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HORNBY magazine

June 2015

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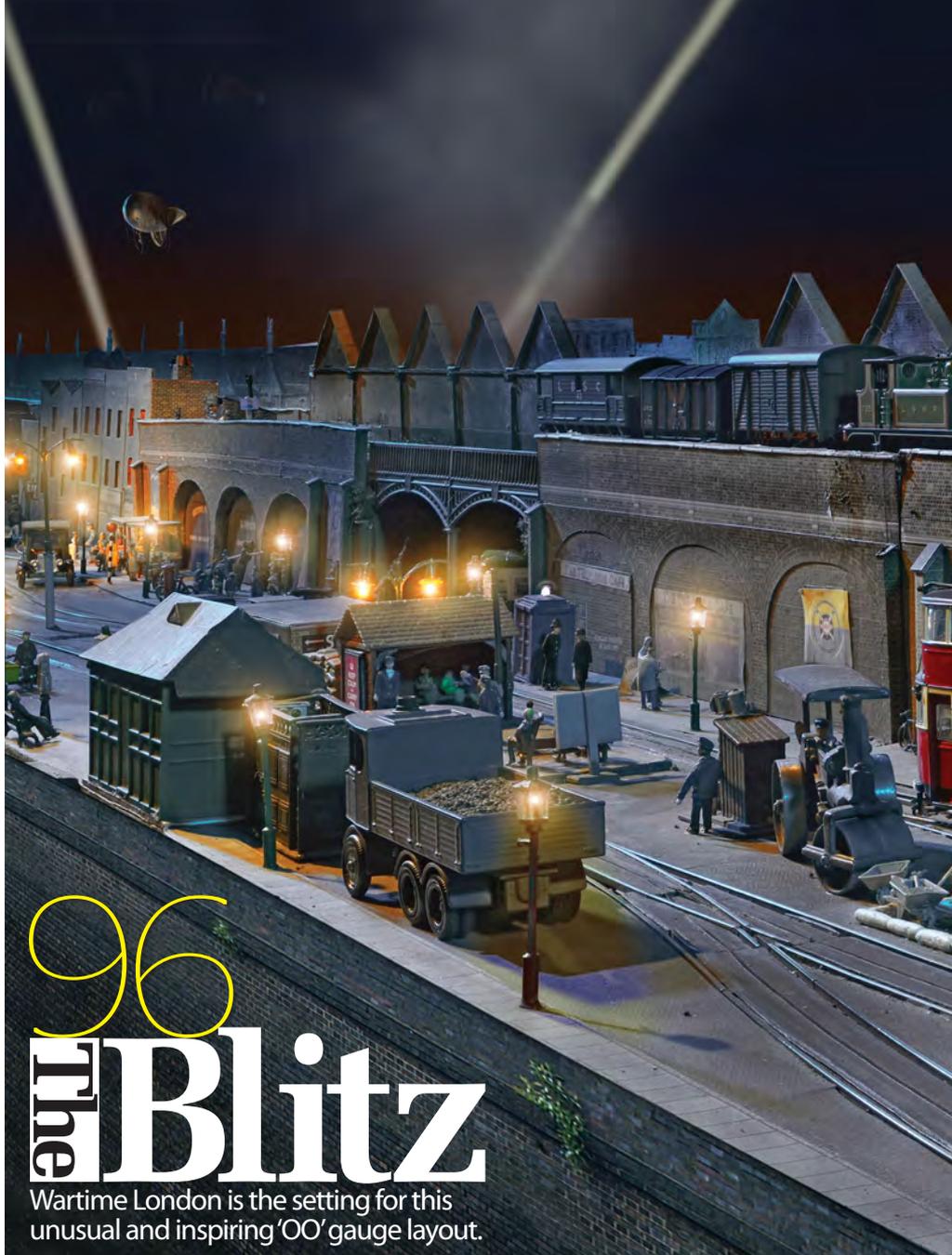
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on subscriptions **Turn to p62**
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HORNBY
magazine



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Wartime London is the setting for this unusual and inspiring 'OO' gauge layout.

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Nigel Burkin shows you how to cast realistic-looking rocks for creating dramatic and rugged scenery in this step-by-step guide.

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Paul Chetter enhances Hornby's recently released 'OO' gauge Twin Track Sound fitted Class 40 diesel locomotive, optimising the supplied speaker and installing directional lighting.

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Sound advice from the DCC experts

DCC SOUND is one of the most exciting and fastest growing areas of the hobby. As specialists in this area – with over a decade of hard-earned experience across all scales – **DIGITRAINS** is here to guide you through the process of choosing the best equipment. Why not pop in and hear for yourself?



ZIMO sound decoders are widely recognised as the 'Rolls-Royce' of chips, chosen by the likes of ROCO™ and FLEISCHMANN™. Designed, manufactured and hand-tested in Austria, they feature silky-smooth motor control and popular types incorporate many innovative features like 'stay alive' and 'smart stop' circuitry. But premium quality doesn't always have to come at a price...

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ZS35	Class 35 'Hymek' Hydraulic	ZS60	Class 60 Brush Type 5	ZS251F	Blue Pullman (Rear car)

When you purchase a ZIMO sound decoder from us, you can choose from any one of these diesel and steam sound files (including the recently added Garratt, Beattie Well tank and J15) and have it uploaded for FREE! New and upgraded projects being added all the time. Please call in our Lincoln shop or ring for more details.

ZS001	BR Standard 4MT 2-cylinder (also 3MT, 5MT, etc.)	ZS016	West Country (and other SR 3-cylinder)
ZS002	BR Standard 2MT (and similar types)	ZS017	L&Y tank (and similar)
ZS003	LMS 2-cylinder (eg Stanier Black 5, 8F)	ZS018	LNER A1 replica 'Tornado' (60163)
ZS004	LNER J94 Austerity (and similar small NE locos)	ZS019	Terrier AIX (and other small Southern steam)
ZS005	GNR/LNER A3 'Flying Scotsman' (also A1, A2, etc.)	ZS020	GWR Pannier tank
ZS006	LMS 2P, (and similar small LMS locos)	ZS021	BR Standard 7 Britannia 'Pacific'
ZS007	LNER A4 Gresley 'Pacific'	ZS022	LNER C13 Robinson 'Atlantic'
ZS008	BR Standard 8P 'Duke of Gloucester' (71000)	ZS023	LMS 3-cylinder (Jubilee, Scot, etc.)
ZS009	BR Standard 9F	ZS024	NEW: LMS Beyer-Garratt
ZS010	Southern 2-cylinder (eg Q1)	ZS025	GWR Collett Goods
ZS011	GNR/LNER N2 (L1, other NE 2-cylinder tanks)	ZS026	LMS Jinty (also Midland 1F)
ZS012	GWR Hall (and other GWR 2-cylinder)	ZS027	LNER P2 Gresley 'Mikado'
ZS013	GWR King	ZS028	NEW: GWR 'Prairie' tank
ZS014	GWR Castle (also Star)	ZS029	NEW: LSWR Beattie Well tank
ZS015	LNER/BR Thompson B1	ZS030	NEW: LNER J15 (and GER Y14)

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MRX - Manchester Museum of Transport (May 16th & 17th); Perth & District MRC, (June 27th & 28th); Silver Fox DCC MRC, Milton Keynes (August 15th).

WELCOME

THE EDITOR'S PAGE



BRITISH MODELLING took a giant leap forward in April when Locomotion Models made the unexpected announcement of the Stirling 'single' 4-2-2 for 'OO' gauge at the Shildon

outpost of the National Railway Museum.

Not only was the choice of model unexpected, but so was the manufacturer, with Canadian outfit Rapido Trains being the chosen partner. This is new territory for the manufacturer as even for its loyal Canadian and American modelling followers Rapido has never produced a steam locomotive before.

However, it is the drive of the team at Locomotion Models - which now includes former Hornby Marketing Director Simon Kohler - which is making this stunning locomotive possible in 4mm scale. Rapido is equally enthusiastic about the project and were quite clearly excited at the prospect of developing the 'single' when the 3D scanning of the preserved locomotive took

place on April 8 at the Shildon museum.

Locomotion Models has also cemented its position in the marketplace this month with the arrival of its stunning model of the GNR Ivatt 'C1' 4-4-2 - a design which has long been missing from the model railway world.

Produced by Bachmann, the 'Atlantic' shows a new direction for Locomotion Models too as it is being released both as the National Collection engine 251 in GNR livery, as well as in LNER livery with the locomotive's later number of 2800, and it has also been released in British Railways black as 62822 - the last GNR 'Atlantic' to remain in traffic with BR.

This inclusion of a wider range of liveries will set this model in a strong position as it increases its appeal to a wider audience - something which can only be good for the future of Locomotion Models' production plans for scale models.

Meanwhile new releases have been coming in thick and fast to the *Hornby Magazine* office during April with the first of Bachmann's 'N' gauge 'Merchant Navy' 4-6-2s and Class 47/7s touching down plus the new LMS non-corridor carriages from Hornby and OO Works latest steam locomotive - the London, Brighton

and South Coast Railway 'I3' 4-4-2T.

And it doesn't stop there. In the news Hornby received the first decorated sample of its new GWR 'King' 4-6-0 at the very end of April - see Update - and here at *Hornby Magazine* we've been evaluating the first decorated sample of the BR diesel brake tender for 'OO' gauge.

It is highly encouraging to see so much progress with new releases. 2014 was, on the whole, a year of announcements, but with the way 2015 is shaping up it looks set to be a busy year of new releases and I for one can't wait to see what lands on our desk next as there are some very exciting projects, including Dapol's first ready-to-run 'O' gauge locomotive, just around the corner.

As ever we'll be bringing you coverage of all the new releases as soon as we have sight of them here in the *Hornby Magazine* office. It's what makes this hobby so exciting.

Happy modelling!

Mike Wild
Editor

ISSUE GUIDE

WIN!

A steam driving experience on the Severn Valley in our exclusive competition!

HOW TO

40 Rock cuttings can make impressive scenic features, but are often overlooked. Nigel Burkin explains how to mould your own rocks and how these dramatic features can be used in British modelling.

DIGITAL CONTROL

88 Hornby's Twin Track Sound DCC decoders offer more functionality over the standard set up. Paul Chetter picks up the Class 40 and shows how working directional lights can be added with just a few pounds worth of components.

REVIEWS

64 All the latest reviews including Locomotion's GNR 'C1' 4-4-2 for 'OO', Bachmann's 'Merchant Navy' for 'N', OO Works 'I3' 4-4-2T in 'OO' and Hornby's new 'OO' LMS carriages.

FEATURE LAYOUT

16 Peter Midwinter's fascination with bridges resulted in this stunning model of Connel Ferry Bridge - a model built from plastic - as the centrepiece to Bridge of Muir.

TRAIN FORMATIONS

52 The pick up goods is synonymous with the steam era and it is simple to model a versatile formation. Mark Chivers shows how to model these trains using readily available stock.

Locomotion launches **STIRLING** **'SINGLE'** for 'OO'



Locomotion Models and Rapido Trains have joined forces to create a first ever 'OO' ready-to-run model of the Stirling 'single' 4-2-2.

LOCOMOTION models and the National Railway Museum (NRM) have unveiled plans to produce a special edition 'OO' gauge ready-to-run model of Great Northern Railway (GNR) Stirling 'single' 4-2-2 No. 1.

Built by the GNR between 1870 and 1895, 53 of these distinctive locomotives with their single pair of 8ft 1in driving wheels were completed for use on express passenger trains over the East Coast Main Line.

The announcement was made

on April 8 at a 3D scan event at Locomotion, the NRM at Shildon. This 'OO' gauge locomotive is to be produced by Canadian manufacturer Rapido Trains and will be the company's first steam outline model. The specification includes a highly detailed body, provision

of alternative tenders, smooth running mechanism and capability to negotiate second radius curves.

Two Digital Command Control (DCC) ready variants are being produced initially, with the choice of the smaller Sturrock tender (Cat No. NC001) which the locomotive

Bridge of Muir
signs up for



Peter Midwinter's stunning Bridge of Muir – see feature on pages 16-25 – is the latest addition to the line up for the 2015 Great Electric Train Show on the weekend of October 10/11. This fabulous 'OO' Scottish Region layout, which has a 10ft long truss bridge at its centre, is one of 15 confirmed layouts for the *Hornby Magazine* sponsored event at the Heritage Motor Centre.

This year's event sees new advance opening times for pre-booked tickets allowing early entry to the show plus the second public outing for *Hornby Magazine's* Shortley Bridge and Felton Cement Works which was completed in 2014 for *Hornby Magazine Yearbook No. 7*.

● **For full details of all confirmed layouts, discounted tickets and the latest show news, visit www.greatictrainshow.com**

MODELLERS MECCA

Modellers Mecca has added an exclusive limited edition wagon to its range with the announcement of a Bachmann 'OO' gauge 12ton pipe wagon as KDB741381 in Satlink livery (Cat No. 38-702Z).

This latest addition continues the theme set by the retailer's previously limited edition - an 'OO' gauge 22ton tube wagon in Satlink livery (38-750Z).

Both models will be limited to 504 pieces, with anticipated prices of £27 for the pipe wagon and £31 for the tube wagon. Pre-orders are now being taken with delivery expected in 2016.

● **Visit www.modellers-mecca.co.uk for more information.**



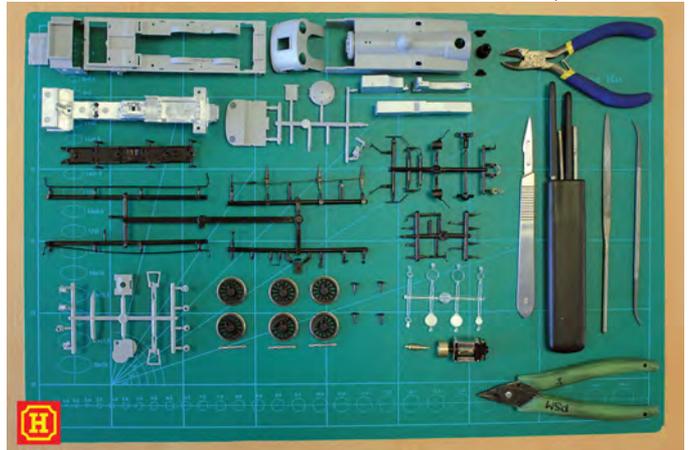
The 'single' was later scanned on April 8 to assist in production of CAD/CAM drawing for the model.

has been paired with for much of its time in preservation or an original Stirling 'single' tender which the locomotive eventually received in 2014 (NC002). DCC sound-fitted versions will also be available using original archive sound footage (NC001S and NC002S respectively).

Prices are set at £199 for DCC ready and £289 for DCC sound-fitted models, with delivery anticipated late next year. Pre-orders are now being accepted.

● www.locomotionmodels.com for more information.

'OO' debut for Hornby 'J50'



Hornby has unveiled the first shots from its new 'OO' gauge Gresley 'J50' 0-6-0T tooling, and the company's engineers are evaluating the results.

Introduced in 1926, 52 locomotives were built for the London and North Eastern Railway (LNER), initially for use in the West Riding of Yorkshire and subsequently dispersed across the Eastern Region.

Announced in the 2015 catalogue, Hornby's 'J50' will feature a die-cast

chassis, five-pole motor, removable coal load, sprung buffers and 8-pin DCC decoder socket.

The model will be available in three liveries – 635 in LNER black (Cat No. R3324), 68987 in BR black with early crests and high coal bunker (R3325) together with 68971 in BR black with late crests (R3326).

Prices are set at £79.99 each with delivery anticipated in late 2015.

● Visit www.hornby.com for more details.

APT-E SAMPLE ON SHOW

Rapido Trains displayed a working sound fitted test sample of its forthcoming 'OO' gauge model of the National Collection's Advanced Passenger Train Experimental (APT-E) at the launch of the Stirling

'single' project in early April. The working sample showed the latest progress with the tooling which is due to undergo further refinement including finishing of bodyside grilles.

● www.locomotionmodels.com



Decorated brake tender breaks cover

Development of *Hornby Magazine's* BR diesel brake tender took a significant step forward in April with arrival of the first decorated samples of the new 'OO' gauge ready-to-run model of the much requested prototype.

First to arrive for assessment is B964064 in BR green with small yellow warning panels with further versions expected to arrive for scrutiny in coming weeks. These latest samples have also been upgraded to receive rivet detail on the body top and feature the newly created

tooling for the Gresley bogie.

Hornby Magazine Editor Mike Wild says: "We are working closely with Dapol to ensure that the diesel brake tender is turned out to the highest possible standard and

while we aren't committing to an exact release date at this stage, the model is making good progress."

Further updates on the brake tender project will be published in future issues of *Hornby Magazine*

and expressions of interest in the model are still being taken via orders@keypublishing.com

● Visit www.hornbymagazine.com for more images and a video of the sample running.



Great Central Railway prepares its **SECOND MODEL EVENT**

FOLLOWING ITS SUCCESS last year, the Great Central Railway's (GCR) Model Event returns on June 19-21 when the preserved railway stages its impressive three-day model railway exhibition for the second year running with over 60 layouts and more than 40 traders attending.

Supported by *Hornby Magazine*, the exhibition features a wide selection of attractions staged at each station along the heritage railway's eight mile length, the centrepiece of which is a 35,000sqft model railway exhibition hall alongside Quorn

THE DETAILS	
Event:	Great Central Railway Model Event
When:	June 19-21 2015
Where:	Great Central Railway, Quorn and Woodhouse Station, LE12 8AG
Times:	10am-5pm Fri, 10am-5pm Sat, 10am-4pm Sun
Website:	www.gcrailway.co.uk/modelevent
Prices:	Adult £15, concession £13, child £9, family (2+3) £34, family (1+3) £23

and Woodhouse station.

Layout highlights include 82G Model Railway Group's impressive 'O' gauge steam shed 82G Templecombe Road (HM74), Peter Midwinter's Bridge of Muir (pages 16-25), Warley Model Railway Club's Broadwater Junction (HM89),

Southampton Model Railway Society's Casterbridge (HM67), Peter Griffiths' modern era Crimson Road (HM64), Mike Bisset's Ladeside Diesel Depot (HM65), Scarborough and District Modellers' North of England Line (HM33) and John Witts' stunning 94ft long Gauge 3 layout,

Warton Road (HM79), which will be on display at Rothley station.

The three day show will also provide the only opportunity this year to see *Hornby Magazine's* 'OO' gauge BR Southern Region layout Twelve Trees Junction. The *Hornby Magazine* editorial team will be there all weekend along with special show-only subscription deals and special offers on our range of limited edition models.

A selection of demonstrations will take place over the weekend including weathering, tree making, grass laying, electrics and kit building. A wide range of traders



82G Templecombe Road brings 'O' gauge modelling with DCC control to the show.



Hornby Magazine's Twelve Trees Junction will be making its only public outing of 2015 at the Great Central Railway Model Event on June 19-21. Full feature on this 34ft long layout coming next month too.

HORNBY DEBUTS 'KING' SAMPLE



As *Hornby Magazine* closed for press Hornby released the images of its first decorated sample of the new GWR 'King' 4-6-0 for 'OO' gauge.

Announced for the 2015 range, the first arrival for assessment is 6000 *King George V* in BR lined green livery with early crests (Cat No.

R3330), as preserved at the National Railway Museum in York. Also confirmed is 6021 *King Richard II* in BR lined blue livery with early crests (R3370TTS) and fitted with Twin Track Sound.

Other liveries planned for the newly-tooled 'King' include 6011 *King James I* in GWR lined green (R3331) and 6013 *King Edward VIII* in

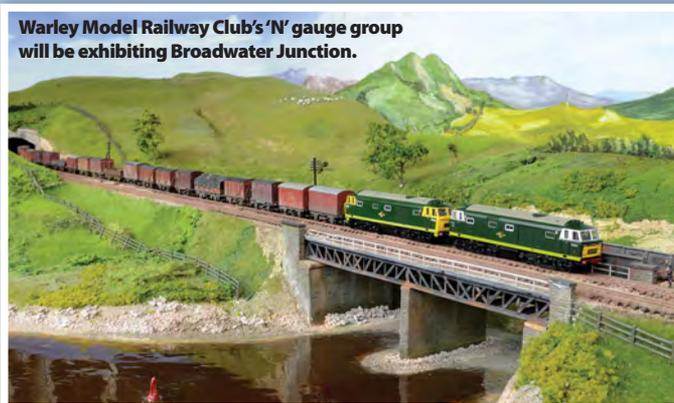
BR lined green with late crests (R3332).

Priced at £159.99 for standard DCC ready models and £179.99 for TTS sound fitted versions, delivery is expected in the third quarter of this year.

● Visit www.hornby.com for more information.



Peter Griffith's Crimston Road will be one of the layouts representing the modern era.



Warley Model Railway Club's 'N' gauge group will be exhibiting Broadwater Junction.

will be in attendance including Cheltenham Model Centre, Footplate, Model Railway Shop Grantham, Grimy Times, Invicta Model Rail, Kernow Model Rail Centre, TTC Diecast, Train-Tech and many more. Manufacturers will also be represented with Bachmann Europe and Realtrack Models displaying examples of their latest products.

The event is not limited to models, however, as the Great Central Railway plays host to two guest locomotives operating passenger services over the three days including sole surviving LMS Ivatt '4MT' 2-6-0 43106 and BR '9F' 2-10-0 92212. These are set to work alongside the GCR's '9F' 2-10-0 92214, repainted in BR lined green for the 2014 Model

Event, but this year it will be operating as 92220 *Evening Star* following temporary renaming and numbering of the locomotive for the railways 1960s event. A DMU using the resident Class 101 will provide a shuttle service during the event. A full timetable is available on the GCR website.

Tickets are £15 and include unlimited travel all day, together

with access to attractions at each station along the Great Central Railway. Parking will be available at £5 per car adjacent to Quorn and Woodhouse station.

The Model Event 2015 opens at 10am each day and closes at 5pm on the Friday and Saturday and 4pm on the Sunday.

● Visit www.gcrailway.co.uk/modelevent for more information



DAPOL CLASS 142 PROGRESSES

Dapol's 'N' gauge Class 142 two-car Diesel Multiple Unit (DMU) is the latest model to make it to the first engineering sample stage and is currently undergoing evaluation.

Built by British Leyland and British Rail Engineering Ltd (BREL) in the 1980s, these two-car sets were originally introduced for use on branch line services, although today they can be found on many commuter routes in the North of England.

The new models will feature all-wheel drive and pick-up on the powered car, directional lights, Scharfenberg couplings, 6-pin DCC decoder socket and Dapol's

close-coupled corridor connections.

Five models will be available initially as 142065 in Northern Rail livery (Cat No. ND116A), 142081 in Regional Railways livery (ND116B), 142025 in Northern Spirit (ND116C),

142085 in Arriva Trains Wales (ND116D) and 142021 in Tyne and Wear PTE colours (ND210E).

Prices are set at £114.95 each, while a delivery date has yet to be confirmed.

● Visit www.dapol.co.uk for more information.



WIN! DRIVING COURSE!



WORTH
£300

Experience life on the footplate with our latest exclusive competition to win a place on a Severn Valley Railway introductory footplate experience.

HORNBY MAGAZINE has joined forces with the Severn Valley Railway to offer one lucky reader the chance to drive and fire a steam locomotive on this fabulous preserved railway with our latest competition.

The Severn Valley Railway runs 16 miles from Kidderminster through Bewdley and on to Bridgnorth. The competition prize is a place on an Introductory Experience – the railway's most popular course – with a value of £295.

The course includes instruction on how to fire and drive a steam locomotive, the opportunity to try your hand at firing and,

ultimately, take control of the locomotive's regulator covering a total distance of approximately eight miles on the footplate. The locomotive will haul a single carriage and space will be available for up to four guests (over the age of five) to travel free of charge.

Entrants to the competition must be over 18 years of age and a provisional space for the competition winner has been booked on the morning Introductory Experience on August 14.

To be in with a chance of winning this fantastic prize, all you have to do is answer the following simple question and send your answer to us by June 25 2015.

QUESTION

HOW LONG IS THE SEVERN VALLEY RAILWAY?

- a.** 16 miles
- b.** 17 miles
- c.** 18 miles



SEVERN VALLEY EXPERIENCES

Even if you don't win, the Severn Valley Railway hosts a number of different Footplate Experience courses covering everything from introductory to a full day in the driving seat of a steam or diesel locomotive.

INTRODUCTORY EXPERIENCE - £295

The Introductory Experience offers the chance to sample firing and driving a steam locomotive. The locomotive runs with a single carriage and each guest has the opportunity to travel on the footplate for approximately eight miles. Six participants take part in each course.

INTERMEDIATE EXPERIENCE - £495

This full day course offers the chance to spend a full day driving and firing a steam locomotive – and hauling a heavy train weighing 200tons too! Up to six guests can travel on the train free of charge. Each participant will have the opportunity to travel on the footplate for up to 16 miles and the train will cover 64 miles in the day.

SUPREME EXPERIENCE - £795

Following the pattern of the Intermediate course, the Supreme Experience offers 32 miles on the footplate with only four participants taking part in the day long course. Up to 10 guests can travel on the train which will be formed of six carriages.

ULTIMATE EXPERIENCE - £1,595

As the most comprehensive course offered by the railway this two day experience includes the chance to drive two steam locomotives and cover 64 miles on the footplate. The first day will see participants take control of Collett '14XX' 0-4-2T 1450 on an autotrain followed by a larger locomotive on a six coach train on the second day. The experience also includes two nights' accommodation.

DIESEL FOOTPLATE EXPERIENCE - £325

If you prefer diesel traction the Severn Valley Railway provides dedicated driving experiences with its fleet of electric and diesel hydraulics with the locomotive hauling a six coach train. It includes travel in the cab as driver or secondman for up to 16 miles and up to six guests can travel on the train.

● Visit www.svr.co.uk for full details of all the railway's driving experience courses.

HOW TO ENTER

Send your answer in by visiting www.hornbymagazine.com and fill in the entry form. Or send your answer, subscriber number (if applicable), and full contact details on a postcard to 'Hornby Magazine Driving Experience competition', Key Publishing, PO Box 100, Stamford, Lincolnshire PE9 1XQ. Alternatively, send the same details by e-mail to competitions@keypublishing.com with 'Hornby Magazine 'Driving Experience competition' in the subject field.

RULES: Strictly no multiple entries. Entrants must be over 18 years of age. The winner will be the first correct answer drawn at random immediately after the closing date. There is no cash alternative, and no correspondence can be entered into. The competition is not open to employees of Key

Publishing or *Hornby Magazine*. The Marketing Manager's decision is final. The winner will be notified by post, and will be published in HM98. The closing date for entries is June 25 2015 and winners will be notified by July 1 2015 – usually within a week. No purchase necessary. The Severn Valley Railway reserves the right to cancel or rearrange Footplate Experiences at short notice. In any such case, the SVR will try to rearrange or postpone the experience. All Footplate Experiences are subject to the terms and conditions outlined in a document received upon confirmation.

● By entering this competition you agree to Key Publishing Ltd and or associated company using your details to advise you of future offers and promotions.

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Bridge of Muir

The striking bridge at Connel Ferry in the West Highlands inspired **PETER MIDWINTER'S** latest Scottish layout, all built in 4mm finescale.

PHOTOGRAPHY, MIKE WILD.



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BRIDGES have always fascinated me and it is one field that I have always enjoyed modelling. There are many large bridges such as the Tay, Forth and Royal Albert, as well as many smaller ones that have provided inspiration to the modeller.

One that has always been regarded by me as having grace and charisma as well as elegance is the Connel Ferry Bridge built by the Callander & Oban Railway and opened in 1903. It's just five miles along the west coast of Scotland from Oban and was the junction where the line went across the straits, called appropriately the Falls of Lora, and took the line over the bridge to Ballachulish further north.

This turmoil of water is seen at low tide when the water from Loch Etive comes down to the narrows and meets

the waters of the sea. It is a cantilever style bridge supported at its ends on stone viaducts and in the narrows on two piers set into the bedrock. The two cantilevers support a centre section. The bridge was constructed by W. Farrels engineers of Glasgow and cost £43,000 to build. It still stands today as a road only bridge.

It was with this information that I decided that my next layout was to be based upon Connel Ferry Bridge. It was also decided that after my experience of Digital Command Control (DCC) on my Watermill Halt model, that this layout was also to be DCC operated. Other areas that I wanted to include were a small hydro-electric power station and a dam. I had a number of buildings already made from previous layouts that I wanted to use as well.

With all this in mind the next step was to come up with a suitable plan of the layout.

STATISTICS

Owner:	Peter Midwinter
Scale:	'OO'
Length:	36ft (total)
Width:	2ft 6in
Track:	SMP with handbuilt points
Control:	DCC, NCE PowerCab
Period:	BR Scottish Region, 1960s

In the end it was settled that the overall length would be 36ft x 2ft 6in. The centre attraction was to be the bridge which, with the viaducts at each end, was 10ft long. North of the bridge the railway, after passing the small halt and the control of the road access to the bridge which is based on North Connel Ferry Halt, is on a hillside ledge and is based upon the line alongside Loch >>>

 **A BRCW Type 2 leads a set of Presflo wagons up the gradient from the Connel Ferry Bridge.**





A Derby built Class 108 DMU enters the bridge on departure from Bridge of Muir.



Lomond from Tarbet to Crianlarich. Partway along it passes over the massive pipe lines bringing the water down from the hills to Sloy hydro-electric power station on the side of Loch Lomond. This has been included on the layout but using some modeller's licence: the station actually has four turbines but the model only has two, both of which have flashing units fitted in them to represent flashing of commutators. The line then passes into the fiddle yard via a tunnel.

South of the bridge the line comes into the station which has an island platform with the station building on it in typical Scottish highland style. At the far end of the station are the lines into the small goods yard and engine shed on one side and on the other side two lines serving the wood sidings.

The main line continues out of the station passing over a farm crossing, onto a truss bridge crossing over a small loch and then into a tunnel to the fiddle yard. Once this had all been fixed a full size plan of the track layout was produced and from this all the points were built. It was time to start construction in earnest.

HANDBUILT POINTS

The track is SMP code 75 16.5mm gauge with the points made in the time honoured way of using copper-clad sleepers. Each point is built on top of a template from the original plan and which has been covered with greaseproof paper. Onto this is placed a number of pre-cut sleepers which have double sided tape adhered to the non-copper side and then placed down onto the greaseproof paper over the desired sleeper spacing. To these are soldered the outer rails and then the vee rails of the frog.

Using roller gauges the rest of the rails are soldered onto the copper-clad until the completed point has been formed. The final construction is the soldering of the rest of the sleepers filling the gaps

between the other sleepers from the start. Once completed a round rifer file is run down the outer edges of the solder between the copper-clad and the rail to give the impression of the rail chairs.

While the points were being constructed the area of track in the station and goods yard was covered with 1/8in thick cork but on the main running line a further 1/8in cork was laid and the edges chamfered to represent the edges of the ballast.

The laying of the track was done by coating the cork surface with raw PVA glue and then positioning the track and points in place onto the glue. Over the years of making layouts I have found that it is best to leave off the tie bar on the points during gluing. When laid a hole is drilled through the baseboard to allow the point spindle to pass through.

When satisfied that the position is correct large display pins are inserted at the sides of the track and points to hold it all in place. The whole is then liberally covered with extra fine granite chippings and left for a minimum of 24 hours to allow everything to set, after which the surplus material is vacuumed up and sieved ready for re-use on the next section.

When all the points have been finished the tie bars are then added to them. After all the track has been laid all the electrical feed breaks and isolation cuts in the points and copper-clad sleepers are completed and tested together with the fitting of all the point motors. It is then completely tested electrically with rolling stock and any adjustments or alterations made.

When this was completed to satisfaction all of the track was sprayed with a track colour paint and left to dry. When dry the top of the rails and the inside of the point blades were cleaned and the whole track retested again to ensure satisfactory operation.



One other operation that was completed before the laying of the track was the fitting of the uncoupling magnets. We had decided early on that Kadec couplings would be used but not their magnets. Small Neodymium magnets 1.5mm x 5mm x 25mm were used and set into the cork utilising one magnet under each rail with the 25mm length running parallel to the rail.

The layout is DCC operated using the NCE Pro-Cab system. The system is fitted with a Tam Valley turn on soft-start board and also a booster board for accessories.

For point operation it was decided that slow acting motors would be used with DCC Concepts Cobalts being chosen. These were wired direct from the track and the main busbar but the direction control is via a small control panel with the track layout marked on it and using stud and probe to alter the point

direction. Continuity between boards is via Radio Spares single type pin and plug sockets and small 'D' type connectors.

THE BRIDGES

The main attraction on the layout is, of course, the main bridge based on Connel Ferry together with the smaller bridge that crosses the loch. Both bridges are completely hand made. The smaller of the two bridges is across the small loch at the farm end of the layout and is based loosely on a bridge that was on the Aberfoyle branch. A full 4mm scale plan was drawn and this was used as a template to build the sides of the bridge. These were constructed out of Plastruct sections.

The main bridge was to be as near as possible an accurate model of the real Connel Ferry Bridge. The first problem that was encountered was that there were no

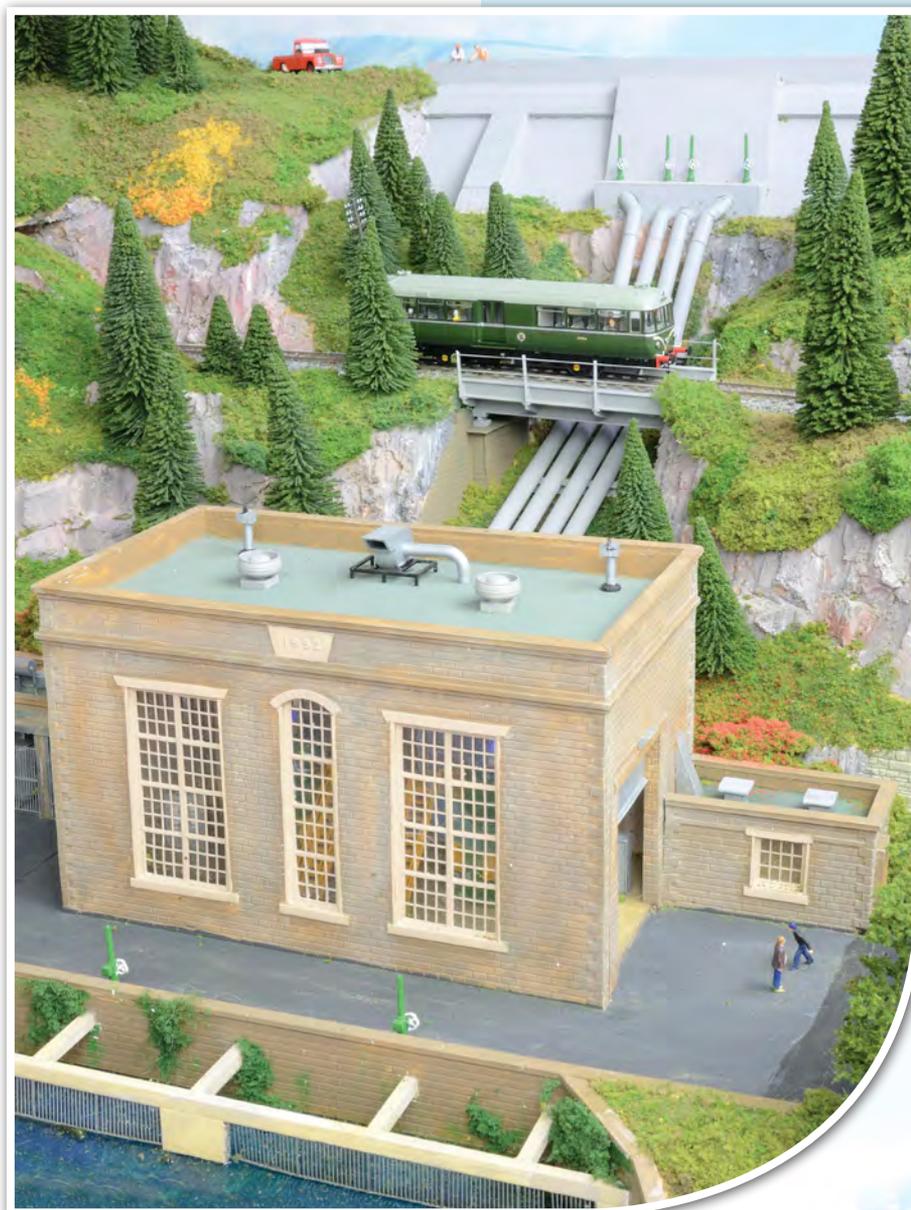
full drawings available to the public. Some information was obtained from a feature that was written about the construction of it in *The Engineer* in 1906. This gave some drawings with the overall dimensions which was a great help. The *Oban Mail* printed a request for any information for me and this proved very fruitful in the end on many of the smaller details.

Over a period of six months much information was collected including spending three hours in the pouring rain while on holiday in Scotland, taking some 200 photographs and many pages of notes and dimensions on girders and the like. Many people that day must have thought that a madman had taken over the bridge, soaking wet and dodging the traffic in between the traffic lights. In the end sufficient details were obtained to allow drawings to be made >>



Peppercorn 'K1' 2-6-0 62024 rumbles off the bridge with a mixed goods. The entire bridge has been built from plastic section with brass channel running through the deck for strength.





used for covering, shrubs and hedges. Most of the hedges and shrubs are sprayed with hair lacquer and a light covering of flock applied to bring out the rough texture.

Trees are of two types. The first are sea moss which have their stems coated with texture paint to form the trunks and give more strength to the slender stems. These are then painted. The next step is to spray the top of each with extra strong hair lacquer and then dip it into Woodland Scenics flocks. The excess is then shaken off and resprayed with the hairspray. This process is repeated until the required texture of foliage is attained.

The second method is mainly used on the Scots pine trees. These are made from twisting various strands of cake wire into

Left: A Waggon und Maschinenbau railbus rumbles along the line above the hydro-electric power station. It is a scaled down model of Sloy power station on Loch Lomond.

Below: Robinson 'D11/2' 4-4-0 62677 Edie Ochiltree coasts down grade towards Bridge of Muir after crossing the hydro-electric power station.

ready for the construction to begin.

In the end it was decided that it would be scaled down by 10% to allow it to fit in height and lengthwise. Drawings were used as templates to manufacture the various parts. Plastruct sections were used throughout the construction, but to give it some extra strength two 'U' sections in brass were fitted under the deck of the bridge. A number of jigs were made to assist in the manufacture of items, such as the under deck cross girders and the gusset plates.

SCENERY

Basic scenery was constructed from polystyrene blocks shaped and contoured and covered with a thin coating of roughing plaster. The cliff faces are carved and shaped just as the plaster is 'going off' to represent as near as possible rocks similar to that found in the actual location around areas on the West Highland line.

When all is dry the scenic areas are painted with poster paints, care being taken on the cliff and rock faces. The grass areas are then coated with a diluted PVA glue and then flock and scatter materials out of the Woodland Scenics and Noch ranges are



the desired shape and then covering the trunk again with texture paint. When dry this is painted in greys and browns to represent the colours of the trunk. Woodland Scenics tree foliage is then applied to the outer branches and held in place with a few drops of superglue. Once dried the foliage is sprayed with the hair lacquer and covered with flocking powder.

The large riverbed below the bridge was formed using polystyrene for the edges after which the bed was painted with poster paints to represent the colour of water. Once this had dried it was coated with Deluxe Easi Water. Before this had set a toothpick was used to pull the setting liquid up to form ripples in the water. If required further liquid was applied until

the desired effect had been achieved.

BUILDINGS

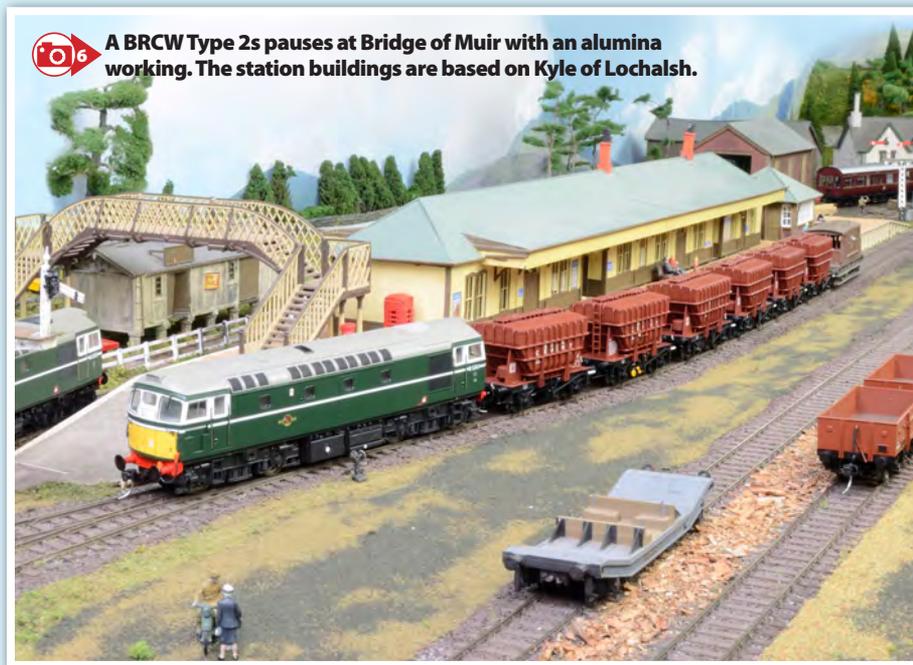
The buildings for the station, farm, smithy and the goods shed are from previous layouts that are now long gone. The station building is based upon the building at Kyle of Lochalsh and was built in the early 1980s for a layout based on that station. The main carcass is made from 4mm plasticard onto which is glued the embossed planking plasticard to form the planked effect of the wooden building. The doors and windows are from an American range of fittings that I obtained in 1970 on a trip to the USA. Part of the interior is detailed. It was originally painted in BR maroon and cream but was repainted in the light brown and cream

to suit the area. The goods shed is made from two Ratio kits joined together.

The farmhouse and barn is from Buxworth Sidings which was built in 1990 and scrapped in 2005. The carcasses for the buildings were balsa wood and covered, in the case of the barn, with embossed stone whereas the house is covered with Wills whitewashed stone sheet. The doors and windows are from the Wills range of fittings.

The smithy is a Downs plan model made at the same time as the farm building. The building has a balsa wood frame which was coated with PVA glue followed by a layer of DAZ modelling clay. This was allowed to dry before it was sanded down to represent the white wash stone. Again doors and windows are from the Wills





A BRCW Type 2s pauses at Bridge of Muir with an alumina working. The station buildings are based on Kyle of Lochalsh.

range. Considering that these models are over 20 years old they are still like new and will, it is hoped, last a long time to come.

The new models made for the layout have been the small platform signalbox and the hydro power station and dam. The signalbox is based loosely on the style that is used on the West Highland Line. Construction uses a box of clear plastic onto which the windows from the Ratio signalbox range and plastic brick sheet are glued. The inside is fully detailed with a Springside kit and is fitted with LED lights.

The power station is based upon the Sloy power station alongside Loch Lomond on the road from Tarbet to Crianlarich. The basic form of the building is foamboard covered with embossed plastic card from the South Eastern range. The large front windows are made up from the Dornaplas large curved ones which are cut down and glued together to form the required shape. The transformers are from Bachmann and the pylon is a Walthers kit.

The dam is made from balsa wood and



With a trio of Gresley corridor carriages behind, a Robinson 'D11/2' 4-4-0 – known as 'Scottish Directors' – eases into the loop at Bridge of Muir.



The farmhouse and barn are repurposed buildings from a previous layout.

then painted with texture paint to give a representation of concrete. A lot of the other items like the penstock pipes and the spindle tops of the valves are made from the Plastruct range of sections. Inside the building two hydro turbines have been installed and each has been fitted with a flashing unit to represent the flashing of the commutator. General interior lighting is also fitted using LEDs.

OPERATION

At present there is no set timetable to work to. Train formations are decided by the operators, but it requires constant communication between the two fiddle yards to ensure that we don't overflow either end. We do try to keep the workings relevant to the area modelled. Traffic is also what is found in the area, which is wood, general goods, livestock and fish as well as the odd load of whisky. Also seen are the Presflo wagons for the alumina traffic from Ballachulish to the aluminium smelter at Kinlochleven. Passenger >>





 A small truss bridge leads the railway across a small Loch to the south of the station. This is scratch built from plastic strip too.

 English Electric Type 3 D6711 has charge of an alumina train formed of BR Presflo wagons as it enters Bridge of Muir.



traffic is local suburban together with through trains heading for Glasgow.

Locomotives are based on those seen on the route in the 1950s and 1960s. 'Black Five' 4-6-0s, 'D11/2' 4-4-0s, '2MT' 2-6-2Ts and 2-6-0s, 'K1' and K3' 2-6-0s, 'B1' 4-6-0s and a very occasional 'Clan' form the steam fleet while diesels are represented by classes 08, 17, 20, 29 and 37. Diesel Multiple Units (DMUs) are classes 108 and 105. At present all are fitted with standard 8-pin and 21-pin decoders, but work is under way to convert the diesel locomotives to feature sound.

All the stock is fitted with Kadee couplings allowing shunting within the station and goods yard. Work is currently underway to weather the remaining stock which has not already been done.

ON SHOW

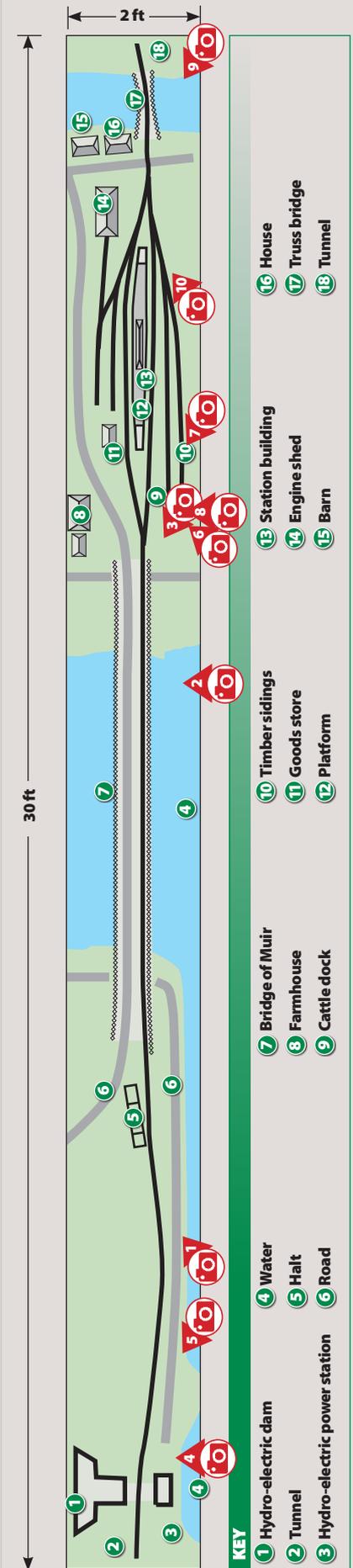
To date Bridge of Muir has only been to one show at Bonnybridge in 2014. It was the first time that it had been erected as

one complete unit following construction in separate halves. There were a couple of minor issues on board alignment - mainly due to where it was built in the house on uneven slate floors - but apart from that it was a matter of a learning curve on the Saturday and a good day on the Sunday.

In the end we were awarded with two trophies. One was for best layout voted by the traders and other layout operators at the show and the other award was for the best scenics on a layout as voted for by the public.

There are still things which need to be done to the layout or further enhance it, mainly many more trees alongside the loch down to the power station. Another coat of water on the loch would be advantageous too while a miniature population is still to be added. Meanwhile we are now working towards Bridge of Muir's next public outings at the Great Central Railway Model Event on June 19-21 and the Great Electric Train Show on October 10/11 - see you there! 

BRIDGE OF MUIR TRACK DIAGRAM (NOT TO SCALE)



SEE IT AT...	
■ Great Central Railway Model Event	June 19-21
■ Great Electric Train Show 2015	October 10/11
■ Hartlepool Model Railway Exhibition	October 24/25



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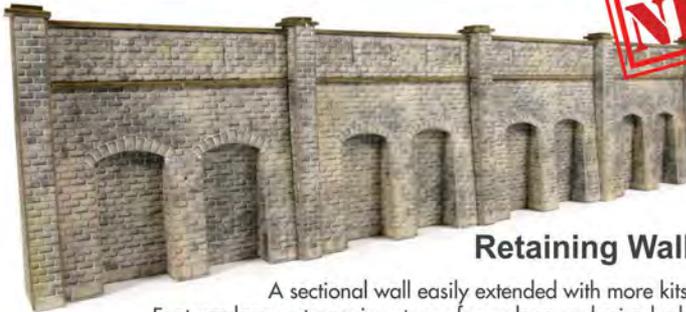
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00 Codes PO244 Brick - PO245 Stone £11.99

RAILWAY



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Designed to be used with the retaining walls. Can be made double or single track over the top.
N Codes: PN146 Brick - PN147 Stone £11.99
00 Codes PO246 Brick - PO247 Stone £13.99



Tapered Retaining Walls

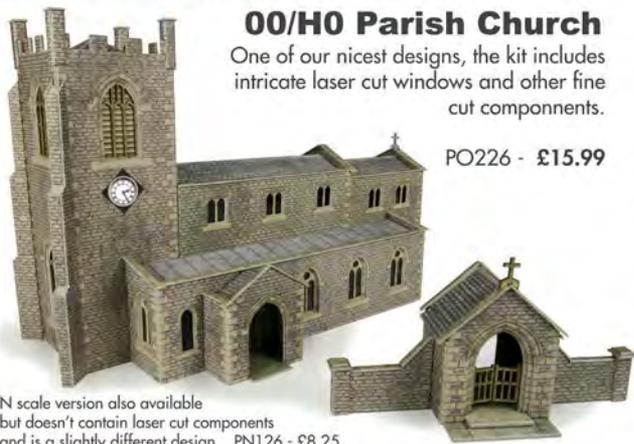
A pair of sloping walls designed to stand either end of retaining walls. Can also be built to make a ramped roadway up to the bridge height.
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00 Codes PO248 Brick - PO249 Stone £12.99

Note: Two tapered walls kits are needed to make a ramp for either side of the bridge as shown here.

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00 / PO510 / £5.50

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INDUSTRIAL PERFECTION...

