaper' in the sense that the reviews, for instance, would be considerably biased in the favour of Hornby product and that articles featuring products not made by Hornby might be a little thin on the ground.

Then, one day, at the annual model railway show of the March and District Model Railway Society a man at the door was handing out old copies of various magazines. I got a *Hornby Magazine* and so did my friend. I thought I'd better give it a chance, so I flicked through it a couple of days later. When I next met my friend, I asked him how he had found his copy. We both agreed that it was a strong title and that it clearly has a great following and maintains very strong contacts in the hobby.

I am now firmly of the opinion that your magazine is a quality, impartial product. Having tried the magazine through the free copy, we are now both subscribers and always have something to talk about after the latest issue thumps down on the doormat.

Barry Tabor, Cambridgeshire.

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### HOBBY SHOP ON THE MOVE

As a long term very satisfied customer I am delighted to advise that the Hobby Shop of Faversham has now moved from West Street, where it has been located for 29 years, to a new and much larger premises at 85 Preston Street, Faversham. Still very centrally located and just a short walk from the railway station.

The new shop remains an 'Aladdin's Cave' for modellers but now has greater room to browse and see the immense stock that is held. The manager has made a very bold step in making this move and has done an excellent job of setting up the new shop.

I would encourage all railway modellers and modellers in general to make a visit and support this new establishment.

John Cherry, Kent.

### 'ARTHURS' ON THE EASTERN



The review of Hornby's model of Urie 'King Arthur' 4-6-0 742 *Camelot* in wartime black caught my attention.

In 1942 or 1943, ten Urie 'Arthurs' were loaned to the London and North Eastern Railway (LNER) to work freight trains between York and Edinburgh in the main. A photograph exists of one passing Inveresk at Musselburgh and it is recorded that they were well liked by crews at St Margaret's shed in Edinburgh. I believe *Camelot* was one of them.

Contemporary locomotives would have included the 'Q6' in LNER black and the 'A4' Sir *Murrough Wilson* - also possible would be a Stanier '8F' 2-8-0 in either LMS or LNER guise.

Alex Rankin, East Lothian.

## WHAT WAS RUNNING ON YOUR LAYOUT TODAY?

Read more at: [www.hornby.com/uk-en/forum/what-was-running-on-your-layout-today/](http://www.hornby.com/uk-en/forum/what-was-running-on-your-layout-today/)

Having all met for lunch in a local cafe, today's running session saw visiting locomotives LSWR Drummond '700' 30315 and 37507 in Railfreight Metals livery hauling freight with A4 60021 *Wild Swan* and 47972 in Technical Services livery on a rake of Met-Cam Pullman cars. What was running on your layout today?

Hornby forum user Caipitean

### IN RESPONSE

■ Class 24 D5100 fitted with a Loksound decoder, National Collection in Miniature GWR 'City' 3717 *City of Truro* and an 'A4' with Twin Track Sound.

Hornby forum user howbiman

■ Nothing today. My layout is up

against the wall in its folded-up position. I haven't had it down for a while actually. Now winter weather has arrived, and likely to get worse, it might be a good idea to get it down again soon and have fun creating my own adventures with Thomas and his friends, on the Island of Sodor!

Hornby forum user GNR-Gordon-4

■ I spent the afternoon shooting a short video featuring a Hornby Sentinel, DJM Hunslet Austerity and a new Golden Valley/Oxford Rail YE Janus all in NCB livery. It's now up on YouTube.

Hornby forum user GeoFF03

■ Missy the cat! She decided the layout would make a nice mattress. Now I'll have to de-fur it all again, and pick up

all the rolling stock she 'killed'.

Hornby forum user 2e0dtoeric

I had my 67018 *Keith Heller* with Twin Track Sound (TTS) hauling Arriva Wales Mk 3s and a Driving Van Trailer. In the other direction was a Midland Mainline HST set with Olivias Trains sound, so much better with sound. On the inner track I had 67003 in Arriva livery with TTS heading six HIA Freightliner wagons. Moved 08844 with Olivias sound and lights around locomotive depot, then ran out of time.

Hornby forum user pete007

● See more online at the Hornby Forum and the Engine Shed blog.



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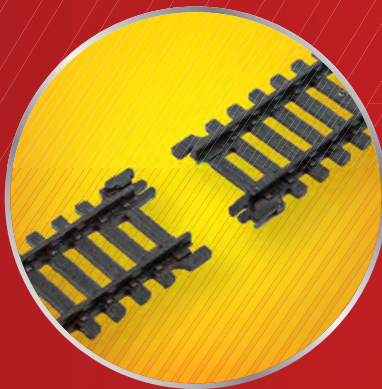


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# Wick End

*A life-long passion for Scottish Region operation in the 1980s and an exhibition invite for a 'small' layout gave **DAVE** and **CHRIS WARNER** all the incentive they needed to develop this compact 'O' gauge terminus.*

**PHOTOGRAPHY, MIKE WILD**

**S**COTTISH RAILWAY operations have been a life-long interest for Dave and Chris Warner, and between them they have built a number of layouts on this theme. Initially they worked in 'OO' gauge, but the temptation of going up in scale to 'O' gauge was too much to resist and ultimately they sold up their 4mm scale collections in pursuit of 7mm:1ft projects.

As members of the Todmorden

Independent Modellers' Group, they have several projects on the go including a 40ft long 'O' gauge terminus – with a Scottish theme too – called Low Hill. An invite to a show in Manchester with a 'smaller' layout was the seed for Wick End as they already had most of the stock required through development for Low Hill, but they only had a few months to build this brand-new layout to suit the exhibition manager's request.

The result is Wick End, a fictitious branch of the Highland Railway from

Wick via Nybster to John O' Groats. The truth has been bent slightly and the main ferry service for the Orkney Isles operates from here allowing for a steady stream of subsidised rail services and freight traffic, although they portray this as 'being on its last legs' in the era modelled.

## CONSTRUCTION

At 18ft x 2ft, Wick End is small for an 'O' gauge layout, and especially one which accommodates big main line diesels, but it works. Dave and Chris took inspiration from







**26038 passes classmate 26025 as it arrives at Wick End.**



a variety of open and closed termini in the far north including Wick, Thurso, Mallaig and Banff. In the end it took just one week to plan out the track layout and buildings. A limited space isn't the best start in 7mm scale, especially if you're trying to portray

a semi-fictional location. While planning the layout, Dave and Chris had to get as much space into the design and length into the track as possible so that it doesn't look cramped and forced. They worked on the basis of a locomotive and three carriages

as a minimum train length for all sidings and loops and with this the track plan works well without looking over-full. It is built up of five baseboards consisting of four 4ft long sections and a short 2ft extension for the storage yard area. >>



**Split headcode Class 37/0 37043 Loch Lomond ticks over at Wick End having run round its three coach train. The locomotive is a modified and detailed Heljan ready-to-run model with digital sound installed.**





**TO3** A Class 26 takes the run-round loop after arriving at Wick End with a passenger working.



**TO4** The Sulzer engine of Class 26 26038 rumbles as it slows on the approach to the end of the line at Wick End. A Class 08 shunter is on duty for the private siding while an inspection saloon is stabled in the bay platform awaiting its next duty.





The design has worked well for a small 'O' gauge exhibition layout as its size is easy to accommodate for most venues. If it was any smaller in length then the trains would be too short to be realistic, even for a small Far North terminus like Wick End.

Though the layout is privately owned, both the owners are members of the Todmorden Independent Modellers Group. The layout is housed at the club premises and it has been a team effort from the entire group to bring it together to the standard it is at now. Chris and Dave recognise that everyone has their own area of expertise in the group, and that helps greatly in building an effective and reliable model railway.

In laying and ballasting the track the team moved away from traditional methods. The track was stuck down with UHU glue as a test to see if they could get away without using track pins to improve the look of the sleepers. It seems to have stuck very well and has proved reliable at shows.

The rest of the scenery follows tradition with loose ballasting over the previously glued down track together with graded and coloured ballasts for roads, static grasses around the lineside fixtures and plenty of stone built structures including the platform faces and overbridge at the entrance from the storage yard.

The group is understandably proud of the whole layout and how it has turned out - and while the initial construction was completed quickly to meet the first



Scale figures bring cameos to life alongside the railway.



exhibition deadline, it continues to be developed and detailed. Everything except the track is hand built, kit built or modified from a kit and there are very few ready made items on the scenic front.

## OPERATION

The layout operates a passenger and freight timetable. There is a steady stream of passenger trains and the same for freight, all of which have been arranged to model purposeful workings.

Passenger trains are a simple in-out

operation, but freights have to be brought in and split up. Some wagons head to the private sidings on the other side of the bridge, the fish trains load and unload in the bay siding and wagons that are empty or require sending back are kept in the back siding near the signalbox. It does end up being quite a tricky shunting puzzle when dealing with a large goods train, and trying to fit in a passenger train around it, but that is all part of the enjoyment of operating this layout at shows.

All the locomotives are digital sound »







**Class 08 08938**, a repainted and modified Dapol model, shunts VAA vans for the private siding.

**In a busy moment**  
**Class 20 20035**  
departs with a typical mixed freight of the Far North while a Class 26 is held in the loop and a Class 37 is on standby to take the next freight back to the main line.





fitted using decoders from the ESU portfolio with a variety of sources for the sound recordings. All train movements are handled by a Lenz 100 control system which provides adequate power for the maximum two-engine operation of the terminus.

The layout is operated with a variety of locomotives seen in the Far North of Scotland in the mid-1980s including Class 26s and Class 37s. All started life as Heljan models with each having various modifications to model individual locomotives, including repainting and bodywork modifications to replicate those running out of Inverness depot in this period.

For example, the Class 37s - a firm favourite with Dave and Chris - have all had their boiler ports and steps sealed and filled, bufferbeam cowlings have been cut back and new buffer beams fabricated - pretty much the same modifications the real locomotives got in the mid-1980s, but in 7mm scale. They have also been resprayed and weathered to match their condition when running in this era.

Wick End's roster of locomotives is only a small one, comprising classes 08, 20, 26 and 37, but to introduce variety there are several of each which can operate on the layout.

The locomotive fleet is backed up by a selection of goods wagons which includes kit built and ready-to-run stock. This extends to VGA four-wheel sliding door vans, Cargowaggons, VAA vans in >>

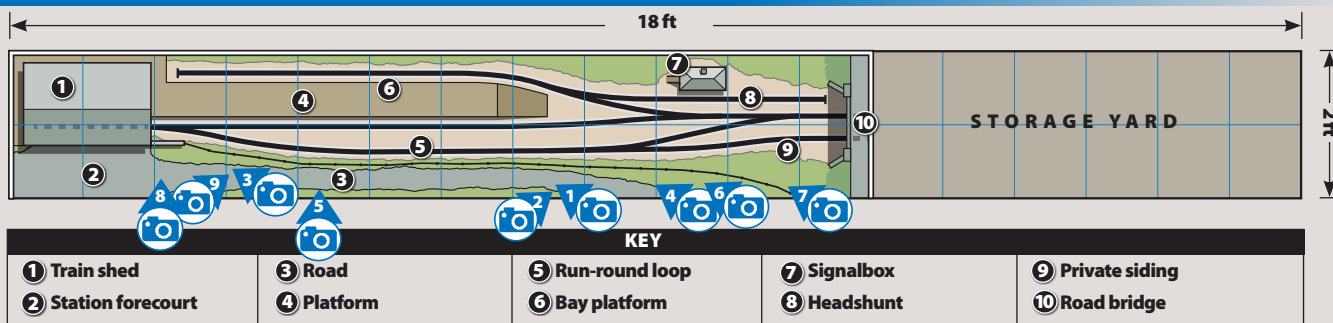


 The ScotRail sign welcomes visitors to Wick End - a gateway to the Orkney Islands.





## WICK END TRACK DIAGRAM (Not to scale)



Railfreight liveries, fuel oil tankers for operating in mixed formations and a rake of china clay wagons. There is also an Easybuild BR Mk 1 inspection saloon which operates solo with a locomotive as well as being attached to passenger workings.

### NEXT STEPS

The group enjoys building layouts and running stock, with Chris being most involved with construction while Dave is the head of the operation team. They say Wick End has been a joy to operate so far and it has attended three exhibitions consisting of the ASLRM Manchester O gauge show, Hartlepool exhibition and the Great Electric Train Show hosted by *Hornby Magazine* in October 2017. At present there are no more confirmed bookings, but the group is open to invitations



through the *Hornby Magazine* office.

Now though, the group is focused on completing Wick End's 'big brother' Low Hill. This impressive

and much larger layout is targeted for completion by Spring 2018 ready to go out on the road. Watch this space for more on Low Hill in 2018. [Hornby](#)

Discussions continue at the lineside fence with the Class 37's English Electric engine noisily filling the air.





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## OO GAUGE



## Track & Accessories



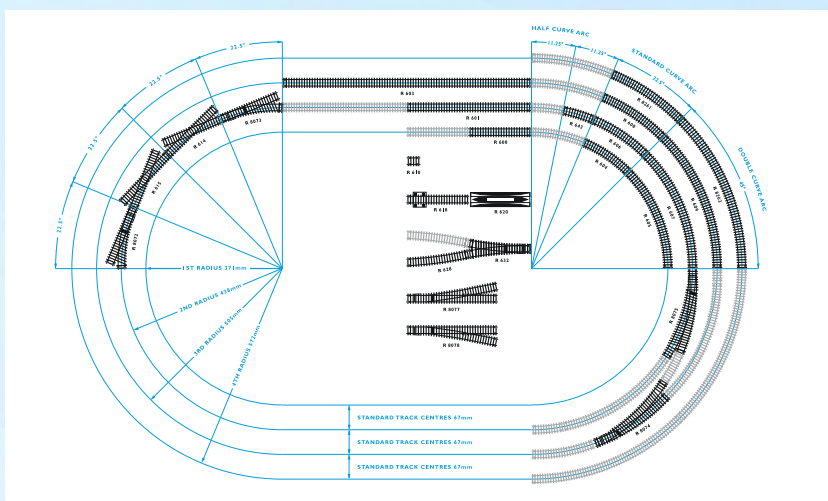
### Straight Track

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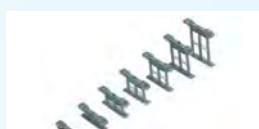
### Track Accessories

R207	Track Pins	£2.99	£2.40
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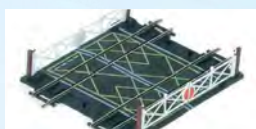
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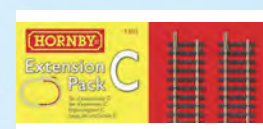
### Level Crossings

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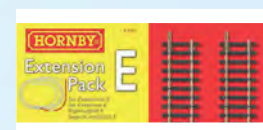


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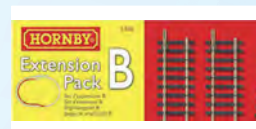
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# Dapol's 'FLYING BANANA'

The Great Western Railway diesel railcars have a special place in the history of multiple units but, until now, we have only had the later GWR built example as a ready-to-run model. **MIKE WILD** inspects Dapol's new streamlined railcar for 'OO'.

**I**N 1933, the Great Western Railway was ahead of the curve for British railway operation when it commissioned the first of a series of single-coach diesel railcars. Introduced to service in 1934, No. 1 was built by Park Royal and had a single AEC 130hp engine driving one bogie. It was successful enough to spur a continuation of the project which saw Gloucester Railway Carriage and Wagon (GRCW) and the GWR's own Swindon works develop the design for the future.

Like the classic autococh, the GWR railcar is a legend amongst the GWR's rolling stock. As a youngster I was eager to add one to my 'N' gauge collection and I became the proud owner of one of the Graham Farish models of the later Swindon built examples. 'OO' versions joined my more recent collection still modelling the later more angular vehicles, but now W10 – one of the 1935-1937 built batch by GRCW is sat upon my desk for inspection.

This particular railcar had a revised body style, introduced with No. 5 and featured two AEC 130hp engines with drive through reduction boxes positioned outboard of the bogies at each end. Initially it would have had side skirts, but in this early British Railways period livery of Western Region chocolate and cream, those have been done away with to reveal the bogies. It was withdrawn from BR service in the second half of the 1950s and you can read more on the GWR railcar story in Reality Check on pages 68-71.

## THE MODEL

On the back of the recently released Gloucester Class 122 single-car DMU (HM121), our expectations have been high for the GWR railcar with its characterful design able to stand out from the crowd while also creating great challenges for the model's creators. There are so many complex curves in this single car vehicle making up its elegant appearance that it is not an easy model to produce.

Delivered in Western Region chocolate and cream, W10 is smartly turned out with excellent application of the main body colours as well as the intricate lining around the lower panels. The livery is, in relative terms, quite Spartan with large expanses of brown, cream and roof black making up the full palette of body colours.

The body itself is neatly done, but it does rely on moulding as opposed to separate parts to carry off much of the detail of the prototype. Nevertheless, the standard of the moulding is high with the lower skirts featuring neat detailing,



while the window frames are supremely fine around the opening ventilators being etched brass additions to the flush glazing panels.

The angles of the cab fronts are very well done too and certainly have all the stylish looks of the real vehicles including 'stumps' instead of full buffers, a trio of lights across the lower front and air horns set below in the returning angled underframe. Correctly, this unit is supplied without couplings as they only ever operated as single vehicles in this format.

The interior for the railcar consists of a single colour moulded plastic seating unit devoid of any cab control detail apart from a chair. The seating area is compromised by a cover for the motor which provides drive to the rear bogie. This is a

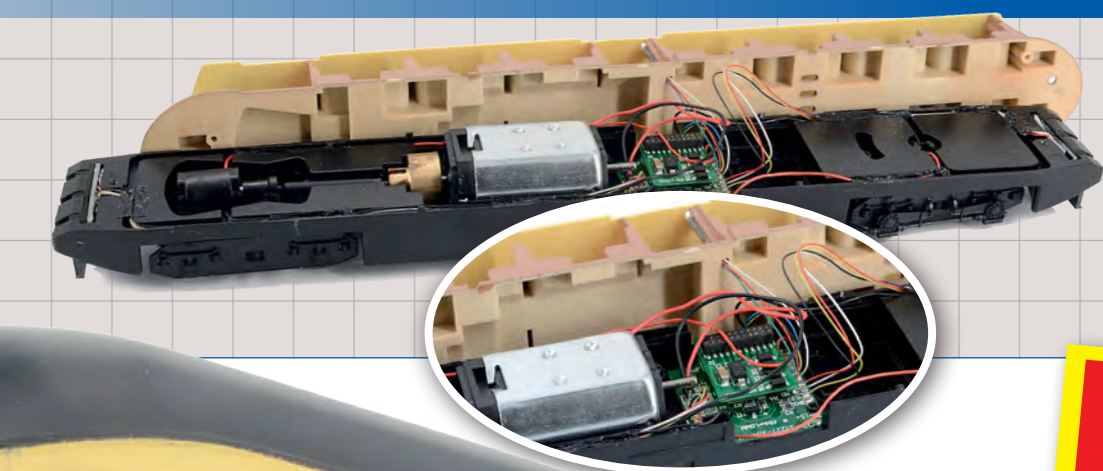
shame as the drive system used in the Class 122 gave a good impression of the interior while also providing for a high performing chassis.

The bogies also appear set too far in from the outside on W10, perhaps to accommodate the side fairings on models of the earlier vehicles, but on the positive side, the drive side of each bogie is full of the detail which makes this area of the railcars stand out.

## PERFORMANCE

The mechanism for the railcar certainly runs very well. Straight from the box, our sample operated quietly throughout the speed range offering fine speed control, even during running in, and proved itself to have an excellent chassis on the





#### THE DETAILS

<b>Manufacturer:</b>	www.dapol.co.uk
<b>Cat No:</b>	4D-011-002
<b>Description:</b>	GWR streamlined railcar, W10, chocolate and cream
<b>Scale:</b>	'OO'
<b>Price:</b>	£145
<b>Era:</b>	4
<b>DCC:</b>	DCC ready, 21-pin MTC socket
<b>Couplings:</b>	None

# FIRST REVIEW



rails through operation on our test track as well as on our exhibition layout Grosvenor Square during the Spalding Model Railway Exhibition.

For the purpose of the show, we added digital sound to this model using an Econami 21-pin decoder and a Zimo 15mm x 9mm 'sugar cube' speaker. The unit is designed to be compatible with MTC format decoders and features interior and exterior lighting which operate automatically with the direction of travel on analogue and can be controlled, with the right decoder, under digital operation.

Access to install the decoder isn't entirely straightforward. The decoder socket is located transversely in the underframe below the seating/lighting moulding with the latter

requiring removal to install a chip. However, it cannot be removed entirely due to wiring connections passing through from the main Printed Circuit Board (PCB) to the roof lighting. This makes decoder installation a careful task, but there is space for a speaker up to 26mm x 17mm, although you will need a fine tip soldering iron in order to make the connections to the solder pads provided on the PCB for this purpose.

Still, once fitted the decoder and speaker are neatly concealed within the underframe making for an invisible installation. Straight DCC fitted versions (without sound) are also being released by Dapol should you wish to avoid dismantling an analogue model to make the necessary additions for digital operation.

## OVERALL

The GWR railcars were stylish and iconic vehicles from the 1930s and Dapol's model clearly captures that spirit with the elegant lines and fine finishing of the model. While the interior isn't the best, it makes up for that in its performance and its exterior, it certainly delivers. It has been wholly reliable during its time in service on *Hornby Magazine's* exhibition layouts so far and will make a great addition to a GWR or Western Region fleet.

As a model of one of the first successful railcar designs, this is an attractive prospect and we are certain that it will attract attention wherever it runs. Just like the real vehicles did. (MW)

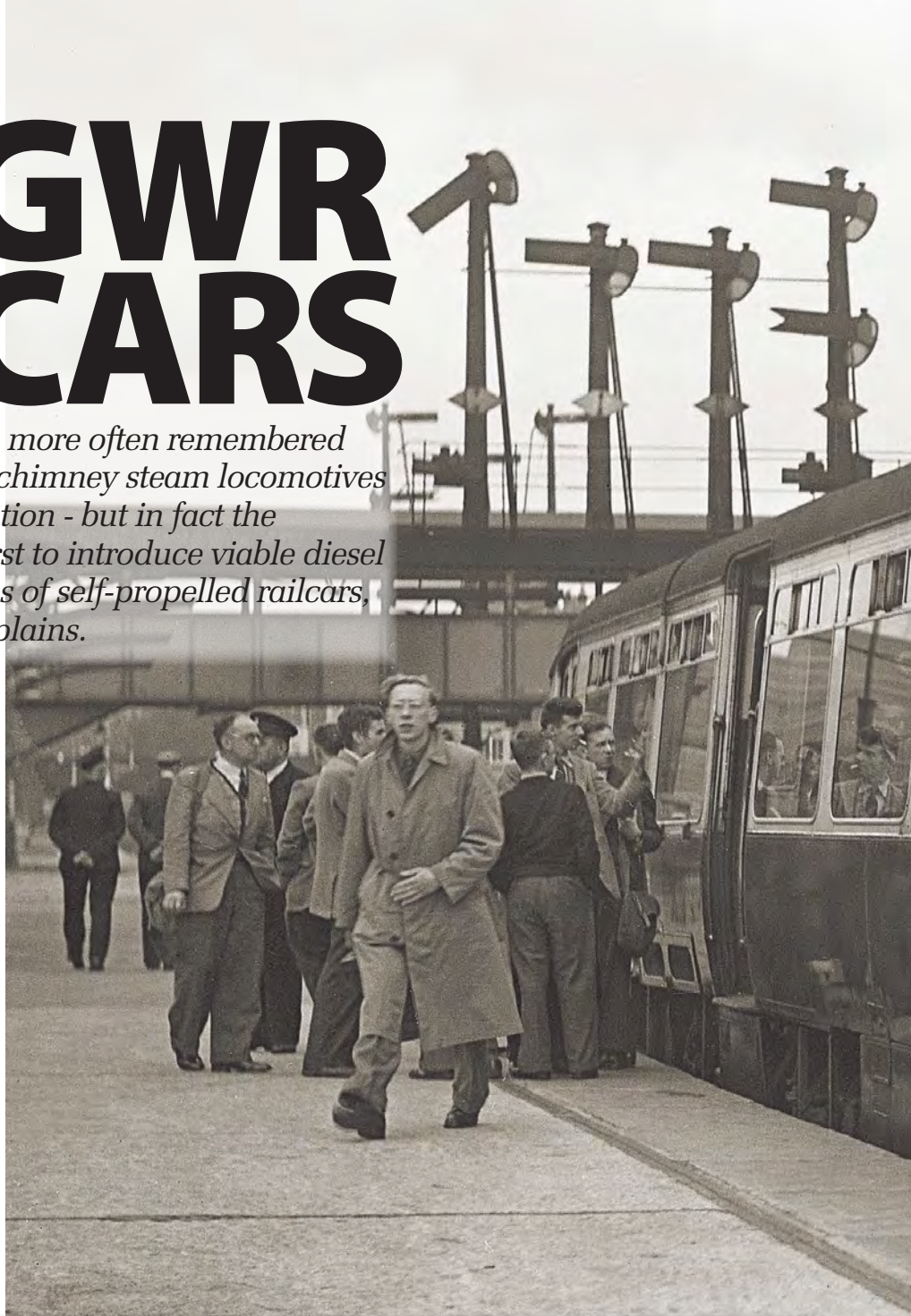


# The GWR RAILCARS

*The Great Western Railway is more often remembered for its fleet of copper-capped chimney steam locomotives than for technological innovation - but in fact the company was amongst the first to introduce viable diesel traction, in the form of a series of self-propelled railcars, as **EVAN GREEN-HUGHES** explains.*

**A**LTHOUGH in the first half of the 20<sup>th</sup> century the steam engine reigned supreme, there were many jobs on the railway for which it was not ideally suited. One of these was for light passenger duties where infrequent services required that rolling stock stand idle for much of the time. By the 1930s, small self-powered trains became a practical possibility due to development of the internal combustion engine, but the earliest designs proved, on the whole, to be unsuccessful, mainly because of a lack of performance or reliability.

A series of trains that were to reverse this trend were the Great Western Railway's (GWR) railcars which were built over a seven-year period between 1934 and 1941 and which eventually totalled 38 vehicles. The design originated at Hardy Motors of Southall, and owed much to development work carried out by AEC Motors on the Q1 single-deck bus, a revolutionary vehicle which had its engine mounted outside the chassis and behind



Complete with its bogie fairings, GWR diesel railcar No 4 stands at Stratford-upon-Avon in 1935.  
Frank Hebron/Rail Archive Stephenson.



**GWR diesel railcar  
W13W draws attention  
at Kensington Addison  
Road during a London  
Railway Society railtour  
on September 26 1954.**  
A.W. Croughton/Rail Archive  
Stephenson.



the front wheel, freeing up valuable space. Importantly, the Q1 also established a successful method of controlling an engine and transmission which were located remotely from the driver.

Following trials involving an AEC Hardy bus fitted with railway wheels, the Hardy company started work on a design for a proper double-ended vehicle for rail use. In doing so it was provided with assistance from the GWR, with Chief Mechanical Engineer C.B. Collett taking an active interest and ensuring that an outline specification was provided that would suit the GWR's

needs. The chassis that emerged had a single AEC engine of 121hp mounted vertically on outriggers outside the main chassis frame driving a Wilson four-speed epicyclic gearbox, then a reversing gearbox and finally to gears on the axle ends of one bogie.

Once completed, the new chassis was shipped over to the Park Royal coachworks where a rather handsome streamlined body was built for it using traditional wooden frame methods. The resulting vehicle was then exhibited at the Commercial Transport Exhibition at Olympia where visitors were told that it had been purchased

by the GWR and was to be used on services between Slough and Reading.

Carrying the running number 1 and painted in chocolate and cream livery, the railcar entered service in February 1934 and was deployed on the Henley-on-Thames and Windsor branches where it covered up to 200 miles each day. Reliability was surprisingly good and so was economy with up to seven miles per gallon being recorded.

Clearly the concept was fundamentally sound and so the GWR opted to order a further three railcars, which were subsequently to be numbered 2-4. Rather >>



surprisingly, these were not intended for local services but were configured for use on the high-speed Birmingham to Cardiff main line and were fitted with seating for only 40 people as well as a small buffet counter instead of the 69 Third Class seats of the original car.

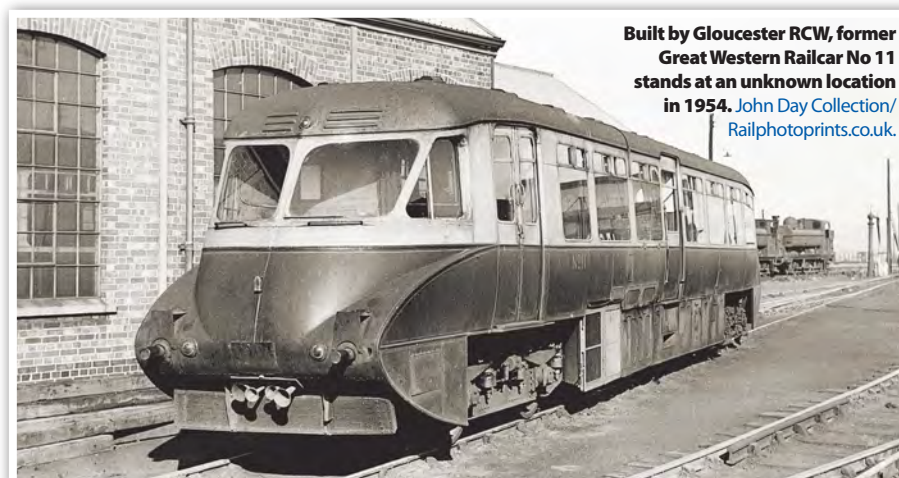
The coachwork was by Park Royal again and, although the railcars looked very much like the first one, there were a number of improvements. Chief amongst these was the provision of two engines providing 242hp which also raised the maximum speed to a creditable 75mph. The three new vehicles were in service by July 1934 and public reaction was very positive. The new vehicles were seen as the latest thing in an increasingly fashion-conscious world, particularly as they proved able to run the 117-mile route in only 139 minutes, including allowing for two stops.

## FURTHER DEVELOPMENT

The following year there was a further expansion for the railcar fleet when the GWR ordered another three, which were to be numbered 5-7. Although these were mechanically similar to the earlier trio, there were improvements to the braking system and this time the bodies were sourced from the Gloucester Carriage and Wagon Co, leading to them look completely different externally. Seats were provided for 70 people, with no buffet or toilet being provided.

