

**FIRST
REVIEWS**

**'N' GAUGE SR 'MOGUL'
'O' SCALE AC CARS RAILBUS**



HORNBY

Issue 97 **July 2015** USA \$12.99 · CAD \$12.99 · AUS \$11.95 · **UK £4.20** **magazine**

SOUTHERN SUBURBAN

Reliving the 1960s on Britain's busiest main lines

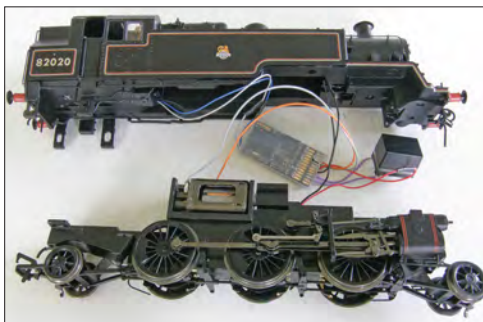
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RAILWAY TOUR!**
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DIGITAL CONTROL

SMALL SPACE, BIG SOUND

How to fit DCC sound and 'stay alive' in a BR '3MT'



WEATHERING

GATESHEAD 'PEAK' PROJECT

Recreate a heavily workstained Type 4 from the '60s



HOW TO BUILD

LIFT OUT BOARDS MADE EASY

We show you how in our simple step by step guide



PLUS

REVEALED: S7 UNDERGROUND STOCK FOR '00'
HORNBY PLANS NEW COLLETT CARRIAGES FOR 2016

KEY



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07 >

GIVE THE GIFT OF HORNBY THIS FATHER'S DAY



R1155 VIRGIN TRAINS PENDOLINO

This exciting and dynamic train set features the 4 car Virgin Trains Pendolino, which carries the latest livery incorporating the Alstom branding as well as the instantly recognisable logo of Virgin.

This superb Hornby train, which is DCC Ready, easily negotiates the oval of track included in the set and ably shows off its accurate tilting mechanism, especially when travelling at speed. Each drive unit has lights that illuminate in the direction of travel.



R6714*

FATHER'S DAY WAGON

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*Website and Concessions exclusive



R1176 EUROSTAR E300 TRAIN SET

A Eurostar cutting through the Kent countryside heading for the Continent at 300kph is a wonderful sight to behold yet for those on board the feeling of such speed is minimal. This year sees the familiar grey livery give way to the fresh and striking colours of the new Eurostar e300 trains with their eye-catching blue / grey colour scheme and newly refurbished interiors.

The stunning Hornby train set features a Power driving unit, dummy driving unit and two passenger saloons. The model includes flush glazing, detailed roof panels and simulated pantographs. The track circuit sits easily on the 1600 x 1180 MidiMat and by adding Hornby Track and Building packs can soon be developed into a very effective model railway layout.

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WILTS & DORSET

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LEYLAND DMS

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27630
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HORNBY magazine

July 2015

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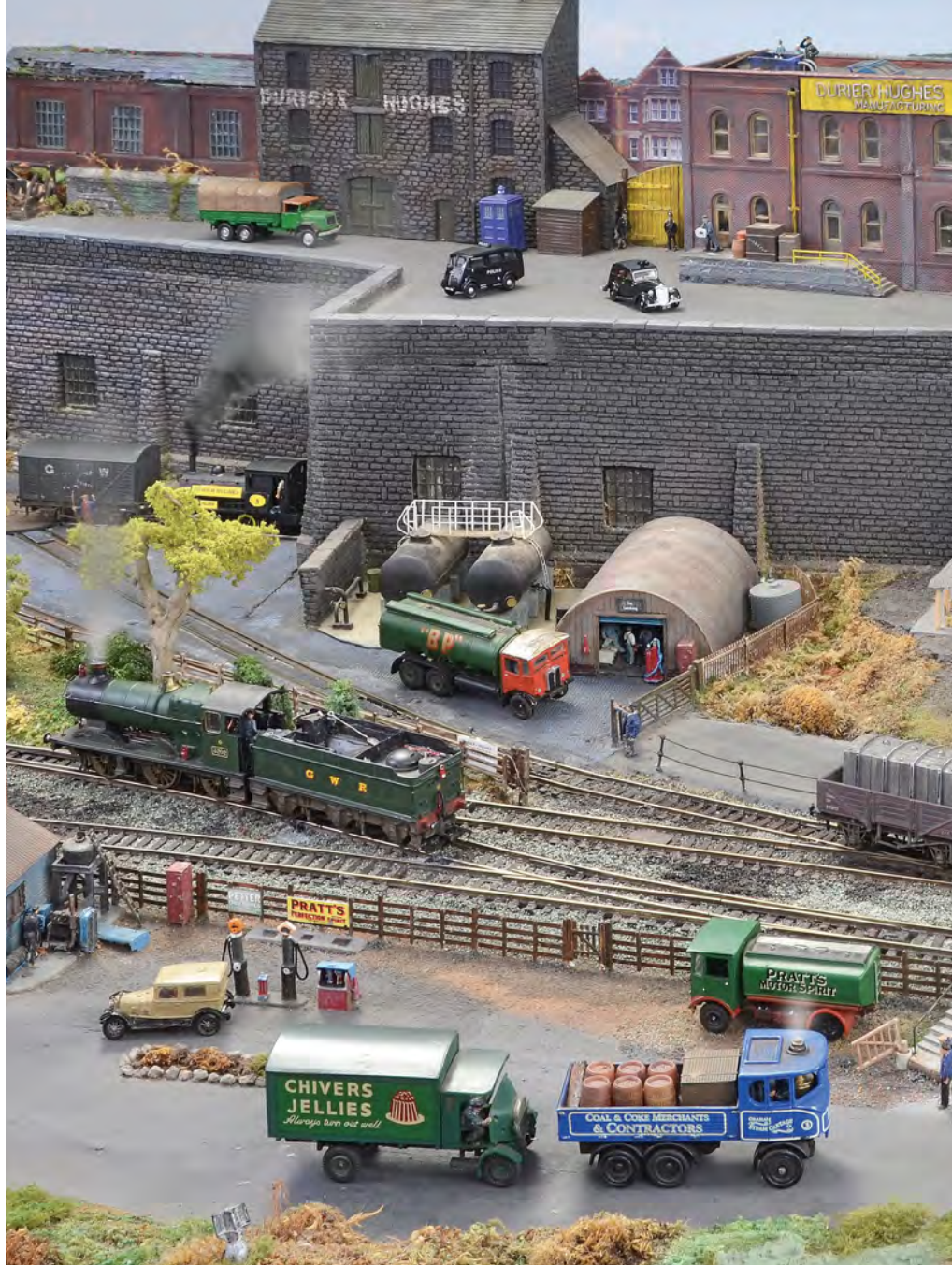
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WE SHOW YOU HOW!

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68 OTHER REVIEWS Bachmann debuts its Maunsell 'N' 2-6-0 for 'N' gauge while Heljan launch the 'O' gauge AC Cars railbus for 'O' gauge. Plus we've got all the latest products including Gaugemaster Decoder Doctor and more.

72 REALITY CHECK With the arrival of the new 'N' 2-6-0 for 'N' gauge from Bachmann, Evan Green-Hughes looks back at the history of these elegant and important mixed traffic locomotives.



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WELCOME

THE EDITOR'S PAGE



THEY SAY good things come to those who wait and for all those who have been waiting and wishing for ready-to-run models of the London Transport underground stock, the wait is over!

On May 30 London Transport Museum and Bachmann unveiled the first ever ready-to-run motorised British outline underground Electric Multiple Unit project with announcement of S7 and S8 sub-surface stock for 'OO' scale modellers. These new trains are the pride of the underground fleet and have an impressive sphere of operation as they work on the Metropolitan, Circle, District and Hammersmith and City lines.

A particularly pleasing point of this announcement is that we don't have long to wait. Traditionally a model announcement means 12 to 18 months before we see the products, but in the case of the S Stock we only have to wait three months until they arrive!

This is great news and shows a forward thinking approach from the museum which has driven this project in co-operation with Bachmann.

There is more good news as Bachmann has set out to develop a new mechanism for this model which employs a low profile drive system making it totally hidden from view. For the future of multiple unit modelling this is a great step forward which we would like to think will be taken on into future Bachmann produced units.

It is clear that the new S Stock has gone down well. The internet was buzzing with excitement on the weekend of the model's announcement and it just goes to show how producing something different can really capture the imagination and generate interest.

Of course, the S Stock isn't the only highlight of the month. Heljan confirmed details of its 'O' gauge 'Warship', Dapol scanned a Class 59 with Hanson Industries and Hornby marked its founder Frank Hornby's birthday with announcement of a brand new range of Collett 'bow-ended' carriages for 'OO' gauge - an excellent addition to the range of ready-to-run passenger stock.

New arrivals have been lead by 'N' gauge and 'O' gauge products during May with Bachmann delivering the first of its stunning Maunsell 'N' 2-6-0s for 'N' gauge and Heljan its 'O' gauge version of the AC Cars railbus.

The latter is particularly significant in being a self contained train. It is a perfect starting point for those who have been considering 'O' gauge in a limited space and could be the catalyst for a new range of minimum space models. We've already been thinking up ideas for what we could build and how we might do it. Who knows? We may well step into new waters in the future.

The pace of excitement and delivery knows no bounds in 2015 and what has already been an exciting first half of the year is set to be followed by an equally thrilling and enticing second half. We can't wait to see what it has in store.

Happy modelling.

Mike Wild

Mike Wild
Editor

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FIRST REVIEWS

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Bachmann's new Maunsell 'N' 2-6-0 for 'N' gauge and Heljan's 'O' gauge AC Cars railbus headline our busy reviews section.

WIN! 12

Enter our exclusive competition to win a place on a behind-the-scenes garden railway tour with Hornby Magazine.

DIGITAL CONTROL

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Small locomotives make rewarding challenges for digital sound installations. Paul Chetter tackles the delightful Bachmann '3MT' 2-6-2T and shows how a full custom sound decoder and sugar cube speaker can be installed.

FIRST REVIEWS 'N' GAUGE SR 'MOGUL' 'O' SCALE AC CARS RAILBUS

HORNBY magazine

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SOUTHERN SUBURBAN
Reliving the 1960s on Britain's busiest main lines

WIN! EXCLUSIVE BEHIND THE SCENES GARDEN RAILWAY TOUR! SEE INSIDE

DIGITAL CONTROL SMALL SPACE, BIG SOUND
How to fit DCC sound and lay alive in a BR '3MT'

RECONSTRUCTION GATESHEAD 'PEAK' PROJECT
Recreate a heavily workstained Type 4 from the '60s

MAINTENANCE LIFT OUT BOARDS MADE EASY
We show you how in our simple step by step guide

PLUS REVEALED: S7 UNDERGROUND STOCK FOR 'OO' HORNBY PLANS NEW COLLETT CARRIAGES FOR 2016

FEATURE LAYOUTS

Three stunning layouts feature this month: London Road by Alan Harrison set on BR's Eastern Region, a Great Western branch line by South West Herts MRC and a busy BR's Southern Region junction by the Hornby Magazine team.

HOW TO

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Model railway construction throws up many challenges including how to make removable baseboards to cross doorways. Nigel Burkin details his method in this detailed step by step guide.

WEATHERING

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Gateshead depot's 'Peaks' were known for their workstained external appearance. Tim Shackleton shows how to recreate this in model form using a Bachmann Class 46 as the basis.

LT Museum reveals S STOCK FOR '00'



Dapol scans Hanson Class 59



Dapol has carried out laser scanning of a Class 59 at Hanson Industries Tor Works. On July 9 1994 59005 passes Limpley Stoke with the 7.50am Merehead-Avonmouth stone in connection with construction of the second Severn crossing. John Chalcraft/www.railphotoprints.co.uk.

Dapol has carried out laser scanning of a Hanson Industries operated Class 59 at Tor Works near Shepton Mallet to allow design work for its long planned 'N' gauge model of the 3,300hp heavy freight locomotive to be started.

The scan was carried out with cooperation of Hanson Industries and Dapol has stated that it carried out a full photographic and measurement survey at the same time. The first full CAD/CAM files are expected to be generated within 10 weeks of the survey.

On release Dapol will be producing models of all three sub-classes covering the original Foster Yeoman Class 59s, the ARC Class 59/1s and the National Power Class 59/2s. The model will feature a 6-pin DCC decoder socket and directional lighting.

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

THE LONDON TRANSPORT Museum (LTM) has broken new ground with the unveiling of its first exclusive 'OO' gauge commission - a ready-to-run motorised model of London Underground's new S Stock units produced by Bachmann.

Built by Bombardier Transportation in Derby, the S Stock has gradually replaced older London Underground units on the Circle, District, Hammersmith and City and Metropolitan lines. These new units feature air conditioning, low floors and come in two types: S7 seven-car units for Circle, District and Hammersmith and City lines and S8 eight-car units for use on the Metropolitan line.

Manufactured exclusively for the LTM by Bachmann, the model is based on a Metropolitan Line unit featuring Aldgate destinations at each end, S8-style interiors and will be the first high fidelity ready-to-run tube train produced for 'OO' gauge. The LTM has had limited edition models previously from Bachmann, but this is its first exclusive commission.

These new units will be decorated in London Underground's latest white, red and blue livery and the specification calls for directional head and tail lights, illuminated destination panels at each end, interior seating and one 21-pin DCC decoder socket to control the whole unit with digital control.

Couplings between vehicles will be power couplings similar to those used on Bachmann's 'OO' gauge model of the Blue Pullman. Each motorised driving car features a low-profile motor at the corridor end of the vehicles located beneath the seating unit.

The new S Stock will be available as a set of four vehicles (Cat No. 35-990), comprising two motorised driving cars 21088 and 21087 together with two trailer vehicles 22088 and 24087. Four additional trailer cars will also be available separately to enable a full S7 or S8 train to be modelled including 23088 (35-995), 23087 (35-995A), 24088 (35-996) and 22087 (35-997).

Priced at £280 for the four car set and £39.99 for each additional individual car, delivery is anticipated for September 2015, with pre-orders being invited now.

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

Bachmann prepares for 'OO' PLV/PMV delivery

Bachmann has received the first decorated samples of its new 'OO' gauge Southern Railway (SR) Passenger Luggage Van (PLV), Passenger Parcels and Miscellaneous Van (PMV) and Covered Carriage Trucks (CCT) for evaluation.

Four models are planned initially as PLV 2186 in SR green (Cat No. 39-525), PMV S1068S in BR crimson (39-526), PMV S1101S in BR green (39-527) and PMV/CCT S1733 in BR blue.

These newly-tooled models will feature



detail including wire grabrails, separate torpedos together with a choice of even or 2+2 planking styles, according to prototype.

Prices are set at £28.95 each, with delivery anticipated for August or September this year.

● For details visit www.bachmann.co.uk

Minerva's Peckett reaches next production stage

New manufacturer Minerva Model Railways has received the first engineering prototype sample of its forthcoming 'O' gauge Peckett 'E' 0-4-0ST for evaluation.

The prototypes were prevalent within industry, while several also passed to the Great Western Railway (GWR) and British

Railways (BR). The tank engine's specification includes an injection moulded body, die-cast metal chassis, rear axle drive with flywheel, sprung buffers and the tooling will also cater for alternative safety valve variations. A brass etched fret will also include worksplates, lamp irons and running numbers.

Available in lined medium green, unlined GWR green and unlined black, prices are set at £255 with a discount available for pre-orders.

A number of corrections are required before production commences, with delivery anticipated for late 2015.

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



Dapol expands signals with SR DESIGNS

Dapol's range of 'OO' gauge motorised semaphore signals is set to expand this year with the addition of four new Southern Railway (SR) single post types covering both lattice and rail built designs.

Issuing CAD/CAM artwork of progress so far, Dapol says

the signals have now moved to the tooling stage. As with previous releases, each will feature working LEDs, coloured signal arm lenses and worm-driven motors.

Expected later this year, the four new additions include SR lattice post home (Cat

No. 4L-003-001), SR lattice post distant (4L-003-002), SR rail post home (4L-003-003) and SR rail post distant (4L-003-004) signals.

Prices have yet to be confirmed.

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



'O' GAUGE 'WARSHIP' PLANS CONFIRMED

PLANS for Heljan's third 'O' gauge diesel hydraulic have been confirmed with identities for five standard models and six limited editions being announced at the end of May.

The 'Warship' - which follows in the footsteps of the 'Hymek' and 'Western' - could be available as early as spring 2016 with Heljan's main

models being D827 *Kelly* in BR green with small yellow warning panels (Cat No. 4201), D869 *Zest* in BR maroon with small yellow warning panels (4202), D815 *Druid* in BR maroon with full yellow ends (4203), D866 *Zebra* in BR blue with full yellow ends and twin double arrows (4204) and D829 *Magpie* in BR blue with full yellow ends and single double arrows (4205).

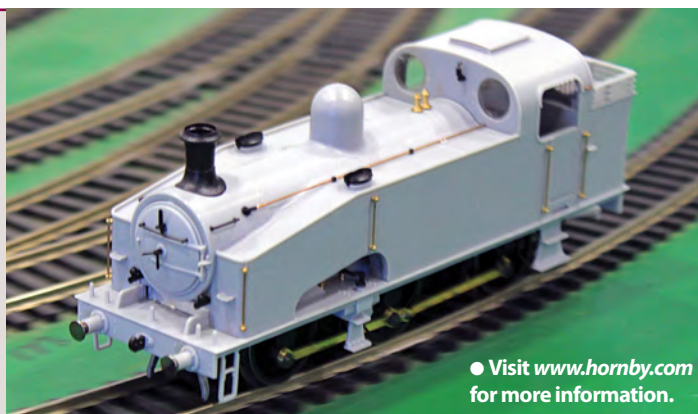
In addition 'O' gauge specialist Tower Models has committed to six limited editions stretching to 50 pieces each. These will all be un-named and un-numbered and offered in plain BR green (4200), BR green with small yellow warning panels (4211), BR maroon with small yellow warning panels (4212), BR maroon with full yellow ends (4213), BR blue with yellow ends and



Hornby 'J50' BREAKS COVER

The first running sample of Hornby's new 'OO' gauge model of the Gresley J50 0-6-0T was revealed during May offering a first glimpse of the London North Eastern Railway (LNER) tank engine.

The 'J50', announced in the 2015 catalogue, is expected to be available in December this year with versions in LNER black, BR black with early crests and BR black with late crests. The price per model is £79.99 and it will feature an 8-pin DCC decoder socket and five pole motor.



● Visit www.hornby.com for more information.

HELJAN '05' DUE JULY!



The first batch of Hunslet Class 05 shunters from Heljan are due to arrive in July, bringing release of this new 'OO' gauge model forward from its original planned fourth quarter arrival date.

The model will feature a 6-pin DCC decoder socket and eight versions are on the cards covering BR green, BR blue, departmental and industrial liveries. The price is set at £129.95.

Also approaching release is Heljan's new 'OO' model of the Park Royal railbus which is expected to reach retailers during June.

● Visit www.heljan.dk for more information

Heljan and Tower Models have confirmed plans for the 'O' gauge ready-to-run 'Warship'. On July 5 1969 'Warships' D867 Zenith and 869 Zest arrive at Exeter St Davids from Southern Region metals with the diverted 10.30am London Paddington-Penzance 'Cornish Riviera Express'.

John Chalcraft/www.railphotoprints.co.uk.

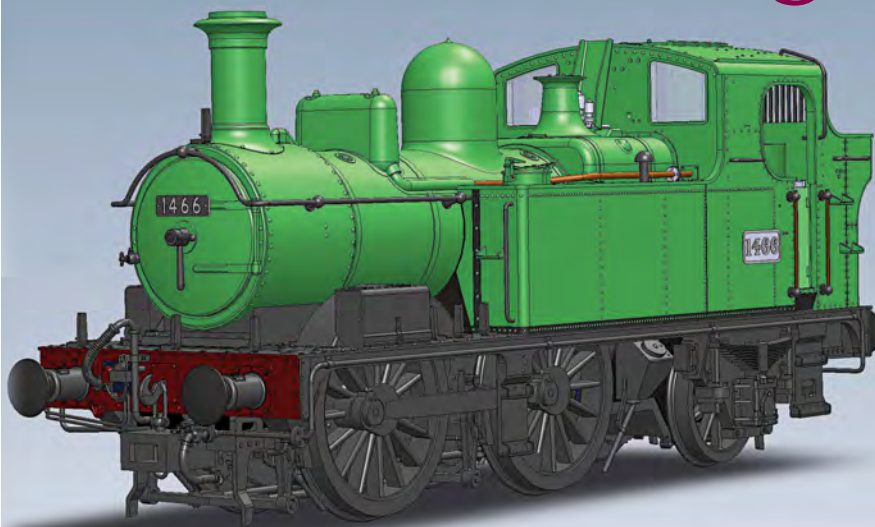
twin double arrows (4214) and BR blue with yellow ends and single double arrows (4215).

The price per locomotive is £699 and the specification follows that of previous Heljan 'O' diesels with twin motor bogies, directional lights, working fans and detailed cab interiors.

● Visit www.heljan.dk or www.tower-models.com for more information.



Hatton's '14XX' reaches CAD stage



Hatton's of Liverpool's exclusive 'OO' gauge model of the Great Western Railway (GWR) '14XX' 0-4-2T (HM91) is currently at the CAD/CAM stage of production with the latest artwork being revealed in May.

Designed for mixed traffic use, these locomotives were primarily used on branch lines and local services across the GWR and latterly the Western Region of British Railways.

Commissioned from DJ Models, the '14XX' will feature all-wheel pick up, five-pole motor, blackened handrails, detailed cab interior, glazing, etched brass cabside numberplates

and a 6-pin DCC decoder socket. Detail differences between class members will also be catered for to allow inclusion of whistle guards, top feeds, auto gear and Automatic Train Control boxes where applicable.

Some minor alterations are still required before the model moves to the tooling stage and on release 16 versions will be available in GWR green, wartime GWR black, BR lined black, BR plain black, BR lined green and BR plain green liveries.

Priced at £99.99 each for DCC ready versions, delivery is anticipated in late 2015.

● Visit www.ehattons.com for more details.

DREMEL IMPROVES CORDLESS MULTI-TOOL

Dremel has enhanced its 8200 cordless multi-tool with a more powerful battery and motor combination to increase its runtime between charges. The new version in the 8200-20 kit comes with two batteries, a 30 minute charger and 20 accessories. The tool features variable speed control of the motor, an LED battery gauge and twist lock for exchange of tools. The price for the pack is £145.

● Visit www.dremel.co.uk for more information and to take advantage of the site's new wish list feature.



THE

GREAT ELECTRIC
TRAIN SHOW
OCTOBER 10/11 2015



joins the

Hornby Hobbies is the latest addition to the line-up for the 2015 Great Electric Train Show at the Heritage Motor Centre, Warwickshire on October 10/11.

The manufacturer will have a dedicated stand at the show which will include a demonstration

layout showcasing the company's latest model releases, product and development samples to inspect together with chances to win competition prizes.

15 layouts have already been confirmed for the event including Leicester South GC

(HM79), Oakenshaw (HM89), Ackthorpe (HM39) and Widnes Vine Yard (HM35).

Advance tickets for the Great Electric Train Show are on sale now and as well as saving money against on-the-day admission prices, pre-booked ticket holders will now

gain entry to the event 30 minutes before the normal opening time.

● Visit www.greatictrainshow.com for the latest information, show news, layout galleries, discounted tickets, videos and show opening times.

Hornby announces... COLLETT COACHES

HORNBY is developing a new range of 'OO' gauge ready-to-run Great Western Railway (GWR) Collett 57ft 'bow-ended' corridor coaches for release in 2016.

Introduced in 1925, these Collett-designed coaches remained in service until the early 1960s. The intention of the 'bow-ended' design was to reduce the length of the corridor connection between vehicles.

Five different models will be available including two GWR diagram D95 Corridor Composites in left-hand corridor and right-hand corridor configuration, two GWR diagram E127 four-compartment Corridor Brake Third coaches also in left hand corridor and right hand corridor configuration together with a single GWR diagram C54 Corridor Third.

Already at an advanced stage, 3D rapid prototype samples of each vehicle have been assembled to check that overall shape and operation are as expected.

On release in early 2016 the new carriages will be available in GWR chocolate and cream and BR crimson and cream liveries with five vehicles in each scheme. Prices are set at £39.99 per coach.

● Visit www.hornby.com for more information.



With a pair of Collett 'bow-ended' carriages behind the locomotive, 'Hall' 4-6-0 5911 Preston Hall climbs from Patchway Tunnel in September 1961.
www.railphotoprints.co.uk



1. The compartment side of the diagram D95 Collett 'bow-ended' Corridor Composite. This is a rapid prototype of the model.

2. The 'bow-ended' diagram E127 four-compartment Corridor Brake Third first prototype model

3. Rapid prototype of the Collett 'bow-ended' Corridor Composite corridor side.

WIN!

A garden railway
behind the
scenes tour!



Hornby Magazine prepares FINAL CALL FOR GCR MODEL EVENT



John Witts' Warton Road is one of more than 60 layouts booked to attend the Great Central Railway Model Event on June 19-21. Trevor Jones/Hornby Magazine.

Final preparations are underway for the Great Central Railway's (GCR) three-day Model Event supported by *Hornby Magazine* on June 19-21 2015 which will host the only exhibition outing of 2015 for the magazine's Twelve Trees Junction layout (see pages 106-113).

Featuring more than 60 model railway layouts and demonstrations, 40-plus traders and many other attractions, the show returns for its second year with events hosted at each station along the line between Loughborough and Leicester North.

Quorn will host the main model railway exhibition while Loughborough will feature a selection of 'OO' and 16mm layouts together with trade stands specialising in second-hand and railwayana items and Rothley will host a selection of model engineering displays and garden railways including John Witts' 94ft long Gauge 3 layout Warton Road (HM79).

Tickets are £15 and include unlimited travel all day with trains operating every 45 minutes on the Friday and a more intensive service on the Saturday and Sunday including a Diesel Multiple Unit shuttle between Loughborough and Quorn. Two guest locomotives will also be in operation over the weekend including LMS Ivatt '4MT' 2-6-0 43106 and BR '9F' 2-10-0 92212, which will be working alongside the GCR's '9F' 2-10-0 92214 – the latter operating as 92220 *Evening Star*.

The event opens at 10am each day.

● Visit www.gcrailway.co.uk/modelevent for full layout listings, timetable and ticket information.

Farish Hawksworth coaches near production



The long-awaited 'N' gauge Great Western Railway (GWR) 64ft Hawksworth coaches from Bachmann are edging closer with decorated samples of the models arriving with the company for approval.

Four coach types are planned covering the Corridor Brake Third,

Corridor Third, Corridor Composite and Full Brake. Models will be released in a choice of GWR and BR liveries.

Priced at £29.95 each, the first models in BR crimson and cream are expected to be released in July or August this year.

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

NETWORK SOUTHEAST FOR 'N' GAUGE MK 2S

Bachmann has revealed the first decorated samples of the BR Mk 2a in Network SouthEast livery which will be applied to its Brake Second Open (BSO) and Tourist

Second Open (TSO). Prices are set at £28.95 each with delivery expected during August or September this year.

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



Hornby Magazine and Trevor Jones are offering an exclusive competition to go behind the scenes at the Great Waking, Flackwell Heath and Whitefield Railway and to meet the *Hornby Magazine* team too. For one day only the doors will be opened to this impressive private 'OO' gauge garden layout – see feature on pages 90-95 – offering a unique opportunity to see it in action. 20 places will be available in the competition split into two groups of 10 with the event taking place on Sunday August 2 in Buckinghamshire. The morning session will take place between 11am and 3pm and the afternoon session between 4pm and 8pm. To enter the competition and be in with a chance of winning a place on this exclusive behind the scenes tour all you have to do is answer the following simple question. The closing date for entries is July 8.

Question: What gauge track does the Great Waking, Flackwell Heath and Whitefield Railway run on?

- 'N'
- 'OO'
- 'O'

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 Garden Tour 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 Garden Tour competition' in the subject field.

RULES: Strictly no multiple entries. The winners will be the first 20 correct answers drawn at random immediately after the closing date. Places will be allocated in order of the draw for the morning or afternoon session – each place is for one person only. 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 winners will be notified by post, and will be published in HM99. The closing date for entries is July 8 2015 and winners will be notified by July 15 2015 – usually within a week. No purchase necessary.

● 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. Your details will NOT be passed on to third parties.

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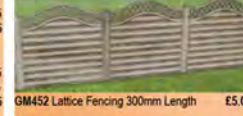
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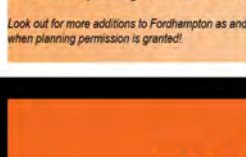
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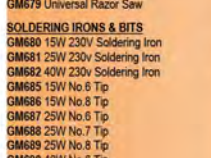
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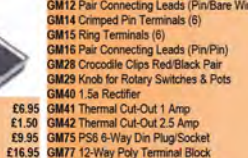
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London road

Retirement allowed **ALAN HARRISON** – by now resident in Australia – to recapture boyhood memories of steam in the 1950s in this impressive and large ‘OO’ gauge layout.

PHOTOGRAPHY, ANDREW EMMETT.

IT ALL STARTED IN 1953 when I was 10 years old. My parents moved to a house close to the main line from Manchester to Leeds and it wasn't long before I was enjoying the sight of ‘Royal Scots’, ‘Patriots’ and ‘Jubilees’. As my interest grew my first Ian Allan ABC was purchased followed by membership to the Ian Allan Locospotter's Club. I still have the enamel badge and my Combined Volume from winter 1956/1957.

My spotting days were mainly spent around the London Midland Region covering Manchester, Crewe, Preston and Carlisle, then over the Pennines to the North Eastern Region to places including Leeds, York, Newcastle and Doncaster. On summer Saturdays trips to Shrewsbury for the delights of the Western Region were an added bonus too while a day spent on Oxford station gave me a glimpse of the Southern Region.

My first trainset was a basic Hornby clockwork one, eventually followed by a Triang Goods set containing the trusty ‘Jinty’ 47606 and three wagons. All this came to an end in 1961 when I could see the end of steam as I knew it and other interests took over. Guitars, girls, football, cricket and a full time job, as for so many others, kept me busy for the next few years, but the seeds had been sown and my passion for steam just lay dormant.



**Gresley ‘A3’ 60074 Harvester
thunders through London Road
with the ‘Queen of Scots’ Pullman.**



STATISTICS

Owner:	Alan Harrison
Scale:	'OO'
Length:	40ft
Width:	10ft
Track:	Peco code 75
Control:	Analogue
Period:	BR Eastern Region, 1950s



'A2/2' 60506 Wolf of Badenoch simmers in the depot yard under the ash plant.



Fast forward to 1996. I had left England in 1968 and travelled overland to Australia. I was now living in Adelaide, South Australia, and had just finished building my railway room which measured 40ft x 13ft. With early retirement approaching, it was time to make a 35-year-old dream a reality. Fortunately, I had joined the British Railway Modellers of Australia (BRMA), the support being crucial to building the layout. I had built the baseboards myself, 3ft wide, all around the room. Now I was faced with this large expanse of bare boards and thinking this must have been how Michelangelo felt when he looked up at the ceiling in the Sistine Chapel: "Blimey, where do I start?" This was my first attempt, hence the trepidation, but once Peter Crawshaw offered to wire the whole thing, I was off and running, well, more like crawling really, but the journey had started.

The first layout existed for 13 years and proved to be a great learning experience for me but it had some drawbacks. My baseboards were not quite good enough, the duck-under had become a nuisance and there were other minor things that were becoming increasingly frustrating. I was now seriously considering a rebuild which would have been impossible without Peter agreeing to the re-wire, which he did, thank goodness. So the dismantling began. What follows is a description of the rebuild.

A NEW PLAN

After briefly contemplating jacking the layout up a further 1ft which would bring the layout up to 5ft high, making the ducking under slightly easier, my partner Elizabeth suggested putting it down the middle of the room in a dog-bone shape. This would allow me to maintain the hidden sidings along the back wall and eliminate the duck-under. The idea of taking the return curves to the hidden sidings outside the room at each end was a tempting option. This would effectively add 10ft to the layout allowing the full 40ft to be on view without any obvious tight curves. It was too good an idea not to use.

Malcolm Rogers, our master carpenter, offered to build the baseboards and in no time at all they were on the way. Using his usual L-girder bracing and a lot of 16mm chipboard I was soon gazing at a large expanse of bare baseboards again, only »



London Road's station uses an American Walthers kit as its basis, but reflects the outside appearance of Nottingham Victoria.



Right: A Gresley 'J50' 0-6-0T pauses between shunting duties in the extensive goods yard. Kadee couplings and magnets offer hands free shunting in this area.



Below: With a heavy coal train behind, Raven 'Q6' 0-8-0 63348 passes the goods yard on the approach to London Road.

this time I was excited at the prospect.

I chose to stay with the scenario of a fictional location. Having collected a large amount of stock over the years, I was able to run each of the four regions of BR, changing the stock to coincide with a BRMA meeting at my railway. I now run three regions having recently disposed of the Southern Region stock once I had decided it was time to downsize. I kept the four-track main lines and most of the features from the previous layout. The main change was to place the station in the middle with the engine shed on the right and goods depot on the left. I looked at many layout plans and prototype station plans picking out features which suited my overall idea to keep it as simple as possible yet appear realistic.

Peco code 75 track was used, points being large radius live frog versions apart from a couple of three-way points in the goods yard and medium points in the gasworks. The bare baseboards were covered in 3mm cork sheet which was then painted dark brown. The main lines were the first to be marked out and, in sharp contrast to the previous layout, they were to be formed of sweeping curves with as little straight track as possible. Having to incorporate two station throats meant the sweeping curves were compromised a little but the final appearance is much more pleasing than the dead straight main line I had previously.

Using Peco track has its drawbacks – such as sleeper spacing - but that is something I can happily live with as most of us do. Careful laying, ballasting and weathering produces a reliable and reasonably realistic permanent way that goes a long way to producing the faultless running qualities we seek. The track was laid and glued with PVA directly on to the cork, weighted and left to dry.

Once the main lines had been laid and Peter had done his magic under the baseboards, it was time for the inaugural train to be run. 'Jubilee' 45567 *South Australia* was given the honour and off she >>





went, disappearing through the hole in the wall and eventually reappearing through the opposite hole in the wall after what seemed like an age. Success! Now it was time to lay the rest of the track in the engine shed, goods yard and everywhere else.

Once all track was laid, wired and thoroughly tested it was time for ballasting. The running lines were ballasted with Woodland Scenics fine grade, mixing grey and brown. I used the time honoured method of laying the ballast dry, spraying with water containing a small amount of washing-up liquid, then dropping in diluted

PVA. For the goods yard I experimented with very fine sand mixed with wallpaper paste. This was laid on dry then sprayed with the water mix and left to dry thus eliminating the time-consuming glue dropper. It worked well and saved a lot of time. The sides of the track were painted with Precision Paints track colour and then given a wash of dirty brown acrylic paint to weather everything down.

CONTROL

Control is analogue via three separate panels. The main panel controls all the four


running lines and the hidden sidings. The goods depot and engine shed have their own panels. Peco point motors are used on all the points and have given great service over the years. The points in the hidden sidings are almost 20 years old and still going strong. Gaugemaster controllers are used on all the panels and have proved to be very reliable.

The 16 road hidden sidings retained from the original layout provide storage for 36 trains, 12 roads holding two trains and four roads holding three trains. These are protected by hinged dust covers so are well and truly hidden from the operator. Train >>



The motive power depot is a busy location servicing and maintaining locomotives. A Robinson 'O4' 2-8-0 stands in the company of a Thompson 'O1' 2-8-0, Gresley 'A3' 4-6-2, a pair of 'K3' 2-6-0s and more.



 The highest
numbered
BR 'WD' 2-8-0
90732 *Vulcan*
leads a rail train
through the bridge
on the approach to
London Road.



detection is by means of Schmidt triggers and bright LEDs so that when the beam is broken a corresponding LED is illuminated on the main panel and the train can be isolated. Independent move-up controllers allow for trains to be moved forward to the vacant section. All this of course means operators really have to concentrate but thanks to our wiring maestro, Peter Crawshaw, it all works perfectly.

THE SCENERY

The buildings are a mix of scratchbuilt and plastic kits. Many of the low relief buildings are Walthers Cornerstone and Kibri kits. The Heljan brewery looks fine, whilst the DPM modules are very versatile. All these kits are 3.5mm:1ft ('HO') scale but work quite well in 4mm:1ft. I have also been tempted by some of the resin cast offerings of Bachmann and Hornby where they are suitable.

The centrepiece of the layout is the station, which needed an imposing building. My original scratchbuilt effort

for the first layout was unsuitable, but the Walthers kit based on Milwaukee Central appeared on the market and I convinced myself that it would not look out of place. It has a similar look to Nottingham Victoria and comes with an overall roof, which again looked British enough. Some careful modification produced a better proportioned building, whilst the overall roof was extended to a length of 5ft with additional kits. With the platforms being 11ft long, a quite impressive station is the result. The platforms were made from 3mm MDF which is very easy to work with. The middle sections were covered with SE Finecast embossed paving, while the ends were then painted with gloss black enamel liberally sprinkled with talcum powder. When dry and vacuumed the result gives a very good impression of worn tarmac.

The next major project was to produce a suitably large goods warehouse. Various kits were considered, but nothing was totally suitable, so scratchbuilding it had to be. After much research I decided that a

scaled down version of the Great Northern Railway warehouse alongside what used to be Manchester Central station, would fit the bill. I used 3mm MDF for the shell of the building clad with SE Finecast embossed brickwork. The 102 etched brass windows are from the Bill Bedford range. The result is a quite impressive model measuring 32in x 16in, about half the scale size of the real building.

The engine shed plan is a mirror image of Stafford, slightly modified to fit the available space. The scratchbuilt six-road shed and the excellent Fleischmann turntable were retained from the first layout but I decided to replace the scratchbuilt coal and ash plants with the wonderful Bachmann Scenecraft models.

All the signals are made up from MSE parts with the four gantries being the Alan Gibson Pratt Truss gantry kits. All are non-operating I'm afraid and will stay that way as making them work is beyond my capabilities. A compromise I can happily live with.





Peppercorn
'A2' 60533
Happy Knight departs
as 'A5' 4-6-2T 69801
shunts vans.



Thompson
'A2' 4-6-2
60505 Thane of Fife –
rebuilt from Gresley
'P2' 2-8-2 2005 in
1943 – leads an express
through London Road.
In the bay platform a
Robinson 'C12' 4-4-2T
awaits departure time.



ROLLING STOCK

Wanting to create main line action - no bucolic branch lines for me! - I have amassed a large collection of kit-built and ready-to-run models. For example, when the North Eastern region is on the layout, six 'A4s', nine 'A3s', six 'A1s' and seven 'A2s' are available for the express passenger trains. All have been renamed to represent locomotives I saw regularly at York or Doncaster.

The same goes for the mixed traffic and goods locomotives, and to those from the other regions. The mixed traffic and goods fleet encompasses everything you could expect on the Eastern Region from 'B1' 4-6-0s, 'V2' 2-6-2s and 'L1' 2-6-4Ts to 'K3' 2-6-0s, 'O1', 'O4' and 'WD' 2-8-0s and more. I must say that the remarkable improvement in off the shelf models has led to the retirement of many of my kit-built locomotives and coaches, the quality is that good.

Bachmann and Hornby have really excelled with the Mk 1s, Pullmans, Hawksworths, Maunsells and other coaches and a substantial number of carriages is required to run the layout covering a variety of stock. Prime amongst those for the layout in Eastern Region mode are BR Mk 1s, Pullmans and Gresley teak corridor stock which are supplemented by kit built items including Gresley non-corridor stock and more.

When it comes to couplings, over the years I have adopted a 'horses for courses' approach. Originally all my stock was >>



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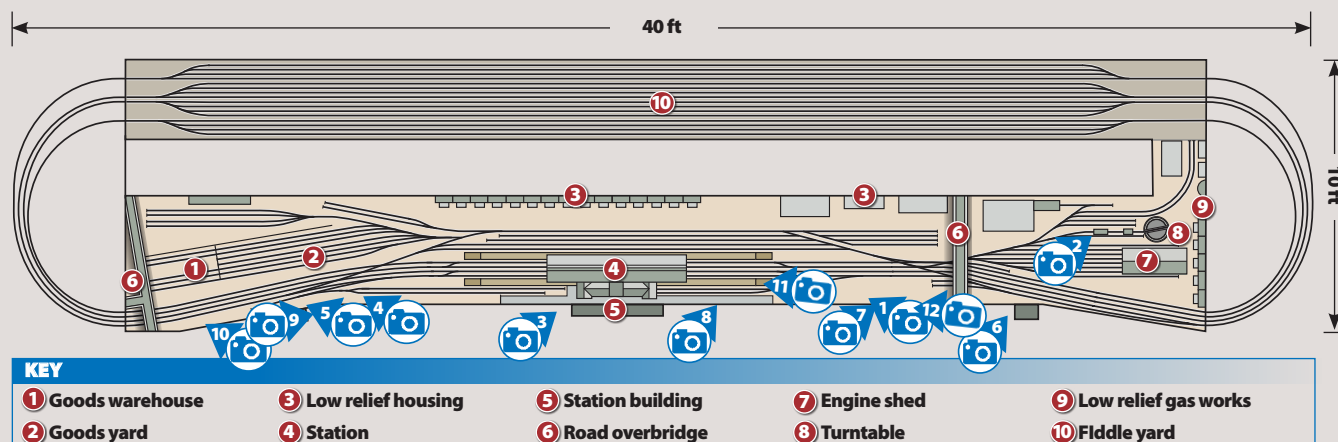
Above: Gresley 'V2' 2-6-2 60895 rounds the curve past the goods yard with a cattle train.



Below: Peppercorn 'A2/3' 60511 Airborne heads through the station on the fast line. The trainshed was built from Walthers kits and extended to 5ft.



LONDON ROAD TRACK DIAGRAM (NOT TO SCALE)



the dreaded tension lock, using many of the Seep uncoupling ramps. Whilst they have not been eliminated altogether, other coupling methods have been employed. I settled on three-link couplings for my unfitted mineral trains as these run as block trains. For the passenger trains I found the Roco close coupler and later Hornby version the way to go within the rakes. I use whichever version gives the closest coupling. This varies between different coaching stock so it is a matter of experimentation. These couplers reduce the amount of bounce between coaches and produce a much more realistic appearance to the train when on the move.

I had long admired the way Kadec couplers added to the fun of shunting and when Bachmann put its NEM coupling pockets at the correct height I decided to install them on the stock that was to be shunted in the goods yard and in to the gasworks. So it was out with the ramps and in with the magnets and what a difference it makes. I now spend a lot more time shunting than I ever did before.

OPERATION

The layout is operated on a sequence basis at present with each train making only one appearance. With 36 trains held in

the storage loops, there is plenty of variety on offer. Having three separate control panels, there is ample scope to keep four operators busy - two on the main panel, one on the goods yard panel and one on the engine shed/gasworks panel. All I need to do is draw up a timetable. Most of the time I operate on my own and I shrink myself down to 4mm scale and I am back to those wonderful trainspotting days in that golden era of BR in the 50s.

There is still much detailing work to be done, but progress is slow. I enjoy operating so much that sometimes modelling takes a back seat, but that is the way I do things and there is no rush to the finish line. This is my final layout, so I shall take my time and enjoy every minute of its development.

Each time I enter the railway room (which is every day!) I take a moment to gaze on my little piece of British Railways in miniature and reflect on how fortunate I am to be a member of BRMA. I know that I would never have had a layout of this scale and quality without the support and friendship of the group.

Finally, for anyone interested in seeing the layout in action, I have two short videos on Youtube. A search for 'London Road OO gauge model railway' will bring up both videos. [FEDM](#)



**A Robinson 'O4'
2-8-0 heads a
coke train through the
point work at the
station throat.**



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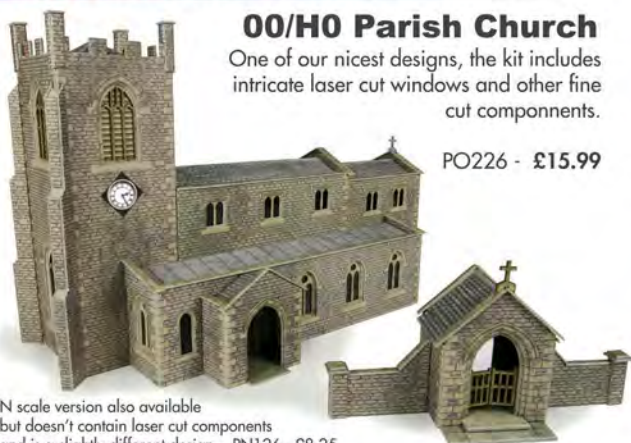


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RAILWAY

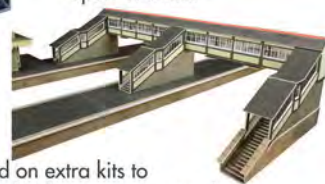
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'Peaks'

CLASS 46

GATESHEAD STYLE

TIM SHACKLETON reworks a Bachmann 'Peak' into early-sixties condition, topped with a spectacular coat of allover filth.



For much of the 1960s, a filthy 'Peak' hauling maroon Mk 1 coaches was the universal symbol of express passenger working in many parts of the country. A clean one was a rare sight, their heyday coinciding with official indifference to the external condition of these expensive new locomotives.

STEP BY STEP WEATHERING A GATESHEAD 'PEAK'

1 Although the model has been available since 2007, Bachmann have released comparatively few variations on the Class 46 theme. This is quite an interesting one, an allover green livery minus the grey stripe that all these locomotives carried from new. Immediately before the adoption of Corporate Blue livery in 1966, however, a few 'Peaks' that were due a repaint were outshopped in plain green.



2 The small triangular grille on the lower bodyside was a mid-1960s modification that took a while to become universal. It needs to be removed if you wish to represent an earlier period.



3 Shave off the grille detail using light passes with a chisel-shaped blade. You can't take it off comfortably in one hit so don't even try.



HAVEN'T done a really grubby locomotive for a while and anyone looking for a heavy-weathering project from the green-diesel era could have no finer subject than a Gateshead 'Peak'.