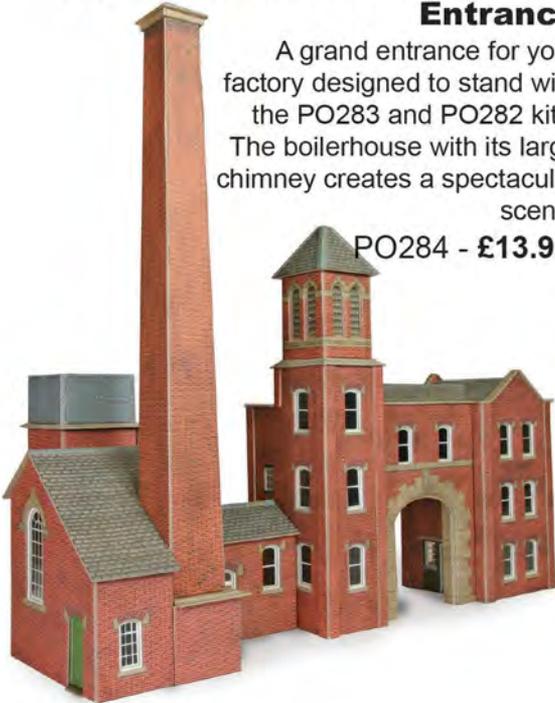
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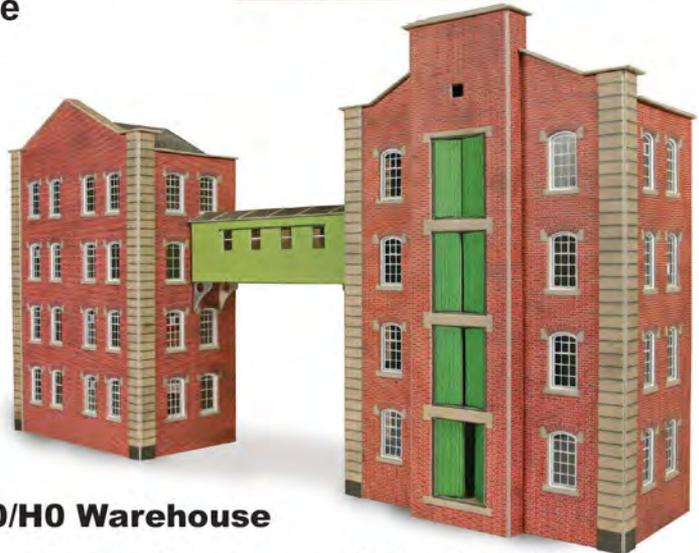
Cinema:

PO206 - £9.20

Bank & Shop:

PO271 - £11.99

INDUSTRIAL



00/H0 Warehouse

A very sturdy industrial building, that can be built as low relief or stand alone.

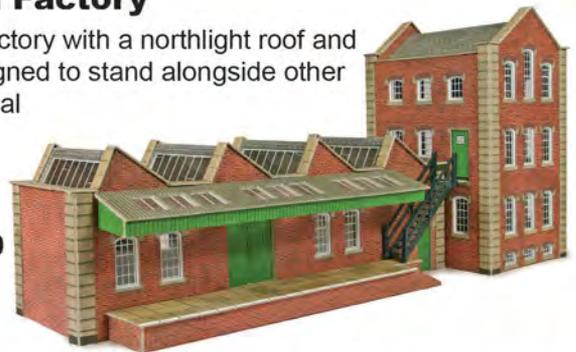
PO282 - £13.99

INDUSTRIAL

00/H0 Small Factory

A single storey factory with a northlight roof and loading bay. Designed to stand alongside other kits in the industrial range.

PO283 - £13.99





Box fresh and...

READY TO RUN

TIM SHACKLETON restores a pair of English Electric Type 1s to the condition they were in when first delivered to York MPD in 1967.

DON'T KNOW if you've noticed, but a brand new 12in:1ft locomotive doesn't look much like an out-of-the-box model. It will be a lot shinier, for a start – I have no idea what the ubiquitous semi-matt finish of most ready-to-run models is meant to represent, but it doesn't resemble anything seen on the real railway.

'Pristine' is a bit of a misnomer too – as soon as a locomotive is fired up for the first time, the exhaust will become sooty, oil and brake block dust will build up on the running gear and it will start to accumulate scuffs and abrasions around, say, the buffer heads and cab steps. A showroom finish it definitely isn't, so I thought we might try and recreate the appearance of a 'box-fresh' locomotive a little more accurately.

My chosen prototype is a matched pair of English Electric Type 1s - Class 20s as they became under TOPS. In the summer of 1967, York shed acquired ten of them, D8300-D8309, brand spanking new and painted in rail blue from the start, with full yellow ends and chrome

trim. Their arrival precipitated the withdrawal of York's last steam locomotives – 'B1s', 'K1s' and BR '3MT' 2-6-0s – and the full dieselisation of local trip work such as the 'Smartie Express' from the Rowntree's factory as well as mineral traffic in the Selby coalfield. The Type 1s also worked longer distances, usually in pairs, to destinations such as Healey Mills and Tyne Yard. Their bright blue and yellow paintwork was pretty startling at first but by the end of the year they were filthy – I don't think York ever bothered cleaning its diesel fleet, and its Type 4s in particular were disgraceful.

A pair of Bachmann Class 20s formed the basis of this project. There are quite a number of variations with this model, principally those with headcode boxes and those without, but I was surprised at the strikingly different shades of blue and yellow that have been used and also by the quality of running. Eventually, though, I sourced a couple of identical models that ran like Swiss watches in perfect harmony with each other, and got down to work, as the Step by Step guide shows. »

The later English Electric Type 1s were among the first diesels to be delivered new in the BR blue colour scheme, and the effect was striking. Brand new two tone green locomotives had been a common sight until then, and largely passed unnoticed. To 'spotters they had value as an automatic 'cop' but this was a time when most enthusiasts affected indifference to anything other than steam traction.



STEP BY STEP FACTORY FRESH PAINT FINISH FOR A PAIR OF CLASS 20S

Intermediate
Beginner **SKILL LEVEL** Advanced

1 Bachmann's interpretation of BR blue varies widely and for my taste the tone used on these two locomotives is far too dark, calling for a total repaint as well as renumbering if I wanted to recreate the 1967 version of this livery. The deep yellow is equally questionable, but fortunately this particular model doesn't have the orange cantrail stripe which would have been difficult to remove or paint over.



2 Today's tampo printed graphics come off easily when rubbed with the tip of a wooden cocktail stick but on these older models the livery elements were applied quite thickly and much more permanently. I tried softening them – isopropyl alcohol airbrush cleaner or methylated spirits usually does the trick – but they put up a stubborn fight and I had to shave them off very gingerly with a scalpel blade, followed by a rub down with successively finer grades of abrasive.



3 I masked off the yellow ends and underframes with Tamiya masking tape. The bare metal handrails are scale thickness so, rather than remove them and replace them with nickel-silver wire, I lightly coated them with a fine engineering grease to act as a paint barrier. Petroleum jelly is equally effective.



4 Some UK paint manufacturers' interpretations of Rail Blue are pretty questionable and the one I prefer is the LifeColor version (UA813) from the excellent British Railways Livery Shades set. The colour has the bright, slightly turquoise tone that made a big impact on me when I first saw BR diesels in blue back in the mid 1960s.

5 Only a fine coat of Rail Blue is necessary to transform the underlying colour – I used an Iwata Eclipse CS airbrush for this. To preserve Bachmann's warning flashes I removed the thin mist of paint that had covered them using airbrush cleaning fluid, which has a stronger action than acrylic thinners.



6 Cleaning up the handrails – they were left in natural metal when delivered, as were the handrails – using airbrush cleaner. Isopropyl alcohol (IPA) cleaning fluid is much the same thing and a lot cheaper! Following the prototype I've removed a short section of handrail on the right-hand side at the front end, using wire cutters. Early Class 20s had side ladders but they were removed around 1963 – subsequent deliveries had the gap but no ladder! In later years the handrail was extended so it was continuous from cab to nose.

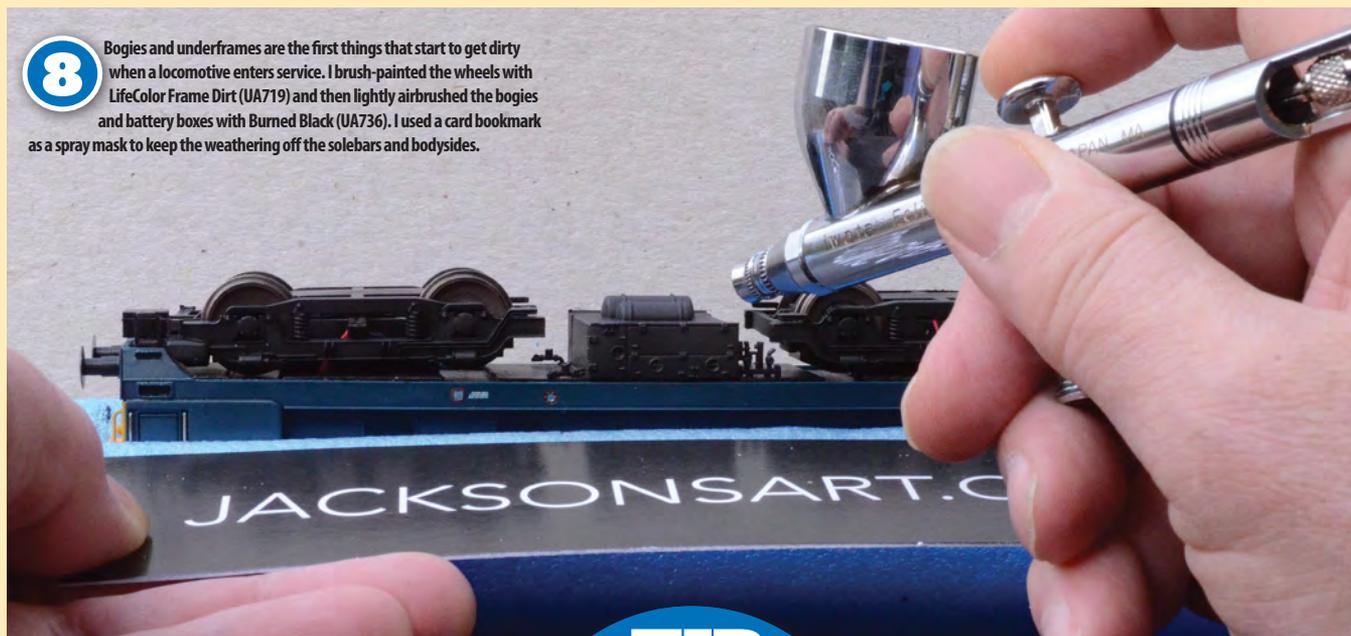


7 I used IPA to remove any faint traces of blue paint that have eluded the masking tape. Using airbrush cleaner as a solvent you have a good half hour to get rid of any overspray, but acrylic thinners are much gentler as a paint remover and after only five minutes or so the paint is effectively on for keeps.



Left: Soon after delivery – the buffers are still silvered – D8304 swings round the curve off the Scarborough line and takes the centre road through York station with the ‘Smartie Express’. This was a daily working from the Rowntree’s factory a mile or so distant across to Dringhouses Yard south of the station. The locomotive has only been in service a few days but it’s already starting to get dusty. 53A Models of Hull Collection.

Below: Just arrived from the English Electric factory at Newton-le-Willows, a pair of spanking new Type 1s stands in the yard at York shed in July 1967. You can almost smell that fresh paint!



8 Bogies and underframes are the first things that start to get dirty when a locomotive enters service. I brush-painted the wheels with LifeColor Frame Dirt (UA719) and then lightly airbrushed the bogies and battery boxes with Burned Black (UA736). I used a card bookmark as a spray mask to keep the weathering off the solebars and bodysides.

TIP

Masking tape is an essential tool in any modellers armoury - and particularly for weathering and painting. Our preference is for Tamiya low tack masking tape which sold in a variety of widths. It's not cheap, but it certainly does the job well.

USEFUL LINKS

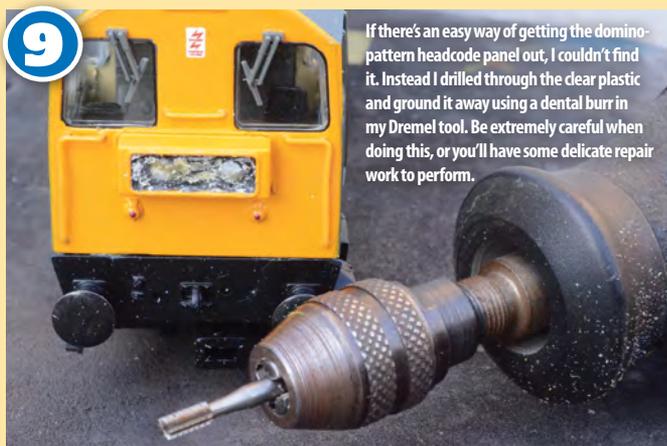
Humbrol	www.humbrol.co.uk
Lifecolor	www.airbrushes.com
Revell	www.revell.com
Tamiya	www.tamiya.com

WHAT WE USED		
Product	Manufacturer	Cat No.
Dirty Grease Effect	Lifecolor	UA262
Frame Dirt	Lifecolor	UA719
Burned Black	Lifecolor	UA736
Rail Blue	Lifecolor	UA813
Silver	Humbrol	11
Yellow	Revell	12
Flat Black	Tamiya	XF1
Flat White	Tamiya	XF2

**PLEASE TURN FOR MORE
STEP BY STEP**



9



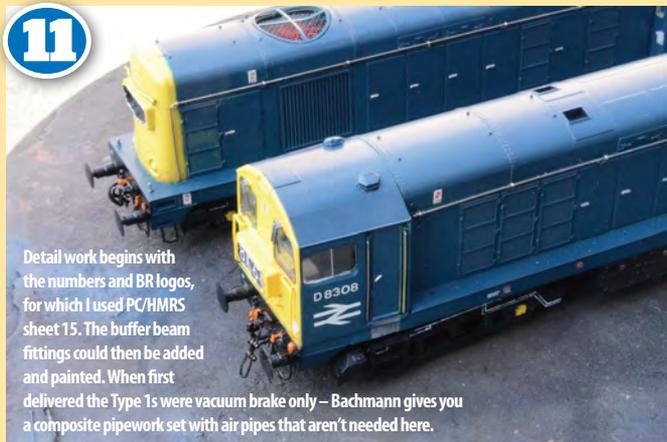
If there's an easy way of getting the domino-pattern headcode panel out, I couldn't find it. Instead I drilled through the clear plastic and ground it away using a dental burr in my Dremel tool. Be extremely careful when doing this, or you'll have some delicate repair work to perform.

10



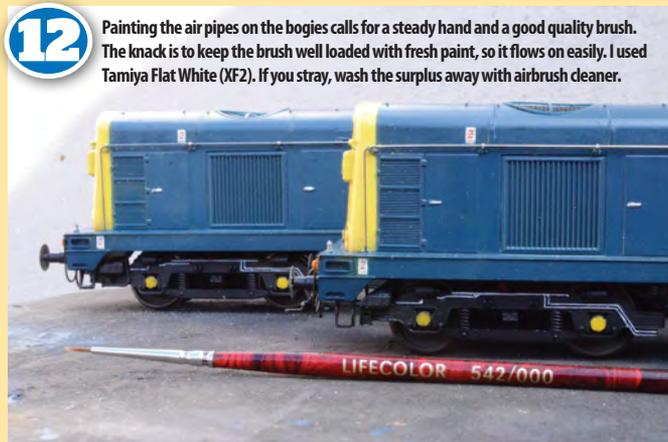
Once surgery was complete I masked off the ends and resprayed the yellow warning panels with Revell No 12 gloss enamel. Bachmann's interpretation is much too deep. Overpainting this colour with the lemony Revell paint gives a more accurate rendition of this shade.

11



Detail work begins with the numbers and BR logos, for which I used PC/HMRS sheet 15. The buffer beam fittings could then be added and painted. When first delivered the Type 1s were vacuum brake only – Bachmann gives you a composite pipework set with air pipes that aren't needed here.

12



Painting the air pipes on the bogies calls for a steady hand and a good quality brush. The knack is to keep the brush well loaded with fresh paint, so it flows on easily. I used Tamiya Flat White (XF2). If you stray, wash the surplus away with airbrush cleaner.



I'm not normally keen on using preserved locomotives as a guide to condition but the Mid-Norfolk Railway's restored English Electric Type 1 No D8069 – seen at Dereham on May 11 2007 – is a good match for what I wanted to achieve, and confirms much of what I could see in my 1967 photographs. It has been retro-fitted with a side ladder – these were carried by the early locomotives in the class but were removed from 1962 onwards as a safety hazard. No blue liveried member of the class had one as delivered.

13



Buffers start to get scuffed the second a locomotive leaves the paint shop. After painting them with Humbrol silver enamel (No 11) – both the front and rear faces should be silvered – I smudged them using Tamiya Flat Black (XF1) and Mike Wild's favourite Dirty Grease Effect (UA262) from LifeColor. To create the necessary random marks, dab the colours on with an old brush that's starting to lose its shape.

14

Even a locomotive on delivery from the makers will have a grubby exhaust, and it will steadily build up over time. Here I'm using an Iwata Eclipse CS to blow on some Tamiya Flat Black (XF1) that suggests exhaust sooting on a working locomotive.



15



More dilute Flat Black is washed into the bodyside grilles and louvers using a candle-flame No 3 brush. This emphasises their depth and creates a fully three-dimensional appearance.



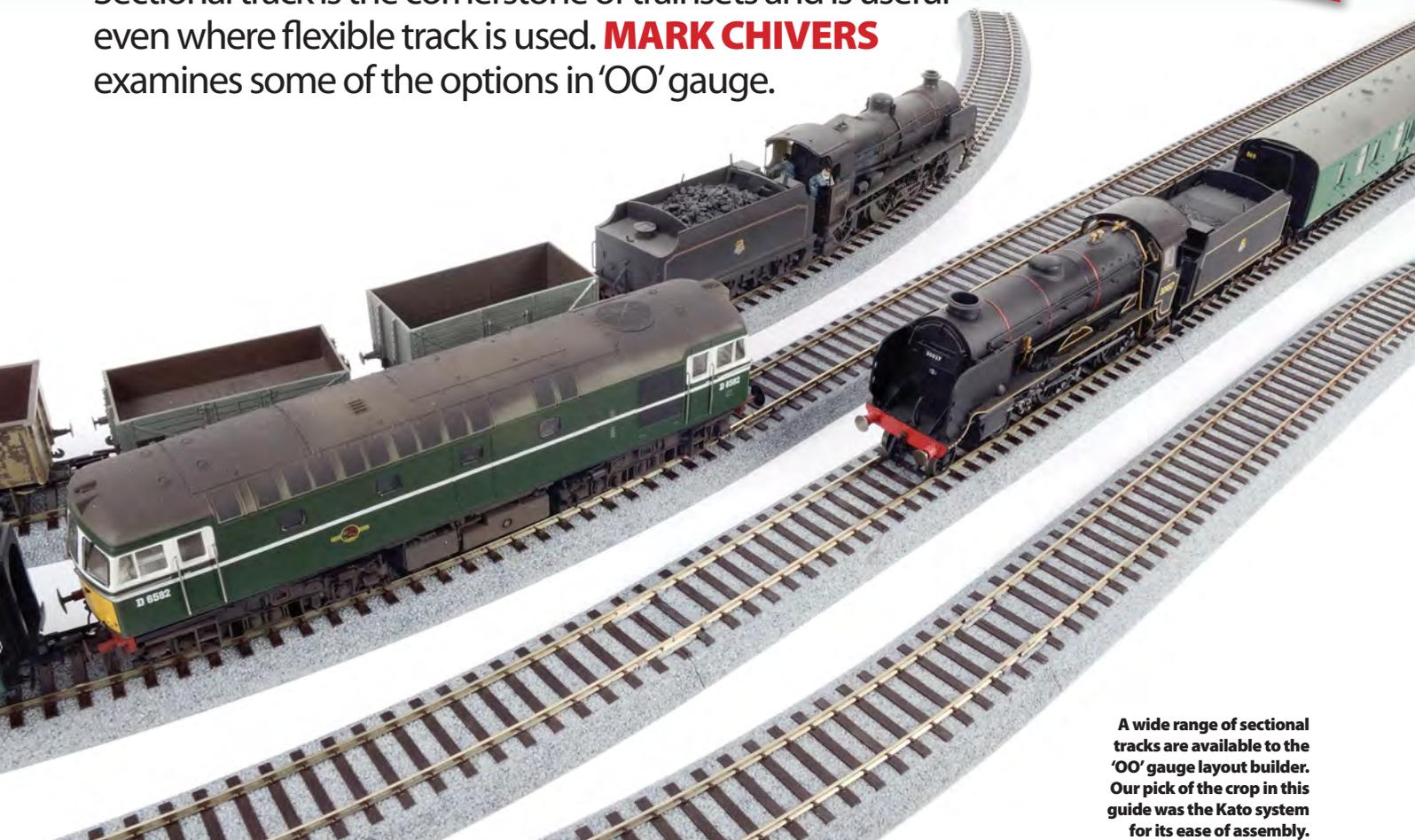
16

Discontinued in 1975, headcode panels were a key feature of the transition era and provide a perfect finishing touch to these models. There are some wildly inaccurate letterforms available but these are spot on. The 6K83 code is from a long discontinued Formil/MPS set (small stocks are still available – email info@johnlythgoe.com for more details) while the reporting number 0D01 was digitally scanned from a colour transparency.

SECTIONAL TRACK

EQUIPMENT GUIDE

Sectional track is the cornerstone of trainsets and is useful even where flexible track is used. **MARK CHIVERS** examines some of the options in 'OO' gauge.



A wide range of sectional tracks are available to the 'OO' gauge layout builder. Our pick of the crop in this guide was the Kato system for its ease of assembly.

STRONG STURDY STEEL RAILS together with robust sleepers and well maintained ballast are fundamental to the safe and efficient operation of the prototype railway – very obviously, without them there would be no railway.

In model railway terms we are spoilt for choice when it comes to selecting the right track for a project, with products available featuring brass, nickel silver and steel rails as well as a choice of wooden, concrete or metal sleepers and more, in a range of scales and gauges.

This month, we concentrate on a selection of 'OO'/'HO' gauge sectional track, usually supplied in train packs, train sets and extension track packs as well as individually. Available in straight and curved pieces, sectional track is manufactured to pre-determined radii designed so that the track centre between each set of tracks measures 67mm.

UK track geometry currently includes four radii – first radius (371mm), second radius (438mm),

third radius (505mm) and fourth radius (572mm), the radius being the distance measured from the centre of the circle to any point on the perimeter. Other track radii are offered from manufacturers in Europe and North America.

Sectional track is simple and quick to install, particularly for curves, as it doesn't require cutting to size or checking for tight spots as the curves are pre-determined. These sectional curved track pieces are manufactured in a selection of arcs such as 11.25 degree, 22.5 degree and 45 degree, to enable a 180 degree curve or complete circle to be formed. However, remember not to bend sectional track out of shape – it is designed for specific geometries!

Consideration should also be given to the largest locomotives and rolling stock that you are likely to run on the layout – many manufacturers recommend a minimum of second radius curves for their models as anything tighter might cause them to derail. The majority of sectional track is nickel silver and suitable for most applications,

but bear in mind that steel track can rust in certain conditions, which is a particularly important consideration if you are planning a garden layout.

The majority of 'OO'/'HO' sectional track available in the UK features a Code 100 rail profile, which means a rail height of 0.100in. There are other types of rail available for a finer appearance including Code 83 (0.083in) and Code 75 (0.075in), which will be covered in the future. Where possible you should keep track sections on a layout to the same rail profile otherwise the railheads will not match and derailments will occur. For example, don't mix Code 100 and Code 75 together unless you use a special converter track, otherwise there will be a noticeable 'bump' between rail types as the train crosses the join. Helpfully, though, Bachmann, Hornby and Peco track components are compatible with each other.

There are many brands of 'OO'/'HO' sectional track pieces, the following represent just a few. Specialist and flexible track systems will be covered in a future *Hornby Magazine* equipment guide.

Bachmann 'OO'/'HO'



GUIDE RATINGS					
Range:					
Setup:					
Appearance:					
Price:					
Availability:					



BACHMANN'S range of 'OO' gauge sectional track comprises 17 pieces including four straight track sections, two curve radii and four point designs. Four track extension packs are also available allowing bigger layouts to be assembled. Its track components are also fully compatible with those produced by Hornby and Peco too. Manufactured in China, Bachmann's 'OO'

sectional track features Code 100 profile rails set 16.5mm apart. Rail is nickel silver and fixed to a web of sleepers featuring a pleasant black brown hue. Featuring fairly basic rail chairs, the crisp wood effect sleepers are 2mm deep with a gap of 4.5mm between each sleeper and have pre-drilled holes for track pins to be easily located. A nickel silver rail joiner is fitted to the rail at each end which features a turned edge to help connect sections together. The rail joiners also feature a dimple beneath each rail which helps secure them in place and prevent them from becoming detached when removing sections of track.

bar and metal contacts on the rails beneath the point blades, although the springs felt quite light compared with other designs.

On test, we operated a selection of large wheelbase diesel and steam locomotives on our sample track sections which included double curves, double straights and a large radius left hand turnout, and they each negotiated the setup without issue.

Bachmann's 'OO' gauge sectional track represents excellent value for money with a double curve priced at £2.15 and a curved left hand point priced at £13.70.

THE DETAILS	
Manufacturer:	www.bachmann.co.uk
Scale:	'OO'
Price:	£1.05 - £13.70

Turnouts are nicely constructed and feature insulated frogs, sprung point blades, plastic tie

Fleischmann 'HO'/'OO'



GUIDE RATINGS					
Range:					
Setup:					
Appearance:					
Price:					
Availability:					



WITH over 120 years in the hobby, German manufacturer Fleischmann produces a wide selection of sectional track including 'HO' gauge Profi Track which features a pre-ballasted grey plastic base. This range comprises 31 separate track pieces including curved track in five different radii, straights and a selection of points which goes as far as three-way point, double slips and diamond crossings.

Each section of track features nickel silver Code 100 rail mounted on a plastic base which is finished to represent combined sleeper and ballast detail. Sleeper detail is crisply moulded with good rail chair and fastening detail, and

the moulded brown and grey ballast shoulder is convincing as it is not too deep and can be simply integrated into a layout and sympathetically weathered to improve its visual appearance.

The inner edges of the Profi Track rails correctly measure 16.5mm and the range is designed with a parallel distance between tracks set at 63.5mm, while the sleepers feature pre-drilled holes for track pins. A special rail joiner is fitted at each end to aid connecting sections of track

together while a special extender track section is available which enables standard track to be connected to the Profi Track sections.

Insulated frog turnouts can be electrified and come pre-fitted with wire bridging clips suitable for Digital Command Control (DCC) layouts. These can be removed with tweezers for use on analogue layouts. Point blades are switched by sliding the protruding lever on the base sideways and give a positive throw.

Manufactured in Germany, Fleischmann Profi Track is more expensive than plain track with a second radius standard curve priced at £3.50 and a curved left hand point priced at £22, for example, but it is quick and simple to set up.

THE DETAILS	
Supplier:	www.gaugemaster.com
Scale:	'HO'
Price:	£2.30 - £51

Hornby 'OO'/'HO'



HORNBY'S prolific range of 'OO' gauge sectional track is usually the starting point for most model railway layouts, as components from it are included with each of its popular trainsets.

The range extends to 27 separate pieces with curved sections in four different radii, straight track and a selection of points including short, express and curved examples.

Hornby track is fitted with Code 100 nickel silver

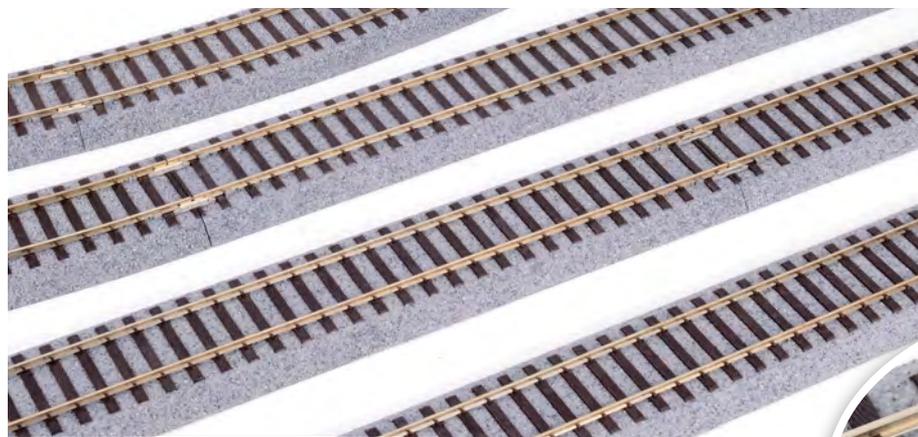
rail set at 16.5mm between inner rail edges and is compatible with 'OO'/'HO' gauge ranges offered by other manufacturers including Bachmann and Peco. Each track piece features 2mm deep black plastic sleepers set 4.5mm apart with pre-drilled holes to accommodate track pins.

A robust nickel silver rail joiner is fitted at each end which features a punched dimple underneath designed to hold them in place on the rail. The rail joiners also feature a

turned edge to aid guidance of an adjoining rail when connecting sections together. Some sections of Hornby track also feature two small openings designed for inserting a power connector, identified by small arrows on the base of the sleeper moulding.

Turnouts feature plastic insulated frogs, sprung point blades, plastic tie bar and metal contacts fitted beneath the rail on each side to aid power continuity when the point blades are

Kato Unitrack 'HO'/'OO'



KATO is best known for its range of Japanese outline model railway products, it now caters for a much wider market encompassing North America and Europe.

The manufacturer's extensive range includes its 'HO' gauge Unitrack sections which feature a pre-ballasted plastic base and are designed to snap together quickly and simply. The range comprises over 30 separate track pieces including eight different curved sections. It also includes points of different radii allowing busy layouts to be created.

Each track section features a uniform light grey 7.5mm deep ballast bed and shoulder

GUIDE RATINGS				
Range:				
Setup:				
Appearance:				
Price:				
Availability:				

THE DETAILS	
Supplier:	www.gaugemaster.com
Scale:	'HO'
Price:	£4 - £41

GUIDE RATINGS					
Range:					
Setup:					
Appearance:					
Price:					
Availability:					

THE DETAILS	
Manufacturer:	www.hornby.com
Scale:	'OO'
Price:	£1.15 to £14.85



changed. Whilst the Hornby range of turnouts is designed to be robust, the point springs were fairly light on our samples. That said, the turnouts performed faultlessly on test.

Manufactured in China and available individually or in one of Hornby's six track extension packs, the sectional track range is competitively priced with a second radius double curve priced at £2.30 and a curved second radius left hand point priced at £14.85.

together with crisply moulded brown sleepers spaced 5mm apart. Fitted with Code 83 rail, the combination of wider sleeper spacing and finer rail profile offers a more refined appearance to each section. The 'HO' Unitrack range can also be used with similar Code 83 track but would require packing to the correct height.

On test, each of our 'OO' gauge models ran smoothly through the oval of Kato Unitrack with the added benefit of track being able to be placed directly on the floor, its raised height proving a particular benefit. Points are available singly while sectional tracks are supplied in economical blister packs of two or four pieces. A selection of track extension packs is also available.

Whilst there are few direct comparisons within the Kato Unitrack range, in terms of pricing a manually operated point costs £22.50 while a pack of four second radius (490mm) curves is priced at £10.25, equating to £2.56 each.

Of the track section ranges covered in this equipment guide, the Kato 'HO' Unitrack was the quickest and simplest to set up for operation in just a few minutes, and certainly ideal for test track use to run-in new models.



THE DETAILS	
Manufacturer:	www.peco-uk.com
Scale:	'OO'
Price:	From £1.25-£16.55

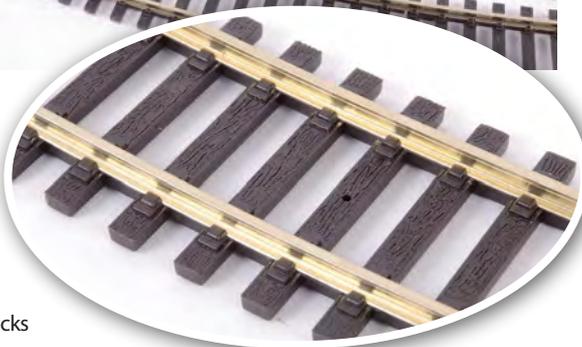
Peco 'OO'/'HO'

PECO is renowned throughout the hobby for its high quality and extensive range of model railway track systems encompassing 'Z' gauge through to the larger garden scales.

Within the 'OO' gauge range, Peco Setrack covers around 30 separate track elements including nine different curves across four radii, five different straight tracks together with left, right and 'Y' points. A medium 22.5 degree crossing also features.

Manufactured in the UK, Setrack utilises nickel silver Code 100 rails mounted 16.5mm apart on crisply moulded 2mm deep brown plastic sleepers and is compatible with Bachmann and Hornby 'OO' gauge sectional track as well as other manufacturers' Code 100 products. Each piece of Setrack includes pre-drilled holes to accommodate track pins, a nickel silver rail joiner at each end, sleepers set at 4.5mm apart, and is designed to be tough and durable.

Peco's nickel silver rail joiners are quite fine and need to be carefully lined up to ensure the



sections connect together without issue and while on test we noticed a tendency for some rail joiners to become detached from their rails when disconnecting sections of track.

Setrack turnouts feature plastic insulated frogs, plastic tie bars and a strong spring providing good positive throw. Moulding of each point is crisp, featuring fastening detail on the chairs (something other brands don't always include) while power contact is maintained through the point blade with the appropriate rail.

We tested a circle of Peco Setrack third radius curves and a curved double radius turnout with a selection of other manufacturers' track all of which performed faultlessly with our test locomotives and rolling stock.

Peco's range of Setrack includes a starter set of track which is also good value for money, with a second radius double curve priced at £2.80 and a curved double radius left-hand point priced at £16.55.

GUIDE RATINGS					
Range:					
Setup:					
Appearance:					
Price:					
Availability:					

OUR PICK

So which sectional track system would we choose? It is a very close call as Bachmann, Hornby and Peco's products are very similar. Based on the extent of range, appearance and availability, Peco's extensive Setrack range would be the choice. That said, we were impressed with the Kato range of Unitrack 'HO' scale track products and how quickly they could be clipped together to form a layout. The finer appearance of the Code 83 rails also impressed. Fleischmann's Profi Track range also deserves consideration for its extensive range of track pieces and realistic ready-ballasted appearance.

For price-conscious modellers, Bachmann's 'OO' gauge sectional track offers the most

cost effective route, although the range isn't quite as extensive, but if you already have a train set with Bachmann, Hornby or Peco track then it is compatible with all these systems too – a great advantage.

However, if you are looking to start from scratch in our view the Kato track system is by far the best choice. It may be priced higher than some of its competitors, but it is the simplest and quickest system to use and takes a lot of the fuss out of assembling a model railway track and for us that is the most important point – ease of use. Plus there is a great range of additional components and track packs to extend a modest layout with the Kato system too.



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**LIVE
STOCK
INFO**

CASTING ROCKS

Back to
BASICS

NIGEL BURKIN

explains how to use Woodland Scenics rock moulds and the resulting castings to create realistic scenery for your layout.

TOOLS AND MATERIALS

In my modelling room are several boxes of useful household items which are invaluable in landscape modelling. Nestling in the box is a selection of old jam jars, plastic food containers and anything that can be used to mix glues, paint and plaster. Keep your eyes open for opportunities to collect useful items before they hit the bottom of the recycling bin. Here's a list of the very basic tools you need for rock modelling in addition to pigments and moulds. The Testor's Dull-Cote mentioned at the end of the panel is perfect for matting everything down at the end of the project.

- A selection of low cost paintbrushes
- Measuring cups
- A selection of plastic containers
- Stirring sticks
- Plastic pipettes
- Protective gloves
- Matte medium
- Water-based glue such as 'Mod Podge' or wood glue
- Newspaper to protect the working environment
- Tweezers
- Scissors
- Modelling knife
- Hot glue and glue gun (optional)
- Kitchen foil
- Jam jars
- Mist spray bottle
- Testor's Dull-Cote spray varnish
- Off-cuts of layout building materials



ROCKS are dramatic scenery features and, when done subtly, add a great visual feature to any layout – assuming they are appropriate for your chosen geographic area. I

decided to give the small scenery diorama I have used in past *Hornby Magazine* articles a more rugged appearance as if it is based in the North of England.

Travelling away from the soft rock geology of the South and East of the UK, the landscape becomes more hilly or mountainous. Cuttings and rockfaces adjacent to railways become more common as the railway builders cut through the landscape and they make great scenic features to model.

Exposed rock cuttings are not exclusive to the northern and western parts of the UK. You only need to travel a few miles from central London to find challenging landscapes - as far as railway civil engineers are concerned

- such as the steep chalk downs and cliffs around the Medway towns, not to mention the Folkestone and Dover area which are pierced by the Kent coast routes. The geology has resulted in deeper cuttings and certainly longer tunnels and more of them in a relatively small area of Kent than on the whole length of the Highland Main Line, Kyle line and the Far North routes combined.

The rock work completed on the diorama was intended to reflect rocks such as the harder, massively bedded sedimentary rocks of the north of England such as the Millstone Grit or coal measures sandstones. I used a variety of Woodland Scenics rock moulds and Lightweight Hydrocal – a lightweight casting plaster - to cast the rock sections.

They were broken up into more manageable pieces and applied to the diorama to replace a low hillside behind the tracks. This step by step guide describes how I made the castings and applied them to the diorama.

ALTERNATIVE MATERIALS

Whilst I prefer to use Woodland Scenics products as much as possible because they are specifically formulated for landscaping and scenery work, there are some alternative products that can be used very successfully.

Acrylic craft paints are a less expensive alternative to the pigments and are very effective for landscape modelling. However, they are not as subtle as pigments and should be diluted very thinly for the right effect. Also, some acrylic craft paints dry with a slight shiny finish which looks wrong on rock formations.

Plaster cloth is available from various sources which is ideal for landscaping. Be aware that cheap stocks could be old, have a quicker setting time making adjustment of pieces during application harder or may have less material per roll.

Plaster of Paris is a staple of landscaping and has been so for years. Fine grades work as well in rock moulds as Hydrocal. However, it is heavier and that is a consideration for portable layouts. Woodworking glue (white glue) is a very useful material. Look for one that can be diluted in water and dries clear and matt.

MAKING CASTINGS

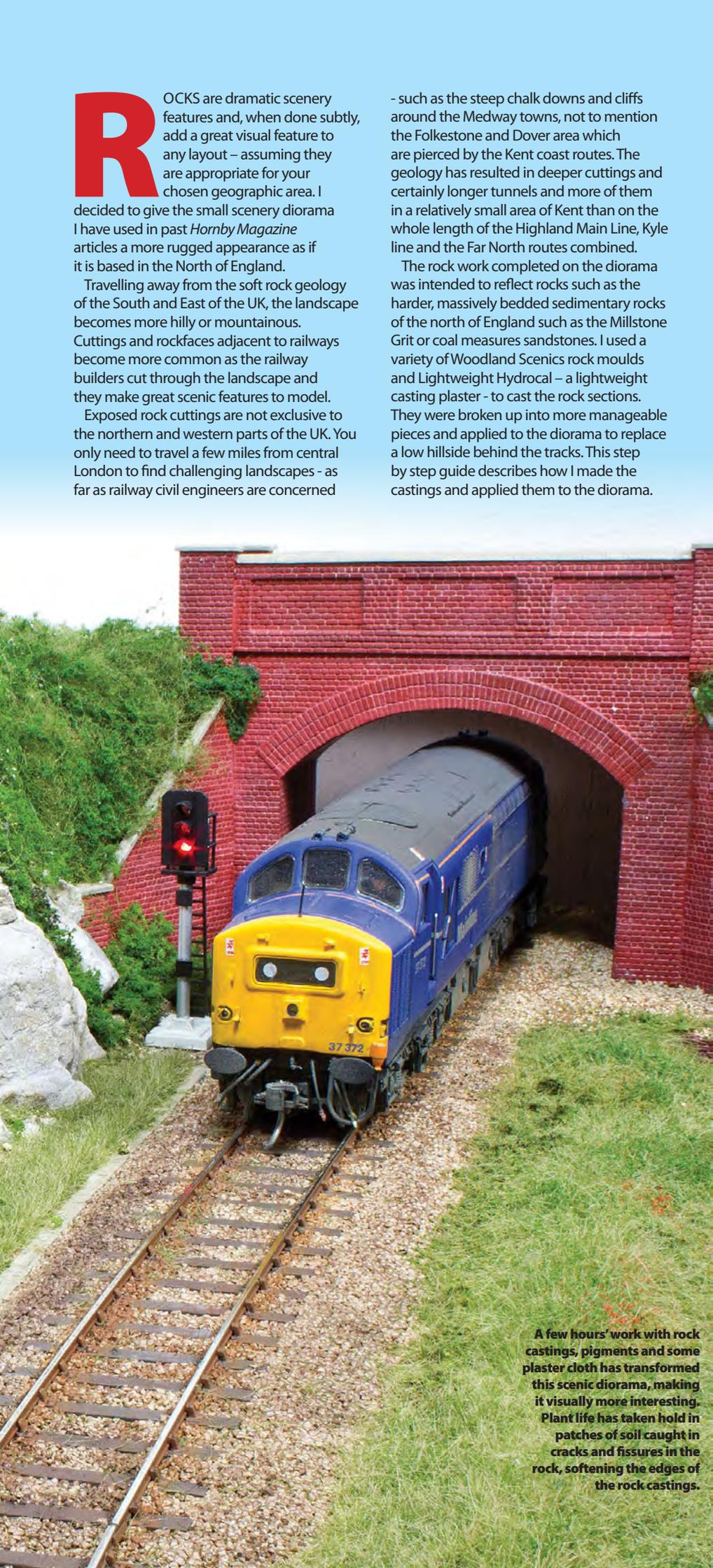
A separate work table is carefully prepared with newspaper and several jars of clean water, one of which is used to clean paintbrushes. Have some cloths to hand – old tea towels are perfect. Crumple up a piece of kitchen foil and place that to hand too.

The rock moulds are prepared by placing them on a shallow tray and supporting them with sand or plastic bubble wrap so they remain level. Wet the inside of the moulds with clean water using a paintbrush or mist spray bottle.

Carefully mix the casting plaster according to the instructions in a flexible container. Lightweight Hydrocal, my preferred casting plaster, is mixed to a soupy consistency and immediately poured into the rock moulds. A stirring stick is used to push it into the crevices of the mould and remove bubbles. Gently knock the mould several times to further settle the plaster before leaving to harden in the mould - overnight if you can resist the temptation. You will undoubtedly have some casting plaster left over. Tip that into your crumpled foil and leave to harden with the rock moulds.

Lightweight Hydrocal hardens very quickly, but resist the temptation to break the castings out of the mould for at least 12 hours. Be sure that the castings are strong enough to be removed without loss of detail. Nonetheless, a little plaster will be left in the mould – don't worry about that – it will not be noticeable!

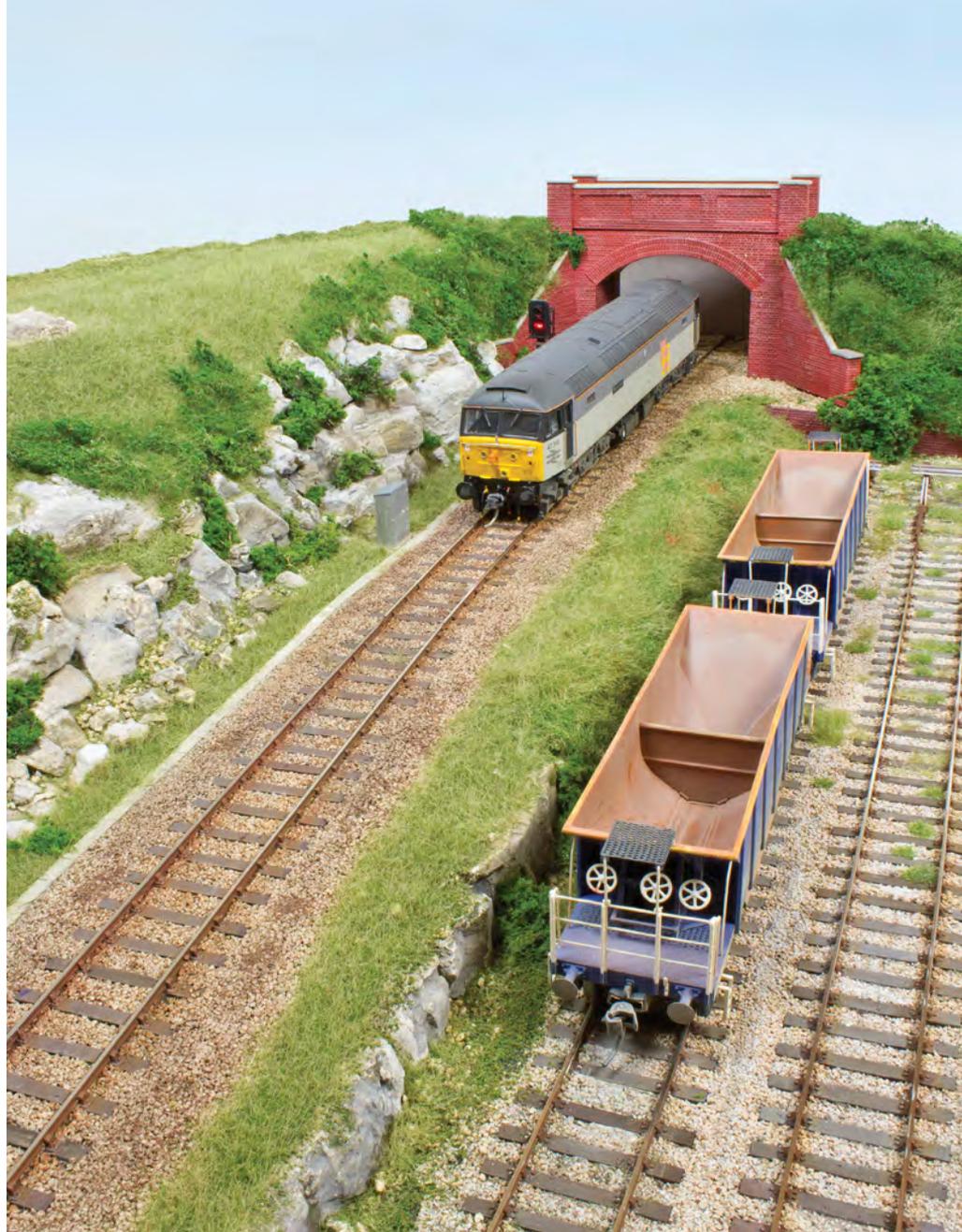
The castings are placed to one side to dry out completely – you will know when they are dry enough to use because they will no longer feel cold to the touch. Whilst they are drying, prepare the layout to receive the rock castings. I stripped away all of the hillside scene from my scenic diorama and replaced it with a new hard shell hillside inclined at a steeper angle to create an upper slope of my cutting. The lower part of the cutting was fitted with a piece of 3mm hardboard as a support for the rock castings. It was inclined away from the track and positioned to ensure there would be enough room between the permanent way and the hardboard 'cliff' to take the castings.



A few hours' work with rock castings, pigments and some plaster cloth has transformed this scenic diorama, making it visually more interesting. Plant life has taken hold in patches of soil caught in cracks and fissures in the rock, softening the edges of the rock castings.

10 TOP TIPS

- 1** Dioramas are perfect for testing scenery and landscaping techniques before applying them to a layout. Mistakes are less costly to rectify!
- 2** Reference photographs are as important for modelling scenery features such as rocks as they are for modelling locomotives and rolling stock.
- 3** Whilst rock moulds create the same pattern of rocks over and over, variety can be introduced by breaking castings up or cutting them with a saw.
- 4** Moulds for large rock castings can be part-filled with plaster to make smaller castings and introduce further variety to rock formations.
- 5** Avoid getting scenery glue or matte medium onto the surface of rock castings before they are coloured. They will seal the rock surface and prevent pigments from being absorbed into the surface leaving white spots.
- 6** Add pigments to your plaster mix before casting.
- 7** Make an extra casting or two to test your rock colouring techniques.
- 8** Pigments are used very sparingly and diluted with water. A little goes a long way!
- 9** Protect track and other layout features before applying plaster cloth, casting plaster and ground cover materials.
- 10** Make notes of the colours you have used and the order of use so the same effects can be duplicated for repairs or extensions to the layout or diorama.



Bushes and small trees composed of trimmings from sea foam are planted to appear as if they are growing out of gaps in the rocks. Poly fibre bushes and trailing plants hang down the side of the embankment, effectively hiding the join between the hard shell scenery and the removable bridge.

CIVIL ENGINEERING

When preparing the diorama for rock work, I allowed for a shallow trench along the bottom of the cutting to be included in the scene. Civil engineers use this simple feature to catch smaller rocks when they fall from the cutting face. In extreme situations, wire mesh is bolted to the rock face to control falls of rock and to prevent it dropping onto the railway – an interesting feature that could be modelled with a cloth mesh material painted grey.

In very difficult locations, a trip wire and signalling system is employed to ensure that rockfalls are detected before a train hits the obstruction. Another feature employed by civil engineers is to shape the cutting and rock faces so they are inclined back into the hillside. Overhanging rock or sheer vertical faces are the kind of feature that give an engineer sleepless nights, especially after heavy rain.

FITTING THE CASTINGS

In the time it has taken for the castings to dry, I have added a triple layer of plaster cloth to the mesh hillside and coated it with a thin layer of Lightweight Hydrocal. This

too needs time to dry out after it has set, about the same time as the rock castings.

Eventually, the castings can be applied to the face and hillside. I broke up the larger castings and played around with them to see how they would fit. I turned them about to add variety to the cutting face. At the same time, I trimmed the rear and sides of the castings for a better fit to the available space. Once happy, the larger castings were fitted using white glue, taking care not to get any on the detailed surface of the castings.

A mix of soupy Lightweight Hydrocal was made up and applied with a small brush to the top and sides of the castings to bed them into place and conceal unwanted joints between certain castings. Once again, everything needs to be left to thoroughly dry before colouring can start. In the meantime, take some spare castings and use them to experiment with paints and pigments to get your colour palette established.