However, even before these had been delivered 10 more 'streamliners' were ordered in a bold move that was designed to raise the amount of diesel mileage worked from 628 to 1,193 miles each day. Numbers 8-9 and 13-16 had 70 seats but 10-12 had only 63 due to being provided with a toilet compartment. These cars were used on 19 new services that mainly were intended as feeders for express routes.

The final vehicle, 17, was a radical departure as it was intended to be a dedicated parcels unit and therefore had no windows or passenger seats. Three large sliding doors were provided along each side of the body and this car was deployed between Reading and London where its duties included a run to Kensington to pick up consignments of Lyons' cakes. By this time conventional vacuum brakes were being fitted in place of the former automotive-style



Built by Gloucester RCW, former Great Western Railcar No 11 stands at an unknown location in 1954. John Day Collection/ Railphotoprints.co.uk

vacuum over hydraulic system.

In January 1937, a further vehicle was placed into service with yet more modifications to the design. Numbered 18, this unit had a different body, again from Gloucester Carriage and Wagon, which saw the bogies exposed and with a significantly larger parcels area, therefore only providing seating for 49 passengers. Conventional buffers and drawgear were provided, the gearbox had five gears, railway style clasp brakes were fitted, and pneumatic control was adopted for the engines - but most importantly the car was designed with the capability to haul a tail load of 60 tons. The reason for these changes was that No. 18 was intended for use on the Lambourn Valley branch near Newbury where it was expected to have to haul some of the numerous horseboxes which served the various stables in the area.

This latest railcar provided the basis of all those built subsequently, but from 19 onwards there was a departure from previous practice as from then on Swindon Works constructed the underframe, bogies and bodies with mechanical components coming from AEC and Wilson as before. All the Swindon cars were designed so that they could work in multiple with each other and their bodies were of a much more angular and utilitarian appearance. The first batch, 19-33, were intended for light branch line work and were usually geared to run at a maximum speed of 40mph. Entering service in June 1940 they had two 105hp engines driving pre-selector gearboxes.

Following these was another parcels

car, 34, which was designed to be used on the same duties as 17. It followed the same general layout as the earlier vehicle but had the body outline and mechanical configuration of cars 19-33.

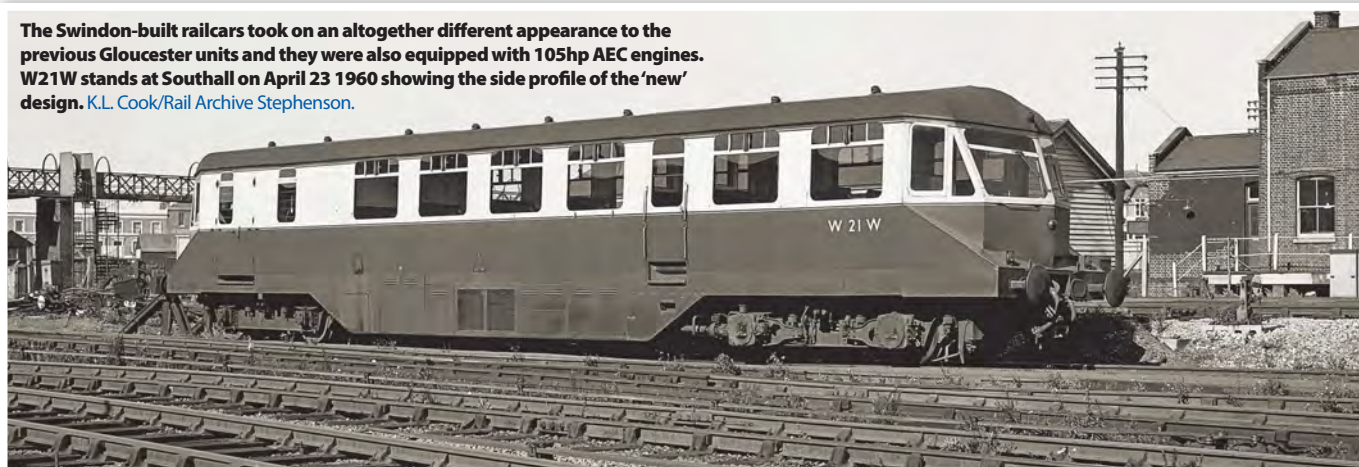
## THE GWR MULTIPLE UNIT

The next and final four vehicles, 35-38, were turned out with driving cabs at one end only and gangways at the other and ran in pairs, in effect becoming a two-car Diesel Multiple Unit (DMU) of a kind that would become very familiar only 10 years later. A buffet and toilet were provided on each set as well as seating for 104 people with these pairs being set to work on the Birmingham to Cardiff route replacing the earlier single cars which by this time had been overwhelmed with demand for seats.

The war halted further development, but once the hostilities had drawn to a close the opportunity was taken to trial the GWR cars in other parts of the country with examples being seen in places as far afield as Harrogate in Yorkshire and East Anglia. The mechanical layout of these extremely successful vehicles was also used as the basis for a series of very successful railcars and DMUs that were brought into traffic in Northern Ireland.

Unfortunately, when the first series of British Railways DMUs were in the planning stage London Midland & Scottish Railway influence saw a Leyland transmission specified instead of the tried and tested Wilson design which in the event proved vastly inferior to the GWR type, which was subsequently

The Swindon-built railcars took on an altogether different appearance to the previous Gloucester units and they were also equipped with 105hp AEC engines. W21W stands at Southall on April 23 1960 showing the side profile of the 'new' design. K.L. Cook/Rail Archive Stephenson.





GWR RAILCARS BUILD DATES						
CAR	BUILT	WITHDRAWN	BODY	CHASSIS	ENGINE	NOTES
1	1934	1955	Park Royal	Hardy/AEC	1x AEC 130hp	
2-4	1934	1954-1958	Park Royal	AEC	2x AEC 130hp	2 damaged in a collision in 1953
5-7	1935	1957-1959	Gloucester	AEC	2x AEC 130hp	
8-16	1936	1956-1960	Gloucester	AEC	2x AEC 130hp	9 withdrawn in 1946 after fire
17	1936	1959	Gloucester	AEC	2x AEC 130hp	Parcels railcar
18	1937	1957	Gloucester	AEC	2x AEC 130hp	
19-33	1940-1941	1960-1962	Swindon	Swindon	2x AEC 105hp	33 rebuilt 1954 to replace 37
34	1941	1962	Swindon	Swindon	2x AEC 105hp	Parcels railcar
35-38	1941	1957-1962	Swindon	Swindon	2x AEC 105hp	Two twin car sets, 37 withdrawn 1947 due to fire
<b>NOTES: Preserved</b>						
<b>4</b> National Railway Museum (static)			<b>20</b> Kent and East Sussex Railway (under restoration)		<b>22</b> Didcot Museum (operational)	

adopted on most future builds.

In fact, the GWR railcars had a profound influence on BR's standard multiple unit designs which all used two AEC or Leyland engines driving Wilson gearboxes with the final drive attached to the drive axle. Also adopted was the electro-pneumatic control system used by the GWR.

### WITHDRAWALS

When railcar 9 caught fire in 1945, it was so badly damaged that it had to be withdrawn from service, while 37 suffered the same fate in 1947. The third car to be taken out of service was 2 in 1953 as a result of a collision while 33 was rebuilt as a single-ended vehicle in 1954 and used to replace 37 in a two-car set. Withdrawals of the rest were completed by 1964 with the bulk being dismantled at Swindon Works. By withdrawal some had been repainted in BR green with previous colours being carmine and cream or in GWR days chocolate and cream. The parcels units ran in BR coaching stock maroon in their later days.

Three of these fascinating vehicles made it into preservation. Reserved for the national collection was car 4 which is

**The first of the GWR's streamlined diesel railcars approaches Taplow in 1938. Passengers in the front seats even gained a view of the line ahead over the streamlined front ends.**  
 Lewis Coles/Rail Archive Stephenson.



currently on show at York after periods on display at the Steam Museum in Swindon and the Didcot Railway Centre. Currently in a dismantled state at the Kent and East Sussex Railway is 20 which passed into preservation in 1966 but was withdrawn in 1980 pending a major rebuild, which is still taking place. Didcot has No. 22 which was purchased by the Great Western Society in 1967 and is maintained in full working order and which sees occasional use on the demonstration lines.

The Great Western's streamlined railcars, known to public and railwaymen alike as the 'flying bananas', were not only a success in their own lifetime but laid the foundations of the very successful first-generation units that were to serve the railways so well for more than 50 years. It is most fitting that we now have a model of one of the earlier vehicles as a tribute to the pioneering work of not only the GWR but also of the Hardy Motor Company of Southall. [Hma](#)





# Stanier '8F' gains

● Price: £169.99 ● Cat No: R3564 ● Site: [www.hornby.com](http://www.hornby.com) ● DCC: 8-pin socket ● Era: 5

**T**HE MIGHTY STANIER '8F' 2-8-0s are a class not to be missed from any main line LMS and BR London Midland Region layout - and Hornby has reintroduced its popular model for 'OO' gauge with a twist.

This new issue of Northwick (8E) allocated 48045 is the first to be released with a Fowler 3,500gallon tender in place of the more usual Stanier 4,000gallon design. The '8F' has also been updated to feature a tender mounted 8-pin DCC decoder socket, rather than in the locomotive as before, and is expected to arrive with Hornby retailers during December.

48045 was built in 1936 at Vulcan Foundry for the LMS, but was requisitioned by the War Department in 1941 and transported to the Middle East where the 2-8-0 operated under the British Army as WD 70573. It returned to the UK in 1948 and entered British Railways stock in July 1949 from where it was allocated around the Crewe, Widnes and Kettering areas. It gained the Fowler tender around the turn of the 1960s, according to photographic evidence.

Hornby's model of 48045 is delivered in the traditional '8F' livery of black relieved by red bufferbeams, smokebox and cabside numbers, electrification warning flashes and small late BR crests on the tender. The Fowler tender appears to be the same as that used with the Fowler '2P' 4-4-0 and '4F' 0-6-0s produced more recently by Hornby and includes a fixed moulded coal load, factory fitted brake pipes, turned metal wheels with wiper pick-ups, a tension lock coupling and coal rails around the coal space. It is connected to the locomotive via a cranked permanent coupling with a four-wire connection joining the locomotive motor and track pick-ups to the 8-pin socket inside.

On test our sample operated faultlessly, but what it really needs to be a true reflection of the Stanier 2-8-0 is a coat of grime. An excellent addition which adds a new choice and appearance for these hard working freight locomotives. (MW)



# Named 'B1' for the North East

● Price: £174.99 ● Cat No: R3451  
● Site: [www.hornby.com](http://www.hornby.com)  
● DCC: 8-pin socket ● Era: 4



Thompson's mixed traffic 'B1' 4-6-0 is back with Hornby and this time North Eastern Region allocated 61032 *Stembok* has been selected as the identity for this fine locomotive.

61032 was built at Darlington Works in 1947 and entered service on August 7 1947 as LNER 1032. Following nationalisation of the railways, it was renumbered 61032 during a works visit in December 1949 and gained BR's mixed traffic livery with early crests, as

modelled here. At that time it was allocated to Stockton shed (51E), where it remained until 1959, while other depots in its career included Thornaby (51L) and Hull Dairycoates (53A) from where it was withdrawn in November 1966.

This model of 61032 is finished with a 51E shedcode and also comes with separate nameplates for optional fitting to the locomotive. Also included is a detailing pack for the bufferbeams which has brake rigging too.

The model itself uses Hornby's outstanding tooling for the popular Thompson 4-6-0. The motor is positioned in the locomotive and transmits ample power to the driving wheels while an 8-pin DCC decoder socket and space for a 28mm round speaker are provided in the permanently coupled tender.

The 'B1s' travelled far and wide across the Eastern Region and there are plenty of reasons to pick up this superbly finished 4-6-0. (MW)



# Fowler tender



## Southern cattle wagons return

● **Price:** £22.99 each ● **Cat No:** R6826, R6827 ● **Site:** [www.hornby.com](http://www.hornby.com) ● **Era:** 4/5 (BR), 3 (SR)

Hornby's 2016 introduced Southern Railway 10ton cattle wagons for 'OO' sold through quickly when they first arrived, but now a second batch is here modelling the Maunsell and Bulleid diagram vehicles.

For the Southern Railway period modellers, pre-1948, it is the Maunsell designed vehicle which has been chosen and finished 53767 in SR brown. For the BR era, Bulleid cattle wagon B891313 has

been selected, finished in BR bauxite.

Both exhibit an excellent standard of detail throughout and come with turned metal wheels and buffers together with small tension locks in NEM coupling pockets. Plus there is a second version of each with a different running number being released too. Useful additions to Hornby's expanding range of steam era wagons. (MW)



## BR maroon for Hornby Mk 1 BSO

● **Price:** £41.99 ● **Cat No:** R4777/R4789 ● **Site:** [www.hornby.com](http://www.hornby.com) ● **Era:** 5

Hornby has followed up its newly-tooled 'OO' gauge BR blue and grey liveried Mk 1 Brake Standard Open (BSO) and First Open (FO) vehicles (HM124/125) with BR lined maroon examples.

Based on the diagram 183 vehicles built at Doncaster in the mid-1950s, the BR Mk 1 BSO appears as E9220 (Cat No. R4777) while the FO appears as E3050 (R4789), based on a Diagram 73 carriage also built at Doncaster.

Each is fitted with BR1 bogies and represent BR Eastern Region vehicles, decorated with an evenly applied coat of BR maroon paint with fine yellow and black lining, topped off with a light grey roof.

Complementing Hornby's range of BR Mk 1 coaches in this livery, they will undoubtedly prove popular as they plug gaps in previously unavailable or out of production 'OO' BR Mk 1 vehicle types. (MC)





# East Midlands 153 GOES GREEN



## Hornby *Nederland Line* docks

● Price: £184.99 ● Cat No: R3566  
● Site: [www.hornby.com](http://www.hornby.com)  
● Era: 4/5 ● DCC: 8-pin socket



Hornby's 'OO' gauge Bulleid 'Merchant Navy' 4-6-2 receives a new identity for its latest appearance as 35014 *Nederland Line* in BR lined green with early crests. Built at Eastleigh Works, 35014 entered traffic with the Southern Railway (SR) in 1945 in air-smoothed form. It was later rebuilt to its final form at Eastleigh in 1956, and continued in BR service until its withdrawal in March 1967. Hornby's model depicts the prototype in rebuilt form while allocated to Nine Elms depot (70A) in London and features BR early

crests which it carried until the early 1960s.

Still holding its own against the manufacturer's more recent releases, the first rebuilt 'Merchants' by Hornby dating back to 2000, it includes plenty of separately fitted details with metal wire handrails, smoke deflectors, whistle, pipework, twin rear tender ladders, sprung metal buffers and more. While the cab spectacles are glazed, it is perhaps the undecorated cab interior that is now showing its age. Externally it is another triumph with a high-quality green and black paint finish finished off with lining and detailed nameplates.

Hornby's five-pole skew-wound motor is located in the locomotive, while an 8-pin Digital Command Control decoder socket is fitted within the tender. The manufacturer's semi-permanent metal bar coupling, together with four-wire plug and socket arrangement, connect the two and there is space for a 28mm round speaker in the tender weight.

A separate detailing pack containing brake rods, front bufferbeam steps and small tension lock coupling for the NEM pocket is also included. (MC)



● Price: £119.99 ● Cat No: R3575 ● Site: [www.hornby.com](http://www.hornby.com) ● Era: 9 ● DCC: 8-pin

**S**UCH is the pace of change on Britain's railways that rolling stock liveries come and go, some quicker than others. Hornby's latest release presents its 'OO' gauge Class 153 diesel railcar in the transition livery of Central Trains green and grey with East Midlands Trains (EMT) branding, carried by the prototype between 2008 and 2012. Originally built as Class 155 two-car units in

the late 1980s, these second generation DMUs were subsequently converted to Class 153 single railcars by Hunslet-Barclay in the 1990s for use on rural branch lines and for strengthening services.

Decorated as 153379, this colourful new release includes an impressive light green and grey paint finish, with lower dark green stripe, grey roof and bright yellow passenger access doors, capturing the look of the prototype well.

An 8-pin Digital Command Control (DCC) decoder socket sits above the detailed interior, while the underframe contains a raft of detailed engine components and even includes non-working examples of the (removable) BSI automatic coupler and distinctive yellow obstacle deflector/snowplough at each end.

A colourful and useful variation on a theme. (MC)



## Hornby gives Mk 1s a blue and grey makeover



● Price: £41.99 each ● Cat No: R4771-R4776  
● Site: [www.hornby.com](http://www.hornby.com) ● Era: 6/7

Following the appearance of Hornby's newly-tooled BR Mk 1 Brake Second Open (BSO) and First Open (FO) in HM124/HM125, it was just a matter of time before the remainder of the manufacturer's BR Mk 1 vehicle types would appear in matching BR blue and grey livery.

Now available in BR Western Region guises are BR Mk 1 Full Brake (BG) NDV W80664 (Cat No. R4771), Corridor Composite (CK) W16209 (R4773), Corridor Brake

Second (BSK) W34845 (R4774) and Tourist Second Open (TSO) W5025 (R4776).

Each has a neatly applied BR blue and grey paint finish with crisply printed narrow white lining, numbers and lettering, although the blue on our samples is a little darker and the grey lighter than other manufacturers' take on the livery. Closer inspection reveals well-placed No Smoking and First Class window signs, clear glazing together with interior seating and

table detail while the underframes are well appointed, although one side of the BSK does appear to have an incorrectly positioned battery box when compared with prototype images.

That aside, the Mk 1 CK and TSO are fitted with Commonwealth bogies, while the Mk 1 BG and BSK both come with BR1 bogies, all equipped with free-running metal two-hole disc coach wheels and small tension lock couplings in NEM pockets. (MC)



'OO9' GAUGE

# Bachmann goes

**N**ARROW GAUGE is a relatively new area for ready-to-run products with the latest to deliver rolling stock for the scale being Bachmann. It joins the established run of wagons and coaches available from Peco as well as the Lynton and Barnstaple 2-6-2T being produced by Heljan.

Bachmann has created a new division in its product range to support narrow gauge and items in this collection come in green based boxes with Bachmann Narrow Gauge logos at the top. The first items were announced back in 2014 consisting of a Baldwin 4-6-0T and closed and open bogie wagons, and now the wagons

have arrived giving us a chance to inspect these new offerings.

All of Bachmann's narrow gauge offerings are designed to British 'OO9' gauge which means they will operate on 9mm gauge track and are modelled in 4mm:1ft scale. They will sit perfectly alongside British outline standard gauge stock, so



- **Price:** £24.95-£33.95 each
- **Cat No:** 393-026, 393-051, 393-053
- **Site:** [www.bachmann.co.uk](http://www.bachmann.co.uk)

'OO' GAUGE

## Bachmann regional exclusive 47/8

- **Price:** £154.95
- **Cat No:** 31-651DB
- **Site:** [www.bachmann.co.uk](http://www.bachmann.co.uk)
- **DCC:** 21-pin socket
- **Era:** 8



This model of Class 47/8 47832 *Tamar* is the first of a collection of regional exclusives which Bachmann has issued for 'OO' gauge during 2017. It is being made available only to Bachmann retailers in the West Midlands, Cheshire, Gloucestershire, Herefordshire, Shropshire, Wales and Ireland with further models on the cards for other areas.

It models 47832 using Bachmann's standard Class 47/8 tooling for 'OO' gauge and it comes with directional lighting, a 21-pin DCC decoder socket, space inside for a 40mm x 20mm speaker and switches in the fuel tanks to control the tail lights and cab lights manually.

It was named *Tamar* in 1982 as 47560 at Plymouth Laira Open Day and retained it through renumbering as a 47/8 in 1989 until it was replaced by the name *Driver Tom Clarke*

*OBE* in 2005. It is currently operational with West Coast Railways working from Carnforth depot.

The livery chosen for this special edition model is Intercity Mainline without branding. This also extends to the yellow warning panels correctly not wrapping around the edges of the cab front and with the yellow extending around the cab windows giving it a distinctive appearance.

On test our sample ran smoothly and quietly, offering ample haulage capacity to move an eight-coach train with ease. It will be a popular choice amongst 1990s Western Region modellers, as the locomotive was a regular Bristol and Laira allocated engine during the first half of that decade. (MW)



# narrow gauge

**FIRST  
REVIEW**



if you have always fancied having a narrow gauge feeder line on your layout the time has come.

In for review are three wagons initially with the Baldwin tank engine due to become available in 2018. Our samples covered a Nocton Estates bogie goods van (393-026), a Nocton Estates D class open wagon (393-051) and a Welsh Highland Railway (WHR) D class open wagon.

All three are appointed with turned metal wheels, running freely in their plastic bogies which, on the Nocton Estates vehicles, have handbrake wheels at one end while the WHR open wagon has handbrakes at both ends. All have a nice weight to them through their metal chassis plates giving them low-down track force.

The open wagons have interior as well as exterior plank detail while the box van has a planked interior floor which can be viewed through the opening side doors. The latter slide on rails on each side and can be positioned as required after purchase – the vehicle could even have a load added.

Printing and decoration is to Bachmann's usual high standards with crisp lettering and fine painting of the black metal brackets and supports around the wooden planked bogies. The base colours are neatly applied and allow the fine moulded detail to show through well.

Narrow gauge modelling looks set to take off for

ready-to-run and these new wagons are attractive models which we can see will inspire a new raft of 'OO9' layouts, and especially when the Baldwin 4-6-0T arrives too. Excellent and set to arrive in shops during December and January. (MW)



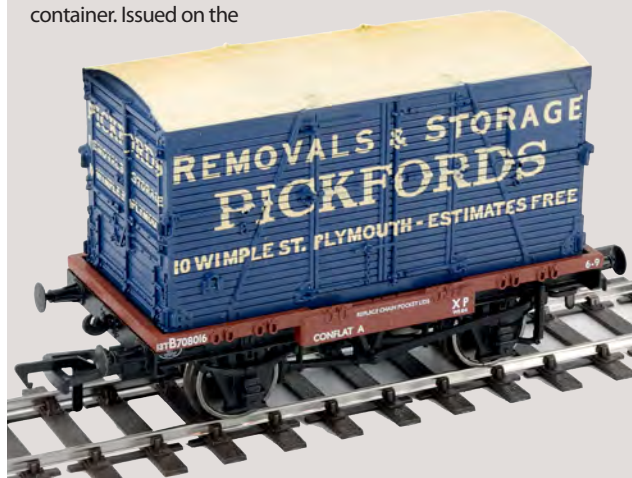
**'OO' GAUGE**

## Pickfords 'Conflat'

- Price: £15.95 ● Cat No: 37-954
- Site: [www.bachmann.co.uk](http://www.bachmann.co.uk) ● Era: 4

In a colourful change for a British Railways era 'Conflat' and container combination, Bachmann has released this version of the popular 'OO' gauge wagon with a blue Pickfords liveried BD container. Issued on the

standard Bachmann 'Conflat', the model will stand out in a goods formation and comes with small tension locks in NEM pockets and turned metal wheels. Attractive and available now. (MW)



**'OO' GAUGE**

## Bachmann triple mineral wagon pack



- Price: £49.95
- Cat No: 37-238
- Site: [www.bachmann.co.uk](http://www.bachmann.co.uk)
- Era: 7/8

Bachmann's venerable 'OO' gauge 16ton steel mineral open wagon appears in triple pack format for its latest release in BR bauxite livery. Containing two MCV labelled wagons (B561093/B570259) together with one MXV vehicle (B570542), each comes with decoration differences to data panel styles and small printed details. A close look at B561093, for example, displays a 6.5ton classification instead of 16.5ton to its data panel, which presumably is a carry-over from the prototype. Multipacks such as this lend themselves to offer variation on a theme, which is perfect when aiming to create prototypical trainloads of similar wagon types. (MC)





'OO' GAUGE

# Train-Tech automatic colour LIGHT SIGNALS

● Price: from £40.00 each ● Cat No: Various ● Site: [www.train-tech.com](http://www.train-tech.com) ● Era: 4-9

**C**OLOUR LIGHT SIGNALS can make a huge impact on a model railway and even more so when they follow prototype practice for their operation. Until now that required separate signals and sensor circuits, but the innovators at Train-Tech have developed ready built plug-and-play colour lights with all the sensors built in for automatic signalling.

The range comprises two, three and four aspect colour lights with the option to add junction feathers or theatre indicators. For

review we worked with a trio of three-aspect colour lights with one being equipped with a right-hand junction feather. The signals come pre-packed and ready for installation – the

only additional work required

being addition of the ladders and railings around the signal head together with connection of the link wire for automation.

These new sensor signals are specifically designed to operate with

Digital Command Control and

require no soldering for installation – unless you want to go down that road. Power clips slide beneath the rails to connect the signals to the track power supply making them simple to fit. If you prefer, the prongs can be removed, carefully, and the signal can be hard wired to the DCC power bus as detailed in the included instruction sheet.

All of the electronics which make these signals work are cleverly concealed within the base. Manual overrides can be addressed on digital using Train-Tech's one-touch system too. The feather signals can be programmed with separate addresses to control the signal head and the feather.

We assembled a test rig on a yard length of Peco code 75 track to trial the signals. Set up took no more than five minutes for the three signals with the supplied length of single core wire being used to join the link connections







on each signal. DCC power was then applied to the track and all three illuminated with a green aspect. Running a wagon along the track triggered the infra-red sensors instantly changing each signal as it passed.

The most impressive feature of these sensor signals is that they operate together so, in a sequence of three signals, each one shows the correct aspect for the following signal. So, for example, if the third signal is at danger, the second shows amber and the first green.

These signals are best suited to installation during the construction phase of a model railway prior to ballasting, as it will require removal of material to allow correct installation if you have a scenic layout. One other point to note is that the link wire is connected above the baseboard and, while this makes it very simple and quick to connect, it does mean that it will be visible above the baseboard at the connection point.

All in all these are fantastic new additions to the Train-Tech range which make realistic automatic signalling available to modellers of any skill level. No longer do you need a degree in electronics to make your colour lights work like the real thing – just head over to Train-Tech, they've done the hard work for us. (MW)

**'O' GAUGE**

# Minerva delivers GWR 'IRON MINK'



● Price: £42.00 ● Cat No: 11025 ● Site: [www.minervamodelrailways.co.uk](http://www.minervamodelrailways.co.uk) ● Era: 4/5

'O' gauge specialist Minerva Model Railways has broken into the rolling stock sector with the arrival of its first ready-to-run goods wagon – the Great Western Railway (GWR) 'Iron Mink' box van. The model has been produced as a follow up to its GWR '8750' 0-6-0PT (HM125).

The 'Iron Mink' vans were introduced by the GWR in the late 19th century with the final examples being withdrawn from revenue service in the 1950s. Some of the 20,000 built remained in departmental use into the 1980s.

Minerva is releasing its 'Iron Mink' in GWR grey with 25in letters, GWR grey with 16in letters and BR grey and each will have options of four different running numbers to choose from. Our sample was of BR grey liveried van W11025 which was smartly turned out in the simple British Railways era colour

scheme with a black underframe, dark grey roof and unfitted freight grey bodysides.

Detailing of the model is nothing short of excellent with sprung metal buffers at all four corners, sprung coupling hooks with three link couplings attached, fine rivet and body support detail and superb hinges around the side doors. The chassis features full brake rigging including brake shoes and handbrake handles on each side as well as a degree of suspension on each axlebox which can move up and down in the 'W' iron.

Minerva has already established a high reputation for the quality of its locomotive products and the GWR 'Iron Mink' follows that well in all respects. Well built, finely detailed and immaculately finished it will be a must have for all steam era Great Western and Western Region 'O' gauge goods trains. (MW)

**'O' GAUGE**

## Scale buckets

● Price: £5.00  
● Cat No: Bucket Set  
● Site: [www.minervamodelrailways.co.uk](http://www.minervamodelrailways.co.uk)  
● Era: Any

Sometimes it is the smallest details which gain our attention. Following release of its GWR '8750' 0-6-0PT for 'O' gauge Minerva Model Railways has decided to issue its 7mm scale buckets (with moving handle) as a separate accessory pack for the scale. Beautifully engineered, these simple and attractive items will add to any depot scene. Available now. (MW)





'HO'/OO' GAUGE

# Rail repair equipment

● Price: £16.25 each ● Cat No: 13642, 13643  
● Site: [www.gaugemaster.com](http://www.gaugemaster.com) ● Era: 8/9



German manufacturer Noch is quite brilliant at modelling the unusual and eye catching, and amongst its latest releases are these two rail repair devices. Received for review were a hydraulic clip machine (Cat No. 13642) and a track turning machine (13643) which are ideal for modelling track repair scenes from the 1990s to the present day. Each is fully assembled, painted and finished, making them a quick installation. So, if you have a redundant section of track or want to introduce a maintenance scene then these should definitely be on your list. Superb and ready to use. (MW)



'HO'/OO' GAUGE

## Noch firefighters

● Price: £11.95 ● Cat No: 15021  
● Site: [www.gaugemaster.com](http://www.gaugemaster.com) ● Era: 8-9



New to the Noch range of 'HO' scale scenic accessories is this set of five firefighters, together with two ladders.

Each of the fire crew is modelled in a different

pose (some with additional equipment such as a hose nozzle) and neatly decorated with black uniforms and yellow helmets. Silver and yellow high-visibility trim round-off the uniforms.

It is noticeable that they are German fire personnel on closer inspection of their tunics, but they certainly wouldn't look too out of place with careful amendment as part of a cameo scene. (MC)

'OO'/O' GAUGE

## Natural Scenics cork sheets

● Price: From £2.75 per roll  
● Cat No: Various  
● Site: [www.naturalscenicsonline.co.uk](http://www.naturalscenicsonline.co.uk)



Cork is an invaluable modelling material which all model railways no matter what scale, gauge or era can make use of. Natural Scenics produces a range of cork products on rolls available in both 300mm (1ft) and 600mm (2ft) widths and in thicknesses from 1.5mm to 3mm. Our sample of a 900mm x 300mm roll of 3mm thick cork was well produced and simply needed rolling out and cutting to size to suit new track formations, but is best suited to 'OO' or larger scales for its thickness. (MW)



'HO'/'OO' GAUGE

# Game, set and match!



- Price: £11.95
- Cat No: 15880
- Site: [www.gaugemaster.com](http://www.gaugemaster.com)
- Era: 5-9

Noch's range of scenic accessories is bolstered with this collection of 'HO' scale tennis players suitable for a mixed doubles match comprising four players, an umpire, ball boy and kit bags – even the umpire's elevated seating position is included.