From their introduction in 1962, they dominated the Liverpool-Newcastle trains and, until they were supplanted by the Brush Type 4s, they were second only to the mighty 'Deltics' on the East Coast Main Line. In mechanical terms they were very well maintained – I have to say this because a good friend of mine was one of the fitters who worked on them – but their external appearance seemed to be irrelevant. Like the depot's 'A4' class 'Pacifics' and the later 'Deltics', the Gateshead 'Peaks' were as consistently grimy and neglected looking as any freight locomotive. You didn't need to search for the 52A shedplate to work out where they were from!

Why should this have been? A shortage of labour is the most obvious explanation, but then Heaton depot on the other side of the

river seemed to take a genuine pride in the cleanliness of its fleet. There is a story that when Gateshead did finally get a modern washing plant, engineers working beneath on building the Tyne & Wear Metro promptly sliced through the plumbing and they never bothered repairing it. It's certainly true that around the same time the shed labourers were told to move a great pile of cast iron brake blocks to a different area of the building. This never happened either and as the tunnellers bored their way beneath, the floor cracked. And then there was the load bank made from an old 'B1' tender and they had to stop load-testing the 'Deltics' on account of the noise – the stories may be apocryphal, but they're certainly good!

The later BR/Sulzer Type 4s (D138-D193) had Brush electrical equipment as opposed to the Crompton Parkinson gear fitted to D11-137 of what would later become Class 45, but there were external variations as well. Bachmann's Class 46 bodyside is exactly the same as the Class 45 so – given the subtle

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differences between the two types in terms of roof detail and the bodyside framing visible through the side grilles, one of them must be incorrect. Meanwhile, London Midland Region allocated Class 46s (D138-D165) had Stones steam-heating boilers while the Gateshead machines (D166-D193) had the Spanner Mk III pattern, creating further variation. I wanted to model D166 as running in the first part of the 1960s so, while accepting some of the compromises of the base model, I focused on altering the key visual differences between my prototype D166 and Bachmann's D163, which I chose as my starting point because it had the right kind of headcode panel (found only on D166-D173 of the Gateshead locomotives) and other details in common. **FROM**



4

When all traces of the grille have vanished, rub down the area using successively finer grades of abrasive.

These sanding sticks from Adam Wilder are very good – I used them to take off the printed nameplates too.

5

We have a few minor scratches but these will soon vanish. If you suffer any residual tool marks or cuts, you'll probably need to use a filler. Squadron green putty is my preference – it does the job and it sets quickly.

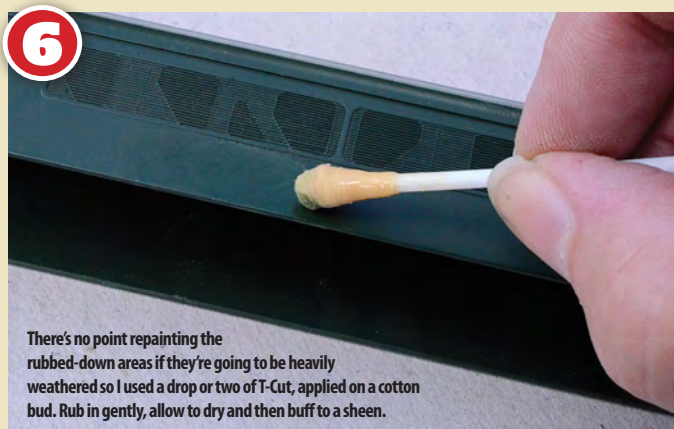
WHAT WE USED

PRODUCT	MANUFACTURER	CAT NO.
Engine oil	AK-Interactive	AK084
Matt Brown	Lifecolor	LC17
Matt Leather	Lifecolor	LC36
Dirty Grease Effect	Lifecolor	UA262
Hellgrau	Lifecolor	UA603
Frame Dirt	Lifecolor	UA719
Burned Black	Lifecolor	UA736
Gloss Black	Revell	No 7
Matt Black	Tamiya	XF1



STEP BY STEP WEATHERING A GATESHEAD 'PEAK'

6



There's no point repainting the rubbed-down areas if they're going to be heavily weathered so I used a drop or two of T-Cut, applied on a cotton bud. Rub in gently, allow to dry and then buff to a sheen.

7



Still not quite as I'd have hoped, so time for a bit more rubbing down with the Adam Wilder abrasive sticks and pads and then a lick of paint. I used LifeColor's version of BR green (UA 814), which is a close match.



8

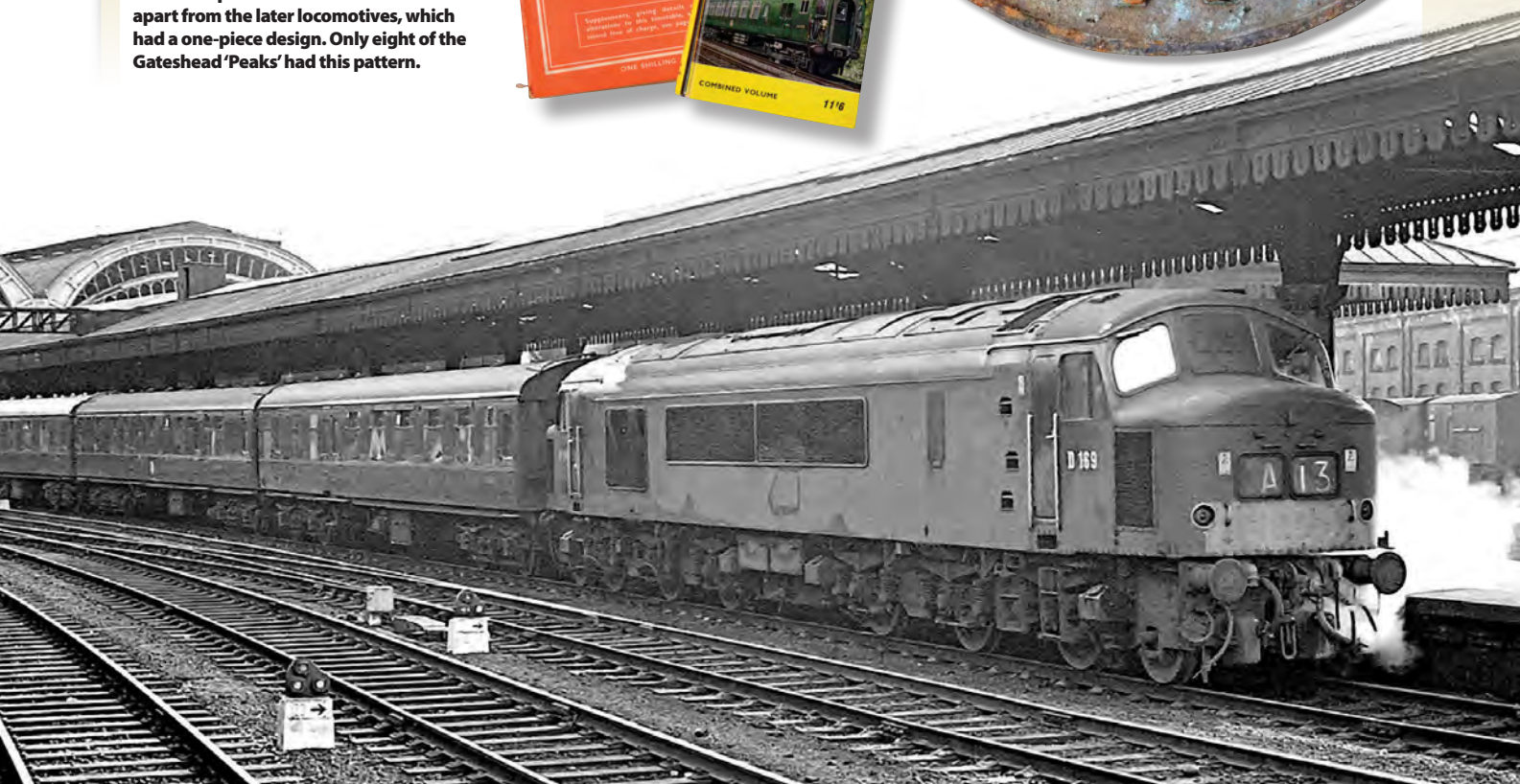
To restore the missing bodyside stripes I masked off the surrounding area with Tamiya tape and then sprayed pale grey paint using an Iwata Eclipse CS airbrush. LifeColor's UA603 has the right bluish tinge.

9



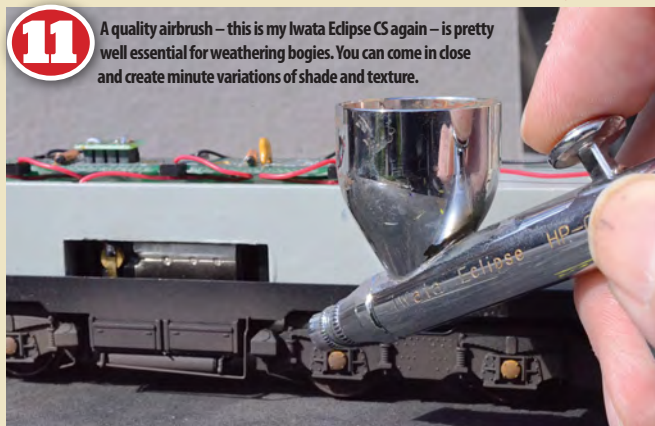
Removing and replacing four complete numbersets is a bit of a pain using transfers but with a couple of deft brushstrokes the character '3' can be transformed into a '6' completing the renumbering easily.

D169 in typical 'Gateshead' condition at York on April 8 1964 with a Newcastle-King's Cross express. They mostly worked the East Coast Main Line and on the difficult Trans-Pennine route over Standedge – I never saw one of these locomotives hauling freight. Headlamps are no longer carried and the blank panel where an extra grille would later be fitted is clearly visible. Note the divided headcode panel that set D138-D173 apart from the later locomotives, which had a one-piece design. Only eight of the Gateshead 'Peaks' had this pattern.

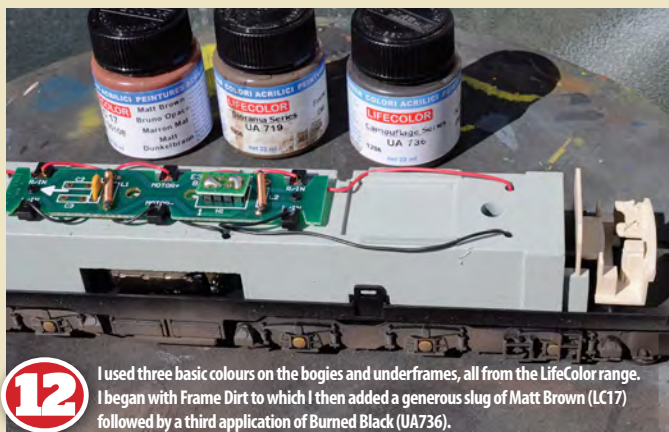




10 Weathering finally gets underway with the wheels, which I'm painting with LifeColor's ubiquitous Frame Dirt (UA719). Use an old paintbrush for this work – a good one will be ruined. Turn the powered wheels over with a 9v battery – the others can be spun by hand.



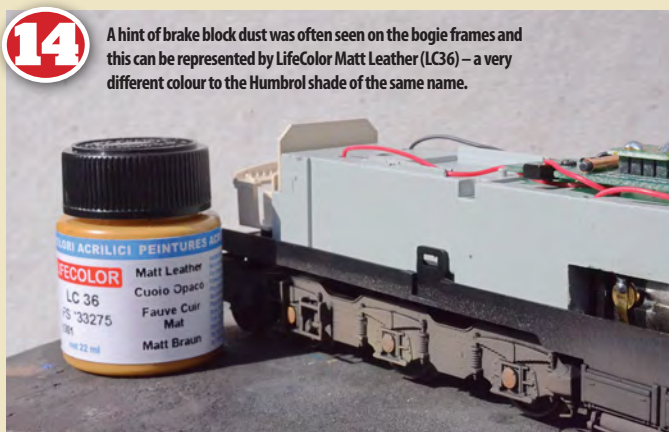
11 A quality airbrush – this is my Iwata Eclipse CS again – is pretty well essential for weathering bogies. You can come in close and create minute variations of shade and texture.



12 I used three basic colours on the bogies and underframes, all from the LifeColor range. I began with Frame Dirt to which I then added a generous slug of Matt Brown (LC17) followed by a third application of Burned Black (UA736).



13 Little or no red was ever visible on the front bogie frames of a 'Peak', so these come in for the treatment too, with an extra coat of Burned Black.



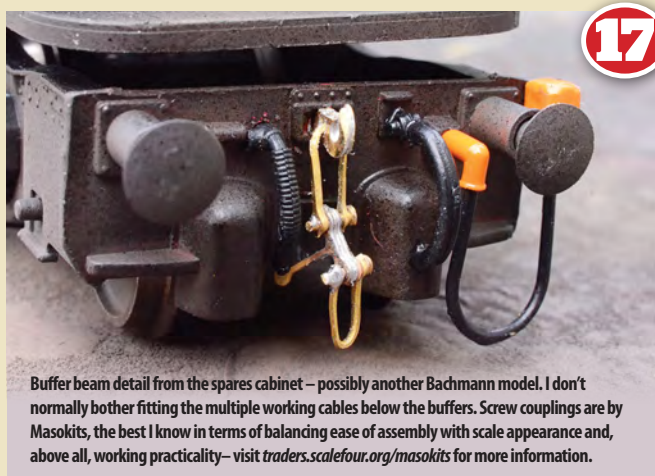
14 A hint of brake block dust was often seen on the bogie frames and this can be represented by LifeColor Matt Leather (LC36) – a very different colour to the Humbrol shade of the same name.



15 The bogies of these early diesels were fairly swimming in oil and spilled fuel, for which I use a mixture of AK-Interactive Engine Oil (AK084) and Revell Gloss Black (No 7). I sprayed these enamel colours immediately after the preceding acrylics had dried.



16 I tamed the degree of gloss with a light mist of Testor's Dullcote spray lacquer. Vacuum brake only locomotives don't have air tanks, hence the scars on the bottom of the battery boxes.



17 Buffer beam detail from the spares cabinet – possibly another Bachmann model. I don't normally bother fitting the multiple working cables below the buffers. Screw couplings are by Masokits, the best I know in terms of balancing ease of assembly with scale appearance and, above all, working practicality – visit traders.scalefour.org/masokits for more information.

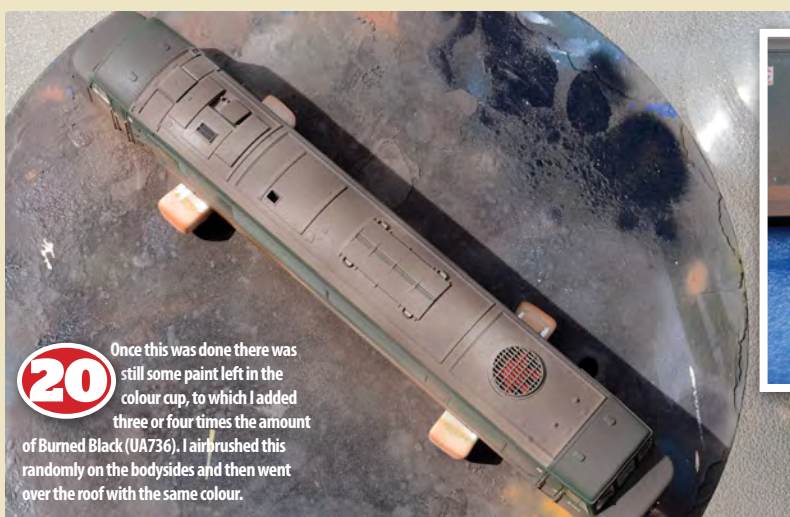
STEP BY STEP WEATHERING A GATESHEAD 'PEAK'



To paint the body separately you need to raise it up so you can spray along the lower edges. These fake porcelain chopstick holders cost very little and do the job very well. Look out for them in pound stores.



I began weathering the lower bodywork with a general dusting of Lifecolor Matt Brown (LC17) and Matt Leather (LC36) mixed 2:1. This replicates the generous coating of brake block dust found on all first generation diesels. It mingled with the film of oil that covered these locomotives and formed a near impenetrable bodyside coating.



Once this was done there was still some paint left in the colour cup, to which I added three or four times the amount of Burned Black (UA736). I airbrushed this randomly on the bodysides and then went over the roof with the same colour.



Models of 'Peaks' really come to life when you paint the bodyside grilles. For this I use Burned Black straight out of the jar, airbrushed on using a business card (one of my own!) to stop overspray spreading where you don't want it.



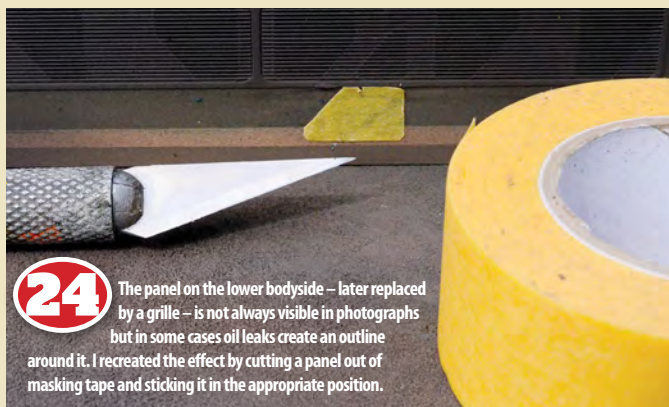
This project is all about building up random layers of dirt, exactly as you find on the prototype. I've added further wafts of Burned Black to the bodyside along with faint streaking copied from photographs – once again, spraying along the edge of a business card. It is (or should be) hard to tell where one shade or layer ends and another begins.



After further discoloration of the roof, the bodyside can be temporarily reunited with the chassis to see how we're getting on. There is still plenty of detail work to be done, but using a palette of four or five complementary colours, we've already created the impression of a hard working main line diesel of the 1960s.



Looking as austere functional as only a 'Peak' could, D166 seems very much at home with its train of Mk 1 coaches. It is incredible to think this sub-class was introduced at the same time as the E-type Jaguar – but they were very good, reliable locomotives and much better suited to the hilly Trans-Pennine route than the less powerful English Electric Type 4s that preceded them.



24 The panel on the lower bodyside – later replaced by a grille – is not always visible in photographs but in some cases oil leaks create an outline around it. I recreated the effect by cutting a panel out of masking tape and sticking it in the appropriate position.



25

I then airbrushed lightly around the stencil mask, just sufficient to create an edge. The eye reads what's in front of it and is fooled into thinking there's a panel here.



26

I decided I needed a little more tonal variety on the roof so, looking closely at top down photographs of BR diesels in the 1960s, I tried to copy what I saw. The roof detail on Bachmann's 'Peak' is really quite subtle and we don't want to detract from it by overzealous weathering effects.



27

BR's early diesels were swimming in oil from top to bottom and the magic ingredient here is LifeColor's Dirty Grease Effect (UA262) which creates the distinctive patchy sheen. The exhaust blackening, however, is plain Tamiya Matt Black (XF1).



28

The headcode panels are lightly glued into the bodyshell and can easily be pushed out before being separated into their constituent parts.



30

A dab or two of grease on the buffers and we are just about done. Correctly formed headcodes are, for me, one of those make or break details. It's worth going to a lot of trouble to get them right.



29

To lose the prismatic effect of the glazing units, paint them matt black but leave the actual panel clear. The new headcodes, specifically for the 'Peaks', are from Formil/MPS and are photographically reproduced with good accuracy. Small stocks are still available – e-mail info@johnlythgoe.com for more details.



Transfer



APPLYING TRANSFERS to a model is the finishing touch which transports them into a new league. Bare painted vehicles, whether wagons, carriages or locomotives, don't have the same appeal, but adding these finishing touches can be a challenge.

However, using a couple of products from the Humbrol range can make many of the problems associated with adding transfers disappear – gone is the backing film and in its place is a smooth, clean finish. This method is ideal for replacing numbers on ready-to-run stock too and is very simple to achieve.

The subject for this step by step guide is a Bachmann based 4-EPB Electric Multiple Unit (EMU) that we have been working on for *Hornby Magazine's* exhibition fleet, but the methods can be used for any vehicle and we have also used them to finish kit built wagons. The products used are Humbrol Clear and Humbrol Decalfix. The Clear coat acts like a very thin varnish easily applied by brush and while it is ideal as a basis for applying decals it has many other uses including for replicating gloss paint finishes on locomotives. Decalfix can be used in place of water and acts to soften the transfer and its backing allowing it to soak onto the model more easily.

The step by step guide explains how we went about using these products for the final finishing work on this Southern Region EMU. [VIEW](#)

STEP BY STEP ADDING TRANSFERS WITH HUMBROL PRODUCTS

1

For this project we are using Humbrol Clear gloss varnish and Humbrol Decalfix to add transfers to this 4-EPB. As can be seen the paint finish is quite flat following complete repainting of the model, something the Clear will take care of easily.



2



The first step is to brush paint the Clear gloss varnish onto the body, taking care not to apply it to the pre-weathered roof or the chassis below. Add thin coats and build up two if necessary for complete coverage.

3

With a second coat applied the finish is much closer to that of a ready-to-run model with a bright gloss finish. The Clear coat is also ideal for adding transfers onto.



4

Opening up the Decalfix a small amount can be brushed onto the model where the transfer will sit. This helps to soften the paint and adhere the transfer to the model. The first transfer to be applied is this carriage roundel from the Modelmaster range.

Success!

Adding transfers to hand painted models can make or break the finish. **MIKE WILD** shows how two of Humbrol's products can be used to make smooth application of transfers simple for all.

WHAT WE USED		
PRODUCT	MANUFACTURER	CAT NO.
Clear	Humbrol	AC7431
Decalfix	Humbrol	AC6134



Above: Finished with Modelmaster transfers and sealed in place with Humbrol Clear, the finished 4-EPB Driving Motor Brake Second looks the part.

USEFUL LINKS	
Humbrol	www.humbrol.co.uk
Modelmaster	www.modelmasterdecals.co.uk
Fox Transfers	www.fox-transfers.co.uk

Intermediate
Beginner SKILL LEVEL Advanced



5

Next the brush is loaded with Decalfix which is then applied to the transfer until it soaks the backing paper. Brush the liquid over the transfer until it releases from its backing paper.



6

After a couple of minutes the transfer will separate from its backing. Carefully slide it off onto the model using a brush close to its final position.



7

With the same brush, the transfer can now be adjusted into its final position.



8

Soak up the excess Decalfix with kitchen roll, but avoid touching the transfer itself as this will just lift it back off the model.



9

Having allowed the transfers to set in place, reload a brush with Humbrol Clear and brush this over the area where the transfer has been placed. This will seal it to the body and complete the finish.



10

To add transfers to the rest of the model it is a simple case of repeating the steps to add unit numbers, guard markings and load restrictions.

PARCELS

1960-1990

Mail and parcels were amongst the most important traffics on the railway until very recently. **MARK CHIVERS** looks at some typical formations in 'OO' gauge covering the period from 1960 to 1990.

THE RAILWAY has long carried parcels and mail. In the early days single items were conveyed by passenger train while lengthy dedicated services were soon introduced formed of vehicles built specially to convey bulk parcel and Post Office consignments. Before the massive road building schemes of the 1950s, the railway was the prime means of transporting this traffic in a timely manner. In 1948 British Railways (BR) inherited a large fleet of pre-nationalisation parcel vehicle types, many of which survived into the 1960s and beyond with some examples lasting into the 1980s. Many were life expired and were soon replaced with BR's new fleet of Mk 1 vehicles which included 57ft full brake (BG) vehicles with accommodation for the train guard, 57ft general utility vans (GUV) and four-wheel covered carriage trucks (CCT), although a large number of older vehicles still remained in front line service. Indeed, former Southern Railway (SR) parcels vans proved remarkably versatile and could be found in almost any train formation from Penzance to Kyle of Lochalsh! From a railway modeller's perspective, almost any locomotive could appear on a parcels train during its journey, with a few regular 'surprises' such as double-headed steam locomotives



Class 40 40153 stands beneath the train shed at Bristol Temple Meads with the 8.35pm Bristol-Glasgow parcels working on February 16 1983.
John Chalcraft/www.railphotoprints.co.uk.



Bulleid 'West Country' 34095 Brentor passes through Eastleigh with a parcels working on May 29 1965.
John Chalcraft/www.railphotoprints.co.uk.

on the celebrated lengthy Red Bank parcel van trains to/from the Manchester area. However, not all services warranted lengthy trains and some could be formed of just a single Diesel Parcels Unit (DPU), occasionally supplemented by a BR Mk 1 BG or similar attached behind. This type of operation, of course, is particularly attractive if you have limited layout space available, but it shouldn't be discounted for large main line layouts either. The main manufacturers produce a wide selection of 'OO' locomotives and rolling stock ideally suited to parcels train formations with models including Bachmann's LNER Thompson BG, BR Mk 1 57ft BG, BR Mk 1 57ft GUV and LMS Stanier 50ft BG together with a prolific selection of 12ton ventilated vans which could also be interspersed within formations. Hornby's range also includes its recently introduced BR Mk 1 57ft BG together with its GWR Hawksworth full brake, LNER Gresley 61ft 6in BG, LNER extra-long CCT, SR bogie Van B, SR Van C, LMS



Stanier 50ft BG and LMS four-wheel CCT vans.

A 'OO' gauge model of the four-wheel BR Mk 1 CCT is also available exclusively through Sidcup based retailer Invicta Model Rail. Manufactured on its behalf by Bachmann, these CCTs are available in BR maroon and three variations of BR blue, including the 'Red Star' Express Parcels livery. In addition, another useful variant is the six-wheel LMS Stove R produced by Key Publishing which is also still available in limited numbers in BR maroon and BR blue liveries.

One model which has been out of production for many years is Lima's 'OO' gauge GWR 'Siphon G' which has appeared in a number of liveries including BR blue. It is still obtainable on the second-hand market and with some work can still pass muster with the latest detailed ready-to-run models.

For those who don't have the room to model a long parcels train, Hornby/Lima's ex-GWR AEC parcels railcar or Heljan's Class 128 single car DPU may be the answer. The latter model

is available in Midland and Western Region guises with or without corridor connections and is finished in a good selection of liveries including BR green, BR blue and Royal Mail red.

Also, whilst not strictly a parcels unit, Bachmann's 'OO' gauge Class 419 Motor Luggage Van (MLV) might also suit. For a time in the 1990s, some of these units were utilised for transporting mail in southern England once their primary role became redundant following the opening of the Channel Tunnel. A limited edition model in Royal Mail red livery is still available from the Bachmann Collector's Club (BCC). The BCC also commissioned a special limited edition 'OO' gauge model of another colourful Parcels sector prototype, 47522 *Doncaster Enterprise* finished in its distinctive LNER-style apple green livery with wrap round yellow ends, as applied to the locomotive in 1987.

New parcels vehicles are on the way too. Currently in the final stages of production, Bachmann's 'OO' gauge model of the SR parcels

and miscellaneous vans (PMV/CCT) will prove particularly popular as they were a well-travelled and prevalent vehicle type in parcels trains the length and breadth of the rail network. Due later this year, four versions are being produced in Southern Railway green, BR crimson, BR green and BR blue. In reality, they dirtied so quickly it was often difficult to tell their actual colour in service. In the interim, Dapol's 'OO' gauge model of the SR CCT utility van remains available.

Finally, Bachmann's range of Scenecraft accessories features 'OO' gauge models of the essential platform tractor and British Rail Universal Trolley Equipment (BRUTE), once commonplace at railway stations for loading parcels onto trains.

The following selection of parcels train formations represents a small cross-section from the 1960s to the end of the 1980s which can be easily modelled using ready-to-run products, researched from prototypical operations. Newspaper and mail train formations will be covered in a future article. **END**

1960s



SR 'Schools' 4-4-0 BR lined green, late crests (Hornby), LMS Stanier 50ft BG, SR bogie van B. ● 1961 ● Location: Redhill



LMS rebuilt 'Royal Scot' 4-6-0 BR lined green with late crests (Bachmann/Hornby), 12ton vent van, BR Mk 1 CCT, Thompson 63ft BG, BR Mk 1 BG, LMS Stove R, BR Mk 1 CCT,



SR 'Lord Nelson' 4-6-0 BR lined green with late crests (Bachmann), 12ton vent van, SR PMV/CCT, BR Mk 1 57ft GUV, BR Mk 1 BG, SR bogie Van B, two SR PMV/CCTs,



LMS 'Jubilee' 4-6-0 BR lined green, late crests (Bachmann), BR Mk 1 57ft GUV, BR Mk 1 BG, SR PMV/CCT, BR Mk 1 CCT. ● 1962 ● Location: Patricroft



LMS 'Black Five' BR black, late crests (Hornby), LNER Gresley 61ft 6in BG, SR PMV/CCT, two LNER extra long CCT vans, BR Mk 1 BG. ● 1963 ● Location: Derby



Class 85 BR electric blue (Bachmann), BR Mk 1 BG, two 12ton vent vans, LMS Stanier 50ft BG, 10ton insulated van, 12ton vent van, BR Mk 1 BG, LMS Stanier 50ft BG, 12ton vent van. ● 1963 ● Location: Weaver Junction WCML



Class 35 'Hymek' BR green with small yellow panels (Heljan), LMS Stanier 50ft BG, BR Mk 1 57ft BG, LMS Stove R, BR Mk 1 57ft BG. ● 1965 ● Location: Weymouth



Class 24 BR green with small yellow panels (Bachmann), BR Mk 1 BG. ● 1966 ● Location: Eaglescliffe

1970s



Class 42 'Warship' BR blue (Bachmann), BR Mk 1 BG, BR Mk 1 57ft GUV, BR Mk 1 BG, BR Mk 1 CCT. ● 1971 ● Location: Exeter St Davids



Class 52 'Western' BR blue (Dapol/Heljan), GWR Siphon G, BR Mk 1 BSK, BR Mk 1 BG, SR PMV/CCT, LMS Stanier 50ft BG, BR Mk 1 CCT, two BR Mk 1 57ft GUVs, GWR Siphon G. ● 1975 ● Location: Penzance



Class 26 BR blue (Heljan), BR Mk 1 BG, BR Mk 1 CCT, SR PMV/CCT, BR Mk 1 SK, BR Mk 1 CK, BR Mk 1 BG. ● 1975 ● Location: Kyle of Lochalsh



Class 24 BR blue (Bachmann), LMS Stanier 50ft BG, BR Mk 1 BG, BR Mk 1 CCT, SR PMV/CCT. ● 1976 ● Location: Stirling



SR PMV/CCT, BR 20ton brake van, three 12t vent vans, LMS Stanier 50ft BG, SR PMV/CCT, BR Mk 1 57ft GUV, LMS Stove R, BR Mk 1 BG. ● 1962 ● Location: Wigan



SR bogie Van B, two 57ft Mk 1 GUVs, SR bogie Van B, two BR Mk 1 BGs. ● 1962 ● Location: Woking

USEFUL LINKS

Bachmann	www.bachmann.co.uk
Dapol	www.dapol.co.uk
DJ Models	www.djmodels.co.uk
Heljan	www.heljan.dk
Hornby	www.hornby.com
Invicta Model Rail	www.invictamodelrail.com
Key Publishing	www.keypublishing.com
Replica Railways	www.replicarailways.co.uk
ViTrains	www.vitrains.it



Stanier 'Jubilee' 4-6-0
45581 Bihar and Orissa
heads a short parcels at
Patricroft in 1962.

Jim Carter/www.railphotoprints.co.uk.



'Warship' 806 Cambrian
stands at Exeter with
4810 – the Bristol-
Plymouth parcels on May
9 1971. Dave Mitchell/
www.railphotoprints.co.uk.



With a pair of Mk 1 BGs
behind, 26027 pauses
at Blair Athol with the
9.40am Inverness-Perth
parcels on June 18 1985.
www.railphotoprints.co.uk.

1970s



Class 128 Diesel Parcel Unit BR blue, Class 128 Diesel Parcel Unit BR blue (Heljan), BR Mk 1 BG. ● 1976 ● Location: Shrewsbury



Class 25 BR blue (Bachmann), two BR Mk 1 CCTs, three SR PMV/CCTs, BR Mk 1 CCT, BR Mk 1 BG, SR PMV/CCT. ● 1978 ● Location: Manchester Victoria



Class 47 BR blue (Bachmann/Heljan/ViTrains), three BR Mk 1 CCTs, BR Mk 1 57ft GUV. ● 1979 ● Location: Southampton

1980s



Class 85 BR blue (Bachmann), two SR PMV/CCTs, BR Mk 1 BG, four BR Mk 1 CCTs, SR PMV/CCT, LMS Stanier 50ft BG. ● 1980 ● Location: Crewe



Class 33 BR blue (Heljan), three BR Mk 1 57ft GUVs, BR Mk 1 BG, BR Mk 1 57ft GUV. ● 1980 ● Location: Bournemouth



Class 73 BR blue (Dapol*/Hornby), SR bogie Van B, three BR Mk 1 GUVs, BR Mk 1 BG, BR Mk 1 GUV. ● 1984 ● Location: Redhill



Class 31 BR blue (Hornby), BR Mk 1 BG, six BR Mk 1 57ft GUVs. ● 1984 ● Location: Dawlish



Class 26 BR blue (Heljan), two BR Mk 1 BGs. ● 1985 ● Location: Blair Atholl



Class 45 BR blue (Bachmann), four BR Mk 1 57ft GUVs, BR Mk 1 BG, three BR Mk 1 57ft GUVs, five BR Mk 1 CCTs, BR Mk 1 BG. ● 1987 ● Location: Liverpool



Class 47 InterCity (Bachmann), three BR Mk 1 57ft GUVs, two BR Mk 1 BG. ● 1987 ● Location: Banbury



Class 128 Diesel Parcel Unit Royal Mail red (Heljan), BR Mk 1 BG. ● 1988 ● Location: Manchester

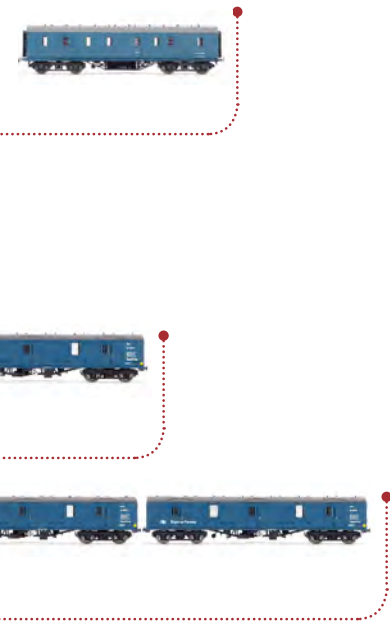


Class 47 BR large logo blue (Bachmann/Heljan/ViTrains), five BR Mk 1 GUVs. ● 1989 ● Location: Reading

'OO' READY-TO-RUN PARCELS STOCK

TYPE	LIVERY	MANUFACTURER	CAT NO.
10ton BR insulated van	BR white	Bachmann	38-191B
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
BR 20ton brake van	BR bauxite	Bachmann	37-537D
BR 20ton brake van	BR bauxite	Hornby	R6508
BR Mk 1 57ft General Utility Van (GUV)	BR blue	Bachmann	39-277
BR Mk 1 57ft General Utility Van (GUV)	BR maroon	Bachmann	39-271D
BR Mk 1 57ft General Utility Van (GUV)	BR green	Bachmann	39-273
BR Mk 1 Covered Carriage Truck (CCT)	BR blue	Invicta Model Rail	39-551Z
BR Mk 1 Covered Carriage Truck (CCT)	Express Parcels	Invicta Model Rail	39-552Z
BR Mk 1 Covered Carriage Truck (CCT)	Red Star blue	Invicta Model Rail	39-555Z
BR Mk 1 Covered Carriage Truck (CCT)	BR maroon	Invicta Model Rail	39-550Z
BR Mk 1 Gangway Brake (BG)	BR blue/grey	Bachmann	39-175E
BR Mk 1 Gangway Brake (BG)	BR blue/grey	Hornby	R4646
BR Mk 1 Gangway Brake (BG)	BR maroon	Bachmann	39-176D
BR Mk 1 Gangway Brake (BG)	BR maroon	Hornby	R4619
BR Mk 1 Gangway Brake (BG)	BR green	Bachmann	39-178
BR Mk 1 Corridor Brake Second (BSK)	BR blue/grey	Bachmann	39-075D
BR Mk 1 Corridor Composite (CK)	BR blue/grey	Bachmann	39-125D
BR Mk 1 Corridor Second (SK)	BR blue/grey	Bachmann	39-025G
GWR 'Siphon G'	BR blue	Lima	30-5353W
Hawksworth Gangway brake (BG)	BR maroon	Hornby	R4409A
LMS Covered Carriage Truck (CCT)	BR crimson	Hornby	R6641A
LMS Stanier 50ft Gangway Brake (BG)	BR maroon	Bachmann	34-325C
LMS Stanier 50ft Gangway Brake (BG)	BR maroon	Hornby	R4450A
LMS Stanier 50ft Gangway Brake (BG)	BR blue	Bachmann	34-328A
LMS Stanier 50ft Gangway Brake (BG)	BR blue	Hornby	R4606
LMS Stanier 50ft Gangway Brake (BG)	Tartan Arrow	Bachmann	34-331
LMS six-wheel Stove R	BR maroon	Key Publishing	HM004B
LMS six-wheel Stove R	BR blue	Key Publishing	HM005A
LNER Gresley Gangway Brake (BG)	BR maroon	Hornby	R4531
LNER extra-long CCT	BR maroon	Hornby	R6683/A
LNER Thompson Corridor Second (SK)	BR maroon	Bachmann	34-378A
LNER Thompson Gangway Brake (BG)	BR maroon	Bachmann	34-654C
SR Bogie Guards Van B (Van B)	BR green	Hornby	R4536B
SR Bogie Guards Van B (Van B)	BR blue	Hornby	R4585
SR Parcels and Miscellaneous van (PMV)	BR green	Bachmann	39-527*
SR Covered Carriage Truck (CCT)	BR green	Dapol	B388
SR Covered Carriage Truck (CCT)	BR blue	Bachmann	39-528*
SR Maunsell Van C (Van C)	BR crimson	Hornby	R4347C
SR Maunsell Van C (Van C)	BR green	Hornby	R4306D
SR Maunsell Van C (Van C)	BR blue	Hornby	R4467A

*Forthcoming model



Class 81 81008 heads a parcels working towards London at Crewe in April 1980.
www.railphotoprints.co.uk



'J72' TO 'J69'

DAVID KITSON wanted a 'J69' 0-6-0T for his layout but with no off the shelf models available how could he get one? In an unusual approach, he adapted an old Mainline 'J72' into one of these charismatic tank engines.

I HAD always fancied building a LNER 'J69' 0-6-0T for its quirky looks, and I thought it would make a nice station pilot for my 1950s BR layout. Some ended their lives on this duty, having previously been used on suburban passenger or shunting duties.

The Wills kit I had purchased produced the body only, and while Wills had marketed a separate chassis for it, these were even harder to find than the body kits. I looked through my six-coupled locomotives to see if a proprietary chassis might fit. The Bachmann 'J72' 0-6-0T looked a likely candidate, as the overall wheelbase was correct and the wheel sizes were near enough. The main inaccuracies were in the number of spokes, and the fact that the centre driving wheels needed to be further forward on a 'J69'. However, all this was in vain as ultimately the metal body kit gave rise to a number of challenges including potential short circuits.

Further research revealed that the 'Buckjumpers' were quite a diverse group and by LNER days included 'J67/1', 'J67/2', 'J69/1' and 'J69/2' classes, with detail differences within each of these groups. The Wills kit was actually representative of only a couple of locomotives.

By now I had decided I wanted to model London Liverpool Street station pilot 68619, one of the later built engines. It was built in May 1904 at Stratford and withdrawn in October 1961, with scrapping following almost immediately. This and other similar locomotives had widened side tanks and cabs, as well as the less obvious higher boiler pressure. However, if allowance was made for the widening, the drawings were usable.

With the Wills kit unsuitable for my purposes my attention turned to the 'J72' body, which certainly fitted the chassis without a problem. Could it be made into a 'J69' by building it up all round? This is the course I

Completed and ready for service, the much modified Mainline 'J72' has been transformed into a 'J69' 0-6-0T.



took, so there is a scratchbuilt 'J69' body using the 'J72' as a former.

This was a very enjoyable scratchbuilding exercise and created a model that is not readily available. It just shows there are still some out there. The lining was tricky, but a plain black 'Buckjumper' would be more straightforward. With the current huge range of superdetailed models available, it is easy to populate a layout without actually making any models yourself. This is a pity, as there is a lot of enjoyment to be had from the hobby in this area. Anyone who wants an easy start should consider buying an older model and detailing it to more closely match the newer models.

The model and materials are cheap enough to discard if it goes horribly wrong, but you may be surprised what can be rescued with styrene, wire, filler and a coat of paint! **John**

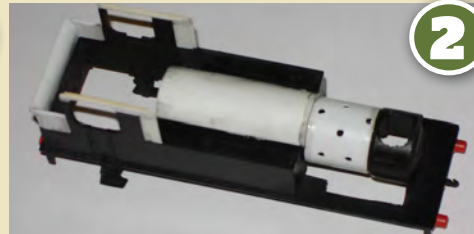
STEP BY STEP SCRATCHBUILDING A 'J69'

Beginner **Intermediate** **SKILL LEVEL** Advanced



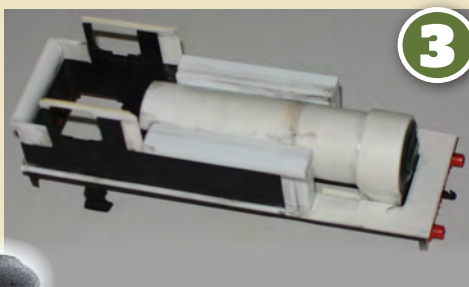
1

The body was stripped, most of the small details being separately fitted. The chimney and dome were removed by chain drilling around them, and saved with the other small parts in case they were reusable. Also the cab roof was cut from the spectacle plates, and the latter saved, but the roof needed to be much higher. The flare was removed from the bunker, the side openings in the cab were made larger, and moulded details such as boiler bands were scraped off.



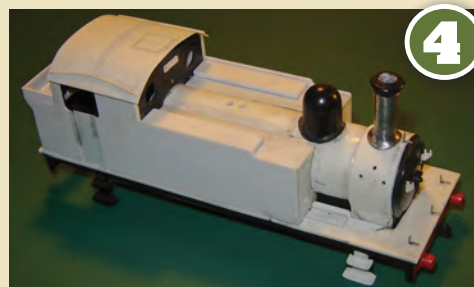
2

The bunker and cab were extended with 40 thou (1mm) styrene sheet. The bunker flare was made from a section of 8mm styrene tube. The boiler diameter was increased with two layers of 20 thou sheet, this being easier to curve than one layer of 40 thou. When building up layers I perforate the substrate so that liquid cement can be run in from behind; this can be seen on the front section of boiler where only one layer has been attached.



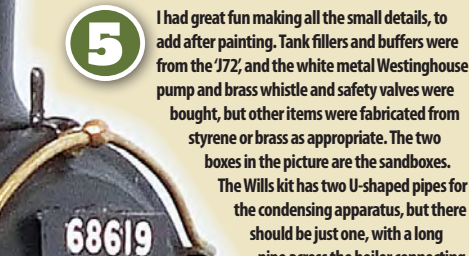
3

The smokebox followed the boiler with two layers of 20 thou plastic, and the footplate was raised with a layer of 40 thou plastic, the pre-existing footplate becoming part of the valancing and pipework. The side tanks were extended forward and upward with styrene strip to less than the final required size, to allow for an overlay of styrene sheet to complete the basic skeleton build.



4

The tank sides and tops were built from more plastic sheet to create the correct shape and profile. The 'J72' boiler dome was reshaped around the base and fitted in the distinctive forward position of the 'J69'. The chimney was a white metal item that was turned down slightly, not only to correct its size, but also to remove ovality. The lipped top from the 'J72' chimney was then grafted on to get the correct height. New front steps to the same style as the rear ones were fitted, and the cab roof was made from two layers of 10 thou with added details.



5

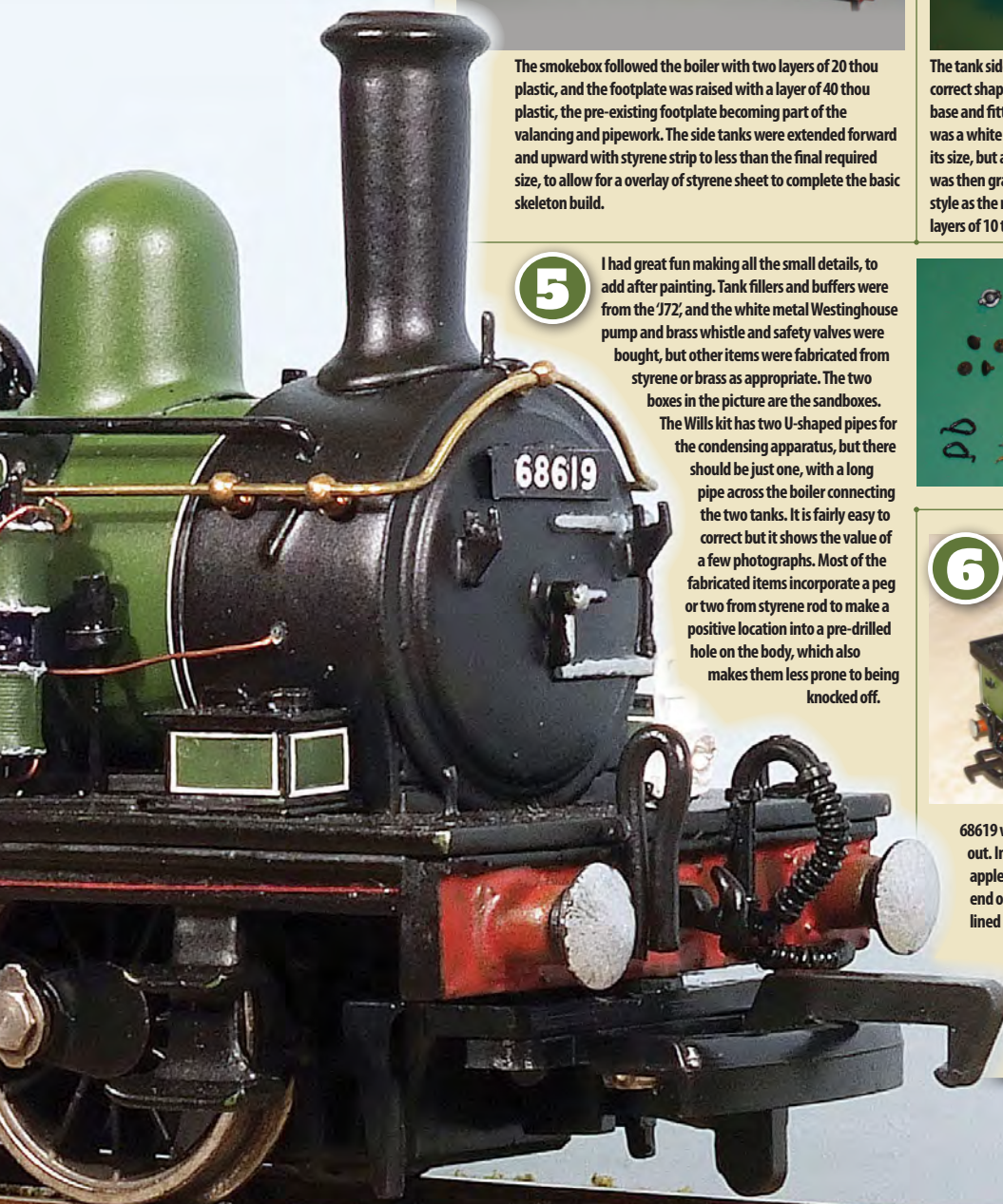
I had great fun making all the small details, to add after painting. Tank fillers and buffers were from the 'J72', and the white metal Westinghouse pump and brass whistle and safety valves were bought, but other items were fabricated from styrene or brass as appropriate. The two boxes in the picture are the sandboxes.