GETTING THE COLOUR RIGHT

Colour is subjective and all I can do is give some pointers as to an approach. The colours you wish to achieve are likely to be different

to mine! I have discovered that less is more when it comes to applying pigments to rock castings – at least in my view. I use the underlying colour and texture of the casting to help create the subtle light and shade colours of rocks – especially dry rocks in bright daylight.

This is achieved by diluting pigments and acrylic paints with water until they become very thin washes and that is how they are applied. I start with several washes of the base rock colour – yellow ochre and stone grey for the base coat liberally applied with a paintbrush. The low lights are achieved using raw umber or slate grey – again applied as a very dilute wash so it runs into fissures and crevices leaving the proud relief of the casting relatively free of colour. Black may also be used to achieve the same effect.

Lastly, consider lightly dry-brushing some light grey to the tips of the rock castings to create highlights. Staining from iron oxide can be added using a small paintbrush and a very dilute wash of burnt umber. Lastly, areas of wet rock resulting from surface water flowing over the rock face from above can be created with spots of much darker colour.

Do you remember pouring surplus casting

STEP BY STEP MAKING ROCK CASTINGS



1 Woodland Scenics products such as rock moulds, pigments, plaster cloth and Lightweight Hydrocal – a lightweight casting plaster - were used to create the new cutting rockface scene on this diorama.



2 Moulds with smaller rocks are ideal for smaller scales and making low rockfaces and field rocks – those that stick up above the vegetation.



3 A large deep casting which can be used in many different ways for variety. A single large piece can be cast and used as a single unit or broken up into smaller pieces and randomly fitted together.



4 Consider using just a small section of a larger rock mould to make smaller and thinner castings.



5 The essentials of rock casting including newspaper for protecting the table top against spillage. Have mixing sticks, containers, clean water and old cloths to hand.



6 Support the moulds in a tray with bubble wrap or sand to prevent them from tipping over when filled with plaster. The moulds are wetted with clean water using a spray bottle or paintbrush.

plaster into a dish of crumpled kitchen foil? Yep, it's on the workbench, placed to one side and forgotten in the fun of breaking and fitting the castings to the cutting face. It's time to put that spare material to use – nothing should be wasted. Crush the foil up in your hands to break the plaster into small pieces. Drop the resulting scree into a clean tub and soak with a dilute mix of your chosen rock base colour.

Once the pieces are well coloured, remove them and leave to dry. These pieces of 'talus' will be added to the base of the rock face and along cracks and crevices to represent fallen material. It should be uneven in shape and of a wide range of sizes. Talus from Woodland Scenics can be added to finish this aspect of the scene. Talus is secured with Scenic Cement or dilute matte medium – add a little raw umber pigment to the glue to help blend the talus into the rock face colouring.

BLENDING THE SCENE

By this time, the rocks are now in their final resting places and colouring has been completed. All that remains to do is complete the rest of the scenery surrounding the rocks.

It's time to get out the green stuff, including foam ground cover scatter and static grass to blend the rocks into the landscape as if they are sticking out of the soft sediments and soils rather than being dropped on to a hardboard base!

Scenic glue is carefully applied around the rocks with a brush and ground cover materials added to the scene. Some vegetation will grow from the rocks themselves as weed and grass seeds would find small pockets of soil in cracks in the rock surface. The effect of small bushes and trees growing from the larger cracks is all part of the weathering process that eventually breaks rocks down into soil, sand and talus or scree.

I attached small offcuts of sea foam with foliage left over from tree making to the cracks and crevices in my rock face using tiny quantities of white glue - place a small spot of glue on a piece of kitchen foil and transfer it to the scenery with a cocktail stick to control the amount used.

Trailing plants composed of poly fibre covered with ground foam foliage were draped over parts of the face to further soften the edges and blend it into the scene. This too was attached with dilute white glue. Whilst the greenery was being added, care was

taken not to deface the rock surfaces with pigmented glue or scenery material such as static grass. Protection was placed over the track and other features of the diorama.

FINISHING OFF

Once I was confident that the scenery materials were fully attached and the various adhesives fully set, I vacuumed loose material from the rocks and other areas of the layout before matting down the rocks with Testor's Dull-Cote. I can now concentrate on refitting lineside features such as the signal and equipment cabinet.

One thing will have attracted your attention though. That overbridge no longer fits. Brick bridges in areas of plentiful amounts of building stone are rare. It is time to remove it and replace it with something more appropriate!

In a future article, I will take a look at how to use Woodland Scenics C1204 latex rubber to make bespoke rock moulds and castings. Further rock making techniques will be covered such as casting rocks in-situ and making rocks using alternative materials. One thing is certain – there's more fun to be had from creating rock formations! [Read on](#)

STEP BY STEP MAKING ROCK CASTINGS

7

A single dose of casting plaster is made up with 1 and ¼ cups of Lightweight Hydrocal to ½ cup of clean water.



8



Add the Hydrocal to the water, not the other way round.

9



Mix thoroughly with a flat stirring stick. A quite liquid, soupy, batter-like mixture will be the result – of pouring consistency (to use further cooking terminology)!



10

The consistency of the mixed Lightweight Hydrocal or other casting plaster should be liquid enough to allow it to pour freely into moulds.



11

A base colour can be introduced to your rocks at the casting stage by adding pigments to the casting plaster or Lightweight Hydrocal mixture.



12

Pouring the coloured mixture into a mould. Note the bubbles which should be worked out of the mixture as quickly as possible with a cocktail stick. Gently 'rock' the moulds to be sure the mixture has settled into all of the rock detail.



13

The moulds are left for at least 24 hours to allow the plaster mix to set thoroughly and allow the rocks to be turned out without the chance of breakage.



14

Stripping the moulds is done carefully to avoid losing rock face detail. If a casting breaks, it's not a disaster – broken castings can still be used and some will have to be broken for variety anyway.



15

The fresh castings cannot be used straightaway, unfortunately. They must be placed somewhere warm to dry out completely.

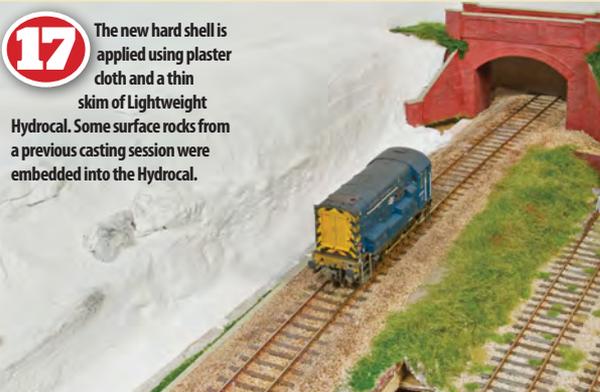
16

In the meantime, the diorama was prepared with a new hillside and a support for the rock castings composed of hardboard.



17

The new hard shell is applied using plaster cloth and a thin skim of Lightweight Hydrocal. Some surface rocks from a previous casting session were embedded into the Hydrocal.



18

The rock castings were broken up and test fitted to the diorama until a satisfactory fit was achieved. Each casting was then glued to the scenery using undiluted wood glue. A small quantity of very soupy Lightweight Hydrocal was used to fill unwanted gaps between the castings and to bed them into the hillside – applied with a small brush.



19



Spare castings were used to test rock colouring including this plain white one which has a couple of thin washes of slate grey applied to it. Note how the pigment collects in the recesses of the casting to create some lovely variation of shade and light.

20



Careful multiple colouring can achieve some very interesting effects. A casting made with yellow ochre mixed in the plaster mix has first been treated to a single wash of raw umber and followed up with a very dilute wash of black to bring out the low lights in the rock. Notes were made of the results of the colouring tests so they could be repeated on the diorama.

21



Rock colouring was completed with an undercoat wash of yellow ochre followed up with raw umber. The last colour to be applied was a very thin wash of slate grey pigment instead of black to selected places on the rockface.

22



With the rocks in place ground cover can be introduced to the scene to blend everything together. The gaps and cracks in the rock are perfect for planting small bushes and trees as if they have taken root in the soil that usually collects in such places.

23



The first of the ground cover is applied to a coating of thinned white wood working glue (scenic cement or scenic glue could also be used) which was carefully applied with a paintbrush to avoid spoiling the carefully coloured rock outcrops.

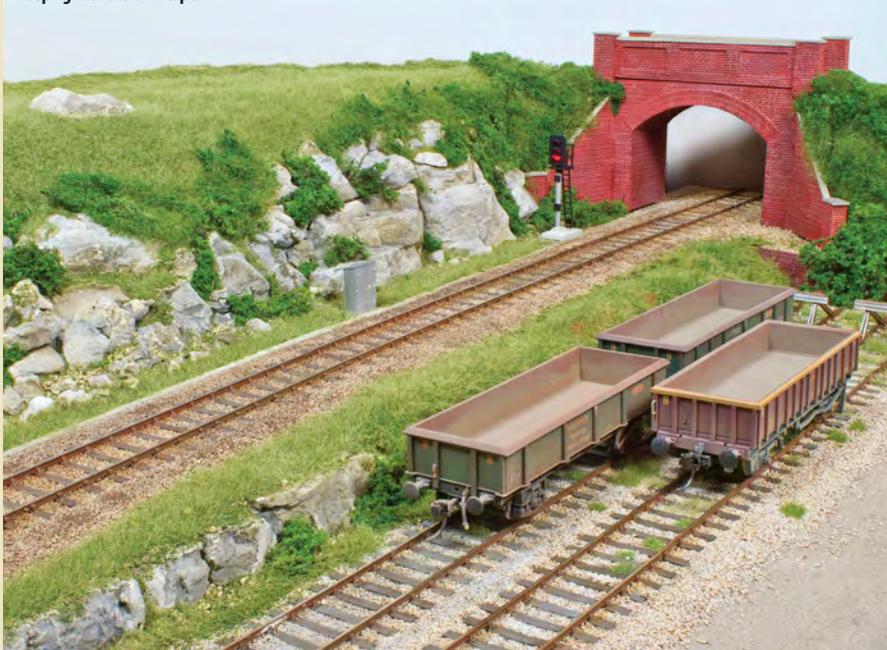
24



The harsh outlines of the rock castings is beginning to be softened by vegetation. However, this is just the first stage of applying ground cover. Static grass, poly fibre bushes and small trees were used to complete the scene.

25

Incorporating vertical features such as cuttings and embankments together with different levels adds visual interest to a layout scene and makes it appear larger than it really is. Rock work adds to the visual impact of multi-level scenes. The brick arch bridge no longer fits the diorama and will be replaced with another model more in keeping with the landscape!



WHAT WE USED

The diorama featured in this article was rebuilt with a rock cutting scene using the following products from the Woodland Scenics range. Visit www.bachmann.co.uk for more information.

- Rock moulds
- C1201 Lightweight Hydrocal
- C1203 plaster cloth
- C1219 Slate Grey pigment
- C1220 Black pigment
- C1221 Raw Umber pigment
- C1222 Burnt Umber pigment
- C1223 Yellow Ochre pigment
- C1229 Earth undercoat pigment
- C1270 fine talus
- S191 Scenic Cement

DCC sound users should be **CONSIDERATE AT EXHIBITIONS**

WILL ADMIT to not liking any sound fitted locomotives: to my ears the sounds just aren't realistic despite being around for a few years now.

What does irritate and annoy me more than unrealistic noises, however, is the loudness with which these are run at shows. I was recently at a show where one layout had some locomotive sounds



Garry Hall suggests digital sound volumes should be kept under control in exhibition halls for the enjoyment of all at shows. This is *Hornby Magazine's* Twelve Trees Junction on show at the Great Electric Train Show in 2014. Trevor Jones/Hornby Magazine.

Changing engine crews

I have to agree that locomotives running without a footplate crew (HM92) do look out of place, and with the price of locomotives these days it would be nice to have a footplate crew provided.

On the subject of stabling your locomotives on shed with your footplate crew still in the cab, I place a touch of either white or blu tak on the base or feet of the crew to keep them in place, then simply remove them when stabling the locomotives. The crew can then be used again. Should you place your crew in



a diesel locomotive, you must decide if they have to stay in permanently or whether you are able to remove the chassis so you can remove the crew to switch back and forth.

Nat Whyte, Cowdenbeath.

Beeching didn't start railway

I could not let Mr Heathcliffe's assertion in HM95 that Dr Beeching was responsible for the railway preservation movement pass unchallenged.

The facile assumption that without Beeching branch lines would not have closed and therefore few if any would have been available to be rescued by the heritage movement is not borne out by the facts. Branch line closures continued throughout the 1950s and were steadily increasing. British Transport Films *This is York* neatly sums up the official view: "Now the passengers have taken to buses and the lines are being lifted". Or for a more ironic take, read about the

making of *The Titfield Thunderbolt* where the line which John Grigson, Stan Holloway and the gang successfully saved in the movie was actually being dismantled while the film crew were shooting. Both of these productions were released in 1953, when only professional chemists would have even heard of a Doctor Beeching.

The preservation movement would always have had somewhere to run trains – though I for one would like to think that a fully functioning Great Central main line to London would still in be daily service today.

The real 'kick-start' to preservation has to be the haste with which

that could be heard in the next hall never mind the hall it was in. This, I think, is very rude and inconsiderate to other exhibitors. There have many several instances of this and on another occasion I could hear the sounds from a couple of layouts away.

The worst one though was more recent where I was actually running my own layout at a show



and for most of the day had to listen to a very loud whining diesel locomotive. Part way through the day my operating partner went to ask them to turn it down as it was annoying all day and it spoilt any video being taken of my own layout. Their initial response was: "We cannot turn it down, just off," so my friend asked them to do that. They then got quite annoyed about it, which was not really a pleasant situation.

Not only did this ruin our operating day but spoilt the layout next to them which also had sound but turned down low so it could only be heard if you were stood next to it. I can accept that level of sound without issue as treated respectfully it can create ambience for a model. I know I should have said something to the organiser at the time, but I have since found that we were not the only ones who complained about this particular instance.

Could I please ask that if people want to listen to sounds it is fair enough in the clubrooms or their homes, but when it comes to exhibitions layout owners should consider the volume so that the models aren't so loud that it spoils other people's enjoyment at shows. As a visitor I can walk away and look at something else, but layouts around them cannot.

Garry Hall, by e-mail.

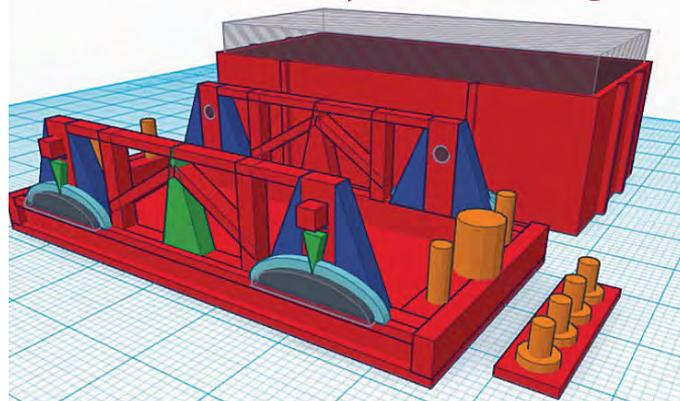


WHICH MOTORS WON'T WORK WITH DCC?

I read with interest the letter from Mike Dean regarding types of motor and wondered if you could include which motors will or won't work on DCC as I am sure there are a lot of readers with some older locomotives.

Ron Jackson, Grimsby.

I PRINTED my own wagon!



As many modellers are aware, the emergence of 3D printing presents an exciting opportunity to create model railway items. I am lucky enough to work at a school where we have just purchased a 3D printer and decided to look at creating some rolling stock for my 'OO' gauge layout.

After searching the most popular 3D model websites, I found that 3D designs for the railway modeller were in short supply. Fortunately, a wide range of free software exists to create your own designs by simply dragging, resizing and repositioning geometric shapes. I decided to start with a relatively simple design so I created a model based on a seven-

plank wagon. This consisted of three parts: the body, the chassis and the buffers. After three prototypes, I was happy with the final product and painted the pieces in a neutral grey and matt black. The addition of pre-packaged wheels and couplings completed my design.

Whilst, under close inspection, it does not compete with an injection-moulded product, the finish is good enough for me and the printing costs (around 70p-worth of plastic) mean a large rake will prove inexpensive. I now intend to embark on some more ambitious projects utilising the 200mm cubed print-size limit.

Simon Sheard, County Durham.



preservation

BR replaced its steam fleet. The scrapyards were overwhelmed with work leading to many engines simply being 'parked' until the cutting crews could get around to them. This gave time for potential restorers to form consortiums and approach the new owners (Mr Woodham, in particular, of course) to make them offers they couldn't refuse. Though he wholeheartedly agreed with it, the good Doctor did not start the dieselisation of BR. That, too, was well underway by the time he took over.

Perhaps a more mature and sober revision of Dr Beeching's reshaping of Britain's railways is long overdue.

Paul Hirst, Sheffield.

Some tips on Zimo equipment

I always find *Hornby Magazine* full of interest as it caters for my type of modelling and level of skill and HM95 was no exception, particularly as it had the Digital Sound supplement.

Reading this prompted me to write to pass on a couple of tips, based on my own experiences, which might be of interest to others. The Zimo MX645 decoder's shrink wrap covers but does not hold the wires. This means that when the wires are moved flexing takes place where the bared part meets the soldered

joint - too much movement and the bare wire fatigues and fails. As the termination is beneath the shrink wrap reattachment is beyond my abilities, an expensive problem. My solution is to coat the end of the shrink wrap and the start of the insulated part of the wires with UHU glue and allow to dry for 24 hours before starting work. Flexing then takes place evenly along the insulated part of the wires.

My second observation is that the Zimo SC68 'stay alive' capacitor is only 6800

microfarads and whilst better than nothing will only turn the wheels for approximately three quarters of a turn. However if six 2.7V, 1Farad Supercapacitors are wired in series you get 166,666 microfarads which will turn the wheel for about 20 revolutions. The ones from digi-key.co.uk are the smallest I have found at only 6.5mm diameter and 9.5mm long and can be wired in groups of varying arrangements to fit into available spaces around a locomotive.

Mike Shepherd, by e-mail.



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Trebudoc

Cornwall's railway byways exert a pull on many modellers and **ANDY PETERS** is no exception, capturing the essence of a branch line in his compact 'O' gauge layout.

PHOTOGRAPHY, MIKE WILD.

TREBUDOC is my second 'O' gauge layout, this time built to 9ft x 2ft, slightly bigger than my first, St Budoc, which was built to a 9ft x 20in footprint and represented a small goods yard set in North Cornwall. That layout was sold some time ago and I had the desire to build another one in a similar vein.

Trebudoc represents a small former through station set in Cornwall that is now operated as a terminus and possibly serving a quarry or china clay mine. The

baseboards were made for me by a friend and are just 3in x 1in timber frames and a 6mm plywood top held together with a couple of wood dowels for alignment and a pair of over centre latches for quickness and ease of setup at exhibitions.

The layout has its own built in set of folding legs and with just the release of a small sliding door lock (the sort you get in bathrooms) the legs fold out and two cross braces keep the whole thing nice and rigid. The fiddle yard board just piggybacks onto the main board with a single set of legs. For

the lighting I have a set of three spotlights that hang above the layout and give a nice light. I had considered a fluorescent strip light but I was afraid that if it should go in the middle of a show all the lights are gone: at least I can change a bulb or get away with just two spotlights this way round.

The trackplan is very simple with just three points and consists of the platform road with a run-round loop, a coal siding and a spare siding next to the field for parking brake vans or general storage. At the back is a short bay for the goods traffic.

 '57XX' 0-6-0PT
3635 enters
Trebudoc with the daily
pick up goods.



STATISTICS

Owner:	Andy Peters
Scale:	'O'
Length:	9ft
Width:	2ft
Track:	Peco
Control:	DCC
Period:	BR Western Region, 1950s-1960s

 **Right:** The station building is scratchbuilt with a plywood shell. The Ivatt '2MT' 2-6-2T is a Springside kit fitted with DCC sound.

The track is all Peco as are the points and it has all been painted with Railmatch acrylic paints using a mix of Sleeper Grime, Weathered Black and Frame Dirt amongst others. Once ballasted it has had a bit more treatment to stain the track and surrounding area to give it a suitably used feel. Grass was also laid in and around the track to give that rundown appearance so characteristic of rural railways towards the end of steam.

With just a couple of passenger trains a day and the local mixed goods serving the



loading dock and coal yard the station is scarcely populated. Even so, with figures from the Tower Accessories range there is the Stationmaster with his clerk leaning on his broom, two men in the goods depot and the coal merchant, a signalman in the 'box and a mechanic in the garage.

CREATING THE SCENE

The road overbridge that divides the scenic area from the fiddle yard is made from MDF and card covered in DAS modelling clay. When dry the stonework was scribed with a large screwdriver. Once I was happy with the stonework it >>>





 Above: On the platform station staff discuss the arrival of the next passenger working.

was washed over with dirty thinners and this has left a nice grey staining effect.

The station building and signal cabin were built for me by George Tait. They are made from 2mm plywood and cut to shape and size, which was then covered in DAS clay the same way as I had built the bridge. I then finished them off with washes of thinners.

The first building next to the bridge was put there to hide the control panel. It represents an old disused tin shed with a rusted steel door and was made from scrap corrugated plasticard with a black drinking straw for the chimney. I have surrounded it with brambles from the Woodlands Scenic range.

Next to this is the garage, which started life as a Skytrex provender store when Trebudoc was first built as a goods yard. Inside is the mechanic and his workbench and a few tools and posters on the walls. There is also a steel cabinet inside to hide the wiring for the light. I bought a Skytrex lamp hut and it was supposed to go in the coal yard as a workman's hut, but it made the front of the layout look too crowded so it ended up in its rightful place on the platform, just as its makers intended!

The station lamps are from Duncans Models and are wired direct to the track in series so that they are not too bright: I don't want to overwhelm the scenery with

“I didn’t want to overwhelm the scenery with harsh and unrealistic lighting.”

ANDY PETERS

harsh and unrealistic lighting. The fencing is all from Slater's and the walling is from an unknown source as it was given to me by a fellow club member. The walling is the real bonus as far as the scenics are concerned as it has given the field and the back of the layout at the cattle dock end a nice rural look. For the grass I have used quite a bit of hanging basket liner from the local garden centre. The colouring is about right and looks really rough and can be added to with flock and static grass for extra effect and colour. The front of the baseboard at the front left of the layout was cut away to form a drop for the field and to help take away the flatness of the >>



The garage is a modified Skytrex provender store.



Framed by the road bridge Collett '56XX' 0-6-2T 5637 waits to depart with a mixed goods.

 **Trebudoc
signal cabin**
was scratchbuilt by
George Tait for the
layout.



front of the layout. Once cut away I used my hot glue gun to add cardboard and MDF formers for the land contour.

This was then covered in a layer of plaster for some strength and then finally I used bits of two different Gaugemaster scenic grass mats to form the field. I just tear the mat into rough shapes and then stick it down before going over it with a FMC static grass applicator to add to its depth and colour. Finally, torn off strips from the hanging basket liner were used along with Woodland Scenics clump foliage all around the end of the sidings and to hide the joins in the stone walling. The layout has no signals at present as I am waiting for Dapol's to come out in 'O', although I have put in a couple of dummy ground frame signals for the time being in appropriate positions.

OPERATING TREBUDOC

The control panel is mounted in the front of the layout in the tin shed. I operate the layout from the front both at home and at exhibitions for simplicity of wiring, and it is always nice to be that little bit closer and more accessible to the viewing public when out and about. The panel is made from a scrap piece of white plasticard and has the track diagram drawn on it with a marker pen. I have fitted light emitting diodes to show the route settings. Peco has since introduced a double microswitch that can be used for switching the frog polarity of the point and also the LEDs on the panel but I have to switch mine manually. With three points to change - controlled by a Gaugemaster T1 16v transformer mounted in a plastic card index box - it is hardly a chore. I have drilled a series of holes in the top of this box for cooling and this keeps the 240 volts away from the layout - an important consideration. It is connected to the layout with a TV coaxial cable and the same transformer/box is used on all my layouts as I only work one layout at a time.

 **Chuchward
'45XX' 2-6-2T**
4555 stands at the
station with a single
autocoach.



ROLLING STOCK

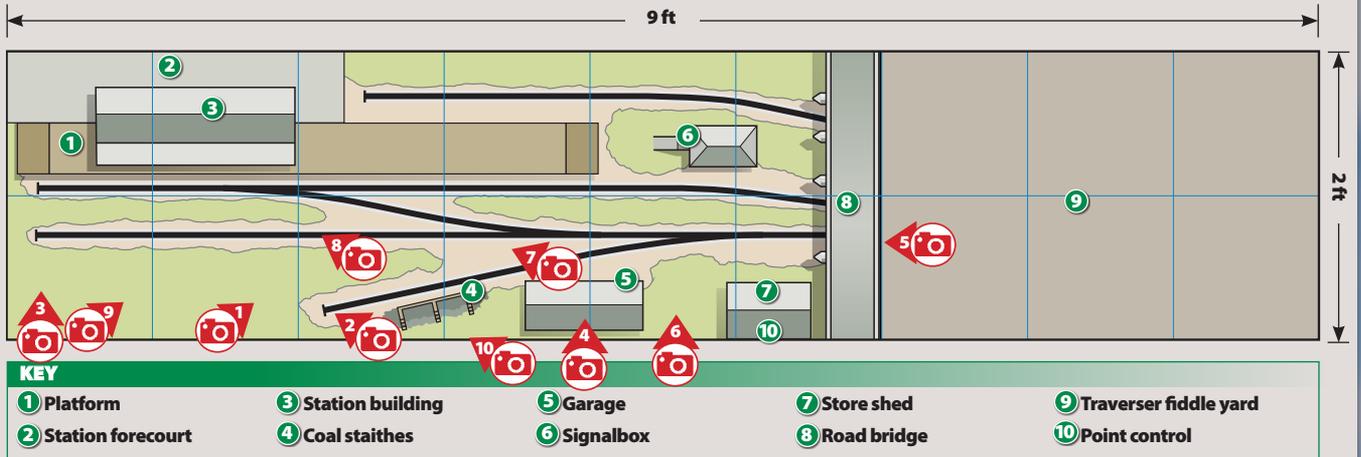
Being such a compact layout there is no need for a massive locomotive fleet to run on Trebudoc, but all of those on the roster are suitable for a Great Western branch line in the BR era. In total there are three locomotives and they are a Bachmann Brassworks GWR '57XX' 0-6-0PT, a kitbuilt, (we think it is an Acme Kit) Ivatt '2MT' 2-6-2T and a Springside GWR '45XX' 2-6-2T. All three locomotives are Digital Command Control sound fitted - the Ivatt and 'Pannier' use decoders from South West Digital, but the chip in the 'Prairie' is unknown as I bought the model second hand and the sound chip was already fitted.

With the 0-6-0PT I also bought the bass reflex speaker for a deeper sound and the spare round speaker was wired in with the original for the Ivatt, glued back to back and pushed down the boiler barrel. This has meant that I get the sound >>

 The AEC engines of a GWR railcar tick over at the rural outpost.



TREBUDOC TRACK DIAGRAM (NOT TO SCALE)




**Ivatt
'2MT'**
 2-6-2T 41302
 enters Trebudoc
 with a short set
 of vans.



through the chimney and from under the locomotive like the real thing and this is something that seems to raise a lot of interest and questions at exhibitions.

The goods stock comes from several sources, including Parkside Dundas, Skytrex and Cooper Craft to mention just three. I use three link couplings for all my stock and although they can be fiddly at shows, it is worth the effort for home use, and the appearance, of course, is accurate. The advantage of a fairly straight layout is that there is almost no buffer locking with the short wheelbase vans.

Trebudoc has given me a great deal of pleasure to build. There is something about the feel of an 'O' gauge model that is very special, and with more ready-to-run 'O' gauge in the pipeline I am sure that these pages will see more small layouts in this scale in the not too distant future. 



 The coal staithe are regularly refilled by the daily goods.



TRAIN FORMATIONS

PICKUP GOODS

They were amongst the most idyllic of all railway operations and are wonderfully attractive to modellers. **MARK CHIVERS** examines some typical pick up goods train formations and shows how they can be made with ready-to-run stock.

SUITABLE 'OO' FREIGHT ROLLING STOCK

TYPE	LIVERY	MANUFACTURER	CAT NO.
12ton BR vent van corrugated ends	BR bauxite	Bachmann	38-171C
12ton BR vent van planked ends	BR bauxite	Bachmann	38-161B
12ton BR vent van plywood ends	BR bauxite	Bachmann	38-170C
12ton BR vent van (triple pack)	BR bauxite	Hornby	R6713
12ton SR vent van 2+2 planks	BR bauxite	Bachmann	38-082C
12ton shock absorbing open wagon	BR bauxite	Bachmann	37-879
13ton high sided steel open	BR bauxite	Bachmann	38-326
14ton tank wagons (set of three)	Black	Bachmann	37-670A
16ton steel mineral open wagon	BR bauxite	Bachmann	37-256
16ton steel mineral open with top flap	BR bauxite	Bachmann	37-226F
16ton steel mineral open with top flap	BR grey	Bachmann	37-225G
16ton steel mineral without top flap	BR grey	Bachmann	37-250H
16ton steel mineral open pressed end	BR grey	Bachmann	37-378
20ton 'Toad' brake van	BR grey	Bachmann	33-306C
20ton 'Toad' brake van	BR grey	Hornby	R6694
20ton 'Toad' brake van	BR bauxite	Bachmann	33-307
22ton Presflo wagon (triple pack)	BR bauxite	Bachmann	38-287
30ton bogie bolster wagon	BR grey	Bachmann	33-856D
BR 20ton brake van	BR bauxite	Bachmann	37-530
BR 20ton brake van	BR bauxite	Hornby	R6508
BR 20ton hopper wagon	BR grey	Hornby	R6677
Conflat with A container	BR bauxite	Bachmann	37-961
Conflat with AF containers	BR bauxite	Bachmann	37-981
Conflat with BD container	BR bauxite	Bachmann	37-951B
Eight-plank open wagon	BR grey	Bachmann	37-158C
Five-plank open wagon	BR grey	Bachmann	37-016C
Five-plank open wagon (triple pack)	BR bauxite	Hornby	R6712
Midland 20ton brake van	BR grey	Bachmann	38-550
One-plank open wagon	BR bauxite	Bachmann	37-479
Seven-plank open wagon	BR grey	Bachmann	37-081F
Three-plank wagon with BD container	BR bauxite	Bachmann	37-930C
ZUV 'Shark' ballast plough	Engineers black	Hornby	R6432

OF ALL THE FREIGHT operations on the railway, the pick-up goods train was often the slowest and most sedate of them all. However, they served a very important purpose and ensured goods could be transported far and wide from almost anywhere in the country connected to the rail network.

Designated class K freight in steam days (Class 9 from 1962), the pick-up goods could be identified by its single white headlamp at the bottom left of the buffer beam. As its name suggests, the train would serve stations as required picking up and dropping off goods as it travelled along the line. Sometimes the traffic generated didn't warrant a full wagon or

van, and in those cases items could be carried in the brake van for depositing at a station.

The orientation of the station yard connection usually determined how the sidings were served. For example, if the yard featured a trailing connection to the Down line it would be served whilst the train was heading in that direction, but if it was connected to the Up line it would usually be served on the train's return.

Generally, the pick-up freight would call at a station and uncouple the brake van at the platform or in one of the yard sidings, subject to traffic requirements. The driver would then set back his train and deposit the appropriate vehicles in the sidings, shunt the yard if required, collect any vehicles as

necessary and then reattach the brake van ready to head to the next yard along the line. To prevent fouling the main running lines, many yards featured a headshunt which would allow the locomotive to shunt the sidings and other trains to pass without interference.

The process was not quick, particularly for those yards that were not served on the initial outward journey and had to wait for the return journey for the appropriate vehicles to be deposited. As a result, consignments might not be unloaded from wagons until the following day for onward delivery.

Once the yards on the line had been served and any wagons collected, the pick up goods train would then return to a large freight



The pick up goods is one of the most easily modelled train formations for the steam era, and they ran everywhere from main lines to branch lines. A Fowler '4F' 0-6-0 leads a pick up goods through the three arch bridge on the approach to Topley Dale and passes an '8F' 2-8-0 at the head of a block coal train.



shutting yard for the consist to be remarshalled ready for the next leg of its journey.

A wide range of wagon types could appear, depending on the customers and industry on the route. In its simplest form in British Railways days, this would often include at least one 12ton ventilated van and the ubiquitous 16ton steel mineral open wagon. Depending on traffic levels, operations might run to just a locomotive and brake van either for the outward or return journey. Other services might run to quite lengthy trains with multiple vans, mineral wagons, wooden bodied open wagons, bolster wagons and other specialist vehicles such as cement Presflos or fuel tanks.

From a modeller's perspective the pick-up

goods train is perfect, as it can realistically run to whatever length your layout permits and the main manufacturers produce a good variety of suitable rolling stock such as Bachmann's prolific range of 12ton ventilated van variants and 16ton mineral wagons together with wooden bodied open wagons and brake vans. Hornby and Dapol also feature ventilated vans, open wagons and a variety of other appropriate wagon types in their ranges too, whilst Kernow Model Rail Centre is currently developing a 'OO' gauge London and South Western Railway (LSWR) 10ton goods brake 'road van', which features side doors designed for easy loading and unloading of small goods and parcels.

Locomotives are equally well represented

with recent additions including Bachmann's LBSCR 'E4' 0-6-2T, LNER 'J11' 0-6-0 and Hornby's LNER 'J15' 0-6-0 and LNER 'K1' 2-6-0. Other suitable locomotives currently in development include Bachmann's GWR '94XX' 0-6-0PT and LMS '2MT' 2-6-2T, Hatton's Model Railways' 'OO' gauge GWR '14XX' 0-4-2T, Hornby's LSWR '700' 0-6-0, Heljan's 'O2' 2-8-0 and Kernow Model Rail Centre's LSWR 'O2' 0-4-4T.

With plenty of suitable locomotives and rolling stock available it is possible to create authentic pick-up goods trains and the list below presents a small selection of prototypical formations. Whilst the list is not exhaustive, each of the train formations is easily modelled using readily available models. ■

WESTERN



GWR '2251' 0-6-0 BR black, early crests (Bachmann), five-plank open wagon, seven-plank open wagon, eight-plank open wagon, five-plank open wagon, eight-plank open wagon, BR 20ton brake van. ● 1955. ● Location: South Ruislip



SOUTHERN



LBSCR 'E4' 0-6-2T BR lined black, early crests (Bachmann), SR 20ton 'pill box' brake van. ● 1955. ● Location: Midhurst



SR 'N' 2-6-0 BR lined black, late crests (Bachmann), four 16ton steel mineral open wagons, six 12ton vent vans, SR 20ton 'pill box' brake van. ● 1962. ● Location: Shalford

MIDLAND



LMS 'Black Five' 4-6-0 BR black, late crests (Hornby), seven-plank wagon, BR 20ton brake van. ● 1961. ● Location: Pilling



EASTERN/NORTH EASTERN



LNER 'J15' 0-6-0 BR black, early crests (Hornby), five-plank open wagon, seven-plank wagon, 12ton vent van, BR 20ton brake van. ● 1955. ● Location: Godmanchester



SCOTTISH



LMS '2P' 4-4-0 BR black, early crests (Hornby), seven-plank open wagon, 16ton steel mineral open wagon, seven-plank open wagon, two 16ton steel mineral open wagons, three 16ton steel mineral open wagons, two 12ton vent vans, BR 20ton brake van. ● 1956. ● Location: Towiemore



'WD' 2-8-0 BR black, late crests (Bachmann), two five-plank open wagons, 12ton shock absorbing open wagon, four 13ton high-sided steel open wagons, two 14ton tank. ● 1960. ● Location: Coupar Angus



LNER 'K3' 2-6-0 BR black, late crests (Bachmann), 16ton steel mineral open wagon, four 12ton vent vans, two seven-plank open wagons, two 12ton vent vans, 16ton steel mineral



GWR '57XX' 0-6-0PT BR black, late crests (Bachmann), 20ton 'toad' brake van, two 22ton Presflo wagons. ● 1961. ● Location: Trusham

GWR '57XX' 0-6-0PT BR black, late crests (Bachmann), 12ton vent van, two 30ton bogie bolster wagons, two 12ton vent vans, BR 20ton brake van. ● 1965. ● Location: Ross-on-Wye

USEFUL LINKS	
Bachmann	www.bachmann.co.uk
Dapol	www.dapol.co.uk
DJ Models	www.djmodels.co.uk
Hatton's of Liverpool	www.ehattons.com
Heljan	www.heljan.dk
Hornby	www.hornby.com
Kernow MRC	www.kernowmodelrailcentre.co.uk



GWR '45XX' 2-6-2T BR lined green, late crests (Bachmann), 12ton vent van, SR 12ton vent van, five-plank open wagon, Midland 20ton brake van, four five-plank open wagons, nine 16ton open wagons, BR 20ton brake van. ● 1965. ● Location: Bourne End



BR '4MT' 4-6-0 BR lined black, late crests (Bachmann/Hornby), two five-plank wagons, two 16ton steel mineral open wagons, BR 20ton brake van. ● 1962. ● Location: Sway



BR '4MT' 2-6-4T BR black, late crests (Bachmann), two 12ton vent vans, five-plank open wagon, two 16ton steel mineral open wagons, ZUV 'Shark' ballast plough brake van, BR 20ton brake van. ● 1964. ● Location: Christchurch

Midland '4F' 0-6-0 BR black, early crests (Bachmann/Hornby), eight-plank wagon, three-plank wagon, 16ton steel mineral open wagon, two three-plank wagons, five-plank wagon, Midland 20ton brake van. ● 1952. ● Location: Normanton-on-Soar



Midland '3F' 0-6-0 BR black, late crests (Bachmann), eight-plank open wagon, 12ton vent van (plywood sides), five-plank wagon, Midland 20ton brake van. ● 1958. ● Location: Selly Oaking



Midland '4F' 0-6-0 BR black, late crests (Bachmann/Hornby), three 12ton vent vans, three 16ton steel mineral open wagons, seven-plank open wagon, five-plank open wagon, five 16ton steel mineral open wagons, BR 20ton brake van. ● 1961. ● Location: Ullesthorpe



LNER 'J11' 0-6-0 BR black, early crests (Bachmann), two 16ton steel mineral open wagons, Conflat with BD container, two 12ton vent vans, BR 20ton brake van. ● 1956. ● Location: Waterside

LNER 'O1' 2-8-0 BR black, late crests (Hornby), two 16ton steel mineral open wagons, 12ton vent van, three 16ton steel mineral open wagons, two 12ton vent vans, Midland 20ton brake van. ● 1959. ● Location: Leicester



LNER 'V2' 2-6-2 BR lined green, late crests (Bachmann), seven-plank open wagon, 12ton vent van, eight 22ton 'Presflo' wagons, two 16ton steel mineral open wagons, five seven-plank open wagons, BR 20ton brake van. ● 1961. ● Location: Little Bytham



seven-plank open wagon, two 16ton steel mineral open wagons, seven-plank open wagon, two 12ton vent vans, three seven-plank open wagons, six 12ton vent vans,



wagons, 12ton vent van, Conflat with BD container, two one-plank wagons, 13ton high-sided steel open wagon, six 16ton mineral open wagons, BR 20ton brake van.



Class 20 BR plain green (Bachmann), three-plank open wagon with BD container, four Conflat wagons with BD containers, 12ton vent van, three 16ton steel mineral open wagon, Conflat wagon with AF container, 12ton vent van, three 16ton steel mineral open wagons, Conflat wagon with AF container, BR 20ton brake van. ● 1960. ● Location: Ruthrieston



open wagon, five-plank open wagon, five 12ton vent vans, Conflat wagon with BD container, two 12ton vent vans, BR 20ton brake van. ● 1962. ● Location: Newcastleton

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Locomotion debuts Ivatt 'Atlantic'

Locomotion Models and Bachmann have joined forces to create a stunning replica of the Ivatt 'C1' 4-4-2s with models of 251 and the last of the class for 'OO'.

MIKE WILD takes a closer look at this highly sought after production.

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ATLANTICS' have always held a special place in railway history and particularly the Great Northern Railway (GNR) and London Brighton and South Coast Railway (LBSCR) developed 4-4-2s. Models of both of these famous designs are being produced by Bachmann with the first to arrive being the GNR Ivatt 'Atlantic' for Locomotion Models' National Collection in Miniature series.

Produced specifically for Locomotion Models, this brand new release is already highly sought after and is being released as 251 in original GNR lined green, 3251 in London and North Eastern Railway (LNER) lined apple green and as the last 'C1' to remain in service with British Railways – 62822 – in British Railways black with a choice of pristine and weathered finishes.

The 'C1' 'Atlantics' were introduced in 1902 and

251 was the first of 94 built at Doncaster Works over the following eight years. The class was a follow up to Ivatt's small boiler 'Atlantic' which became class 'C2' under LNER ownership. The new class of large boiler 'Atlantics' were designed to tackle express trains on the East Coast Main Line from London King's Cross to York which they did for 20 years until the arrival of the Gresley 'A1' 4-6-2s began displacing them to other duties.



THE DETAILS

Supplier:	www.locomotionmodels.com
Cat No:	NCIM020
Description:	GNR 'C1' 4-4-2 251, GNR lined green
Scale:	'OO'
Price:	£179.00
Era:	2
DCC:	DCC ready, 21-pin socket
Couplings:	Small tension locks in NEM pockets



"This brand new release is already highly sought after."

MIKE WILD

Nevertheless, the 'C1s' continued in service with 17 surviving into British Railways ownership in January 1948. The last, 62822, was withdrawn from Grantham shed in November 1950 after hauling a special from King's Cross to Doncaster at the end of the month.

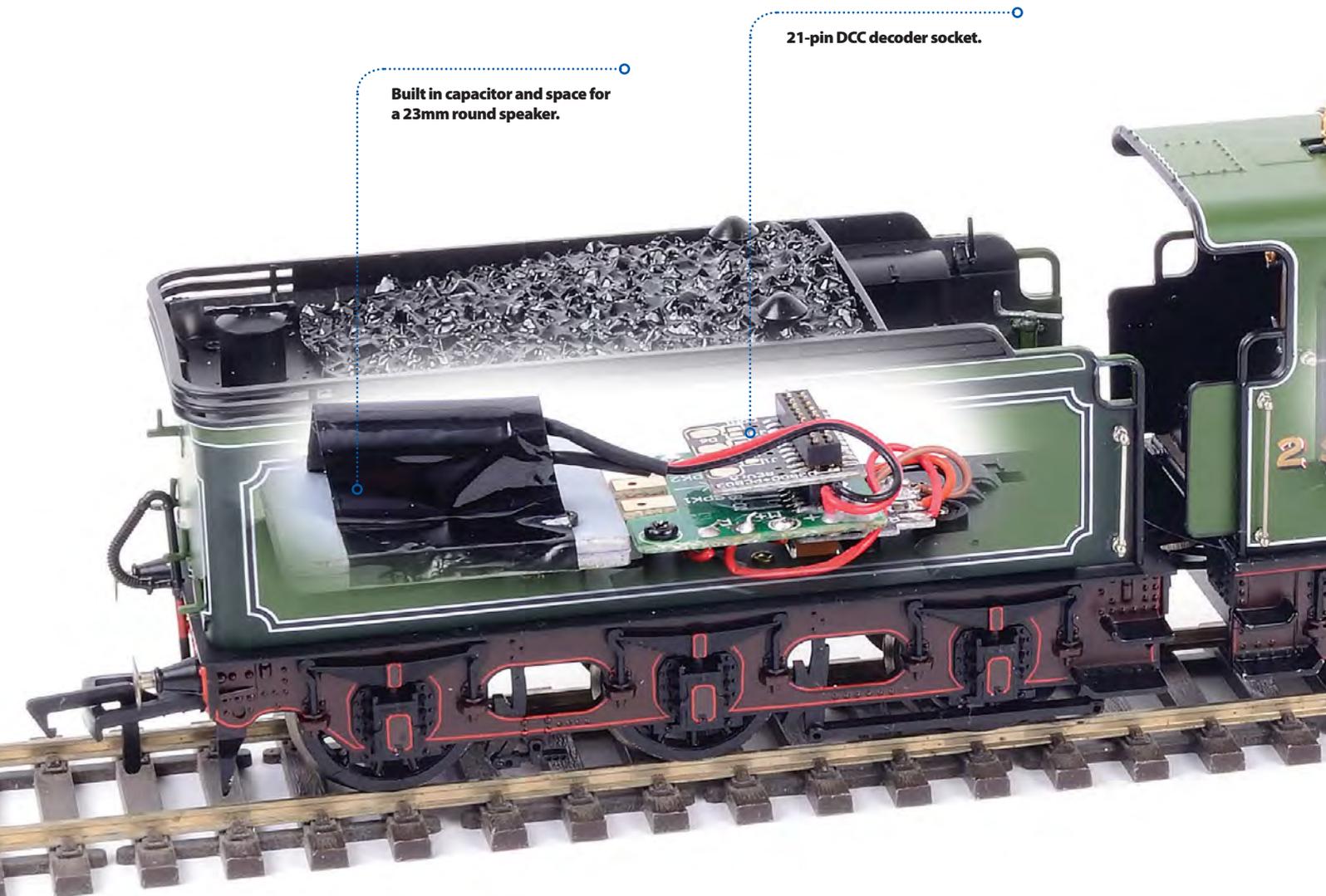
Happily one has been preserved as part of the National Collection – first of class 251 which was withdrawn from service in 1947

as 2800, its post 1946 number. It is currently a static exhibit and housed at the Locomotion, the National Railway Museum in Shildon. For more on the history of the Ivatt 'C1' 4-4-2s see Reality Check on pages 68-71.

THE MODEL

Announced in July 2014 Bachmann has turned the 'C1' round quickly for Locomotion Models,

but that certainly doesn't mean any reduction in quality. The quality of the 'Atlantic' is clear from the word go with the model smartly turned out in GNR green with white, black, white lining, gold leaf coloured lettering and maroon frames lined in red – all of which looks superb. Add to this perfect edges between all colours on our sample and this is a delightful model packed full of decoration detail. >>



Built in capacitor and space for a 23mm round speaker.

21-pin DCC decoder socket.

However, beauty is much more than skin deep with the 'C1' as Bachmann has clearly invested a great deal of effort in ensuring that this model more than passes muster. From all angles the shape and character of the prototype has been captured superbly with the boiler sitting high above the frames as per the real locomotive. At the front you will find a full complement of lamp irons which are joined below by fixed metal buffer heads. A full set of bufferbeam pipework is also included with the model which can be fitted in place of the front tension lock coupling plugging the holes in the bufferbeam – together with cab doors, brake rigging and fire irons.

The smokebox door is neatly detailed with 'polished metal' hinge straps, and separately fitted smokebox door dart and handle. The smokebox door opens to reveal representation of the front tubeplate, blastpipe and superheater header in low relief – a nice touch.

Moving along the locomotive and a glance between the frames highlights intricate motion and pipework detail below the boiler while the neatly profiled driving wheel splashers are topped with brass coloured lubricator boxes. Between the driving wheels is a set of steps and a separately fitted grab handle while the wide firebox also features the blowdown valve on the driver's side.

On top of the boiler you will find a neatly proportioned chimney which is joined by the dome and an accurate representation of the early safety valve design. The

whistle, correctly, sits on the cab roof.

Moving inside and here Bachmann has done a sterling job of recreating the cab interior of 251 including the lever reverse which made these locomotives a challenge to drive, gauges, copper coloured pipework and the all important regulator.

Immediately behind is a GNR pattern tender which features fine detail around the footplate including a coal grid across the tender opening. A cast metal coal load is fitted on top of the tender which does have a tendency to fall out in as delivered condition, but fitment of parts from the detailing pack assists this item in staying put. Beneath the coal load is a fully detailed coal space making it a simple project to add a real coal load instead, if wanted.

The underframe detail of the 'Atlantic' is quite excellent with fine production of the valve gear, driving wheels, sandpipes, brake shoes and more.

PERFORMANCE

On test our sample of 251 was superb. Straight from the box it ran smoothly and virtually silent throughout the speed range offering precise control. Current collection is provided by the driving wheels and outer tender wheels and this extended pick-up area certainly assists in the model's running qualities.

Haulage tests were based around a six coach set of Bachmann Mk 1s which our sample handled with ease, apart from a small slip on starting with the full weight of the train on a curve. On

straight level track the load was increased to eight, but six bogie carriages were certainly a more comfortable proposition for the 4-4-2.