Just add a tennis court, net and audience to complete the scene, but please keep the racquet down... (MC)

'HO'/'OO' GAUGE

## Noch LINESIDE HUT

- Price: £14.50
- Cat No: 14362
- Site: [www.gaugemaster.com](http://www.gaugemaster.com)
- Era: 5-9

A recent addition to Noch's 'HO' scale Laser Cut Minis range is this small shed suitable as a lineside platelayer's hut. The kit is formed from frets of fine laser-cut wood and card parts, together with a sheet of opaque glazing material. All parts are pre-cut and held in place by tiny tabs on each fret which require careful removal prior to gluing. As the main components are formed of wood, they certainly appear realistic and come with illustrated step-by-step instructions. (MC)



'HO'/'OO' GAUGE

## Address your public

- Price: £12.75
- Cat No: 13621
- Site: [www.gaugemaster.com](http://www.gaugemaster.com)
- Era: 8/9

Small details like this pair of public address system stands can bring new life to a model. Modelled to 'HO' scale, but perfectly suitable for 'OO'; they are ready made and painted by Noch to make installation as simple as possible. A repaint might be in order for a British outline scene, but the choice of post and wall mounted units will make them versatile in their application too. (MW)



'OO'/'O' GAUGE

## Coarse scatters



- Price: £2.30 each
- Cat No: Various
- Site: [www.naturalscenicsonline.co.uk](http://www.naturalscenicsonline.co.uk)

You can never have too much choice when it comes to modelling scenery and recently we have received a selection of products from Natural Scenics which includes these coarse scatters. Neatly packaged, we can see them being useful for representing leaf fall around trees in 'OO' and 'O' scales as well as for other grass textures to model small low growing plants with large leaves. There are plenty of colour choices in the range too. Find out more at the Natural Scenics website. (MW)

'OO' GAUGE

## Air conditioning units

- Price: £3.49
- Cat No: AX038-OO
- Site: [www.scalemodelsceury.co.uk](http://www.scalemodelsceury.co.uk)
- Era: 8/9

Scale Model Scenery's range of model railway accessories includes these useful laser-cut air conditioning units. Each pack includes nine large and ten small units, which would suit mounting on commercial and industrial building walls.

The mixed media pack contains one-piece laser-cut wooden base layers and a sheet of printed air-conditioning unit wraps. Simply cut out the wraps and fold round the base layers and mount where required.

Simple, effective and quick to assemble. (MC)







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R3500	The Sir Nigel Gresley Collection	£549.99	£395.00
R3445	BR 4-6-2 Camelford 34032 West Country Class BR Early Air Smoothed		£129.50
R3471	NSE Co-Co Diesel Electric 'Indomitable' 50026 Class 50 Diesel Loco	£170.49	£109.50
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R3371	RailRoad LNER 4-6-2 'Mallard' A4 Class Locomotive		£89.50
R3409	BR 4-6-2 'King William IV' 6000 King Class Late BR Locomotive #6002	£181.99	£99.50
R3424	LNER 0-8-0 Raven G6 Class Locomotive 3418		£89.50
R3425	BR 0-8-0 Raven G6 Class BR Early Locomotive 63443	£154.99	£89.50
R3401	The Bristolian Train Pack - Ltd Edition	£304.99	£169.50
R3343	First Great Western Class 08 822 Diesel Shunter Locomotive 'John'		£79.50
R3390	Virgin Class 43 HST Pack DCC Ready (Non Sound)	£229.99	£109.50
R3382	BR 4-6-2 'Holland-Afrika Line' '35023' Merchant Navy (Un-rebuilt) - BR Early with TTS Sound		£159.50
R3400	Golden Arrow Last Steam Run Train Pack - Limited Edition		£245.00
R3489	Hornby RailRoad GWR Freight Train Pack		£34.50
R3518	The Final Day - LNER 4-6-2 'Gay Crusader' A3 Class Locomotive No.108		£149.50
R3524	BR Green (Late) 'Trevone' (Rebuilt) West Country Class 4-6-2 Locomotive 34096		£134.50
R3670	Collett 2-8-2T Class 72xx Freight Pack (South and Mid Wales late 1950s)	£204.99	£134.50
R3671	Peppercorn 2-6-0 K1 Class Freight Pack (North of England late 1940s)	£209.99	£149.50
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## HORNBY HOT DEALS!

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372-386	Class A2 'Bachelors Button' #60537 BR Brunswick Green Early Emblem	£169.95	£79.50
372-387	Class A2 60527 'Sun Chariot' BR Lined Green Late Crest	£169.95	£79.50
371-054	Class 04 D2332 'Lloyd' NCB Yellow		£49.50
372-079	Class B1 'Roedeer' #1040 LNER Lined Black		£69.50
374-536x3	Set of 3 Hawksworth 3rd Class Corridor GWR Coaches		£59.50
374-010Dx3	Set of 3 BR MK1 SO Second Open Crimson & Cream Coaches		£54.50

## HELJAN O GAUGE HOT OFFERS!

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## BACHMANN BARGAINS!

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31-088	3200 (Earl) Class 9028 BR Black Early Emblem	£139.95	£99.50
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31-531	Class A2 60536 'Trimbrush' BR Lined Green Early Emblem	£179.95	£109.50
31-679	Type AL5 Electric #E3095 BR Electric Blue Small Yellow Panel	£139.95	£79.50
32-034A	Class 20 141 BR Green with Full Yellow Ends (Weathered)	£124.95	£69.50
32-286	Class 101 2 Car DMU BR Green with Yellow Warning Panel	£159.95	£89.50
32-928	Class 150/1 2 Car DMU #150150 BR Sprinter - Weathered	£189.95	£99.50
31-690	LMS Stanier Mogul Class #2965 LMS Lined Black		£119.50
31-691	LMS Stanier Mogul Class #42969 BR Lined Black Early Emblem		£119.50
31-692	LMS Stanier Mogul Class #42968 BR Lined Black Late Crest (Preserved)		£119.50
31-577	Windhoff MPV Multi-Purpose Master and Slave Railtrack	£148.95	£59.50
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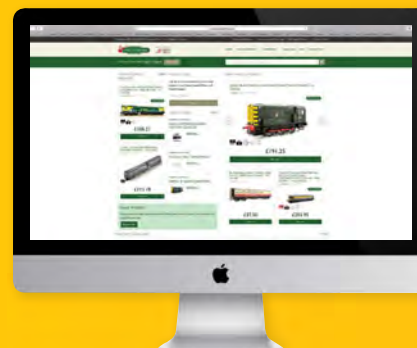


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# ‘IT’ SOUND FOR THE

Hornby's new Wainwright 'H' 0-4-4T presented a tempting challenge for sound installation. **MIKE WILD** squeezes a Zimo MX648 and a cube speaker into this space-starved tank engine.



Fitted with sound, Hornby Wainwright 'H' 0-4-4T 31518 prepares to depart from the bay platform at Twelve Trees Junction.



**W**Henever a new locomotive arrives in the office, we look at what we can do next with it – what enhancements are possible, and whether digital sound can be fitted. Most new ready-to-run locomotives are designed with some form of ability to support installation of a decoder and speaker – some better than others – but occasionally a compact tank engine lands which provides more of a challenge.

Hornby's attractive new Wainwright 'H' 0-4-4T falls firmly into the latter category. It is delightful, but when it comes to internal space, this compact tank engine is lacking quite simply because of the size and shape of the real locomotive. Naturally, performance is at the top of the list for the model's designers and they have certainly achieved this with a fabulous smooth running mechanism and ample haulage capacity, but we couldn't help pushing the boundaries.

We had designs on introducing this locomotive for service on Twelve Trees Junction in time for the Warley National Model Railway Exhibition and, ideally, that meant adding sound to bring it into line with the rest of the fleet. Headcode discs and a crew were high on the list too, but

sound was essential and would make it the perfect charge of short push-pull or parcels workings typical of the class in their final years.

With space at a premium, we had to be creative for the installation of a Zimo MX648 sound decoder – the smallest in its family – together with a 15mm x 9mm cube speaker. Making it all fit back together when wired in was a challenging process, but one which was very worthwhile in the end.

There are two main points to note with this installation before you start. First, it involves substantial dismantling of the locomotive and secondly that it will require hard wiring of the decoder into the chassis. The work involved is likely to invalidate any warranty against both the decoder and locomotive, so we recommend reading the full step by step guide before committing to work on your own project.

The sound file installed is one of Digitrains' armoury for a Southern Region two-cylinder locomotive and, while it may not specifically replicate the 'H', once the sound is on, it brings a great deal of character and life to this compact locomotive. Look out for video on the *Hornby Magazine* website of the finished model during December. [View](#) >>

## TOOLS

- » Crosshead jeweller's screwdrivers
- » 25w soldering iron with 1mm bit
- » Electrical solder
- » Tweezers
- » Wire cutters
- » Wire strippers
- » Craft knife





## STEP BY STEP INSTALLING SOUND IN A HORNBY WAINWRIGHT 'H' 0-4-4T IN 'OO'

**1**

Hornby's new 'H' is an attractive locomotive, but sound will bring a new dimension to its operation. Space is at a premium inside, but it is still possible to add a decoder and speaker.



### WHAT WE USED

Zimo MX648 sound decoder	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£98.00
Zimo 15mm x 9mm cube speaker	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£9.00
Digitrains Southern Region two-cylinder sound	<a href="http://www.digitrains.co.uk">www.digitrains.co.uk</a>	£0.01

**2**

The internal space available inside the boiler is extremely limited, especially with the location of the decoder socket. The biggest space available for a speaker is on the cab floor, but gaining access requires care and methodical working.



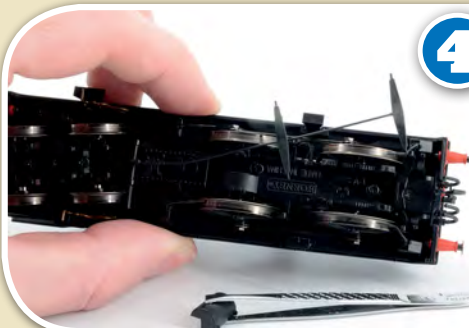
**3**

First, we need to get the chassis out. To begin, the air tank at the front needs to be removed followed by the coupling mount so that we can access the body fixing screw above.



**4**

If you have already fitted the brake rigging, disconnect it from its front mounts to make access to the coupling mount simpler. We have already removed the tank moulding to show the coupling mount.



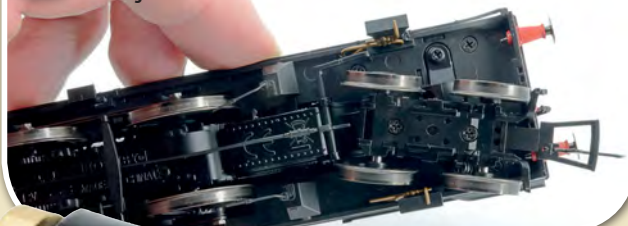
**5**

Under the mount, and located right at the front of the chassis, is a body securing screw. Release this with a small crosshead screwdriver.



**6**

Moving to the rear, there are two crosshead screws located on a stretcher bar above the rear bogie. Swing the bogie to each side to gain access and remove the two screws.



**7**

With the body off, this is what we have: the chassis with an 8-pin decoder socket in front and a finely detailed but restrictive body behind.



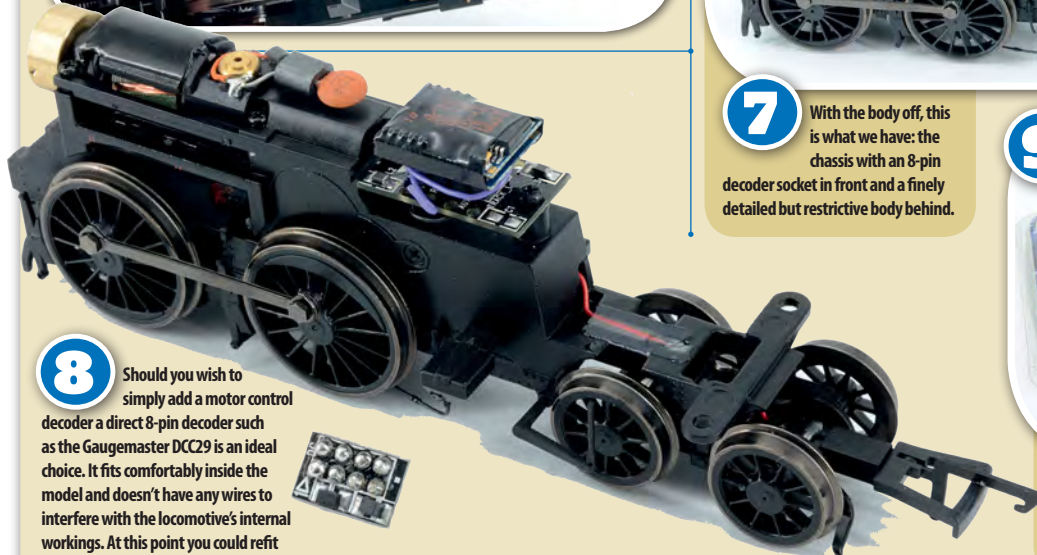
**9**



To take the 'H' to the next level we selected a Zimo MX648 miniature sound decoder and a 15mm x 11mm x 9mm cube speaker which will fit inside the locomotive – just.

**8**

Should you wish to simply add a motor control decoder a direct 8-pin decoder such as the Gaugemaster DCC29 is an ideal choice. It fits comfortably inside the model and doesn't have any wires to interfere with the locomotive's internal workings. At this point you could refit the body and put it into service.

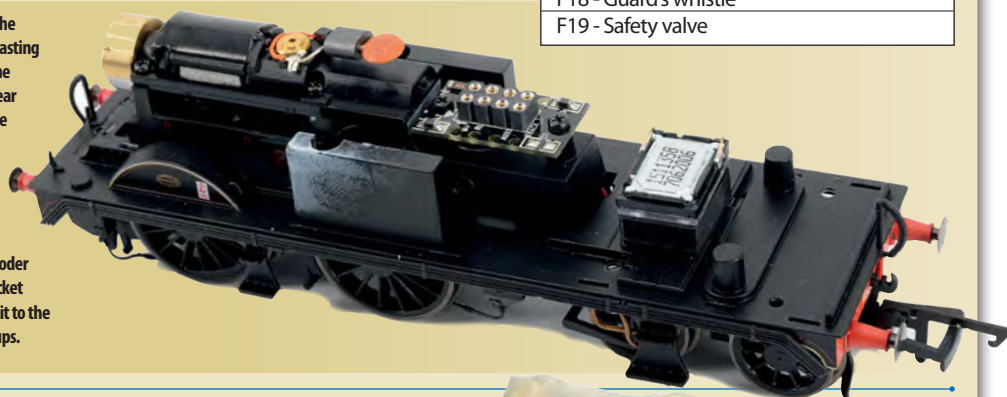




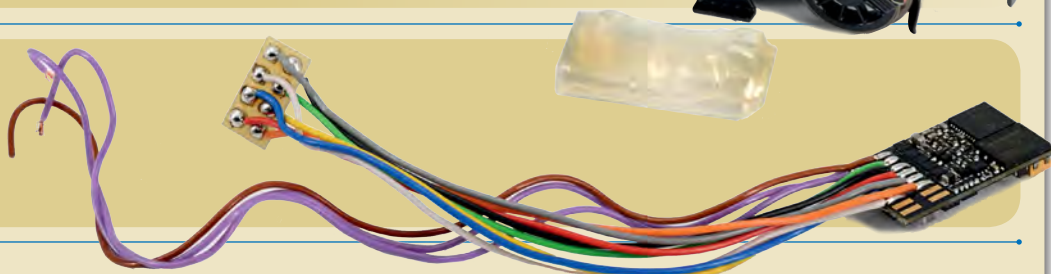


**10** Having chosen the equipment, we soon realised that the boiler would only accommodate the decoder – the speaker would have to be located in the cab, which means separating the footplate from the superstructure. Six screws hold the two main body parts together. With the screws removed the boiler, tanks, cab and bunker will lift off the die-cast footplate. It may take a little persuasion as our sample had glue bleed on the nearest side tank which made it a little stubborn to remove.

**11** Lowering the footplate casting back over the chassis gives a clear indication of where the parts can be located. The speaker will comfortably fit on the cab floor while in order to accommodate the decoder we will remove the socket entirely and hardwire it to the motor and track pick-ups.



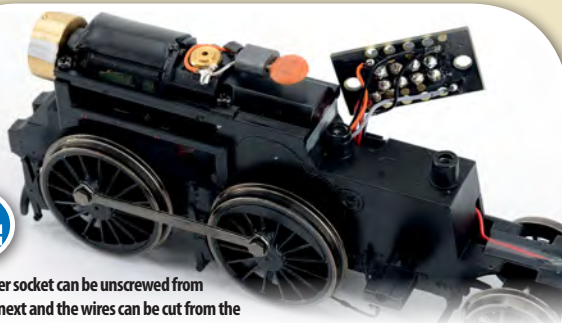
**12** Next, we need to prepare the decoder for installation which means losing all the surplus wires. We will only need to keep the purple speaker wires. To start, the plastic insulating cover has been cut down one side and removed for access with a soldering iron fitted with a 1mm bit.



**13** Here we have removed the brown, green, yellow, blue and white wires from the decoder leaving the purple speaker wires and the orange and grey motor and black and red pick-up wires in place. We remove these one at a time when connecting the wires from the locomotive to avoid confusion – methodical working is essential here.

**14**

The decoder socket can be unscrewed from its mount next and the wires can be cut from the back of the decoder socket making them ready to connect to the decoder. There are two black and two red wires which will need twisting and soldering together before attaching to the decoder.



**15**

Having completed the soldering of the motor and track connections on the decoder – using a 25w soldering iron with a 1mm bit – the insulating cover has been replaced and wrapped with insulating tape to ensure the decoder is safe to install. We tested the direction and motor operation at this point.



## SOUND FUNCTIONS

The MX648 decoder was loaded with Digitrains ZS010MG Southern Region steam sound file which contains the following functions:

- F1 - Sound on/sound off
- F2 - Southern whistle one
- F3 - Southern whistle two
- F4 - Acknowledgement whistle
- F5 - Light exhaust
- F6 - Coal shovelling
- F7 - Injector
- F8 - Blower
- F9 - Flange noise
- F10 - Aux 1 (for smoke unit if fitted)
- F11 - Handbrake
- F12 - Water tank filling
- F13 - Brake squeal
- F14 - Buffer up
- F15 - Cylinder drain cock (medium duration)
- F16 - Coupling sound
- F17 - Short toot whistle
- F18 - Guard's whistle
- F19 - Safety valve



## STEP BY STEP INSTALLING SOUND IN A HORNBY WAINWRIGHT 'H' 0-4-4T IN 'OO'

Beginner **SKILL LEVEL** Intermediate Advanced

**16**

To make way for the speaker on the cab floor, the moulded coal load from the bunker has been cut away and a notch cut into the base of the firebox backhead using a craft knife so that the wires can return to the decoder.



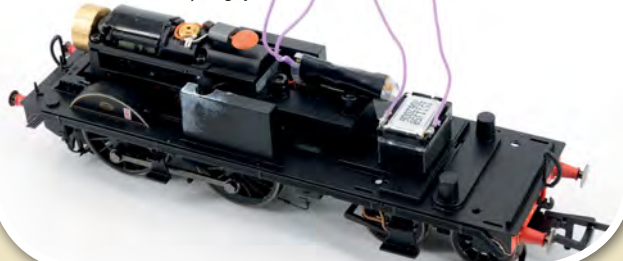
**17**

The Zimo speaker is fixed in place next with black mastic to provide a solid but flexible mount in case a small amount of adjustment is required when the body is refitted.



**18**

The purple speaker wires are now soldered to the connections on the speaker, completing the wiring of the decoder and speaker setup. We tested the arrangement before progressing to the next stage to be sure that everything operated as it should.



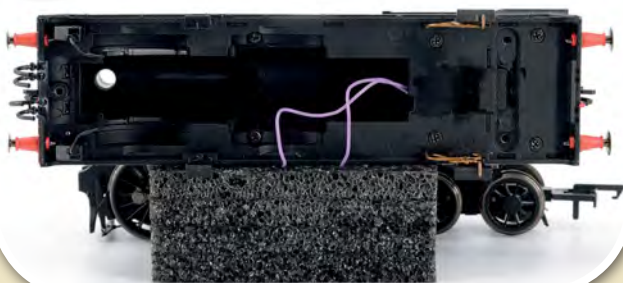
**19**

To disguise the speaker inside the cab, a crew from Masterpiece Figures was added either side of the cab with superglue. To allow the driver to fit, the seat on the bunker had to be removed.



**20**

The body can now be reassembled using the original screws to secure it in place. Take care over the speaker wiring to ensure they exit the cab through the previously cut notch.



**21**

To ensure there is enough space for the decoder, we decided to cut down the supports for the original socket using side cutters. This added precious extra millimetres inside the body for the decoder to be housed.



**22**

Body refitted, 31518 is now ready for testing, addressing and entry to service. It will make a perfect complement for a push-pull train and just needs route discs and a light weathering to finish it off.





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**LIVE  
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INFO**



# Lee-on-the-Solent

*This wonderful London and South Western Railway era 'P4' layout models a real railway on the South Coast which had a short career, as **PHIL CHUDLEY** explains.*

**PHOTOGRAPHY, TREVOR JONES**





SCALE  
'P4' (18.83mm gauge)

SIZE  
17ft 6in x 3ft

PERIOD  
1910-1925

CONTROL  
ANALOGUE

**L**EE-ON-THE-SOLENT was a bold town planning attempt of the late 1800s. The promoters hoped that here was a watering place with everything going for it: a splendid beach, a pleasant climate, superb views across to the Isle of Wight, the sheltered areas of the Solent for boating and, in addition, it was much nearer London than Bournemouth, which was obviously the place to model it on.

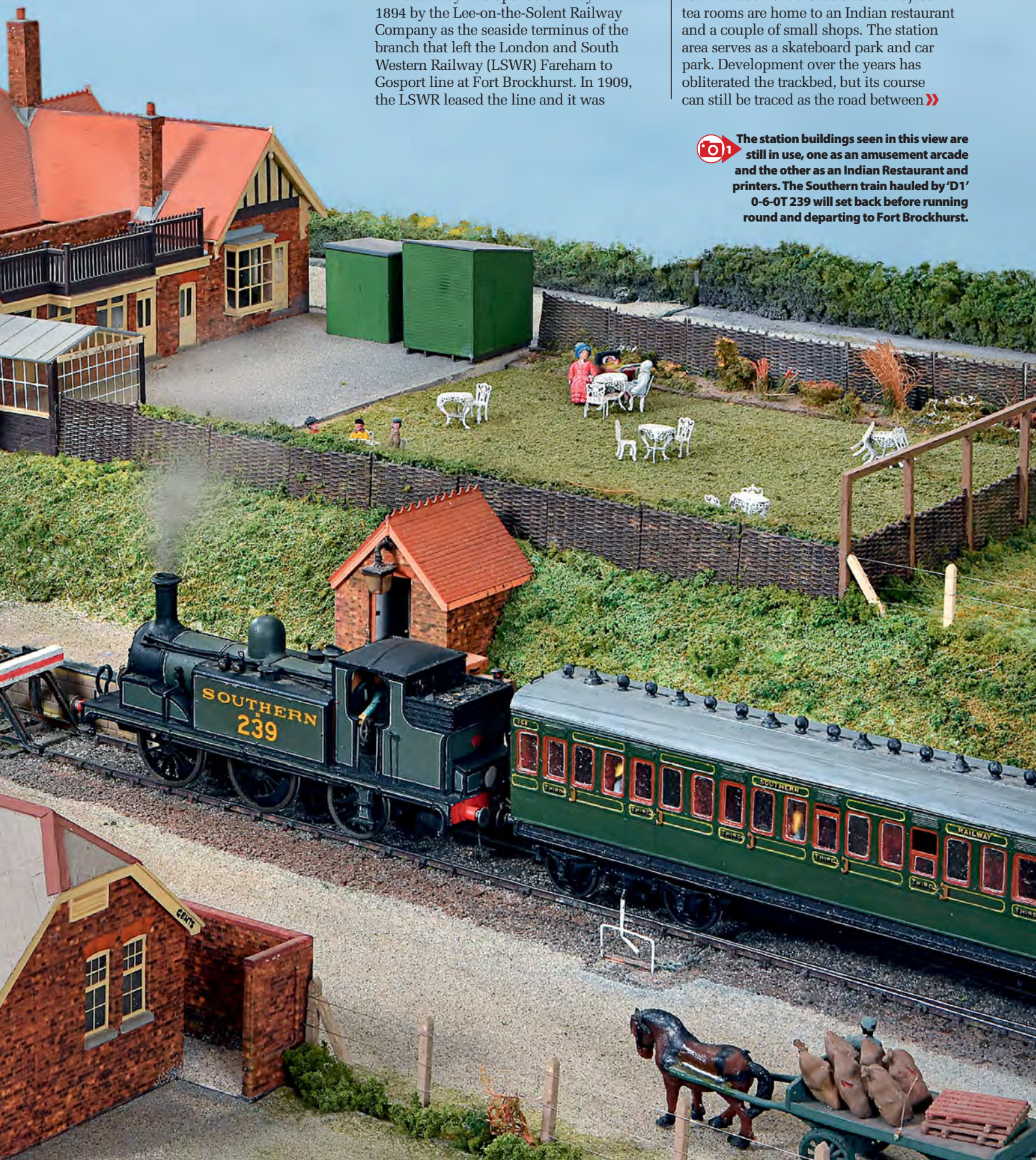
The railway was opened on May 12 1894 by the Lee-on-the-Solent Railway Company as the seaside terminus of the branch that left the London and South Western Railway (LSWR) Fareham to Gosport line at Fort Brockhurst. In 1909, the LSWR leased the line and it was

subsequently taken over by the Southern Railway (SR) in 1923. Sadly, the line became a burden to the SR and consequently the last train ran on October 29 1935 with the track being lifted around 1939.

The railway was built under a Light Railway Order, meaning there are no signals or signalboxes on the route which was generally run as a one-engine-in-steam branch. The old station building survives, albeit much modified (but still recognisable), as an amusement arcade and the adjacent tea rooms are home to an Indian restaurant and a couple of small shops. The station area serves as a skateboard park and car park. Development over the years has obliterated the trackbed, but its course can still be traced as the road between »



The station buildings seen in this view are still in use, one as an amusement arcade and the other as an Indian Restaurant and printers. The Southern train hauled by 'D1' 0-6-OT 239 will set back before running round and departing to Fort Brockhurst.





Lee-on-the-Solent and Fort Brockhurst follows the course of the old railway.

The story of the model dates from 1979 when Colin Haywood, an early 'P4' modeller, was asked to take a party of school children around Lee-on-the-Solent and talk about the history of the town and its buildings. During his research in Gosport Library, a number of maps and pictures of the long-gone railway came to light. This, and the fact that the original station building is still standing, gave Colin, a professional architectural model maker, the inspiration and impetus to create a replica of the station building and tea rooms in 4mm scale. This aroused much local interest which led to a complete layout being built and first exhibited in 1981.

The layout was exhibited for a number of years before its retirement from the exhibition circuit and Colin donated the layout to the South Hants Model Railway Club via the now-defunct, East Hampshire Area Group of the Scalefour Society.

The layout has been substantially rebuilt and upgraded: the only remaining fixtures are the buildings. The main reason for this rebuilding was that the present owners quickly learned after exhibiting Lee-on-the-Solent that models deteriorate over time, and more time was spent under the layout than operating it.

## THE REBUILDING

Lee-on-the-Solent utilises the 'jigsaw' method of baseboard construction with good effect, although there are a large number of pieces that make up the layout.

The central spine, which splits into three sections, carries all the track and electrics and is built onto a very solid wood structure. This can be erected without the rest of the layout which is useful for test running. Once connected, all the scenic boards, which are of lightweight construction, fit around the central spine. The supporting structure is assembled on a flat pack principle – a system of 6mm plywood legs, spaces and cross members screwed together to form a complete independent free standing supporting structure into which the jigsaw layout boards fit.

Surrounding the layout (and hiding the supports) is a blue curtain with a visual display panel which has photographs (then and now), history and timetable of the railway. The layout was originally lit using a lighting rig housing 4ft long fluorescent tubes. These were found, over the years, to be unreliable and have been replaced with LED lighting housed in the original lighting rig. The lighting rig is supported by aluminium tubes and has a plywood fascia finished in Southern Railway olive green and carries the name of the layout. »

*“The story of the model dates from 1979 when Colin Haywood went to Lee-on-the-Solent.”*

**PHIL CHUDLEY**





 A family and their dog enjoy a picnic on the shingle beach while a girl guide flags down the 'stop me and buy one' ice cream seller. All seem quite unaware of the train in the platform hauled by LSWR 'O2' 0-4-4T 207.





Using a team of four operators, the layout can be assembled and dismantled in about one and half hours. The layout can fit into a medium-sized Sports Utility Vehicle (SUV) but usually travels to exhibitions in an SUV and one car. The track is handbuilt to 'P4' standards - 18.83 mm gauge - using either rivets and solder or plastic chairs. The front track which serves as run-round and sidings is laid in spiked flat bottom track (code 60) as per the prototype, whereas the remaining track is chaired bullhead (code 75).

The points were originally operated manually, but are now operated by Tortoise point motors, route setting being made via a three-way rotary switch. There are no section switches, since due to the simplicity of the track plan, power to all routes can be switched via the polarity of the crossing frogs.

Controllers in use are Pentrollers, a Gaugemaster handheld and a handheld Fidelity controller.

## BUILDINGS AND SCENERY

Quite rightly, the buildings are the highlight of the layout and consist of the station building, tea rooms, public convenience and boathouse. Exquisitely constructed in plastic card, faced with Builder Plus brick

paper which is a very good match for the Fareham brick of the prototype, they have stood the rigours of time and handling very well. They are separate from the layout and have a dedicated carrying box. The only other major structure is the water tower, also modelled in plastic card with a timber base. The water tower is filled with real water before every exhibition.

The scenery attempts to capture the wide-open feel (as it was), of 'The Leas' as the area of undulating greensward between Marine Parade and the foreshore is known. Extensive use has been made of Woodland Scenics products. Trees are prototypically noticeable by their absence although a single tree is used to hide the entrance to the storage yard. The scenic boards are very lightweight with cardboard webbing forming the contours between light plywood formers. The beach is created using shingle ballast to represent the pebbled sections; balsa wood groynes and sifted sand from Hayling Island and Wittering complete the foreshore. All the fencing has been wired, by hand, using flexible line. When presented at an exhibition, there is a backscene formed of a sky (from Pendon Museum) with hand-painted clouds.

The layout is populated with hand-painted

period figures arranged into cameo scenes. These are complemented with a number of horse drawn vehicles and seagulls.