The Wills kit has two U-shaped pipes for the condensing apparatus, but there should be just one, with a long pipe across the boiler connecting the two tanks. It is fairly easy to correct but it shows the value of a few photographs. Most of the fabricated items incorporate a peg or two from styrene rod to make a positive location into a pre-drilled hole on the body, which also makes them less prone to being knocked off.



6

68619 was used as a station pilot, and always immaculately turned out. In early BR days it was painted in LNER style in black/white lined apple green. In the mid-1950s it went into lined black, and at the end of the decade was painted in Great Eastern Railway style in red lined dark blue. To suit my chosen period, the model was sprayed with Railmatch Doncaster Green, and the black areas brushed in. LNER lining and BR crests were by HMRS Pressfix. After touching in the black areas around the panel edges, a coat of satin varnish was applied, and the holes redrilled so that all the small details could be refitted.



Bridging the **GAP**

Crossing entrance doors presents some of the more interesting layout construction challenges.

NIGEL BURKIN

looks at a solution for permanent home layouts.

The completed bridge is tested with a Class 37 and bogie tank wagons. The blinds cover the windows in the entrance door to prevent sunlight from fading scenery and models.



IN PLANNING and building a layout railway modellers sometimes encounter a physical barrier which has to be overcome by some creative thinking and careful layout design. One such challenge is an entrance door to the layout room, especially if the layout is fixed rather than portable and the door is located in an inconvenient place in the wall.

How do you bridge the gap yet allow unhindered access to the room when the layout is not in use? My layout room presented me with exactly that challenge if I was to adopt a round the walls design for a fixed double-deck 'N' gauge layout. An aversion to door bridges of any kind meant my initial plan for a permanent home layout was a little more complex than needed as I curved the main line away from the entrance door and headed around the back of the baseboards to a helix with the inevitable scenic challenges that presents.

As work progressed, I realised that incorporating a continuous run for display running would need a long run of partly concealed track in addition to a turned-back main line run. It was time for a rethink of the layout design and dropping my objection to bridging the door. I knew in the back of my mind that a round the walls design would better meet the needs of the layout and

that it could easily be achieved by adding a short length of shelf baseboard and a bridge of some description across the entrance door.

I first considered a drop bridge of 18mm plywood which could be constructed using strong hinges and an alignment system opposite to the hinged end. However, there has to be enough clearance between floor and baseboard top for the bridge to drop vertically out of harm's way yet be long enough to span the doorway. The same problems exist with a hinged lift bridge. Bridges for both levels would have to be off-set from each other and that added to the complexity of construction and impact on the layout room.

A swing bridge was also considered and rejected on the grounds of construction complexity. Some tests indicated that an open bridge would be an obstruction in the layout aisle unless I found a way to recess it into the adjacent baseboard – more constructional complexity.

At the time, the second deck of the layout was under construction using shelf layout design practices. I decided to experiment with a lift-out section across the door using aluminium section I happened to have left over from building fiddle yard cassettes. I found alignment difficult to set up and, as a friend suggested, aluminium

oxidises fairly quickly with all of the conductivity issues that brings. Nonetheless, it demonstrated that a lift-out section would be a practical solution to the doorway, even though I had to find somewhere to store it when not in use.

TOOLS AND MATERIALS

It's over to the heavier side of the toolbox for a power drill, power screwdriver, selection of countersink cross-head screws, saw, square, levels and files. The usual baseboard building materials are also needed including hardwood plywood of varying thicknesses and some 2in x 1in planed timber. I found much of what I needed in my offcuts box other than the length of 18mm plywood used for the base of the lift-out bridge.

Stability is critical in the construction of this type of structure, so if you have bought new plywood, leave it in the layout room for as long as possible to equalise with the room's environment. I usually buy plywood on an ad-hoc basis and store it in the layout room as a stock item so I have it to hand when needed. It stabilises very well after six months or so, ready for use when the latest layout building brainstorm takes hold.

I do not use a great deal of wood glue in baseboard construction of this type because modern fixings are more than adequate to hold



everything together. If you glue a layout frame together, taking it apart to incorporate changes is so much more difficult to do than it would be if it was just screwed together. This is not such good practice when making up baseboard frames for portable layouts and the time honoured glue and screw method is important for strength.

Finally, alignment dowels and the appropriate forstner drill bit are essentials for aligning and securing the bridge to the support brackets. I added copper-clad board, brass tube and brass rod of the correct diameter to slide into the tube to my shopping list. These will help with accurate track alignment when the lift-out bridge is dropped into place.

I cannot emphasise the importance of using levels – either digital or spirit levels – during construction. Check the levels along the length and width of baseboards to be sure that there is no twisting at either end of the lift-out section. If there is, the bridge will not align correctly at both ends.

CONSTRUCTION STARTS

The main line of this particular layout is undulating, partly for constructional purposes and partly to make life interesting for the operators. The result was a mismatch in levels

across the door which had to be equalised as part of the rebuild to allow the bridge to be installed level. I cut a 4ft length of 18mm hardwood plywood from a sheet which had been stored in the room for over a year and was known to be stable. It was strong enough to span the gap without bracing and flat enough for accurate alignment at both ends of the span.

I next built a temporary extension to the existing baseboards to the left of the doorway and fitted a bridge support. I used this together with the length of 18mm plywood to determine the levels and adjustments to be made before constructing the last few feet of baseboard from an existing stub-ended fiddle yard to the right side of the door to complete the continuous run around the walls.

The existing track to the left was lifted as far back as necessary to allow the trackbed to be adjusted for elevation and realignment to meet the lift-out bridge. Support brackets and boxes were refitted and with all joinery complete, the lift-out section was clamped in place and final checks for levels made.

ACCURATE ALIGNMENT

I hit on the simple idea of using baseboard alignment dowels to fix the bridge in place. I chose to use a type with mounting flanges which have proven to be very successful in the construction of portable layouts. Based on this experience, I reckoned one pair of dowels at each end of the lift-out bridge would hold it firmly in place with accurate rail alignment every time it was fitted in place.

Pilot holes for the dowels were drilled through the clamped lift-out section and into the end support brackets. A 3mm wood drill bit was used and every care was taken to keep the drill exactly vertical as far as possible.

The lift-out section was unclamped and placed to one side. The alignment dowels have 25mm diameter flanges with mounting screw holes making them easy to install. A forstner bit of 25mm diameter to match the alignment dowel flanges is invaluable when drilling accurate flat-bottomed holes to accommodate the dowels. The pilot hole drilled through the lift-out bridge section helps drill the wide holes accurately in both the lift-out section and the support brackets. After that, fitting the dowels is simple to do.

TRACKLAYING

I treated the laying of track over the lift-out bridge as I would for baseboard joints in a portable layout. Copper-clad board was cut to size and secured to each end of the bridge with countersink screws. A length of the 'N' gauge track being used on this layout was stripped of enough sleepers roughly midway along the length to span the copper-clad board and pinned in place. The same was done to the opposite end of the bridge and the track joined in the middle. The rails were soldered to the copper-clad board on both sides of the join with care taken to keep them level. They were not cut just yet.

POWER SUPPLY

The solution for powering the lift-out bridge was to be as simple as possible without any protruding clips, springs or contacts. I also did not want unsightly connectors and cables jumping from the layout wiring and the bridge. When removed, there had to be no fittings that would snag clothing or any part of the

layout. Once again, I turned to a classic solution used on portable layouts. I adopted a simple latch of brass rod in brass tube to conduct electricity but not to provide alignment. It is the same sort of approach used in fiddle yards to supply power to traversers, sector plates and cassettes and to align the track. Brass tube was soldered to the copper-clad board across the join. Only then did I use a carborundum cutting disc to cut the rails and the tube. The rough edges were cleaned up with wet and dry paper and tests completed with the brass rod.

The obvious flaw in my design is one of safety and this is a consideration for all types of bridge over an entrance door. A gap in the baseboards runs the risk of a train taking a dive to the floor when the lift-out bridge is removed. It is an unlikely scenario in my layout plan but one to be taken seriously nonetheless. Fit a microswitch to one or both ends of the bridge and connect it to the layout wiring so it controls a short isolating section in the track on the approach to the bridge. When the bridge is in place, the switch is engaged to supply current to the approach track. Remove the bridge and the power is switched off to isolate the approach track.

A less elegant but simpler approach would be to use a physical barrier such as a gate, especially if it is impracticable to isolate the approach track. The chance of damage to a lead engine of a train if it strikes the gate is probably preferable to a complete train taking a header to the floor.

FINISHING OFF

The bridge could be finished off in a number of ways. A wider section of bridge could be treated with scenery to match the rest of the layout. Care has to be taken to store such pieces between operating sessions to avoid damaging the scenery and keep dust off it. Another finishing task for my particular lift-out bridge would be to fit guard rails of 6mm plywood. The 18mm plywood used for the bridge deck has proven to be rigid enough to take the load during the few hours of an operating session so I did not fit any bracing to keep the bulk of the bridge to a minimum making it easier to store.

With the success of the lift-out bridge established, the temporary bridge fitted to the upper deck of the 'N' gauge layout will be removed and the shelf extended to allow the same structure as the lower deck to be constructed using the same 18mm plywood as a base for the lift-out section.

A USEFUL COMPROMISE

The lower deck now has a continuous run main line as a result of overcoming my reluctance to bridge the entrance door. This project to complete a round the walls main line together with the relocation of a helix means that the existing fiddle yard is better accessed from both decks and the need for a second wasteful fiddle yard on the upper deck is eliminated. The main line now follows a more logical course in its journey over both decks of the layout and a great deal of track from the doubled back running line can be recovered for other uses. Finally, compromising on bridging the entrance door has removed unacceptably concealed track and the resulting redesign has resolved some tricky landscaping problems too. All in all, a great success and a very useful tool in layout design which could be employed in any scale and for multiple tracks too. **EDM**

STEP BY STEP BUILDING A LIFT OUT BRIDGE



1 A challenge that faces many modellers is how to cross an entrance door without interfering with access to the room or building. This particular entrance door had to be spanned with at least one track to complete a round the walls layout design.

TIP

Careful planning is essential when it comes to building baseboards to ensure that everything will be strong and rigid to provide a suitable foundation.



2 The second deck of the layout was already constructed as a shelf with guides and connectors for a long lift-out section constructed from aluminium angle.



3 A view of the aluminium bridge with a Graham Farish Class 37 posed on the track to offer an idea of the scale of the problem.



Extending the lower deck of the layout to make it a round the walls design involves making the stub-ended fiddle yard double ended and building a short length of shelf to support the new yard throat and the main running line, as shown by the route of the red line.



5 At first, a drop bridge was considered for the lower deck. However, there was insufficient clearance between baseboard level and the floor for a bridge to fill the gap.

6

Initial construction involved building a strong box-like extension to the existing baseboards (left of the door) to check how the lift-out bridge would fit. The curved running lines would be lifted and the direction of the line changed to cross the entrance door.



7



Simple brackets composed of 2in x 1in planed timber were used to support the end of the lift-out section which was cut from 18mm hardwood plywood. Once the design was established, the assembly was dismantled until needed.

8



Working out the levels with the help of a layout trestle. The main line of this layout is undulating with several gradients which resulted in a difference in elevation between the end of the fiddle yard and the point at which the main line would be re-routed over the bridge (left of the door).

9



Track was lifted on the left side and the baseboard tops modified to re-route the track to cross the doorway. Changes to elevation so the bridge would be level were made at the same time before reassembling the lift-out bridge support.

10



Making significant changes to a layout is always messy. The lifted main line is seen leading away from the worksite.

11



A further check of levels was undertaken before securing everything with screws.

12



The missing section of baseboard to the right of the door is finished off and prepared for the last stages of installation.

13



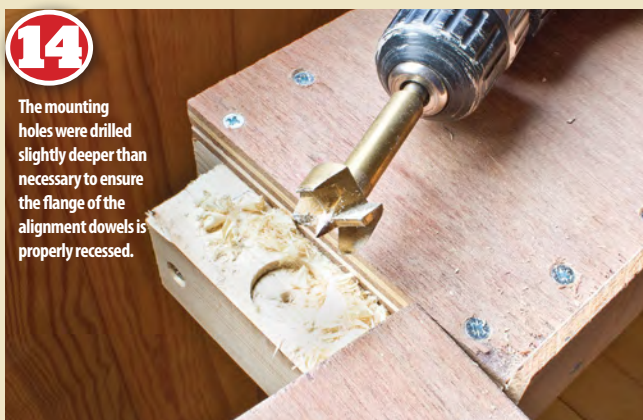
Baseboard alignment dowels were used to secure the lift-out bridge when in place. A forstner drill bit is perfect for boring the wide flat-bottomed holes required to accommodate the dowel components assisted by a small pilot hole drilled through the lift-out bridge and into the support brackets.

TIP

Pilot holes of a small diameter - such as 3mm or 4mm - will assist in accurate alignment of large diameter holes drill through timber.

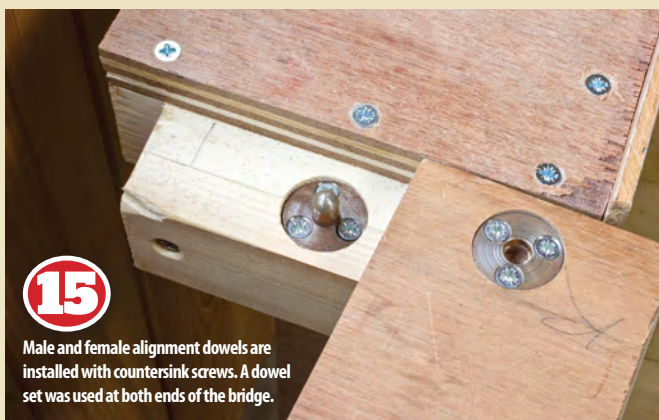
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The mounting holes were drilled slightly deeper than necessary to ensure the flange of the alignment dowels is properly recessed.



15

Male and female alignment dowels are installed with countersink screws. A dowel set was used at both ends of the bridge.

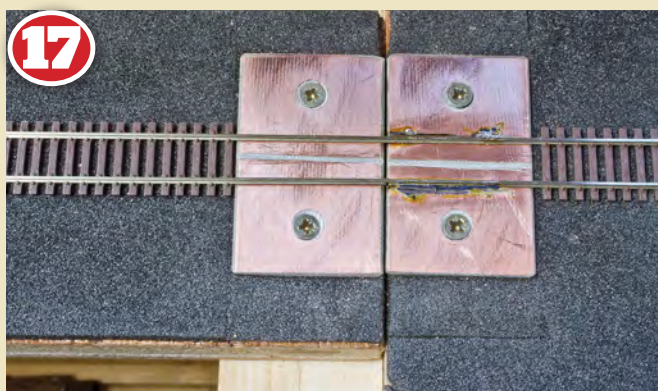


16

Having completed the woodworking part of the project, track laying commences with foam underlay.



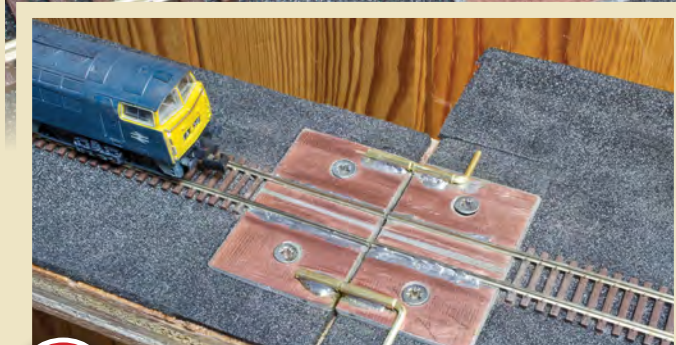
17



Pieces of copper-plated board are used to secure the track at the ends of the bridge. The track is stripped of sleepers to fit over the board and soldered on both sides of the gap.

18

Power is conducted to the bridge track by simple latches composed of brass rod fitted to brass tube. The tube is soldered across the gap before both it and the rails are cut with a cutting disc.



19

The completed track installation with the power latches in place.

20

The project is completed by wiring the approach track to a micro switch so the power is killed when the bridge is removed.



Proof that the lift-out bridge works as a Class 37 crosses the gap successfully.



21

A lift-out bridge could be turned into a modelled scene such as a long river bridge to make it more interesting. A set of four Kato Unitrack girder bridges fit the span very well and could be used to create a convincing river crossing scene. The red girder colour will be changed to a more appropriate grey!



Speaker placement is vital for good sound

In reply to Bob Crompton's letter in HM95 regarding barely audible sound on a locomotive, as a long time user of sound I strongly suspect that the problem is almost certainly more likely to do with the speaker installation than with the sound decoder.

Whilst manufacturers usually provide simple speaker mounting facilities in locomotives I have found these to be far less than ideal. In many locomotives the speaker mounting accepts the speaker in such a way that the output of the speaker can easily re-enter the tender space via any of several separate inlets, such as various holes, cutouts in the tender floor above the wheels, the wiring channel in the tender floor and so on. Any or all of these will immediately lead to poor sound reproduction.

For good strong sound it is absolutely vital that the speaker sound output cannot re-enter the tender space in any way whatsoever and thus get back to the rear of the speaker itself. The cure is to re-do the speaker installation using a sealed baffle or 'housing' which completely covers the speaker

and which is completely sealed all round to the tender floor - mastic is good as it seals well but remains removable should the speaker ever need to be changed in future. Also ensure that the 'slots' in any such housing which may be provided or cut to allow the wires to pass though are also sealed around the wires and that any 'spare' slots, such as in the LokSound speaker housings, are also sealed up. The housing should be fully sealed so that the sound output from the speaker cannot subsequently reach the back of the speaker in any way.

If a ready-made housing is not available, then a simple box made up from plasticard will suffice. The difference in sound output/volume is usually quite astonishing - although the quality of the sound project does also have some effect of course.

But this is something which Bob will probably find well worth trying and well worth the extra effort involved. Sealing the output from the face of the speaker from the rear of the speaker is 'golden rule number one' in any good speaker installation.

Don Mason, Nottinghamshire.

IVATT 'C1' IS

On April 8 I attended the nearby Locomotion Museum at Shildon for the launch of the Stirling 'Single' project which I consider a good choice.

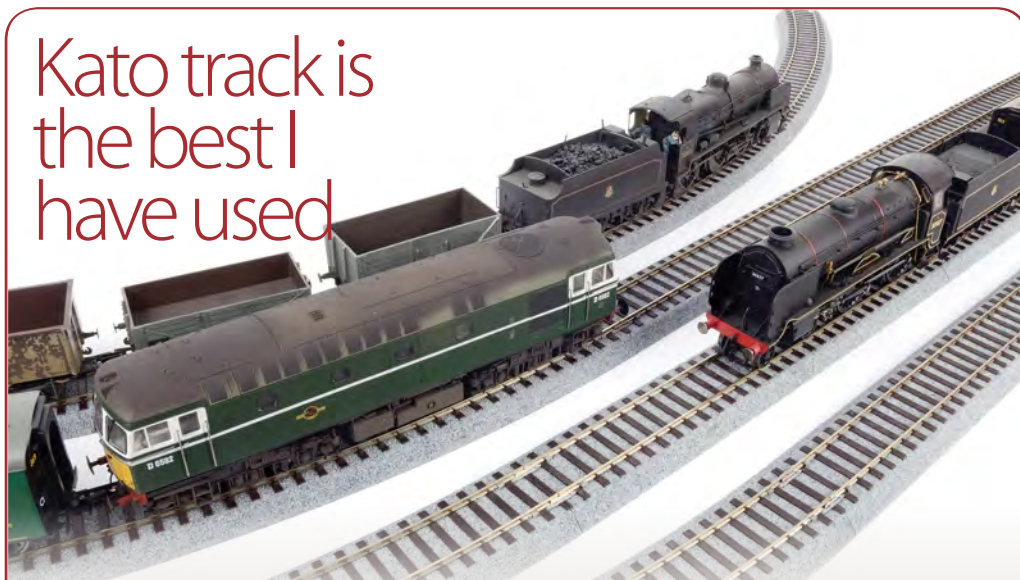
At the same event Shildon MRC had erected its newly purchased layout Runswick Leamside and was running the Rapido APT-E

prototype which looks very good - but for me the real star was a Bachmann/Locomotion Ivatt 'C1' 4-4-2 as reviewed in HM96.

Having bought one for myself I readily agree with your review but I have to say that the haulage capacity as demonstrated at Shildon was far better



Kato track is the best I have used



Just to let you know that I really enjoyed the article on track in HM96. I was surprised to see that the track that I use - Kato - was actually mentioned and then even more astonished to read that it was considered the best of those reviewed.

I have used many types of track during my model

railway involvement, starting with Tri-ang's Standard Track, then Series 3 and Super 4. I changed over to Peco Streamline in the mid-1970s when I still had a permanent layout.

A couple of house moves later and I was looking for something that could be put down and picked up without

bending or warping. That was when I came across Kato and I have been using it since 2006. I run DCC and with the points allowing the current to flow to each leg. It is a great system.

I still don't have a permanent layout, unless you classify the test track on the table as one.

Robert Gustard, by e-mail.

KEEPING WHEELS CLEAN DURING WEATHERING

What do HM's weathering experts do to keep their steam locomotive wheel tyres paint free when airbrushing the motion or how do they easily remove the overspray? When I perform this operation, I have the motion turning, however it takes me ages to clean the wheel tyres that come in contact with the rail which form the electrical pick-up. All suggestions are gratefully received.

Graham Taylor, by e-mail.

Hi Graham, we just spend time cleaning the wheels after weathering using a Peco wire brush to remove stubborn areas of dirt. That's all, and it takes care of most locomotives in a matter of minutes. In some cases if you have overspray underneath the model you may find it necessary to clean the backs of the wheels too where they make contact with the pick ups - Ed.

A STAR LOCOMOTIVE

than your review indicates with the model lifting 11 Bachmann Mk 1s from the fiddle yard and again from a stand on a sweeping

curve without a trace of a slip. So it seems that like its illustrious prototype this model will easily 'punch above its weight' and is

a credit to Bachmann. I hope it will be joined by 'C2' class 'Klondyke' 990 Henry Oakley so

that a prototypical early BR era double header can be run.

Dave Hanmer, by e-mail.



Beeching's one good act

I'm not quite sure which letter Mr Hirst is replying to with his 'Beeching didn't start railway preservation' (HM96) but it doesn't seem to be my original in HM95.

The point I was trying to make is that if the original proposals in *Railway Realism* had been taken up, and the railway preservation movement was deprived of thousands of miles of track to preserve, then today it would look very different. This is, perhaps, the one good thing Beeching's axe did for our system. And that was my only point.

Greg Heathcliffe, Swindon, Wiltshire.

PUT THOSE LIGHTS OUT!

What a wonderful layout The Blitz is as featured in HM96. I do feel however there is something crucial missing. There should be an Air Raid Warden running around screaming at the top of his voice: "Put those lights out!"

L. D. Grant, Penicuik, Midlothian.

A SHORTAGE FOR THE SCOTS

The train formation article in HM96 highlights graphically the shortage in ready-to-run form of many suitable locomotives for use with Scottish pick up goods trains. The samples are shown headed by an ex-LMS '2P' and a 'WD' 2-8-0. Neither

of these is of Scottish origin. In the mid-1950s some 500 ex-Caledonian and North British Railway 0-6-0s were still hard at work north of the Border. The absence from the catalogues of a Caledonian Railway 'Jumbo' or McIntosh 0-6-0, and a NBR 'J36'

or 'J37' is shocking - the more so given the plethora of models of increasingly unusual prototypes from the English based railways. Is there a manufacturer who might rise to the challenge?

Hugh Morton, Gauldry, Fife.

Working hard or hardly working?

Enjoying the article on the Ivatt 'Atlantics' (HM96) but had to laugh at the picture of the locomotive working hard with Pullmans out of King's Cross with one of the footplate crew hanging on the outside of the cab appearing to wipe a window - wonderful!

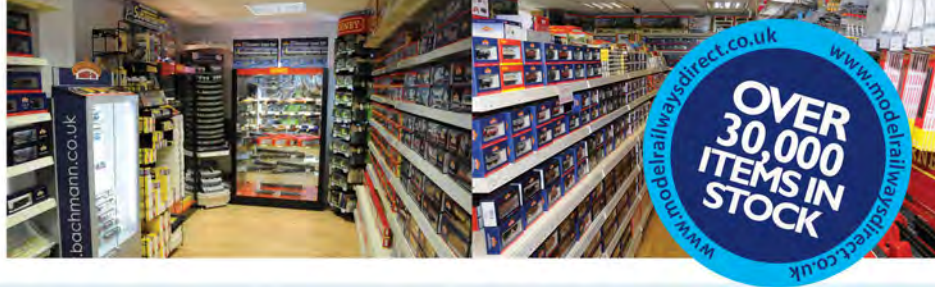
Nigel Maddock, by e-mail.





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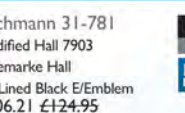
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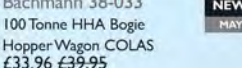
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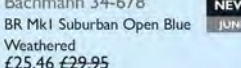
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LIVE
STOCK
INFO

Tedburn

St. Mary

South West Herts MRS looked far to the West for their latest exhibition layout, creating a compelling GWR 'might have been' terminus set in Devon, as **PETER HODGE** reveals.

PHOTOGRAPHY, TREVOR JONES.



STATISTICS

Owner:	South West Herts MRS
Scale:	'OO'
Length:	16ft
Width:	2ft 6in/3ft 6in
Track:	Peco Code 100
Control:	Analogue
Period:	GWR 1945-1948

1 Right: Tedburn shed often dedicates a 'Pannier' to work the goods yard at busy periods.

2 Below: The Plymouth train departs and the Collett '2251' 0-6-0 brings a freight from the yard. It will run around its train and follow the 'Prairie' down the branch to Exeter. Meanwhile the dairy provides a useful space to hold the Southern Dock Tank whilst the GWR have a busy period.



OUT OF THE TUNNEL in a plume of smoke, you arrive at your final destination: Tedburn St Mary. It has been a short journey west from Exeter St Davids.

This Great Western Railway (GWR) branch line was destined for Okehampton, but funding issues and strong competition caused the line to be terminated at Tedburn.

Construction of Tedburn St Mary started in 1996 as the club was in need of a new layout for the exhibition circuit after a recent move to our clubhouse on the Lincolnsfield site in Bushey. The club was host to a gaggle of Great Western enthusiasts, so naturally a decision about what region to model was taken rather quickly! Within six months, the layout was designed, built and 'finished', although 19 years on we are still adding new details and replacing old parts.

It was built in a very traditional style of 9mm plywood mounted on a 3in x 1/2in frame. Originally we had four boards measuring 3ft x 2ft 6in each held together with coach bolts – this was extended in 2004 by the addition of a new 4ft x 3ft 6in board, which brought the layout to a respectable 16ft length.

It is operated by two control panels and four handheld controllers, a mixture of Gaugemaster Model HH feedback and KPC units. Points are all live frog, and are changed using the push rod and microswitch method, while our uncoupling ramps are purely mechanical using a cam system. The layout is analogue controlled and has plenty of isolating sections which gives us much flexibility in operation. A few years ago the layout was rewired by our electronic gurus, David Wallis, Dennis Beach and Rob Thomas for better reliability.

The scenery is again very traditional, with scatter and flock making up most of the greenery. We have recently started updating the old sea moss trees with new handmade items from a new club member. The buildings are a motley collection of scratchbuilt and kit structures, with the pub and one of the shops made from ancient »



kits from Liverpool firm Anorma; the boxes still have the price in imperial currency!

The dairy and factory buildings are modular sections from American outfit DPM. These are useful as they can be assembled to any size or configuration required. The main station building is a Wills kit, and there are several other Wills and Ratio kits around the layout. Most of the buildings have lighting. We are very proud of the vast array of lights on the layout and in the rolling stock so we tend to like running in darker light conditions to show them off. Figures are a mixture of Monty's Models, Langley, Dapol and Aidan Campbell. Vehicles are Oxford Diecast, Langley and some white metal kits.

INTERESTING DETAILS

We get many comments at exhibitions on the wealth of detail on Tedburn. We have a pair of bracket signals from MSE which are operated using wire-in-tube. These are a relatively recent addition. The signalman is a keen gardener and is particularly proud of his sunflowers, which he has planted around the station.

Tedburn St Mary is host to a swing platform too – an unusual but not unknown feature. As trains grew longer, the original platform proved to be inadequate, so an extension was needed. However, due to space restrictions caused by the close proximity of the level crossing, a swing platform was the only viable

solution. It is nominally operated by a motor housed in the small hut on the moveable section. In reality we use cogs and chain to move it, with the crossing gates worked with push rods.

It must be lunchtime, as towards the engine shed the messroom (a converted coach) is busy, as is Mike's French Cuisine, where a queue is forming for their food. A group of schoolboys have skipped lessons to go shed-bashing in Tedburn's small Motive Power Depot. At the level crossing, a lorry driver raises his fist in impatience as the Sentinel steam lorry in front makes a slow getaway. In Durier Hughes, welding is taking place in the Nissen huts.

On the High Street above the station,





Right: A car is being repaired at the only garage in Tedburn. Shunting continues at Durier Hughes which has returned to making furniture after an interlude manufacturing secret goods for the MOD. A 'Pannier' tank goes to pick up the cattle van destined for Exeter.



Below: Night falls at Tedburn St Mary. The 'Pannier' makes ready to depart with the last train to Exeter. The railcar will be stored in the bay platform overnight and will be used for the early morning train.



the taxi drivers mill around waiting for their next fare. Queues of housewives form outside the baker's and the fish and chip shop as they collect the necessities for supper. A hearse and accompanying cars pass down the High Street heading towards the 'dead centre' of town where the cemetery is located. At the top of town people make merry in the sun, drinking outside the pub, while an ice cream seller makes good business during the heatwave.

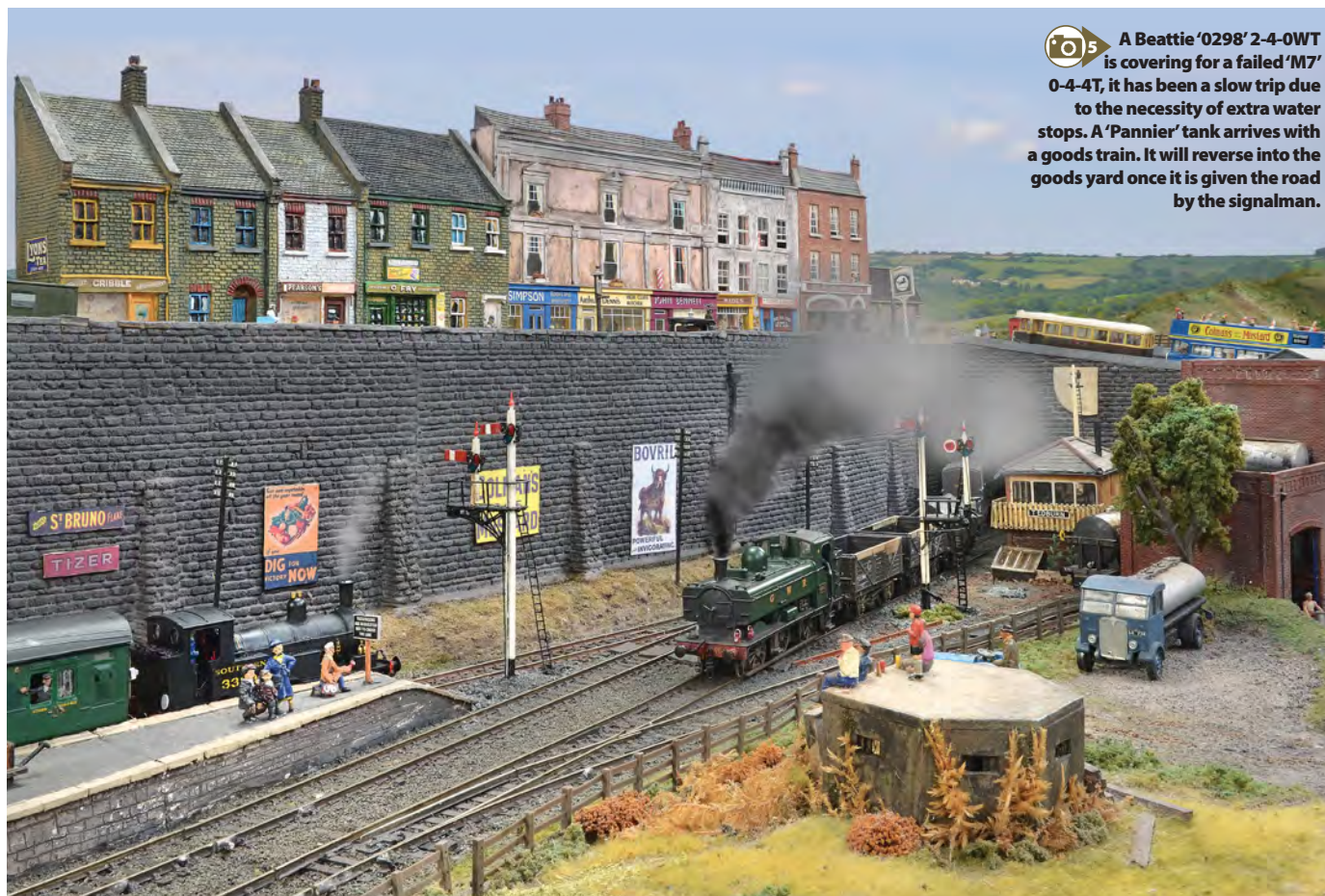
ROLLING STOCK

As regards rolling stock, during exhibitions we believe that the public should be entertained with properly detailed items. All the locomotives are weathered appropriately and are fitted with crew, real coal, lamps, tools, and most have firebox lighting. All models are tested for reliable running to reduce the need to interfere with operation during a show.

All coaches have internal lighting – the four-wheel coaches and autotrain are battery powered, whilst the others source their power from pick-ups on the wheels. We are looking into fitting capacitor units into these coaches so that the lights remain on even when the power has been switched off. Naturally all coaches are populated, and some even have figures 'window hanging' – I know we shouldn't, but who reading this can honestly put their hand up and say they haven't done it in the past? The coaches, brake vans and many of the parcels/full brakes also have directionally operated tail lamps. As you can imagine, what with the lighting in the buildings as well, the layout is quite a sight at night.

We only use the discreet thin style tension lock couplings for all of our stock, which tend to work well. The stock is a mixture of Hornby, Bachmann, Dapol and kitbuilt items.

We run several distinct trains on the layout. The dairy siding is served by five six-wheel milk tanks of Lima vintage. These have been detailed and upgraded with transfers from the 814 Society based at Didcot, as at the time no 'Milk for London' liveried tankers were available. This is run with an egg van and a Craftsman kit GWR »



5 A Beattie '0298' 2-4-0WT is covering for a failed 'M7' 0-4-4T, it has been a slow trip due to the necessity of extra water stops. A 'Pannier' tank arrives with a goods train. It will reverse into the goods yard once it is given the road by the signalman.

Diagram 0-13 serving as the milk brake van. Only four of these were produced by the Great Western so it is a rare sight in every sense of the term. Award-winning milk departs Tedburn and heads for Exeter, where it will be marshalled into a longer train bound for London. This is usually operated by either a Bachmann '2251' 0-6-0 or a Hornby 'Dean Goods'.

The four-wheel coaches operate as the main set for the branch line. These are the familiar Ratio kits, with added battery lighting and passengers. It is often hauled by the open cab 0-6-0PT converted

from a Bachmann '57XX'. This train generally only operates between Tedburn and Exeter, but in summer months will sometimes go further afield to the seaside.

The B set is comprised of two Airfix coaches, and often works to Plymouth. The through coach, a Hornby clerestory, runs down from Paddington, and is attached to the B set at Exeter to continue onto Tedburn. This is often hauled by a 'Prairie' tank or a '2251'.

The Southern Railway set is usually comprised of a Maunsell Brake Composite and a Third Suburban coach with a parcel

van. The two coaches are a mix of Ian Kirk and Dapol parts. This train is run using a Hornby 'M7' 0-4-4T. It runs from Sidmouth Junction via Exeter Central to Tedburn.

Wagons are mainly from the Bachmann, Hornby, Dapol, Mainline and Airfix stables. We have a range of locomotives to work them as well – 0-6-0PTs, 'Prairie' tanks, a Southern Railway docks tank, '0298' 2-4-0WT and the aforementioned GWR 0-6-0s. The idea for goods is that we bring a train in, shunt it about, depart it and then bring another in to do the same again. Durier Hughes factory railway is run using heavily modified Dapol 'Pug' 0-4-0STs in industrial guise.

EXHIBITIONS

There is a very thorough process of preparation for exhibitions. Usually the weeks preceding an outing are filled with fault finding and repairs – the layout is very delicate and needs care and attention.

The Thursday before an exhibition weekend we clean all of the track with surgical spirit and rags. Once this is complete, we dismantle the layout and collect all that we need to take for the layout – curtain, legs, control panels, packing (for use on uneven floors), smoke unit, tins of bolts and nails. There was one occasion where we forgot a set of legs for an exhibition in Romford so we had to use old milk crates to support the layout.

As virtually all of the stock belongs to Gordon Whyte, he takes on the responsibility for cleaning the wheels of locomotives and rolling stock. The locomotives also receive a quick service »



6 Durier Hughes owned 0-4-0ST Kidwelly shunts in the factory sidings, in the distance a local train from Exeter has arrived with the cattle van ready to be attached for its return trip.



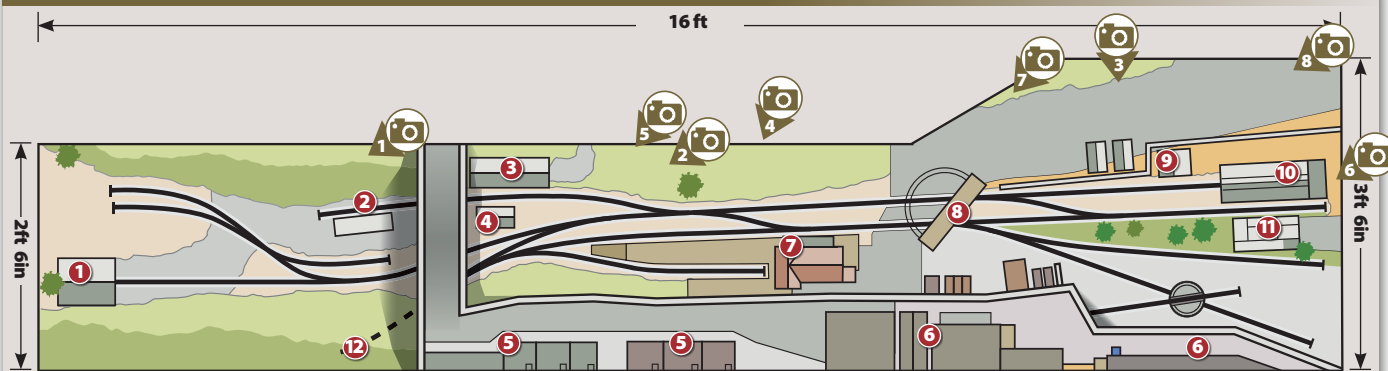
In time the trains destined for Tedburn grew in length, the original platform proved inadequate and an extension was required. Due to space restrictions a 'swing platform' was built to accommodate the longer trains and allow vehicles to cross.



An overview of the layout with two club members concentrating hard on their work.



TEDBURN ST MARY TRACK DIAGRAM (NOT TO SCALE)



KEY

- | | | | |
|--------------|-------------------------|------------------|-------------------|
| 1 Goods shed | 4 Signalbox | 7 Station | 10 Engine shed |
| 2 Coal drop | 5 Pub, shops and hotel | 8 Swing platform | 11 Cattle dock |
| 3 Dairy | 6 Durier Hughes factory | 9 Garage | 12 To fiddle yard |

as well: light oiling on the mechanisms and tests for smooth running.

On the Friday, which is invariably the day before an exhibition, we collect the layout and fit it into three cars. We also do a last check to make sure we have everything necessary.

On the Saturday morning we all meet and then set off in convoy to the location. Once we arrive we find where we are going to be for the day, then assemble the layout, making sure that it is level as we go along. It is then a case of connecting all of the electrics together and giving it a test run. We then place the vehicles on

the layout, as well as the rolling stock where it gets sorted into the fiddle yard. By this time we generally require a cup of tea in preparation for opening time.

Our aim is to always keep something moving on the layout - we treat exhibitions as though they are a play in a theatre, and we try to keep the audience interested at all times. For two day shows we clean the track and loco wheels again on the Sunday morning to ensure we have smooth reliable running. It spoils the atmosphere we try to create if the 'hand of God' has to be used to prod a locomotive along!

At the end of a show we take off the rolling

stock and vehicles, then dismantle the layout and load it into the cars. By this time we are usually quite tired and ready to go home! We make sure we leave our area tidy and check we haven't left anything behind. We drive back to the clubhouse and drop the layout off, then head home for our suppers.

Over the years Tedburn St Mary has attended Warley, and won Best Visiting Layout at the Milton Keynes exhibition, as well as attending countless local shows. We are pleased to receive enquiries from exhibition managers regarding the layout. Our next outing is to TaD-Rail at Tring on October 17. www.tedburnstmary.co.uk



It must be lunchtime at Tedburn as a queue forms for food, no rest for the crew of *Kidwelly* however as they continue to shunt. An old coach now forms the shed mess room.

Back to
BASICS

DIGITAL STARTUP

Technology has brought new streams of creativity to railway modelling, but it can be a minefield too. **MIKE WILD** looks into the world of Digital Command Control and reveals what you really need to get started with a digital model railway.

Below: It is hard to tell at first glance, but everything here is digital y controlled. The 'Royal Scot' is fitted with a LokSound sound decoder from Howes Models while the signals are controlled by Train-Tech SC3 decoders and the points by DCC Concepts ADS series decoders.

ACESSORY DECODERS, pins, bus bars, boosters, base stations, districts, frog juicers, detectors – you need them all, right? Wrong! The world of Digital Command Control (DCC) technology is quite frankly amazing. New products are coming along all the time, but it is easy to be mystified by the system and especially as a newcomer.

We've heard many stories in the *Hornby Magazine* office of modellers who have gone down the digital route only to find that equipment doesn't do what they want it to and become frustrated with the system. But, with the right outlook, a considered approach and knowledge of what you don't need, digital control can be a real benefit to any layout builder.

Digital control is here to stay and our manufacturers are showing this. Even five years ago the number of ready-to-run models available which didn't have decoder sockets was substantial, yet that number reduces every year with all the big names in ready-to-run turning out new locomotives with a decoder socket factory fitted while Bachmann has a rolling programme of chassis upgrades for its older split chassis locomotives. Further to this, forward thinking is seeing the design process incorporate the potential for digital sound with new locomotives from Bachmann, Dapol and Hornby having dedicated space inside for a speaker to be installed too. This is



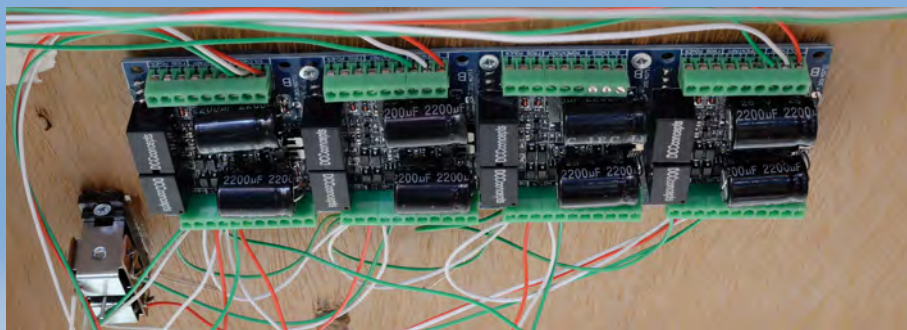
a dramatic change from 10 years ago when, even if a model was DCC ready, in some cases even with a decoder socket the space available to house a decoder was highly restricted.

CHANGING TIDES

When DCC first came into the British market it was seen as being suitable only for compact depot layouts and there was a general opinion that it held little potential for branch line or main line layouts. However, with the passing of time and the increase in available equipment that viewpoint has changed and we are now seeing more and more digital controlled layouts on the exhibition circuit. There is virtually no limit to its potential and it has been shown time and time again that it can be used for any layout of any size and in a multiple of different scales too.