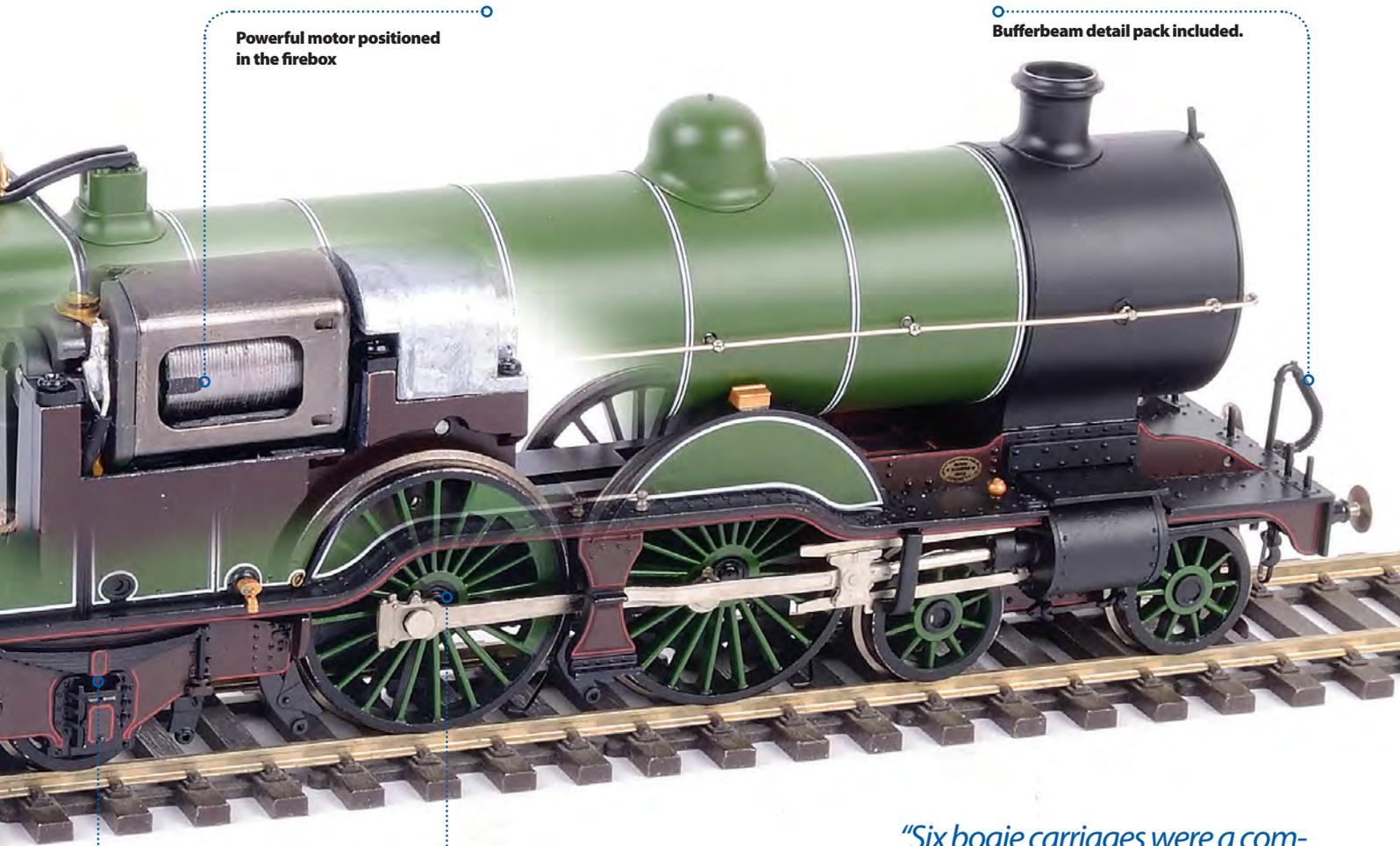
The 'Atlantic' is equipped with a 21-pin DCC decoder socket which, like all new generation steam locomotives, is positioned in the tender. Here, as well as providing ample space for a decoder to be positioned, there is also provision for a 28mm round speaker to be installed on the tender floor for those intent on installing sound in the 4-4-2. With this in mind the 'Atlantic' is a simple proposition for installation of either straight DCC control or sound.

Testing of our sample on DCC was carried out with a DCC Concepts 21-pin decoder which mated perfectly with the model's socket and offered flawless operation on our test track.

OVERALL

The Ivatt 'Atlantics' were an important part of the East Coast Main Line's locomotive development and, in some ways, it is surprising that these fine machines have only just been represented in ready-to-run form. That Locomotion Models and Bachmann have taken on this challenge is great news for all and it has introduced a model which is suitable for pre-grouping, 'Big Four' and post-nationalisation period layouts.

With four versions due for release covering GNR, LNER and BR periods the Ivatt 'Atlantic' is a sure-fire winner in our book and deserves to be popular. Excellent all round and available now exclusively from Locomotion Models. (MW) [LOCOM](http://www.locomotionmodels.com)



Powerful motor positioned in the firebox

Bufferbeam detail pack included.

Highly detailed motion.

Elegant frame lining.

"Six bogie carriages were a comfortable proposition for the 4-4-2."

MIKE WILD



Highly detailed and painted cab interior plus gold leaf effect numbers...



... is matched by the elegantly finished front end. The smokebox door opens too.

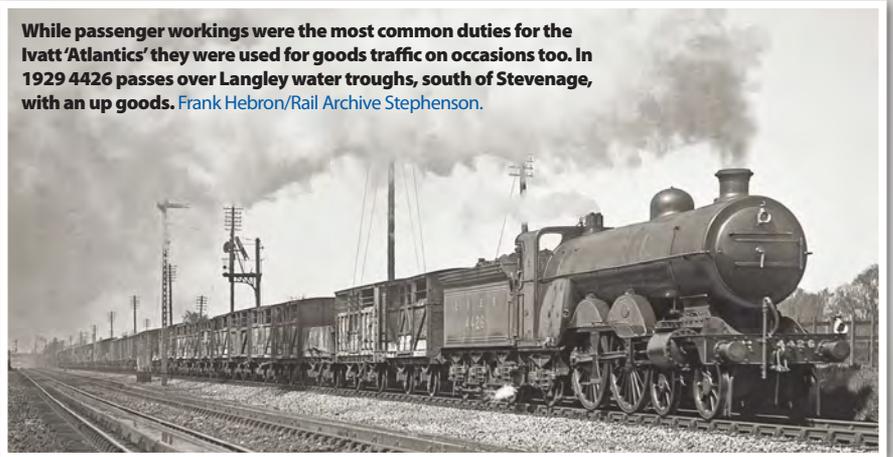


Rivet detail is excellent throughout this model of the GNR 'C1' 4-4-2.

'The Ivatt, Atlantics'

The East Coast Main Line is synonymous with famous express locomotives, but long before *Mallard* and *Flying Scotsman* were even thought of Ivatt's 'C1' large boiler 'Atlantics' were providing the power for expresses from London to the north, as **EVAN GREEN-HUGHES** explains.

While passenger workings were the most common duties for the Ivatt 'Atlantics' they were used for goods traffic on occasions too. In 1929 4426 passes over Langley water troughs, south of Stevenage, with an up goods. Frank Hebron/Rail Archive Stephenson.



In an impressive display of power 'C1' 4-4-2 4461 climbs Holloway bank with the 11.10am King's Cross to Harrogate Pullman in 1926. Frank Hebron/Rail Archive Stephenson.



TRAVELLERS using the railways of Britain in the latter part of the 19th century found the conditions in which they made their journey were being dramatically improved. New corridor coaches were being introduced with improved facilities such as toilets, on board catering and better seats. Even those travelling in the humble Third Class carriage were being treated to better conditions and to some semblance of luxury.

Some of the best coaches in the country were built for use on the East Coast Main Line (ECML) but these new vehicles were much heavier than those they replaced and this gave the Great Northern Railway's Locomotive Superintendent, Patrick Stirling, something of a headache because his classic single-wheelers were not up to the task - and the other express locomotives were little more suitable for future needs.

Stirling proved unable to provide a suitable locomotive and, as he was by then 75 years old, the Great Northern Railway (GNR) board decided to appoint Henry Ivatt, a former Crewe apprentice who was currently Locomotive Engineer at the Great Southern and Western Railway in Ireland, as his successor. Ivatt immediately began

the construction of larger locomotives, but these were 2-4-0s and 4-4-0s largely based on Stirling's principles which were stop gap measures at best.

Ivatt became convinced that the future lay with a 4-4-2 which would allow the use of a larger boiler, but also would provide space for the bigger firebox that would then be necessary. In February 1897 he received permission to build an experimental locomotive, which emerged numbered 990 one year later and was subsequently named *Henry Oakley*. Compared with the Stirling engines this was a larger piece of engineering all round, allowing it to fulfil the tasks allocated to it, and another 21 followed, including one built as a four-cylinder compound. These locomotives were eventually to become the 'C2' class.

LARGER AND MORE POWERFUL

During 1902, with construction of the 'C2s' still in progress, Ivatt decided to introduce a revised design. He felt that performance could be improved with a bigger boiler and decided to increase the size of the barrel from the 4ft 8in of the 'C2s' to 5ft 6in, at the same time using a very wide firebox. The first of the new 'C1' class emerged from Doncaster works that December numbered 251 but it proved to be a disappointment.

This was largely because Ivatt had left the cylinder arrangement much as before and also because it had to be fitted with a lever reversing mechanism because there was insufficient room for the screw type which led to difficulties for crews in working the engine - drivers of the Great Western Railway 'Saints' faced a similar problem until screw reversers were fitted.

Twenty similar engines followed in 1904 but performance was not as expected and so Ivatt decided to complete one as a four cylinder compound and this emerged in time as 292.

This compound was also not satisfactory and so in desperation the GNR ordered another compound of similar dimensions from the Vulcan Foundry. This, too, had its problems particularly in that it could not pull the specified ten-coach train, and its reliability issues caused a delay in Vulcan's account being settled.

Meanwhile production of standard 'C1s' continued at Doncaster, with later engines being fitted with screw reversing gear following a redesign of the firebox. During this redesign the firebox was also made deeper at the front to assist with coal distribution and this involved a change in the way the frames were constructed. Earlier locomotives were >>



REALITY CHECK

subsequently modified to match.

Still there was room for improvement and again Ivatt turned to compounding, with 1421 appearing in 1907. Changes to the valve gear didn't produce the anticipated improvements and the locomotive was as much trouble as the others had been. It came as no surprise to anyone when it was eventually rebuilt as a standard 'C1' in 1920 by Ivatt's successor Nigel Gresley.

The final batch of ten engines which were completed after Ivatt retired were fitted with Schmidt superheaters and piston valves and more importantly had larger 20in cylinders fitted instead of the 18½in of the previous builds.

Once sufficient numbers of the 'C1s' began to be available they were allocated to all of the GNR's principal express trains and worked alongside the smaller 'C2s' and the 4-4-0s. This meant that at last the underpowered Stirling 'singles' could be consigned to secondary duties. The 'C1' class was then distributed amongst the railway's passenger sheds with one specifically to Royal Train duties. In 1909 'C1' 1449 was sent to work on the London & North Western Railway as part of a series of exchange trials and it was found that it burned marginally less coal than the 'Precursor' 4-4-0 class but it did not perform as well as had been expected, either in the trial or in service.

THE NEW BROOM

Nigel Gresley succeeded Ivatt in 1911 and he set about introducing a number of improvements. In 1914 he fitted 1442 with a Robinson superheater, and this modification was progressively applied to other engines. Later on a larger Robinson type was used



'C1' 3293, fitted with experimental Westinghouse cab signalling apparatus, stands at Nottingham Victoria on July 3 1946. Gordon Hepburn/Rail Archive Stephenson.

and eventually all locomotives had these fitted, whether they had started out with the Schmidt type, the Robinson type or none at all. Gresley's alterations finally showed that the 'C1s' could perform as well as their size suggested they should.

Gresley also rebuilt 279 as a simple four cylinder locomotive in 1914 but this showed little improvement and it was experimented on several times before its final rebuild as a two-cylinder with 'K2' type cylinders in 1937. A strengthened front bogie was fitted due to fractures and one locomotive, 1419, was for a time fitted with a steam booster on the trailing bogie in an attempt to improve the power available for starting a heavy train.

During the First World War train weights rose to around 500tons in many cases,

but the 'C1s' were prohibited from double heading at that time, and so attempts were made to get them to work these trains unaided. Many stalled in the tunnels outside King's Cross as a result and therefore special arrangements had to be made to get them on their way from the capital.

In June 1923 the newly formed London and North Eastern Railway (LNER) introduced the 'Harrogate Pullman' service which was worked by 'C1s' throughout. When this was extended to Edinburgh in 1925 'D11' 4-4-0s were initially used but after 1927 this duty also fell to 'C1s'. The accelerated timings brought in by the LNER in 1932 caused some 'C1s' to be allocated to Copley Hill in Leeds for the 'Pullman' services.

The engines, as modified by Gresley,

Marking the end of GNR 'Atlantics' on the East Coast Main Line, 62822 – the last of the class in service, nears Corby Glen with a special from King's Cross to Doncaster on November 25 1950. Gordon Hepburn/Rail Archive Stephenson.



NUMBER SERIES (IN BUILD ORDER)	
1902	251
1904	272-291
1905	292, four-cylinder compound
	1300, four-cylinder compound - Vulcan Foundry
	293-301, 1400-1410
1906	1411-1420
1907	1421, four-cylinder compound
	1422-1431
1907-8	1432-1441
1908	1442-1451
1910	1452-1461, superheated, piston valves from new
Note: All are two-cylinder simple engines, except where stated.	

worked the principal expresses of the LNER with efficiency but they were totally eclipsed from 1922 by the introduction of his 'Pacifics'. From 1928 some 'C1s' were moved out to Cambridge where they took over principal expresses and, after the introduction of the 'A4' 4-6-2s, a quantity were transferred to Sheffield where they were used on services to Liverpool, Manchester, York and Swindon.

During the Second World War the class ventured further afield and were often seen north of York and also on the Great Central lines in Lincolnshire but during the hostilities they became very run down indeed. As a result the first of the standard engines, 4459, was taken out of service in 1943 to be followed by six more in 1944 and another 21 in 1945. The compounds had by then already gone, 292 in 1927, 1300 in 1924 with 4421 having been rebuilt as a standard engine.

GNR 'C1' 4-4-2 FACTS AND FIGURES	
Designer:	HA Ivatt
Built:	1902-1910
Withdrawn:	1924-1950
Total built:	94
Builder:	Doncaster Works (93) Vulcan Foundry (1)
Purpose:	Express passenger
Power classification:	2P
Wheel arrangement:	4-4-2
Weight (locomotive):	69tons 12cwt
Weight (tender):	43tons 2cwt
Max axle weight:	20tons
Brakes:	Locomotive - steam brake Train brakes - vacuum
Leading wheels:	3ft 8in
Driving wheels:	6ft 8in
Wheelbase:	48ft 5½in
Boiler:	Parallel, 5ft 6in
Boiler pressure:	170psi
Cylinders:	Two, outside
Size:	19in x 24in (slide valve locomotives) 20in x 24in (piston valve locomotives)
Motion:	Stephenson
Tractive effort:	15,649lbs (slide valves) 17,340lbs (piston valves)
Coal capacity:	6½ tons
Water capacity:	3,500 gallons



'C1' 1400 gleams in the old engine yard at King's Cross in 1912. Rail Archive Stephenson.

INTO BR SERVICE

A steady withdrawal then followed but 17 of the class survived long enough to be taken into British Railways ownership when the railways were nationalised in 1948. By this time there were two at King's Cross, three at New England, four at Grantham, three at Doncaster, three at Ardsley and two at Leeds Copley Hill. However by this time withdrawals were in full flow and so few of the survivors were to receive their British Railways numbers.

By 1950 there were only five left and all were being used on stopping passenger trains: their number had dwindled to only one by the middle of the year. The last survivor, 62822, had an appropriate send-off on November 25 when it worked the 'Ivatt Atlantic Special' from King's Cross to Doncaster for the benefit of enthusiasts who wanted to travel behind an Ivatt 'Atlantic' for one last time. It says a great deal for the affection that railwaymen had for these engines that staff lined the trackside at New England and Grantham sheds to bid the engine goodbye. After its work on the special was completed 62822 went in steam to the works for breaking up.

Fortunately the same affection had already led to the prototype 'C1' being saved for posterity. When withdrawn in July 1947 LNER 2800, the original 251, was taken into Doncaster where work was undertaken to reverse as many of the modifications it had received during its life as possible. Slide valve cylinders replaced those with piston valves, an original pattern boiler substituted and even the frames were changed for an original style pair. The superheater was removed and the locomotive was repainted in its original livery.

It was exhibited at King's Cross from October 13-18 1952 and in 1953 it was returned to working order for special use. Interestingly its performance without the Gresley modifications returned it to a shadow of its former self. It again worked

BR SURVIVORS

'C1S' PASSING INTO BR STOCK WITH WITHDRAWAL DATES			
BR No	LNER No	Original No	Withdrawn
62808	2808	279	2/48
62810	2810	281	5/49
62817	2817	288	5/50
62821	2821	293	7/48
62822	2822	294	11/50
62828	2828	300	9/49
62829	2829	301	7/48
62839	2839	409	1/50
62849	2849	419	7/48
62854	2854	424	4/50
62870	2870	440	2/48
62871	2871	441	5/48
62875	2875	445	1/49
62876	2876	446	1/48
62877	2877	447	11/49
62881	2881	451	4/49
62885	2885	455	1/50

on the main line in 1954 but was then stored in Doncaster Works paint shop until 1957 when it was sent to the old York Railway Museum. It stayed there until 1975 when the National Railway Museum was constructed and has remained a popular exhibit there ever since.

Some of the class did live on for a while as stationary boilers at various locomotive and carriage and wagon works with 2812, 2821, 2829, 2849, 2877, 3274 and 3285 being so employed until around 1952 when they, too, were scrapped. Some sets of frames were also used as boiler carriers at both Doncaster and Darlington.

While having a difficult early life the 'C1s' as modified by Gresley turned out to be fine performers and were capable of working medium-weight trains reliably at a reasonable speed. It is now many years since we have been able to see one in action and it is probably unlikely that we shall ever do so again. That the large boiler 'C1' 4-4-2s have now been represented in model form at least goes some way to filling that gap. [Huma](#)

'Merchant'

Debut for 'N'

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BULLEID'S radical 'Pacifics' have always been a source of great debate and continue to be so today. With their forward thinking and unusual ideas for steam locomotives they were quite different to what had gone before – never mind the fact that Bulleid 'sold' them as mixed traffic locomotives when proposing his ideas to the Southern Railway board in 1938.

The first of the class was released into traffic in 1941 and eventually 30 would enter service. The first 20 – numbered 21C1-21C20 – were built by the Southern Railway,

while the final 10 were delivered with BR numbers on construction in 1948/1949 as 35021-35030.

Such was the complexity of Bulleid's original design with its air-smoothed casing, oil bath enclosed motion and steam driven electric generator that BR undertook to rebuild the entire class in 1956-1959 in more conventional form, taking on an appearance not dissimilar to the BR 'Britannia' Pacifics, although with a number of hallmark features including the characteristic Bullied-Firth-Brown wheels and oval smokebox door still in evidence.

The last of the class was

withdrawn in July 1967 – 35030 *Elder Dempster Lines* – with the end of steam on BR's Southern Region, but happily 11 have survived into preservation in rebuilt form, although not all have or indeed could run again.

THE MODEL

Bachmann's model of the Bulleid 'Merchant Navy' focuses on the final 10 BR built locomotives – there being a number of variations to the style and shape of the two previous batches of 'Merchant Navys' built by the Southern Railway.

For review we received a sample of 35024 *East Asiatic Company* in BR lined express blue. 35024 is

one of four 'Merchant Navys' being produced by Bachmann for 'N' gauge – the others being 35021 *New Zealand Line* in Southern Railway Malachite green with British Railways lettering (Cat No. 372-313), 35023 *Holland Afrika Line* in BR lined green with early crests (372-311) and 35028 *Clan Line* in BR lined green with late crests (372-312).

35024 was delivered new in November 1948 and remained in air-smoothed form until April 1959 when it was re-released from Eastleigh Works following rebuilding. It then continued in front line service until January 1965 when it was withdrawn. Presentation of Bachmann's



The bulky bodyshell provides plenty of space for the coreless motor and weight. The DCC socket is in the tender.

The 'Merchant Navy' 4-6-2s were a symbol of Bulleid's radical design ethos and now a new model of the air-smoothed locomotives has arrived for 'N' gauge. **MIKE WILD** takes a closer look at Bachmann's newest 'Pacific'.

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	372-310
Description:	Bulleid 'Merchant Navy' 35024 East Asiatic Company, BR lined blue
Scale:	'N'
Price:	£159.95
Era:	4
DCC:	DCC ready, 6-pin socket
Couplings:	Rapido couplings in NEM pockets



model of 35024 is excellent – the smart BR blue livery featuring supremely fine white-black-white lining top and bottom together with a neatly coloured wooden window frame on each side of the cab, finely printed large early crests on the tender and BR numbers on the cabside and smokebox door. Added to this is the Bulleid style nameplate which is a separately fitted moulding which stands proud of the body – a neat touch.

The body design accurately reflects the profile and styles of the final 10 'Merchants' with the correct smoke deflectors and roof trim. The casing is neatly detailed with rivet heads together with washout plugs on the firebox side while the sandbox filler hatches are also neatly moulded. The front end of 35024 also features the panel ahead of the cylinder casing – a feature which was later removed from the class during maintenance.

The roof of the Bulleid is equally well detailed with original position safety valve and whistle, although the chimney – again neatly moulded – could have used a deeper recess in its centre to suggest an

opening into the blastpipe.

Below the frames the characteristic Bulleid-Firth-Brown wheels have been reproduced superbly both for the driving and pony wheels – although the latter are necessarily slightly under scale to allow transition on second radius curves.

The tender with 35024 is a full sided 6,000gallon tender with the coal space modelled in full



below the removable metal coal load. Also in evidence are a full detailed cab interior – front and rear – plus small details such as a handbrake stanchion and twin ladders on the tender rear.

An impressive detailing pack is supplied with the 'Merchant Navy' which includes the fine steps for the front buffers, bufferbeam pipework, a route indicator disc and cylinder drain cocks. These are all straightforward to fit, but some trimming of the bogie front will be necessary to accommodate the brake pipes while the drain cocks can only be used on layouts with generous curves.

PERFORMANCE

Bulleid's 'Pacifics' had a reputation for slipping under heavy loads, but that trait wasn't in evidence with our sample at all. Following running in for 30 minutes in each direction we subjected 35024 to a series of load tests with a rake of eight Mk 1 carriages which it comfortably handled on the level and on a 1-in-68 gradient. The 1-in-30 gradient proved more challenging, not least because this model has no traction tyres, with

the locomotive managing four Mk 1s unaided on this steep test.

During our tests the model ran smoothly throughout the speed range both under analogue and DCC control. The DCC socket for the 'Merchant Navy' is provided in the tender where there is ample space to install a 6-pin decoder with space to spare.

OVERALL

No one can deny that Bulleid's 'Pacifics' were striking locomotives and that character and poise has been captured superbly in Bachmann's new Graham Farish 'N' gauge model. Its choice for the BR built examples limits the range of locomotives to 10, but that could be a good thing as it avoids a myriad of potential detail variances which could be a minefield.

The arrival of the 'Merchant Navy' is excellent news for 'N' gauge modellers and those with a Southern leaning in particular. Top quality Southern locomotives have been few and far between, but this new arrival certainly sets the record straight and raises expectations for the soon to be released Maunsell 'N' 2-6-0. (MW)

GWR and BR '72XX' tanks, round two...



HORNBY has released two new versions of its GWR '72XX' 2-8-2T covering Great Western and early BR black liveries.

Using the tooling introduced in 2013 (HM72), but enhanced with a separate smokebox door dart, this new pair have all the looks of the real locomotives with their bulky side tanks, different sized front and rear pony wheels and extended coal bunker.

Hornby has also made the effort to produce the two locomotives with correct frame types – 7233 in Great Western green features straight frames while 7218 in BR black features stepped frames over the cylinders. However, 7218 did show signs of distortion to its fine plastic footplate.

Presentation of both review

samples matched our expectations from Hornby with crisp printing of numbers and lettering over the green and black base colours. Large early crests are applied to 7218 while both models feature printed GWR style numberplates on the cabside.

On the track the two '72XXs' were excellent performers running smoothly and quietly throughout the speed range and offering ample capacity to handle a 30 wagon goods.

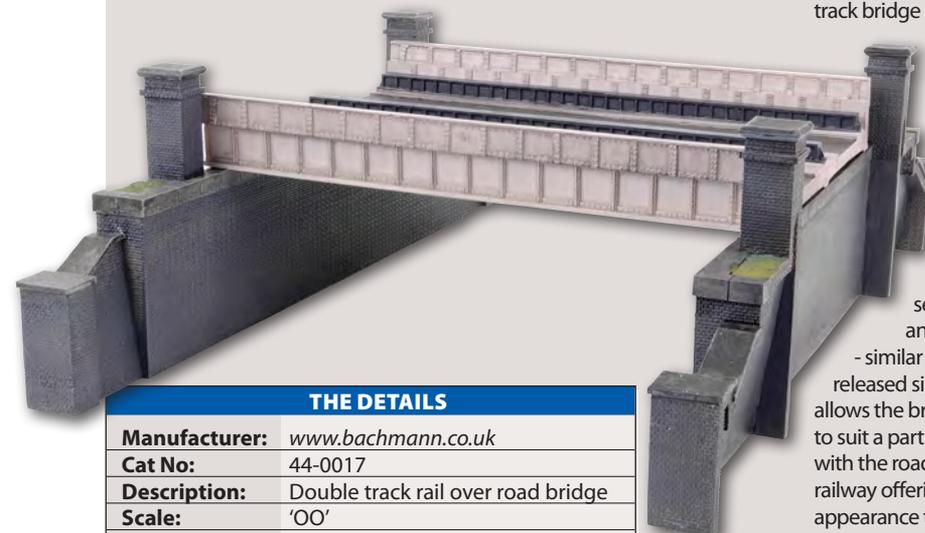
For those looking to expand their GWR or BR Western Region freight fleet these new 2-8-2Ts are the perfect choice and will sit neatly alongside their 2-8-0T relatives. (MW)

The enhancements to the '72XX' smokebox door make a good model noticeably better. The latest releases cover Great Western and BR black liveries.

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R3225
Description:	GWR '72XX' 2-8-2T 7233, Great Western green
Cat No:	R3226
Description:	GWR '72XX' 2-8-2T 7218, BR black
Scale:	'OO'
Price:	£129.99
Era:	3/4 respectively
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

Double track rail over road bridge



THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	44-0017
Description:	Double track rail over road bridge
Scale:	'OO'
Price:	£49.50
Era:	3-9

Bachmann hit upon a winning formula when it designed its single track bridge supplied in sections and now, as a follow up, it has released a double track rail over road bridge designed in a similar manner.

Bachmann's this newly tooled double track bridge features a separate bridge deck and supporting walls – similar to the previously released single track version. This allows the bridge to be assembled to suit a particular space and with the road at an angle to the railway offering a more realistic appearance to the structure.

The bridge is superbly detailed

and features a lightly weathered finish to all components. The grey brick colour suits the bridge well while the steel sided deck is neatly detailed with rivet patterns around each section and stepped walls. Other details include additional girders rising above the trackbed on the deck and finely produced parapets.

The only negative, and it is perhaps being picky, is that the space between the parapets is at least 10mm wider than the bridge deck. This does accommodate positioning the deck at an angle, but it could have been narrower in our view.

Nevertheless this imposing new structure is still an enticing and attractive feature which we will certainly ease the challenge of building bridges. Impressive! (MW)



Special edition *Caerphilly Castle*

The National Railway Museum's GWR 'Castle' 4-6-0 4073 *Caerphilly Castle* has been immortalised in this new special edition produced by Hornby. 4073 was the first of the highly successful GWR 'Castle' class and is preserved as a static exhibit by the National Collection and housed at STEAM – the Museum of the Great Western Railway in Swindon.

Hornby's model of 4073 captures the locomotive as it is kept today with polished handrails, cylinder covers, lamp irons and tender

axlebox covers. It is presented in lined Great Western green livery, as applied by Swindon Works to the real locomotive in 1961. This includes fine orange-black-orange lining of the neatly applied GWR green base colour. Finishing touches include printed cabside numberplates, 'D' route restrictions on the cabside and separately fitted nameplate splashes.

On the track our sample of 4073 performed just as well as it looked with smooth speed control throughout from the responsive

THE DETAILS	
Manufacturer:	www.hornby.com
Cat No:	R3237
Description:	GWR 'Castle' 4-6-0 4073 <i>Caerphilly Castle</i> , Great Western lined green
Scale:	'OO'
Price:	£146.99
Era:	5-9
DCC:	DCC ready, 8-pin socket
Couplings:	Small tension locks in NEM pockets

motor and enough power to handle an eight coach train. It is fitted with an 8-pin DCC decoder socket positioned in the tender.

For followers of the GWR or National Collection this new model of 4073 is a must have edition which is sure to sell out fast. (MW)

Low relief town buildings



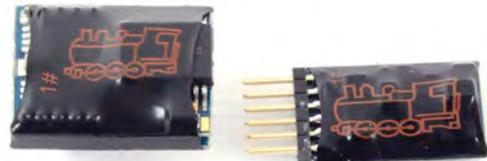
New to the Bachmann Scenecraft range in 'OO' gauge is this pair of low relief buildings. The structures model an accountants and a corner greengrocers and both are hand finished in subtly different shades of red brick.

The buildings feature fine detailing – particularly in the

doorways – together with etched brass window frames, clear glazing and, for the greengrocers, a neatly moulded vegetable display in front of the shop below a canopy.

The quality of these new buildings is excellent and they meet the high standards we expect from Bachmann. (MW)

THE DETAILS	
Manufacturer:	www.bachmann.co.uk
Cat No:	44-244 (accountants), 44-253 (greengrocers)
Description:	Low relief town buildings
Scale:	'OO'
Price:	£23.95 each
Era:	3-9



Gaugemaster Omni decoders

Gaugemaster's range of Omni decoders has expanded with the addition of the 6-pin and 8-pin models using the highly regarded DCC Concepts Zen series as their basis. Each version is available as a single item or as a five pack.

The main components of the Omni range are a 6-pin micro decoder, supplied with an 8-pin harness with two functions and a 0.8amp peak (DCC28), an 8-pin direct four function decoder with a 1.5amp peak (DCC29) and the already established 21-pin decoder with an 8-pin harness, with four functions and a peak rating of 1.8amps (DCC27).

The DCC27 and DCC29 decoder

both have a continuous rating of 1amp while the more compact DCC28 has a continuous rating of 0.6amps. All three provided smooth motor control when tested in 'OO' gauge ready-to-run models and feature NMRA compliant Configuration Variables (CVs) including four digit addressing, speed adjustment and more. We've also used the DCC28 6-pin micro decoder in 'N' gauge models with great success.

These decoders are quality items which do exactly what they set out to and the 6-pin and 8-pin direct decoders are perfectly suited to use in restricted spaces. Excellent and available now. (MW)

THE DETAILS	
Supplier:	www.gaugemaster.com
Cat No:	DCC28
Description:	Omni micro 6-pin/8-pin two function decoder
Cat No:	DCC29
Description:	Omni 8-pin direct four function decoder
Scale:	'OO' (all), 'N' (DCC28 only)
Price:	£18.95-£20.95 (single packs)

OO Works launches...

Marsh '13' 4-4-2T



April saw two 'Atlantics' arrive in the Hornby Magazine office for review. Hot on the heels of the GNR 4-4-2 is OO Works' model of the London Brighton and South Coast Railway '13' 4-4-2T – as reviewed by **MIKE WILD**.

Performance of this sample was good on plain track and through points.



OO WORKS is well known now for its short run niche locomotive products for 'OO' gauge and its latest release is the Marsh '13' 4-4-2T developed for the London Brighton & South Coast Railway (LBSCR) in the early 1900s.

The first of the class entered traffic in 1908 and it became one of the first passenger locomotive designs to feature a superheated boiler following construction of two groups with and without superheating.

The class proved to be highly capable and, with superheating, very economical engines too achieving impressive haulage with minimal fuel use. They remained in front line service until electrification of the Brighton Main Line, at which point the class' sphere of operation increased. All but one survived in traffic in British Railways ownership at nationalisation and the last – 32091 – was withdrawn in April 1952 and subsequently scrapped at Ashford in January 1953.

THE MODEL

The subject of our review sample from OO Works is 32091 finished in BR lined black with early crests on the tank sides. 32091 was the last of the class to be built and the last to be withdrawn. It entered traffic in March 1913 and featured a superheated boiler from new. Originally numbered 91 by the LBSCR it later became B91 after the 1923 grouping then 2091 in 1928. Its final number, 32091, was applied after nationalisation of Britain's railways.

OO Works models are quite different to mainstream ready-to-run products. Each one is handbuilt and only a small number are produced in each livery. Construction is mainly from resin and metal and a milled brass chassis forming the underpinnings of the locomotive. The overall detailing might not be as fine as that produced by the big names in 'OO' gauge, but what OO Works produces is unusual locomotive designs which would otherwise be more than likely left out of ready-to-run ranges.

Although perhaps not quite up to the standards of more mainstream releases, OO Works has captured the stature and appearance of the '13' well.

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The shape, character and style of the Marsh '13' is captured well by this new model and includes correctly proportioned frames, tanks and boiler. Add to this characterful details such as extended lamp irons to support Southern Region headcode discs and the unusually shaped pipework on the boiler side and this model has plenty to offer.

Our sample of 32091 also featured a flat topped dome, high cab roof and a Westinghouse air pump – 32091 being dual

braked – all of which are correct for the locomotive in question.

There are, though, a few missing details which would really make a difference to the appearance of the model including a lack of guard irons on the front bogie, sandpipes and the lower position outer lamp brackets on the front footplate. None of these, in truth, would be hard to add for most modellers and in our view would improve the appearance noticeably.

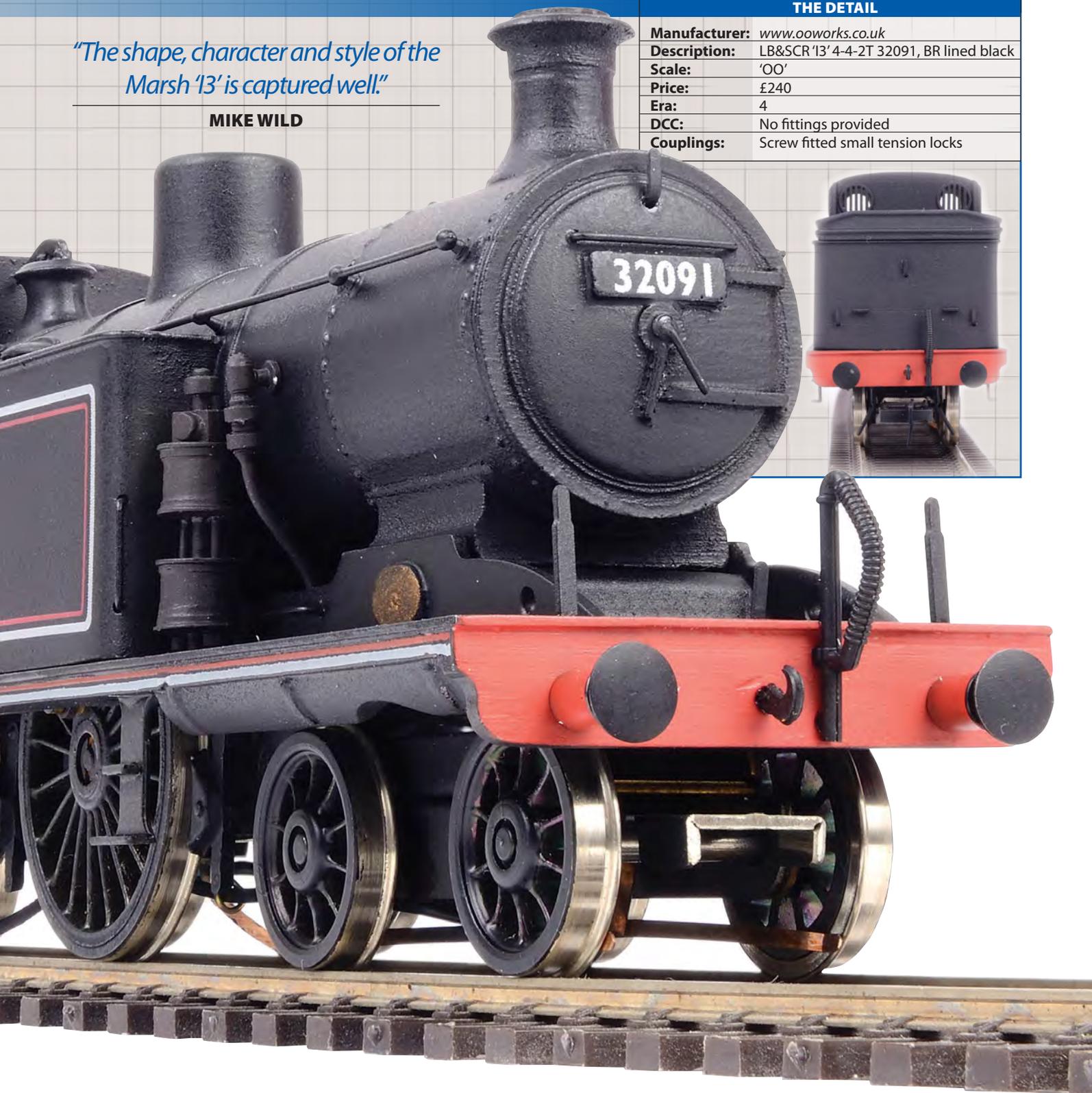
Nevertheless, the decoration of our sample was smart with a crisp

"The shape, character and style of the Marsh '13' is captured well."

MIKE WILD

THE DETAIL

Manufacturer:	www.ooworks.co.uk
Description:	LB&SCR '13' 4-4-2T 32091, BR lined black
Scale:	'OO'
Price:	£240
Era:	4
DCC:	No fittings provided
Couplings:	Screw fitted small tension locks



even coat of satin black applied as the base colour and topped off with simplified mixed traffic lining. Worksplates, numbers and crests are all neatly applied while the buffer beams are correctly picked out in red and feature sprung buffers.

PERFORMANCE

OO Works models have always shown healthy performance in the past and the '13' is no exception. Following running in our sample settled down to be a smooth and reliable performer with good

speed control and slow speed running under analogue.

Under load we found the '13' to be a highly capable locomotive running comfortably with a six coach train of Bachmann Mk 1s on the drawbar. It also negotiated a range of pointwork – both boiler and bunker first – without any issues.

The chassis hasn't been designed with DCC fitment in mind, but it is perfectly possible to add a decoder to OO Works models if you have basic soldering skills.

However, careful decoder choice and neat wiring will be essential as there is limited space inside the model. Plus, the boiler barrel has been filled with weight to assist in adhesion rendering the space out of use for decoder positioning.

OVERALL

When compared with the latest ready-to-run products, the '13' isn't the most detailed model, but it certainly captures the character of these bulky pre-grouping passenger tanks well.

There is no other model of the '13' currently planned and for its low volume production and handbuilt nature the £240 price tag for the '13' is respectable.

The first versions to be available are BR plain black as 32030, BR lined black as 32091 and Southern Railway black with 'sunshine' lettering as 2090 – all of which can be ordered now from OO Works. Plus they will soon be joined by Southern Railway olive green and LBSCR umber liveried models too. (MW)

Dynamis Ultima IMPRESSES

Bachmann has released an updated and improved version of its wireless Dynamis DCC control system. **MARK CHIVERS** takes a detailed look at Dynamis Ultima.

NEW FROM BACHMANN is the latest incarnation of its wireless Digital Command Control (DCC) system Dynamis Ultima, a standalone DCC system which utilises all the elements of previous Dynamis releases together with new functionality including improved infra-red (IR) connectivity, a more capable power supply, Universal Serial Bus (USB) interface and Railcom.

This impressive new package comprises a base station which acts as the command station, wireless IR handset, IR receiver, IR extension module, 5amp power supply, a choice of EU and UK power cords, track power connectors, mini CDE 3-pin DIN lead, BaseID jumpers and a useful lanyard for connecting to the wireless handset to prevent it being dropped accidentally.

Setup of the unit is straightforward. The base station is supplied with the IR receiver already attached and just requires the various power connections to be plugged in their respective sockets at the rear of the unit. Noticeable at this point is the remodelled rear of the base station, which now includes a power input socket, separate programming and main track power outputs, ECoSLink six-pin connection port, external booster 3-pin CDE connection port and USB connection.

A previous criticism levelled at

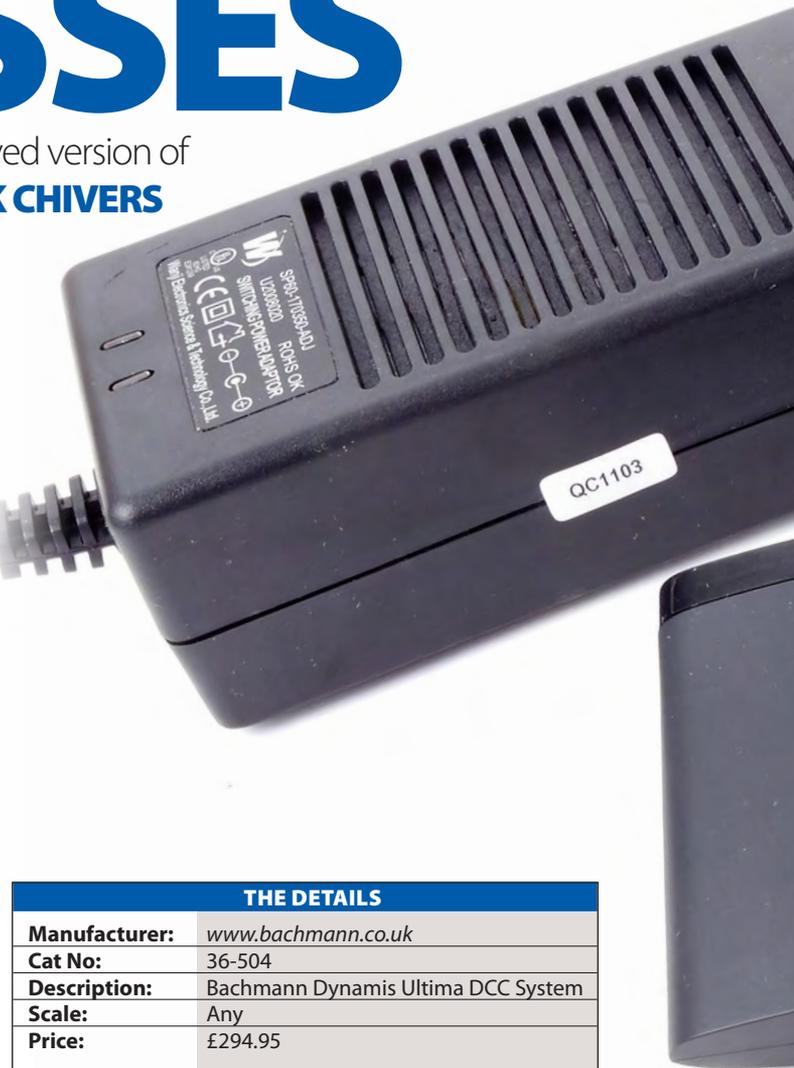
the system was its intermittent IR connectivity, which Bachmann claims to have addressed by improving the receiver to provide a more stable connection. Extra IR receivers can be placed around the layout utilising the supplied extension module which plugs in to the base station improving signal reception further still.

The wireless handsets remain the same, featuring a series of push buttons to navigate the system and a joystick for control. Programming is achieved through a scrolling set of menus that allow you to change elements such as the locomotive name, speed steps and all CVs. You can also customise the screen brightness on the handset, timeout duration, joystick settings, function key latching and more.

ON TEST

We put the system to the test by connecting it to *Hornby Magazine's* office test layouts Topley Dale and Barrenthorpe, and connected two Dynamis handsets to the base station, one of which was an older handset from the earlier initial release of the system. Up to four handsets can be used per base station.

At startup, the system attempts to synchronise the handsets if more than one is in use and asks if you wish to reset the locomotive list on the device with that held by the command station. If you



THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	36-504
Description:	Bachmann Dynamis Ultima DCC System
Scale:	Any
Price:	£294.95

decide not to, the locomotive roster on the command station and all other handsets is erased and synchronised with this handset.

On test, both handsets worked well together without interference controlling DCC sound fitted locomotives together with DCC Concepts, SwitchPilot and Train-Tech

accessory decoders, maintaining connectivity with the command station through a wide arc before losing communication with the IR receiver. Locomotive and accessory control was positive throughout, function control was instant and the joystick offered smooth operation through the speed steps. However, whilst much improved, both our handsets did demonstrate some connection issues when we turned on the fluorescent photographic lights in the office.

The system supports programming on the main track and the programming track, although if you are operating a train on the main track and interrogate a locomotive on the programming track at the same time, power is cut to the former.

USB LINK

Another important upgrade is the provision of a USB interface which means the system can be connected to a personal computer for the first



Connectivity on the base station has been enhanced with provision of a USB port and separate outputs for programming and main tracks.



The appearance of Dynamis Ultima is relatively unchanged from its predecessor, and the handset remains capable and responsive

USEFUL WEBSITES	
Bachmann	www.bachmann.co.uk
Dynamis Ultima	www.dynamisdcc.com
Railroad & Co.	www.freiwald.com
RocRail	www.rocrail.net

time and adds a new method of computer control. Whilst there are no plans to use the USB interface for upgrades of firmware at present, its inclusion greatly enhances its functionality once connected to compatible layout control software such as that offered by RocRail or Railroad & Co which provide computer control of locomotives, turnouts and accessories as well as layout automation capability.

To test this development we installed RocRail software on a Windows PC. It is important to input the correct configuration in the RocRail programme so the PC can communicate with the Dynamis command station effectively, so we used settings provided for the ESU Navigator (esunavi) command station, as the Dynamis system is similar. Following a restart of the programme server, RocRail connected to the Dynamis command station and within a few minutes locomotive rosters had been added and the system was

up and running with the onscreen throttle responding well, as did the function keys. However, reading and writing of decoder CVs with computer software is not supported through the Dynamis USB interface, so the wireless handset must suffice for programming and reading of CV values.

Railcom Plus is another new addition to the system. It allows compatible decoders to report their status back to the command station. This makes programming on the main track easier and it can also detect and register locomotives to the DCC command station.

The system comes with a 5amp power supply which should be ample for most layouts and an ECoSLink connection port. This provides potential expansion of the Dynamis Ultima system by linking it to an ESU ECoS command station or other ESU products such as the ECoSBoost high power signal amplifier and ECoSDetector feedback modules.

If further power is required, an additional booster can be added through a new connection on the rear of the unit which can also be used to divide the layout into different power districts.

OVERALL

This latest release is a significant development for Bachmann

as Dynamis has at last evolved into a complete DCC control system, although I did expect more functionality from the new USB interface for the price. Nonetheless, connectivity appears improved, full CV programming is possible and computer control is now possible on a Bachmann controller. (MC)



The ability to extend Infra-red coverage is provided in the box - a useful feature for larger layouts.

Bachmann delivers

CLASS 47/7

FOR 'N'

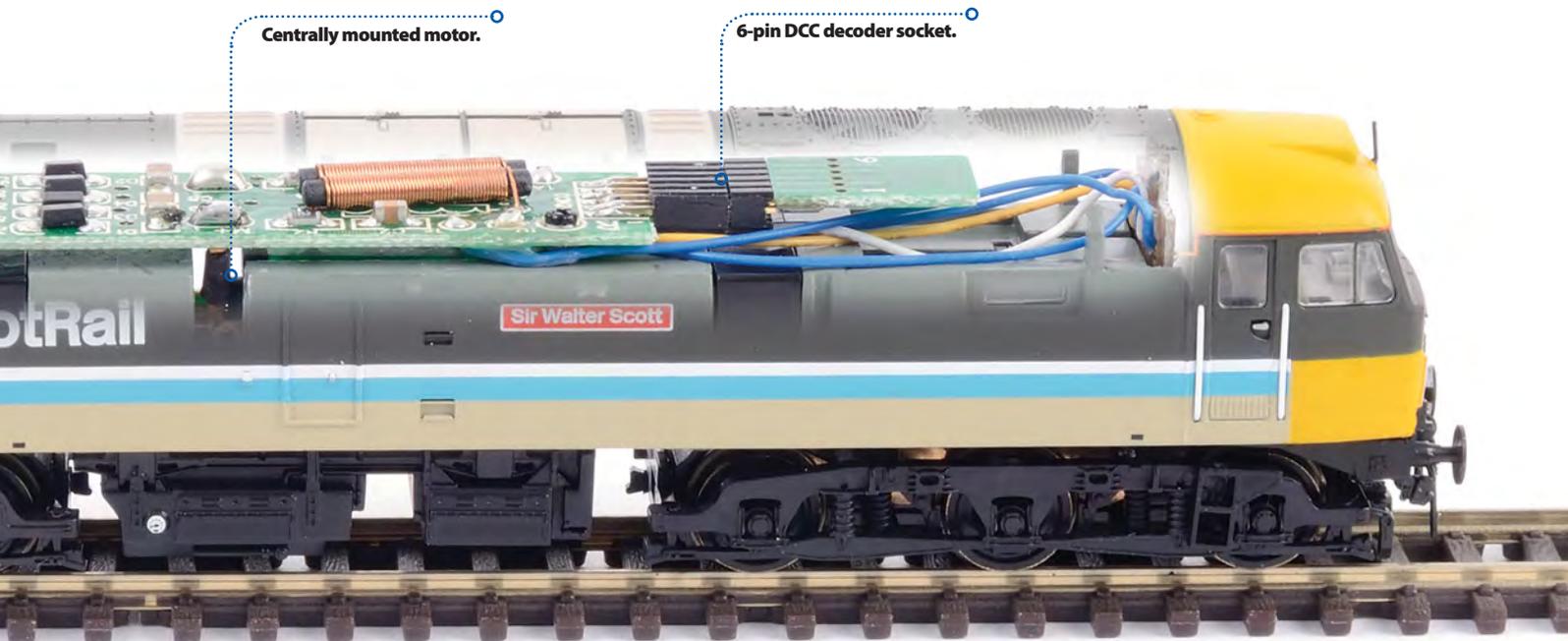
The push-pull fitted Class 47/7s have been a missing link in Bachmann's Graham Farish 'N' gauge range – until now. **MIKE WILD** gives the manufacturer's latest Brush Type 4 variation a closer look.

Die-cast metal chassis.

Detailed ScotRail branded livery.

The front end modifications to the Class 47/7s have been modelled well, and really make a difference to the locomotives appearance.





Centrally mounted motor.

6-pin DCC decoder socket.

BACHMANN has added a third body variation to its range of Class 47s for 'N' gauge with release of the 47/7 sub class.

Previous issues have covered the Class 47/0 and Class 47/4 fleets, leaving plenty of future scope for covering further variations on the ever dependable Brush Type 4.

The Class 47/7 fleet was introduced in 1980, modifications starting in 1979, when part of the Class 47/4 fleet was fitted with push-pull equipment to operate express services between Edinburgh and Glasgow. The new fleet was numbered 47701-47716, with the later addition of 47717 to replace 47713, and the class took over from top and tail Class 27 operations on the route.

A further batch of Class 47s was converted to 47/7s in the 1990s for use on postal trains with Time Division Multiplex equipment. These were numbered from 47721 to 47793. Whilst the majority of the Class 47/7s have now been withdrawn, there are still examples operating on the main line with private companies as well as several in preservation.