## ROLLING STOCK

All of the stock used on the layout is owned by the South Hants Model Railway Club, but this is supplemented with members' stock for exhibitions. Most of the stock is from the original layout and has covered a lot of mileage over the years. For a small line, Lee-on-the-Solent had quite a variety of locomotives.

Up to 1909, the Lee-on-the-Solent Railway Company used its own stock. The first locomotive to work the line was *Scott*, a 2-4-0T built in 1861 by George England and acquired in 1894. It was scrapped in 1909. An 1862 Manning-Wardle 'I' class named *Lady Portsmouth* was purchased, initially, by the LSWR and in 1898 became the relief engine for *Scott*. Photographic evidence seems to suggest that the name *Lady Portsmouth* was not on the locomotive when used on the Lee-on-the-Solent railway. Coaching stock at this time was 28ft 'Gate Stock' built by the Birmingham Railway Company.

From 1909, the LSWR provided the locomotives and rolling stock. Two LSWR

**Overlooking the  
scratchbuilt station  
buildings, which still stand  
today. An LSWR train hauled  
by an Adams 'O2' 0-4-4T  
has just arrived from Fort  
Brockhurst.**







The departure of LSWR 'Gate Stock' hauled by LSWR 'Terrier' 0-6-0T 735 breaks the peace and quiet enjoyed by the fisherman. Two seagulls look on expectantly for scraps that they may get offered from the fisherman.



railmotors numbered 9 and 10 appeared, displaced by the closure of the nearby Fratton to Southsea Railway. These were to prove to be hopelessly underpowered and were replaced in 1914 by an 'A1' 0-6-0T. This was numbered 735 and fitted with wire and pulley push-pull apparatus. Non push-pull fitted 'Terrier' 734 also worked the line between 1909 and 1913 before moving to the Isle of Wight. A final classmate was paired with a two coach 'Gate Stock' rake which replaced the original coaches. Other LSWR non-corridor coaches and four-wheel vans provided extra capacity.

During SR days, 735 mostly operated the line, although the wire and pulley push-pull apparatus was not used. 735 was ably assisted by 'A1Xs' 661/665. During the line's last years, from about 1927, 'D1' 0-4-2Ts 239 and 626 handled most of the work. Other classes recorded as working on the line include 'O2' 0-4-4Ts.

The stock for the layout includes all the 'A1s' and 'A1Xs' as well as the two 'D1s' and an 'O2'. These are supplemented with the requisite coaches and numerous goods vehicles. These goods vehicles include several locally based coal merchant private owner coal wagons.

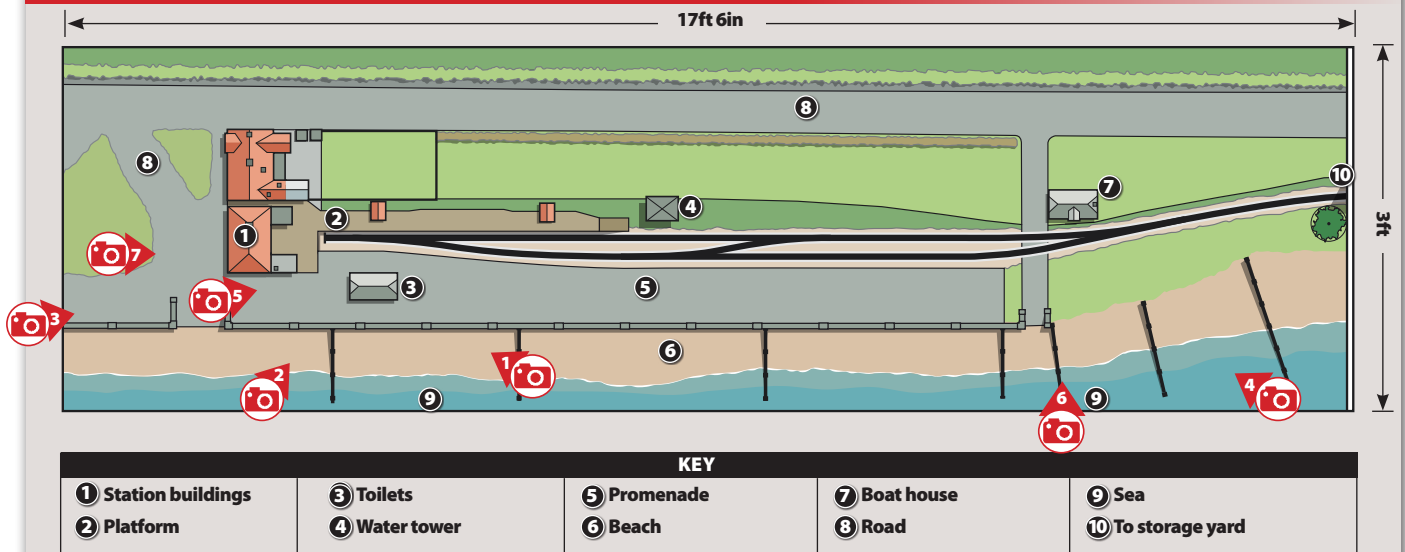
Initially, all locomotives and stock were fitted with three-link couplings, then Lincs couplings. These in turn have been replaced with Dingham couplings. The use of Dingham couplings allows

*"The stock includes 'A1s' and 'A1Xs' as well as two 'D1s' and an 'O2' tank engine."*

**PHIL CHUDLEY**



## LEE-ON-THE-SOLENT TRACK DIAGRAM (Not to scale)



reliable remote delayed action uncoupling. Dingham couplings do have to be set up accurately and we used a jig made for the purpose. Before an exhibition, all couplings are checked and adjusted. Uncoupling is achieved through electro-magnets, placed at strategic points on the layout.

### OPERATION

During an exhibition, the layout is operated in two time periods, LSWR followed by Southern Railway. Both periods use a similar sequence which provides variety and movement to the viewing public. Despite the simple track plan, operators can be presented with some tricky shunting challenges. The layout was designed to be operated from the back, but recently modifications have been made so that the layout can be operated from the front. This provides the operator with more opportunity to engage with the viewing public.

The storage yard uses a system of cassettes, so we have two operators at one time, one driving and the

**⑤** Above: An unusual view taken from the station building along the platform and one that is not seen by the viewing public. The train that has arrived from Fort Brockhurst is formed of Southern stock and hauled by a 'D1' 0-6-0T 239.







**6** Above: Outside the station was a boat house (now demolished) with an occupation crossing. 'O2' 207 trundles slowly past the boat house on its way to Lee-on-the-Solent. A fisherman surveys the shoreline looking for a suitable spot to cast his line.

other operating the off scene yard.

Despite its age, the layout still performs very well and is popular at exhibitions where the location is often recognised. Repairs and improvements are being made, mostly to the scenic side, but a full re-wire possibly to MERG CBUS, is being considered, as are replacements for the backscene. In the near future, one of the LSWR railmotors and the Manning-Wardle 'T' will be available for the layout to further enhance the roster. **John**

● To enquire about booking Lee-on-the-Solent for exhibitions, please contact Phil Chudley at [lee@shmrc.org.uk](mailto:lee@shmrc.org.uk)



A general view of the layout with a LSWR 'Gate Stock' with 'Terrier' 735 about to leave for Fort Brockhurst. The layout can be operated from the front or from the rear.



**7** The LSWR 'Gate Stock' can be glimpsed through the main entrance to the station.



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# WARTIME TRAFFIC

*Railways have always been one of the government's primary tools in times of crisis, with the system having to rise up to the challenge of carrying traffic at levels never originally envisaged and with this being particularly the case in times of war, as **EVAN GREEN-HUGHES** describes.*

During the Second World War locomotives were brought to the UK from America to assist in operation of the railway. United States Transportation Corps' S160' 2-8-0 2464 heads a long goods in the Midlands in 1945. [Railphotoprints.co.uk](http://Railphotoprints.co.uk)





**A**LTHOUGH BRITAIN'S railways were built by private enterprise with the sole intention of making profit from the moving of goods and passengers from place to place, successive governments have always been aware of the value of the system should the country be plunged in to conflict. This was formally recognised in 1871 when the Regulation of the Forces Act provided legislation that would allow the railways to be controlled by the nation in times of war, with this being reinforced by the formation of the Army Railway Council in 1896, an organisation that was tasked with preparing for any future conflict.

These preparations came into their own in June 1914 when the assassination of Archduke Franz Ferdinand in Sarajevo plunged Europe into the First World War, eventually putting hundreds of thousands of men into the battlefields of Belgium and France. In the run up to this the Army Railway Council had been superseded by the Railway Executive Committee (REC), an organisation that eventually was to assist all the private companies to work together towards the common aim of defeating the enemy.

The war had a profound effect on both the volume of traffic carried by the railways and also traffic patterns. Surprisingly, this affected not only the routes nearest to the conflict but also some that were much further away. As might have been expected a large number of goods trains were employed in supplying the needs of the army fighting

**EW&S Class 73 73128 stands in the yard at Plumstead having brought a train of Military Vehicles (ex-Inverness) from Wembley Yard on May 12 1998.**  
Dave Cobbe/Railphotoprints.co.uk.



overseas, but these carried a much wider range of cargoes than at first might have been imagined. The fighting in Europe required a huge quantity of munitions, with many of these being manufactured in the railway's own works including places such as Horwich on the Lancashire and Yorkshire Railway which specialised in producing artillery shells. These then had to be taken to suitable ports, usually on the south coast, where they could be shipped across the Channel with transport being arranged by whatever wagons could be found, with everything from four-wheel vans to open trucks being pressed into service.

Munitions traffic was normally worked in

complete trainloads with some of it being worked over routes that would normally see far less through goods traffic, with the result that some lines became very congested and others had to be worked for 24 hours each day to cope. Military traffic took priority and many passenger services were delayed or cancelled so that an important delivery of shells or bullets could get through.

## FOOD BY RAIL

Surprisingly munitions didn't form the largest quantity of cargo carried by the railways during the First War because an army of the size of the one deployed in Europe also required a massive amount of consumables to keep it in operation. At the height of the conflict there were two million men at the front and each of these was supposed to receive nine ounces of tinned meat a day, along with biscuits, tea and other commodities.

Getting all this from its place of manufacture to the port was a formidable task, especially considering that one of the staples of the soldier's diet, a meat and vegetable concoction called Maconochie, was manufactured as far away as Aberdeen while biscuits were made by Huntley and Palmer in Reading. A total of 34,000 tons of meat and 45,000 tons of bread arrived at the Channel ports each month, and most of it by rail.

Another formidable task was the transport of hundreds of thousands of tons of hay and fodder for the horses employed on the front. When the conflict started the army had only 1,000 animals deployed but when the conflict was at its highest the same number were being shipped to Europe from America each day. By 1918 the British army had half a million horses and this meant that 16,000 tons of supplies were needed each month just to keep these animals alive.

Not all the wartime traffic flowed towards the Channel and the fighting. Throughout the war the Royal Navy operated its Grand Fleet from Scapa Flow in the Orkney Islands and at this time all its vessels were powered by steam – and mostly by coal. This meant that new supply lines had to be established to bring vast quantities of coal from the Midlands, North East and the Yorkshire coalfields right through to »







**Not all military traffic transported vehicles. On August 3 1964 rebuilt 'Royal Scot' 4-6-0 46165, now without its *The Ranger* nameplates, takes the line into the Royal Ordnance Depot at Ruddington with a goods train from Colwick. Gordon Hepburn/Rail Archive Stephenson.**

the tip of Scotland. This traffic, which followed the usual pattern of being made up of lengthy strings of four-wheel wagons put massive pressure on the single-track lines of the former Highland Railway's route to Inverness with many trains working block on block behind each other and in the process disrupting much of the normal civilian traffic that normally used the route.

Railways were also pivotal in transporting the humans involved in war. Throughout the first conflict there was a steady procession of trains to the south coast containing soldiers on their way to the battlefields. Many of these were from far afield and the REC had ordered that all rolling stock should be deployed to best advantage and many passenger coaches were by this time travelling far from their original railways. Coming the other way was a sad procession of injured men, landed in hospital ships and transferred away by special trains that had been converted into mobile accommodation for the wounded and which included beds, minor operating theatres and the other facilities required. Some of these trains travelled only short distances, for instance some of the injured landed at Southampton travelled to the Victoria Military Hospital at Netley, only a few miles up the Portsmouth line and

served by its own branch line and terminus station, of which some remains today.

During the Great War, warfare became much more of a mechanised operation and consequently there was a rise in the number of motorised vehicles transported. At first ex-civilian lorries and buses formed the bulk of the loads, but later specialist factories began to turn out standard vehicles in their thousands. Also arriving in 1916 was the first armoured tank, with 100 being ordered straight off the drawing board and with thousands following. All these had to be taken by rail to the southern ports with transport at first being on regular flat wagons, but later on specially-built types which had a lower ride height, enabling larger tanks to be carried within the loading gauge.

## THE SECOND WORLD WAR

Only 20 years was to pass before the spectre of war once more loomed over Europe and once again the railways were to provide the backbone on which supply requirements could be based. Manufacture of armaments was stepped up and railway workshops turned over to making items necessary for waging war. However, in the early days of the conflict the railways were to provide a new service, that of evacuating children

from large towns and cities. In August 1939, fearful of German bombing raids, the Government issued an order to evacuate all children, pregnant women and women with children under the age of five.

Remarkably it proved possible to move 1.5 million people out of the towns and cities and into the countryside, an operation that saw all suitable coaches pressed into service and trains drafted in from areas many miles away from their usual bases. In fact, during the Second World War the railways moved many more civilians than in previous conflicts, largely because army, air force and naval bases were more spread out than before and also because a larger proportion of servicemen enjoyed periods of leave which enabled them to travel back to their homes from time to time.

This period was to see a rise in the number of trains conveying heavy armour such as tanks which, by this time, were much larger than had been those deployed in the first conflict. Special wagons such as the Warflat were developed. This was a 45-ton vehicle with a heavy deck that was capable of carrying a tank. Later in the conflict the Warwell was introduced, a 50-tonner that had a depressed area of deck in the centre and which was specifically designed to accommodate the American Sherman tank. In the run up to the D-Day invasion



**Showcasing a more recent era of Ministry of Defence traffic, Class 37/7 37712 sits in the afternoon sun at Kemble as it waits for to cross onto the single line section to Swindon with the 1.27pm Ashchurch-Didcot MOD supplies service on August 15 2003. The consist includes a large number of Warflats together with box and open wagons. John Chalcraft/Railphotoprints.co.uk.**





of Europe, hundreds of these wagons were stabled in yards all over the country along with their tank loads awaiting transport to the southern ports as and when required. This period also saw a large number of US-built locomotives delivered to the UK and stored, although some of them, particularly the 'S160' 2-8-0s were used by home railways for a period before being exported.

Over the last 60 or 70 years, the country's road network has been steadily improved and this has led to a lower reliance on the railways. However, where practical, large numbers of vehicles were still sent by rail wherever possible, including tracked vehicles such as armoured cars and tanks. As a result some routes which would otherwise have closed have remained part of the network, including the branch that formerly served Catterick Garrison and which was to become the Wensleydale Railway. Large logistical depots such as Long Marston in Gloucestershire and Ruddington in Nottinghamshire also remained rail connected.

Today there is still military traffic, although much of it is more discrete than at any time in the past. Foremost are the trains that carry warheads and other classified material, which normally take the form of a few goods wagons together with a lone Mk 2 coach attached to the rear



**Class 37/4 37414 rumbles off the Ashchurch MOD branch with the 1.20pm Ashchurch-Didcot MOD service on November 9 1999 with a trio of Warwell wagons at the front followed by a series of Warflats.**  
[John Chalcraft/Railphotoprints.co.uk](http://JohnChalcraft/Railphotoprints.co.uk).

which presumably contains some rather well-trained soldiers whose job is to keep the load safe. Military supplies including ammunition still move from place to place by train although today much of what is carried is within the ubiquitous container and there are still movements of road vehicles by train from time to time.

Unlike in France and Germany in particular, Britain's railways were not constructed with one eye as to their strategic usefulness in times of war - but each time there has been a major war, they have been able to rise up to the challenge and in the process produce some very interesting train movements, many of which are well worthy of modelling. [Railmag](http://Railmag)

**English Electric Type 4 D365 heads south at Fountainhall on the Waverley Route with a load of Army vehicles on a variety of vehicles including Lowfits, Warflat and Warwells on June 25 1966.** [Derek Cross/Railphotoprints.co.uk](http://DerekCross/Railphotoprints.co.uk).





# STAFF PROJECTS

## LASER CUT

The 'O' gauge test track has taken a back seat while our exhibition layouts have been in focus. **MIKE WILD** catches up on the first developments of scenery using laser cut wood products from KS Laser Designs and Intentionio.

I'VE ALWAYS BEEN of the mind that work on the 'O' gauge test track will fit in when it fits in. There is no rush for it to be 'finished' and it has been serving its purpose well over the past few months by providing a location to run in and test new locomotives from the likes of

Heljan, Minerva and Dapol.

In the background I have been plotting ideas for the scenery in my mind and, having discovered a couple of very attractive ranges of laser cut wooden kits for 7mm scale I thought it was worth investigating this form of model to start moving the layout forward

from bare baseboards with track.

It all started with products from Intentionio for a London and North Eastern Railway (LNER) platelayer's hut and a couple of lengths of retaining wall. These were assembled from the kits of parts and placed on the layout, but instantly I then wanted more. Typical!

A return visit to the Intentionio website netted another length of walling so that there is now a 4ft length of laser cut wood backdrop to the main line running through on one side. Nothing has been fixed down just yet though, as the chances are I will want to change my mind before





The *Hornby Magazine* team is always busy behind the scenes. This is what they've been up to.



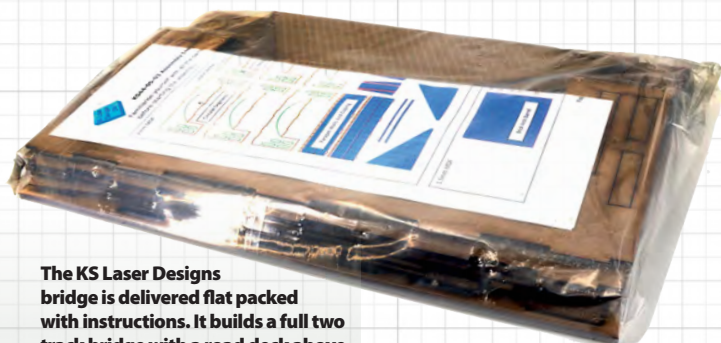
#### MIKE WILD

A Bulleid Tin HAL kit is next on the workbench for Twelve Trees Junction together with revival of a 4-SUB unit to expand the multiple unit variety in service.



#### MARK CHIVERS

Now that the Warley show is over for another year, Mark has turned his attention to his drawer of kits and bits for a few winter evening projects.



The KS Laser Designs bridge is delivered flat packed with instructions. It builds a full two track bridge with a road deck above.

I settle on a final arrangement.

Having established the retaining wall idea – and I need to get another order in for further lengths to complete the area around the junction – it became obvious that the Peco stone style plastic tunnel mouth didn't fit with the theme of the layout. However, the track

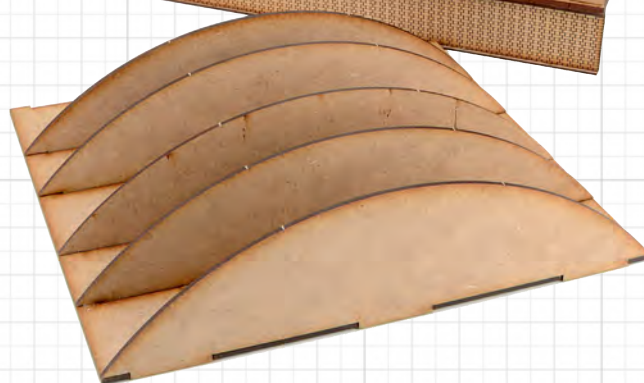
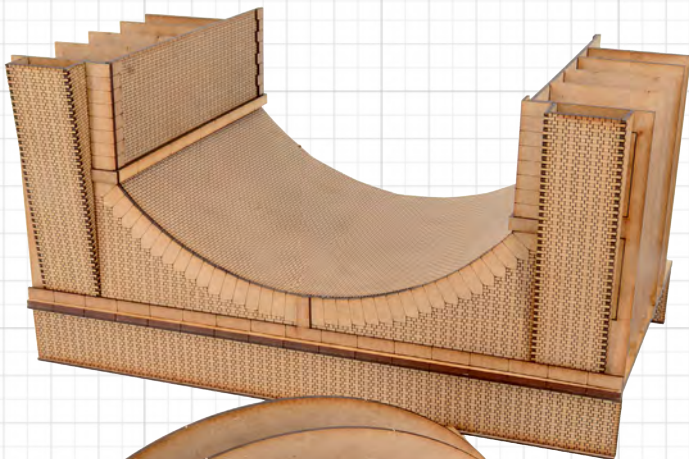
arrangement to accommodate the curves means that the track spacing is slightly wider than standard so I needed to select a bridge carefully to form what will eventually become a scenic break for the junction area of the railway.

So, having met the KS Laser Designs team at the Great Electric Train Show and seen the potential of their products, I began searching through its online catalogue to see if there was a bridge which would work in the location I had in mind – and in a similar brick style to the existing retaining walls. Happily, I found just what I needed and I have begun assembling the frontage and road deck to introduce this quite substantial structure to the layout.

Working with laser cut buildings is a great pleasure as, in our experience, little or no fettling is required to join the parts together – with the slot and tab connections making everything simple. For 'O' gauge they are strong and rigid models once assembled and in the context of our test track are building up towards a more interesting scene.

Construction of the KS road bridge took a little over an hour of physical time – excluding drying times – and it comes with some very useful parts too. The main structure is simple to assemble with the bridge supports slotting neatly into the holes in the deck.

The facing of the outer wall was quick to put together by laminating layers together with even the buttresses with their intricate brick connections taking just seconds to assemble. There is even a jig to support installation of the arch barrel which makes it even simpler to add what would otherwise be a potentially tricky part to fix in place. It still helped to score the rear of the arch barrel sheet to allow it to follow the curve of the bridge.



An arch barrel former is included with the kit to assist in fitting this otherwise tricky panel. We scored the rear of the barrel sheet to give it the best chance of following the curve of the bridge arch.

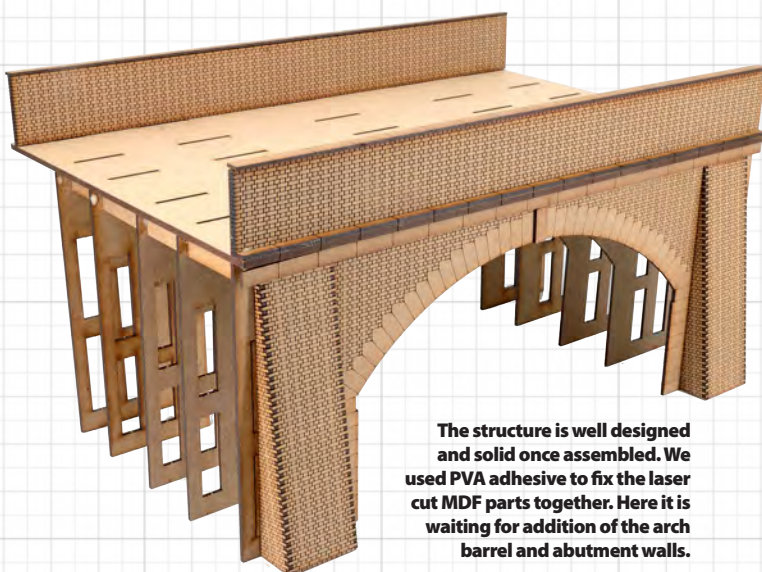
To suit the test track, we have currently left the rear outer arch off the model to ensure there is plenty of clearance for trains coming around the corner. However, we have been able to include full length abutment walls and this looks spot on for the layout. One final tweak required was to raise the base of the bridge to suit the Woodland Scenics trackbed foam used on the layout, as placing it direct on the baseboard meant the bridge sat

too low for trains to pass through.

We have yet to start the process of painting these structures, but there is plenty of information from the manufacturers as well as in Nigel Burkin's brick painting feature from HM126. Suffice to say, like all things in 'O' gauge, I'll be taking my time and testing the methods before plunging into the final modelling work. You never know, we might even have ballast down in the New Year! [Hornby](#)



Brush prototype D0280 Falcon, a Heljan model, leads a rake of BR Mk 1s through the newly positioned KS Laser Designs bridge. This will ultimately form a scenic break into one of the detailed sections of the test track.



The structure is well designed and solid once assembled. We used PVA adhesive to fix the laser cut MDF parts together. Here it is waiting for addition of the arch barrel and abutment walls.



**OUR  
PICK!**



▲ Ron Triggs is the proud owner of Hornby's new 'OO' Stanier 'Duchess' 4-6-2 as 46256 *Sir William A Stanier FRS* and has recreated its final run on September 26 1964 on the Railway Correspondence and Travel Society 'Scottish Lowlander'. This train ran from Crewe to Carlisle and return.



▲ George Hunter turned to black and white to get more atmosphere from his newly weathered Fowler '4F' 0-6-0 in 'OO' scale. It operates on his DCC control East Wylam layout.

► Shad Dock is Ken Dunton's 9ft x 20in portable layout, built in 'OO' gauge. It has just completed its 13<sup>th</sup> exhibition appearance and represents a derelict dockside scene supposedly in the Bermondsey area of south London.



◀ Callum Wilcox has been making the most of Hornby's new Twin Track Sound fitted Class 20s by recreating a typical double-headed formation with the BR blue liveried models. Here they stand at the head of a goods on his 'OO' gauge layout.







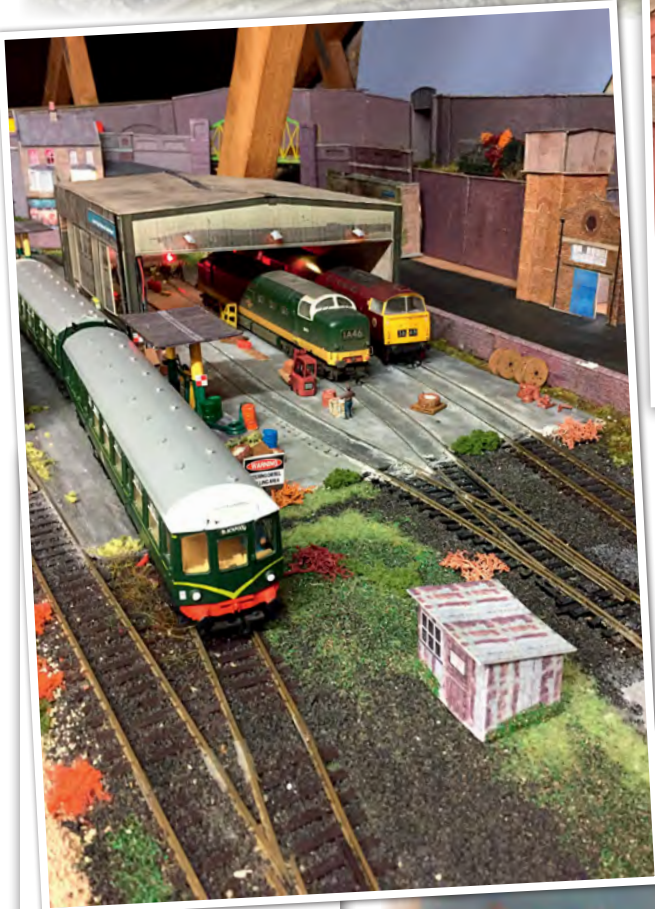
◀ Hornby's new Stanier 'Duchess' for 'OO' (HM125) is proving popular. Peter Gower has added the imposing 4-6-2 to his 'OO' gauge layout where it heads up main line expresses.



▼ Exevale is named after the place where builder Andy Byrne grew up in as a child (Dawlish). It is his first layout, built in 'OO' gauge, after a 30-year break from the hobby and most of the locomotives are DCC sound fitted using a combination of Hornby, Bachmann, Dapol and Heljan products.



▼ Hornby's recent freight pack containing a GWR '72XX' 2-8-2T prompted Callum Wilcox to break out his weathering equipment to give the locomotive, 7224, a typical workaday appearance.



▲ This busy 'OO' gauge diesel depot scene is the work of Steve Lea and includes a three-road maintenance shed at the centre as well as a refueling point in front.



► Jordan Shingler has added the highly popular new 'OO' gauge Wainwright 'H' 0-4-4T in South Eastern and Chatham Railway colours to his roster.





# 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. Entries marked in blue are new shows to the listing. We recommend checking the society website or using the contact details provided to check a show or event is on before travelling. All information is provided in good faith, and *Hornby Magazine* cannot be held responsible for any changes that may take place following publication.