All too often though we see people jump in the deep end and make a rash move from analogue control to digital overnight. This isn't necessary and for long term collectors the thought of having to fit decoders into a sizeable locomotive fleet is a big stumbling block. Five years since we made the switch to digital control of *Hornby Magazine's* exhibition layouts we are still working through the fitment of decoders – and it's a process we'll be working on for some time yet.

However, with the right setup you CAN run digital and analogue control on the same layout and you CAN fit almost any model locomotive with a DCC decoder to allow them



Whilst it might look complex at first glance, the way these DCC Concepts ADS series decoders work is impressive and they are amongst the most reliable accessory decoders we have used yet. Their in built capacitors for each output give them plenty of power to operate solenoid point motors too and without relying directly on the DCC power feed.

to operate with the system. You don't need to build a new layout either – it is perfectly possible to convert an analogue layout to digital and in its simplest form this could involve swapping the analogue controller for a digital one and turning all the section switches on to make the layout fully live. Just make sure you take all analogue only locomotives off the track before changing controllers.

THE BASICS

So what do you really need to get started with digital control? The simple answer is that you need a control system, a couple of decoders to plug into your locomotives and a circuit

of track or layout to run them on. That's it.

At its most basic a digital system is no more complex than its equivalent basic analogue layout, but its main advantage – alongside refined control – in terms of locomotives is that you can control multiple engines using one handset and with one power input for a whole layout. This increases a layout's flexibility and puts you firmly in the driving seat. Each locomotive is given its own address – a number which the controller uses to communicate with it – which can be altered using a DCC handset. If you change to a different manufacturer's control system in the future these addresses will still be current as they are stored in the locomotive »





This simple set of plug-in terminal blocks caters for the switch over between analogue and digital control. The white wires coming into the top terminal block are the DCC feed from the base station while the black and red paired wires are those to the track. Removing the latter allows them to be connected to matching terminal blocks on analogue controllers.

DIGITAL TERMINOLOGY

ACCESSORY DECODER Fixed location digital decoder that can control signals, point motors and other accessories.

ADDRESS Identifying number for a DCC fitted locomotive or accessory decoder.

COMMAND STATION Control hub of a DCC operated layout.

CONSISTING Two or more locos operating together using the same DCC address.

CVS Configuration Variable. Programmable DCC decoder settings.

DCC Digital Command Control.

DCC BOOSTER Provides extra power rating to the track to improve DCC signals and allow more locomotives to be operated.

DCC FITTED Model supplied with a factory fitted DCC decoder.

DCC ON BOARD Model supplied with a factory fitted DCC decoder.

DCC READY Model supplied with a DCC decoder socket only and no decoder.

DECODER Printed circuit board for operating model railway locomotives and accessories.

FUNCTION OUTPUT Used to control functions and features on DCC fitted loco or carriages such as lights and sounds.

MAIN TRACK DCC term for operational railway layout.

POWER BUS DCC layout power supply cable with dropper wires feeding the track at regular intervals.

PROGRAMMING TRACK DCC track which is separate from the main line for programming locomotive CVs.

ROUTE SETTING Series of points operating together to form a defined route on a layout.

SPEED STEPS DCC power control increments. The more steps you have, the smoother the speed transition. Equally divided into 14, 28 and 128 steps depending on controller setting.



decoder and a new system will be able to take control without any changes to the locomotives.

Installing standard motor control decoders is a straightforward task in the majority of locomotives now as they have been designed to accept them. Look for symbols on boxes which say DCC ready – these are models which have a socket but no decoder installed. There are also DCC on board/DCC fitted models which are factory fitted with a decoder taking another step out of the process of getting started – these being the very simplest way to begin with.

Next you will need to know what type of socket is fitted in your new model. There are 6-pin, 8-pin and 21-pin decoder sockets which are used by manufacturers depending upon the space available within a locomotive. 'N' gauge models only ever have a 6-pin socket, but this compact design is also used in small 'OO' gauge locomotives too. The most common in 'OO' are the 8-pin and 21-pin sockets. No matter what the socket type the outcome is the same – once a decoder is installed it will allow a digital handset to take control of a locomotive's motor and any lighting which might be fitted too.

There is a substantial array of decoders available ranging from basic two function decoders – decoders which can control the locomotive's motor and two additional lighting functions, for example – right through to the most advanced digital sound decoders which can control the motor, a speaker, lights,

USEFUL LINKS

Hornby	www.hornby.com
Gaugemaster	www.gaugemaster.com
DCC Concepts	www.dccconcepts.com
Bachmann	www.bachmann.co.uk
Roco	www.gaugemaster.com
Train-Tech	www.train-tech.co.uk

smoke generators, 'stay alive' capacitors and more. That is another story altogether and Paul Chetter's DCC sound features in *Hornby Magazine* are an excellent resource for those committed to this area of digital technology.

There is much more to this area of DCC beyond the scope of this feature, but for those looking for a reliable, simple locomotive decoder our recommendations would be to look at the ranges produced by Bachmann, Gaugemaster or Zimo.

DIGITAL LAYOUT

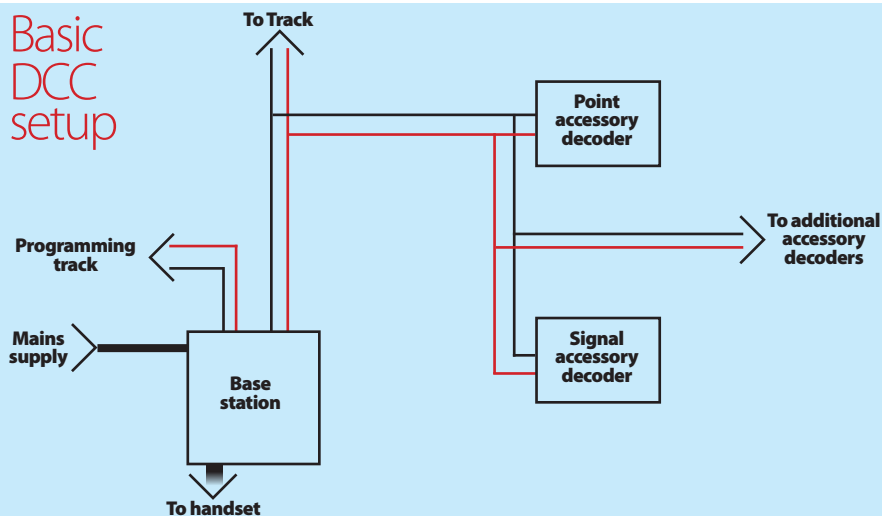
We've covered many aspects of locomotive control with DCC in past issues of *Hornby Magazine*, but the grey area comes in layout control. What do you need to make the railway DCC friendly? To show how simple a digital controlled layout can be we are going to use our office test track, Topley Dale, as an example. This layout was conceived as being a simple, flexible layout and is essentially a double track circuit with two loops, a small goods yard and a station.

We have recently completed installation of digital control for all points and signals on

Topley Dale has the option for trains to be controlled with analogue or digital by changing over a set of plugs under the layout. The points and signals are permanently controlled with digital.



Basic DCC setup



and one for the points and signals. The track feed is then further split into two to allow each circuit to be connected to the DCC power supply individually. Owing to the size of the layout – and the fact that it isn't an exhibition layout – the whole system operates from one power source and we haven't seen the need to go down the route of power districts. For 'home' use and this size of layout there is no need for them. With the wiring split between the track and accessories we do have the option to add a power district in future if we wish, which is always a good way forward – planning for the future.

At all times the points and signals are controlled by digital, but when we need or want to run analogue locomotives the DCC power source is disconnected from the chosen running line to be replaced by an analogue feed. Using plug-in terminal blocks makes this a very easy operation – in less than a minute we can change over from digital to analogue or vice versa. It is that simple.

This approach has created a highly useful, reliable and enjoyable layout. We could go further – we could rewire the layout to take out the analogue control wiring, although we need to keep this for maximum flexibility. We could add a 'soft start' module to ease current into the system, but experience suggests this isn't needed for this layout either. We could add direct feeds to all loops so that power is permanently applied to all lines, but again this would make operation in analogue mode more difficult.

In essence we accept some compromises in digital mode to allow the layout to be fully flexible in using analogue control too. If it was purely for digital use we would go down the route of adding live feeds, particularly for use with sound fitted locomotives, and, if it were to get any bigger, we would consider the potential for installing power districts.

DIGITAL POTENTIAL

The subject of digital control offers massive potential for developing sophisticated layouts, but what we should all remember with digital is that we have to start somewhere. Jumping in at the deep end with hundreds of pounds worth of equipment isn't the right way forward, but starting out with the intention of development is.

With the right outlook and a decision to stick with the basics a smooth running and reliable digital layout can be created without massive investment – and particularly if you retain the option to use analogue control too as it means the cost of adding decoders to a

10 tips

- 1** Keep things simple and move one step at a time.
- 2** Read product reviews, check their purpose and the experience of others before buying.
- 3** When choosing a controller try different types in a shop before committing to a purchase.
- 4** Analogue and digital can be used on the same layout, but they must be kept separate.
- 5** Choose a simple locomotive as your first DCC installation project – 21-pin socket models are easiest.
- 6** Set yourself attainable goals in upgrading a locomotive fleet to digital – doing it 'overnight' will be expensive!
- 7** Plan out an addressing system early – we use the last four digits from each locomotive number as the address – we can't forget them that way.
- 8** When adding accessory decoders select number ranges for certain aspects. For example, on Topley Dale all the points are numbered in the 1-10 range while the signals are numbered in the 20-25 range.
- 9** If you have a big layout consider keeping analogue control for one circuit and introducing DCC control for another.
- 10** Enjoy it! Digital control brings a whole new world of operation to model railways.

locomotive fleet can be spread over time.

In the coming issues we'll be going into more detail on digital command control and exploring some of the features which can be added to a basic system such as this to take it to the next level while explaining where and why you would use things such as power districts, power boosters, reverse loop modules and more.

There is a place for all control systems in model railways, but digital is developing and *Hornby Magazine* will be at the forefront of this technology showing you how to make the most of it. **EDM**

the layout using readily available and reliable equipment and it has really added to the operation and atmosphere that it can generate.

The first and most important thing for this layout is flexibility – it has the option to be run with either analogue or digital control through simple plug in terminal blocks which allow different controllers to be plugged in as required. This goes further as it means that as long as we fit a matching plug to the track feed wires from a controller any system can be connected to the layout for testing. For example as well as analogue controllers we have also run the layout with the Gaugemaster Prodigy, Hornby Elite, Hornby eLink and RailMaster, Dynamis Ultima, RocRail (through the Dynamis), Roco Z21 and Lenz equipment too. As the two circuits are wired separately we can easily change the control setup to allow analogue to be used on one circuit and digital on the other – or, with care, use two different DCC systems simultaneously one for each circuit.

In all there are three main components to ensure smooth and reliable operation of Topley Dale in digital mode – a DCC controller, normally a Gaugemaster Prodigy system, DCC Concepts ADS series accessory decoders and Train-Tech SC3 signal decoders to operate the Dapol semaphore signals. All three of these elements work in perfect harmony and are very simple to install and set up as they feature learning modes for addressing.

The controller base station power output is split into two circuits – one for the track feeds

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Hornby Magazine Yearbook 6



Hornby Magazine Yearbook 6 features a completely new model railway layout, featuring third-rail electrics and based on the Southern Region.

Twelve Trees Junction, built by author Mike Wild, shows the reader how to develop a layout using the mothballed Project 12 from *Hornby Magazine* as its basis. Features include construction of the baseboard, how to lay track, making scenery and buildings as well as a series of hands on and historical features too. Plus we describe which locomotives and rolling stock operate on the finished layout to ensure authenticity.

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Outstanding 'N' for 'N'

Bachmann has delivered the first of its new 'N' gauge Maunsell 'N' 2-6-0s. **MIKE WILD** runs the rule over this stunning new release for 2mm scale.

MAUNSELL'S steam locomotives were powerful, purposeful designs which drove the Southern Railway forward for many years.

For 'N' gauge the Southern Region has generally been short on motive power with but a handful of creditable locomotives being produced in recent years. However, Bachmann has been turning the fortunes for the scale with release of its new 'Merchant Navy' 4-6-2 in April (HM96) and now the arrival of the Maunsell 'N' 2-6-0.

The 'N' class was Maunsell's response to the need for new mixed traffic locomotives and the chance to eradicate double heading of aging locomotives on increasingly heavy trains. Design work started in 1914, but it was 1917 when the first entered traffic with the South Eastern and Chatham Railway where Maunsell was Chief Mechanical Engineer. The first were so successful that construction continued after the 1923 grouping and ultimately 80 were built with the last entering traffic in January 1934. *Reality Check* looks back at the history of the class on pages 72-75.

THE MODEL

For review we received a sample of BR lined black 31844 with large early crests. This locomotive was built new from parts made by Woolwich Arsenal at Ashford Works in September 1924 and entered traffic as A844. It was later renumbered 1844 and on nationalisation in 1948 it became 31844. It was withdrawn in December 1963 and scrapped. Happily one 'N' survives in preservation at the Mid Hants Railway – 31874.

Bachmann has done a superb job of recreating this popular and useful class in 'N' gauge and there is no questioning what the model sets out to be. The overall shape, style and poise of the 'N' has been captured superbly down to the shape of the footplating, smoke deflectors and chimney. Add to this a fully detailed smokebox door, including the extra lamp irons



used by the Southern Railway, an Exmouth Junction (72A) shedplate and the all important BR smokebox numberplate and the front is a superb package.

Moving along the locomotive

you will find neatly proportioned valve gear, separately fitted pipework and handrails plus an original pattern dome. The firebox is of the correct Belpaire design with broad shoulders standing

out either side of the boiler and topped with neat turned metal safety valves and whistle.

The cab is fully detailed inside and features a positionable fallplate as well as a full complement of gauges,



From above the detail is excellent throughout.

THE DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	372-931
Description:	Maunsell 'N' 2-6-0 31844, BR lined black
Scale:	'N'
Price:	£124.95
Era:	4
DCC:	DCC ready, 6-pin socket
Couplings:	Rapido couplings in NEM pockets



The elegant and imposing stance of the 'N' is captured brilliantly by Bachmann.

regulator and screw reverser. The outside of the cab matches that of the prototype perfectly with its austere appearance.

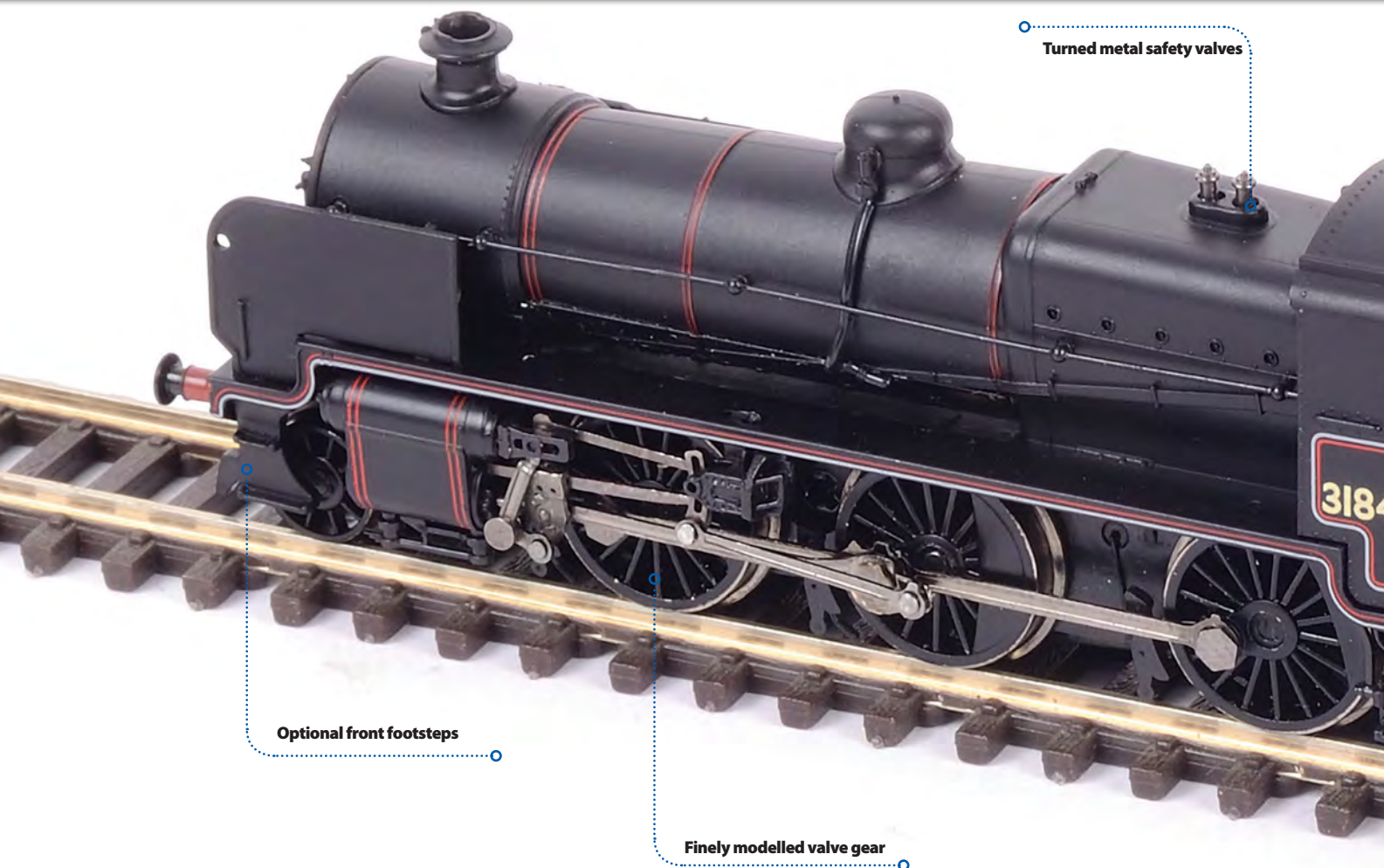
The tender coupled to the 'N' is the straight sided type and it

matches the high standards of the locomotive. It is fitted with a removable metal coal load which reveals a low relief moulded coal space below. At the rear are a full set of steps and lamp irons together



"Supplied with the model is a comprehensive detailing pack."

MIKE WILD



with a factory fitted brake pipe.

Supplied with the model is a comprehensive detailing package which includes front steps, dummy coupling hooks, cab doors, route indicator discs and cylinder drain cocks for optional fitment.

Completing the package is the superb livery application which we have come to expect from Bachmann. Decked out in full mixed traffic lined black, our sample of 31844 looked good. The lining was excellent and the other elements well applied, creating a suitably convincing model.

PERFORMANCE

The running characteristics of the new 2-6-0 are quite simply

outstanding and far outstrip what would be asked of the real locomotives in service. The model is fitted with Bachmann's coreless motor in the boiler with drive to the rear wheels, the latter featuring traction tyres. A 6-pin Digital Command Control (DCC) socket is provided in the tender to complete the package.

The coreless motor used in recent 'N' gauge steam locomotives from Bachmann has already established itself well in the market and our sample of the 'N' performed to expectations. Straight from the box it ran quietly and smoothly throughout the speed range and following running in we subjected it to a number of loaded tests.

First was an endurance run for six hours with a load of 12 mineral wagons and a brake van and including a 1-in-68 gradient on every circuit running boiler first. This was followed by further running tender first for three hours with a load of 24 mineral wagons on the same circuit. Throughout the model performed faultlessly and negotiated large and medium radius points without issue as well as diamond crossings. It

also operated equally well on code 80 and code 55 track as well as taking joints between the two rail profiles in its stride.

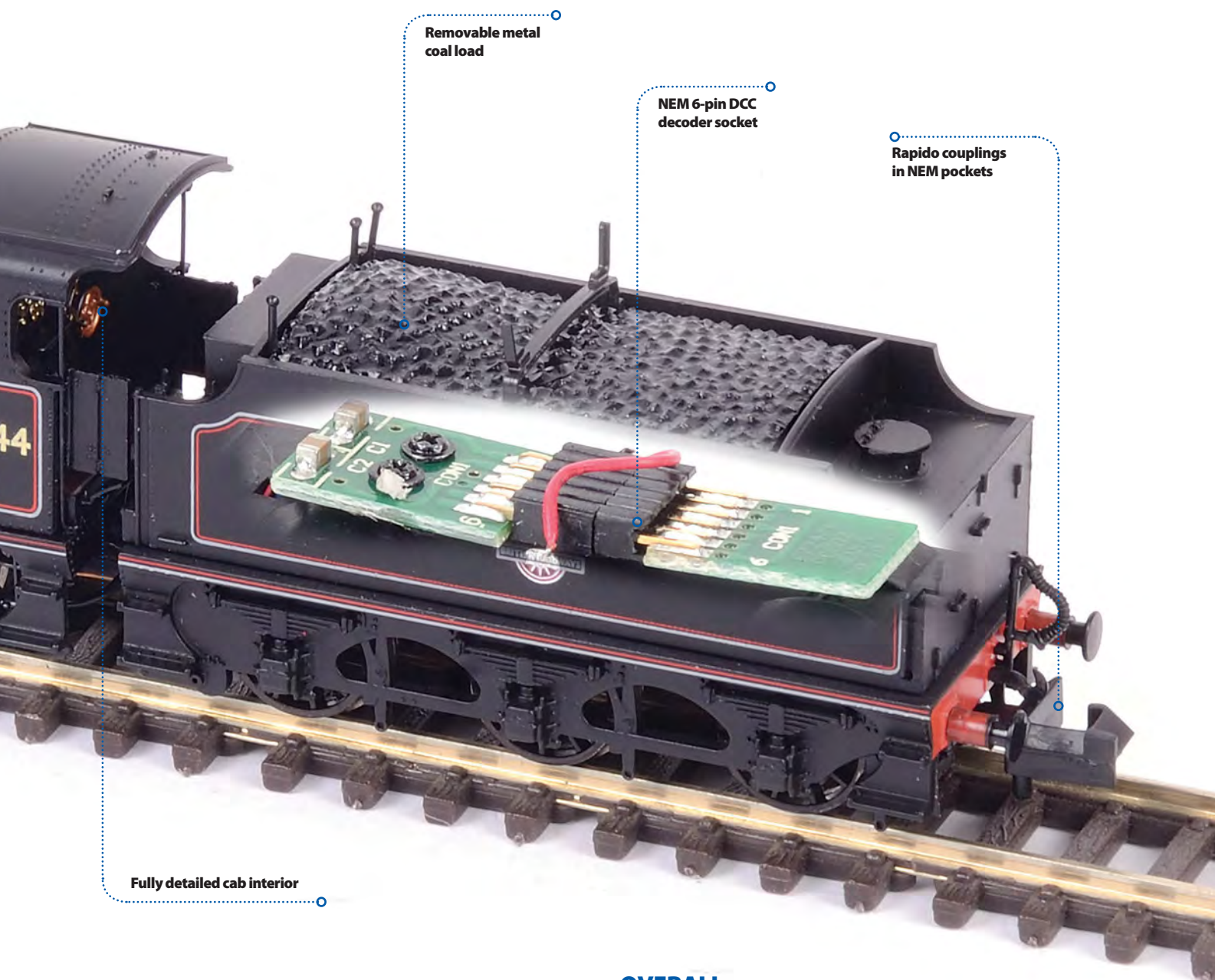
Most impressive though was its performance on gradients and overall haulage capacity. Having loaded it with eight Bachmann Mk 1s, the 'N' proved more than capable of handling the 1-in-68 gradient and we subsequently increased this to a load of 14 Mk 1s which came close to, but not



"The running characteristics of the new 2-6-0 are quite simply stunning."

MIKE WILD





up to, the limit for the model on this gradient. On the level 16 Mk 1s was still comfortable while on a 1-in-30 gradient it proved capable of handling an eight coach rake of Mk 1s without any signs of slipping and only minimal reduction in speed – impressive to say the least.

Like the recently released '4F', 'Duchess' and 'Merchant Navy'

access to the tender mounted decoder socket has been improved as the body is now a clip fit which makes it much simpler to release. Having done so we have exchanged the blanking plug for a DCC Concepts Zen 6-pin decoder for further testing and the model continued to perform supremely under digital control.

OVERALL

Bachmann has continued to raise the bar with each new 'N' gauge release and the new Maunsell 'N' 2-6-0 is no exception. It has been an incredible year for 'N' gauge modellers so far with this being Bachmann's fourth new release for the scale. Quality is excellent and the

performance of this new 2-6-0 is quite simply outstanding.

For any sceptics out there this wonderful model shows the strength of Bachmann's Graham Farish brand and the potential for small scale modelling.

An excellent new release which is deserving of great success. (MW)



Bachmann's new Maunsell 'N' 2-6-0 is superbly put together and detailed. The first batch is being released with straight sided tenders in SECR grey, SR olive green and BR black with both early and late crests. 31844 is a former Exmouth Junction locomotive which comes with a 72A shedplate on the smokebox door.

Maunsell's *Elegant N*

The early years of the 20th century saw an explosion in railway traffic that required heavier, faster and more modern locomotives to haul it. One of the most progressive of these new designs was the 'N' 2-6-0, as **EVAN GREEN-HUGHES** describes.

Maunsell 'N' 2-6-0 31831
passes Forest Hill with a
Bricklayers Arms-Brighton
parcels extra on December
14 1964. [Brian Stephenson](#).



In original condition without smoke deflectors 'N' 2-6-0 1813 passes Petts Wood with a Down goods on the SECR main line to Tonbridge in 1932.
S.A.W. Harvey/Rail Archive Stephenson.



IN COMMON with many other railways the South Eastern and Chatham Railway (SECR) was struggling with its motive power requirements in the years leading up to the Great War. Elderly 4-4-0s and 0-6-0s had been able to cope with traffic in the days when speeds were modest and loads light but now train lengths were becoming greater due to increasing demand and there was a requirement for increased speeds on longer distance services.

The problem was particularly acute on the South Eastern section where there was a heavy flow of freight between Ashford and Hither Green sidings and where the length of trains was governed by the severity of gradients north of Tonbridge and on the Chatham section where train weights were limited by the capacity of engines to haul them up the gradients at Shepherds Well and Herne Bay.

Clearly larger and more powerful locomotives were required but unfortunately the SECR possessed a great deal of lightly-laid permanent way, with many lines having a severely limited axle load. This restricted the choices available to the company's Chief Mechanical Engineer, Richard Maunsell.

For inspiration he turned to the Great Western Railway (GWR) whose '43XX' 2-6-0s were probably the best mixed traffic locomotives in Britain at the time. As a result he drew up a locomotive with many Swindon features including a high pressure taper boiler with top feed, smokebox regulator and long travel valves but he also included a number of features more common to the Midland Railway,

amongst them a large smokebox and cab.

The drawings of what was to become the 'N' were presented to the company's directors in January 1915 along with those for a 2-6-4T engine which embodied many of the same components. As a result 10 of the 2-6-0s and six of the tank engines were authorised for construction. Unfortunately Ashford works was heavily tied up with the war effort and two years elapsed before one of each design was actually constructed. Numbered 810 the first 'N' was steamed on July 27 1917 but initial trials did not prove entirely successful and modifications had to be made to the pony truck and the superheater. These did not take very long and the locomotive was released for ordinary service only three weeks later.

DEVELOPMENT

As built 810 was a development of the GWR design rather than a copy of it because Maunsell had improved the boiler top feed arrangements and incorporated outside Walschaerts valve gear (as opposed to Swindon's inside Stephenson arrangement) with a single slide bar to ease maintenance. It was sent to Bricklayer's Arms where it was allocated to haul lengthy freights to Ramsgate, Hither Green and Tonbridge, being found to be good to take 65 wagons over the Tonbridge route and 85 between Tonbridge and Dover.

Due to the success of 810 a further 15 similar locomotives were ordered in November 1917 costing £5,875 each, but due to a shortage of materials caused by the war production was delayed until 1920 and it took until December 1923 for the whole batch to be completed. They were

NUMBERING AND CONSTRUCTION DETAILS

Year	Builder	Number Built	Original No	1928 No	BR No
1917	SECR	1	810	1810	31810
1920-1923	SECR	15	811-825	1811-1825	31811-31825
1924	Woolwich	50	A826-A875	1826-1875	31826-31875
1932-1934	Southern	15	n/a	1400-1414	31400-31414

*822 was built as a three-cylinder 'N1'.

numbered 811-825 and all were finished in grey except for the final one which was painted in the new Southern Railway's green. One of this batch, 822, was built with three cylinders instead of two.

Despite the success of the earlier engine there were problems with this batch, particularly when they were used on passenger trains where they were found to be rough riding at high speeds. Dynamic balancing of the driving wheels helped and eventually almost eliminated the issue. The blastpipe had to be changed for one copied from the GWR's '43XXs' after reports of poor steaming and this also meant that a stovepipe chimney had to be fitted. Following these modifications the class settled down to do some good work, particularly on heavy express and long distance goods trains.

SETTING THE STANDARD

The next batch of 'Ns' to enter service did so via a most unusual route. During the First World War there had been talk of nationalising the railways and in preparation for this the Government had invited the Association of Railway Locomotive Engineers to prepare drawings for a proposed range of standard engines.

By 1917 efforts were concentrated on the 2-6-0 and 2-8-0 classes but there was difficulty in getting agreement between the parties involved as to the design, and in 1919 the idea was abandoned. This coincided with a desire to find work for former armament plants including the Woolwich Arsenal which was duly furnished with drawings of the Railway Operating Division 2-8-0 and the 'N' 2-6-0 and told to get on and build some! Within a short space of time it was realised that there were plenty of war surplus 2-8-0s and so the entire plant



'N' 2-6-0 1850, fitted with Marshall's valve gear, stands inside Eastleigh Works in 1934.
Collin Turner/Rail Archive Stephenson.

was turned over to supplying 'Ns'.

Boilers for the new locomotives were obtained from traditional railway manufacturers, with 110 in all being supplied but despite this poor organisation, even worse workmanship and a lack of relevant knowledge meant that production proceeded at a snail's pace. Costs escalated to the point that the locomotives were costing 50% more than railway operators could build them for themselves and production eventually came to a standstill.

By 1923 after no railway in Britain or abroad had shown any inclination to buy one of the engines their remains were placed in the hands of a disposals company which approached engineers from the Southern Railway to see if at least one could be made to work as a demonstrator. At this point there were 100 complete or

part-complete locomotives available.

Over the next two years 27 regauged 'Ns' were bought by the Great Southern Railway of Ireland, while the Metropolitan Railway obtained six sets of parts and had them assembled as 2-6-4Ts by Armstrong Whitworth. The Southern Railway eventually took 50 locomotives in various stages of completion, along with five sets of main frames, 11 boilers, 37 cylinder casings, 38 pairs of wheels and various other parts. These parts were incorporated into 'K' 2-6-4Ts and 'U' 2-6-0s but the 50 'Ns' were all completed at Ashford and took the numbers A826-A875. The introduction of these locomotives allowed the class to spread its wings to the Western section with examples allocated to Salisbury, Exmouth Junction and Barnstaple.

In March 1930 a further 15 locomotives





With a long goods formed of continental vans, 31859 approaches Sandling Junction bound for Dover on August 1 1957. Ken Cook/Rail Archive Stephenson.

were ordered but this time built in their entirety at Ashford works. Due to the depressed state of the economy it took two years for them to be constructed. This series differed from the earlier ones in that they had frames made of a different steel, twin slide bars, front footsteps, modified blastpipe and 4,000gallon tenders. Rather oddly 1400-1406 were right-hand drive but 1407-1414 were left-hand drive.

During their lives the class received a number of modifications, some of which were experimental. A816 was fitted with the Anderson steam heat conservation system in 1930 but this was eventually removed in 1935. Large smoke deflectors began to be fitted from 1933 in an attempt to lift exhaust gases and smoke from the front end of the engine and these had been received by the whole class by 1936. Cylinder tail

rods were removed in 1931/1932 from those that had them and there were also changes to the cylinder bypass valves.

STRONG SURVIVORS

Despite being worked very hard during the Second World War and some of the class receiving minor damage all 80 survived into British Railways ownership in 1948. There were few changes in their duties but all were painted in lined black shortly after the railways passed into state ownership. By 1953 problems with main frame cracks and distortion were becoming common and as a result some were fitted with new frames from 1954 onwards, receiving at the same time new cylinders with outside steam pipes.

Increasing electrification of the Southern and the arrival in 1960 of the first of the


FACTS AND FIGURES	
Designer:	Richard Maunsell
Total in class:	80
Built:	1917-1934
Withdrawn:	1962-1966
Builder:	Ashford Works Woolwich Arsenal
Purpose:	Mixed traffic
Power classification:	'4P'/'5F'
Wheel arrangement:	2-6-0
Weight (engine):	59tons 8cwt
Bogie wheel diameter:	3ft 1in
Driving wheel diameter:	5ft 6in
Boiler diameter:	5ft 3in
Boiler pressure:	200psi
Cylinders:	Two, 19in x 28in (outside)
Tractive effort:	26,035lbs
Weight (tender):	39tons 5cwt
Coal capacity:	5tons
Water capacity:	4,000gallons

'N' 31404 leaves Southampton Central with the 11.37am Portsmouth Harbour-Cardiff train on August 25 1962. Mike Fox/Rail Archive Stephenson.



BRCW Type 3 diesels led to cascading of some engines and in 1962 31409/31414 were laid aside with firebox damage and subsequently condemned. By November 1964 only 12 remained in traffic and the end finally came in June 1966 when the final pair - 31405/31408 - were withdrawn.

Fortunately one example survived into preservation. 31874 was withdrawn in March 1964 and taken to Woodham Brothers yard in Barry, South Wales, where it remained until March 1974. It was subsequently bought for use on the Mid-Hants Railway where it re-entered service in April 1977 after a thorough rebuild. In 1997 it was taken out of traffic as it required firebox repairs and in 2014 it was announced that it would be moving to the Swanage Railway where it is currently being worked on with a return to traffic hoped for by the end of this year.

The 'N' class was a superb maid of all work which was a massive step change from many of the designs that preceded it and set a pattern for many of the simple two-cylinder mixed traffic locomotives that were to form the backbone of the locomotive fleet right until the final days of steam. 

Decoder Doctor's diagnosis IMPRESSES



Gaugemaster's Decoder Doctor is a useful tool for those using digital control.

THE DETAILS	
Manufacturer:	www.gaugemaster.com
Cat No:	DCC15
Description:	Prodigy Decoder Doctor
Price:	£79.95
Scale:	'OO'/'N'

NEW from Gaugemaster is this Prodigy Decoder Doctor. As its name implies this latest addition is part of the Prodigy Digital Command Control (DCC) family of products, although you don't need a Prodigy system to use it.

The Decoder Doctor is designed to read and write DCC decoder addresses and configuration variables (CVs) as well as attempt to address any issues the decoders may have. The system is simple to set up and is supplied with a Decoder Doctor handset, a six-pin DCC decoder adapter harness and two sets of wires. The larger set of cables is for power input while the finer wires are for connecting to a test track. Both sets have bare wires at one end for connecting to their respective sources – ensure you follow the instructions and connect them carefully.

The Decoder Doctor can be connected directly to a DCC main

track output or, usefully, to the AC output on an analogue controller which makes this product incredibly flexible. As a result it can be used remotely from a layout or DCC system – ideal if you have a lot of DCC decoders to test.

The unit employs simple push button operation and also features a number of neat elements such as resetting a decoder to its factory default through two button presses, the ability to test the track voltage and a button which allows you to trial a locomotive on the test track with limited speed steps, up to a maximum of 25.

The Decoder Doctor handset is fitted with an 8-pin DCC decoder socket for directly plugging in and testing decoders before installing them in a locomotive, which is particularly useful for decoders which may have been languishing in a box or drawer for some time. For locomotives already fitted with a decoder, these can be interrogated on a test track using the handset, while a six-pin DCC adapter harness is

provided allowing a greater range of decoders to be connected. No harness is provided for connecting to 21-pin decoders, although if you have an 8-pin to 21-pin adapter that could be used as a means of connecting a full range of decoder types to the unit.

On test our review sample performed well with a cross-section of different decoder types from basic two or three function decoders to more sophisticated multi-function sound decoders. Locomotives were re-addressed using the handset together with decoder resets on a selection of decoder types. In fact, whilst testing

three 'failed' decoders, the unit managed to reset one of them to fully functioning operation!

One thing to bear in mind with this new device is that if a decoder is 'dead', then this unit is unlikely to be able to resuscitate it, but it does have a number of neat operations that enable you to check and test each and every decoder – quickly and easily, just in case it is salvageable. If the unit manages to resuscitate half-a-dozen decoders during its use, it will have paid for itself in that task alone.

This is another useful tool from Gaugemaster and deserving of a place in the digital modeller's toolbox. (MC)

Oxford Wolseley



This eye-catching Wolseley 18/85 has been released by Oxford Diecast. Finished as FYR 119, built in 1939, it features an attractive maroon and ivory colour scheme with silvered windscreen beading, lights and bumpers. Decoration on the whole is good, although the ivory finish on our review sample was a little fuzzy on one side of the

THE DETAILS	
Manufacturer:	www.oxforddiecast.co.uk
Cat No:	76WO004
Description:	Wolseley 18/85 Maroon and Ivory
Price:	£4.45
Scale:	'OO'
Era:	3-5

vehicle. That said, the distinctive black radiator, engine grilles, running boards and sunroof have

all been captured well together with silvered wheels, boot catch, door handles and petrol cap. (MC)

New Supercast figures



New to the Mike Pett Supercast range of cast metal figures are these locomotive crews suitable for 'OO' and 'O' scales.

The 'OO' gauge figures represent seated locomotive drivers in a selection of different poses with left or right arm raised as well as a leaning version perfect for placement on the footplate.

The 'O' gauge figure portrays a driver standing with his right hand in the air and could be placed on a locomotive footplate as if driving the engine or holding a handrail.

Available unpainted or fully decorated, the moulded detail is good featuring representation of the crew uniforms and driver's hat. (MC)

THE DETAILS	
Manufacturer:	www.modelrailwayfigures00.co.uk
Description:	Seated drivers
Price:	£1.75 each (unpainted)/£4.50 each (painted)
Scale:	'OO'
Description:	Driver with right hand in the air
Price:	£5.50 each (unpainted)/£8.50 each (painted)
Scale:	'O'
Era:	2-6



RECOMMENDED READING

Yorkshire & Humberside Traction

Author: Gordon Edgar
Publisher: Amberley Publishing
Website: www.amberley-books.com
ISBN: 978-1-4456-4317-5
Price: £14.99
Spec: 96 pages, softback



GOOD REFERENCE material is essential when planning to model a specific area. This recent publication from Amberley Press focuses on railway traction across Yorkshire and Humberside and features a good selection of inspirational scenes of the railway in the region including images of railway depots now consigned to history such as those at Tinsley and Doncaster.

The author has been photographing railways since the late 1960s and whilst the book features a small selection of BR green diesels there are plenty of BR blue, industrial and post privatisation railway liveries included too, many of which are now also history themselves.

Reproduction of each of the 180 photographs is crisp and legible with good informative captions and plenty to inspire railway modellers, not just from the potential train formations featured, but also the detritus visible in many of the platform, depot and yard scenes.

A useful addition to the library. (MC)

'O' GAUGE AC CARS RAILBUS DEBUT

MANY PEOPLE HAVE ruled out 'O' gauge on the grounds of space and cost. But what if you could buy a single vehicle train to form the basis of a micro layout in 7mm scale? Well, now you can as Heljan has released its highly anticipated model of the AC Cars four-wheel railbus for 'O' gauge offering new impetus for those of us who've been tempted but deterred from starting out in large scale modelling.

The AC Cars railbus was one of a number of designs introduced for evaluation as a means of providing cost effective transport on lightly used branch lines. These self-contained vehicles were just 36ft long and seated 46 passengers. Five were built and introduced in 1958. They were powered by a 150hp AEC engine and saw service on the Scottish (one) and Western (four) regions. All were withdrawn by 1968, but two of the Western Region railbuses have been saved for preservation.

Heljan has cut itself a distinctive niche in 'OO' gauge producing models of the Waggon und Maschinenbau and AC Cars railbus with a third modelling the Park Royal design due for release this summer. In 'O' gauge though the AC Cars railbus is its first venture away from locomotives in terms of powered vehicles.

THE MODEL

The railbus really is an attractive proposition. As a single vehicle train it is perfectly suited to home micro layouts and compact exhibition layouts where space is at a premium. Like all Heljan models the AC Cars railbus feels substantial and tips the scales at 1.3kg.

Externally the model has caught the look and shape of these short lived trains to a tee. At the front you will find the correct window arrangement with corner glasses, two matching large panes and a central narrow window too. Below this are the headlights plus a lamp bracket for a tail light, as these units didn't have those built in. The unusual buffing bars are modelled neatly while the chrome effect



waistband separates the upper and lower halves of the model.

Along the body Heljan has replicated the window arrangement of the real vehicles well while the offset doors are correctly recessed into the body with fine metal handrails on each side.

Where this model really excels – like the 'OO' gauge model – is the underframe which is fully detailed with all the fixtures and fittings of the real railbuses in full relief. Turning it upside down is a visual feast from the fully detailed exhaust pipework to the engine, radiator,

Heljan has made its niche in the railbus sector in 'OO' gauge, but now it has gone up a scale to produce a ready-to-run AC Cars railbus for 'O' gauge. **MIKE WILD** takes a closer look at this eagerly anticipated new release.

THE DETAILS

Manufacturer:	www.heljan.dk
Cat No:	88911
Description:	AC Cars railbus W79977, BR green
Scale:	'O'
Price:	£495.00
Era:	5
DCC:	DCC ready, 21-pin socket

In 'O' gauge the Spartan nature of the AC Cars railbus is very obvious...



battery boxes, speedometer cable, fuel tank and more - it's all there to be appreciated. Also built into the chassis floor below the cab is a speaker housing capable of hosting a 23mm diameter speaker for those planning on a digital sound installation.

As you'd expect for a vehicle with as much glazing as the railbus the interior is fully detailed with all the working parts of the model suitably concealed below the floor. Seating is moulded plastic but each seat has a separately fitted metal handrail at the back. All the interior

partitions have been modelled and the driver's desk even includes illuminated gauge housings. The interior of the AC Cars unit also features overhead lighting with a single LED mounted centrally in each passenger compartment.

Livery application is excellent. The main body colours are neatly and consistently applied with crisp edges to all colours including the cab front yellow warning panels. The BR roundels and vehicle numbers are equally well printed together with the data panels on the front corners of the vehicle. »

... as is the space below the nicely detailed front end.





The interior is fully detailed

The motor and gearbox is fully hidden beneath the floor

PERFORMANCE

A centrally positioned motor provides drive to both axles of the AC Cars railbus making it a smooth and consistent performer. This is helped by the 1.3kg weight of the model which gives it excellent adhesion to the track.

During our tests we subjected the model to continued running on a rolling road set up for long

term testing with our sample performing faultlessly. Its slow speed control was impressive with the model happily creeping along at minimal speed under analogue operation.

In a change to previous 'O' gauge releases the AC Cars railbus is fitted with a conventional 21-pin DCC decoder socket. Like the 'OO' gauge model this is positioned

in the roof above the windowline keeping it totally hidden from view. However, this does make it more difficult to access the decoder socket as the body splits at the waistline for access. This is achieved in a handful of steps, but does require care and patience for successful body removal.

With a decoder fitted the model's interior lights work

on Function 1 with Function 0 operating the directional exterior lights. Heljan has made provision for fitment of a DCC sound speaker too with a narrow conduit behind one of the driving cabs for the speaker wires to be sent. It is pleasing to see this level of planning in the railbus as digital sound continues to become more and more popular.



The underframe is exceptionally well detailed with full relief fittings throughout. The circular cut out at under the left hand cab is removable to allow a 23mm round speaker to be installed in the chassis for those planning to add DCC sound.

A 21-pin decoder socket is provided

LEDs provide interior illumination



OVERALL

The arrival of the AC Cars railbus should give 'O' gauge modelling a serious boost. Its price, while not on a level of 'OO' gauge models, is affordable – and particularly for those creating small layouts – while the level of

detail and quality invested in this product makes it stand out too.

If you hadn't considered 'O' gauge as a viable option for a home layout, now is the time and especially with Dapol's new 'Terrier'

and Class 08 shunters on the horizon too. The AC Cars railbus is a fantastic choice by Heljan. It will be sure to turn heads – some on

Hornby Magazine are twisting in the direction of 'O' gauge – and we're sure many others will too. (MW)



W79977 was one of four AC Cars railbuses operated by the Western Region.

LMS CARRIAGE

TWO NEW variations of Hornby's new LMS non-corridor stock arrived in the *Hornby*

Magazine office for review during May covering the non-corridor third and brake third.

Both vehicles are finished in BR crimson livery with Midland numbers M11703M on the third and M20769M on the brake third. A second version of the brake third is also due for release as M20770M.

The standard of finish on both new samples matched that of the non-corridor composite reviewed in HM96 with each vehicle featuring crisp application of the body colours with highlights of 'brass' for the door handles and grabrails.

With the ability to couple multiple vehicles together it has shown just how close the coupling gap can be brought on these vehicles when the close couplings are installed.

The gap between bufferheads was reduced to around 3mm – 4mm when under tension – yet still allowing the carriages



Perfect for yard scenes



Proses' range of model railway accessories includes this pack of oil drums and wooden pallets suitable for 'OO' gauge.

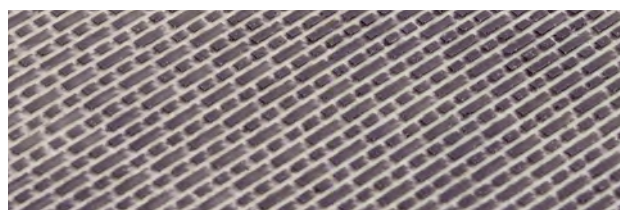
Each pack contains 24 aluminium drums and two laser-cut wooden pallets. All parts are supplied unpainted and would be perfect

for a depot or yard scene as well as for use as wagon loads. Each oil drum has been machine turned and because they are aluminium are quite light, meaning they won't add too much weight to a wagon.