THE MODEL

Three versions of the 47/7 are being released in the first wave from Bachmann all covering locomotives from the original Scottish batch. They are 47701 *Saint Andrew* in BR blue with



a grey roof (Cat No. 372-243), 47711 *Greyfriars Bobby* in BR large logo blue (372-244), 47710 *Sir Walter Scott*, the subject of our review sample, in ScotRail colours (372-245) and 47715 *Haymarket* in Network SouthEast colours (372-246).

The ScotRail livery of 47710 is

well presented with crisp edges to all colours and the correct shade of blue for the waistband. Added to this is a superbly printed West Highland Terrier logo (Eastfield depot's mascot), and neatly printed nameplates, BR double arrows and ScotRail legends on each side.

The body for the Class 47 has been updated to include correct detail differences for the 47/7 variant including moulded control 'jumper' cables on the cab fronts, plating over of the boiler exhaust on the roof and the addition of radio aerials. However, one small detail is missing – the pipework on the outside of the fuel tanks, used to help cool the braking circuit.

Beyond this though the Class 47/7 is another excellent model of the '47' following in the footsteps of the previous versions produced by Bachmann. It features the later style bogies which offer a reduced gap between their tops and the bottom of the body leading to a smart appearance for the locomotive.

PERFORMANCE

The chassis inside the new Class 47/7 is identical to that

produced for previous issues and features a centrally mounted motor driving all wheels. A 6-pin DCC decoder socket is provided and the model also features directional head and tail lights.

On the track our sample performed faultlessly and near silent straight from the box and after running in it was subjected to load tests handling an eight coach train of Mk 1s with ease on 1-in-68 and 1-in-30 gradients. We increased the load on the level to 16 coaches – a load that it handled without question.

Tests on DCC showed improved motor control – and the ability to maintain constant illumination of the head and marker lights too.

OVERALL

The Class 47/7s were highly rated by enthusiasts and Bachmann's decision to model this sub-class is excellent for all. Plus, with an impressive wide range of liveries to choose from there are sure to be more versions of these popular machines in the future too. This first release of the 1980s ScotRail livery is an excellent choice and one which is set to be complemented by a BR Mk 2 Driving Brake Second Open in the future too. (MW)

THE DETAILS	
Manufacturer:	www.bachmann.co.uk
Cat No:	372-245
Description:	Class 47/7 47710 <i>Sir Walter Scott</i> , ScotRail
Scale:	'N'
Price:	£119.95
Era:	8
DCC:	DCC ready, 6-pin socket
Couplings:	Rapido couplings in NEM pockets



Side-on, the big diesel is impressive. The fuel tanks are a new moulding to suit the Class 47/7 while a full complement of bufferbeam detail is included for optional fitting.



LMS non-corri

HORNBY'S reputation for high quality carriages precedes it and anyone who owns a Gresley teak, a Pullman, a Maunsell or a Gresley non-corridor coach will know exactly what they are expecting from a new range of stock.

The latest range of carriages to arrive from Hornby is its planned set of London Midland & Scottish Railway (LMS) non-corridor coaches covering the Composite, Third and Brake Third. They are being



the carriage number, First Class markings on the centre three compartments and impressively printed 'no smoking' and 'First Class' logos in the windows.

This isn't the first time that the Midland non-corridor stock has been produced. Airfix previously made versions and these have been made available through Dapol again in recent years. However, this new carriage from Hornby is in a different league. The

released in LMS lined maroon and BR crimson with the first batch touching down in early April.

For review we had the opportunity to look over a BR liveried Composite finished as M16623M and looking smart in its BR crimson livery. Decoration of the main body colours and detail elements was excellent with crisp printing of

THE DETAILS	
Manufacturer:	<i>www.hornby.com</i>
Cat No:	R4658
Description:	LMS non-corridor composite M16623M, BR crimson
Scale:	'OO'
Price:	£40.25
Era:	4/5
Couplings:	Small tension lock in NEM pockets



Carriage lighting for 'N' gauge

Train Tech's range of simple to install electrical devices has been expanded to offer LED lighting strips for 'N' gauge. Following the principles of the 'OO' gauge lighting strips, these involve no wiring or soldering – all you have to do is find space inside a carriage, position the strip and add the battery.

The restricted space inside an 'N' gauge carriage can make this a challenge and different vehicles will require different levels of dismantling and modification in order to fit these strips. Our test

bed for the warm white strips – which are supplied as a set of three in pack CN200 including batteries – was a Bachmann Stanier 57ft Brake Corridor Second. We dismantled the coach into its component parts and found space between the body and roof fittings to install the strip following removal of parts of the plastic body's internal roof moulding.

The lighting emitted looks very effective – the only problem being that not all compartments will have their own LED meaning that some

THE DETAILS	
Manufacturer:	<i>www.train-tech.com</i>
Cat No:	CN200
Description:	Coach lighting set, warm white
Scale:	'N'/'OO'/'OO9'
Price:	£58.00

areas of the coach will remain in the dark. Nevertheless, the addition of interior lighting made a big difference to the overall appearance of our test vehicle. The strips also cater for the option to add a flashing tail lamp – a neat touch.

Train Tech's carriage lighting

system is a great opportunity to add more to today's quality ready-to-run model and is simple, effective and quick system to install and it isn't limited to 'N' gauge use as there are plenty of models in 'OO' gauge which would benefit from these compact lighting strips too. (MW)

corridor stock

first thing many will notice is the £40 price tag for these vehicles. Looking over our sample in detail though it is clear to see where the money goes, particularly in comparison to its older rival.

Throughout the body is crisply moulded with excellent door detail – all of which is moulded, though you'd have to look twice to notice – while the windows are flush glazed. The roof features the correct vent pattern and beading while separately fitted wire grab rails adorn each end of the roof.

The ends of the carriage are equally well finished with steps, pipework and emergency brake equipment all present and correct. Add to this a neat dummy coupling hook and sprung metal buffers and it is a quality model.

Below the frames Hornby has done an excellent job of recreating

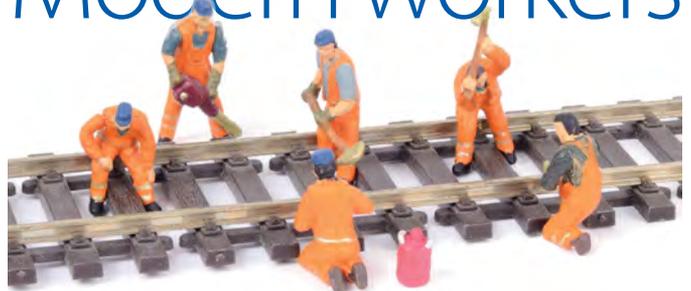
the underframe and bogies with our sample displaying fine moulding of the axlebox details, springs and bogie bolsters. Between the bogies is full truss frame detailing including battery boxes, dynamo and vacuum brake reservoirs for each bogie.

Fitted with small tension locks in NEM coupling pockets, their position is pleasing and close to the head of the buffers. Alternative close couplings are supplied too which are a direct replacement for those fitted.

The release of the new LMS non-corridor stock is an excellent choice by Hornby and one which fills a gap in its range of Midland Region coaching stock. Alongside the Stanier corridor carriages these will be a great asset to all modelling the LMS and BR London Midland Region and deserve to be a popular addition to the Hornby range. (MW)



Modern workers



New to Noch's substantial range of figures is this group of 'HO' scale track workers suitable for use on 'OO' gauge layouts. The pack contains six figures in high visibility clothing.

Each is also equipped with a tool including a welder, shovel, chainsaw and spanner, allowing them to be used in a variety of railway repair and maintenance situations. (MW)

THE DETAILS

Supplier:	www.gaugemaster.com
Cat No:	15276
Description:	Railway construction gang
Scale:	'HO'/'OO'
Price:	£9.95
Era:	9

Land Rover quintet



Oxford Diecast has released an attractive package of five Land Rovers covering the Series 1, Series 2, Defender 90, Freelander and Discovery – all produced to 1:76 ('OO') scale. The models are the first releases of each particular model by Oxford Diecast which the manufacturer has grouped

together. Each is finished to Oxford's usual high standard featuring accurate body tooling, interior detail, fine printed finishing and age related numberplates. An excellent pack for anyone with an interest in Land Rover. (MW)

THE DETAILS

Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76SET32
Description:	Five piece Land Rover set
Scale:	'OO'
Price:	£22.95
Era:	4-9



These lighting strips are equally suitable for some 'OO' applications.





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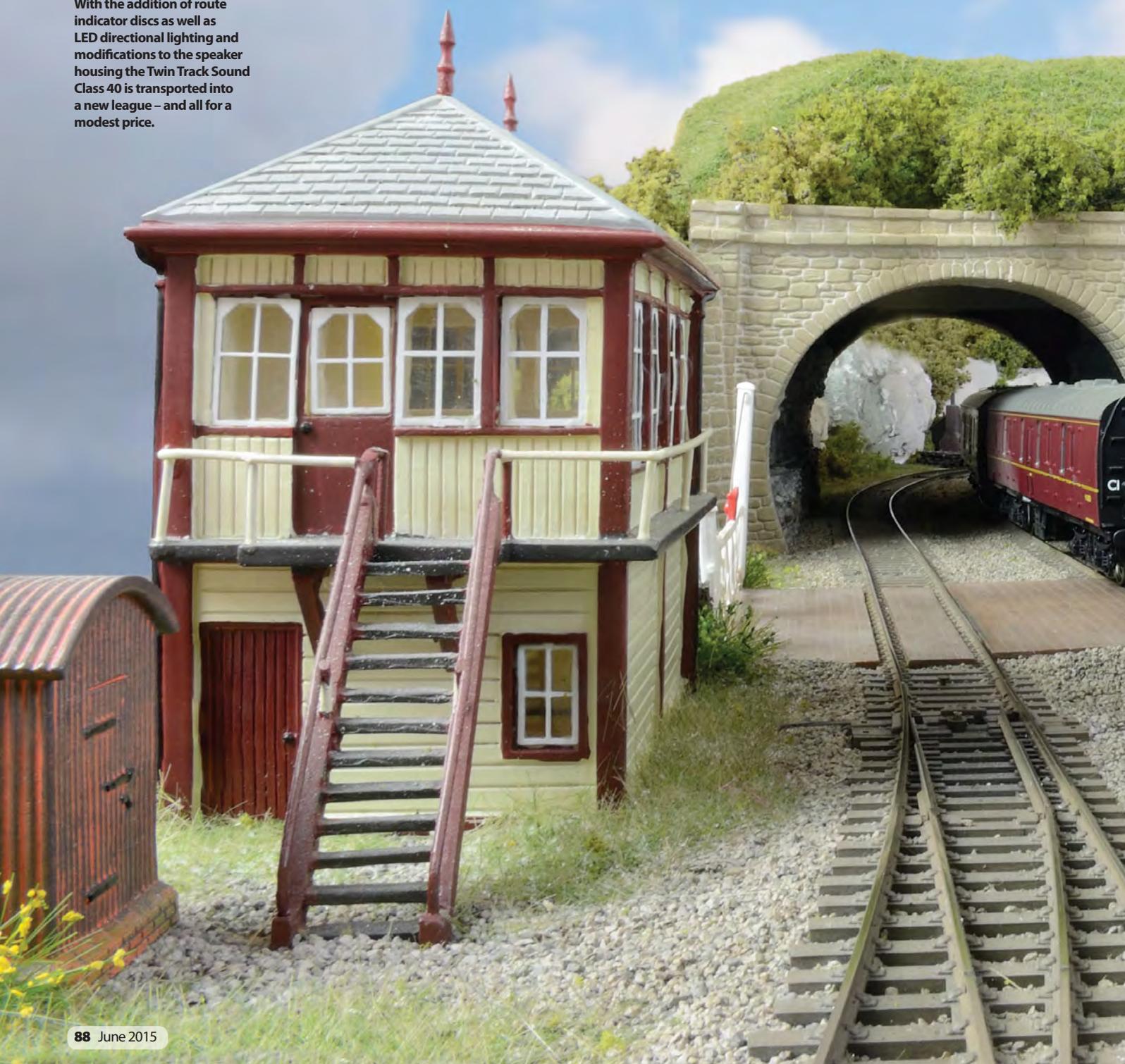
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REWORKED

'Whistler'

PAUL CHETTER shows how to enhance Hornby's Twin Track Sound Class 40 by optimising the speaker installation and adding four function lighting from this three function decoder.

With the addition of route indicator discs as well as LED directional lighting and modifications to the speaker housing the Twin Track Sound Class 40 is transported into a new league – and all for a modest price.



I decided to keep to the 'budget' ethos by reusing the supplied speaker but giving it the best chance to deliver the sounds cleanly. I drilled a series of holes in the base of the fuel tank to form a speaker grille, and fixed the speaker to face downwards. I cut a suitably shaped piece from styrene sheet to blank off the hole in the ballast weight thereby transforming the fuel tank into a sealed enclosure. Several other low cost speakers could be used instead, each of which has a subtly different tone, so I have illustrated a typical selection.

LOCOMOTIVE LIGHTING

The history of electric lamps and early diesel operations on British Railways is well documented elsewhere, so I'll say no more than in the days when this livery was current, the lights would have been off more often than on, especially in the case of the fitted red tail lamps.

Nevertheless, working lights are usually considered to be a useful addition to model locomotives. When illuminated, they can make potential direction of travel clear, and the switching on and off helps to sustain the illusion that there is a driver on board who is controlling such actions.

Many lighting equipped ready-to-run models suffer from the simple wiring which links the white lamps at No. 1 end with the red lamps at No. 2 end. When travelling in the reverse direction, the whites at No. 2 end and the reds at No. 1 end are illuminated together. Safety regulations on Britain's railways require that only the rearmost vehicle of a train should carry a red lamp, with no intermediary illumination permissible. This means that the usual off the shelf setup is only correct when operating as a single light engine; in all other circumstances when it is the lead locomotive, the red lamps should be extinguished. If it is the last vehicle, then it should show a red lamp at the rear and the front lamp should be extinguished.

In order to achieve this, the decoder requires four Function Outputs, each controlling a pair of lights. The TTS decoder has only three. Adding a separate decoder just to operate the lights would be one way around this problem, enabling fully independent control of all the lamp pairs. The most likely operations for such a powerful machine as a Class 40 would be as a single locomotive hauled train, in which case the ability to extinguish the tail lamps is required. This can utilise the third Function Output of the TTS decoder if we can provide direction dependence by other means. The circuit diagram shows how this can be achieved with the use of inexpensive and easily available electronic items.

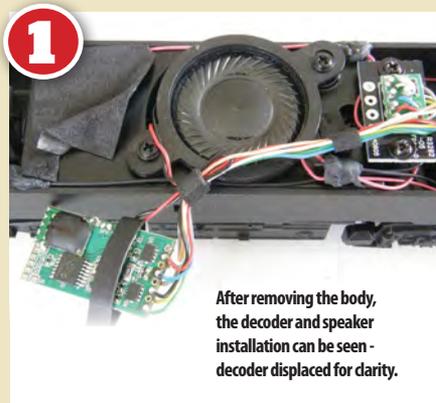
COST EFFECTIVE LEDs

The installation of lights is by nature a very visible intervention which will affect your warranty. Dexterity and the ability to safely solder Light Emitting Diodes (LEDs) and electronic components will be required, so I suggest you read the step by step guide thoroughly before committing to this part of the conversion.

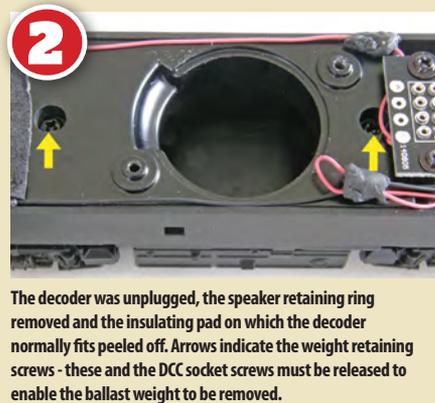
Deploying LEDs is a cost effective and safe way of lighting models without heat build-up, but there is a wide variety of different shapes of LED which could be used, and many different ways to fit them to the model. I've explored many of these before, including the use of light pipes.

I decided to use DCC Concepts 'Microdot' LEDs in this instance. They are more expensive than the typical tower type, but they are more compact >>

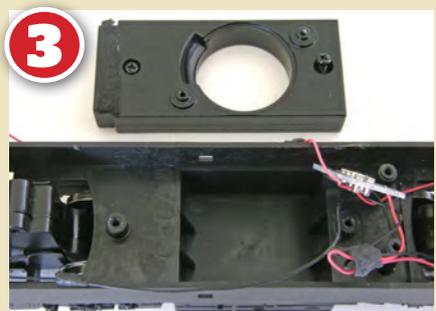
STEP BY STEP INSTALLING LIGHTS AND IMPROVING SOUND



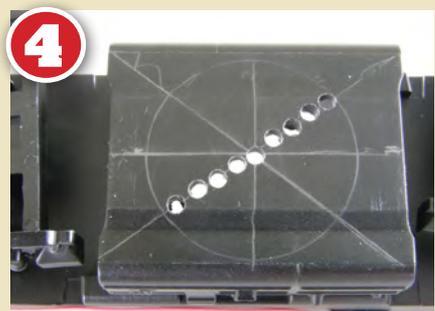
After removing the body, the decoder and speaker installation can be seen - decoder displaced for clarity.



The decoder was unplugged, the speaker retaining ring removed and the insulating pad on which the decoder normally fits peeled off. Arrows indicate the weight retaining screws - these and the DCC socket screws must be released to enable the ballast weight to be removed.

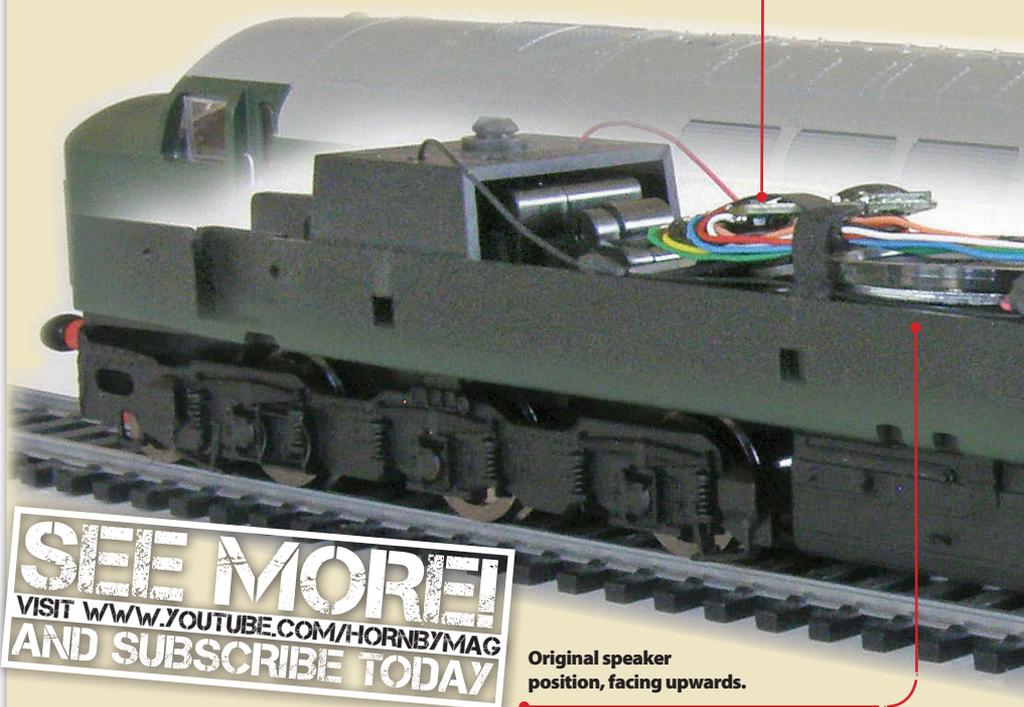


With the weight removed the fuel tank space below was revealed - an ideal location for a fully sealed speaker enclosure.



I marked out the 28mm area where the speaker would fit later and drilled a series of holes with a 2mm drill bit along a diameter.

Twin Track Sound 8-pin decoder.



Original speaker position, facing upwards.

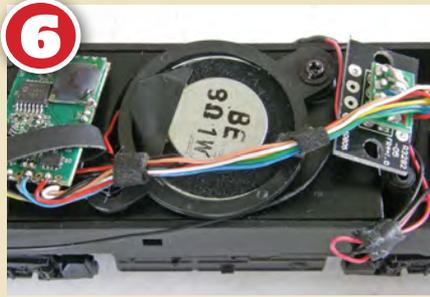
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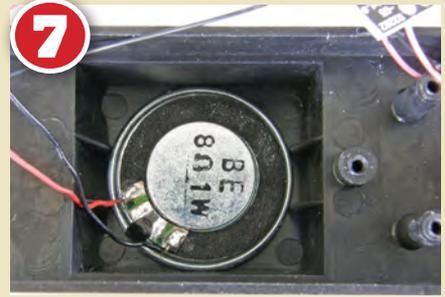
PRODUCT	SUPPLIER	PRICE
Hornby Class 40 TTS	www.hornby.com	£85
DCC Concepts ProtoWhite LEDs	www.dccconcepts.com	£6.45 (Six-pack with resistors)
DCC Concepts red LEDs	www.dccconcepts.com	£3.30 (Six-pack with resistors)
Range of speakers, single price	www.digitrains.co.uk	£5.50
Resistors and BC558C Transistor	www.maplins.co.uk	£1.50 (in total)



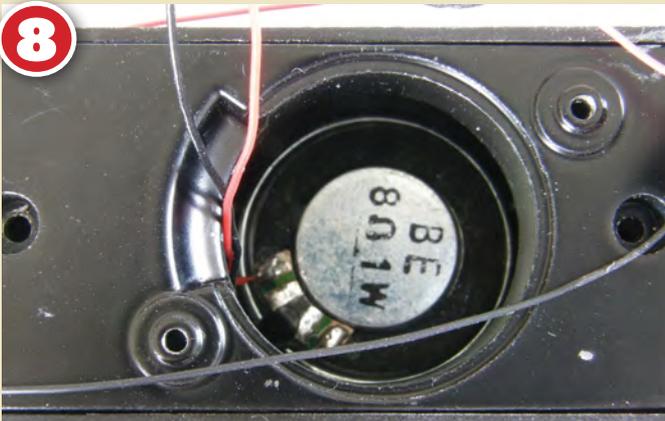
5 Continuing to do so along others to produce a speaker grille. This takes time and patience – if you drill too many holes too quickly the heat from drilling could cause problems. Some cleaning up of the inside face may also be necessary after drilling the holes.



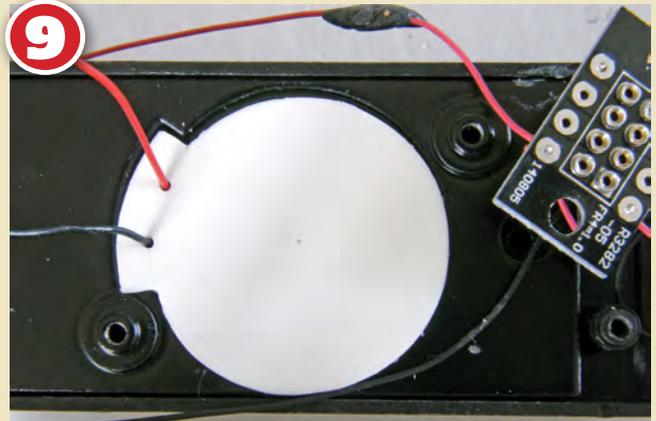
6 With the grille created, I explored several alternative ways to improve the sound output. The easiest was to simply turn the existing speaker over so it was facing downwards and hold it in place with the retaining ring. This was not a good fit and needed several air gaps to be plugged.



7 I next fixed the speaker to the grille, carefully, with mastic. This forces sound from the front of the speaker to escape to the outside.



8 I replaces the weight creating a deep enclosure for the rear of the speaker.

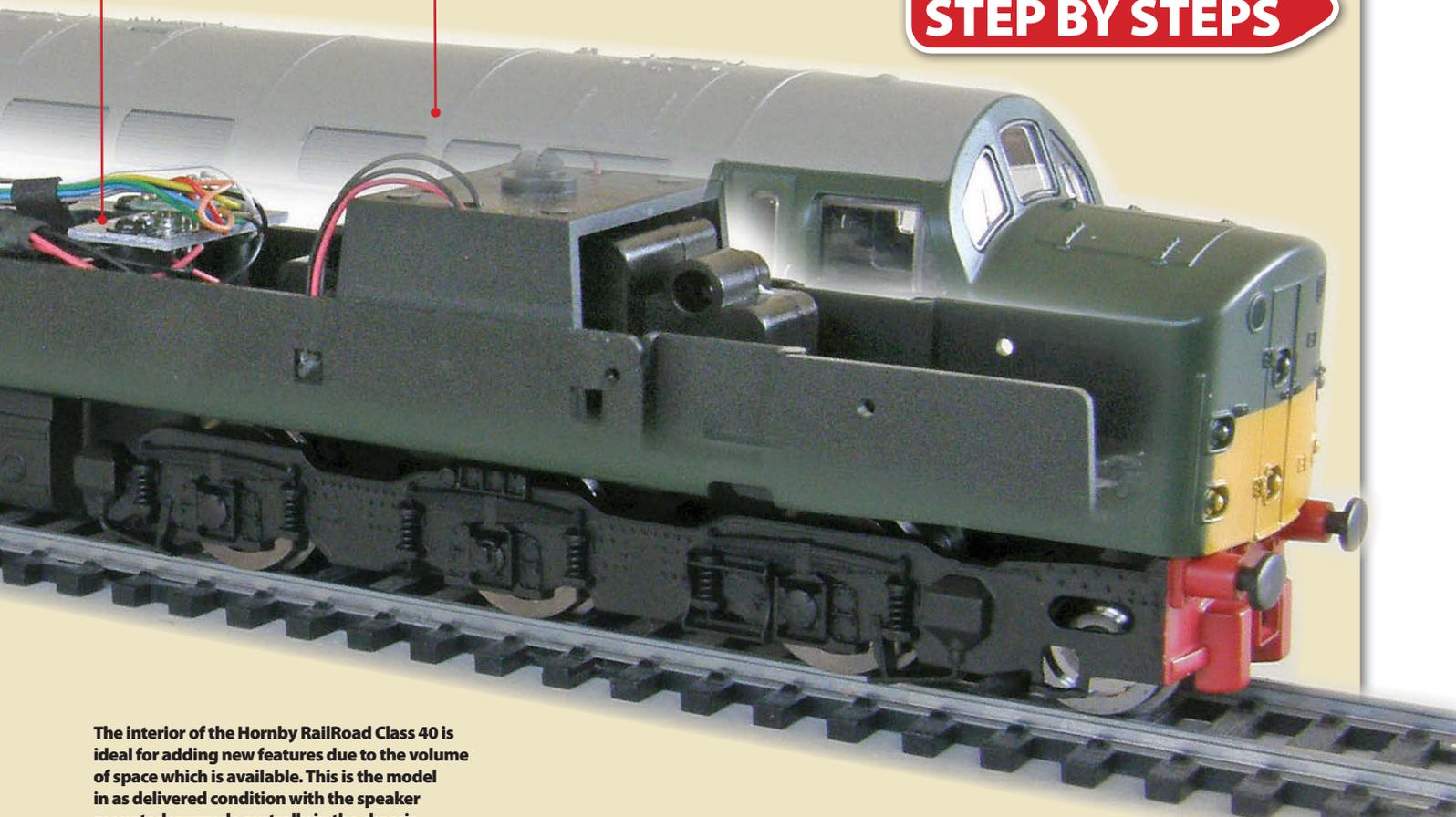


9 The rear of the enclosure was closed using styrene sheet cut to shape. Before final reassembly, this and the gaps around the speaker wires were sealed with mastic.

8-pin decoder socket.

Large empty bodyshell - ideal for additional components.

**PLEASE TURN FOR MORE
 STEP BY STEPS**



The interior of the Hornby Railroad Class 40 is ideal for adding new features due to the volume of space which is available. This is the model in as delivered condition with the speaker mounted upwards centrally in the chassis.

overall and closer to scale size as supplied. They have a domed front which is a reasonable representation of a typical locomotive lamp glass. The convenience and saving in preparation time is, in my view, worth the extra cost.

I cut off the moulded lamps at their base to provide a flat surface to begin drilling. I then used a 0.8mm bit in a pin-vice to drill a central pilot hole, followed by a 1.8mm bit. The inside of the nose has a curved surface which tends to give LEDs a diverging orientation, which is more obvious when illuminated. To avoid this, on the inside I shaved a little plastic from the area of the lamps to produce a surface parallel to that of the moulded lamp bases on the outside. This is not essential but gives a neater external finish.

I shortened the leads on each LED, maintaining the differential which indicates the positive lead, and bent them so that when in situ the positive leads within each pair of lamps were touching, as were the negatives. I then soldered the leads together as shown in the step by step guide.

Light leakage can be a problem, so black paint was applied to the LEDs except for the 'lens' area before fixing them to the body. I used a 'universal' glue from a tube for this. Avoid cyano types as the solvent can cloud the clear plastic of the LEDs and frost the glazing of the cab windows.

When cured, I soldered colour coded wires to the LEDs' joined leads and carefully routed them to be inconspicuous in service and to not interfere with reassembly and extend to the centre section of the roof.

I made up the required circuit on a small section of Vero Board, soldered the LED wires to it and fixed it to the inside roof with the same mastic I used to secure the wires to the body. Four wires - three Function Outputs and one Common Positive connected this board to a 4-pin plug. I soldered corresponding coloured wires to a suitable socket and the appropriate pads below the model's 8-pin Digital Command Control (DCC) socket. After ensuring adequate insulation of all potentially live parts, the body was refitted to the chassis.

F key 0 now controls the white marker lamps, the direction button determines which end is the forward position and hence which pair are illuminated. Red tail lamps remain off. Adding F key 25 will illuminate the tail lamps at the opposite end to the white markers.

FINAL ADJUSTMENT

Having completed the lighting installation and brought new functionality to the model we made a couple of final modifications to it. Firstly, after raiding our spares box, a set of headcode discs were fitted to the front of the locomotive to give an express headcode suiting the lighting configuration. Secondly, we trialled a series of different speakers to determine whether the overall sound output of the model could be enhanced.

Tested was the original 28mm round speaker inverted as per the step by step guide. This was followed by an ABS 28mm round speaker, a QSI 28mm high base speaker and a Soundtraxx 27mm 2W Mega Bass speaker. The results were interesting to say the least as, for the Class 40 sounds, the overall preferences were a close call between the original 28mm and ABS 28mm round speaker. This showed that it isn't always necessary to use bass enhanced speakers to get the best from a sound project and that the speaker really does affect the final sound output. **HBM**

STEP BY STEP INSTALLING LIGHTS AND IMPROVING SOUND



Alternative speakers are available from around £5, so I tested some suitable candidates for sound quality. In this and subsequent images they are similarly numbered for easy identification. 1 is a QSI square format 28mm 2W 8ohms High Bass speaker with a deep 'throw' and large magnet, 2 is a round 27mm 2W 8ohms Soundtraxx Mega Bass speaker with deep 'throw' and large magnet, 3 is the Hornby supplied 28mm round 1W 8ohms speaker and 4 is a 28mm 2W 8ohms round speaker from Digitrains' range.



The deeper format and larger magnets on speakers 1 and 2 can be clearly seen in this image.



Being dimensionally identical to the original speaker, 4 fits easily into the fuel tank.



The QSI speaker, 1, just catches the bottom of the reinforcing ribs in the tank. This will prevent the speaker cone vibrating against the grille, but requires a thicker sealing gasket of mastic to be used.



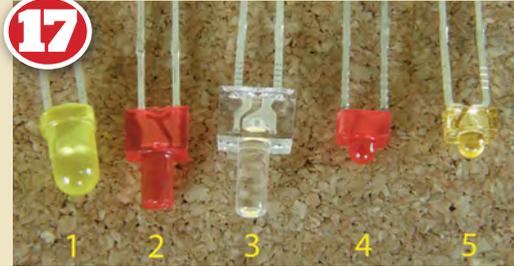
The depth of 2 means that it is often difficult to fit this speaker, but there's no problem here. It comes with its own spacer ring fitted so there is no danger of the cone vibrating against the grille.



Moving onto the lighting elements the first job is preparation of the body. The four stages to produce the holes for the LEDs: 1, cut off the moulded lamp lenses; 2, producing a flat surface to drill through; 3, 0.8mm pilot hole in the centre of the lamp surround; 4, final size achieved with a 1.8mm bit.



16 I shaved a small amount of plastic from around the holes for the LEDs to create a parallel surface to mount them on inside the bodyshell.



Typical small LEDs: 1: 3mm yellow. 2: red 2mm tower. 3: bright white 2mm tower. 4: DCC Concepts red 'Microdot' 1.8mm. 5: DCC Concepts ProtoWhite 'Microdot' 1.8mm.

19 With the LEDs temporarily held with mastic, the leads are paired and soldered together. This ensures correct spacing.



18 Having selected the DCC Concepts 'Microdot' LEDs for the project, I carefully bent the leads 90 degrees so that when fitted the respective positive and negative leads can be matched.



This was repeated for the white LEDs. When soldered together, the LED pairs become self-supporting.



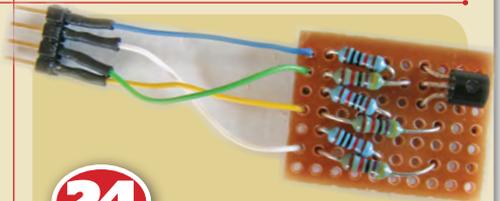
21 To avoid any light leaking into the interior apply black paint to the LED bodies, leaving only the lenses clear.



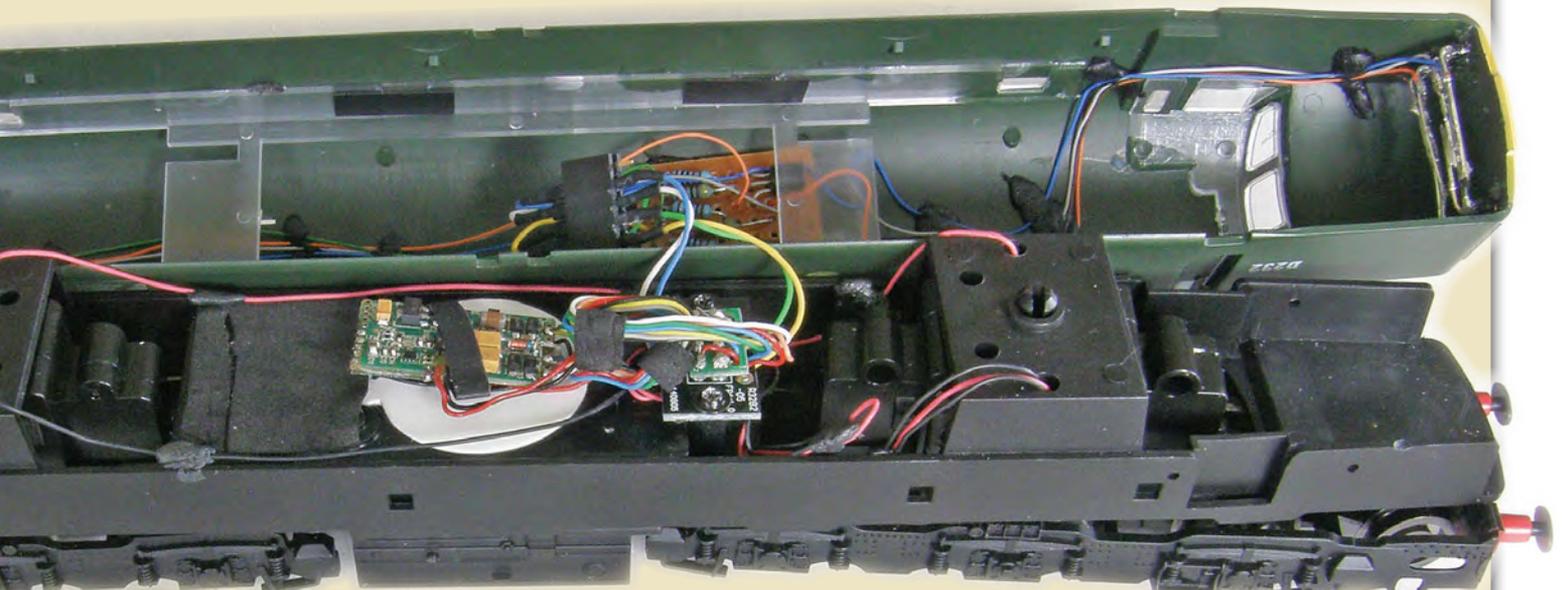
I soldered colour coded wires to the LED leads and secured them with multi-purpose glue. There are no metal parts here or on the chassis which could cause a short circuit, so the air around the leads is sufficient insulation. You could cover with insulation tape if you wish.



I fed the wires towards the centre of the roof in the middle of the bodyshell, keeping them away from windows and any potential pinch points during re-assembly.



24 I used a small section of Vero Board to mount the transistor and resistors of the circuit diagram shown to control the direction of lighting. To this are soldered the LED wires, plus Function Outputs and Common Positive from the decoder via a 4-pin plug.



25 This is an overall view just before reassembly of the completed installation. The speaker is now hidden at the bottom of the fuel tanks, the decoder replaced almost in its original location and the circuit board for the LEDs has been fixed to the roof of the model. The interior of the RailRoad Class 40 really lends itself to this type of installation – there is plenty of space!

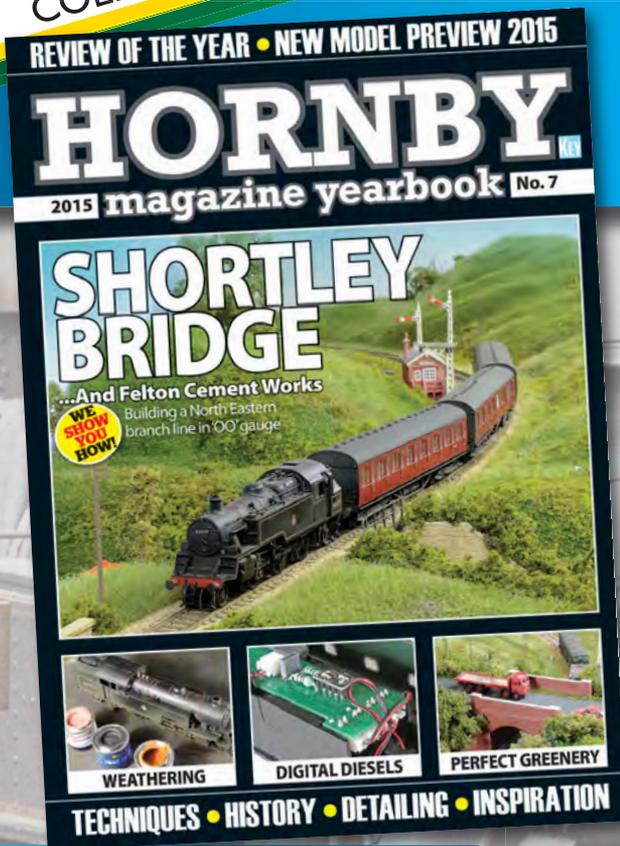
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MIKE RAND of Chelmsford and District Model Railway Club describes how club members have been involved in the development of a 'OO' scale Second World War London tramway layout that evokes the atmosphere, devastation and camaraderie of this epoch-marking time.

PHOTOGRAPHY, TREVOR JONES.

WALWORTH GREEN

The Blitz



Search lights scan the sky as a Feltham tram runs through Walworth Green. Above on the branch line a 'Terrier' leads a mixed goods towards the casualty transfer centre.

STATISTICS

Owner:	Chelmsford and District Model Railway Club
Scale:	'OO'
Length:	20ft
Width:	2ft
Track:	Peco code 100
Control:	DCC, Lenz, and analogue
Period:	South London, 1940s



The underground stations have been detailed to show how these locations were used as air-raid shelters during the Second World War.



THE BLITZ has evolved over the last 10 years or so by a group of Chelmsford and District Model Railway Club members, some of whom experienced the challenges of living in wartime London.

Our brief was that The Blitz should be a reasonable interpretation of a Second World War London scene and the general philosophy has been to keep things simple using off the shelf items as far as possible as no one really had the appropriate scratchbuilding modelling skills.

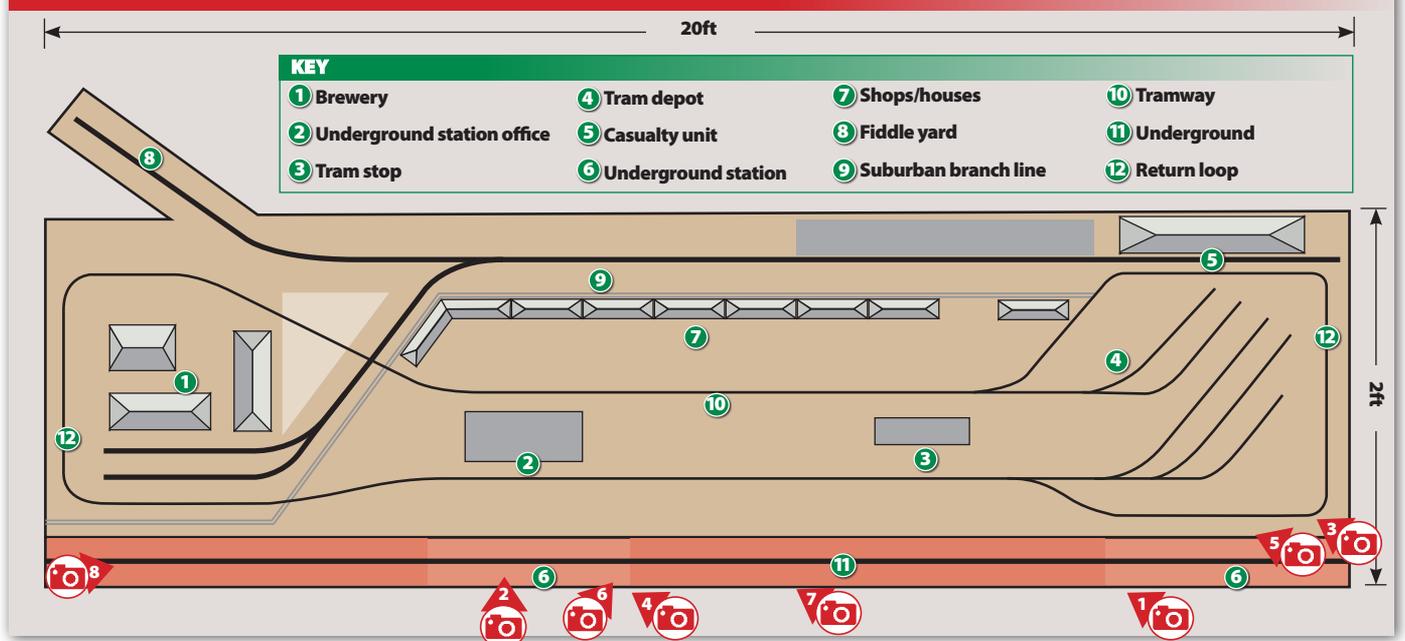
It is no coincidence that we have modelled a purely fictitious South London scene – this being one of the more traditional homes of the London 'Feltham' tram where we could simulate conduit pick-up rather than the more complex overhead power supply system with the attendant problems in 1:76 scale, particularly given that as an exhibition layout, reliability is paramount.

The Street Level Models range of building kits, with many examples of traditional London buildings and the previous Corgi/EFE ranges of 'Felthams' and passenger service vehicles in wartime liveries provided the perfect solution.

Where we have had to exercise our imagination is in trying to recreate the feeling of everyday austerity of a street scene in the early 1940s including civil defence facilities, unexploded bombs, fire and bomb damage and the barrage balloons in the sky which deterred low-flying enemy aircraft. The club members who were watching progress on the layout – and who casually suggested that we needed them to provide additional atmosphere – soon found themselves committed to helping us construct the balloons from polystyrene from copies of original drawings.

Also included is an anti-aircraft position complete with working searchlights, burning buildings including smoke as well as an overhead dogfight complete with wartime sound effects. The layout includes a number of dioramas intended to add to the atmosphere of what must have been very chaotic and unpleasant for those living in the capital at the time. >>>

WALWORTH GREEN TRACK DIAGRAM (Not to scale)



CONTINUED GROWTH

The trackplan was originally an end to end street scene, but somehow it just grew and the layout and tramway were extended. It is now a continuous 'dog bone' type configuration to and from the fictitious Walworth Green tram depot which fronts a separate high level suburban branch railway line which services a wartime casualty transfer

centre as well as a brewery which has been commandeered by the military.

The latest unplanned development is a London Underground tube line constructed within a drainpipe attached to the front of the layout complete with two stations, one of which depicts people using it as an air raid shelter, the other as a military store.

All the track is Peco code 100 and

the 'Felthams' happily operate via two rail pick-up from the track which is set in the street using the tried and tested plaster and PVA method. The conduit is simulated using very thin black detailing tape which is a far easier way to model the real thing and looks fine from a distance.

As for electrics, we wanted the trams to be able to move independently and just like the real thing. When you haven't »



The London Transport depot provides a base for the tram fleet which is operated with DCC control.



 Walworth Green features underground, tramway and railway systems, all fully working.



f05 Above: An ageing four-wheel tramcar stands at the depot entrance as a Feltham darts under the railway bridge.

f06 Right: Fire crews work to douse the flames of a burning building. The fire effects have been added digitally.



f07 Left: The busy street scene is dominated by the damaged building as a Feltham tram eases along the street using the conduit pick up system.



seen one for a long time, several will all turn up together. The solution to this is Digital Command Control (DCC).

In the early pioneering days of the development of this technology Chelmsford and District MRC agreed to sponsor The Blitz as one of the first ever club layouts to use DCC, and it has been very successful other than some early teething troubles.

We discovered that it isn't quite as basic as some manufacturers claim, but being true to our philosophy of keeping things simple, operational flexibility can be achieved without having to have a degree in electronics. We still use our original basic Lenz Compact controller with additional handheld units, both of which mimic certain functions of the command station.

TRAM DEVELOPMENT

The Corgi 'Felthams', which are used exclusively on the layout, have been motorised using BEC mechanisms which have proved very reliable and the fleet – which numbers about 15 trams - are each fitted with basic two function decoders selected from a variety of sources. The decoder is wired in parallel to the two motor bogies >>

fitted to each of the trams and this has not caused any problems to date.

We've had mixed experiences of setting individual decoder CVs especially where frequent stop/start is part of the operation. We regularly run up to six trams simultaneously on the layout and this is more than enough for even experienced operators – especially when visitors also want to chat. But the good

thing is that you tend to feel that you are in the driver's cab, perhaps more so than with other control systems.

A tip for aspiring DCC converts is to ensure that wheels and track are kept spotlessly clean – clean is not good enough – since digital signals are affected by even the smallest build up of grime on the rails.

The suburban branch line and

underground are analogue controlled but the latter includes automatic infra-red shuttle and station stops as part of its control system. The branch line is generally operated by a selection of Southern Railway tank engines including Stroudley 'Terrier' 0-6-0Ts which shuffle goods wagons and ambulance carriages back and forth across the skyline. Completing the roster is a set of EFE 1938



tube stock in London Transport red which runs through the 'drain pipe' underground using the automatic shuttle control unit. It is powered by Tenshodo motor bogies.

ON SHOW

The Blitz continues to be invited to exhibitions in and around the Essex area as well as trips to surrounding counties. Our invitation to the Warley

National Model Railway Exhibition in November 2013 was a highlight for the 'Tram Team', particularly being in the company of so many inspiring layouts.

The 'Tram Team' are not professors of the prototype, but we have enjoyed creating our version of one moment in history of the life and times of the London 'Feltham' tram and proof has been in the comments which we regularly get from visitors

including suggestions as to how we can improve the layout. This is usually met with the polite suggestion that they go and look for the unexploded bomb! 

 A 1938 underground set draws into Walworth Green station as a Feltham tram rumbles along the street above.



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Preservation history

WIN!
A Severn Valley
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See page 12-13 to enter our fantastic
competition in conjunction with
the Severn Valley Railway.

Many of us spend leisure time visiting heritage railways but how many of us realise that some of these attractions are now so old themselves that they have become part of the very history that they claim to represent? **EVAN GREEN-HUGHES** explains.

RECENTLY volunteers at the Midland Railway Butterley, Derbyshire, were celebrating the arrival of a new coach for use on their extensive narrow gauge line. You might think there was nothing remarkable about that because the coach was old and it was time for it to be honourably retired. What was interesting was that the coach had been bought for preservation from a railway that is itself a heritage line, and which had built it new 34 years ago.

Coach 119 had served for most of its life on the Ffestiniog Railway in North Wales, but had for a time been loaned to the related Welsh Highland Railway. When it was built new that line had already been under volunteer control for almost 30 years. It is thought to be one of the first times that a vehicle built for one heritage railway has been saved for preservation by another.

In 1951 preservation pioneer Tom Rolt drove over the mountains of Wales to a remote place called Towyn to take up the volunteer position as general manager of the semi-derelict Tal-y-llyn Railway. The

story of how he and several of his friends managed to get the ailing engines, carriages and track of that line to provide a service is entertainingly told in his book *Railway Adventure*. Within a few years there were more Welsh narrow gauge lines being run by enthusiasts, but with the higher costs and more complex engineering problems of standard gauge many thought that preservation of a full-scale line would be beyond the scope of volunteers.

This was all proved wrong when in 1960 the Bluebell Railway in Sussex opened for business as a heritage railway shortly after being abandoned by British Railways. In the early years the railway was still connected to the main line and this allowed much of the rolling stock to arrive by rail. Much of it was straight out of service and so formed a good base on which to build.

A line of a different nature passed into private control the same year in Leeds and that was the Middleton Railway, an independent organisation that can trace its origins back to 1755. There a group of volunteers largely drawn from a nearby university were able to operate a service



Above: Railway preservation has created opportunities that few believed were possible at the end of steam. On the Great Central Railway National Collection Robinson 'O4' 2-8-0 63601 leads a rake of 16ton mineral wagons at Kinchley Lane in 2004. *Mike Wild.*

Left: The North Yorkshire Moors Railway is one of the premier steam railways in Britain and is famed for its dramatic scenery. Stanier 'Black Five' 45212 prepares to depart Grosmont with an evening dining train in September 2004. *Mike Wild.*



using a Swansea and Mumbles tram and a diesel shunter for a brief time before concentrating on freight services. It was to be a further nine years before a regular passenger service was to operate.