## DECEMBER

- 9 G-WIZZ IT'S CHRISTMAS CHARITY MODEL RAILWAY EXHIBITION**  
**Hosts:** G-Wizz Group  
**Location:** Fairhaven URC Dawson Hall, The White Church, Clifton Drive, Lytham St Annes FY18 1AX  
**Times:** 10am-4pm  
**Prices:** Adults £3, children £2  
**Website:** [www.gwizzgroup.wordpress.co.uk](http://www.gwizzgroup.wordpress.co.uk)  
**Features:** Festive garden railway and narrow-gauge exhibits, trade support and refreshments.
- 9 HEYWOOD MODEL RAILWAY GROUP OPEN DAY**  
**Hosts:** Heywood Model Railway Group  
**Location:** Club Rooms, Unit 4, Park Works, River Street, Heywood, Lancashire OL10 4AB  
**Times:** 10am-4pm  
**Prices:** Free (donation to club appreciated)  
**Website:** [www.hmrg.co.uk](http://www.hmrg.co.uk)  
**Features:** Layouts, refreshments and parking.
- 9 PRESTATYN MODEL RAILWAY EXHIBITION**  
**Hosts:** Rhyl and District Model Railway Club  
**Location:** Parish Church and Parish Community Hall, High Street, Prestatyn, Clwyd LL19 9AR  
**Times:** 10.30am-4pm  
**Prices:** Adults £3.50, children £1.50, accompanied children (one per adult) free  
**Website:** [www.rhylmodelrailclub.co.uk](http://www.rhylmodelrailclub.co.uk)  
**Contact:** 07507 987510  
**Features:** 12 layouts, trade support, displays, refreshments, parking and disabled access.
- 9 SANDOWN RAILWAY ENTHUSIASTS CLUB CHRISTMAS MODEL RAIL SHOW**  
**Hosts:** Sandown Railway Enthusiasts Club  
**Location:** Lake Community Centre, New Road, Lake, Isle of Wight PO36 9LA  
**Times:** 10am-4pm  
**Prices:** Adults £2.50, accompanied children free  
**Website:** [www.bradingleines.org](http://www.bradingleines.org)  
**Features:** Layouts, trade support, refreshments and disabled access.
- 9 STANSTEAD ABBOTTS MODEL RAILWAY SHOW**  
**Hosts:** Joe Lock  
**Location:** Parish Hall, Roydon Road, Stanstead Abbots, Ware, Hertfordshire SG12 8HQ  
**Times:** 10.30am-4pm  
**Prices:** Adults £2, children 50p, family (2+2) £4.50  
**Contact:** 07866 641215  
**Features:** Five layouts, trade support, refreshments and limited parking.
- 9/10 THE MODEL SHOW 2017**  
**Hosts:** TMS  
**Location:** Poynton Leisure Centre, Yew Tree Lane, Poynton, Cheshire SK12 1PU  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £6, accompanied children free  
**Website:** [www.themodelshow.co.uk](http://www.themodelshow.co.uk)  
**Features:** 15 layouts, trade support, dioramas, societies, refreshments, parking and disabled access.
- 10 BEXLEYHEATH MODEL RAIL SHOW**  
**Hosts:** Selkent Model Railway Club  
**Location:** Bexleyheath Academy, Graham Road Entrance, Bexleyheath, Kent DA6 7EG  
**Times:** 10am-4pm  
**Prices:** Adults £6, concessions £5, children £5, family £15  
**Website:** [www.modelrailwayexhibition.com](http://www.modelrailwayexhibition.com)  
**Contact:** 07946 904208  
**Features:** 22 layouts, trade support, societies, refreshments, parking and disabled access.
- 10 STAFFORD RAILWAY CIRCLE OPEN DAY**  
**Hosts:** Stafford Railway Circle  
**Location:** Unit 9, Emerald Way, Stone Business Park, Stone, Staffordshire ST15 0SR

- Times:** 11am-4pm  
**Prices:** Free  
**Website:** [www.staffordrailwaycircle.org.uk](http://www.staffordrailwaycircle.org.uk)  
**Contact:** 07986 094538  
**Features:** Club and members' layouts, second-hand sales, refreshments and parking.
- 16 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY**  
**Hosts:** Hillingdon Railway Modellers  
**Location:** Yiewsley Baptist Church Hall (side entrance), Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF  
**Times:** 10am-4pm  
**Prices:** £4  
**Website:** [www.hillingdonrailwaymodellers.co.uk](http://www.hillingdonrailwaymodellers.co.uk)  
**Contact:** 020 8368 4090  
**Features:** Three club test tracks in 'O', 'OO' and 'N' available, DC and DCC, meet club members and refreshments.
- 29/30 TAUNTON MODEL RAILWAY GROUP – OPEN DAYS**  
**Hosts:** Taunton Model Railway Group  
**Location:** Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU  
**Times:** Fri 10.30am-4.30pm, Sat 10.30am-4.30pm  
**Prices:** Adults £1.50, children 75p  
**Website:** [www.bathgreenpark.co.uk](http://www.bathgreenpark.co.uk)  
**Contact:** 07879 852736  
**Features:** 'OO' layout Bath Green Park on display and refreshments.
- 30 GAINSBOROUGH MODEL RAILWAY SOCIETY – OPEN DAY**  
**Hosts:** Gainsborough Model Railway Society  
**Location:** Florence Terrace, Gainsborough, Lincolnshire DN21 1BE  
**Times:** 1.30pm-6pm  
**Prices:** Adults £4, concessions £3, children £3, family (2+2) £10  
**Website:** [www.gainsboroughmodelrailway.co.uk](http://www.gainsboroughmodelrailway.co.uk)  
**Contact:** 01427 610475  
**Features:** Showcasing the LNER in the heyday of steam, featuring dozens of 'O' gauge trains on the club's extensive East Coast layout.
- 30 KEIGHLEY MODEL RAILWAY CLUB CHRISTMAS OPEN DAY**  
**Hosts:** Keighley Model Railway Club  
**Location:** Knowle Mills, South Street, Keighley, West Yorkshire BD21 1SY  
**Times:** 10am-4.30pm  
**Prices:** Adults £3.50, children £2.50  
**Website:** [www.keighley-mrc.co.uk](http://www.keighley-mrc.co.uk)  
**Features:** Club layouts, seasonal refreshments and parking.
- 30 NORTH WALES N GAUGE SOCIETY CHRISTMAS CHARITY SHOW**  
**Hosts:** North Wales Area Group of the N Gauge Society  
**Location:** St Michael's Church, Rosemary Lane, Conwy LL32 8HY  
**Times:** 10am-4pm  
**Prices:** Adults £2, accompanied children free  
**Contact:** 07703 393900  
**Features:** Layouts and trade support.
- 30 WEST CAMEL MODEL RAILWAY SOCIETY CHRISTMAS EXHIBITION**  
**Hosts:** West Camel Model Railway Society  
**Location:** Davis Hall, West Camel, Somerset BA22 7QX  
**Times:** 10am-3.30pm  
**Prices:** Adults £4, children £1  
**Contact:** 07971 448335  
**Features:** Layouts, trade support, refreshments and disabled access.
- 30 WIMBORNE RAILWAY SOCIETY OPEN DAY**  
**Hosts:** Wimborne Railway Society  
**Location:** United Reformed Church Hall, Chapel Lane, Wimborne, Dorset BH21 1PP  
**Times:** 10am-4pm

- Prices:** Adults £2.50, accompanied children free  
**Contact:** 01202 874735  
**Features:** Club and members' layouts, sales stand, refreshments and disabled access.

## JANUARY 2018

- 6 MAIDENHEAD MODEL RAILWAY EXHIBITION**  
**Hosts:** Marlow and Maidenhead Model Railway Club  
**Location:** Cox Green Community Centre, Highfield Lane, Maidenhead, Berkshire SL6 3AX  
**Times:** 10am-5pm  
**Prices:** Adults £5, children £3, family £13  
**Website:** [www.mmdmrc.org.uk](http://www.mmdmrc.org.uk)  
**Features:** Layouts, trade support and refreshments.
- 6/7 EDINGTON MODEL RAILWAY EXHIBITION**  
**Hosts:** Somerset and Dorset Railway Trust  
**Location:** Edington Village Hall, Lippets Way, Edington, Somerset TA7 9HA  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £5, concessions £4.50, accompanied children free  
**Website:** [www.sdrtr.org.uk](http://www.sdrtr.org.uk)  
**Features:** Layouts and trade support.
- 6/7 SCOUTRAIL 2018**  
**Hosts:** 33rd Oxford (Kidlington) Scout Group  
**Location:** Exeter Hall, Oxford Road, Kidlington OX5 1AB  
**Times:** Sat 10am-4.30pm, Sun 10am-4.30pm  
**Prices:** Adults £5, concessions £3, children £2, family (2+2) £10  
**Website:** [www.scouttrail.org.uk](http://www.scouttrail.org.uk)  
**Features:** Layouts, trade support, refreshments and parking.
- 6/7 WESSEX ASSOCIATION OF MODEL RAILWAY CLUBS EXHIBITION**  
**Hosts:** Wessex Association of Model Railway Clubs  
**Location:** The Cheese and Grain, Market Yard, Frome, Somerset BA11 1BE  
**Times:** Sat 10am-4.30pm, Sun 10am-4pm  
**Prices:** Adults £6, accompanied children free  
**Website:** [www.waomrc.org](http://www.waomrc.org)  
**Features:** Layouts and trade support.
- 7 RUSPER MODEL RAILWAY CLUB RUNNING DAY**  
**Hosts:** Ruspier Model Railway Club  
**Location:** Pickhurst, Bromley, Kent – contact club for directions  
**Times:** 11am-3pm  
**Prices:** Initial visit free  
**Website:** [www.ruspermrc.co.uk](http://www.ruspermrc.co.uk)  
**Features:** Large outdoor model railway running through six garden sheds, with ten stations and various engine sheds, goods yards and carriage sidings.
- 13/14 BOGNOR REGIS MODEL RAILWAY EXHIBITION**  
**Hosts:** Bognor Regis Model Railway Club  
**Location:** Felpham Community College, Felpham Way, Felpham, Bognor Regis, West Sussex PO22 8EL  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £5, children £3  
**Website:** [www.brmrc.co.uk](http://www.brmrc.co.uk)  
**Features:** 15 layouts, trade support, refreshments, parking and disabled access.
- 13/14 CHILTERN MODEL RAILWAY EXHIBITION**  
**Hosts:** Chiltern Model Railway Association  
**Location:** Stevenage Arts and Leisure Centre, Lytton Way, Stevenage SG1 1LZ  
**Times:** Sat 10am-5.30pm, Sun 10am-4.30pm  
**Prices:** Adults £9, accompanied children (max. two) free, children £4  
**Website:** [www.cmra.org.uk](http://www.cmra.org.uk)  
**Features:** 30 layouts, trade support, demonstrations, displays, refreshments, parking and disabled access.



<b>13/14</b>	<b>PRATTS BOTTOM MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	Orpington and District Model Railway Society
<b>Location:</b>	Pratts Bottom Village Hall, Norsted Lane, Pratts Bottom, Kent BR6 7PQ
<b>Times:</b>	Sat 10am-5pm, Sun 10am-5pm
<b>Prices:</b>	Adults £3.50, children £1.50
<b>Website:</b>	<a href="http://www.odmrs.uk">www.odmrs.uk</a>
<b>Features:</b>	Ten layouts, trade support, loco clinic, demonstration, refreshments, parking and disabled access.
<b>13/14</b>	<b>RENFREWSHIRE MODEL RAILWAY CLUB EXHIBITION</b>
<b>Hosts:</b>	Renfrewshire Model Railway Club
<b>Location:</b>	Johnstone Town Hall, Church Street, Johnstone PA5 8EG
<b>Times:</b>	Sat 10am-5pm, Sun 12pm-4pm
<b>Prices:</b>	Adults £5, concessions £4, children £2, family (2+2) £11
<b>Website:</b>	<a href="http://www.renfrewshiemrc.co.uk">www.renfrewshiemrc.co.uk</a>
<b>Features:</b>	16 layouts, trade support, refreshments, parking and disabled access.
<b>14</b>	<b>WESTON SUPER MARE MODEL RAILWAY SHOW</b>
<b>Hosts:</b>	Keith Price
<b>Location:</b>	The Campus, Highlands Lane, Locking Castle, Weston-Super-Mare BS24 7DX
<b>Times:</b>	10am-4.30pm
<b>Prices:</b>	Adults £7, concessions £6, children £2, family £16
<b>Website:</b>	<a href="http://www.westonsupermaretrainshow.com">www.westonsupermaretrainshow.com</a>
<b>Features:</b>	24 layouts, trade support, refreshments, parking and disabled access.
<b>19-21</b>	<b>LONDON MODEL ENGINEERING EXHIBITION</b>
<b>Hosts:</b>	Meridienne Exhibitions
<b>Location:</b>	Great Hall, Alexandra Palace, Alexandra Palace Way, Wood Green, London N22 7AY
<b>Times:</b>	Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4.30pm
<b>Prices:</b>	Adults £12 (£11), concessions £11 (£10), children £4 (£3) – advance ticket prices in brackets
<b>Website:</b>	<a href="http://www.londonmodelengineering.co.uk">www.londonmodelengineering.co.uk</a>
<b>Features:</b>	Displays, demonstrations, layouts, trade support, refreshments, parking and disabled access.
<b>20</b>	<b>CARDIFF SMALL MODEL RAILWAY SHOW</b>
<b>Hosts:</b>	Cardiff Small Model Railways Group
<b>Location:</b>	Scout Headquarters, Fields Park Road, Pontcanna, Cardiff CF11 9HX
<b>Times:</b>	10am-4.30pm
<b>Prices:</b>	Adults £3.50, children free
<b>Website:</b>	<a href="http://www.lordandbutler.com">www.lordandbutler.com</a>
<b>Features:</b>	12 layouts, trade support, demonstrations, refreshments and parking.
<b>20</b>	<b>EGHAM AND STAINES MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	Egham and Staines Model Railway Society
<b>Location:</b>	Strodes College, High Street, Egham, Surrey TW20 9DR
<b>Times:</b>	10.30am-5pm
<b>Prices:</b>	Adults £6, concessions £5, children £3, family £15
<b>Contact:</b>	07826 724063
<b>Features:</b>	Layouts, trade support, refreshments and parking.
<b>20/21</b>	<b>CALNE MODEL RAIL SHOW</b>
<b>Hosts:</b>	Bentley Model Railway Group
<b>Location:</b>	Calne Leisure Centre, White Horse Way, Calne, Wiltshire SN11 0SP
<b>Times:</b>	Sat 10am-5pm, Sun 10am-4.30pm
<b>Prices:</b>	Adults £5, children £3
<b>Website:</b>	<a href="http://www.calnemrs.org.uk">www.calnemrs.org.uk</a>
<b>Contact:</b>	01249 654417
<b>Features:</b>	19 layouts, trade support, demonstrations, refreshments and parking.
<b>20/21</b>	<b>CITY OF CANTERBURY MODEL RAILWAY SOCIETY EXHIBITION</b>
<b>Hosts:</b>	City of Canterbury Model Railway Society
<b>Location:</b>	St Anselms School, Old Dover Road, Canterbury, Kent CT1 3EN
<b>Times:</b>	Sat 10am-5pm, Sun 10am-4pm
<b>Prices:</b>	Adults £5, children £3, family £13
<b>Website:</b>	<a href="http://www.ccmrs.ic24.net">www.ccmrs.ic24.net</a>
<b>Features:</b>	Layouts, trade support, demonstrations, refreshments, parking and disabled access.
<b>21</b>	<b>ASTOLAT (GUILDFORD) MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	Astolat Model Railway Circle
<b>Location:</b>	Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford GU2 7AD

<b>Times:</b>	10am-5pm
<b>Prices:</b>	Adults £6, children £3, family £12
<b>Website:</b>	<a href="http://www.astolatmrc.co.uk">www.astolatmrc.co.uk</a>
<b>Contact:</b>	01483 722098
<b>Features:</b>	14 layouts, trade support, test track, refreshments, parking and disabled access. Free bus shuttle between venue and Guildford railway station.
<b>21</b>	<b>FRENCH RAILWAYS SOCIETY MODEL RAIL SHOW</b>
<b>Hosts:</b>	The French Railways Society (formerly the SNCF Society)
<b>Location:</b>	Lenham Community Centre, Groom Way, Lenham, Kent ME17 2QT
<b>Times:</b>	10am-5pm
<b>Prices:</b>	Adults £4.50
<b>Website:</b>	<a href="http://www.frenchrailwaysociety.org">www.frenchrailwaysociety.org</a>
<b>Features:</b>	French outline layouts, trade support, societies, talks, slide shows, refreshments, parking and disabled access.
<b>21</b>	<b>WITHAM MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	Dakota Dibben
<b>Location:</b>	Witham Public Hall, Collingwood Road, Witham, Essex CM8 2DY
<b>Times:</b>	10am-4.30pm
<b>Prices:</b>	Adults £5, children £2, family £12
<b>Contact:</b>	<a href="mailto:info@dakotadibben.co.uk">info@dakotadibben.co.uk</a>
<b>Features:</b>	Layouts and trade support.
<b>27/28</b>	<b>KENDAL MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	Kendal Model Railway Club
<b>Location:</b>	Kendal Leisure Centre, Burton Road, Kendal LA9 7HX
<b>Times:</b>	Sat 10am-5pm, Sun 10am-4.30pm
<b>Prices:</b>	Adults £6, concessions £5, children £3, family £16
<b>Website:</b>	<a href="http://www.kendalmrc.org">www.kendalmrc.org</a>
<b>Contact:</b>	01539 733844
<b>Features:</b>	12 layouts, trade support, societies, refreshments, parking and disabled access.
<b>27/28</b>	<b>LONGFIELD MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	Erith Model Railway Society
<b>Location:</b>	Longfield Academy, Main Road, Longfield, Kent DA3 7PH
<b>Times:</b>	Sat 10am-5pm, Sun 10am-4pm
<b>Prices:</b>	Adults £8, concessions £7, children £3, family (2+3) £20
<b>Contact:</b>	07736 560956
<b>Features:</b>	38 layouts, trade support, demos, societies, refreshments, parking and disabled access.
<b>27/28</b>	<b>PONTEFRAC MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	Normanton and Pontefract Railway Modellers Society
<b>Location:</b>	New College, Park Lane, Pontefract WF8 4QR
<b>Times:</b>	Sat 10am-5pm, Sun 10am-4.30pm
<b>Prices:</b>	Adults £5, accompanied children free
<b>Website:</b>	<a href="http://www.nprms.org">www.nprms.org</a>
<b>Features:</b>	20 layouts, trade support, demonstrations, refreshments and disabled access.
<b>27/28</b>	<b>SOUTHAMPTON MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	Southampton Model Railway Society
<b>Location:</b>	Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire SO50 5ZA
<b>Times:</b>	Sat 10am-5pm, Sun 10am-4.30pm
<b>Prices:</b>	Adults £7, children £3, family (2+2) £17
<b>Website:</b>	<a href="http://www.southamptonmodelrailwaysociety.wordpress.com">www.southamptonmodelrailwaysociety.wordpress.com</a>
<b>Contact:</b>	01489 799809
<b>Features:</b>	20 layouts, trade support, societies, demonstrations, refreshments, parking and disabled access.
<b>28</b>	<b>BRISTOL 7MM EXHIBITION</b>
<b>Hosts:</b>	Bristol 'O' Gauge Group
<b>Location:</b>	University of the West of England Exhibition and Conference Centre, Filton Road, Bristol BS34 8QZ
<b>Times:</b>	10am-4pm
<b>Prices:</b>	Admission £9, Gauge O Guild members £7, accompanied children free
<b>Website:</b>	<a href="http://www.bogg7mmexhibition.com">www.bogg7mmexhibition.com</a>
<b>Contact:</b>	0117 956 6946
<b>Features:</b>	10 layouts, trade support, demonstrations, Gauge O Guild village and refreshments. Bus service operating between venue and Bristol Parkway railway station.
<b>28</b>	<b>G SCALE KENT WINTER MEET</b>
<b>Hosts:</b>	G Scale Society Kent Group
<b>Location:</b>	Teynham Village Hall, Belle Friday Close, Teynham, Sittingbourne, Kent ME9 9TU

<b>Times:</b>	11am-4pm
<b>Prices:</b>	Adults £2.50, children £1
<b>Website:</b>	<a href="http://www.gscaleskent.co.uk">www.gscaleskent.co.uk</a>
<b>Features:</b>	Large scale layouts, live steam, trade support, refreshments, parking and disabled access.

## FEBRUARY

<b>3</b>	<b>SODBURY VALE MODEL RAILWAY CLUB EXHIBITION</b>
<b>Hosts:</b>	Sodbury Vale Model Railway Club
<b>Location:</b>	St Mary's Church and Church Hall, Church Road, Yate, Gloucestershire BS37 5BG
<b>Times:</b>	10am-4.30pm
<b>Prices:</b>	Adults £5, accompanied children free
<b>Website:</b>	<a href="http://www.sodburyvalemrc.co.uk">www.sodburyvalemrc.co.uk</a>
<b>Features:</b>	14 layouts, trade support, demonstrations, refreshments and parking.
<b>3/4</b>	<b>FEBEX 2018 – ALTON MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	Alton Model Railway Club
<b>Location:</b>	Eggars School, London Road, Alton, Hampshire GU34 4EQ
<b>Times:</b>	Sat 10.30am-5pm, Sun 10.30am-4pm
<b>Prices:</b>	Adults £4.50, accompanied children free
<b>Website:</b>	<a href="http://www.altonmrg.co.uk">www.altonmrg.co.uk</a>
<b>Contact:</b>	01420 562619
<b>Features:</b>	12 layouts, trade support, refreshments, parking and disabled access. Free bus service between venue and Alton railway station.
<b>3/4</b>	<b>STAFFORD MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	Stafford Railway Circle
<b>Location:</b>	Stafford County Showground, Weston Road, Stafford ST18 0BD
<b>Times:</b>	Sat 10am-5pm, Sun 10am-4.30pm
<b>Prices:</b>	Adults £9, accompanied children £1
<b>Website:</b>	<a href="http://www.staffordrailwaycircle.org.uk">www.staffordrailwaycircle.org.uk</a>
<b>Features:</b>	Layouts, trade support, demonstrations, refreshments, parking and disabled access. Bus service operating between venue and Stafford railway station.
<b>4</b>	<b>RUSPER MODEL RAILWAY CLUB RUNNING DAY</b>
<b>Hosts:</b>	Rusper Model Railway Club
<b>Location:</b>	Pickhurst, Bromley, Kent – contact club for directions
<b>Times:</b>	11am-3pm
<b>Prices:</b>	Initial visit free
<b>Website:</b>	<a href="http://www.ruspermrc.co.uk">www.ruspermrc.co.uk</a>
<b>Features:</b>	Large outdoor model railway running through six garden sheds, with ten stations and various engine sheds, goods yards and carriage sidings.
<b>10</b>	<b>MILTON KEYNES MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	Milton Keynes Model Railway Society
<b>Location:</b>	Stantonbury Leisure Centre, Milton Keynes, Buckinghamshire MK14 6BN
<b>Times:</b>	10am-4.30pm
<b>Prices:</b>	Adults £7, children £1
<b>Website:</b>	<a href="http://www.mkmsr.org">www.mkmsr.org</a>
<b>Contact:</b>	01494 773759
<b>Features:</b>	40 layouts, trade support and parking. Free vintage bus service operating between venue and Milton Keynes Central railway station.
<b>10</b>	<b>WEST MIDLANDS G SCALE SOCIETY MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	G Scale Society, West Midlands Area Group
<b>Location:</b>	St. Mary's Church Hall, Hobs Meadow, Solihull B92 8PN
<b>Times:</b>	10am-4pm
<b>Prices:</b>	Adults £3, children £1
<b>Contact:</b>	01299 403548
<b>Features:</b>	Layouts, G Scale indoors, trade support, refreshments and parking.
<b>10/11</b>	<b>CALE RAIL MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	Cale Rail and Gartell Light Railway
<b>Location:</b>	Gartell Light Railway, Common Lane, Yenston, Nr Templecombe, Somerset BA8 0NB
<b>Times:</b>	Sat 10am-5pm, Sun 10am-4pm
<b>Prices:</b>	Adults £5, concessions £4
<b>Contact:</b>	07970 113270
<b>Features:</b>	12 layouts, trade support, displays, refreshments and Gartell Light Railway in operation (fare payable).
<b>17</b>	<b>KENAVON (EAST READING) MODEL RAILWAY EXHIBITION</b>
<b>Hosts:</b>	Kenavon Railway Society
<b>Location:</b>	The Warehouse, Cumberland Road, Reading, Berkshire RG1 3LB



**Times:** 10am-4.30pm  
**Prices:** Adults £4, concessions £2.50, children £2, family (2+2) £9.50  
**Contact:** 07760 285383  
**Features:** 18 layouts, trade support, refreshments and disabled access.

## 17 RISEX 2018

**Hosts:** Risborough and District Model Railway Club  
**Location:** Community Centre, Wades Park, Stratton Road, Princes Risborough, Buckinghamshire HP27 9AX  
**Times:** 10am-5pm  
**Prices:** Adults £4, children £2  
**Website:** [www.rdmrc.org.uk](http://www.rdmrc.org.uk)  
**Contact:** 01296 415107  
**Features:** Nine layouts, trade support, demonstrations and refreshments.

## 17 TONBRIDGE MODEL RAILWAY EXHIBITION

**Hosts:** Tonbridge Model Railway Club  
**Location:** Angel Centre, Tonbridge, Kent, TN9 1SF  
**Times:** 10am-5pm  
**Prices:** Adults £6, children (10-16yrs) £1, accompanied children under 10 free  
**Contact:** 07760 285383  
**Features:** 31 layouts, trade support, societies, demonstrations, refreshments and parking.

## 17/18 LEICESTER MODEL RAILWAY SHOW

**Hosts:** Syston Model Railway Society  
**Location:** Sileby Community Centre, High Street, Sileby, Leicestershire LE12 7RX  
**Times:** Sat 10am-4.30pm, Sun 10am-4pm  
**Prices:** Adults £4, concessions £3.50, accompanied children free, family (2+2) £8  
**Website:** [www.systonmrs.org.uk](http://www.systonmrs.org.uk)  
**Contact:** 0116 260 5760  
**Features:** 12 layouts, trade support, refreshments and parking.

## 17/18 YORK AGAINST CANCER MODEL RAILWAY EXHIBITION

**Hosts:** Ebor Group of Railway Modellers  
**Location:** Heworth Church Hall, Melrosegate, York YO31 0RP  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £3, children £1  
**Website:** <https://eborgroup.wordpress.com>  
**Contact:** 07538 677540  
**Features:** 11 layouts, trade support and refreshments.

## 18 MONMOUTH ROTARY MODEL RAILWAY EXHIBITION

**Hosts:** Monmouth Rotary Club  
**Location:** Bridges Community Centre, Drybridge House, Wonastow Road, Monmouth NP25 5AS  
**Times:** 10am-4pm  
**Prices:** Adults £5, concessions £4, children £4, family (2+2) £12  
**Contact:** [david\\_forbes2@sky.com](mailto:david_forbes2@sky.com)  
**Features:** 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 18 REIGATE MODEL RAILWAY EXHIBITION

**Hosts:** Dakota Dibben  
**Location:** Reigate School, Pendleton Road, Reigate RH2 7NT  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, children £2, family £12  
**Contact:** [info@dakotadibben.co.uk](mailto:info@dakotadibben.co.uk)  
**Features:** Layouts and trade support.

## 24 EXMOOR MODEL FAIR

**Hosts:** Exmoor Coast Railway Modellers  
**Location:** Richard Huish College, South Road, Taunton, Somerset TA1 3DZ  
**Times:** 10am-3pm  
**Prices:** £2  
**Contact:** 01643 706736  
**Features:** Sales stands, refreshments and parking. Organised by Exmoor Coast Railway Modellers to raise funds for the club.

## 24/25 LINCOLN AND DISTRICT MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Lincoln and District Model Railway Club  
**Location:** Lady Eastwood Pavilion, Newark Showground, Newark NG24 2NY  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £7, children £3, family (2+3) £20  
**Website:** [www.ladmrc.wixsite.com/ladmrc](http://www.ladmrc.wixsite.com/ladmrc)  
**Features:** 28 layouts, trade support, demonstrations, refreshments, parking and disabled access. Free vintage bus operating between venue and Newark Northgate/Castle railway stations.

# DON'T MISS...

## 23-25 MODEL RAIL SCOTLAND 2018

**Hosts:** Association of Model Railway Societies in Scotland (AMRSS)  
**Location:** Scottish Exhibition and Conference Centre (SECC), Exhibition Way, Glasgow G3 8YW  
**Times:** Fri 10.30am-6pm, Sat 10am-6pm, Sun 10.30am-5pm  
**Prices:** Adults £13 (£12), children £6 (£5), family (2+2) £29 (£28) – advance ticket prices in brackets  
**Website:** [www.modelrail-scotland.co.uk](http://www.modelrail-scotland.co.uk)  
**Features:** More than 45 layouts, trade support, demonstrations, societies, refreshments, parking and disabled access. SECC is a short walk from Exhibition Centre railway station.

## 24/25 NEW MILLS AND DISTRICT RAILWAY MODELLERS EXHIBITION

**Hosts:** New Mills and District Railway Modellers  
**Location:** Chapel-en-le-Frith Leisure Centre, Long Lane, Chapel-en-le-Frith, Derbyshire SK23 0TQ  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £5, concessions £5, family (2+2) £15  
**Website:** [www.nmdrm.co.uk](http://www.nmdrm.co.uk)  
**Features:** 20 layouts, trade support, demos and societies.

## 25 ILKESTONE (WOODSIDE) MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Ilkestone (Woodside) Model Railway Club  
**Location:** Trowell Parish Hall, Stapleford Road, Trowell, Nottinghamshire NG9 3QA  
**Times:** 10am-4.30pm  
**Prices:** Adults £3, accompanied children free  
**Contact:** 07930 909571  
**Features:** Layouts, trade support, refreshments, parking and disabled access.

## 25 MALDON MODEL RAILWAY EXHIBITION

**Hosts:** Dakota Dibben  
**Location:** Plume, Maldon's Community Academy, Farnbridge Road, Maldon CM9 6AB  
**Times:** 10am-4.30pm  
**Prices:** Adults £5, children £2, family £12  
**Contact:** [info@dakotadibben.co.uk](mailto:info@dakotadibben.co.uk)  
**Features:** Layouts and trade support.

# MARCH

## 3 GAUGE O GUILD SPRING SHOW - KETTERING

**Hosts:** Gauge O Guild  
**Location:** Kettering Leisure Village, Thurston Drive, Kettering NN15 6GN  
**Times:** 10am-4pm  
**Prices:** Members £5, non-members £10  
**Website:** [www.gaugeoguild.com](http://www.gaugeoguild.com)  
**Features:** Layouts, trade support, demonstrations, refreshments and parking.

## 3 MARCH MODEL RAILWAY EXHIBITION

**Hosts:** March and District Model Railway Club  
**Location:** March Braza Club, Elm Road, March, Cambridgeshire PE15 8NZ  
**Times:** 10am-4.30pm  
**Prices:** Adults £4, children £2, family (2+2) £10  
**Website:** [www.mdmrc.co.uk](http://www.mdmrc.co.uk)  
**Contact:** [secretary@mdmrc.co.uk](mailto:secretary@mdmrc.co.uk)  
**Features:** 19 layouts, trade, demonstrations, traction engine rides, refreshments, parking and disabled access.

## 3/4 LEAMINGTON AND WARWICK MODEL RAILWAY SOCIETY EXHIBITION

**Hosts:** Leamington and Warwick Model Railway Society  
**Location:** Warwickshire College, Warwick New Road, Royal Leamington Spa CV32 5JE  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £8, children £2, family (2+2) £18  
**Website:** [www.lwmrs.co.uk](http://www.lwmrs.co.uk)  
**Features:** 20 layouts, trade support, demonstrations, refreshments, parking and disabled access.

## 3/4 PRESTON MODEL RAILWAY EXHIBITION

**Hosts:** Preston and District Model Railway Society  
**Location:** Sports Hall, Preston College, Fulwood Campus, St Vincent's Road, Fulwood, Preston PR2 8UR  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £7, children under 14 £4, family (2+2) £18  
**Website:** [www.prestonanddistrictmrs.org.uk](http://www.prestonanddistrictmrs.org.uk)  
**Features:** Layouts, trade support, demonstrations, refreshments, parking and disabled access.