The price tag is high, but they are excellent quality. (MC)

THE DETAILS	
Supplier:	www.goldenvalleyhobbies.com
Cat No:	PROHL-K-07
Description:	Oil drums and pallets
Price:	£14.20
Scale:	'OO'/'HO'
Era:	Any

'Wall' worth a look

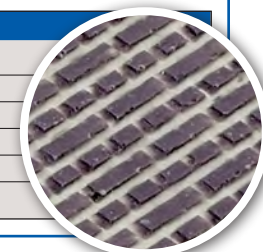


New from the Redutex range of 'OO' gauge textured brick papers is this English Bond blue engineering brick finish. Printed on flexible acrylic sheet, our review sample was supplied in natural blue while a weathered version is also available. Further finishes include English Bond, Flemish Bond and Stretcher types. Each pack contains one

300mm x 120mm self-coloured sheet featuring a self-adhesive backing and being acrylic the sheet can also be heated gently to manipulate it into difficult areas or corners.

The three dimensional effect of the bricks is particularly effective and would certainly look the part on a railway bridge or other structure. (MC)

THE DETAILS	
Supplier:	www.dccsupplies.com
Cat No:	076LD814
Description:	Blue engineering brick sheet
Price:	£6.48
Scale:	'OO'
Era:	Any



VARIATIONS



to negotiate second radius curves on our test track.

These new LMS non-corridor carriages are a wonderful addition to the Hornby range and are sure to prove popular with both LMS and BR London Midland Region modellers. (MW)

THE DETAILS

Manufacturer:	www.hornby.com
Cat No:	R4659 (third), R4678 (brake third)
Description:	LMS non-corridor 57ft stock, BR crimson
Scale:	'OO'
Price:	£40.25 each
Era:	4/5
Couplings:	Small tension locks in NEM pockets

Fordhampton signalbox kit

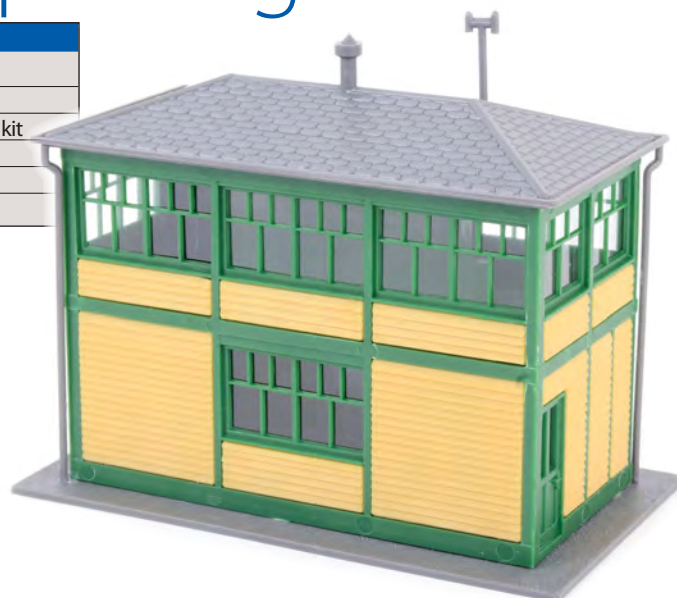
THE DETAILS

Supplier:	www.gaugemaster.com
Cat No:	GM402
Description:	Fordhampton signalbox kit
Price:	£10.50
Scale:	'OO'
Era:	3-9

Gaugemaster has introduced a range of 'OO' gauge railway building kits which includes a station, footbridge and this attractive signalbox.

Manufactured by Faller, the signalbox kit is supplied as a series of grey, green and yellow self-coloured sprues containing all the parts required. On opening the box, it is clear that the kit has been well designed and the parts contain very little flash.

The interior and four walls of the signalbox are moulded in green, while the clapboard cladding elements are finished in yellow and designed to push-fit into indentations on each wall. A small



spot of glue secures the parts in place. The roof and guttering is moulded in grey, while a sheet of clear glazing is also supplied along with a length of twine to represent the handrail around the windows.

Simple to construct, the kit was completed within an hour and is an ideal candidate for further detailing with signalling equipment, furniture and lighting. (MC)

RECOMMENDED READING

Steam Locomotive DRIVER'S MANUAL

Author: Andrew Charman

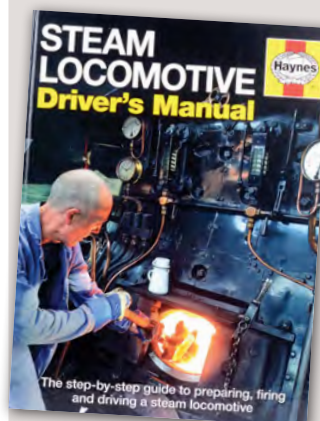
Publisher: Haynes Manuals

Website: www.haynes.co.uk

ISBN: 978-1-84425-942-7

Price: £22.99

Spec: 165 pages, hardback



THE *STEAM Locomotive Driver's Manual* provides a fascinating insight into life on a locomotive footplate and just what is required to operate these often complex machines.

The book understandably majors on the preservation scene and almost all the photographs contained within the volume feature preserved steam traction. Text, diagrams and captions are clear and easy to follow and all aspects required of a competent steam locomotive driver are included.

Basics such as how a steam locomotive works, cab layout, braking systems, lubrication points, fireman's duties, coupling types, signals and even disposal duties at the end of the day, are all covered in detail, plus much more.

With heritage railway steam locomotive driving experiences proving incredibly popular, this book offers a quick route to gaining an understanding of the locomotive footplate. It also serves as a good 'armchair' read and could assist operators of Digital Command Control (DCC) sound fitted locomotives gain additional understanding of how to get more out of their models!

The author has included a wealth of information in this new book and delivers it with an engaging style in the informative text. (MC)

HHA bogie hopper goes Colas



NEW from Bachmann is this 'OO' gauge HHA bogie coal hopper wagon in weathered Colas Rail livery. Originally built for use with Freightliner Heavy Haul from 2004, many of these 73tonne capacity wagons are now in operation with Colas Rail.

This latest release still carries the original Freightliner livery with the Freightliner Heavy Haul logo blanked out and a Colas Rail logo over the top.

Decoration is up to Bachmann's usual high standard and features a pleasant weathered finish together with neatly printed overhead line warning flashes and crisp, legible data panels. The weathering on this particular model accentuates the detail on the bogies and hopper discharge doors and gives the vehicles that prototypical in-service look.

Supplied with a pair of handbrake wheels for separate fitment, the HHA also features

THE DETAILS	
Manufacturer:	www.bachmann.co.uk
Cat No:	38-034
Description:	HHA Bogie Hopper – Colas (weathered)
Price:	£42.95
Scale:	'OO'
Era:	9
Couplings:	Small tension-lock in NEM pockets

small tension lock couplings in NEM coupler pockets, turned metal wheels and plenty of weight which aids stability.

Also available in pristine finish (Cat No. 38-033), this is another fine addition for modellers of the contemporary rail scene. (MC)

Scenecraft ramps its platforms up

Bachmann's impressive 'OO' gauge range of Scenecraft items continues to expand with two new packs of station platforms.

Cast in resin, these latest additions include curved and ramped platform sections each featuring a pleasant and effective black asphalt effect finish to the platform surface with neatly cast moulded stone and brick effect faces to the base.

Painted white lines complete the platform edges effectively.

All sections match well when assembled each measuring 126mm wide between platform faces and 21mm deep. The curved platform sections are 176mm to the inner edge and 225mm to the outer edge, while the platform ramp sections are 166mm long. As with all platform installations, careful installation and clearance

THE DETAILS	
Manufacturer:	www.bachmann.co.uk
Cat No:	44-0007
Description:	Curved platforms – Radius 2
Price:	£24.95
Cat No:	44-0008
Description:	Two platform ramps
Price:	£14.50
Scale:	'OO'
Era:	Any



checks will pay dividends.

These latest resin platform sections from Bachmann are ready-to-plant and really do look the part. (MC)

Sound and lights for Train-Tech level crossing

Train-Tech's range of electronic accessories includes this level crossing sound and lights effects set.

Suitable for use with Peco's modern level crossing barriers for 'N' (Cat No. NB51) and 'OO' (LK51), each pack contains a light and sound controller together with a combined speaker and sound unit which features the distinctive

audible level crossing sounds. The lighting element of the set consists of one amber and two red LEDs with a lens diameter of 1.8mm.

Suitable for DC and DCC use, the sounds can be set to constant while the warning lights are on or can operate for just a few seconds while the lights continue to flash in silence. Full instructions are included.

Another exciting development from Train-Tech which will add more realism to a layout. (MC)

THE DETAILS	
Manufacturer:	www.train-tech.com
Cat No:	LFX1S
Description:	Level Crossing Sound and Lights effects set
Price:	£20
Scale:	'OO'
Era:	7-9





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LOUGHBOROUGH MODEL CENTRE (DERBY)



Spring REVIVAL

With spring well and truly blooming, **TREVOR JONES** heads outside to assess what work needs doing to fettle up his garden railway for the running season.

PHOTOGRAPHY, TREVOR JONES.

THERE COMES A TIME in any model railway where wear and tear to the track or baseboard begins to produce running problems and the background scenery starts to look tatty. On a garden railway the foundation is the baseboard and the garden landscaping and planting the scenery. The outdoor environment with its extremes of weather can have serious effects on the track and foundations and the scenery is ever-changing with the seasons and continuous plant growth.

Two new cameo areas have been created over the last couple of years for the Great Woking, Flackwell Heath and Whitefield Railway as featured in *Hornby Magazine's* Garden Railway supplements in 2013 and 2014 - and whilst other areas of the railway are still to have development of scenery, this year's most important project was to give a makeover to approximately quarter of a mile of track. The main reason for this was to rectify a hump in the trackbed at the northern approach to the Great Woking Creek Bridge. There has always been a change of gradient and in recent years this seems to have become worse with a definite hump, causing locomotives to slow down noticeably and smaller models to slip.

In addition, the garden area to the west of the line had become overgrown and uninteresting and the small area of landscaping on the north side of the pond had become full of grape hyacinths and needed tidying. The final piece of work was to complete the scenery to the headshunt for Great Woking station which had only been installed last autumn.

REMOVING THE HUMP

The first stage was to carefully remove the bridge superstructure and lift approximately two yards of track. A disc cutter was used at one end of the track to be replaced, the other being at a joint between two pieces of track. When removing a section of track care has to be taken not to lift or damage the adjoining piece as owing to 20 years of sunshine and weather the plastic can become very brittle.

After removing the track the old ballast was scraped away with the wallpaper scraper and where it is very resilient a craft knife was used. The track base - my rubbercrete mix - can be sanded away with a belt sander and this was used to remove the worst part of the hump, reducing the gradient at this point by more than 50%.

The bridge superstructure was cleaned up and resprayed with Halfords BMW Sparkling Graphite paint. The 'I' section bridge girders had corroded in the 23 years since construction. In the 1950s and 60s the popular curtain rail was an 'I' section rail made from brass. However, some were steel with a brass finish and unfortunately I had made the bridge from the latter. The 'I' section beam had aluminium sheet glued with epoxy from one side to the other and then three quarters of an inch of rubbercrete laid on top of it.

The corrosion to the 'I' section beam was treated with Krust rust treatment. The track was relaid using my usual method of positioning one line first by eye and tacking down with stainless steel pins through the centre of the sleepers. Every so often a plastic sleeper had been cut away allowing for copper-clad sleepers to be soldered on to attach the guard rails over the bridge. I also replaced the last sleeper on each yard of track with a copper-clad sleeper.

Plastic jigs then located the second track exactly parallel and at the correct distance apart from the first. After the copper-clad sleepers were soldered on and the electrical bridging soldered from one rail to the next additional stainless steel pins were used to hold the track down on the outside of the rails.

To protect the pond from paints, cardboard was placed underneath the bridge and masking tape used on the piers so that the 'I' beams and the centre columns could be resprayed again with Halfords BMW Sparkling Graphite.

The track was then ballasted using styrene butanol rubber, a fully waterproof glue similar to PVA. Bear in mind that it does turn blue until fully set. As soon as it was set enough, but not fully hard, a test train was run to check that any grains of ballast were not too high and that the flanges were running on them; at this stage they are easy to remove with a small screwdriver.

LANDSCAPING

The main area to be replanted had the topsoil removed and a concrete base for a small stone wall laid. The new alpines and miniature trees were set out to check their position before planting. Whereas suitable alpines are readily available miniature trees can only be obtained from a specialist nursery. These are on grafted stock and cost between £17 and £25 each, which is why with a minimal amount of pruning they stay miniature. As alpines like a lot of drainage >>



In 2015 we see Great Woking Creek Bridge after its makeover. On the track is Bachmann 'A4' 2509 Silver Fox heading the 'Silver Jubilee' whilst a Hornby LNER 'O1' 2-8-0 passes on a freight.



WIN!

**A garden railway behind
the scenes tour visit!**

See Update, page 13, for your chance
to win an exclusive behind the scenes
tour of the Great Woking, Flackwell
Heath and Whitefield Railway.



A panoramic view of the whole section of line which has been tackled this spring. An LMS 'Patriot' 4-6-0 heads a main line train on the outer main, a Lancashire & Yorkshire Railway tank departs Great Wakering and a Johnson 2-4-0 waits in the headshunt.

in the soil and in an effort to stop blackbirds throwing soil onto the railway track these areas next to the railway had stone chips placed on the surface, I recommend a dark colour as light coloured chips can be distracting.

FINISHING THE HEADSHUNT

The points, relevant track work and the necessary electrics with the installation of the point motor had taken place late last autumn but the weather deteriorated before I could finish the landscaping

and alteration to the lighting electrics. Two of the Bachmann side office workshop buildings (44-174) had the rear walls cut out and were glued back to back giving a building large enough to cover the point motor and the tag board with its electrical connections: as usual for outdoors a semi-matt ultra violet proof varnish was applied to the building to inhibit paint fading. The electrical connection to the 16volt DC circuit had to be picked up from underneath the harbour platform. Here there was an existing

tower light which was connected underneath the platform. The light was removed and a larger hole made enabling a connection to be made, cables being run in a crevice in the rock face and then through a duct cut in the rubbercrete to the side office workshop building which would cover the point motor.

On the inside of the building a piece of PCB board was glued and a suitable 475K resistor put in circuit for the LED lamp attached to the outside of the building and for an LED light inside

STEP BY STEP GARDEN RAILWAY MAKEOVER

1



After removal of the superstructure and lifting the track the old ballast is scraped away with a wallpaper scraper. Resistant areas are removed with a craft knife.

2



A belt sander was used to smooth the rubbercrete and reduce the hump in the trackbed at the northern end of the bridge. When working over water make sure that power leads are safely positioned.

3



A section of line is temporarily positioned to check the reduction of the gradient with a Micro-Mark grade gauge.

4



Whilst the sides of the rail for attaching the bonding cables across rail joints can be cleaned with a wire brush in a minidrill other innovative methods have to be found to clean the undersides for soldering the copper-clad sleepers. Ensure you hold the track down as it is so easy to pop it out of the brittle plastic chairs.

5



The outer track has been laid showing the gaps for insertion of the copper-clad sleepers. The position of the second track is being checked using my home made templates.

6



The inner track in position held by a plasticard gauge. A pilot hole has been drilled through the sleeper and just into the rubbercrete with the stainless steel pin inserted ready to tap home.



the building to shine out through the window.

The wiring continued on to supply the DCC Concepts rail built buffer stops with an LED lamp that came with its own LED PCB board. The cabling was then covered with my peat-sand-cement mixed in a 3:3:2 ratio. When dry this matches the rock work in colour and form and can be chipped away more easily if ever access to the hidden cables is required. The track was then ballasted.

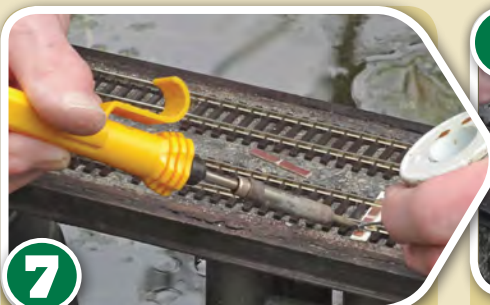
However during installation the right-hand

point into the station from the main line suffered a break in the tie bar, losing the piece which would connect the linkage to the point motor. The tie bar was modified by drilling through it and attaching via a bolt a small brass strip as part of the operating linkage.

During the winter the area where the bolt went through the tie bar fractured so a temporary repair has been made with Araldite. This may not last forever and it is the intention in the future to replace the whole junction - two points

and the diamond crossing - as a preassembled unit with electrical connections soldered on in the workshop. It can then be just be dropped into place, leaving just the electrical feeds to connect in place, much as on the real railway.

Maintaining a garden railway is challenging but rewarding and there is no better feeling than knowing that an outdoor railway is ready for use when spring and summer arrive. Great Waking is now fully prepared for the 2015 season, but there is still more to be done in the future. [FROM 1](#)



7
The copper-clad sleeper is not quite as thick as the Peco plastic one so a thin piece of plasticard is placed underneath to hold in contact with the rail for soldering.



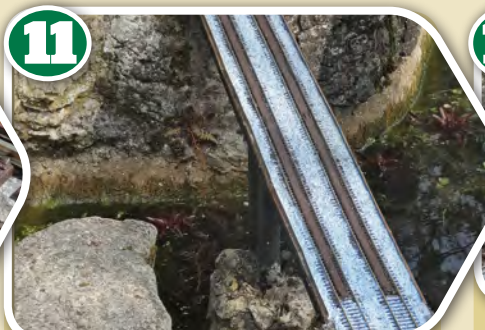
8
A metal gauge is holding the guard rail in place whilst being soldered to the sleeper. An old piece of code 80 rail is being used so that the track rubber does not clean it when cleaning the running rails.



9
Will's plastic wood flooring is glued as a walkway between the guard rails.



10
The brass angle used to locate the bridge's superstructure is glued to the 'T' beam with Araldite and damped in place.



11
Ballast has been spread and SBR trickled into it with an eyedropper - it has currently reached its blue stage in the setting cycle.



12
12 hours later the ballast has set but before the SBR has cured rock hard it is time to run a test train to see if any bits of ballast are too high. It is much easier to remove them at this stage.

STEP BY STEP GARDEN RAILWAY MAKEOVER

Beginner Intermediate **SKILL LEVEL** Advanced

13 The superstructure has been glued in place with Evostick Gripfill Exterior and the pond masked so that the 'I' beams and columns can be sprayed.



14 The area to the south of the bridge in April 2015: not only is it untidy after the Winter – it has also become overgrown and a bit of a mess.

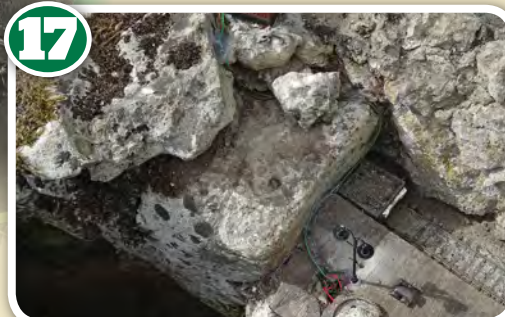


16



To produce a rocky outcrop and introduce a slope a small concrete foundation was constructed with a reinforcement bar included. With the wall constructed, the soil level was raised using a compost and grit mix.

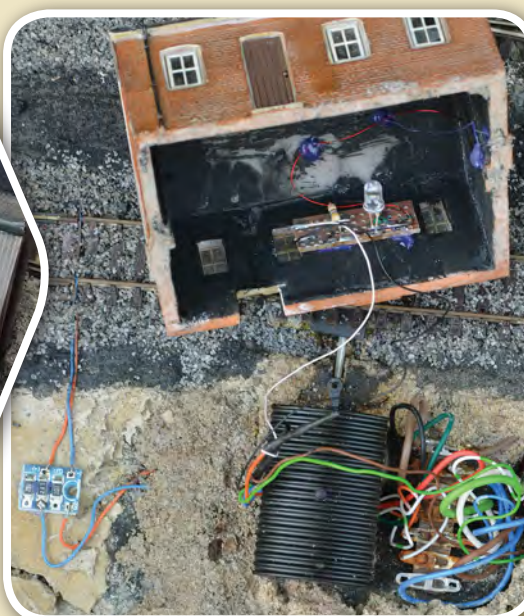
17



15 The first stage in the landscaping is to remove all the plants, salvaging any worthwhile specimens for replanting later. The soil was dug over with added fertilizer and additional compost with grit included for the alpine. The railway track was protected by foam rubber so that it could be knelt on.



The new building to cover the point motor has been installed and set in peat and mortar mix footings and the DCC Concepts buffer stop added.



At the station headshunt the new 16v DC lighting lead can be seen connected through the harbour station platform with the new light installed. The leads run through a natural crevice in the rock face to join the other cables set in a groove in the rubbercrete. This will be covered with a peat and mortar mix.

19 With the building lifted off the full electrical installation can be seen showing the resistor for the outside lamp and the inside LED attached to the circuit board.



The harbour and headshunt alterations complete, a new building covers the electrical connection on the harbour station. A local train arrives headed by an LMS Fowler 2-6-4T whilst the Johnson 2-4-0 waits in the headshunt.

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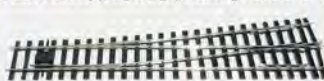
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G Scale



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One, two... a **DIGITAL** **'3MT'!**

PAUL CHETTER shows how he installed a sound decoder, speaker and 'stay alive' supercapacitor in a Bachmann '3MT' 2-6-2T giving it a new level of driving capability.

Bachmann's BR '3MT' 2-6-2T made its debut in November 2010 (HM31) and has been a popular addition to the range of BR Standards for 'OO' gauge. The addition of digital sound enhances it still further.

ON THE FACE OF IT, tank engines look to have lots of useable space inside that wide cross-section which is not available in tender locomotive boilers. Such assumptions may prove to be unfounded if the manufacturer has used some or all of it for other purposes. In the case of the Bachmann '3MT' 2-6-2T, the tanks have been filled with metal to increase weight to give added traction. This is not unusual and recent models such as the 'E4' 0-6-2T and '64XX' 0-6-0PT leave little available space for sound installations.

A Digital Command Control (DCC) ready model such as this will have some space set aside for a decoder, but what about a speaker and capacitors? As usual, a thorough survey with the body off and maybe partly dismantled is the only way to be sure. You also need to decide if using space which will be visible in normal running condition is acceptable or not. I prefer to keep all my installed components hidden, so I avoid using space in the cabs if at all possible.

This model has three major structures. First up is the chassis with motor, gearbox and wheels. Next, a metal casting forms the front and side footplates, front buffer beam and



internally provides weight inside each side tank with an extension forming the cab floor and support for the coal bunker. Finally there is the locomotive body made of plastic.

If fitting a decoder only, or a sound decoder and speaker, with the right choice of equipment there is sufficient space to accommodate them in the smokebox and boiler voids. In this case there is no need to separate the body and casting from each other. Access to the internal bunker space will require the body to be removed from the metal casting. Some care will be needed as the plastic is glued to the metal in places, and whilst separated, the structural integrity of the plastic body is compromised.

COMPONENTS

The Zimo MX645 family has a powerful 3W amplifier and onboard circuitry to manage external capacitors as standard. The smaller

MX646 and miniature MX648 would be powerful enough for this model and being smaller would be easier to accommodate, but both require extra circuitry to manage 'stay

WHAT WE USED		
PRODUCT	SUPPLIER	PRICE
BR 'Standard Four' sound file	www.digitrains.co.uk	£0.01
Zimo MX645 Sound Decoder	www.digitrains.co.uk	£83.00
Zimo 10mm x 15mm cube speaker	www.digitrains.co.uk	£8.50
Zimo SC68 supercapacitor	www.digitrains.co.uk	£22.00

alive' capacitors and cost a few pounds more.

Zimo's cube speakers are compact and self-contained and are capable of a surprising volume and frequency range. The larger 12mm x 15mm version is available in a two heights, the taller of which can fit easily inside the smokebox of the '3MT'. Finally, the Zimo SC68 supercapacitor is compact enough to fit within the bunker after a small modification, yet has a significant 'stay alive' capacity.

GETTING STARTED

I removed the two screws fixing the chassis at the rear and slackened the screw holding the front pony truck which allows the leading wheels to be moved aside sufficiently to allow access to the forward chassis securing screw.

The body is a very close fit in parts and can be reluctant to separate. If the separation is conducted carefully, noting these pinch points, excessive force can be avoided. This is also worth noting for reassembly. Some preliminary measuring showed that it would not be possible to fit all three components into the smokebox and boiler cavities, so I removed the three screws holding the plastic body to the metal casting to separate them for access to the bunker's interior space.

Care is needed again as the plastic is glued to the metal in several places. The bond was easily severed on this example without damaging the plastic body by running a scalpel blade between metal and plastic. The relatively large space inside the coal bunker is compromised by a central column used to secure the substructure, as well as the tapering sides of the upper bunker area. Whilst the column did not pose a problem, the taper prevented the SC68 supercapacitor fitting correctly, so I cut off one of the negative connecting lugs to allow it to sit deeper into the cavity. I decided to reunite

the body and casting in order to maintain the body's rigidity. This meant I had to fit the SC68 and run its connecting wires first. I soldered a grey and a blue wire to the negative and positive tabs respectively, cut a small 'V' in the lower bunker bulkhead and a corresponding one at the foot of the firebox backhead to allow the wires to run at footplate level across the cab floor. Before reassembly, I painted the wires matt black in the cab area to camouflage their presence. You could use black wire for this instead, but you will need some indication of polarity at the free end because the SC68 connections will by now be invisible and correct connection is essential for capacitors.

DCC MODIFICATIONS

A substantial amount of space is used by the 8-pin DCC socket and its mounting posts. This is no hindrance to fitting a standard motor control decoder, but when a (generally) larger sound decoder and a speaker must be accommodated, this space must be reclaimed. I released the track and motor wires from the socket's solder pads, removed the single screw holding it in place and discarded the socket.

It may just be possible to fit the MX645 decoder with the socket supporting pillars still in place, but to avoid any possibility of physical damage when screwing chassis to body on reassembly, I removed them cleanly using a pair of side cutters.

I made a few modifications on the way. The small value suppression capacitors serve no useful purpose in a DCC equipped locomotive but can be the source of poor motor control as they can affect the back-EMF measurements the decoder uses to smooth the motor's response. So I removed them too. With the socket removed, I hardwired the red and the black decoder leads to the track pick-up wires, insulating the joint with heatshrink tubing, and the orange and the grey decoder wires directly to the respective motor terminals.

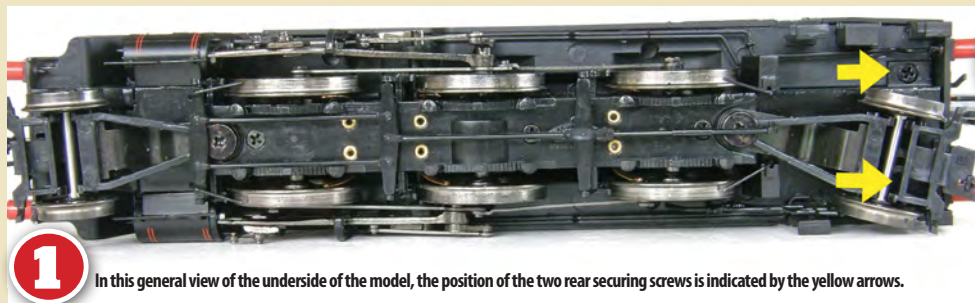
The wiring was completed by joining and insulating the blue and the grey wires from the decoder to those from the SC68, and shortened purple wires to the terminals of the Zimo cube speaker. I used a spot of mastic to secure the speaker longitudinally inside the smokebox, before fixing the decoder to the inside roof of the boiler, partly inserted into the boiler behind the speaker to avoid contact with the front of the gearbox.

Finally, working with the model upside down, I fed in the slack wiring whilst lowering the chassis into place after which the three chassis retaining screws were refitted completing the installation. The sound file used in the '3MT' is similar to that available from Digitrains for the BR 'Standard Four' 4-6-0 with the exhaust beat modified to match the driving wheel size of the '3MT' through CV267.

Any completed sound installation changes the character for a model, but there is something particularly satisfying about adding sound to a tank engine – and particularly when all the components are fully hidden inside spaces in the locomotive. **EDM**



STEP BY STEP INSTALLING DCC SOUND AND STAY ALIVE IN A BR '3MT'



1

In this general view of the underside of the model, the position of the two rear securing screws is indicated by the yellow arrows.



2

Access to the front screw (yellow arrow) is greatly eased by slackening the front pony truck retaining screw which allows the pony truck to be moved to one side. Be careful not to dislodge the cylinder drain cocks when doing this.



3

Viewed from the outside, this cutaway shows the available space inside the Bachmann '3MT' bodyshell. There isn't a huge amount of space due to the metal weights either side of the motor, but with careful selection of components a full sound installation with totally hidden features is possible.



4

When the screws are removed the chassis, motor and gearbox can be removed by sliding them out vertically, revealing the metal weight and the space available forward of the motor and gearbox. Remove the three screws along the centreline. If you do not intend to fit a stay alive capacitor, jump to Step 15.



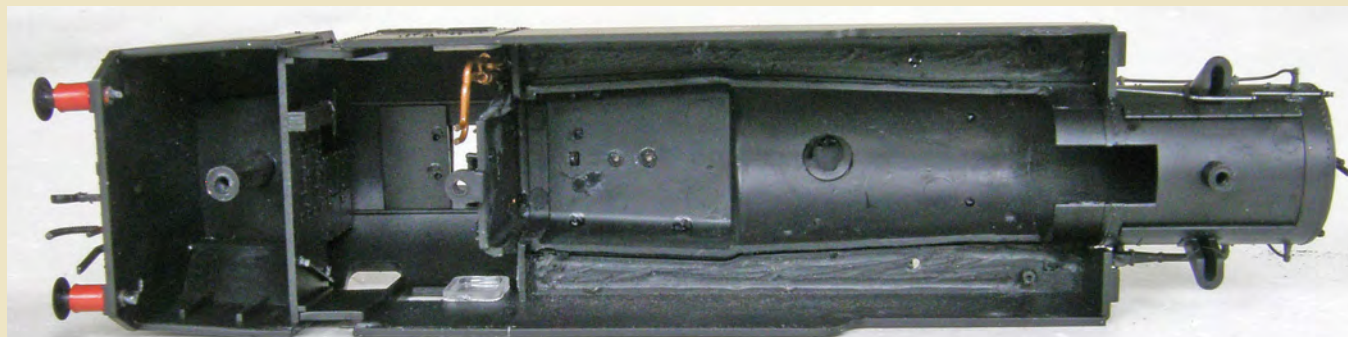
5

The plastic body is glued to the metal in several positions. I used a scalpel blade to sever the bonds, thus allowing the weight to be removed temporarily.

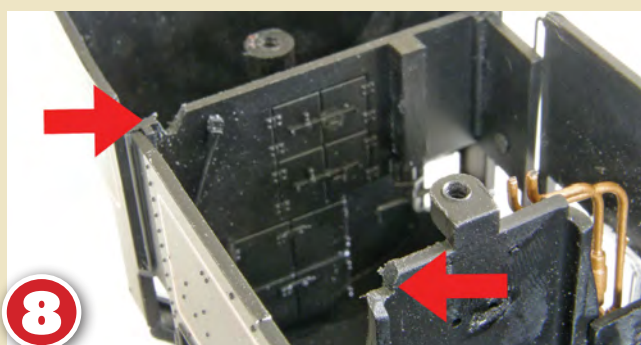


6

The metal part requires no modification so can be set aside for now.



7 The bunker is only lightly fixed to the rear of the cab roof and without the weight screwed and glued in place the body is severely weakened so much care will be required. If the two parts become detached, some liquid solvent can be applied to join them together later. Here the space inside the coal bunker can be seen.



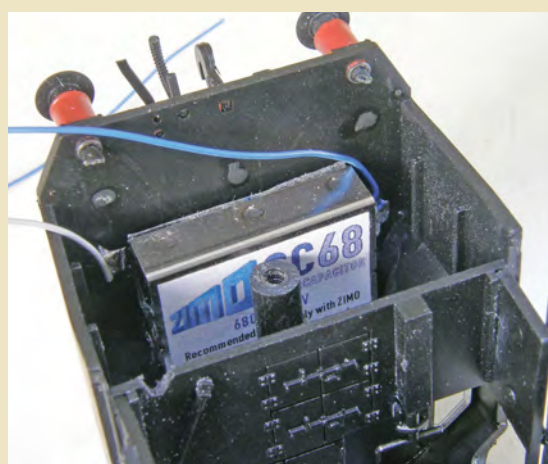
8 To allow wires from the bunker to pass across the cab footplate without getting pinched, I removed a little plastic from the areas indicated, cutting a 'V' shape to accommodate the wires.



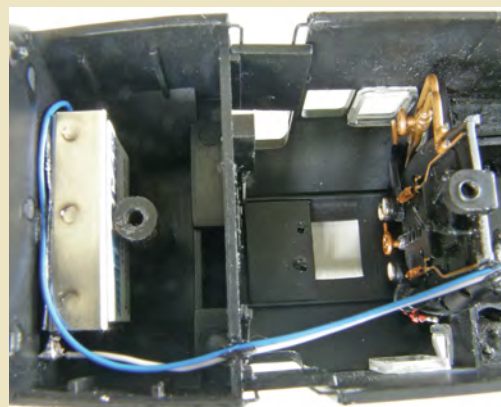
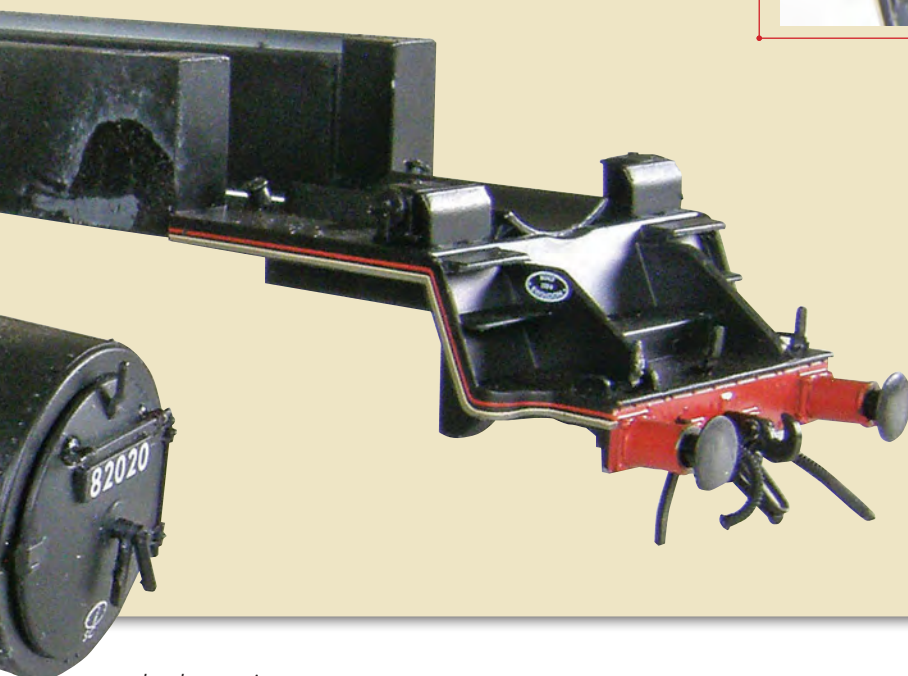
9 A test fitting of the SC68 showed the lower connecting tab to be preventing the capacitor from seating correctly, probably interfering with the refitting of the weight.



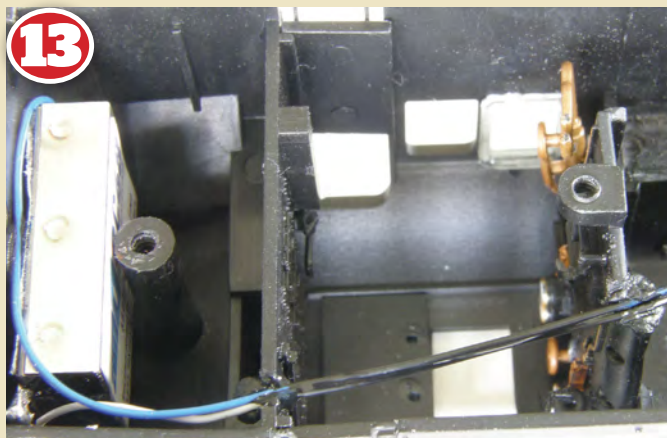
10 There are two such tabs on the negative side, so I removed the lower one completely before soldering a grey wire to the one remaining and a blue wire to the gold plated tab on the positive side. Be careful not to bend these tabs as internal damage might otherwise ensue.



11 The SC68 now fits comfortably within the bunker, so I secured it in place with a small spot of mastic.



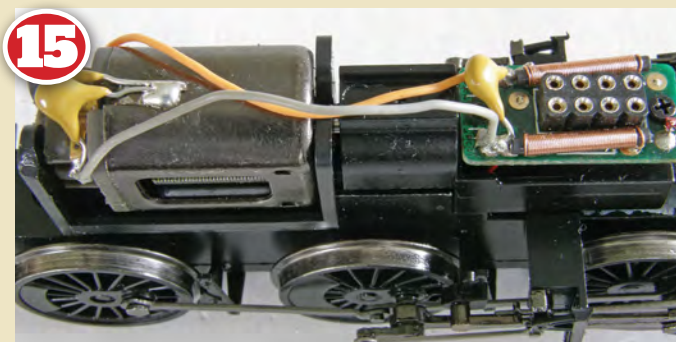
12 I fed the wires across the cab, holding them in place with mastic. I used colour coded wires so the polarity would be clear when I no longer could see the SC68.



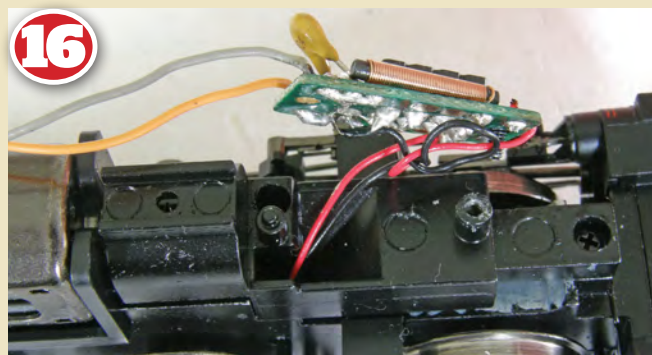
13 Through the open cab area I painted these wires matt black all around to complete their disguise on the cab floor, but left the free ends in their original colours to identify the positive and negative leads.



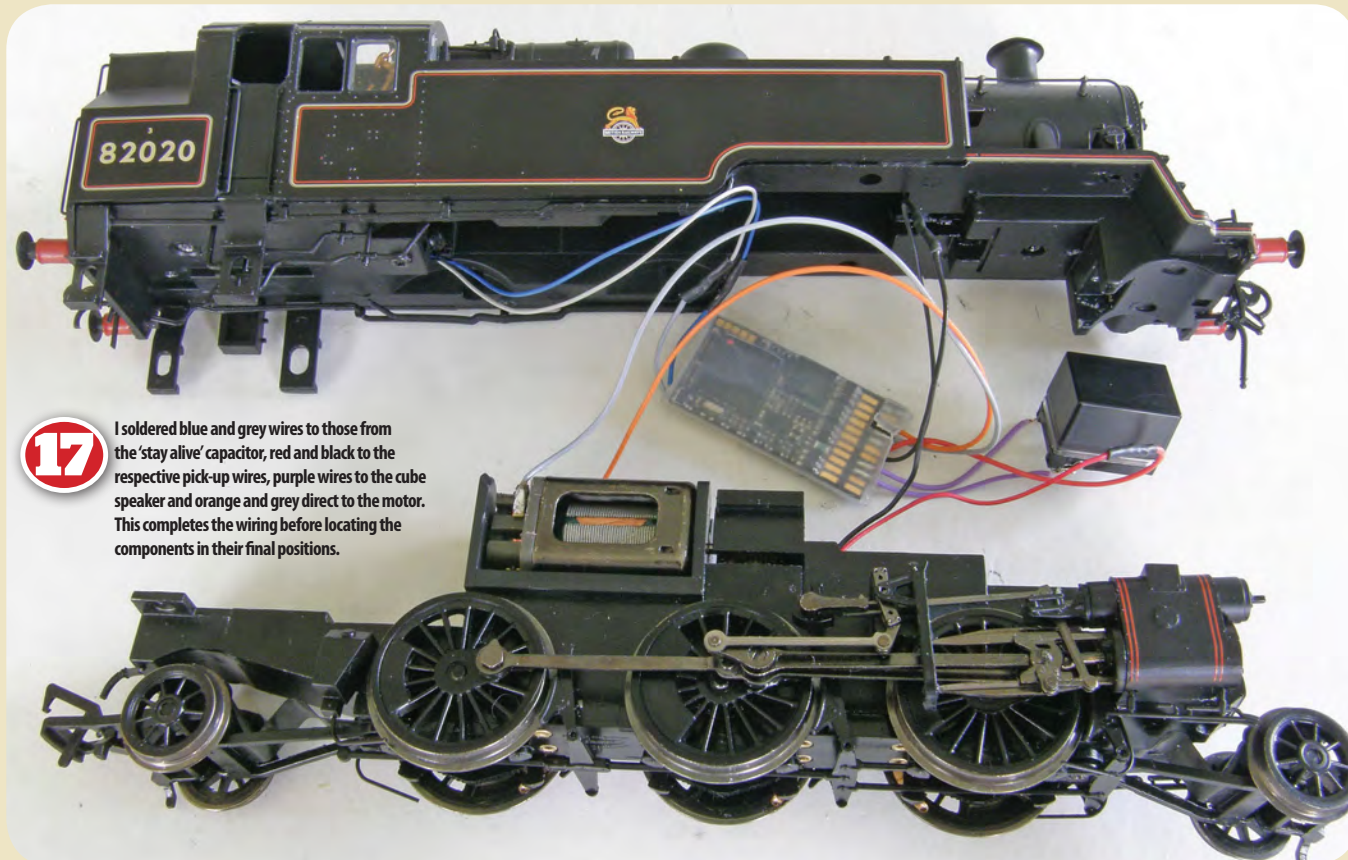
14 Rigidity was restored when the weight was fixed in place with the three screws and a few drops of cyano type adhesive in the relevant places. The body was set aside whilst the work moved onto preparing for the decoder and speaker installation.



15 This view shows the general disposition of the DCC fitting components and motor wiring. The amber coloured suppression capacitors play no useful role in a DCC fitted model but can interfere with smooth running in some cases, so I removed them.



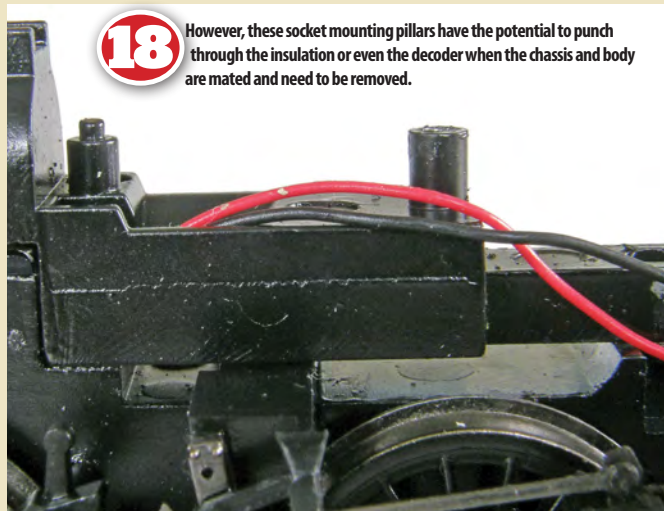
16 The DCC socket takes up far too much of the available space. After releasing the single screw at the leading edge, it can be moved to one side. Detaching the track and motor wires allows complete removal.



17 I soldered blue and grey wires to those from the 'stay alive' capacitor, red and black to the respective pick-up wires, purple wires to the cube speaker and orange and grey direct to the motor. This completes the wiring before locating the components in their final positions.

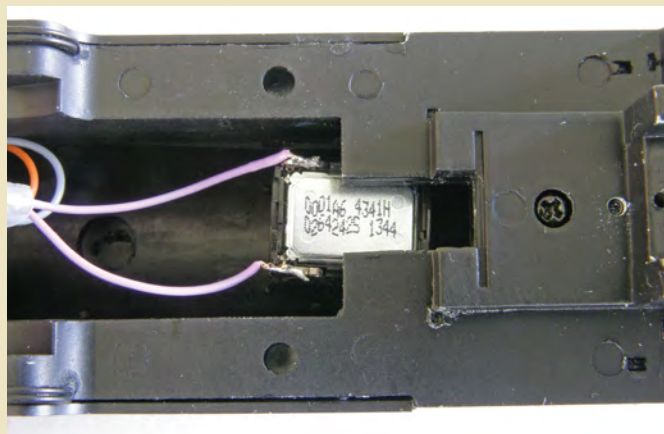
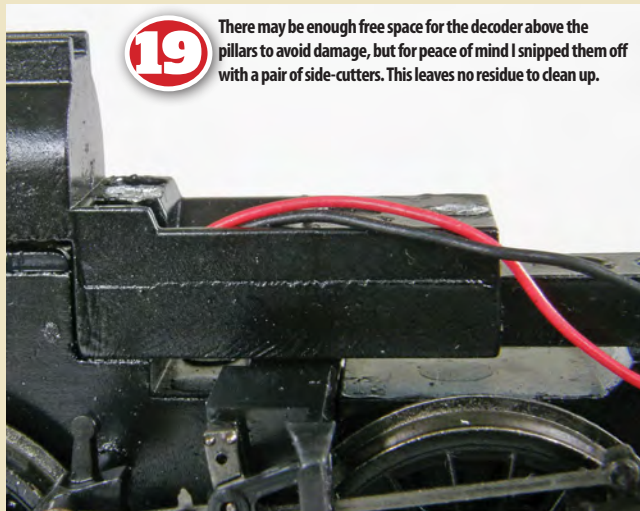
18

However, these socket mounting pillars have the potential to punch through the insulation or even the decoder when the chassis and body are mated and need to be removed.