EMBRYONIC BEGINNINGS

Early standard gauge schemes were usually based on the founders' wish to see a particular branch line preserved. In most cases existing lines that had only recently closed were taken over and the preservation society then spent a number of years trying to establish itself with perhaps the only train movements being token brake van rides up and down a station yard.

Many, such as the Keighley and Worth Valley, which opened in 1968, were able to take over an entire line complete with track, stations and infrastructure and this made the task of reopening much easier than it could have been.

There were problems, however, not least with track which was usually completely worn out and required a great deal of work to bring back to a suitable standard for use by passenger trains.

Heritage railways of the 1960s and 1970s were very different to those we see today. The organisation tended to be more haphazard and so each site would be crammed with derelict or semi-derelict rolling stock which someone had bought and promised to restore. Locomotives were more often than not repaired out in the open and so there were many interesting fixtures such as sheer legs and portable cranes in evidence; it was also possible on a sunny day to see many people painting anything from stations to rolling stock. As finance was more of an issue it was also more common to see tank locomotives, particularly those from an industrial background, in general use.

GROWING AMBITIONS

As the years passed by heritage schemes began to get more and more ambitious. Societies such as the Llangollen were formed to take over the trackbed of abandoned lines and relay them virtually from scratch. While at first relying on second-hand materials of dubious quality many of these projects were eventually to be laid to very high standards, and in the process stations were rebuilt, signals reinstated and a replica world created.

The 1980s was to see the emergence of the 'super' heritage lines, such as the Severn Valley, the North Yorkshire Moors and the West Somerset which expanded to a vast size and as they did so acquired more infrastructure, sheds and works space. Coupled with this was a dramatic increase in staff numbers to the extent that some of them became virtually run by paid staff once again. >>

The Keighley and Worth Valley Railway was an early starter in preservation and was fortunate in being able to save the entire branch line from Keighley to Oxenhope. Ivatt '2MT' 2-6-2T 41241 recreates a typical pick up goods from the 1950s as it exits Mytholm Tunnel on the approach to Haworth on October 13 2006. [Mike Wild](#).



Those lines which achieved this sort of standard did so by reinventing themselves as businesses and by professionalising themselves. To a large extent the make do and mend mentality of earlier days was thrown away and in its place came a structured approach aimed at providing an attraction the general public as well as enthusiasts would want to visit.

This has led to a change in the way that rolling stock and locomotives are dealt with. There is often not the money to rebuild a steam locomotive once it reaches the end of its boiler ticket and consequently there emerged a policy of constructing large storage buildings in which 'out of ticket' items can be displayed. Inevitably this has changed the whole appearance of the heritage site, which often now does not resemble a real railway of former years at all.

A typical example of heritage railway development would be Oxenhope, on the Keighley and Worth Valley Railway. When the preservationists arrived this was a country branch terminus with a quaint station building but over the years the station has been adapted for its new use as the terminus of a heritage railway, gaining a stock storage shed, large museum building and car park. A large custom built tea room is planned for the platform, further taking the station away from the very thing that the pioneer preservationists were seeking to retain.

Perhaps the most striking example of this is Porthmadog station where nowadays the Welsh Highland and the Ffestiniog meet and where the simple one-platform station of early preservation days has been replaced with what is to all intents and purposes a busy multi-platform interchange with an ambience more like Clapham Junction than the quiet of North Wales. Progress it most certainly is but whether it is heritage is open to debate.

This professionalism has given rise to another generation of heritage sites that better suit those with a pioneering mentality. All over the country are small developments with a smattering of exhibits at which people work in their spare time, there is rarely cover and what is achieved is at a slow pace. Yet those who work at these sites claim that they are keeping alive the spirit of true preservation.

SCHEDULED OPERATIONS

Throughout the history of the heritage railway, which has now gone on for more than 60 years, there have been numerous attempts at either launching a normal passenger service or integrating services with the main line. So far none of these have succeeded long term but there have been some notable experiments - for instance daily coal trains worked off the privately-owned Weardale Railway for a considerable period and of course the Middleton Railway handled commercial freight for several of its early years. Heritage railways now often welcome trains off the national network, particularly excursions, and some even act as bases



The Talyllyn Railway in West Wales was one of the first preserved railways. The former slate railway from Tywyn now transports thousands of tourists into the Welsh valleys every year. Mike Wild.

for main line stock or steam locomotives.

A notable exception to this has been the North Yorkshire Moors Railway's services running into Whitby over Network Rail tracks which have proved particularly successful. The Swanage Railway is also planning to start running regular services from Wareham to Swanage soon for visitors which will lead to the incongruous sight of first generation Diesel Multiple Units working alongside the latest third-rail EMUs on the main line.

Heritage railways have certainly come on a long way since the early days of Tom Rolt and the Tal-y-llyn. Many have ceased to be an accurate recreation of the past and have instead taken on a life of their own while others retain that ramshackle feeling of a load of amateurs doing their best. Only time will tell whether someone one day will want to preserve the yards of some heritage railway or other just as they were in the 1970s 'because that's what railways were really like in the old days'. It would be a brave man who would take the bet on that not happening! 



Not all of railway preservation is about rebuilding ex-British Railways lines, with several centres based on former colliery railways. One such line is the Foxfield Railway in Staffordshire which includes the imposing 1-in-19 climb from Dilhorne Park Colliery for demonstration freights. Robert Heath 0-4-0ST No. 6 works hard as it starts the climb with a set of empty coal wagons in July 2006. Mike Wild.

STAFF PROJECTS

Revitalised

Following major surgery to the baseboards for the office 'N' gauge test track, **MIKE WILD** updates progress on the rolling stock and scenic area of the layout.

THE REBUILDING of our 'N' gauge test track to create something much more interesting and entertaining has been refreshing. The original layout, while looking good, had lost its appeal, but with all the work last month to modify the baseboard frames and install the gradients (HM95) it has been nice to sit back and enjoy multiple train operations on the main line section.

However, the task of completing the layout for its planned debut at the Warley National Model Railway Exhibition in November is still some way off and there is a huge list of items to be completed before it can venture out on show including installing point motors, wiring up the remaining diamond crossings, modifying

THE DETAILS	
Name:	Barrenthorpe
Scale:	'N'
Size:	8ft 3in x 3ft 4in
Track:	Peco code 55 (scenic section) Peco code 80 (fiddle yard)
Control:	DCC, Gaugemaster Prodigy/analogue
Period:	BR 1950s/1960s, Midland/Eastern Region

trackwork in the depot and more.

The main line on the front of the layout has been totally relaid and now features a four track main line which diverges into two separate double track routes. One remains level while the other takes a 1-in-30 gradient to allow it to cross over the lower level lines. This has required total removal of the original track arrangement and ballasting while being careful to maintain

the depot track in its original configuration for the time being.

Having completed the track and returned the layout from the workshop to its normal position in the office the first and most important task was proper installation of the under-board wiring. For the initial testing phase the electrics resembled a bird's nest more than a model railway with lengthy wires from all connections

to allow testing to take place with a rudimentary setup. That needed to be corrected so we began by making the cross board connections and then providing a main input for the controller feeds to each track. Ultimately a power district module will be installed here to stop short circuits halting operations on the whole layout. The main power connection also allows for the option of powering the outer and inner circuits with analogue control simply by switching out the plugs and we'll need to plan carefully for this when it comes to installing power districts as, because it is a test track, it has to retain analogue control too.

Next the frog control boards for the first two diamond crossings were mounted correctly, the wires



The scenic section of Barrenthorpe is totally different to the original layout with two double track main lines converging on a busy junction. A Stanier 'Duchess' crosses over as a '9F' runs into the goods loop. In the opposite direction a 'WD' 2-8-0 leads an engineers' train while empty stock Class 108s wait in the loop.

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



MIKE WILD
Barrenthorpe's rebuild has been going through the testing phase while locomotives have been recommissioned too. There's lots going on the back ground too...



MARK CHIVERS
In a change from Scottish Region modelling Mark has been working on weathering some of his roster of Southern Region Class 33s and 73s in 'OO' gauge.



Above: Removal of the original track formation was carried with a simple but brutal tool - a chisel. Worked carefully it allowed the track to be lifted and the ballast and scenic material to be removed completely and quickly.

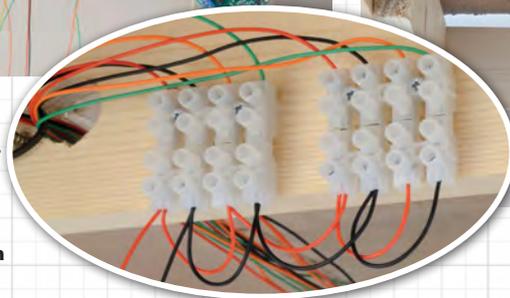


Below: Decoder installations have moved forward and a number of locomotives have been brought back into service including the Class 47 in the foreground which now has new bogies.



Above: On returning to the office the temporary underboard wiring was a mess! That was the first job to set right...

Right: To allow independent control of the four tracks the input connectors are split into four pairs which can be unplugged and replaced with feeds from analogue controllers as required.



cut to length and refitted and heatshrink tubing added over the bare wire connections from the points above. By this stage the wiring was starting to look much smarter and a handful of cable ties made short work of tidying things up too. Three areas currently remain to be tackled on the wiring front - the depot, yard lights and - last but not least - the point motor circuits.

It hasn't all been about wiring though. A substantial amount of time has been invested in adding decoders to the locomotive fleet, making good use of Gaugemaster's DCC28 6-pin decoders which have proved to offer excellent

motor control. These have been installed in a mixture of steam and diesel locomotives.

Like our 'OO' gauge fleets, the 'N' gauge roster uses the last four digits of a locomotive number for the address, which works well in most cases. However, where it doesn't is with the Class 108 DMUs and we seem to have a lot of them! After much deliberation we finally came up with a logical numbering sequence for them - the two-car unit is now address 1082, the three-car unit is 1083 and the pair of two-car units which operate permanently in multiple is address 1084.



Above: The main power feeds were arranged neatly and held together with cable ties. Plug in connector blocks make the join between the two baseboards.

Technically this should work well!

As much of the stock hasn't been used in earnest for a while a programme of cleaning has been started working through each locomotive in turn. A couple of locomotives have also been sidelined for repairs including a 'Black Five' which needs new traction tyres and a '4MT' which needs a thorough chassis clean to bring it back into service. We've also had chance to try out a few more locomotives on the inclines too and it is still surprising how well the tender drive locomotives cope with the gradients.

As April continues we've

begun planning out the next big installation for this layout - the point motors - with the plan being to install solenoid motors on the fiddle yard plus a mimic diagram with LED lighting to show which routes are set. On the front of the layout DCC Concept Cobalt motors and accessory decoders will be used, particularly to control the main feature - the double junction.

As always it's a busy place in the *Hornby Magazine* office, but we're really enjoying breathing new life into Barrenthorpe while also looking forward to putting it on show for the first time later this year. [HOM](http://www.hornby.com)

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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. For more show dates visit www.hornbymagazine.com

MAY

- 16 ANGMERING CHARITY MODEL RAILWAY SHOW**
Hosts: N Gauge Society, West Sussex Area Group
Location: St Margaret's Church, Arundel Road, Angmering, West Sussex BN16 4JS
Times: 10am-5pm
Prices: Adults £4, concessions £3, children £2, family (2+2) £10
Website: www.wsng.co.uk
Contact: 01403 734190
Features: 10 layouts, trade support, refreshments, parking and disabled access.
- 16 BLOXWICH (ST JOHN'S) MODEL RAILWAY EXHIBITION**
Hosts: Bloxwich (St John's) Model Railway Club
Location: St John's Methodist Church, Victoria Avenue, Bloxwich, Walsall WS3 3HS
Times: 10am-4pm
Prices: Adults £4, concessions £3, children £1.50
Contact: 01922 475557
Features: 15 layouts, trade support, demonstrations, refreshments, parking and disabled access.
- 16 BRAMBLETON MODEL RAILWAY CLUB OPEN DAY**
Hosts: Brambleton Model Railway Club
Location: Highfield Oval, Ambrose Lane, Harpenden, Hertfordshire
Times: 2pm-5.30pm
Prices: Adults £2, concessions £1.50, children £1.50
Website: www.brambleton.co.uk
Contact: 01763 261250
Features: Outdoor layout in operation, live steam, refreshments and parking.
- 16 BURGESS HILL MODEL RAILWAY CLUB EXHIBITION**
Hosts: Burgess Hill Model Railway Club
Location: Burgess Hill School for Girls, Keymer Road, Burgess Hill RH15 0EG
Times: 10am-5pm
Prices: Adults £5, children £3, family (2+2) £13
Website: www.burgesshillmrc.org.uk
Contact: 01444 455215
Features: 12 layouts, trade support, demonstrations, societies, refreshments, parking, disabled access.
- 16 ELY MODEL RAILWAY EXHIBITION**
Hosts: Ely and District Model Railway Club
Location: City of Ely Community College, Downham Road, Ely CB6 2SH
Times: 10am-4.30pm
Prices: Adults £5, concessions £4, children £3
Website: www.elymrc.org.uk
Contact: 01480 454857
Features: Layouts, trade support, demonstrations, societies, refreshments, parking and disabled access.
- 16 HADLEIGH MODEL RAILWAY EXHIBITION**
Hosts: Hadleigh Methodist Church
Location: Hadleigh Methodist Church, Chapel Lane, Benfleet, Essex SS7 2PQ
Times: 10am-4pm
Prices: Adults £3, children £1.50
Contact: 07796 657927
Features: Eight layouts, trade support and refreshments.
- 16 LUTTERWORTH MODEL RAILWAY EXHIBITION**
Hosts: Lutterworth Railway Society
Location: Lutterworth Sports Centre, Coventry Road, Lutterworth, Leicestershire LE17 4RB
Times: 10am-4.30pm
Prices: Adults £5, children £2, family £9
Contact: 01788 310354
Features: Layouts, trade support, refreshments, parking and disabled access.

- 16 MIRFIELD MODEL RAILWAY EXHIBITION**
Hosts: Mirfield Team Parish Music Guild
Location: St Mary's Community Centre, Church Lane, Mirfield, West Yorkshire WF14 9HU
Times: 10am-4pm
Prices: Adults £3.50, children £2
Contact: 01924 495929
Features: 20 layouts, trade support, refreshments, parking.
- 16 SWING - FELPHAM MODEL RAILWAY EXHIBITION**
Hosts: Southdowns Group of the 7mm Narrow Gauge Association
Location: Felpham Community College, Felpham, Bognor Regis PO22 8EL
Times: 10am-4.30pm
Prices: Adults £4.50, children free
Website: www.swing.model-railway.org.uk
Contact: 07970 556651
Features: 18 layouts, trade support, demonstrations, societies, refreshments, parking, disabled access.
- 16/17 EXPO EM 2015 - BRACKNELL**
Hosts: EM Gauge Society
Location: Bracknell Leisure Centre, Bagshot Road, Bracknell, Berkshire RG12 9SE
Times: Sat 10.30am-5.30pm, Sun 10am-4.30pm
Prices: Adults £8, members £6, children £2, family £16
Website: www.emgs.org
Features: Layouts, trade support, societies, lectures, refreshments, parking and disabled access.
- 16/17 FOUR MARKS MODEL RAILWAY EXHIBITION**
Hosts: Four Marks Scout Group
Location: Four Marks Village Hall, Lymington Bottom, Four Marks, Alton, Hampshire GU34 5AA
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3.50, children £2, family £10
Contact: 01420 563853
Features: Layouts, trade support, demos, refreshments.
- 16/17 KYLE MODEL RAILWAY CLUB EXHIBITION**
Hosts: Kyle Model Railway Club
Location: Auchenharvie Academy, Stevenston KA20 3JW
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £11
Contact: 01290 423925
Features: 21 layouts, trade support, refreshments, parking and disabled access.
- 16/17 MIDDLESBROUGH MODEL RAILWAY EXHIBITION**
Hosts: Middlesbrough Model Railway Club
Location: Newport Settlement Community Centre, Union Street, Middlesbrough, TS1 5NQ
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £5, concessions £4, accompanied children £3
Website: www.mboromrc.com
Contact: 01642 802892
Features: 10 layouts, trade support, refreshments, parking and disabled access.
- 16/17 MRX MANCHESTER**
Hosts: Lancashire and Yorkshire DCC
Location: Museum of Transport, Boyle Street, Manchester M8 8UW
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £6, concessions £5, accompanied children free
Website: www.lydcc.org.uk
Contact: 07561 179117
Features: 20 layouts, trade support, demonstrations, DCC seminars and refreshments. Free bus link between Manchester Victoria railway station and venue.

- 16/17 SCUNTHORPE MODERN IMAGE GROUP EXHIBITION**
Hosts: Scunthorpe Modern Image Group
Location: St Paul's Church Hall, Ashby High Street, Ashby, Scunthorpe DN16 2JR
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £3, concessions £3, children £2, family £8
Contact: 07548 523179
Features: Eight layouts, trade support and demonstrations.
- 17 CHICHESTER STEAM ON SUNDAY OPEN AFTERNOON**
Hosts: Chichester and District Society of Model Engineers
Location: Blackberry Lane, off Bognor Road, Chichester, West Sussex PO19 7FS
Times: 2pm-5pm
Prices: Admission to site FREE, train tickets £1 each
Website: www.cdsme.co.uk
Contact: 07954 051594
Features: Train rides, model railway layout and refreshments.
- 22/23 FIRST BANGOR MRC MODEL RAILWAY AND HOBBIES EXHIBITION**
Hosts: First Bangor Model Railway Club
Location: First Bangor Presbyterian Church Halls, Main Street, Bangor, Co. Down, Northern Ireland BT20 4AG
Times: Fri 7pm-9.30pm, Sat 10am-5pm
Prices: Adults £5, concessions £3, children £2, family (2+2) £10
Website: www.firstbangormrc.co.uk
Contact: 02891 467891
Features: Layouts, trade support and refreshments.
- 23 BRIDLINGTON MODEL RAILWAY EXHIBITION**
Hosts: Bridlington (Area) Railway Modellers and Train Enthusiasts Society
Location: Christ Church Hall, Quay Road, Bridlington YO15 2AP
Times: 10am-4pm
Prices: Adults £3, concessions £2.50, children £2
Website: www.bridmodelrail.org.uk
Contact: 01262 603309
Features: 12 layouts and trade support.
- 23 GRAVESEND MODEL RAILWAY EXHIBITION**
Hosts: Mid Kent Model Railway Group
Location: Riverview Junior School, Cimba Wood, Gravesend, Kent DA12 4SD
Times: 10am-4.30pm
Prices: Adults £3.50, children £1.50, family £9
Contact: 07595 255150
Features: 15 layouts, trade support, refreshments and parking.
- 23/24 HAYLE MRC AND DUCHY RAILROADERS MODEL RAILWAY EXHIBITION**
Hosts: Hayle Model Railway Club and Duchy Railroaders
Location: Hayle Day Care Centre, Commercial Road, Hayle, Cornwall TR27 4DE
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £2, children under ten free, family (2+2) £9
Contact: 01209 712261
Features: Ten layouts, trade support, refreshments, parking and disabled access.
- 23/24 NEW FOREST MODEL RAILWAY SOCIETY EXHIBITION**
Hosts: New Forest Model Railway Society
Location: Brockenhurst Village Hall, Highwood Road, Brockenhurst, Hampshire SO42 7RY
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £4, children £2.50, family (2+2) £10.50

Website: www.nfmrs.co.uk
Contact: 01425 673668
Features: Layouts, trade support, displays, refreshments and parking.

23/24 RAILEX 2015

Hosts: Risborough and District Model Railway Club
Location: Stoke Mandeville Stadium, Stadium Approach, Aylesbury, Buckinghamshire HP21 9PP
Times: Sat 10.30am-5.30pm, Sun 10am-5pm
Prices: Adults £8, children £5
Website: www.railex.org.uk
Contact: 01296 437475
Features: 16 layouts, trade support, demonstrations, refreshments, parking and disabled access. Regular free vintage bus service operating between Aylesbury railway station and venue. Up to two accompanied children admitted free on Sunday only.

24 BIDEFORD CHARITY MODEL RAILWAY SHOW

Hosts: Shady Lane Models and Osborns Models
Location: Bideford Pannier Market, Bideford, North Devon EX39 2DL
Times: 10am-4pm
Prices: Adults £3, parent + one child £3.50, family £7
Contact: 01237 423453
Features: 20 layouts, trade support, refreshments, parking and disabled access.

30 BENFLEET MODEL RAILWAY EXHIBITION

Hosts: St Mary's (Benfleet) Model Railway Club
Location: St Mary's Church Hall, 376 High Road, Benfleet SS7 5HL
Times: 10am-4pm
Prices: Adults £3, accompanied children free
Contact: 01277 225206
Features: Six layouts, trade support and refreshments.

30 HILLINGDON RAILWAY MODELLERS TEST TRACK OPEN DAY

Hosts: Hillingdon Railway Modellers
Location: Yiewsley Baptist Church Hall, 74 Colham Avenue, Yiewsley, Hillingdon, London UB7 8HF
Times: 10am-4pm
Prices: Adults £4
Website: www.hillingdonrailwaymodellers.co.uk
Contact: 020 8368 4090
Features: Two large club test tracks in 'O' and 'OO'; club sales and refreshments.

30 ST MARGARET'S HOSPICE MODEL RAILWAY EXHIBITION

Hosts: Burnham and District Model Railway Club
Location: St Margaret's Hospice, Heron Drive, Bishops Hull, Taunton, Somerset TA1 5HA
Times: 10am-5pm
Prices: Adults £3, concessions £2.50, children £2.50, family (2+2) £9.50
Contact: 01823 270882
Features: Layouts and refreshments.

30/31 BLACKBURN CHARITY MODEL RAILWAY EXHIBITION

Hosts: East Lancashire Model Railway (Charitable) Organisation
Location: Mill Hill Community Centre, New Chapel Street, Blackburn, Lancashire BB2 4DT
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £4, concessions £2, children £2, family £10
Website: www.elmro.org
Contact: 07585 762627
Features: Layouts and trade support.

30/31 DEMU SHOWCASE 2015

Hosts: Diesel and Electric Modellers United
Location: Burton upon Trent Town Hall, King Edward Place, Burton upon Trent DE14 2EB
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: TBC
Website: www.demu.org.uk/showcase
Features: 15+ layouts, trade support, demonstrations, refreshments, parking and disabled access. To celebrate the 21st anniversary of DEMU, this two-centre event is also being held at the National Brewery Centre in Burton upon Trent with free shuttle bus link between venues.

30/31 EXETER MODEL RAILWAY EXHIBITION

Hosts: Exe Model Railway Society
Location: Matford Centre, Matford Road, Marsh Barton, Exeter, Devon EX2 8FD
Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £6.50, concessions £5.50, accompanied children free.

Website: www.exemrs.co.uk
Contact: 01392 421906
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

30/31 NEWBIGGIN MODEL RAILWAY EXHIBITION

Hosts: Newbiggin Maritime Centre
Location: Newbiggin Maritime Centre, Church Point, Newbiggin by the Sea, Northumberland NE64 6DB
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £3, children £1
Contact: 01670 811951
Features: Layouts, trade support, demonstrations, refreshments, parking and disabled access.

31 BRIDPORT AND DISTRICT MRC OPEN DAY

Hosts: Bridport and District Model Railway Club
Location: Askerswell Village Hall, Askerswell, Dorset DT2 9EW
Times: 11am-3pm
Prices: Free
Contact: douglas.beazer@btopenworld.com
Features: Members' layouts, test track, refreshments, parking and disabled access.

JUNE

6 FELIXSTOWE 'N' GAUGE MODEL RAILWAY SHOW

Hosts: Felixstowe Area 'N' Gauge Group
Location: Methodist Church, Orwell Road, Felixstowe IP11 7AN
Times: 10am-4.30pm
Prices: Adults £3, accompanied children free
Website: www.felixstowengauge.org.uk
Contact: 01394 277211
Features: Layouts, trade support and refreshments.

6 HULL 'MINI' SUMMER MODEL RAILWAY SHOW

Hosts: Hull Miniature Railway Society
Location: Walton Street Leisure Centre, Walton Street, Hull HU3 6JB
Times: 10.30am-4.30pm
Prices: Adults £2, children £1
Website: www.hullmrs.org
Features: 10 layouts, trade support, demonstrations and refreshments.

6 KETTERING MODEL RAILWAY EXHIBITION

Hosts: Kettering and District Model Railway Society
Location: Wrenn Spinney School, Westover Road, Kettering, Northamptonshire NN15 7LB
Times: 10am-4.30pm
Prices: Adults £3, concessions £2, children £1
Contact: 07880 033612
Features: Layouts, trade support, outdoor train rides (weather permitting), refreshments and disabled access.

6 THAMES VALLEY MODEL RAIL EXPO

Hosts: Marlow, Maidenhead and District Model Railway Club
Location: Knowl Hill Village Hall, The Terrace, Knowl Hill, Berkshire RG10 9XB
Times: 10am-5pm
Prices: TBC
Contact: 07919 533550
Features: Layouts, trade support, demonstrations and societies.

6 WREC-RAIL 2015

Hosts: Wrec-rail
Location: St Nicholas Church Hall, Rectory Lane, Little Bowden, Market Harborough, LE16 8AS
Times: 10am-4pm
Prices: Adults £3, children free
Contact: Rcoleman@btinternet.com
Features: Diesel and electric era layouts, trade support, demonstrations, refreshments, parking and disabled access.

6/7 PEAK MODEL RAILWAY EXHIBITION

Hosts: Chesterfield Railway Modellers
Location: Agricultural Business Centre, Bakewell, Derbyshire DE45 1AH
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £5, concessions £4, family £12
Website: www.chesterfieldrailwaymodellers.co.uk
Contact: 01246 271099
Features: 14 layouts, trade support, parking and disabled access.

6/7 SHILDON MRC MODEL RAILWAY EXHIBITION

Hosts: Shildon Model Railway Club
Location: Locomotion, the National Railway Museum at Shildon, Co. Durham DL4 2RE
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Free
Website: www.shildonmrc.com
Features: 20 layouts, trade support, displays, refreshments, parking and disabled access.

6/7 TAUNTON MODEL RAILWAY GROUP - OPEN DAYS

Hosts: Taunton Model Railway Group.
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Adults £1.50, children 75p
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig and Bath Green Park layouts in operation.

7 MODEL TRAINS IN PETERSFIELD OPEN DAY

Hosts: Liphook and District MRC
Location: St Peter's Hall, St Peter's Road, Petersfield, Hampshire GU32 3HX
Times: 10am-4pm
Prices: Adults £1, accompanied children free
Website: www.millandvalleyrailway.co.uk
Contact: 01428 741551
Features: Members' layouts, displays, demonstrations, refreshments and disabled access.

7 SUDBURY HOBBIES DAY

Hosts: Sudbury Model Railway Club
Location: St Peter's Church, Market Hill, Sudbury, Suffolk CO10 2EA
Times: 10.30am-3.30pm
Prices: Free entry
Website: www.sudburymrc.org.uk
Contact: 01787 371758
Features: Layouts, Meccano, model boats, demonstrations, societies and refreshments.

13 ALRESFORD FESTIVAL OF TOY TRAINS

Hosts: Bob Leggett
Location: Perins Community School, Pound Hill, Alresford, Hampshire SO24 9BS
Times: 10.30am-4.30pm
Prices: Adults £5, children £3, family £14
Website: www.alresford-toy-trains.org.uk
Contact: 01962 733475
Features: 20 layouts, trade support and refreshments.

13 PATCHAM (BRIGHTON) MODEL RAILWAY EXHIBITION

Hosts: Patcham Methodist Church
Location: Patcham Methodist Church, Ladies Mile Road, Patcham, Brighton BN1 8QE
Times: 10am-4.30pm
Prices: Adults £3, concessions £2, children £2
Contact: 01273 230088
Features: 13 layouts, trade support, societies, displays, parking and refreshments.

13 CAMPSEA ASHE CHARITY MODEL RAILWAY EXHIBITION

Hosts: Station House Community Connections
Location: Clarke and Simpson Auction Centre, Campsea Ashe, Nr Wickham Market, Suffolk IP13 0PS
Times: 10am-5pm
Prices: Adults £4.50, children £2, family £12
Website: www.stationhousecampseashe.co.uk
Contact: 01728 746847
Features: Layouts, trade support, societies, demonstrations, railwayana auction, parking, refreshments and disabled access.

13 7MM NARROW GAUGE ASSOCIATION EXHIBITION

Hosts: 7mm Narrow Gauge Association
Location: Burton upon Trent Town Hall, King Edward Place, Burton upon Trent DE14 2EB
Times: 10.30am-4.30pm
Prices: Adults £5, partners and children free
Website: www.7mmnga.org.uk
Contact: 01332 518109
Features: 15 layouts, trade support, demonstrations, societies and refreshments.

13/14 CHATHAM SHOW

Hosts: Chatham and District Model Railway Club
Location: Medway Park Leisure Centre, Mill Road, Gillingham, Kent ME7 1HF

SHOW GUIDE

Times: Sat 10am-5pm, Sun 10am-4pm
Prices: Adults £7, accompanied children free
Website: www.chathamshow.co.uk
Contact: 07552 777718
Features: 30 layouts, trade support, refreshments and parking.

13/14 SHEPTON AND DISTRICT MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Shepton and District Model Railway Society
Location: Douling Village Hall, Nr Shepton Mallet, Somerset BA4 4PL
Times: Sat 10.30am-4.30pm, Sun 10am-4pm
Prices: Adults £4, children 12-16 £2, accompanied children under 12 free
Contact: 01761 232950
Features: Layouts, trade support, societies, refreshments, parking and disabled access.

13/14 SUMMERLEE MUSEUM MODEL RAILWAY EXHIBITION

Hosts: Summerlee Museum
Location: Summerlee Museum, Coatbridge, North Lanarkshire ML5 1QD
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Donation to keep steam vehicles on the road
Contact: 01389 380725
Features: Layouts, museum exhibits, refreshments and parking.

14 MID DEVON MODEL RAILWAY EXHIBITION

Hosts: Tiverton Pannier Market
Location: Tiverton Pannier Market, Market Square, Tiverton EX16 6NH
Times: 10am-3pm
Prices: Free entry
Contact: 01884 243351
Features: Layouts, trade support, refreshments, parking and disabled access.

18 SOUTHWARK MODEL RAILWAY CLUB OPEN EVENING

Hosts: Southwark Model Railway Club
Location: St Phillip and St Mark's Church Hall, Avondale Square, Bermondsey, London SE1 5PD
Times: 7pm
Website: southwarkmrc.wordpress.com
Contact: 020 7732 9675
Features: Club layouts on display including Crystal Palace High Level, Hawkhurst and St Mellion.

DON'T MISS...

19-21 THE MODEL EVENT 2015

Hosts: Great Central Railway
Location: Quorn and Woodhouse Station (main venue), Woodhouse Road, Quorn, Leicestershire LE12 8AG
Times: Fri 10am-5pm, Sat 10am-5pm, Sun 10am-4pm
Prices: One day tickets: Adult £15, concession £13, children £9, family (2+3) £34. Other ticket options available including two day and three day tickets.
Website: www.gcrailway.co.uk
Features: Layouts, trade support, displays, demonstrations, locomotive and carriage shed tours, railwayana, refreshments and parking. Sponsored by *Hobby Magazine* and featuring Twelve Trees Junction's only planned outing for 2015. All inclusive ticket covers unlimited travel on the heritage railway all day between exhibition sites. The sole surviving LMS Ivatt '4MT' 2-6-0 43106 is confirmed as a guest engine for the event.

20 EXPO 2MM

Hosts: 2mm Scale Association
Location: Chelford Village Hall, Knutsford Road, Chelford, Cheshire SK11 9AS
Times: 10am-4pm
Prices: Admission £5
Website: www.2mm.org.uk
Features: 2mm finescale layouts, trade support, demonstrations and refreshments.

20 GLOUCESTER MODEL RAILWAY SHOW

Hosts: Hucclecote Methodist Church
Location: Hucclecote Methodist Church, Carrisbrooke Road, Hucclecote, Gloucestershire GL3 3QP
Times: 10am-5pm

Prices: Adults £3, concessions £1.50, children £1.50
Contact: 01452 770 447
Features: 12 layouts, trade support, refreshments, parking and disabled access.

20 TVNAM 2015

Hosts: Trent Valley North American Modellers
Location: Armitage with Handsacre Village Hall, Shropshire Brook Road, Armitage, Staffordshire WS15 4UZ
Times: 10am-4pm
Prices: Admission £5
Website: www.tvnam.co.uk
Contact: 07850 017222
Features: 12 North American-themed layouts, trade support, refreshments and parking.

20 WELSH N GAUGE SHOW

Hosts: North Wales N Gauge Group
Location: St Mary's and St John's Church Halls, Rosehill Street, Conwy, LL32 8LD
Times: 10am-4pm
Prices: Adults £4, concessions £3, accompanied children free
Contact: 01492 572633
Features: 14 'N' gauge layouts, trade support, refreshments and disabled access.

20/21 GAINSBOROUGH MODEL RAILWAY SOCIETY - OPEN DAYS

Hosts: Gainsborough Model Railway Society
Location: Florence Terrace, Gainsborough, Lincolnshire DN21 1BE
Times: Sat 1.30pm-6pm, Sun 1.30pm-6pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £10
Website: www.gainsboroughmodelrailway.co.uk
Contact: 01427 615871
Features: Showcasing the LNER in the heyday of steam, featuring dozens of 'O' gauge trains on the club's extensive East Coast layout.

21 CHICHESTER STEAM ON SUNDAY OPEN AFTERNOON

Hosts: Chichester and District Society of Model Engineers
Location: Blackberry Lane, off Bognor Road, Chichester, West Sussex PO19 7FS
Times: 2pm-5pm
Prices: Admission to site FREE, train tickets £1 each
Website: www.cdsme.co.uk
Contact: 07954 051594
Features: Train rides, model railway layout, refreshments.

21 WALLINGFORD MODEL RAILWAY EXHIBITION

Hosts: Dakota Dibben
Location: St John's Primary School, St John's Road, Wallingford, Oxfordshire OX11 9AG
Times: 10am-4.30pm
Prices: Adults £4, children £1.50, family £10
Contact: 07595 255150
Features: 15 layouts, trade support and refreshments.

27 ENFIELD TOWN MODEL RAILWAY EXHIBITION

Hosts: Enfield Town Model Railway Club
Location: St Paul's Centre, Church Street, Enfield Town EN2 6PR
Times: 10.30am-5pm
Prices: Admission £3, accompanied children free
Contact: 01992 639361
Features: Layouts, trade support and refreshments.

27 MINSTEAD MODEL RAILWAY EXHIBITION

Hosts: AAR Models
Location: Minstead Village Hall, Minstead, Nr Lyndhurst, Southampton, Hampshire SO43 7FX
Times: 10am-4.30pm
Prices: Adults £4, concessions £3, children £3, family (2+2) £11
Contact: 02380 332609
Features: 12 layouts, trade support, refreshments, parking and disabled access.

27 PLYMOUTH MODEL RAILWAY EXHIBITION

Hosts: Plymouth and District Model Railway Club
Location: Abbey Hall, Royal Parade, Plymouth, Devon PL1 2AD
Times: 10am-4pm
Prices: Adults £3, children £1.50, family (2+2) £8
Website: www.plymouthmrc.co.uk
Features: Layouts, trade support, demonstrations, refreshments and disabled access.

27/28 PERTH MODEL RAILWAY EXHIBITION

Hosts: Perth and District Model Railway Club
Location: Dewars Centre, Glover Street, Perth PH2 0TH
Times: Sat 10am-5.30pm, Sun 10am-5pm
Prices: Adults £6, children £3, family (2+2) £15
Website: www.perthmrc.com
Contact: 07588 754959
Features: 42 layouts, trade support, demonstrations, societies, seminars, refreshments and disabled access.

JULY

4 ALVECHURCH MODEL RAILWAY EXHIBITION

Hosts: St Lawrence Church
Location: St Lawrence Church, Alvechurch, Birmingham B48 7SB
Times: 10.30am-4pm
Prices: Adults £2, children £1
Contact: 0121 445 3569
Features: 10 layouts, trade support, demos, refreshments.

12 KEIGHLEY MODEL RAILWAY SMALL SCALES FESTIVAL

Hosts: Keighley Model Railway Club
Location: Clubrooms, Knowle Mills, South Street, Keighley, West Yorkshire BD21 1SY
Times: 10am-4.30pm
Prices: Adults £3.50, children £2.50
Website: www.keighley-mrc.org.uk
Features: 12 layouts, trade support, refreshments parking and disabled access.

18 FRINTON-ON-SEA MODEL RAILWAY EXHIBITION

Hosts: Dakota Dibben
Location: St Mary's Church Hall, Old Road, Frinton-on-Sea, Essex CO13 9BX
Times: 10am-4.30pm
Prices: Adults £3.50, children £1.50, family £9
Contact: 07595 255150
Features: 15 layouts, trade support and refreshments.

19 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
Contact: 01427 615871
Features: Showcasing the LNER in the heyday of steam, featuring dozens of 'O' gauge trains on the club's extensive East Coast layout.

AUGUST

1/2 TAUNTON MODEL RAILWAY GROUP - OPEN DAYS

Hosts: Taunton Model Railway Group
Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU
Times: Sat 10.30am-4.30pm, Sun 10.30am-4.30pm
Prices: Adults £1.50, children 75p
Website: www.bathgreenpark.co.uk
Contact: 01984 639509
Features: Tamerig and Bath Green Park layouts in operation.

2 DEAL MODEL RAILWAY EXHIBITION

Hosts: Dakota Dibben
Location: Astor Theatre, Stanhope Road, Deal, Kent CT14 4AB
Times: 10am-4.30pm
Prices: Adults £4, children £1.50, family £10
Contact: 07595 255150
Features: 15 layouts, trade support and refreshments.

PLANNING AN EXHIBITION?

● *Hobby Magazine's Show Guide* is a free listing which allows you to promote a forthcoming model railway show. Contact *Hobby Magazine* by calling 01780 755131 or e-mail: hobbymagazine@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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OCTOBER 10/11 2015

THE GREAT ELECTRIC TRAIN SHOW

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	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
E4 Brighton tank	ehattons.com/e4	£93.46	Mar 2013							
Modified Hall class	ehattons.com/mh	£106.21-£114.71	Mar 2012							
Class 43 NBL Warship	ehattons.com/c43	£118.96	Mar 2013							
Hawksworth Autocoaches	ehattons.com/hac	£58.61	Mar 2013							
Wickham trolley car	ehattons.com/wtc	£67.96	Mar 2013							
Class 5MT	ehattons.com/5mt	£85 (EST)	Mar 2015							
LNWR Webb coal tank	ehattons.com/wct	£102.00 (EST)	Sep 2014							

Birdcage coaches, Class 5P4F Stanier Mogul, Class 24/1, Class 90, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 73	ehattons.com/c73	£105.00	Mar 2012							

GWR Railcar, Class 68, Class B4, IDA flat, Turbot - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	ehattons.com/j94	£82.00	Aug 2014							
14xx	ehattons.com/14xx	£99.00	Sep 2014	Feb 2015	ETA May 2015					
Hatton's King	ehattons.com/king	£169.00- £179.00	Aug 2014	Nov 2014	ETA Apr 2015					

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 05	ehattons.com/c05	£100.00	Jun 2013							
Metropolitan Bo-Bo	ehattons.com/mbb	£107.00	May 2014							

Park Royal railbus, Class 05, Class O2/3, Class 1366 - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 9f Crosti-boiler	ehattons.com/9fcb	£111.20	Dec 2013							
D16	ehattons.com/d16	£101.90	Dec 2013							
Class 700	ehattons.com/c700	£101.90	Dec 2013							
Class S15	ehattons.com/s15	£124.99	Dec 2014							
Class J50	ehattons.com/j50	£74.06	Dec 2014							
Hornby Adams Radial	ehattons.com/horar	£111.10	Dec 2014							
King	ehattons.com/horking	£148.14 - £179.99	Dec 2014							
Merchant Navy	ehattons.com/mn	TBC	Mar 2015							

LMS Coaches, K-Type Pullmans, D16, Class 700, Class S15 - view these projects at www.ehattons.com/projectupdates

	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
7 plank wagons	ehattons.com/oxcw	£9.00	Jan 2015							
Adam's Radial	ehattons.com/ar	£88.00	Jan 2015							
Hatton's ICI hopper	ehattons.com/fici	£24.00 / £25.00	Mar 2015							

 Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. (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. All information subject to change



Branchline 2015 New Items



Class J72 0-6-0T
 Pre-order for £75.00



31-060 8680 in LNER lined green
 31-061 69001 in BR black with early emblem
 31-062 69028 in BR black with late crest

Class 6P Royal Scot 4-6-0
 Pre-order for £135.00



31-285 6130 'The West Yorkshire Regiment' in LMS crimson
 31-286 46163 'Civil Service Rifleman' in BR black
 31-287 46151 'The Royal Horse Guardsman' BR green

Class V2 2-6-2
 Pre-order for £135.00



31-566 3645 in LNER black
 31-567 60881 in BR green with late crest

Class J39 0-6-0
 Pre-order for £80.00



31-866 1803 in LNER Black
 31-867 64792 in BR black with early emblem

Class K3 2-6-0
 Pre-order for £95.00



32-279A 1304 in LNER lined black
 32-281 61862 in BR lined black with early emblem

Class 94xx 0-6-0
 Pre-order for £85.00



35-026 9402 in GWR Green
 35-026 9487 in BR black with early emblem
 35-027 9479 in BR black with late crest

LNWR 0-6-2T Webb Coal Tank
 Pre-order for £102.00



35-050 LNWR plain black livery
 35-051 LMS black livery
 35-052 BR black early emblem
 (Prices estimated - we will notify you if price rises & offer option to cancel)

Class 70 diesel



31-590 70015 in Freightliner livery with air intake modifications **£152.95**
 31-591 70805 in Colas livery with air duct boxes **£98.00**

Class 55 Diesel
 Pre-order for £113.01



32-532 55007 "PINZA" BR blue - Finsbury Park white cab windows
 31-533 D9001 "St. Paddy" in BR two-tone green - weathered

See the entire range at ehattons.com/bachmann2015

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H1401 48xx 4825 in GWR unlined green Great Western
 H1404 58xx 5808 in GWR unlined green Shirbutton
 H1406 14xx 1420 in GWR unlined green G W R
 H1408 58xx 5816 in BR lined black BRITISH RAILWAYS
 H1409 14xx 1470 in BR lined black early emblem
 H1410 58xx 5819 in BR unlined black early emblem
 H1413 14xx 1444 in BR lined green early emblem
 H1414 14xx 1450 BR lined green late crest
 H1416 14xx 1409 BR unlined green late crest

Lightly Weathered

H1402 58xx 5814 in GWR unlined green Great Western
 H1403 48xx 4871 in GWR unlined green Shirbutton
 H1405 48xx 4807 in GWR wartime black G W R
 H1407 58xx 5802 in GWR unlined green G W R
 H1411 58xx 5801 in BR unlined green G W R

Heavily Weathered

H1412 14xx 1474 in BR unlined black early emblem
 H1415 14xx 1432 BR lined green late crest
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 J9402 71515 in Mech Navvies maroon
 J9407 4 in NCB Backworth Colliery lined black
 J9408 98 "Royal Engineer" in Army green
 J9410 15 in Wemyss Private Railway lined brown

Lightly Weathered

J9403 J94 68012 in BR black late crest
 J9405 "Hurricane" in NCB Bickershaw Colliery lined green
 LJ9409 7 in NCB Littleton Colliery lined blue

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J9404 1763 NCB Peckfield Colliery lined maroon with chevrons
 J9406 8 in NCB Mountain Ash Colliery lined green
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 HK02 6019 "King Henry V" in GWR lined green with shield
 HK03 6021 "King Richard II" in GWR lined green with shirtbutton
 HK04 6029 "King Edward VIII" in GWR un-lined wartime green
 HK05 6018 "King Henry VI" in GWR lined green
 HK06 6025 "King Henry III" in BR ultramarine blue
 HK07 6027 "King Richard I" in BR/GWR lined green
 HK08 6028 "King George VI" in BR lined blue with early crest



HK09 6023 "King Edward II" in BR lined blue with early crest
 HK10 6009 "King Charles II" in BR lined green with early crest
 HK11 6017 "King Edward IV" in BR lined green with late crest
 HK12 6026 "King John" in BR lined green with late crest
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266208 Beyer Garratt 2-6-0 0-6-2 47996 BR early emblems on cabsides & numbers on tanks 1949-56. Heavily weathered (Hel) £199



31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) £118.96
R3106 Class 2800 2-6-0 steam loco 2807 in GWR as preserved (Hor) £120
32-826A Class 2MT Ivatt 2-6-0 46526 BR lined green late crest - weathered (Bac) £110.46



31-128^A Class 30xx 2-8-0 ROD 3036 in BR black early emblem - weathered (Bac) (list £142.95) BARGAIN £94



R3006 Class 3800 2-8-0 3864 in BR weathered black early emblem (Hor) £106
31-826A Class 3F 0-6-0 43257 in BR black early emblem (Bac) £84.96
31-828DC Class 3F 0-6-0 43620 in BR black late crest - weathered, DCC On Board (Bac) £101.96



R3229 Class 4000 Star 4-6-0 4021 "British Monarch" in BR green early crest (Hor) £125.10



R3222 Class 42XX 2-8-0 4261 in Great Western green (Hor) £111.20



R3170 Class 4900 4-6-0 Hall 4901 'Alderley Hall' in GWR (livery tbc) (Railroad range). New tooling for 2013 (Hor) £67
R3169 Class 4900 4-6-0 Hall 5972 Otton Hall in GWR (Railroad range). New tooling for 2013 (Hor) £67
31-880 Class 4F 0-6-0 3851 in LMS black Johnson/Deeley tender (Bac) £76.46



31-881 Class 4F 0-6-0 43875 in BR black early emblem and Johnson/Deeley tender (Bac) £84.96



R2881 Class 5 Black 5 5112 in LMS lined black (Railroad Range) (Hor) £66



31-188 Class 5XP Jubilee 4-6-0 45565 'Victoria' in BR lined green late crest - weathered (Bac) £127.46



31-213DS Class 6P Patriot 4-6-0 45504 'Royal Signals' in BR green late crest, DCC Sound Fitted (Bac) (list £266) BARGAIN £169
31-013 Class 7F 2-6-0 S&DR 53608 BR black late crest & Deeley tender (Bac) £114.71



R3086 Class A1 "Flying Scotsman" in LNER Apple green. Upgraded to 3-pole motor flywheel (Railroad range) (Hor) (list £82.49) BARGAIN £84



R3245TTS Class A1 Peppercorn 4-6-2 "Tornado" in BR Blue (as running on mainline) - TTS Sound (Hor) £143.70



R3285TTS Class A4 4-6-2 4469 "Gadwall" in LNER Garter blue TTS Sound - Railroad range (Hor) £92.70



R2784X Class A4 4-6-2 60022 "Mallard" in BR green late crest - DCC Fitted (Railroad Range) (Hor) (list £92.25) BARGAIN £59
R2922X Class B176 Sandringham 4-6-0 61650 "Grimby Town" in BR late crest DCC Fitted (Hor) £125
31-146 Class D11/1 4-4-0 62863 "Prince Albert" BR black early emblem (Bac) £101.96



31-137 Class D11/2 4-4-0 6385 "Luckie Mucklebackit" in LNER black (Bac) £106.21



35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) NEW £93.46



35-077 Class E4 Brighton tank 0-6-2 32556 in BR black early emblem (Bac) NEW £93.46



35-076 Class E4 Brighton tank 0-6-2 473 in Southern green (as preserved) (Bac) NEW £93.46



31-320DC Class J11 Robinson (GCR 9J) 64325 in BR black late crest. DCC Fitted (Bac) £93.46



31-320DC Class J11 Robinson (GCR 9J) 64325 in BR black late crest. DCC Fitted (Bac) £93.46



R3228 Class J94 0-6-0 12 in National Coal Board blue (Hor) £88.10



R3243 Class K1 2-6-0 62024 in BR late crest (Hor) £120.50



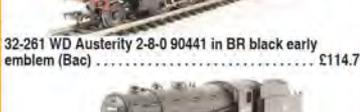
R3208 Class V Schools 4-4-0 30915 "Brighton" in BR black early emblem & tender (Hor) (list £139.99) BARGAIN £105
R3194 Class V Schools 4-4-0 30937 "Epsom" BR black early emblem (Hor) £112
32-954 Standard class 4MT 2-6-0 76059 BR lined black early emblem (Bac) £93.46
32-955 Standard class 4MT 2-6-0 76109 BR lined black late crest (Bac) £101.96



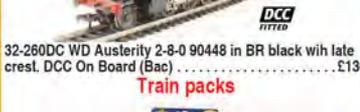
32-508 Standard Class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) £110.46
32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) £110.46



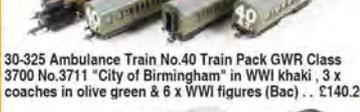
32-261 WD Austerity 2-8-0 90441 in BR black early emblem (Bac) £114.71



32-260DC WD Austerity 2-8-0 90448 in BR black with late crest. DCC On Board (Bac) £130



30-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 "City of Birmingham" in WWI khaki, 3 x coaches in olive green & 6 x WWI figures (Bac) .. £140.20



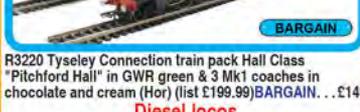
25-2014 Bachmann OO Scale Silver Anniversary Set Class SP Jubilee & Class 47 locos in wooden box certificate (Bac) £212.46
R2670 Class 101 0-4-0 steam loco GWR green open wagon, closed van & brake van (Hor) £42



30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) £114.71



R3220 Tyeley Connection train pack Hall Class "Pitchford Hall" in GWR green & 3 Mk1 coaches in chocolate and cream (Hor) (list £199.99) BARGAIN £149



Diesel locos
10001HAP - 10001 BR Brunswick green orange, black & orange lining. Aug 1956 - Oct 1957. (Dep) (list £105) BARGAIN £94
R3283 Bagnall shunter in red - Railroad range (Hor) £27.80