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## 3/4 RAINHILL MODEL RAILWAY CLUB EXHIBITION

**Hosts:** Rainhill Model Railway Club  
**Location:** Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside L35 4LU  
**Times:** Sat 10am-5pm, Sun 10am-4.30pm  
**Prices:** Adults £5, children £3, family (2+2) £13  
**Website:** [www.rainhillmrc.org.uk](http://www.rainhillmrc.org.uk)  
**Contact:** 01925 226266  
**Features:** Layouts, trade support, demonstrations, refreshments and disabled access.

## 4 RUSPER MODEL RAILWAY CLUB RUNNING DAY

**Hosts:** Rusper Model Railway Club  
**Location:** Pickhurst, Bromley, Kent – contact club for directions  
**Times:** 11am-3pm  
**Prices:** Initial visit free  
**Website:** [www.ruspermrc.co.uk](http://www.ruspermrc.co.uk)  
**Features:** Large outdoor model railway running through six garden sheds, with ten stations and various engine sheds, goods yards and carriage sidings.

## 10 NEWTON AYLCLIFFE MODEL RAILWAY SHOW

**Hosts:** Rotary Club of Newton Aycliffe  
**Location:** Youth and Community Centre, Burn Lane, Newton Aycliffe, County Durham DL5 4HT  
**Times:** 10am-5pm  
**Prices:** Adults £5, concessions £4, children 50p, family £10  
**Website:** [www.newtonayclifferotary.org.uk](http://www.newtonayclifferotary.org.uk)  
**Contact:** 07870 210269  
**Features:** 20 layouts, trade support, societies, refreshments, parking and disabled access.

## 10 WOMBORNE MODEL RAILWAY EXHIBITION

**Hosts:** Midarc Promotions  
**Location:** Womborne Civic Centre, Gravel Hill, Womborne, Wolverhampton WV5 9HA  
**Times:** 10am-4pm  
**Prices:** Adults £5, concessions £3, children under 12 £1  
**Contact:** 07734 000260  
**Features:** Layouts, trade support, demonstrations, refreshments, parking and disabled access.

# DON'T MISS...

## 10/11 BASINGSTOKE MODEL RAILWAY EXHIBITION

**Hosts:** Basingstoke and North Hampshire Model Railway Society  
**Location:** Aldworth Science College, Western Way, Basingstoke, Hampshire RG22 6HQ  
**Times:** Sat 10am-5pm, Sun 10am-4pm  
**Prices:** Adults £6, accompanied children £3, family (2+3) £14  
**Website:** [www.basingstokemrs.org](http://www.basingstokemrs.org)  
**Features:** Layouts, trade support, societies, demonstrations, refreshments and parking. Free heritage bus service between venue and Basingstoke railway station. Visit the *Hornby Magazine* stand for exclusive offers and see our 'OO' gauge BR Southern Region layout, 'Twelve Trees Junction'.

## PLANNING AN EXHIBITION?

● *Hornby Magazine's* Show Guide is a free listing which allows you to promote a forthcoming model railway show. Contact *Hornby Magazine* by calling 01780 755131 or e-mail: [hornbymagazine@keypublishing.com](mailto:hornbymagazine@keypublishing.com). Please ensure you include appropriate contact details for the public as we are unable to publish the listing without this.



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H4-P-006 - 1558 in SE black with sunshine lettering

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H4-P-008 - 31323 in BR black with late crest

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H4-AB14-005 - 14" 2134 WTT in lined green



H4-AB14-006 - 14" 2069 "Little Barford" in Acton Lane Power Station blue with wasp stripes

H4-AB14-007 - 14" 1927 'No.1' in Burnley Corporation Gas Department blue

H4-AB14-008 - 14" 2134 'No.3' in Fina lined blue

H4-AB16-001 - 16" 2244 'No.10' in NCB lined black

H4-AB16-002 - 16" 2043 'No.6' in NCB green

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H7-A3-002 4472 "Flying Scotsman" in LNER grass green

H7-A3-007 60103 "Flying Scotsman" in BR green with late crest

**Unstreamlined Non-Corridor Tender**

**Variants:**

H7-A3-003 2745 "Captain Cuttle" in LNER black

H7-A3-004 60072 "Sunstar" in BR Express blue

H7-A3-005 60035 "Windsor Lad" in BR green with early crest

H7-A3-006 60077 "The White Knight" in BR green with late crest



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H7-A4-007 60012 "Commonwealth of Australia" in BR green with early crest

**Streamlined Non-Corridor Tender Variants:**

H7-A4-002 4468 "Mallard" in LNER garter blue (1938 condition)

H7-A4-003 4468 "Mallard" in LNER garter blue (as preserved)

H7-A4-009 60008 "Dwight D Eisenhower" in BR green with late crest

**Unstreamlined Corridor Tender Variants:**

H7-A4-004 4489 "Dominion of Canada" in LNER garter blue with steel numbers/letters

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H7-WW-702 - WW.55 in WD livery (LMS registered)

H7-WW-703 - WD livery (LNER registered)

H7-WW-704 - MODA95560 in MOD 1970s olive

H7-WW-705 - M360333 in BR grey

H7-WW-706 - M360329 in BR brown

H7-WW-707 - ADRW98501 in BR Engineers yellow

**Gloucester GPS Bogies:**

H7-WW-708 - MODA95511 in MOD 1970s olive

H7-WW-709 - MODA95537 in MOD 1990s olive

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## Hatton's New Rolling Stock Announcements in OO

### Rail Head Treatment Train (RHTT)

Due in Stock: November 2018

[www.hattons.co.uk/RHTT](http://www.hattons.co.uk/RHTT)

Produced exclusively by Hatton's



#### Pristine

- H4-RHTT-001 'Sandite' with 2 wagons and sandite modules
- H4-RHTT-002 'Water Jet' with 2 wagons and water jetting modules
- H4-RHTT-003 Additional 'Water' wagon with 3 water modules



#### Weathered

- H4-RHTT-004 'Sandite' with 2 wagons and sandite modules - weathered



- H4-RHTT-005 'Water Jet' with 2 wagons and water jetting modules - weathered
- H4-RHTT-006 Additional 'Water' wagon with 3 water modules



### FEA Intermodal Wagon

Due in Stock: November 2018

[www.hattons.co.uk/FEA](http://www.hattons.co.uk/FEA)

Produced exclusively by Hatton's



- H4-FAE-001 6410xx in Freightliner green
- H4-FAE-002 6410xx in Freightliner green
- H4-FAE-003 6410xx in Freightliner green
- H4-FAE-004 6410xx in Freightliner green



- H4-FAE-005 641015 in Freightliner green with track panel carriers



- H4-FAE-001 6406xx in GBRf blue
- H4-FAE-002 6406xx in GBRf blue
- H4-FAE-003 6406xx in GBRf blue
- H4-FAE-004 6406xx in GBRf blue



- H4-FAE-005 6409xx in GBRf/Metronet yellow with track panel carrier

- H4-FAE-006 6409xx in GBRf/Metronet yellow with track panel carrier

- H4-FAE-007 640931 in TransPlant yellow

Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production
O Gauge 55 Hornet Wagon	<a href="http://hattons.co.uk/OGauge55W">hattons.co.uk/OGauge55W</a>	£85	Oct 2016				
IO Hopper Wagon	<a href="http://hattons.co.uk/IOH">hattons.co.uk/IOH</a>	from £24	Mar 2017				
SECRIP Class 54-07	<a href="http://hattons.co.uk/SECRIP">hattons.co.uk/SECRIP</a>	£89	Sep 2017				
Andrew Barclay 14' & 16' 0-4-0ST	<a href="http://hattons.co.uk/AB14">hattons.co.uk/AB14</a>	£99	Sep 2017				
Beltrac 22A Dropgauge	<a href="http://hattons.co.uk/Beltrac">hattons.co.uk/Beltrac</a>	£43	Oct 2016				
O Gauge Class A3/A4	<a href="http://hattons.co.uk/OGaugeA3A4">hattons.co.uk/OGaugeA3A4</a>	£750	Aug 2016				
Rail Head Treatment Train (RHTT)	<a href="http://hattons.co.uk/RHTT">hattons.co.uk/RHTT</a>	from £118	Nov 2017				
FEA Intermodal Wagon	<a href="http://hattons.co.uk/FEA">hattons.co.uk/FEA</a>	from £82	Nov 2017				

Keep up to date with all of our projects at:

[www.hattons.co.uk/projectupdates](http://www.hattons.co.uk/projectupdates)



### Pre-Orders

#### Class H2 'Atlantic' 4-4-2

Pre-order for £152.96

Due in stock Q1 2018



- 31-920 2426 'St Alban's Head' in SR olive green
- 31-921 32424 'Beachy Head' in BR black with early emblem

#### Warflat Bogie Flat Wagon

Pre-Order for £42.46

Due in stock Q4 2017



- 38-725 WD Khaki Drab livery with tank
- 38-726 WD Bronze Green livery with tank
- 38-727 BR grey without tank



### Pre-Orders

#### Class W4 Peckett 0-4-0ST

Pre-order for £82

Due in stock: Mid to Late 2018



- R3615 560 in Peckett Works leaf green with builders lettering
- R3640 882 'Niclausse' in Peckett Works leaf green

#### Class 87 Electric

Pre-order for £144

Due in stock: Feb 2018



- R3580 87035 'Robert Burns' in BR Blue
- R3582 87010 'King Arthur' in Intercity Swallow livery



### Pre-Orders

#### LNER N7 0-6-2T

Pre-order for £87



- OR76N7001 1002 in Great Eastern Railway livery
- OR76N7002 8011 in LNER black
- OR76N7003 69612 in BR black with early emblem

#### 'Toad' Brake Vans

Pre-order for £12.50

Due in stock: Late 2017



- GWR diagram AA3 6-wheel brake vans:
- OR76TOA002 56946 in GWR grey 'Bridport'
- OR76TOA003 W56955 in BR grey 'Bordesley Junction'
- OR76TOA004 W56962 in BR grey 'Wolverhampton'

[www.hattons.co.uk/preorder](http://www.hattons.co.uk/preorder)

Pre-orders accepted  
via credit or debit card only  
Pre-order prices subject to manufacturer RRP.





Welcome to our project update feature, with the latest status of forthcoming releases from all major manufacturers. Use it to see the progress of projects you are interested in. The web address in the "link" column can be used to view products online, and to place your preorders.


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Shop opening times Mon to Sun **9am-5pm**

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
SECR Birdcage Coaches	<a href="http://hattons.co.uk/bc">hattons.co.uk/bc</a>	£55.21	Mar 2014							
Warflat Bogie Flat wagon	<a href="http://hattons.co.uk/warflat">hattons.co.uk/warflat</a>	£42.46	Mar 2013							
Baldwin Class 10-12-D 4-6-0	<a href="http://hattons.co.uk/baldwin460">hattons.co.uk/baldwin460</a>	£123.21	Jul 2014							
Class H2 Atlantic 4-4-2	<a href="http://hattons.co.uk/h2atlantic">hattons.co.uk/h2atlantic</a>	£152.96	Mar 2013							
Class 90	<a href="http://hattons.co.uk/c90">hattons.co.uk/c90</a>	£119 (EST)	Jul 2014							


	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 121/ 122	<a href="http://hattons.co.uk/dapolbubble">hattons.co.uk/dapolbubble</a>	£123.25	Dec 2012						121	122
GWR Streamlined Railcar	<a href="http://hattons.co.uk/gwrrc">hattons.co.uk/gwrrc</a>	from £123.25	Jul 2014							
Class 59	<a href="http://hattons.co.uk/dapol59">hattons.co.uk/dapol59</a>	from £124.43	Oct 2015							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
O Gauge 50t Warwell Wagon	<a href="http://hattons.co.uk/OGaugeWW">hattons.co.uk/OGaugeWW</a>	£85	Oct 2016							
ICI Hopper Wagon	<a href="http://hattons.co.uk/ici">hattons.co.uk/ici</a>	from £24	Mar 2015							
SECR P Class 0-6-0T	<a href="http://hattons.co.uk/pclass">hattons.co.uk/pclass</a>	£99	Sep 2017							
Andrew Barclay 14" & 16" 0-4-0ST	<a href="http://hattons.co.uk/barclay">hattons.co.uk/barclay</a>	£99	Sep 2017							
Beilhack ZZA Snowplough	<a href="http://hattons.co.uk/beilhack">hattons.co.uk/beilhack</a>	£43	Oct 2016							
O Gauge Class A3/A4	<a href="http://hattons.co.uk/recordbreakers">hattons.co.uk/recordbreakers</a>	£750	Aug 2016							
Rail Head Treatment Train (RHTT)	<a href="http://hattons.co.uk/RHTT">hattons.co.uk/RHTT</a>	from £118	Nov 2017							
FEA Intermodal Wagons	<a href="http://hattons.co.uk/FEA">hattons.co.uk/FEA</a>	from £32	Nov 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 07 Shunter	<a href="http://hattons.co.uk/cl07">hattons.co.uk/cl07</a>	from £111	Jan 2016							
Class 47xx 'Night Owl' 2-8-0	<a href="http://hattons.co.uk/47xx">hattons.co.uk/47xx</a>	£154	Nov 2014							
O Gauge Class 50 (Refurbished)	<a href="http://hattons.co.uk/hel50">hattons.co.uk/hel50</a>	£600 (EST)	Apr 2017							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class H Wainwright 0-4-4T	<a href="http://hattons.co.uk/hclass">hattons.co.uk/hclass</a>	from £90	Sep 2016							
Class 8P Princess Coronation 4-6-2	<a href="http://hattons.co.uk/duchess">hattons.co.uk/duchess</a>	from £161	Nov 2016							
Hltachi IEP Class 800	<a href="http://hattons.co.uk/IEP800">hattons.co.uk/IEP800</a>	from £229.50	Nov 2016							
Class 87	<a href="http://hattons.co.uk/hornby87">hattons.co.uk/hornby87</a>	£144	Nov 2016							

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
YEC Janus 0-6-0 Shunter	<a href="http://hattons.co.uk/janus">hattons.co.uk/janus</a>	from £84	Nov 2015							
4 & 6-wheel Toad Brake van	<a href="http://hattons.co.uk/oxtoad">hattons.co.uk/oxtoad</a>	£12.50	Sep 2016							
Mk3 Coaches	<a href="http://hattons.co.uk/oxmk3">hattons.co.uk/oxmk3</a>	£29	Jan 2016							
GER/LNER Class N7 0-6-2T	<a href="http://hattons.co.uk/oxn7">hattons.co.uk/oxn7</a>	£87	Jan 2017							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. TBC: Price is yet To Be Confirmed (EST): Price is estimated.

You can view extended lists, preorder & comment on all of these projects at

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Information correct at the time of going to press on 20/11/17.



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Est. 1946

## OO Gauge (1:76 Scale) Steam Locos



R3525 Battle of Britain Class (Air Smoothed) 4-6-2 S21C159 "Sir Archibald Sinclair" in British Railways malachite green (Hor) ..... £139.50  
R3454 Castle Class 4-6-0 5076 "Dryslwyn Castle" in GWR Green (Hor) ..... £140



R3292 Class OF Pug 0-4-0ST 56011 in BR black - Hornby 2014 Collectors Club special edition (Hor) ..... £26



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (RRP £139.95) **BARGAIN** ..... £79  
1304 Class 1361 0-6-0ST 1363 in BR black late crest (Hel) ..... £124



1301 Class 1361 0-6-0ST 1363 in GWR green shirtbutton emblem (Hel) ..... £124



1302 Class 1361 0-6-0ST 1364 in GWR green (Hel) ..... £124



1323 Class 1366 0-6-0PT 1367 in BR black early emblem (Hel) ..... £124



1324 Class 1366 0-6-0PT 1368 in BR black late crest (Hel) ..... £124  
H1416 Class 14xx 0-4-2T 1409 in BR Unlined green late crest (DJ) ..... £99



H1415 Class 14xx 0-4-2T 1432 in BR Lined green late crest - Heavily weathered (DJ) ..... £99



H1413 Class 14xx 0-4-2T 1444 in BR Lined green early emblem (DJ) ..... £99



H1409 Class 14xx 0-4-2T 1470 in BR Lined black early emblem (DJ) ..... £99  
H1412 Class 14xx 0-4-2T 1474 BR Unlined black early emblem - Heavily weathered (DJ) ..... £99



32-826A Class 2MT 2-6-0 Ivatt 46460 in BR lined black early emblem (Bac) ..... £123.21



31-440 Class 2MT Ivatt 2-6-2T 41243 in BR lined black early emblem (Bac) ..... £110.46



31-441DC Class 2MT Ivatt 2-6-2T 41291 in BR lined black late crest - DCC Fitted (Bac) ..... £131.71



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (RRP £129.95) **BARGAIN** ..... £69



31-128 Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (RRP £142.95) **BARGAIN** ..... £72  
31-728 Class 3700 City 4-4-0 3708 Kilnsey "Great Western green (Bac) ..... £118.96  
R3277 Class 38xx 4-4-0 "County Of Devon" in Great Western Railway green - Railroad range (Hor) (RRP £89.99) ..... £60



R3498 Class 3F Jinty 0-6-0T 19 in S&DJR Blue - Railroad Range (Hor) (RRP £49.99) **BARGAIN** ..... £25



R3383TTS Class 4073 Castle 4-6-0 5050 "Earl of St Germans" in BR Green early emblem - TTS sound fitted (Hor) (RRP £199.99) **BARGAIN** ..... £149



R3333 Class 415 Adams Radial 4-4-2T 30584 in BR black early emblem (Hor) (RRP £119.99) **BARGAIN** ..... £82



R3462 Class 42xx 2-8-0 4287 in BR Black early emblem (Hor) (RRP £139.99) **BARGAIN** ..... £83



R3499 Class 49xx 4-6-0 6947 "Helmingsham Hall" in BR Green late crest - Railroad Range (Hor) (RRP £94.99) **BARGAIN** ..... £57



R3313 Class 4F 0-6-0 4323 in LMS Black (Hor) (RRP £99.99) **BARGAIN** ..... £58



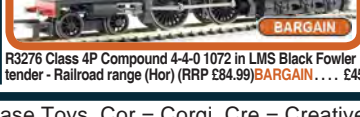
31-884 Class 4F Midland 0-6-0 44044 BR black late crest - weathered (Bac) ..... £106.21



R3547 Class 4MT 4-6-0 75008 in BR green late crest (Hor) ..... £144



32-880 Class 4MT Fairburn 2-6-4 tank 2278 LMS black - weathered (Bac) (RRP £134.95) **BARGAIN** ..... £88



32-580A Class 4MT Ivatt 2-6-0 43014 BR black late crest - weathered (Bac) ..... £118.96



31-169 Class 5 L&YR 2-4-2T 50705 in BR black early emblem (Bac) (RRP £109.95) **BARGAIN** ..... £79  
H1407 Class 58xx 0-4-2T 5802 in GWR Unlined green G W R lettering - Lightly weathered (DJ) ..... £99  
H1410 Class 58xx 0-4-2T 5819 in BR Unlined black early emblem (DJ) ..... £99



R3385TTS Class 5MT Black 5 4-6-0 45116 in BR Lined Black early crest - TTS sound fitted (Hor) **NEW** ..... £170



R3453 Class 5MT Black 5 4-6-0 45274 in BR Black late crest (Hor) ..... £144



31-692 Class 5P4F Stanier Mogul 2-6-0 42968 BR lined black late crest (Bac) ..... £135.96



31-187DS Class 5XP Jubilee 4-6-0 5588 "Kashmir" in LMS crimson welded Stanier tender - DCC sound fitted (Bac) £203.95



R3409 Class 6000 King 4-6-0 6002 "King William IV" in BR Green late crest (Hor) (RRP £181.99) **BARGAIN** ..... £109



R3408 Class 6000 King 4-6-0 6016 "King Edward V" in GWR Green Shirtbutton logo (Hor) (RRP £181.99) **BARGAIN** ..... £109



R3410 Class 6000 King 4-6-0 6025 "King Henry III" in BR Lined early emblem (Hor) (RRP £181.99) **BARGAIN** ..... £109



31-638 Class 64xx 0-6-0PT pannier tank 6419 in BR lined green late crest - weathered (Bac) ..... £90.05



31-636A Class 64xx 0-6-0PT pannier tank 6422 in BR black early emblem (Bac) ..... £81.55



31-214 Class 6P Patriot 4-6-0 45538 "Giggleswick" in BR Green early emblem (Bac) ..... £140.21



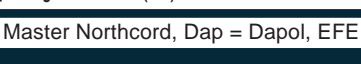
31-204 Class 6P Patriot 4-6-0 5530 "Sir Frank Ree" in LMS crimson (Bac) (RRP £164.95) **BARGAIN** ..... £104



R3420 Class 700 "Black Motor" 0-6-0 30346 in BR Black late crest (Hor) (RRP £124.99) **BARGAIN** ..... £69



R3421 Class 700 "Black Motor" 0-6-0 30698 in BR Black early emblem (Hor) (RRP £124.99) **BARGAIN** ..... £69



R3520 Class 7MT 4-6-2 Britannia 70007 "Coeur-de-Lion" in BR green late crest (Hor) ..... £153



R3558 Class 7P "Royal Scot" 4-6-0 46165 "The Ranger" in BR green late crest (Hor) ..... £144



R3517 Class 7P "Royal Scot" 4-6-0 6108 "Seaforth Highlander" in LMS black - "The Final Day" special edition (Hor) ..... £161



R3557 Class 7P "Royal Scot" 4-6-0 6126 "Royal Army Service Corps" in LMS wartime black (Hor) ..... £144



R3553 Class 8P Princess Coronation 4-6-2 6231 "Duchess of Atholl" in LMS Crimson Lake (Hor) **NEW** ..... £161



R3086 Class A1 4-6-2 4472 "Flying Scotsman" in LNER apple green - Railroad Range (Hor) (RRP £109.99) **BARGAIN** ..... £55



R3284TTS Class A1 4-6-2 4472 "Flying Scotsman" in LNER Green TTS Sound - Railroad range (Hor) (RRP £134.99) **BARGAIN** ..... £85



R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) (RRP £109.99) **BARGAIN** ..... £68



R3528 Class A1X "Terrier" 0-6-0T 4 in Weston Clevedon and Portishead Railway green (Hor) ..... £72



31-528A Class A2 4-6-2 60529 "Pearl Diver" in BR lined green late crest (Bac) (RRP £179.95) **BARGAIN** ..... £121



31-531 Class A2 4-6-2 60536 "Trimbrush" in BR lined green early emblem (Bac) (RRP £179.95) **BARGAIN** ..... £121



R3518 Class A3 4-6-2 108 "Gay Crusader" in LNER apple green - "The Final Day" special edition (Hor) ..... £161



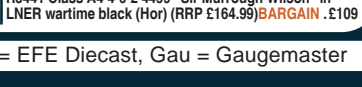
R3312 Class A3 4-6-2 60062 "Minoru" in BR Green early emblem (Hor) (RRP £154.99) **BARGAIN** ..... £94



R3508TTS Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest - TTS Sound fitted (Hor) ..... £187



R3371 Class A4 4-6-2 4468 "Mallard" in LNER garter blue - Railroad range (Hor) ..... £74.06



R3441 Class A4 4-6-2 4499 "Sir Murrough Wilson" in LNER wartime black (Hor) (RRP £164.99) **BARGAIN** ..... £109





**UK P&P £4 per order**  
**£2 per single diecast item**  
**£7 guaranteed Next Day delivery**  
 (Orders before 2pm)

**NEW**



R3451 Class B1 4-6-0 61032 "Stembok" in BR Lined Black early emblem (Hor) **NEW** ..... £148



R3338 Class B1 4-6-0 61310 in BR Apple Green (Hor) (RRP £155.99) ..... **BARGAIN** ..... £87  
 R3447 Class B17 4-6-0 2842 "Kilverstone Hall" in LNER Lined Apple Green (Hor) (RRP £159.99) ..... **BARGAIN** ..... £99



R3004 Class B17 4-6-0 61311 "Serlby Hall" in BR Green early emblem - weathered (Hor) (RRP £131.99) **BARGAIN** ..... £79  
 31-462A Class C Wainwright 0-6-0 31227 BR black early emblem (Bac) ..... £106.21



R3433 Class D16/3 4-4-0 "Claud Hamilton" 8900 in LNER Lined Apple Green (Hor) (RRP £139.99) **BARGAIN** ..... £99



R3495 Class D49/1 4-4-0 62760 "The Cotswold" in BR early crest - Railroad Range (Hor) (RRP £84.99) **BARGAIN** ..... £59



35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) (RRP £109.95) ..... **BARGAIN** ..... £80



R3405 Class J50 0-6-0T 585 in LNER Black (Hor) (RRP £93.49) ..... **BARGAIN** ..... £69  
 R3407 Class J50 0-6-0T 68959 BR Black early emblem (Hor) (RRP £93.49) ..... **BARGAIN** ..... £69  
 R3533 Class J54 0-6-0ST "Lord Phil" in lined green - as preserved (Hor) ..... £72  
 OOJ94-003 Class J54 Austerity 0-6-0ST 8064 in LNER black original bunker (DJ) (RRP £95.50) ..... **BARGAIN** ..... £72



R3242A Class K1 2-6-0 62032 in BR Black early emblem (Hor) (RRP £129.99) ..... **BARGAIN** ..... £82



R3243B Class K1 2-6-0 62064 in BR Black late crest (Hor) (RRP £129.99) ..... **BARGAIN** ..... £82



R3456 Class N15 King Arthur 4-6-0 30792 "Sir Hervis de Revel" in BR Lined Green early emblem (Hor) (RRP £159.99) **BARGAIN** ..... £108



3913 Class O2/3 Tango 2-8-0 63952 in BR black late crest stepped tender (Hel) ..... £148



R3440 Class P2 2-8-2 2001 "Cock O' The North" in LNER apple green - gloss finish (Hor) ..... £122.50



R3560 Class Q1 0-6-0 33032 in BR black late crest (Hor) ..... £93



R3559 Class Q1 0-6-0 C24 in Southern Railway wartime black (Hor) ..... £93  
 R3425 Class Q6 Raven 0-6-0 63443 in BR Black early crest (Hor) (RRP £154.99) ..... **BARGAIN** ..... £105



R3411 Class S15 4-6-0 827 in Southern Railway wartime black (Hor) (RRP £154.99) ..... **BARGAIN** ..... £88



R3457 Class T9 4-4-0 116 in Southern Railway olive green (Hor) (RRP £149.99) ..... **BARGAIN** ..... £89



R3279 County Class 4-6-0 1016 "County Of Hants" in BR Green early crest - Railroad range (Hor) ..... £69.50



35-050 LNWR 0-6-2T Webb Coal tank 1054 in LNWR plain black - as preserved (Bac) ..... £101.96



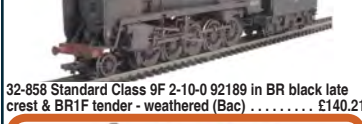
35-052 LNWR 0-6-2T Webb Coal tank 58900 in BR black early emblem (Bac) ..... £101.96



R3524 Rebuilt "West Country" 4-6-2 34096 "Trevone" in BR green late crest (Hor) ..... £144  
 31-480 Standard Class 3MT tank 82020 BR green late crest - weathered (Bac) ..... £118.96



32-359A Standard Class 4MT 2-6-4T 80092 in BR black early emblem (Bac) ..... £110.46



32-858 Standard Class 9F 2-10-0 92189 in BR black late crest & BR1F tender - weathered (Bac) ..... £140.21



R9289 Thomas & Friends - 4-4-0 No.2 Edward the blue engine (Hor) (RRP £92.99) ..... **BARGAIN** ..... £60



R9288 Thomas and Friends - 0-4-0ST No.6 Percy the small engine (Hor) (RRP £41.99) ..... **BARGAIN** ..... £29



R9287 Thomas and Friends - 0-6-0T No.1 Thomas the Tank Engine (Hor) (RRP £46.99) ..... **BARGAIN** ..... £31

### Train packs



R3299 "Going Home" train pack - 70th Anniversary of the end of WWII Black 5 4-6-0 5156 in LMS Black and 3 x LMS Period 3 Coaches - Ltd Ed (Hor) (RRP £289.99) ..... **BARGAIN** ..... £150



30-425 Class 251 Midland Pullman train pack in Pullman nanking blue - Collectors Edition (Bac) ..... £490  
 R3399 EWS freight train pack Class 67 in EWS and three MHA open wagons (Hor) (RRP £239.99) ..... **BARGAIN** ..... £139



R2670 GWR Freight Train Pack Class 101 steam loco and three wagons - Railroad Range (Hor) (RRP £44.49) **BARGAIN** ..... £30  
 R3389 GWR Freight train pack GWR Class 101 tank 109 and 3 wagons - Railroad Range (Hor) (RRP £57.99) ..... **BARGAIN** ..... £35



R3501 Virgin Trains East Coast train pack Class 91 91124 & Mk4 DVT 82219 in VTEC - Ltd Ed of 1000 (Hor) (RRP £229.99) ..... **BARGAIN** ..... £145



R3300 Winston Churchill's Funeral Train Pack Battle of Britain class 4-6-2 34051 "Winston Churchill" in BR green late crest, 2 Pullman coaches & SR Baggage car - Ltd Ed (Hor) ..... £222.21

### Diesel locos



10001HAP 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957, (Dap) (RRP £105) **BARGAIN** ..... £94  
 R3576 4-wheel Sentinel 4wDH 19 in green chevrons (Hor) ..... £82



R3065 Class 06 shunter 06008 in BR blue - Railroad Range (Hor) (RRP £32.99) ..... **BARGAIN** ..... £19



32-115B Class 08 Shunter 08818 in BR Blue Wasp Stripes (weathered) (Bac) ..... £101.96



1603 Class 16 North British Type 1 D8407 in BR green with full yellow ends - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** ..... £72



1604 Class 16 North British Type 1 D8409 in BR green grey roof - Gloss finish - Ltd Ed of 750 (Hel) (RRP £134.95) **BARGAIN** ..... £72  
 32-038D5 Class 20 20124 in BR Blue with Indicator Discs (Weathered & DCC Sound Fitted) (Bac) ..... £195.46



32-331 Class 25/1 25043 in BR Green full yellow ends - weathered (Bac) ..... £93.46