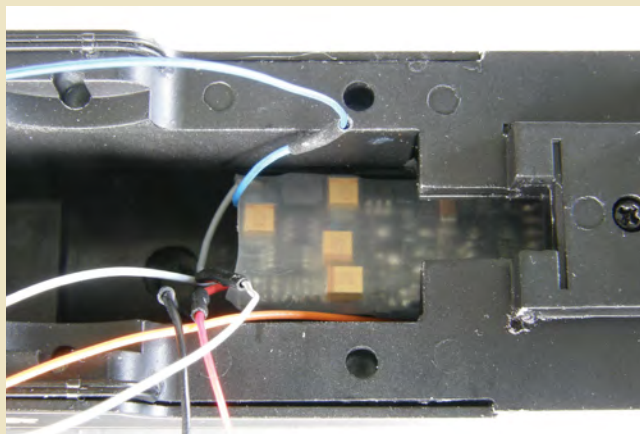
19

There may be enough free space for the decoder above the pillars to avoid damage, but for peace of mind I snipped them off with a pair of side-cutters. This leaves no residue to clean up.



20

Final assembly begins. The cube speaker fits easily inside the smokebox: some double-sided tape or mastic will hold it in place and prevent it buzzing against the plastic body.



21

Partially inserting the decoder into the boiler forward end gives enough clearance to avoid the top of the gearbox when reassembled.



22

Fully assembled, the speaker, decoder and capacitor are all totally hidden from view in the '3MT'.

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Twelve Trees Junction

It's been referred to in the pages of *Hornby Magazine* over the past three years but has never been featured in full – until now. On the eve of Twelve Trees Junction's only exhibition outing in 2015 at the Great Central Railway and with brand new images **MIKE WILD** brings the story on this busy Southern Region layout up to date.

PHOTOGRAPHY, MIKE WILD.

IT ONLY SEEMS LIKE YESTERDAY that I was tearing my hair out in the final days before Twelve Trees Junction made its exhibition debut. In reality though that was eight months ago at the Great Electric Train Show in 2014. Time really does fly and it is hard to believe that it is now three and half years since construction of this layout actually started.

Personally I'm just not used to a layout taking that long to build. Most of the builds we carry out for the magazine have to be completed in a matter of weeks, not months, and certainly not years. Twelve Trees was, and is, different though. It is bigger and

more demanding than any other layout we've built and has been designed to last.

It will come as no surprise to long time readers that the Southern Region was chosen for this layout. It has always been an area of special interest for me and with Twelve Trees being the combination of both a personal and magazine project it provided the perfect basis for indulging in my own interests while developing a new model to exhibit for *Hornby Magazine*.

The Southern, to me, has it all. Steam, diesel and electric traction all running side by side, Bulleid's radical designs, ancient Victorian locomotives running alongside 'modern', at least for the 1960s, Electric »

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STATISTICS

Owner:	Mike Wild/ <i>Hornby Magazine</i>
Scale:	'OO'
Length:	34ft
Width:	8ft (total)
Track:	Peco code 75
Control:	DCC, Gaugemaster Prodigy
Period:	BR Southern Region, 1955-1965



Right: A London Transport RT waits outside the station for the next arrival.



Below: Bulleid 'Merchant Navy' 35025 *Brocklebank Line* takes the main line through the junction as it overtakes 'Q1' 0-6-0. In the background a 2-BIL/2-HAL EMU combination rumbles into the station.



Multiple Units (EMUs) and more. The location for Twelve Trees took advantage of this great variety, but I had positioned it on the approach to the capital partly because I wanted the opportunity to run transfer freights from other London yards onto the Southern. This gave rise to the opportunity to run 'off region' locomotives making operation all the more interesting.

ORIGINAL CONCEPT

The final format, trackplan and appearance of Twelve Trees Junction is far removed from the original concept which was initially titled Project 12 – a name chosen because construction started in 2012 and, at the time, it was our 12th layout too.

That original layout would have seen a double track main line run through from left to right with the traditional fixtures of a station, goods yard and a pair of passing loops. It would have been set in the country somewhere on the South Eastern section and featured a continuous run layout with a fiddle yard to the rear.

That concept would have measured 24ft x 10ft – a sizeable production – but changes in available building space and a year of storage for the layout brought out new ideas.

The layout was allowed to evolve in its own way paying little attention to how it would actually work when on show – a mistake in some ways, but the result is something different which, if I had stuck with convention for the trackplan, would probably have been much less exciting to operate and watch.

The final plan was designed as I went – I'm not a great fan of pre-planning layouts other than designing the baseboard system



'JA' E6003 leads loaded 20ton coal hoppers towards the capital as a 2-H DEMU rumbles underneath the bridge on the fast line.

in my head – and so the trackplan for Twelve Trees was created by trying out point combinations until I reached the aim of recreating a busy main line junction with heaps of operating potential. The layout now features a busy double junction at its centre with a four track main line approaching from London which then reduces to two and then splits with two lines heading into the station and two lines bypassing it. Introduction of a through goods line was also possible with the final version of the fiddle yard increasing operational flexibility still further.

Another relatively unusual feature chosen for the layout was a set of carriage sidings complete with a storage shed.

Taking inspiration from Dave Kent's Ashington which featured way back in HM5, a four track shed was developed with a fifth line to the rear. This provided a kickback to reach the location of the carriage washing line – actually off scene – and more operational potential too.

Evolution wasn't just confined to the scenic section. Having radically altered the trackplan for the scenic section a continuous run layout in the traditional sense was going to be a challenge too far, so initially sights were set on developing two return loop fiddle yards which would essentially have made the whole layout into one continuous single circuit. While looking fantastic on paper – and operationally very strong too



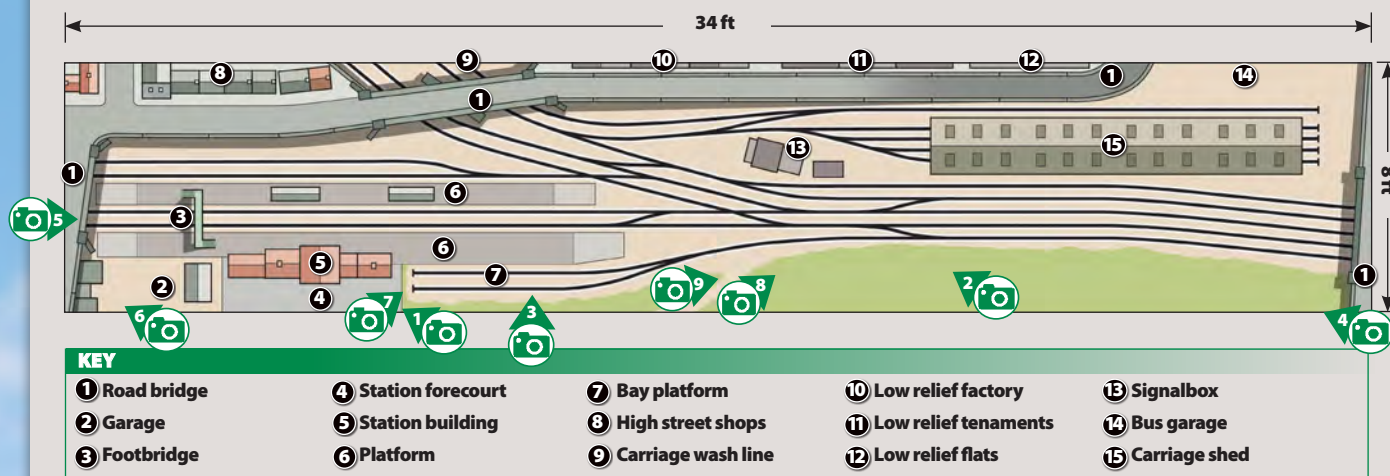
Maunsell 'Lord Nelson'
4-6-0 30854 Howard of

Effingham gets to grips with its London bound working as a '9F'
2-10-0 draws up to the signals with an oil train.



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TWELVE TREES TRACK DIAGRAM (NOT TO SCALE)



– cost implications and complexities of electrical wiring for DCC operation meant this design was shelved and a new, simpler and more cost effective method of train supply to the scenic section was devised.

The final arrangement for the storage yards is a trio of yards fed by cassettes. These on their own are challenging enough with the longest for the eight-car 4-CEP formation being 7ft long, but the system works and was featured in detail in HM91. Through the layout's first two shows this system has proved to be robust, but tiring by the end of a weekend - especially for the operator at the London end who has to manage three arrival tracks and two departure tracks on a fiddle yard which can only hold

eight cassettes. Undoubtedly it is the most challenging part of the layout to operate and more often than not I am usually tasked with this end of Twelve Trees!

URBAN SETTING

Twelve Trees' setting called for an urban backdrop which proved to be another challenging feature of the layout – not least the skew bridge over the diverging main line.

To create the full backdrop we used a number of resources including Hornby Skaledale buildings for the town scene behind the station, scratch building for the bridge and factory façade and Skytrex resin castings for the tenement buildings, low

relief flats and bus garage front. All of this combined to create an attractive backdrop to the layout raising its level above the railway.

The railway is busy with buildings too. At the centre there is a new BR signalbox which is a Bachmann Scenecraft product developed for Modelzone while the carriage sheds are also from the Bachmann Scenecraft range. Such is their popularity that it took a substantial internet search to find enough sections to create the full four-car length required for the layout!

The station buildings are those representing Sheffield Park on the Bluebell Railway by Bachmann, but fully repainted and set into the concrete faced platforms with matching coloured lamps from DCC »



Concepts and platform benches repainted from Hornby Skaledale items (HM86). Detailing of this area continues with platform barrows, luggage, passengers and more all being painted and detailed to bring more colour and life to this area.

The most recent detailing project has been the builders yard and garage at the front of the layout (HM93). Being so prominent it needed a detailed finish to make it worthy of its position and this has led to a rolling programme of detail enhancements of the layout. The next to be tackled is the street scene behind the station which will feature in a future issue of *Hornby Magazine*.

OPERATION AND CONTROL

The whole of Twelve Trees is operated by Digital Command Control (DCC). The centre of this is a Gaugemaster Prodigy base station which is then linked to extension plates to allow five handsets to be plugged in.

With a full complement of six operators available the London end is allocated a driver and a yard manager and the country end the same. In the centre a fifth operator takes control of route settings to ensure all trains pass through



'Schools'
4-4-0 30901
**Winchester pauses
at Twelve Trees with
a rake of Maunsell
stock.**

safely. This operator also assists where necessary with train movements while the sixth operator takes charge of the carriage sidings when available.

This level of operation isn't possible all

the time, but it certainly works well when it is and there is never a dull moment – especially for the 'signalman' in the centre! We've also developed methods for working with as few as three operators on the layout



with one dedicated to changing trains at the London end, one in the centre as driver and signalman driving the Up lines and the third at the country end driving trains, changing points and changing trains.

In service the drivers at each end drive trains towards them at all times which has seen the introduction of a new card system introduced for the Great Central Railway Model Event for train identification so that communication can be done in silence. The fiddle yard manager now sets up a train and positions a magnetic card with the locomotive address on a display board above the fiddle yard and in the slot for the correct line. The driver at the opposite end can then enter the address into their handset and take control of the train, taking instruction from the 'signalman' – if available – as to whether the route is clear or not. The only time a driver takes a train out of their own storage yard is to draw it up to a signal or into the station to increase viewer interest.

All of the points are controlled by DCC with DCC Concepts DCC fitted Cobalt point motors fitted below each point. In total there are 20 on the layout and these are split into groups for the Down main



The builders yard has just received its latest delivery.

line (numbered in the 10-19 range), Up main line (20-29) and carriage sidings (30-39), although not all positions are used leaving flexibility for the future. We are currently working on route setting for

BR 'Britannia' 70004 William Shakespeare coasts through Twelve Trees Junction with the Down 'Golden Arrow' as a 2-H DEMU enters the bay platform.



the layout to make the process of setting clear routes simpler and more reliable.

The latest upgrade to the digital system for Twelve Trees is introduction of an 8-amp booster to provide power to the track. The addition of this has created a separate power district for the running lines which means that in the event of a short circuit the points, which are powered from the 4-amp base station, won't be affected and can still be changed. Plus we have plenty of power available to the track to operate the large locomotive fleet.

One final upgrade was being tackled in late May – replacement of the diamond crossings. Initially, and as a short cut for simplicity, insulated frog diamond crossings were used on the layout, but these are becoming unreliable so we are replacing them with electrofrog diamonds with Tam Valley Hex Frog Juicers underneath to take control of polarity. This final change should – we hope – resolve a problem area of the layout for good.

ROLLING STOCK

The locomotive and rolling stock fleet for Twelve Trees is an ever evolving roster. Many of the locomotives and units that operate on the layout started life with Bay Street Shed Mk II – or before! – and with that being an analogue layout a rolling programme of DCC fitment has taken place over the past 18 months to bring the fleet up to standard.

Steam and diesel locomotives are all sound fitted before entering the roster while all of the Electric Multiple Units (EMUs) have been kept with standard motor and light control decoders only. The sound fitting process has been highly rewarding, and challenging at times too, particularly as we advance into more difficult and unusual locomotives.

Currently the roster includes Bulleid 'West Country' and 'Battle of Britain' air-smoothed 'Pacifics', rebuilt 'West Country' and 'Merchant Navy' 4-6-2s, 'King Arthur' 4-6-0s, a 'Q1' 0-6-0, 'C' 0-6-0, 'N' 2-6-0, 'Schools' 4-4-0, 'M7' 0-4-4T, 'E4' 0-6-2T plus a range of BR Standards including a 'Britannia', '5MT' 4-6-0 and 2-6-0, 4-6-0 >>



The carriage sidings at Twelve Trees are kept busy receiving and despatching units. A collection of 2-BIL and 2-HAL units gather in the yard.



and 2-6-4T '4MTs'. The latest additions include a second 'King Arthur' and a 'Lord Nelson'. The 'Nelson' has been done using generic sounds to replicate the unusual eight beats per revolution of the Maunsell large four-cylinder 4-6-0. There is also potential to add a 'H' 0-4-4T and another 'Q1' is on the cards too.

On the diesel and electric locomotive front the Southern is catered for by a pair of Class 33s, which operate on a cement working, and two Class 73s while further Class 33s are waiting their turn in the queue for DCC fitting.

The sound decoders used for the fleet are a mixture of LokSound and Zimo with a growing proportion of the latter. A variety of speakers are used too, depending on the sound project, although the Zimo 'sugar cube' speakers are proving to be highly rewarding in a wide range of projects.

The EMU fleet is growing with new additions including a 4-EPB unit built from a pair of Bachmann 2-EPBs and spare bodysells and reintroduction of the Bulleid 2-EPB and 4-SUB from Bay Street following decoder fitting to both these units. They join representatives of

the 4-CEP, 2-EPB, MLV, 2-BIL, 2-HAL and 2-H plus a pair of 5-BEL Pullman units. All of the EMUs are powered and controlled by DCC Concepts Zen series decoders.

By comparison the carriage and wagon fleet isn't quite as exciting, but it is developing. Carriage formations include three sets of BR Mk 1s in BR Southern Region green – the third awaiting weathering at present – several Maunsell sets consisting of two and three car formations, a push-pull set to operate from the bay platform with the 'M7', a six coach set of Bulleids, eight-wheel Pullman cars and the possibility of an inter-regional train formed of Gresley and Mk 1 stock in BR maroon too.

The goods fleet is ready-to-run in the main, but weathered throughout and including a huge number of wagons to make up multiples of 25 wagon formations possible on the layout. A selection of kit built wagons is also available including the first quarter of a block oil train formed of Dapol Class B 20ton tankers.

FUTURE DEVELOPMENT

Twelve Trees Junction is far from complete and we have more plans for the locomotive

fleet, further weathering of carriages and a progressive plan to introduce full detailing – including crews – to all locomotives. Ultimately there will be more power districts built into the layout underneath to separate the power supply for different areas. The wiring already exists, it just needs the modules installing and this will help reliability of the layout when it is on show.

Perhaps the biggest project that we have in mind is full signalling of the layout. At present all of the signals are static semaphores from the Ratio range, but, as the Southern introduced colour lights in the 1930s, we have been considering full replacement of the semaphores with colour lights. It will be a big project, but one which would take the layout to a new level of operational detail.

General detailing of the layout will continue too and one day we hope to have the whole layout illuminated to create the magic of a railway working at night. The dream of Twelve Trees Junction is, like so many layouts, never ending and it will continue to evolve throughout what we hope will be a long career on the exhibition circuit. **HOM**



Bulleid 'West Country'
34042 Dorchester thunders
along the main line heading for the
South West with an express.

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In this seventh edition of the Hornby Magazine Yearbook the North Eastern Region of British Railways is the prime source of inspiration for a layout build which features the unique atmosphere of a branch line railway system built in 'OO' gauge by Hornby Magazine's Editor Mike Wild. In this Yearbook we will guide you through the process of building a model railway showing how this layout - Shortley Bridge and Felton Cement Works - has been developed from the Operation Build It! terminus station which featured as a series build in the magazine. Hardback, 128 pages. Also available as a bookazine for just £6.99 - see website or call for details

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Hornby Getting Started DVD

This feature-packed DVD contains the basic information you need to start building a model railway and it shows Bay Street and Dalby Wood. Illustrating key decisions for building your own layout, such as track plans, rolling stock, scales and gauges, control systems and buildings. Region 2 DVD, Running time 100 minutes

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Hornby - Baseboards, Track-laying and Wiring DVD

The second volume of the Hornby Magazine DVD. In this informative and entertaining programme we look at the various stages of building a model railway, from the construction of the baseboards to the running of the first trains. This DVD will guide you through the various aspects of building a railway in miniature. Region 2 DVD, Running time 80 minutes

Price £14.49

Code: DVD614



Glory of Steam on Southern Lines DVD

Recorded throughout the last decade, this film recreates the experience and the Glory of Steam on Southern Lines. Region 2 DVD, Running time 45 minutes

Price £8.99

Code: DVD634



Ages of Steam - The Jazz Age DVD

Using footage from the last quarter of a century, this programme looks at the way this final form was refined by some of the most famous engineers of their time, right up to the last steam locomotives built for main line service in the country. This is The Jazz Age, examining the locomotives of the 1920s. Region 2 DVD, Running time 50 minutes

Price £11.99

Code: DVD675



British Steam in the North of England DVD

In this programme, using film shot over the last quarter of a century, we reflect upon the development of steam and celebrate our great railway heritage. Region 2 DVD, Running time 48 minutes

Price £11.99

Code: DVD658



British Steam in the 1960's & 1970's DVD

During the final decades of steam locomotive operation on British Railways, keen amateur photographers captured fascinating footage of the end of an era. This programme brings you some of these unique movies, including steam workings at Clapham Junction, the Great Central Line, Stanier Pacifics on the West Coast Main Line and much, much more. A real treasure trove of steam gems. Region 2 DVD, Running time 120 minutes

Price £11.99

Code: DVD670



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MOD14 - Ballast Limestone (pristine)
MOD15 - Steam Coal
MOD16 - Modern image coal
MOD17 - Iron Ore
MOD18 - Limestone
MOD23 - Variety pack (Limestone, coal, iron ore)

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Self-powered trains

Most people think that the single-coach self-powered train was a product of the modernisation era but there were almost 250 other examples in the half century before that, many of which would make interesting models, as **EVAN GREEN-HUGHES** explains.



LNER Sentinel steam railcar 2135 *Integrity* steams away from Newcastle Central for North Wylam in August 1932. Collin Turner/Rail Archive Stephenson.

IN THEIR EARLY YEARS Britain's railway companies held a virtual monopoly on the conveyance of passengers. What competition there was came from horsedrawn stagecoaches but many of these only existed because they served places which did not yet have a railway. All this began to change at the turn of the 20th century when improving technology enabled many towns and cities to be equipped with electric trams and some rural areas to be served by motor buses and charabancs.

Before this the railways had paid scant regard to the costs of running some of their lines as traffic was plentiful and costs were low, but this unwelcome competition forced them to look more closely at what they were spending. Rural lines and those with low volumes of traffic came under particular scrutiny.

One of the biggest issues was the

cost of providing a large locomotive and separate coaches for what often amounted to only a handful of passengers, a provision that meant that many lines turned in a loss after operating expenses were taken into consideration.

One of the first railways to tackle this problem was the London & South Western Railway (LSWR) whose Chief Engineer Dugald Drummond came up with one of the first self contained trains, or 'railmotors' as they were then called, in 1902. This consisted of a very small vertical boilered steam engine mounted into the same frame as a single coach. At the rear of this was a driving position which meant it could be driven from either end. This little train and its classmate were put to work on the service between Fratton and Southsea but their boilers were too small for successful use. Consequently they were rebuilt with a short and stubby but

conventional boiler on the locomotive part.

The Great Western Railway (GWR) borrowed one of these diminutive trains and was impressed with the concept but less so by the mechanical execution. As a result in 1903 the GWR came up with a far more practical version. Its design retained the rigid frame arrangement of the LSWR railmotor but was provided with an 0-4-0 power bogie onto which was mounted a large vertical boiler. The engine portion of the train was fully enclosed, meaning that this design had the appearance of a long coach, with one bogie having steam locomotive wheels and valve gear.

So successful was this design that 97 were built to various lengths and configurations over the next five years and they worked on many branch lines right through until the 1930s. Passengers loved these trains and on some of the routes they were used on traffic built up to such an extent that

they had to be replaced by conventional trains once again, or by push-pull trains where more coaches could be used.

Crews were said to be not so enthusiastic because the vertical boilers were difficult to fire when on the move as being mounted on the bogie they bucked around and swivelled when the train was in motion. The boiler also had a limited reserve of steam and could not be left for long periods without attention otherwise an embarrassing pause for a 'blow up' resulted.

ENCLOSED DESIGNS

The Barry Railway had a pair of similar railmotors constructed in 1905 by the North British Locomotive Company and these were mainly used on the Vale of Glamorgan line while the LSWR added another 13 to its fleet in 1905-1906: these had full-length bodies and were much neater than earlier efforts, finding employment on services to places such as Bordon, Gunnersbury and St Budeaux.

Several other companies operated examples of fully enclosed railmotors with rigid frames and motor units mounted on one of the bogies. The London & North Western's were the only ones to have inside cylinders which gave them an altogether neater appearance and these were amongst the longest lived, lasting until 1939, one often being used on the Moffat branch from Beattock.

While the LSWR, the Great Western and others were building rigid railmotors an alternative design was being pursued by other operators. In 1903 Hurry Riches of the Taff Vale Railway (TVR) drew up his own version in which a small locomotive was articulated onto a coach, meaning that the engine portion was separate from and did



The LNER Armstrong-Whitworth Sulzer engine diesel-electric railcars were unusual from the outside and forward thinking. 294 stands at Newcastle Central in 1934. *Collin Turner/Rail Archive Stephenson.*

not rotate with the enclosed body of the vehicle. The TVR examples had an unusual transverse boiler arrangement with small cylinders driving on one pair of wheels only and were successful enough for 16 carriage portions and 18 'locomotives' to be built, thus exhibiting one of the advantages of this style, in that the two portions could be split easily for maintenance.

George Hughes of the Lancashire and Yorkshire Railway obtained two sets based on this design from Kerr Stuart in 1905 but he wasn't happy with the way these performed and so commissioned an improved version built in-house. On these the engine portion looked much more like a normal 0-4-0 locomotive with a conventional boiler and chimney and an outside cylinder arrangement. The resulting

combination was powerful enough to allow the use of a second coach if required and for normal trains speeds to be attained.

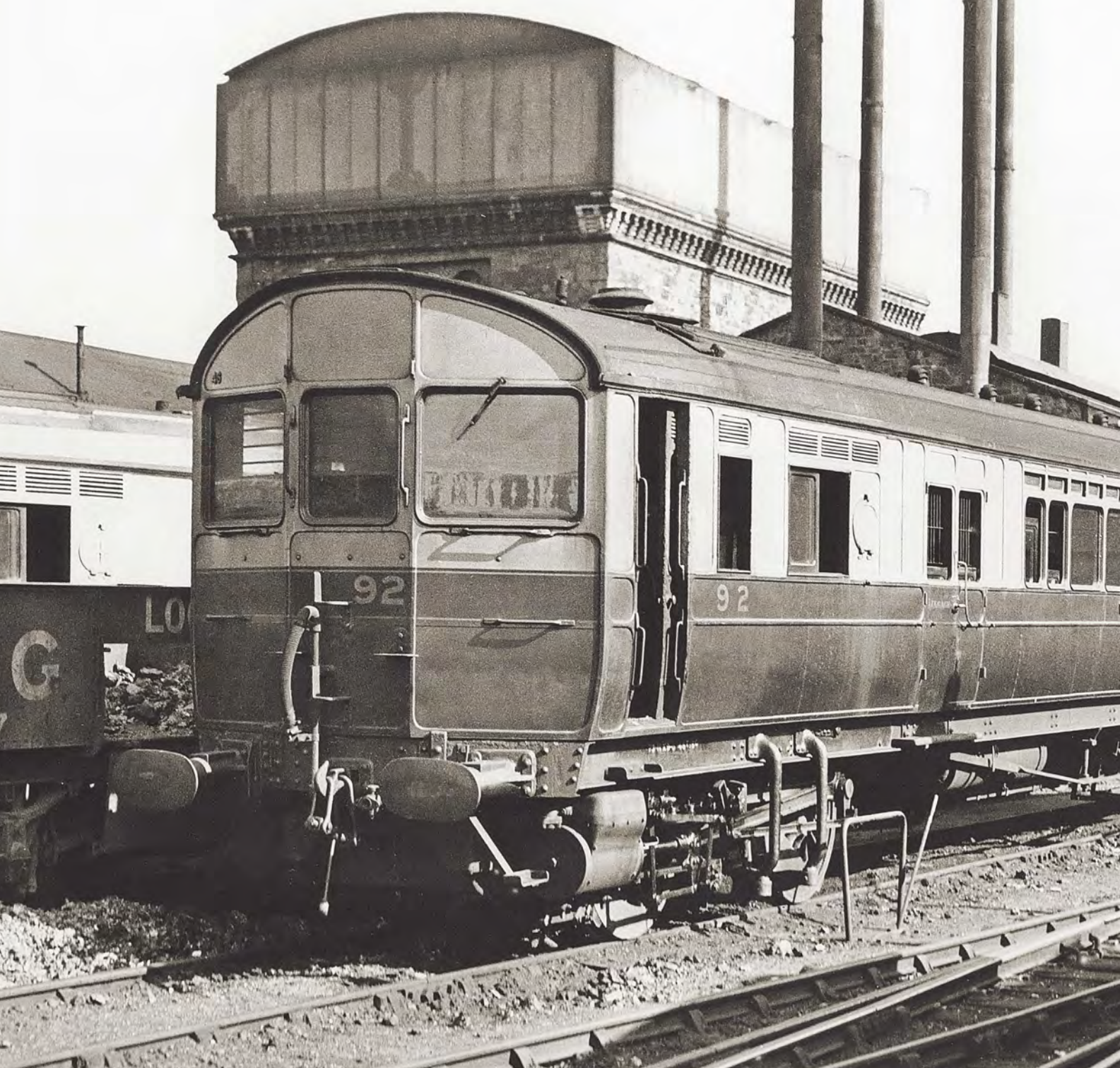
Eventually there were 17 of these sets and one spare engine and they performed sterling service on branches such as that to Rishworth, near Halifax, and between Blackpool and Fleetwood. One of these managed to survive until 1948. The Great Northern Railway also had a number of articulated railmotors, both with conventional and transverse boilers.

INTERNAL COMBUSTION

The first dalliance with internal combustion engines also came in the first years of the century. The North Eastern Railway produced a pair of petrol-electric 'autocars' in 1903 based on the then >>



GNR steam railcar No 5, in LNER livery, runs backwards away from Langley Junction on the 3.20pm Hitchin to Hertford North service in 1924. *Frank Hebron/Rail Archive Stephenson.*



build of Tyneside electric stock.

These were bogie vehicles with a driving position at each end and with an engine/generator unit mounted above the solebar at one end and enclosed totally within the body. Seriously underpowered, these vehicles were re-engined twice, eventually performing considerable useful service and lasting for around 20 years.

The London, Brighton and South Coast Railway and Great Northern Railway also commissioned petrol-electric four-wheel railbuses based heavily on tramway technology but these lasted only three or four years before the experiment was abandoned.

The limitations of early internal combustion engines meant that the next developments were again to be with steam and these took place in the mid 1920s when the London and North Eastern Railway (LNER) began to take an interest

in a new articulated railmotor being produced by the Sentinel Wagon Works in conjunction with Cammell Laird.

In this design propulsion was provided by the same gear-driven power unit used by Sentinel in its successful road lorries and which could be accommodated within the outlines of a coach body. The original pair proved to be a little weak and so further examples were made with bigger engines and these were highly successful, so much so that the company's fleet eventually totalled more than 50, with most of the later ones having rigid frames. Further similar cars were purchased by the London Midland & Scottish Railway (LMS).

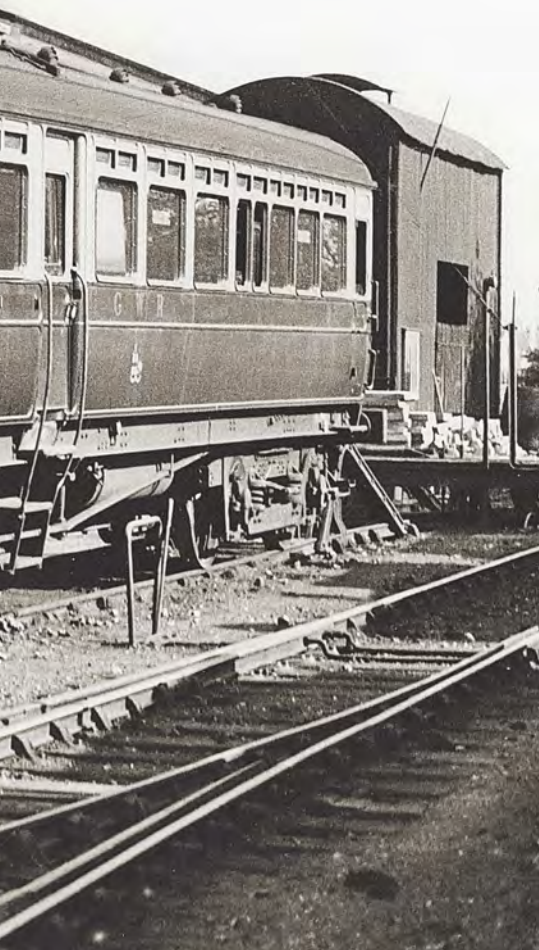
The LNER cars had a long and eventful life, mainly working the coastal areas of the North East, and were so highly regarded that further production was actively considered in the early 1950s when British Railways was looking at

introducing more modern self-powered rolling stock, although they eventually lost out to what was to become the first of the first generation Diesel Multiple Units.

An alternative to the Sentinel that was also tried by the LNER was the Clayton railmotor. This was an articulated design which had a small 0-4-0 frame at one end which stuck out beyond the end of the coach and onto which was mounted a coal bunker. Steam was provided by a vertical boiler inside the coach and the mechanicals were based on Clayton's successful road lorry. Although reasonably successful they were never as good as the Sentinels and only ten were built.

Almost inevitably the introduction of a viable diesel engine for use in rail vehicles meant that there was to be another shot at internal combustion and again it was the LNER at the forefront of development. During 1931-1933 Armstrong Whitworth

The GWR steam railmotors were amongst the most successful. One of its 97 railmotors stands on shed at an unknown location in 1930. A Croughton/Rail Archive Stephenson.



GWR diesel railcar No 19 stands at Black Hill, Co. Durham on April 25 1944 whilst on loan to the LNER during the Second World War. A Croughton/Rail Archive Stephenson.



Drummond LSWR 'H13' steam railmotor No 9 leaves Hounslow on a down service in 1914. This, along with the 'H12' steam railmotor, were among the first of the breed. F Stingemore/Rail Archive Stephenson.

of Newcastle developed a self-propelled vehicle which had a body design very similar to that of the Sentinels but powered by a 250hp Sulzer engine. Three of these were built and all were taken into LNER stock in 1934/1935 and managed to run 700,000 miles between them in the first five years, mainly on similar diagrams to those on which the Sentinels were employed.

THE GWR STREAMLINERS

The most successful of the pre-war self-propelled railcars were the various streamlined designs produced by the Great Western Railway from 1933 onwards and which used mechanical transmission rather than the electrical type favoured further North. The GWR also placed the engines at the side of, and later underneath, the body, thus saving considerable space over the LNER vehicles where the engine unit was in the traditional place above

the solebar at one end of the coach. These units are well enough known and are often modelled, being much more successful than the early diesel-electrics.

It isn't possible to list every self-propelled vehicle built during this period due to the sheer number and variety of designs involved but it is worth mentioning some of the oddballs.

A particular favourite is the LMS 'Ro-Railer' bus built in 1934 by Karrier of Huddersfield. This was a conventional road-going bus that could be converted to run on the rails by retracting its road wheels, something that could be achieved in only a few minutes and which allowed the 'train' to be used for journeys that continued to destinations after the tracks had ended. There were two French-inspired Michelin railbuses tried out by the LMS, both of which ran on pneumatic tyres and one of which was driven from a conning

tower set in the roof, and also the rather smart little streamlined four-wheelers used in the Accrington area from 1933.

We are fortunate that recently we have had the chance to see a Great Western railmotor in action once again thanks to the Great Western Society, which has painstakingly rebuilt one and has provided a replacement steam power unit for it. Soon we will also be able to see one of the North Eastern's 1903 'autocars' in action because the body of one has been recovered from where it had been in use as a holiday bungalow and is being painstakingly rebuilt to working order at the Embsay and Bolton Abbey Railway.

With increased interest in micro layouts where single carriage trains are the norm many of these railmotors would make ideal subjects for modellers - an East Coast scene featuring the LNER's Sentinels, Claytons and Armstrong-Whitworth diesels would make a very interesting prospect indeed. [LEOM](#)

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

JUNE

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.stationhousecampseaa Ashe.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
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.

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.

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 *Hornby 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 together with BR '9F' 2-10-0 92212.

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, Lincs 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.

20/21 PENNINE MODEL RAILWAY SOCIETY EXHIBITION

Hosts: Pennine Model Railway Society
Location: Saddleworth Textile Museum, High Street, Uppermill, Oldham, Lancashire OL3 6HS
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £2.50, Under 16 free
Contact: 07787 840672
Features: Six layouts, trade support and refreshments.

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 and 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 BRAINTREE AND HALSTEAD MODEL RAILWAY EXHIBITION

Hosts: Braintree and Halstead Model Railway Club
Location: Bocking Arts Centre, Braintree, Essex CM7 9AE
Times: 10am-4pm
Prices: Adults £4, accompanied children £2, family (2+2) £10
Website: www.braintree-halsteadmrc.co.uk
Contact: 01787 222920
Features: 19 layouts, trade support, demonstrations, refreshments and disabled access.

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 MIDDLETON RAILWAY (LEEDS) MODEL RAILWAY EXHIBITION
Hosts: Middleton Railway Trust
Location: Middleton Railway Trust, The Station, Moor Road, Hunslet, Leeds LS10 2JQ
Times: Sat 10am-5pm, Sun 10am-5pm
Prices: Adults £7, children £3, family £18 (includes unlimited train rides)
Website: www.middletonrailway.org.uk
Contact: 0845 680 1758
Features: Ten layouts, trade support, societies, demonstrations, refreshments, parking and disabled access. Drive a full-size steam locomotive for £5.

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, demonstrations and refreshments.

4 BEACONSFIELD MODEL RAILWAY EXHIBITION
Hosts: Beaconsfield and District Model Railway Club
Location: Beaconsfield School, Wattleton Road, Beaconsfield (old town), Buckinghamshire HP9 1SJ
Times: 10.30am-5pm
Prices: Adults £4.50, children £2
Website: www.beaconsfieldmrc.org
Contact: 01753 643724
Features: 16 layouts, trade support, refreshments and parking.

4 HUDDERSFIELD MODEL RAILWAY CLUB OPEN DAY
Hosts: Huddersfield Railway Modellers
Location: Stonefield Mill at Union Mills, Tanyard Road, Milnsbridge, Huddersfield HD3 4NB
Times: 10am-4pm
Prices: Free
Website: www.huddsrailwaymodellers.org
Contact: 07950 425782
Features: Layouts, demonstrations, advice, parking and refreshments.

4 ST MARGARET'S MODEL RAILWAY EXHIBITION
Hosts: St Margaret's Church
Location: St Margaret's Church, Lee Terrace, London SE13 5DN
Times: 10am-4pm
Prices: Admission £2
Contact: 020 8318 9643
Features: Eight layouts, refreshments and disabled access.

4 WEST CORNWALL MODEL RAILWAY EXHIBITION
Location: Carn Brae Leisure Centre, Redruth, Cornwall TR15 3QS
Times: 10am-4.30pm
Prices: Adults £4.50, concessions £4, accompanied children free
Contact: bentley_brian@sky.com
Features: 19 layouts, trade support, refreshments and parking.

4 YEOVIL MODEL RAILWAY EXHIBITION
Hosts: West Camel Model Railway Society
Location: Davis Hall, West Camel, Yeovil BA22 7QX
Times: 10am-3.30pm
Prices: Adults £2, children (11-16) £1
Website: www.davishall.co.uk/events/model-railway-society/
Contact: 01935 850136
Features: Eight layouts and trade support.

4/5 BASILDON MRC MODEL RAILWAY EXHIBITION
Hosts: Basildon Model Railway Club
Location: James Hornsby School, Leinster Road, Laindon SS15 5NX
Times: Sat 10am-5pm, Sun 10am-4.30pm
Prices: Adults £5, concessions £3, children £2, family (2+2) £12
Contact: 01268 411603
Features: 30 layouts, trade support, refreshments and parking.

5 WHITWELL MODEL RAILWAY CLUB EXHIBITION
Hosts: Whitwell Model Railway Club
Location: The Marquee, Whitwell and Reepham Railway, Reepham, Norwich, Norfolk NR10 4GA
Times: 11am-4pm
Prices: £1 per person
Website: www.whitmodel.webs.com
Contact: 01603 871694
Features: Layouts, trade support and societies.

11 HODDESDON MODEL RAILWAY EXHIBITION
Hosts: Sheredes School Association
Location: Sheredes School, Cock Lane, Hoddesdon, Hertfordshire EN11 8JY
Times: 10.30am-5pm
Prices: Adults £4.50, concessions £3, children £3, family (2+2) £12
Contact: 07866 641215
Features: 20 layouts, trade support, refreshments and parking.

11 OTLEY MODEL RAILWAY EXHIBITION
Hosts: Otley Lions Club
Location: Methodist Hall, Boroughgate, Otley, West Yorkshire LS21 1HB
Times: 10am-5pm
Prices: Adults £3.50, children £1
Website: www.otleylions.org.uk
Features: Layouts, trade support, displays, memorabilia and refreshments.

11 TRAIN COLLECTORS SOCIETY SUMMER EXHIBITION 2015
Hosts: Train Collectors Society
Location: Weatherly Centre, Off Eagle Farm Road, Biggleswade, Bedfordshire SG18 8JB
Times: 10.30am-5.30pm
Prices: Adults £4.50, children £1.50, family £9
Website: www.traincollectors.co.uk
Contact: 07801 818764
Features: 20 layouts, trade support, displays, refreshments, parking and disabled access.

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.

12 PENARTH MODEL RAILWAY EXHIBITION
Hosts: Barry and Penarth Model Railway Club
Location: The Paget Rooms, Victoria Road, Penarth CF64 3EG
Times: 11am-4.30pm
Prices: Adults £3, children £2
Website: www.bpmrc.org.uk
Features: Layouts, trade support and refreshments.

12 SEVENOAKS MODEL RAILWAY SHOW
Hosts: The London Theatre
Location: Sevenoaks Primary School, Bradbourne Road, Sevenoaks, Kent TN13 3LB
Times: 10am-4pm
Prices: Adults £6, concessions £5, children £5
Website: www.modelrailwayexhibition.com
Contact: 0208 694 1888
Features: 20 layouts, trade support, model bus display, demos, refreshments, parking, 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.

18 SHEFFIELD - THE GREAT RAILWAY DAY
Hosts: Sheffield Jesus Centre
Location: The Sheffield Jesus Centre, Bromhall, Sheffield, South Yorkshire S10 2FB
Times: 10.30am-2.30pm
Prices: Adults £2, accompanied children £1
Website: www.sheffieldjesuscentre.org.uk
Contact: 0114 252 1155
Features: Layouts, railway art display, refreshments and disabled access.

18 THE LEEDS MODEL COMPANY EXHIBITION
Hosts: Tappers Model Railway Club
Location: Bromley Common Methodist Church, Bromley Common Road, Bromley, Kent BR2 9RZ
Times: 10am-5pm
Prices: Adults £4
Website: tapperstinplate.weebly.com
Features: Layouts and trade support.

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.

25 BARNSTAPLE MODEL RAILWAY EXHIBITION
Hosts: Barnstaple Model Railway Club
Location: Christ Church, Bear Street, Barnstaple, Devon EX32 7BN
Times: 10am-4pm
Prices: Adults £4, concessions £3.50, accompanied children free
Website: www.barnstaplemrc.co.uk
Features: 12 layouts, trade support, refreshments and disabled access.

25 BRIDPORT MODEL RAILWAY EXHIBITION
Hosts: Bridport and District Model Railway Club
Location: United Church Hall, East Street, Bridport, Dorset DT6 3LJ
Times: 10am-4.30pm
Prices: Adults £3.50, children £1
Contact: 01308 861754
Features: Layouts, trade support, displays and refreshments.

25 PEVENSEY BAY MODEL RAILWAY EXHIBITION
Hosts: Pevensey Bay Model Railway Club
Location: Pevensey Memorial Hall, Church Lane, Pevensey, East Sussex BN24 5LA
Times: 10am-4.30pm
Prices: Adults £3.50, concessions £3, children £1.50, family (2+2) £8
Website: www.pevenseybaymrc.co.uk
Contact: 01323 763590
Features: 16 layouts, trade support, refreshments and disabled access.

25 TOY AND MODEL TRAIN SHOW
Hosts: Sussex Vintage Model Railway Collectors
Location: Knoyle Hall, Knoyle Road, Preston Park, Brighton, East Sussex BN1 6RB
Times: 10am-4.30pm
Prices: Adults £3, concessions £2.50, accompanied children free
Website: www.sussex-transport.co.uk/svmrc
Contact: 01256 350764
Features: Vintage layouts, trade support and refreshments.

25/26 COLWYN MODEL RAILWAY CLUB EXHIBITION
Hosts: Colwyn Model Railway Club
Location: Craig y Don Community Centre, Queen's Road, Craig y Don, Llandudno, LL30 1TE
Times: Sat 10am-4pm, Sun 10am-4pm
Prices: Adults £4, children £2
Website: www.colwynmodelrailwayclub.co.uk
Features: Layouts, trade support and refreshments.

25/26 CUPAR MODEL RAILWAY EXHIBITION
Hosts: Cupar and District Model Railway Club
Location: Corn Exchange, Cupar, Fife KY15 4BT
Times: Sat 10am-4.30pm, Sun 10am-4.30pm
Prices: Adults £4, concessions £3, children £2,

SHOW GUIDE

family (2+2) £10

Website: www.cuparmrc.co.uk

Contact: 01334 655965

Features: 15 layouts, trade support, demonstrations, refreshments and disabled access.

25/26 ST JOHN'S CHARITY MODEL RAILWAY EXHIBITION

Hosts: St John's Primary School

Location: St John's Primary School, Trent Vale, Stoke On Trent ST4 6SB

Times: Sat 10.30am-5pm, Sun 10.30am-4.30pm

Prices: Adults £4, children £2, family (2+2) £10

Contact: 07747 087050

Features: 22 layouts, trade support, demonstrations, refreshments, parking and disabled access.

26 THIRSK MODEL RAILWAY EXHIBITION

Hosts: Thirsk and District Model Railway Group

Location: Thirsk Town Hall, Westgate, Thirsk YO7 1QR

Times: 10am-4.30pm

Prices: Adults £4, concessions £2, children £2, family (2+2) £10

Website: www.expo-thirsk.co.uk

Contact: 07766 697708

Features: 13 layouts, trade support and refreshments.

AUGUST

1 EXMOOR-RAIL

Hosts: Exmoor Coast Railway Modellers

Location: Minehead Eye, Mart Road, Minehead, Somerset TA24 5BJ

Times: 10am-4.30pm

Prices: Adults £4, children £1.50, family (2+2) £9

Contact: 01643 706736

Features: 14 layouts, trade support, demonstrations, refreshments and disabled access.

1 LONDON AND NORTH WESTERN RAILWAY SOCIETY OPEN DAY

Hosts: London and North Western Railway Society

Location: Severn Valley Railway, Kidderminster Station, 1 Comberton Place, Kidderminster DY10 1QR

Times: All day

Prices: Usual SVR ticket prices apply

Contact: 01773 279407

Features: Society modelling team, LNWR dioramas and displays.

1/2 CLEVELAND MODEL RAILWAY EXHIBITION

Hosts: Cleveland Model Railway Club

Location: Redcar and Cleveland College, Corporation Road, Redcar, Cleveland TS10 1EZ

Times: Sat 10am-5pm, Sun 10am-4pm

Prices: Adults £4.50, concessions £3.50, children £3.50, family (2+2) £12.50

Website: www.crmc.club

Contact: 07864 880242

Features: 12 layouts, trade support, demonstrations, displays, refreshments, parking and disabled access.

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.

8/9 RAILWELLS 2015

Hosts: Wells Railway Fraternity

Location: Town Hall, Market Place, Wells, Somerset BA5 2RB

Times: Sat 10.30am-5.30pm, Sun 10.30am-5pm

Prices: Adults £6, accompanied children free

Website: www.railwells.com

Contact: 01749 938362

Features: 15 layouts, trade support, demonstrations, displays and parking. Event also includes Scalefour Southwest and 3mm Society 50th Anniversary section.