31-366 Class 03 0-6-0 diesel shunter D2016 in BR Green (Bac) £70.51



31-364 Class 03 0-6-0 diesel shunter D2383 in BR green wasp stripes - weathered (Bac) £76.46
R3281 Class 09 09017 National Railway Museum maroon - Railroad range (Hor) £34.20
1405^A Class 14 "Teddy Bear" (ex British Rail Green) Blue Circle Cement (ex D9526) (Weathered). (Hel) (list £115) BARGAIN £75



1406^A Class 14 "Teddy Bear" British Steel 45' (Ex British Rail Green) (Weathered) wasp ends. (Hel) (list £115) BARGAIN £75
1605 Class 16 North British diesel D8405 BR green small yellow warning panels. Weathered. Ltd Ed of 750 (general release) (Hel) £115



1717 Class 17 diesel D8606 in green full yellow ends (Hel) £87
MM0230 Class 201 no 230 "Fiver Bandon" II: original Enterprise (Mar) £129



4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) £103
D1000h Class 22 B-B Diesel Hydraulic D6328 (front A) BR blue full yellow ends (Dap) £104
2320 Class 23 Baby Deltic D5900 green headcode discs and frost grilles - glass (Hel) (list £129.95) BARGAIN £69



2321 Class 23 Baby Deltic D5901 green headcode discs and frost grilles (Hel) (list £129.95) BARGAIN £69
2322 Class 23 Baby Deltic D5905 green headcode discs and no frost grilles (Hel) (list £129.95) BARGAIN £69
2323 Class 23 Baby Deltic D5909 green headcode discs and no frost grilles - weathered (Hel) (list £139.95) BARGAIN £69



2308^A Class 23 Baby Deltic diesel D5900 in BR Green large yellow ends. (Hel) (list £119.95) BARGAIN £72
2302^A Class 23 Baby Deltic diesel D5908 BR Green large yellow ends arrows (Hel) (list £119.95) BARGAIN £79



32-431DC Class 24 24077 in BR blue indicator discs. DCC Fitted (Bac) £101.96
2665 Class 26/0 diesel D5312 in BR green - weathered (Hel) £103
2609 Class 26/1 diesel D5341 in BR green small yellow panels (Hel) £87



2800^A - Class 28 Co-Bo Diesel D5700 Full BR Green - modified windows. (Hel) (list £125) BARGAIN £80
2801 Class 28 Co-Bo Diesel D5705 BR Green Small Yellow Panels (as preserved). (Hel) (list £125) BARGAIN £89
2810^A Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows. (Hel) (list £125) BARGAIN £89



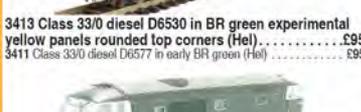
R3067 Class 31 Diesel Electric 31256 BR Blue (Railroad Range) (Hor) (list £64.99) BARGAIN £57
3431 Class 33/0 diesel 6544 in BR blue full yellow ends (Hel) £95



3413 Class 33/0 diesel 6544 in BR blue full yellow ends (Hel) £95



3413 Class 33/0 diesel 6544 in BR blue full yellow ends (Hel) £95



3411 Class 33/0 diesel D6577 in early BR green (Hel) £95



3521 Class 35 Hymek D7003 in BR green (Hel) £94
3519 Class 35 Hymek D7004 in BR blue small yellow warning panels (Hel) £94



3520 Class 35 Hymek D7070 in BR blue full yellow ends (Hel) £94



32-781A Class 37/0 37034 BR Blue Split Head Code - weathered (Bac) £97.71

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32-480DS Class 40 D211 'Mauretania' in BR green indicator discs. DCC Sound on board (Bac) (list £244.95) **BARGAIN**... £189
R3282 Class 42 Warship D853 'Thruster' in BR maroon small yellow panels - Railroad range (Hor)..... £50.90
31-656DC Class 47/0 D1677 'Thor' BR green full yellow ends. DCC On Board (Bac)..... £106.21
31-655 Class 47/3 47301 'Cantillon' BR Railfreight grey red stripes (Bac) £97.71



32-815 Class 47/8 47834 'Fire Fly' BR Intercity Swallow (Bac)..... £93.46



4D-003-005 Class 52 D1072 'Western Glory' in BR blue full yellow panel (Dap)..... £109
4D-003-007 Class 52 diesel D1012 'Western Firebrand' in BR maroon small yellow panels (Dap)..... £119



4D-003-008 Class 52 diesel loco D1023 'Western Fusilier' in BR maroon small yellow panels (Dap)..... £109



32-529B Class 55 D9011 in BR two-tone green. Weathered (advertised earlier as 'pristine') (Bac)..... £93.46
5822 Class 58 58006 Railfreight Redstripe Livery (Hel)..... £125
5826 Class 58 58028 Plain Triple Gray Livery (Hel)..... £125



5824 Class 58 58030 in EWS Livery (Hel)..... £125



32-980 Class 66/9 66731 'InterhubGB' in GBRI Europorte (Bac)..... £93.46
R3266 Class 67 67003 in Arriva Trains Wales (Hor)..... £129.80



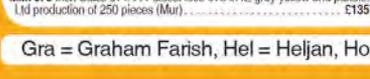
R3272 Class 67 67006 'Royal Sovereign' (Hor) (list £139.99) **BARGAIN**..... £110



31-995 Class D16 LMS 10000 in BR Brunswick green lined orange & black (Bac)..... £101.96
31-996 Class D16 LMS 10000 in BR Brunswick green part eggshell blue waistband (Bac)..... £101.96



4010- English Electric DP2 prototype in BR Brunswick green (as per 1982 to May 1985) (Hel) (list £129.95) **BARGAIN**..... £75



4011- English Electric DP2 prototype in BR two-tone green (as per 1985 until withdrawal in 1987) (Hel) (list £129.95) **BARGAIN**..... £70
NM7078 High Class 071/111 diesel loco 076 in IE grey yellow and panels. Ltd production of 250 pieces (Mur)..... £135



4005- Lion Diesel loco D0260 in white 5 gold stripes (Hel) (list £129.95) **BARGAIN**..... £70



31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR blue single pantograph (Bac) (list £112.45) **BARGAIN**..... £86
31-677 Class 85 (AL5) Bo-Bo Electric E3056 BR Blue single pantograph (Bac)..... £118.96



R3347 Class 92 92019 'Wagner' in Railfreight/EWS (Hor) **NEW**..... £74.06



R3270 Class 43 twin pack - Midland Mainline HST in teal green (Hor) **NEW**..... £194.70



32-287 Class 101 2 Car DMU BR blue & grey 'Cambridge/Norwich' (Bac) £135.96



32-285 Class 101 2 Car DMU in BR green speed whiskers 'Newcastle/Middlesbrough' (Bac)..... £135.96
32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £109.95) **BARGAIN**..... £99
8940 Class 128 DPU blue full yellow ends and flush fronts M55905 (Hel) (list £119.95) **BARGAIN**..... £69



8942 Class 128 DPU in BR blue - weathered M55995 (Hel) (list £129.95) **BARGAIN**..... £69
8940 Class 128 DPU BR green speed whiskers and Midland style fronts M55067 (Hel)..... £94



8902 Class 128 DPU W55991 in early BR blue white cab roof domes and yellow gangway door covers (Hel) (list £119.95) **BARGAIN**..... £69
32-928 Class 150/1 2-car DMU 150150 in BR Regional Railways Sprinter - weathered (Bac)..... £148.71



32-938 Class 150/2 2-car DMU 150204 in Northern Rail (Bac)..... £140.21



31-256DC Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends. DCC Fitted (Bac) (list £349.95) **BARGAIN**..... £290



32-516A Derby Lightweight 2 Car DMU in BR green speed whiskers (Bac)..... £123.21



8704 Railbus W&M E79962 in green large yellow panel-weathered. (Hel) (list £129.95) **BARGAIN**..... £79



8800 Railcar W79975 in BR light green speed whiskers & semi-gloss finish (Hel)..... £94
8801 Railcar W79976 in BR light green speed whiskers. Matt finish (Hel)..... £94
8803 Railcar W79978 in BR dark green speed whiskers (Hel)..... £94



R3290 Class 2-HAL 2 car EMU in BR green small yellow ends (Hor) (list £130.25) **BARGAIN**..... £96
31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac)..... £149
31-031 Class 350/2 Desiro 4-Car EMU 350 238 in London Midland (Bac)..... £149



R3215 Class 373 Eurostar 4 car EMU in latest 2014 Eurostar. (Hor) **NEW**..... £157.40



R3185 Class 395 Javelin 4 car EMU 'Sir Chris Hoy' in Southeastern (Hor)..... £132



31-375 Class 416 2-car EPB EMU in BR blue (Bac) (list £124.95) **BARGAIN**..... £98
31-268 Class 419 Motor Luggage Van (MLV) Network South East (revised) (Bac)..... £83.26



31-268 Class 419 Motor Luggage Van (MLV) Network South East (revised) (Bac)..... £83.26



B559NRY2 MRA side-tipping ballast train. 5 car unit & generator vehicle. Network Rail yellow new running number. Pristine (B559A) (Dap)..... £118



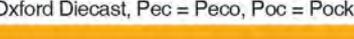
36-165A Plasser Tamper track maintenance machine (motorised) (Bac)..... £63.71



BB05 100ml of track cleaning fluid for the BB00 Track cleaner (Dap)..... £7



30-160 Rural Commuter set Class 105 2 car DMU in BR green small yellow panels (Bac)..... £84.99
30-170 Thames Clyde Express Midland Compound 1000, 2 x corridor composite & 3rd brake coach in LMS (Bac)..... £148.71
30-080 The Western Wanderer Class 57xx Parriner 3650 in GWR shirubution green and GWR Toad brake van & shunters truck in GWR (Bac)..... £84.96



R1169 Tornado Pullman Express train set Class A1 4-6-2 60163 'Tornado' & 3 Pullman cars (Hor) (list £150) **BARGAIN**..... £93



30-042 DCC starter train set 0-6-0 Saddle Tank loco & 0-6-0 Junior Diesel Shunter, 2 wagons, brake van & 36-500 controller (Bac)..... £127.49
R1173 e-Link DCC Western Master train set GWR Class 2721 steam loco & 3 wagons (Hor)..... £120



30-048 Highland Tourer Digital Sound Set Class 37/4 37418 in BR blue and Mk2 TSO & BSO coaches in Far North green & cream (Bac)..... £255



R4636 Arriva Trains Wales MK3 Buffet first class (Hor)..... £26.40
R4346B BR Blood and Custard Mauseil 6 Compartment 3rd Class Brake (High Window) B (Hor)..... £32
R4603 BR blue & grey (Western Region) MK3 buffet (Hor)..... £26.40



R4633 BR blue & grey MK3 TF first class lights (Hor)..... £32.90
R4634 BR blue & grey MK3 TF first class lights (Hor)..... £32.90
R4612 BR blue & grey MK2E BSO brake second open lights (Hor) £27.80
R4614 BR blue & grey MK2E FO first open (Hor)..... £23.10
R4611 BR blue & grey MK2E FO first open lights (Hor)..... £27.80
R4613 BR blue & grey MK2E TSO tourist second open (Hor)..... £23.10



R4610 BR blue & grey MK2E TSO tourist second open lights (Hor)..... £27.80
R4644 BR chocolate and cream Mk1 TSO tourist second open (Hor) (list £24.99) **BARGAIN**..... £19
R4620 BR crimson and cream Mk1 SO second open (Hor) (list £24.99) **BARGAIN**..... £19
R4609 BR green Mk1 BSK brake second corridor in lights (Hor)..... £33.80
R4607 BR green Mk1 CK composite corridor lights (Hor)..... £33.80



R4608 BR green Mk1 SK second corridor in lights (Hor) £33.80
R4634B BR InterCity blue & grey Mk3 TS second class lights (Hor)..... £32.90
R4634C BR InterCity blue & grey Mk3 TS second class lights (Hor)..... £32.90
R4619 BR maroon Mk1 BG full brake/patrols coach (Hor) (list £24.99) **BARGAIN**..... £19
R4643 BR maroon Mk1 SO second open (Hor) (list £24.99) **BARGAIN**..... £19
R4621 BR maroon Mk1 TSO tourist second open (Hor) (list £24.99) **BARGAIN**..... £19
R4629 BR maroon Mk1 TSO tourist second open - Railroad range (Hor) £18.50



39-226E BR Mk1 BCK Brake Composite Corridor Maroon Weathered (Bac)..... £33.96
39-176F BR Mk1 BG Full Brake Maroon - weathered (Bac)..... £29.71
39-320A BR Mk1 BSP Pullman bar 2nd 'The Hadrian Bar' (with lighting) (Bac)..... £41.61
39-125D BR Mk1 CK Composite Corridor Blue & Grey (Bac)..... £33.11
39-126G BR Mk1 CK Composite Corridor Maroon Weathered (Bac)..... £33.96
39-275 BR Mk1 GUV Royal Mail (Bac)..... £33.11
39-503 BR Mk1 SLSTP Sleeper Car in blue & grey Inter-City (Bac)..... £33
39-503 Pack of 4 (Bac) (list £155.80) **BARGAIN**..... £122
39-054O BR Mk1 SO Second Open (WV) Chocolate & Cream (Bac)..... £33.11
39-052G BR Mk1 SO Second Open Crimson & Cream (Bac)..... £33.11
39-340A BR Mk2A FK First Corridor Blue & Grey (Bac) (list £42.95) **BARGAIN**..... £36.51
39-363 BR Mk2A TSO Tourist Second Open Network South East (Bac)..... £33.96
R4585 BR Mk3 TGS in blue & grey lights 'Eastern Region' (Hor)..... £32.90
R4580 Eurostar Class 373 Blue Livery Divisible Centre Saloons Coach Pack (Hor) **NEW**..... £41.66
R4370C FGW Mk3 Standard Open Coach (Hor)..... £26.38
R4369B First Great Western Mk3 1st Coach (Hor)..... £26.38
R4369C First Great Western Mk3 1st Coach (Hor)..... £26.38
R4370D First Great Western Mk3 Standard Open Coach (Hor)..... £26.38



39-226E BR Mk1 BCK Brake Composite Corridor Maroon Weathered (Bac)..... £33.96



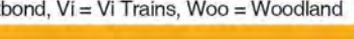
39-176F BR Mk1 BG Full Brake Maroon - weathered (Bac)..... £29.71
39-320A BR Mk1 BSP Pullman bar 2nd 'The Hadrian Bar' (with lighting) (Bac)..... £41.61
39-125D BR Mk1 CK Composite Corridor Blue & Grey (Bac)..... £33.11
39-126G BR Mk1 CK Composite Corridor Maroon Weathered (Bac)..... £33.96
39-275 BR Mk1 GUV Royal Mail (Bac)..... £33.11
39-503 BR Mk1 SLSTP Sleeper Car in blue & grey Inter-City (Bac)..... £33
39-503 Pack of 4 (Bac) (list £155.80) **BARGAIN**..... £122
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39-052G BR Mk1 SO Second Open Crimson & Cream (Bac)..... £33.11
39-340A BR Mk2A FK First Corridor Blue & Grey (Bac) (list £42.95) **BARGAIN**..... £36.51
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R4585 BR Mk3 TGS in blue & grey lights 'Eastern Region' (Hor)..... £32.90
R4580 Eurostar Class 373 Blue Livery Divisible Centre Saloons Coach Pack (Hor) **NEW**..... £41.66
R4370C FGW Mk3 Standard Open Coach (Hor)..... £26.38
R4369B First Great Western Mk3 1st Coach (Hor)..... £26.38
R4369C First Great Western Mk3 1st Coach (Hor)..... £26.38
R4370D First Great Western Mk3 Standard Open Coach (Hor)..... £26.38



39-226E BR Mk1 BCK Brake Composite Corridor Maroon Weathered (Bac)..... £33.96



39-226E BR Mk1 BCK Brake Composite Corridor Maroon Weathered (Bac)..... £33.96



39-226E BR Mk1 BCK Brake Composite Corridor Maroon Weathered (Bac)..... £33.96

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14,000+ items available
with live stock information



R4816 Intercity MK2E TSO tourist second open (Hor) £23.10
39-470 LMS 60 ft Portford Corridor Brake 1st BR crimson & cream (Bac) £39.96
39-465 LMS 60 ft Portford Corridor Composite BR crimson & cream (Bac) £39.96
R4574 LNER Thompson Teak effect Non-Corridor Brake third class coach (Hor) £40
R4350 Mkt CK corridor composite BR maroon. New tooling for 2013 (Hor) £17



R4351 Mkt SK corridor second in BR maroon. New tooling for 2013 (Hor) £17
34-326A Period III 50ft parcels van in BR crimson & cream (Bac) £22.91
34-330 Period III 50ft parcels van BR departmental black (Electrolication) (Bac) £22.91
34-331 Period III 50ft. Ex-LMS Pill BG Van Tartan Arrow (Bac) £22.91
R4481 Pullman 3rd Class Kitchen 'Car No. 60'. Matchboard type (Hor) (list £49.99) BARGAIN £25

Wagons

R6692 BR Blue Spot Fish Van 'E87085' (Hor) £10.14
R6692A BR Blue Spot Fish Van 'E87086' (Hor) £10.14
R6692B BR Blue Spot Fish Van 'E87087' (Hor) £10.14
R6679A BR Horse Box M42178 (Hor) £18.51



R6679 BR Horse Box 'M42178' (Hor) £18.51
R6712 BR Open Wagon Triple Pack (Hor) £23.14
R6712A BR Open Wagon Triple Pack (Hor) £23.14



R6707 BR Railfreight HAA MGR Wagon Triple Pack (Hor) £64.81
R6717 Hornby Wagon 2015 Conflat and Container (Hor) NEW £9.25
R6678A LMS Horse Box 42409 (Hor) NEW £18.51
R6678 LMS Horse Box 42513 (Hor) £18.51
R6682C LNER Extra Long CCI Van '1238' (Hor) £12.48
R6709 Loadhaul ZBA Budd (Black & Orange) (Hor) £9.25



R6606 3 x HAA MGR coal wagons (Railroad range) (Hor) £19
R6606 Box of 12 (Hor) (list £24.99) BARGAIN £16.53
38-041B 31 Tonne CBA open wagon in Railright (Bac) £16.53
38-041B Pack of 4 (Bac) (list £97.80) BARGAIN £60
38-041B Megapack of 8 (Bac) (list £175.60) BARGAIN £116
38-120B 35 Ton VAA box van sliding door Railright red & grey - weathered (Bac) £20.36
38-120B Pack of 4 (Bac) (list £95.80) BARGAIN £72
38-120B Megapack of 8 (Bac) (list £191.60) BARGAIN £116
38-126A 35 Ton VBB box van sliding door in BR bauxite - weathered (Bac) (list £24.95) BARGAIN £20.36
38-126A Pack of 4 (Bac) (list £99.80) BARGAIN £72
38-126A Megapack of 8 (Bac) (list £199.60) BARGAIN £116
37-578A 45 ton TTA tank inICI Methanol (Bac) £13.56
37-592C 45 ton TTA tank in Shell black (Bac) £13.56
38-063A 45 tonne glw MEA open box wagon in Coal sector (Bac) £12.71
38-064 45 tonne glw MEA open box wagon in EWS - weathered (Bac) £13.56
38-005C 46 Tonne HSA hopper wagon in BR bauxite - weathered (Bac) £15.26
38-436 51 tonne SSA scrap wagon in blue (Bac) £13.56
4F-031-020 2 wheeled milk tanker 'United Dairies' - weathered (Dep) £12
38-351A BAA steel carrier steel coils in Railright Metals (Bac) £22.06
R6473 BR Brown mineral wagon x3 (Railroad Range) (Hor) £16



38-500 Megapack of 8 'Covhop' covered hopper in BR bauxite (Bac) (list £183.60) BARGAIN £126
38-500 Single (Bac) £18.28
38-500 Pack of 4 (Bac) (list £91.80) BARGAIN £66



38-502 Megapack of 8 'Covhop' covered hopper in British Industrial Sand bauxite & black (Bac) (list £183.60) BARGAIN £126
38-502 Single (Bac) £18.28
38-502 Pack of 4 (Bac) (list £91.80) BARGAIN £66



38-501 Megapack of 8 'Covhop' covered hopper in soda ash light grey (Bac) (list £183.60) BARGAIN £126
38-501 Single (Bac) £18.28
38-501 Pack of 4 (Bac) (list £91.80) BARGAIN £66
37-479 1 plank wagon in BR bauxite (Late) (Bac) £8.46



37-478 1 plank wagon in LMS bauxite (Bac) £8.46
37-628B 102 Tonne GLW Thrall BSA steel strip carrier EWS - weathered (Bac) £24.61
37-628B Pack of 4 (Bac) (list £119.80) BARGAIN £92
37-628B Megapack of 8 (Bac) (list £239.60) BARGAIN £174



38-701 12 Ton Pipe Wagon BR Bauxite (Late) (Bac) £17.81
38-162 12 ton plank ventilated van in Departmental olive green (Bac) £11.86
38-170C 12 Ton plywood ventilated van in BR Bauxite (early) (Bac) £11.86
38-072 12 Ton Southern 2+2 plank ventilated van Express Dairies Egges (Bac) £11.86
38-325*- 13 Ton high sided steel open wagon chain pockets in BR bauxite (early) (Bac) (list £14.50) BARGAIN £10
38-325*- Pack of 4 (Bac) (list £58) BARGAIN £38
38-325*- Megapack of 8 (Bac) (list £116) BARGAIN £74



38-327*- Megapack of 8 13 Ton high sided steel open wagon smooth sides in BR bauxite (early) (Bac) (list £116) BARGAIN £70
38-327*- Single (Bac) (list £14.50) BARGAIN £9
38-327*- Pack of 4 (Bac) (list £58) BARGAIN £36
37-258B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) £12.71



37-532 20 ton brake van CAP/2TV in BR bauxite (Bac) NEW £20.36
37-531 20 ton brake van in BR bauxite - weathered (Bac) NEW £20.36
37-530 20 ton brake van in BR grey - weathered (Bac) NEW £20.36
37-529A 20 ton brake van in LNER oxide (Bac) NEW £20.36
38-307 20 ton Tood brake van in BR bauxite (Bac) £11.86
38-308 20 ton Tood brake van in BR grey - weathered (Bac) £12.71
4F-034-010 21T Hopper NE 193277 - weathered (Dap) £11
38-270A 22 ton Prestio in Blue Circle Railright brown (Bac) £22
38-270A Pack of 4 (Bac) (list £143.80) BARGAIN £80
38-011B 24 Tonne glw MFA open box mineral wagon EWS (ex-Loadhaul) (Bac) £12.71
38-011B Pack of 4 (Bac) (list £59.80) BARGAIN £46
38-011B Megapack of 8 (Bac) (list £119.60) BARGAIN £88
38-402A 25 ton Pill Box brake van in BR bauxite (Bac) £20.36
38-401A 25 ton Pill Box brake van in BR grey - weathered (Bac) £21.21
37-833 3 plank wagon in LMS grey (Bac) £9.31



R6606 3 x HAA MGR coal wagons (Railroad range) (Hor) £19
R6606 Box of 12 (Hor) (list £24.99) BARGAIN £16.53
38-041B 31 Tonne CBA open wagon in Railright (Bac) £16.53
38-041B Pack of 4 (Bac) (list £97.80) BARGAIN £60
38-041B Megapack of 8 (Bac) (list £175.60) BARGAIN £116
38-120B 35 Ton VAA box van sliding door Railright red & grey - weathered (Bac) £20.36
38-120B Pack of 4 (Bac) (list £95.80) BARGAIN £72
38-120B Megapack of 8 (Bac) (list £191.60) BARGAIN £116
38-126A 35 Ton VBB box van sliding door in BR bauxite - weathered (Bac) (list £24.95) BARGAIN £20.36
38-126A Pack of 4 (Bac) (list £99.80) BARGAIN £72
38-126A Megapack of 8 (Bac) (list £199.60) BARGAIN £116
37-578A 45 ton TTA tank inICI Methanol (Bac) £13.56
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38-005C 46 Tonne HSA hopper wagon in BR bauxite - weathered (Bac) £15.26
38-436 51 tonne SSA scrap wagon in blue (Bac) £13.56
4F-031-020 2 wheeled milk tanker 'United Dairies' - weathered (Dep) £12
38-351A BAA steel carrier steel coils in Railright Metals (Bac) £22.06
R6473 BR Brown mineral wagon x3 (Railroad Range) (Hor) £16



38-427 Megapack of 8 Bulk grain bogie hopper in 'Traffic Services Limited' (Bac) (list £479.60) BARGAIN £330
38-427 Single (Bac) £46.71
38-427 Pack of 4 (Bac) (list £238.80) BARGAIN £172



38-425 Megapack of 8 Bulk grain bogie hopper in VTG 'Traffic Services' - weathered (Bac) (list £479.60) BARGAIN £370
38-425 Single (Bac) £51.39
38-425 Pack of 4 (Bac) (list £238.80) BARGAIN £192
38-350A BZA steel carrier steel coils in EWS (Bac) £22.06
4F-044-001 Feab Container Twin Pack OO FALiner 640707 + 640708 (Dap) £31



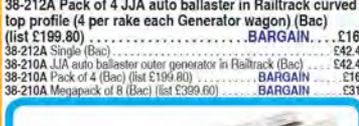
38-345A*- Megapack of 8 FNA Nuclear Flask Wagon flat floor & round buffers in standard buff - Flask 8 (Bac) (list £239.60) BARGAIN £128
38-345A*- Single (Bac) (list £29.60) BARGAIN £17
38-345A*- Pack of 4 (Bac) (list £119.80) BARGAIN £85
R6696 Fuel wagon pack with Shell, Texaco & Total tankers (Hor) £12



37-313 Intermodal bogie Wagon 2 x 45ft containers in Maersk (Bac) £42.46
37-314 Intermodal bogie wagon 2 x 45ft containers in Salmarine (Bac) £42.46
4F-045-001 IOA Network Rail bogie ballast wagon 3170 5922 026-4 (Dap) £17
4F-045-003 IOA Network Rail bogie ballast wagon 3170 5922 005-6 (Dap) £17
4F-045-004 IOA Network Rail bogie ballast wagon 3170 5922 081-3 (Dap) £17



38-250 Pack of 4 IPA twin double deck car transporter in 'STVA' red (Bac) (list £199.80) BARGAIN £140
38-250 Single (Bac) £37



38-212A Pack of 4 JJA auto ballaster in Railtrack curved top profile (4 per rake each Generator wagon) (Bac) (list £199.80) BARGAIN £160
38-212A Single (Bac) £42.46
38-210A JJA auto ballaster outer generator in Railtrack (Bac) £42.46
38-210A Pack of 4 (Bac) (list £199.80) BARGAIN £160
38-210A Megapack of 8 (Bac) (list £399.60) BARGAIN £310



38-200A Megapack of 8 JPA bogie cement hopper 'VTG - Lafarge Cement' (Bac) (list £287.60) BARGAIN £212
38-200A Single (Bac) £30.56
38-200A Pack of 4 (Bac) (list £143.80) BARGAIN £112
B7798 KQA Intermodal pocket wagon in blue (pristine), 84 70 4907 1015-3 (Dap) (list £24.95) BARGAIN £19



38-751 Long Tube Wagon BR Bauxite (Early) (Bac) NEW £22.06



38-752 Long Tube Wagon BR Bauxite (Late) (Bac) NEW £22.06
38-750 Long Tube Wagon BR bauxite (previously announced as BR grey) (Bac) NEW £22.91



38-300 Pack of 4 OTA (ex-VDA) timber carrier lumber load in BR Railright (Bac) (list £99.80) BARGAIN £77
38-300 Single (Bac) £20
38-340 Pack of 3 13 Ton high sided steel open wagons BR bauxite - weathered (Bac) £40.67
37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) £38.21



37-236 Pack of 3 16 ton steel mineral wagons in NCB top flap doors - weathered (Bac) £33.96



38-287 Pack of 3 22 ton Presfios in BR bauxite - weathered (Bac) £66.73
38-285 Pack of 3 22 ton Presfios in Tunnel Cement (Bac) £46.71
37-981 Pack of 3 Conflat wagons in BR bauxite AF containers in light blue - weathered (Bac) £36.51
37-982 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac) £36.51



R6371 Pack of 6 Petrol tanker wagon in Shell black (Hor) (list £37.50) BARGAIN £33
R6371 Single (Hor) £8

Analogue controllers
36-560 Plug in 0.7 Amp transformer separate speed controller, track connector wires & power clip (Bac) £25.54



DCC decoders
36-554 21-pin 3-function 2-sided 1A decoder back EMF for slow running (Bac) £12



DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110
DCR-21PIN-Direct Single (Hat) £12
DCR-21PIN-Direct Box of 5 (Hat) £57



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) BARGAIN £70
36-557 Single (Bac) £14.50
X9659 4-pin decoder for some train set boxes and Sentinals (Hor) £10
DCD27 8 & 21-pin 4-function 1A (1.8A peak) small OMNI decoder (measures 23 x 27 x 10mm) (Gau) £16



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76
R8249 Single (Hor) £14
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59
DCR-8PIN-Direct Box of 10 (Hat) £105

DCC accessory decoders



R8247 DCC accessory decoder (for points and motors) (Hor) £32
PC2 One Touch DCC Quad Point Controller x4 (Tra) £32

DCC controllers



R8213 DCC Select unit (boxed) (Hor) £90



R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) £68



36-504 EZ Command Dynamis Ultima DCC system (Bac) £250.71

DCC accessories

R8232 DCC Electro point clips (20 in a pack - 2 used per point) (Hor) £3
R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) £74

Point motors

R8015 Adaptor Base & Housing for R8014 (Hor) £4
R8014 Mark 2 Point Motor (Hor) £7



R8243 Surface Mounted point motor (Hor) £7

Switches & Levers

R046 2-way lever frame switch 'On-On' (Hor) £7
R044 Passing contact lever frame switch (for point motors) (Hor) £9

Electronic components
DCC40 Reverse loop control module (Gau) £32

Lighting equipment

CL2 Standard Coach Lighting Strips - Warm White (Tra) £17
44-561 Wood post yard lamps (Bac) £10.16

Accessories

SFX20 Diesel loco sound capsule (with built in battery, speaker & motion detector) (Tra) £37
SFX10 Steam loco sound capsule (with built battery, speaker & motion detector) (Tra) £37

Spares

36-026 10 x M2 Couplings mini type - long (Bac) £4.68
SL-11 Finescale insulated rail joiners/shiplugs (Code 70, 75 & 83) for OO & HO gauges - Pack of 12 (Pcc) £2

Prices valid until 10/06/15



Orders received after this date for products that have increased in price will be given a refund



SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pec)£2



SL-11 Insulated rail joiners/fishplates (for OO, HO & O gauge) code 100 rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pec)£2



SL-10 Metal rail joiners/fishplates (for code 100 rails incl. Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pec)£2.50
 36-030 M2 Couplings (Metal shell) straight pocket x 10 (Bac)£3
 20KADEE NEM-362 Extra Long Coupler - 11.68 mm (29/64") (w/o Draft Gear Boxes) (2 pair) (Kad)£2.90



19KADEE NEM-362 Long Coupler - 10.61 mm (27/64") (w/o Draft Gear Boxes) (2 pair) (Kad)£3.50
 18KADEE NEM-362 Medium Coupler - 8.63 mm (11/32") (w/o Draft Gear Boxes) (2 pair) (Kad)£3.50
 17KADEE NEM-362 Short Coupler - 7.11 mm (9/32") (w/o Draft Gear Boxes) (2 pair) (Kad)£3.50
 GM50 OO/HO gauge loco wheel cleaner (Gau)£24
 11KADEE Universal Metal Coupler Metal Medium (9/32") Centerset Shank (20 pairs) (Kad)£16.50

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor)£5
 36-033 Brass turned coach disc wheels on metal axles - Pack of 10 (Bac) £9.99
 36-034 Brass turned wagon disc wheels on 10 metal axles (12mm diameter) - Pack of 20 (Bac)£9.99
 R8096 Metal disc wheels on axles (10 axles) (Hor)£5.50



36-038 Pair of Y25 type bogies (Bac)£10.16
Man-made scenic structure - railway-related



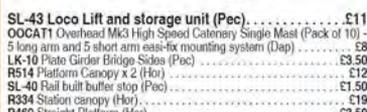
44-0010 2 wooden platforms (Bac)£25.46



LK-55 76ft Well type turntable (Pec)£38



R083 Box of 6 Buffer Stop (Hor)£8
 R083 Single (Hor)£14.40
 GM55 Buffer stop lights (Gau)£7
 R8227 Building/Track Accessories Pack 1. Contains 1 x R8001, 1 x R171, 2 x R464, 1 x R460 (Hor)£24
 R636 Double track level crossing (Hor)£18
 44-042 Lifting Jacks x 4 (18 x 23.50mm) (Bac)£6.38
 44-560 Lined cabinets (Bac)£6.76



SL-43 Loco Lift and storage unit (Pec)£11
 OCAAT1 Overhead Mk3 High Speed Catenary Single Mast (Pack of 10) - 5 long arm and 5 short arm easi-fix mounting system (Dap)£8
 LK-10 Plate Girder Bridge Sides (Pec)£3.50
 R514 Platform Canopy x 2 (Hor)£12
 SL-40 Rail built buffer stop (Pec)£7.50
 R334 Station canopy (Hor)£19
 R460 Straight Platform (Hor)£3.50
 R8614 Straight Platform x 2 - Skidalela (Hor)£9

Signals

R406 Colour Light Signal (Hor)£19
 R166 Horn junction signal (Hor)£10
 DS1 One Touch DCC Signal Horn (R/G) (Tra)£22



4L-002-001 Signal - Motorised, LMS home (COSIGN3) (Dap)£22
 4L-002-002 Signal - Motorised, Square post, 485 distant upper quadrant (ex-COSIGN4) (Dap)£22

Buildings - general

EM6008 3 house terraces (Pec)£15
 44-149 Ambulance Station (151 x 120 x 77mm) (Bac)£33.96
 44-245 Low relief corner chemist (60 x 19 x 113mm) (Bac)£18.86
 44-205 Low Relief Industrial Unit (272 x 56 x 127mm) (Bac) (list £32.50) **BARGAIN**£19
 PO274 Low relief terrace house fronts - red brick (128w x 73d x 125h mm) (Met)£10



44-246 Low relief terraces (120 x 19 x 104mm) (Bac) £22.91
 44-257 Low relief Victorian school (246 x 39 x 92mm) (Bac)£33.96
 PO261 Pair of red brick terrace houses (Card Kit) (Met)£8
 44-0005 Portable office (96 x 42 x 34mm) (Bac)£16.96
 PO283 Small factory kit (Met)£12
 PO262 Stone Terraced Houses (Met)£8
 R6621 Terrace house (left hand) - Skidalela (Hor)£12
 R6622 Terrace house (right hand) - Skidalela (Hor)£12



PO272 Terraced shop fronts - brick - 128 (w) x 73 (d) mm (Met)£13

Man-made scenic structure - non-railway

44-565 6ft Victorian wall sections (Bac)£7.61
 PO241 Double Track Viaduct, stone (Met)£11
 LK-45 Flexible field fencing. Approx 1066mm (42in), 5 pieces (Pec)£3
 44-562 Metal fencing (Bac)£8.46
 44-538 Platform Tractor Unit (Bac)£12
 44-505 Security fences x 10 - Scenecraft range (Bac)£5
 44-556 Stormhaven tent (Bac)£16.96
 44-563 Straight pavements x 4 (Bac)£6.46

Bridges, Tunnels & Walls

44-0017 Double-track overhead bridge (Bac)£42.46
 R660 Elevated sidewalls (320mm length) (Hor)£19
 C003 Girder Bridge plastic kit (Dap)£6.65



44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac)£14.41
 R6641 Platform footbridge - Skidalela 'Halside' range (Hor)£22
 PO246 Railway Bridge in Red Brick (Met)£13
 PO247 Railway Bridge in Stone (Met)£13
 44-152 Railway Road Over Bridge (102 x 104 x 95mm) (Bac)£38.21
 PO244 Retaining Wall in Red Brick - 4 sections per kit (Met)£11



PO245 Retaining Wall in Stone - 4 wall sections per kit (Met)£11
 R6744 Straight walls x 3 - Skidalela 'Gasworks' range (Hor)£11
 M0056 Tarmacadam Builder thick card sheets x 8 (Met)£5

Trees

GM129 Trees - 10 x Summer Tree Assortment - OO/HO gauge (Gau)£8.50

Minerals, Water & Rocks

4S000004 Ballast OO gauge (Dap)£5
 GM114 Granite Ballast - OO & HO gauge - large bag 500g (Gau)£3

People - civil

36-407 1950s Train Crew x 6 (Bac)£6.21



36-047 Locomotive staff x 6 (Bac)£6.21
 36-044 Station passengers standing x 6 (Bac)£6.21

Track - Code 100 Setrack

ST-273 Power clip (Pec)£2.50
 ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14



ST-244 Setrack curved double radius right handed point insulfrog (Pec)£14
 ST-201 Setrack double straight (Pec)£2
 ST-247 Setrack medium radius Y point insulfrog (Pec)£10
 ST-226 Setrack No.2 radius double curve (Pec)£2.50



ST-241 Setrack No.2 radius left handed point insulfrog (Pec)£9
 ST-240 Setrack No.2 radius right handed point insulfrog (Pec)£9
 ST-225 Setrack No.3 radius double curve (Pec)£2
 ST-221 Setrack No.3 radius double curve (Pec)£3
 ST-233 Setrack No.4 Radius Standard Curve. No 'double' version produced - use 16 to form a circle (Pec)£2



ST-204 Box of 24 Setrack Quad Straight (Pec)£76
 ST-204 Single (Pec)£3.50
 ST-202 Setrack short straight (Pec)£1
 ST-203 Setrack special short straight (Pec)£1
 ST-200 Setrack standard straight (Pec)£1.50

Track - Code 100 Streamline



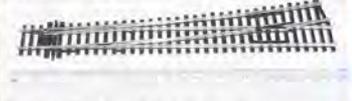
SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec)£66
 SL-100 Single (Pec)£3



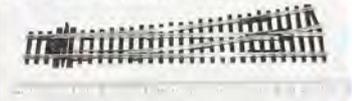
SL-102 Pack of 25 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec)£70
 SL-102 Single (Pec)£3
 SL-E99 3 way medium radius point electrofrog (Pec)£25
 SL-99 3 way medium radius point insulfrog (Pec)£25



SL-90 Double slip insulfrog (Pec)£31
 SL-98 Large Y point (Pec)£11
 SL-E98 Large Y point electrofrog (Pec)£11
 SL-87 Left hand curved point (Pec)£12.50
 SL-E87 Left hand curved point electrofrog (Pec)£12.50
 SL-E89 Left hand large point electrofrog (Pec)£12



SL-89 Left hand large point insulfrog (Pec)£12
 SL-96 Left hand medium point (Pec)£10



SL-E96 Left hand medium point electrofrog (Pec)£10
 SL-92 Left hand small point (Pec)£9.50
 SL-E92 Left hand small point electrofrog (Pec)£9.50
 SL-94 Long crossing insulfrog (Pec)£10
 SL-86 Right hand curved point (Pec)£12.50
 SL-E86 Right hand curved point electrofrog (Pec)£12.50
 SL-E88 Right hand large point electrofrog (Pec)£12



SL-88 Right hand large point insulfrog (Pec)£12
 SL-95 Right hand medium point (Pec)£10
 SL-E95 Right hand medium point electrofrog (Pec)£10
 SL-91 Right hand small point (Pec)£9.50
 SL-E91 Right hand small point electrofrog (Pec)£9.50



SL-80 Single slip insulfrog (Pec)£28
Track - Code 75 Finescale Streamline
 SL-106F 1 yard (91.5cm) length of Code 75 flexible 'Bibloc' track (Pec)£3.50
 SL-106F Pack of 25 (Pec)£84



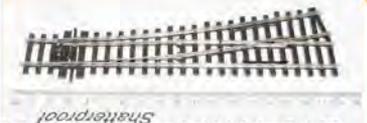
SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec)£72
 SL-100F Single (Pec)£3
 SL-E199 3 way finescale medium radius point electrofrog (Pec)£27
 SL-E106 Code 75 Medium Radius Concrete sleeper turnout (H) (Pec)£12.50
 SL-E109S Code 75 Medium Radius Concrete sleeper turnout HH (Pec)£12.50
 SL-E190 Finescale double slip electrofrog (code 75 Rail) (Pec)£35
 SL-E198 Finescale large Y point electrofrog (Pec)£12
 SL-E187 Finescale left hand curved point electrofrog (Pec)£12.50
 SL-E189 Finescale left hand large point electrofrog (Pec)£12



SL-E196 Finescale left hand medium point electrofrog (Pec)£12



R8090 Pack of 24 1 single yard length of Semi-Flexible Track (Hor)£79
 R8090 Single (Hor)£3.50
 R605 1st radius double curve (8 make a circle) (Hor)£2.50
 R605 Circle of 8 (Hor)£15
 R607 2nd radius double curve track (8 make a circle) (Hor)£2.25
 R607 Circle of 8 (Hor)£18
 ST-2026 2nd radius Double Curve Track (ST-226 x 4) (Pec)£10
 R609 3rd radius double curve track (8 make a circle) (Hor)£3
 R609 Circle of 8 (Hor)£22
 ST-2035 4th radius Standard Curve Track (ST-235 x 8) (Pec)£16
 R6262 Double 4th radius curve (8 make a circle) (Hor)£3



SL-E192 Finescale left hand small point electrofrog (Pec)£10
 SL-E194 Finescale long crossing electrofrog (Pec)£11
 SL-E186 Finescale right hand curved point electrofrog (Pec)£12.50
 SL-E188 Finescale right hand large point electrofrog (Pec)£12
 SL-E195 Finescale right hand medium point electrofrog (Pec)£12
 SL-E191 Finescale right hand small point electrofrog (Pec)£10
 SL-E193 Finescale short crossing electrofrog (Pec)£10
 SL-E180 Finescale single slip electrofrog (code 75 rail) (Pec)£33
 SL-E197 Finescale small Y point electrofrog (Pec)£11

Track & Points



R8090 Pack of 24 1 single yard length of Semi-Flexible Track (Hor)£79
 R8090 Single (Hor)£3.50
 R605 1st radius double curve (8 make a circle) (Hor)£2.50
 R605 Circle of 8 (Hor)£15
 R607 2nd radius double curve track (8 make a circle) (Hor)£2.25
 R607 Circle of 8 (Hor)£18
 ST-2026 2nd radius Double Curve Track (ST-226 x 4) (Pec)£10
 R609 3rd radius double curve track (8 make a circle) (Hor)£3
 R609 Circle of 8 (Hor)£22
 ST-2035 4th radius Standard Curve Track (ST-235 x 8) (Pec)£16
 R6262 Double 4th radius curve (8 make a circle) (Hor)£3



R601 Box of 24 Double Straight (Hor)£49
 R601 Single (Hor)£2.25
 R6223 Extension Pack C. Contains 1 x R6073, 2 x R600, 4 x R607, 1 x R606 (Hor)£21
 R6224 Extension Pack D. 1 x R6072, 3 x R605, 1 x R608, 1 x R636, 1 x R638 (Hor)£32
 R6074 Right hand curved point (Hor)£14.40
 R6074 Left hand curved point (Hor)£14.40
 R8072 Left Hand Standard Point (Hor)£19
 36-677 Right Hand Point (same as Hornby R8078) (Bac)£11.65
 36-672 Left-hand standard point (Bac)£7.52
 R603 Long Straight (Hor)£3.25



36-603 Box of 10 Long straight track nickel silver (same as R603) (Bac) (list £34) **BARGAIN**£24.80
 36-603 Single (Bac)£2.76
 R6075 Right hand curved point (Hor)£14.40
 36-675 Right Hand Curved Point Radii 438mm Arcs 22.5 & 33.75 (same as Hornby R6075) (Bac)£11.65
 R8073 Right Hand Standard Point (Hor)£9
 36-678 Right-Hand Point (same as Hornby R8078) (Bac)£11.65
 36-673 Right-Hand Standard Point (Bac)£7.52
 R610 Short Straight (Hor)£2



R621 Pack of 24 Single 970mm length of flexible track (Hor)£66
 R621 Single (Hor)£3
 R600 Standard Straight (Hor)£14.40
 R600 Box of 24 (Hor)£33
 ST-100 Starter Track Set (Pec)£54
 ST-280 Track Fixing Nails (Pec)£2



GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau)£19
 GM210 Brown ballasted underlay x 5 metres (Gau)£19

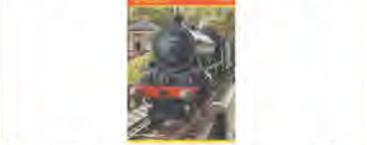


GM205 5 metres of realistic grey ballasted OO gauge underlay (Gau)£19
 GM210 Brown ballasted underlay x 5 metres (Gau)£19

Railway publications



36-2015 Bachmann Branchline 2015 Catalogue (Bac)£6.80



R8150 Hornby 2015 Catalogue (Hor)£7.50

Opening Hours

Shop 8am to 6pm Mon to Sat
10am to 4pm Sun

Phones 7am to 9pm Mon to Thu
8am to 6pm Fri & Sat
9am to 5pm Sun



Buses

- UK6043 ADL Enviro 400H First London (Nor) £48
- UK6039 ADL Enviro 400H Stagecoach to London (Nor) £48
- UK6034 ADL Enviro400H Hybrid Stagecoach Oxford (Nor) £48
- 34003EFE AEC 2RT2 Bus "London Transport" (EFE) £26.50
- 34303 AEC 2RT2 bus "London Transport" in red (EFE) £24
- 27704EFE AEC STL Bus (No Roof Box) Green Country "London Transport" (EFE) £26.50
- B112B Bristol Lodejka LDSG Closed Platform "Eastern Counties" Route 216 (Circa 1955 - 1972) (Bas) **NEW** £21
- B21A Bristol Lodejka LDSG Closed Platform "Eastern Counties" - Route Circular, Service, 230 (Circa 1954 - 1971) (Bas) **NEW** £21
- B111A Bristol Lodejka LR Open Door Crosville (K20) (Bas) £21



NEW



- 76SCL001 Scania Crane Lorry 'D R Macleod' (Oxf) £13
- 76SHL01CT Scania Highline Combi-Trailer & Container 'Eddie Stobart' (Oxf) £20
- 76DBU001 Scania Topline Drawbar Unit 'Eddie Stobart' (Oxf) £22
- 76STR001 Showmans Trailer Bertram Mills (Oxf) £9.95

Military ground vehicles

- 76BD011 Bedford OX Queen Mary Trailer RAF 108 Repair Salvage Unit Tunisia 1943 (Oxf) £12
- 76BD004 Bedford OY 3 Ton GS "15th Scottish Infantry" (Oxf) £9
- 76DEF013 Land Rover Defender Station Wagon RAF (Oxf) **NEW** £4.75
- 76LAN180008 Land Rover Series 1 80" Canvas 34th Light AA Reg, RAF Firdan (Oxf) **NEW** £5
- 76SP004 Pioneer Artillery Tractor "Royal Artillery 1st Army" (Oxf) £9
- 76SP007 Scammell Pioneer 1st Armoured Division (Oxf) £11

Public Service vehicles

- 76AM005 AEC Mercury TL Derbyshire Fire Service (Oxf) £17
- 76F8005 Dennis F8 Devon Fire Brigade (Oxf) **NEW** £50
- 76MA002 Mercedes Sprinter S15 CDI Modern Ambulance - London (Oxf) £11.90

N Gauge Steam locos

- ND095a Britannia Pacific 4-6-2 70000 "Britannia" in BR Green late crest and original smoke deflectors (Dap) £107
- 372-626 Class 2MT Ivatt 2-6-0 46540 BR lined black early emblem (Gra) £93.46
- 372-625 Class 2MT Ivatt 2-6-0 46521 in BR lined green late crest (Gra) £93.46

- 25-015-002 Class 2MT Ivatt 2-6-2 in BR black early emblem (Dap) £53

- 25-015-003 Class 2MT Ivatt 2-6-2 in BR black late crest (Dap) £53
- 25-015-001 Class 2MT Ivatt 2-6-2 in LMS black (Dap) £53

- 25-009-005 Class 3800 2-6-0 3819 in GWR green GWR lettering (Dap) £105
- 25-014-003 Class 45xx 2-4-2 4571 BR black British Railways lettering (Dap) £53

- 25-010-003D Class 49xx Hall steam loco 4958 "Priory Hall" in GWR lined green, DCC fitted (Dap) £111

- 372-061 Class 4F 0-6-0 3851 in LMS black Johnson tender (Gra) £93.46
- 372-062 Class 4F 0-6-0 3875 BR black early emblem & Johnson tender (Gra) £93.46
- 372-060 Class 4F 0-6-0 43024 BR black late crest & Fowler tender (Gra) £93.46

- 372-139 Class 5 4-6-0 45206 in BR Lined Black Early Emblem (Gra) £118.96
- 372-138 Class 5 4-6-0 5190 in LMS plain black (Gra) £104.46

- 25-007-007 Class 57xx Pannier #4607 in BR black early crest (Dap) £61
- 25-007-008 Class 57xx Pannier #5724 GWR Green "GWR" Lettering (Dap) £61
- 25-007-008 Class 57xx Pannier #5764 GWR green "Great Western" lettering (Dap) £61
- 25-007-013 Class 57xx Pannier 0-6-0 9744 in British Railways green (Dap) £61
- 572-481 Class 6P Jubilee 4-6-0 45572 "Eire" in BR lined green late crest - weathered (Gra) £118.96

- 25-007-007 Class 57xx Pannier #4607 in BR black early crest (Dap) £61
- 25-007-008 Class 57xx Pannier #5724 GWR Green "GWR" Lettering (Dap) £61
- 25-007-008 Class 57xx Pannier #5764 GWR green "Great Western" lettering (Dap) £61
- 25-007-013 Class 57xx Pannier 0-6-0 9744 in British Railways green (Dap) £61
- 572-481 Class 6P Jubilee 4-6-0 45572 "Eire" in BR lined green late crest - weathered (Gra) £118.96

- 25-016-003 Class M7 0-4-4 in BR black late crest (Dap) £53

- 372-480 Class 6P Jubilee 4-6-0 5664 'Nelson' in LMS Crimson (Gra) £110.46

- 25-001-001 Class 7800 Manor 4-6-0 7801 "Anthony Manor" in GWR green shuntbox emblem (Dap) £100
- 25-001-001D Class 7800 Manor 4-6-0 7801 "Anthony Manor" in GWR green shuntbox emblem, DCC Fitted (Dap) £119
- 25-001-000 Class 7800 Manor 4-6-0 7810 "Draycott Manor" in BR lined green late crest (Dap) £100