2660 Class 26/0 diesel D5300 in BR green semi gloss finish (Hel) (RRP £119.95) ..... **BARGAIN** ..... £59



2661 Class 26/0 diesel D5301 in BR green (Hel) (RRP £119.95) ..... **BARGAIN** ..... £61



2662 Class 26/0 diesel D5309 in BR green (Hel) (RRP £119.95) ..... **BARGAIN** ..... £61



2813 Class 28 CoBo D5706 in BR green small yellow ends (Hel) **NEW** ..... £110



2815 Class 28 CoBo D5709 in BR green small yellow ends - lightly weathered (Hel) **NEW** ..... £119



2812 Class 28 CoBo D5710 in BR green no yellow ends (Hel) **NEW** ..... £110



2814 Class 28 CoBo D5717 in BR green small yellow ends - heavily weathered (Hel) **NEW** ..... £119



3522 Class 35 Hymek D7012 in BR two-tone green no yellow ends (Hel) ..... £101



R3583TTS Class 37/0 37040 in Railfreight triple grey - Railroad Range - TTS Sound fitted (Hor) ..... £85  
 32-781B Class 37/0 37041 in BR blue - split headcode (Bac) ..... £117.26



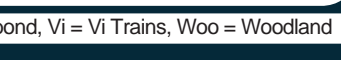
32-787 Class 37/0 D6714 in BR green no yellow ends (Bac) ..... £117.26



32-377A Class 37/4 37401 "Mary Queen Of Scots" in BR large logo blue (Bac) ..... £117.26



32-389 Class 37/4 37421 in Colas Rail (Bac) ..... £117.26  
 32-376A Class 37/4 37422 "Robert F. Fairlie" Regional Railways (Bac) ..... £123.21



32-391DS Class 37/7 37796 in Railfreight coal sector (DCC Sound Fitted) (Bac) ..... £203.96  
 32-484 Class 40 40159 in BR Blue (Bac) ..... £123.21



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DMUs



R3392TTS Class 40 40164 in BR blue - TTS sound fitted - Railroad Range (Hor) (RRP £99.99) ... **BARGAIN** ... £74



32-482 Class 40 97407 'Aureol' in BR blue - weathered (Bac) ... £131.71



32-483 Class 40 D338 in BR Green small yellow panel (Bac) ... £118.96



R3491 Class 42 Warship D805 'Benbow' in BR green - Railroad Range (Hor) (RRP £64.99) ... **BARGAIN** ... £39  
32-067 Class 43 North British (NBL) Warship 842 'Royal Oak' BR Blue (Bac) ... £118.96  
31-659 Class 47/0 47001 in BR Blue - weathered (Bac) ... £127.46



R3571 Class 50 D400 in BR blue - Class 50 is Fifty Presentation pack - Special edition (Hor) ... £144  
4D-003-009D Class 52 D1021 'Western Cavalier' in BR blue full yellow ends - DCC fitted (Dap) **NEW** ... £148  
5311 Class 53 D0280 'Falcon' in BR two tone green - Ltd Ed (Hel) ... £125



5310 Class 53 D0280 'Falcon' in original lime green and brown - Ltd Ed (Hel) ... £125  
5312 Class 53 D1200 'Falcon' in BR blue - Ltd Ed (Hel) ... £125



32-534DS Class 55 Deltic 55004 'Queen's Own Highlander' in BR blue - DCC sound fitted (Bac) ... £212.46



32-533 Class 55 Deltic D9001 'St. Paddy' in BR green full yellow ends - weathered (Bac) ... £135.96



32-762DS Class 57/3 57312 'The Hood' in Virgin Trains Livery (Weathered & DCC Sound Fitted) (Bac) ... £203.96  
32-756 Class 57/6 57603 'Tintagel Castle' in GWR (2015) green (Bac) ... £131.71



R3572 Class 60 60087 'CLIC Sargent' in Colas Rail Freight orange/black (Hor) ... £149  
32-733DS Class 66 66040 in EWS - DCC sound fitted (Bac) ... £208.21



32-737 Class 66 66065 in EWS DB Schenker branding - weathered (Bac) ... £142.76



32-981 Class 66 66416 in Freightliner Powerhaul (Bac) ... £131.71  
32-982 Class 66 66434 in DHS blue Compass Logos (Bac) ... £127.46



R3573 Class 66/7 66751 'Inspiration Delivered - Hitachi Rail Europe' in GB Railfreight (Hor) ... £85



R3268 Class 67 67003 in Arriva Trains Wales (Hor) (RRP £139.99) ... **BARGAIN** ... £99



R3388TTS Class 67 67004 'Cairn Gorm' in Caledonian Sleeper - TTS sound fitted (Hor) (RRP £184.99) ... **BARGAIN** ... £104



R3574 Class 67 67013 in DB Schenker red (Hor) ... £136



R3481 Class 67 67025 'Western Star' in EWS (Hor) (RRP £159.99) ... **BARGAIN** ... £99  
4D-022-003 Class 68 68010 in Chiltern Railways (Dap) ... £123.72  
4D-006-002 Class 73 electro-diesel 73124 in BR blue (Dap) ... £119.51



GV2012 YEC Janus 0-6-0DE shunter in National Coal Board NCB blue (Go!) ... £84

Electric locos



NEW  
OO71-003 Class 71 71009 in BR blue (DJ) **NEW** ... £109  
OO71-004 Class 71 71013 in BR blue (DJ) **NEW** ... £109



NEW  
OO71-005 Class 71 E5010 in BR green full yellow ends (DJ) **NEW** ... £109



OO71-002HAT Class 71 E5015 in BR Southern Region light green full Golden Arrow headboards, arrows and flags pre-fitted - Exclusive to Hattons (DJ) ... £139.95  
R3376 Class 71 E5022 in BR Green no yellow ends (Hor) ... £127.50



7605 Class 76 EM1 Woodhead electric 26020 in BR black early crest - gloss finish as preserved - Ltd Ed for Olivias Trains (Hel) ... £160  
31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) (RRP £139.95) ... **BARGAIN** ... £89



R3350 Class 90 90029 in DB Schenker (Hor) (RRP £69.99) ... **BARGAIN** ... £49



R3480 Class 92 92016 'Brahms' in Railfreight grey EWS 'Beastie' vinyls (Hor) (RRP £99.99) ... **BARGAIN** ... £52

HSTs



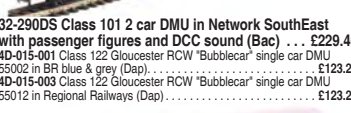
R3510 Pair of Class 43 HST Power Cars 43187 and 43188 in GWR green - Ltd Ed (Hor) ... £246



32-287 Class 101 2 Car DMU in BR blue & grey 'Cambridge/Norwich' (Bac) (RRP £159.95) **BARGAIN** ... £89



32-286 Class 101 2 Car DMU in BR green small yellow warning panel 'Shrewsbury/Aberystwyth' (Bac) (RRP £159.95) ... **BARGAIN** ... £94



32-290DS Class 101 2 car DMU in Network SouthEast with passenger figures and DCC sound (Bac) ... £229.46  
4D-015-001 Class 122 Gloucester RCW 'Bubblecar' single car DMU 55002 in BR blue & grey (Dap) ... £123.25  
4D-015-003 Class 122 Gloucester RCW 'Bubblecar' single car DMU 55012 in Regional Railways (Dap) ... £123.25



4D-015-005 Class 122 Gloucester RCW 'Bubblecar' single car DMU SC55007 in BR green small yellow panels (Dap) ... £123.25



8920 Class 128 DPU 55991 in BR blue yellow ends 'Parcels Service' (Hel) (RRP £119.95) ... **BARGAIN** ... £59



8921 Class 128 DPU 55992 in Royal Mail Letters red (Hel) (RRP £119.95) ... **BARGAIN** ... £59



8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (RRP £119.95) ... **BARGAIN** ... £69



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (RRP £119.95) ... **BARGAIN** ... £69



R3575 Class 153 133379 in ex-Central Trains green East Midlands Trains branding (Hor) **NEW** ... £93



32-515A Derby Lightweight 2 Car DMU in BR green half yellow ends (Bac) ... £123.21



NEW  
4D-011-000 Streamlined Railcar 11 in GWR lined chocolate and cream shirbutton emblem (Dap) **NEW** ... £123.25  
4D-011-001 Streamlined Railcar 12 in GWR lined chocolate and cream shirbutton emblem (Dap) **NEW** ... £123.25



NEW  
4D-011-004 Streamlined Railcar 8 in GWR lined chocolate and cream Twin Cities crest (Dap) **NEW** ... £123.25  
4D-011-002 Streamlined railcar W10 BR lined chocolate & cream (Dap) ... £123.25

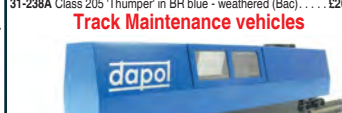
EMUs



R3341 Class 2-HAL 2 Car EMU 2677 BR blue (Hor) (RRP £130.25) ... **BARGAIN** ... £62



31-040 Class 450 Desiro 450073 4 car unit in South West Trains (Bac) ... £271.96



31-238A Class 205 'Thumper' in BR blue - weathered (Bac) ... £203.96



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) ... £64



R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) (RRP £49.99) **BARGAIN** ... £45



R1167 Flying Scotsman Train Set 3 x LNER coaches (loco has 3-pole motor) (Hor) ... £130  
R1215 Homy Junior Train Set - 'Express Train' - battery powered (Hor) ... £34



R1202 Mallard Pullman Train Set Class A4 4468 'Mallard' in LNER blue and pair of Pullman coaches (Hor) ... £131



R1210 Santa's Express - Christmas starter train set (Hor) £47  
30-165 The Thanet Flyer train set (Bac) ... £152.95



R9285 Thomas the Tank Engine - Passenger and Goods Train Set (Hor) (RRP £115.99) ... **BARGAIN** ... £80



R1172 e-Link Majestic train set A1 Pacific Peppercorn Class in Experimental blue & BR Class 47 (Hor) (RRP £299.99) ... **BARGAIN** ... £250



R1126 Mixed Freight DCC digital train set Class 08 0-6-0 BR diesel electric loco, steam loco & 4 wagons (Hor) (RRP £262.99) ... **BARGAIN** ... £170



R1125 Somerset Belle train set Class 3F 0-6-0 S&DJR 0-6-0 steam loco & 3 wagons - DCC control (Hor) (RRP £209.99) ... **BARGAIN** ... £130



30-049 The Permanent Way DCC train set Digital Sound (Bac) ... £233.70



Prices valid until 10/01/18

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R1184 Western Express digital train set eLink TTS sound Hall steam loco (Hor) (RRP £329.99) ... **BARGAIN** ... £199

### Coaches

R4746A 58' Maunsell Rebuilt (Ex-LSWR 48') eight compartment brake third 52646S in BR maroon (Hor) ... £38



R4795 58' Maunsell Rebuilt (Ex-LSWR 48') nine compartment third class 52646S in BR maroon (Hor) ... £38



R4746A 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake composite 6403 in SR malachite green (Hor) ... £38



R4793 58' Maunsell Rebuilt (Ex-LSWR 48') six compartment brake third 2628 in SR malachite green (Hor) ... £38



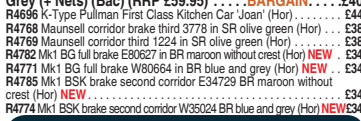
39-602 60' ex-SECR Birdcage brake third lavatory S3500S in BR crimson (Bac) ... £50.96



39-622 60' ex-SECR Birdcage brake third S3428S in BR crimson (Bac) ... £50.96



39-612 60' ex-SECR Birdcage composite S5468S in BR crimson (Bac) ... £50.96



39-426 BR Mk1 POS Post Office Sorting Van BR Blue & Grey (+ Nets) (Bac) (RRP £59.95) ... **BARGAIN** ... £40



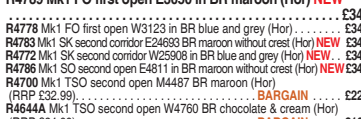
R4788 Mk1 BSO brake second open E9220 in BR maroon (Hor) **NEW** ... £34



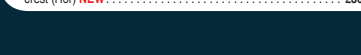
R4777 Mk1 BSO brake second open W9353 in BR blue and grey (Hor) ... £34



R4773 Mk1 CK composite corridor W16198 in BR blue and grey (Hor) **NEW** ... £34



R4789 Mk1 FO first open E3050 in BR maroon (Hor) **NEW** ... £34



R4787 Mk1 TSO second open E4658 in BR maroon without crest (Hor) **NEW** ... £36

R4761 Mk1 TSO tourist second open W5025 in BR blue and grey (Hor) ... £34

R4617A Mk2E FO first open 3221 BR intercity (Hor) (RRP £24.99) ... **BARGAIN** ... £17



R4702 Mk2E TSO standard open 5801 in Virgin Trains red/black - lights (Hor) (RRP £39.99) ... **BARGAIN** ... £27

R4655 Mk2 DVT driving van trailer 82146 in DB Schenker silver (Hor) (RRP £42.99) ... **BARGAIN** ... £26

39-530 SR PMV parcels van S1151S in BR green black ends (Bac) ... £28.01

### Wagons

4F-016-112 12 ton banana van B881910 BR grey 'Jaffa' emblem (Dap) **NEW** ... £9.50

4F-016-113 12 ton banana van B881910 in BR grey 'Jaffa' emblem - weathered (Dap) **NEW** ... £10.50

38-700 12 ton pipe wagon BR bauxite (Early) (Bac) (RRP £23.95) ... **BARGAIN** ... £14

37-450B 16T slope sided mineral wagon in BR grey - weathered (Bac) ... £14.41



38-042A 31 tonne OBA open wagon in BR Plasmor Blockfreight (Bac) (RRP £22.95) ... **BARGAIN** ... £14

4F-040-025 4-plank open wagon 'W. McLaren, Aberystwyth' (Dap) **NEW** ... £9.50

4F-040-026 4-plank open wagon 'W. McLaren, Aberystwyth' - weathered (Dap) **NEW** ... £10.50

4F-013-031 4-wheel Gunpowder van W105755 in GWR (Dap) **NEW** ... £9.50

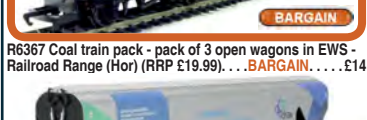
4F-013-032 4-wheel Gunpowder van W105755 GWR - weathered (Dap) **NEW** ... £10.50



37-601B 46T VGA sliding wall van in Railfreight red & grey - weathered (Bac) (RRP £22.06) ... £22.06

4F-052-027 5-plank open wagon 'B Streeter Bros' (Dap) **NEW** ... £9.50

4F-052-028 5-plank open wagon 'B Streeter Bros' - weathered (Dap) **NEW** ... £10.50



R6367 Coal train pack - pack of 3 open wagons in EWS - Railroad Range (Hor) (RRP £19.99) ... **BARGAIN** ... £14



R6724 Drax 102t biomass hopper in Drax 'powering tomorrow' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) ... £83



R6723 Drax 102t biomass hopper in Drax 'Swoosh' - Produced for Drax power station - Limited to 1000 - Available only from Hatton's (Hor) ... £83

38-210A JUA auto ballast out generator in Railtrack (Bac) ... £42.46

38-210A Pack of 4 (Bac) (RRP £199.80) ... **BARGAIN** ... £160

38-210A Megapack of 8 (Bac) (RRP £399.80) ... **BARGAIN** ... £310

38-210B JUA auto ballast out generator wagon in ex-Railtrack - weathered (Bac) (RRP £54.95) ... **BARGAIN** ... £31



R6794 KFA container wagon in Tiphook Rail 1x 20' and 1x 40' container (Hor) ... £28

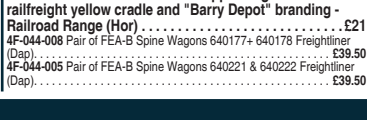
B910C KOA/KTA Pocket wagon & container (Dap) ... £26.50



R6473 Pack of 3 16 ton mineral wagons in BR bauxite - Railroad Range (Hor) (RRP £19.99) ... **BARGAIN** ... £15

37-236 Pack of 3 16 ton steel mineral wagons NCB top flap doors - weathered (Bac) ... £38.21

GV6013 Pack of three 7-plank open wagons 'British Steel' (Gol) **NEW** £27



R6890 Pack of three HFA coal hopper wagons in BR Railfreight yellow cradle and 'Barry Depot' branding - Railroad Range (Hor) ... £21



R6814 Six plank open wagon 'Huntley and Palmers Ltd, Reading' (Hor) ... £13

H4-WW-013 Warwell wagon 50t diamond frame bogies ADRW96501 BR engineers yellow (Hat) ... £33

H4-WW-011 Warwell wagon 50t diamond frame bogies DM748343 in BR grey bolster deck conversion (Hat) ... £33

H4-WW-008 Warwell wagon 50t diamond frame bogies KDE314159 in BR black S&T branding and steel/rail carriers (Hat) ... £33



H4-WW-004 Warwell wagon 50t diamond frame bogies MODA95560 in MOD 1970s olive (Hat) ... £33



H4-WW-014 Warwell wagon 50t Gloucester GPS bogies MODA95511 in MOD 1970s olive (Hat) ... £33

H4-WW-018 Warwell wagon 50t Gloucester GPS bogies MODA95536 MOD 2000s olive (Hat) ... £33

### Analogue controllers

R8012 HM2000 High output power & speed controller, mains supply, (Hor) ... £87

### DCC accessory decoders



R8247 DCC accessory decoder (for points and motors) (Hor) ... £40



R8213 DCC Select unit (boxed) (Hor) ... £90



R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) ... £85



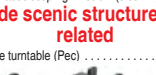
R8238 DCC reverse loop control module (Hor) (RRP £39.99) **BARGAIN** ... £12



R8243 Surface Mounted point motor (Hor) ... £8



CL2 Standard Coach Lighting Strips - Warm White (Tra) ... £17



SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec) ... £2



SL-100 Metal rail joiners/fishplates (for code 100 rails line Hornby, Peco & Peco Streamline), For OO, HO & O gauge - Pack of 24 (Pec) ... £2.20



19KADEE NEM362 Kadee coupling - Long (10.76mm) - Pack of four (Kad) ... £5



18KADEE NEM362 Kadee coupling - Medium (8.63mm) - Pack of four (Kad) ... £5



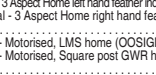
LK-55 76t Well type turntable (Pec) ... £39



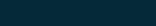
R083 Box of 6 Buffer Stop (Hor) ... £9.50



R083 Single (Hor) ... £1.80



R636 Double track level crossing (Hor) ... £18



R334 Double-track station platform canopy (Hor) ... £19

### Buildings - general



44-0075 Colliery Pit Head Lift (Bac) **NEW** ... £50.96

44-040 Diesel depot fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) £13



44-284 Low Relief 'Lovett's Lamb and Meats' Butcher (Bac) **NEW** ... £24.61

44-283 Low Relief 'McMillan's Mounts' Cycle Shop (Bac) **NEW** ... £23.76

44-285 Low Relief 'Parson's Properties' Estate Agent (Bac) **NEW** ... £23.76

44-286 Low Relief 'The Ship Inn Pub' (Bac) **NEW** ... £23.76

44-285 Low Relief Block of flats (Bac) (RRP £62.95) **BARGAIN** ... £36

44-287 Low Relief Victorian school (249 x 39 x 92mm) (Bac) (RRP £39.95) ... **BARGAIN** ... £25

44-0077 Modern Petrol station (Bac) **NEW** ... £35.40

44-0085 Office Building Lights (Bac) **NEW** ... £42.46

OOH1 Stone built country house - wood kit (Anc) **NEW** ... £19

44-0073 Weybourne Water Crane and Tank (Bac) **NEW** ... £32.26

### Bridges, Tunnels & Walls

R8008 Grand suspension bridge (Hor) ... £39

### People - civil

36-408 12 x Seated Coach Passengers (Bac) ... £11.50

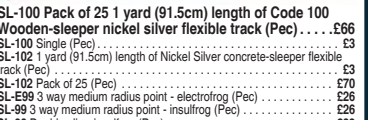


36-047 Locomotive staff x 6 (Bac) ... £8.46

### Track - Code 100 Setrack

ST-241 Setrack No.2 radius left handed point insulfrog (Pec) ... £9

### Track - Code 100 Streamline



SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) ... £66

SL-100 Single (Pec) ... £3

SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) ... £3

SL-102 Pack of 25 (Pec) ... £70

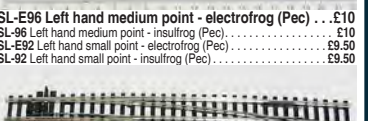
SL-E99 3 way medium radius point - electrofrog (Pec) ... £26

SL-99 3 way medium radius point - insulfrog (Pec) ... £26

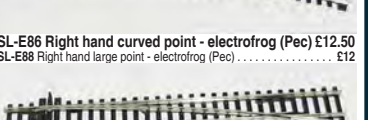
SL-90 Double slip - insulfrog (Pec) ... £32

SL-92 Left hand curved point - electrofrog (Pec) ... £12.50

SL-87 Left hand curved point - insulfrog (Pec) ... £12.50



SL-E89 Left hand large point - electrofrog (Pec) ... £12

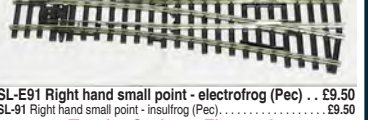


SL-E96 Left hand medium point - electrofrog (Pec) ... £10

SL-E92 Left hand small point - electrofrog (Pec) ... £10

SL-E92 Left hand small point - insulfrog (Pec) ... £9.50

SL-E92 Left hand small point - insulfrog (Pec) ... £9.50



SL-E86 Right hand curved point - electrofrog (Pec) £12.50

SL-E88 Right hand large point - electrofrog (Pec) ... £12



SL-E95 Right hand medium point - electrofrog (Pec) ... £10

SL-95 Right hand medium point - insulfrog (Pec) ... £10

SL-E91 Right hand small point - electrofrog (Pec) ... £9.50

SL-91 Right hand small point - insulfrog (Pec) ... £9.50

### Track - Code 75 Finescale

SL-108F Box of 25 1 yard (91.5cm) length of Code 75 Wooden-sleeper nickel silver bullhead rail flexible track (Pec) ... £100

SL-108F Single (Pec) ... £4.50

### Signals

SS2 Sensor Signal - 2 Aspect Distant (Tra) **NEW** ... £36

SS2L Sensor Signal - 2 Aspect Distant left hand feather indicator (Tra) **NEW** ... £45

SS2R Sensor Signal - 2 Aspect Distant right hand feather indicator (Tra) **NEW** ... £45

SS3L Sensor Signal - 3 Aspect Home left hand feather indicator (Tra) **NEW** ... £47.70

SS3R Sensor Signal - 3 Aspect Home right hand feather indicator (Tra) **NEW** ... £47.70

4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dap) ... £22

4L-004-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) ... £22



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### Commercial vehicles

76CWT001 Commer Walk Thru British Railways (Green) (Oxf) ..... £8.50

76SCT005 Eddie Stobart Car Transporter - Christina Frances (Oxf) ..... £27



76FT026 Ford Transit LWB High Network Rail Speed Camera (Oxf) ..... £5

76FT3007 Ford Transit Mk3 Network Rail (Oxf) NEW ..... £27



76FBB002 Fowler BB1 Plough Engine No15222 Bristol Rover + Living Wagon Dorset (Oxf) ..... £18



OR76R0R003 Land Rover Defender 110 posable rail wheels - "British Rail" - non-motorised (Oxf) ..... £6.50

76LR2S002 Land Rover Series II SWB Canvas British Rail (Oxf) NEW ..... £5

76LR2S003 Land Rover Series II SWB Hard Top Post Office Telephones (Oxf) NEW ..... £5



76TCAB008 Scania T Cab 3 Axle Nootboom Semi Low Loader Sandy Kydd (Oxf) NEW ..... £19.50



76VOL01ST Volvo FH3 3 Axle Nootboom Semi Low Loader Stobart (Oxf) NEW ..... £19.50



76VOL4004 Volvo FH4 (G) Tipper Wains Transport (Oxf). £19



76OL7003 Bedford QLT 1st Polish Arm. Div. Netherlands 1944 (Oxf) NEW ..... £11.50



76CHT002 Churchill Tank MkIII 1st Canadian Army Bgd Dieppe 1942 (Oxf) ..... £11

76CHT001 Churchill Tank MkIII Kingforce - Major King (Oxf) ..... £11

76LR002 Land Rover 1/2 Ton Lightweight Military Police (Oxf) ..... £11



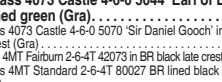
76Z628 Class 2MT Ivatt 2-6-0 46443 in BR lined black late crest (Gra) ..... £106.21



76Z629 Class 2MT Ivatt 2-6-0 46460 in BR lined black early emblem - weathered (Gra) ..... £114.71



76Z030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven' in GWR lined green (Gra) ..... £118.96



76Z032 Class 4073 Castle 4-6-0 5070 'Sir Daniel Gooch' in BR lined green late crest (Gra) ..... £118.96



76Z762 Class 4MT Fairburn 2-6-4T 42073 in BR black late crest (Gra) ..... £97.71



76Z535 Class 4MT Standard 2-6-4T 80027 BR lined black early emblem (Gra) ..... £101.96

76Z139 Class 5 4-6-0 45206 in BR Lined Black Early Emblem (Gra) ..... £110.46



OR76R0R002 Land Rover Defender 110 posable rail wheels - "Network Rail" - non-motorised (Oxf) ..... £6.50



76Z030 Class 4073 Castle 4-6-0 5044 'Earl of Dunraven' in GWR lined green (Gra) ..... £118.96



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76Z032 Class 4073 Castle 4-6-0 5070 'Sir Daniel Gooch' in BR lined green late crest (Gra) ..... £118.96





## Want it DCC fitted?

[www.hattons.co.uk/dccfitting](http://www.hattons.co.uk/dccfitting)

for more details



SL-E396F Finescale left hand medium point electrofrog (Pec) ..... £10



SL-E391F Finescale right hand small point electrofrog (Pec) ..... £9



SL-E392F Finescale left hand small point electrofrog (Pec) ..... £9



SL-E388F Finescale right hand large point electrofrog (Pec) ..... £11



SL-E395F Finescale right hand medium point electrofrog (Pec) ..... £10

SL-E391F Finescale right hand small point electrofrog (Pec) ..... £9

SL-E383F Finescale scissors crossover electrofrog (Pec) ..... £61

### Buses

NWFA001 Weymann Fanfare South Wales (Oxf) **NEW** ..... £6

### Cars

NCT005 Citroen 2CV Plum/Custard (Oxf) **NEW** ..... £3.50

### Commercial vehicles



NSHL01CT Scania Highline D-TEC Combitrailer - Container Eddie Stobart (Oxf) ..... £11.50



NSHL02WF Scania Highline Walking Floor Stobart Biomass (Oxf) **NEW** ..... £11.50

## O Gauge (1:43 Scale)

### Steam locos

7S-026-002D Class 3F 'Jinty' 0-6-0T 16554 in late LMS black - DCC sound fitted (Dap) **NEW** ..... £340

7S-026-001D Class 3F 'Jinty' 0-6-0T 16564 in early LMS black - DCC sound fitted (Dap) **NEW** ..... £340



7S-026-003 Class 3F 'Jinty' 0-6-0T 23 in S&DJR prussian blue (Dap) ..... £191.25

7S-026-003D Class 3F 'Jinty' 0-6-0T 23 in S&DJR prussian blue - DCC sound fitted (Dap) **NEW** ..... £340

7S-026-005 Class 3F 'Jinty' 0-6-0T 47501 in BR black 'BRITISH RAILWAYS' lettering (Dap) ..... £191.25



7S-026-004 Class 3F 'Jinty' 0-6-0T 47673 in BR black late crest (Dap) ..... £191.25

7S-026-004D Class 3F 'Jinty' 0-6-0T 47673 in BR black late crest - DCC sound fitted (Dap) **NEW** ..... £340

7S-026-007 Class 3F 'Jinty' 0-6-0T 7480 LMS black - Pushpull fitted (Dap) ..... £191.25

7S-026-004U Class 3F 'Jinty' 0-6-0T BR black late crest - unnumbered (Dap) ..... £191.25

7S-010-010 Class A1X 'Terrier' 0-6-0T W9 'Fishbourne' in Southern Railway green (Dap) ..... £191.25

7S-010-008 Class A1X 'Terrier' 0-6-0 5 'Portsmouth' GWR Green (Dap) ..... £191.25

7S-010-011 Class A1X 'Terrier' 0-6-0T 32636 BR black late crest (Dap) ..... £191.25

7S-010-009 Class A1X 'Terrier' 0-6-0T 643 'Gipsyhill' in LB&SCR marsh umber brown (Dap) ..... £191.25

### Diesel locos

7D-008-007 Class 08 shunter 13003 in BR black early emblem (Dap) ..... £191.25

2551 Class 25/1 BR green small yellow warning panels (unnumbered) (Hel) ..... £470



3713 Class 37/0 in BR large logo blue centre headcode box (unnumbered) (Hel) ..... £470



5352 Class 53 1200 'Falcon' in BR Blue full yellow ends (Hel) (RRP £699) ..... **BARGAIN** ..... £390



5351 Class 53 D0280 'Falcon' in BR two tone green small yellow panels. (Hel) (RRP £699) ..... **BARGAIN** ..... £390



5350 Class 53 D0280 'Falcon' in original lime green cast crest (Hel) (RRP £699) ..... **BARGAIN** ..... £390



6002 Class 60 diesel in EWS (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) (RRP £649) **BARGAIN** ..... £390



6000 Class 60 diesel in Railfreight triple grey (Supplied un-numbered separate waterslide numbers, sector emblems and, a selection of nameplates.) (Hel) (RRP £649) **BARGAIN** ..... £390

### Coaches

7P-004-005 GWR 59' Auto Coach in BR crimson (Dap) **NEW** ..... £170

7P-004-005D GWR 59' Auto Coach BR crimson - DCC and light bar fitted (Dap) **NEW** ..... £232.50

7P-004-005R GWR 59' Auto Coach BR crimson - light bar fitted (Dap) **NEW** ..... £212.50



7P-004-001 GWR 59' Auto Coach in GWR chocolate and cream crest (Dap) **NEW** ..... £170

7P-004-001R GWR 59' Auto Coach in GWR chocolate and cream crest light bar fitted (Dap) **NEW** ..... £212.50

7P-004-004 GWR 59' Auto Coach in GWR chocolate and cream no insignia (Dap) **NEW** ..... £170

7P-004-004D GWR 59' Auto Coach in GWR chocolate and cream no insignia - DCC and light bar fitted (Dap) **NEW** ..... £232.50

7P-004-004R GWR 59' Auto Coach in GWR chocolate and cream no insignia - light bar fitted (Dap) **NEW** ..... £212.50

7P-004-003 GWR 59' Auto Coach in GWR chocolate and cream shirubutton (Dap) **NEW** ..... £170

7P-004-003D GWR 59' Auto Coach in GWR chocolate and cream shirubutton - DCC and light bar fitted (Dap) **NEW** ..... £232.50

7P-004-003R GWR 59' Auto Coach in GWR chocolate and cream shirubutton - light bar fitted (Dap) **NEW** ..... £212.50