8 BEXHILL MODEL RAILWAY EXHIBITION

Hosts: Bexhill Model Railway Club

Location: St Richards Catholic College, Ashdown Road, Bexhill-on-Sea, East Sussex TN40 1SE

Times: 10am-5pm

Prices: Adults £4, children £2, family £10

Contact: bexhillmrc@gmail.com

Features: Layouts, trade support, refreshments, parking and disabled access.

15 SILVERFOX DCC MODEL RAILWAY CLUB EXHIBITION

Hosts: Silverfox DCC Model Railway Club

Location: Woughton Leisure Centre, Rainbow Drive, Chaffron Way, Leadenhall, Milton Keynes MK6 5EJ

Times: 10am-4pm

Prices: Adults £5, children £2.50, family (2+2) £12

Website: www.silverfoxdcc.club

Features: 20 layouts, trade support, outdoor rides, refreshments, parking and disabled access.

22 ASTOLAT MODEL RAILWAY CLUB OPEN DAY

Hosts: Astolat Model Railway Club

Location: Barge Building Shed, National Trust, Dapdune Wharf, Wharf Road, Guildford GU1 4RR

Times: 11am-5pm

Prices: National Trust entry fees apply

Website: www.astolatmrc.co.uk

Contact: 01483 722098

Features: Club layouts, members layouts and club test track.

22 LUDLOW MODEL RAILWAY EXHIBITION

Hosts: Craven Arms and District Model Railway Club

Location: Ludlow Racecourse, Bromfield, Ludlow, Shropshire SY8 2BT

Times: 10am-4.30pm

Prices: Adults £2.50, concessions £2, children £1.50

Contact: 01588 672145

Features: 16 layouts, trade support, refreshments, parking and disabled access.

22 NORTHAMPTON MODEL RAILWAY EXHIBITION

Hosts: Northampton and District Model Railway Club

Location: Cogenhoe Village Hall, York Avenue, Cogenhoe, Northampton NN7 1NB

Times: 10am-4.30pm

Prices: Adults £3, family (2+2) £7

Website: www.ndmrc.org

Contact: 01604 890275

Features: Layouts, trade support, societies, outdoor rides, refreshments, parking and disabled access.

22/23 BORTH Y GEST MODEL RAILWAY SHOW

Location: Church Room, Borth y Gest, near Porthmadog, Gwynedd, North Wales LL49 9LU

Times: Sat 11am-5pm, Sun 10.30am-4pm

Prices: Adults £2, accompanied children under 12 free

Contact: 01766 514889

Features: Layouts, light refreshments and disabled access.

22/23 CARNFORTH MODEL RAILWAY WEEKEND

Hosts: Carnforth Station Trust

Location: Carnforth Heritage Centre, Carnforth Station, Warton Road, Carnforth, Lancashire LA5 9TR

Times: Sat 10am-4pm, Sun 10am-4pm

Prices: Adults £2, children free

Website: www.carnforthstation.co.uk

Contact: 01524 735165

Features: Eight layouts, trade support and refreshments.

22/23 CRICH MODEL TRAM AND RAILWAY EXHIBITION

Hosts: National Tramway Museum

Location: National Tramway Museum, Crich Tramway Village, Crich, Derbyshire DE4 5DP

Times: Sat 10am-5pm, Sun 10am-5pm

Prices: Adults £14, concessions £11, children £8, family (2+3) £37

Website: www.tramway.co.uk

Contact: 01773 854321

Features: Layouts, full museum access and refreshments.

22/23 PICKERING MODEL RAILWAY EXHIBITION

Hosts: Scarborough and District Railway Modellers

Location: Memorial Hall, Potter Hill, Pickering, North Yorkshire YO18 8AA

Times: Sat 10am-5pm, Sun 10am-4pm

Prices: Adults £4, concessions £3.50, children £2, family (2+2) £10

Website: www.sdrmweb.co.uk

Contact: 07788 713874

Features: Layouts, trade support, demonstrations and refreshments.

29/30 INVERNESS MODEL RAILWAY EXHIBITION

Hosts: Inverness and District Model Railway Club

Location: Thistle Hotel, Millburn Road, Inverness IV2 3TR

Times: TBA

Prices: Adults £5, children £2, family (2+2) £10

Website: www.invernessmrc.org.uk

Contact: 07711 129780

Features: Layouts, trade support, refreshments and parking.

29/30 TAUNTON MODEL RAILWAY GROUP - OPEN DAYS

Hosts: Taunton Model Railway Group.

Location: Platform One, Bishops Lydeard Station, West Somerset Railway TA4 3RU

Times: 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.

29-31 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.

30 HODDESDON MODEL AND RAILWAY CLUB ANNUAL SHOW

Hosts: Hoddesdon Model and Railway Club

Location: Old Mill, Mill Lane, Broxbourne, Hertfordshire EN10 7AX

Times: 10am-5pm

Prices: Adults £2, children £1,

Website: www.hoddesdonmrc.org.uk

Contact: 07542 560493

Features: Layouts, trade support, childrens rides, radio controlled boats, refreshments, disabled access and parking.

SEPTEMBER

5/6 ALN VALLEY RAILWAY TRUST MODEL RAILWAY EXHIBITION

Hosts: Aln Valley Railway Trust

Location: Lionheart Station, Lionheart Enterprise Park, Alnwick, Northumberland NE66 2EZ

Times: Sat 10.30am-4pm, Sun 10.30am-4pm

Prices: Adults £4, concessions £3, family £8

Website: www.alnvalleyrailway.co.uk

Contact: 01665 606168

Features: Ten layouts, trade support, societies, displays, refreshments, parking and disabled access.

5/6 HEART OF THE MIDLANDS MODEL RAILWAY EXHIBITION

Hosts: Soar Valley Model Railway Club

Location: Loughborough Grammar School, Burton Walks, Loughborough, Leicestershire LE11 2DU

Times: Sat 10.30am-5pm, Sun 10.30am-4pm

Prices: Adults £8, concessions £7, children £4, family £20

Website: www.svmrc.co.uk

Contact: 01530 450187

Features: 23 layouts, trade support, demonstrations, societies, refreshments, parking, disabled access.

12/13 GRANTHAM MODEL RAILWAY SHOW

Hosts: Grantham Railway Society

Location: Walton Girls High School and Sixth Form, Kitty Briggs Lane, off Harlaxton Road, Grantham NG31 7JR

Times: Sat 10am-5pm, Sun 9.30am-4.30pm

Prices: Adults £4, concessions £3, children £2, family (2+2) £10

Contact: 01476 407569

Features: Layouts, trade support, refreshments and parking.

PLANNING AN EXHIBITION?

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

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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	March 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						
Hatton's King	ehattons.com/king	£169.00- £179.00	Aug 2014	Nov 2014						


	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							
King	ehattons.com/horking	£148.14 - £179.99	Dec 2014							
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							
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/ici	£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

www.ehattons.com/projectupdates

Information correct at the time of going to press. All information subject to change



Branchline 2015 New Items



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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 emblem

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

(Prices estimated - we will notify you if price rises & offer option to cancel)

Limited Edition J94s & Austerities, Class 14xx & Kings from Hatton's, being produced by DJ Models

Class 14xx Pre-order for £99



Pristine

H1401 48xx 4825 in GWR unlined green Great Western
H1404 58xx 5808 in GWR unlined green Shirtbutton
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 Shirtbutton
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

Due Q4 2015 - Q1 2016
www.ehattons.com/j94

Austerities & J94 Limited Editions of 200 Pre-order for £99



Pristine

J9401 "Robert" in NCB Bold Colliery lined green
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
J9409 7 in NCB Littleton Colliery lined blue

Very Heavily Weathered



J9404 1763 NCB Peckfield Colliery lined maroon with chevrons
J9406 8 in NCB Mountain Ash Colliery lined green

Due 2015
www.ehattons.com/14xx

Class 6000 King Pre-order for £169



HK01 6000 "King George V" in GWR lined green with roundel
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
HK13 6005 "King George II" in BR lined green with late crest
HK14 6024 "King Edward I" in BR lined green with late crest

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OO Gauge (1:76 Scale) Steam locos

31-931 Class 1000 Midland Compound 4-4-0 1189 in LMS black (Bac) (list £139.95) BARGAIN £89
31-932DC Class 1000 Midland Compound 4-4-0 40934 in BR lined black early emblem, DCC On Board (Bac) (list £159.95) BARGAIN £99



31-933 Class 1000 Midland Compound 4-4-0 41157 in BR lined black late crest (Bac) (list £139.95) BARGAIN £89



32-828A Class 2MT Ivatt 2-6-0 46526 in BR lined green late crest - weathered (Bac) £110.46



31-127 Class 30xx 2-8-0 ROD 3023 in BR black early emblem (Bac) (list £129.95) BARGAIN £80



R3006 Class 3800 2-8-0 3864 in BR weathered black early emblem (Hor) £106
R3006X Class 3800 2-8-0 3864 in BR weathered black early emblem, DCC Fitted (Hor) £120



31-626A Class 3F 0-6-0 43257 in BR black early emblem (Bac) (list £99.95) BARGAIN £60
31-828DC Class 3F 0-6-0 43620 in BR black late crest - weathered, DCC On Board (Bac) (list £119.95) BARGAIN £79
R3229 Class 4000 Star 4-6-0 4021 "British Monarch" BR green early crest (Hor) £125.10



R3223 Class 42XX 2-8-0 4257 in BR black late crest (Hor) £111.20
R3222 Class 42XX 2-8-0 4261 in Great Western green (Hor) £111.20



R3205 Class 4900 4-6-0 4965 "Rood Ashton Hall" in BR New looking for 2013. Special edition etched name & number (Hor) £105



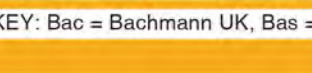
31-880 Class 4F 0-6-0 3851 in LMS black Johnson/Deeley tender (Bac) £76.46
31-881 Class 4F 0-6-0 43875 BR black early emblem and Johnson/Deeley tender (Bac) £84.96



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



31-782 Class 6959 Modified Hall 6965 "Thirlestaine Hall" in BR green late crest - weathered (Bac) NEW £114.71
31-783 Class 6959 Modified Hall 7904 "Fountains Hall" in BR black early emblem - weathered (Bac) NEW £114.71



R3225 Class 72XX 2-8-2 7233 in Great Western green (Hor) £120.50



31-013 Class 7F 2-8-0 S&DJR 53808 in BR black late crest & Deeley tender (Bac) (list £134.95) BARGAIN £89



32-550B^ Class A1 4-6-2 60163 "Tornado" in BR lined Brunswick green (Bac) (list £159.95) BARGAIN £95
R3060 Class A1 4-6-2 60163 "Tornado" in British Railways Apple Green (Railroad Range) (Hor) £79



32-550B^ Class A1 4-6-2 60163 "Tornado" in BR lined Brunswick green (Bac) (list £159.95) BARGAIN £95
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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
R3280 Class A4 4-6-2 4466 "Golden Shunter" in LNER Garter blue - Railroad range (Hor) £71.30



31-965 Class A4 4-6-2 60021 "Wild Swan" in BR lined green early emblem (Bac) (list £129.40) BARGAIN £92
R2784X Class A4 4-6-2 60022 "Mallard" in BR green late crest - DCC Fitted (Railroad Range) (Hor) (list £92.25) BARGAIN £59



R3114A Class B1 Thompson 4-6-0 61267 in BR black late crest (Hor) £120
R2922X Class B176 Sandringham 4-6-0 61650 "Grimby Town" in BR late crest DCC Fitted (Hor) £125



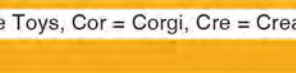
31-146 Class D111/1 4-4-0 62663 "Prince Albert" in BR black early emblem (Bac) £101.96
31-137 Class D112 4-4-0 6385 Luckie Muckelbeck LNER black (Bac) £106.21
35-078 Class E4 Brighton tank 0-6-2 32500 in BR black late crest (Bac) £39.46
35-077 Class E4 Brighton tank 0-6-2 32556 BR black early emblem (Bac) £39.46



35-076 Class E4 Brighton tank 0-6-2 473 in Southern green (as preserved) (Bac) £93.46



35-075 Class E4 Brighton tank 0-6-2 579 in LB & SCR umber (Bac) NEW £93.46
31-320DC Class J11 Robinson (GCR 9J) 64325 BR black late crest, DCC Fitted (Bac) £93.46



R3228 Class J94 0-6-0 12 in National Coal Board blue (Hor) £68.10



R3243 Class K1 2-6-0 62024 in BR late crest (Hor) £120.50



32-154A Class N 2-6-0 31404 in BR lined black late crest - weathered (Bac) (list £134.95) BARGAIN £79



31-0012 Class O4 2-8-0 Robinson ROD 63743 (shed 9G) in BR black late crest - weathered, Ltd Edition of 512 (Bac) (list £148.72) BARGAIN £119



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 76058 in BR lined black early emblem (Bac) (list £119.95) BARGAIN £74
32-955 Standard class 4MT 2-6-0 76109 in BR lined black late crest (Bac) (list £119.95) BARGAIN £72.50



32-508 Standard Class 5MT 73049 in BR lined green late crest & BR1 tender (Bac) (list £129.95) BARGAIN £82
32-509 Standard class 5MT 73109 in BR lined black early emblem and BR1B tender (Bac) (list £129.95) BARGAIN £89
32-261 WD Austerity 2-6-0 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) (list £152.95) BARGAIN £109



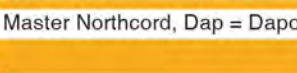
30-325 Ambulance Train No.40 Train Pack GWR Class 3700 No.3711 "City of Birmingham" in WWI khaki, 3 x coaches in olive green & 6 x WWI figures (Bac) £140.20
25-2014 Bachmann OO Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Bac) £212.46



30-575 The Railway Children Train Pack GWR 57xx Pannier in GNSR, 2 x GNSR Coaches & Scenecraft Oakworth Station Building (Bac) £114.71



30-525 The Shakespeare Express Train Pack Hall Class 4965 "Rood Ashton Hall" in Great Western green, 2 x Pullman cars in umber & cream, BR Mk1 BSK coach in chocolate & cream & Stratford-Upon-Avon Open-top bus (Bac) NEW £195.45



R3220 Tyseley Connection train pack Hall Class "Pitchford Hall" in GWR green & 3 Mk1 coaches in chocolate and cream (Hor) (list £199.99) BARGAIN £149



10001HAP- 10001 BR Brunswick green orange, black & orange lining, Aug 1956 - Oct 1957, (Dap) (list £105) BARGAIN £94



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
1406^ Class 14 "Teddy Bear" (ex British Rail Green) Blue Circle Cement (ex D9526) (Weathered), (Hel) (list £115) BARGAIN £75



1406^ Class 14 "Teddy Bear" British Steel '45' (Ex British Rail) Green (Weathered) wasp ends. (Hel) (list £115) BARGAIN £75



1600 Class 16 North British diesel D8400 BR green grey roof, Ltd Ed of 750 pcs (Hel) (list £134.95) BARGAIN £72



1601 Class 16 North British diesel D8401 BR green small yellow warning panels, Ltd Ed of 750 (Hel) (list £134.95) BARGAIN £72



1602 Class 16 North British diesel D8404 BR green Stratford-style yellow warning panels, Ltd Ed of 750 (Hel) (list £134.95) BARGAIN £72



1605 Class 16 North British diesel D8405 BR green small yellow warning panels. Weathered, Ltd Ed of 750 (Hel) (list £144.95) BARGAIN £72



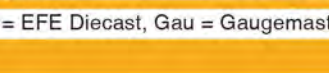
1603 Class 16 North British diesel D8407 BR green with full yellow ends, Ltd Ed of 750 (Hel) (list £134.95) BARGAIN £72



1604 Class 16 North British diesel D8409 BR green grey roof, Gloss finish, Ltd Ed of 750 (Hel) (list £134.95) BARGAIN £72



4D-012-003 Class 22 B-B Diesel Hydraulic D6311 in BR green small yellow panels & disc headcode box (Dap) £103
4D-012-001 Class 22 B-B Diesel Hydraulic D6316 in BR Green, Small yellow panels and disc headcode box (Dap) £103
4D-012-002 Class 22 B-B Diesel Hydraulic D6327 in BR Green, Amended yellow panels and disc headcode box (Dap) £103
2320 Class 23 Baby Deltic D5900 green headcode discs and front grilles gloss (Hel) (list £120.95) BARGAIN £69



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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* Class 23 Baby Deltic diesel D5900 in BR Green large yellow ends. (Hel) (list £119.95) BARGAIN ... £72
32-451DC 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
2608 Class 26/1 diesel D5339 in BR green small yellow panels (Hel) ... £87



2800* 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
2809* Class 28 Co-Bo Diesel D5708 BR Green Full Yellow Ends. (Hel) (list £125) ... BARGAIN ... £89
2810* Class 28 Co-Bo Diesel D5714 Full BR Green - modified windows. (Hel) (list £125) ... BARGAIN ... £89
3434 Class 33/0 diesel 33033 Railfreight Construction Sector triple grey (Hel) ... £95



3431 Class 33/0 diesel 6544 in BR blue full yellow ends (Hel) ... £95
3430 Class 33/0 diesel D6506 in BR blue full yellow ends (Hel) ... £95
3413 Class 33/0 diesel D6530 in BR green experimental yellow panels rounded top corners (Hel) ... £95
3414 Class 33/0 diesel D6570 BR green full yellow ends and BR coach roundels (Hel) ... £95



3411 Class 33/0 diesel D6577 in early BR green (Hel) ... £95



3521 Class 35 Hymek D7003 in BR green (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



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 'Thrustor' in BR maroon small yellow panels - Railfod range (Hor) ... £50.90
31-658 Class 47/0 47190 'Pacemaker' BR Petroleum Sector - weathered (Bac) ... £106.21



32-816 Class 47/3 47365 'Diamond Jubilee' BR Railfreight Distribution (Bac) (list £114.95) ... BARGAIN ... £72



32-817 Class 47/7 47745 'Royal London Society For The Blind' in RES red & grey (Bac) (list £114.95) BARGAIN ... £72



32-815 Class 47/8 47834 'Fire Fly' BR Intercity Swallow (Bac) (list £114.95) ... BARGAIN ... £78
4D-003-005 Class 52 D1072 'Western Glory' BR blue full yellow panel (Dap) £109
4D-003-006 Class 52 diesel D1065 'Western Consort' in BR maroon small yellow panels (Dap) ... £119



4D-003-011 Class 52 diesel loco D1002 'Western Explorer' in BR green small yellow panels (Dap) ... £109
4D-003-010 Class 52 diesel loco D1010 'Western Campaigner' in BR blue full yellow ends (Dap) ... £109



4D-003-008 Class 52 diesel loco D1023 'Western Fusilier' in BR maroon small yellow panels (Dap) ... £109



4D-003-012 Class 52 diesel loco D1026 'Western Centurion' in BR blue full yellow ends - weathered (Dap) ... £113



32-529B Class 55 Deltic D9011 in BR two-tone green. Weathered (advertised earlier as 'pristine') (Bac) ... £93.46



5822 Class 58 58006 Railfreight Redstripe Livery. (Hel) ... £125
5827 Class 58 58016 EWS Livery. (Hel) ... £125



5824 Class 58 58030 in EWS Livery (Hel) ... £125



32-980 Class 66/9 66731 'InterhubGB' in GBRF Europorte (Bac) ... £93.46
R3268 Class 67 67003 in Aniva. Trains Wales (Hor) ... £129.80



R3272 Class 67 67006 'Royal Sovereign' (Hor) (list £139.99) ... BARGAIN ... £110



31-588 Class 70 PowerHaul diesel 70005 in Freightliner - weathered (Bac) ... £127.46
31-995 Class D16 LMS 10000 BR Brunswick green lined orange & black (Bac) ... £101.96
31-996 Class D16 LMS 10000 in BR Brunswick green past eggshell blue waistband (Bac) ... £101.96



4010- English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95) BARGAIN ... £75



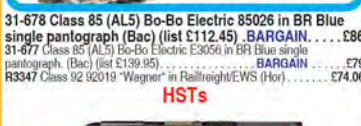
4011- English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) BARGAIN ... £70



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 in BR Blue single pantograph. (Bac) (list £139.95) ... BARGAIN ... £79
R3347 Class 92 92019 'Wagner' in Railfreight/EWS (Hor) ... £74.06



HSTs



R3270 Class 43 twin pack - Midland Mainline HST in teal green (Hor) ... £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



31-325DC Class 105 2 Car Cravens DMU in BR blue full yellow ends (DCC on Board). (Bac) (list £129.95) ... BARGAIN ... £74.50
32-905* Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95) ... BARGAIN ... £78



32-906 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) ... BARGAIN ... £72.50
32-905* Class 108 2-car DMU in BR blue & grey full yellow ends (Bac) (list £139.95) ... BARGAIN ... £72.50



32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) ... BARGAIN ... £86



8940 Class 128 DPU Blue full yellow ends and flush fronts M55993 (Hel) (list £119.95) ... BARGAIN ... £69



8942 Class 128 DPU in BR blue - weathered M55995 (Hel) (list £129.95) ... BARGAIN ... £69
8991 Class 128 DPU BR green small yellow panels & standard style fronts M55989 (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



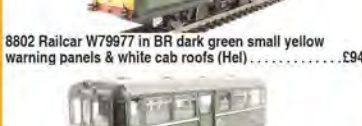
32-938 Class 150/2 2-car DMU 150204 in Northern Rail (Bac) ... £140.21



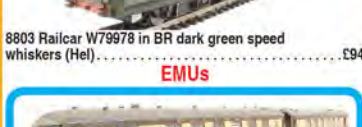
31-256DC Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends. DCC Fitted (Bac) (list £349.95) ... BARGAIN ... £290



8704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) ... BARGAIN ... £79



8801 Railcar W79970 in BR light green speed whiskers. Matt finish (Hel) ... £94



8803 Railcar W79978 in BR dark green speed whiskers (Hel) ... £94



EMUs



R3184 1960 Brighton Belle Pullman Train Pack in Umber and cream (Hor) (list £189.99) ... BARGAIN ... £159



31-325DC Class 105 2 Car Cravens DMU in BR blue full yellow ends (DCC on Board). (Bac) (list £129.95) ... BARGAIN ... £74.50



31-325DC Class 105 2 Car Cravens DMU in BR blue full yellow ends (DCC on Board). (Bac) (list £129.95) ... BARGAIN ... £74.50



31-030* Class 350/1 Desiro 4 Car EMU 350 111 'Apollo' in Silver Link (unbranded) (Bac) (list £189.95) BARGAIN ... £99



31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) ... BARGAIN ... £116
R3215 Class 373 Eurostar 4 car EMU in latest 2014 Eurostar. (Hor) ... £157.40

31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) ... BARGAIN ... £118
31-267 Class 419 Motor Luggage Van (MLV) in BR blue & grey (Bac) (list £104.95) ... BARGAIN ... £64

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31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) (list £104.95) BARGAIN .£64

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B859NRY2 MRA side-tipping ballast train, 5 car unit & generator vehicle, Network Rail yellow new running number. Pristine (B859A) (Dap) ... £118



B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) ... £56



31-575 Windhoff MPV Multi-Purpose master and slave units in 'Network Rail' (Bac) (list £148.95) BARGAIN .£79

31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95) BARGAIN .£79

Train sets - analogue



R1174 Breakdown Hauler Train Set 0-4-0 loco, Breakdown Crane and Support Van (Hor) (list £119.99) BARGAIN ... £59

R1151 Caledonian Belle trainset 0-4-0 steam loco in blue 4 wheel coach & open wagon (Hor) ... £49

R1138 GWR Passenger Freight train set GWR Class 101 0-4-0 steam loco, 2 wagons & 4 wheel coach (Hor) ... £77

30-160 Rural Commuter set Class 105 2 car DMU 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 Pennine 3850 in GWR shuntlun green and GWR Toad brake van & shunters truck in GWR gr (Bac) ... £84.96

Train sets - DCC



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



30-048 Highland Towner Digital Sound Set Class 37/4 37418 in BR blue and Mk2 TSO & BSO coaches in Far North green & cream (Bac) ... £255

Coaches

R4671 RailRoad LMS 4 Wheel Coach (Hor) NEW ... £13.88

R4672 RailRoad SR 4 Wheel Coach (Hor) ... £13.88



R4582 1960s Brighton Belle 3 car pack in umber and cream (Hor) (list £148.99) BARGAIN ... £130

R4636 Arriva Trains Wales MK3 Buffet first class (Hor) ... £26.40



R4603 BR blue & grey (Western Region) MK3 buffet (Hor) ... £26.40

R4615 BR blue & grey MK2E BSO brake second open (Hor) ... £23.10

R4612 BR blue & grey MK2E BSO brake second open lights (Hor) ... £27.80

R4614 BR blue & grey MK2E FO first open (Hor) ... £27.80

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

R4642 BR chocolate & cream MK1 BG full brake/parcels coach (Hor) (list £24.99) BARGAIN ... £19

R4644 BR chocolate & cream MK1 TSO tourist second open (Hor) (list £24.99) BARGAIN ... £19



R4620 BR crimson & cream Mk1 SO second open (Hor) (list £24.99) BARGAIN ... £19

R4609 BR green Mk1 BSK brake second corridor in lights (Hor) ... £33.80

R4609A BR green Mk1 BSK brake second corridor lights (Hor) ... £33.80

R4608 BR green Mk1 SK second corridor in lights (Hor) ... £33.80

R4619 BR Maroon Mk1 BG full brake/parcels 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

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) (list £48.95) BARGAIN ... £26



39-321 BR Mk1 BSP Pullman bar 2nd coach in blue/grey (with lighting) (Bac) (list £48.95) BARGAIN ... £24

39-1260 BR Mk1 CK Composite Corridor Maroon Weathered (Bac) ... £33.96



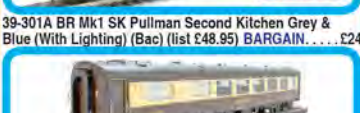
39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95) BARGAIN ... £24



39-274A BR Mk1 GUV InterCity Motorail Blue & Grey - Weathered (Bac) (list £39.95) BARGAIN ... £21

39-274A Pack of 4 (Bac) (list £159.80) BARGAIN ... £80

39-275 BR Mk1 GUV Royal Mail (Bac) ... £33.11



39-301A BR Mk1 SK Pullman Second Kitchen Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN ... £24



39-300C BR Mk1 SK Pullman Second Kitchen in umber & Cream 'Car 335' (With Lighting) (Bac) (list £48.95) BARGAIN ... £26

39-503 BR Mk1 SLTP Sleeper Car in blue & grey Inter-City (Bac) ... £33

39-054C BR Mk1 SO Second Open (WPI) Chocolate & Cream (Bac) ... £33.11

39-052G BR Mk1 SO Second Open Crimson & Cream (Bac) ... £33.11



39-311A BR Mk1 SP Pullman Second Parlour Grey & Blue (With Lighting) (Bac) (list £48.95) BARGAIN ... £26

39-200C BR Mk1 Super BG Full Brake RES - Weathered (Bac) (list £39.95) BARGAIN ... £18

39-363 BR Mk2A TSO Tourist Second Open Network SouthEast (Bac) ... £33.96

R4658 BR Non-Corridor 57' Third Class Brake Coach (Hor) NEW ... £37.27

R4678 BR Non-Corridor 57' Third Class Brake Coach (Hor) NEW ... £37.27

R4678A BR Non-Corridor 57' Third Class Brake Coach (Hor) NEW ... £37.27

R4659 BR Non-Corridor 57' Third Class Coach (Hor) NEW ... £37.27

R4580 Eurostar Class 373 Blue Livery Divisible Centre Saloons Coach Pack (Hor) ... £41.66

R4654 FGV Mk3 TGS (Hor) ... £26.38



R4370D First Great Western Mk3 Standard Open Coach (Hor) ... £26.38

R4522B Grosley (Non Vostibud) suburban 3rd class brake BR Crimson (Hor) ... £37.30

R4518A Grosley (Non Vostibud) suburban 3rd class brake LNER lark (Hor) ... £39

R4523 GWR Composite Coach - Railroad Range (Hor) ... £16

R4592 InterCity 125 Executive MK3 buffet (Hor) ... £26.40

R4593 InterCity 125 Executive MK3 TGS (Hor) ... £26.40



R4616 Intercity MK2E TSO tourist second open (Hor) ... £23.10

39-455 LMS 57 ft Porthole Corridor 1st in BR crimson & cream (Bac) ... £33.96

39-460 LMS 57 ft Porthole Corridor Brake 3rd BR Crimson & Cream (Bac) NEW ... £33.96

39-470 LMS 60 ft Porthole Corridor Brake 1st BR Crimson & Cream (Bac) ... £33.96



39-465 LMS 60 ft Porthole Corridor Composite in BR crimson & cream (Bac) ... £33.96

39-475 LMS 60 ft Porthole Open Vestibule 1st BR crimson & cream (Bac) ... £33.96

R4588 LMS Composite Coach (Hor) ... £16

R4656 LMS Non-Corridor 57' Composite Coach (Hor) NEW ... £37.27

R4677 LMS Non-Corridor 57' Third Class Brake Coach (Hor) NEW ... £37.27

R4677A LMS Non-Corridor 57' Third Class Brake Coach (Hor) NEW ... £37.27

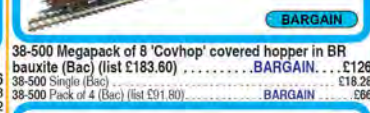
R4657 LMS Non-Corridor 57' Third Class Coach (Hor) NEW ... £37.27

R4574 LNER Thompson Trak effect Non-Corridor Brake third class coach (Hor) ... £40



R4350 Mk1 CK corridor composite in BR maroon. New tooling for 2013 (Hor) ... £17

R4351 Mk1 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

R4312 Pullman parlour car (without lights) 'Rosemary' (Railroad Range) (Hor) ... £18



R6679 BR Horse Box 'M42369' (Hor) ... £18.51

R6717 Hornby Wagon 2015 Corral and Container (Hor) ... £9.25

R6678 LMS Horse Box '42517' (Hor) ... £18.51

R6682C LNER Extra Long CCT Van '1238' (Hor) ... £12.49

R6709 Loadhaul ZBA Rudd (Black & Orange) (Hor) ... £9.25

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 Megapack of 8 102 Tonne GLW Thrall BRA steel strip carrier in EWS - weathered (Bac) (list £239.60) BARGAIN ... £143

37-628B Single (Bac) (list £29.95) BARGAIN ... £19

37-628B Pack of 4 (Bac) (list £119.80) BARGAIN ... £74

38-700 12 Ton Pipe Wagon BR Bauxite (Early) (Bac) ... £17.81

38-701 12 Ton Pipe Wagon BR Bauxite (Late) (Bac) ... £17.81

38-182 12 ton plank ventilated van in Departmental olive green (Bac) ... £11.86

38-02C 12 ton Southern 2+2 plank ventilated van (BRS) bauxite (Bac) ... £11.86

38-072 12 ton Southern 2+2 plank ventilated van Express Dairies Eggs (Bac) ... £11.86

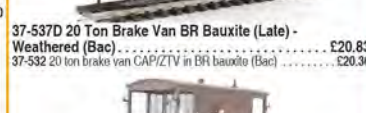
38-375A 12 ton ventilated van plank ends LNER oxide (Bac) ... £8

38-375A Pack of 4 (Bac) (list £59.80) BARGAIN ... £30

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 ... £9.50

38-327+ Pack of 4 (Bac) (list £58) BARGAIN ... £36

37-654A Pack of 4 14 Ton Tank Wagon 'Ronuk' (Bac) (list £63.80) BARGAIN ... £34

37-378 16 ton pressed end door steel mineral wagon in BR grey (Bac) ... £11.01

37-426C 16 Ton slope side mineral wagon pressed side door in MOT brown (Bac) (list £12.95) BARGAIN ... £7

37-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) ... £12.71



37-537D 20 Ton Brake Van BR Bauxite (Late) - Weathered (Bac) ... £20.83

37-532 20 ton brake van CAP/CTV in BR bauxite (Bac) ... £20.39



37-531 20 ton brake van in BR bauxite - weathered (Bac) ... £20.83

37-530 20 ton brake van in BR grey - weathered (Bac) ... £20.83



37-529A 20 ton brake van in LNER oxide (Bac) ... £20.36

37-533 20 ton brake van ZTO BR Dutch grey & yellow - weathered (Bac) NEW ... £20.83

38-307 20 ton Troad brake van in BR bauxite (Bac) ... £11.86

38-750 22 Ton STV Tube Wagon BR Bauxite (TOPS) Weathered (previously announced as BR grey) (Bac) ... £22.91

38-402A 25 ton Pail Box brake van in BR bauxite (Bac) ... £20.38

38-626B 25 Ton Queen Mary brake van in BR Departmental olive (Bac) ... £18.96

37-930C 3 plank wagon in BR bauxite BD container in BR crimson (Bac) ... £11.01

37-933 3 plank wagon in LMS grey (Bac) ... £11.80

R6606 3 x HAA MGR coal wagons (Railroad range) (Hor) ... £19

R6606 Box of 12 (Hor) (list £24.95) BARGAIN ... £210

R7906 3 x open wagons - S C Ruffey, Sodor Scrap & brake van (Thames the Tank range) (Hor) (list £34.99) BARGAIN ... £14

38-041B 31 Tonne OBA open wagon in Railfreight (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 Railfreight 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 ... £136

R6606 3 x HAA MGR coal wagons (Railroad range) (Hor) ... £19

R6606 Box of 12 (Hor) (list £24.95) BARGAIN ... £210

R7906 3 x open wagons - S C Ruffey, Sodor Scrap & brake van (Thames the Tank range) (Hor) (list £34.99) BARGAIN ... £14

38-041B 31 Tonne OBA open wagon in Railfreight (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 Railfreight red & grey - weathered (Bac) ... £20.36

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38-120B Megapack of 8 (Bac) (list £191.60) BARGAIN ... £136

R6606 3 x HAA MGR coal wagons (Railroad range) (Hor) ... £19

R6606 Box of 12 (Hor) (list £24.95) BARGAIN ... £210

R7906 3 x open wagons - S C Ruffey, Sodor Scrap & brake van (Thames the Tank range) (Hor) (list £34.99) BARGAIN ... £14

38-041B 31 Tonne OBA open wagon in Railfreight (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 Railfreight 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 ... £136

R6606 3 x HAA MGR coal wagons (Railroad range) (Hor) ... £19

R6606 Box of 12 (Hor) (list £24.95) BARGAIN ... £210

R7906 3 x open wagons - S C Ruffey, Sodor Scrap & brake van (Thames the Tank range) (Hor) (list £34.99) BARGAIN ... £14

Prices valid until 08/07/15

Orders received after this date for products that have increased in price will be given a refund



BARGAIN
37-603A Megapack of 8 46 Tonne glw VGA sliding wall van in EWS - weathered (Bac) (list £175.60) **BARGAIN** £122
37-603A Single (Bac) (list £21.95) **BARGAIN** £16
37-603A Pack of 4 (Bac) (list £87.80) **BARGAIN** £62



BARGAIN
38-005C 46 Tonne HSA hopper wagon in BR bauxite-weathered (Bac) (list £18.95) **BARGAIN** £10
37-061C 5 plank wagon wooden floor in BR grey (Bac) £11.01
37-062A 5 plank wagon wooden floor Edwin W. Bedford (Bac) (list £12.95) **BARGAIN** £7
37-062A Pack of 4 (Bac) (list £51.80) **BARGAIN** £27
37-065A 7 plank end door wagon in North End (Bac) (list £14.25) **BARGAIN** £7
37-065A Pack of 4 (Bac) (list £57) **BARGAIN** £27
37-062A 7 plank end door wagon Park Lane Wigan (Bac) (list £14.25) **BARGAIN** £7
37-062A Pack of 4 (Bac) (list £57) **BARGAIN** £27
37-187 7 plank wagon coke rails "T. L. Hale (Tipton) Ltd" (Bac) (list £14.25) **BARGAIN** £8
37-187 Pack of 4 (Bac) (list £57) **BARGAIN** £30
37-182 8 plank end door wagon "R. W. Hill & Son" (Bac) (list £14.95) **BARGAIN** £8
37-182 Pack of 4 (Bac) (list £59.80) **BARGAIN** £30
37-163 8 plank end door wagon "William Harrison" (Bac) (list £14.95) **BARGAIN** £8
37-163 Pack of 4 (Bac) (list £59.80) **BARGAIN** £30
37-150C 8 plank end door wagon in BR grey (Bac) £11.96
37-206A 8 plank wagon coke rails in Stanton (Bac) (list £14.95) **BARGAIN** £7
37-206A Pack of 4 (Bac) (list £59.80) **BARGAIN** £27
38-150A 80 tonne glw BDA bogie bolster wagon in Loadhaul (Bac) (list £23.95) **BARGAIN** £15
38-150A Pack of 4 (Bac) (list £95.80) **BARGAIN** £58
38-150A Megapack of 8 (Bac) (list £191.60) **BARGAIN** £112



BARGAIN
38-151B Megapack of 8 80 Tonne glw BDA bogie bolster wagon in Railfreight (Bac) (list £191.60) **BARGAIN** £106
38-151B Single (Bac) (list £23.95) **BARGAIN** £14
38-151B Pack of 4 (Bac) (list £95.80) **BARGAIN** £54



BARGAIN
38-351A BAA steel carrier steel coils in Railfreight Metals (Bac) (list £25.95) **BARGAIN** £14
38-351A Pack of 4 (Bac) (list £103.80) **BARGAIN** £52



BARGAIN
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 £239.80) **BARGAIN** £172
38-425 Bulk grain bogie hopper VTG Traffic Services - weathered (Bac) £51.38
38-425 Pack of 4 (Bac) (list £239.80) **BARGAIN** £192
38-425 Megapack of 8 (Bac) (list £479.60) **BARGAIN** £370
38-350A BAA steel carrier steel coils in EWS (Bac) (list £25.95) **BARGAIN** £14
38-350A Pack of 4 (Bac) (list £103.80) **BARGAIN** £52
37-960 Conflat wagon in BR bauxite A container in BR crimson (Bac) £11.86
4F-044-001 Fresh Container Twin Pack OO FLiner 640719 + 640720 (Dep) £31
4F-044-003 Fresh Container Twin Pack OO FLiner 640719 + 640720 (Dep) £31



BARGAIN
38-345A Megapack of 8 FNA Nuclear Flask Wagon flat floor & round buffers in standard buff - Flask 9 (Bac) (list £239.80) **BARGAIN** £128
38-345A Single (Bac) (list £29.95) **BARGAIN** £17
38-345A Pack of 4 (Bac) (list £119.80) **BARGAIN** £65
38-347A FNA nuclear flask wagon sloping floor & oval buffers in standard buff - Flask 43 (Bac) (list £29.95) **BARGAIN** £19
R6396 Fuel wagon pack with Shell, Texaco & Total tankers (Hor) £12
R6693 GWR Road Brake Van (Hor) £15.73
37-313 Intermodal bogie wagon 2 x 45ft containers in Maersk (Bac) (list £49.95) **BARGAIN** £28
37-313 Pack of 4 (Bac) (list £199.80) **BARGAIN** £106



BARGAIN
37-314 Intermodal bogie wagon 2 x 45ft containers in Safmarine (Bac) (list £49.95) **BARGAIN** £29
37-314 Pack of 4 (Bac) (list £199.80) **BARGAIN** £108



BARGAIN
38-200A Megapack of 8 JPA bogie cement hopper "VTG - Lafarge Cement" (Bac) (list £287.60) **BARGAIN** £166
38-200A Single (Bac) (list £35.95) **BARGAIN** £22
38-200A Pack of 4 (Bac) (list £143.80) **BARGAIN** £85



38-751 Long Tube Wagon BR Bauxite (Early) (Bac) £22.06



38-752 Long Tube Wagon BR Bauxite (Late) (Bac) £22.06
38-242 M&A Wagbox high-sided bogie box wagon in EWS - weathered (without buffers) (Bac) (list £27) **BARGAIN** £22
38-242 Pack of 4 (Bac) (list £108) **BARGAIN** £78
38-242 Megapack of 8 (Bac) (list £216) **BARGAIN** £162
38-300 OTA (ex-VDA) timber carrier lumber load in BR Railfreight (Bac) £20
38-300 Pack of 4 (Bac) (list £99.80) **BARGAIN** £77



BARGAIN
38-340 Pack of 3 13 Ton high sided steel open wagons in BR bauxite - weathered (Bac) (list £47.95) **BARGAIN** £25



BARGAIN
37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) (list £46.95) **BARGAIN** £28



BARGAIN
37-671 Pack of 3 14 Ton tank wagons in Fina - weathered (Bac) (list £46.95) **BARGAIN** £28
37-236 Pack of 3 16 ton steel mineral wagons NCB top flap doors - weathered (Bac) £33.96
38-852 Pack of 3 22 ton Presteks in BR bauxite - weathered (Bac) £66.73



BARGAIN
37-981 Pack of 3 Conflat wagons in BR bauxite AF containers in light blue - weathered (Bac) (list £43.95) **BARGAIN** £22



BARGAIN
37-982 Pack of 3 Conflat wagons in BR bauxite BD containers in BR crimson - weathered (Bac) (list £43.95) **BARGAIN** £25
38-252 PCA Metalair Bulk Powder Wagon Grey - weathered (Bac) £15.26
R6371 Petrol tanker wagon in Shell black (Hor) £6
R6371 Pack of 6 (Hor) (list £37.50) **BARGAIN** £33
A008 Unpainted 16 Ton Mineral wagon (Dep) £8

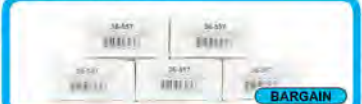


BARGAIN
B909F Megafret Twin Pack & 2 X 40' High Cube Containers (Dep) £25

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



BARGAIN
DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110
DCR-21PIN-Direct Single (Hat) £14.50
DCR-21PIN-Direct Box of 5 (Hat) £57



R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76
R8249 Single (Hor) £14



DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCR-8PIN-Direct Single (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59
R8245 Sapphire digital decoder 1A current 1.5A stall (21 & 8-pin adapter included) (Hor) £32

DCC accessory decoders



R8247 DCC accessory decoder (for points and motors) (Hor) £32
PC2 One Touch DCC Quad Point Controller x 4 (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

R8239 Power and Signal Booster - can be used any DCC controlled system (Hor) £74

Point motors

R8014 Mark 2 Point Motor (Hor) £7



R8243 Surface Mounted point motor (Hor) £7

Switches & Levers



R044 PSM contact lever frame switch (for point motors) (Hor) £9

Lighting equipment

CL1 Standard Coach Lighting Strips - Cool White (Tra) £17
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 in battery, speaker & motion detector) (Tra) £37

Spares

36-026 10 x Mk2 Couplings mini type - long (Bac) £4.68
SL-111 Finescale insulated rail joiners/fishplates (Code 70, 75 & 83) for OO & HO gauge - Pack of 12 (Pac) £2
SL-110 Finescale rail joiners/fishplates (for code 70, 75 & 83) for OO & HO gauge - Pack of 24 (Pac) £2
SL-111 Insulated rail joiners/fishplates for OO HO & O gauge code 100 (rails incl. Hornby, Peco & Peco Streamline) - Pack of 12 (Pac) £2



SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge Pack of 24 (Pac) £2.50
36-030 Mk2 Couplings NEM shaft (straight) packed x 10 (Bac) £8
20KADEE NEM-382 Extra Long Coupler - 11.68 mm (x 10) Draft (Gear Boxes) (2 pair) (Kad) £2.90
18KADEE NEM-362 Medium Coupler - 8.63 mm (11/32") (w/o Draft Gear Boxes) (2 pair) (Kad) £3.50
GM50 OO/HO gauge loco wheel cleaner (Gau) £24
TT4891 Tidy Track Photo Wheel Cleaner OO/HO Gauge (Wood) £21.75

Wheel sets

R8218 14.1 mm coach wheels (pack of 10) (Hor) £5
R8264 14.1 mm 2 hole coach 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
R8097 Metal 3 hole disc wagon wheels on axles (10 axles) (Hor) £5.50
36-015 Metal 3 hole disc wagon wheels on 10 metal axles - Pack of 20 (Bac) £7
R8098 Metal disc wheels on axles (10 axles) (Hor) £5
R8098 Metal spoked wheels on axles (10 axles) (Hor) £5
36-008A Pair of Commonwealth coach bogies (Bac) £5
36-024 Pair of LMS bogies (Bac) £5

Man-made scenic structure railway-related



LK-55 76ft Well type turntable (Pec) £38
ST-290 Brick platform (pack of 2) (Pec) £4
R083 Buffer Stop (Hor) £1.40
R083 Box of 6 (Hor) £8
R8227 Building/Trackmat Accessories Pack 1. Contains 1 x R8001, 1 x R171, 2 x R404, 1 x R460 (Hor) £24
R836 Double track level crossing (Hor) £18
BF-HO-01 HO/O Scale Buffer Stop DCC Wireless (Pro) £9
R394 Hydraulic Buffer Stop (Hor) £5
44-560 Limeside cabinets (Bac) £6.76
SL-43 Loco Lift and storage unit (Pac) £11
44-508 Motive Power Depot Accessories (Bac) (list £15.45) **BARGAIN** £9.50
OOCAT1 Overhead Mk3 High Speed Catenary Single Mast (Pack of 10) - 5 long arm and 5 short arm east-fox mounting system (Dep) £8
SL-40 Rail built buffer stop (Pec) £1.50
R334 Station canopy (Hor) £19

R460 Straight Platform (Hor) £3.50

R814 Straight Platform x 2 - Skaledale (Hor) £9

Signals

R169 Home junction signal (Hor) £10



4L-002-001 Signal - Motorised, LMS home (OOSIGN3) (Dep) £22
4L-001-002 Signal - Motorised, Square post GWR distant lower quadrant (ex-OOSIGN2) (Dep) £22



4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dep) £22

Buildings - general

EM008 3 house terrace (Pac) £17
44-246 Low relief terraces (120 x 10 x 104mm) (Bac) £22.91
PC281 Pair of red brick terraced houses (Card Kit) (Mat) £9
44-0005 Portable office (96 x 42 x 34mm) (Bac) £16.96
R8621 Terrace house (left hand) - Skaledale (Hor) £12
R8622 Terrace house (right hand) - Skaledale (Hor) £12