- 25-017-002 Class 7MT Britannia 4-6-2 70009 "Alfred the Great" in BR green late crest (Dap) £101
- 25-017-002D Class 7MT Britannia 4-6-2 70009 "Alfred the Great" in BR green late crest, DCC Fitted (Dap) £119
- 25-017-004 Class 7MT Britannia 4-6-2 70021 "Morning Star" BR green late crest (Dap) £101

- 25-017-005 Class 7MT Britannia 4-6-2 70025 "Western Star" in BR green late crest - weathered (Dap) £107
- 372-181 Class 8P Duchess 4-6-2 46229 "Duchess of Hamilton" BR green early emblem (Gra) £127.46
- 372-182 Class 8P Duchess 4-6-2 46235 "City of Birmingham" BR green late crest (Gra) £127.46

- 372-184 Class 8P Duchess 4-6-2 46245 "City of London" BR crimson late crest (Gra) £127.46

- 25-013-005 Class 9F 2-10-0 92006 in BR black early emblem & BR1G tender - weathered (Dap) £94
- 25-013-004 Class 9F 2-10-0 92052 BR black early emblem & BR1C tender (Dap) £87
- 25-013-001 Class 9F 2-10-0 92088 BR black late crest & BR1C tender (Dap) £87

- 372-802 Class A1 4-6-2 60147 "North Eastern" in BR green early emblem (Gra) (list £144.40) **BARGAIN** £111

- 372-800A Class A1 4-6-2 60163 "Tornado" BR lined Brunswick green (Gra) £133.75

- 372-800A Class A1 4-6-2 60163 "Tornado" BR lined Brunswick green (Gra) £133.75

- 372-800A Class A1 4-6-2 60163 "Tornado" BR lined Brunswick green (Gra) £133.75

- ND129G Class A3 steam loco 2744 "Grand Parade" in LNER apple green (Dap) £99

- 25-008-003 Class A4 steam loco 60004 "William Whitelaw" in British Railways Garter blue (Dap) £105
- 25-008-001 Class A4 steam loco 60012 "Commonwealth of Australia" in BR green early crest (Dap) £105

- 372-402 Class J39 0-6-0 64791 in BR black late crest & stepped tender (Gra) £80.71
- 372-403 Class J39 0-6-0 64841 in BR black late crest & stepped tender - weathered (Gra) £84.96
- 372-401 Class J39 0-6-0 64960 BR black early emblem & flat sided tender (Oxf) £80.71
- 25-016-002 Class M7 0-4-4 in BR black early emblem (Dap) £53

- 25-007-007 Class 57xx Pannier #4607 in BR black early crest (Dap) £61
- 25-007-008 Class 57xx Pannier #5724 GWR Green "GWR" Lettering (Dap) £61
- 25-007-008 Class 57xx Pannier #5764 GWR green "Great Western" lettering (Dap) £61
- 25-007-013 Class 57xx Pannier 0-6-0 9744 in British Railways green (Dap) £61
- 572-481 Class 6P Jubilee 4-6-0 45572 "Eire" in BR lined green late crest - weathered (Gra) £118.96

- 25-016-003 Class M7 0-4-4 in BR black late crest (Dap) £53

- 25-016-003 Class M7 0-4-4 in BR black late crest (Dap) £53

- 25-016-001 Class M7 0-4-4 in Southern Railway green (Dap) £53
- 25-016-004 Class M7 0-4-4 in Southern Railway green - weathered (Dap) £57

- ND207D Class G1 0-6-0 C7 steam loco in SR black (Dap) £83
- 372-426 Class WD Australia 2-8-0 90506 in BR black late crest (Gra) £118.96

- 372-186 Princess Coronation Class 4-6-2 46226 "Duchess of Norfolk" in BR Express Passenger blue early emblem (Gra) £127.46
- 372-185 Princess Coronation Class 4-6-2 46236 "City of Bradford" in BR black early emblem (Gra) £127.46

- 370-2014 Bachmann N Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Gra) £203.96

- 371-019 Class 08 diesel 08897 in EWS - weathered (Gra) £76.46
- 372-953 Class 14 diesel D9528 BR green weep strips - weathered (Gra) £72.08

- 2D-020-002 Class 153 DMU 153371 in London Midland grey & green (Dap) £79
- 2D-020-001 Class 153 DMU 153376 in Central Trains green (Dap) £79

- 2D-021-002 Class 156 2 car DMU 156419 in Provincial (Dap) £95
- 2D-021-001 Class 156 2 car DMU 156508 Strathclyde Passenger Transport (Dap) £95

- 371-032 Class 20 diesel 20063 in BR blue indicator discs - weathered (Gra) £93.46
- 2D-012-000* Class 22 diesel loco 6326 in BR blue full yellow ends (Dap) (list £136.89) **BARGAIN** £99
- 2D-012-010D Class 22 diesel loco D6311 in BR green no yellow panels & disc headcodes, DCC Fitted (Dap) £124

- 2D-012-013 Class 22 diesel loco D6315 in BR blue (pre-TOPs font numbering) - weathered (Dap) £111

- 372-978 Class 24 diesel 24081 BR blue yellow ends (Gra) £84.96
- 371-086 Class 25/1 diesel D5222 in BR green, weathered (Gra) £93.46

- 371-087 Class 25/2 diesel 25245 in BR blue (Gra) £84.96

- 2D-013-000 Class 27 diesel #27108 in BR blue (Dap) **NEW** £82
- ND205D Class 27 diesel 27032 in BR blue plaid gateway doors (Dap) £93
- ND205A Class 27 diesel D5356 in BR green and gateway doors (Dap) £93
- 2D-013-053 Class 27 diesel D5360 BR green small yellow panel (Dummy) (Dap) **NEW** £33
- 2D-013-054 Class 27 diesel D5369 BR green small yellow panel (Dummy) (Dap) **NEW** £33
- 2D-013-001 Class 27 diesel loco D5401 BR green small yellow panels, (Dap) **NEW** £82

- 371-112 Class 31 diesel 31173 in BR blue full yellow ends (Gra) £100.26
- 371-110 Class 31 diesel 32626 in BR green full yellow ends (Gra) £100.26
- 371-111 Class 31 diesel D5596 in BR green small yellow panels (Gra) £100.26

- 371-112 Class 31 diesel 31173 in BR blue full yellow ends (Gra) £100.26
- 371-110 Class 31 diesel 32626 in BR green full yellow ends (Gra) £100.26
- 371-111 Class 31 diesel D5596 in BR green small yellow panels (Gra) £100.26

- 371-112 Class 31 diesel 31173 in BR blue full yellow ends (Gra) £100.26
- 371-110 Class 31 diesel 32626 in BR green full yellow ends (Gra) £100.26
- 371-111 Class 31 diesel D5596 in BR green small yellow panels (Gra) £100.26

- 371-112 Class 31 diesel 31173 in BR blue full yellow ends (Gra) £100.26
- 371-110 Class 31 diesel 32626 in BR green full yellow ends (Gra) £100.26
- 371-111 Class 31 diesel D5596 in BR green small yellow panels (Gra) £100.26



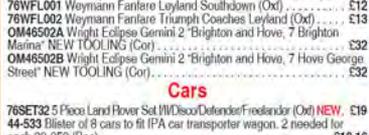
- B202A Bristol MW Single Deck Bus 'Crosville' to Blaenau Ffestiniog (circa 1964-1977) (Bas) £16
- B102A Bristol MW Single Deck Bus 'Eastern Counties' to Cromer (circa 1959-1974) (Bas) £16
- B201B Bristol MW Single Deck Bus 'Eastern Counties' to Ipswich (circa 1959-1974) (Bas) £16
- OM4610A Caetano C1650, Luckless Travel, Isle of Wight Festival (Cor) £30
- 31308EFE Daimler B20 "London Driver Training Bus" (EFE) £28.50
- 28011EFE Daimler DMS 1 door "West Midlands P.L.E." (EFE) **NEW** £26.50
- 18018EFE Daimler MCW Fleetline "Sittingham City Transport" (EFE) £26.50
- 18014EFE Daimler MCW Fleetline "Greater Manchester Transport" (EFE) £26.50



- 27318EFE Leyland TD1 "Wills & Dorsel" (EFE) **NEW** £26.50



- 28824 Leyland Titan 2 door "London Transport" (EFE) **NEW** £26.50
- 36903EFE Park Royal Regent V "East Kent N.B.C." (EFE) **NEW** £26.50
- 76PAN001 Plaxton Panorama 1 Southdown (Oxf) £13
- UK0306 Scania OmniCity London RATP Group, Production run of 600 (Nor) £48
- 28823EFE Titan London Transport Golden Jubilee Bus (EFE) £29



- 76WFA002 Weymann Fanfare Grey Cars AEC (Oxf) £12
- 76WFL001 Weymann Fanfare Leyland Southdown (Oxf) £12
- 76WFL002 Weymann Fanfare Triumph Coach Leyland (Oxf) £13
- OM46502A Wright Eclipse Gemini 2 "Brighton and Hove, 7 Brighton Marina" NEW TOOLING (Cor) £32
- OM46502B Wright Eclipse Gemini 2 "Brighton and Hove, 7 Hove George Street" NEW TOOLING (Cor) £32



- 76SET32 5 Ploas Land Rover Set W/Disco/Defender/Freelander (Oxf) **NEW** £19
- 44-533 Bilester of 8 cars to fit IPA car transporter wagon, 2 needed for each 36-250 (Bas) £10.16
- 76REL004 Reliant Regal Honey Bee (Oxf) **NEW** £4.45
- 76RPO04 Rover P6 Pappira (Oxf) **NEW** £4.45
- 76WOO04 Wolsley 18/85 Maroon/Hoivy (Oxf) **NEW** £4.45



- 76OWB010 Bedford OWB Bristol Tramways (Oxf) £13
- 76BMC003 BMC Car Transporter & Two Minis BMC Competitors Dept (Oxf) £16
- D-90 Bristol 8w Flatbed - "Somerset Wire Company" (BRS) (Bas) (list £5.99) **BARGAIN** £3
- CR2003 - Car Set 2 Morris Minor, Ford Anglia & Vauxhall Viva (alternate colours to CR1003). Non limited (Cor) (list \$9.99) **BARGAIN** £6
- DA78 Commer Bulk Tipper National Coal Board (Circa 1954-1964) model does not actually tip (Bas) £7.99
- DA03 D-Series flatbed kerbstone load "Marshalls" (Bas) (list £9.99) **BARGAIN** £4



- 76DT003 Diamond T Charles Thurston (Oxf) £10

- 76EC001 ERF EC Olympic 40ft Fridge Scollie Transport (Oxf) **NEW** £18
- 76FT013CC Ford Transit Coca-Cola (Oxf) **NEW** £4.95
- 76FT013CC Ford Transit LWB High Roof Cokes Zero (Bottle) (Oxf) **NEW** £4.95
- 76FT013CC Ford Transit LWB High Roof Diet Cokes (Bottle) (Oxf) **NEW** £4.95
- 76FCR001 Fowler B6 Crane Marston Docks of York (Dorset) (Oxf) £13
- 76FOW002 Fowler B6 Road Locomotive Pickdicks Titan (Oxf) £13
- 76GGO09 Green Goddess Robert Bros circus (Oxf) £10
- 76LANZ01 Land Rover Series II Canvas Back Bronze Green (Oxf) £4.95
- 76SET16 Land Rover Transporter set transporter & 8 vehicles (Oxf) £40
- 76SP009 Scammell Pioneer Artillery Tractor Luffelwa Gole 1943 (Oxf) **NEW** £10
- 76WHSCACAB Scania cab - plain white (no operator) (Oxf) £8

Want it DCC fitted?

www.ehattons.com/dccfitting

for more details



2D-018-004 Class 35 Hymek D7024 in BR green - weathered (Dap) £85
2D-018-004D Class 35 Hymek D7024 BR green - weathered. DCC Fitted (Dap) £103

2D-018-003 Class 35 Hymek D7026 in BR green (Dap) £79
2D-018-001 Class 35 Hymek D7061 in BR blue full yellow ends (Dap) £79
371-455 Class 37 diesel 37251 in BR blue, weathered (Gra) £106.21

371-454 Class 37 diesel D6827 in BR green centre headcode, weathered (Gra) £106.21
371-456 Class 37 diesel 37133 in Engineers Dutch (Gra) £101.96

371-165 Class 37/4 diesel 37407 'Loch Long' in BR blue large logo (Gra) £89.21
371-166 Class 37/5 diesel 37306 'Rallright Road Stripa (Gra) £89.21
371-167 Class 37/5 diesel 37514 in Rallright Metal Sector (Gra) £89.21
371-605 Class 42 Warship diesel 810 'Cockade' BR blue, weathered (Gra) NEW £106.21

NEW
371-604 Class 42 Warship diesel D832 'Onslaught' in BR green (as preserved) (Gra) NEW £100.26

NEW
Class 43 (HST)
2D-019-002 Class 43 HST Book Set in First Great Western purple - 43177, 43165 & two Mk 3 coaches (Dap) NEW £135

2D-019-003 Class 43 HST Book Set in Intercity Executive - W43126, W43125 & two Mk 3 coaches (Dap) £135
2D-003-010 Class 52 diesel loco D1062 'Weston Courier' in BR Blue full yellow ends - weathered (Dap) £94
371-287 Class 55 diesel 'Deltic' 55005 'The Prince of Wales' Own Regiment of Yorkshire' in BR blue (Gra) £93.46
371-285 Class 55 diesel 'Deltic' D9007 'Pinza' in BR green (Gra) £93.46

2D-004-006D Class 56 diesel 56070 in BR blue (Doncaster built) - DCC fitted (Dap) £116
2D-004-007 Class 56 diesel 56090 BR blue large logo (Doncaster built) (Dap) £101
371-657 Class 57 diesel 57300 'Pride of Crews' in DRS Compass (Gra) £93.46

371-355 Class 60 diesel 60011 in DB Schenker (Gra) £93.46
371-385 Class 66 diesel 66546 in Freightliner (Gra) £89.21
2D-007-000 Class 66 diesel 66709 in MSC/GBRF 'Sorenoro' ship (Dap) £70

2D-007-003 Class 66 diesel loco 66177 in EWS Experimental white roof (Dap) £78

Electric locos
ND099d Class 86 Bo-Bo Electric 86425 in Rail Express Systems Livery (Dap) (list £104.95) BARGAIN £67
ND099d4 Class 86 electric Freightliner Power Haul new style panto (Dap) (list £117.89) BARGAIN £50

ND147 Class 86 Twin pack Network Rail 86901 & 86902 (1x powered loco 1x dummy loco) (Dap) (list £124.95) BARGAIN £69

HSTs
ND122L Class 43 HST Book Set in East Midlands Trains (Dap) £134
ND122e Class 43 HST Book Set in Grand Central Livery (new version one dummy power car) (Dap) £140
ND122J Class 43 HST Book Set in Virgin Trains 43094 & 43104 (Dap) £135

DMUs
371-503 Class 101 2-car DMU BR blue & grey 'Express Parcels' (motor in each car) (Gra) (list £119.95) BARGAIN £98
371-510 Class 101 3 car DMU in BR blue (Gra) £118.96
371-511 Class 101 3 car DMU in BR blue & grey (Gra) £118.96

371-740 Class 251 Blue Pullman 6 car Midland set in Nanking blue (Gra) £229.46

371-741* Class 251 Blue Pullman 6 car Midland set in Nanking blue full yellow ends. (Gra) (list £269.95) ... BARGAIN £171

EMUs
371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £189.95) BARGAIN £122
371-707 Class 350/2 Desiro 4-car EMU 350 230 in London Midland (Gra) £122
372-677 Class 411 4 CEP 4 car EMU in BR blue & grey (Gra) £137.02

372-676 Class 411 4 CEP 4 car EMU in BR green (Southern Region) yellow warning panels (Gra) £137.02
372-675 Class 411 4 CEP 4 car EMU in BR green. (Gra) £137.02

370-180 Seaside Excursion Class 4F 44044 in BR black late crest and BR Mk1 BCK & SO coaches in maroon (Gra) £110.46
370-140 The Steel Worker Class 08 D3400 in BR green & 3 x 24-Ton one hopper wagons (Gra) £93.46

Train sets - analogue
370-070 Cornish Riviera Class 42 D829 in BR green and BR Mk1 BCK & SO coaches in chocolate & cream (Gra) £157.21

370-080 Countryside Coal Digital Set Class 3F Jinty No.23 in SDJR blue, Midland brake van, 7-plank wagon & 5-plank wagon (Gra) £140.21

NDIESEL2 DCC train set Class 56 in LoadHaul, 3 x Telescopic steel wagons, Gaugemaster DCC23 decoder fitted (Dap) £232

Coaches
374-775A BR Mk1 Super BG Full Brake Rail Express Systems Red & Grey (Gra) (list £19.95) BARGAIN £11
374-775A BR Mk1 Super BG Full Brake RES (Royal Mail Logo) Red & Grey (Gra) (list £19.95) BARGAIN £11
374-476A BR Mk1 SLEP Sleeper Car ScotRail (Gra) £15.26
374-461 Bullied G3R Composite Corridor BR crimson & cream (Gra) £20.83

374-430 Bullied 63ft Second Brake Corridor Open BR (SR) green (Gra) £20.83
2P-011-052 Giesley BR Carmine & Cream 2nd Class E1269E LBR (Dap) £19
2P-011-251 Giesley BR Carmine & Cream Brake Composite E10075E LBR (Dap) £19
2P-011-252 Giesley BR Carmine & Cream Brake Composite E10109E LBR (Dap) £19

2F-053-002 Megafret Wagon (3368 4943 055) + 2 Stobart Rail Containers (Dap) £25
2F-053-003 Megafret Wagon (3368 4943 061) + 2 Less Co2 Containers - weathered (Dap) £30
2F-053-001 Megafret Wagon (3368 4043 076) + 2 Less Co2 Containers (Dap) £25
373-072 Midland 20 Ton Brake Van BR Grey (Gra) £11.86
373-076 PCA taper bulk powder wagon in grey (Gra) (list £3.95) BARGAIN £7
373-686 Triple pack 14 Ton tank wagons 'Esso' - weathered (Gra) £30.56

2P-012-001 Maunsell Coach 1st Class Lined Green (Dap) £20
2P-012-101 Maunsell Coach 3rd Class Lined Green (Dap) £20
2P-012-152 Maunsell Coach Composite Lined Green (Dap) £20

2P-012-251 Maunsell Coach Set 469 Maunsell Lined Green (Dap) £72
2P-005-520 Mk 3 Arriva Trains Wales Coach #12170 (Dap) £19
2P-005-330 Mk 3 First Great Western 2nd Class #42261 HST (Dap) £19

2P-005-230 Mk 3 Intercity 2nd Class #42202 HST (Dap) £19
374-085A Mk1 BCK Brake Corridor Composite Blue & Grey (Gra) £20.83

374-084A Mk1 BCK Brake Corridor Composite Maroon - Weathered (Gra) £21.68
374-163 Mk1 FK first corridor in chocolate & cream (Gra) £20.83

374-160 Mk1 FK first corridor in crimson & cream (Gra) £20.83
374-815 Mk1 FO Coach in Crimson & Cream (Blue Riband) (Gra) £20.83
374-120 Mk1 RU restaurant car in crimson & cream (Gra) £20.83
374-121 Mk1 RU restaurant car in maroon (Gra) £20.83
374-200C Mk1 SK Pullman Second Kitchen Car 'Car 305' Umber & Cream (Gra) £22.06
374-927 Mk1 SLSTP Sleeping Second Blue & Grey (Blue Riband) (Gra) £22.06

2P-005-510 Mk3 Arriva Trains Wales Buffet Coach #10259 (Dap) £19
CM002 Mk3 book set 4 coaches in blue/grey buffers (Dap) £71
2P-005-031 Mk3 coach 2nd Class #42193 in blue/grey HST (Dap) £19
NC216A MkIII coach buffet in blue and grey (Dap) £19
2D-017-001 MkIII DVT in Network Rail (Dap) £36
374-826B Stanier Brake Second BR Crimson & Cream (Gra) £20.83
374-835B Stanier Third Corridor LMS Crimson Lake (Gra) £20.83
374-850B Stanier Vestibule Composite LMS Crimson Lake (Gra) £20.83

Wagons
377-966 - 12 Ton Eastern Ventilated Full Van BR Bauxite (late) (Gra) (list £14.95) BARGAIN £5.50
377-980 - 12 Ton Eastern Ventilated Van Corrugated Ends BR Early Bauxite (Gra) (list £14.95) BARGAIN £5.50
377-976 12 Ton Eastern Ventilated Van Planked Ends BR Early Bauxite (Gra) (list £9.50) BARGAIN £5.50

377-427 12 Ton Southern 2+2 Planked Ventilated Van BR Bauxite (Gra) £13.56
377-426 12 Ton Southern 2+2 Planked Ventilated Van BR Grey (Gra) £13.56
373-701B 12 ton ventilated van planked sides in BR Bauxite (Early) (Gra) £7
NR-P131 Box van 'Bass No.13' in grey (Pac) £6.50
374-787 BR 4 Wheel CCT Van BR Blue (Gra) £16.96

2F-045-001 IOA 'Merlin' # 705992 002-3 Network Rail Ballast Wagon (Dap) £18
2F-045-002 IOA 'Merlin' # 705992 014-8 Network Rail Ballast Wagon (Dap) £18
2F-045-003 IOA 'Merlin' # 705992 021-3 Network Rail Ballast Wagon (Dap) £18
2F-045-004 IOA 'Merlin' # 705992 026-2 Network Rail Ballast Wagon (Dap) £18

2F-010-001 JNA 'Falcon' wagon in Network Rail yellow (Dap) £17
2F-010-002 JNA 'Falcon' wagon in Network Rail yellow (Dap) £17
2F-010-003 JNA 'Falcon' wagon in Network Rail yellow (Dap) £17
2F-010-004 JNA 'Falcon' wagon in Network Rail yellow (Dap) £17

2F-053-002 Megafret Wagon (3368 4943 055) + 2 Stobart Rail Containers (Dap) £25
2F-053-003 Megafret Wagon (3368 4943 061) + 2 Less Co2 Containers - weathered (Dap) £30
2F-053-001 Megafret Wagon (3368 4043 076) + 2 Less Co2 Containers (Dap) £25
373-072 Midland 20 Ton Brake Van BR Grey (Gra) £11.86
373-076 PCA taper bulk powder wagon in grey (Gra) (list £3.95) BARGAIN £7
373-686 Triple pack 14 Ton tank wagons 'Esso' - weathered (Gra) £30.56

377-935*- Triple pack PCA metalair bulk powder wagon grey - weathered (Gra) (list £36.95) BARGAIN £20
373-785 Triple pack TTA 45 Tonne tank wagon - weathered (Gra) £30.56

DCC decoders
DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) £24

36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) £15.26

Electronic components
DCC40 Reverse loop control module (Gau) £32

Lighting equipment
NC040a Light Bar coach lighting unit for modern coaches/multiple units (Class 156/MkIII 'Plug&Play') (Dap) £8
NC040b Light Bar coach lighting unit for older coaches (Collett coaches 'Plug&Play') (Dap) £8

SpareS
2A-000-006 Coupling magnets (ex-NSPARE7A) - 1 pair (Dap) £5
SL-311 Insulated Rail Joiners/Fishplates for N & 009 gauge (12 per pack) (Pec) £1.50
2A-000-011 Magnetic couplings - short arm - 5 pairs (Dap) £18

2A-000-008 Magnetic NEM couplers - medium arm (ex-NSPARE8) - 5 pairs (Dap) £17

SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) £2
TT4560 Tidy Track Polo Wheel Cleaner N Gauge (Woo) £18.25

Man-made scenic structure - railway-related

379-200 4 x Platform sections (red brick) (Gra) £9
SL-340 Buffer Stop Rail Built Type (Pac) £1.50
GM57 Buffer stop light (Gau) £8.95
42-070 Coaling Tower (138 x 104 x 175mm) (Gra) £64
PN940 Platform 4-Bay Canopy (Met) £14
NB-55 Turntable Kit, w/est type, deck length 151mm (Pac) £13

Signals
2L-001-001 Signal - Motorised, GWR home lower quadrant (ex-NSIGN1) (Dap) £22
2L-001-003 Signal - motorised, GWR home round post (Dap) £22

Buildings - general
PN103 Red Brick Terraced Houses (Met) £7

Bridges, Tunnels & Walls
PN145 Brick Retaining Walls N Scale (Met) £8
42-127 Covered footbridges (114 x 44 x 40mm) (Gra) £23.78
PN147 Railway Bridge (Stone) (Met) £10

PN148 Retaining Wall (Stone) (Met) £7.50
PN149 Tapered Retaining Walls (Stone) (Met) £7.50

Track - Code 80 Setrack
ST-9 2 Power Clips (Pac) £2.50
ST-8 2 setrack buffer stops (Pac) £1.50

ST-11 Double straight track (Pec) £1.50
ST-15 Left hand crossing (Pac) £9
ST-16 N Setrack No. 4 radius double curve (Pec) £2.50
ST-17 N Setrack No.3 radius double curve (8 form a circle), 286.5mm/11.75' radius (Pac) £2
ST-12 No.1 radius double curve (Pac) £1.50
ST-13 No.1 radius single curve (Pec) £1.30

ST-15 No.2 radius double curve (Pec) £1.50
ST-50 Right hand crossing (Pac) £9

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for new releases



ST-6 Setrack left hand point insulfrog (Pec)	£8.50
ST-5 Setrack right hand point insulfrog (Pec)	£8.50
ST-2 Short straight (Pac)	£1
ST-1 Standard straight track (Pec)	£1.30



ST-300 Starter Track Set (Pec)	£44
379-450 Straight Track 174mm (Gra)	£1
379-450 Pack of 12 (Gra)	£10

Track - Code 80 Streamline



SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec)	£64
SL-300 Single (Pec)	£3
SL-E389 Left hand large point electrofrog (Pec)	£10
SL-389 Left hand large point insulfrog (Pec)	£10
SL-396 Left hand medium point insulfrog (Pec)	£9
SL-388 Right hand large point insulfrog (Pec)	£9
SL-E395 Right hand medium point electrofrog (Pec)	£9
SL-395 Right hand medium point insulfrog (Pec)	£9

Track - Code 55 Finescale Streamline



SL-300F Pack of 30 1 yard (91.5cm) length of Finescale Nickel Silver flexible track (Pec)	£84
SL-300F Single (Pec)	£3
SL-302F 1 Yard of Nickel Silver Flexible Track Console Sleepers (Pac)	£3.50
SL-302F Pack of 30 (Pac)	£91



SL-E399F 3-way finescale turnout (Pec)	£26
SL-E387F Finescale curved double radius left hand point electrofrog (Pec)	£11
SL-E386F Finescale curved double radius right hand point electrofrog (Pec)	£11



SL-E390F Finescale double slip electrofrog (Pec)	£35
SL-390F Finescale double slip insulfrog (finescale only) (Pec)	£35
SL-E389F Finescale left hand large point electrofrog (Pec)	£11
SL-E386F Finescale left hand medium point electrofrog (Pec)	£10
SL-E392F Finescale left hand small point electrofrog (Pec)	£9
SL-E394F Finescale long crossing electrofrog (Pec)	£10
SL-E388F Finescale right hand large point electrofrog (Pec)	£11
SL-E385F 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)	£58
SL-E380F Finescale single slip electrofrog (Pec)	£34
SL-E397F Finescale Y Point. Electrofrog (Pec)	£11

Track & Points

379-453 Curved Track - Radius 228.6mm Arc 22.5 (Gra)	£1
379-453 Pack of 12 (Gra)	£10
379-460 Left Hand Standard Point (Gra)	£7
379-461 Right Hand Standard Point (Gra)	£7

Track underlay

GM201 Flexible grey ballasted N gauge underlay real granite stone (Gau)	£18
SL-350 Roll of Underlay (5 Metres) (Pec)	£6

Railway publications

379-015 Graham Farish 2015 Catalogue (Gra)	£6
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HO Gauge (1:87 Scale)

Electronic components

DCC40 Reverse loop control module (Gau)	£32
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Spares

GM50 OOHO gauge loco wheel cleaner (Gau)	£24
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O Gauge (1:43 Scale)

Diesel locos



4050 Class 40 1Co-Co1 in BR green small yellow panels (Hel)	£500
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Coaches

4922 BR Mk1 BSK brake 2nd corridor coach in blue & grey (Hel)	£250
4910 BR Mk1 SO 2nd open in maroon & cream (Hel) (list £325) BARGAIN	£250
4911 BR Mk1 SO 2nd open in maroon (Hel)	£250



4952 Mk1 BG full brake in BR blue and grey (Hel)	£250
4994 Mk1 GUV full brake in Southern Region Green (Hel)	£250

Wagons

1050 100box OAA in BFH boxcar - early (Hel)	£63
1043 200box VAA sliding door van in EWS (Hel)	£63



1042 200xx VAA sliding door van in Railfreight red & grey (Hel)	£63
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1007 33xx class B tank in Esso black without full branding (Hel)	£63
1005 33xx class B tank in Mobil Charrington red (Hel)	£63
1003 33xx class B tank in Regent black (Hel)	£63
1002 33xx class B tank in Waste Oil black (Hel)	£63
7F-051-017W 6 Plank A Bramley - Wothersed (Dap)	£33.30
7F-031-002 2-wheel milk tanker in CWS red (Dap)	£62

Analogue controllers

DO Double/Twin track O scale controller 14V DC 2Amp (Gau)	£159.95
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Track - Code 124 Bullhead Streamline



SL-700BH Box of 12 1 Yard O Gauge Flexible Nickel Silver Track (Bullhead Nickel Silver Rail) (Pec)	£73
SL-700BH Single (Pec)	£6.50
SL-E787BH Left hand O gauge curved turnout (Pac)	£50



SL-E792BH Left hand point bullhead rail and electrofrog (Pec)	£39
SL-E786BH Right hand O gauge curved turnout (Pac)	£39
SL-E791BH Right hand point bullhead rail and electrofrog (Pec)	£39
ST-725 Setrack Bullhead 2nd radius standard curve 410mm (16") radius 1020mm (40.5"), 16 make a circle (Pec)	REDUCED £6
SL-E797BH Y Point bullhead rail & electrofrog (Pac)	£39

Cars

43AK016 Austin 3 Way British Rail (Ox) NEW	£11
43ASS002 Austin Seven RN Saloon Light Royal Blue (Ox)	£13
43ASV002 Austin Seven RN Van Aft (Ox)	£13



43BN6001 Bentley MK VI Ivo Peters (Ox) NEW	£18
VA13700 BMW (E30) Alpha C2.5 Convertible, Brilliant Red (Ox) (list £22.99)	BARGAIN £14
VA10812 Ford Capri Mk3 2.8 Injection, Forest Green and Crystal Green (Ox) (list £22.99)	BARGAIN £14
43HT003 Healey Tickford Pale Blue (Ox) NEW	£19
VA14000 Vauxhall Cavalon Mk2 2.0 CDi, Smoke Grey - NEW TOOL (Ox)	£19
VA13105 Vauxhall Cavalon GSI, David Leslie & Eclairie Essex Team, 1993 Auto Trader RAC British Touring Car Championship (Ox) (list £26.99)	BARGAIN £16

G Scale

Train sets - analogue

90069 Porcy and the Troublesome trucks train set (Thomas the Tank range) (Bac)	£199
90087B Thomas' Christmas Delivery train set brass track (Thomas the Tank range) (Bac)	£289

Analogue controllers



10LGB Single Track Cased Controller for G Scale (Gau)	£79
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Track & Points

10005 1.5m rail sections for creating flexible track (LGB)	£10
10005 Pack of 20 (LGB)	£200
11000LGB Curved track radius 1.30 degrees, 12 sections make a circle (LGB)	£7
12100 Left hand point, manual switch, 30 degrees radius 1 (LGB)	£37



16050 Right hand point, electrical switch, 22.5 degrees radius 3 (LGB)	£78
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10610 Box of 6 Straight track 1200mm long (LGB)	£124
10610 Single (LGB)	£23

Any or Multiple Scales

Analogue controllers



COMBI Combi 12v 1Amp Single Track Controller Transformer (Gau)	£30
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DS Double power controller brake simulator (Gau)	£119
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D Double/Twin track power controller (Gau)	£69
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Q Quadraple 4 circuit power controller (Gau)	£130
SS-1 Super shuttle controller (Gau)	£24

Analogue power supplies

Analogue point control

M1 Transformer Output 2 x 16v AC 1A (Gau)	£37
CDU Capacitor Discharge Unit (Gau)	£11
PL-35 Capacitor Discharge Unit Mk2 (Pec)	£14



PL-15 Twin Microswitch (Pec)	£7
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DCC decoders



DCR-8PIN-2SAX Box of 10 8-pin (harness) 2-function 1.1Amp small & thin decoder back EMF (Hat)	£99
DCR-8PIN-2SAX Single (Hat)	£11
DCR-8PIN-2SAX Box of 5 (Hat)	£50

DCR-8PIN-Harness Box of 10 8-pin (harness) 4-function 1.1Amp decoder back EMF (Hat)	£94
DCR-8PIN-Harness Single (Hat)	£48
DCR-8PIN-Harness Box of 5 (Hat)	£48
36-552 8-pin 2-function 1A decoder (ideal for smaller OO and a small number of N gauge locos) (Bac)	£13.60



36-553 8-pin 3-function 0.75A decoder back EMF (Bac)	£15.50
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5020 ECoS Command Station DCC controller full colour LCD touch screen & dual controllers motorised dials & easy CV (ESU)	£509
36-520 EZ Command 5 amp booster transformer (Bac)	£19
36-507 EZ Command Dynamis system - Additional handset (Bac)	£64.13



524-042 NCE Power Cab controller 12V 1.5A (NCE)	£136
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DCC02 Prodigy "Advance 2" starter DCC controller package (Gau)	£215
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DCC14 Prodigy Advance 2 Backlit Walkaround controller (Gau)	£99
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DCC51 Prodigy Wireless Conversion Set (Gau)	£200
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524-027 SB5 Smart Booster Entry level 5A DCC system for use Power Cab controller (NCE)	£144
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Point motors

PL-9.5 Mounting Plates for use PL-10E (Pec)	£2.50
PL-10WE High performance turnout point motor extended pin (Pac)	£8



PL-10 Bag of 6 Point Motor (Switch Machine) (Pec)	£34
PL-10 Single (Pec)	£6
PM-2 Seep point motor (Gau)	£3.50
PM-4 Seep point Motor Self Latching Switch (Gau)	£5



PM-1 Seep point motor accessory switch (Gau)	£4
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PL-11 Side mounted point motor (Pec)	£7.50
PL-50 Turnout switch module (makes wiring points easy) (Pec)	£14

Switches & Levers



PL-13 Accessory Switch for fitting to turnout motor PL10 (Pec)	£3
PL-22 Lever Operated On/Off Switch (Pec)	£5
PL-26B Passing Contact Switch - Black Lever (Pec)	£5.50



PL-26R Passing Contact Switch - Red Lever (Pec)	£5.50
PL-26W Passing Contact Switch - White Lever (Pec)	£5.50
PL-26Y Passing Contact Switch - Yellow Lever (Pec)	£5.50
PL-27 Switch Console Unit (Pec)	£3.50
PL-27 Switch Terminal Connectors (Pac)	£2.50
PL-51 Turnout switch module add-on (makes wiring easy) (Pec)	£5.50

Electronic components

HF-2 Electronic twin track cleaner (Gau)	£37
TLU Tension lock uncoupler (Gau)	£9

Accessories

PL-41 Rail Cleaning Rubber (Pec)	£3
SL-14 Track Fixing Pins (Pec)	£1.50
AC-13 Track Magic (Del)	£7



Spares

TT4550 Tidy Track Rail Tracker Cleaning Kit (Woo)	£25.25
TT4581 Tidy Track Track Painter - Rusty Rail (Woo)	£5.50

Minerals, Water & Rocks

B1382 Ballast Shaker - Medium - Gray (Woo)	£8.60
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Track underlay

GM130 Cork sheet - 1/16 thickness 3' x 2' (800 x 900mm) approx (Gau)	£5.50
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JCS18L Cork Sheet - 1/8" Thick - 24" x 36" (Jav)	£8
ST1410 Incline For Transition From 1 Level To Another - 2% Set - Elevates Track 4" in 16' - 2.5" Wide - Pack of 8 (Woo)	£15.40

Paint accessories

AB500 Portable spray booth extractor fan (Exp)	£87.95
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AD-57 Picket Card Glue: Clean, Neat & Instant Card Modelling Glue (Ideal For Superquick & Metcalfe) - 50ml (Del)	£5.20
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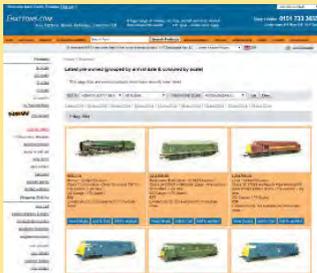
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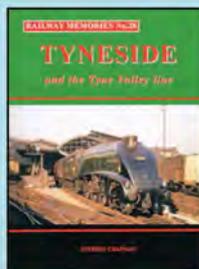
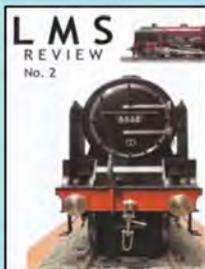
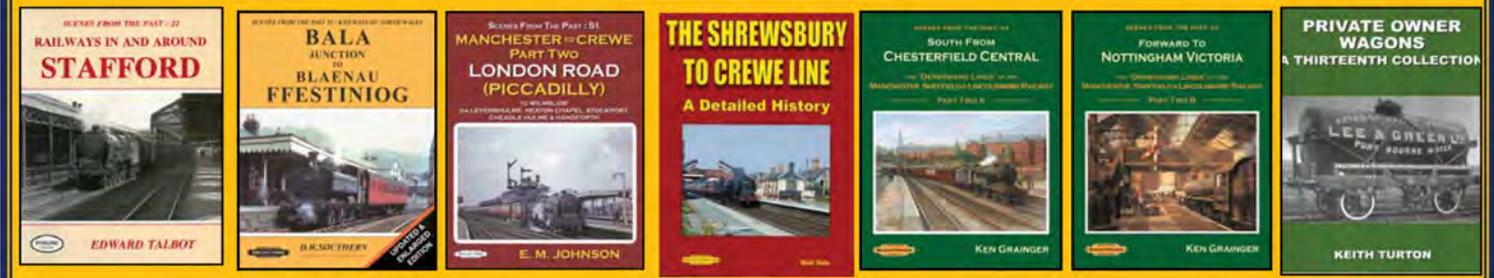
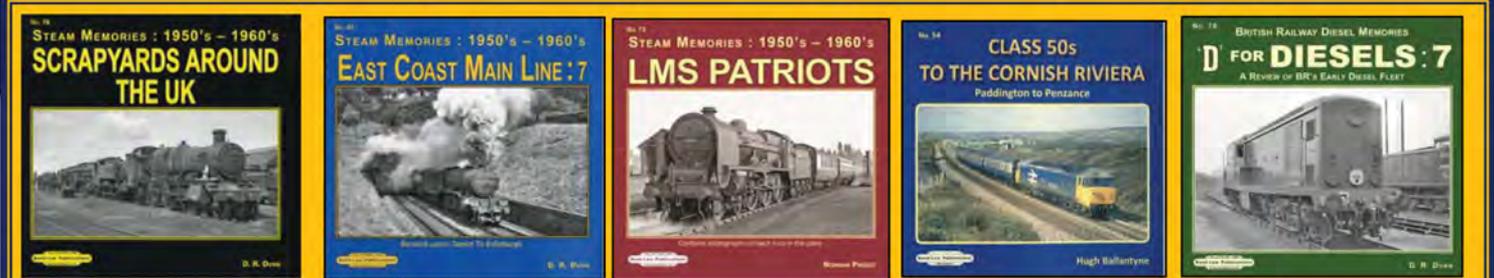
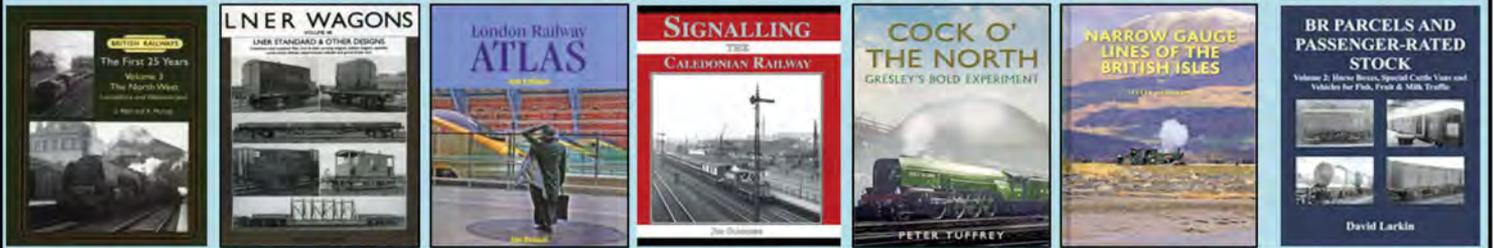
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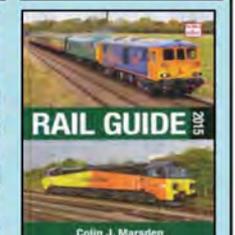
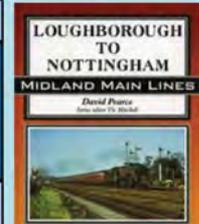
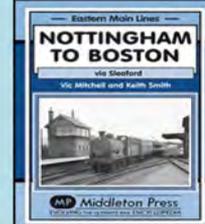
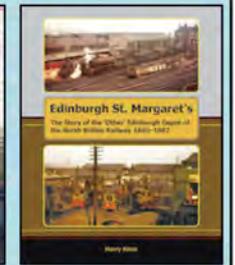
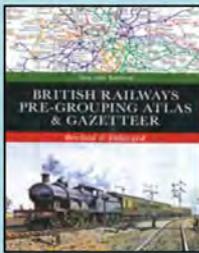
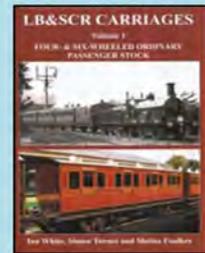
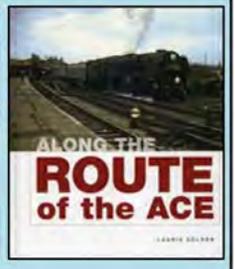
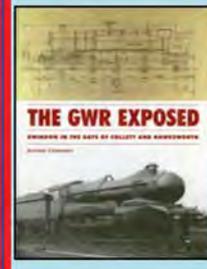
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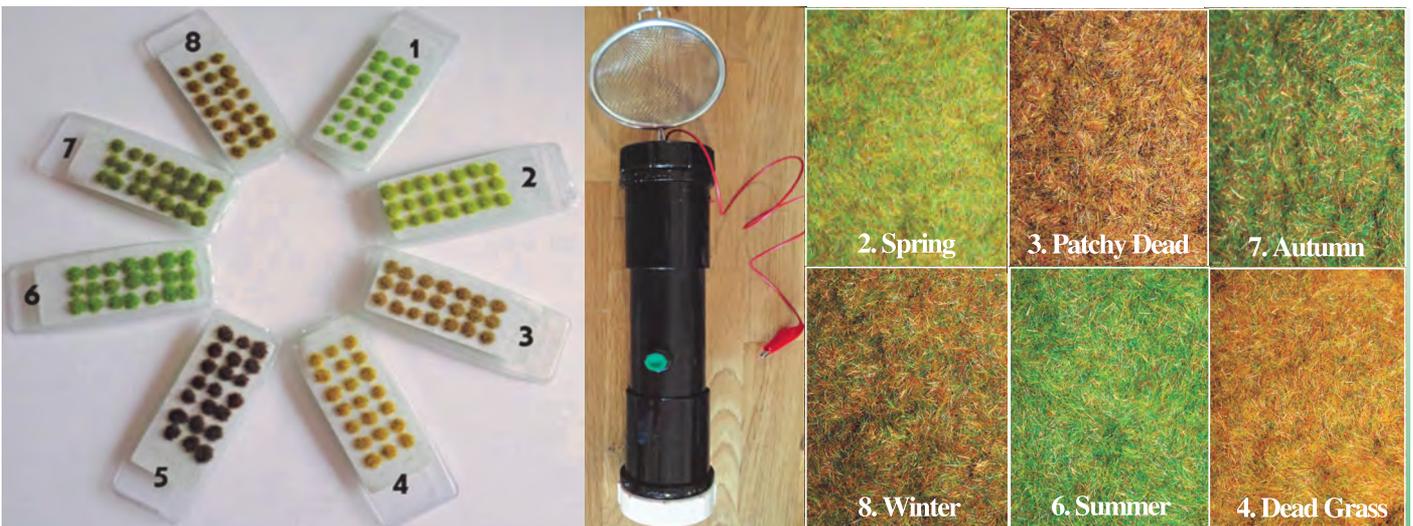
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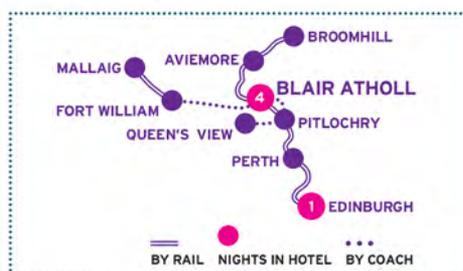
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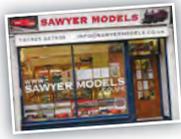


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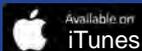
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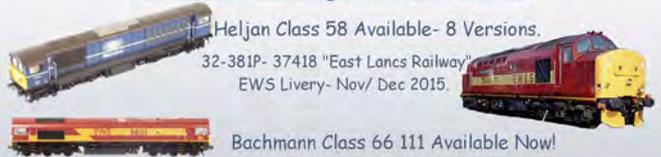
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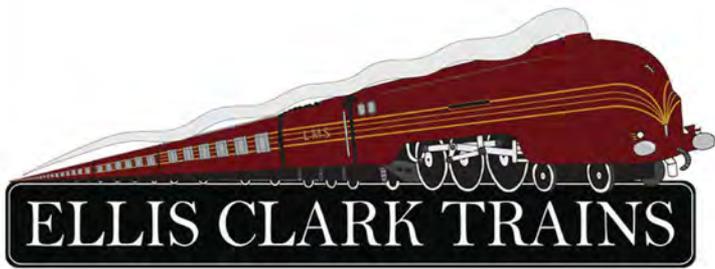
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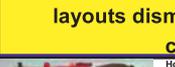
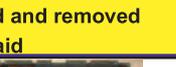
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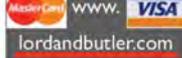


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NEXT ISSUE

LONDON ROAD

Alan Harrison's stunning home based layout models the Eastern Region in the 1950s. Next month we go behind the scenes to discover the story so far of the Australia based British 'OO' layout.



DIGITAL BASICS

Digital control is one of the great assets of the present day modelling scene and with the right equipment and methods it can be simple to use too. Next month we show you what you really need to start out with digital control, explain how to set up a system and dispell common misconceptions.



TEDBURN ST MARY

The South West Herts Model Railway Society's busy GWR branch line terminus Tedburn St Mary is a wonderful period model of an era long gone.



SOUND FOR A '3MT'

Digital sound isn't just for big locomotives. Paul Chetter tackles a Bachmann '3MT' 2-6-2T and adds a sound decoder with the support of a powerful 'stay alive' capacitor system. Find out how in our full step by step guide next issue.



THE NEXT ISSUE OF
HORNBY
magazine

is on sale on June 11 2015

DON'T MISS IT!

PLUS We'll be reviewing all the latest models, reporting the latest news and helping you get the most out of your modelling projects.

May Releases

O GAUGE



7S-010-003 - Terrier A1X Lined Green Southern 2644

7S-010-003D - Terrier A1X Lined Green Southern 2644 DCC & Sound



7S-010-004 - Terrier A1X LBSC Improved Engine Green 'Thames' 57

7S-010-004D - Terrier A1X LBSC Improved Engine Green 'Thames' 57 DCC & Sound



7F-051-018 - 5 Plank - Nathl Atrill

7F-051-018W - 5 Plank - Nathl Atrill Weathered

Also released this month include;

7S-010-005 - Terrier A1X LBSC Improved Engine Green 'Brighton' 40

7S-010-005D - Terrier A1X LBSC Improved Engine Green 'Brighton' 40 DCC & Sound

All product release dates correct at time of going to press

N GAUGE



2D-009-001 - Class 121 BR Green with Whiskers W55027

2D-009-001D - Class 121 BR Green with Whiskers W55027 DCC Fitted

Also released this month include;

2D-013-052 - Class 27 Dummy BR Blue 27212

2D-009-000 - Class 121 BR Green SYP W55022

2D-009-000D - Class 121 BR Green SYP W55022 DCC Fitted

2D-009-002 - Class 121 BR Blue/Grey 55032

2D-009-002D - Class 121 BR Blue/Grey 55032 DCC Fitted

2D-009-100 - Class 121 BR Blue/Grey Dummy 55032

2D-009-101 - Class 121 BR Green with Whiskers Dummy W55020

2D-009-102 - Class 121 BR Blue/Grey W55030 Dummy

OO GAUGE



4F-018-007 - Salt Van - Saxa 236

4F-018-008 - Salt Van - Saxa 236 Weathered

Also released this month include;

4F-038-005 - 20T Steel Mineral - GWR 33264

4F-038-006 - 20T Steel Mineral - GWR 33264 Weathered

4F-051-015 - 5 Plank - BR M318256

4F-051-016 - 5 Plank - BR M318256 Weathered

4F-090-102 - 9 Plank - Harrogate Gas 14

4F-090-103 - 9 Plank - Harrogate Gas 14 Weathered

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YORK: **Monk Bar Model Shop** tel: 01904 659423



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31-650K Class 47
Original Price: £101.60 Internet Auction Price: £145.95



31-460K C Class
Original Price: £84.35 Internet Auction Price: £136.00



31-378K Class 416
Original Price: £110.90 Internet Auction Price: £160.00