7P-004-002 GWR 59' Auto Coach in GWR chocolate and cream twin cities crest (Dap) **NEW** ..... £170

7P-004-002D GWR 59' Auto Coach in GWR chocolate and cream twin cities crest - DCC and light bar fitted (Dap) **NEW** ..... £232.50

7P-004-002R GWR 59' Auto Coach in GWR chocolate and cream twin cities crest - light bar fitted (Dap) **NEW** ..... £212.50

### Wagons

7F-080-028 5-plank open wagon 'Rose Smith' (Dap) **NEW** ..... £38

7F-080-028W 5-plank open wagon 'Rose Smith' - weathered (Dap) **NEW** ..... £38

7F-071-019 7 Plank Wagon Napier (Dap) **NEW** ..... £37.75

TSO25 Early Station Signs (Tin) **NEW** ..... £2.50

Man-made scenic structure - railway-related

Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec) ..... £75

SL-700BH Single (Pec) ..... £6.50



SL-E792BH Left hand point bullhead rail and electrofrog (Pec) ..... £41

ST-U751 Setrack second radius Unifrog left hand point (Pec) ..... £43



ST-U750 Setrack second radius Unifrog right hand point (Pec) ..... £43

## Track & Points

SL-E791FB Finescale Right Hand Point With Flatbottom Rail. Electrofrog (Pec) £43

### Cars

#### NEW



VA11011 Ford Escort Mk3 XR3i Prairie Yellow (Cor) **NEW** ..... £24

#### NEW



VA04117 Ford Lotus Cortina Mk2 Red (Cor) **NEW** ..... £24

#### NEW



VA12204 Ford Sierra XR4i Press Car (Cor) **NEW** ..... £24

VA01208 Volkswagen Beetle Type 1 Horizon Blue (Cor) **NEW** ..... £24

## G Scale

### Train sets - analogue



90069 Percy and the Troublesome trucks train set (Thomas the Tank range) (Bac) ..... £249

## Any or Multiple Scales

### Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau) ..... £30

DS Double power controller brake simulator (Gau) ..... £130

D Double/Twin track power controller (Gau) ..... £69

Q Quadrule 4 circuit power controller (Gau) ..... £140

### Analogue point control

PLS-100 SmartSwitch Set for 4 servo control & operation, switches, control board & digital readout for Analogue operation (Pec) ..... £57

## DCC decoders

DCR-21PIN-Direct 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) ..... £15

DCR-21PIN-Direct Box of 5 (Hat) ..... £68

DCR-21PIN-Direct Box of 10 (Hat) ..... £120



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (RRP £92.50) **BARGAIN** ..... £70

36-557 Single (Bac) ..... £15.73

X9659 4-pin DCC decoder for Sentinels and Peckett locos (Hor) ..... £12

36-568 6 pin DCC decoder Back EMF and Railcom (Bac) ..... £24.60



DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) **NEW** ..... £17

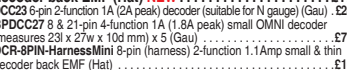
DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF (Hat) (Bac) ..... £17

BDPCC27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23x17w x 10d mm) x 5 (Gau) ..... £71

DCR-8PIN-HarnessMini 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat) ..... £16

DCR-8PIN-HarnessMini Box of 5 (Hat) ..... £72

DCR-8PIN-HarnessMini Box of 10 (Hat) ..... £128



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) ..... £120

DCR-8PIN-Harness Single (Hat) ..... £16

DCR-8PIN-Harness Box of 5 (Hat) ..... £68

36-553 8-pin 3-function 0.75A decoder back EMF (Bac) ..... £15.50



DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat) ..... £120

DCR-8PIN-Harness Single (Hat) ..... £16

DCR-8PIN-Harness Box of 5 (Hat) ..... £68

36-553 8-pin 3-function 0.75A decoder back EMF (Bac) ..... £15.50



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) ..... £92

R8249 Single (Hor) ..... £16

DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) ..... £17

DCR-8PIN-Direct Box of 5 (Hat) ..... £77

DCR-8PIN-Direct Box of 10 (Hat) ..... £136

BDPCC29 OMNI 8 Pin Direct Plug Decoder (5 Pack) (Gau) ..... £88



R8101 TTS DCC Sound Decoder 8 pin plug - Class 31 diesel (Hor) ..... £36

R8110 TTS DCC Sound Decoder 8 pin plug - Class 4073 'Castle' steam loco (Hor) ..... £36

R8109 TTS DCC Sound Decoder 8 pin plug - Class 6000 'King' steam loco (Hor) ..... £36



R8106 TTS DCC Sound Decoder 8 pin plug - Gresley Class A1 and A3 steam locos (Hor) ..... £36

R8107 TTS DCC Sound Decoder 8 pin plug - Gresley Class A4 steam loco (Hor) ..... £36

R8108 TTS DCC Sound Decoder 8 pin plug - Thompson Class A1 steam loco (Hor) ..... £36

## DCC controllers



36-504RC Dymatis Ultima DCC System Trial copy RailController Software (Bac) ..... £240

50210 ECoS Command Station DCC V2.1 controller full colour LCD touch screen & dual controllers - 6A output (ESU) **NEW** ..... £600



524-042 NCE Power Cab 2 Amp DCC controller (NCE) ..... £140



DCC02 Prodigy 'Advance 2' starter DCC controller package (Gau) ..... £220

DCC04 Prodigy 'Advance 2' Wireless starter DCC controller package (Gau) ..... £369



DCC02 Prodigy 'Advance 2' starter DCC controller package (Gau) ..... £220

DCC04 Prodigy 'Advance 2' Wireless starter DCC controller package (Gau) ..... £369

## DCC accessories

4A-001-001 DCC Signal controller for 2 signals (all scales) (Dap) ..... £24

## Point motors

BPPM20 Pack of five Surface mounted seep point motors (Gau) ..... £36

PL-10E Bag of 6 (Pec) ..... £34

PL-10E Bag of 6 (Pec) ..... £34



PL-10E Bag of 6 Point Motor Extended Pin (use PL-9) (Pec) ..... £34

BPPM10 Seep Classic solenoid point motor - Pack of 5 (Gau) ..... £26

PM-1 Seep point motor accessory switch (Gau) ..... £4.50



PL-11 Side/surface mounted point motor (Pec) ..... £7.50

HAT-PM-01 Solenoid point motor including pin extension and 2-way arm for use points and signals. Exclusive to Hatton's (Hat) ..... £6.50

HAT-PM-01 Pack of 6 (Hat) ..... £35

## Switches & Levers

PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec) ..... £3

PL-26B Passing Contact Switch - Black Lever (Pec) ..... £5.50

## Lighting equipment



WJP5700 Lights and Hub set - Just Plug lighting system (Woo) ..... £15.50

WJP5772 UK Power Supply for Just Plug lighting system (Woo) ..... £18.50

## Track underlay

JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav) ..... £9

ST1401 Incline For Transition From 1 Level To Another - 2% Set - Elevates Track 4" in 16' - 2.5" Wide - Pack of 8 (Woo) ..... £17

ST1411 Incline For Transition From 1 Level To Another - 4% Set - Elevates Track 4" in 8' - 2.5" Wide - Pack Of 4 (Woo) ..... £13

## Paint - acrylic

46502Expo Acrylic primer - 400ml - Dark Grey (Exp) **NEW** ..... £7.50





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





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Stephen: 07958372872






### Cable Drums: OO & O Gauge

KS51-01-03		5ft Cable Drums + Stand	£6.75
KS51-02-02		7ft Cable Drums + Stand	£5.55

### Platforms and Pits: N OO & O Gauge

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KS25-01-02		Stabling Platform	£7.50
KS25-02-03		DMU/Carriage Stabling	£12.00
KS25-03-02		Station Platform End 50mm	£3.50
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KS25-05-02		Station Platform End 75mm	£4.50
KS25-06-02		Station Platform 75mm	£7.50

### Fencing: OO & O Gauge

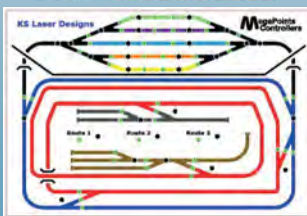
KS32-01-02		Security Fencing	£9.00
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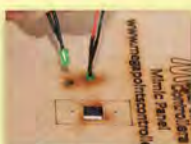


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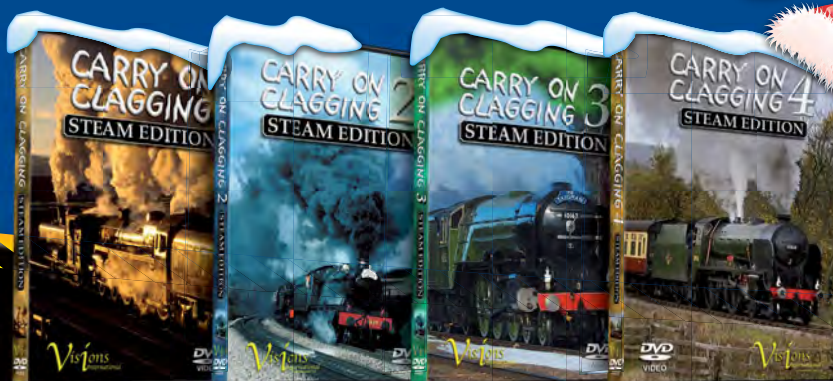
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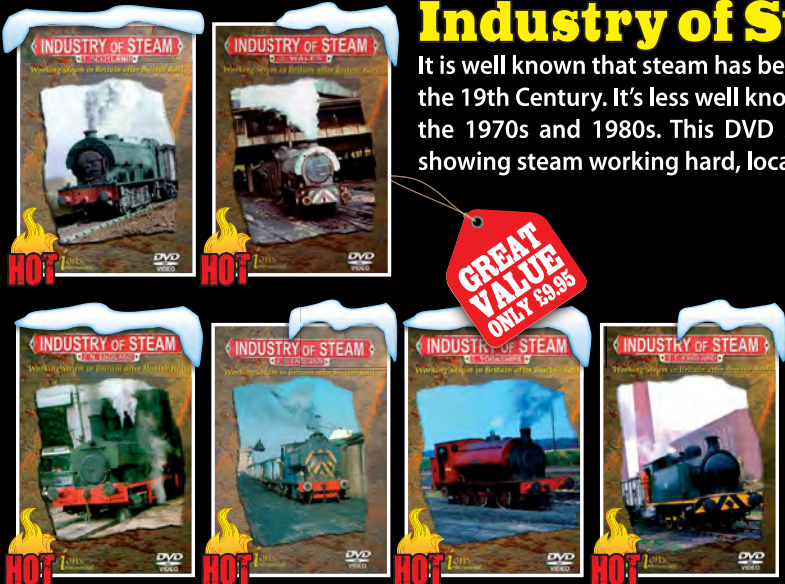
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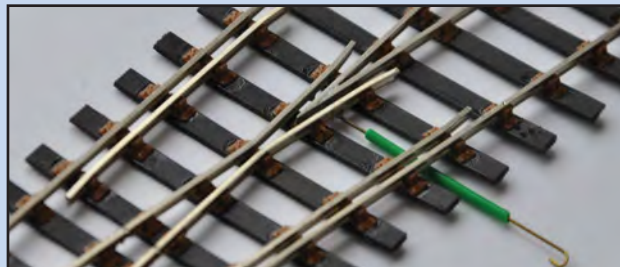
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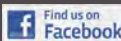
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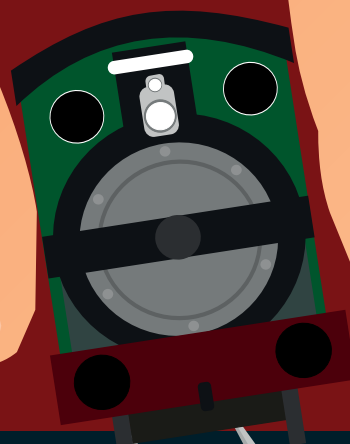
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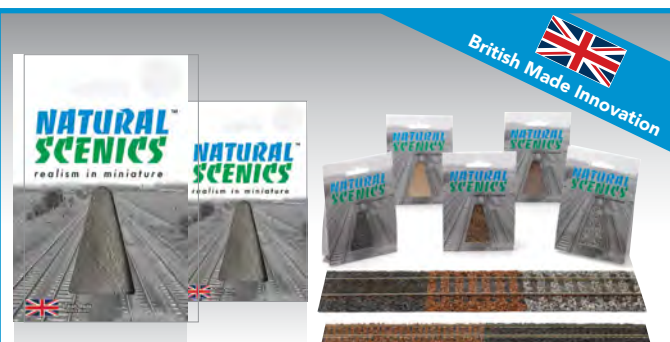
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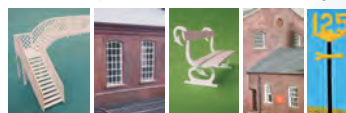
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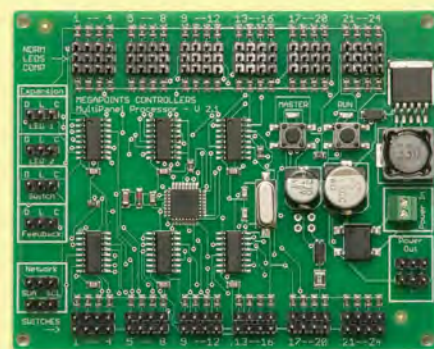
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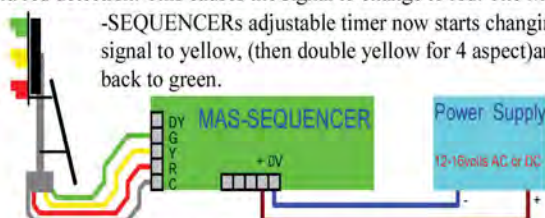


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We also survey the array of readily available shunting locomotives for 'OO', 'N' and 'O' scales as well as investigating the rise of 7mm scale during 2017. The overhaul of Twelve Trees Junction is profiled in full with behind the scenes images from the *Hornby Magazine* workshop.

Plus we have *Hornby Magazine's* Top 20 products listing and a full review of all the locomotive and rolling stock releases from 2017. Just as importantly, we have compiled a fully updated preview of all the locomotive models which are currently in development for release in 2018 and beyond for 'OO', 'O' and 'N' gauges.

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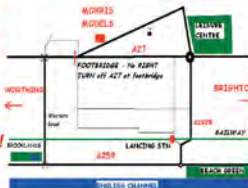
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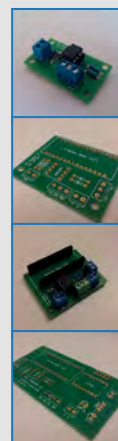


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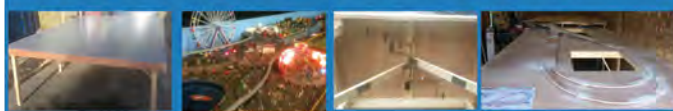
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## EXHIBITIONS & SHOWS IN 2018

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**Jan 20/21 - CALNE** Model Railway Exhibition Calne Leisure Centre, White Horse Way, Calne, Wilts. SN11 0SP Free parking, Sat/Sun 10-5 - \*\*Enlarged Show for 2018\*\*

**Jan 21 GUILDFORD** - Astolat Model Railway Exhibition, The Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, GU2 7AD. Sunday 10-5. [www.astolatmrc.co.uk](http://www.astolatmrc.co.uk)

**Jan 27/28 KENDAL** M/Railway Exhibition Leisure Centre, Burton Rd, Kendal, LA9 7HX Sat/Sun 10-5

**Jan 28 BRISTOL** - Bristol 'O' Gauge Group Exhibition University of the West of England (UWE Bristol), Conference & Exhibition Centre, Filton Road, Bristol, BS34 8QZ. Sun 10 - 4.00pm.

**Jan 28 BOLTON** - IPMS MODEL SHOW, The Macron Stadium, Bolton. BL6 6SF. 10-4pm.

**Feb 3/4 ALTON** - FebEx 2018 Alton Model Railway Group Exhibition Eggars School, Anstey Road, Alton, Hants, GU34 4EQ. Saturday 10.30 - 5. Sunday 10.30 - 4.00.

**Feb 17 - TONBRIDGE** M/Railway Ex, Angel Centre, Tonbridge, Kent, TN9 1SF 10-5 [www.tonbridgemrc.com](http://www.tonbridgemrc.com)

**Feb 18 - SHUTTLEWORTH** Scale Model Exhibition Day The Shuttleworth Collection, Shuttleworth (Old Warden) Aerodrome, Nr. Biggleswade, Bedfordshire SG18 9EP Sun 9.30 - 4pm

**FEB 23-25 GLASGOW** Model Rail Scotland Scottish Exhibition Centre, Glasgow, G3 8YW. Friday 10.30 - 6, Saturday 9.30 - 6, Sunday 9.30 - 5.  
[www.modelrail-scotland.co.uk](http://www.modelrail-scotland.co.uk)

**Coming to Glasgow? Why not try Saturday? or Sunday?? The show is less busy - see much more of the layouts AND a lot easier to get to our stand! :-)**

**Mar 3 - KETTERING** Gauge 'O' Guild Spring Show and Exhibition, Kettering Leisure Village, Thurston Drive, Kettering, NN15 6PB. Saturday 10 - 4. \*\*\*Plenty of FREE parking\*\*\*

**Mar 3/4 - PRESTON** Preston & District Model Railway Exhibition, Sports Hall, Preston College, St Vincents Road, Fullwood, Preston, Lancashire, PR2 8UR. Sat/Sun 10 - 5pm.

**Mar 10/11 - KEIGHLEY** Model Railway Exhibition, University Academy Keighley (UAK), Green Head Road, Utley, Keighley, BD20 6EB. Sat/Sun 10-5.

**Mar 10/11 - HUNTINGDON** East Anglian Model Railway Exhibition, The Britten Arena, Wood Green Animal Charity Centre, Huntingdon, PE29 2NH Sat 10 - 5, Sun 10 - 4 \*\*Plenty of FREE Parking\*\*

**Mar 10/11 - BASINGSTOKE** Model Railway Exhibition, Aldworth Science College (formerly The Richard Aldworth School), Western Way, Basingstoke, RG22 6HA Saturday 10 - 5, Sunday 10 - 4.

**Mar 17 - ABINGDON ABRAIL** 2018 Model Railway Exhibition, White Horse Leisure & Tennis Centre, Audlett Drive, Abingdon, Oxon, OX14 3PJ. Saturday 10 - 5pm.

**Mar 17/18 PERTH GREEN** Model Railway Exhibition, Perth Green Community Centre, Inverness Road, Jarrow, Tyne and Wear, NE32 4AQ Sat 10-5. Sun 10-4.

**MAR 31 - APRIL 2 - YORK** Model Railway Show, The Knavesmire Stand, Racecourse Road, York. YO23 1EX. Saturday & Sunday 10 - .5, Monday 10 - 4.30.  
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**April 7 - NORWICH** Model Railway Exhibition, Hellesdon High School, Norwich NR6 5SB. Sat 10-4.30pm

**April 14/15 CORSHAM** Trainwest 2018 Model Railway Exhibition, Springfield Community Campus, Beechfield Road, Corsham, Wilts SN13 9DN Sat/Sun 10 - 5 \*\*Plenty of FREE Parking\*\*

**April 14/15 - HORSHAM** Crawley MRS Model Railway Exhibition, Tanbridge House School, Farthings Hill, Guildford Road, Horsham, RH12 1SR. Saturday 10-5, Sunday 10-4.30. \*PLENTY OF FREE PARKING\*

**MAY 4 - 6 - THE 50TH BRISTOL** Model Railway Exhibition, The Thornbury Leisure Centre, Alveston Hill, Thornbury, Near Bristol, BS35 3JB. Fri 1-7, Sat 10-6.30, Sun 10-5.

**May 12 - READING** The Association of Larger Scale Railway Modellers Trade Show and Exhibition, Rivermead Leisure Centre, Reading. RG1 8EQ. Sat 10 - 4.30. \*FREE entry to ALSRM Members\*

**JUNE 2 - DONCASTER** Gauge 'O' Guild Summer Show, The Dome Leisure Centre, Doncaster Lakeside, Bawtry Road, Doncaster, South Yorkshire, DN4 7PD. Sat 10 - 4.00.

**June 2/3 - SHILDON**, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10-5pm. \*Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!! :-)

**June 9/10 - GLASGOW** 'O' Gauge Model Railway Exhibition, Pollokshaws Burgh Hall, Pollokshaws Road, Glasgow. G43 1NE. Sat 10-4, Sun 11-4. \*Free Parking, Close to Railway Stations\*

**July 28/29 - North Shields** RAILEX NORTH EAST, John Spence Community High School, Preston Road, North Shields. Tyne & Wear. NE29 9PU Saturday 10 - 5, Sunday 10-4.30.

**Aug 4/5 - SOUTHWOLD** Waveney Valley Model Railway Exhibition, Saint Felix School Southwold, IP18 6SD Saturday 10 - 5pm Sunday 10-4.30pm. \*\*Plenty of FREE Parking.\*\*

**Aug 11 - BEXHILL** Model Railway Exhibition, St. Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex, TN40 1SE Sat 10 - 5pm \*\*\*Plenty of FREE Car Parking on site!\*\*\*

**Aug 11/12 - SKIPTON** Model Railway Exhibition, Skipton Academy (Formerly Aireville School) Gargrave Road, Skipton, BD23 1UQ, Sat 10 - 5, Sun 10 - 4. [www.skiptonrailsoc.org.uk](http://www.skiptonrailsoc.org.uk)

**Sept 1/2 - TELFORD GUILDEX 2018**, O Gauge Exhibition and Trade Show, The Telford Exhibition Centre, St. Quentin Gate, Telford, TF3 4JH, Saturday 10 - 5, Sunday 10 - 4.

**Sept 22/23 - HALIFAX** Model Rail Exh, North Bridge Leisure Centre, Halifax, HX1 1XH. Sat/Sun 10-5.

**Oct 6/7 - SHILDON**, Model Railway Exhibition, Locomotion Museum, Shildon DL4 1PQ Sat/Sun 10-5pm. \*Free Car Parking and Free Entry to Museum and Exhibition - Yes that's Free Entry!!!! :-)

**Oct 13/14 - ALDERSHOT** Farnham Model Railway Club 44th Exhibition, Alderwood Leisure Centre, Tongham Road, Aldershot, Hants. GU12 4AS. Sat 10-5, Sun 10 - 4.30. [www.farnhammrc.co.uk](http://www.farnhammrc.co.uk)

**Nov 3/4 - ANGMERING** W.Sussex Area Group N Gauge Society "All Scales Model Railway Exhibition", The Angmering School, Greenwood Drive, Station Rd, Angmering, BN16 4HH, Sat 10-5 Sun 10-4

\*Now 2 Day Show - Short Walk Angmering Station - Features various scales not just N Gauge!!!!\*

New Tools Shop Extension Now Open.

New Printed Mail Order Catalogue to be published soon - reserve your copy now.  
Exhibition Invitations always welcomed.



# NEXT ISSUE

## The Bluebell Railway

Matt Wickham's 'OO' gauge layout models one of the most outstanding stations on the preserved railway network: the Bluebell Railway's Horsted Keynes. Next issue we discover how he built it in a garden shed and how the stock roster has been developed to reflect the Sussex branchline's current fleet.



EXCLUSIVE OFFER!

### SAVE!

Hornby Magazine is offering a saving on purchase of the February 2018 issue of *Hornby Magazine* and the Hornby 2018 Catalogue when bought together from January 10 2018 at WHSmith High Street and Tesco stores and online at [shop.keypublishing.com](http://shop.keypublishing.com). Usual prices £4.50 and £8.99 - total RRP £13.99. Offer price £9.99 - saving £3.50. Offer period limited.

**DON'T MISS IT!**

## CAST IN STONE

Recreating authentic stone colouring can be a challenging task, but Nigel Burkin has the answers in the follow-up to his feature on brick tones. Discover how you can do it with readily available paints next month.



## MARSH CHIPPING

Dave Westwood's passion for railways in the Cotswolds led him to develop this fascinating through station in 'N' gauge set at a fictional location on the line from Worcester to Oxford. He reveals all about this impressive 2mm scale layout in our February issue.



THE NEXT ISSUE OF  
**HORNBY**  
magazine

is on sale January 10 2018

**DON'T MISS IT!**

## PLUS

We'll be reviewing all the latest models, reporting the latest news, showcasing your layouts in Showcase and helping you get the most out of your modelling projects.



# dapol

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**December releases**

## L & SWR B4



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- 4S-018-001/D - L & SWR B4 0-4-0T Normandy - As preserved/DCC
- 4S-018-002/D - L & SWR B4 0-4-0T Caen Brown 90/DCC
- 4S-018-003/D - L & SWR B4 0-4-0T Southern Green 88/DCC
- 4S-018-004/D - L & SWR B4 0-4-0T BR Early Crest 30082/DCC
- 4S-018-005/D - L & SWR B4 0-4-0T BR Late Crest 30096/DCC

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- 4D-022-011/D/S - Class 68 Oxford Flyer 68010 Chiltern Late Modified/DCC/DCC & Sound
- 4D-022-012/D/S - Class 68 Chiltern 68015 Chiltern Early Service/DCC/DCC & Sound

### Also released this month in OO Gauge:

- 4F-016-110 - Banana Van - Fyffes Yellow B240735
- 4F-016-111 - Banana Van - Fyffes Yellow B240735 Wthd
- 4F-017-023 - Lime Wagon - Richard Briggs 190
- 4F-017-024 - Lime Wagon - Richard Briggs 190 Wthd
- 4F-037-005 - Conflat & Container - SR K584
- 4F-037-006 - Conflat & Container - SR K584 Wthd
- 4F-071-150 - 7 Plank - Blue Circle 176
- 4F-071-151 - 7 Plank - Blue Circle 176 Wthd
- 4F-027-009 - Silver Bullet - Nacco 3387 7898 070-0 Wthd
- 4F-027-010 - Silver Bullet - Nacco 3780 7898 072-9
- 4F-027-011 - Silver Bullet - Nacco 3780 7898 118-0 Wthd
- 4F-027-012 - Silver Bullet - Nacco 3780 7898 042-2 Wthd

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- 2D-022-003/D/S - Class 68 Oxford Flyer 68010 Chiltern/DCC/DCC & Sound
- 2D-022-004/D/S - Class 68 68014 Chiltern/DCC/DCC & Sound
- 2D-022-005/D/S - Class 68 Daring 68006 Scotrail/DCC/DCC & Sound
- 2D-022-006/D/S - Class 68 Valiant 68007 Scotrail/DCC/DCC & Sound
- 2D-022-007/D/S - Class 68 Evolution 68001 DRS/DCC/DCC & Sound

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- ND116B/D - Class 142 Regional Railways 142081/DCC
- ND116C/D - Class 142 Northern Spirit 142025/DCC
- ND116D/D - Class 142 Arriva Trains Wales 142085/DCC
- ND116E/D - Class 142 Tyne & Wear PTE 142021/DCC

### Also released this month in N Gauge:

- 2F-036-037 - Bulk Grain Hopper - SGD 18
- 2F-036-038 - Bulk Grain Hopper - SGD 18 Weathered
- 2F-038-047 - 20T Steel Mineral - BR 315750
- 2F-038-048 - 20T Steel Mineral - BR 315750 Weathered

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## Pannier

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- 7S-007-001U/UD - Class 57xx Pannier BR Black Early Emblem Unnumbered/DCC & Sound
- 7S-007-002/D - Class 57xx Pannier Great Western Green 5700/DCC & Sound
- 7S-007-002U/UD - Class 57xx Pannier Great Western Green Unnumbered/DCC & Sound
- 7S-007-003/D - Class 57xx Pannier GWR Green 9659/DCC & Sound
- 7S-007-003U/UD - Class 57xx Pannier GWR Green Unnumbered/DCC & Sound
- 7S-007-004/D - Class 57xx Pannier L94 London Transport/DCC & Sound
- 7S-007-005/D - Class 57xx Pannier BR Black Late Crest 3716/DCC & Sound
- 7S-007-005U/UD - Class 57xx Pannier BR Black Late Crest Unnumbered/DCC & Sound
- 7S-007-006/D - Class 57xx Pannier L92 London Transport/DCC & Sound

### Also released this month in O Gauge:

- 7F-031-005 - 6 Wheel Milk Tanker - St Ivel
- 7F-071-019 - 7 Plank - Napier 27
- 7F-071-019W - 7 Plank - Napier 27 Weathered
- 7F-080-031 - 8 Plank - Sheepbridge 42
- 7F-080-031W - 8 Plank - Sheepbridge 42 Weathered

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OO Gauge

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# GAUGEMASTER *Spotlight* Analogue Control



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### Choose Your Controller for Life...

We have been producing Model Railway Controllers for 40 years. Our analogue controllers have stood the test of time, and so has our **lifetime guarantee**:

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Our **Mains Powered Cased Controllers** come complete with transformer, and can just be plugged in, connected to the track, and away you go. **Panel Mounted Controllers** require a separate transformer, and also need to be mounted onto a control panel to be used effectively.

We also produce various controllers with **Feedback** and **Simulation**, two effects controlled by the controller itself. **Feedback** senses the load on the circuit and helps maintain the locomotive at a steady speed up and down gradients. **Feedback** controllers are not suitable for use with locomotives with coreless motors. **Simulation** (also known as Inertia) allows a train to accelerate, coast, and be braked to a standstill, by use of a regulator and a brake.

## Mains Powered Cased Controllers

**GMC-COMBI** Single Track Controller/Transformer  
Most Suited for HO/OO/N Scale Layouts



Fantastic for small layouts or beginners upgrading a starter set, the Combi has both a 12V DC output to run one track, and a 16V AC output for accessories.

**BEST FOR**  
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Most Suited to HO/OO/N Scale Layouts



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**GMC-100** Single Track Panel Controller  
Most Suited to OO/HO/N/Z Scale Layouts



Some experienced modellers may wish to incorporate their controller into a panel they have made to control their layout. The Model 100 Controller has a single 12V DC output.

**BEST FOR**  
Control Panels

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Most Suited to OO/HO/N/Z Scale Layouts



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**BEST FOR**  
Realistic Running

## Hand Held Controllers

**GMC-W** Single Track Walkabout Single Track Controller  
Most Suited to OO/HO/N/Z Scale Layouts



Fitted with 1.5m of cable, this controller allows you the freedom to move around your layout while still controlling your layout. It has a single 12V DC track output.

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Full details of our Analogue Controller range can be found in the Gaugemaster Full Catalogue.

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### Did you know...

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**GAUGEMASTER** products are available from your local Model Shop or, in case of difficulty, direct from ourselves.

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