Man-made scenic structure - non-railway

LK-45 Flexible field lighting. Approx. 166mm (42in). 5 pions (Pac) £3
44-145 Highley Station Cattle Dock (106 x 44 x 40mm) (Bac) £20
44-562 Metal fencing (Bac) £8.46
44-565 Security fences x 10 - Scenecraft range (Bac) £5

Bridges, Tunnels & Walls

44-0017 Double-track overhead bridge (Bac) £42.46
C003 Girder Bridge plastic kit (Dep) £6.65



R8008 Grand suspension bridge (Hor) £39
44-228 Low Relief Double Track Tunnel Portal (175 x 10 x 140mm) (Bac) £13.60
44-225 Low Relief Retaining Walls (168 x 10 x 85mm) (Bac) £14.41
P0244 Retaining Wall in Red Brick - 4 sections per kit (Mat) £11
P0245 Retaining Wall in Stone - 4 wall sections per kit (Mat) £11
P0249 Tapered Retaining Wall in Stone (Mat) £12

Trees

GM129 Trees - 10 x Summer Tree Assortment - OO/HO gauge (Gau) £8.50

Minerals, Water & Rocks

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
36-045 Station passengers sitting x 6 (Bac) £6.21
36-044 Station passengers standing x 6 (Bac) £6.21
36-043 Station staff x 6 (Bac) £6.21

Track - Code 100 Setrack

ST-245 Setrack curved double radius left handed point insulfrog (Pec) £14
ST-244 Setrack curved double radius right handed point insulfrog (Pac) £14
ST-231 Setrack double straight (Pac) £3
ST-235 Setrack No.4 Radius Standard Curve. No 'Variable' version produced - use 16 to form a circle (Pac) £2
ST-204 Setrack Quad Straight (Pac) £3.50
ST-204 Box of 24 (Pac) £76
ST-200 Setrack standard straight (Pac) £1.50



ST-241 Setrack No.2 radius left handed point insulfrog (Pec) £9
ST-240 Setrack No.2 radius right handed point insulfrog (Pac) £9
ST-225 Setrack No.2 radius standard curve (Pac) £2
ST-221 Setrack No.3 radius double curve (Pac) £3
ST-235 Setrack No.4 Radius Standard Curve. No 'Variable' version produced - use 16 to form a circle (Pac) £2
ST-204 Setrack Quad Straight (Pac) £3.50
ST-204 Box of 24 (Pac) £76
ST-200 Setrack standard straight (Pac) £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) £86
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickel Silver concrete-sleeper flexible track (Pec) £3
SL-102 Pack of 25 (Pac) £70
SL-ES9 3 way medium radius point insulfrog (Pac) £25
SL-98 3 way medium radius point insulfrog (Pac) £25

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



SL-90 Double slip insulfrog (Pec) £31
SL-87 Left hand curved point (Pec) £12.50
SL-88 Left hand curved point electrofrog (Pec) £12.50
SL-89 Left hand large point electrofrog (Pec) £12
SL-91 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-84 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-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £27
SL-E198 9 way finescale medium radius point electrofrog (Pec) £27
SL-E198 Finescale double slip electrofrog (code 75 Rail) (Pec) £35
SL-E198 Finescale large Y point electrofrog (Pec) £27
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



SL-E192 Finescale left hand small point electrofrog (Pec) £10
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-E180 Finescale single slip electrofrog (code 75 rail) (Pec) £33
SL-E197 Finescale small Y point electrofrog (Pec) £11

Track & Points

R8090 1 single yard length of Semi-Flexible Track (Hor) £3.50
R8090 Pack of 24 (Hor) £79
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) £10
ST-2026 2nd radius Double Curve Track (ST-226 x 4) (Pec) £10



R609 Circle of 8 3rd radius double curve track (8 make a circle) (Hor) £22
R609 Pack of 24 (Hor) £79
ST-2031 3rd radius Double Curve Track (ST-231 x 4) (Pec) £11
R8262 Double 4th radius curve (8 make a circle) (Hor) £3
R618 Double isolating track (Hor) £7



R601 Box of 24 Double Straight (Hor) £49
R601 Single (Hor) £25
R8222 Extension Pack B. Contains 1 x R8073, 2 x R600, 4 x R607, 1 x R606, 1 x R603 (Hor) £14.40
R8074 Left hand curved point (Hor) £9
R8072 Left Hand Standard Point (Hor) £9
36-877 Left-Hand Point (same as Hornby R8077) (Bac) £11.65
36-872 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) £24.80
36-603 Single (Bac) £2.75
R8075 Right hand curved point (Hor) £14.40
R8073 Right Hand Standard Point (Hor) £9



36-878 Right-Hand Point (same as Hornby R8078) (Bac) £11.65
R610 Short Straight (Hor) £1.50
R621 Single 970mm length of flexible track (Hor) £3
R621 Pack of 24 (Hor) £36



R600 Box of 24 Standard Straight (Hor) £33
R600 Single (Hor) £1.40

Track underlay

ST1474 24 Of OO/HO Gauge Track Underlay In A Continuous Roll - 5mm x 1.75 x 24 (Woo) £7.40



GM200 5 metres of realistic grey ballasted OO gauge underlay (Gau) £19



SL-50 Roll of foam track underlay sleeper indentation. Suitable for Setrack and Streamline 5m long (16' 4") (Pec) £9
R638 Roll of track underlay Approx. 4890mm (16ft) (Hor) £9

Railway publications



36-2015 Bachmann Branchline 2015 Catalogue (Bac) £6.80



R8150 Hornby 2015 Catalogue (Hor) £7.50

Buses

38703 Alexander Y Type Bus 'Eastern Scottish' (EFE) £26
38302EFE Alexander Y Type Bus 'Lincolnshire road car' (EFE) £26.50
B112B Bristol Lodokas LD55 Closed Platform 'Eastern Counties' - Route 210 (Circa 1955 - 1972) (Bas) £21
B201A 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



20307 Bristol VR II 'Southdown Silver N.B.C.' (EFE) NEW £26.50



25814 Daimler DMS1 Door 'Western Scottish' (EFE) NEW £26.50
18014EFE Daimler MCW Fleetline 'Greater Manchester Transport' (EFE) £26.50
28910 GM Standard Atlantean 'London Country North West' (EFE) NEW £26.50



29633 Leyland Olympian 'Go North East' (EFE) NEW £26.50
27318EFE Leyland TD1 'Wills & Dorset' (EFE) £26.50
28824 Leyland Titan 2 door 'London Transport' (EFE) £26.50
26626 Plaxton Paramount 3500 'First Southern National' (EFE) NEW £26.50
36709 SLF Dart Series 2 One Door - 'First Southampton' (EFE) £26
28823EFE Titan London Transport Golden Jubilee Bus (EFE) £29
76WFA002 Weymann Fantale Grey Cabs AEC (Oxf) £12



27629 Wright Volvo Renown 'C.M.T. Buses' (EFE) NEW £26.50

Cars

76SET30 5 Piece Vauxhall Set - Wyvern, Cresta, FB, Friary, Viva (Oxf) £18
44-533 Blister of 8 cars to fit IPA car transporter wagon. 2 needed for each 38-250 (Bac) £10.16
76W0004 Wolseley 18/85 Maroon/Ivory (Oxf) £4.45

Commercial vehicles

DA81 AEC Mercury articulated long packing cases load 'British Railways' (circa 1955-1965) (Bas) £11
76ATK002 Adkins Borderer 40ft Trailer Gibbs of Fraserburgh (Oxf) £14
76OWB010 Bedford OWB Bristol Transporters (Oxf) £13
76OLD003 Bedford OLD steam loco 4567 'Lansley Hall' in GWR lined green. DCC fitted (Dap) £11
76MCM003 BMC Car Transporter & Two Minis BMC Compagnie Dept (Oxf) £16

76BUR004 Buntell Scenic Showmans Locomotive Dragon - Anderton & Rowland (Oxf) £12
CR3003 - Car Set 3 Ford Anglia 105E, Morris Minor 1000 & Vauxhall Viva HA. Non limited (Cor) (list £9.99) BARGAIN £8

NEW



76DAF03CT DAF 105 Skeletal Trailer Freightliner (Oxf) £18
76DT003 Diamond T Charles Thurston (Oxf) £10



76EC001 ERF EC Olympic 40ft Fridge Scotlee Transport (Oxf) £18
76LV001 ERF LV Flatbed in red (Oxf) £13
39901 Foden S24 Short 2 Axle Tipper 'Limmer & Tennants' (EFE) £28

NEW



76FCG001 Ford Cargo Box Van 'BRS' (Oxf) NEW £11
76FT013CC Ford Transit Coca-Cola (Oxf) £4.95
76FT014CC Ford Transit LWB High Roof Coke (Oxf) NEW £4.95
76FCR001 Fowler B6 Crane Merstons Duke of York (Dorset) (Oxf) £13
76FW002 Fowler B6 Road Locomotive Pickdocks Titan (Oxf) £13
76G0002 Green Goddess Robert Bros circus (Oxf) £10
76KRS003 Konecranes Eddie Stobart. Fully possible (Oxf) £20
76KRS001 Konecranes Reach Stacker (for height containers) in Konecranes blue. Fully possible (Oxf) £17
76SC110001 Scania 110 Flatbed 'BRS' (Oxf) £13

NEW



78S143001 Scania 143 40ft Curtainside Pollock (Oxf) £18
76SC1001 Scania Crane Lorry 'D R Macleod' (Oxf) £13
76SHL01CT Scania Highline Combi Trailer & Container 'Eddie Stobart' (Oxf) £20



76SHL02WF Scania Highline Walking Floor Eddie Stobart (Oxf) £19
76R2002 Scania Lizard PB 'Wilfreda Boohay' (Oxf) £17
76BDU001 Scania Trollye Dumbler Unit 'Eddie Stobart' (Oxf) £22

Military ground vehicles Public Service vehicles

NEW



76SET31 6 Piece London Fire Brigade 150th Anniv. WLG/TLM/Regent/F8/F106/AEC (Oxf) NEW £70
76DEF011 Land Rover Defender Station Wagon London Fire Brigade (Oxf) NEW £4.75

N Gauge Steam locos



ND095a Britannia Pacific 4-6-2 70000 'Britannia' in BR Green late crest and original smoke deflectors (Dap) £107
ND095b Britannia Pacific 4-6-2 70013 'Oliver Cromwell' in British Railways Green early crest (Dap) £102
2S-009-004 Class 2864 2-6-0 3803 GWR green GWR lettering (Dap) NEW £705



372-626 Class 2MT Ivatt 2-6-0 46440 in 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
2S-015-002 Class 2MT Ivatt 2-6-2 in BR black early emblem (Dap) £53
2S-015-004 Class 2MT Ivatt 2-6-2 in BR black early emblem - weathered (Dap) £57
2S-015-003 Class 2MT Ivatt 2-6-2 in BR black late crest (Dap) £53
2S-015-001 Class 2MT Ivatt 2-6-2 in LMS black (Dap) £53



2S-009-007 Class 3800 2-8-0 3822 in BR black late crest (Dap) £105
2S-014-004 Class 45xx 2-6-2 4560 in GWR green - weathered (Dap) £57



2S-014-003 Class 45xx 2-6-2 4571 in BR black 'British Railways' lettering (Dap) £53
2S-010-002D Class 48xx Hall steam loco 4914 'Cranmore Hall' in BR lined green late crest. DCC fitted (Dap) £111
2S-010-000 Class 48xx Hall steam loco 4957 'Lansley Hall' in GWR lined green. DCC fitted (Dap) £117

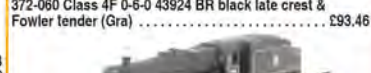
2S-010-003 Class 49xx Hall steam loco 4958 'Priory Hall' in GWR lined green (Dap) £95
372-061 Class 4F 0-6-0 3851 in LMS black Johnson tender (Gra) £93.46
372-062 Class 4F 0-6-0 43875 BR black early emblem & Johnson tender (Gra) £93.46



372-060 Class 4F 0-6-0 43924 BR black late crest & Fowler tender (Gra) £93.46



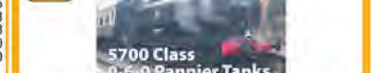
372-138 Class 5 4-6-0 5100 in LMS plain black (Gra) £118.96
2S-007-008D Class 5700 Pannier 0-6-0 5702 in BR black late crest - DCC Fitted (Dap) NEW £82



372-139 Class 5 4-6-0 5100 in LMS plain black (Gra) £118.96
2S-007-009D Class 5700 Pannier 0-6-0 5724 in GWR green 'GWR' lettering - DCC Fitted (Dap) NEW £82



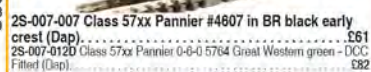
2S-007-007D Class 5700 Pannier 0-6-0 4607 in BR black early crest - DCC Fitted (Dap) NEW £82
2S-007-009D Class 5700 Pannier 0-6-0 5724 in GWR green 'GWR' lettering - DCC Fitted (Dap) NEW £82



2S-007-011D Class 57xx Pannier 0-6-0 6746 in GWR green shirtbutton emblem - DCC fitted (Dap) £88



2S-007-012D Class 57xx Pannier 0-6-0 5764 Great Western green - DCC Fitted (Dap) £82



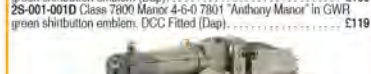
2S-007-013 Class 57xx Pannier 0-6-0 9744 in British Railways green (Dap) £61
2S-007-005 Class 57xx Pannier tank steam loco #L97 London Transport maroon (Dap) £61



372-481 Class 6P Jubilee 4-6-0 45572 'Eire' in BR lined green late crest - weathered (Gra) £118.96
2S-001-001 Class 7800 Manor 4-6-0 7801 'Anthony Manor' in GWR green shirtbutton emblem (Dap) £100
2S-001-001D Class 7800 Manor 4-6-0 7801 'Anthony Manor' in GWR green shirtbutton emblem. DCC fitted (Dap) £119



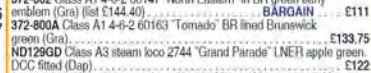
2S-001-000 Class 7800 Manor 4-6-0 7810 'Draycott Manor' in BR lined green late crest (Dap) £100
2S-001-000D Class 7800 Manor 4-6-0 7810 'Draycott Manor' in BR lined green late crest. DCC fitted (Dap) £119



2S-017-004 Class 7MT Britannia 4-6-2 70021 'Morning Star' in BR green late crest (Dap) £101
2S-017-005 Class 7MT Britannia 4-6-2 70025 'Western Star' in BR green late crest - weathered (Dap) £107



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
ND1290D Class A3 steam loco 2744 'Grand Parade' LNER apple green. DCC fitted (Dap) £122
2S-008-003 Class A4 steam loco 60004 'William Whiteley' in British Railways Garter blue (Dap) £105



372-182 Class 8P Duchess 4-6-2 46235 'City of Birmingham' BR green late crest (Gra) £127.46
2S-010-002D Class 8MT Ivatt 2-6-2 in BR black early emblem (Dap) £53
2S-010-000 Class 48xx Hall steam loco 4957 'Lansley Hall' in GWR lined green. DCC fitted (Dap) £117



2S-008-001 Class A4 steam loco 60012 'Commonwealth of Australia' in BR green early crest (Dap) £105

Want it DCC fitted?

www.ehattons.com/dccfitting

for more details

372-400 Class J39 0-6-0 1856 JNEH Lined black flat sided tender (Gra) £80.71
 372-402 Class J39 0-6-0 64791 BR black late crest & stepped tender (Gra) £80.71
 372-411 Class J39 0-6-0 64960 BR black early emblem & flat sided tender (Gra) £80.71
 2S-016-002 Class M7 0-4-4 in BR black late crest (Dap) £53
 2S-016-003 Class M7 0-4-4 in BR black late crest (Dap) £53



2S-016-001 Class M7 0-4-4 in Southern Railway green (Dap) £53
 2S-016-004 Class M7 0-4-4 in Southern Railway green - weathered (Dap) £53
 ND207C Class G1 0-6-0 G1 in SR black (Dap) £90



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) BARGAIN... £89



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

Train packs

370-2014 Bachmann N Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Gra) £203.96
 2D-012-007 Class 22 diesel loco BR blue & 6 milk tankers - weathered (Dap) £142



2D-007-001 Class 66 diesel in "Malcolm" 6 Megafret wagons & 45' containers (Dap) £140



370-500 Cumbrian Mountain Express Train Pack Coronation Class 46229 "Duchess of Hamilton" in BR maroon late crest, 3 x Mk1 coaches in blue/grey & Scenecraft "Ais Gill" Signal box (Gra) NEW £131.71



370-300 Landship Train Train Pack Class 4F 3848 in Midland Railway black, 3 x bogie bolster wagons in olive green & 3 x Mk1 tanks under tarpaulins (Gra) NEW £89.21



Diesel locos

371-019 Class 08 diesel 08897 in EWS - weathered (Gra) £76.46
 2D-020-002 Class 153 DMU 153371 in London Midland grey & green (Dap) £79
 2D-020-001 Class 153 DMU 153378 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
 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
 371-079 Class 25/3 diesel 27638 in BR two-tone green (Gra) £85



2D-013-000 Class 27 diesel £27108 in BR blue (Dap) NEW £82
 2D-013-051 Class 27 diesel 27203 in BR blue (Dummy) (Dap) NEW £33
 2D-013-052 Class 27 diesel 27212 in BR blue (Dummy) (Dap) NEW £33
 ND205A Class 27 diesel D5356 in BR green and gangway doors (Dap) £93
 2D-013-053 Class 27 diesel D5360 BR green small yellow panel (Dummy) (Dap) £33
 2D-013-054 Class 27 diesel D5369 BR green small yellow panel (Dummy) (Dap) £33

371-384 Class 66 diesel 66209 in EWS - weathered (Gra) £99.41
 2D-007-002 Class 66 diesel 66504 in Freightliner PowerHaul (Dap) £75

NEW



2D-013-001 Class 27 diesel loco D5401 in BR green small yellow panels. (Dap) NEW £82
 2D-013-01D Class 27 diesel loco D5401 in BR green small yellow panels. DCC Fitted (Dap) NEW £110



371-112 Class 31 diesel 31173 in BR blue full yellow ends (Gra) £100.26
 371-110 Class 31 diesel 5626 in BR green full yellow ends (Gra) £100.26



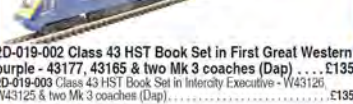
2D-018-003 Class 35 Hymek D7013 in BR green (Dap) £79
 2D-018-004 Class 35 Hymek D7024 in BR green - weathered (Dap) £85
 2D-018-000 Class 35 Hymek D7024 BR green - weathered, DCC Fitted (Dap) £103



371-455 Class 37 diesel 37251 in BR blue, weathered (Gra) £106.21
 371-454 Class 37 diesel D8827 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 Lomond" in BR blue large logo (Gra) £89.21
 371-168 Class 37/5 diesel 37506 Railfreight Red Stripe (Gra) £89.21
 371-167 Class 37/5 diesel 37514 in Railfreight Metal Sector (Gra) £89.21
 371-664 Class 42 Warship diesel D632 "Onslaught" BR green (as preserved) (Gra) £100.26
 2D-019-001 Class 43 HST Book Set in BR blue & grey - W43047, W43046 & two Mk3 coaches (coach numbers are W41047 and W42069) (Dap) £135



2D-019-002 Class 43 HST Book Set in First Great Western purple - 43177, 43165 & two Mk3 coaches (Dap) £135
 2D-019-003 Class 43 HST Book Set in Intercity Executive - W43125, W43125 & two Mk3 coaches (Dap) £135



2D-019-004 Class 43 HST Book Set in Intercity Swallow - 43075, 43106 & two Mk3 coaches (Dap) £135
 2D-003-011 Class 52 diesel loco D1009 "Western Invader" in BR Blue full yellow ends - weathered (Dap) £94
 2D-003-007 Class 52 diesel loco D1012 "Western Firebrand" in BR maroon small yellow panels (Dap) £94
 2D-009-009 Class 52 diesel loco D1045 "Western Viscous" in BR maroon full yellow ends - weathered (Dap) £94
 2D-003-006D Class 52 diesel loco D1065 "Western Consort" in BR maroon small yellow panels, DCC Fitted (Dap) £110
 371-287 Class 55 diesel "Deltic" 55005 "The Prince of Wales" Own Regiment of Yorkshire in BR blue (Gra) £93.46



371-286 Class 55 diesel "Deltic" D9002 "The King's Own Yorkshire Light Infantry" in BR green half yellow ends (Gra) £93.46
 371-285 Class 55 diesel "Deltic" D9007 "Pinza" in BR green (Gra) £93.46



2D-004-007 Class 56 diesel 56090 in BR blue large logo (Doncaster built) (Dap) £101
 2D-004-007D Class 56 diesel 56090 in BR blue large logo (Doncaster built) - DCC fitted (Dap) NEW £116



371-657 Class 57 diesel 57309 "Pride of Crew" in DRS Compass (Gra) £93.46
 371-658 Class 57 diesel 57309 "Pride of Crew" in DRS Compass (Gra) £93.46
 371-655 Class 57/3 diesel 57605 "Tonnes Castles" First Great Western (Gra) £93.46
 371-355 Class 60 diesel 00011 in DB Schenker (Gra) £93.46



371-384 Class 66 diesel 66209 in EWS - weathered (Gra) £99.41
 2D-007-002 Class 66 diesel 66504 in Freightliner PowerHaul (Dap) £75



371-384 Class 66 diesel 66209 in EWS - weathered (Gra) £99.41
 2D-007-002 Class 66 diesel 66504 in Freightliner PowerHaul (Dap) £75

371-385 Class 66 diesel 66546 in Freightliner (Gra) £89.21
 2D-007-000 Class 66 diesel 66709 in MSCCBFF "Sonnet" ship roof (Dap) £70
 2D-007-003 Class 66 diesel loco 66177 EWS Experimental white roof (Dap) £78
 ND101F Class 67 diesel 67024 EWS (Dap) £84
 371-636 Class 70 PowerHaul diesel 70003 Freightliner (Gra) £82.50
 (list £119.95) BARGAIN
 371-635 Class 70 PowerHaul diesel 70006 Freightliner (Gra) £82.50
 (list £119.95) BARGAIN

Electric locos

ND0990* Class 86 electric Freightliner Power Haul new style panel (Dap) (list £117.89) BARGAIN £59
 ND147 Class 86 Twin pack Network Rail 86901 & 86902 (1x powered loco 1x dummy loco) (Dap) (list £124.95) BARGAIN £69



371-751 Class 87 electric 87019 "Sir Winston Churchill" Virgin trains (Gra) (list £100) BARGAIN... £42.50



371-802 Class 91 electric 91201 "Archbishop Thomas Cranmer" DVT GNER, (Gra) (list £114.40) BARGAIN... £49



HSTs

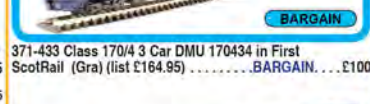
ND122J Class 43 HST Book Set in Virgin Trains 43094 & 43104 (Dap) £135



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) (list £159.95) BARGAIN... £76
 2D-009-000 Class 121 single car DMU 'Bubble car' W55022 in BR green small yellow warning panel (Dap) NEW £90
 2D-009-001 Class 121 single car DMU 'Bubble car' W55027 in BR green speed whiskers (Dap) NEW £90
 371-558 Class 158 2 car DMU 158671 ScotRail (Gra) (list £144.95) BARGAIN... £69



371-433 Class 170/4 3 Car DMU 170434 in First ScotRail (Gra) (list £164.95) BARGAIN... £100



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



371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95) BARGAIN... £99
 371-700* Class 350/1 Desiro 4-car EMU 350 111 'Apollo' in unbranded Silverlink (Gra) (list £169.95) BARGAIN... £99
 371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £169.95) BARGAIN... £99
 372-677 Class 411 4 CEP 4 car EMU in BR blue & grey (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 D3406 in BR green & 3 x 24-ton one hopper wagons (Gra) £93.46



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

NDIESEL2 DCC train set Class 56 in LoadHaul, 3 x Telescopic steel wagons, Gaugemaster DCC23 decoder fitted (Dap) £232

Coaches

374-430 Bulleid 63R Second Brake Corridor Open BR (SR) green (Gra) £20.83
 374-450 Bulleid 63R Second Open in SR green (Gra) £20.83



2P-000-251 Collett Coach GWR Chocolate & Cream Brake Composite 6537 (Dap) £18
 2P-000-051 Collett Coach GWR Chocolate & Cream Composite 7053 (Dap) £18
 2P-000-052 Collett Coach GWR Chocolate & Cream Composite 7064 (Dap) £18
 2P-012-011 Maunsell Coach 3rd Class Lined Green (Dap) £20



2P-005-230 Mk3 Intercity 2nd Class #42202 HST (Dap) £19
 374-271B Mk1 57R suburban second compartment in maroon (Gra) £16.11
 374-085A Mk1 BCK Brake Corridor Composite Blue & Grey (Gra) £20.83
 374-084A Mk1 BCK Brake Corridor Composite Maroon - Weathered (Gra) £21.68
 374-036A Mk1 BG Full Brake Maroon - weathered (Gra) £21.68



374-241 Mk1 BSP Pullman second bar car in blue/grey (Gra) (list £24.95) BARGAIN... £12
 374-163 Mk1 FK first corridor in chocolate & cream (Gra) £20.83
 374-160 Mk1 FK first corridor in crimson & cream (Gra) £20.83
 374-162 Mk1 FK first corridor in green (Gra) (list £28.95) BARGAIN... £14
 374-214 Mk1 PP Pullman first parlour car in grey & blue (Gra) £16
 2D-017-002 Mk1 DVT in InterCity (Dap) £36
 2D-017-001 Mk1 DVT in Network Rail (Dap) £36
 374-355B Stanier Third Corridor LMS Crimson Lake (Gra) £20.83



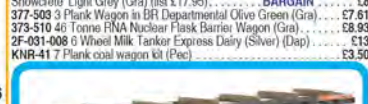
373-827 102 Tonne glw BRA Steel Strip Carrier EWS - Weathered (Gra) NEW £25.46
 373-828 102 Tonne glw Thrall BRA Steel Strip Carrier DB Schenker (Gra) NEW £25.46
 377-808 12 Ton Eastern Ventilated Van Cornagat Ends BR Early Bauxite (Gra) (list £14.95) BARGAIN... £5.50
 377-976 12 Ton Eastern Ventilated Van Planker Ends BR Early Bauxite (Gra) (list £9.50) BARGAIN... £5.50
 377-427 12 Ton Southern 2+2 Planker Ventilated Van BR Bauxite (Gra) £13.56
 377-302 20 Ton Ex-LMS Brake Van BR Bauxite (Late) - Weathered (Gra) £13.56
 377-825A 20 Ton Presto Bulk Powder Wagon Bulk Tunnel Cement Bauxite (Gra) (list £17.95) BARGAIN... £8
 377-826A 20 Ton Presto Bulk Powder Wagon Crown Cement Bauxite (Gra) (list £17.95) BARGAIN... £8



377-375B 20 Ton Toad Brake Van GWR Grey (Gra) NEW £14.41
 377-828A 22 Ton Presto Bulk Powder Wagon Cement Marketing Board - Snowcrete Light Grey (Gra) (list £17.95) BARGAIN... £8
 377-503 3 Plank Wagon in BR Departmental Olive Green (Gra) £7.61
 373-510 46 Tonne RNA Nuclear Flask Barrier Wagon (Gra) £8.93
 2F-031-008 0 Wheel Milk Tanker Express Dairy (Silver) (Dap) £13
 KNR-417 7 Plank coal wagon kit (Pec) £3.50



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 KNR-417 7 Plank coal wagon kit (Pec) £3.50



377-600A 80 Tonne glw BDA Bogie Bolster Wagon Loadhaul (Gra) (list £24.95) BARGAIN... £15
 373-255 Bulk gran bogie hopper wagon Traffic Services - weathered (Gra) £36.51
 377-800 FNA Nuclear Flask Wagon Flat Floor & Round Buffers - Flak 14 (Gra) (list £29.95) BARGAIN... £17
 377-802 FNA Nuclear Flask Wagon Sloping Floor & Oval Buffers - Flak 38 (Gra) (list £29.95) BARGAIN... £15
 373-950B HCA hopper wagon dust cover in Transrail - weathered (Gra) (list £12.95) BARGAIN... £8
 377-355 Intermodal Bogie Wagon With Two 45ft Containers 'DHL' (Gra) £30
 2P-045-002 JVA Merlin # 705692 014-6 Network Rail Ballast Wagon (Dap) £18
 377-701 JVA Mk2 Auto-Ballast Non-Generator Unit (Flat Top Profile) Railtrack (Gra) £33.96
 2F-010-003 JVA Falcon wagon in Network Rail yellow (Dap) £17
 2F-010-004 JVA Falcon wagon in Network Rail yellow (Dap) £17



377-600A 80 Tonne glw BDA Bogie Bolster Wagon Loadhaul (Gra) (list £24.95) BARGAIN... £15
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 2F-010-003 JVA Falcon wagon in Network Rail yellow (Dap) £17
 2F-010-004 JVA 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 4943 070) + 2 Less Co2 Containers (Dap) £25
 373-055D PGA bulk aggregate hopper wagon 'Treman' (Gra) £8.72



377-965 Triple pack 13 Ton high sided steel open wagons BR bauxite - weathered (Gra) £28.01
 373-666 Triple pack 14 Ton tank wagons 'Esso' - weathered (Gra) £30.56
 373-665 Triple pack 14 Ton tank wagons - weathered (Gra) £30.56
 373-785 Triple pack 17A 45 Tonne tank wagon - weathered (Gra) £30.56

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

36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) £15.26

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372-400 Class J39 0-6-0 1856 JNEH Lined black flat sided tender (Gra) £80.71
 372-402 Class J39 0-6-0 64791 BR black late crest & stepped tender (Gra) £80.71
 372-401 Class J39 0-6-0 64960 BR black early emblem & flat sided tender (Gra) £80.71
 2S-016-002 Class M7 0-4-4 in BR black late crest (Dap) £53
 2S-016-003 Class M7 0-4-4 in BR black late crest (Dap) £53



2S-016-001 Class M7 0-4-4 in Southern Railway green (Dap) £53
 2S-016-004 Class M7 0-4-4 in Southern Railway green - weathered (Dap) £53
 ND207C Class C1 0-6-0 C1 in SR black (Dap) £90



372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) BARGAIN... £89



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

Train packs

370-2014 Bachmann N Scale Silver Anniversary Set Class 5P Jubilee & Class 47 locos in wooden box certificate (Gra) £203.96
 2D-012-007 Class 22 diesel loco BR blue & 6 milk tankers - weathered (Dap) £142



2D-007-001 Class 66 diesel in "Malcolm" 6 Megafret wagons & 45' containers (Dap) £140



370-500 Cumbrian Mountain Express Train Pack Coronation Class 46229 "Duchess of Hamilton" in BR maroon late crest, 3 x Mk1 coaches in blue/grey & Scenecraft "Ais Gill" Signal box (Gra) NEW £131.71



370-300 Landship Train Train Pack Class 4F 3848 in Midland Railway black, 3 x bogie bolster wagons in olive green & 3 x Mk1 tanks under tarpaulins (Gra) NEW £89.21



Diesel locos

371-019 Class 08 diesel 08897 in EWS - weathered (Gra) £76.46

2D-020-002 Class 153 DMU 153371 in London Midland grey & green (Dap) £79

2D-020-001 Class 153 DMU 153378 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

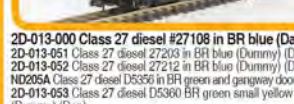
372-978 Class 24 diesel 24081 BR blue yellow ends (Gra) £84.96



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

371-079 Class 25/3 diesel 27638 in BR two-tone green (Gra) £85



2D-013-000 Class 27 diesel £27108 in BR blue (Dap) NEW £82

2D-013-051 Class 27 diesel 27203 in BR blue (Dummy) (Dap) NEW £33

2D-013-052 Class 27 diesel 27212 in BR blue (Dummy) (Dap) NEW £33

ND205A Class 27 diesel D5356 in BR green and gangway doors (Dap) £93

2D-013-053 Class 27 diesel D5360 BR green small yellow panel (Dummy) (Dap) £33

2D-013-054 Class 27 diesel D5369 BR green small yellow panel (Dummy) (Dap) £33

NEW



2D-013-001 Class 27 diesel loco D5401 in BR green small yellow panels. (Dap) NEW £82

2D-013-010D Class 27 diesel loco D5401 in BR green small yellow panels. DCC Fitted (Dap) NEW £110



371-112 Class 31 diesel 31173 in BR blue full yellow ends (Gra) £100.26

371-110 Class 31 diesel 5626 in BR green full yellow ends (Gra) £100.26



2D-018-003 Class 35 Hymek D7013 in BR green (Dap) £79

2D-018-004 Class 35 Hymek D7024 in BR green - weathered (Dap) £85

2D-018-000D Class 35 Hymek D7024 BR green - weathered, DCC Fitted (Dap) £103



371-455 Class 37 diesel 37251 in BR blue, weathered (Gra) £106.21

371-454 Class 37 diesel D8827 BR green centre headcode, weathered (Gra) £106.21

371-456 Class 37 diesel 37133 in Engineers Dutch (Gra) £101.96

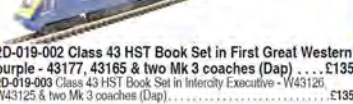
371-165 Class 37/4 diesel 37407 "Loch Lomond" in BR blue large logo (Gra) £89.21

371-168 Class 37/5 diesel 37506 Railfreight Red Stripe (Gra) £89.21

371-167 Class 37/5 diesel 37514 in Railfreight Metal Sodor (Gra) £89.21

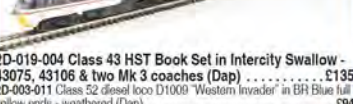
371-664 Class 42 Warship diesel D632 "Onslaught" BR green (as preserved) (Gra) £89.21

2D-019-001 Class 43 HST Book Set in BR blue & grey - W43047, W43046 & two Mk3 coaches (coach numbers are W41047 and W42069) (Dap) £135



2D-019-002 Class 43 HST Book Set in First Great Western purple - 43177, 43165 & two Mk3 coaches (Dap) £135

2D-019-003 Class 43 HST Book Set in Intercity Executive - W43125, W43125 & two Mk3 coaches (Dap) £135



2D-019-004 Class 43 HST Book Set in Intercity Swallow - 43075, 43106 & two Mk3 coaches (Dap) £135

2D-003-011 Class 52 diesel loco D1009 "Western Invader" in BR Blue full yellow ends - weathered (Dap) £94

2D-003-007 Class 52 diesel loco D1012 "Western Firebrand" in BR maroon small yellow panels (Dap) £94

2D-003-009 Class 52 diesel loco D1045 "Western Viscous" in BR maroon full yellow ends - weathered (Dap) £94

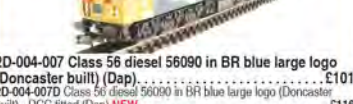
2D-003-006D Class 52 diesel loco D1065 "Western Consort" in BR maroon small yellow panels, DCC Fitted (Dap) £110

371-287 Class 55 diesel "Deltic" 55005 "The Prince of Wales" Own Regiment of Yorkshire in BR blue (Gra) £93.46



371-286 Class 55 diesel "Deltic" D9002 "The King's Own Yorkshire Light Infantry" in BR green half yellow ends (Gra) £93.46

371-285 Class 55 diesel "Deltic" D9007 "Pinza" in BR green (Gra) £93.46



2D-004-007 Class 56 diesel 56090 in BR blue large logo (Doncaster built) (Dap) £101

2D-004-007D Class 56 diesel 56090 in BR blue large logo (Doncaster built) - DCC fitted (Dap) NEW £116



371-657 Class 57 diesel 57309 "Pride of Crew" in DRS Compass (Gra) £93.46

371-656 Class 57 diesel 57305 "Tonnes Castles" First Great Western (Gra) £93.46

371-355 Class 60 diesel 00011 in DB Schenker (Gra) £93.46



371-384 Class 66 diesel 66209 in EWS - weathered (Gra) £99.41

2D-007-002 Class 66 diesel 66504 in "Freightliner PowerHaul" (Dap) £75

371-385 Class 66 diesel 66546 in Freightliner (Gra) £99.21
 2D-007-000 Class 66 diesel 66709 in MSCCBFF "Sonoma" ship roof (Dap) £70
 2D-007-003 Class 66 diesel loco 66177 EWS Experimental white roof (Dap) £78
 ND101F Class 67 diesel 67024 EWS (Dap) £84
 371-636 Class 70 PowerHaul diesel 70003 Freightliner (Gra) (list £119.95) BARGAIN £82.50
 371-635 Class 70 PowerHaul diesel 70006 Freightliner (Gra) (list £119.95) BARGAIN £82.50

Electric locos

ND0990* Class 86 electric Freightliner Power Haul new style panel (Dap) (list £117.89) BARGAIN £59
 ND147 Class 86 Twin pack Network Rail 86901 & 86902 (1x powered loco 1x dummy loco) (Dap) (list £124.95) BARGAIN £69



371-751 Class 87 electric 87019 "Sir Winston Churchill" Virgin trains (Gra) (list £100) BARGAIN... £42.50



371-802 Class 91 electric 91201 "Archbishop Thomas Cranmer" DVT GNER, (Gra) (list £114.40) BARGAIN... £49



ND122J Class 43 HST Book Set in Virgin Trains 43094 & 43104 (Dap) £135

371-503 Class 101 2-car DMU BR blue & grey 'Express Parcels' (motor in each car) (Gra) (list £119.95) BARGAIN £98



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371-558 Class 158 2 car DMU 158671 ScotRail (Gra) (list £144.95) BARGAIN £69



371-433 Class 170/4 3 Car DMU 170434 in First ScotRail (Gra) (list £164.95) BARGAIN... £100



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371-701 Class 350/2 Desiro 4-car EMU 350 238 in London Midland (Gra) (list £169.95) BARGAIN... £99

372-677 Class 411 4 CEP 4 car EMU in BR blue & grey (Gra) £137.02

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371-700* Class 350/1 Desiro 4-car EMU 350 111 'Apollo' in unbranded Silverlink (Gra) (list £169.95) BARGAIN... £99

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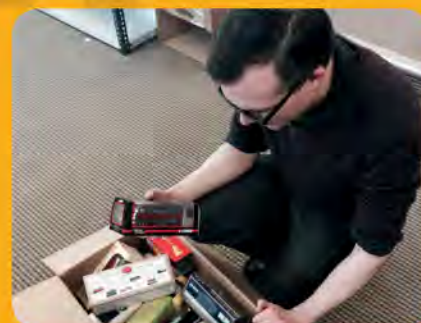
Step 4

Once we receive the items we'll **Check**
them and **Confirm** the offer



Step 3

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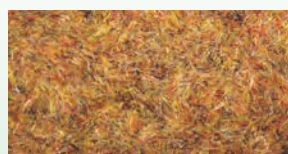
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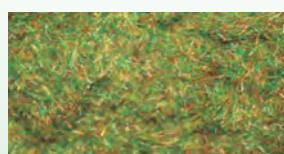
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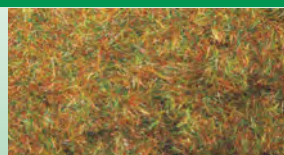
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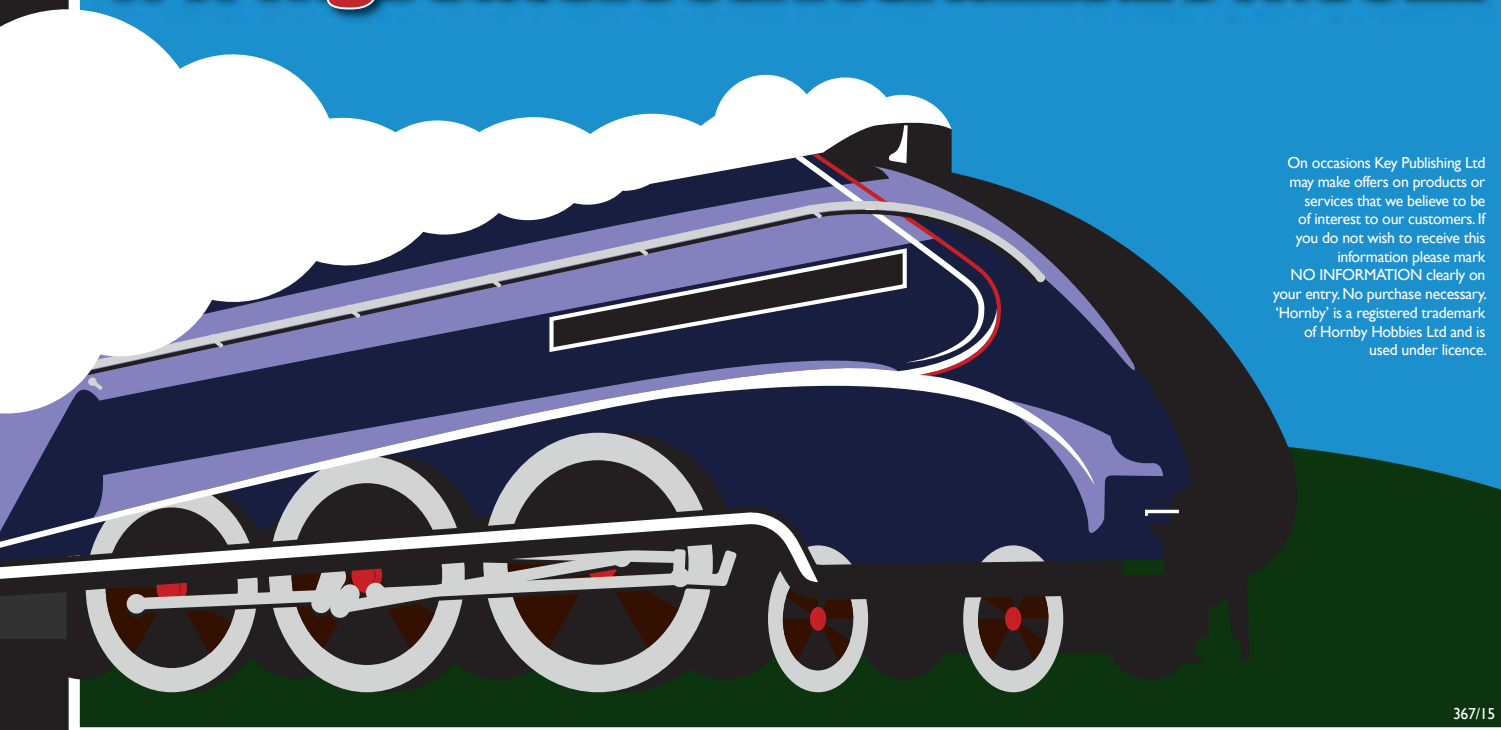
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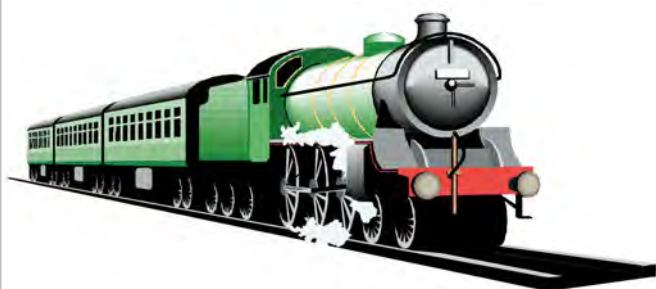
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NEXT ISSUE

HATHERLEIGH JUNCTION

With its combination of Western Region hydraulics, Southern Region steam and short trains, North Devon proved to be the ideal location for Bob Hunter to base his stunning Gauge 1 model on. Next month we discover the story behind this fascinating large scale layout.



Chesterfield GC

Frank Dyer's Borchester was the inspiration for Tony Newton's home based layout with operation being the central theme to its success. Next month Tony explains how it works and how computer control has been used to take control of the signals.



Power districts and boosters

Many myths surround the use of power districts and power boosters with Digital Command Control. Nigel Burkin explains all you need to know and how and when you should use these pieces of equipment to enhance operation.



Bradford-Poole express

Summer holiday traffic took locomotives and stock away from their home region. Tim Shackleton shows how the Saturday only Bradford-Poole can be modelled with readily available stock and hints of subtle weathering.



THE NEXT ISSUE OF
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is on sale on July 9 2015

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4F-072-010 - 7 Plank 9FT W/B - Gregory Weathered



4F-052-009 - 5 Plank 9FT W/B - Edward Langford

4F-052-010 - 5 Plank 9FT W/B - Edward Langford Weathered

Also released this month include;

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4D-006-001 - Class 73 73105 Large Blue Logo

4D-006-002 - Class 73 73124 BR Blue

4D-006-003 - Class 73 73135 BR Blue

4D-006-004 - Class 73 E6003 SR Green with Light Grey Lower Panels

4D-006-005 - Class 73 E6039 Early Blue with SYP and Double Arrow Logo

4D-006-006 - Class 73 73138 'Dutch' Yellow and Grey Civil Engineers

4D-006-007 - Class 73 73138 'Lisa' GB Rail Freight Blue / Yellow

4F-060-011 - Dutch Grampus DB988532

4F-060-012 - Dutch Grampus DB988532 Weathered

N GAUGE



2F-071-018 - 7 Plank - Ruabon 324 & Chirk 2024 Twin Pack

2F-071-019 - 7 Plank - Ruabon 324 & Chirk 2024 Twin Pack Weathered

CLASS 122



ND210A - Class 122 Regional Railways Livery 55012 Dummy

ND210B - Class 122 Blue / Grey Livery W55011 Dummy

ND210C - Class 122 BR Green with Whiskers W55016 Dummy

ND210D - Class 122 BR Green SYP W55003 Dummy

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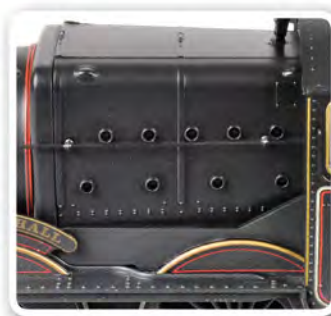
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